



Jeff Silvestrini, Chair
Mayor, Millcreek

Jeff Scott, Vice Chair
Commissioner, Box Elder County

Mark Allen
Mayor, Washington Terrace

Len Arave
Mayor, North Salt Lake

Ron Bigelow
Mayor, West Valley

Mike Caldwell
Mayor, Ogden

Robert Dahle
Mayor, Holladay

Jim Harvey
Commissioner, Weber County

Scott Jenkins
Commissioner, Weber County

Randy Lewis
Mayor, Bountiful

Erin Mendenhall
Mayor, Salt Lake City

Mike Newton
Councilmember, Morgan County

Mark Shepherd
Mayor, Clearfield

Bob Stevenson
Commissioner, Davis County

Derk Timothy
Mayor, Bluffdale

Troy Walker
Mayor, Draper

Scott Wardle
Councilmember, Tooele County

Jenny Wilson
Mayor, Salt Lake County

Aimee Winder-Newton
Councilmember, Salt Lake County

Senator Wayne Harper
Utah State Senate

Representative Mike Schultz
Utah House of Representatives

Carlton Christensen
Utah Transit Authority

Carlos Braceras
Utah Department of Transportation

Dawn Ramsey
Utah League of Cities & Towns

Lorene Kamalu
Utah Association of Counties

Ari Bruening
Envision Utah

Laura Hanson
State Planning Coordinator

Andrew Gruber
Executive Director

WASATCH FRONT REGIONAL COUNCIL

August 26, 2021

AGENDA

A meeting of the WFRC Council will be held on **Thursday, August 26, 2021 at 2:00pm via Zoom.**

<https://us02web.zoom.us/j/87970609375?pwd=SFZicnEyb1BtN0lZaHpYVTZmU0dEQTO9>

Meeting ID: 879 7060 9375 Passcode: 339898 One tap mobile +16699009128,,87970609375#

The agenda, with approximate times, will be as follows:

1. Consent Agenda (2:00)

- a. **ACTION:** Minutes of the WFRC meeting held May 27, 2021 and Financial Statements for May and June 2021 and current Budget/Expenditure Report

2. Chair Report (2:05)

- a. Federal infrastructure legislation: Senator Mitt Romney
- b. WFRC FY21 Activities and Accomplishments Report

3. Public Comment (2:35)

4. Regional Growth Committee (RGC) (2:40)

- a. Statewide Policy Conversations and Wasatch Choice
- b. Wasatch Choice fall outreach
- c. Regional Transportation Plan (RTP) amendments
 - i. **ACTION:** RTP amendment process update
 - ii. **ACTION:** Amendment #3 to the 2019-2050 RTP

5. Transportation Committee (Trans Com) (3:00)

- a. Report on Board modifications to the 2021-2026 Transportation Improvement Program (TIP)
- b. **ACTION:** Board modifications to the 2021-2026 TIP
- c. **ACTION:** Approve 2022-2027 TIP
- d. **ACTION:** Self-Certification of Planning Process

6. Reports (3:20)

- a. WFRC Funding Opportunities for Local Governments
- b. Wasatch Front Economic Development District (WFEDD) update
- c. Active Transportation Committee (ATC) update
- d. Executive Director's report

7. Other Business (3:30)

Next meeting: October 28, 2021

8. Adjournment (3:35)

Upcoming events:

- ULCT Annual Conference - September 29-October 1
- AMPO Annual Conference - October 5-8
- Wasatch Choice Workshops - October 12 through November 22
- UDOT Annual Conference - October 26-28
- UAC Annual Conference - November 9-12

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

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

Wasatch Front Regional Council is choosing to continue holding all public meetings electronically, without an anchor location, until it is deemed safe enough to hold public meetings in person.

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

Wasatch Front Regional Council ha elegido seguir manteniendo todas las juntas públicas electrónicamente, sin un lugar de anclaje, hasta que sea considerado lo suficientemente seguro para tener juntas públicas en persona.



MINUTES
Wasatch Front Regional Council
 May 27, 2021

A meeting was held on Thursday, May 27, 2021, via Zoom connection, due to the safety restrictions put in place by the Utah Governor's Office, in response to continuing COVID-19 concerns. The following were present:

WFRC COUNCIL MEMBERS - 2021		
BOX ELDER COUNTY	Yes/No	Alternates / Others in attendance:
Member - Jeff Scott	yes	Kristie Overson, Taylorsville Mayor
Alternate – Tyler Vincent	no	Joy Petro, Layton City Mayor
DAVIS COUNTY MEMBERS		Kevin Jeppsen, Perry City Mayor
Len Arave	yes	Dirk Burton, West Jordan City Mayor
Mark Shepherd	yes	Ryan Beck, Envision Utah
Randy Lewis	yes	Shule Bishop, UTA
Bob Stevenson	yes	Gary Whatcott
MORGAN COUNTY		Nick Tarbet
Member - Mike Newton	yes	Holin Wilbanks, Davis Co
Alternate - Blaine Fackrell	yes	Nichol Bourdeaux, UTA
SALT LAKE COUNTY MEMBERS		Bret Millburn, Draper City
Jenny Wilson	yes	Russell Weeks, SL City Council staff
Erin Mendenhall	no	Erich Zimmermann, NARC
Troy Walker	no	Steve Van Maren
Aimee Winder-Newton	yes	Andrew Gruber, WFRC
Jeff Silvestrini	yes	Julie Bjornstad, WFRC
Robert Dahle	no	Ned Hacker, WFRC
Ron Bigelow	no	Ted Knowlton, WFRC
Derk Timothy	no	Wayne Bennion, WFRC
TOOELE COUNTY		Jory Johner, WFRC
Member - Scott Wardle	no	Mikala Jordan, WFRC
Alternate – Brent Marshall	yes	Ben Wuthrich, WFRC
WEBER COUNTY MEMBERS		Bert Granberg, WFRC
Scott Jenkins	yes	Lauren Victor, WFRC
Jim Harvey	yes	Rosie Hernandez, WFRC
Mark Allen	yes	Matthew Silski, WFRC
Mike Caldwell	no	Megan Townsend, WFRC
UDOT & UTA		Christy Dahlberg, WFRC
Member - Carlos Braceras, UDOT	yes	Nicole Proulx, WFRC
Alternate - Teri Newell, UDOT	yes	Loveit Baumgardner, WFRC
Member - Carlton Christensen, UTA Board of Trustees	yes	Kurt Mower, WFRC
Alternate - Beth Holbrook, UTA Board of Trustees	yes	Miranda Jones Cox, WFRC
NON-VOTING MEMBERS		Chad Worthen, WFRC
Lorene Kamalu - Utah Association of Counties	no	Marcia White, WFRC
Dawn Ramsey - Utah League of Cities and Towns	yes	Josh Reynolds, WFRC
Ari Bruening - Envision Utah	yes	Bill Hereth, WFRC

NON-VOTING MEMBERS, continued		Rob Jolley, RRJ Consulting/WFRC
Wayne Harper - State Senate	yes	Jeannie Lambert, Penna Powers/WFRC
Mike Schultz - State House of Representatives	yes	Ryan Leavitt, Barker Leavitt/WFRC
Laura Hanson – State Planning Coordinator	yes	Andrea Pearson, WFRC

Welcome [00:00:08]

At 2:01pm, Mayor Jeff Silvestrini, Chair, welcomed Wasatch Front Regional Council members and guests. Introductions were made via roll call.

1. Consent Agenda [00:02:20]

1a. ACTION: Minutes and 1b. ACTION: Financial Statements

Mayor Silvestrini brought attention to the Minutes for the March 25, 2021 meeting and the Financial Statements and Check Registers for February, March and April 2021, and the current Budget/Expenditure Report. Commissioner Scott Jenkins made a motion to approve, and Commissioner Mike Newton seconded the motion. The minutes and financial statements were accepted unanimously.

2. Chair's Report [00:02:54]

Mayor Silvestrini shared that WFRC was named Community Partner of the Year byUCAIR, the Utah Clean Air Partnership. A 90 second award video was shown.

2a. State and Federal governmental affairs update [00:06:05]

Mayor Silvestrini introduced Representative Mike Schultz, who discussed the Legislature's plan for use of federal American Rescue Plan Act (ARPA) funding. Representative Shultz stressed the need for partnerships between state and local entities, creating a generational investment and focusing on infrastructure. The Representative also stated that there is potential for additional funding for infrastructure in the future. [00:18:45] Mayor Silvestrini then turned the time to Senator Wayne Harper, who discussed the Transportation Interim Committee focus areas, such as road funding and corridor preservation. [00:24:02] Mayor Silvestrini then asked Andrew Gruber, WFRC, to give his thoughts on the impacts of the state and federal issues and to introduce the next presenter. [00:28:14] Erich Zimmerman, Deputy Director and Director of Transportation with the National Association of Regional Councils, concluded the report with a brief update on the federal state of affairs and the status of federal infrastructure deliberations including the reauthorization of the surface transportation act (or FAST act). [00:44:46] Mayor Silvestrini also recognized Laura Hanson, in her new position as State Planning Coordinator at the Governor's Office of Planning and Budget (GOPB).

3. Public Comment [00:47:49]

Mayor Silvestrini opened the meeting for public comment. There were no comments.

4. Budget Committee [00:48:12]

4a. PUBLIC HEARING and ACTION: Approve Fiscal Year 2022 WFRC Goals, Budget, and Unified Planning Work Program (UPWP)

Mayor Silvestrini asked that Commissioner Jeff Scott give the WFRC Budget Report, as the Budget Committee Chair, Mayor Mike Caldwell was unable to attend Council meeting. [00:48:51] Commissioner Scott made a motion to open a public hearing. Mayor Mark Shepherd seconded the motion and the public hearing was opened by unanimous vote. Commissioner Scott reiterated that the goals, budget and UPWP presented for approval are the same as the drafts previously provided, which were approved for public comment and review, and then reviewed by the WFRC Budget Committee again on May 3, 2021. Andrew Gruber, WFRC, discussed the documents briefly and emphasized that if anyone has any questions, they are welcome to reach out to WFRC staff. [00:59:59] Commissioner Scott made a motion to close the public hearing. Mayor Joy Petro seconded the motion and the public hearing was closed by unanimous vote. [01:00:22] Commissioner Scott made a motion to approve the draft WFRC

Goals, budget and UPWP for fiscal year 2022. Commissioner Jim Harvey seconded the motion and the vote was unanimous in the affirmative.

4b. Fraud Risk Assessment FY21 [01:00:58]

Commissioner Jeff Scott, and Kurt Mower, WFRC, reminded the group that the Wasatch Front Regional Council, along with all other Utah local governments, is required by the Utah State Auditor to conduct a Fraud Risk Assessment and present it to their governing leadership by the end of each fiscal year. This assessment is a self-scored questionnaire designed to evaluate existing policies, procedures, and personnel to determine a risk level to the entity for potential fraud. In 2021, as in 2020, the Fraud Risk Assessment presented to the Council gave WFRC a score of 355 which put the agency in a “low risk” category.

5. Transportation Coordinating Committee (Trans Com) [01:04:33]

Mayor Mark Shepherd, Trans Com Chair, informed the Council of the items that were discussed in the Trans Com meeting held on April 15, 2021.

5a. Report on Board Modifications to the 2021-2026 Transportation Improvement Program (TIP)

Mayor Shepherd noted that information regarding requests to modify the current 2021-2026 TIP and approved resolution have been included in the meeting materials. The modification required action from Trans Com and the UDOT Transportation Commission but did not require a new air quality conformity analysis or a 30-day public comment period.

5b. ACTION: Board Modifications to 2021-2026 TIP [01:05:00]

Ben Wuthrich, WFRC, reported that WFRC has received several requests to modify the current 2021-2026 TIP with the list of projects included in the meeting materials. Mr. Wuthrich briefly discussed each project. [01:19:15] Mayor Shepherd made a motion to approve the resolution to modify the 2021-2026 TIP as requested. Mayor Robert Hale seconded the motion and the voting was unanimous in the affirmative.

5c. ACTION: Approve the Surface Transportation Program (STP), Congestion Mitigation / Air Quality Program (CMAQ), and Transportation Alternatives Program (TAP) Projects for 2022-2027 TIP [01:20:04]

Mr. Wuthrich then reminded the Council of the funding programs that Wasatch Front Regional Council administers, that provide resources for local governments. These programs include:

- Surface Transportation Program (STP)
- Congestion Mitigation Air Quality (CMAQ)
- Transportation Alternatives Program (TAP)

After a brief description of each program and the technical criteria used to evaluate each project submitted, Mr. Wuthrich continued his report by discussing the STP projects, the CMAQ projects, and the TAP projects that have been recommended by the Trans Com Technical Advisory Committees. [01:31:58] Mayor Shepherd made a motion to approve adding the STP, CMAQ, and TAP projects to the draft FY 2021-2026 STP and CMAQ Programs, and the draft FY 2022 TAP Program. Mayor Dawn Ramsey seconded the motion and the vote was unanimous in the affirmative.

6. Regional Growth Committee (RGC) [01:32:36]

Mayor Dawn Ramsey, RGC Chair, briefly reviewed the outcomes of the Regional Growth Committee (RGC) meeting held on May 20, 2021.

6a. Wasatch Choice - the Regional Transportation Plan (RTP) key objectives [01:36:20]

Ted Knowlton, WFRC, explained that, together with all of Utah’s state or regional transportation

agencies (UDOT, UTA, Mountainland AOG, Cache MPO and Dixie MPO) WFRC worked to develop Utah's Unified Transportation Plan . Each agency used shared growth projections, time horizons, goals and performance measures, and financial assumptions to assemble complementary plans that integrate seamlessly to become Utah's Unified Plan.

7. Reports [01:43:38]

7a. Wasatch Front Economic Development District (WFEDD) update

Mayor Silvestrini tabled this report until a future time.

7b. Active Transportation Committee (ATC) update [01:43:53]

Mayor Silvestrini turned the time to Mayor Jo Sjoblom for an update on Active Transportation.

7c. Executive Director's update [01:47:33] Andrew Gruber, WFRC, recognized WFRC's newest staff member, Mikala Jordan, who joined as a Planner in the Transportation and Land Use Connection Program. Mr. Gruber also introduced the two interns working with WFRC in Long Range Planning, Hannah Boettcher and Badr Almadhi. Mr. Gruber then noted that Andrea Pearson has been with WFRC for five years, as the Executive Assistant, and thanked her for her work.

8. Other Business [01:51:39]

Mayor Jeff Silvestrini reminded the group that the next Council meeting will be on August 26, 2021 and it is anticipated to be in person at the WFRC offices. There were no other items brought forward for discussion.

9. Adjournment [01:51:50]

With no further business, Mayor Silvestrini called for a motion to adjourn. UTA Trustee Beth Holbrook made a motion to adjourn the Council meeting and UTA Trustee Carlton Christensen seconded. The affirmative vote was unanimous. The meeting adjourned at 3:53pm.

Balance Sheet
As of 05-31-21

ASSETS

Cash	\$ 3,160,026.66		
		\$	3,160,026.66
Accounts Receivable	1,164,240.95		
		\$	1,164,240.95
Prepaid Expense	25,594.69		
		\$	25,594.69
		\$	0.00
		\$	4,349,862.30

LIABILITIES & FUND BALANCE

Accounts Payable	323,817.67		
Accrued Payroll & Taxes	-0.07		
Accrued Vacation/Sick Leave	396,965.70		
		\$	720,783.30
Total Liabilities			
State and Local	1,603,819.84		
General Fund	221,610.55		
Special Projects Fund	1,803,648.61		
		\$	3,629,079.00
Total Fund Balances			
		\$	4,349,862.30

Check Register
(E) ACH TRANSFERS
05-31-21

Check#	Date	Vendor	Amount
1406	05-14-21	AVE001 AVENUE CONSULTANTS	6028.95
1407	05-14-21	AXI001 AXIX ARCHITECTS	11000.00
1408	05-14-21	BAR001 BARKER LEAVITT	6000.00
1409	05-14-21	DEL001 DELL MARKETING, L.P.	3542.34
1410	05-14-21	ENV001 ENVIRONMENTAL PLANNING DES	7480.00
1411	05-14-21	ENV002 ENVISION UTAH	10000.00
1412	05-14-21	FEH001 FEHR & PEERS	21819.20
1413	05-14-21	FIE001 FIELDING GROUP LLC	35943.90
1414	05-14-21	GMS001 GMS, INC.	15961.50
1415	05-14-21	HIG001 HIGH STREET CONSULTING LLC	9787.50
1416	05-14-21	INT002 INTERMOUNTAIN EAP - MISC A	500.00
1417	05-14-21	JOR001 JORDAN RIVER COMMISSION	1500.00
1418	05-14-21	KIM001 KIMLEY HORN	13582.50
1419	05-14-21	LAN001 LANDMARK DESIGN	6131.24
1420	05-14-21	LIN001 LINCOLN NATIONAL LIFE INS	2924.14
1421	05-14-21	MOU001 MOUNTAINLAND ASSN OF GOVTS	1416.23
1422	05-14-21	PEH001 PEHP FLEX BENEFITS	814.50
1423	05-14-21	PUB001 PUBLIC EMPLOYEES HEALTH PR	39181.59
1424	05-14-21	RRJ001 RRJ CONSULTING, LLC	2000.00
1425	05-14-21	UNU001 UNUM LIFE INSURANCE CO	111.00
1426	05-14-21	URB002 URBAN DESIGN ASSOCIATES, L	35000.00
1427	05-14-21	UTA019 UTAH DIVISION OF FINANCE	13481.99
1428	05-14-21	UTA003 UTAH LOCAL GOVERNMENT TRUS	469.54
1429	05-14-21	ZIO002 ZIONS BANK PUBLIC FINANCE	6845.00

Total Of Register

251521.12
=====

Licensed User: ACCOUNTING DEPARTMENT

Balance Sheet
As of 06-30-21

ASSETS

Cash	\$ 3,082,499.63	
		\$ 3,082,499.63
Accounts Receivable	914,215.16	
		\$ 914,215.16
Prepaid Expense	24,511.11	
		\$ 24,511.11
		\$ 0.00
		\$ 4,021,225.90

LIABILITIES & FUND BALANCE

Accounts Payable	455,759.35	
Accrued Payroll & Taxes	90.00	
Accrued Vacation/Sick Leave	392,167.99	
Deferred Revenue	1,305,239.76	
		\$ 2,153,257.10
Total Liabilities		
General Fund	64,320.19	
Special Projects Fund	1,803,648.61	
		\$ 1,867,968.80
Total Fund Balances		
		\$ 4,021,225.90

Check Register
(E) ACH TRANSFERS
06-30-21

Check#	Date	Vendor	Amount
1430	06-09-21	DES001 DESIGN WORKSHOP, INC	16399.20
1431	06-09-21	ENV001 ENVIRONMENTAL PLANNING DES	12580.00
1432	06-09-21	FEH001 FEHR & PEERS	3549.00
1433	06-09-21	FFK001 FFKR ARCHITECTS	6630.00
1434	06-09-21	FIE001 FIELDING GROUP LLC	36087.49
1435	06-09-21	INT001 INTELITECHS	4949.98
1436	06-09-21	KIM001 KIMLEY HORN	10200.00
1437	06-09-21	MGB001 MGB & A THE GRASSLI GROUP	10505.00
1438	06-09-21	MOU001 MOUNTAINLAND ASSN OF GOVTS	1232.81
1439	06-09-21	PEH001 PEHP FLEX BENEFITS	1649.00
1440	06-09-21	PEN001 PENNA POWERS	5133.75
1441	06-09-21	PUB001 PUBLIC EMPLOYEES HEALTH PR	39326.98
1442	06-09-21	UNU001 UNUM LIFE INSURANCE CO	147.15
1443	06-09-21	UTA019 UTAH DIVISION OF FINANCE	6590.68
1444	06-09-21	UTA003 UTAH LOCAL GOVERNMENT TRUS	469.54
1445	06-09-21	VOD001 VODA	33600.00
1446	06-28-21	ALT001 ALTA PLANNING AND DESIGN	15000.00
1447	06-28-21	AVE001 AVENUE CONSULTANTS	16091.40
1448	06-28-21	BAR001 BARKER LEAVITT	6000.00
1449	06-28-21	DES001 DESIGN WORKSHOP, INC	7240.00
1450	06-28-21	CLO001 CLOCKWISE	1620.00
1451	06-28-21	GSB001 GSBS CONSULTING	28007.40
1452	06-28-21	BOE001 HANNAH BOETTCHER	2014.50
1453	06-28-21	HIG001 HIGH STREET CONSULTING LLC	19538.19
1454	06-28-21	INT001 INTELITECHS	4600.00
1455	06-28-21	LAN001 LANDMARK DESIGN	6258.20
1456	06-28-21	LAY001 LAYTON CONSTRUCTION	5511.42
1457	06-28-21	LIN001 LINCOLN NATIONAL LIFE INS	2488.13
1458	06-28-21	MET001 METRO ANALYTICS	15000.00
1459	06-28-21	MOU001 MOUNTAINLAND ASSN OF GOVTS	1241.72
1460	06-28-21	OLS002 LES OLSON COMPANY	330.75
1461	06-28-21	PEH001 PEHP FLEX BENEFITS	824.50
1462	06-28-21	PEN001 PENNA POWERS	5461.25
1463	06-28-21	RES001 RESOURCE SYSTEMS GROUP, IN	16847.06
1464	06-28-21	RRJ001 RRJ CONSULTING, LLC	2000.00
1465	06-28-21	UTA019 UTAH DIVISION OF FINANCE	5957.21

Total Of Register

351082.31
=====

Licensed User: ACCOUNTING DEPARTMENT

**Wasatch Front Regional Council FY 2021
Budget/Expense Report**

7/1/2020
6/30/2021

Expenditure by Function

Expenditure	Budget	Expended	Balance	%
	As amended April 2021	6/30/2021	Unspent	Expended
Salaries/Employee Benefits	4,337,739	3,786,409	551,330	87%
Contractual	5,666,626	2,138,549	3,528,077	38%
Audit and Accounting	20,100	20,046	54	100%
Equipment Depreciation	111,884	99,609	12,275	89%
Equipment Maintenance	37,000	36,793	207	99%
Dues and Subscriptions	37,725	26,925	10,800	71%
Insurance	13,000	12,575	425	97%
Legal	10,000	90	9,910	1%
Printing & Publication	5,850	0	5,850	0%
Rent	432,190	427,307	4,883	99%
Supplies/Software/Sponsorships	125,770	116,973	8,797	93%
Telephone/Data	35,000	32,475	2,525	93%
Travel	18,000	7,968	10,032	44%
Training	79,760	12,537	67,223	16%
Equipment Purchase	80,000	52,417	27,583	66%
Amounts expected to carry forward into next FY	216,287	0	216,287	0%
TOTAL EXPENDITURES	11,226,930	6,770,672	4,456,260	60%
Excluding Carry Forward	11,010,644	6,770,672	4,239,973	61%
% Time Expended				100%

Expenditure by Program

Program	Budget	Expended	Balance	%
	As amended April 2021	6/30/2021	Unspent	Expended
Consolidated Transportation Planning Grant	4,939,795	4,108,672	831,123	83%
UTA Project Support	118,391	69,128	49,263	58%
Household Travel Survey	811,250	0	811,250	0%
Tooele Valley RPO	10,000	7,981	2,019	80%
Local Government Service	149,442	8,731	140,711	6%
Community Impact Board \$2K	2,000	2,000	0	100%
Mobility Management	10,000	3,603	6,397	36%
Joint Projects	166,756	73,302	93,454	44%
Economic Development	140,000	128,236	11,764	92%
CDBG - Tooele	50,000	50,000	0	100%
Transportation and Land Use Connection	4,036,108	1,992,343	2,043,765	49%
Morgan RPO	19,022	7,714	11,308	41%
Legislative Consulting	122,000	118,000	4,000	97%
Model Development	132,177	126,315	5,862	96%
CDBG CARES Business Assistance	29,990	6,986	23,004	23%
Davis County Prop 1 Assistance	10,000	10,000	0	100%
EDA Economic Recovery	400,000	5,244	394,756	1%
Equipment Purchases	80,000	52,417	27,583	66%
TOTAL EXPENDITURES	11,226,930	6,770,672	4,456,259	60%

0 0

Notes to the Budget/Expense Report
June 30, 2021

In this report 100% of the fiscal year (time) has passed. Of the total amount budgeted for the year 60% was expended through the end of June 2021. The budget in this report is the budget that was amended in October 2020 by the Council and also includes a few line-item adjustments approved in April 2021.

The information contained in this report is useful in that it shows rates of expenditure by line-item and by program and allows the Council and staff to analyze rates of expenditure and progress of the various programs and address any areas of concern. It is not unusual for budget spent versus time to show variations. Some expenses such as accounting/audit fees, software licenses and dues are paid at the beginning of the fiscal year causing the percentage of budget spent versus time expended to go up. However, as the year progresses that percentage drops and the line item and program will finish the year within budget.

Variances in the rate of expenditure by program are considered normal and include some programs that are expected to carry forward into the next fiscal year.

The work on the Household Travel Survey that was planned to begin in FY21 was delayed due to consideration of temporarily altered travel data as a result of Covid-19. This work is anticipated to begin in FY22. The funds for this project were re-budgeted and included in the FY22 budget that was approved by the Council in May 2021.

The work on the EDA Economic Recovery program was delayed due to staffing vacancies that were filled later in the fiscal year. The program is now underway and the FY22 budget will be amended in October to include these funds for the work in process.

Unspent funds in the Local Government Support program are a result of unspent match for the Consolidated Planning Grant (CPG). Because of reductions in spending in the CPG program due to staff vacancies, travel, training, etc., the match that would have been required for the CPG were moved to the Local Government Support and will be re-budgeted for CPG matching funds in the next fiscal year.

DATE: August 19, 2021
AGENDA ITEM: 2a
SUBJECT: Federal infrastructure legislation: Senator Mitt Romney
PREPARED BY: Miranda Jones Cox

BACKGROUND:

At the Wasatch Front Regional Council (WFRC) meeting, the Council will be joined by US Senator Mitt Romney who will brief the group on his involvement in the development of the Infrastructure Investment and Jobs Act (IIJA). Senator Romney will provide an overview of the act, the path forward for the final passage of the bill, and what the IIJA would mean for transportation funding in Utah.

[HR 3684, the *Infrastructure Investment and Jobs Act \(IIJA\)*](#), formerly known as the Bipartisan Infrastructure Framework (BIF), originated out of month-long negotiations between the White House and a bipartisan group of Senators, including Senator Romney. It passed out of the Senate last week with a vote of 69-30 and now awaits action from the US House of Representatives.

The \$1.2 trillion bill provides over \$550 billion in new spending for core infrastructure programs and is anchored with the five-year reauthorization of surface transportation programs as it includes the transportation reauthorization bills that were previously developed and adopted by the Senate Environment and Public Works Committee and Commerce Committee, along with the Energy Infrastructure Act and the Drinking Water and Wastewater Infrastructure Acts. If ultimately adopted, this legislation will provide significant and stable infrastructure funding over the next five years, to Utah and the nation.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Miranda Jones Cox, 436-691-3043, miranda@wfr.org

DATE: August 19, 2021
AGENDA ITEM: 2b
SUBJECT: WFRC FY21 Activities and Accomplishments Report
PREPARED BY: Andrew Gruber

BACKGROUND:

In August 2020, the Wasatch Front Regional Council adopted goals and priorities for FY21 that provided direction for the agency regarding areas of focus for the upcoming year. The [FY21 Activities & Accomplishments Report](#) provides an overview of how WFRC met those goals.

WFRC Executive Director Andrew Gruber will present on the work outlined in the Activities & Accomplishments Report.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

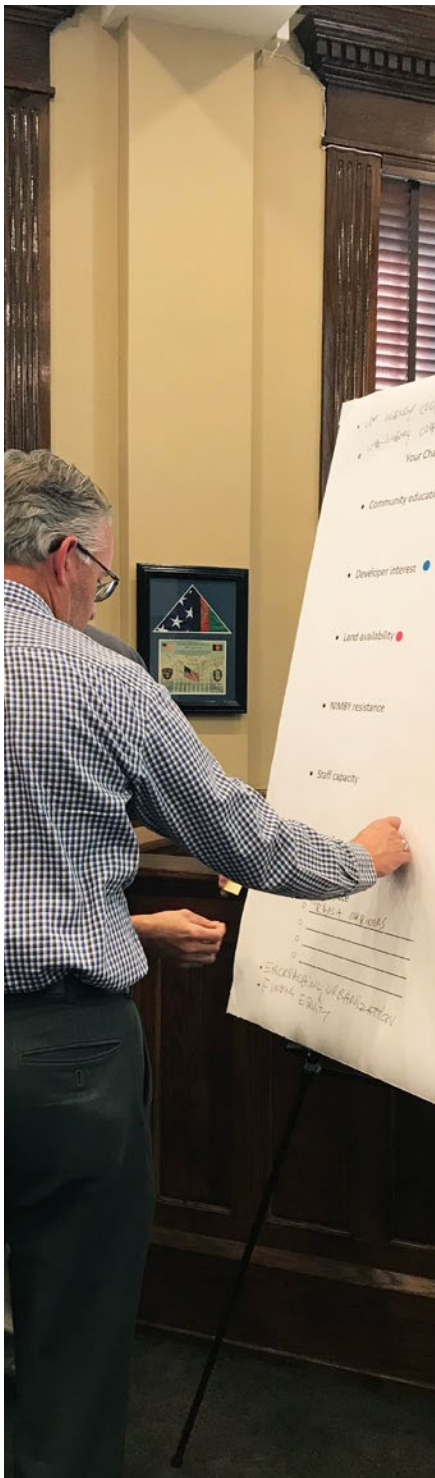
Andrew Gruber, agruber@wfr.org; 801-824-0055



Activities and Accomplishments Report

FISCAL YEAR 2021





Box Elder County Commissioner Jeff Scott provides comments at a Wasatch Choice workshop in Brigham City.



Table of Contents

Planning for the future of our region – for transportation and related areas of land use, economic development, air quality, and more – is a collaborative effort. As the designated Metropolitan Planning Organization (MPO) for the majority of Utah’s Wasatch Front, and as an Association of Governments, the Wasatch Front Regional Council (WFRC) is responsible for coordinating this planning process, and for providing funding and assistance to communities in the region so we can turn those plans into reality.

The WFRC Council adopted goals for the agency for Fiscal Year 2021 (July 1, 2020 - June 30, 2021); this report highlights the activities and accomplishments of WFRC’s members, staff, and partners in working toward those goals. This report provides highlights organized by each of the four primary FY21 goals, followed by a detailed “completion report” for all of WFRC’s activities.

5

Goal Number One

Collaboratively advance the Wasatch Choice Regional Vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges.

13

Goal Number Two

Effectively administer ongoing plans and programs.

18

Goal Number Three

Provide subject-matter expertise to federal, state, and local officials and policymakers.

24

Goal Number Four

Strive for organizational excellence.

27

FY2021 Unified Planning Work Program Completion Report

Fiscal Year 2021 Goals

1. Collaboratively advance the Wasatch Choice Regional Vision as a regional framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges.

- a. Support local communities to update their plans for growth and development.
 - Help communities to: (i) integrate their local transportation, land use, housing, and economic development plans; (ii) align with the Wasatch Choice Regional Vision; (iii) satisfy statutory requirements; and (iv) manage funding challenges, all while addressing community concerns.
 - Provide high-quality data and analysis, advice, and technical and financial resources.
 - Update the Wasatch Choice Regional Vision to reflect significant local planning and development decisions.
 - Engage, inform, and facilitate collaboration among local governments, transportation agencies, and other public and private sector stakeholders.
- b. Communicate the needs and benefits of investment in Utah's multi-modal transportation system as reflected in Utah's Unified Transportation Plan 2019-2050.

2. Develop and implement plans and programs.

- a. Refine the performance-based approach for WFRC plans and programs, with a focus on (i) monitoring and sharing progress toward the adopted Wasatch Choice goals; (ii) streamlining and furthering the utilization of performance measurement; and (iii) using "access to opportunities" as a measure for planning and programming.
- b. Continue development of the 2023-2050 Regional Transportation Plan (RTP), including enhanced consideration of (i) planning/environmental linkages; (ii) multi-modal project prioritization; (iii) policy approaches to complement planned investments; (iv) innovative funding and financing strategies; and (v) external forces including technological innovations (e.g. connected, autonomous, shared, and electric mobility options).
- c. Develop the 2022-2027 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2021).
- d. Provide funding and technical support to communities through WFRC programs including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), and Transportation and Land Use Connection Program (TLC) (project approvals spring 2021).
- e. Implement the regional 2018-2023 Comprehensive Economic Development Strategy (CEDS), linking economic development with transportation and land use planning, working through the Wasatch Front Economic Development District (WFEDD).

MISSION STATEMENT

The Wasatch Front Regional Council builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.

ROLES

To accomplish our mission, the Wasatch Front Regional Council serves the following roles.



Convener

We facilitate collaboration with our communities and partners.



Technical Expert

We are trusted subject-matter experts.



Planner

We proactively plan for the future of our region.



Implementer

We put visions and plans into action.



Wasatch Choice
2050 Regional Goals



Access to economic and educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Livable and healthy communities



Safe, user friendly streets



Clean air



Housing choices and affordable living expenses



Fiscally responsible communities and infrastructure



Ample parks, open spaces, and recreational opportunities



Sustainable environment, including water, agricultural, and other natural resources

3. Provide subject-matter expertise to federal, state, and local officials and policymakers.

- a. Work with national associations and Utah partners to advance reauthorization of federal transportation funding and policies, focusing on multi-modal funding stability with continued strong local and regional voice.
- b. Evaluate infrastructure funding and financing strategies at the state, regional, and local level.
- c. Enhance forecasting and modeling of travel behavior and land use markets, including: (i) prepare for 2022 Household Travel Survey; and (ii) improve modeling of transportation mode choices and impact of urban form on travel behavior.
- d. Collaborate with UDOT and other stakeholders to refine transportation project prioritization processes.
- e. Participate in regionally significant transportation and growth-related projects and activities including but not limited to: major development plans (Point of the Mountain, Southwest Salt Lake County Vision, Northwest Quadrant/Inland Port, and Falcon Hill), regionally significant transit/land use analyses (FrontRunner Strategic Business Plan, Future of TRAX, Ogden-Weber State University Bus Rapid Transit, Davis-Salt Lake Connector, and Midvalley Connector), multi-city active transportation plans, housing development and affordability, Central Wasatch Commission mountain transportation, I-15 statewide analysis, Census 2020, and regional parking analysis.
- f. Improve air quality by assisting communities and partners in their efforts to reduce emissions through technological changes, transportation choices, and development patterns.

4. Strive for organizational excellence.

- a. Ensure accountability and transparency to WFRC members in policy making and prudent, efficient use of resources. Maintain budget stability.
- b. Create and maintain a work environment that maximizes the health, happiness, and productivity of an excellent staff. Provide meaningful, constructive feedback to employees through performance evaluations. Encourage priority professional development opportunities.
- c. Ensure compliance with applicable laws, regulations, and best practices.



Goal Number One

Collaboratively advance the [Wasatch Choice Regional Vision](#) as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges.

WFRC supported local communities to update their plans for growth and development.

The WFRC area is a diverse mix of communities, from the metropolitan center of Salt Lake City to suburban cities and towns, to areas that maintain a rural character. There is no one-size-fits-all approach to handling Utah's nation-leading population growth. Certain issues are truly regional in nature, such as our economy, mobility, and air quality. But each part of the region has to develop approaches that best suit their needs and desires. Therefore, WFRC worked directly with communities all over the region. This included, but was not limited to:

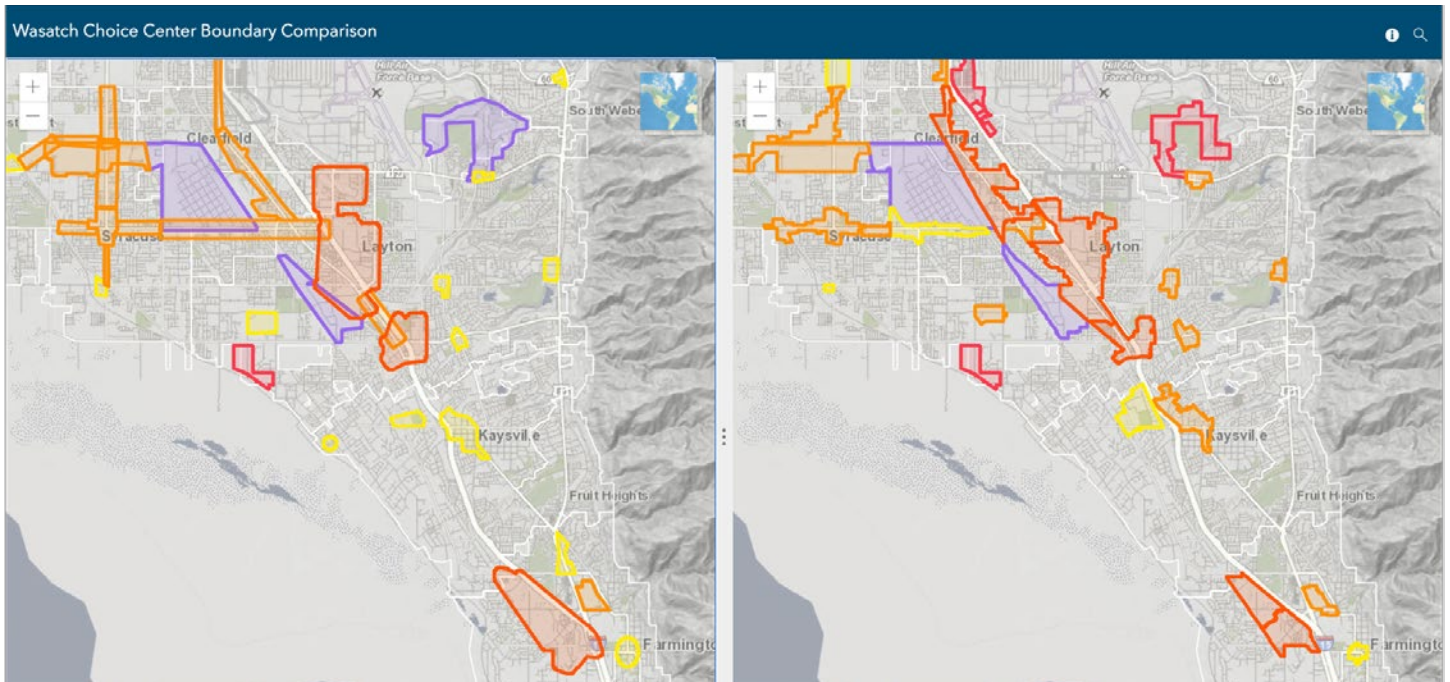
- Developed [additional Wasatch Choice resources](#) to help communities engage their residents, address key issues and concerns about growth, utilize new data, and tap into available technical assistance as they plan for growth.
- Hosted 10 [Wasatch Choice Workshops](#). These workshops brought local leaders and staff from nearby communities in each part of the region together to discuss their common challenges that need to be addressed in order to effectively implement the shared Wasatch Choice Regional Vision. Issues explored ranged from our critical housing issues to regional infrastructure financing and mechanisms for coordination.
- Worked with community organizations, business organizations, and transportation agencies to further regional collaboration around the Vision.

Wasatch Choice Centers Refinement

Wasatch Choice has been the shared regional vision for the Wasatch Front for over a decade. Built on community values through an extensive public input process, Wasatch Choice establishes a blueprint for growth that supports a well-functioning economy, improves air quality, and enhances the overall quality of life for Utahns living across the Wasatch Front. Local communities provided initial input and direction on Wasatch Choice centers, including location, type, and anticipated timeframe for development during the Wasatch Choice Regional Vision and 2019-2050 Regional Transportation Plan development process. WFRC is working with local communities to refine these Centers, both the boundaries and presumed future development, to ensure that they clearly and accurately reflect plans for the future.



Wasatch Choice Centers Refinement



2019-2050 Regional Transportation Plan (RTP) Amendments

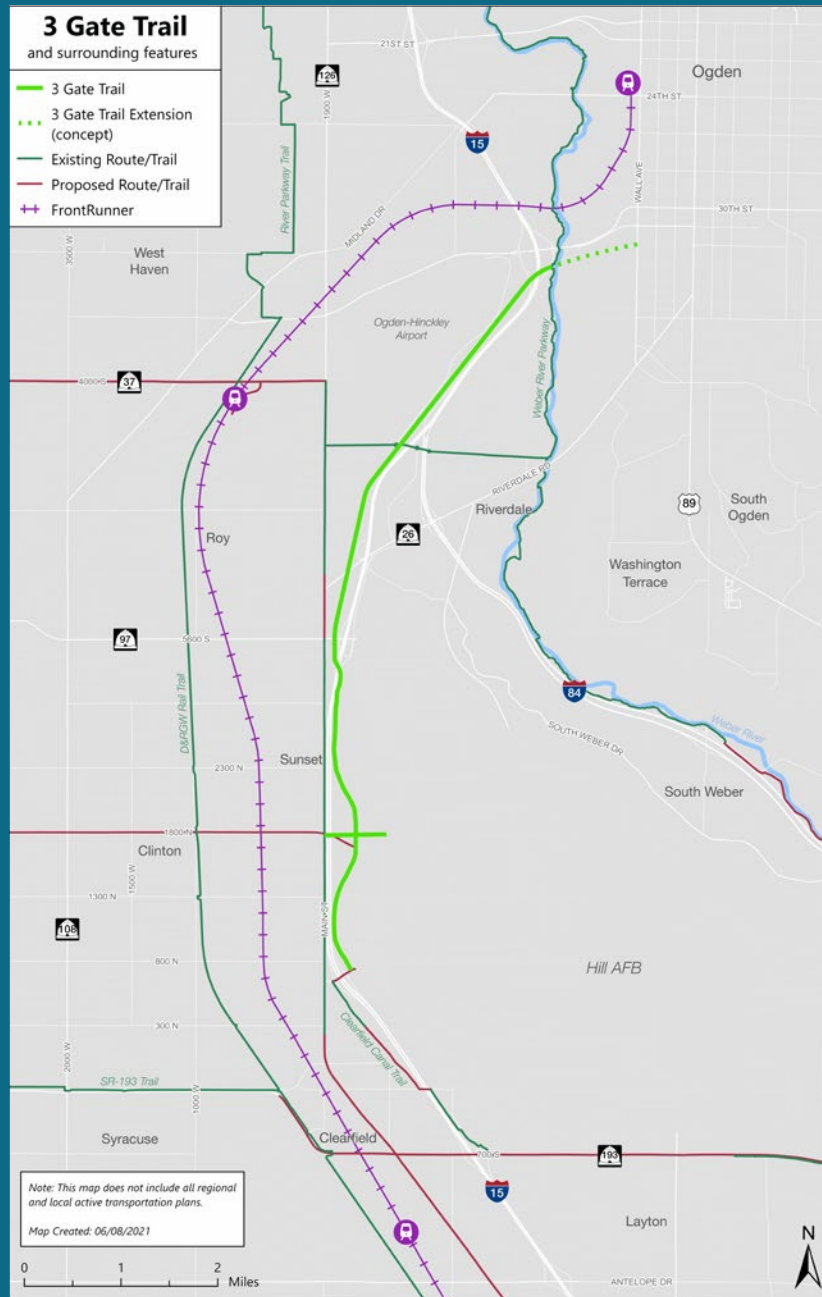
Working with UDOT, UTA, and local communities, the 2019-2050 Regional Transportation Plan (RTP) – the official transportation plan for our region and part of [Utah's Unified Transportation Plan](#) – was amended twice over the last year. Amendment #2 included three city-wide Active Transportation Master Plan updates in the fall of 2020. Amendment #3 was the largest in WFRC history, and it included land use, active transportation, transit, and roadway projects. These revisions ensure the consistency of the regional plan and local land use and accelerated programming of funding following historic legislative action (described later).

Amendment #3 changes to the 2019-2050 RTP











The 3 Gate Trail project that was included in RTP Amendment #3 is a 6.1 mile off-street trail adjacent to the I-15 corridor from the Weber River Parkway in Ogden to the West Gate of Hill Air Force Base (HAFB). The project ties the Military Installation Development Authority (MIDA) Falcon Hill area to the Ogden Regional Airport with future connections to the Roy and Clearfield FrontRunner stations. The coordination and support from Weber and Davis Counties, the local communities of Ogden, Riverdale, Roy, Sunset, and Clearfield, UDOT, UTA, MIDA, and HAFB has been well thought out and will benefit the quality of life for the residents and employees in this area. This project will increase commuter options, mitigate traffic congestion, and air pollution, and encourage healthy lifestyle choices. All parties are working to purchase the abandoned rail corridor and construct the trail in the near future.



WFRC supported community-level planning with technical and financial resources.

- The [Wasatch Front Economic Development District](#) provides a direct link for our local governments to apply for federal Economic Development Administration funding to create jobs and support economic development efforts.
- The [Community Development Block Grant](#) provides funding to local communities to address the needs of low- and moderate-income populations and supports social service providers within Morgan, Tooele, and Weber Counties.
- The [Transportation and Land Use Connection \(TLC\)](#) program provides planning technical assistance to local communities to achieve their goals and plan for their futures. TLC provides a critical link between the broader Wasatch Choice Regional Vision and the detailed opportunities and challenges at the local level. TLC is a partnership between WFRC, Salt Lake County, Utah Department of Transportation (UDOT), and Utah Transit Authority (UTA). Here is a listing of the close to **100 TLC projects in over 60 communities in our region:**

	Small Area and Transit Station Area Plans	36
	Ordinances	17
	Transportation/Active Transportation Master Plans	22
	Studies	18
	General Plan Updates	22
	TLC Project Examples	7



TLC Project Outcomes, 2014-2021

Talorsville has recently utilized the TLC program to pursue the Center Point Master Plan and the Commercial Centers Revitalization Master Plan. Both focus on linking redevelopment opportunities to transportation choices in key community areas. The Commercial Centers Revitalization Master Plan focuses on the critical details that lead to implementation; it follows five principles: economic vibrancy, gathering, resilient redevelopment, building community identity, and connectivity enhancements.

TALORSVILLE CITY



Awarded Independently:
\$322,700

Multi-Jurisdictional Awards:
\$300,000





Community
Spotlight

With TLC, Clearfield has recently completed a station area plan and design guidelines at Clearfield Station and a vision, zoning code, and implementation strategy for downtown Clearfield.

Clearfield’s “Creating Downtown Clearfield,” produced internally by WFRC staff in close collaboration with Clearfield staff and UTA, established a vision for the downtown area to be walkable, vibrant, and mixed-use, and to retain Clearfield’s unique character.

Clearfield’s form-based code implements that plan. For example, the code establishes street connectivity requirements. Such requirements have a positive effect on pedestrians and cyclists by allowing the most direct and shortest traveling routes. Additionally, they distribute vehicular traffic, which minimizes congestion. The code also establishes standards for street facades in order to create a built environment that makes walking more attractive.

Clearfield was also one of five communities funded for the multijurisdictional project, North Davis County Active Transportation Implementation Plan. This joint effort looked at connectivity of active transportation routes, safety, age- and ability-friendly facilities, access, and the relationship of active transportation to transit.

CLEARFIELD CITY



Awarded Independently:
\$280,000

Multi-Jurisdictional Awards:
\$110,000



Rendering from Clearfield City Form-Based Code

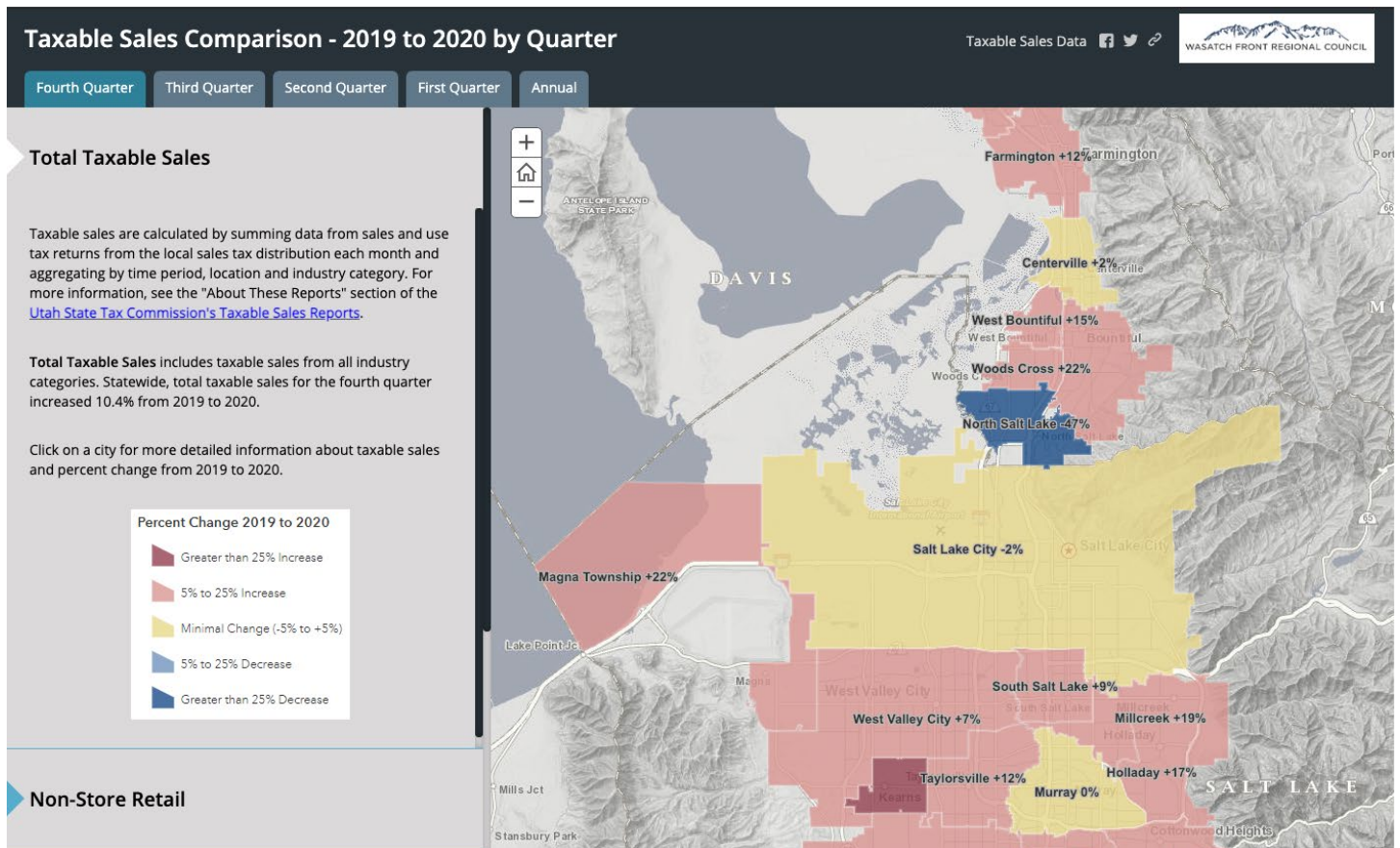
WFRC supported the housing affordability work of local communities as they align their general plans with regional/statewide transportation plans and population/employment projections, per [SB34](#) (passed 2019).

- WFRC worked with our members and partners including local governments and state legislators, Utah League of Cities and Towns (ULCT), Utah Association of Counties (UAC), Utah Chapter of the American Planning Association, Salt Lake Chamber and other chambers of commerce, and the Department of Workforce Services to support statewide housing affordability efforts.
- As part of the Fall 2020 Wasatch Choice working groups, WFRC’s Analytics team led an update to the state GIS office’s planning data resources webpage, bringing together into one list over 50 datasets stewarded by a wide spectrum of agencies. In addition, WFRC continued to host and update the Data Resources for Coordinating Housing & Transportation interactive map that provides preview and download of:
 - Statewide population and employment projections data.
 - Statewide mapping of “major transit investment corridors” and transit stations to assist in the development of transit-oriented development.
 - Projects in the current 2019-2050 Regional Transportation Plan.
 - An Access to Opportunities dataset that characterizes the landscape of access to the workplace by automobile and transit.



The Utah Housing Coalition awarded WFRC and the Utah League of Cities and Towns its 2020 **Agency of the Year Award**. WFRC has worked diligently with many partners to collaboratively address the important issue of housing affordability along the Wasatch Front.

- The WFRC Analytics team continued its Map of the Month series, highlighting more detailed regional information on a diverse set of map-based topics, including: city-specific commuting patterns, broadband availability, street connectivity, local sales tax trends during the COVID pandemic, parks and trail accessibility, generalized city and county general plans, existing and planned active transportation facilities, and updates to the Wasatch Choice interactive map.
- WFRC created and provided locally and regionally relevant information and resources to local governments and partners in support of integrated approaches to land use and transportation decision making, in alignment with the intent of SB34.

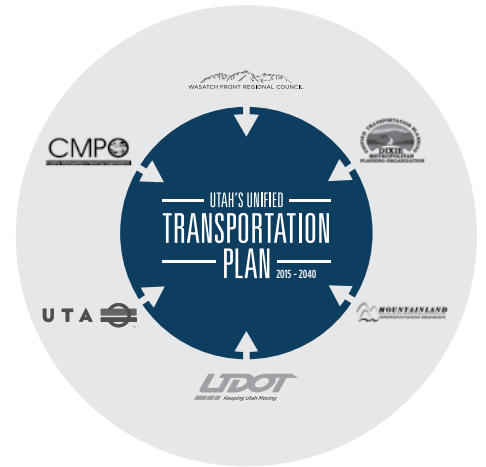


WFRC helped our region respond to, and prepare to recover from, the COVID-19 pandemic and economic recession.

- Since the beginning of the pandemic, WFRC has been working with our Congressional delegation and national partners, the Governor and State Legislature, and our local partners to identify impacts and provide crucial resources to our communities, businesses, and residents. WFRC developed analyses of the short- and potential long-term impacts on transportation and communities, and developed policy considerations for local governments to plan for recovery.
- COVID-19 has substantially affected travel behavior and land use. We cannot know with certainty what changes will unfold over the long-term, but we can expect significant enduring impacts. WFRC is tracking data on COVID-19 planning implications to help member communities and partner transportation agencies consider the long-term implications on community development and infrastructure planning and delivery. WFRC is also [convening experts](#) to explore the enduring implications of COVID-19. The fundamentals of growth remain in Utah, although with market shifts from COVID-19. WFRC is also highlighting existing and new policy considerations as communities begin to consider modifications to general plans.
- New [sales tax trend data](#) is being shared to help communities understand the implications of market shifts on local government budgets. (See webpage image above)
- The federal CARES ACT provided our Region with additional CDBG funding for Morgan, Weber, and Tooele Counties to provide rental assistance and small business grants to assist with response and recovery of COVID-19 impacts.

Communicated the need and benefits of investment in Utah’s multimodal transportation system as reflected in the 2019-2050 Utah’s Unified Transportation Plan.










- Utah’s Unified Transportation Plan is a collaborative effort between transportation agencies across the state of Utah including the Utah Department of Transportation (UDOT), Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG), Dixie Metropolitan Planning Organization, Cache Metropolitan Planning Organization, and Utah Transit Authority (UTA).
- Utah’s Unified Transportation Plan partners worked together to develop common goals, planning time horizons, performance measures, and financial assumptions so that their plans are consistent across the state while meeting local needs. UDOT, UTA, and the Metropolitan Planning Organizations collaborate together to develop the statewide Unified Plan, while recognizing the distinct needs of different areas of the state.
- Utah is among the fastest growing states in the country. The way we grow and plan for the state’s future will determine the quality of life residents experience. Utah’s transportation agencies and local communities work together to ensure an excellent quality of life that includes good mobility, cleaner air, a vibrant economy, and transportation choices for all Utahns.



Benefits of Utah's Unified Transportation Plan

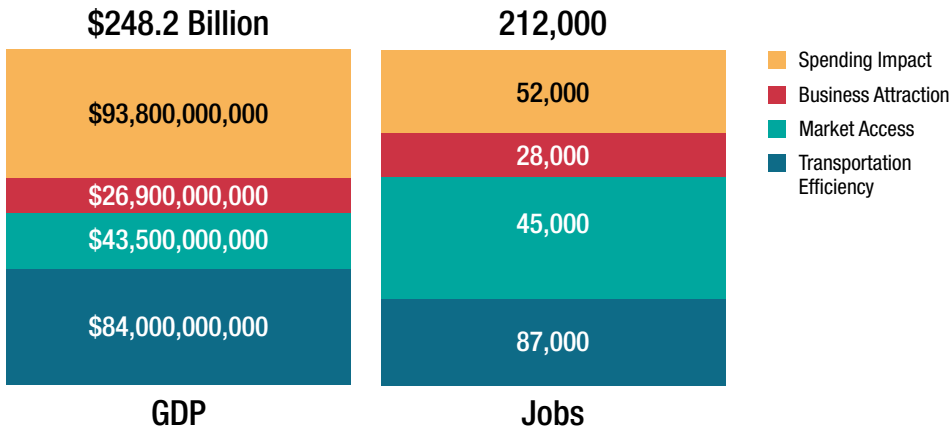
Implementing Utah’s Unified Transportation Plan will have the following impacts:

OVER THE NEXT 30 YEARS

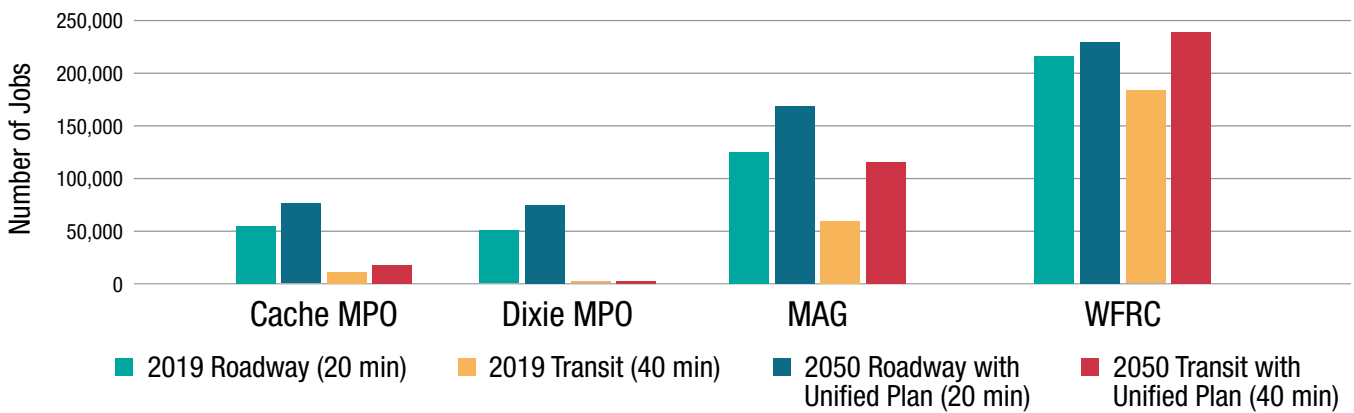
 <p>An additional \$248.2B in GDP growth</p>	 <p>Add 212,000 jobs to Utah</p>	 <p>Reduce fatal and serious injuries on the transportation network</p>
 <p>Increase job access by roadway and transit in the metropolitan areas</p>	 <p>Keep the infrastructure in good condition</p>	 <p>Reduce mobile emissions by 54%</p>
 <p>Add 2,100 miles of active transportation facilities</p>	 <p>Reduce the average households drive time by 4.7 days</p>	 <p>Increase transit ridership by 123%</p>

Source: unifiedplan.org

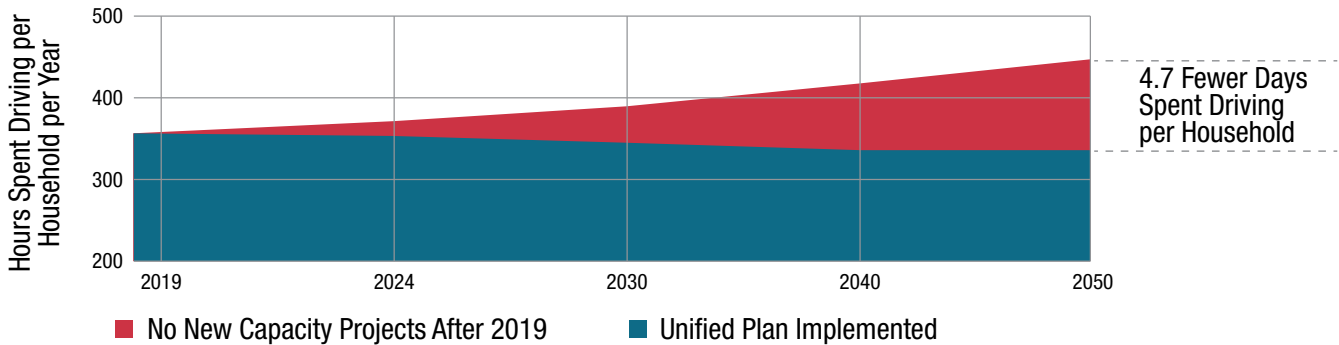
Economic Impact Created by Unified Plan Investment



Increased Job Access with the Unified Plan Investment (by Planning Jurisdiction)



Driving Time Saved by Implementing the Unified Plan



Reduced Costs by Keeping Infrastructure in a State of Good Repair.



By keeping infrastructure in good condition and through consistent maintenance, we can save investment dollars in the future.



Invested in Preservation Now

SAVES UP TO



In Reconstruction in the Future

Goal Number Two

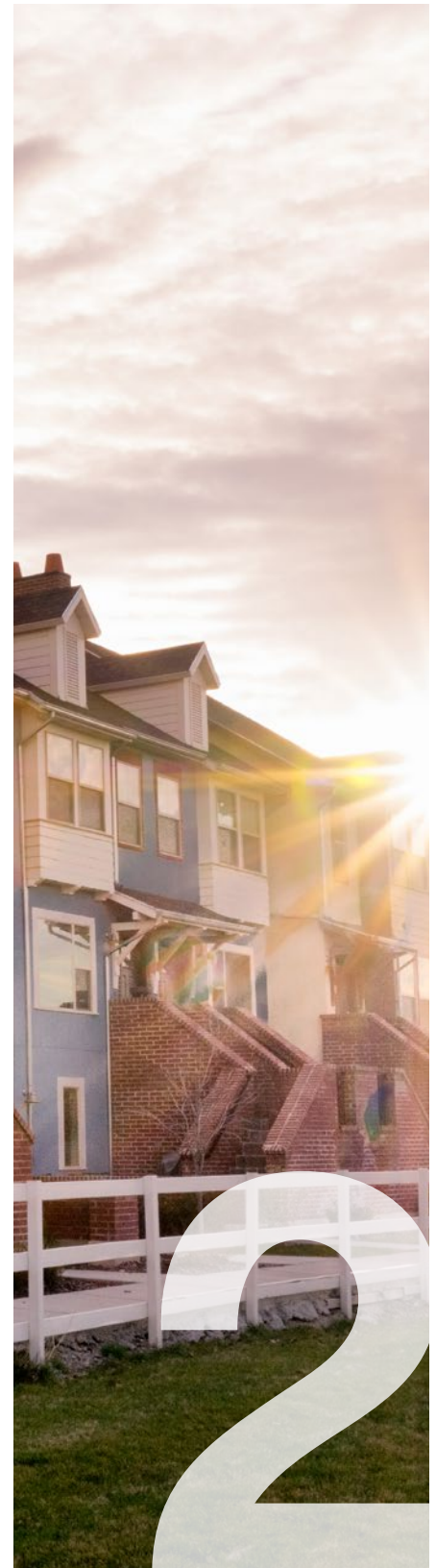
Effectively administer ongoing plans and programs.

Refined the performance-based approach for WFRC plans and programs, with a focus on (i) monitoring and sharing progress toward the adopted Wasatch Choice goals; (ii) streamlining and furthering the utilization of performance measurement; and (iii) using “access to opportunities” as a measure for planning and programming.

- WFRC continues to monitor the progress of the Wasatch Choice Regional Vision and its implementation by developing two companion (regional and mobility focused) pieces to the State of Centers report focused on land use, economic development, and transportation elements.
- Through the development of the 2023-2050 Regional Transportation Plan (RTP), WFRC is refining our performance-based planning by reassessing “needed” projects to better align with our Congestion Mitigation Process, exploring multi-modal prioritization (roads, transit, active transportation), and streamlining our system-level performance measures. We continue to work with UDOT and UTA on meeting Federal performance targets.
- In 2021, WFRC began creating a project-level “access to opportunities” tool to further understand the change in accessibility to destinations that might occur as a result of potential individual roadway, transit, and active transportation projects. This tool will allow WFRC and its partners to measure and utilize access to opportunities as a decision-making element across a broader range of planning contexts.

Continued development of the 2023-2050 Regional Transportation Plan (RTP), including enhanced consideration of (i) planning/environmental linkages; (ii) multi-modal project prioritization; (iii) policy approaches to complement planned investments; (iv) innovative funding and financing strategies; and (v) external forces including technological innovations (e.g. connected, autonomous, shared, and electric mobility options).

- Key process goals for the Wasatch Choice Regional Vision and 2023-2050 RTP update:
 - Engage communities, partner agencies, stakeholders, and the public in the planning process.
 - Provide resources to help local communities implement the Wasatch Choice Regional Vision.
 - Explore policies, including changes in investment frameworks.
 - Coordinate regional transportation with local land use considerations and plans.
 - Utilize a performance-based approach to planning, including using performance measures to inform interim decisions.
 - The update to the Unified Transportation Financial Model has started to explore innovative funding and financing strategies and will continue into FY22.



- Enhanced consideration of:
 - o Multi-modal project prioritization.
 - o Use of “access to opportunities” as a measure for planning and programming.

- Enhanced coordination of external forces and policies:
 - o The future is uncertain, and maybe even more so now than ever before. On the heels of the worldwide pandemic that has changed living and working, technological advancements are taking place at an unprecedented rate, with changes to local, regional, and state policies.
 - o WFRC has taken on reviewing external forces and policies, coordinating with stakeholders and partners, and is incorporating these in the upcoming 2023-2050 Regional Transportation Plan (RTP). External forces and future-thinking transportation policies – including transportation technologies, shifts in market and consumer demand, and emerging policies – may impact transportation, land use, and economic development decisions. This approach elevated the discussion of these planning uncertainties within the Region and what the future impacts might be regionally and locally.
 - o WFRC compiled a list of over 20 topic areas of external forces and policies. Utilizing peer groups consisting of staff from local governments, transportation partners, agencies, and businesses whose work is directly tied to, or may be heavily influenced by, the identified forces, WFRC identified influences and policies, developed consensus on which external forces were important to address, approximated the range of impacts from these forces, determined whether these influences and policies should be tested through simulated scenarios, and tested multiple future scenarios. Scenarios gauge the long-term effectiveness of the policies and prospective transportation projects by simulating how well they perform in the context of these external forces.
 - o External forces and future-thinking transportation policies will continue to guide the development of the 2023-2050 Regional Transportation Plan, with a focus on how to best position our member communities and region in planning for a dynamic future.

EXTERNAL FORCES



EXTERNAL POLICIES



For more information on external forces and policies [click here](#).

Provided funding and technical support to communities.

WFRC is responsible for allocating approximately \$50 million per year in federal funding for priority transportation projects in our region, principally to local governments. In the fall, WFRC invited communities to apply for Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), and Transportation Alternatives Program (TAP) funding to help construct their priority transportation projects. Submitted concept reports were evaluated with local governments and other transportation professionals using technical criteria and information from field reviews. WFRC and partners adapted to the pandemic by limiting staff on-site and connecting the review team and local government representatives to view project locations in real-time and discuss them virtually. After considering recommendations from the technical advisory committees, Trans Com recommended, and the Regional Council approved future funding for a number of projects across the region.

WFRC funding support for local communities:

37 PROJECTS = \$50 MILLION

These WFRC funding programs are just part of the 2022-2027 Transportation Improvement Program (TIP) that identifies over \$4 billion in priority investments in roadway, transit, and active transportation infrastructure needed in the urbanized areas of Salt Lake, Davis, Weber, and southern Box Elder Counties. Throughout the year, WFRC worked in close collaboration with UDOT, UTA, cities, and counties to develop the TIP. The TIP helps the region meet current transportation needs while also addressing critical future priorities and growth. (Tooele and Morgan Counties are included in UDOT's Statewide STIP.)

In addition to extensive analysis, modeling, and professional collaboration, WFRC proactively engages with our communities, residents, and stakeholders to ensure that our plans and programs are as effective and inclusive as possible. These efforts include public open houses in accessible locations, traditional media coverage, social media, and online tools such as interactive maps and visualization resources. Materials and information are offered in English and Spanish, and other languages as requested.



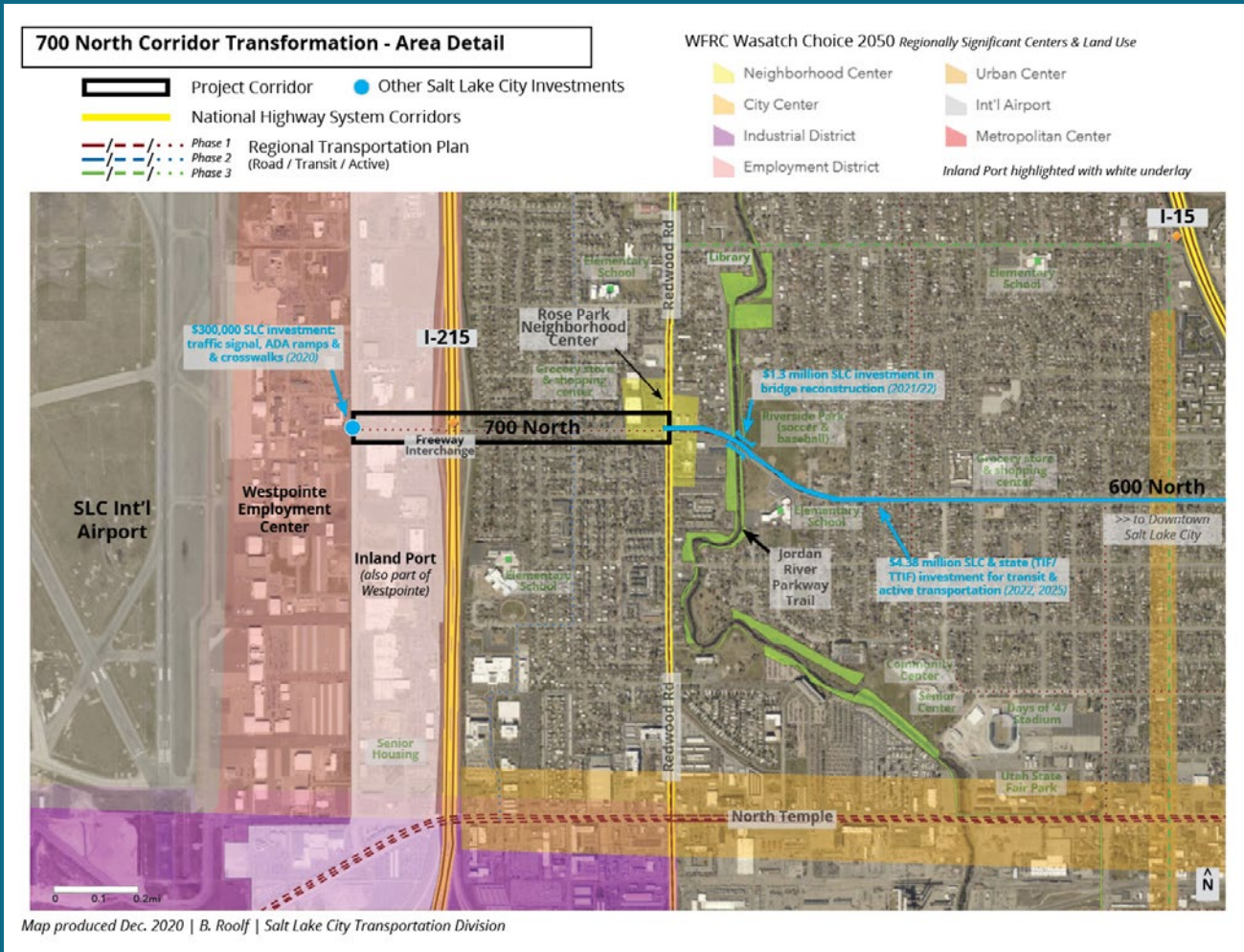
Wasatch Choice Vision Workshop in Tooele County.



Salt Lake City – 700 North – Safety & Reconstruction

In 2021, the Wasatch Front Regional Council programmed \$ 3,000,000 of Urban Surface Transportation Program (STP) funds for the corridor transformation and rebuild of 700 North between 2200 West and Redwood Road — (0.74 miles).

The total estimated project cost is \$4,680,600 with the local contribution from Salt Lake City of \$1,680,600.



The 700 North project will transform this critical westside Salt Lake City corridor in ways that promote safety, enable mobility for active modes and transit, and maintain the corridor’s regional connections balanced with neighborhood viability. The three-quarter-mile section connects a Wasatch Choice neighborhood center (Rose Park Center) and employment district (Westpointe Center) and the Inland Port to the interstate highway and provides access to opportunities for the surrounding neighborhoods which include very low-income communities. Salt Lake City and UDOT are investing an estimated \$6.23 million in traffic signal, ADA ramp, and crosswalk upgrades, rehabilitation of the 700 North bridge over the Jordan River, and active transportation and core transit network improvements for the corridor through 2025. The STP funds will complete the improvement of conditions for motorists and truck traffic and prepare the corridor’s infrastructure for travel demand changes and mode-share shifts catalyzed by future growth.



Marriott-Slaterville City – 1700 South – Reconstruct & Minor Widen

In May 2021, the Wasatch Front Regional Council programmed \$ 2,307,536 of Urban Surface Transportation Program (STP) funds for the realignment with minor widening and reconstruction of 1700 South between 1200 South and the Ogden City Boundary Line – (1.2 miles).

The total estimated project cost is \$5,075,200 with the local contribution from other resources of \$2,767,664.



The purpose of the 1700 South improvement project is the reconstruction of 1200 West south of 12th Street and the reconstruction of 1700 South, from the tracks to the Marriott-Slaterville/Ogden City Limits. With both roadway and bicycle and pedestrian improvements identified in the Regional Transportation Plan (RTP), Marriott-Slaterville has been actively working with WFRC and Weber County to widen and reconstruct the corridor to promote safety, enable mobility for active modes, and maintain the corridor's industrial connections balanced with neighborhood viability and nearby parks. This segment of roadway experiences users of all types. Consequently, the roadway improvements will go beyond widening and include the installation of defined shoulders to provide cyclists a buffer from vehicular traffic, and the installation of curb, gutter, and sidewalk for pedestrians. The road alignment will also be reconfigured to correct a small, very dangerous turning radius, south of the train tracks which will require some property acquisition. Overall, these improvements will enhance user visibility, reduce points of conflict, extend the life of the roadway, improve corridor capacity, and provide safe bicycle and pedestrian facilities.



Goal Number Three

Provide subject-matter expertise to federal, state, and local officials and policymakers.

WFRC worked with our national associations and local partners to advance federal transportation policy and funding reauthorization with an eye toward long-term funding stability and a strong state, regional, and local voice.

- WFRC worked with Utah's transportation agencies to develop a set of joint [Federal transportation reauthorization principles](#). These principles reflect the collaborative approach of Utah's transportation agencies, and were supported and endorsed by WFRC, UDOT, UTA, MAG, Cache and Dixie MPOs, the Utah League of Cities and Towns (ULCT), Utah Association of Counties (UAC), and leading private sector partners. These principles have been shared with our congressional delegation and USDOT. The principles are, in summary:
 - Long-term and timely reauthorization.
 - Sustainable funding mechanisms.
 - Utilize existing formula-based programs with enhanced flexibility and multimodal funding.
 - Streamline processes.
 - Support and ensure state, regional, and local transportation agencies have the ability to harness innovation, data, and technology.
- WFRC developed a specific set of [transportation reauthorization policy priorities](#) and shared them with our delegation.
- We will continue to work with our federal and state members and partners to advocate these principles and priorities.

WFRC worked closely with our state legislators, local elected officials, and our partners to help advance transportation funding and policies. Some of the key results include:

HB433

\$705M statewide one-time funds

\$313M in the WFRC planning area

Bonding for transit

\$235M in the WFRC planning area

HB433

Legislature directed UDOT to program the Transportation Investment Fund from 2025 to 2030

Statewide total around \$4.3B

About \$4B in the WFRC planning area

SB2

\$35M statewide for Active Transportation

- Historic state investment in infrastructure, including \$1.1B in new funding for roads, public transit, and active transportation through HB433, sponsored by Representative Mike Shultz, and related legislation.
 - o Promotes additional investment of \$35M in constructing high-priority, regionally important active transportation projects throughout the state. WFRC facilitated a signed letter of over 400 public, private, and community stakeholders across Utah urging additional investment in active transportation.
 - o Prioritizes transit by investing \$300M to double-track strategic sections of FrontRunner, with an additional \$66M for rail and transit projects.
 - o Provides a longer-term programming horizon for the State Transportation Commission.
 - o Establishes a funding source for the pending Cottonwood Canyons transportation solution.
- Creating the Housing and Transit Reinvestment Zone Act (HTRZAs), which enables a portion of incremental tax revenue growth to be captured over a period of time to support development of housing (including affordable housing) around UTA FrontRunner stations. SB217, championed by Senator Wayne Harper, is yet another tool in the toolbox to increase availability and affordability of housing, while also promoting higher utilization of public transit.
- Establishing a greater focus on planning within the Governor’s Offices of Planning and Budget, and Economic Opportunity to allow for greater coordination of planning efforts among federal, state, regional, and local entities. WFRC collaborated closely with the Governor’s Office and legislators in developing the legislation that revised GOMB and GOED.
- Establishing a statewide planning document and data repository, and interagency collaboration toward producing a periodic housing inventory report on existing residential housing stock characteristics and trends.
- Appropriations for housing and homelessness, outdoor recreation, and infrastructure development.
- These accomplishments build on progress made in previous years to increase state and local transportation funding, and to enhance the connection between transportation investment decisions and local land use and economic development.

During the 2021 Legislative Session, UDOT was directed to program the Transportation Investment Fund (TIF) out to 2030 utilizing the established prioritization process. In total this equated to about \$4.3 billion of funding, of which the WFRC Region is expected to receive about \$4.0 billion.

Many of the projects programmed as a result of the Legislature directing UDOT to program the Transportation Investment Fund (TIF) out to 2030 will create both regional benefits and direct benefits to residents and workers in specific communities. One such project is the construction of grade-separated interchanges on Bangerter Highway from 4100 South to California Avenue. Peak direction travel times are expected to decrease by 5-10 minutes which will benefit those traveling from outside the area. More directly for those living in West Valley and Magna, the project will decrease east-west delay by over 50%. The environmental study for this corridor is underway and construction will begin in 2029.



Bangerter Highway from 4100 South to California Avenue.

Collaborate with UDOT and other stakeholders to refine transportation project prioritization processes.

UDOT updated the Transportation Investment Fund Active Transportation (TIF AT) prioritization process, utilizing work by the WFRC Analytics team. WFRC updated the biking and walking demand models based on newly available data. Building on that update, UDOT refined their demand scoring for active transportation projects, which gives more consideration to walking and biking demand for future projects.

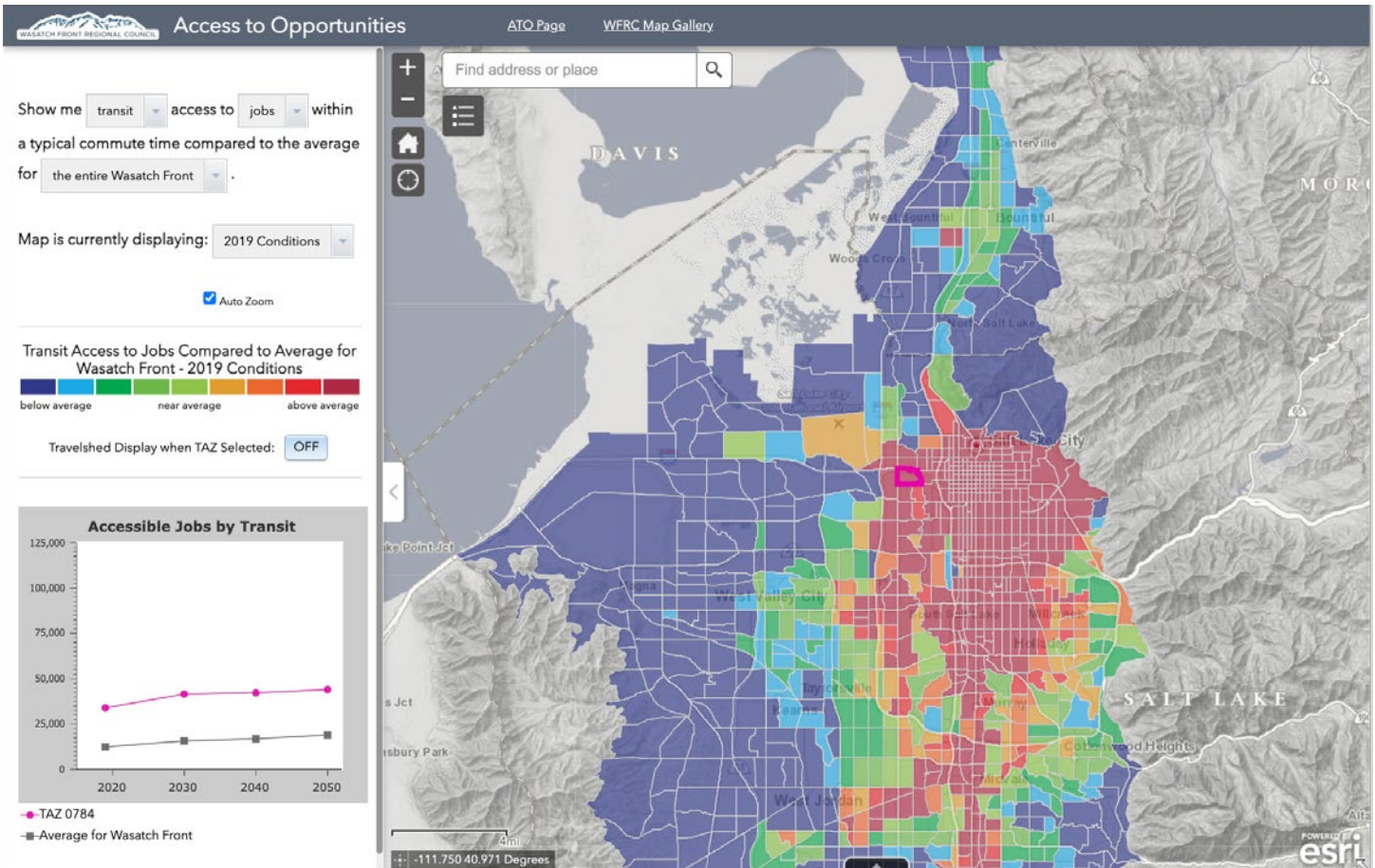
WFRC worked with UDOT to develop a list of regionally important active transportation projects that were then scored through the UDOT statewide TIF AT prioritization process. This prioritized list was used to determine projects eligible to receive portions of the \$35 million one-time State Legislature funding during the 2021 Legislative Session to construct active transportation facilities. Any projects that do not receive portions of the one-appropriation are automatically eligible for funding consideration through TIF AT as programmed by the Transportation Commission. In addition to working with UDOT on the prioritized list, WFRC was involved in promoting Active, Healthy Communities, which led to the one-time \$35 million appropriation in Senate Bill 2.

Enhanced forecasting and modeling of travel behavior and land use markets, including improvements to forecasting bicycling use.

One of the key roles played by WFRC is to provide data and sophisticated modeling to aid in decision-making. Key activities in FY21 included:

- Advancing work on the version 8.3.2 (Summer 2021) and version 9.0 (beta in 2022) of the travel demand model which aim to further enhance the rigor with which transit, new modes of transportation, and urban form are incorporated into the model's projection of future travel patterns. As part of this effort, WFRC hosted a two-day peer panel to gain insight from national modeling experts working in the San Francisco Bay Area, Portland (OR), and Sacramento MPOs, as well as FHWA and FTA. WFRC is the host agency for Interagency Modeling Director (funded jointly by MAG, UDOT, UTA, WFRC), who leads this model development effort.
- Improved process for updating information about current conditions for use with the WFRC/MAG Real Estate Market Model (REMM) — and, in the process creating a detailed inventory of existing housing stock, housing characteristics, and both recent and long-term trends. Compiled, standardized, analyzed, and published a [map layer](#) of allowable development types and intensities in current city and county general plan and in Wasatch Choice Vision centers and near major transit stations.
- Providing land use and transportation modeling support to important regional transportation studies, such as the Point of the Mountain Transit Study, the Southwest Salt Lake County Transportation Study, and Davis-Salt Lake City Connector.

- Completing version 1.0 of the Wasatch Front Bike Demand Model and updating important maps of existing and planned active transportation infrastructure, as well as map-based data relevant to predicting use of AT facilities across a variety of user types and trip purposes.
- Updating traffic volume and congestion projections and [web maps](#), publishing a [commuter flow patterns web map](#), and converting Access to Opportunities maps to a [new web map](#). These and other maps are featured in [WFRC's Maps of the Month blog series](#).



The landscape of Access to Job Opportunities — via car and transit — can be explored for current and future conditions in this new [interactive map](#) that integrates the performance of our transportation system and land use patterns.

Participated in key transportation and growth-related projects and activities.

- Projects and studies that seek to plan for areas and specific corridors are a critical way that the Regional Transportation Plan is first implemented. These studies endeavor to coordinate transportation decisions with land use planning to maximize attainment of Wasatch Choice regional goals.
- WFRC has facilitated, or participated with partners on a variety of projects and studies that range from major development plans (Point of the Mountain, Southwest Salt Lake County Vision, Northwest Quadrant/Inland Port, Falcon Hill), regionally significant transit/land use analyses (FrontRunner Forward Strategic Business Plan, Future of TRAX, Ogden-Weber State University Bus Rapid Transit, Davis-Salt Lake Connector, Midvalley Connector), multi-city active transportation plans, housing development and affordability, Central Wasatch Commission mountain transportation, I-15 statewide analysis, Census 2020, regional parking analysis, and other regional and local efforts.
- WFRC supports these efforts in a broad variety of custom ways. These include modeling and analytical support, convening stakeholders and decision-makers, and providing subject matter expertise.

Improve air quality by assisting communities and partners in their efforts to reduce mobile source emissions through technological changes, transportation choices, and development patterns.

- WFRC continued to increase outreach and coordination efforts in order to broaden awareness among local governments of the Congestion Mitigation Air Quality (CMAQ) Program, which funds transportation-related air quality improvements. Other enhancements to the CMAQ process also continued to be implemented, including increased technical consistency within the evaluation process, and enhanced consideration of additional project benefits.
- The Wasatch Front Regional Council was honored to receive the Utah Clean Air Partnership (UCAIR) Community Partner of the Year award at the 6th Annual UCAIR Summit on May 12. In accepting the award, WFRC Executive Director Andrew Gruber recognized the collaborative effort of WFRC member communities and partners and said, “The way that we design our communities and the way that we build our infrastructure will have a huge impact on our air quality over the long term.” Being honored as the UCAIR Community Partner of the Year recognizes the power of working together to enhance our quality of life along the Wasatch Front. View the award video [here](#).

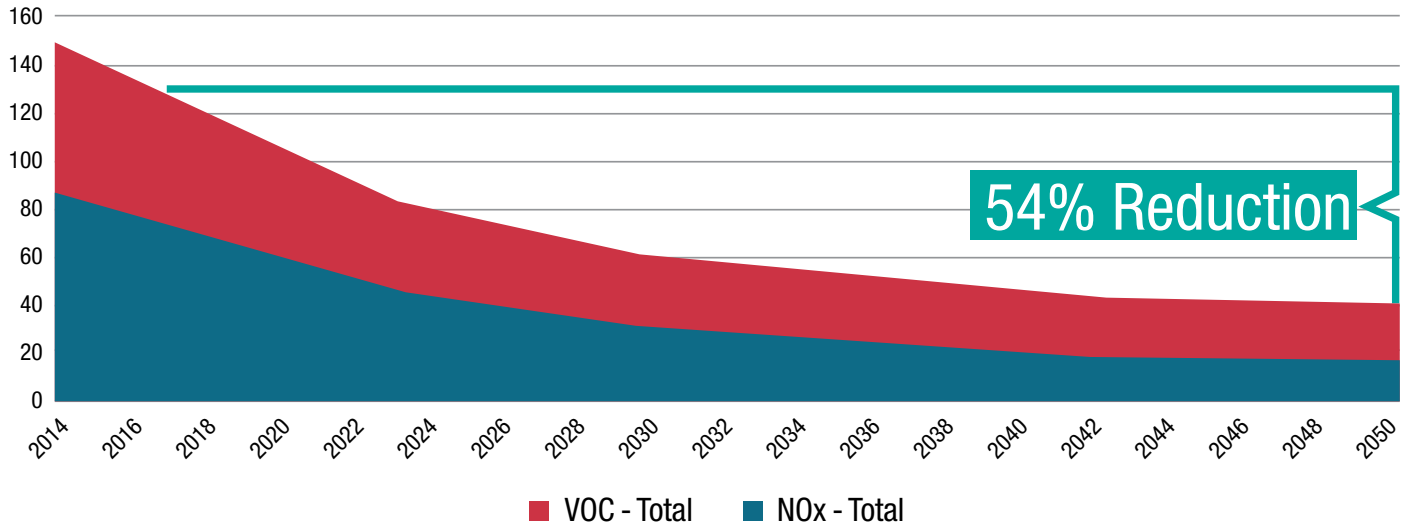


WFRC Council Chair Jeff Silvestrini and WFRC Executive Director Andrew Gruber accept the UCAIR Community Partner of the Year Award.

From left to right: Bryan Stock, Chevron; Spencer Cox, Utah Governor; Andrew Gruber, Executive Director of WFRC; Jeff Silvestrini, Mayor of Millcreek & WFRC Council Chair; Kim Frost, UCAIR Executive Director.

- Through technological channels, transportation investments, such as transit and biking, detailed in Utah's Unified Transportation Plan, and planned local land use, mobile source emissions will be dramatically reduced:

Projected Vehicle Emissions Reduced





Goal Number Four

Strive for organizational excellence.

Maintained budget stability and used resources prudently and efficiently.

WFRC operated with accountability and transparency to its members and the public in its decision making and in its use of resources, always striving to be prudent and efficient in its expenditures. WFRC continued its 25-year streak of unqualified audit opinions with no audit adjustments or deficiencies noted to management. We maintained stability of our budget. We operated in adherence to all applicable laws, rules, and best practices in our operations.



Pictured above, various members and attendees of a WFRC Council Meeting held via Zoom.

Created and maintained a work environment that maximizes the health, happiness, and productivity of an excellent staff.

- Provided meaningful, constructive feedback to employees through performance evaluations, through formal quarterly check-ins and semiannual evaluations.
- Encouraged priority professional development opportunities. While working remotely during the year our commitment to professional development continued, resulting in recertification of professional licenses and certifications, participation in numerous workshops, seminars, conferences, and training opportunities that expanded personal and collective knowledge of policy, emerging concepts, and best practices that have helped to improve WFRC's work and support of the Region. Additionally, we organized and provided remote quarterly training to all staff members on selective topics of importance in the workplace, including people skills, life skills, and stress management.

- During the entire year of COVID-19, staff continued its focused regional support and productivity from their remote home work spaces. Without missing a beat, staff continued to embrace the challenges of Zoom, hosted countless successful virtual yet formal public committee meetings, projects, partner meetings, public open houses, and developed eye-opening analysis related to the pandemic. As a result, telecommuting was a resounding success on many fronts.
- We have been able to hire four employees to fill vacant positions in Community and Economic Development, Government Affairs, and Financial and Human Resources groups, during the past year. After comprehensive search processes, we are pleased to report that our hires are truly exceptional employees:
 - o Marcia White – Regional Economic Development Planner
 - o Kurt Mower – Comptroller
 - o Miranda Jones Cox – Government Affairs Manager
 - o Mikala Jordan – Transportation and Land Use Planner

Thank you!

WFRC’s staff is proud of the work we were able to do over the past year in close collaboration with WFRC’s members and our public and private-sector partners and stakeholders.








We are deeply appreciative of the opportunity to serve our community.





WASATCH FRONT REGIONAL COUNCIL



-  41 North Rio Grande Street
Salt Lake City, UT 84101
-  801.363.4250
-  wfrc@wfrc.org
-  wfrc.org
-  @WasatchFrontRegionalCouncil
-  @WasatchCouncil
-  WFRCvideo





WASATCH FRONT REGIONAL COUNCIL

FY2021 UNIFIED PLANNING WORK
PROGRAM COMPLETION REPORT

for the

OGDEN - LAYTON AND SALT LAKE - WEST VALLEY
URBANIZED AREAS

prepared for

Federal Highway Administration
and Federal Transit Administration

in cooperation with

Utah Department of Transportation
and Utah Transit Authority

July 2021

TABLE OF CONTENTS

A. ADMINISTRATION AND COORDINATION

A.1 Wasatch Front Regional Council.....	2
A.2 Utah Department of Transportation.....	3
A.3 Utah Transit Authority.....	3

B. TRANSIT PLANNING

B.1 UTA Transit Planning	4
B.2 Mobility Management	8

C. LONG RANGE PLANNING

C.1 Regional Transportation Plan.....	11
C.2 Growth Planning	18
C.3 Local Government Support.....	19

D. SHORT RANGE PLANNING AND PROGRAMMING

D.1 Transportation Management Systems	21
D.2 Plan Refinement and Special Studies.....	21
D.3 Transportation Improvement Program.....	23

E. PROJECT COORDINATION AND SUPPORT

E.1 UDOT Environmental Studies	25
E.2 UTA Environmental Studies	26

F. TRAVEL FORECASTING

G. TECHNICAL SUPPORT AND SERVICES

G.1 Air Quality Analysis and Coordination.....	30
G.2 Socioeconomic and Transportation Data.....	31
G.3 GIS and Database Management.....	32
G.4 Technical Support to Local Governments	35
G.5 Tooele Valley Rural Planning Organization.....	35
G.6 Morgan County-Ogden Valley Rural Planning Organization.....	35

H. PUBLIC INVOLVEMENT

I. COMMUNITY DEVELOPMENT

I.1 Community Development Block Grant (CDBG) Program.....	39
I.2 Economic Development	39

A. ADMINISTRATION AND COORDINATION

A.1 WASATCH FRONT REGIONAL COUNCIL

On May 28, 2020, the Wasatch Front Regional Council (WFRC or Council) approved a budget and Unified Planning Work Program (UPWP) for FY2021. This document was prepared by Council staff in coordination with the Utah Transit Authority (UTA) and the Utah Department of Transportation (UDOT). Contracts between WFRC and UDOT and between WFRC and UTA were completed in 2020 for FY2021.

On May 27, 2021, the Council approved a budget and work program for FY2022 that was prepared in coordination with the Utah Transit Authority and the Utah Department of Transportation.

Regular meetings of the Council were held on the following dates: August 27, 2020, October 22, 2020, January 28, 2021, March 25, 2021, and May 27, 2021. The Transportation Coordinating Committee (Trans Com) and the Regional Growth Committee (RGC) both held five meetings during FY2021. The Active Transportation Committee held six meetings during FY2021. Agendas, supporting technical documentation and minutes were prepared for each meeting. Various other committees, including the Ogden-Layton and Salt Lake-West Valley Trans Com and RGC Technical Advisory Committees, met regularly throughout the fiscal year.

WFRC continued coordination with partner agencies, including Mountainland Association of Governments, UTA, UDOT, Utah Department of Environmental Quality, other MPOs, Utah League of Cities and Towns, Utah Association of Counties, Chambers of Commerce, Envision Utah, Governor's Office of Management and Budget and others. Continuing from previous years, WFRC has agreements with UTA and MAG to provide technical assistance for transportation modeling needs. WFRC and MAG staff lead a Models Advisory Committee that includes staff members from WFRC, UTA, MAG, UDOT and others for the purpose of collaborating on model improvements and applications. WFRC's Executive Director and other staff attend the Joint Policy Advisory Committee (JPAC), which met regularly throughout the year. Originally established to facilitate the coordination of transportation planning efforts of both WFRC and MAG at a policy level, including UDOT and UTA, the Committee was expanded to include the other two MPOs in the state. WFRC staff also regularly attends MAG Regional Planning Committee meetings, UTA Board and Committee meetings, and State Transportation Commission meetings.

During the year the Council updated its Accounting and Administrative policy and Personnel policies to comply with best practices.

Council staff prepared and submitted monthly financial reports. An annual audit of the Council's financial records for FY2020 was completed in October 2020 and copies of this audit were distributed to appropriate agencies. The Council's audit of the financial records for FY2021 is expected to be completed in October 2021 whereupon copies will be distributed to the appropriate agencies.

A.2 UTAH DEPARTMENT OF TRANSPORTATION

The following items were completed by UDOT planning staff from July 1, 2020 through June 30, 2021:

- Assisted WFRC to complete and sign Federal Aid Agreements for Annual UPWP. Administered and monitored monthly expenditures by WFRC of PL, STP and FTA Section 5303 funds, which are deposited into the Consolidated Planning Grant (CPG). Monitored and approved for payment the submitted WFRC CPG invoices.
- Staff supported TACs, Trans Com, and Regional Growth Committee meetings.
- Performed Conformity Concurrency reviews on MPO conformity determinations.
- Assisted WFRC in interpreting and complying with updated air quality rules and regulations.
- Participated in Interagency Consultations with WFRC, DAQ, EPA, UTA, MAG, and FHWA regarding the PM 2.5 SIPs and the development of the new 8-hour Ozone SIP which includes the WFRC area.
- Coordinated with WFRC the submittal of the annual CMAQ report to the FHWA (submitted February, 2021). Coordinated with WFRC to complete CMAQ Performance Management Goals and Reporting Summary.
- Attended coordinating meetings of the Tooele Valley Rural Planning Organization (RPO), which is staffed by WFRC.
- Participated in the Unified Plan long-range planning process including all 4 MPOs, UDOT, and UTA. This includes work of the financial, active transportation, GIS, and external forces subcommittees.
- Continued to support the Interagency Modeling Coordinator position and collaborative modeling work.
- Jointly funded transportation and land use study projects through the Transportation and Land Use Connection and Technical Planning Assistance grant programs.
- Worked with active transportation staff to identify regionally-important active transportation projects.
- Continued work of joint interest through the Joint Projects Committee (see section D.2).

A.3 UTAH TRANSIT AUTHORITY

UTA's commitment is to provide opportunities for mobility to help in meeting the public transportation needs of the Wasatch Front area. Planning for these services is key to their success. UTA continues to find ways to improve transportation, alleviate traffic congestion, and improve air quality for all customers.

Documentation, Reports and Other Requirements

UTA prepares documentation to comply with all federal, state and local administrative requirements under this work item. These include the Unified Planning Work Program, Completion Reports, Annual Grants Status Report, Interlocal Agreements, Grant Applications, audit documentation, FTA Triennial Review documentation, FTA Certifications and Assurances, reports required for funding, agreements and contracts, meeting the various planning and project requirements, STP, CMAQ and TAP concept reports, various meetings and grant required public involvement. UTA has a Grants Management team to oversee the pursuit of grant opportunities. These functions are on-going.

National Transit Database (NTD) Data Collection and Reports

UTA will continue to collect data and perform surveys of the UTA system. Ridership reports are prepared monthly and reliability reports on the transit system will continue to be produced. All data needed for the National Transit Database (NTD) will be collected and electronically input into the federal NTD program. The strategic planning department collects park and ride counts generally one or two times per year. The usage report is available and will be used as an evaluation tool for prioritization of future park and ride lot needs.

B. TRANSIT PLANNING

B.1 UTA TRANSIT PLANNING

Service Planning Standards, Design Guidelines, and System Analysis

UTA Planning developed Service Design Guidelines which are used to define, measure and evaluate all services. UTA will continue to work to refine and update these guidelines based on feedback from internal and external stakeholders, including MPOs, and to ensure that all route and service planning decisions are made based on the best available data and practices.

Agency Plan for the Future/Long Range Transit Plan (LRTP)

UTA is embarking on the development of an agency-wide long-range plan. The LRTP will serve as a complementary partner to the MPO's RTP planning processes. The primary goals of the LRTP process are to strengthen partnerships with communities within the UTA service area, assess long term transit needs, develop a system wide vision for the future, and establish strategies for implementation. The LRTP process kicked off in March of 2021, starting with a listening tour with municipal staff across the region, as well as data collection and analysis. A robust public engagement campaign, along with plan development and refinement, are planned for 2022. The completed plan is proposed for adoption by the UTA Board of Trustees in 2023.

Transit Financial Plan (TFP)/Financial Equity Analysis

UTA uses a spreadsheet model called the Transit Financial Plan (TFP) to track all costs and revenues on an annual basis. The model uses growth assumptions to forecast the financial outlook of the agency into the future. UTA's also developed a separate spreadsheet tool to test future scenarios of potential additional costs and revenues for projects in the regional transportation plan and its financial assumptions (Scenario Tool). Improvements to the tool based on lessons learned were incorporated into the tool in preparation for use in the next cycle for the regional transportation plan.

UTA's Service Area covers three urban areas, including all or part of six contiguous counties in Utah. Maintaining service equity across the entire service area is a high priority for UTA. In order to monitor UTA's efforts, a Financial Equity Analysis tool was created. This tool measures UTA's effectiveness at maintaining an equitable balance between each county's financial contribution and the level of service it receives. The Financial Equity Analysis includes all capital and operating costs and revenues as reported in the current official TFP. Thus, the Financial Equity Analysis continues to be performed annually as part of the Comprehensive Annual Financial Report.

Bus Stop Master Plan

UTA's Bus Stop Master Plan includes an inventory of all UTA bus stop locations and amenities, as well as recommendations for amenities to be completed in the near future. It includes design guidelines for stop locations, shelters, and other amenities, and evaluation criteria for prioritizing stop enhancements. Data is recorded for boardings, alightings, and ADA ramp deployments at each stop, as well as information about applicable land use and demographics in the area surrounding each stop. UTA's Service Planning department employs this data, criteria and design guidelines to allocate bus stop improvement money. Each year, the data will be updated to reflect changing conditions or service.

UTA Wayfinding Signage and Bus Stop Improvement Program

The Customer Experience team along with Service Planning and Facilities continue to install new signage to improve and update system wayfinding. To date UTA has installed 769 new bus stop signs and the eight-sided NEX bus stop poles have been installed at 362 ADA compliant locations. In addition, we have been upgrading the passenger safety and ticketing signage at our FrontRunner stations, as well as updating the high block ADA boarding instruction signage at the TRAX blue line stations. Due to some 2021 supply chain issues we are experiencing exceptionally long lead times with amenities but are prepared to install additional amenities upon their arrival. 2021 is the second year of the five-year implementation schedule.

Real-time Digital Signage for Bus

UTA with funding support from a CMAQ grant will be piloting real-time digital bus departure information at select locations in Weber, Davis, and Salt Lake County. The pilot will include intermodal hub locations providing UTA customers with real-time bus departure information to help inform their travel decisions. The project is expected to be completed near the end Q4 of 2021.

Mobile Trip Planning

UTA continues to successfully partner with the Transit app company through a cooperative agreement. The Transit app has been identified as the recommended mobile trip planning app for UTA customers and is the only trip planning app displayed on UTA's website. The Transit app provides the best options in the best layout, with real-time data for improved accuracy of transit trip building. The app also displays third party first-last mile providers (i.e. Uber, Lyft, bikeshare, carshare, scooters etc.) to allow UTA customers to plan an entire trip from door to door.

In 2020 UTA and Transit App integrated trip planning with UTA's microtransit service UTA On Demand service powered by Via. UTA passengers can now take an on-demand ride to a train (FrontRunner and TRAX) station and complete their trip as properly scheduled.

Transit Oriented Development (TOD)/Station Area Planning

UTA continues to work with regional and local partners, to plan and implement transit-oriented development (TOD) projects. Such projects are prepared first by envisioning and planning how station areas may improve to encourage TOD. During FY21, two station area plans were initiated, one at the Ballpark TRAX Station, and the other at the Farmington Fronrunner Station.

Once a station area plan is in place, UTA is able to proceed with the development of any properties that it controls within the respective station area. Currently, six of these sites are active, with properties in some stage of the development process. Three of these sites are under construction, one of these sites has a completed master development plan and is ready for its first phase of development, and two of these sites are being prepared for a request for proposal (RFP).

Active Transportation Planning

Following the First/Last Mile (FLM) Strategy Study of 2015, which developed comprehensive first and last mile strategies around major rail stations within the UTA system. UTA was awarded a TIGER grant from USDOT to implement some of the recommendations presented in the study. This TIGER grant has allowed for the implementation of hundreds of FLM facilities around service area transit stations and stops. UTA has started a new effort focused on developing an Active Transportation Master Plan. This plan will focus on similar evaluation of first and last mile strategies, but will include all fixed route transit stations and bus stops. The main objective is designed to identify gaps and barriers for passengers accessing transit facilities using an active transportation mode in order to prioritize and improve connections. UTA also continues to support its partners on local and regional active transportation efforts and updates.

Emergency Preparedness Planning

The world continues to respond and adjust to the COVID-19 Pandemic. The COVID crisis and its associated variants present a constantly moving “goalpost” to emergency managers at all levels. While UTA’s response to the pandemic remains proactive, UTA continues to adapt its plans and procedures based upon developing circumstances, best practices, and government mandates.

While most federal, state and local partners suspended their 2021 exercise programs, UTA continued to cautiously conduct discussion based and operations based exercises within its own service units and with small partner groups. Familiarization training for bus, light rail, and commuter rail has helped UTA to meet FRA compliance, permitted local response agencies to better interact with UTA resources and infrastructure, and move the emergency management program forward so that UTA may be better prepared for incidents we encounter. CDC guidance for masks and social distancing was strictly followed during all exercises.

Before the end of the 2021 calendar year, and CDC guidance permitting, UTA will host in-person Incident Command System training from the Utah Division of Emergency Management, Family Assistance Center training from the National Transportation Safety Board, and familiarization exercises with local fire departments for the new FrontRunner platform in Vineyard and the extension of the Green Line TRAX platform at the new Salt Lake International Airport.

Transit Agency Safety Plan

UTA’s Transit Agency Safety Plan (TASP) is updated each year. It is reviewed and approved by UDOT and also by UTA’s Board of Trustees. The TASP establishes formal structure and processes to be used by UTA to identify, assess, track, control, minimize and resolve hazards associated with UTA bus and rail systems. It is also used as a means of preventing injuries, incidents, accidents, system disruption, environmental damage, and other losses. This plan is consistent with federal, state and local regulations, and it sets forth procedures to comply with 49 CFR Part 659, UDOT’s SSO Program Standards, and applicable Federal Railroad Authority rules and regulations applicable to TRAX and FrontRunner as contained in 49 CFR.

Rideshare Program Planning

The UTA Rideshare Department continues to promote transportation demand management strategies throughout the Wasatch Front by meeting with companies, agencies and individuals on carpool and vanpool matching, discounted pass programs, flextime, telecommuting, and bike programs.

Special Services/ADA Strategic Planning

To ensure compliance with the Americans with Disabilities Act (ADA), UTA has and will continue to ensure that our services, programs, and facilities are accessible to people with disabilities. UTA reviews all plans and provides internal technical assistance to ensure our services, programs, and facilities support individuals with disabilities have access to the community. UTA continues to seek guidance and feedback on disability related issues from its Committee on Accessible Transportation (CAT) as well as other public transit stakeholders from the disability community. The CAT adds valuable on-going advice to UTA as it plans for integrated and specialized services. The Committee offers is a valuable resource to UTA in addressing accessibility issues throughout its system.

Policies and procedures are regularly reviewed by to assure a responsive and consistent paratransit service delivery system is in place. This transportation option is necessary for riders with disabilities who cannot independently access and use fixed routes for their transportation needs. UTA has also expanded its efforts to increase use of fixed route services by these individuals through travel training activities and expanded disability-related training for UTA operators and staff on best practices for service riders with disabilities and seniors.

Regional Air Quality Initiatives

UTA continues to be involved with local and state air quality initiatives that are focused on promoting transit as an alternative transportation option to improve overall air quality along the Wasatch Front. Working with WFRC, UTA was awarded CMAQ funding to upgrade the Frontrunner locomotive fleet from tier 0 to tier 2 that will reduce emissions by 47%. UTA's new clean fuels Depot District facility is currently under construction. This new facility will provide bus services powered by EPA clean diesel technology, CNG, and electric buses. UTA will also be a part of the Salt Lake Chamber of Commerce Clean Air Committee which reaches out to the private sector on new ways to promote transit as an option for their business.

UTA also continues to partner with Salt Lake County, Utah Division of Air Quality, and the University of Utah to install air quality monitors of UTA's electric buses to provide real time monitoring of criteria pollutants PM2.5, ozone, and nitrogen oxides to help develop strategies to improve air quality. Another affiliation that UTA will be using in the effort to promote clean air is the Utah Clean Air Partnership (UCAIR), a statewide non-profit organization that provides grants and education opportunities for improving air quality. Programs that UTA will be supporting and promoting include PM 2.5 reduction through alternative fuels, the Clear the Air Challenge, and the Salt Lake Chamber's Clean Air Champion Program. UTA has received funding through the VW settlement to add 22 new zero emission electric buses its fleet.

Transit Asset Management Plan

UTA has developed a comprehensive asset management system that is identifying future projects which will keep the existing system maintained and operating in a safe and reliable manner. The ability to successfully identify projects is improved and refined continuously as better and more accurate information is obtained.

Environmental Sustainability

UTA's commitment to environmental sustainability is formally demonstrated by the agency's Bronze Sustainability status with the American Public Transportation Association (APTA). UTA was one of the first transit agencies to achieve certification with the International Organization for Standardization (ISO) with ISO 14001: Environmental Management Systems and ISO 9001: Quality Management Systems. These initiatives have strengthened UTA's commitment to implement practices that prevent pollution, preserve resources, promote recycling, and reduce waste generation. As a result, since 2007, UTA has reduced its electricity consumption by 25%, air pollution emissions from our bus fleet by 75%, and water consumption by 33%. In addition, we have identified 29 commodities for recycling, such as: aluminum, batteries, cardboard, used oil, tires, and white paper, just to name a few. Sustainability for UTA means managing assets efficiently, minimizing environmental impacts, while maximizing economic growth and social progress. UTA recognizes that sustainability takes time and hard work. With firm resolve and setting annual targets to achieve our goals we become a part of a more sustainable future for both our employees and the Wasatch Front Region.

Travel Demand and TBEST Modeling

The WFRC/MAG regional travel demand model (TDM) and TBEST software are the long and short (respectively) term modeling applications UTA continues to create projections that can be used in the creation of future services. The TDM is integrated with Real Estate Market Model (REMM), which forecasts future demographics and land use patterns, allowing UTA to tailor the creation of new lines and services based on projected growth patterns. Through the RTP process, WFRC and MAG coordinate with UTA on ridership, access to opportunities and other projections, which informs how the project implementation phasing.

TBEST ridership estimation models simulate travel demand at the stop level while accounting for connectivity, accessibility, time-of-day, and system level routing. What the travel demand model does for long range and strategic planning, TBEST does for service planning. The application allows service planners to forecast ridership and other system impacts when redrawing routes and moving stops in a five-year horizon.

B.2 MOBILITY MANAGEMENT

UTA Coordinated Mobility Management staff plan and support the coordination efforts among transportation providers and consumers to increase the efficiency and availability of human service transportation. UTA has been designated by the Governor of Utah to be a designated recipient of FTA section 5310 funds to enhance the transportation services for seniors and individuals with disabilities in Weber, Davis, Salt Lake and Utah Counties, which the Coordinated Mobility staff also manages.

The Coordinated Human Service Public Transportation Plans were developed in 2017 for the Wasatch Front area. They include Weber, Davis, Salt Lake, and Utah counties. Other counties within the state have developed plans based on their Council of Governments area or county. The Coordinated Plans were created in collaboration with the local mobility councils and public outreach identifies various strategies to address needs in the region for transportation disadvantaged persons including seniors, individuals with disabilities, low-income people and veterans. They also identified the local resources currently available to assist the disadvantaged groups with their transportation needs. UTA continues its outreach with the Local Coordinating Councils (LCC) to support seniors, individuals with disabilities, low-income individuals and veterans. This will remain a focus for Mobility Management. This outreach will include 5310 grant opportunities and targeted efforts to increase the participation of individuals with disabilities, seniors and veterans on the LCCs and in regional mobility decision making processes. This outreach will further coordination efforts, facilitate input on transportation needs, and provide educational opportunities about available transportation resources and how to access those resources.

The Local Coordinating Councils for Community Transportation (LCCs) include state and local agencies, stakeholders, consumers, and transportation providers from each of the U.S. DOT Urbanized Areas along the Wasatch Front. The mission of the LCCs is to “Foster, organize, and guide local and regional coordination efforts that directly or indirectly improve access and mobility for seniors, persons with disabilities, persons with low income, and/or veterans.”

Development of Local Coordinated Human Service Transportation Plans

The locally developed Coordinated Plans are in the process of being updated and revised for 2021. The plans will be used to guide the work of these local councils in increasing the coordination of human services transportation and improving mobility throughout the region, including allocation of FTA 5310 grant funding.

WFRC staff participates in the Davis/ Weber and Salt Lake Mobility Councils and the Grant Management Advisory Team, in addition to providing other support as needed to UTA's Mobility Management work.

RidePilot Lite

In 2021 development of RidePilot Lite was completed and moved to production. This version of RidePilot is a simpler version aimed at allowing the user to easily enter in required information for the 5310 grant program.

By the end of 2021 UTA and Cambridge Systematics will have completed minor updates to the core RidePilot software that allows the user to update and create recurring schedules easier and faster, track fare collection, and view unscheduled trips.

The RidePilot software is offered at no-cost (open-source software) and requires minimal training. UTA continues to work with Cambridge Systematics to develop upgrades to the software to allow for 5310 sub-recipient reporting capability and eventually real time scheduling and an integrated payment system.

Coordination with Bear River Association of Governments (BRAG) Mobility Management in Box Elder County

UTA coordinates with BRAG as parts of Box Elder County are within the Ogden Layton Urbanized Area. Providers within the urbanized area in Box Elder County are included in the coordinated transportation activities and are encouraged to apply for FTA 5310 funds for project included in their coordinated plan.

Ongoing Outreach to Underrepresented Populations

UTA Mobility Management provides continued outreach to seniors, persons with disabilities, veterans, and low-income populations. This is done a number of ways including: Local Coordinating Councils, participation on the UTA CAT Committee, participation on the OEF/OIF Veterans Coordination Council, participation on the United Way 211 Council, public event tables, speaking at community organizations, outreach for survey feedback, working with government agencies, partnerships with non-profit organization, Travel Training, etc.

FTA 5310 Funding Administration

The goal of the Section 5310 program is to improve mobility for seniors and individuals with disabilities throughout the urbanized areas of Utah by removing barriers to transportation services and expanding the transportation mobility options available. The program requires coordination with other federally assisted programs and services in order to make the most efficient use of federal resources.

UTA (Coordinated Mobility Department) is the designated recipient for 5310 funds allocated to the three large urbanized areas of Utah. UTA's role includes administering, managing, and programming these funds, and selecting and monitoring the implementation of funded projects. UTA also has a responsibility to ensure that all interested parties have a fair and equitable opportunity to apply; and if selected, receive a fair and equitable distribution of funds. Once funds are distributed, UTA is to ensure that all selected grant recipients comply with guidelines as defined by the FTA and any state or local authority. UTA is also responsible to ensure that the project review and selection process will include a determination that subrecipient projects are consistent with the Coordinated Human Services Transportation Plan.

Management of the of the 5310 large urbanized program is a joint effort between FTA, MPO's, UTA, The Grant Management Advisory Team (GMAT) and the local coordinating councils to promote efficient use of grant funds and to ensure their fair and equitable distribution.

Development of Travel Training Online Materials/Videos Based on Completed Curriculum

Travel Training is a department within UTA Mobility Management. The goal of travel training is to train individuals how to independently ride the public transportation system. This service is available to anyone in the public, but most clients have some self-identified disability or challenge. There are two Travel Trainers. A curriculum has been completed. Training materials are being developed to supplement the curriculum as a foundation for the department as well as to assist the Travel Trainers with training the public and other travel trainers. The completed curriculum will allow for further expansion of the department as well as more outreach to the public. Online materials and videos are also being made to assist in virtual training.

Electronic Voucher (eVoucher) Phase 2 Development, Pilot, and Production Deployment

The UTA Coordinated Mobility Department is involved in a public/private partnership to develop an electronic voucher (eVoucher) system. In 2019 we were awarded federal funds under the ICAM grant. In 2020 we were awarded federal funds under the COVID-19 Research Grant program to develop phase 2. This phase will include creating native mobile apps for both Apple and Android devices, create the ability to pay for UTA fares as well as other TNC fares such as Uber and Lyft, and expand on the current development of eVoucher.

UTA is currently piloting the eVoucher software with BRAG, Davis County Aging, Weber County Aging, and Roads to Independence. Effectiveness of these programs has already been shown in both rural and urbanized areas of Utah. These projects lay the foundation and show the need and simplicity of an electronic voucher implementation.

This project could potentially benefit all paper voucher programs across the country. Additionally, there are other industries that could benefit from this type of application. Based on this large opportunity we are also exploring the business case of using the e-voucher application as a “software as a service” (SaaS) revenue model. This model could create a financially self-sustaining program.

A Comprehensive Specialized Transportation Plan has been developed with consensus from key stakeholders across the Wasatch Front. It has identified human service transportation gaps for seniors and persons with disabilities and proposed transportation solutions. The plan will be a guide for a number of specialized transportation projects over the coming years. The below projects are related to the identified solutions in the plan.

Begin Working on a Centralized Information Call Center/Emergency Ride Provider for Salt Lake County as Identified in the Comprehensive Specialized Transportation Plan

Salt Lake County specialized transportation stakeholders identified the need for a stronger centralized transportation information center as well as an emergency fund for same day trips for seniors and persons with disabilities. UTA CM department will work with the stakeholders in the coming year to identify funding sources for this project, scope the project and propose steps to move forward with implementation.

Travel Trainers to Train Paratransit Riders Affected by the Implementation of Permanent On Demand/Microtransit Via Service

On demand/microtransit service was identified as the top solution to meet the needs of seniors and persons with disabilities in the plan. UTA has been piloting an on demand/microtransit service, contracted with Via, in the southern area of Salt Lake County. That service will become permanent in August 2021 changing the service mode for Paratransit riders in the area. The Travel Training staff have been and will be training affected Paratransit riders on how to use the new service. Their training will be ongoing as UTA rolls out Via across the service area.

C. LONG RANGE PLANNING

This section highlights the update of the Wasatch Choice Regional Vision and the development of the 2023-2050 Regional Transportation Plan (RTP) planning process, research and review of external forces and policies that will influence the Wasatch Choice Regional Vision and 2023-2050 RTP, active transportation planning, rail and freight, safety, long range financial model, coordination and collaboration of the 2023-2050 Unified Plan, and Amendments to the 2019-2050 RTP.

C.1 REGIONAL TRANSPORTATION PLAN

Early in FY20, WFRC, in consultation with the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), the Mountainland Association of Governments (MAG), local communities, and a variety of stakeholders, reviewed the Wasatch Choice Regional Vision and the 2019-2050 RTP planning process and collaboration efforts and looked ahead at the 2023-2050 RTP to assess what could be added, where more emphasis could be placed on existing items, and what could be removed. The following schedule was adopted for development of the Wasatch Choice Regional Vision and 2023-2050 RTP.

Wasatch Choice Regional Vision and 2023-2050 Regional Transportation Plan Process and Schedule

The key process goals for the Wasatch Choice Regional Vision and 2023-2050 RTP are to:

1. Engage communities, partner agencies, stakeholders, and the public in the planning process.
2. Provide resources to help local communities to implement the Regional Vision.
3. Address external forces and uncertainties, including COVID19.
4. Explore policies, including changes in investment frameworks.
5. Coordinate regional transportation with local land use considerations and plans.
6. Utilize a performance-based approach to planning, including using performance measures to inform interim decisions.

The process is organized into three stages:

Stage 1 – Understanding Future Variability and Policies

2020	1Q	*	Identify/research external forces and policies related to transportation and land use
	2Q	*	Peer review, screening, grouping, and evaluation tools for external forces and policies
	3Q	*	Develop sketch scenarios
		*	COVID-19 Recovery Strategies
	4Q	*	Engagement #1 – Recovery / Implementation / Resources / External Forces / Policies
		*	Develop and coordinate financial and phasing assumptions
		*	Coordination on additional planning factors

Stage 2 – Scenarios

2021	1Q	*	Scenarios test projects and policies considering external forces.
		*	Assess performance and resiliency
		*	Identify potential projects
	3Q	*	Develop sketch scenarios
		*	COVID19 Recovery Strategies
	4Q	*	Engagement #2 - Draft Preferred Scenario

Stage 3 – Phasing and Implementation Plan

2022	1Q	*	Finalize financial assumptions; land use forecasts; and project-level performance measures
	2Q	*	Engagement #3 - Finalize preferred scenario
	3Q	*	Draft phased and financially constrained projects
	4Q	*	Engagement #4 - Project Phasing
2023	1Q	*	Formal Public Comment Period
	2Q	*	Plan Final Approval
	3Q	*	5th Edition of Utah’s Unified Transportation Plan

Note: The time frames listed are approximate and overlap between the steps is anticipated.

The following provides background and information on the work accomplished during FY 2021 (portions of Stages 1 and 2 above).

Wasatch Choice Regional Vision Goals

Wasatch Choice has been a shared regional vision for the Wasatch Front for over a decade and a half. Building on community values through an extensive public input process, Wasatch Choice established a blueprint for growth that supports a well-functioning economy, improves air quality, and enhances the overall quality of life for Utahns living across the Wasatch Front. With Utah’s rapid population growth, there is a strong need to work together to proactively plan for growth by implementing forward-thinking solutions now.

The 2019-2050 RTP is the transportation element of the Wasatch Choice Regional Vision, our Region’s shared blueprint for regional transportation, local land use, and economic development.

The Wasatch Choice Regional Vision better articulates how to make the vision a reality through recommended implementation strategies. The vision builds on the dynamic changes happening in local communities throughout the region.

The WC2050 Vision focuses on the following ten Regional Goals:

- Livable and healthy communities;
- Access to economic and educational opportunities;
- Manageable and reliable traffic conditions;
- Quality transportation choices;
- Safe, user friendly streets;

- Clean air;
- Housing choices and affordable living expenses;
- Fiscally responsible communities and infrastructure;
- Sustainable environment, including water, agricultural, and other natural resources; and
- Ample parks, open spaces, and recreational opportunities

These goals are used in the project selection process to develop the preferred scenario and to help guide the phasing of the Regional Transportation Plan. The criteria, weighting, and methodology utilizing these goals are slightly different by transportation mode.

External Forces and Potential Policies Literature Review

In order to prepare the region to be more resilient to change, both anticipated and unanticipated, WFRC staff identified 11 external forces that have the potential to influence future transportation and land use planning and implementation. Additionally, staff identified 12 potential policies that could help address the impacts of those 11 external forces, among other relevant issues.

External Force	Policy to Explore
Connected and Autonomous Vehicles	App Development
Electric Bike Adoption	Congestion Pricing
Electric Vehicle Adoption	Curbside Management
Freight Disruptions (new logistics)	Fare-Free Transit
High-Tech Transit Systems	Local Street Design Modifications
Internet Shopping	Managed Lanes
Inter-Regional High-Speed Transit	Micro-Transit
New Micro-Mobility Adoption	Modernization of Parking Regulation
On-Demand Travel and Sharing Services	Road Usage Charge
Drones	Street Connectivity
Telecommuting	Subsidized Electric Bicycle Purchases

Once the initial forces and policies were identified, staff performed a literature review for each force and policy and created a [guidebook](#). Summaries for external forces in the guidebook included key findings, key considerations, what we know with higher certainty, what we know with lower certainty, and COVID-19 resilience. Summaries for policies to explore in the guidebook included key findings, key considerations, pros / cons, barriers to implementation, and applicability to external forces.

Peer Group Review

In a spirit of collaboration, four peer groups were set up in 2020 to get feedback on the external forces and policies to explore. The group feedback was designed to inform which of the forces and policies WFRC should continue to engage with during the Wasatch Choice 2050 and Regional Transportation Plan planning processes. Group one was asked to look at the forces / policies with a local community lens, group two with an active transportation lens, group three with a transit and on-demand services lens, and group four with a roadway lens. Local experts from partner organizations, researchers, and local community staff were invited to participate in each group by attending two meetings, one for external forces and one for policy exploration. The guidebook was shared with all participants and they were asked to review prior to the meetings.

Following the conclusion of all the group meetings, results from the polls along with comments received during the meetings were examined and informed the second version of the guidebook, (written for a broader audience) and which external forces were used for sketch scenario planning. Members of the four peer groups were consolidated for the Technical Peer Group who commented and provided input on the development and modeling of the RTP scenarios.

Scenarios

Following initial research, WFRC determined potential ranges of implementation for these external forces and forward-thinking policies. Three future scenarios were created looking at transportation conditions in 2050 - Automation, Shared Mobility, and E-Living. Scenarios gauge the long-term effectiveness of the policies and prospective transportation projects by simulating how well they perform in the context of these external forces. These scenarios combined various external forces and considered them with high, medium, and low implementation ranges, allowing for comparison between the different scenarios. Additionally, WFRC polled the Joint Policy Advisory Committee (JPAC) and the Technical Peer Group on what they felt the implementation of the external forces would be in 2050. The three initial scenarios and the survey scenario were all modeled with the most current version of the Travel Demand Model (TDM) 8.3. This version of the TDM was modified (for testing purposes) to account for how the external forces would change travel behavior and demand. Technical documentation was done to provide further insight into each force's trends, provide rationale for ranges of implementation, and document integration of each force into the TDM environment. Finally, WFRC staff developed a "preferred" scenario after considering the results of all the model runs and survey inputs, which was also run through the Travel Demand Model. Draft results and changes of the combined external force scenarios and the policy results and changes can be accessed [online](#).

Resiliency

Through the development of the 2023-2050 Regional Transportation Plan (RTP), WFRC has been focusing on exploring and understanding external forces - such as transportation technologies and shifts in market and consumer demand that may impact transportation, land use, and economic development decisions. WFRC's overall objective is to understand the range of potential ways these external forces might affect transportation in order to collaboratively build a combined infrastructure and land use system that is resilient regardless of how these external forces shape our lives. In addition, WFRC continued to address resiliency through targeted discussions on natural disasters, especially with the 5.7 magnitude earthquake occurring March 2020 in the Salt Lake City - West Valley City urbanized area. The COVID-19 pandemic has brought to light the importance of incorporating resiliency into our technical tools and into the foundations of the 2023-2050 RTP. WFRC began internal discussion and outreach to FHWA and UDOT on developing a targeted stakeholder committee to determine how resiliency should be further integrated into the Plan.

Financial Model

For the 2023-2050 RTP, WFRC, MAG, UDOT, and UTA partnered to fund an update to the Unified Plan Financial Model with consultant assistance, including coordination with the Cache Metropolitan Planning Organization (Cache MPO) and the Dixie Metropolitan Planning Organization (Dixie MPO). This work was coordinated through the financial subcommittee for the Unified Plan. The Unified Plan subcommittee, with consultant assistance, has begun revising financial assumptions, growth rates, revenue sources, and costs.

A Transit Scenario Tool was integrated into the Unified Plan Financial Model for the 2019-2050 RTP. Working closely with UTA and MAG, WFRC facilitated creation of this Transit Scenario Tool, a financial model that projects all future costs from new transit projects as well as future revenue streams for UTA. The work effort focused on revising the Scenario Tool to better meet the needs of the MPOs, including updating data sources and costs, setting up the model to allow for scenario analysis, creating a dashboard to provide a summary, and developing an accounting system to identify the full lifecycle expense of transit projects over the life of the Plan, which includes capital, operating, and state of good repair costs. Discussion has occurred to update the Transit Scenario Tool with UTA and MAG for the 2023-2050 RTP.

The upcoming 2023-2050 version of the Financial Model will also incorporate Active Transportation costs and revenues, a first for the model. The Financial Model is expected to be finalized in the spring of 2022 and be utilized to financially constrain the long-range plans across the State.

Transportation Partner Meetings

WFRC staff met with all transportation partners to debrief on the 2019-2050 RTP and ensure successful coordination for the 2023-2050 RTP. Both UDOT Regions One and Two, along with the UDOT Planning Department, MAG, and UTA were given the opportunity to provide feedback on the 2019-2050 RTP and have an open discussion for improvements on the 2023-2050 RTP process. WFRC also met with the University of Utah for a debrief on the 2019-2050 RTP. Transportation partners have also been involved in the development of identifying external forces related to transportation and land use for the 2023-2050 RTP. Transportation partners participated and provided input in the peer review process and peer group meetings which were facilitated by WFRC staff.

Website

WFRC staff began updating the organization's website to include the in-progress 2023-2050 RTP. Updates and edits to both the 2019-2050 RTP and the 2019-2050 Utah's Unified Transportation Plan were also completed to include the most up to date content information. Updates to the website are done periodically by WFRC staff.

Performance Measures

The Wasatch Choice Regional Vision goals and performance measures address accessibility, mobility, state of good repair, fiscal responsibility, safety, economic development, energy, livability, environment, air quality, and equity. The Long Range Planning and Analytics Groups at WFRC worked collaboratively to establish analysis and automation methods to make the performance measure process more efficient. WFRC spent significant effort to operationalize access to opportunity measures to better link transportation, land use, and economic development. WFRC continued work on developing monitoring plans for the Wasatch Front Regional Vision, including observed, regulatory, and planning aspects of the regional transportation system, land use, and economic development aspects of the Regional Vision.

WFRC's performance-based planning and programming is rooted in federal performance measures being defined by FHWA and FTA. The Regional Council is in the process of coordinating with UDOT and UTA to establish both state and MPO targets for each of the defined performance metrics. WFRC continues to incorporate federal requirements into regional planning and programming, and to collaborate with UDOT and UTA to ensure the plans and programs assist in meeting targets. WFRC collaborated with UDOT to update federal performance measure targets and reporting during FY21.

Active Transportation Planning

The Regional Council has established an Active Transportation Committee (ATC) which met six times in FY21. This Committee, made up of elected officials and staff as well as representatives from MAG, UDOT, Utah Department of Health (UDOH), and UTA, advised the Transportation Coordination Committee (Trans Com) and the Regional Growth Committee (RGC) on bicycle and pedestrian issues. Specifically, the Committee reviewed and provided feedback on the 2022-2027 Transportation Alternative Program applications, discussed ways to keep the 2020 Bike Boom going, promoted a letter to the Governor and State Legislator urging investment in Healthy Communities via a safe, protected bicycle network, and began the reintroduction of Mobile Active Transportation Tours following a pause during the pandemic. Additionally, the ATC approved and adopted Focus Areas for 2021 focused on planning bicycle and pedestrian infrastructure, funding construction of infrastructure that benefit underserved communities, educating the public about active transportation and its symbiotic relationship to transit, and coordinating on policies such as e-bike regulation. These adopted Focus Areas represent a targeted focus to move active transportation forward in a meaningful way.

The Active Transportation (AT) Planner participated in local planning efforts, in coordination with WFRC's Transportation and Land Use Connection Program, during FY21. The Planner also coordinated Amendments to the 2019-2050 RTP with Salt Lake City, Sandy, Draper, West Jordan, and the Military Installation Development Authority (MIDA).

WFRC worked with UDOT to develop a list of regionally important active transportation projects that were then scored through the UDOT statewide Transportation Investment Fund (TIF) AT prioritization process. This prioritized list was used to determine projects eligible to receive portions of the \$35 million one-time State Legislature funding authorized during the 2021 Legislative Session to construct active transportation facilities. Any projects that do not receive portions of the one-appropriate are automatically eligible for funding consideration through TIF AT as programmed by the Transportation Commission. In addition to working with UDOT on the prioritized list, WFRC was involved in promoting Active, Healthy Communities, which led to the one-time \$35 million appropriation in [Senate Bill 2](#).

During FY21 the AT Planner organized Mobile Active Transportation Tours (MATT) for the Utah League of Cities and Towns Conference, coordinated with Bike Utah on a post-pandemic MATT in Daybreak, South Jordan, participated in the planning of the Pedestrian Safety Summit, and helped organize the fourth annual Golden Spoke Ride event along with partners.

Utah's Unified Transportation Plan

Utah's Unified Transportation Plan is a collaborative effort between transportation agencies across the state of Utah including the [Utah Department of Transportation \(UDOT\)](#), [Wasatch Front Regional Council \(WFRC\)](#), the [Mountainland Association of Governments \(MAG\)](#), [Dixie Metropolitan Planning Organization \(DMPO\)](#), [Cache Metropolitan Planning Organization \(CMPO\)](#), and [Utah Transit Authority \(UTA\)](#). Utah's Unified Plan partners worked together to develop common goals, planning time horizons, performance measures and financial assumptions so that their plans are consistent across the state while meeting local needs. WFRC staff chaired the Disruptive Forces and Active Transportation subcommittees, while actively participating in the Performance Measures, GIS, and Finance subcommittees. The Disruptive Forces subcommittees helped to refine external forces and policies research and priorities through participation in WFRC's peer groups and meeting twice during FY21. The Active Transportation subcommittee has focused on how to better consider and incorporate active transportation into the Unified Plan Financial Model and has begun gathering historic spending data on active transportation specific projects. Additionally, the subcommittee is working to define how active transportation projects should be phased within the Unified Plan.

Increased Emphasis Areas

Safety

The WFRC evaluated trends in safety data for locations and types of crashes to better inform the 2023-2050 RTP. WFRC staff coordinated with UDOT on incorporating the usRAP Star Rating Safety Tool to analyze safety for the 2023-2050 RTP. WFRC will continue to make this trend information, along with recommended strategies to reduce crashes, available to local agencies.

Freight

During FY21, various rail and freight planning activities were accomplished by UDOT in collaboration with MPO partners. The Freight Advisory Committee met on June 21, 2021 and have future planned quarterly meetings. UDOT began a freight modeling and data collection study that MPOs participated in. New technological advancements and changes in distribution and delivery has been a key research area in the exploration of external forces with transportation partners. WFRC continues to respond to freight surveys from FHWA, AASHTO, and academic institutions. In the fall of 2020 WFRC hosted a Local Delivery and Urban Freight Workshop to increase partnerships with freighting companies and keep them up to date with the RTP process.

Local Plans

The WFRC staff has reviewed both comprehensive land use and transportation plans from the cities and counties throughout the Wasatch Front Region. The review of these plans has helped identify inconsistencies between the local plans and the RTP for both specific transportation projects (roadway, transit, and/or active transportation) and better aligning the Wasatch Choice Regional Vision with the local future land use planning. WFRC staff started reviewing both the potential projects list and the land use updates with the local communities, UDOT, and UTA in FY21, with continued refinement anticipated to take place throughout the planning process.

Equity

The WFRC staff worked to incorporate equity into the 2023-2050 RTP. This was done by looking at the impacts the identified external forces and potential policies had on equity focus areas in the region. Focus areas that were started in FY21 and carried into FY22 will include; human scaling the RTP, benefits and impacts in the RTP, outreach to equity partners, education of transportation related equity issues, and service planning of transit.

RTP Amendment #2 and #3

During FY20, WFRC in consultation with UDOT, UTA, local communities, and FHWA, updated the [amendment process](#) for the RTP and the Wasatch Choice Regional Vision. This update established a process to address periodic requests to revise the RTP and the Wasatch Choice Regional Vision and will help reduce the time needed to review and determine whether an amendment should be made. There are three general sources for RTP or Wasatch Choice Regional Vision amendment requests: (1) local request from city or county elected officials that usually involve collector roads, minor arterials, general land use centers, or regionally significant centers; (2) environmental impact statements (EIS) or Transportation Improvement Program (TIP) amendments that make specific recommendations that change the RTP project listing or phasing; and (3) periodic requests from the Utah State Legislature, UDOT, and UTA that require an amendment to the RTP for specific projects or the phasing of existing projects.

Some minor modifications can be made by WFRC staff without action by the Regional Council. Others do not require a new air quality conformity finding but do need an opportunity for public comment and approval by the Regional Growth Committee (RGC). Finally, some changes are significant enough to require a new air quality conformity finding and a full 30-day public comment period before Regional Council approval.

Amendment #2 to the 2019-2050 RTP

The RGC updated the 2019-2050 RTP with Amendment #2. This amendment included three citywide Active Transportation Master Plan updates that fell within Level 2 - Board Modifications during the fall of 2020. No projects fell within Level 1 - Staff Modification or Level 3 - Full Amendment that required a 30-Day public comment or a revision to the Air Quality Conformity Analysis.

Amendment #3 to the 2019-2050 RTP

The WFRC Executive Director, RGC, and the Regional Council (pending public comment review in August 2021) updated (or will update) the 2019-2050 RTP with Amendment #3. This amendment, the largest in WFRC history, included one project that fell within Level 1 - Staff Modifications, eight projects that fell within Level 2 - Board Modifications, and 13 projects that fell within Level 3 - Full Amendment requiring a 30-Day public comment and a revision to the Air Quality Conformity Analysis during the Spring/Summer of 2021. It should be noted that the breadth of this amendment included land use, active transportation, transit, and roadway projects all to fulfill uniformity between local plans or the accelerated programming of funding.

C.2 GROWTH PLANNING

WFRC works to integrate land use and economic development considerations with its core transportation planning and programming functions. The Wasatch Choice Regional Vision establishes a shared blueprint for how land use, transportation, and economic development change through the year 2050. Wasatch Choice seeks to advance regional goals (see Section C.1). This vision is in turn translated into three component plans, 1) the Regional Transportation Plan (RTP), 2) the Comprehensive Economic Development Strategy, and 3) local general plans.

Goal 1 for 2021 was “Collaboratively advance the Wasatch Choice Regional Vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges.” This section outlines this advancement.

1) RTP modifications

In the last year, WFRC has continued working with stakeholders and partners to improve the resiliency of WFRC planning. This entails linking an exploration of external disruptive forces with the region’s shared vision Wasatch Choice 2050 (WC2050). This is discussed in C.1.

2) Economic development activities

- a. The Comprehensive Economic Development Strategy (CEDS) is an integrated component of WC2050. The CEDS was adopted in May 2019.
- b. One of the newly adopted goals is “access to jobs and educational opportunities.” This goal has been translated into metrics to help inform where economic development best improves access to opportunities (ATO). In the last year WFRC has kicked off efforts to streamline the use of the ATO metric in transportation planning.
- c. These activities are further detailed in I.2.

3) Local general plans

In 2021 WFRC finished working with the Wasatch Choice partners in the development of a new set of Wasatch Choice Resources to help local governments as they address key planning challenges faced in this unique time of both rapid population growth and significant uncertainty stemming from the Coronavirus.

New Wasatch Choice Resources

The new Wasatch Choice resources assist local governments in updating general plans and ordinances. The resources also help communities as they address Senate Bill 34 from 2019, which changed general plan requirements. That bill seeks to address housing affordability and also requires communities to dovetail their land use with local and regional transportation planning.

The resources include:

1. **TECHNICAL ASSISTANCE**, including staff and consultant assistance in updating general plans and zoning, offering training, or in performing market analyses or technical studies. The [Transportation and Land Use Connection \(TLC\) Program](#) is an example of a key source of assistance (a partnership program with WFRC, Salt Lake County, UDOT, and UTA). This is further outlined in C.3.
2. **PUBLIC ENGAGEMENT GUIDEBOOK**, including community engagement strategies such as process guides, or electronic resources to assist in reaching out and engaging a broad public.

3. **SOCIAL MEDIA GUIDEBOOK AND RESOURCES**, including packaged messages like videos or infographics that discuss growth-related issues, community options, and tradeoffs and unintended consequences of potential decisions. The Wasatch Choice coalition is now also working to help disseminate these communications.
4. **DATA RESOURCES**, to assist communities in understanding the outcomes of growth-related decisions.

Carrying Forward the Sustainable Communities Initiative

The WFRC staff along with other partner agencies provided support to Salt Lake County as a main contributor to the United States Department of Housing and Urban Development Sustainable Communities grant awarded in August 2010. This formal initiative ended in FY 2014. To carry on the work of the Sustainable Communities Initiative, WFRC launched the Transportation and Land Use Connection program with Salt Lake County. This partnership now includes UDOT and UTA.

Section C.3 outlines ongoing use of the Transportation and Land Use Connection (TLC) program. The TLC program continues to support local governments by funding projects that implement the Wasatch Choice Vision, coordinate land use and transportation, reduce travel demand, and increase access to opportunity.

Technical Advisory Committees

During FY2021, the WFRC continued to work closely with both of its Regional Growth Committee Technical Advisory Committees (RGC-TAC). Agenda items for FY2021 included briefings and presentations on the new Wasatch Choice Resources, Implementation of the Wasatch Choice Vision, RTP amendments, TLC awards announcements, corridor preservation funds, small area meetings, legislative updates, comprehensive economic development strategies, fiscal year major planning efforts, active transportation planning, transportation improvement program projects, and updates from both the Utah Department of Transportation and the Utah Transit Authority.

Corridor Preservation

Staff also continued to participate on the State Corridor Preservation Advisory Committee. This Committee makes corridor preservation purchase recommendations to the State Transportation Commission.

C.3 LOCAL GOVERNMENT SUPPORT

Transportation and Land Use Connection Program

In fiscal year 2021, 16 projects received TLC funding, four of which include multiple cities. The relationship with partners Salt Lake County, UDOT, and UTA continues to strengthen; their partnership provides TLC projects with key decision makers and helps define a path toward implementation. The TLC team also collaborated with UDOT in generating and awarding projects for statewide Technical Planning Assistance funding, enhancing the partnership and providing more support to our member communities.

The program helps communities implement changes to the built environment that reduce traffic on roads and enable more people to easily walk, bike, and use transit. This approach is consistent with the Wasatch Choice Regional Vision and helps residents living throughout the region enjoy a high quality of life through enhanced mobility, better air quality, and improved economic opportunities.

In FY2021, WFRC received \$1.6 million in requests for funding, demonstrating the significant ongoing demand for WFRC and partner support in local planning efforts. Over the past several years, the TLC program has worked with communities on 112 projects. TLC project types include small area plans, transportation and active transportation master plans, ordinances updates, form-based codes, market analyses and more. The TLC program also offers in-house technical assistance to a few communities, utilizing WFRC expertise and stretching the available funds. To date these in-house projects have included general plans, ordinances, parking studies, and transportation master plans.

D. SHORT RANGE PLANNING AND PROGRAMMING

D.1 TRANSPORTATION MANAGEMENT SYSTEMS

TSM/TDM Promotion

WFRC staff met with sponsors of urban area STP and CMAQ funded projects on Parrish Lane, Wasatch Blvd., Washington Blvd., 40th Street., 5300 South/ College Dr., West Harrisville Rd., and 3800 South near I-215 East to recommend transportation system management (TSM) and transportation demand management (TDM) strategies appropriate for their respective projects. Access management, pedestrian and bicycle facility improvements, transit access, intersection improvements, and traffic signal coordination are examples of the strategies addressed at these meetings. UDOT staff also attended the orientation meetings and shared potential safety improvements that could be considered in the respective projects.

Congestion Management & Air Quality

Based on the air quality benefit/cost, the WFRC Council selected qualified transportation projects valued at \$8.8 million for CMAQ funds in 2021 after evaluating several candidate projects with a total value of \$14.3 million. The approved projects include a park-and-ride lot, intersection operational improvements, electrified truck stop, and a transit operations hub.

Traffic Management Committee

The Salt Lake/West Valley traffic management technical committee is a subcommittee to WFRC's Trans Com technical advisory committee for this area. The subcommittee continued to help coordinate expanding and upgrading signal coordination, freeway traffic management, and traveler information systems in the Salt Lake/West Valley Area, as well as to address current operational issues.

D.2 PLAN REFINEMENT AND SPECIAL STUDIES

Tooele Valley Transit Feasibility Study

UTA and project partners completed the Tooele Valley Transit Feasibility Study in early 2021. The study identified existing land use and transportation conditions. Evaluation of 4 future transit alternatives between Tooele Valley and Salt Lake City employment nodes were considered. The alternatives included 3 fixed-route bus mode options and 1 commuter rail option, which were all analyzed and performance-rated based on travel time, ridership, capital cost, operating cost, and annualized cost per rider. Several recommendations concluded the study with both short- and long-term implementation strategies for the potential 2050 transit solutions serving the Tooele Valley; which will require commitments and transit-conducive changes from land use and transportation authorities.

Service Choices Study

Service Choices is a public outreach and planning effort which used input collected from the community to guide future changes to the bus network. This study was completed by The Utah Transit Authority (UTA), in partnership with WFRC, the Utah Department of Transportation (UDOT), and Mountainland Association of Governments (MAG). A primary objective of this study was to develop a draft network bus plan for public review and feedback in the spring of 2020. The work was halted by the COVID-19 pandemic. Due to the changes and uncertainty brought about by the pandemic, it was determined

that the time was not right for presenting a proposed bus restructuring plan. The study also included suggestions for the planning process for UTA's high-frequency Core Route Network. In early 2021, the 2021 – 2025 Service plan was adopted by UTA's Board of Trustees. This plan incorporates, where feasible, many of the concepts developed during the Service Choices planning process. The plan also includes the Core Route Network concepts. This plan can be found at rideuta.com/serviceplan. The UTA Service Choices Final Summary Report, completed in June of 2020, can be found in the Reports and Documents section of the UTA website.

Future of Light Rail Transit Study

UTA completed Phase 1 of the Future of Light rail study. Results from Phase 1 were documented in an interim report and included an analysis of removing freight from corridor, a vehicle fleet strategy to guide replacement of aging cars, investigations of signal improvements to reduce delay, increasing ridership, and operating plans for newly planned projects. Instead of looking at each request separately, the study strives to plan future light rail service through a holistic approach to understand how these analyzed issues are related and how they might be implemented in phases with respect to time. UTA budgeted local funds for the study in 2020. Phase 2 of the study was budgeted for 2021 and began near the end of fiscal year 2021.

FrontRunner Implementation Strategy Study

Following the Future of FrontRunner study, many in the region desire to move enhancements to UTA's commuter rail system forward. In an effort to understand which investments would be the most critical to start with and what would be needed to implement them, UTA developed a professional services strategy with the desired outcome to develop a set of projects that can be described and proposed for funding. The investments should enable some increase in peak service without necessarily building the entire scenario as described in the Future of FrontRunner study. UTA procured a consultant to provide planning level service designs to investigate the challenges and opportunities in the existing FrontRunner corridor and determine what investment would be needed to provide additional service. Subsequently, a FrontRunner Program Manager was also procured to further develop any service ideas through design, environmental, and funding stages of project development.

Station Access Policy

UTA understands that if TOD is to become a reality along the Wasatch Front, stations and station areas must be designed and managed to optimize access for pedestrians, bicycles, and other active modes of transportation. To that end, UTA is in the process of developing a policy that will provide a systematic approach for catchment area analysis, capital improvement prioritization, the design of infrastructure, and transportation demand management. This policy is scheduled to be completed by the end of 2021.

Park & Ride Master Plan Update

In 2014, a Park & Ride Master Plan was developed to plan for new, expansion and re-use of existing park & ride lots across UTA's service area. This document is still being updated in order to better reflect the existing and projected demand for park & ride and provide valuable data to the UTA Station Access policy.

Parking Modernization Initiative

In FY2021, WFRC, in collaboration with Mountainland Association of Governments, Ogden City, Salt Lake County, South Salt Lake City, the Utah Department of Transportation, and the Utah Transit Authority, completed the Parking Modernization Study and its two partnership city parking studies. This study seeks to provide local governments information to help them use parking more efficiently to reduce the footprint of development and provide positive benefits for transportation, the economy and air quality. The joint agencies also developed the scope for phase two of the Parking Modernization Study

Joint Projects Studies

The Joint Projects Committee (WFRC, MAG, UDOT, and UTA) was anticipating several new projects for this period. However, with the continuing COVID-19 pandemic, funding was not committed to new projects. However, significant progress was accomplished on several of the major joint projects that were already underway.

Micromobility Toolset Model Update project made progress through the development of a first version bike model, preparing bike facilities GIS layers, developing micro zones and associated socio-economic and land use attributes, automated processes to prepare the input datasets, and testing the model at various stages. While the bike model is complete, and shared with other user groups, bike data collection work continues to ensure more and better data to enhance the model.

Mode Choice Model Update work continued as well with the incorporation of urban form, transit and new modes. Throughout the year critical steps in the update were accomplished including an evaluation of the existing travel markets by mode, the design of the mode choice model structure, refinement of the data and model scripting, and convening of a Mode Choice Expert Panel Review. The destination choice module continues to be amended with an anticipated incorporation into the regional travel demand model in late 2021.

Data Resource Consulting continued through the year, including researching and learning about many big data sources available, the state of the industry and best practices. One specific data set called “StreetLight Data” was identified as the best data source for our regional and state needs. Analysis of the data continues including discussions with consultants who used the data to inform local projects. With considerable interest from transportation partners, a demonstration and educational training session was held. The project resulted in “StreetLight Data” being purchased with the capability of use by partners throughout the state.

Other Planning Studies

It is recognized that the need for other planning studies may arise in FY 2021. For example, analysis of operational improvements along certain corridors may occur. There may also be studies of transit options in additional corridors. Other possibilities are numerous. Consultant assistance may be required in some of these studies.

D.3 TRANSPORTATION IMPROVEMENT PROGRAM

The WFRC took the necessary steps to approve the 2021-2026 Transportation Improvement Program (TIP) in August 2020 along with the corresponding Air Quality Conformity Determination (Air Quality Memorandum 40a). Among other steps, this included a 30-day public comment period in July 2020. Along with the TIP approval, WFRC completed and approved the annual self-certification of the transportation planning process at its August 2020 meeting. Monthly meetings between WFRC and UDOT staff members facilitated coordination on TIP/ STIP programming, modifications, and amendments. These

included executive level meetings and program management level meetings. WFRC staff also met regularly with UTA for TIP coordination. In developing the 2021-2026 TIP, the WFRC staff worked with UDOT to ensure that funding for projects in the existing four funded years (2021, 2022, 2023, and 2024) within the Wasatch Front Region was financially constrained and projects were on schedule.

In the fall of 2020, WFRC staff sent a request for a “Letter of Intent” from potential sponsors wishing projects to be considered for the Surface Transportation Program (STP), Congestion Mitigation/ Air Quality (CMAQ) Program, and Transportation Alternative Program (TAP). Following a staff review to determine eligibility, project applicants were directed to access a “Project Evaluation Concept Report”, a “Project Cost Estimate Report”, and an “Emission Analysis Form” (for CMAQ applications), on the WFRC website and complete the appropriate information. Once the project concept reports were received and reviewed for completeness, staff began the evaluation process. This process involved a spreadsheet scoring of the projects based on approved technical criteria, an onsite/ virtual field review of each project, and other professional measurements and considerations. This year, the on-site field review with virtual participation enabled staff from WFRC, UDOT, FHWA, UTA, and local governments to meet with each project sponsor to review the project concept, ask questions, and identify possible concerns, or alternate solutions.

Due to the number of projects submitted, WFRC staff reviewed a presentation of the projects with the Trans Com Technical Advisory Committees (TACs) in February. This introduction provided the TAC members with the resources and time to understand the projects in better detail and enable them to make sound recommendations in their March meetings where the TACs discussed the projects and developed recommendations for the draft STP, CMAQ, and TAP programs. Their recommendations are based on data, sound engineering, and the project environment. Some of the factors discussed to enable a recommendation included: safety, project sponsor priorities, coordination with other projects, additional funding coordination, equity of funding distribution, complete systems, professional considerations, air quality benefits, and project cost. Following these meetings, the technical scoring and TAC recommendations were presented to each of the County Councils of Governments (COG) for their review and input. The project data and the TAC recommendations were then presented to the Transportation Coordinating Committee (Trans Com) for their review, discussion, and recommendation to the Wasatch Front Regional Council to include the proposed projects in the draft STP, CMAQ, and TAP programs.

Once the Regional Council approved the draft programs, staff went to work with staff from UDOT and UTA to prepare the draft 2022-2027 TIP for public review and comment. Included in the draft 2022-2027 TIP with the STP, CMAQ, and TAP programs are other federal-aid highway and state projects proposed by UDOT, and the federal transit projects proposed by UTA. The WFRC staff worked with these two agencies to compile the lists of other proposed projects for inclusion in the draft 2022-2027 TIP. The remainder of the TIP process and approval will occur in early FY2022.

In order to ensure that the TIP and Statewide Transportation Improvement Program (STIP) have all the necessary projects and to enhance proper TIP development, various meetings are held throughout the year between WFRC, UDOT, and UTA staff, as well individual project meetings throughout the region. WFRC staff also actively participates in monthly roadway and pavement management UDOT region meetings and the yearly region STIP workshops and the UDOT Commission workshops. WFRC staff also contact project sponsors and project managers on a regular basis to assist them in the project development process and minimize project delays.

During the early months of the 2021 federal fiscal year, WFRC staff worked with UDOT and UTA to compile a list of projects that received funds during the previous fiscal year (2020). This report of federal funds obligated was shared with Trans Com and the Regional Council. WFRC staff also prepared the annual summary report of CMAQ projects and submitted the report to UDOT for review and approval. UDOT then forwarded this to FHWA for their review and approval.

E. PROJECT COORDINATION AND SUPPORT

E.1 UDOT ENVIRONMENTAL STUDIES

Little Cottonwood Canyon (LCC) EIS

Over the past few years, as a participating agency to the UDOT-led Little Cottonwood Canyon (SR-210) EIS, WFRC provided assistance to UDOT by participating in agency scoping meetings, reviewing alternatives development, and coordinating with local governments.

In October 2019 UDOT released a Draft Purpose and Need Chapter for the LCC EIS. Comments on the Draft Purpose and Need included the desire to see a more robust discussion of pedestrian and bicyclist data, evaluation of the safety of biking and walking users on roadway throughout vs. only at trailheads or areas with on-street parking, and a thorough review of parking spaces and their uses, including the Utah Transit Authority's (UTA) Park-and-Ride lots both along Wasatch Boulevard and locations west.

During the winter of 2019 and spring of 2020 considerable technical analysis and two levels of screening culminated in the release of the Draft Alternatives Development and Screening Report. During summer 2020 the document was released for public comment. Two virtual public meetings and an additional in-person meeting were held to gather comments. As a participating agency to the project, WFRC staff reviewed the report documents and submitted comments. UDOT reviewed and evaluated comments through the remainder of 2020 and developed the Draft EIS during the spring of 2021. Release of the EIS is anticipated during the summer of 2021.

In addition to UDOT's EIS, the Central Wasatch Commission (CWC) spent the year pursuing a conceptual plan for a mountain transportation system, to serve the Central Wasatch Mountains, while integrating with the regional transportation system. The project established objectives and attributes to develop, analyze, and prioritize alternatives. During fall of 2020 the CWC Mountain Transportation Draft Alternatives Report was released. The report proposed a comprehensive year-round transportation system that includes the Salt Lake Valley, Big and Little Cottonwood Canyons, Parleys Canyon, and the Wasatch Back. With the document released for public comment, CWC also held stakeholder reviews and a CWC Commissioner Summit during the spring. While the CWC was ultimately unable to reach consensus on a specific alternative, they released a set of Pillars for Transportation Solutions in the Central Wasatch Mountains, to help inform the UDOT Little Cottonwood Canyon EIS. The Pillars include: Visitor Use Capacity; Watershed Protection; Traffic Demand Management, Parking and Bus (or other Transit Strategies); Integration into the Broader Regional Transportation Network; Year-Round Transit Service; and Long-Term Protection of Critical Areas through Federal Legislation.

E.2 UTA ENVIRONMENTAL STUDIES

Davis – Salt Lake City Community Connector

UTA is working in partnership with city and regional representatives to plan for public transportation improvements to support growth between southern Davis County and northern Salt Lake County. Building on the successes of routes 455 and 470 and aligning with the larger plan for transportation in the area (Wasatch Front 2019-2050 Regional Transportation Plan), the Davis-SLC Community Connector is a proposed Bus Rapid Transit (BRT) system connecting communities to opportunities including jobs, entertainment, and recreation.

Based on technical analysis, coordination with stakeholders, and public outreach, it is recommended that the Davis-SLC Community Connector project will provide service between Farmington and the University of Utah. The base portion of the project (500 South in Bountiful to 200 South in Salt Lake City) is recommended to have BRT high-end stations. In addition, exclusive lanes would be included in the project from approximately 2600 South to the U.S. 80 and I-15 interchange. On the extensions to Farmington and the University of Utah, there would be stop improvements rather than high-end stations and no other capital improvements. The next steps include updating the locally preferred alternative and fund-raising local dollars to support a future federal grant request.

Blue Line Alternatives Analysis/Point of the Mountain Transit

A transit study was completed in FY21 identifying a locally preferred alternative (LPA) of Bus Rapid Transit (BRT) between the FrontRunner Draper Station on the north end and the FrontRunner Lehi Station on the south end. This BRT will travel 10-miles, to 10-stations, crossing The Point development on the west side of I-15, head east across I-15 at 14600 South, then travel south in the UTA owned right-of-way on the east side of I-15 to the South Triumph Boulevard Station in Lehi, cross I-15 to the west, and end at the FrontRunner Lehi Station. Design refinements were made to the LPA in the first half of the 2021 calendar year. Upon completion of the refinements, the project will move into the environmental phase.

F. TRAVEL FORECASTING

Wasatch Front Travel Demand Model Enhancements

In collaboration with our partner agencies at Mountainland Association of Governments (MAG), UDOT, and UTA, WFRC completed work on version 8.3 of the official Wasatch Front Travel Demand Model (TDM) in August 2019. The TDM is built to run on the Cube Voyager software modeling platform and is used to inform forecasts of future travel patterns and volumes that help to shape the Regional Transportation Plan, as well as various transportation alternatives analyses and environmental studies.

In May 2020, WFRC and partners released version 8.3.1 of the TDM. This updated version includes the project additions and modifications expected within the first round of amendments to the WFRC and MAG 2019 Regional Transportation Plans. The 8.3.1 update included other noteworthy enhancements such as: road segment-level summary capabilities for simplifying and mapping model results coordinated statewide with Utah Department of Transportation (UDOT), the ability to automatically recalculate Traffic Analysis Zone (TAZ-base) Access To Opportunities metrics with every model run, and a refresh of the detailed Model Inputs document.

In FY21, WFRC began model development work on the next major TDM release (v.9.0), anticipated to be released in FY22.

WFRC continues to work with the region's travel model users group to apprise consultants, agencies, and researchers of anticipated new model enhancements and releases. WFRC staff recently participated in a kickoff meeting with the UDOT consultants selected for EIS and modeling work related to the Davis County I-15 reconstruction project, the largest single project in both the current TIP and RTP.

Travel Model Coordination

WFRC continued to host the Interagency Model Director (IMD) position that is co-funded by WFRC, UDOT, and MAG and charged with leading the coordination of model development and application across agencies. WFRC staff participated actively in monthly meetings of the Interagency Modeling Technical Committee and Interagency Modeling Policy Committee which meets approximately quarterly. The IMD led development efforts in the WFRC/MAG modeling space and other areas of the state.

The IMD led the coordination and technical effort to update the statewide traffic analysis zones (TAZs) which received a significant update to align with new and anticipated transportation facilities and land uses.

Model Development

Three travel model development projects, funded under addenda to the Joint Projects memorandum between UDOT, UTA, and MAG continued work. These are:

- **Micromobility Toolset** - A second cost function was added to the bike model to differentiate casual and more expert cyclists, differentiating their travel preferences and speeds. Long distance recreation bike trips were subdivided into road and mountain biking trailhead approaches. Additional work was completed to incorporate the iGraph open source network path finding algorithm in order to greatly decrease the computing run time of the bike model.
- **Mode Choice Update** - this is an 18-month project to update the mode choice model within the TDM. WFRC, working with its contractor, pursued two tracks to this project which focuses on the update of the TDM's most complex

component, the Mode Choice submodel. The first track of v9.0 related work completed this year included 1) hosting a Peer Review Meeting with attendees from three other MPOs (MTC, Portland Metro, and SACOG) and modeling experts from FHWA and FTA attending; and 2) significant data analysis and design related to the model's transit performance and treatment of urban form. Significant work was performed to recalibrate the v8.3.x model to the 2019 UTA onboard survey to improve transit use estimates from the model so that appropriate comparisons can be made as the v9.0 model approaches completion. While TDM 8.3.2 is expected to be completed in early FY22, most of the work in support of the release was completed in FY21.

- **Big Data Consultant** - In FY21 WFRC contributed funding and participated in selecting and utilizing a big data consultant under a contract held by UDOT. Utilizing that contract, the Joint Project partners purchased a 2019 custom statewide origin/destination product from StreetLight. This dataset will be delivered for 2022 as well in order to support the planned 2022/23 Household Travel Survey and enhancements to Utah's travel demand models. WFRC staff helped to evaluate products, negotiate terms and pricing, and created the analysis zones for the WFRC modeling space that will be used by StreetLight to create the statewide dataset.

Model Application

WFRC continued to provide travel modeling application support to several UTA transit studies that concluded successfully in FY21 including the Point of the Mountain Transit Study and the South Davis Community Connector BRT study. WFRC also assisted the lead consultant to the Southwest Salt Lake Transportation Study on travel demand modeling and socio-economic assumptions, creating a new tool to rebalance population and employment adjustments to reflect the subject-matter expert guidance for various project-specific scenarios.

Travel modeling support was provided for project evaluation for the 2019-2050 Regional Transportation Plan Amendment #3 and exploration of external forces and policy change scenarios relating to the in-progress 2023-2050 RTP. The latter effort included several newly developed modeling approaches to explore and reflect potential future impacts of external factors such as increased telecommuting, connected and autonomous vehicles, increased point-of-delivery retail and high-tech transit service. TDM support was also provided to a National Institute for Transportation and Communities funded economic impact study, led by the University of Utah, that sought to quantify the supply-chain costs that would result from a 7.0 magnitude earthquake along the Salt Lake City-area Wasatch fault.

WFRC created, released, and/or updated interactive maps related to travel and land use modeling. These include:

- A statewide traffic volume forecast map that allows users to interact with estimates and projections through 2050 together with the official RTP socio-economic forecast and RTP project map.
- A draft Volume-to-Capacity (V/C) ratio interactive map that depicts scenario-specific forecast results for V/C from the TDM.
- An Access to Opportunities interactive map that summarizes workplace destination access using both TDM and land use model results for auto and transit.
- A Wasatch Front-specific map viewer for the Census Bureau LEHD-LODES commuter origin-destination dataset, focusing on prospective city-level users trying to better understand their commuting inflow and outflow patterns.

Other

New graphics were created to convey WFRC's travel demand and land use modeling to decision makers and these were used in presentations to state and local elected officials.

WFRC continued to utilize commercially-available vehicle routing application programming interfaces (APIs) to capture travel speeds for future use in validating the WFTDM and other application areas.

WFRC staff continued to consult with UTA staff in support of use and application of the STOPS model.

Documentation was completed for the Life Cycle component of the v8.3.1 TDM.

The Real Estate Market Model (REMM) is WFRC's land use forecasting tool that supports the development of WFRC and MAG's forecasts for population, households, and employment. Activities to enhance REMM are covered in Section G.2.

G. TECHNICAL SUPPORT AND SERVICES

G.1 AIR QUALITY ANALYSIS AND COORDINATION

Conformity

The 2050 WFRC Regional Transportation Plan was approved in May 2019 and there were not any amendments to the RTP completed in the last fiscal year requiring a conformity analysis. WFRC staff prepared Air Quality Memorandum 39b for the 2021-2026 TIP. Amendment #3 of the RTP and the corresponding Air Quality Memorandum 40 began public comment just prior to the close of FY21 and will be reported in the FY22 Completion Report. Likewise, Air Quality Memorandum 40a with the same public comment period beginning near the close of FY21 will also be included in the FY22 Completion Report.

WFRC invested significant time updating file structures and organization as part of the upgrade process to applying the new MOVES3 vehicle emissions model. Considerable effort was also made to streamline the MOVES3 modeling process using MySQL coding.

Technical Support

WFRC continues to support the Utah Division of Air Quality in developing a State Implementation Plan (SIP) addressing ozone precursor emissions in the Northern Wasatch Front non-attainment area. WFRC provided to DAQ vehicle emission estimates for 2017 and 2023 to be used with the ozone SIP development.

Coordination

The Interagency Consultation Team (ICT) had five virtual meetings in the past fiscal year - September, November, February, April, and June. The ICT includes representatives from WFRC, MAG, Cache MPO, DAQ, UDOT, UTA, FHWA, FTA, and EPA. The ICT meets regularly to consult on air quality issues such as the modeling assumptions to be applied for SIP development, and review of conformity analysis documents. ICT members found that virtual meetings had the dual benefit of being more efficient and eliminating unnecessary vehicle emissions.

WFRC staff participated in several committees organized by other agencies that are promoting actions to improve air quality, such as the Governor's U-CAIR program and the Utah Clean Air Action Team (CAAT). WFRC also collaborates on air quality issues by regularly attending meetings of the Utah Air Quality Board.

Air Quality Report

WFRC staff reported air quality conditions and vehicle emission trends to the Wasatch Front Regional Council in October 2020.

UDOT Air Quality Coordinator

UDOT provides an Air Quality Coordinator who assists in coordinating transportation and air quality related issues between the MPO, UDOT, the Division of Air Quality, and the Environmental Protection Agency. The coordinator represents UDOT at meetings with DAQ and the Interagency Consultation Team. The coordinator also works with the MPO and DAQ in the development of SIP updates, the CMAQ project selection and review process, and the review of various air quality “hot spot” project analyses.

During the year UDOT reviewed and issued concurrency reports on conformity determinations prepared by WFRC and sent these reports to FHWA. UDOT reviewed and concurred with WFRC’s air quality conformity analyses.

G.2 SOCIOECONOMIC AND TRANSPORTATION DATA

WFRC continues to partner with our neighboring MPO, Mountainland Association of Governments (MAG) to develop and support a shared, regionwide land use model -- the Real Estate Market Model (REMM) that runs on Urban Sim 2.x software platform. This tool supports WFRC’s official traffic analysis zone-level socioeconomic projections that are packaged with the WF Travel Demand Model and are also available as GIS layers that can be viewed and downloaded.

In FY21, The WFRC Analytics group continued implementing recommendations from the August 2019 expert peer review of REMM and its related processes. In FY20, WFRC staff updated REMM’s source code to version 3.x of the Python programming language and ported the new and archive code to WFRC Analytics’ public Github repository. In FY21, work focused on a major effort to update REMM’s base year data to reflect the 2019-20 county tax assessor parcel database, and creating a more efficient update process is nearing completion. The team also developed automated processes for producing “progression metrics” and graphs that summarize the REMM model’s performance -- at fine geographic scales -- across each model run. This effort will greatly improve the ability to understand the model’s dynamics and to find issues and make the appropriate adjustments. WFRC REMM modelers were active participants in national land use model coordination groups organized by AMPO and participated in a technical exchange with the Utah Division of Water Resources modeling staff.

In addition to hosting the review panel, WFRC’s REMM enhancement work toward these ends included:

- Reprocessing job location data (count and sector) for 2019 from the Department of Workforce Services (DWS) unemployment insurance contributor database.
- Updating an MOU with DWS to allow access to this protected dataset through May of 2025.
- Working to improve processes to standardize county assessor tax parcel data that will be used to establish a new 2019 base year.
- Updating WFRC’s Generalized Future Land Use (GFLU) layer that compiles and standardizes city and unincorporated area general plans into a region-wide GIS layer of allowable land uses and residential and commercial development intensity limits. This layer guides and constrain future real estate development activity simulated with REMM.
- Developing a process to inventory all housing units by type, size, value and year built. The first version of the Housing Unit Inventory dataset, proscribed by SB 164 passed during the 2021 general session of the state legislature, is expected to be release late summer of 2021in partnership with the county assessors and the Utah Geographic Resource Center (UGRC), the state GIS office. Weber and Salt Lake County housing inventory datasets were completed with preliminary statistics in FY21.

Other

The Analytics team developed a new python-based Parcel-based Capacity Tool. This tool uses user-defined “area classes”, and user-specified parameters for each area class to sweep across the most current assessor tax parcel GIS layer looking for properties that meet the eligibility criteria defined for the class area in which they are found, and then developing residential units based on allowances from the GFLU layer of general plan information, and other prescribed parameters. The resulting re-/developable parcels can be mapped and summarized with respect to additional housing unit capacity for cities and other geographic areas of interest.

WFRC supported Gardner Policy Institute (GPI)’s efforts to create county-level population and employment forecasts and to use the resulting data as control totals for future years within REMM. The WFRC effort delivered updated workplace Access to Opportunity metrics (Household Access to Jobs by Auto) at the TAZ-level and GIS-based results of the new Parcel-based Capacity Tool analysis of redevelopment opportunities and remaining greenfield residential development. Similar methods were used to explore maximum development capacity using manipulations of the REMM model. These two approaches should prove fruitful ground for comparison and further understanding of both tools and the regional development capacity landscape.

The Parcel-Based Capacity tool was also used to analyze residential unit and commercial job spaces in proximity to Wasatch Choice Centers and Transit-oriented Development around rail and BRT stations.

WFRC staff from Analytics and Long Range Planning drafted a significant set of boundary adjustments and additions to the Wasatch Choice Centers layer in FY21. This updated layer refined the Center areas through a process that looks at the existing build environment in the GIS parcels, aerial photography, and current general plans (GFLU). Local area maps of the resulting, more exacting updated layer were sent to WFRC area city planning staff for review and feedback. The refined Wasatch Choice Centers layer is expected to be finalized in later summer 2021 and will be used as a policy layer component with REMM. The Analytics team presented to the Regional Growth Committee technical advisory subcommittees on Center refinements and WFRC’s socioeconomic forecasting process.

A new Python/Jupyter Notebook tool was developed to reallocate population, housing, and jobs by sector for travel demand analyses of project-specific future scenarios. This method is a great improvement on the efficiency and accuracy of manual reallocations and was first used to support the Southwest Salt Lake Transportation Study in Winter of 2021.

The Analytics team participated in future enrollment growth and land use plan discussions with Weber State University, the University of Utah, and Salt Lake Community College.

An archive of previous official WFRC RTP socioeconomic forecasts was compiled, going back to 2004.

G.3 GIS AND DATABASE MANAGEMENT

Geographic Information Systems (GIS) continued to serve WFRC’s organizational and program area goals. During a challenging year due to the COVID-19 pandemic, WFRC’s Analytics staff continued to use GIS to respond to regional planning and data accessibility needs by proactively building information resources and interactive web map applications. GIS staff worked collaboratively with program area staff, external partners, and stakeholders to visualize anticipated future conditions and deliver resources for decision-making.

Long Range Planning Support

WFRC staff provided GIS data and mapping support for the year-2 preparation activities relating to the 2023-2050 Regional Transportation Plan. A significant effort was undertaken to refine the boundaries of the “Wasatch Choice Centers” -- designated land use areas adopted as part of the 2019 RTP. Using parcel boundaries and future land use plans, these centers were adjusted and presented to city planners for review. The result will be the foundation for the centered land use areas and related analyses in support of the 2023 RTP.

Regional Transportation Plan and Utah Unified Plan maps and data were kept up-to-date with the approval of amendments to the Plan. The Wasatch Choice 2050 Vision poster and interactive map were also updated to reflect these edits and incorporate plan adjustments from UDOT and UTA.

Beginning with last year’s major data aggregation and transformation effort with UDOT and the Utah Geospatial Resource Center (the state GIS coordination office), a new interactive web map of Active Transportation GIS Data Resources was developed by WFRC. This map consists of existing features, planned features, bike and pedestrian demand, and level of traffic stress. These datasets were kept up-to-date as city active transportation plans were adopted.

Short Range Planning and Programming Support

GIS support aided in the development and public engagement processes of the annual Transportation Improvement Program (TIP). During the project application process, reference maps were created for committee presentations and on-site field reviews for CMAQ, STP, and TAP applications. For the annual draft TIP public comment period, an interactive map was built to provide a forum for public commenting. Improvements to this year’s map included automating the necessary data formatting, showing small projects as points, and adding previously missing transit projects.

Additionally, an effort was made to visualize road safety data for the WFRC area. United States Road Assessment Program (usRAP) data was linearly referenced, processed, and added to a new interactive map. This dataset and map will be used to evaluate the condition and safety needs of roads when preparing the 2023 RTP.

Model Development Support

Significant GIS work was accomplished to improve the capabilities and results of WFRC models (travel model, land use model, bike model). A generalized future land use map was developed to capture land use plans for the 50+ jurisdictions within the WFRC area. This dataset will replace the land use capacity layer (last updated in 2012) in the Real Estate Market Model (REMM). This map/dataset was used for several projects at WFRC and is proving to be a rich resource.

In addition to future land use GIS data, the REMM land use model also depends on GIS parcel data inputs to yield reliable results. Through exhaustive data work, the WFRC Analytics group formatted dozens of data elements across hundreds of thousands of parcels. Staff used Python notebooks and Pandas data structures to help process this data. This data work permitted WFRC to provide useful GIS housing data summaries to the University of Utah’s Gardner Policy Institute for their multi-family data collection.

GIS was also used for a thorough revision of traffic analysis zones (TAZ) for the travel demand model. Staff used GIS software to carefully split and draw new zones, using city boundaries, existing and planned roadway alignments, natural boundaries/constraints, and demographics as references. Additional analysis zones were created to better understand specific activity centers and recreation sites through the multi-agency license to statewide trip movements dataset from StreetLight.

New Interactive Maps

Several interactive maps were created or updated by the WFRC Analytics team this year. The Park and Trail Accessibility Map was produced in response to a well-received analysis of park and trail access. Due to the uncertainty of city sales tax revenues caused by the COVID-19 pandemic, the City-Level Sales Tax Trends Map was created using data reported by the Utah State Tax Commission. This map shows the year-over-year percent change in revenue by quarter and by industry category. The Street Connectivity Analysis Map visualizes several street connectivity metrics useful in planning and possible integration with the travel demand model.

The Access to Opportunities Map was built as a custom-coded application that shows job and household accessibility by car or public transit. The user can click any traffic analysis zone along the Wasatch Front and view current and projected job accessibility. Finally, the Commuter Flow Map was created to allow map users to see generally where Wasatch Front residents live and work. To build this interactive visualization, the WFRC Analytics group integrated a LEHD/LODES origin-destination dataset with city boundaries.

A new section was added to the existing Wasatch Choice 2050 Vision interactive map in order for users to view additional relevant datasets. This new ability to select and share a customized set of related maps was developed in partnership with UGRC and implemented by WFRC GIS staff. Additionally, the Transportation Improvement Program (TIP) interactive map was restructured to match UDOT project types. The Transportation and Land Use Connection (TLC) interactive map was also significantly updated to allow for the Program Lead to manage the source data, leading to more timely map updates depended on by consultants.

Access to Maps and Data

WFRC GIS staff continued to improve access to data and interactive maps, especially given the online/remote circumstances of the pandemic. The WFRC Analytics group created a "Map of the Month" series to highlight recent mapping efforts by WFRC and partners. These maps of the month can be found in WFRC's new map gallery and new Maps of the Month webpage. Building on last year's effort to augment WFRC's Open Data catalog, WFRC GIS staff added many of the planning-related datasets to the state GIS level to make them more widely available. Staff also took advantage of opportunities to virtually present and share new data and map resources with several Utah GIS user groups and to a national MPO GIS user group organized through the Association of Metropolitan Planning Organizations (AMPO).

To improve reliability, WFRC GIS staff invested time and attention into the GIS server that powers many of WFRC's web maps. Major hardware and software upgrades were performed, in addition to maintenance such as tuning services and database backups.

Other GIS Accomplishments

- Collaborated with UDOT and UGRC to publish an up-to-date web page of planning-related GIS and other data resources that is now available from Utah's State Geographic Information Database website.
- Responded to custom map requests for various entities such as the Central Wasatch Commission (CWC).
- Provided GIS and mapping support for national and state policy discussions.
- Performed address locating/geocoding for over 50,000 employers in the WFRC area.
- Converted the Wasatch Front area multimodal GIS network, formerly only available in an Esri geodatabase format, to the non-proprietary shapefile format.
- Prepared maps for the Point of the Mountain Commission's public engagement survey.

- Provided Transportation & Land Use Connection Plan support: workshop maps for the Hooper General Plan Update project.
- Reorganized Maps and Data section of wfrf.org webpage.

G.4 TECHNICAL SUPPORT TO LOCAL GOVERNMENTS

WFRC fulfilled requests for service throughout FY2021. Support was provided to help in various subarea and corridor studies. Traffic and socioeconomic information and forecasts were provided to interested persons and agencies. Assistance was provided on an as-needed basis to local municipalities, state agencies, school districts, and others. As stated in the Work Program, priority was given to services that assisted in implementation of supporting plans and local projects.

The WFRC staff attended Council of Governments and similar meetings in each county, providing information as requested and also seeking input on various plans and programs. WFRC staff contributed to discussions on transportation needs and priorities in various committees, such as multiple Chamber of Commerce committees.

G.5 TOOELE VALLEY RURAL PLANNING ORGANIZATION

WFRC staff coordinated RPO meetings that facilitated dialogue about studies evaluating options for both short and long term elements of the multimodal transportation system in Tooele Valley. These meetings also facilitated communication regarding current transportation projects and applications for the Congestion Mitigation Air Quality funds that UDOT administers for Northeast Tooele County.

G.6 MORGAN COUNTY-OGDEN VALLEY RURAL PLANNING ORGANIZATION

WFRC coordinated several RPO meetings with Morgan County, Morgan City, Weber County, and Huntsville Town, facilitating dialogue between the RPO members and UDOT, discussing ongoing projects, and providing technical assistance. In addition, staff explored funding opportunities and local option sales tax options with Morgan County, as well as conducted outreach to several groups regarding trail and active transportation facility implementation. The Morgan County-Ogden Valley RPO voted to reform as the Morgan County RPO, with membership from Morgan County and Morgan City.

H. PUBLIC INVOLVEMENT

In fiscal year 2021, Wasatch Front Regional Council (WFRC) staff led and participated in numerous successful public involvement efforts including, but not limited to, the following.

Formal Public Comment Periods

A formal public comment period was held for the Draft 2021-2026 Transportation Improvement Program (TIP). WFRC placed public notices in local newspapers as well as distributed emails to interested people and groups, posted information on the WFRC website, and generated organic social media ads to notify the public of the opportunity to comment. All comments were carefully detailed, summarized, responded to, and submitted to WFRC for consideration, prior to adoption of the 2021-2026 TIP.

Amendment #2 and #3 to the 2019-2050 RTP

A formal public comment opportunity was opened up during Regional Growth Committee meetings for both Amendment #2 and #3 to the 2019-2050 RTP. Level 2 amendments - Board Modifications types of projects – do not require a 30-day comment period. Amendment #3 contains a Level 3 - Full Amendment type of project - and its 30-day comment period started June 26, 2021.

Stakeholder Outreach Meetings and Workshops

WFRC sponsored two virtual open houses for the Draft 2021-2026 TIP in July of 2020, one via Zoom and one via Google Meet. Representatives from WFRC, UDOT, and UTA were available to answer questions about the TIP projects.

In addition, WFRC held ten Wasatch Choice Regional Vision Implementation workshops for each part of the region with transportation partners, key stakeholders, and local elected officials and staff to explore land use, economic development, and transportation challenges and opportunities in each area. These workshops also discussed changes to state law that affect both requirements in general plans and eligibility for transportation funding. Representatives from WFRC, ULCT, UDOT, and UTA were on hand to answer any questions regarding the Vision.

In the spring of 2021, WFRC staff met with key stakeholders from across the Wasatch Front. These stakeholders included the Utah's for Better Transportation (UBET), the University of Utah (U of U) campus planning, Salt Lake Community College (SLCC), Rio Tinto, the University of Utah faculty and students, and Weber State University (WSU). The focus of these outreach efforts was to provide an overview of the process for the 2023-2050 RTP and Wasatch Choice Vision and have an open dialogue with these stakeholders about their needs, land uses, growth, and connection to and within the region.

Partner Events, Conferences, and Conventions

WFRC both attended and engaged virtually or in-person at events, conferences and conventions hosted by our partners, including the American Planning Association (APA) Utah, Utah Association of Counties (UAC), Utah League of Cities and Towns (ULCT), UDOT, the National Association of Regional Councils (NARC), and others. Information about the Wasatch Choice Regional Vision, Regional Transportation Plan (RTP), and/or Utah's Unified Transportation Plan were shared at the various conferences and conventions.

Local Elected Officials

WFRC staff members made formal presentations regarding the Wasatch Choice Regional Vision, plans, programs, and/ or other transportation related issues to the respective county councils of governments in Davis, Salt Lake, and Weber counties. In addition, WFRC representatives met with local elected officials in southern Box Elder, Morgan, and Tooele counties. Upon request, WFRC staff provided technical support and information to local elected officials regarding transportation planning and investments.

Utah State Legislature

WFRC staff members made formal and informal presentations regarding transportation related issues to state legislative committees. In addition, WFRC staff provided technical support and information to state policy makers as they considered additional funding for transportation investments and changes to existing transportation and land-use policies.

Congressional Delegation

WFRC staff met with and advised the members and staff of Utah's congressional delegation on transportation, land-use, and planning related issues. Specifically, WFRC staff reiterated the importance of a timely, sustainable, and long-term transportation reauthorization bill by providing the delegation with Utah's shared transportation reauthorization principles.

Ongoing Presentation and Working Group Opportunities

WFRC staff participates in a variety of events sponsored by partners or other relevant organizations. Where there is alignment between WFRC's mission and message and an organization's planned schedule of activities, WFRC staff have presented on a variety of topics, ranging from high-level policy topics around transportation and community planning/ visioning to specific agency activities, such as the Regional Transportation Plan or specific funding topics as examples. In addition, staff have sponsored WFRC-led small group engagement efforts such as ongoing meetings with the Wasatch Choice Partners and sub-regional meetings to engage local elected officials and staff in specific planning efforts.

Online Engagement Tools

WFRC staff successfully leveraged online engagement tools to educate the public and to solicit public comment on its plans and initiatives. For example, WFRC staff worked with UDOT to obtain GIS data for the TIP projects, creating an online interactive map that showcased the projects. WFRC also created a public comment layer so comments could be tied directly to the projects in a mapping environment.

Ongoing Website Updates

WFRC staff continues to provide subject-matter expertise to local governments and other stakeholders, including making a variety of resources and content available via wfrf.org. Of particular note, many resources tied to the regional Wasatch Choice Vision have been added over the course of the past year (see section G.3). Additionally, numerous general, committee, vision, plan, and program publications, as well as links to studies and data, are available in PDF and/or interactive formats on the website. To further enhance availability of resources, a plugin to the site enables real-time translation into Chinese (simplified), Croatian, Korean, Serbian, Spanish, and Vietnamese languages.

Social Media and Email Campaigns

In an effort to communicate the needs and benefits of continued, regional effort to implement the Wasatch Choice Vision, including its core strategies, WFRC staff provides regular, relevant messaging and links to resources via its social media channels. These channels include Facebook, Twitter and Constant Contact. WFRC also prepares and distributes a monthly e-newsletter to a list of more than 3,000 recipients. This furthers the messaging around quality of life and continues to build relationships with cities, counties, transportation partners, community-based organizations, and the private sector.

Media Relations

WFRC staff worked with various media outlets to keep the public informed of opportunities to give input on WFRC's planning efforts and to tell the story of positive outcomes in the region. During fiscal year 2021, media ran dozens of news stories regarding the following topics:

- Wasatch Choice Regional Vision
- Regional Transportation Plan
- Transportation Improvement Program
- Transportation funding
- Pandemic impacts on growth and other behaviors

These media outlets included ABC4, Deseret News, KSL, KUTV, Park Record, Salt Lake Tribune, Standard Examiner, Tooele Transcript, Utah Business, Utah Policy, and Utah Public Radio. WFRC staff have tracked and documented all media and public outreach efforts.

I. COMMUNITY DEVELOPMENT

I.1 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

The WFRC staff continued to administer the State Housing and Urban Development Division's federal CDBG program for Tooele, Weber (excluding Ogden City), and Morgan Counties. During FY2021, WFRC staff completed the 2021 annual update of the region's Consolidated Plan which sets goals and reviews the outcomes of the previous year's goals, and helps inform the five-year Consolidated Plan that was updated in FY2020.

Staff worked closely with member jurisdictions in order to gain their feedback and ensure a better understanding of local needs for the Plan update. Staff also held introductory and grantee workshops to familiarize applicants with the CDBG program and application and contract requirements in order to ensure compliance with state and federal rules and regulations. Assistance was provided to prospective applicants, primarily cities and counties, during the CDBG application process, project development, survey development, and public hearings. Applicant projects were then reviewed to ensure Compliance.

Staff provided administrative assistance to the region's Regional Review Committee (RRC). Staff worked to ensure the Committee's membership was up to date, members were informed and actively participated in the CDBG program, policy, application process, etc. For example, the Committee is responsible for: reviewing projects to ensure they are eligible and meet regional goals and objectives, updating the region's rating and ranking criteria, updating regional goals, and ensuring project funding levels are consistent with the region's appropriation.

Lastly, in response to COVID-19, the CDBG Small Cities program received additional funding through the CARES Act. With leadership from the RRC, WFRC staff worked to administer those funds in an effort to mitigate impacts of COVID-19 and will continue to do so in FY2022.

I.2 ECONOMIC DEVELOPMENT

Staff administered the Wasatch Front Economic Development District (WFEDD) in order to better support the region's economic vitality and remain eligible for administrative funding from the U.S. Economic Development Administration (EDA). Staff began implementation of strategies and objectives contained within the region's 5-year 2018-2023 Comprehensive Economic Development Strategy (CEDS). The CEDS brings together public and private sectors to create an economic roadmap that strengthens regional economies and integrates economic development plans, programs, and activities with the Wasatch Choice for 2050 Vision and long-range transportation plan. Staff worked with local governments, elected officials, universities and area chambers of commerce organizations to align transportation, land use decisions and economic development in order to improve access to opportunities for residents in the region.

The District's annual objectives for 2020 are as follows:

1. Advance, update, and report on the 2018-2023 Comprehensive Economic Development Strategy;
2. Update and 2018-2023 Comprehensive Economic Development Strategy to include a more robust resilience plan to include not just natural disasters but resilience related to COVID.
3. Promote Wasatch Choice 2050 as a coordinated growth, quality of life, and economic development strategy;
4. Integrate state, regional, and local transportation decisions with economic development efforts to improve access between workforce, housing, and jobs; and,
5. Inform state, regional, and local stakeholders about economic development plans and strategies.

Integration of Economic Development with Transportation and Land Use Efforts

Since 2014, the WFEDD has continued to build on the work to implement and integrate economic development strategies into WFRC's long and short-range initiatives including the Wasatch Choice Regional Vision, Regional Transportation Plan, and Comprehensive Economic Development Strategy.

The 2018-2023 CEDS focuses on four key strategies

1. Link development with transportation and other infrastructure;
2. Create fiscally sustainable places;
3. Provide amenities; and,
4. Attract and retain businesses and encourage innovation.

Strategy 1 focuses on coordinating transportation, infrastructure, and land-use decisions to enhance household's access to jobs and educational opportunities and employers' access to the workforce and customers. Strategy 2 focuses on revenues and expenses that are balanced and sustainable for households, communities, and the region. Strategy 3 focuses on maintaining quality of life elements that attract skilled labor by encouraging more walkable cities, open space preservation, and improved air and water quality. Strategy 4 focuses on supporting and encouraging business retention, job creation, workforce development, and innovation by partnering and information sharing. The implementation of all four strategies relies on effective partnerships and continues to promote the importance of centered development.

Administer the Economic Development District and Staff the Committees

Staff administered the EDA grant and managed the Board and Strategy Committee membership, meetings, and awareness. Staff coordinated, integrated, and collaborated with the region's members and partners to achieve economies of scale, leverage resources, share data and analysis, and promote regional collaboration of strategic goals and objectives. COVID-19 changed the dynamic for regional economic development and the economic opportunities that were lost due to service and retail being affected considerably more than other industries. Conversations with partners became more important than ever before to come together and develop implementable steps to move our economy forward, including making sure everyone has access to opportunities.

Staff spent significant time in 2020 and the first half of 2021 with local government partners on coordinated EDA applications to maximize and leverage the \$1.5B in CARES Act funding EDA received. The additional funds will be used to offer technical assistance to local communities to modify their economic development strategies to be more resilient, targeted, and equitable, and to enhance the resiliency of the region's Comprehensive Economic Development Strategy. Staff is continuing to work with the EDA to update progress and cultivate new projects if there are more funds available in 2021.

DATE: August 19, 2021
AGENDA ITEM: 4a
SUBJECT: Statewide Growth Policy Conversations and Wasatch Choice
PREPARED BY: Ted Knowlton

Utah was the fastest growing state in the nation over the past decade, and that growth continues. How we accommodate that growth will significantly impact our quality of life for generations to come.

There are numerous policy and legislative concepts being discussed to address growth pressures. At the August 26 meeting, the Regional Council will discuss policy concepts for consideration by two state commissions - the [Economic Opportunity Commission](#) and the [Commission on Housing Affordability](#).

While the two commissions are working on different core issues they both are exploring how improvements can be made via coordination with other planning elements such as infrastructure, housing, economic development, and open space. The alignment between these issues has been at the heart of the work of WFRC and is embodied in the Wasatch Choice Regional Vision.

BACKGROUND:

The [Wasatch Choice](#) Regional Vision is our shared framework to prepare our communities and region to address the challenges of growth as well as the recovery from COVID-19. It coordinates regional transportation planning with local land use and economic development efforts. The regional transportation element of Wasatch Choice is the officially adopted [Regional Transportation Plan](#).

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Ted Knowlton, WFRC 801-425-3534, ted@wfr.org

DATE: August 20, 2021
AGENDA ITEM: 4b
SUBJECT: Wasatch Choice Fall Outreach Opportunities
PREPARED BY: Julie Bjornstad

At the Council meeting, WFRC staff will outline and seek feedback on this fall's planned Wasatch Choice workshops. These workshops are the next big step in development of the Regional Transportation Plan (the transportation element of the Wasatch Choice Regional Vision). The key objective for these events is developing the "preferred scenario" of transportation projects in the 2023-2050 Regional Transportation Plan.

BACKGROUND:

WFRC, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA) are hosting the workshops this fall to update the [Wasatch Choice Regional Vision](#), a collaborative effort of communities and many other [partners](#) over the past few years. These workshops are specifically designed for local government leaders - mayors/commissioners, council members, planning commissions, and key staff.

Key workshop discussions are anticipated to include:

- Feedback and input on road, transit, and active transportation projects needed now or in the coming decades;
- Changes to communities and transportation behavior that may arise from new technologies, the legacy of the pandemic, and other disruptive forces; and
- How transportation projects, land uses, and economic development can be more responsive to these disruptive forces.

The proposed dates for the Wasatch Choice workshops are:

- Tuesday, October 12 - Box Elder County
- Monday, October 18 - Southern Weber County
- Tuesday, October 19 - Northern Weber County
- Monday, October 25 - Southwestern Salt Lake County
- Monday, November 1 - Northern Salt Lake County
- Monday, November 15 - North Davis County
- Wednesday, November 17 - Southeastern Salt Lake County
- Monday, November 22 - Southern Davis County
- TBD - Tooele County
- TBD - Morgan County

WFRC coordinates the [Wasatch Choice Regional Vision](#) and the Regional Transportation Plan (RTP) planning process, which is updated and adopted every four years. This planning process looks several decades into the future to anticipate needed transportation investments. The current four-year planning cycle began in 2019 and will be completed in 2023, leading to the adoption of the [2023-2050 RTP](#). The RTP informs, and is the transportation element of, the Wasatch Choice Regional Vision. Numerous partners are involved in the development of the RTP and the Regional Vision, including local counties and cities, Mountainland Association of Governments (MAG), UDOT, and UTA, along with

other agencies, stakeholders, and the public.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Julie Bjornstad, WFRC 801-425-3534, julieb@wfr.org

DATE: August 19, 2021
AGENDA ITEM: 4ci
SUBJECT: **ACTION: RTP Amendment Process Update**
PREPARED BY: Jory Johner

At the August 26 Wasatch Front Regional Council (WFRC) meeting, WFRC staff will outline two proposed modifications to the Regional Transportation Plan (RTP) amendment process. The Regional Growth Committee (RGC) reviewed these recommendations at the August 19, 2021 meeting and made a motion that the Regional Council approve these modifications.

In summary, two changes are proposed:

1. When WFRC amends the RTP, WFRC staff consults with the Federal Highway Administration (FHWA) about the amendment. However, the written RTP Amendment Process does not reflect that consultation. The proposed modification to the process would codify that the consultation is required to occur.
2. Changes to Wasatch Choice "Centers" are currently listed as "Level 2" amendments, requiring action by RGC. The proposed modification to the process would provide more flexibility by having changes to these centers be "Level 1" amendments, made by staff in consultation with the affected communities.

BACKGROUND:

Every four years WFRC prepares and adopts the RTP as the core transportation plan within the overall Wasatch Choice Regional Vision. While the RTP receives considerable review before being formally adopted, changes are sometimes needed to accommodate new funding sources or conditions.

WFRC has a written RTP amendment process that was last adopted by the Regional Council in March 2020.

The particular process used to make an amendment to the RTP varies depending on the size and impact of a potential project. There are three different levels or types of amendments:

- *Level 3* - Full Amendment addresses changes to regionally significant projects, such as principal arterials, freeways, or fixed guideway transit. This category requires a 30-day public comment process and an air-quality conformity analysis.
- *Level 2* - Board Modification addresses projects larger than \$10 million that are not considered regionally significant. The Level 2 category streamlines the process by requiring amendments to be considered at one, rather than two, RGC and RGC TAC meetings. It also allows for the public comment period during the RGC meeting and allows the RGC to approve the amendment during the meeting. RGC does have the opportunity to elevate a Level 2 project to Level 3, requiring the standard 30-day comment period.
- *Level 1* - Staff Modification addresses minor projects such as road improvements less than \$10 million, corridor preservation, or bus improvements. Level 1 amendments require consultation with the RGC Chair and Vice-chair. The RGC Chair and Vice-chair does have the opportunity to elevate a Level 1 project to Level 2.

PROPOSED MODIFICATIONS:

Proposed process modification 1: Consultation with FHWA

When there is a need to amend the RTP, WFRC staff makes an initial determination of which level of amendment is required, depending on the nature of the project. WFRC consults with FHWA -- as our primary cognizant federal agency -- in making that determination, and also asks for other input or feedback from FHWA. However, the written RTP amendment process does not currently reflect that consultation. The proposed modification to the RTP amendment process would codify this consultation as a required step in the process.

This proposed modification has been discussed with and was requested by FHWA.

Proposed process modification 2: more flexibility in adjusting assumed land use in “centers”

WFRC staff recommends that changes to Wasatch Choice Regional Vision land use centers be a “Level 1” rather than a “Level 2” modification, so formal action by RGC would not be required. This would allow a more flexible and responsive process as WFRC works with local communities in the region. Changes to centers would be reviewed by WFRC staff in consultation with the affected local community (or communities). After dialogue with the community, these changes would require approval by the WFRC Executive Director in consultation with the RGC Chair and Vice-Chair; the RGC Technical Advisory Committees (TACs) and the RGC would be informed of the changes. The changes could be elevated to Level 2, meaning action would be taken by RGC, based on factors including potential impacts, professional judgment, or lack of consensus.

RECOMMENDATION:

The WFRC staff requests that the Wasatch Front Regional Council make a motion to “*approve the modified process for amending the Regional Transportation Plan.*”

CONTACT PERSON:

Jory Johner, 801-363-4250 ext. 1110, jjohner@wfr.org

EXHIBIT:

Draft RTP Amendment Process August 2021 (changes highlighted)

Regional Transportation Plan Amendment Process

(Adopted by the Wasatch Front Regional Council on March 26, 2020; update proposed to be adopted on August 26, 2021)

Overview

The establishment of a process to address periodic requests to revise the Wasatch Front Regional Transportation Plan (RTP) and the Wasatch Choice Regional Vision will help reduce the time needed to review and determine whether an amendment should be made. There are three general sources for RTP or Wasatch Choice Regional Vision amendment requests: (1) local request from city or county elected officials that usually involve collector roads, minor arterials, general land use centers, or regionally significant centers; (2) environmental impact statements (EIS) or Transportation Improvement Program (TIP) amendments that make specific recommendations that change the RTP project listing or phasing; and (3) periodic requests from the Utah State Legislature, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA) that require an amendment to the RTP for specific projects or the phasing of existing projects.

Some minor modifications can be made by the Wasatch Front Regional Council (WFRC) staff without action by the Regional Council. Others do not require a new air quality conformity finding but do need an opportunity for public comment and approval by the Regional Growth Committee (RGC). Some changes require a new air quality conformity finding and/or a new regional emissions analysis including a full 30-day public comment period before final approval. These three levels of amendments are described below.

Level 1: Staff Modification

These types of amendments are minor in nature and would include:

- » any change to the existing RTP functional classification
- » any change or addition of an individual active transportation project
- » any change or clarification needed of the RTP's project description
- » any change to existing project right-of-way or addition of roadway or transit corridor preservation projects
- » any change to existing or addition of collector and minor arterial operational projects
- » any change to existing or addition of collector and minor arterial new construction or widening roadway projects less than \$10 million
- » any change to existing or addition of a core bus route or express bus route less than \$5 million
- » any change or addition to the Wasatch Choice Regional Vision land use centers

LEVEL 1 - PROCESS

These types of RTP amendments, with the exception of Wasatch Choice Regional Vision land use centers, would be reviewed by WFRC staff members. If staff determines that a change is warranted, the amendment could be implemented without additional process beyond that listed below. Level 1 amendments would require approval by the WFRC Executive Director (in consultation with the Federal Highway Administration and/or Interagency Consultation Team as applicable), RGC Chair, and Vice-Chair, with the RGC Technical Advisory Committees (TACs) and the RGC informed of changes. The WFRC staff and/or RGC Chair/Vice-Chair can recommend a project be elevated to Level 2 based on factors including: potential impacts, professional judgment, or lack of consensus. The approval of Level 1 amendments would require the following procedure:

- A. Formal request submitted by local community elected official or transportation agency planning or regional director



- B. WFRC staff review and coordination with sponsoring agency representatives – planners, engineers, and/or elected officials
- C. WFRC staff coordination with the Federal Highway Administration to obtain concurrence of project significance level and exemption status - regionally significant, non-regionally significant, non-exempt, and exempt
- D. WFRC staff recommendation and review with the RGC Chair and Vice-Chair
- E. WFRC Executive Director approval
- F. Inform RGC TAC and RGC
- G. Respective entities may be notified of the change
- H. Update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps

Wasatch Choice Regional Vision land use center amendments would be reviewed by WFRC staff members, in consultation with affected communities. If a change is warranted, the amendment could be implemented without additional process beyond that listed below. These Level 1 amendments would require approval by the WFRC Executive Director in consultation with the RGC Chair and Vice-Chair, with the RGC Technical Advisory Committees (TACs) and the RGC informed of changes. The WFRC staff and/or RGC Chair/Vice-Chair can recommend a project be elevated to Level 2 based on factors including: potential impacts, professional judgment, or lack of consensus. The approval of amendments to Wasatch Choice Regional Vision land use centers would require the following procedure:

- A. Request submitted by local community or is initiated by WFRC in consultation with the local community
- B. WFRC staff review and coordination with affected community representatives – planners, engineers, and/or elected officials
- C. WFRC staff recommendation and review with the RGC Chair and Vice-Chair
- D. WFRC Executive Director approval
- E. Inform RGC TAC and RGC
- F. Respective entities may be notified of the change
- G. Update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps

Level 2: Board Modification for Non-Regionally Significant Projects

These types of RTP and Wasatch Choice Regional Vision amendments may include the following:

- » full city-wide active transportation plan updates – including both regional or base bicycle routes
- » any change to existing or addition of principal arterial or freeway operational projects
- » any change to existing or addition of collector and minor arterial new construction or widening roadway projects, \$10 million or more
- » any change to existing or addition of a core bus route or express bus route, \$5 million or more

LEVEL 2 - PROCESS

These types of RTP modifications would be reviewed by WFRC staff; sponsoring local community planners, engineers, and/or elected officials; the Federal Highway Administration and/or Interagency Consultation Team as applicable; TACs; the RGC; and the general public. The WFRC delegates approval of these modifications to the RGC. The RGC could recommend a formal 30-day public comment period if desired. The approval of Level 2 amendments would require the following procedure:



- A. Formal request submitted by local community elected official or transportation agency planning director or regional director
- B. WFRC staff review and coordination with sponsoring agency representatives – planners, engineers, and/or elected officials
- C. WFRC staff financial constraint analysis in coordination with sponsoring agency
- D. WFRC staff coordination with the Federal Highway Administration to obtain concurrence of project significance level and exemption status - regionally significant, non-regionally significant, non-exempt, and exempt
- E. WFRC staff data collection, travel demand modeling, and technical considerations requested by the RGC
- F. Review and recommendation by the appropriate RGC TAC
- G. Recommendation and approval by the RGC
- H. Respective entities may be notified of the change
- I. Update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps

Level 3: Full Amendment for Regionally Significant Projects

These types of RTP amendments would involve any change or modification to a regionally significant project as defined by either the RTP or through inter-agency consultation. The RTP defines a project to be regionally significant if it serves regional transportation needs, such as access to or from areas outside of the region, major activity centers, major planned developments, or transportation terminals. Included as regionally significant projects would be projects on principal arterial highways and fixed guideway transit facilities that offer an alternative to regional highway travel. The WFRC may identify a few minor arterial streets which are considered regionally significant. These designations have been arrived at by inter-agency consultation. A regionally significant project could also be determined by inter-agency consultation or based on the results and analysis provided by the WFRC travel model. This level of RTP amendment would also require a new air quality conformity determination and may require evaluation of WFRC's Congestion Management Process. Level 3 amendments may include all of the following circumstances:

- » any change or modification of a regionally significant transportation project, such as number of lanes, alignment, length, and/or deletion
- » a significant change in the location, type, or size of a fixed guideway transit facility or stop
- » any change in the recommended financially constrained phasing of a regionally significant transportation project
- » the addition of any regionally significant transportation project to the RTP

LEVEL 3 - PROCESS

These types of RTP amendment would be reviewed by city planners, elected officials, the Federal Highway Administration and/or Interagency Consultation Team as applicable, the TACs, the County Council of Governments (COGs), the RGC, and the Wasatch Front Regional Council. The approval of Level 3 amendments would require the following procedures:

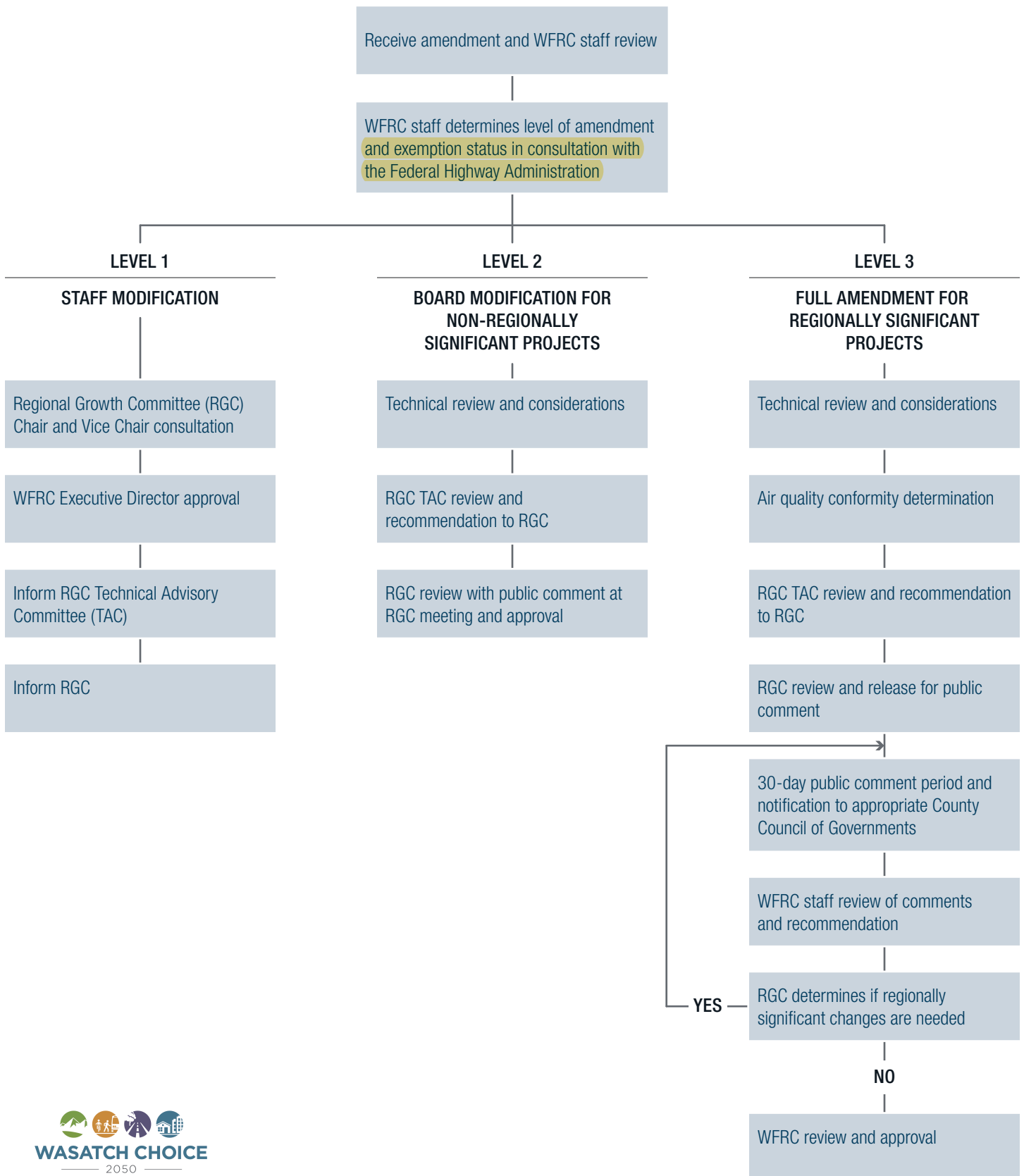
- A. Formal request submitted by local community elected official or transportation agency planning director or regional director
- B. WFRC staff review and coordination with sponsoring agency representatives – planners, engineers, and/or elected officials
- C. WFRC staff financial constraint analysis in coordination with sponsoring agency
- D. WFRC staff coordination with the Federal Highway Administration to obtain concurrence of project significance level and exemption status - regionally significant, non-regionally significant, non-exempt, and exempt



-
- E. WFRC staff data collection, travel demand modeling, and technical considerations
 - F. A new air quality conformity determination as per current modeling procedures
 - G. Review and recommendation by the appropriate RGC TAC
 - H. Review and recommendation by the RGC for public comment
 - I. 30-day public comment would be noticed and a staff report provided to the appropriate COGs
 - J. A written staff response within 30-days to all public comments received
 - K. Review and recommendation by the RGC (if additional significant modifications are necessary as a result of the comment period, then a new 30-day comment period would be warranted)
 - L. Review and approval by the Wasatch Front Regional Council
 - M. Respective entities may be notified of the change
 - N. Update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps



Regional Transportation Plan Amendment Process



Regional Transportation Plan Amendment Process Levels

		LEVEL 1 STAFF MODIFICATION	LEVEL 2 BOARD MODIFICATION	LEVEL 3 FULL AMENDMENT
		Staff or Regional Growth Committee Chair/Vice Chair could recommend elevating to Level 2	Regional Growth Committee could recommend 30-day public comment period	-
Roadway	Ownership change	All ownership changes	-	-
	Corridor preservation	All corridor preservation projects	-	-
	Operational projects	Collectors and minor arterials	Principal arterial and freeways	-
	New construction or widening projects	Collectors and minor arterials, less than \$10 Million	Collectors and minor arterials, \$10 Million or more	Principal arterials and freeways
Transit	Corridor preservation	All corridor preservation projects	-	-
	New construction, operational, or point projects	Core route and express bus, less than \$5 Million	Core route and express bus, \$5 Million or more	Fixed guideway and bus rapid transit
Active Transportation		Individual active transportation facilities	Full city-wide active transportation plan updates	-
Land Use		Wasatch Choice Regional Vision land use centers	-	-



Regional Transportation Plan Amendment Process Timeline

Level 1 - Staff Modification

	ACTIVITY	TIME REQUIRED
Pre-Month 1/Month 1	Receive and review with applicant (including discussion and refinement of application)	Due to WFRC staff by end of 2nd week of Month 1
	Staff determines amendment level and exemption status in consultation with the Federal Highway Administration	3rd week of Month 1
Month 2	Staff coordination with Regional Growth Committee (RGC) Chair and Vice Chair	1st week of Month 2
	Executive Director approval	2nd week of Month 2
	Inform RGC Technical Advisory Committees (TAC)	3rd Wednesday of Month 2
Month 3	Inform RGC	3rd Thursday of Month 3

Level 2 - Board Modification

	ACTIVITY	TIME REQUIRED
Pre-Month 1/Month 1	Receive and review with applicant (including discussion and refinement of application)	Due to WFRC staff by end of 2nd week of Month 1
	Staff determines amendment level and exemption status in consultation with the Federal Highway Administration	3rd week of Month 1
	Data collection, travel demand modeling, and technical considerations	3rd and 4th week of Month 1
Month 2	Regional Growth Committee (RGC) Technical Advisory Committee (TAC) recommendation to RGC	3rd Wednesday of Month 2
Month 3	Internal coordination	1st and 2nd weeks of Month 3
	RGC review with public comment and approval	3rd Thursday of Month 3

For Levels 1 and 2, there are five possible amendment cycles:

	MONTH 1	MONTH 2	MONTH 3
1	January	February	March
2	March	April	May
3	June	July	August
4	August	September	October
5	November	December	January

Level 3 - Full Amendment

	ACTIVITY	TIME REQUIRED
Pre-March/March	Receive and review with applicant (including discussion and refinement of application)	Due to WFRC staff by end of 2nd week of March
	Staff determines amendment level and exemption status in consultation with the Federal Highway Administration	3rd week of March
	Data collection, travel demand modeling, and technical considerations	3rd and 4th week of March
April	Preliminary air quality determination	Month of April
	Regional Growth Committee (RGC) Technical Advisory Committee (TAC) recommendation to RGC	3rd Wednesday of April
May	Draft air quality memorandum	1st of April to the 1st week of May
	Internal coordination	1st and 2nd weeks of May
	RGC review and approval for public comment	3rd Thursday of May
	Council of Government (COG) review (as needed)	
	<ul style="list-style-type: none"> • Salt Lake County • Weber County • Davis County • Box Elder County 	4th Thursday of May 1st Monday of June 2nd Wednesday of June Quarterly as needed (January, April, July, October)
June	30-day public comment period	Month of June
July	Staff review comments with applicants	Month of July
	Optional TAC presentation	3rd Wednesday of July
August	Internal coordination	1st and 2nd weeks of August
	RGC review and recommendation	3rd Thursday of August
	Internal coordination	2nd and 3rd weeks of August
	WFRC review and approval with final air quality memorandum	4th Thursday of August



Regional Transportation Plan Amendment Technical Considerations

Process and Screening

1. Review each project and determine the level of amendment needed as per the Regional Transportation Plan Amendment Process adopted by the Wasatch Front Regional Council on March 26, 2020.
2. Determine which of the following requirements are applicable for each project:

DATA REQUIREMENTS (REQUIRED INFORMATION FROM PROJECT SPONSOR)

- » Type of project (capacity improvement, operational improvement, etc.)
- » Type of functional classification and regional significance
- » Cost of project
- » Length of project
- » Sponsor identified issues and benefits
- » Project phase requested
- » Requested or secured funding source (corridor preservation request, sales tax revenue, TIF, STP, etc.)

PRE-SCREENING REQUIREMENTS (REVIEWED WITH PROJECT SPONSOR PRIOR TO “GOAL ORIENTED TECHNICAL CONSIDERATIONS FOR RTP AMENDMENTS” BELOW)

- » Assess impacts on existing or planned road, transit, or active transportation facilities
- » Assess any impacts to community character
- » Supports environmental sustainability
- » Supports access to parks, open space, and recreation

REVIEW PUBLIC COMMENTS

- » Review any public comments for amendment projects

Goal-Oriented Technical Considers for RTP Amendments

LEVEL 1: Projects exempt from the following Technical Considerations

LEVEL 2: Projects are evaluated using only the Technical Consideration indicated by a yellow dot •

LEVEL 3: Projects are evaluated using all of the following Technical Considerations



SAFE, USER-FRIENDLY STREETS •



Objective	Mitigates safety issues
Technical Considerations	Roadway: UDOT's safety index average or actual number of fatalities and serious injuries
	Transit: Reported bus and fixed guideway crashes
	Transit: Existing and planned first- and last-mile connections to stations or stops

MANAGEABLE AND RELIABLE TRAFFIC CONDITIONS •



Objective	Improves traffic conditions through management and reliability
Technical Considerations	Roadway: Change in vehicle hours of delay from existing traffic conditions or vehicle hours traveled (VHT)
	Roadway: Increases connectivity

FISCALLY EFFICIENT COMMUNITIES AND INFRASTRUCTURE •



Objective	Project readiness
Technical Considerations	Roadway/transit: Is part of a planning or environmental study
	Roadway/transit: Efforts underway to preserve the project's corridor

LIVABLE AND HEALTHY COMMUNITIES •



Objective	Supports the Wasatch Choice Regional Vision
Technical Considerations	Roadway/transit: Provides improved access to urban, town, or job centers (as per GIS outputs and map review)

ACCESS TO ECONOMIC AND EDUCATIONAL OPPORTUNITIES



Objective	Improves access to job and educational opportunities
Technical Considerations	Roadway/transit: Connection to strategic clusters, freight centers, or on freight plan
	Roadway/transit: Access to jobs and educational centers ("access to opportunities" as per modeling outputs)

QUALITY TRANSPORTATION CHOICES



Objective	Supports transportation choices
Technical Considerations	Roadway: Supports multi-modal choices (transit, bicycle, and pedestrian)
	Transit: Existing and projected ridership

CLEAN AIR



Objective	Supports on-going efforts to maintain air quality standards
Technical Considerations	Roadway/transit: Separate process (i.e. air quality modeling and conformity determination on a regional level for Level 3 projects)



HOUSING CHOICES AND AFFORDABLE LIVING



Objective	Provide housing for people in all life stages and incomes
Technical Considerations	Roadway/transit: Serves or does not adversely impact (roadway) identified vulnerable communities (low income, minority, or zero-car households) and/or areas with concentrated elderly populations

AMPLE PARKS, OPEN SPACE, AND RECREATIONAL OPPORTUNITIES



Technical Considerations	Determined in project pre-screening
---------------------------------	-------------------------------------

A SUSTAINABLE ENVIRONMENT INCLUDING WATER, AGRICULTURE, AND OTHER NATURAL RESOURCES



Technical Considerations	Determined in project pre-screening
---------------------------------	-------------------------------------



DATE: August 19, 2021
AGENDA ITEM: 4cii
SUBJECT: **ACTION:** Amendment #3 to the 2019-2050 RTP
PREPARED BY: Jory Johner

At the Wasatch Front Regional Council (WFRC) meeting, WFRC staff will present the proposed Amendment Number 3 to the 2019-2050 Regional Transportation Plan (RTP) - the regional transportation element of the [Wasatch Choice Regional Vision](#). These proposed amendments were presented to and approved by the Regional Growth Committee in May, and subsequently released for public comment and review. They have been back before RGC for final review and the RGC has made a recommendation that the Regional Council approve Amendment #3 to the 2019-2050 RTP along with the Draft Air Quality Memorandum 40.

The projects within this amendment have received the following review:

- Technical Advisory Committees (TACs) on April 28, 2021,
- RGC meeting on May 20, 2021,
- Box Elder, Weber, Davis and Salt Lake County Councils of Governments (COGs) in May and June 2021,
- A formal 30-day public review and comment period was held from June 26 through July 31, 2021 with two public open houses, and
- RGC meeting on August 19, 2021.

The only modification from what RGC reviewed in May was changing the extent (length) of the “3 Gate Rail Trail” near Hill AFB.

BACKGROUND:

Every four years the Wasatch Front Regional Council (WFRC) prepares and adopts a Regional Transportation Plan (RTP), a component of the Wasatch Choice Regional Vision. WFRC adopted the current 2019-2050 RTP in May 2019. While the RTP receives considerable review before being formally adopted, circumstances may warrant a change to the RTP after its initial adoption, including the identification of new funding sources, the determination of final environmental impact statements, or the rapid development of certain projects. WFRC has a written [RTP amendment process](#), and project amendments are organized into three levels. “Level 1 - Staff Modifications” and “Level 2 - Board Modifications” and are included in the Exhibit to this memo. The action requested on August 26th is to adopt the “Level 3 - Full Amendment” projects into the 2019-2050 RTP.

Amendment 3 includes a total of 22 projects:

- 13 Level 3 (full amendment of regionally significant projects) requests, 11 from UDOT and two from UTA;
- Eight Level 2 (board modifications of non-regionally significant projects) requests, one each from Brigham City, Draper, Sandy, and Murray, and two each from South Weber and West Jordan; and
- One Level 1 (staff modification) request from the Military Installation Development Authority (MIDA).

A description of each of the proposed revisions are included with this memo. Technical considerations included review of the vehicle hours traveled (VHT) for all projects in the amendment within each County. Box Elder County had no significant change in VHT, Weber

County saw a reduction of 100 VHT, Davis County's reduction was 450 VHT, and Salt Lake County's reduction in VHT was 4,630. The proposed amendment meets the applicable air quality conformity standards and satisfies the requirement to be financially constrained within reasonably anticipated available revenues.

With the legislature passing House Bill 433 and giving direction to the Transportation Commission and UDOT to program the Transportation Investment Fund (TIF) out to 2030, most proposed recommendations do not add new projects to the RTP, but rather are to phasing, alignment/extent changes, costs adjustments, and deletions. Other local recommendations of projects include city-wide active transportation plans, Wasatch Choice neighborhood- or town-center changes, deletions, and individual active transportation projects.

PROCESS:

The WFRC staff has discussed the amendment requests with their respective sponsors, analyzed the scope of the project, potential technical considerations, and financial implications and determined that the 2019-2050 RTP is able to maintain its fiscal constraint and air quality conformity for these projects in all phases. The RTP is required to be "fiscally constrained" which means that it is reasonably based on the projected availability of funding from current or potential additional sources. It is also required to conform to the air quality emissions limitations in official air quality plans.

The WFRC staff presented all projects within this amendment to the RGC's Salt Lake County PlanTAC (Technical Advisory Committee – TAC) and the Ogden-Layton RGC TAC on April 28, 2021, groups composed predominantly of the planners from the communities in the WFRC region. The RGC TACs made a recommendation to RGC to approve the Level 2 - Board Modification projects and release the Level 3 - Full Amendments to public comment. At the May 20, 2021 RGC meeting, an opportunity for public comments was given on the Level 2 - Board modification projects and RGC approved the adoption of the Level 2 projects into the 2019-2050 RTP. The RGC also made a motion to release the Level 3 - Full Amendment projects and Draft Air Quality Memorandum 40 for a formal 30-day public review and comment period. No comments were received during the comment period from June 26 through July 31, 2021 or at the two public open houses on July 13, 2021 and July 15, 2021. Only one change to the 22 projects from what the RGC TACs and RGC reviewed in April and May 2021 took place. This change was to the Level 1 - Staff Modification project (the 3 Gate Rail Trail) to modify the project extents and was coordinated with the RGC Chair and Vice-chair and approved by the WFRC Executive Director. The RGC reviewed the projects at the August 19, 2021 meeting and made a recommendation that the Regional Council adopt Amendment #3 to the 2019-2050 RTP along with the Draft Air Quality Memorandum 40.

RECOMMENDATION:

During the meeting, the Regional Growth Committee recommends that the Regional Council approve the Level 3 - Full Amendment projects within Amendment Number 3 to the 2019-2050 RTP along with the Draft Air Quality Memorandum 40.

Suggested motion language: *I make a motion to approve the Level 3 - Full Amendment projects and the air quality conformity determination as found in Draft Air Quality Memorandum 40 for Amendment Number 3 to the 2019-2050 RTP.*

CONTACT PERSON:

Jory Johner, WFRC 801-458-3090, jjohner@wfr.org

ATTACHMENT:

Amendment Number 3 Project Overviews
Draft Air Quality Memorandum 40

AMENDMENT NUMBER 3 PROJECT OVERVIEWS

Level 1 – Staff Modifications (For information only)

MIDA

1. Addition of the 3 Gate Rail Trail

Cost: \$19.6 Million

MIDA is requesting an amendment to add a new regional active transportation project from the Roy Hill Air Force Base (HAFB) Gate to the Clearfield West HAFB Gate. This proposed trail is a 6.1-mile off-street trail adjacent to the I-15 corridor from the Weber River Parkway to the West Gate of HAFB in Clearfield. The project will utilize an abandoned rail corridor. Potential funding sources include the Defense Community Infrastructure Pilot Program and the Military Installation Development Authority. This is a new Phase 1 Regional Transportation Plan (RTP) project.

Note: the extents of this trail project were modified at the request of and in consultation with the affected communities, and approved pursuant to WFRC's adopted RTP amendment process for Level 1 amendments.

Level 2 – Board Modifications

BRIGHAM CITY

1. Phase Change to Forest Street Railroad Crossing

Cost: \$22 Million

Brigham City is requesting an amendment to move up in phase the new construction of a grade-separated railroad crossing on Forest Street at approximately 900 West. This project will improve travel time reliability and increase safety of the railroad crossing. This project has revenue from bonding approved during the 2021 Legislative Session.

DRAPER

2. City-wide Active Transportation Plan

Cost: \$15.3 Million

The City of Draper is requesting an amendment that will include the facilities within the City's recently adopted Active Transportation Plan that was facilitated through the Transportation and Land Use Connection Program. This plan identifies new active transportation facilities, updates existing bicycle facilities to higher comfort, identifies intersections requiring safer crossings, and improves connections to existing and planned regional trails. There are 13 total projects that will be added to the regional AT map and project list. These facilities are found throughout Phases 1, 2, and 3 of the RTP. Other projects from the plan will be added to the Base Bicycle Network, but not included in any phases. RTP maps and projects lists will be updated upon approval of the request. Possible funding sources include City funds, County funds, STP, CMAQ, TAP, TIF Active, and/or TTIF First/Last Mile.

MURRAY

3. Modification to the Murray Fashion Place Mall Center

Murray City is requesting an amendment to combine an existing neighborhood, industrial, and employment center into a new urban center. The new center is bounded by I-15, Fashion Boulevard, 6100 South, and 6790 South and includes Fashion Place West TRAX station and the Fashion Place Mall. This center will increase connectivity between transit, Fashion Place Mall, and the medical employment centers and will create an opportunity for improved urban design in future mall expansion projects.

SANDY

4. City-wide Active Transportation Plan

Cost: \$20.9 Million

The City of Sandy is requesting an amendment that will include the facilities within the City's recently adopted Active Transportation Plan that was facilitated through the Transportation and Land Use Connection Program. This plan identifies new active transportation facilities, updates existing bicycle facilities to higher comfort, identifies intersections requiring safer crossings, and improves connections to existing and planned regional trails. There are 22 total projects that will be added to the regional AT map and project list. These facilities are found throughout Phases 1, 2, and 3 of the RTP. Other projects from the plan will be added to the Base Bicycle Network, but not included in any phases. RTP maps and projects lists will be updated upon approval of the request. Possible funding sources include City funds, County funds, STP, CMAQ, TAP, TIF Active, and/or TTIF First/Last Mile.

SOUTH WEBER

5. Alignment Change to South Bench Drive from I-84 to South Weber Drive

Cost: \$14.0 Million

South Weber City is requesting an amendment to realign the new construction project South Bench Drive between I-184 and South Weber Drive. South Weber Drive is proposed as a three-lane collector. This project will increase street connectivity and provide access in an undeveloped section of South Weber City. Funding sources include possible developer funds, impact fees, city funds, county funds, or state funds.

6. Project Removal of South Bench Drive from South Weber Drive to Fairfield Road

Cost: \$43 Million

South Weber City is requesting the removal of the new construction project South Bench Drive between South Weber Drive and Fairfield Road. The removal of this project will better align the Regional Transportation Plan with the adopted South Weber General Plan.

WEST JORDAN

7. Phase Change to 7800 South

Cost: \$11 Million

West Jordan is requesting an amendment that will allow for a phase change of widening 7800 South from SR-111 to 5600 West from Phase 3 to Phase 1. Funding sources include approved STP funds.

8. City-wide Active Transportation Plan

Cost: \$13.1 Million

The City of West Jordan is requesting an amendment that will include the facilities within the City's recently adopted Active Transportation Plan that was facilitated through the Transportation and Land Use Connection Program. This plan identifies new active transportation facilities, updates existing bicycle facilities to higher comfort, identifies intersections requiring safer crossings, and improves connections to existing and planned regional trails. There are six total projects that will be added to the regional AT map and project list. These facilities are found throughout Phases 1, 2, and 3 of the RTP. Other projects from the plan will be added to the Base Bicycle Network, but not included in any phases. RTP maps and projects lists will be updated upon approval of the request. Possible funding sources include City funds, County funds, STP, CMAQ, TAP, TIF Active, and/or TTIF First/Last Mile.

Level 3 – Full Amendments

UTAH DEPARTMENT OF TRANSPORTATION

1. Cost Update for I-15 Interchange at 5600 South (Weber County)

Cost: \$188 Million

This amendment will update the cost of the I-15 interchange at 5600 South in Weber County rebuild and upgrade to \$188 Million. This project includes widening and active transportation facilities along 5600 South between I-15 and 3500 West. Funding sources include an approved one-time Legislative appropriation.

2. Phase Change to I-15 from Farmington to Davis/Salt Lake County Line

Cost: \$1.339 Billion

UDOT is requesting a phase change of I-15 from the Davis/Salt Lake County Line to Farmington from Phase 3 to Phase 1. This project is expected to receive Transportation Investment Fund funding.

3. Project Removal of I-15 from 2600 South to Davis/Salt Lake County Line

UDOT is requesting an amendment to change the phase of the reconstruction and widening project along I-15 from Farmington to 600 North in Salt Lake City from Phase 3 to Phase 1. Due to this project moving forward, a Phase 1 widening project of I-15 from 2600 South to the Davis/Salt Lake County Line is requested to be removed from the RTP as these two projects would be redundant. Funding sources include anticipated Transportation Investment Fund funding.

4. Phase Change of I-15 from Davis/Salt Lake County Line to 600 North

Cost: \$329 Million

UDOT is requesting a phase change of I-15 from the Davis/Salt Lake County Line to 600 North from Phase 3 to Phase 1. This project is expected to receive Transportation Investment Fund funding.

- 5. Extent and Cost Update of Northbound I-15 from 2100 South to Bangerter Highway**
Cost: \$289 Million
UDOT is requesting an extent and cost change of northbound I-15 widening from 2100 South to Bangerter Highway. The request would change the limits to 600 South to I-215. The new cost is \$289 Million. This project is expected to receive Transportation Investment Fund funding.
- 6. Extent and Cost Update of Northbound I-15 Collector and Distributors from I-215 to Bangerter Highway**
Cost: \$296 Million
UDOT is requesting an extent and cost change of the northbound I-15 Collector and Distributor system. The request would change the northern limit from I-215 to 9000 South. The new cost is \$296 Million. This project is expected to receive Transportation Investment Fund funding.
- 7. Project Removal of Bangerter Highway Interchange at SR-201**
Cost: \$18 Million
UDOT is requesting an amendment to remove the upgrade of the SR-201 interchange at Bangerter Highway. A system-to-system improvement at this interchange will remain on the RTP. UDOT expects cost savings by prioritizing the system-to-system improvements.
- 8. Phase Change and Extent Update of Mountain View Corridor from Old Bingham Highway to 13400 South**
Cost: \$316 Million
UDOT is requesting an amendment to update the phase, cost, and extent of Mountain View Corridor from Old Bingham Highway to 13400 South. The request would change the southern extent from 13400 South to Porter Rockwell Boulevard. The phase change is requested from Phase 2 to Phase 1. The new cost is \$316 Million. This project is expected to receive Transportation Investment Fund funding.
- 9. Extent and Cost Update of Mountain View Corridor from 13400 South to Salt Lake/Utah County Line**
Cost: \$126 Million
UDOT is requesting an amendment to update the extent and cost of the future widening of Mountain View Corridor from 13400 South to the Salt Lake/Utah County line. The request would change the northern extent from 13400 South to Porter Rockwell Boulevard. The new cost is \$126 Million. This project is expected to receive Transportation Investment Fund funding.
- 10. Phase Change and Cost Update of US-89 Interchange at I-84**
Cost: \$240 Million
UDOT is requesting an amendment to change the scope of the US-89 interchange at I-84 to separate the interchange project into two projects (see below). This amendment request would change the phase of the existing system-to-system interchange from Phase 1 to Phase 2. The new cost is \$240 Million. Funded through the Transportation Investment Fund.

11. New Project US-89 Interchange at I-84

Cost: \$60 Million

UDOT is requesting an amendment to change the scope of the US-89 interchange at I-84 to separate the interchange project into two projects (see above). This amendment request is a new Phase 1 project and would upgrade the interchange to a Single-Point Urban Interchange (SPUI). This project would allow for a less expensive, near-term solution while allowing a full system-to-system upgrade to be phased in with little “throw away.” Funding sources include additional Transportation Investment Fund funds to construct the Phase 1 SPUI upgrade.

UTAH TRANSIT AUTHORITY

12. Phase Change to FrontRunner Strategic Double Tracking

Cost: \$200 Million

UTA is requesting an amendment to change the phase of strategic double tracking FrontRunner from Phase 2 to Phase 1. This project will increase reliability, reduce travel times, and may allow for increased frequency and additional service. Funding sources include approved one-time Legislative appropriation and bonding revenue from the Transit Transportation Investment Fund (TTIF).

13. Phase Change to S-Line Streetcar Extension from McClelland to Highland Drive

Cost: \$12 Million

UTA is requesting an amendment to change the phase of extending the S-line Streetcar from McClelland to Highland Drive in Salt Lake City from Unfunded to Phase 1. Funding sources include bonding revenue from the Transit Transportation Investment Fund (TTIF).

Air Quality Memorandum

REPORT NO. 40 - DRAFT

DATE May 12, 2021

SUBJECT CONFORMITY ANALYSIS FOR AMMENDMENT #3 OF THE WFRC 2019-2050 REGIONAL TRANSPORTATION PLAN.

ABSTRACT The FAST Act and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a “conforming” Regional Transportation Plan and Transportation Improvement Program. A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within emission limits established in the State Implementation Plan (SIP) or within guidelines established by the Environmental Protection Agency (EPA) until such time that a SIP is approved. This conformity analysis is made by the Wasatch Front Regional Council (WFRC), as the Metropolitan Planning Organization for the Salt Lake-West Valley and Ogden-Layton Urbanized Areas, and submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their concurrence. This conformity analysis is being prepared according to the EPA transportation conformity regulations published in Federal Register March 2012 and according to FHWA final rulemakings found in the FAST legislation. The EPA approved MOVES model for estimating vehicle emissions was used for this conformity analysis.

This conformity analysis addresses the emissions impact of the 2019-2050 RTP, including Amendments 1, 2, and 3. The projected vehicle activity is based on Version 8.3.1 of the WFRC travel demand model and the 2012 Household Travel Survey of trip making activity. For a detailed list of projects included in this conformity analysis, see Appendix L of the Regional Transportation Plan: 2019-2050 at https://drive.google.com/drive/folders/1kX4byj_BkDd9F_64-jCSw5ftao7_65eC.

The Amendment 3 revisions to this project list can be found in Appendix-2 at the end of this document. Based on the analysis presented in this document, the WFRC 2019-2050 RTP conforms to the State Implementation Plan or the Environmental Protection Agency interim conformity guidelines for all pollutants in applicable non-attainment or maintenance areas. Therefore, all transportation projects in Box Elder, Weber, Davis, Salt Lake, and Tooele Counties included in the Amended 2019-2050 RTP are found to conform.

Wasatch Front Regional Council

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

Table of Contents

	<u>Page</u>
A. Conformity Requirements	4
Conformity Process.....	4
Latest Planning Assumptions.....	5
Latest Emissions Model.....	5
Consultation Process.....	6
TCM Implementation.....	6
Emissions Budget	6
Currently Conforming Plan and TIP.....	6
Projects from a Conforming Plan and TIP	6
Regionally Significant.....	7
CO, PM ₁₀ and PM _{2.5} “Hot Spot” Analysis.....	7
PM ₁₀ Control Measures.....	8
Other Conformity Requirements	8
B. Transportation Modeling	9
Planning Process	9
Travel Characteristics	9
Peak and Off-Peak Trip Distribution	11
Comparison of Modeled Speeds with Observed Data	12
C. Emission Modeling.....	13
I/M Programs	13
VMT Mix	13
Vehicle Weights.....	13
Post Model Adjustments.....	14
MOVES Inputs.....	14
Road Dust Estimates.....	16
D. Conformity Determination.....	17
Salt Lake City CO Conformity	17
Ogden CO Conformity	18
Ogden PM ₁₀ Conformity	19
Salt Lake County PM ₁₀ Conformity	21
Salt Lake PM _{2.5} Conformity.....	22
Appendix – 1 Definition of Regionally Significant Projects.....	28
Appendix – 2 Amendment 3 Projects	32

List of Tables

	<u>Page</u>
Table 1 Wasatch Front Region Non-attainment Designations	5
Table 2a Vehicle Miles Traveled (HPMS Adjusted Average Winter Weekday)	10
Table 2b Vehicle Miles Traveled (HPMS Adjusted Average Summer Weekday).....	10
Table 3 Percent of Trips by Time of Day.....	11
Table 4 Percent of Trips by Purpose.....	11
Table 5 WFRC Planning Area Modeled Speeds Compared to Observed Speeds	12
Table 6 MOVES Data – Input Database Folders.....	15
Table 7 Ogden CO Conformity	18
Table 8a Ogden PM10 Conformity – Direct Particulates	20
Table 8b Ogden PM10 Conformity – NOx Precursor	20
Table 9 Salt Lake County PM10 Budgets.....	21
Table 10a Salt Lake County PM10 Conformity – Direct Particulates	22
Table 10b Salt Lake County PM₁₀ Conformity – NOx Precursors	22
Table 11a Salt Lake Area PM_{2.5} Conformity – NOx Precursor	23
Table 11b Salt Lake Area PM_{2.5} Conformity – VOC Precursor	25
Table 11c Salt Lake Area PM_{2.5} Conformity – Direct PM Emissions.....	25
Table 12a Northern Wasatch Front Ozone Conformity – NOx Precursor	26
Table 12b Northern Wasatch Front Ozone Conformity – VOC Precursor	27

A. Conformity Requirements

Conformity Process

Since the commencement of the federal transportation planning requirements in the late 1960s, further requirements (most recently the 2015 Fixing America's Surface Transportation Act (FAST) and the 1990 Clean Air Act Amendments) have added to the responsibilities and the decision making powers of local governments through the Metropolitan Planning Organization. The Wasatch Front Regional Council (WFRC) is the Metropolitan Planning Organization for the Salt Lake/West Valley and Ogden / Layton Urbanized Areas. This report summarizes WFRC's conformity analysis of the 2019-2050 RTP with the Division of Air Quality's State Implementation Plan (SIP) and the Environmental Protection Agency's interim conformity guidelines. This conformity analysis is subject to public and agency review, and requires the concurrence of the Federal Highway Administration and Federal Transit Administration.

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

Davis and Salt Lake Counties, Salt Lake City, Ogden City and portions of Weber, Box Elder and Tooele Counties are designated as non-attainment (or maintenance) for one or more air pollutants. Specifically, there are four areas in the Wasatch Front region for which the conformity rules apply. These areas are listed in Table 1 below.

**Table 1
Wasatch Front Region Non-attainment Designations**

Area	Designation	Pollutant	Attainment Date
Salt Lake City	Maintenance Area	Carbon Monoxide (CO)	1983
Ogden City	Maintenance Area	Carbon Monoxide (CO)	1983
	Moderate Non-Attainment Area	Particulate Matter (PM ₁₀)	TBD
Salt Lake County	Moderate Non-Attainment Area	Particulate Matter (PM ₁₀)	2003
Salt Lake (including Davis, Salt Lake, and portions of Weber, Box Elder, and Tooele Counties)	Serious Non-Attainment Area	Particulate Matter (PM _{2.5})	2019
Northern Wasatch Front (including Salt Lake, Davis, and portions of Weber and Tooele Counties)	Marginal Non-Attainment Area	Ozone (O ₃)	2023

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

- Latest planning assumptions
- Transportation Control Measures (TCM)
- Emissions budget
- Projects from a conforming plan and TIP
- PM₁₀ control measures
- Latest emissions model
- Consultation
- Currently conforming plan and TIP
- CO, PM₁₀, and PM_{2.5} “hot spots”

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

Latest Planning Assumptions

Current travel models are based on socioeconomic data and forecasts from local building permits, the Utah Division of Workforce Services, and the Governor’s Office of Management and Budget (GOMB). Base year socioeconomic data are for calendar year 2015. Forecasts of population and employment by traffic analysis zone were developed by WFRC in 2019 and are controlled to county-level forecasts produced in 2017 by the University of Utah’s Kem C. Gardner Policy Institute (GPI) funded by the Utah legislature.

Latest Emissions Model

The conformity analysis presented in this document is based on EPA mobile source emissions models: MOVES3 for tailpipe emissions and AP-42 section 13.2.1 for paved road dust emissions. The application of these models will be discussed in greater detail in the Emissions Model section of this document.

Consultation Process

Section 105 of 40 CFR Part 93 (Conformity Rule) requires, among other things, interagency consultation in the development of conformity determinations. To satisfy this requirement, the State Division of Air Quality (DAQ) prepared a Conformity SIP to outline the consultation procedures to be used in air quality and transportation planning. The Conformity SIP also defines the membership of the Interagency Consultation Team (ICT) as representatives from DAQ, WFRC, Mountainland Association of Governments, Utah Department of Transportation, Utah Transit Authority, EPA, FHWA, and the FTA. The Conformity SIP has been approved by EPA. WFRC followed the consultation procedures as outlined in the Conformity SIP in the preparation of this conformity analysis. As part of the public involvement procedures referenced in the Conformity SIP, WFRC presented this report to the Regional Growth Committee for review and comment. The TransCom committee includes a member of the Utah Air Quality Board as well as representatives of UDOT, UTA, and FHWA. Management level staff members from the Utah Division of Air Quality are notified of meetings and agendas of the above committees. The Utah Division of Air Quality and other members of the ICT were also provided with a copy of this report during the public comment period for the 2019-2050 RTP.

This Conformity Analysis for the 2019-2050 RTP was made available for public inspection and comment for a 30-day period in accordance with EPA conformity regulations. This analysis was also posted on the WFRC website during the comment period. Notification of the comment period was sent by electronic mail to interested stakeholders. In addition, public comment was taken during various committee meetings of the Wasatch Front Regional Council.

TCM Implementation

A conformity analysis for the 2019-2050 RTP must certify that the RTP does not interfere with the implementation of any Transportation Control Measure (TCM) identified in the applicable State Implementation Plan (SIP). There are not any TCM's identified in any of the currently applicable SIP documents for the Wasatch Front Region.

Emissions Budget

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

Currently Conforming Plan and TIP

The existing 2019-2050 RTP for the Wasatch Front Area conforms to State air quality goals and objectives as noted in a letter from FHWA and FTA dated June 17, 2019. The existing 2021-2024 TIP for the Wasatch Front Area was also found to conform and this was noted in a letter from FHWA and FTA dated September 4, 2020.

Projects from a Conforming Plan and TIP

TIP Time Frame - All projects which must be started no later than 2024 in order to achieve the transportation system envisioned by the 2019-2050 RTP are included in the 2021-2024 TIP. The TIP is fiscally constrained, meaning that only those projects with an identified source of funds are included in the TIP. Estimated funding availability is based on current funding levels and reasonable assumptions that these funds will continue to be available. Conformity for the 2021-2024 TIP is addressed separately in Air Quality Memorandum 39a.

Regionally Significant

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

Because of their relative impact on air quality, all regionally significant projects regardless of funding source must be included in the regional emissions analysis, and any significant change in the design or scope of a regionally significant project must also be reflected in the analysis. All regionally significant projects have been included in the regional emissions analysis, and the modeling parameters used for these projects are consistent with the design and scope of these projects as defined in the RTP. In order to improve the quality of the travel model, minor arterials and collectors, as well as local transit service, are also included in the regional travel model (and thus the regional emissions analysis) but these facilities are not considered regionally significant since they do not serve regional transportation needs as defined by EPA. For a list of projects included in this conformity analysis, see Appendix L of the Regional Transportation Plan: 2019-2050 at

https://drive.google.com/drive/folders/1kX4byj_BkDd9F_64-jCSw5ftao7_65eC.

The Amendment 3 revisions to this project list can be found in Appendix-2 at the end of this document.

CO, PM₁₀ and PM_{2.5} “Hot Spot” Analysis

In addition to the regional emissions conformity analysis presented in this document, specific projects within carbon monoxide (CO) and particulate matter (PM₁₀ and PM_{2.5}) non-attainment areas are required to prepare a “hot spot” analysis of emissions. The “hot spot” analysis serves to verify whether localized emissions from a specific project will meet air quality standards. This requirement is addressed during the NEPA phase of project development before FHWA or FTA can issue final project approval.

FHWA has issued guidance on quantitative PM₁₀ and PM_{2.5} “hot spot” analysis to be used for the NEPA process. This guidance can be found at:

<http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm>.

PM₁₀ Control Measures

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

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

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

Other Conformity Requirements

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

Plans to expand light rail service, to increase and enhance bus service, and to extend commuter rail operations are moving forward. These transit projects are envisioned in the Plan and the steps necessary to implement these projects are moving forward including various voter approved sales tax increases for transit funding.

B. Transportation Modeling

Improvement to the WFRC travel demand model practice and procedure is an ongoing process. This conformity analysis is based on the latest version (8.3.1) of the travel demand model. Version 8.3 of the travel demand model has a 2015 base year and incorporates the results of the 2012 Household Travel Survey conducted by WFRC. Version 8.3.1 of the model made minor updates to the transportation network and socio-economic data since the previous version 8.3.

Planning Process

Federal funding for transportation improvements in urban areas requires that these improvements be developed through a comprehensive, coordinated, and continuous planning process involving all affected local governments and transportation planning agencies. The planning process is certified annually by the Regional Council and reported to the Federal Highway Administration and Federal Transit Administration. Every four years FHWA and FTA conduct a comprehensive certification review. The certification review of August 2017 found that the WFRC planning process meets federal requirements. Recommendations were made to continue to improve WFRC's planning process and these are being addressed.

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

Travel Characteristics

The WFRC travel model is used to estimate and forecast highway Vehicle Miles Traveled (VMT) and vehicle speeds for Weber, Davis, and Salt Lake Counties. The Utah State Travel Model (USTM) is used to estimate VMT and speed in Box Elder County and Tooele County. The WFRC travel demand model is based on the latest available planning assumptions and a computerized representation of the transportation network of highways and transit service. The base data for the travel demand model is reviewed regularly for accuracy and updates. The travel model files used for this conformity analysis are available upon request.

Shown below in Table 2a and Table 2b is a summary of winter and summer weekday VMT for the cities and counties in designated non-attainment areas. Totals for VMT are given for various air quality analysis years from 2019 to 2050. Note that the VMT values for Box Elder and Tooele Counties are not for the entire county but only that portion of the county designated as non-attainment for a criteria pollutant.

Seasonal factors for highway VMT variations have been revised and refined by research commissioned by the Utah Department of Transportation. Seasonal factors are determined for each link of the highway system based on the functional class (freeway or arterial) and the area type (rural, transitional, suburban, and urban). Other considerations include traffic volume and recreational activity.

Table 2a**Vehicle Miles Traveled (HPMS Adjusted Average Winter Weekday)**

	2021	2024	2030	2040	2050
Ogden City	1,831,472	1,887,665	1,991,352	2,153,508	2,278,618
Salt Lake County	31,163,465	31,892,811	35,548,352	39,567,354	42,600,730
Davis County	8,724,763	9,372,186	10,411,624	11,507,417	12,453,173
Weber County	5,502,705	5,665,134	6,108,741	6,769,241	7,301,225
Box Elder County*	2,150,397	2,226,867	2,469,230	2,888,821	3,362,191
Tooele County*	1,772,599	1,928,781	2,269,896	2,775,621	3,245,074

**non-attainment portion of the county*

Table 2b**Vehicle Miles Traveled (HPMS Adjusted Average Summer Weekday)**

	2021	2024	2030	2040	2050
Salt Lake County	34,977,247	35,587,921	39,623,309	43,957,099	47,241,871
Davis County	10,058,191	10,769,660	11,942,379	13,158,736	14,198,200
Weber County	6,472,502	6,618,305	7,130,873	7,910,633	8,532,464
Tooele County*	2,202,571	2,400,702	2,815,115	3,432,616	4,005,208

**non-attainment portion of the county*

Peak and Off-Peak Trip Distribution

The modeled VMT and the modeled vehicle speed depend on the number of vehicle trips assigned for each time period (AM, midday, PM, and evening) defined in the travel demand model. The percentage of trips by purpose varies for each time period. The percentages in Table 3 and Table 4 below are based on data from the 2012 Household Travel Survey.

Table 3
Percent of Trips by Time of Day

Trip Purpose	AM	Mid Day	PM	Evening	Grand Total
Home Based - Other	11%	27%	24%	37%	100%
Home Based - Personal Business	9%	50%	25%	16%	100%
Home Based - School	40%	29%	26%	5%	100%
Home Based - Shopping	2%	43%	26%	29%	100%
Home Based - Work	35%	18%	28%	19%	100%
Non-home Based - Non-work	6%	46%	25%	23%	100%
Non-home Based - Work	13%	49%	29%	9%	100%
Grand Total	15%	34%	26%	25%	100%

Table 4
Percent of Trips by Purpose

Trip Purpose	AM	Mid Day	PM	Evening	Grand Total
Home Based - Other	25%	26%	31%	50%	33%
Home Based - Personal Business	3%	8%	5%	4%	5%
Home Based - School	19%	6%	7%	1%	7%
Home Based - Shopping	1%	13%	10%	12%	10%
Home Based - Work	37%	8%	17%	12%	16%
Non-home Based - Non-work	7%	25%	18%	18%	19%
Non-home Based - Work	8%	13%	11%	3%	9%
Grand Total	100%	100%	100%	100%	100%

Comparison of Modeled Speeds with Observed Data

WFRC strives for a high level of consistency between speeds predicted by its travel demand model and those observed in the real world. As part of WFRC's travel model's post-calibration validation process, observed travel speeds were collected in the Fall of 2018 and compared to speeds predicted by the Wasatch Front Travel Demand Model (v.8.3 beta).

Observations were collected for weekdays, from real time trip-routing web applications for the morning and evening peak travel periods for a set of 138 origin-destination pairs within the Wasatch Front region. Several web applications and data sources were evaluated before selecting the observed data source most consistent with real world experiences.

For the validation comparison, 43 trip origins, from traffic analysis zone (TAZ) centroids, were selected by staff, balancing the desires for region-wide coverage and trips volume representation. A set of up to 6 TAZ centroid destinations were selected for each trip origin point.

For each origin-destination pair, average trip speed was collected on the half-hour for each of the three peak hours of both the AM and PM periods. A weighted average of the hourly observed travel speeds for each peak period was calculated using observed travel volume as the weight factor.

Across the region, as shown in Table 5, averaged modeled trip speeds were 11% faster than the observed speed during the AM peak period and 6% faster during the PM peak period.

Table 5
WFRC Planning Area Modeled Speeds Compared to Observed Speeds

	AM Peak	PM Peak
Modeled Speeds (mph)	41	36
Observed Speeds (mph)	37	34
Percent Difference	11%	6%

C. Emission Modeling

I/M Programs

Assumptions for the input files for EPA's MOVES vehicle emissions model include I/M programs in Salt Lake, Davis, and Weber Counties. Box Elder and Tooele Counties do not presently have I/M programs.

VMT Mix

The VMT mix describes how much a particular vehicle type is used in the transportation network. While no longer a required input for the MOVES model as it was for MOBILE6.2, VMT mix is used in several instances to generate the input files required to run the MOVES model. The national default VMT mix found in the MOVES database was used to disaggregate local vehicle type data collected in 2017. The local vehicle type data is collected by UDOT as part of the federal HPMS data collection system and is based on automated counters which classify vehicles based on vehicle length. The UDOT classification is used to calculate control percentages for light duty (LD) vehicles and heavy duty (HD) vehicles for each facility type. The EPA default VMT mix is then applied to disaggregate the two UDOT control percentages into detailed percentages for the thirteen vehicle classes used in MOVES.

Vehicle Weights

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

<u>Facility</u>	<u>Average Vehicle Weight</u>
Urban - Freeway	6,500 lbs, or 3.25 tons
Urban - Arterial	6,100 lbs, or 3.05 tons
Urban - Local	3,900 lbs, or 1.95 tons

Post Model Adjustments

For conformity analyses prior to 2000, the WFRC applied post model adjustments to vehicle emission estimates. Emission credits for work trips were modeled for reductions in single occupant vehicle rates based primarily on increased investments in transit service and rideshare programs, and the projected increase in telecommuting. Other less significant post model adjustments were also estimated for incident management, pavement re-striping, and signal coordination. Additional emission reducing programs and projects supported by CMAQ funds such as park and ride lots, bicycle facilities, transit vehicles, intelligent transportation systems (ITS), and intersection improvements have also been implemented.

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

MOVES Inputs

The MOVES model is a very data intensive computer program based on the MariaDB software. Through the interagency consultation process the required MOVES inputs reflecting local conditions have been established.

Data files defining local conditions by county and year are required inputs to the MOVES model including vehicle population, emission testing programs, fuel supply, fuel formulation, meteorological conditions, and vehicle age. Vehicle population estimates are based on 2019 registration data by county and the estimated VMT for the same year. This vehicle population to VMT ratio is then applied to model projections of VMT to estimate future year vehicle population. By estimating vehicle population in this way the calculation considers the effects of human population and employment projections, as well as mode choice options that are included in the travel demand model.

Vehicle activity input files for the MOVES model are generated by the WFRC travel demand model using a customized in-house program for this purpose. The MOVES input files required include data for road distribution, speed distribution, and VMT by vehicle type for each county (Box Elder, Davis, Salt Lake, Tooele, and Weber) and analysis year as required for operating the MOVES model.

The input files listed above are read into the MOVES program as database files. The input database folders in Table 6 below contain the database files used for each county and year modeled using MOVES for this conformity analysis. The results of the MOVES model are stored in the output database “Conf21_wt_out” and “Conf21_sm_out” for each county and analysis year identified in Table 6.

Table 6
MOVES Data – Input Database Folders

Box Elder	Weber	Davis	Salt Lake	Tooele	Ogden
Conf21_wt_be _2021_IN	Conf21_wt_we _2021_IN	Conf21_wt_da _2021_IN	Conf21_wt_sl _2021_IN	Conf21_wt_to _2021_IN	Conf21_wt_og _2021_IN
Conf21_wt_be _2024_IN	Conf21_wt_we _2024_IN	Conf21_wt_da _2024_IN	Conf21_wt_sl _2024_IN	Conf21_wt_to _2024_IN	Conf21_wt_og _2024_IN
Conf21_wt_be _2030_IN	Conf21_wt_we _2030_IN	Conf21_wt_da _2030_IN	Conf21_wt_sl _2030_IN	Conf21_wt_to _2030_IN	Conf21_wt_og _2030_IN
Conf21_wt_be _2040_IN	Conf21_wt_we _2040_IN	Conf21_wt_da _2040_IN	Conf21_wt_sl _2040_IN	Conf21_wt_to _2040_IN	Conf21_wt_og _2040_IN
Conf21_wt_be _2050_IN	Conf21_wt_we _2050_IN	Conf21_wt_da _2050_IN	Conf21_wt_sl _2050_IN	Conf21_wt_to _2050_IN	Conf21_wt_og _2050_IN
	Conf21_sm_we _2021a_IN	Conf21_sm_da _2021_IN	Conf21_sm_sl _2021_IN	Conf21_sm_to _2021_IN	
	Conf21_sm_we _2024_IN	Conf21_sm_da _2024_IN	Conf21_sm_sl _2024_IN	Conf21_sm_to _2024_IN	
	Conf21_sm_we _2030_IN	Conf21_sm_da _2030_IN	Conf21_sm_sl _2030_IN	Conf21_sm_to _2030_IN	
	Conf21_sm_we _2040_IN	Conf21_sm_da _2040_IN	Conf21_sm_sl _2040_IN	Conf21_sm_to _2040_IN	
	Conf21_sm_we _2050_IN	Conf21_sm_da _2050_IN	Conf21_sm_sl _2050_IN	Conf21_sm_to _2050_IN	

Road Dust Estimates

In January 2011, the EPA released new guidance for estimating dust emissions from paved roads. These guidelines are published in Chapter 13.2.1 of the AP-42 document. The new formula is

$$E = k (sL)^{0.91} \times (W)^{1.02}$$

where: E = particulate emission factor (grams/mile),
 k = particle size multiplier for particle size range and units of interest (for PM₁₀, k=1.0 and for PM_{2.5} k=0.25),
 sL = road surface silt loading (grams per square meter - g/m²), and
 W = average weight (tons) of the vehicles traveling the road.

Based on vehicle type counts on roads in the WFRC region, average vehicle weights for local roads, arterials, and freeways are 1.95, 3.05, and 3.25 tons respectively. The silt load (sL) factor varies by highway functional class and by traffic volume. The default silt load factors found in Table 13.2.1-2 of the AP-42 document are summarized below.

Traffic Volume	Functional Class	Silt Load (grams/meter²)
500-5,000	local roads	0.200
5,000-10,000	arterial roads	0.060
limited access	freeways	0.015

A precipitation reduction factor is also applied to the above equation using the following expression:

$$(1 - P/4N)$$

Where: P = number of "wet" days with at least 0.254 mm (0.01 in) of precipitation during the averaging period, and
 N = number of days in the averaging period (e.g., 365 for annual, 91 for seasonal, 30 for monthly).

The AP-42 guidance recommends a value of 90 precipitation days per year for the Wasatch Front region. Using these values, the precipitation reduction factor yields a value of 0.9384. Combined with the basic road dust emission rate, the net PM_{2.5} and PM₁₀ road dust factors by highway functional class are as follows:

Functional Class	PM₁₀ Road Dust Rate (grams/mile)	PM_{2.5} Road Dust Rate (grams/mile)
local roads	0.429	0.107
arterials	0.226	0.057
freeways	0.068	0.017

D. Conformity Determination

The following conformity findings for Amendment 3 of the 2019-2050 Regional Transportation Plan for the Wasatch Front are based on the transportation systems and planning assumptions described in this report and the EPA approved vehicle emissions model (MOVES3).

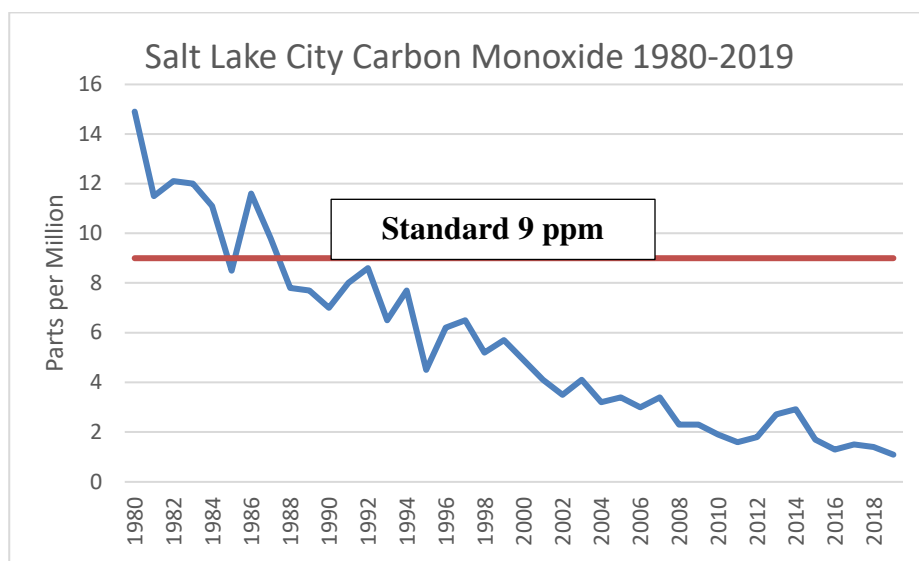
Salt Lake City CO Conformity

Carbon monoxide levels in Salt Lake City have been at healthy levels for over 20 years which has resulted in the EPA removing the non-attainment designation. Salt Lake City was first designated as a non-attainment area for carbon monoxide in 1978. After 42 years of monitoring CO pollution, implementing vehicle emission testing, and adopting much improved vehicle emission standards, the air in Salt Lake City continues to be clear of unhealthy levels of carbon monoxide pollution.

The chart below shows the dramatic reductions in CO pollution in Salt Lake City since 1980. The EPA health standard for CO is 9 ppm. Salt Lake City has not exceeded that level since 1987.

This dramatic improvement in CO pollution is primarily due to improved vehicle emission standards and cleaner fuels. Before 1966, passenger cars and light duty trucks emitted about 80 grams/mile and 102 grams/mile of CO respectively. Following a series of vehicle emission standard improvements, the emission rate for both types of vehicles since 2006 now stands at 3.4 grams/mile for CO – a reduction of over 96%.

Over the years as older vehicles have been replaced with newer, cleaner vehicles the accumulated CO pollution has gone down steadily to the point that Salt Lake City carbon monoxide has remained in the healthy range for the last 33 years. Ogden City has also experienced decades of safe carbon monoxide levels and is on track to be designated in 2021 as attaining the CO health standard. Emissions of other pollutants such as nitrogen oxides and volatile organic compounds – precursor emissions to particulate pollution and ozone pollution – have likewise been reduced but more work remains for management of these pollutants.



Source: Second highest 8-hour observation. 1980-1994 EPA AIRS data for Salt Lake City, station unidentified; 1995-1996 Utah DAQ monitoring archive, Cottonwood station; 1997-2019 Utah DAQ monitoring archive, Hawthorne station.

Ogden CO Conformity

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

From this demonstration it is concluded that the 2019-2050 RTP conforms to the applicable controls and goals of the State Implementation Plan (Maintenance Plan) for Carbon Monoxide in Ogden City.

**Table 7
Ogden City - CO
Conformity Determination**

Year	<i>b</i> 2021	<i>c</i> 2030	<i>c</i> 2040	<i>e</i> 2050
Budget[#] (tons/day)	73.02	73.02	73.02	73.02
<i>emission rate (grams/mile)</i>	5.3896	2.4635	1.9217	1.8337
<i>seasonal VMT</i>	1,831,472	1,991,352	2,153,508	2,278,618
Projection* (tons/day)	10.88	5.41	4.56	4.61
Conformity (Projection < Budget)	Pass	Pass	Pass	Pass

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

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

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Ogden PM10 Conformity

Ogden City was designated as a PM₁₀ non-attainment area in August of 1995 based on PM₁₀ violations in 1993 or earlier. Since a PM₁₀ SIP for Ogden has not yet been approved by EPA, it must be demonstrated that Ogden PM₁₀ emissions are either less than 1990 emissions or less than “no-build” emissions. The analysis years 2024, 2034, 2040, and 2050 were selected in accordance with the requirements of 40 CFR Section 93.119(e).

PM₁₀ emissions are present in two varieties referred to as primary and secondary PM₁₀. Primary PM₁₀ consists mostly of fugitive road dust but also includes particles from brake wear and tire wear and some “soot” particles emitted directly from the vehicle tailpipe. The methods defined in the January 2011 version of the EPA publication known as “AP-42” were used to estimate dust from paved roads. Secondary PM₁₀ consists of gaseous tailpipe emissions that take on a particulate form through subsequent chemical reactions in the atmosphere. Nitrogen oxides are the main component of secondary PM₁₀ emissions with sulfur oxides a distant second.

As summarized in Tables 8a and 8b, emission estimates for the 2019-2050 RTP satisfy the “Build < 1990” test for secondary PM₁₀ (NO_x precursors) and primary PM₁₀ (direct tailpipe particulates, brake wear, tire wear, and road dust) in Ogden City. The 1990 emission estimates based on the Mobile6.2 vehicle emissions model for the 2003 conformity analysis have been updated for this conformity analysis using the MOVES model and the January 2011 AP-42 road dust methodology for consistency with current emission modeling requirements. Specifically, the NO_x precursor budget (1990 emission estimate) changes from 4.57 tons/day to 6.92 tons/day, and the direct PM₁₀ budget (1990 estimate) changes from 2.28 tons/day to 1.28 tons/day. The 1990 primary PM₁₀ estimate for Ogden City includes emissions from the unpaved access road to the Ogden landfill which was closed in 1998.

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

From this demonstration it is concluded that the 2019-2050 RTP conforms under the Emission Reductions Criteria for areas without motor vehicle emissions budgets for PM₁₀ in Ogden City.

Table 8a
Ogden City - PM10 (NO_x Precursor)
Conformity Determination

	<i>d</i>	<i>c</i>	<i>c</i>	<i>e</i>
Year	2024	2030	2040	2050
1990 Emissions (tons/day)	6.92	6.92	6.92	6.92
<i>emission rate (grams/mile)</i>	<i>0.6673</i>	<i>0.4533</i>	<i>0.3503</i>	<i>0.3342</i>
<i>seasonal VMT</i>	<i>1,887,665</i>	<i>1,991,352</i>	<i>2,153,508</i>	<i>2,278,618</i>
Projection* (tons/day)	1.39	0.99	0.83	0.84
Conformity (Projection < 1990 Emissions)	Pass	Pass	Pass	Pass

c - 10-year rule, *d* - no budget 5-year rule, *e* - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Table 8b
Ogden City - PM10 (Primary Particulates)**
Conformity Determination

	<i>c</i>	<i>c</i>	<i>c</i>	<i>e</i>
Year	2021	2030	2040	2050
1990 Emissions (tons/day)	1.28	1.28	1.28	1.28
<i>emission rates (grams/mile)</i>				
<i>total exhaust particulates</i>	<i>0.0282</i>	<i>0.0164</i>	<i>0.0127</i>	<i>0.0125</i>
<i>brake particulates</i>	<i>0.0630</i>	<i>0.0518</i>	<i>0.0517</i>	<i>0.0528</i>
<i>tire particulates</i>	<i>0.0128</i>	<i>0.0124</i>	<i>0.0123</i>	<i>0.0123</i>
<i>road dust particulates</i>	<i>0.2672</i>	<i>0.2664</i>	<i>0.2640</i>	<i>0.2629</i>
<i>seasonal VMT</i>	<i>1,831,472</i>	<i>1,991,352</i>	<i>2,153,508</i>	<i>2,278,618</i>
Projection* (tons/day)	0.75	0.76	0.81	0.86
Conformity (Projection < 1990 Emissions)	Pass	Pass	Pass	Pass

** Includes total PM10 exhaust particulates, road dust, tire wear, and brake wear.

c - 10-year rule, *d* - no budget 5-year rule, *e* - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Salt Lake County PM10 Conformity

The PM₁₀ SIP for Salt Lake County does not define a budget beyond the year 2003. Therefore, conformity tests are required only for analysis years which are identified in accordance with 40 CFR 93.118. All analysis years after 2003 must meet the 2003 budgets for primary particulates and secondary particulates (see the discussion above under Ogden PM₁₀ Conformity for an explanation of primary and secondary PM₁₀ emissions). The State air quality rule R307-310 allows a portion of the surplus primary PM₁₀ budget to be applied to the secondary PM₁₀ budget for conformity purposes. However, for the analysis years, 2021, 2030, 2040 and 2050, no budget adjustments were necessary.

Table 9
Salt Lake County - PM10 Budgets
Direct (Dust) and Precursor (NOx) PM10 Emission Budgets
 (tons/day)

Year	2021	2030	2040	2050
Total PM10 Budget	72.60	72.60	72.60	72.60
<i>Direct PM10 Budget to be Traded</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>
Direct PM10 Budget	40.30	40.30	40.30	40.30
NOx Precursor PM10 Budget	32.30	32.30	32.30	32.30

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

From this demonstration it is concluded that the 2019-2050 RTP conforms to the applicable controls and goals of the State Implementation Plan for PM₁₀ in Salt Lake County.

Table 10a
Salt Lake County - PM10 (NOx Precursor)
Conformity Determination

	<i>c</i>	<i>c</i>	<i>c</i>	<i>e</i>
Year	2021	2030	2040	2050
Budget (tons/day)	32.30	32.30	32.30	32.30
<i>emission rate (grams/mile)</i>	0.6167	0.2854	0.2179	0.2060
<i>seasonal VMT</i>	31,163,465	35,548,352	39,567,354	42,600,730
Projection* (tons/day)	21.19	11.18	9.50	9.67
Conformity (Projection < Budget)	Pass	Pass	Pass	Pass

c - 10-year rule, *e* - last year of Plan,

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

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Table 10b
Salt Lake County - PM10 (Primary Particulates)**
Conformity Determination

	<i>c</i>	<i>c</i>	<i>c</i>	<i>e</i>
Year	2021	2030	2040	2050
Budget (tons/day)	40.30	40.30	40.30	40.30
<i>emission rates (grams/mile)</i>				
<i>total exhaust particulates</i>	0.0287	0.0096	0.0091	0.0100
<i>brake particulates</i>	0.0462	0.0324	0.0326	0.0330
<i>tire particulates</i>	0.0112	0.0032	0.0101	0.0102
<i>road dust particulates</i>	0.2031	0.1931	0.1897	0.1893
<i>seasonal VMT</i>	31,163,465	35,548,352	39,567,354	42,600,730
Projection* (tons/day)	9.93	9.34	10.53	11.38
Conformity (Projection < Budget)	Pass	Pass	Pass	Pass

** Includes total PM10 exhaust particulates, road dust, tire wear, and brake wear.

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

c - 10-year rule, *e* - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Salt Lake PM_{2.5} Conformity

Davis, Salt Lake, and portions of Weber, Tooele, and Box Elder Counties have been designated as a maintenance area under the new PM_{2.5} standard (35 µg/m³) that was established in 2006. As reported in the November 6, 2020 Federal Register, EPA approved the following motor vehicle

emission budgets for the Salt Lake PM_{2.5} area effective in 2035 and thereafter: 21.63 tpd of NO_x, 20.57 tpd of VOC, and 1.38 tpd of direct PM_{2.5}.

For years prior to 2035 no motor vehicle emission budget is specified. It is expected, however, that a qualitative assessment of emission reductions be provided for these intervening years. As part of this qualitative assessment, Tables 11a-11c below include a comparison of projected emissions for select years prior to 2035 and compares those emissions to 2008 levels which was the previous interim conformity test. Since 2008, emissions related to PM_{2.5} pollution have been reduced by half or more. The VMT estimates found in Tables 11a-11c reflect the strong economic growth anticipated in the region and there is no reason to expect a dramatic increase in VMT growth beyond these estimates which could bring into question the emission projections.

Table 11a below demonstrates that projected mobile source emissions of NO_x (a precursor to PM_{2.5} emissions) in the five-county PM_{2.5} non-attainment area are less than 2008 NO_x emissions prior to 2035, and less than the approved budget after 2035. Table 11b below demonstrates that projected mobile source emissions of VOC (also a precursor to PM_{2.5} emissions) in the five-county PM_{2.5} non-attainment area are less than 2008 VOC emissions prior to 2035, and less than the approved budget after 2035. Table 11c below demonstrates that direct particle emissions of PM_{2.5} in the five-county PM_{2.5} non-attainment area are also less than 2008 direct particle emissions prior to 2035, and less than the approved budget after 2035. Direct particle emissions include exhaust emissions of elemental carbon, organic carbon, and sulfates (SO₄); and mechanical emissions from brake wear and tire wear.

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

Table 11a

**Salt Lake Area[#] - PM_{2.5} (NO_x Precursor)
Conformity Determination**

	^c	^c	^c	^c	^e
Year	2021	2024	2030	2040	2050
2008 Emissions (tons/day)	97.98	97.98	97.98	--	--
Budget[#] (tons/day)	--	--	--	21.63	21.63
<i>emission rate (grams/mile)</i>	<i>0.6987</i>	<i>0.4911</i>	<i>0.3268</i>	<i>0.2515</i>	<i>0.2397</i>
<i>seasonal VMT</i>	<i>49,313,929</i>	<i>51,085,779</i>	<i>56,807,842</i>	<i>63,508,455</i>	<i>68,962,394</i>
Projection* (tons/day)	37.98	27.65	20.46	17.61	18.22
Conformity (Projection < 2008 Emissions or < Budget)	Pass	Pass	Pass	Pass	Pass

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

^c - 10-year rule, ^e - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Table 11b

**Salt Lake Area[#] - PM2.5 (VOC Precursor)
Conformity Determination**

	<i>c</i>		<i>c</i>	<i>c</i>	<i>e</i>
Year	2021	2024	2030	2040	2050
2008 Emissions (tons/day)	61.35	61.35	61.35	--	--
Budget[#] (tons/day)	--	--	--	20.57	20.57
<i>emission rate (grams/mile)</i>	0.5081	0.2489	0.1887	0.1666	0.1632
<i>seasonal VMT</i>	49,313,929	51,085,779	56,807,842	63,508,455	68,962,394
Projection* (tons/day)	27.62	14.02	11.81	11.66	12.41
Conformity (Projection < 2008 Emissions or < Budget)	Pass	Pass	Pass	Pass	Pass

Salt Lake PM2.5 Non-Attainment Area includes: Davis, Salt Lake, and portions of Weber, Box Elder and Tooele Counties.

c - 10-year rule, *e* - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Table 11c

Salt Lake Area[#] - PM2.5 (Direct PM Emissions)
Conformity Determination**

	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>	<i>e</i>
Year	2021	2024	2030	2040	2050
2008 Emissions (tons/day)	4.77	4.77	4.77	--	--
Budget[#] (tons/day)	--	--	--	1.38	1.38
<i>emission rate (grams/mile)</i>	0.0359	0.0219	0.0149	0.0143	0.0146
<i>seasonal VMT</i>	49,313,929	51,085,779	56,807,842	63,508,455	68,962,394
Projection* (tons/day)	1.95	1.23	0.94	1.00	1.11
Conformity (Projection < 2008 Emissions or < Budget)	Pass	Pass	Pass	Pass	Pass

Salt Lake PM2.5 Non-Attainment Area includes: Davis, Salt Lake, and portions of Weber, Box Elder and Tooele Counties.

c - 10-year rule, *e* - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

** Direct PM for conformity includes total PM2.5 exhaust particulates, brake wear, and tire wear. Road dust is excluded.

Northern Wasatch Front Ozone Conformity

A new ozone standard of 70 ppb was approved October 2015. The Northern Wasatch Front Area was designated as a marginal non-attainment area for ozone by EPA effective December 2018. The Northern Wasatch Front Area includes Salt Lake and Davis Counties, and portions of Weber and Tooele Counties. Pending development and approval of a State Implementation Plan for ozone, interim conformity is based on future ozone precursor emissions being less than the 2017 base year.

Table 12a below demonstrates that projected mobile source emissions of NOx (a precursor to ozone emissions) in the four-county ozone non-attainment area are less than 2017 NOx emissions. Table 12b below demonstrates that projected mobile source emissions of VOC (also a precursor to ozone emissions) in the four-county ozone non-attainment area are less than 2017 VOC emissions.

From this demonstration it is concluded that the RTP conforms under the interim conformity guidelines for ozone areas without an approved motor vehicle emissions budget for the Northern Wasatch Front Area ozone non-attainment area.

Table 12a

**Northern Wasatch Front Ozone# - NOx Precursor
Conformity Determination**

	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>	<i>e</i>
Year	2021	2024	2030	2040	2050
2017 Emissions (tons/day)	48.64	48.64	48.64	48.64	48.64
<i>emission rate (grams/mile)</i>	<i>0.5756</i>	<i>0.4173</i>	<i>0.2821</i>	<i>0.2099</i>	<i>0.1991</i>
<i>seasonal VMT</i>	<i>53,710,512</i>	<i>55,376,589</i>	<i>61,511,677</i>	<i>68,459,086</i>	<i>73,977,744</i>
Projection* (tons/day)	34.08	25.47	19.13	15.84	16.23
Conformity (Projection < 2017 Emissions)	Pass	Pass	Pass	Pass	Pass

Northern Wasatch Front Ozone Non-Attainment Area includes: Davis, Salt Lake, and portions of Weber and Tooele Counties.

c - 10-year rule, *e* - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Table 12b

**Northern Wasatch Front Ozone# - VOC Precursor
Conformity Determination**

	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>	<i>e</i>
Year	2021	2024	2030	2040	2050
2017 Emissions (tons/day)	28.69	28.69	28.69	28.69	28.69
<i>emission rate (grams/mile)</i>	<i>0.3559</i>	<i>0.1939</i>	<i>0.1177</i>	<i>0.0921</i>	<i>0.0856</i>
<i>seasonal VMT</i>	<i>53,710,512</i>	<i>55,376,589</i>	<i>61,511,677</i>	<i>68,459,086</i>	<i>73,977,744</i>
Projection* (tons/day)	21.07	11.83	7.98	6.95	6.98
Conformity (Projection < 2017 Emissions)	Pass	Pass	Pass	Pass	Pass

Northern Wasatch Front Ozone Non-Attainment Area includes: Davis, Salt Lake, and portions of Weber and Tooele Counties.

c - 10-year rule, *e* - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Appendix – 1

Definition of Regionally Significant Projects

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

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

1. Any new or existing facility with a functional classification of principal arterial or higher on the latest UDOT Functional Classification Map shall be considered regionally significant (see <https://www.arcgis.com/home/webmap/viewer.html?webmap=494d57208ea4464bb664ac2da38f9c91&extent=-116.9385,35.9224,-106.1719,42.8498>).
2. Any fixed guide-way transit service including light rail, commuter rail, or portions of bus rapid transit that involve exclusive right-of-way shall be considered regionally significant.
3. As traffic and land use conditions change in the future, the MPO’s - in consultation with DAQ, UDOT, FHWA, and EPA - will consider 1) the relative importance of minor arterials serving major activity centers, and 2) the absence of principal arterials in the vicinity to determine if any minor arterials in addition to those listed in Exhibit A should be considered as regionally significant for purposes of regional emissions analysis.

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

40 FR 93.105(c)(ii), “Consultation – Interagency consultation procedures: Specific processes” specifies that Interagency Consultation shall include a process to identify which minor arterials should be considered as “regionally significant” for the purpose of regional emissions analysis. In consultation with DAQ, UDOT, FHWA, and EPA; and based on inspection and engineering judgment of current traffic conditions; and based on application of the “Process for Determining Regionally Significant Facilities for Purposes of Regional Emissions Analysis” agreed upon by the aforementioned agencies; the WFRC designated eight minor arterials as regionally significant.

Since 2015, all but one of the minor arterials referenced above have been reclassified with the functional type of principal arterial and are therefore by definition regionally significant. The remaining minor arterial to be considered as regionally significant for emissions analysis is listed below. It should also be noted that all collectors, minor arterials, and principal arterials are included in the highway network used in the WFRC travel demand model.

Davis County

none

Salt Lake County

none

Weber County

SR-79 (Hinckley Drive): SR-108 to I-15

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

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

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

Appendix-2
RTP 2019-2050 – Amendment 3 Projects

PROJECT NUMBER	PROJECT CORRIDOR	PROJECT EXTENTS	PROJECT TYPE	LEVEL	AGENCY
N/A	3 Gate Rail Trail	Roy HAFB Gate to Clearfield West HAFB Gate	New regional active transportation project	Level 1	MIDA
N/A	Sandy Active Transportation Plan	City-wide	New regional active transportation plan	Level 2	Sandy
N/A	West Jordan Active Transportation Plan	City-wide	New regional active transportation plan	Level 2	West Jordan
N/A	Draper Active Transportation Plan	City-wide	New regional active transportation plan	Level 2	Draper
N/A	Murray Fashion Place Mall Center	Fashion Place Employment District	Center modification	Level 2	Murray
R-B-15	Forest Street RR Crossing	@ 900 West RR Crossing	Move from Phase 3 to Phase 1	Level 2	Brigham City
R-D-44	South Bench Drive	I-84 to South Weber Drive	Alignment change	Level 2	South Weber
R-D-47	South Bench Drive	South Weber Drive to Fairfield Road	Project removal	Level 2	South Weber
R-S-46	7800 South	MVC and SR-111	Move from Phase 3 to Phase 1	Level 2	West Jordan
T-W-1, T-D-2, T-S-1	Double Tracking FrontRunner	Spot locations	Move from Phase 2 to Phase 1	Level 3	UTA
T-S-17/T-S-19	S-line Streetcar Extension	McClelland to Highland Drive	Move a portion from Unfunded to Phase 1	Level 3	UTA
R-W-77	I-15 Interchange	@ 5600 South	Update costs	Level 3	UDOT
R-D-53	I-15	Farmington to SLCo Line	Move from Phase 3 to Phase 1	Level 3	UDOT
R-S-137	I-15	Davis Co Line to 600 N	Move from Phase 3 to Phase 1	Level 3	UDOT
R-S-102	Mountain View Corridor	Old Bingham Hwy to 13400 South	Move from Phase 2 to Phase 1 and update extents	Level 3	UDOT
R-D-51	I-15	2600 South to SLCo Line	Delete	Level 3	UDOT
R-S-133	I-15 Northbound	2100 South to Bangerter Hwy	Update extents and costs	Level 3	UDOT
R-S-134	I-15 Collector and Distributors (North Bound)	I-215 to Bangerter Hwy	Update extents and costs	Level 3	UDOT
R-S-188	Bangerter Hwy Interchange (Upgrade)	@ SR-201	Delete	Level 3	UDOT

R-S-97	Mountain View Corridor	13400 South to Utah Co. Line	Update extents and costs	Level 3	UDOT
R-W-82	US-89 Interchange	@ I-84	Scope change and costs	Level 3	UDOT
R-W-83	US-89 Interchange	@ I-84	Move System-to-System to Phase 2 - costs update, new project number	Level 3	UDOT

DATE: August 19, 2021
AGENDA ITEM: 5a
SUBJECT: Report on Board Modifications to the 2021-2026 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2021-2026 TIP. Both modifications required action from Trans Com (since WFRC was not meeting) and the Utah Transportation Commission, but neither required a new air quality conformity analysis nor a 30-day public comment period. The modifications are attached to the approved resolutions.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext. 1121

EXHIBIT:

Resolution adopting Amendment Seven to the 2021-2026 TIP
Resolution adopting Amendment Eight to the 2021-2026 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2021 - 2026
TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2021-2026 Transportation Improvement Program (TIP) to include the projects on the attached project description list, and

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

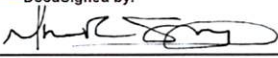
WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Areas and budgets for mobile source emissions, and


WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan, are not regionally significant, are included in the 2021-2026 TIP, or are exempt projects that do not need to be reviewed for conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and

WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Trans Com meeting on June 17, 2021, 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 Seven to the 2021-2026 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.

DocuSigned by:

34856087722846
Mayor Mark Shepherd
Chair
Trans Com


Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: June 17, 2021

2021-2026 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

Additional Funding

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	UTA	WSU BRT	16934			5309 Small Starts funds	\$120,496,726	\$75,075,000	<i>New Funding</i>	\$3,247,872	2021
						Other Federal Funds		\$8,898,450			
						Other Non-Federal Funds		\$33,275,404			

The Bus Rapid Transit or BRT combines the capacity and speed of light rail with the lower cost construction of an integrated bus system. Once complete, Ogden/ WSU BRT(formerly route 603) will provide riders an electric bus from the Ogden FrontRunner Station, through downtown, along dedicated bus lanes in the center of the road on Harrison Boulevard and through the Weber State University campus, and to McKay-Dee Hospital. Riders will be able to catch the bus every 10-15 minutes on weekdays and 15-30 minutes on weekends. The project will benefit the community by reducing vehicle trips, supporting the economy and providing transportation choices. The additional funding is necessary due to project cost increase and cost of materials. The additional funding is made available through an increase of 5309 Small Start Funds from Federal Transit Administration (FTA).

Davis & Weber	UDOT	US-89	13821	US-89; Farmington to I-84	Project will convert US-89 in Davis County to a six lane freeway with interchanges at major intersections and a frontage road system to accommodate local traffic and improve mobility	Local_Govt (Local Government Funds)	\$524,703,129	\$86,658			2021
						L_BETTERMENT (Local Government Betterment CO-OP)		\$5,394,748			
						ST_Bridge (State Bridge Funds)		\$2,050,000			
						ST_TIF (Transportation Investment Funds)		\$482,046,723	<i>Additional Funding</i>	\$30,000,000	
						ST_Trans_Sol (State Transportation Solutions)		\$5,125,000			

Converting US-89 in Davis County to a six lane freeway has brought with it several unexpected challenges in regards to utilities, City Inspection and ROW. The project team has been faced with relocating 150 miles of utilities, the precise locations of which have required redesign and workarounds. Utility companies have done well to meet the schedule but with weather events and COVID, resources have been stretched thin. Similarly, the Cities are faced with lack of manpower to inspect miles of municipal street and utility installations. As design was finalized, additional property was needed to avoid leaving property owners with odd-shaped, unusable parcels, poor access, or with roadways on all sides. In order to award the construction contract, the project's contingency balance was dropped to 1%. After working to address many of these recent challenges, the project is requesting to add funding back that can be used to manage current and future unanticipated cost increases.

The total request is to add \$30,000,000 of TIF to the project. The additional TIF funds come from program efficiency and new unprogrammed funding.

2021-2026 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

New Project

Various Locations

County	Sponsor	Facility	PIN	Project Description	Funding Source	Project Estimated Cost	Local Share of Project	Action	Funding Amount	Year
UTA Service Area	UTA	Various	New	Public Transportation COVID – 19 Research Demonstration Grant Program - E-Vouchers Phase 2	FTA 5312	\$538,200	\$30,000	<i>New Funding</i>	\$508,200	2021

On January 19, 2021, the Federal Transit Administration (FTA) announced that 37 projects in 35 states and one territory will receive a share of approximately \$15.8 million in funding to support strategies that develop, deploy and demonstrate solutions that improve the operational efficiency of transit agencies and enhance rider mobility during the COVID-19 public health emergency. The Utah Transit Authority (UTA) will receive funding to expand its contactless payment software to include E-vouchers that will allow contactless payments with UTA mobile fares as well as transportation network companies. The project will also add a rider web portal and mobile app, providing more options for trip planning.

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Local Share of Project	Action	Funding Amount	Year
Salt Lake	UDOT	SLGW West Rail	18885	Northwest Quadrant West Rail Project	Construct a new connection from the existing Salt Lake Garfield and Western Railway Company (SLGW) short line to Union Pacific's mainline.	Infrastructure for Rebuilding America (INFRA) Discretionary Grant	\$23,906,474	\$10,259,246	<i>New Project</i>	\$13,647,228	2021

In November of 2017 UDOT submitted an Infrastructure For Rebuilding America (INFRA) Discretionary Grant application to the USDOT and was awarded a \$25M grant. Part of the grant was for the Salt Lake Garfield and Western Railway Company (SLGW) / Federal Rail Administration (FRA) Northwest Quadrant West Interchange project. SLGW will be responsible for the Local matching funds and the balance of the grant was previously approved for the UDOT SR-172; 5600 W. Railroad Crossing project that is currently underway. The scope of the project is to make a new connection from the existing SLGW short line to Union Pacific's mainline. SLGW is considering three options for this connection will be responsible for the design and construction of the project according to the grant requirements. As the grantee, UDOT is responsible for administering the pass-thru funds. This includes approving invoices submitted by SLGW, ensuring compliance with grant requirements, and requesting reimbursement from FRA.

Salt Lake	UDOT	SR-201	19571	SR-201; Drainage and Pavement Improvements	Project will construct several cross culverts to improve drainage	Region 2 Transportation Solutions Program (TSP)	\$800,000	\$0	<i>New Project</i>	\$800,000	2021
-----------	------	--------	-------	--	---	---	-----------	-----	--------------------	------------------	------

SR-201, from milepost 0.8 to 1.1, has experienced a degradation of the pavement section due to water seeping into the subgrade. The project will add several cross culverts to allow the water to drain and avoid any future ponding. The roadway will also be reconstructed by milling off 7-inches of pavement and replacing with 7-inches of new asphalt. This project would be funded with available balance from the Transportation Solutions Program.

2021-2026 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

Funding Transfer

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	I-15	15684	I-15; Shepard Lane Interchange	Construct a New Interchange	ST_TIF (Transportation Investment Funds)	\$109,000,000	\$89,000,000	<i>Additional Funding</i>	\$20,000,000	2021
Davis	UDOT	Park Lane	New	West Davis Corridor	Construct a New Road	ST_TIF (Transportation Investment Funds)	\$737,645,000	\$757,645,000	<i>Transfer Funding</i>	\$20,000,000	2021


Pedestrian access along the Park Lane bridges, which consists of crossing the UPRR tracks, I-15 and US-89, has been a growing safety concern as this area has seen a dramatic economic growth in recent years. With community and regional trails on both sides, the Frontrunner Station on the west side of I-15 and Lagoon on the east side of US-89, along with residents and commercial property on both sides of I-15, having a safe way for pedestrians to cross this critical transportation corridor is important. During the West Davis Environmental Study, UDOT made a commitment to Farmington City to build a pedestrian walkway along the Park Lane Interchanges as well as a box culvert under the busy 7 lane facility. UDOT proposes to build 3 separate ped bridges to help accommodate this pedestrian movement. This project will meet that commitment and increase safety to both the driving public as well as the pedestrian and bicycling community by building a pedestrian facility to help connect this community. It is expected that by transferring the scope and funding to the I-15 Shepard Lane project, the advertising for this work will provide a better bidding package.

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2021 - 2026
TRANSPORTATION IMPROVEMENT PROGRAM

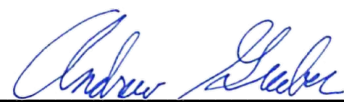
- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway, transit, and active transportation projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2021-2026 Transportation Improvement Program (TIP) to include the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Areas and budgets for mobile source emissions, and
- WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan, are not regionally significant, are included in the 2021-2026 TIP, or are exempt projects that do not need to be reviewed for conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Trans Com meeting on July 8, 2021, and all comments were carefully considered,

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

- (1) Approves Amendment Eight to the 2021-2026 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.



Mayor Mark Shepherd
Chair
Trans Com



Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: July 8, 2021

2021-2026 Transportation Improvement Program (TIP) (Amendment Eight)

Board Modification

Note - In order to maximize the use of available funding, the Department requests to amend the projects listed below into the current 2021-2026 TIP. This will allow for contracting activities to start and work to begin as soon as July 2021.

New Project

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
I	UDOT	SR-97 (5600 So)	16391	I-15; SR-97 Interchange & 5600 South Improvements	5600 South Widening and Improvements Including Modifications to the I-15 Interchange	ST_TIF_HB433 (Transportation Investment Funds – 2021 Legislated Project)	\$238,000,000	\$0	<i>New Project</i>	\$238,000,000	2021

The environmental document has been completed and this project is ready for final design and construction. This project will reconstruct the existing 5600 South/ I-15 Interchange to a SPUI (Single Point Urban Interchange), construct a collector-distributor ramp with Riverdale Road and 5600 South and Roy Gate at Hill AFB facilities east of I-15, add both left turn and right turn lanes at 1900 West, and turn lanes at multiple intersections along 5600 South, widen the bridge over the UP & Front Runner railroad lines, widen 5600 South from 3-lanes to 5-lanes, and construct a pedestrian underpass for the D&RG Rail Trail.

Salt Lake	UDOT	U-111	19472	SR-111; Herriman Parkway to 11800 South	Project will construct a new 2-lane roadway with shoulders, multi-use trail, and intersection at 11800 South & Bacchus Highway. The project will also secure a 150-foot right-of-way for future widening.	ST_TIF_HB433 (Transportation Investment Funds – 2021 Legislated Project)	\$50,000,000	\$0	<i>New Project</i>	\$50,000,000	2021
-----------	------	-------	-------	--	---	--	--------------	-----	--------------------	--------------	------

This project will improve a regional multi modal connection, including freight, transit and active transportation. In addition, the corridor would provide the foundation for a future grid network—necessary to support the residential and employment growth planned in southwest Salt Lake County. Project will construct a new roadway facility with two 12-foot travel lanes each with 4 foot inside shoulders and 6 foot outside shoulders. The project will include a 12-foot-wide multi-use trail, and a new intersection layout at 11800 South & Bacchus Highway. The project funding will also secure a 150-foot right-of-way for future widening and improvements.

Salt Lake & Utah	UDOT	MVC	12413	S.R. 85; Mountain View Corridor, Porter Rockwell to 2100 North	Project will construct a new facility connecting Salt Lake County to SR-73 (Utah County) to help reduce congestion on Redwood Road and I-15 around the Point of the Mountain by providing an alternative freeway connection for traffic traveling between Utah and Salt Lake Counties.	ST_TIF (Transportation Investment Funds)	\$350,600,000	\$0	<i>New Project</i>	\$350,600,000	2021
------------------	------	-----	-------	---	--	---	---------------	-----	--------------------	---------------	------

As part of the phased approach for Mountain View Corridor and to abide by the commitments made during the environmental process, either the phase 1 roadway from Porter Rockwell Boulevard to 2100 North in Lehi must be in place or phase 1 transit service must be in operation along 5600 West in order to build other freeway sections along the Corridor south of 10200 South in Salt Lake County.

DATE: August 19, 2021
AGENDA ITEM: 5b
SUBJECT: ACTION - Board Modifications to the 2021-2026 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2021-2026 Transportation Improvement Program (TIP) with the attached list of projects. This modification requires action from the Regional Council and the Utah 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.

RECOMMENDATIONS:

Trans Com and the WFRC staff recommend that the Regional Council make a motion “to approve the attached resolution to modify the 2021-2026 TIP as requested.”

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

EXHIBITS:

Resolution adopting Amendment Nine to the 2021-2026 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2021 - 2026
TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley 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 2021-2026 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/ West Valley 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 2021-2026 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 August 26, 2021, and all comments were carefully considered,

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

- (1) Approves Amendment Nine to the 2021-2026 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Mayor Jeff Silvestrini
Chair
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: August 26, 2021

2021-2026 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

Additional Funding

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Murray	Vine Street	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening; also includes improvements to drainage, curb, gutter and sidewalk	STP_URB_SL (Surface Transportation Program - Salt Lake/ West Valley Urban Area)	\$6,209,850	\$5,176,800	<i>New Funding</i>	\$650,000	2021
						LOCAL_GOVT (Local Government Funds)				\$383,050	

The purpose of this project is to improve traffic flow, reduce congestion, and improve safety. During the past year, the City has made great progress, completing the design work, acquiring all 29 properties needed for construction, relocating overhead power lines and coordinating the remaining utility relocations. However, during the Plans, Specifications, and Estimates (PS&E) and constructability review, it was determined that the project was an estimated \$1,033,050 over budget. There have been no major changes encountered but a culmination of several factors including market changes and escalating material, labor, and construction costs. Murray City is requesting an additional \$650,000 of Urban Surface Transportation Program (STP) funds and will provide the balance of the shortfall and any additional funds necessary with other City resources. Funding is available via other project cost savings and cash flow management within the Salt Lake/ West Valley STP program.

Salt Lake	Cottonwood Heights	Bengal Boulevard	12000	Bengal Blvd & 2300 East Round-About	Intersection Improvements by Constructing a Round-about	CMAQ_WFRC (Congestion Mitigation/ Air Quality (CMAQ) - Salt Lake/ West Valley Urban Area)	\$3,772,918	\$2,847,796	<i>New Funding</i>	\$862,492	2021
						LOCAL_GOVT (Local Government Funds)				\$62,631	

The scope of the Bengal Blvd & 2300 East Round-About project is to construct a new five-leg round-about accessing Bengal Blvd, 2300 E, 2325 E, and Brighton High School. This project was advertised in June with bids coming in 33% higher than the Engineer's Estimate based mostly on three factors: Mobilization, Traffic Control/MOT, Material Escalation. With the intent to re-submit the project for advertising later this fall and construction occurring in the summer of 2022, Cottonwood Heights is requesting an additional \$862,492 of Congestion Mitigation/ Air Quality (CMAQ) funds, and they will provide the matching funds and all other resources needed to complete the project. Funding is available via other project cost savings and cash flow management within the Salt Lake/ West Valley CMAQ program.

Salt Lake	Kearns Metro Township & West Valley City	4700 South	11085	4700 South; 4000 West to 5600 West	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	STP_URB_SL (Surface Transportation Program - Salt Lake/ West Valley Urban Area)	\$23,675,426	\$15,204,377	<i>New Funding</i>	\$7,530,000	2021
						LOCAL_GOVT (Local Government Funds)		\$941,049			

The 4700 South; 4000 West to 5600 West project will: Reconstruct the existing roadway, Widen the roadway between 4000 W and 4800 W to provide two lanes in each direction with a center turn lane, Add bike lanes in both directions of travel, Add sidewalk in gap areas, and Replace and extend the Utah & Salt Lake Canal structure. To keep the project moving forward, Kearns Metro Township and West Valley City would like to make the following three requests: **1** - Reduce the western limit of the project from 5600 West to 5450 West to address the railroad and roadway improvements in a separate project using Local Government funds as soon as the necessary agreements are in place with UPRR. **2** - Remove the Utah and Salt Lake Canal work from this project to advertise an early package to have the canal work begin this fall, and **3** - Add an additional \$7,530,000 of Local Government funds to the project to address increases in material and labor costs and ROW price escalations.

2021-2026 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

New Project

Weber County

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	UDOT	SR-39	19667	Roundabout on SR-39 in Huntsville	Intersection Improvements by Constructing a Round-about	HSIP (Highway Safety Improvement Program)	\$3,120,000	\$0	<i>New Project</i>	\$3,120,000	2021

SR-39 is a high traffic area for recreational users. This intersection provides connections to Pineview Reservoir via 100 South in Huntsville, Causey Reservoir and other recreational areas via SR-39 to the east, and the north part of Ogden Valley on 7800 East. Due to the amount of recreational traffic, significant congestion occurs at this intersection during holidays and weekends, which can lead to safety concerns. In conjunction with Weber County, UDOT performed an intersection analysis and determined that a Roundabout would be the best option to improve safety and reduce congestion at this intersection. UDOT Region One requests that the SR-39 intersection project be added to the 2021-2026 Statewide Transportation Improvement Program (STIP) to be funded with Highway Safety Funds.

New Projects (FFY 2022 Recreational Trails Program)

The federal Recreational Trails Program was authorized by Congress as part of the Intermodal Surface Transportation Efficiency Act of 1991. This program has been continued through the current FAST Act transportation authorization. • These projects are selected and administered through the Utah State Parks and Recreation Division. • Funds may be used to provide and maintain trails for motorized and nonmotorized recreational uses, including trailside and trailhead facilities, and also to facilitate access for people with disabilities. • For the 2022 Program, Utah has 30 projects totaling \$2,234,338 in Federal Aid Funds and \$9,644,285 of Sponsor Matching Funds for a total of \$11,878,623 in New Project Value (12 projects totaling \$4,619,758 in the WFRC Area.)

WFRC Area

Sponsor	Concept/ Type of Improvement/ Location	Funding Amount	Total Project Value
Non-Motorized			
Uinta-Wasatch-Cache National Forest	2022 NON-MOTORIZED TRAIL RESTORATION PROJECT: Funding will be utilized to complete heavy maintenance on 75 miles of high-priority trails located across the UWC and includes replacing four minor bridges, improved trail corridors for winter grooming for cross country skiing, and improved signage in the Pleasant Grove, Ogden, and Logan Ranger Districts. Heavy maintenance includes heavy tread, brushing, hazardous tree removal, downed tree clearing, drainage work, closures of switchback shortcuts, and retaining walls where needed.	\$100,000	\$424,623
Wasatch Trails Foundation	BONANZA FLAT TO UPPER WOW TRAIL CONNECTION: The sponsor will use RTP funding to create a soft surface single-track trail connection from the Bonanza Loop Trail to the Upper WOW Trail.	\$59,000	\$139,401
The Utah Nordic Alliance (TUNA)	TUNA MOUNTAIN DELL/DR 65 NORDIC SKI GROOMING EQUIPMENT: Funding will go towards leasing a Bobcat Toolcat small tractor to groom nordic ski trails.	\$9,750	\$19,500
Tooele City	TOOELE CITY - ENGLAND ACRES PAVED RECREATION TRAIL (Formally requested \$100,000.00): The project sponsor intends to create a 10 to 12-foot-wide paved recreational trail through a one-mile section of Tooele City. RTP funding will go towards paving the one-mile section.	\$60,000	\$810,095

2021-2026 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

New Projects (FY 2022 Recreational Trails Program) - *Continued*

WFRC Area					
Sponsor	Concept/ Type of Improvement/ Location			Funding Amount	Total Project Value
Non-Motorized					
Layton City Corporation	EAST & WEST TRAIL CONNECTIONS FOR KAY'S CREEK TRAIL HIGHWAY 89 UNDERPASS: Funding will be used to provide the needed infrastructure to connect a 10' wide multi-purpose asphalt alignment to key connections within the city of Layton. <i>* NOTE * These funds will combine with the TAP funds programmed last year by WFRC for the trail construction.</i>			\$75,000	\$709,605
Salt Lake Climbers Alliance (SLCA)	FIXED ANCHOR MAINTENANCE AT ROCK CLIMBING AREAS ACROSS WASATCH: The sponsor is asking for funding to assist with the necessary maintenance of vertical infrastructure necessary for ascension and descension of climbing routes. Project work includes replacing antiquated fixed anchors and replacing them with stainless steel hardware by professional height technicians.			\$45,000	\$126,400
City of North Salt Lake	TOWN CENTER I-15 TRAIL (Formally requested \$100,000.00): Funding will go towards the purchase of property acquisition for a multi-use trail within the town center of North Salt Lake.			\$60,000	\$537,660
Motorized					
Uinta-Wasatch- Cache National Forest	2022 UINTA-WASATCH-CACHE NATIONAL FOREST MOTORIZED PROGRAM GRANT (Formally requested \$100,000.00): Funding will be used to maintain priority-level motorized trails across UWC. This includes single-track and OHV routes on the five zones of the forest. Each zone will complete a mix of general and heavy trail maintenance on 434 miles of trail. The sponsor also intends to complete a trail reroute on the Pleasant Grove Ranger District, continued improvements of trailhead and trail junction signage, and travel management during designated seasons, with in-person interactions.			\$264,000	\$528,200
State of Utah Off-Highway Vehicle Program	UTAH TRAIL HOST/OHV VOLUNTEER SPECIALIST (Formally requested \$60,000.00): The sponsor is asking for additional support for the current Utah Trail Host/OHV Volunteer Specialist position to help increase the amount of sponsored projects, monitor efforts, and outreach opportunities that occur on public land statewide.			\$100,000	\$239,968
State of Utah Off-Highway Vehicle Program	OHV TRAIL CREW (Formally requested \$50,000.00): Funding will assist with the hire of four seasonal employees to work on a statewide OHV trail crew. This crew will assist agencies and partners with trail work. Two of the seasonals will specialize in trail maintenance and construction, and the other two will specialize in the operation of trail cats and other heavy machinery.			\$139,867	\$281,364
State of Utah Off-Highway Vehicle Program	STATEWIDE SNOWMOBILE TRAIL GROOMING, MAINTENANCE, AND SNOW REMOVAL (Formally requested \$210,000.00): The sponsor intends to provide snowmobile grooming, maintenance, trail signage, and trailhead snow removal for 13 snowmobile trail grooming complexes and multiple snowmobile trailheads. The funding will help the sponsor groom over 1,200 miles of snowmobile trails, pre-season trail maintenance, sign purchase, and installation. Funding will also help the sponsor replace and/or repair trailblazers, markers, t-posts, and work on clearing trails.			\$275,000	\$564,616
State of Utah Off-Highway Vehicle Program	STATEWIDE SNOWMOBILE GROOMING EQUIPMENT FY22: Funding will be used to maintain seven previously purchased RTP grooming snowcats. These snowcats are responsible for grooming 13 snowmobile complexes located in Utah.			\$100,000	\$238,326

**RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
APPROVING THE 2022 - 2027
TRANSPORTATION IMPROVEMENT PROGRAM**

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, the Transportation Coordinating Committee is a policy advisory committee of the Regional Council, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway, transit, and active transportation projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation and State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to approve the 2022-2027 Transportation Improvement Program (TIP), 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/ West Valley and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the WFRC has found that the proposed Transportation Improvement Program projects conform to and are consistent with the State Implementation Plan;

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

- (1) Approve the 2022-2027 Transportation Improvement Program,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, and Weber Counties, and parts of Box Elder County, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Mayor Jeff Silvestrini
Vice Chair
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: August 26, 2021

DRAFT
**2022-2027 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
PROJECTS**

For the

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

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

Additional attachments include;

- Glossary of Federal Funding Types
- Other Federal-Aid Funded and State Funded Projects
- Transit Funded Projects
- Air Quality Memo 40a

Surface Transportation Program (STP) Funded Projects

DRAFT

**2022-2027 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
PROJECTS**

For the

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

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated Current Federal Fiscal Year New Project/ Additional Funds

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027
SALT LAKE/ WEST VALLEY URBAN AREA																	
Salt Lake	Bluffdale		F-LC35(241)	11986	Porter Rockwell Blvd (Fifth Segment); Redwood Road to 0.46 miles east	New Construction	2013	\$ 6,266,378	\$ 5,236,150	\$ 5,842,144	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Bluffdale	Var	F-LC35 (249)	13112	Porter Rockwell Blvd (Forth Segment); East Jordan Canal and 15800 South to 0.5 miles east	New Construction	2014	\$ 6,474,700	\$ 6,036,363	\$ 9,047,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Bluffdale		NEWPROJ()	16929	14600 South Railroad Bridge	Engineering study of alternatives to replace/ improve existing one-lane railroad crossing	2018	\$ 128,600	\$ 119,894	\$ -	\$ 119,894	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Cottonwood Heights	2116	F-LC35(202)	8110	Fort Union Boulevard and Highland Drive Intersection	Intersection Improvements	2009	\$ 6,626,000	\$ 5,893,000	\$ 5,173,180	\$ 720,324	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Cottonwood Heights		F-2082 (11)11	8110	Highland Drive & I-215 ; I-215 Westbound On-Ramp to La Cresta	Provide a right turn only lane for southbound Highland Dr west onto La Cresta and on-ramp for WB I-215	2010	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Cottonwood Heights	1	NEWPROJ()	15907	Creek Road & Highland Drive Intersection	8072 South to 8340 South	2017	\$ 2,771,100	\$ 2,403,497	\$ -	\$ -	\$ -	\$ 2,403,497	\$ -	\$ -	\$ -	
Salt Lake	Cottonwood Heights	2	Newproject-001(2020)	18816	Bengal Boulevard & Highland Drive Intersection	Intersection Improvements - Turning movements & Bike Lanes	2020	\$ 1,657,000	\$ 1,544,821	\$ -	\$ -	\$ -	\$ 1,544,821	\$ -	\$ -	\$ -	
Salt Lake	Cottonwood Heights	3		8601	Wasatch Boulevard & 7650 South	Park-n-Ride Lot	2010	\$ 1,357,503	\$ 1,144,401	\$ -	\$ 1,144,401						
Salt Lake	Draper		F-R299(141)	10011	13800 South; Bangerter Hwy to 300 East	Widen Intersection to Accommodate two through lanes and dual left turn lanes	2011	\$ 4,220,000	\$ 3,776,000	\$ 3,186,630	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Draper		NEWPROJ()	16923	1300 East; Wayne's World to Nashi Lane	Reconstruct and Widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	\$ 4,343,763	\$ 3,270,000	\$ 233,075	\$ 566,925	\$ -	\$ -	\$ 2,970,000	\$ -	\$ -	
Salt Lake	Draper	Var	New Project - 004()	17807	Lone Peak Parkway; 12650 South to 12300 South	Roadway Realignment & Widening, Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2019	\$ 5,140,000	\$ 3,980,000	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ 3,630,000	\$ -	
Salt Lake	Draper	Fort Street	Newproject-007(2020)	18822	Fort Street; Pioneer Road to 13200 South	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 4,451,100	\$ 3,234,467	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,234,467	\$ -	
Salt Lake	Herriman		NEWPROJ()	14937	Herriman Parkway; 6400 West to 6800 West	New Construction - 5-lane facility with shoulders, curb, gutter, and sidewalks	2016	\$ 5,364,600	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Holladay		NEWPROJ()	14041	Highland Drive; Spring Lane to Fardown Avenue	Phase I Highland Drive Corridor Renovation	2015	\$ 3,346,233	\$ 2,243,673	\$ 2,243,111	\$ 561	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Holladay		NEWPROJ()	14828	Highland Drive; Arbor Lane to Van Winkle Expressway	Study to Address Traffic Volumes, Expanded Transit Service, Increase Bicycle & Pedestrian use and safety	2016	\$ 183,800	\$ 171,357	\$ -	\$ 171,357	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Magna	Var	NEWPROJ()	15912	2810 South at 8000 West Realignment	Realign intersections to improve safety and connectivity and relocate a midblock school crossing to the new realignment.	2017	\$ 2,000,900	\$ 1,203,189	\$ -	\$ -	\$ -	\$ 1,203,189	\$ -	\$ -	\$ -	
Salt Lake	Magna		NEWPROJ()	16928	8000 West; 2600 South to 3100 South	Construct sidewalk, curb, gutter, and shoulder improvements on the west side	2018	\$ 1,346,700	\$ 1,255,528	\$ -	\$ -	\$ -	\$ -	\$ 1,255,528	\$ -	\$ -	
Salt Lake	Magna	8000 West	Newproject-011(2020)	18826	8000 West; SR-201 to 3100 South	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 2,679,000	\$ 2,497,632	\$ -	\$ -	\$ -	\$ -	\$ 2,497,632	\$ -	\$ -	
Salt Lake	Midvale/ UDOT	Var	New Project - 009()	17841	7200 South and 300 West	Intersection and Signal Improvements	2019	\$ 323,000	\$ 287,148	\$ -	\$ 287,148	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Millcreek	1	NEWPROJ()	15911	900 East; 3900 South to 4500 South	Reconstruct w/ improvements to curb, gutter, sidewalk, ADA ramps, bicycle facilities, lighting and utility pole relocations.	2017	\$ 6,770,136	\$ 6,311,798	\$ 722,533	\$ 1,387,251	\$ 1,202,014	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Millcreek	2	NEWPROJ()	15911	900 East; 3900 South to 4500 South	Reconstruct w/ improvements to curb, gutter, sidewalk, ADA ramps, bicycle facilities, lighting and utility pole relocations.	2017	\$ -	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Millcreek		NEWPROJ()	16930	3900 South; 2300 East to Wasatch Blvd	Reconstruct and Widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	\$ 8,652,500	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Millcreek	3800 South	Newproject-012(2020)	18827	3800 South Skyline HS; Virginia Way to Birch Drive	Reconstruct with operational Improvements with turning restrictions and construction of a roundabout to increase safety	2020	\$ 2,082,000	\$ 1,801,204	\$ -	\$ 450,000	\$ 1,351,204	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Murray		F-LC35(242)	11987	Vine Street; 900 East to 1300 East	Reconstruct with minor widening, also Drainage, Curb, Gutter and Sidewalk	2013	\$ 5,081,000	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Murray	1	NEWPROJ()	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 5,641,700	\$ 4,500,000	\$ 993,354	\$ 356,779	\$ 641,668	\$ -	\$ -	\$ -	\$ -	

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated **Current Federal Fiscal Year** **New Project/ Additional Funds**

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development		
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027	
Salt Lake	Murray	2	NEWPROJ()	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ -	\$ 2,508,199	\$ -	\$ -	\$ 2,508,199	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Murray	Var	New Project - 007()	17838	Winchester and 700 West	Intersection and Pedestrian Improvements	2019	\$ 2,753,900	\$ 2,567,461	\$ -	\$ -	\$ -	\$ -	\$ 2,567,461	\$ -	\$ -	\$ -	
Salt Lake	Riverton	Var	NEWPROJ()	15913	4150 West; 12600 South to 13400 South	Construct a 4-lane concrete street with center running trax corridor, bike lanes, pedestrian trails or sidewalks, and traffic signals.	2017	\$ 17,712,800	\$ 5,500,000	\$ 6,199,225	\$ 50,775	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City		F-2076(1)	11083	1300 East; 1300 South to 2100 South	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2012	\$ 11,099,000	\$ 6,774,915	\$ 6,401,833	\$ 373,082	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City		Transfer to FTA	14932	300 North & 500 West	New Construction - Pedestrian/ Bicycle Railroad Overpass	2016	\$ 5,462,000	\$ 2,500,000	\$ 2,500,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City	Combine Pins 16924 into PIN 15908	NEWPROJ()	15908	1300 East; 2100 South to Highland Drive	Pavement Rehabilitation including curb, gutter, and pedestrian improvements	2017	\$ 3,901,300	\$ 3,548,613	\$ -	\$ -	\$ -	\$ 1,548,613	\$ 2,000,000	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City		NEWPROJ()	15908	1300 East/ Richmond; 2100 South to Southern City Boundary (PIN was 16924)	Reconstruct with improvements to Drainage, Curb, Gutter, Sidewalk, and Shoulder	2018	\$ 4,975,600	\$ 4,300,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,300,000	\$ -	\$ -	
Salt Lake	Salt Lake City	Transit	Newproject-013(2020)	17850	Westside Multimodal Transit Hub; North Temple Area between 900 West & Redwood Road	Construct a new intermodal center/ bus hub to connect TRAX Green Line to bus routes and alternative transportation	2020	\$ 3,936,600	\$ 2,270,092	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,270,092	\$ -	
Salt Lake	Salt Lake County	Var	NEWPROJ()	14036	Salt Lake County Area Signal Detection Upgrade	Improve Signal Detection and Coordination by ITS Measures	2015	\$ 3,657,400	\$ 2,072,076	\$ 1,999,711	\$ 72,076	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake County	Var	NEWPROJ()	17493	Salt Lake County Area Signal Detection Upgrade	Improve Signal Detection and Coordination by ITS Measures	2015	\$ 3,657,400	\$ 1,409,794	\$ -	\$ -	\$ 1,338,007	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake County/ West Valley/ Kearns		F-2240(2)0	11085	4700 South; 4000 West to 5600 West	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2012	\$ 16,367,300	\$ 14,175,040	\$ 2,983,360	\$ 4,391,680	\$ 3,500,000	\$ 3,300,000	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Sandy	89	F-0089 (392)0	13114	9270 South & State Street; 150 East to State Street	Intersection Improvements and Signal Installation	2014	\$ 7,332,000	\$ 7,232,000	\$ 4,207,800	\$ 3,024,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Sandy	SR-209	NEWPROJ()	16921	Monroe and 90th Street (SR-209)	Intersection Improvements - dual left turns in all directions	2018	\$ 6,145,100	\$ 4,200,000	\$ 4,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Sandy & Draper Cities		NEWPROJ()	14035	Highland Drive EIS	Environmental Study to determine Project Purpose and Needs	2015	\$ 4,680,000	\$ 4,300,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,300,000	\$ -	\$ -	
Salt Lake	South Jordan	Var	F-LC35 (252)	13116	3200 West; 10431 South to 10600 South	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 1,396,200	\$ 1,000,000	\$ 999,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Jordan		NEWPROJ()	14040	2200 West; 9400 South to 11400 South (was 10400 South)	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 4,505,900	\$ 4,200,851	\$ 6,360,397	\$ 171,204	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Jordan	Var	NEWPROJ()	15910	2700 West; 10000 South to 10200 South	Reconstruction with minor widening to 3-lanes; including improvements to Curb, Gutter, Sidewalk, Parkstrips, Shoulders, and Streetlights	2017	\$ 953,200	\$ 777,788	\$ -	\$ -	\$ -	\$ 777,788	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Jordan	Var	NEWPROJ()	15914	Riverfront Parkway; 11050 South 11400 South	Widen from 3 to 5 lanes including curb, gutter, sidewalk, park strip, intersection improvements, and necessary street lights.	2017	\$ 1,840,900	\$ 1,632,271	\$ -	\$ -	\$ -	\$ 1,632,271	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Jordan	Var	New Project - 005()	17836	Bacchus Highway (SR-111); 10200 South to 10700 South	Reconstruct existing roadway and improve the vertical curve to increase site distance	2019	\$ 2,301,300	\$ 2,145,502	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,145,502	\$ -	\$ -	
Salt Lake	South Jordan	1300 West	Newproject-006(2020)	18821	1300 West & White Peach Drive (11170 South)	Install a Signal at the T-intersection	2020	\$ 460,800	\$ 429,604	\$ -	\$ -	\$ 429,604	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Salt Lake	1	NEWPROJ()	14034	500 West; 3300 South to 3900 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 7,718,985	\$ 5,000,000	\$ 1,556,941	\$ 943,059	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Salt Lake	2	NEWPROJ()	14034	500 West; 3300 South to 3900 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Salt Lake		NEWPROJ()	16925	700 West; 3300 South to Carlisle Avenue South (3655 South)	Reconstruct and widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	\$ 6,571,575	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	
Salt Lake	South Salt Lake	700 West	Newproject-005(2020)	18820	700 West Reconstruction Phase II; Carlisle Street to 3900 South	Reconstruct with Minor Widening Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2020	\$ 4,908,805	\$ 4,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,200,000	\$ -	
Salt Lake	South Salt Lake/ UDOT	Var	New Project - 006()	17837	3300 South and 900 West	Pedestrian and Signal Improvement Projects	2019	\$ 840,000	\$ 783,132	\$ -	\$ 783,132	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Taylorsville	1	F-0068 (73)52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	\$ 13,767,800	\$ 12,159,548	\$ 3,766,492	\$ 3,572,266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated Current Federal Fiscal Year New Project/ Additional Funds

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027
Salt Lake	Taylorsville	2	F-0068 (73)52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	\$ -	\$ 4,820,791	\$ 4,820,791	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorsville	3	NEWPROJ()	11082	1780 BRT Connector Road; Bruin Blvd to 4700 S Proj combined to PIN 11082 (Redwood Rd) was PIN 16931	New Construction including curb, gutter, sidewalk, and shoulder improvements	2018	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorsville	Var	NEWPROJ()	17953	I-215 Frontage Road; 4100 South to 4700 South	New Construction of Frontage Road and connectors to 2700 West	2017	\$ 8,845,569	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -
Salt Lake	Taylorsville/ UDOT	Var	New Project - 008()	17840	5400 South and 1900 West	Intersection and Signal Improvements	2019	\$ 406,500	\$ 364,995	\$ 364,995	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UDOT	SR-68	Newproject-010(2020)	18825	Redwood Road (SR-68); 6200 South to I-215	Add an additional NB lane on Redwood Rd, Including option/entrance lanes at both EB and WB On-Ramps and CFI features on the east and south legs of the 6200 So intersection.	2020	\$ 9,858,600	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UDOT TOC	Var	Newproject-003(2020)	18818	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) SR-172 (5600 W) from Amelia Earhart Dr to 3500 South (2) SR-71 (12300 S & 700 E) from Bangerter Hwy to 400 South (3) U-111 (Bacchus Hwy) from SR-201 to New Bingham Hwy	2020	\$ 690,000	\$ 643,287	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 643,287	\$ -	\$ -
Salt Lake	UTA		Newproject-0027()	8599	Transit Oriented Development (TOD) @ 10000 South TRAX Station	Replace 11 acres of surface parking with two parking structures	2010	\$ 13,500,000	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA		Transfer to FTA	11984	Salt Lake Central Bus Maintenance Facility	Relocate, Replace, and Expand the Bus Maintenance Facility	2013	\$ 56,400,000	\$ 3,000,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA		Transfer to FTA	16932	University of Utah Hospital Stop Expansion	Extend the bus bays to allow more buses to serve the area simultaneously	2018	\$ 399,400	\$ 372,361	\$ 372,361	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA	Var	Newproject-002(2020)	18817	UTA - On-Board Technology System	Develop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching	2020	\$ 5,000,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA	Var	Newproject-004(2020)	18819	Traffic Signal Priority/Preemption Equipment for Additional Transit Vehicles	(1) SR-172 (5600 W) from Amelia Earhart Dr to 3500 South (2) SR-71 (12300 S & 700 E) from Bangerter Hwy to 400 South (3) U-111 (Bacchus Hwy) from SR-201 to New Bingham Hwy	2020	\$ 225,000	\$ 237,736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 237,736	\$ -	\$ -
Salt Lake	West Jordan		F-R299(139)	10009	5600 West; 7800 South to 8600 South	New Construction and Widening	2011	\$ 5,378,000	\$ 4,666,000	\$ 4,682,928	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan		Newproject-S_STP-006(2021)	14830	7800 South; Mountain View Corridor to SR-111	Widen from 2-Lane to 5-Lane with Shoulders, Curb, Gutter, and Sidewalk	2016	\$ 5,234,500	\$ 2,400,000	\$ -	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Salt Lake	West Jordan	Var	NEWPROJ()	15936	8600 South; 5600 West to 6000 West	Construct a bridge over Mountain View Corridor	2017	\$ 12,000,000	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan		NEWPROJ()	16922	7000 South; 1300 West to Bangerter Hwy (SR-154)	Environmental Impact Statement (EIS)	2018	\$ 2,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan		NEWPROJ()	16927	7000 South & 1500 West	Construct Pedestrian Bridge	2018	\$ 1,608,900	\$ 1,499,977	\$ -	\$ 300,000	\$ -	\$ -	\$ 1,199,977	\$ -	\$ -	\$ -
Salt Lake	West Jordan	9000 South	Newproject-009(2020)	18824	9000 South; New Bingham Highway to SR-111	New Construction of a 5-lane facility with shoulders, curb, gutter, parkstrip, and sidewalk	2020	\$ 15,174,900	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -
Salt Lake	West Jordan		NEWPROJ()	14039	1300 West; 6600 South to 9400 South	Widen to include; Center Turn-lane, Right Turn-lanes and Bike Lanes	2015	\$ 11,442,800	#REF!	\$ 1,500,000	\$ -	\$ 4,200,000	\$ 4,800,000	\$ 2,000,000	\$ -	\$ -	\$ -
Salt Lake	West Valley City		Newproject-004()	8557	6200 South; 6100 West to SR-111	New Construction	2010	\$ 6,655,000	\$ 5,463,000	\$ 4,935,176	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Valley City	1	F-LC35 (253)	14831	4100 South; Bangerter Highway to 5460 West	Roadway Reconstruction with improvements to Curb, Gutter, and Sidewalk were necessary	2016	\$ 5,558,600	#REF!	\$ 7,806,221	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Valley City	2	F-LC35 (253)	14831	4100 South; Bangerter Highway to 5460 West	Roadway Reconstruction with improvements to Curb, Gutter, and Sidewalk were necessary	2016	\$ 3,421,462	\$ 3,421,462	\$ 3,421,462	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Valley City	Var	New Project - 003()	17806	Parkway Blvd (2700 So); Mountain View Corridor to 6400 West	Roadway Widening, Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2019	\$ 5,767,800	\$ 5,300,000	\$ -	\$ -	\$ -	\$ -	\$ 5,300,000	\$ -	\$ -	\$ -
Salt Lake	West Valley City	3650 South	Newproject-008(2021)	18823	3650 South; 2700 West to 3200 West	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 5,869,100	\$ 2,570,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,570,000	\$ 3,201,489	\$ -
Salt Lake	WFRC	Var	F-R299(50)	11985	Transportation and Landuse Connections (TLC) - Salt Lake County	Local Planning Assistance	2003	\$ 429,046	\$ 260,000	\$ 2,637,146	\$ 587,930	\$ 605,568	\$ 623,735	\$ 642,447	\$ 661,720	\$ 681,572	\$ 695,885

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated Current Federal Fiscal Year New Project/ Additional Funds

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027
Salt Lake	WFRC	Var	F-R299(50)	16849	Project Planning Support - Salt Lake County	Planning - Urban Transportation	2003	\$ 2,018,867	\$ 2,680,816	\$ 7,165,181	\$ -	\$ 570,543	\$ 484,075	\$ 751,333	\$ 773,873	\$ 797,089	\$ 821,002
Salt Lake	WFRC	Var	F-R299(50)	UPWP/ 16849	Salt Lake\ West Valley Travel Survey	Modeling Update Exercise (Originally Included in the Planning Support Line)				\$ -	\$ -	\$ 245,375	\$ 245,375				
Salt Lake	UDOT TOC	Var	Newproject-S_STP-001(2021)	19569	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) SR-266 from I-215 West to I-215 East (2) 5400 So from MVC to Bangerter Hwy and 5400 So from Redwood Rd. to I-15 (3) SR-48 from MVC to Redwood Rd	2021	\$ 790,000	\$ 736,517	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 736,517
Salt Lake	Sandy, Midvale	9000 South	Newproject-S_STP-002(2021)	0	9000 South & 700 West Southbound Dual Left Lanes	Construct dual left turn lanes from SB 700 West to EB 9000 South with 700 West Improvements	2021	\$ 6,831,560	\$ 1,529,729	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,529,729
Salt Lake	Millcreek	1300 East	Newproject-S_STP-003(2021)	0	1300 East; 4220 South to 4500 South	Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain	2021	\$ 3,485,800	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
Salt Lake	UDOT TOC	Var	Newproject-S_STP-004(2021)	0	Salt lake City Metro- Signal Timing and Optimization 120 to 200 Signals	New Bingham Hwy (SR-48) from 5600 West to 7800 South at Redwood Rd	2021	\$ 600,000	\$ 559,380	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 559,380
Salt Lake	Salt Lake	700 North	Newproject-S_STP-005(2021)	0	700 North; 2200 West to Redwood Rd (1700 West)	Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain	2021	\$ 4,680,600	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
Salt Lake	UDOT	MVC	Newproject-S_STP-007(2021)	0	North Bound - Acceleration Lane from Rosecrest Road to Mountain View Corridor	Construct a right turn acceleration lane from Rosecrest onto NB MVC	2021	\$ 1,599,600	\$ 1,486,646	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,486,646
Salt Lake	South Jordan	1300 West	Newproject-S_STP-009(2021)	0	1300 West & Shield's Lane Intersection Improvements	Increase capacity of the Intersection by adding through lanes to three approaches and adding a right turn pocket to westbound approach and addressing North/South Bike lanes	2021	\$ 3,775,900	\$ 3,020,272	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,020,272
Salt Lake	Holladay/ Millcreek	Murray-Holladay Road	Newproject-S_STP-010(2021)	0	Murray-Holladay Road Full Stop Pedestrian Crossing	Construct T-intersection and add a new full traffic stop pedestrian crossing	2021	\$ 417,200	\$ 388,956	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 388,956
Salt Lake	UTA/ Draper	Point of the Mountain	Newproject-S_STP-011(2021)	0	Point of the Mountain Transit Environmental Study from Lehi to Draper	Environmental and Conceptual Engineering for a Gold Standard Bus Rapid Transit (BRT) Route	2021	\$ 8,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Salt Lake	Kearns	Cougar Lane	Newproject-S_STP-012(2021)	0	Cougar Lane; Niagara Way to Kearns High Drive	Widen to accommodate a second travel lane and maintain existing bike lane	2021	\$ 2,804,000	\$ 2,114,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,114,169
Salt Lake	UTA	SLC /So Davis Connector	Newproject-O_STP-013(2021)	0	Davis/ Salt Lake Connector Design	Davis - SLC Community Connector Design for Essential Transit Connection between Davis County and Salt Lake County	2021	\$ 4,700,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000
Salt Lake	Cottonwood Heights	Bengal Blvd	Newproject-S_STP-014(2021)	0	Bengal Boulevard - Bike and Pedestrian Walkway	Construct 10-foot Shared-use path to provide dedicated space for Pedestrians and Cyclist	2021	\$ 487,200	\$ 444,894	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 444,894

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated Current Federal Fiscal Year New Project/ Additional Funds

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development		
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027	
OGDEN/ LAYTON URBAN AREA																		
Weber	Brigham City		NEWPROJ()	16938	1200 West Box Elder Creek Bridge; 550 South to 650 North	Widen Existing Bridge to accomdate the widening of 1200 West	2018	\$ 1,750,000	\$ 1,582,113	\$ -	\$ -	\$ -	\$ 791,057	\$ 791,056	\$ -	\$ -	\$ -	
Davis	Clearfield/ Syracuse	1	NEWPROJ()	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	New Construction, 3-lane facility with Signal on SR-108 and Curb, Gutter and Sidewalk	2016	\$ 6,766,000	\$ 5,362,630	\$ 3,822,630	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Clearfield/ Syracuse	2	NEWPROJ()	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	New Construction, 3-lane facility with Signal on SR-108 and Curb, Gutter and Sidewalk	2016	\$ -	\$ 1,300,000	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Clinton/ West Point		NEWPROJ()	15899	800 North; 2000 West to 3000 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 4,567,100	\$ 3,000,000	\$ 2,166,678	\$ 617,971	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Farmington	SR-106	NEWPROJ()	16933	Main Street (SR-106); Park Lane to Shepard Lane	Widen roadway (east - side) for curb, gutter, sidewalk and shoulder	2018	\$ 1,986,400	\$ 1,851,921	\$ -	\$ -	\$ -	\$ 925,960	\$ 925,960	\$ -	\$ -	\$ -	
Davis	Farmington	SR-106	New Project - 011()	17793	Main Street (SR-106); Park Lane to Shepard Lane	Widen roadway (west - side) for curb, gutter, sidewalk and shoulder	2019	\$ 2,287,800	\$ 2,053,670	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,053,670	\$ -	\$ -	
Davis	Farmington	Commerce Drive	Newproject-017(2020)	18807	Commerce Drive Road; Burke Lane to 950 North	New construction of 5-Lane roadway with curb, gutter, sidewalk, ADA crossings, bike lanes, and utility lines.	2020	\$ 8,122,500	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ -	
Weber	Farr West City	4000 North	Newproject-023(2020)	18814	4000 North; SR-126 to 2800 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 7,100,600	\$ 2,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,700,000	\$ -	
Weber	Harrisville	1	F-LC57 (26)	11993	Larsen Lane; North Harrisville Road to Washington Blvd	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 3,748,000	\$ 946,476	\$ 946,476	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Harrisville	2	F-LC57 (26)	11993	Larsen Lane; North Harrisville Road to Washington Blvd	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,577,523	\$ 2,577,523	\$ 2,577,523	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Harrisville		F-R199(133)	11993	Washington Blvd & Larsen Lane ((was PIN 11091))	Intersection Improvements	2012	\$ 669,000	\$ 534,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Harrisville	Harrisville Road	New Project - 016()	17797	West Harrisville Road; Washington Blvd (US-89) to 750 West	Reconstruct and Widen to include Center turn lane, shoulders/ bike lanes, curb, gutter, and sidewalk	2019	\$ 3,460,200	\$ 3,109,407	\$ -	\$ -	\$ -	\$ -	\$ 609,407	\$ 2,500,000	\$ -	\$ -	
Weber	Hooper		NEWPROJ()	14045	4700 West; 4800 South to 5100 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 2,915,200	\$ 2,717,841	\$ 2,006,819	\$ 439,238	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Hooper	5500 West	Newproject-020(2020)	18811	5500 West; 5500 South (SR-97) to Weber/ Davis County Line	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 2,471,100	\$ 1,846,980	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,846,980	\$ -	
Davis	Kaysville	Var	New	13121	200 North & Angel Street Intersection	Intersection - Improvements	2014	\$ 3,271,900	\$ 3,050,392	\$ 3,050,392	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Kaysville/ Farmington		NEWPROJ()	16935	WDC Connector; West Davis Corridor to Shepard Lane & I-15	New Construction	2018	\$ 10,833,600	\$ 4,300,000	\$ 262,000	\$ -	\$ -	\$ 3,608,000	\$ -	\$ -	\$ -	\$ -	
Davis	Layton		NEWPROJ()	14844	Gordon Avenue; 1600 East to Highway 89	Preliminary Engineering & ROW Acquisition	2016	\$ 3,500,000	\$ 2,500,000	\$ -	\$ -	\$ 1,000,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	
Weber	Marriott-Slaterville		NEWPROJ()	15904	1200 West; 400 North to Farr West Boundary	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 5,605,300	\$ 3,762,110	\$ 2,373,892	\$ 1,012,007	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	North Ogden	1	NEWPROJ()	14842	450 East/ 400 East; 2600 North to Elberta Drive	Widen existing roadway from 3-lane to 5-lane including improvements to Curb, Gutter, and Sidewalks	2016	\$ 5,370,300	\$ 4,140,000	\$ -	\$ 4,140,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	North Ogden	2	NEWPROJ()	14842	450 East/ 400 East; 2600 North to Elberta Drive	Widen existing roadway from 3-lane to 5-lane including improvements to Curb, Gutter, and Sidewalks	2016	\$ 1,829,346	\$ 1,829,346	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	North Salt Lake	Var	New	13122	Center Street; Legacy Parkway to Redwood Road	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 1,938,300	\$ 1,778,176	\$ 1,636,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	North Salt Lake	1	NEWPROJ()	16937	Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ 1,440,914	\$ 1,223,364	\$ 282,920	\$ 190,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	North Salt Lake	2	NEWPROJ()	16937	Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ -	\$ 750,000	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	North Salt Lake	Main Str	Newproject-022(2020)	18813	Main Street Sidewalk; I-15 Overpass to Pacific Avenue	Construct Missing Sidewalk	2020	\$ 366,200	\$ 274,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 274,650	\$ -	
Weber	Ogden		NEWPROJ()	14840	20th Street; Washington Blvd to Monroe Blvd	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 6,477,200	\$ 3,000,000	\$ 2,850,961	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated

Current Federal Fiscal Year

New Project/ Additional Funds

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027
Davis	Ogden/ UTA	BRT	Transfer to FTA	15906	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Design	Ogden-WSU BRT Project Design	2017	\$ 5,000,000	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -		
Weber	Ogden/ UTA	BRT	Transfer to FTA	16934	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction	New Construction	2018	\$ 75,000,000	\$ 1,750,000	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -		
Box Elder	Perry		NEWPROJ()	14841	1200 West; 3600 South to Willard City Boundary	New Construction, 3-lane facility with Shoulders including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 2,915,200	\$ 2,717,841	\$ 418,445	\$ 2,027,612	\$ -	\$ -	\$ -	\$ -		
Weber	Plain City	1	NEWPROJ()	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 3,111,400	\$ 2,900,758	\$ -	\$ -	\$ 669,030	\$ -	\$ -	\$ -		
Weber	Plain City	2	NEWPROJ()	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ -	\$ 2,231,728	\$ -	\$ -	\$ 2,231,728	\$ -	\$ -	\$ -		
Weber	Plain City	North Plain City Road	Newproject-018(2020)	18809	North Plain City Road; 2917 West to 3350 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 3,988,900	\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	\$ -	
Weber	Pleasant View/ North Ogden	LC57	F-LC57(18)	17954	Skyline Drive; 1100 West to 4300 North (Pleasant View)	New Construction	2015	\$ 7,542,000	\$ 3,433,500	\$ 9,323	\$ -	\$ -	\$ -	\$ 1,712,089	\$ 1,712,089		
Weber	Roy	4800 South	Newproject-021(2020)	18812	4800 South & Layton Canal	Widen 4800 South with uniform cross section including sidewalk and bike lanes over the canal to improve safety for cyclists and pedestrians.	2020	\$ 471,500	\$ 439,579	\$ -	\$ 439,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	South Ogden		NEWPROJ()	16936	40th Street & Chimes View from Riverdale Road to Washington Blvd	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ 4,745,200	\$ 4,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,500,000	\$ 1,500,000		
Davis	Sunset	2018	F-LC11 (53)	11996	800 North; Main St (SR-126) to 450 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,547,000	\$ 2,258,000	\$ 1,009,492	\$ 1,022,708	\$ -	\$ -	\$ -	\$ -		
Davis	Syracuse City	2019	NEWPROJ()	14043	Bluff Road; 550 West (on Gentile) to 1000 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 4,282,100	\$ 3,000,000	\$ 3,010,000	\$ -	\$ -	\$ -	\$ -	\$ -		
Davis	Syracuse City	500 West	New Project - 013()	17794	500 West Phase II; 2010 South to 2800 South	Widen roadway and Signal Installation	2019	\$ 3,990,800	\$ 3,720,623	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 2,720,623		
Davis	UDOT	37	F-0037(40)	6552	1800 North (SR-37); I-15 to 2000 West (SR-108)	1800 North Environmental Impact Statement (EIS)	2007	\$ 31,148,000	\$ 2,695,231	\$ 1,775,116	\$ -	\$ -	\$ 424,884	\$ -	\$ -		
Davis	UDOT	I-15	F-I15-7(301)313	10944	I-15; I-215 (No Salt Lake) to US-89 (Farmington)	I-15; South Davis Operational Upgrades	2013	\$ 121,000,000	\$ 22,830,999	\$ 22,830,999	\$ -	\$ -	\$ -	\$ -	\$ -		
Var	UDOT TOC	Var	Newproject-015(2020)	18803	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) US-89 (Washington Blvd) from SR-235 (2nd St) to 40th Street (2) SR-108 (Antelope Dr) from 2000 W (Syracuse) to Fairfield Rd (Layton)	2020	\$ 500,000	\$ 466,150	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 466,150	\$ -	
Davis	UTA		NEWPROJ()	14044	Layton FrontRunner Station Parking	New Construction of Parking Structure for the Layton Station	2015	\$ 4,200,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 1,500,000		
Var	UTA	Var	Newproject-014(2020)	18802	UTA - On-Board Technology System	Develop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching	2020	\$ 5,000,000	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Var	UTA	Var	Newproject-016(2020)	18806	Traffic Signal Priority/Preemption Equipment for Additional Transit Vehicles	(1) US-89 (Washington Blvd) from SR-235 (2nd St) to 40th Street (2) SR-108 (Antelope Dr) from 2000 W (Syracuse) to Fairfield Rd (Layton)	2020	\$ 85,000	\$ 79,245	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,245	\$ -
Weber	Washington Terrace	LC57	Newproject-006()	8559	Adams Avenue; City Limits to US-89	Reconstruct	2010	\$ 5,290,000	\$ 4,964,287	\$ 4,644,301	\$ -	\$ -	\$ -	\$ -	\$ -		
Weber	Washington Terrace	300 West	New Project - 014()	17795	300 West; 5000 South to Riverdale City Boundary	Reconstruct Roadway and improve Curb, gutter, and sidewalk where necessary	2019	\$ 3,024,100	\$ 2,702,831	\$ -	\$ -	\$ -	\$ 1,702,831	\$ 1,000,000	\$ -		
Weber	West Haven	2018	New	13124	4700 West; 4000 South to 4600 South	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 3,870,700	\$ 2,500,000	\$ 533,995	\$ 1,790,862	\$ -	\$ -	\$ -	\$ -		
Davis	West Point	300 North	Newproject-019(2020)	18810	300 North; 2000 West to 3000 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 3,312,700	\$ 2,981,216	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,981,216	\$ -	
Davis	West Point/ Clearfield	2018	F-LC11(54)	11997	300 North; 1000 West to 2000 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,971,000	\$ 2,500,000	\$ 1,790,664	\$ 459,336	\$ -	\$ -	\$ -	\$ -	\$ -	
Var	WFRC	Var	STP-LC57(10)	11049	Project Planning Support - Weber/ Davis County, 7223	Planning - Urban Transportation	2003	\$ 4,440,368	\$ 4,139,755	\$ 4,139,755	\$ 903,222	\$ 519,001	\$ 260,656	\$ 404,564	\$ 416,701	\$ 429,202	\$ 442,078
Var	WFRC	Var	STP-LC57(10)	UPWP/ 11049	Ogden\ Layton Travel Survey	Modeling Update Exercise (Originally Included in the Planning Support Line)				\$ -	\$ -	\$ 132,125	\$ 132,125	\$ -	\$ -		

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated Current Federal Fiscal Year New Project/ Additional Funds

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027
Var	WFRC	Var	F-LC11 (50)	11990	Transportation and Landuse Connections (TLC) - Weber & Davis County	Local Planning Assistance	2003	\$ 429,046	\$ 140,000	\$ 2,132,855	\$ 442,070	\$ 455,332	\$ 468,992	\$ 483,062	\$ 497,554	\$ 512,480	\$ 523,242
Davis	Woods Cross	2018	NEWPROJ()	14042	1500 South Phase 3; 1350 West to 1100 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 3,003,400	\$ 2,753,641	\$ 3,064,505							
Davis	Woods Cross	800 West	New Project - 015()	17796	800 West & 1500 South	Intersection Improvements and Signal Installation	2019	\$ 1,056,500	\$ 984,975	\$ -	\$ 150,000	\$ 834,975	\$ -	\$ -	\$ -		
Weber	UDOT TOC	Var	Newproject-O_STP-001(2021)	0	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) Riverdale Rd (SR-26); 1900 W (in Roy) to Washington Blvd (2) Harrison Blvd (SR-203); 24th St to 36th St	2021	\$ 670,000	\$ 624,641	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 624,641
Davis	West Point	300 North	Newproject-O_STP-002(2021)	0	300 North; 3000 West to 4000 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2021	\$ 3,907,800	\$ 2,643,242	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,643,242
Weber	UDOT TOC	Var	Newproject-O_STP-003(2021)	0	Ogden/ Layton Metro Area Signal Timing and Optimization	Wall Street (SR-204); 1200 S to Riverdale Rd	2021	\$ 400,000	\$ 372,920	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 372,920
Weber	Marriott-Slaterville	1700 South	Newproject-O_STP-004(2021)	0	1700 South; 12th Street to Marriott-Slaterville/ Ogden City Boundary Line	Reconstruct w/Minor Widening including curb, gutter, and eliminate the dangerous bend	2021	\$ 5,075,200	\$ 2,307,536	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,307,536
Weber	Ogden	20th Street	Newproject-O_STP-005(2021)	0	20th Street; Quincy Ave to Harrison Blvd	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes & Intersection Improvements	2021	\$ 5,300,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Davis	North Salt Lake	Main Street	Newproject-O_STP-006(2021)	0	Main Street; Pacific Avenue to 1001 North	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, Bike Lanes, and Railroad Crossing	2021	\$ 3,604,000	\$ 2,536,702	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,536,702
Davis	Centerville	400 East	Newproject-O_STP-007(2021)	0	400 East; Pages Lane to Porter Lane	Reconstruct Roadway with improvements to bike and pedestrian facilities	2021	\$ 2,425,300	\$ 1,697,710	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,697,710
Davis	Kaysville	Mutton Hollow	Newproject-O_STP-008(2021)	0	Mutton Hollow; Main Street to Fairfield Road	Widen Main Str, Install traffic signals at Main St./Mutton Hollow and Fairfield/Mutton Hollow. Widen Mutton Hollow with bike and ped facilities	2021	\$ 5,050,400	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Davis	UTA	So Davis Connector	Newproject-O_STP-009(2021)	0	Davis/ Salt Lake Connector Design	Davis - SLC Community Connector Design for Essential Transit Connection between Davis County and Salt Lake County	2021	\$ 4,700,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000
Davis	Layton	Gentile Street	Newproject-O_STP-010(2021)	0	Gentile Street Safe Routes To School; 3475 West to 3200 West	Roadway widening improvements including constructing missing sidewalk	2021	\$ 174,800	\$ 162,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 162,550
Weber	Roy	4000 South	Newproject-O_STP-011(2021)	0	4000 South Safe Routes To School Rail Crossing; 2550 West to 2350 West	Construct Consistant at-grade pedestrian rail crossing, curb, gutter, and sidewalk	2021	\$ 250,000	\$ 225,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225,000

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated Current Federal Fiscal Year New Project/ Additional Funds

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development		
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027	
OGDEN/ LAYTON LOCAL PROJECT'S EXCHANGED																		
Davis	North Salt Lake	LC11	F-LC11(45)	10013	1100 North Street; Redwood Road to 110 East	Reconstruct/ Widen	2011	\$ 5,512,000	\$ 2,512,000	\$ 1,828,396								
Weber	Ogden City	LC57	F-LC57(21)	10014	Harrison Blvd. (South); 7th Street to 2nd Street	Reconstruct/ Widen	2011	\$ 6,446,000	\$ 4,500,000	\$ 7,807								
Weber	Ogden		New	11995	Harrison Blvd./ 2nd Street/ Sheridan Drive	Intersection Realignment/ Improvements	2013	\$ 3,118,000	\$ 2,500,000	\$ -								
Davis	West Point	LC11	F-LC11(47)	10017	3000 West; 300 North to 1300 North	Reconstruct with minor widening, shoulders, Curb, Gutter and Sidewalk	2011	\$ 3,709,000	\$ 3,341,000	\$ 814,525								
Davis	Syracuse		New	11090	3000 West; 700 South to Bluff Road	Reconstruct with minor widening, shoulders, Curb, Gutter and Sidewalk	2012	\$ 4,079,000	\$ 3,699,000	\$ 1,351,340								
Weber	Hooper		New	11992	4300 West; 6000 South (Hooper) to 2300 North (Clinton)	New Construction	2012	\$ 3,860,000	\$ 3,495,000	\$ 1,485,375								
Davis	Clinton		New	11992	3000 West; 1400 North to 2300 North	Reconstruct with minor widening, shoulders, Curb, Gutter and Sidewalk	2013	\$ 3,492,000	\$ 2,784,000	\$ 1,183,200								
Weber	South Ogden	3354	F-R199(70) Exch to \$6,374,999.35	8141	40th Street; Washington Blvd. to Gramercy Avenue	Reconstruct and Widen	2009	\$ 7,562,000	\$ 7,500,000	\$ 7,500,000								

Congestion Mitigation / Air Quality Program CMAQ Funded Projects

DRAFT

**2022-2027 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
PROJECTS**

For the

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

Congestion Mitigation/ Air Quality Program (CMAQ)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

													Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	PM 2.5 CMAQ Funding Type			
County	Project Type	Sponsor	CMAQ Source	Project Number	Project Information			Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					PIN	Location/ Limits	Concept/ Type of Improvement						2021	2022	2023	2024	2025	2026	2027
SALT LAKE/ WEST VALLEY URBAN AREA																			
CMAQ - PM_{2.5}																			
Salt Lake	Bike	Bluffdale	Regular	New	13130	14600 South (SR-140); Pony Express Road to UPRR Bridge over SR-140	Construct Bicycle & Pedestrian Facility	2014	\$ 669,700	\$ 624,361	\$ 45,339	\$ 48,480	\$ 575,881	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Bluffdale	Regular	New Project	16943	14600 South; Railroad Bridge to Redwood Road	Construct Sidewalk and Bike lanes	2018	\$ 1,142,000	\$ 1,064,687	\$ 77,313	\$ -	\$ -	\$ -	\$ 1,064,687			\$ -	\$ -
Salt Lake	Trans	Cottonwood Heights	PM _{2.5}	Newproject-0028()	8601	Wasatch Boulevard & 7650 South	Park-n-Ride Lot	2010	\$ 1,357,503	\$ 1,265,600	\$ 8,801	\$ 121,199	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Inter	Cottonwood Heights	Regular	New	12000	Bengal Blvd & 2300 East Round-About	Intersection Improvements	2013	\$ 2,655,000	\$ 2,655,000	\$ 192,796	\$ 988,704	\$ 1,666,296	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Cottonwood Heights	Regular	New	13128	Park and Ride Smart Boards	Construct "Live Parking Availability" Signs for Select Canyon Park-n-Ride Lots	2014	\$ 706,900	\$ 659,043	\$ 47,857	\$ -	\$ -	\$ -	\$ 300,000	\$ 359,043	\$ -	\$ -	\$ -
Salt Lake	Inter	Holladay	PM _{2.5}	F-LC35 (210)	8555	6200 South & Holladay Boulevard	Intersection Improvements	2010	\$ 2,438,000	\$ 2,174,000	\$ 157,141	\$ 2,163,524	\$ 476	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Inter	Holladay	PM _{2.5}	F-LC35 (210)	8555	6200 South & 2300 East Intersection - - Combined with 6200 South & Holladay Blvd -	Intersection Improvements	2011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Holladay	PM _{2.5}	New Project	16944	Highland Drive and 4500 South Intersection	Intersection Improvements	2018	\$ 2,597,900	\$ 1,200,000	\$ 87,139	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000			\$ -
Salt Lake	Trans	Murray	PM _{2.5}	New Project	15921	5300 South & College Drive Intersection Improvements	Dual left-turn lanes SB & WB and dedicated right-turn WB direction.	2017	\$ 1,842,400	\$ 1,694,362	\$ 123,038	\$ -	\$ 400,000	\$ -	\$ 1,294,362	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Murray/UDOT	Regular	New Project	11086	State Street (US-89) and Vine Street Intersection	Intersection Improvements	2018	\$ 311,500	\$ 290,411	\$ 21,089	\$ 290,411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Riverton	Regular	New Project	14940	13400 South Bike Lanes; 2700 West to 3200 West	Widen and improve the parkstrips along the roadway to create the bike lanes	2016	\$ 490,900	\$ 280,000	\$ 20,333	\$ -	\$ 280,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake City	Regular	F-LC35(235)	13631	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2013	\$ 1,700,000	\$ 250,000	\$ 44,571	\$ 23,308	\$ 590,482	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake City	Regular	New Project	14939	Bonneville Bike Trail	New Construction - Bicycle and Pedestrian Trail Facility	2016	\$ 479,700	\$ 447,000	\$ 32,459	\$ -	\$ -	\$ -	\$ 447,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake City	Regular	New Project	15920	Traffic Signal Synchronization	Install detection to utilize signal performance and synchronize traffic signals.	2017	\$ 1,000,000	\$ 930,000	\$ 67,533	\$ -	\$ -	\$ -	\$ 930,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake City	Regular	New Project	16940	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2018	\$ 637,027	\$ 400,000	\$ 29,046	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000		\$ -
Salt Lake	Trans	Salt Lake City	Regular	F-LC35(235)	17757	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2014	\$ 1,700,000	\$ 324,000	\$ 16,266	\$ -	\$ -	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake City	Regular	F-LC35(235)	17758	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2016	\$ 1,700,000	\$ 300,530	\$ 29,085	\$ -	\$ -	\$ -	\$ 400,530	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake City	Regular	F-LC35(235)	17759	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2016	\$ 1,700,000	\$ 300,000	\$ 29,046	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	Salt Lake City	Regular	New Project - 020()	17849	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2019	\$ 643,570	\$ 200,000	\$ 29,046	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ -
Salt Lake	Trans	Salt Lake County	Regular	New Project	15919	Signal Interconnect	Connect traffic signals to improve traffic signal performance	2017	\$ 1,608,600	\$ 900,000	\$ 65,354	\$ -	\$ -	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ -

Congestion Mitigation/ Air Quality Program (CMAQ)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

County	Project Type	Sponsor	CMAQ Source	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
						Location/ Limits	Concept/ Type of Improvement						2021	2022	2023	2024	2025	2026	2027
Salt Lake	Trans	Salt Lake County & UTA	Regular	F-LC35(255)	13126	Hillsborough Pond Park & Ride Expansion; Wasatch Blvd & Creek Rd	Expand and Improve Parking Facility	2014	\$ 1,784,700	\$ 1,663,876	\$ 120,824	\$ -	\$ -	\$ -	\$ 831,938	\$ 831,938	\$ -	\$ -	
Salt Lake	Inter	Sandy	PM _{2.5}	New Project - 022()	17851	9400 South & 700 East	Intersection & Pedestrian Improvements	2019	\$ 3,446,300	\$ 2,600,000	\$ 188,802	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000	\$ -	\$ -	
Salt Lake	Inter	Sandy	PM _{2.5}	Newproject-024(2020)	18831	9000 South and 450 W & Parkland Dr Intersection Improvements	Thru-U turn at 450 West and 9000 South.	2020	\$ 2,185,000	\$ 1,984,867	\$ 144,133	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,984,867	\$ -	
Salt Lake	Trans	Taylorville	PM _{2.5}	New Project - 010()	17842	Midvalley Connector Bus Rapid Transit (BRT); Atherton Drive to 2700 West	New Construction of BRT	2019	\$ 40,400,000	\$ 2,000,000	\$ 145,232	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT	Regular	CM-R299(9)	5996	Region 2 Commuter Link	ITS/ATMS - Commuter Link	1999	\$ 30,684,350	\$ -	\$ 726,063	\$ 9,998,649	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UDOT	Regular	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program. (For Private & Public Partnership)	2011	\$ 2,400,000	\$ 746,077	\$ 44,301	\$ 474,077	\$ 136,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT	Regular	F-LC35(258)	13129	10400 South & Bangerter Hwy VMS; Northbound & Southbound	Install Variable Message Signs (VMS)	2014	\$ 915,200	\$ 863,124	\$ 62,677	\$ -	\$ -	\$ 863,124	\$ -	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT	Regular	F-LC35(260)	13131	Foothill VMS; Southbound	Install Variable Message Sign (VMS)	2014	\$ 462,900	\$ 431,562	\$ 31,338	\$ 431,562	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT	Regular	New Project	14050	Connected Vehicle Deployment	Install roadside communication devices and connect to fiber communications along Bangerter Hwy	2015	\$ 1,072,800	\$ 1,000,171	\$ 72,629	\$ -	\$ -	\$ 1,000,171	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Bike	UDOT	Regular	Newproject-026(2020)	18833	3500 South (SR-171) Sidewalk Improvements	Construct missing sidewalk from 6000 West to 8400 West	2020	\$ 2,054,100	\$ 500,000	\$ 36,308	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	
Salt Lake	Trans	UDOT, Murray, Midvale, Sandy	Regular	New Project	14942	SR-71 (700 E/ 900 E); Van Winkle to 90th South	Construct Bike lanes along roadway	2016	\$ 3,510,100	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ 500,000	\$ 900,000	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT/ Local Governments	Regular	F_R299(102)	7947	Salt Lake County Area Signal Detection Upgrade	Traffic Signal Control Software & Update Signal Hardware (Controllers, etc)	2009	\$ 5,485,000	\$ 2,779,250	\$ 216,033	\$ 2,975,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT/ Local Governments	Regular	F_R299(102)	14910	Salt Lake County Area Signal Detection Upgrade	Improve and add Signal Detection and Coordination	2009	\$ -	\$ 2,500,000	\$ 169,747	\$ 2,337,594	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UTA	PM _{2.5}	F-LC35(254)	13125	Sugar House Streetcar Double Track; (was) 500 East to 600 East Now project limits 300 E to 500 E	Construct a Double Track	2014	\$ 3,016,100	\$ 900,000	\$ 65,354	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UTA	PM _{2.5}	New Project was PIN 14047	13125	Sugar House Streetcar Double Track; 600 East to 700 East	Construct a Double Track	2015	\$ 3,016,100	\$ 1,000,000	\$ 72,616	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UTA	Regular	F-LC35(256)	13127	Depot District Service Center (DDSC); 669 West 200 South	Construct the CNG Facilities of the DDSC	2014	\$ 57,000,000	\$ 950,000	\$ 68,985	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Bike	UTA	PM _{2.5}	New Project	14046	33/35 MAX Expansion and Optimization	Transit Service Expansion	2015	\$ 3,003,325	\$ 2,800,000	\$ 203,325	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Bike	UTA	Regular	New Project	14049	Bus Route Service Expansion Subsidy	Expansion of Route 54 and Route 220 to Reduce Headway & Expand Hours of Service	2015	\$ 1,400,000	\$ 1,280,048	\$ 92,952	\$ 1,280,048	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UTA	PM _{2.5}	New Project	14938	University of Utah Intermodal Center	New Construction - Intermodal Center on U of U Campus	2016	\$ 4,073,900	\$ 2,500,000	\$ 181,540	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UTA	PM _{2.5}	New Project	15918	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2017	\$ 3,516,000	\$ 2,105,134	\$ 152,867	\$ 2,105,134	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UTA	Regular	New Project - 021()	17850	SLC West Intermodal Center; North Temple & Redwood Rd	Construct Intermodal Hub	2019	\$ 4,200,300	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	\$ -	\$ -	

Congestion Mitigation/ Air Quality Program (CMAQ)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

County	Project Type	Sponsor	CMAQ Source	Project Number	Project Information			Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					PIN	Location/ Limits	Concept/ Type of Improvement						2021	2022	2023	2024	2025	2026	2027
OGDEN/ LAYTON URBAN AREA																			
CMAQ - PM _{2.5}																			
Davis	Bike	Centerville	Regular	F-LC57(28)	12003	Frontage Road Bike Lanes; 638 North to 2200 North (Lund Lane)	Construct Bike Lanes along Westside of Frontage Road	2013	\$ 1,215,000	\$ 970,000	\$ 133,614	\$ 970,001	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Trans	Centerville	PM _{2.5}	New Project	15917	Parrish Lane (SR-105) 400 West Intersection (Combined with PIN 17845)	Add turn lanes and storage lanes to reduce delay and improve safety.	2017	\$ 1,904,300	\$ 1,780,040	\$ 129,260	\$ -	\$ -	\$ 1,000,000	\$ 780,040	\$ -	\$ -	\$ -	\$ -
Davis	Inter	Centerville	PM _{2.5}	New Project - 017()	15917	Marketplace Drive & Parrish Lane (Original PIN 17845 combined with PIN 15917)	Intersection & Pedestrian Improvements	2019	\$ 1,757,800	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	\$ -	\$ -	
Davis	Bike	Clearfield	Regular	New Project	14053	Clearfield City TOD Ped/ Bike; FrontRunner Station to Freeport Center	New Construction - Pedestrian/ Bicycle Bridge	2015	\$ 2,653,800	\$ 1,650,000	\$ 119,817	\$ 1,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Trans	Clinton	Regular	New Project	14849	2000 West (SR-108) & 1300 North	Intersection Improvements	2016	\$ 590,600	\$ 969,577	\$ 70,407	\$ 406,017	\$ 563,560	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Inter	Clinton	Regular	New Project - 019()	17848	1500 West & 1300 North Round-a-bout	Intersection & Pedestrian Improvements	2019	\$ 2,190,100	\$ 850,000	\$ 61,724	\$ -	\$ -	\$ -	\$ -	\$ 850,000	\$ -	\$ -	
Weber	Trans	Ogden	PM _{2.5}	New Project	14847	Ogden City Bike Share	Purchase and Install Bike Share Stations and Bikes	2016	\$ 659,686	\$ 601,873	\$ 43,706	\$ 45,188	\$ 601,873	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Trans	Ogden	Regular	New Project	16946	Polk Avenue; 36th Street to Franklin	Add sidewalks and intersection improvements	2018	\$ 595,302	\$ 555,000	\$ 40,302	\$ 76,449	\$ 478,551	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Bike	Ogden	Regular	Newproject-029(2020)	18830	Ogden City Bike Share Expansion	Expand the Bike Share Program by adding 24 bikes and 4 kiosks	2020	\$ 435,200	\$ 405,737	\$ 29,463	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 405,737	\$ -	
Weber	Trans	Ogden/ UDOT	Regular	New Project	16947	Wall Avenue & 20th Street Intersection	Intersection Improvements	2018	\$ 2,700,000	\$ 1,500,000	\$ 108,924	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	
Weber	Trans	Ogden/ UTA	PM _{2.5}	New Project	16934	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction	New Construction	2018	\$ 75,000,000	\$ 3,250,000	\$ 236,002	\$ 1,750,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -		
Box Elder	Trans	Perry	Regular	New Project	14848	1200 West; 2250 South (Dale Young Nature Park) to 775 West	Widen road facility to include a dedicated 8' bike path	2016	\$ 695,000	\$ 477,338	\$ 34,662	\$ -	\$ 10,000	\$ 467,338	\$ -	\$ -	\$ -	\$ -	
Weber	Trans	Riverdale	Regular	New Project	14850	Ritter Drive & SR-60 & 1150 West	Construct Round-About Intersection Improvements	2016	\$ 618,000	\$ 576,161	\$ 41,839	\$ 59,201	\$ 516,960	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Inter	Roy	Regular	New Project - 018()	17847	6000 South & 3100 West Round-a-bout	Intersection & Pedestrian Improvements	2019	\$ 760,700	\$ 673,470	\$ 48,905	\$ -	\$ -	\$ -	\$ -	\$ 673,470	\$ -	\$ -	
Weber	Trans	South Ogden/ UDOT	PM _{2.5}	New Project	16945	US-89 & Skyline Drive Intersection	Intersection Improvements	2018	\$ 2,515,600	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ -	\$ 1,400,000	\$ -	\$ -		
Davis	ATMS	UDOT	Regular	CM-9999()	5981	Region 1 Commuter Link	ITS/ATMS - Commuter Link	2000	\$ 750,000	\$ 699,225	\$ 50,775	\$ 7,291,670	\$ -	\$ -	\$ -	\$ 699,225	\$ -	\$ -	
Weber	Trans	UDOT	Regular	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program. (For Private & Public Partnership)	2011	\$ 2,400,000	\$ 64,000	\$ 14,523	\$ 192,000	\$ 64,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Trans	UDOT	PM _{2.5}	F-I15-7(309)318	11092	650 North & I-15 Interchange/ Intersections	Intersection Improvements	2012	\$ 4,636,000	\$ 2,840,000	\$ 133,614	\$ 2,839,999	\$ -	\$ -	\$ -	\$ -	\$ -		
Weber	Inter	UDOT	Regular	F-0097(9)	13132	SR-97 (5600 South); Hill Field Air Force Base to 2050 West	Intersection/ Operational Improvements	2014	\$ 3,037,700	\$ 750,000	\$ 133,614	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	
Davis	ATMS	UDOT	Regular	New Project	14052	I-15 Corridor Responsive Ramp Metering Management	Corridor Responsive Ramp Metering Software & Hardware	2015	\$ 332,900	\$ 310,363	\$ 22,537	\$ -	\$ 310,363	\$ -	\$ -	\$ -	\$ -	\$ -	

Transportation Alternatives Program TAP Funded Projects

DRAFT

**2022-2027 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
PROJECTS**

For the

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

Transportation Alternatives Program (TAP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement						2021	2022	2023	2024	2025	2026	2027
Salt Lake	Salt Lake County		New Project	14944	Grit Mill and Climbing Master Plan; Little Cottonwood Canyon Park & Ride	Construction of Parking Lot/ Trailhead and Restroom and realign SR-210 for access improvements	2016	\$ 822,008	\$ 537,927	\$ 537,927	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake County		New Project	14948	3300 South; 3018 East to 3040 East	Complete a 120 Foot Gap in the sidewalk along the south side of 3300 South	2016	\$ 190,200	\$ 186,000	\$ 177,869	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake County		New Project	15929	Salt Lake County Bicycle Counters	This project will place automatic counters at strategic locations around Salt Lake County to begin collecting vital user data.	2017	\$ 299,900	\$ 200,000	\$ 32,631	\$ 167,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Jordan		New Project	14950	Daybreak Parkway & Lake Run Intersection	Improve Pedestrian/ Bicycle Crossing facilities (Safe Routes to School Project)	2016	\$ 269,400	\$ 251,162	\$ 251,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorsville		New Project	14949	Taylorsville Regional Trail; 5140 South to 5400 South	Reconstruct the Sidewalk & construct a pathway for pedestrians, bicyclists, and other non-motorized forms of transportation across I-215.	2016	\$ 310,500	\$ 268,502	\$ 217,437	\$ 51,065	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA		New Project	16950	Salt Lake Urbanized Area Bike Rack Expansion	Replace UTA Bus Bike Racks for two bikes to Bike Racks for three bikes	2018	\$ 91,200	\$ 33,198	\$ 33,198	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA		New Project	15928	Update Bike Cars on FrontRunner	This request is for new bike racks on 10 of UTA's 16 FrontRunner bike cars.	2017	\$ 194,800	\$ 181,612	\$ 181,612	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA/ Salt Lake		New Project	14951	Downtown SLC Crosswalks; (900 South & 200 West) and (200 South & 600 West)	Make all the Crosswalks Pedestrian Activated Push-button Signals	2016	\$ 200,000	\$ 186,460	\$ 186,460	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan		New Project	14947	7800 South Jordan River Pedestrian Bridge at 1100 West	Construct New Pedestrian Bridge over the Jordan River	2016	\$ 347,700	\$ 324,161	\$ 167,814	\$ 156,347	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Valley		New Project	15925	Utah & Salt Lake Canal Trail; MVC Trail to 6400 West	Project extends the UTSL Canal Trail to 6400 West, improving access to the regional trail network.	2017	\$ 291,000	\$ 271,299	\$ -	\$ 271,299	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Valley City	Var	New Project - 028()	17869	Cross Towne Trail; 2700 West to Bangerter Hwy	New Trail Construction	2019	\$ 600,000	\$ 451,458	\$ -	\$ 451,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Magna	2820 South	Newproject-030(2020)	18836	2820 South; 7563 West to 7440 West - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2020	\$ 224,900	\$ 204,706	\$ -	\$ -	\$ 204,706	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	Kensington	Newproject-031(2020)	18837	Kensington Avenue; West Temple tp 600 East	Enhance Bike/ Ped use of and connectivity for all ages & abilities	2020	\$ 538,600	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake County	8425 South	Newproject-032(2020)	18838	8425 South; 1300 East to 1475 East - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2020	\$ 396,200	\$ 322,855	\$ -	\$ -	\$ 322,855	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	Kensington	Newproject-S_TAP-001(2021)	0	Kensington East-West Neighborhood Byway (Phase 2)	Enhance Bike/ Ped use of and connectivity for all ages & abilities	2021	\$ 587,900	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ -	\$ -	\$ -

Transportation Alternatives Program (TAP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year	Allocation of Programmed Funds per Federal Fiscal Year				Concept Development		
					Location/ Limits	Concept/ Type of Improvement						2021	2022	2023	2024	2025	2026	2027
Salt Lake	Magna	2820	Newproject-S_TAP-002(2021)	0	2820 South; 7630 West to 7736 West - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2021	\$ 514,900	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	
Salt Lake	Herriman	Juniper Crest	Newproject-S_TAP-003(2021)	0	Juniper Crest Crosswalk & Mt Ogden Peak Dr	This is an intersection crosswalk reconfiguration and Traffic Signal Installation and Reconfiguration of Intersection Crosswalks	2021	\$ 330,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	
Salt Lake	West Jordan	TRAX Rail	Newproject-S_TAP-004(2021)	0	TRAX Rail Trail Design	Project will design new trail in and near the UTA TRAX Redline.	2021	\$ 160,000	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ -	\$ -	

Transportation Alternatives Program (TAP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement						2021	2022	2023	2024	2025	2026	2027
Davis	West Bountiful		New Project	14855	Pages Lane Bike Lanes; 800 West to Legacy Trail	Construct Bike/ Pedestrian Facility	2016	\$ 450,000	\$ 375,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	West Haven		F-LC57(33)	12166	River Parkway Trail; 1800 South to City Cemetery	New Construction of Bike/ Ped Trail	2014	\$ 1,280,465	\$ 966,311	\$ 966,311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Riverdale	1050 West	Newproject-033(2020)	18834	UDOT Reg One/ Riverdale - 1050 West & I-84 Sidewalk, Bike/ Ped Facility	Safe Routes to School - Construct Missing Sidewalk	2020	\$ 507,525	\$ 480,000	\$ -	\$ -	\$ 480,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Layton	Kay's Creek	Newproject-034(2020)	18835	East & West Trail Connections for Kay's Creek Trail Highway 89 Underpass	New Trail Construction	2020	\$ 790,500	\$ 395,250	\$ -	\$ -	\$ 395,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	South Weber	Weber River	Newproject-O_TAP-001(2021)	0	Weber River Parkway Trailhead Connection Phase I Fisherman's Trailhead and US-89 Crossing	Construct Phase I of Trail from US-89 Crossing	2021	\$ 383,700	\$ 241,186	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 241,186	\$ -	\$ -	
Davis	Clearfield	Canal Trail	Newproject-O_TAP-002(2021)	0	Clearfield Canal Trail; 200 So to 300 No (Clearfield)	Complete a Section of the Trail, Completing a 3 mile bike/ ped facility	2021	\$ 145,500	\$ 135,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 135,650	\$ -	\$ -	

Glossary of Federal Funding Types

DRAFT
2022-2027
TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
PROJECTS

For the

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



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
5309 FIX_GDW	SEC 509 FIXED GUIDEWAY GRANT	LOCAL	100.00	Y	F
BRD_F	BRIDGE RESEARCH & DEPLOY PRG	MISC	50.00	Y	F
BR_OFF	BRIDGE REHAB/REPLACEMENT (OFF SYSTEM)	BRIDGE	80.00	Y	F
BR_ON/OFF	BRIDGE REHAB/REPLACEMENT (ON/OFF)	BRIDGE	80.00	Y	F
BYWAYS	SCENIC BYWAYS	FLH	80.00	Y	F
CMAQ_BOX_EL1	CONGESTION MITIGATION @100%	CMAQ	100.00	Y	F
CMAQ_BOX_ELD	CONGESTION MITIGATION / AIR (BOX ELDER)	CMAQ	93.23	Y	F
CMAQ_CACHE	CONGESTION MITIGATION/AIR QUALITY (CACHE	CMAQ	93.23	Y	F
CMAQ_CACHE1	CMAQ CACHE @ 100%	CMAQ	100.00	Y	F
CMAQ_MAG	CONGESTION MITIGATION/AIR QUALITY (MAG)	CMAQ	93.23	Y	F
CMAQ_MAG_100	CMAQ MAG @ 100 %	CMAQ	100.00	Y	F
CMAQ_PM2.5	CMAQ REDUCE PM 2.5 EMISSIONS	CMAQ	93.23	Y	F
CMAQ_PM2.5_1	CMAQ 2.5 @ 100% PRORATA	CMAQ	100.00	Y	F
CMAQ_TOOELE	CONGESTION MITIGATION/AIR QUALITY (TOOEL	CMAQ	93.23	Y	F
CMAQ_TOOELE1	CMAQ TOOELE @ 100 %	CMAQ	100.00	Y	F
CMAQ_WFRC	CONGESTION MITIGATION/AIR QUALITY (WFRC)	CMAQ	93.23	Y	F
CMAQ_WFRC_1	CMAQ WFRC @ 100 % PRO-RATA	CMAQ	100.00	Y	F
COVID_UTA	CRRSAA FUNDS FOR UTA	STP	100.00	Y	F
EM_2005_IMD	EARMARK - IM DISCRETIONARY (2005)	EARMARK	94.18	Y	F
EM_2005_PLH	EARMARK - PUBLIC LANDS HWYS (2005)	EARMARK	100.00	Y	F
EM_2006_112	EARMARK - SECTION 112 (2006)	EARMARK	100.00	Y	F
EM_2006_PLH	EARMARK - PUBLIC LANDS HWYS (2006)	EARMARK	100.00	Y	F
EM_2008_129	EARMARK - SECTION 129	EARMARK	100.00	Y	F
EM_2009_PLHD	EARMARK - PUBLIC LANDS HIGHWAY (2009)	EARMARK	100.00	Y	F
EM_2009_TCSP	EARMARK - TCSP (2009)	EARMARK	80.00	Y	F
EM_2010_FBD	EARMARK - FERRY BOAT DISCRETIONARY	EARMARK	80.00	Y	F
EM_2010_IMD	EARMARK - IM DISCRETIONARY (2010)	EARMARK	90.00	Y	F
EM_2011_PLHD	EARMARK - PUBLIC LANDS HWY DISCRETIONARY	EARMARK	100.00	Y	F
EM_2011_TPF	EARMARK - TRUCK PARKING FAC PROG (2011)	EARMARK	100.00	Y	F
EM_2012_HFL	EARMARK - HWY FOR LIFE (2012)	EARMARK	80.00	Y	F
EM_2012_IBRD	EARMARK - INNOVATIVE BRIDGE RESEARCH	EARMARK	100.00	Y	F
EM_2012_PLHD	EARMARK - PUBLIC LANDS HWY DISC. (2012)	EARMARK	100.00	Y	F
EM_2012_TCSP	EARMARK - TCSP PROGRAM (2012)	EARMARK	80.00	Y	F
EM_2014_FBD	FERRY BOAT DISC FUNDS - 2014	EARMARK	80.00	Y	F
EM_2015_FBD	FERRY BOAT DISCR FUND 2015	EARMARK	80.00	Y	F
EM_2016_FBD	FERRY BOAT DISC FUNDS - 2016	EARMARK	80.00	Y	F
EM_2017_FBD	FERRY BOAT DISCR FUNDS - 2017	EARMARK	80.00	Y	F
EM_2018_FBD	FERRY BOAT DISR FUNDS - 2018	EARMARK	80.00	Y	F
EM_2019_FBD	FERRY BOAT DISC FUND FOR 2019	EARMARK	80.00	Y	F
EM_2020_FBD	FERRY BOAT DISC FUND FOR 2020	EARMARK	80.00	Y	F
EM_2021_FBD	FERRY BOAT DISC FOR 2020	EARMARK	80.00	Y	F
EM_HPP_1702	EARMARK - HIGH PRIOR PROJ - SECTION 1702	EARMARK	80.00	Y	F
EM_HPP_2010	EARMARK - 2010 SURFACE TRANS PRIORTIES	EARMARK	100.00	Y	F
EM_HPP_T21	EARMARK - HIGH PRIOR PROJ - TEA 21	EARMARK	80.00	Y	F
EM_RN29	STP 5590 REPURPOSED EARMARK	EARMARK	80.00	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
EM_RPF0@80	EM_RPF0@80 REPURPOSED EARMARK 80/20	EARMARK	80.00	Y	F
EM_RPF1@93.2	REPURPOSED EARMARK @93.23	EARMARK	93.23	Y	F
EM_RPF9@80	REPURPOSED EARMARK @ 80	EARMARK	80.00	Y	F
EM_RPF9@93.2	REPURPOSED EARMARK @ 93.23	EARMARK	93.23	Y	F
EM_RPS0@93.2	REPURPOSED EARMARK SPECIAL	EARMARK	93.23	Y	F
EM_RPS9@100	REPURPOSED EARMARK @ 100%	EARMARK	100.00	Y	F
EM_RPS9@80	REPURPOSED EARMARK @ 80%	EARMARK	80.00	Y	F
EM_RPS9@93.2	REPURPOSED EARMARK @ 93.23	EARMARK	93.23	Y	F
EM_TI_1934	EARMARK - TRANS IMPROV PROJ - SEC 1934	EARMARK	93.23	Y	F
ENH_EAC_100%	STP ENHANCEMENT FUNDS @ 100%	STP	100.00	Y	F
EQ_BONUS(MG)	EQUITY BONUS / MINIMUM GUARANTY	EB / MG	93.23	Y	F
ER_2010	EMERGENCY RELIEF - 2010 EVENTS (93.23%)	ER	93.23	Y	F
ER_2016	EMERGENCY RELIEF - 2016 EVENT	ER	93.23	Y	F
ER_2019	EMERGENCY RELIEF - 2019	ER	100.00	Y	F
ER_2019@93.2	EMERGENCY RELIEF - 2019 @ 93.23	ER	93.23	Y	F
ER_2020	EMERGENCY RELIEVE FMIS FAST ACT	ER	93.23	Y	F
ER_2020_100%	EMERGENCY RELIEF - 100%	ER	100.00	Y	F
ER_OTHER	EMERGENCY RELIEF - OTHER EVENTS	ER	100.00	Y	F
FA_ATCMDT	ADVANCED TECH DEPLOY GRANT	MISC	100.00	Y	F
FA_INFRA@100	INFRA GRANT	MISC	100.00	Y	F
FA_LTAP	LOCAL TRANSPORTATION ASSISTANCE PRGM	MISC	50.00	Y	F
FA_MISC	FEDERAL AID MISCELLANEOUS	MISC	80.00	Y	F
FA_MISC_100%	MISC. FEDERAL AID WITH 100% PRO RATA	MISC	100.00	Y	F
FA_MISC_50%	FEDERAL AID WITH 50% PRO-RATA	MISC	50.00	Y	F
FA_PUB_LANDS	PUBLIC LANDS HIGHWAYS	FLH	100.00	Y	F
FA_SHRP2	SHRP2 IMPLEMENTATION ASSISTANCE	MISC	100.00	Y	F
FA_STIC_2015	STIC INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2017	FY17 STIC INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2018	STIC - INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2019	2019 STIC TECH INNOVATE DEPLOYMENT	MISC	100.00	Y	F
FLHP	FEDERAL LANDS HIGHWAY PROGRAM	FLH	100.00	Y	F
FTA 5309_FGC	FIXED GUIDEWAY CAPITAL INVESTMENTS GRANT	LOCAL	50.00	Y	F
FTA_5312_80	FTA SECTION 5312 @ 80%	FTA	80.00	Y	F
FTASEC_3028	FED TRANSIT ADMINISTRATION SEC 3028	STATE	80.00	Y	F
FTASEC_5303	FED TRANSIT ADMINISTRATION	PL	80.00	Y	F
FTASEC_5307	FED TRANSIT ADMINISTRATION SEC. 5307	STATE	80.00	Y	F
FTASEC_5309	FED TRANSIT ADMINISTRATION SEC 5309	STATE	80.00	Y	F
FTASEC_5310	FED TRANSIT ADMINISTRATION SEC 5310	STATE	80.00	Y	F
FTASEC_5320	TRANSIT IN THE PARK FUNDING	LOCAL	80.00	Y	F
FTASEC_5337	SECTION 5337 STATE OF GOOD REPAIR FUNDS	LOCAL	80.00	Y	F
FTASEC_5339	FED TRANSIT ADMINISTRATION SEC 5339	STATE	80.00	Y	F
FTA_5303	FTA-MPO (CPG) FUNDS @ 93.23 % PRORATA	PL	93.23	Y	F
FTA_5303_100	FTA MPO FUNDS @100 %	PL	100.00	Y	F
FTA_5304_80%	FTA SEC_5304 GRANT @ 80%	LOCAL	80.00	Y	F
FTA_5307_50%	FTA SECTION 5307 GRANT 50% MATCH	LOCAL	50.00	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
FTA_5310_100	FTA SECTION 5310 @ 100 %	LOCAL	100.00	Y	F
FTA_5310_50	FTA SECTION 5310 @50 % SM RURAL	LOCAL	50.00	Y	F
FTA_5310_80	FTA SECTION 5310 @ 80% SM RURAL	LOCAL	80.00	Y	F
FTA_5311_10	FTA-5311 60%@ 50%, 40% @ 20% MATCH	STATE	58.80	Y	F
FTA_5311_100	FTA SECTION 5311 GRANT AT 0% MATCH	LOCAL	100.00	Y	F
FTA_5311_50%	FTA SECTION 5311 GRANT 50 % MATCH	LOCAL	50.00	Y	F
FTA_5311_80	FTA SECTION 5311 @ 80%	LOCAL	80.00	Y	F
FTA_5312_77.	FTA 5312 FUNDS AT 77.5% PRORATA	FTA	77.48	Y	F
FTA_5312_85%	FTA SECTION 5312 LONO FUNDS	LOCAL	85.00	Y	F
FTA_5312_90%	FTA SECTIN 5312 LONO FUNDS @ 90%	LOCAL	90.00	Y	F
FTA_5316_10	FTA- 5316 JOB ACCESS & REVERSE COMMUTE	STATE	58.80	Y	F
FTA_5317	TRANSIT - NEW FREEDOM PROGRAM	STATE	50.00	Y	F
FTA_5317_10	FTA-5317 NEW FREEDOM PROGRAM	STATE	58.80	Y	F
FTA_5329_80	FTA SECTION 5329 @ 80 %	LOCAL	80.00	Y	F
FTA_5338	FTA SECTION 5338	FTA	80.00	Y	F
FTA_5339_80	FTA SECTION 5339 @ 80 %	LOCAL	80.00	Y	F
FTA_5339_80A	FTA FORMULA FUNDS	FTA	80.00	Y	F
FTA_5339_80B	FTA - DISCRETIONARY FUNDS	FTA	80.00	Y	F
FTA_5339_80C	LO/NO DISCRETIONARY FUNDS	FTA	80.00	Y	F
FTA_5339_85	FTA BUS & BUS FACILITY FUNDS	LOCAL	85.00	Y	F
FTA_ILL	FED TRANSIT ADMINISTRATION ILLUSTRATIVE	STATE	80.00	Y	F
HPP_1702@100	EARMARK - HPP - SEC 1702 @ 100 %	EARMARK	100.00	Y	F
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGAM	SAFETY	93.23	Y	F
HSIP_100%	HIGHWAY SAFETY PROGRAM @ 100 % FA	SAFETY	100.00	Y	F
HSIP_HRRR	HIGH RISK RURAL ROADS	SAFETY	93.23	Y	F
HSIP_HRRR@1	HSIP HIGH RISK RURAL ROADS @100%	SAFETY	100.00	Y	F
HSIP_HRRR_SR	HSIP HIGH RISK RURAL ROAD - SPECIAL RULE	SAFETY	93.23	Y	F
IM	INTERSTATE MAINTENANCE	IM	94.18	Y	F
ITS_RESEARCH	ITS RESEARCH ALLOCATION OF FUNDS	MISC	50.00	Y	F
LHIP	HIGHWAY INFRASTRUCTURE	MISC	80.00	Y	F
LOCAL_GOVT	LOCAL GOVERNMENT FUNDS	LOCAL	0.00	Y	L
LOCAL_INKIND	LOCAL IN KIND (SOFTMATCH)	LOCAL	0.00	Y	O
LOCAL_MAG	LOCAL FUNDS FROM MAG	LOCAL	0.00	Y	L
LOCAL_MATCH	LOCAL MACHING FUNDS	LOCAL	0.00	Y	L
LOCAL_UNCOL	LOCAL GOVERNMENT UNCOLLECTED FUNDS	LOCAL	0.00	Y	O
LOCAL_WFRC	LOCAL FUNDS FROM WFRC	LOCAL	0.00	Y	L
L_BETTERMENT	LOCAL GOVT - BETTERMENT CO-OP	LOCAL	0.00	Y	O
L_CORR-WEBER	CORRIDOR PRESERVATION - WEBER CO	LOCAL	0.00	Y	O
L_CORR_DAVIS	CORRIDOR PRESERVATION - DAVIS CO	LOCAL	0.00	Y	O
L_CORR_MATCH	CORRIDOR PRESERVATION - STATE MATCH	LOCAL	0.00	Y	O
L_CORR_UTCO	CORRIDOR PRESERVATION - UTAH CO	LOCAL	0.00	Y	O
L_CORR_WASH	CORRIDOR PRESERVATION - WASHINGTON CO	LOCAL	0.00	Y	L
L_PASS_MATCH	LOCAL PASS THUR MATCH	LOCAL	0.00	Y	O
MAG_EXCHANGESTATE/	FEDERAL FUNDS EXCHANGE W/MAG	LOCAL	0.00	Y	L
NHFP	NATIONAL HIGHWAY FREIGHT PROGRAM	NHFP	93.23	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
NHPP_BR	NAT'L HIGHWAY PERFORM PROG. BRIDGE ON	NHPP	93.23	Y	F
NHPP_EXEMPT	NAT'L PERFORM PROG - EXEMPT	NHPP	93.23	Y	F
NHPP_IM	NAT'L HIGHWAY PERFORM PROGRAM - IM	NHPP	94.18	Y	F
NHPP_NHS	NAT'L HIGHWAY PERFORM PROG. NHS ROUTES	NHPP	93.23	Y	F
NHS	NATIONAL HIGHWAY SYSTEM	NH	93.23	Y	F
NRT	NATIONAL RECREATION TRAILS	REC TRAILS	50.00	Y	F
NSFL&TPGRANT	NAT'L SIG FED LAND & TRIBAL GRANT	MISC	100.00	Y	F
NSTI	NATIONAL SUMMER TRANSPORTATION INSTITUTE	MISC	100.00	Y	F
OTHER	PRIVATE FUNDS	MISC	0.00	Y	O
OTHER_STATE	OTHER STATE AGENCY	STATE	0.00	Y	S
PL_CMPO	PLANNING MPO (CACHE)	STP	93.23	Y	F
PL_CMPO_100	PLANNING FUND CMPO 100%	PL	100.00	Y	F
PL_DMPO	PLANNING MPO (DIXIE)	STP	93.23	Y	F
PL_MAG	PLANNING MPO (MAG)	STP	93.23	Y	F
PL_WFRC	PLANNING MPO (WFRC)	STP	93.23	Y	F
PL_WFRC_100	PLANNING WFRC AT 100 %	STP	100.00	Y	F
R/H_DEVIC90S	RAIL/HWY DEVICES WITH STATE MATCH	RAIL/HWY	90.00	Y	F
R/H_DEVICES1	RAIL/HWY DEVICES @ 100%	RAIL/HWY	100.00	Y	F
R/H_DEVICES90	RAIL/HIGHWAY DEVICES @90/10	RAIL/HWY	90.00	Y	F
R/H_HZ_EL90S	RAIL/HWY HAZARD ELIM W/ STATE MATCH	RAIL/HWY	90.00	Y	F
R/H_HZ_ELM1	RAIL/HWY HAZARD ELIM @100 %	RAIL/HWY	100.00	Y	F
R/H_HZ_ELM90	RAIL / HWY ELIM @90/10	RAIL/HWY	90.00	Y	F
SAFETY_406	SAFETY INITIATIVES SECTION 406 PROGRAM	SAFETY	100.00	Y	F
SEC154_HSIP	SECTION 154 PENALTIES FOR HSIP	HSIP	93.23	Y	F
SEC164_HSIP	SECTION 164 PENALTIES-FOR HSIP	HSIP	93.23	Y	F
SPR_P	STATEWIDE PLANNING & RESEARCH (PLANNING)	SPR	80.00	Y	F
SPR_P_100%	SPR PLANNING FUNDS @ 100%	SPR	100.00	Y	F
SPR_P_50%	SPR PLANNING FUNDS 50%	SPR	50.00	Y	F
SPR_P_MAG	SPR PLANNING FUNDS MAG	SPR	100.00	Y	F
SPR_P_WFRC	WFRC PLANNING FUNDS	SPR	100.00	Y	F
SPR_R	STATEWIDE PLANNING & RESEARCH (RESEARCH)	SPR	80.00	Y	F
SPR_R_100%	SPR POOLED FUND 100%	SPR	100.00	Y	F
SR2S_INFR	SAFE ROUTES TO SCHOOLS - INFRASTRUCTURE	SAFETY	100.00	Y	F
SR2S_OPT	SAFE ROUTES TO SCHOOLS - EITHER	SAFETY	100.00	Y	F
SR2S_PRGM	SAFE ROUTES TO SCHOOLS - PROGRAM ADMIN	STATE	100.00	Y	F
STP_BR	STP - JHC BRIDGE FUNDS UNDER MAPP-21	STP	93.23	Y	F
STP_BRIDGE	STP - BRIDGE FUNDS FOR STATE PROJECTS	STP	93.23	Y	F
STP_BR_100%	JHC BRIDGE FUNDS @ 100 % PRO-RATA	STP	100.00	Y	F
STP_COVID_OL	CRRSAA FUND FOR 2021- OGDEN LAYTON	STP	100.00	Y	F
STP_COVID_PO	CRRSAA FUNDS FOR 2021 FOR PROVO OREM	STP	100.00	Y	F
STP_COVID_SL	CRRSAA BILL - 2021 SALT LAKE	STP	100.00	Y	F
STP_COVID_ST	CRRSAA FUNDS FOR STATEWIDE	STP	100.00	Y	F
STP_ENH_EAC	STP - ENHANCEMENT - ADVISORY COMM	STP	80.00	Y	F
STP_ENH_ST	STP - ENHANCEMENT - STATE	STP	80.00	Y	F
STP_EXCHANGE	STP FUNDS EXCHANGE WITH MPO	STP	93.23	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
STP_FLX_100%	STP_FLEXIBLE @ 100 FEDERAL FUNDING	STP	100.00	Y	F
STP_FLX_CMPO	STP - FLEXIBLE CACHE (CMPO)	STP	93.23	Y	F
STP_FLX_DMPO	STP - FLEXIBLE DIXIE (DMPO)	STP	93.23	Y	F
STP_FLX_MAG	STP - FLEXIBLE SOUTH UTAH CO (MAG)	STP	93.23	Y	F
STP_FLX_ST	STP - FLEXIBLE (ANY AREA) STATEWIDE	STP	93.23	Y	F
STP_FLX_WFRC	STP - FLEXIBLE (WFRC)	STP	93.23	Y	F
STP_HIF_BR	HIF BRIDGE REPLACE & REHAB (2020)	STP	93.23	Y	F
STP_HIF_O/L	HIGHWAY INFRASTRUCTURE - OGDEN/LAYTON	STP	93.23	Y	F
STP_HIF_P/O	HIGHWAY INFRASTRUCTURE - PROVO/OGDEN	STP	93.23	Y	F
STP_HIF_RURL	HIGHWAY INFRASTRUCTURE - NON URBAN	STP	93.23	Y	F
STP_HIF_SL	HIGHWAY INFRASTRUCTURE - SALT LAKE	STP	93.23	Y	F
STP_HIF_ST	HIGHWAY INFRASTRUCTURE FUNDS	STP	93.23	Y	F
STP_HIF_SU	HIGHWAY INFRASTRUCTURE - SMALL URBAN	STP	93.23	Y	F
STP_RURAL	STP-RURAL (NON URBAN)	STP	93.23	Y	F
STP_SU_CMPO	STP - SMALL URBAN (CACHE)	STP	93.23	Y	F
STP_SU_DMPO	STP - SMALL URBAN (DIXIE)	STP	93.23	Y	F
STP_SU_DMPO1	STP-SMALL URBAN DMPO @ 100	STP	100.00	Y	F
STP_SU_JHC	STP - SMALL URBAN (JHC)	STP	93.23	Y	F
STP_SU_JHC@1	STP- SMALL URBAN (JHC) @ 100 %	STP	100.00	Y	F
STP_SU_MAG	STP - SMALL URBAN SOUTH UTAH CO (MAG)	STP	93.23	Y	F
STP_SU_UDOT	STP SMALL URBAN FUNDS - UDOT	STP	93.23	Y	F
STP_TAP_ST	CONVERTED TAP FUNDS TO STP	TAP	93.23	Y	F
STP_UB_P/O_U	UDOT'S URBAN STP FROM MAG EXCHANGE	STP	93.23	Y	F
STP_URB_O/L	STP - URBAN AREA OGDEN / LAYTON (WFRC)	STP	93.23	Y	F
STP_URB_P/O	STP - URBAN AREA PROVO/OREM (MAG)	STP	93.23	Y	F
STP_URB_SL	STP - URBAN AREA SALT LAKE (WFRC)	STP	93.23	Y	F
STP_URB_SL@1	STP SALT LAKE URBAN FUNDS @ 100 %	STP	100.00	Y	F
STP_URB_SL_U	UDOT'S STP FUNDS FROM WFRC EXCHANGE	STP	93.23	Y	F
STP_UR_O/L@1	STP - O/L URBAN AREA @ 100%	STP	100.00	Y	F
STP_UR_P/O@1	STP-URBAN STEA 03 FUNDS	STP	100.00	Y	F
ST_ADA_RAMPS	STATE CONST-ADA RAMP PLACEMENTS	STATE	0.00	Y	S
ST_APPROP	STATE APPROPRIATED BUDGET	STATE	0.00	Y	S
ST_ATMS	STATE CONST - ATMS STATEWIDE	STATE	0.00	Y	S
ST_ATMS_AM	ATMS ASSET MANGEMENT (LIFE CYCLE REPLACE	STATE	0.00	Y	S
ST_BARRIER	STATE CONST - BARRIER TREATMENTS	STATE	0.00	Y	S
ST_BONDS_MVC	MTN VIEW CORRIDOR - LEG APPROVED BONDING	STATE	0.00	Y	S
ST_BRIDGE	STATE CONST - BRIDGE PROGRAM	STATE	0.00	Y	S
ST_CAV	CONNECTED AUTONOMOUS VEHICLE	STATE	0.00	Y	S
ST_CHF	CENTENNIAL HIGHWAY FUND	STATE	0.00	Y	S
ST_CHF_TIF	CENTENNIAL HWY FUND - DEPOSITS TO TIF	STATE	0.00	Y	S
ST_CLS_ADJ	CLOSE ADJUSTMENTS	STATE	0.00	N	S
ST_CODE_ONE	STATE CODE ONE FUNDS	STATE	0.00	Y	S
ST_CONCEPT_D	REGION CONCEPT DEVELOPMENT	STATE	0.00	Y	S
ST_CONCPT_D1	REGION ONE CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D2	REGION TWO CONCEPT FUNDS	STATE	0.00	Y	S



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_CONCPT_D3	REGION THREE CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D4	REGION FOUR CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONST	STATE CONSTRUCTION	STATE	0.00	Y	S
ST_CONT_PG	STATE CONST - PROGRAMMING CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R1	STATE CONST - REGION 1 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R2	STATE CONST - REGION 2 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R3	STATE CONST - REGION 3 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R4	STATE CONST - REGION 4 CONTINGENCY	STATE	0.00	Y	S
ST_CORR_CEV	STATE CONST - CORRIDOR STUDIES & CEVP	STATE	0.00	Y	S
ST_CORR_PRES	OTHER CORRIDOR PRESERVATION FUNDS	STATE	0.00	Y	S
ST_ER_FUND	STATE EMERGENCY RELIEF FUNDS	STATE	0.00	Y	S
ST_EXCHANGE	STATE CONST - FUNDS EXCHANGE PROGRAM	STATE	0.00	Y	S
ST_EXCH_MAG	STATE FUND EXCHANGE WITH MAG	STATE	0.00	Y	S
ST_EXPRESS	EXPRESS LANES REVENUE - CAPITAL PRGM	STATE	0.00	Y	S
ST_FWY_OPS	STATE FREEWAY OPERATIONAL FUNDS	STATE	0.00	Y	S
ST_GF_BRIDGE	GENERAL FUND - BRIDGE PROGRAM	STATE	0.00	Y	S
ST_GF_CHN	GENERAL FUND - CRITICAL HIGHWAY NEEDS	STATE	0.00	Y	S
ST_GF_HB173	STATE CONSTRUCTION PER HB 173	STATE	0.00	Y	S
ST_GF_HB185	GENERAL FUND - HB 185 (2010)	STATE	0.00	Y	S
ST_GF_HB242	GENERAL FUND - HB 242 (2009)	STATE	0.00	Y	S
ST_GF_HB3	GENERAL FUND - HB 3 (2012) ITEM 49	STATE	0.00	Y	S
ST_GF_HCP	GENERAL FUND - HWY CONSTRUCTION PRGM	STATE	0.00	Y	S
ST_GF_OTHER	GENERAL FUND - OTHER	STATE	0.00	Y	S
ST_GF_SB3	GENERAL FUNDS - SB3 (2021)	STATE	0.00	Y	S
ST_GF_STUDY	STATEWIDE E/W CORRIDOR PLANNING STUDY	STATE	0.00	Y	S
ST_GF_TIF	GENERAL FUND - TRANSP INVESTMENT FUND	STATE	0.00	Y	S
ST_GF_TPA	TECHNICAL PLANNING ASSISTANCE - HB3	STATE	0.00	Y	S
ST_HB377/TF	TRANSPORTATION FUNDING FROM HB377	STATE	0.00	Y	S
ST_HWY_TRNSF	STATE CONST - JURISDICTIONAL TRANSFER	STATE	0.00	Y	S
ST_ICTD	IMPACTED COMMUNITIES TRANS DEVELOP FUND	STATE	0.00	Y	S
ST_INELIGIBL	STATE INELIGIBLE FUNDS USED TO CLOSE OUT	STATE	0.00	Y	S
ST_INS-RECOV	FUNDS RECOVERED FOR DAMAGE REPAIR	STATE	0.00	Y	S
ST_ITS	STATE ITS FUNDS	STATE	0.00	Y	S
ST_KW_KW_C	KNOW WHERE KNOW WHY CAMPAIGN	STATE	0.00	Y	S
ST_LIGHTING	STATE CONST - LIGHTING	STATE	0.00	Y	S
ST_MATCH	STATE MATCHING FUNDS - F.A. PROGRAM	STATE	0.00	Y	S
ST_MOTOR_CAR	STATE MOTOR CARRIER FUNDS	STATE	0.00	Y	S
ST_PK_ACCESS	STATE PARK ACCESS ROADS (JHC)	STATE	0.00	Y	S
ST_PR	STATE - PUBLIC RELATIONS	STATE	0.00	Y	S
ST_PVMT	STATE CONST - PAVEMENT PRESERVATION	STATE	0.00	Y	S
ST_PVMT_LV2	STATE PAVEMENT LEVEL TWO FUNDS	STATE	0.00	Y	S
ST_PVMT_TAP	STATE TAP FUNDS FROM PVMT PROG.	STATE	0.00	Y	S
ST_QTR_QTR	QUARTER OF QUARTER	STATE	0.00	Y	S
ST_RESEARCH	STATE RESEARCH MATCH FUNDS	STATE	0.00	Y	S
ST_RET_ROW	STATE FUNDS RETAINED FROM RIGHT OF WAY	STATE	0.00	Y	S



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_RET_ROW_S	STATE RETAINED ROW FUNDS	STATE	0.00	Y	S
ST_SAFETY_ED	STATE FUNDS FOR SAFETY EDUCATION	STATE	0.00	Y	S
ST_SAFE_SIDE	SAFE SIDEWALK PROGRAM FUNDS	STATE	0.00	Y	S
ST_SB115	COUNTY OF 1ST CLASS FUNDS	STATE	0.00	Y	S
ST_SB215	SALT LAKE COUNTY BOND PROJECTS	STATE	0.00	Y	S
ST_SIB_LG	SIB FUNDS FOR LOCAL GOVERNMENT	STATE	0.00	Y	S
ST_SIGNALS	STATE CONSTRUCTION - SIGNAL PROGRAM	STATE	0.00	Y	S
ST_SIGNING	STATE CONST - SIGNING	STATE	0.00	Y	S
ST_SIGNL_M&O	SIGNALS MAINTENANCE & OPERATIONS	STATE	0.00	Y	S
ST_SPOT_MNT	STATE CONST - MAINT SPOT IMPROVEMENTS	STATE	0.00	Y	S
ST_SPOT_SFTY	STATE CONST - SAFETY SPOT IMPROVEMENTS	STATE	0.00	Y	S
ST_SRPLS_DOC	STATE SURPLUS PROPERTY DOCUMENTATION	STATE	0.00	Y	S
ST_STLMNT	STATE SETTLEMENT FUNDS	STATE	0.00	Y	S
ST_STUDIES	STATEWIDE CORRIDOR STUDIES	STATE	0.00	Y	S
ST_T&S_FUND	STATE TRAFFIC & SAFETY FUNDS	STATE	0.00	Y	S
ST_TF_HB2	TRANSPORTATION FUND - HB2 (2018)	STATE	0.00	Y	S
ST_TIF	STATE TIF FUNDS	STATE	0.00	Y	S
ST_TIFEX_CPO	STATE TIF EXCHANGE WITH CMPO	STATE	0.00	Y	S
ST_TIFEX_MAG	STATE TIF EXCHANGE WITH MAG	STATE	0.00	Y	S
ST_TIF_CC	TIF SPECIFICALLY FOR COTTONWOOD CYNS.	STATE	0.00	Y	S
ST_TIF_EXCH	TIF FUNDS EXCHANGED FOR FEDERAL FUNDS	STATE	0.00	Y	S
ST_TIF_HB377	GENERAL FUND - HB 377 (2013)	STATE	0.00	Y	S
ST_TIF_HB433	FUNDS PROGRAMMED BY HB433	STATE	0.00	Y	S
ST_TIF_MATCH	STATE TIF MATCH FUNDS	STATE	0.00	Y	S
ST_TIF_PRES	TIF FUNDS DEDICATED TO PRESERVATION	STATE	0.00	Y	S
ST_TIF_SB229	TIF FUNDS - SB229 (2012)	STATE	0.00	Y	S
ST_TOLL_CR	STATE TOLL CREDIT	STATE	0.00	Y	S
ST_TRANS_SOL	STATE TRANSPORTATION SOLUTIONS	STATE	0.00	Y	S
ST_TSP_MS4	TRANSPORTATION SOLUTIONS MS4 FUNDS	STATE	0.00	Y	S
ST_TTIF	STATE TRANS TRANSPORTATION INVEST FUND	STATE	0.00	Y	S
TAP_FLEX	TRANSPORTATION ALTERNATIVE PROGRAM	TAP	93.23	Y	F
TAP_FLEX1	TAP 100% PRO RATA	TAP	100.00	Y	F
TAP_NU_JHC	TRANS ALT PROGRAM - NON URBAN JHC	TAP	93.23	Y	F
TAP_SU_CMPO	TRANS ALT PROGRAM - CMPO	TAP	93.23	Y	F
TAP_SU_DMPO	TRANS ALT PROGRAM - DMPO	TAP	93.23	Y	F
TAP_SU_JHC	TRANS ALT PROGRAM - JHC	TAP	93.23	Y	F
TAP_SU_JHC1	TAP SM URBAN JHC @ 100%	TAP	100.00	Y	F
TAP_SU_MAG	TRANS ALT PROGRAM SO. UTAH CO.	TAP	93.23	Y	F
TAP_URB_MAG	TRANS ALT PROGRAM - MAG	TAP	93.23	Y	F
TAP_URB_MAG1	TAP MAG AT 100% PRO RATA	TAP	100.00	Y	F
TAP_URB_O/L	TRANS ALT. PROGRAM- OG/LAYTON	TAP	93.23	Y	F
TAP_URB_WFRC	TRANSPORTATION ALT PROGRAM - WFRC	TAP	93.23	Y	F
TAP_UR_WFRC1	TAP WFRC AT 100% PRO RATA	TAP	100.00	Y	F
TFER_2_UTA	FUNDS TRANSFER TO UTA	WFRC	93.23	Y	F
TIGER	TRANS INVESTMENT GEN ECON RECOVERY	BRIDGE	100.00	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



ePM381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
TIGER_MAG	TIGER FIRST MILE/LAST MILE FOR MAG AREA	MISC	100.00	Y	F
TIGER_SUMMIT	TIGER FIRST MILE/LAST MILE SUMMIT CO	MISC	100.00	Y	F
TIGER_TOOELE	TIGER FIRST MILE/LAST MILE TOOEELE CO	MISC	100.00	Y	F
TIGER_VI	NATL INFRA INVEST TIGER VI	MISC	80.00	Y	F
TIGER_WFRC	TIGER FIRST MILE/LAST MILE FOR WFRC AREA	MISC	100.00	Y	F
TIGGER	TRANSIT -GAS/ ENERGY REDUCTION GRANT	STP	100.00	Y	F
TRANSFER2UTA	FEDERAL FUNDS TRANSFERRED TO UTA	MISC	100.00	Y	F
UPRR	UNION PACIFIC RAILROAD	LOCAL	0.00	Y	O
UTA_FUNDS	UTA FUNDS	LOCAL	0.00	Y	O
UTCO_BOND	UTAH COUNTY TRANSPORTATION BOND	LOCAL	0.00	Y	O

Other Federal Highway Administration Funds ePM Tables For –

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

National Highway Performance (NHPP)
Interstate Maintenance (IM)
National Highway System (NHS)
Bridge On - State System
Any Area Statewide Bridge Replacement
Off System – Local
Off System – Optional
Minimum Guarantee
Highway Safety Improvement
Safety Any Area
Rail/ Highway Crossing – Hazard Elimination
Recreational Trails Program
Safe Routes to School
Economic Recovery
TIGER Discretionary Funds
Other Federal Funds



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
5309 FIX_GDW	SEC 509 FIXED GUIDEWAY GRANT	LOCAL	100.00	Y	F
BRD_F	BRIDGE RESEARCH & DEPLOY PRG	MISC	50.00	Y	F
BR_OFF	BRIDGE REHAB/REPLACEMENT (OFF SYSTEM)	BRIDGE	80.00	Y	F
BR_ON/OFF	BRIDGE REHAB/REPLACEMENT (ON/OFF)	BRIDGE	80.00	Y	F
BYWAYS	SCENIC BYWAYS	FLH	80.00	Y	F
CMAQ_BOX_EL1	CONGESTION MITIGATION @100%	CMAQ	100.00	Y	F
CMAQ_BOX_ELD	CONGESTION MITIGATION / AIR (BOX ELDER)	CMAQ	93.23	Y	F
CMAQ_CACHE	CONGESTION MITIGATION/AIR QUALITY (CACHE	CMAQ	93.23	Y	F
CMAQ_CACHE1	CMAQ CACHE @ 100%	CMAQ	100.00	Y	F
CMAQ_MAG	CONGESTION MITIGATION/AIR QUALITY (MAG)	CMAQ	93.23	Y	F
CMAQ_MAG_100	CMAQ MAG @ 100 %	CMAQ	100.00	Y	F
CMAQ_PM2.5	CMAQ REDUCE PM 2.5 EMISSIONS	CMAQ	93.23	Y	F
CMAQ_PM2.5_1	CMAQ 2.5 @ 100% PRORATA	CMAQ	100.00	Y	F
CMAQ_TOOELE	CONGESTION MITIGATION/AIR QUALITY (TOEEL	CMAQ	93.23	Y	F
CMAQ_TOOELE1	CMAQ TOOELE @ 100 %	CMAQ	100.00	Y	F
CMAQ_WFRC	CONGESTION MITIGATION/AIR QUALITY (WFRC)	CMAQ	93.23	Y	F
CMAQ_WFRC_1	CMAQ WFRC @ 100 % PRO-RATA	CMAQ	100.00	Y	F
EM_2005_IMD	EARMARK - IM DISCRETIONARY (2005)	EARMARK	94.18	Y	F
EM_2005_PLH	EARMARK - PUBLIC LANDS HWYS (2005)	EARMARK	100.00	Y	F
EM_2006_112	EARMARK - SECTION 112 (2006)	EARMARK	100.00	Y	F
EM_2006_PLH	EARMARK - PUBLIC LANDS HWYS (2006)	EARMARK	100.00	Y	F
EM_2008_129	EARMARK - SECTION 129	EARMARK	100.00	Y	F
EM_2009_PLHD	EARMARK - PUBLIC LANDS HIGHWAY (2009)	EARMARK	100.00	Y	F
EM_2009_TCSP	EARMARK - TCSP (2009)	EARMARK	80.00	Y	F
EM_2010_FBD	EARMARK - FERRY BOAT DISCRETIONARY	EARMARK	80.00	Y	F
EM_2010_IMD	EARMARK - IM DISCRETIONARY (2010)	EARMARK	90.00	Y	F
EM_2011_PLHD	EARMARK - PUBLIC LANDS HWY DISCRETIONARY	EARMARK	100.00	Y	F
EM_2011_TPF	EARMARK - TRUCK PARKING FAC PROG (2011)	EARMARK	100.00	Y	F
EM_2012_HFL	EARMARK - HWY FOR LIFE (2012)	EARMARK	80.00	Y	F
EM_2012_IBRD	EARMARK - INNOVATIVE BRIDGE RESEARCH	EARMARK	100.00	Y	F
EM_2012_PLHD	EARMARK - PUBLIC LANDS HWY DISC. (2012)	EARMARK	100.00	Y	F
EM_2012_TCSP	EARMARK - TCSP PROGRAM (2012)	EARMARK	80.00	Y	F
EM_2014_FBD	FERRY BOAT DISC FUNDS - 2014	EARMARK	80.00	Y	F
EM_2015_FBD	FERRY BOAT DISCR FUND 2015	EARMARK	80.00	Y	F
EM_2016_FBD	FERRY BOAT DISC FUNDS - 2016	EARMARK	80.00	Y	F
EM_2017_FBD	FERRY BOAT DISCR FUNDS - 2017	EARMARK	80.00	Y	F
EM_2018_FBD	FERRY BOAT DISR FUNDS - 2018	EARMARK	80.00	Y	F
EM_2019_FBD	FERRY BOAT DISC FUND FOR 2019	EARMARK	80.00	Y	F
EM_2020_FBD	FERRY BOAT DISC FUND FOR 2020	EARMARK	80.00	Y	F
EM_2021_FBD	FERRY BOAT DISC FOR 2020	EARMARK	80.00	Y	F
EM_HPP_1702	EARMARK - HIGH PRIOR PROJ - SECTION 1702	EARMARK	80.00	Y	F
EM_HPP_2010	EARMARK - 2010 SURFACE TRANS PRIORTIES	EARMARK	100.00	Y	F
EM_HPP_T21	EARMARK - HIGH PRIOR PROJ - TEA 21	EARMARK	80.00	Y	F
EM_RNZ9	STP 5590 REPURPOSED EARMARK	EARMARK	80.00	Y	F
EM_RPF0@80	EM_RPF0@80 REPURPOSED EARMARK 80/20	EARMARK	80.00	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
EM_RPF1@93.2	REPURPOSED EARMARK @93.23	EARMARK	93.23	Y	F
EM_RPF9@80	REPURPOSED EARMARK @ 80	EARMARK	80.00	Y	F
EM_RPF9@93.2	REPURPOSED EARMARK @ 93.23	EARMARK	93.23	Y	F
EM_RPS0@93.2	REPURPOSED EARMARK SPECIAL	EARMARK	93.23	Y	F
EM_RPS9@100	REPURPOSED EARMARK @ 100%	EARMARK	100.00	Y	F
EM_RPS9@80	REPURPOSED EARMARK @ 80%	EARMARK	80.00	Y	F
EM_RPS9@93.2	REPURPOSED EARMARK @ 93.23	EARMARK	93.23	Y	F
EM_TI_1934	EARMARK - TRANS IMPROV PROJ - SEC 1934	EARMARK	93.23	Y	F
ENH_EAC_100%	STP ENHANCEMENT FUNDS @ 100%	STP	100.00	Y	F
EQ_BONUS(MG)	EQUITY BONUS / MINIMUM GUARANTY	EB / MG	93.23	Y	F
ER_2010	EMERGENCY RELIEF - 2010 EVENTS (93.23%)	ER	93.23	Y	F
ER_2016	EMERGENCY RELIEF - 2016 EVENT	ER	93.23	Y	F
ER_2019	EMERGENCY RELIEF - 2019	ER	100.00	Y	F
ER_2019@93.2	EMERGENCY RELIEF - 2019 @ 93.23	ER	93.23	Y	F
ER_2020	EMERGENCY RELIEVE FMIS FAST ACT	ER	93.23	Y	F
ER_2020_100%	EMERGENCY RELIEF - 100%	ER	100.00	Y	F
ER_OTHER	EMERGENCY RELIEF - OTHER EVENTS	ER	100.00	Y	F
FA_ATCMDT	ADVANCED TECH DEPLOY GRANT	MISC	100.00	Y	F
FA_INFRA@100	INFRA GRANT	MISC	100.00	Y	F
FA_LTAP	LOCAL TRANSPORTATION ASSISTANCE PRGM	MISC	50.00	Y	F
FA_MISC	FEDERAL AID MISCELLANEOUS	MISC	80.00	Y	F
FA_MISC_100%	MISC. FEDERAL AID WITH 100% PRO RATA	MISC	100.00	Y	F
FA_MISC_50%	FEDERAL AID WITH 50% PRO-RATA	MISC	50.00	Y	F
FA_PUB_LANDS	PUBLIC LANDS HIGHWAYS	FLH	100.00	Y	F
FA_SHRP2	SHRP2 IMPLEMENTATION ASSISTANCE	MISC	100.00	Y	F
FA_STIC_2015	STIC INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2017	FY17 STIC INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2018	STIC - INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2019	2019 STIC TECH INNOVATE DEPLOYMENT	MISC	100.00	Y	F
FLHP	FEDERAL LANDS HIGHWAY PROGRAM	FLH	100.00	Y	F
FTA 5309_FGC	FIXED GUIDEWAY CAPITAL INVESTMENTS GRANT	LOCAL	50.00	Y	F
FTA_5312_80	FTA SECTION 5312 @ 80%	FTA	80.00	Y	F
FTASEC_3028	FED TRANSIT ADMINISTRATION SEC 3028	STATE	80.00	Y	F
FTASEC_5303	FED TRANSIT ADMINISTRATION	PL	80.00	Y	F
FTASEC_5307	FED TRANSIT ADMINISTRATION SEC. 5307	STATE	80.00	Y	F
FTASEC_5309	FED TRANSIT ADMINISTRATION SEC 5309	STATE	80.00	Y	F
FTASEC_5310	FED TRANSIT ADMINISTRATION SEC 5310	STATE	80.00	Y	F
FTASEC_5320	TRANSIT IN THE PARK FUNDING	LOCAL	80.00	Y	F
FTASEC_5337	SECTION 5337 STATE OF GOOD REPAIR FUNDS	LOCAL	80.00	Y	F
FTASEC_5339	FED TRANSIT ADMINISTRATION SEC 5339	STATE	80.00	Y	F
FTA_5303	FTA-MPO (CPG) FUNDS @ 93.23 % PRORATA	PL	93.23	Y	F
FTA_5303_100	FTA MPO FUNDS @100 %	PL	100.00	Y	F
FTA_5304_80%	FTA SEC_5304 GRANT @ 80%	LOCAL	80.00	Y	F
FTA_5307_50%	FTA SECTION 5307 GRANT 50% MATCH	LOCAL	50.00	Y	F
FTA_5310_100	FTA SECTION 5310 @ 100 %	LOCAL	100.00	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
FTA_5310_50	FTA SECTION 5310 @50 % SM RURAL	LOCAL	50.00	Y	F
FTA_5310_80	FTA SECTION 5310 @ 80% SM RURAL	LOCAL	80.00	Y	F
FTA_5311_10	FTA-5311 60%@ 50%, 40% @ 20% MATCH	STATE	58.80	Y	F
FTA_5311_100	FTA SECTION 5311 GRANT AT 0% MATCH	LOCAL	100.00	Y	F
FTA_5311_50%	FTA SECTION 5311 GRANT 50 % MATCH	LOCAL	50.00	Y	F
FTA_5311_80	FTA SECTION 5311 @ 80%	LOCAL	80.00	Y	F
FTA_5312_77.	FTA 5312 FUNDS AT 77.5% PRORATA	FTA	77.48	Y	F
FTA_5312_85%	FTA SECTION 5312 LONO FUNDS	LOCAL	85.00	Y	F
FTA_5312_90%	FTA SECTIN 5312 LONO FUNDS @ 90%	LOCAL	90.00	Y	F
FTA_5316_10	FTA- 5316 JOB ACCESS & REVERSE COMMUTE	STATE	58.80	Y	F
FTA_5317	TRANSIT - NEW FREEDOM PROGRAM	STATE	50.00	Y	F
FTA_5317_10	FTA-5317 NEW FREEDOM PROGRAM	STATE	58.80	Y	F
FTA_5329_80	FTA SECTION 5329 @ 80 %	LOCAL	80.00	Y	F
FTA_5338	FTA SECTION 5338	FTA	80.00	Y	F
FTA_5339_80	FTA SECTION 5339 @ 80 %	LOCAL	80.00	Y	F
FTA_5339_80A	FTA FORMULA FUNDS	FTA	80.00	Y	F
FTA_5339_80B	FTA - DISCRETIONARY FUNDS	FTA	80.00	Y	F
FTA_5339_85	FTA BUS & BUS FACILITY FUNDS	LOCAL	85.00	Y	F
FTA_ILL	FED TRANSIT ADMINISTRATION ILLUSTRATIVE	STATE	80.00	Y	F
HPP_1702@100	EARMARK - HPP - SEC 1702 @ 100 %	EARMARK	100.00	Y	F
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGAM	SAFETY	93.23	Y	F
HSIP_100%	HIGHWAY SAFETY PROGRAM @ 100 % FA	SAFETY	100.00	Y	F
HSIP_HRRR	HIGH RISK RURAL ROADS	SAFETY	93.23	Y	F
HSIP_HRRR@1	HSIP HIGH RISK RURAL ROADS @100%	SAFETY	100.00	Y	F
HSIP_HRRR_SR	HSIP HIGH RISK RURAL ROAD - SPECIAL RULE	SAFETY	93.23	Y	F
IM	INTERSTATE MAINTENANCE	IM	94.18	Y	F
ITS_RESEARCH	ITS RESEARCH ALLOCATION OF FUNDS	MISC	50.00	Y	F
LHIP	HIGHWAY INFRASTRUCTURE	MISC	80.00	Y	F
LOCAL_GOVT	LOCAL GOVERNMENT FUNDS	LOCAL	0.00	Y	L
LOCAL_INKIND	LOCAL IN KIND (SOFTMATCH)	LOCAL	0.00	Y	O
LOCAL_MAG	LOCAL FUNDS FROM MAG	LOCAL	0.00	Y	L
LOCAL_MATCH	LOCAL MACHING FUNDS	LOCAL	0.00	Y	L
LOCAL_UNCOL	LOCAL GOVERNMENT UNCOLLECTED FUNDS	LOCAL	0.00	Y	O
LOCAL_WFRC	LOCAL FUNDS FROM WFRC	LOCAL	0.00	Y	L
L_BETTERMENT	LOCAL GOVT - BETTERMENT CO-OP	LOCAL	0.00	Y	O
L_CORR-WEBER	CORRIDOR PRESERVATION - WEBER CO	LOCAL	0.00	Y	O
L_CORR_DAVIS	CORRIDOR PRESERVATION - DAVIS CO	LOCAL	0.00	Y	O
L_CORR_MATCH	CORRIDOR PRESERVATION - STATE MATCH	LOCAL	0.00	Y	O
L_CORR_UTCO	CORRIDOR PRESERVATION - UTAH CO	LOCAL	0.00	Y	O
L_CORR_WASH	CORRIDOR PRESERVATION - WASHINGTON CO	LOCAL	0.00	Y	L
L_PASS_MATCH	LOCAL PASS THUR MATCH	LOCAL	0.00	Y	O
MAG_EXCHANGESTATE/	FEDERAL FUNDS EXCHANGE W/MAG	LOCAL	0.00	Y	L
NHFP	NATIONAL HIGHWAY FREIGHT PROGRAM	NHFP	93.23	Y	F
NHPP_BR	NAT'L HIGHWAY PERFORM PROG. BRIDGE ON	NHPP	93.23	Y	F
NHPP_EXEMPT	NAT'L PERFORM PROG - EXEMPT	NHPP	93.23	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
NHPP_IM	NAT'L HIGHWAY PERFORM PROGRAM - IM	NHPP	94.18	Y	F
NHPP_NHS	NAT'L HIGHWAY PERFORM PROG. NHS ROUTES	NHPP	93.23	Y	F
NHS	NATIONAL HIGHWAY SYSTEM	NH	93.23	Y	F
NRT	NATIONAL RECREATION TRAILS	REC TRAILS	50.00	Y	F
NSFL&TPGRANT	NAT'L SIG FED LAND & TRIBAL GRANT	MISC	100.00	Y	F
NSTI	NATIONAL SUMMER TRANSPORTATION INSTITUTE	MISC	100.00	Y	F
OTHER	PRIVATE FUNDS	MISC	0.00	Y	O
OTHER_STATE	OTHER STATE AGENCY	STATE	0.00	Y	S
PL_CMPO	PLANNING MPO (CACHE)	STP	93.23	Y	F
PL_CMPO_100	PLANNING FUND CMPO 100%	PL	100.00	Y	F
PL_DMPO	PLANNING MPO (DIXIE)	STP	93.23	Y	F
PL_MAG	PLANNING MPO (MAG)	STP	93.23	Y	F
PL_WFRC	PLANNING MPO (WFRC)	STP	93.23	Y	F
R/H_DEVIC90S	RAIL/HWY DEVICES WITH STATE MATCH	RAIL/HWY	90.00	Y	F
R/H_DEVICES1	RAIL/HWY DEVICES @ 100%	RAIL/HWY	100.00	Y	F
R/H_DEVICES90	RAIL/HIGHWAY DEVICES @90/10	RAIL/HWY	90.00	Y	F
R/H_HZ_EL90S	RAIL/HWY HAZARD ELIM W/ STATE MATCH	RAIL/HWY	90.00	Y	F
R/H_HZ_ELM1	RAIL/HWY HAZARD ELIM @100 %	RAIL/HWY	100.00	Y	F
R/H_HZ_ELM90	RAIL / HWY ELIM @90/10	RAIL/HWY	90.00	Y	F
SAFETY_406	SAFETY INITIATIVES SECTION 406 PROGRAM	SAFETY	100.00	Y	F
SEC154_HSIP	SECTION 154 PENALTIES FOR HSIP	HSIP	93.23	Y	F
SEC164_HSIP	SECTION 164 PENALTIES-FOR HSIP	HSIP	93.23	Y	F
SPR_P	STATEWIDE PLANNING & RESEARCH (PLANNING)	SPR	80.00	Y	F
SPR_P_100%	SPR PLANNING FUNDS @ 100%	SPR	100.00	Y	F
SPR_P_50%	SPR PLANNING FUNDS 50%	SPR	50.00	Y	F
SPR_P_MAG	SPR PLANNING FUNDS MAG	SPR	100.00	Y	F
SPR_P_WFRC	WFRC PLANNING FUNDS	SPR	100.00	Y	F
SPR_R	STATEWIDE PLANNING & RESEARCH (RESEARCH)	SPR	80.00	Y	F
SPR_R_100%	SPR POOLED FUND 100%	SPR	100.00	Y	F
SR2S_INFR	SAFE ROUTES TO SCHOOLS - INFRASTRUCTURE	SAFETY	100.00	Y	F
SR2S_OPT	SAFE ROUTES TO SCHOOLS - EITHER	SAFETY	100.00	Y	F
SR2S_PRGM	SAFE ROUTES TO SCHOOLS - PROGRAM ADMIN	STATE	100.00	Y	F
STP_BR	STP - JHC BRIDGE FUNDS UNDER MAPP-21	STP	93.23	Y	F
STP_BRIDGE	STP - BRIDGE FUNDS FOR STATE PROJECTS	STP	93.23	Y	F
STP_BR_100%	JHC BRIDGE FUNDS @ 100 % PRO-RATA	STP	100.00	Y	F
STP_COVID_OL	CRRSAA FUND FOR 2021- OGDEN LAYTON	STP	100.00	Y	F
STP_COVID_PO	CRRSAA FUNDS FOR 2021 FOR PROVO OREM	STP	100.00	Y	F
STP_COVID_SL	CRRSAA BILL - 2021 SALT LAKE	STP	100.00	Y	F
STP_COVID_ST	CRRSAA FUNDS FOR STATEWIDE	STP	100.00	Y	F
STP_ENH_EAC	STP - ENHANCEMENT - ADVISORY COMM	STP	80.00	Y	F
STP_ENH_ST	STP - ENHANCEMENT - STATE	STP	80.00	Y	F
STP_EXCHANGE	STP FUNDS EXCHANGE WITH MPO	STP	93.23	Y	F
STP_FLX_100%	STP_ FLEXIBLE @ 100 FEDERAL FUNDING	STP	100.00	Y	F
STP_FLX_CMPO	STP - FLEXIBLE CACHE (CMPO)	STP	93.23	Y	F
STP_FLX_DMPO	STP - FLEXIBLE DIXIE (DMPO)	STP	93.23	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



ePM381_plan_fund (Rev 448)

Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
STP_FLX_MAG	STP - FLEXIBLE SOUTH UTAH CO (MAG)	STP	93.23	Y	F
STP_FLX_ST	STP - FLEXIBLE (ANY AREA) STATEWIDE	STP	93.23	Y	F
STP_FLX_WFRC	STP - FLEXIBLE (WFRC)	STP	93.23	Y	F
STP_HIF_BR	HIF BRIDGE REPLACE & REHAB (2020)	STP	93.23	Y	F
STP_HIF_O/L	HIGHWAY INFRASTRUCTURE - OGDEN/LAYTON	STP	93.23	Y	F
STP_HIF_P/O	HIGHWAY INFRASTRUCTURE - PROVO/OGDEN	STP	93.23	Y	F
STP_HIF_RURL	HIGHWAY INFRASTRUCTURE - NON URBAN	STP	93.23	Y	F
STP_HIF_SL	HIGHWAY INFRASTRUCTURE - SALT LAKE	STP	93.23	Y	F
STP_HIF_ST	HIGHWAY INFRASTRUCTURE FUNDS	STP	93.23	Y	F
STP_HIF_SU	HIGHWAY INFRASTRUCTURE - SMALL URBAN	STP	93.23	Y	F
STP_RURAL	STP-RURAL (NON URBAN)	STP	93.23	Y	F
STP_SU_CMPO	STP - SMALL URBAN (CACHE)	STP	93.23	Y	F
STP_SU_DMPO	STP - SMALL URBAN (DIXIE)	STP	93.23	Y	F
STP_SU_DMPO1	STP-SMALL URBAN DMPO @ 100	STP	100.00	Y	F
STP_SU_JHC	STP - SMALL URBAN (JHC)	STP	93.23	Y	F
STP_SU_JHC@1	STP- SMALL URBAN (JHC) @ 100 %	STP	100.00	Y	F
STP_SU_MAG	STP - SMALL URBAN SOUTH UTAH CO (MAG)	STP	93.23	Y	F
STP_SU_UDOT	STP SMALL URBAN FUNDS - UDOT	STP	93.23	Y	F
STP_TAP_ST	CONVERTED TAP FUNDS TO STP	TAP	93.23	Y	F
STP_UB_P/O_U	UDOT'S URBAN STP FROM MAG EXCHANGE	STP	93.23	Y	F
STP_URB_O/L	STP - URBAN AREA OGDEN / LAYTON (WFRC)	STP	93.23	Y	F
STP_URB_P/O	STP - URBAN AREA PROVO/OREM (MAG)	STP	93.23	Y	F
STP_URB_SL	STP - URBAN AREA SALT LAKE (WFRC)	STP	93.23	Y	F
STP_URB_SL@1	STP SALT LAKE URBAN FUNDS @ 100 %	STP	100.00	Y	F
STP_URB_SL_U	UDOT'S STP FUNDS FROM WFRC EXCHANGE	STP	93.23	Y	F
STP_UR_O/L@1	STP - O/L URBAN AREA @ 100%	STP	100.00	Y	F
STP_UR_P/O@1	STP-URBAN STEA 03 FUNDS	STP	100.00	Y	F
ST_ADA_RAMPS	STATE CONST-ADA RAMP PLACEMENTS	STATE	0.00	Y	S
ST_APPROP	STATE APPROPRIATED BUDGET	STATE	0.00	Y	S
ST_ATMS	STATE CONST - ATMS STATEWIDE	STATE	0.00	Y	S
ST_ATMS_AM	ATMS ASSET MANGEMENT (LIFE CYCLE REPLACE	STATE	0.00	Y	S
ST_BARRIER	STATE CONST - BARRIER TREATMENTS	STATE	0.00	Y	S
ST_BONDS_MVC	MTN VIEW CORRIDOR - LEG APPROVED BONDING	STATE	0.00	Y	S
ST_BRIDGE	STATE CONST - BRIDGE PROGRAM	STATE	0.00	Y	S
ST_CAV	CONNECTED AUTONOMOUS VEHICLE	STATE	0.00	Y	S
ST_CHF	CENTENNIAL HIGHWAY FUND	STATE	0.00	Y	S
ST_CHF_TIF	CENTENNIAL HWY FUND - DEPOSITS TO TIF	STATE	0.00	Y	S
ST_CLS_ADJ	CLOSE ADJUSTMENTS	STATE	0.00	N	S
ST_CODE_ONE	STATE CODE ONE FUNDS	STATE	0.00	Y	S
ST_CONCEPT_D	REGION CONCEPT DEVELOPMENT	STATE	0.00	Y	S
ST_CONCPT_D1	REGION ONE CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D2	REGION TWO CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D3	REGION THREE CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D4	REGION FOUR CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONST	STATE CONSTRUCTION	STATE	0.00	Y	S



UDOT electronic Program Management

STIP Planning Fund Table



ePM381_plan_fund (Rev 448)

Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_CONT_PG	STATE CONST - PROGRAMMING CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R1	STATE CONST - REGION 1 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R2	STATE CONST - REGION 2 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R3	STATE CONST - REGION 3 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R4	STATE CONST - REGION 4 CONTINGENCY	STATE	0.00	Y	S
ST_CORR_CEVP	STATE CONST - CORRIDOR STUDIES & CEVP	STATE	0.00	Y	S
ST_CORR_PRES	OTHER CORRIDOR PRESERVATION FUNDS	STATE	0.00	Y	S
ST_ER_FUND	STATE EMERGENCY RELIEF FUNDS	STATE	0.00	Y	S
ST_EXCHANGE	STATE CONST - FUNDS EXCHANGE PROGRAM	STATE	0.00	Y	S
ST_EXCH_MAG	STATE FUND EXCHANGE WITH MAG	STATE	0.00	Y	S
ST_EXPRESS	EXPRESS LANES REVENUE - CAPITAL PRGM	STATE	0.00	Y	S
ST_FWY_OPS	STATE FREEWAY OPERATIONAL FUNDS	STATE	0.00	Y	S
ST_GF_BRIDGE	GENERAL FUND - BRIDGE PROGRAM	STATE	0.00	Y	S
ST_GF_CHN	GENERAL FUND - CRITICAL HIGHWAY NEEDS	STATE	0.00	Y	S
ST_GF_HB173	STATE CONSTRUCTION PER HB 173	STATE	0.00	Y	S
ST_GF_HB185	GENERAL FUND - HB 185 (2010)	STATE	0.00	Y	S
ST_GF_HB242	GENERAL FUND - HB 242 (2009)	STATE	0.00	Y	S
ST_GF_HB3	GENERAL FUND - HB 3 (2012) ITEM 49	STATE	0.00	Y	S
ST_GF_HCP	GENERAL FUND - HWY CONSTRUCTION PRGM	STATE	0.00	Y	S
ST_GF_OTHER	GENERAL FUND - OTHER	STATE	0.00	Y	S
ST_GF_SB3	GENERAL FUNDS - SB3 (2021)	STATE	0.00	Y	S
ST_GF_STUDY	STATEWIDE E/W CORRIDOR PLANNING STUDY	STATE	0.00	Y	S
ST_GF_TIF	GENERAL FUND - TRANSP INVESTMENT FUND	STATE	0.00	Y	S
ST_HB377/TF	TRANSPORTATION FUNDING FROM HB377	STATE	0.00	Y	S
ST_HWY_TRNSF	STATE CONST - JURISDICTIONAL TRANSFER	STATE	0.00	Y	S
ST_ICTD	IMPACTED COMMUNITIES TRANS DEVELOP FUND	STATE	0.00	Y	S
ST_INELIGIBL	STATE INELIGIBLE FUNDS USED TO CLOSE OUT	STATE	0.00	Y	S
ST_INS-RECOV	FUNDS RECOVERED FOR DAMAGE REPAIR	STATE	0.00	Y	S
ST_ITS	STATE ITS FUNDS	STATE	0.00	Y	S
ST_KW_KW_C	KNOW WHERE KNOW WHY CAMPAIGN	STATE	0.00	Y	S
ST_LIGHTING	STATE CONST - LIGHTING	STATE	0.00	Y	S
ST_MATCH	STATE MATCHING FUNDS - F.A. PROGRAM	STATE	0.00	Y	S
ST_MOTOR_CAR	STATE MOTOR CARRIER FUNDS	STATE	0.00	Y	S
ST_PK_ACCESS	STATE PARK ACCESS ROADS (JHC)	STATE	0.00	Y	S
ST_PR	STATE - PUBLIC RELATIONS	STATE	0.00	Y	S
ST_PVMT	STATE CONST - PAVEMENT PRESERVATION	STATE	0.00	Y	S
ST_PVMT_LV2	STATE PAVEMENT LEVEL TWO FUNDS	STATE	0.00	Y	S
ST_PVMT_TAP	STATE TAP FUNDS FROM PVMT PROG.	STATE	0.00	Y	S
ST_QTR_QTR	QUARTER OF QUARTER	STATE	0.00	Y	S
ST_RESEARCH	STATE RESEARCH MATCH FUNDS	STATE	0.00	Y	S
ST_RET_ROW	STATE FUNDS RETAINED FROM RIGHT OF WAY	STATE	0.00	Y	S
ST_RET_ROW_S	STATE RETAINED ROW FUNDS	STATE	0.00	Y	S
ST_SAFETY_ED	STATE FUNDS FOR SAFETY EDUCATION	STATE	0.00	Y	S
ST_SAFE_SIDE	SAFE SIDEWALK PROGRAM FUNDS	STATE	0.00	Y	S
ST_SB115	COUNTY OF 1ST CLASS FUNDS	STATE	0.00	Y	S



UDOT electronic Program Management

STIP Planning Fund Table



ePM381_plan_fund (Rev 448)

Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_SB215	SALT LAKE COUNTY BOND PROJECTS	STATE	0.00	Y	S
ST_SIB_LG	SIB FUNDS FOR LOCAL GOVERNMENT	STATE	0.00	Y	S
ST_SIGNALS	STATE CONSTRUCTION - SIGNAL PROGRAM	STATE	0.00	Y	S
ST_SIGNING	STATE CONST - SIGNING	STATE	0.00	Y	S
ST_SIGNL_M&O	SIGNALS MAINTENANCE & OPERATIONS	STATE	0.00	Y	S
ST_SPOT_MNT	STATE CONST - MAINT SPOT IMPROVEMENTS	STATE	0.00	Y	S
ST_SPOT_SFTY	STATE CONST - SAFETY SPOT IMPROVEMENTS	STATE	0.00	Y	S
ST_SRPLS_DOC	STATE SURPLUS PROPERTY DOCUMENTATION	STATE	0.00	Y	S
ST_STLMNT	STATE SETTLEMENT FUNDS	STATE	0.00	Y	S
ST_STUDIES	STATEWIDE CORRIDOR STUDIES	STATE	0.00	Y	S
ST_T&S_FUND	STATE TRAFFIC & SAFETY FUNDS	STATE	0.00	Y	S
ST_TF_HB2	TRANSPORTATION FUND - HB2 (2018)	STATE	0.00	Y	S
ST_TIF	STATE TIF FUNDS	STATE	0.00	Y	S
ST_TIFEX_CPO	STATE TIF EXCHANGE WITH CMPO	STATE	0.00	Y	S
ST_TIFEX_MAG	STATE TIF EXCHANGE WITH MAG	STATE	0.00	Y	S
ST_TIF_CC	TIF SPECIFICALLY FOR COTTONWOOD CYNS.	STATE	0.00	Y	S
ST_TIF_EXCH	TIF FUNDS EXCHANGED FOR FEDERAL FUNDS	STATE	0.00	Y	S
ST_TIF_HB377	GENERAL FUND - HB 377 (2013)	STATE	0.00	Y	S
ST_TIF_HB433	FUNDS PROGRAMMED BY HB433	STATE	0.00	Y	S
ST_TIF_MATCH	STATE TIF MATCH FUNDS	STATE	0.00	Y	S
ST_TIF_PRES	TIF FUNDS DEDICATED TO PRESERVATION	STATE	0.00	Y	S
ST_TIF_SB229	TIF FUNDS - SB229 (2012)	STATE	0.00	Y	S
ST_TOLL_CR	STATE TOLL CREDIT	STATE	0.00	Y	S
ST_TRANS_SOL	STATE TRANSPORTATION SOLUTIONS	STATE	0.00	Y	S
ST_TSP_MS4	TRANSPORTATION SOLUTIONS MS4 FUNDS	STATE	0.00	Y	S
ST_TTIF	STATE TRANS TRANSPORTATION INVEST FUND	STATE	0.00	Y	S
TAP_FLEX	TRANSPORTATION ALTERNATIVE PROGRAM	TAP	93.23	Y	F
TAP_FLEX1	TAP 100% PRO RATA	TAP	100.00	Y	F
TAP_NU_JHC	TRANS ALT PROGRAM - NON URBAN JHC	TAP	93.23	Y	F
TAP_SU_CMPO	TRANS ALT PROGRAM - CMPO	TAP	93.23	Y	F
TAP_SU_DMPO	TRANS ALT PROGRAM - DMPO	TAP	93.23	Y	F
TAP_SU_JHC	TRANS ALT PROGRAM - JHC	TAP	93.23	Y	F
TAP_SU_JHC1	TAP SM URBAN JHC @ 100%	TAP	100.00	Y	F
TAP_SU_MAG	TRANS ALT PROGRAM SO. UTAH CO.	TAP	93.23	Y	F
TAP_URB_MAG	TRANS ALT PROGRAM - MAG	TAP	93.23	Y	F
TAP_URB_MAG1	TAP MAG AT 100% PRO RATA	TAP	100.00	Y	F
TAP_URB_O/L	TRANS ALT. PROGRAM- OG/LAYTON	TAP	93.23	Y	F
TAP_URB_WFRC	TRANSPORTATION ALT PROGRAM - WFRC	TAP	93.23	Y	F
TAP_UR_WFRC1	TAP WFRC AT 100% PRO RATA	TAP	100.00	Y	F
TFER_2_UTA	FUNDS TRANSFER TO UTA	WFRC	93.23	Y	F
TIGER	TRANS INVESTMENT GEN ECON RECOVERY	BRIDGE	100.00	Y	F
TIGER_MAG	TIGER FIRST MILE/LAST MILE FOR MAG AREA	MISC	100.00	Y	F
TIGER_SUMMIT	TIGER FIRST MILE/LAST MILE SUMMIT CO	MISC	100.00	Y	F
TIGER_TOOELE	TIGER FIRST MILE/LAST MILE TOOELE CO	MISC	100.00	Y	F
TIGER_VI	NATL INFRA INVEST TIGER VI	MISC	80.00	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



ePM381_plan_fund (Rev 448)

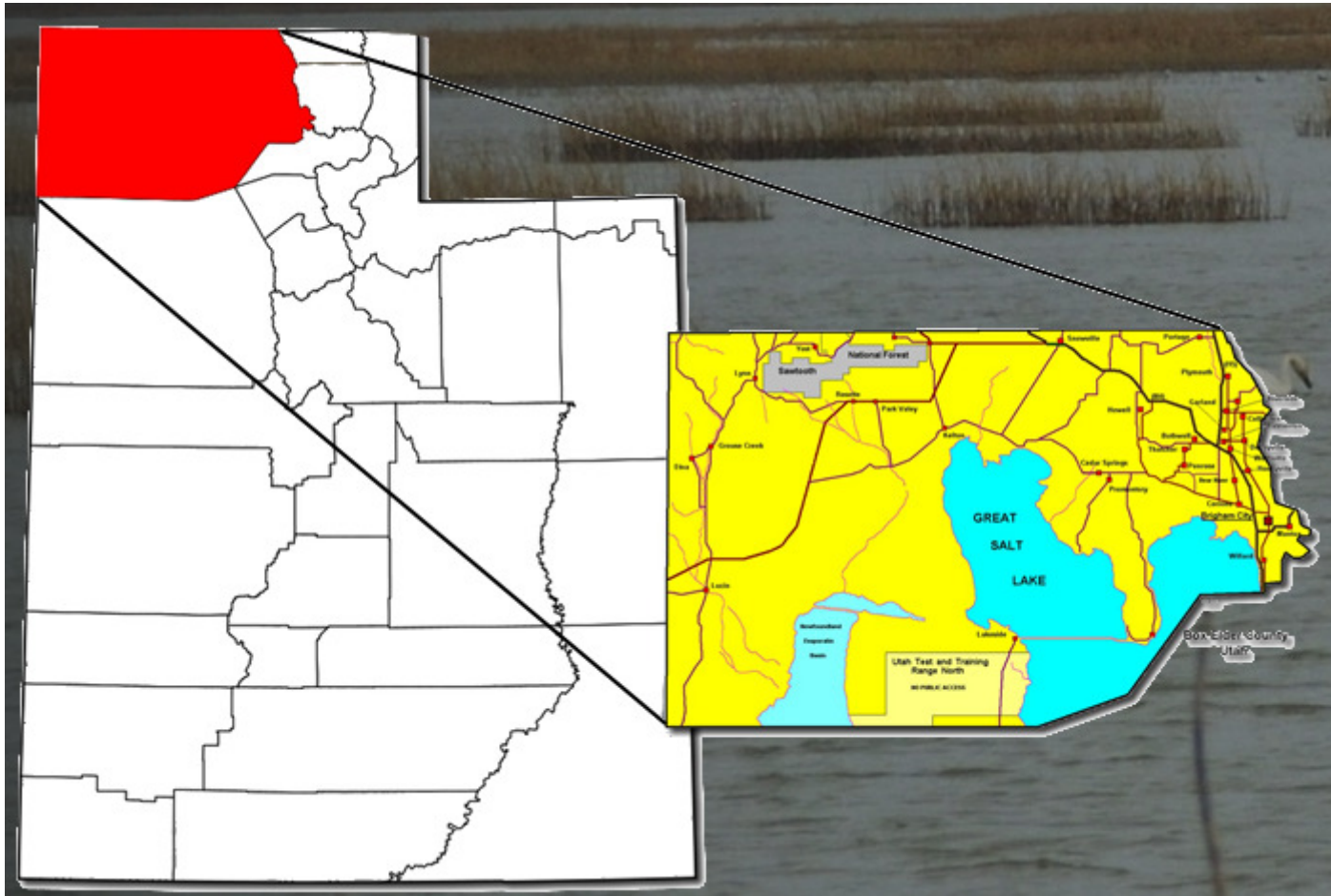
Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
TIGER_WFRC	TIGER FIRST MILE/LAST MILE FOR WFRC AREA	MISC	100.00	Y	F
TIGGER	TRANSIT -GAS/ ENERGY REDUCTION GRANT	STP	100.00	Y	F
TRANSFER2UTA	FEDERAL FUNDS TRANSFERRED TO UTA	MISC	100.00	Y	F
UPRR	UNION PACIFIC RAILROAD	LOCAL	0.00	Y	O
UTA_FUNDS	UTA FUNDS	LOCAL	0.00	Y	O
UTCO_BOND	UTAH COUNTY TRANSPORTATION BOND	LOCAL	0.00	Y	O

Box Elder County

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden/ Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).

Only the projects within the urbanized boundaries of the Ogden/ Layton area (Brigham City, Perry, and Willard) are actually part of the WFRC **Draft** 2022-2027 Transportation Improvement Program (TIP). All other projects in the Box Elder County section of this table are listed for reference only.





DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len		PIN Description / Project Location				Concept Description			
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Box Elder County Projects													
BOX EL	19478	Funding	NEWPROJ(19478)	30	6	Grouse Creek Bridge Replacement (0C 459) SR-30; MP 6.04 - 6.22				New Bridge/Bridge Replacement			
		To Be Adv Dt:											
NEW		NHPP_BR	\$0	\$0	\$800,000	\$4,200,000	\$0	\$0	\$0	\$5,000,000	\$4,661,500	\$338,500	\$0
BOX EL	15677	STIP	F-0089(456)423	89	423	9 US-89; SR-126 to Perry US-89; MP 423.31 - 432.52				High Volume			
		To Be Adv Dt:											
		NHPP_NHS	\$0	\$0	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000	\$18,646,000	\$1,354,000	\$0
BOX EL	19474	Funding	NEWPROJ(19474)	1064	1	Snowville Deep Creek Bridge Replacement (003004D) Cnty:FA-1064; MP 1.48 - 1.73				New Bridge/Bridge Replacement			
		To Be Adv Dt:											
NEW		STP_BRIDGE	\$0	\$0	\$0	\$3,100,000	\$0	\$0	\$0	\$3,100,000	\$2,890,130	\$0	\$209,870
BOX EL	16938	STIP	F-1098(2)1	1098	1	1200 West Box Elder Creek Bridge at 600 North Cnty:FA-1098; MP .81 - .81				New Bridge/Bridge Replacement			
		To Be Adv Dt:											
		LOCAL_GOV	\$0	\$0	\$0	\$53,000	\$0	\$0	\$0	\$53,000	\$0	\$0	\$53,000
		STP_URB_O/L	\$0	\$0	\$848,500	\$848,500	\$0	\$0	\$0	\$1,697,000	\$1,582,113	\$0	\$114,887
		Total	\$0	\$0	\$848,500	\$901,500	\$0	\$0	\$0	\$1,750,000	\$1,582,113	\$0	\$167,887
BOX EL	19475	Funding	NEWPROJ(19475)	1122	5	Elwood Malad River Bridge Replacement (003040C) Cnty:FA-1122; MP 5.21 - 5.39				New Bridge/Bridge Replacement			
		To Be Adv Dt:											
NEW		STP_BRIDGE	\$0	\$0	\$0	\$710,000	\$0	\$0	\$0	\$710,000	\$661,933	\$0	\$48,067
BOX EL	18257	Funding	F-I84-4(7)0	MULT		Bridge Replacement & Rehabilitation near Tremonton POCATELLO/VALLEY - OVERPASS; MP .00 - .25 & BOTHWELL INT. - OVERPASS; MP .00 - .12 & SR-102; MP 14.00 - 14.49				Replacement and Rehabilitation - Structure			
		To Be Adv Dt:											
NEW		NHPP_BR	\$0	\$0	\$2,000,000	\$16,500,000	\$0	\$0	\$0	\$18,500,000	\$17,247,550	\$1,252,450	\$0
BOX EL	13932	Scoping	F-LC03(22)	OTHER		750 North 200 West, Willard City 750 North 200 West, Willard City, Utah				Intersection Modification			
		Will Not Adv											
		CMAQ_BOX_ELD	\$0	\$91,172	\$0	\$0	\$0	\$0	\$0	\$91,172	\$85,000	\$0	\$6,172
BOX EL	14841	Scoping	S-LC03(25)	OTHER		1200 West; 3600 S. to S. Perry Boundry Extension 1200 West; 3600 South to Southern Perry Boundary				TIF - Transportation Investment Fund			
		Will Not Adv											
		LOCAL_MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH	\$0	\$207,915	\$0	\$0	\$0	\$0	\$0	\$207,915	\$0	\$0	\$207,915
		STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH	\$51,537	\$2,027,612	\$0	\$0	\$0	\$0	\$0	\$2,079,148	\$0	\$2,079,148	\$0
		Total	\$51,537	\$2,235,526	\$0	\$0	\$0	\$0	\$0	\$2,287,063	\$0	\$2,079,148	\$207,915
BOX EL	14848	STIP	F-LC03(26)	OTHER		1200 W; 2250 S. to 775 W., Bike Trail, Perry 1200 West, 2250 South to 775 West				Pedestrian/Bike facility			
		To Be Adv Dt:											
		CMAQ_BOX_ELD	\$10,726	\$651,274	\$0	\$0	\$0	\$0	\$0	\$662,000	\$617,183	\$0	\$44,817
		LOCAL_GOV	\$0	\$33,000	\$0	\$0	\$0	\$0	\$0	\$33,000	\$0	\$0	\$33,000
		Total	\$10,726	\$684,274	\$0	\$0	\$0	\$0	\$0	\$695,000	\$617,183	\$0	\$77,817



DRAFT
DRAFT STIP

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



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

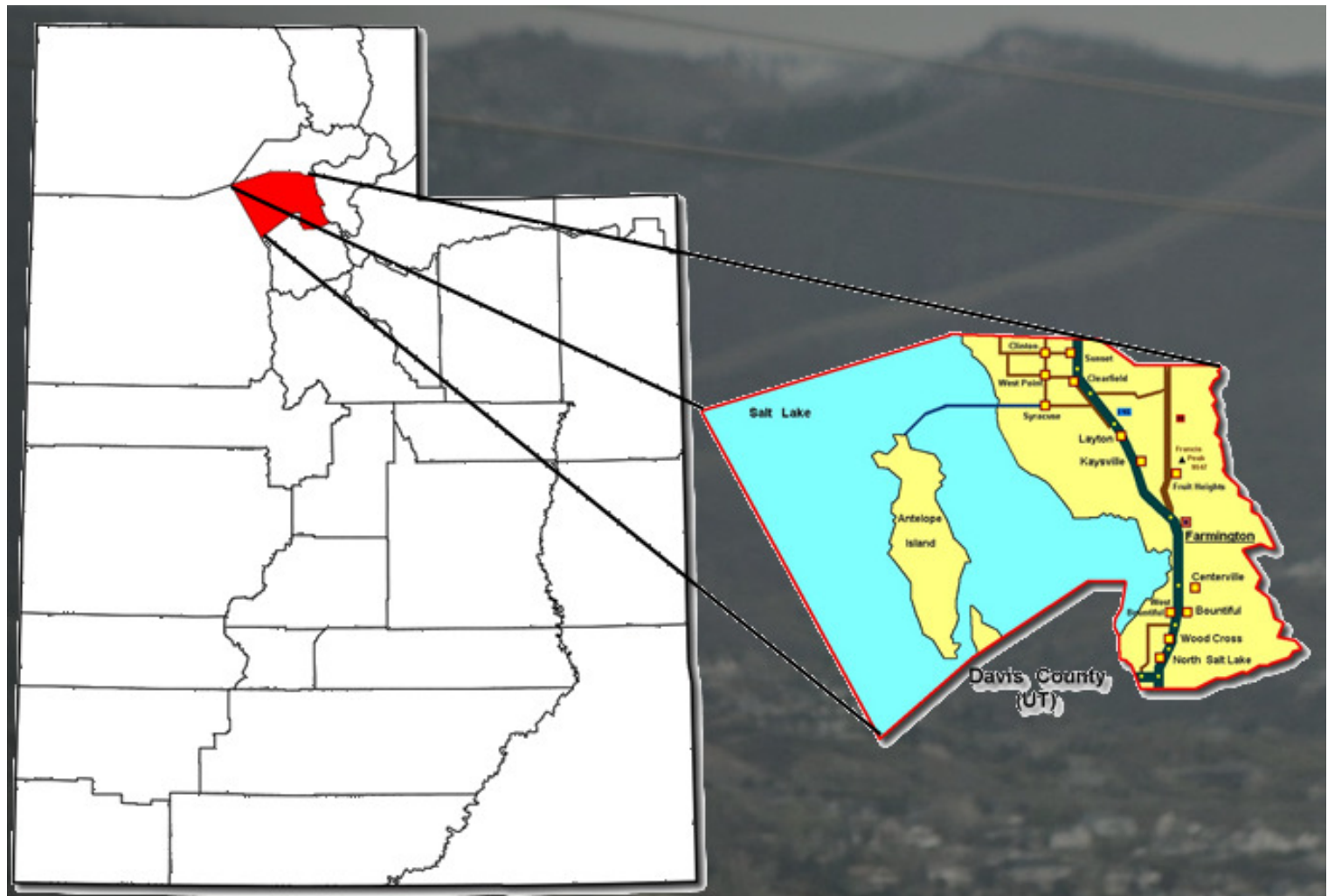
Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Box Elder County Projects														
BOX EL	19557	Funding	NEWPROJ(19557)											
		To Be Adv Dt:												
NEW		FLHP		\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$100	\$100	\$0	\$0
BOX EL	19563	Funding	NEWPROJ(19563)											
		To Be Adv Dt:												
NEW		FLHP		\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$1,300,000	\$1,300,000	\$0	\$0

Davis County

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden/ Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).

The Cities of Davis County include;

- Bountiful
- Centerville
- Clearfield
- Clinton
- Farmington
- Fruit Heights
- Kaysville
- Layton
- North Salt Lake
- South Weber
- Sunset
- Syracuse
- West Bountiful
- West Point
- Woods Cross





DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Davis County Projects													
DAVIS	15917	Scoping	F-0105(8)1		105	1	Parrish Ln Intersections at 400 W & Marketplace Dr SR-105; MP .78 - .78			Intersection Improvements			
		To Be Adv Dt: 06/02/23											
		CMAQ_PM2.5		\$0	\$0	\$1,072,616	\$0	\$0	\$836,684	\$1,909,300	\$1,780,040	\$0	\$129,260
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$1,501,663	\$1,501,663	\$1,400,000	\$0	\$101,663
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$256,137	\$256,137	\$0	\$0	\$256,137
		Total		\$0	\$0	\$1,072,616	\$0	\$0	\$2,594,484	\$3,667,100	\$3,180,040	\$0	\$487,060
DAVIS	16933	STIP	F-0106(21)8		106	8	1 Main Street (SR-106); Park Lane to Shepard Lane SR-106; MP 8.30 - 9.05			Reconstruct & Widening			
		To Be Adv Dt:											
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$84,200	\$84,200	\$0	\$0	\$84,200
		STP_URB_O/L		\$0	\$0	\$993,200	\$993,200	\$0	\$2,202,800	\$4,189,200	\$3,905,591	\$0	\$283,609
		Total		\$0	\$0	\$993,200	\$993,200	\$0	\$2,287,000	\$4,273,400	\$3,905,591	\$0	\$367,809
DAVIS	15680	Scoping	S-0108(36)6		108	6	2 SR-108; 300 North to 1800 North SR-108; MP 6.00 - 7.51			Widen Existing Facility			
		To Be Adv Dt: 12/23/22											
		ST_TIF		\$5,008,954	\$9,000,000	\$26,600,000	\$19,391,046	\$0	\$0	\$60,000,000	\$0	\$60,000,000	\$0
DAVIS	16954	Awarded	F-0225(8)1		225	1	Park Lane & 326 West Sidewalk - Farmington SR-225; MP .66 - .68			Pedestrian/Bike facility			
		Adv Dt: 04/24/21											
		LOCAL_GOV		\$16,000	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$16,000
		TAP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TAP_URB_WFRC		\$76,198	\$2	\$0	\$0	\$0	\$0	\$76,200	\$71,041	\$5,159	\$0
		Total		\$92,198	\$2	\$0	\$0	\$0	\$0	\$92,200	\$71,041	\$5,159	\$16,000
DAVIS	16937	Active	F-1384(0)0		1384		Main Street; Center Street to 350 North - NSL Cnty:FA-1384; MP .19 - .64			Reconstruct no widening			
		To Be Adv Dt: 01/08/21											
		LOCAL_MATCH		\$54,462	\$0	\$0	\$0	\$0	\$0	\$54,462	\$0	\$0	\$54,462
		STP_COVID_O/L		\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000	\$750,000	\$0	\$0
		STP_URB_O/L		\$303,465	\$204,273	\$0	\$0	\$0	\$0	\$507,738	\$473,364	\$0	\$34,374
		Total		\$357,927	\$954,273	\$0	\$0	\$0	\$0	\$1,312,200	\$1,223,364	\$0	\$88,836
DAVIS	18813	STIP	F-1384(1)1		1384	1	1 Main St Sidewalk; I-15 to Pacific Avenue Cnty:FA-1384; MP .80 - 1.31			Transportation Alternatives			
		To Be Adv Dt:											
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$71,606	\$71,606	\$0	\$0	\$71,606
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$294,594	\$294,594	\$274,650	\$0	\$19,944
		Total		\$0	\$0	\$0	\$0	\$0	\$366,200	\$366,200	\$274,650	\$0	\$91,550
DAVIS	16953	Advertised	F-1454(1)1		1454	1	State Street and 400 West Ped Crossing and Signal Cnty:FA-1454; MP .81 - .84			Pedestrian/Bike facility			
		Adv Dt: 04/24/21											
		TAP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TAP_URB_WFRC		\$249,943	\$57	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$0
		Total		\$249,943	\$57	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location					Concept Description				
							Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Davis County Projects																
DAVIS	18810	STIP	F-1489(1)0		1489	1	300 North; 2000 West to 3000 West Cnty:FA-1489; MP .00 - 1.01					Reconstruct & Widening				
		<i>To Be Adv Dt:</i>														
		LOCAL_GOV			\$0		\$0		\$0		\$0	\$115,000	\$115,000	\$0	\$0	\$115,000
		STP_URB_O/L			\$0		\$0		\$0		\$0	\$3,197,700	\$3,197,700	\$2,981,216	\$0	\$216,484
		Total			\$0		\$0		\$0		\$0	\$3,312,700	\$3,312,700	\$2,981,216	\$0	\$331,484
DAVIS	15899	Undr Const	S-1492(1)2		1492	2	800 North; 2000 W to 3000 W, Clinton/ West Point Cnty:FA-1492; MP 1.51 - 2.51					Reconstruct & Widening				
		<i>Will Not Adv</i>														
		LOCAL_GOV			\$0		\$1,356,352		\$0		\$0	\$0	\$1,356,352	\$0	\$0	\$1,356,352
		LOCAL_MATCH			\$0		\$0		\$0		\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH			\$0		\$236,695		\$0		\$0	\$0	\$236,695	\$0	\$0	\$236,695
		STP_URB_O/L			\$0		\$0		\$0		\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF			\$0		\$0		\$0		\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH			\$1,748,981		\$617,971		\$0		\$0	\$0	\$2,366,952	\$0	\$2,366,952	\$0
		Total			\$1,748,981		\$2,211,018		\$0		\$0	\$0	\$3,959,999	\$0	\$2,366,952	\$1,593,047
DAVIS	17848	STIP	F-1504(1)3		1504	3	1500 West & 1300 North Round-a-bout Cnty:FA-1504; MP 3.01 - 3.01					Intersection Modification				
		<i>To Be Adv Dt:</i>														
		CMAQ_WFRC			\$0		\$0		\$0		\$0	\$911,724	\$911,724	\$850,000	\$0	\$61,724
		LOCAL_GOV			\$0		\$0		\$0		\$0	\$1,278,376	\$1,278,376	\$0	\$0	\$1,278,376
		Total			\$0		\$0		\$0		\$0	\$2,190,100	\$2,190,100	\$850,000	\$0	\$1,340,100
DAVIS	17365	STIP	F-I84-5(50)1		1508	1	Adams Ave over I-84 Deck Replacement (0C 644) Cnty:FA-1508; MP .60 - .82					Deck Repair/Replacement				
		<i>To Be Adv Dt:</i>														
		STP_BRIDGE			\$0		\$600,000		\$5,500,000		\$0	\$0	\$6,100,000	\$5,687,030	\$412,970	\$0
DAVIS	11268	Undr Const	S-R199(229)		MULT		SR-177, West Davis Hwy; I-15 & SR-67 to SR-193 SR-177; MP 0.00 to 15.54					New Capacity				
		<i>Adv Dt: 04/16/20</i>														
		ST_CONST			\$14,171,988		\$25,828,012		\$0		\$0	\$0	\$40,000,000	\$0	\$40,000,000	\$0
		ST_TIF			\$203,645,000		\$237,600,000		\$224,300,000		\$32,100,000	\$0	\$20,000,000	\$717,645,000	\$0	\$717,645,000
		Total			\$217,816,988		\$263,428,012		\$224,300,000		\$32,100,000	\$0	\$20,000,000	\$757,645,000	\$0	\$757,645,000
DAVIS	15678	STIP	F-I15-7(343)319		MULT		I-15; Pages Lane to Lagoon I-15; MP 318.50 - 324.75 & I-15; MP 318.50 - 324.75					High Volume				
		<i>To Be Adv Dt:</i>														
		NHPP_IM			\$0		\$17,000,000		\$0		\$0	\$0	\$17,000,000	\$16,010,600	\$989,400	\$0
DAVIS	15682	Scoping	S-I15-8(157)336		MULT		I-15; 1800 North Interchange I-15; MP 336.40 - 337.40 & I-15; MP 336.40 - 337.40 & SR-37; MP .00 - 2.00 & To add the map for the widening of roadway on sr-37					New Interchange on Existing Freeway				
		<i>To Be Adv Dt: 12/12/23</i>														
		ST_TIF			\$0		\$0		\$30,000,000		\$0	\$60,000,000	\$90,000,000	\$0	\$90,000,000	\$0
DAVIS	15684	Scoping	S-I15-7(340)325		MULT		I-15; Shepard Lane Interchange I-15; MP 325.20 - 326.00 & I-15; MP 325.20 - 326.00					New Interchange on Existing Freeway				
		<i>To Be Adv Dt: 10/26/23</i>														
		ST_TIF			\$4,857,254		\$2,300,000		\$10,000,000		\$71,842,746	\$0	\$0	\$89,000,000	\$0	\$89,000,000



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location					Concept Description					
						Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other	
Davis County Projects																
DAVIS	14843	Active	F-LC11(68)		MULT	500 West; 2000 S. to D St., Extension, Clearfield 500 West; 2000 South to SR-108					New Capacity					
		To Be Adv Dt: 04/27/22														
		LOCAL_GOV		\$17,826	\$978,131	\$0	\$0	\$0	\$0	\$0	\$0	\$995,957	\$0	\$0	\$0	\$995,957
		LOCAL_MATCH		\$0	\$94,401	\$0	\$0	\$0	\$0	\$0	\$0	\$94,401	\$0	\$0	\$0	\$94,401
		STP_COVID_OL		\$0	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$1,300,000	\$0	\$0	\$0
		STP_URB_O/L		\$4,100,214	\$257,428	\$0	\$0	\$0	\$0	\$0	\$0	\$4,357,642	\$4,062,630	\$0	\$0	\$295,012
		Total		\$4,118,040	\$2,629,960	\$0	\$0	\$0	\$0	\$0	\$0	\$6,748,000	\$5,362,630	\$0	\$0	\$1,385,370
DAVIS	16935	Scoping	S-LC11(74)		OTHER	WDC Connector; West Davis to Shepard Ln & I-15 A new road connecting the proposed Shepard Lane interchange on I-15 to the West Davis Corridor and Sunset Drive					New Capacity					
		Will Not Adv														
		LOCAL_GOV		\$0	\$365,500	\$0	\$0	\$0	\$0	\$0	\$0	\$365,500	\$0	\$0	\$0	\$365,500
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_PVMT		\$0	\$3,289,500	\$0	\$0	\$0	\$0	\$0	\$0	\$3,289,500	\$0	\$3,289,500	\$0	\$0
		Total		\$0	\$3,655,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,655,000	\$0	\$3,289,500	\$0	\$365,500
DAVIS	7176	Scoping	S-0067(14)0		OTHER	West Davis Corridor EIS West Davis Corridor					Document EA/EIS					
		Will Not Adv														
		ST_GF_CHN		\$9,453,585	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,453,585	\$0	\$9,453,585	\$0	\$0
		ST_TIF		\$2,158,124	\$391,876	\$0	\$0	\$0	\$0	\$0	\$0	\$2,550,000	\$0	\$2,550,000	\$0	\$0
		ST_TIF_SB229		\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0	\$0
		Total		\$16,611,708	\$391,876	\$0	\$0	\$0	\$0	\$0	\$0	\$17,003,585	\$0	\$17,003,585	\$0	\$0
DAVIS	7318	Active	S-R199(50)		OTHER	West Davis Corridor Preservation West Davis Corridor										
		Will Not Adv														
		L_CORR_DAVIS		\$12,861,887	\$2,753,565	\$0	\$0	\$0	\$0	\$0	\$0	\$15,615,452	\$0	\$0	\$0	\$15,615,452
		L_CORR_MATCH		\$2,844,501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,844,501	\$0	\$0	\$0	\$2,844,501
		Total		\$15,706,388	\$2,753,565	\$0	\$0	\$0	\$0	\$0	\$0	\$18,459,953	\$0	\$0	\$0	\$18,459,953
DAVIS	14849	Awarded	F-LC11(73)		OTHER	2000 West & 1300 North Intersection, Clinton 2000 West & 1300 North, Clinton					Intersection Modification					
		Adv Dt: 01/23/21														
		CMAQ_WFRC		\$1,039,984	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,039,984	\$969,577	\$0	\$0	\$70,407
		LOCAL_GOV		\$0	\$311,516	\$0	\$0	\$0	\$0	\$0	\$0	\$311,516	\$0	\$0	\$0	\$311,516
		Total		\$1,039,984	\$311,516	\$0	\$0	\$0	\$0	\$0	\$0	\$1,351,500	\$969,577	\$0	\$0	\$381,923
DAVIS	14855	Undr Const	S-LC11(72)		OTHER	Pages Lane; 800 W. to SR-67, Bike Lane, W. Btfl. Pages Lane; 800 West to SR-67					Pedestrian/Bike facility					
		Will Not Adv														
		L_PASS_MATCH		\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$0	\$75,000
		ST_PVMT_TAP		\$375,103	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$375,103	\$0	\$375,103	\$0	\$0
		TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$375,103	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$450,103	\$0	\$375,103	\$0	\$75,000



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location					Concept Description					
						Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other	
Davis County Projects																
DAVIS	15915	STIP	F-R199(238)			OTHER	Davis County Ski Bus, Layton to Snow Basin, Layton Commuter Rail Layton Station to Snow Basin via Layton Hills Mall Area Hotels and Park and Ride Lots					Transportation Alternatives				
		Will Not Adv														
		CMAQ_WFRC					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOVT					\$0	\$40,884	\$0	\$0	\$0	\$0	\$40,884	\$0	\$0	\$40,884
		TFER_2_UTA					\$0	\$979,116	\$0	\$0	\$0	\$0	\$979,116	\$912,830	\$66,286	\$0
		Total					\$0	\$1,020,000	\$0	\$0	\$0	\$0	\$1,020,000	\$912,830	\$66,286	\$40,884
DAVIS	15924	Scoping	F-R199(237)			OTHER	Davis/ Weber Bicycle Counters 'Davis/Weber County Bicycle Counters					Transportation Alternatives				
		To Be Adv Dt: 10/06/23														
		LOCAL_GOVT					\$0	\$285,477	\$0	\$0	\$0	\$0	\$285,477	\$0	\$0	\$285,477
		TAP_URB_WFRC					\$0	\$214,523	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$0	\$14,523
		Total					\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$200,000	\$0	\$300,000
DAVIS	17794	STIP	F-R199(9)			OTHER	500 West Phase II; 2010 South to 2800 South 500 West Phase II; 2010 South to 2800 South, Syracuse Utah					Reconstruct & Widening				
		To Be Adv Dt:														
		STP_URB_O/L					\$0	\$0	\$0	\$1,072,616	\$0	\$2,918,184	\$3,990,800	\$3,720,623	\$0	\$270,177
DAVIS	17796	Scoping	F-R199(8)			OTHER	800 West & 1500 South Intersection 800 West & 1500 South Intersection, Woods Cross, Utah 84087					Intersection Modification				
		To Be Adv Dt: 05/06/21														
		STP_URB_O/L					\$97,000	\$959,500	\$0	\$0	\$0	\$0	\$1,056,500	\$984,975	\$0	\$71,525
DAVIS	18807	STIP	F-LC11(75)0			OTHER	Commerce Drive Road; Burke Lane to 950 North Burke Lane to 950 North, Farmington Utah					New Capacity				
		To Be Adv Dt:														
		LOCAL_GOVT					\$0	\$0	\$0	\$0	\$0	\$4,904,652	\$4,904,652	\$0	\$0	\$4,904,652
		STP_URB_O/L					\$0	\$0	\$0	\$1,072,616	\$0	\$2,145,232	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total					\$0	\$0	\$0	\$1,072,616	\$0	\$7,049,884	\$8,122,500	\$3,000,000	\$0	\$5,122,500
DAVIS	4955	Active	SP-9999(807)				West Davis Corridor; Corridor Preservation North Legacy Corridor; N Ext. of Legacy Parkway									
		Will Not Adv														
		ST_CORR_PRES					\$8,350,997	\$31,954,564	\$0	\$0	\$0	\$0	\$40,305,561	\$0	\$40,305,561	\$0
DAVIS	11990	Active	F-LC11(50)				Transportation and Land Use Connection Program Project Planning Support -Weber & Davis County					Local/MPO/Other Agency Pass-Through				
		Will Not Adv														
		L_PASS_MATCH					\$63,902	\$141,601	\$0	\$0	\$0	\$0	\$205,503	\$0	\$0	\$205,503
		STP_URB_O/L					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_UR_O/L@1					\$1,972,855	\$897,402	\$468,992	\$483,062	\$0	\$1,010,034	\$4,832,345	\$4,832,345	\$0	\$0
		ST_STUDIES					\$153,600	\$0	\$0	\$0	\$0	\$0	\$153,600	\$0	\$153,600	\$0
		ST_TRANS_SOL					\$340,182	\$0	\$0	\$0	\$0	\$0	\$340,182	\$0	\$340,182	\$0
		Total					\$2,530,539	\$1,039,003	\$468,992	\$483,062	\$0	\$1,010,034	\$5,531,630	\$4,832,345	\$493,782	\$205,503



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

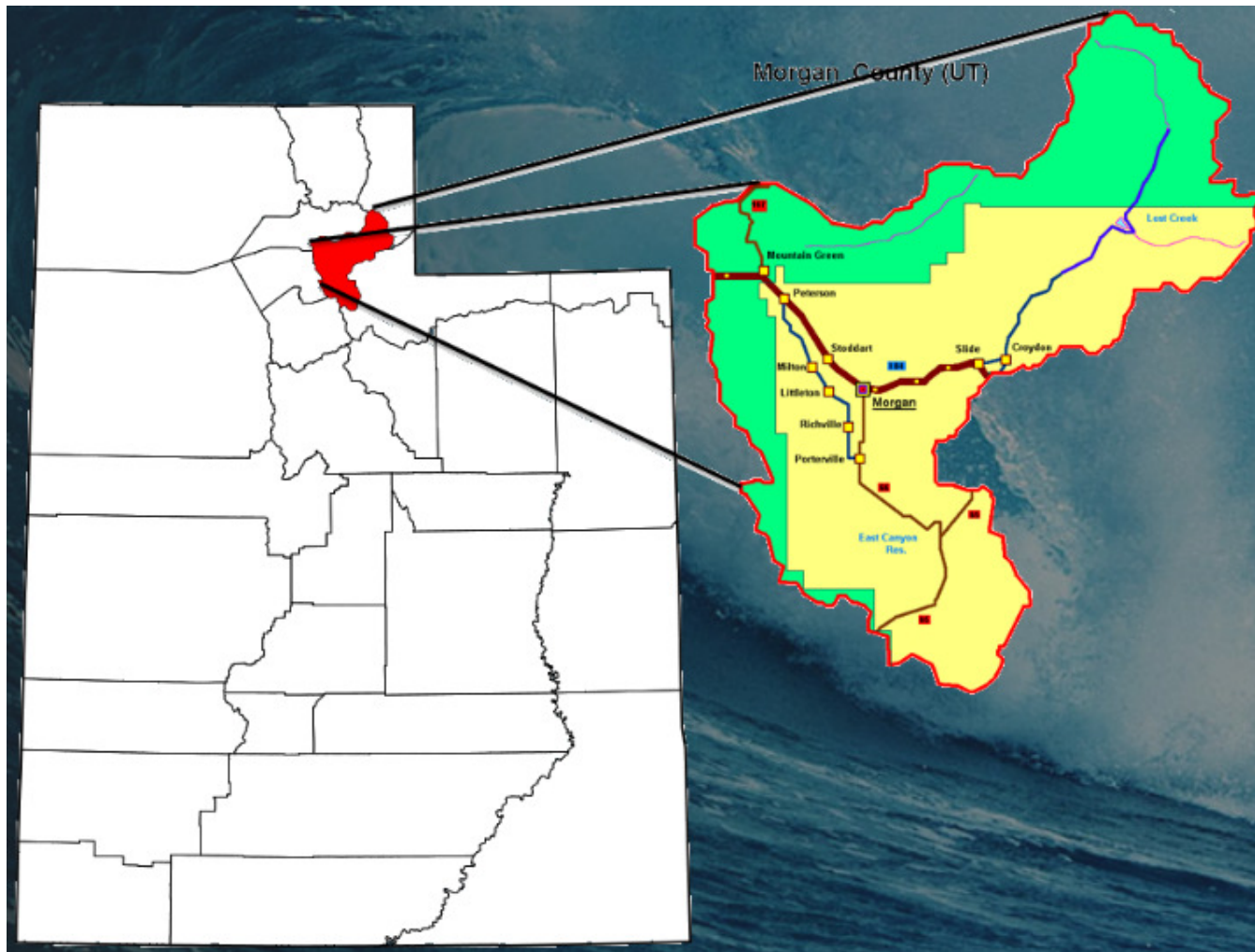
Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description					
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Davis County Projects															
DAVIS	11996	Undr Const	S-LC11(53)		800 North; Main St (SR-126) to 450 West					Reconstruct no widening					
					800 North; Main St (SR-126) to 450 West										
					Will Not Adv										
					LOCAL_MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					L_PASS_MATCH	\$0	\$172,720	\$0	\$0	\$0	\$0	\$172,720	\$0	\$0	\$172,720
					STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					ST_CONCPT_D1	\$3,513	\$0	\$0	\$0	\$0	\$0	\$3,513	\$0	\$3,513	\$0
					ST_CONT_PG	\$10,726	\$0	\$0	\$0	\$0	\$0	\$10,726	\$0	\$10,726	\$0
					ST_TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					ST_TIF_EXCH	\$704,492	\$1,022,708	\$0	\$0	\$0	\$0	\$1,727,200	\$0	\$1,727,200	\$0
					Total	\$718,731	\$1,195,428	\$0	\$0	\$0	\$0	\$1,914,159	\$0	\$1,741,439	\$172,720
DAVIS	11997	Undr Const	S-LC11(54)		300 North; 1000 West to 2000 West					Reconstruct no widening					
					300 North; 1000 West to 2000 West										
					Will Not Adv										
					LOCAL_MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					L_PASS_MATCH	\$0	\$191,250	\$0	\$0	\$0	\$0	\$191,250	\$0	\$0	\$191,250
					STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					ST_CONCPT_D1	\$1,886	\$0	\$0	\$0	\$0	\$0	\$1,886	\$0	\$1,886	\$0
					ST_CONT_PG	\$10,726	\$0	\$0	\$0	\$0	\$0	\$10,726	\$0	\$10,726	\$0
					ST_TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					ST_TIF_EXCH	\$1,453,164	\$459,336	\$0	\$0	\$0	\$0	\$1,912,500	\$0	\$1,912,500	\$0
					Total	\$1,465,776	\$650,586	\$0	\$0	\$0	\$0	\$2,116,362	\$0	\$1,925,112	\$191,250
DAVIS	14043	Undr Const	F-LC11(63)		Bluff Road; 550 West (on Gentile) to 1000 West					Reconstruct & Widening					
					Bluff Road; 550 West (on Gentile) to 1000 West										
					Adv Dt: 12/28/19										
					LOCAL_GOV'T	\$393,625	\$101,375	\$0	\$0	\$0	\$0	\$495,000	\$0	\$0	\$495,000
					L_BETTERMENT	\$411,650	\$31,662	\$0	\$0	\$0	\$0	\$443,312	\$0	\$0	\$443,312
					STP_URB_O/L	\$3,228,575	-\$908	\$0	\$0	\$0	\$0	\$3,227,667	\$3,009,154	\$0	\$218,513
					ST_TIF	\$923,908	\$2,742	\$0	\$0	\$0	\$0	\$926,649	\$0	\$926,649	\$0
					Total	\$4,957,758	\$134,871	\$0	\$0	\$0	\$0	\$5,092,628	\$3,009,154	\$926,649	\$1,156,825
DAVIS	14044	STIP	F-LC11(64)		Layton FrontRunner Station Parking					UTA/Transit					
					Layton FrontRunner Station Parking										
					To Be Adv Dt: 11/15/21										
					STP_URB_O/L	\$0	\$0	\$0	\$536,308	\$0	\$1,608,924	\$2,145,232	\$2,000,000	\$0	\$145,232
DAVIS	14053	STIP	F-LC11(67)		TOD Ped/ Bike; FrontRunner Sta. to Freeport					Pedestrian/Bicycle Safety					
					Clearfield City TOD Ped/ Bike Bridge; FrontRunner Station to Freeport Center										
					Will Not Adv										
					CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					TFER_2_UTA	\$0	\$1,769,817	\$0	\$0	\$0	\$0	\$1,769,817	\$1,650,000	\$119,817	\$0
					Total	\$0	\$1,769,817	\$0	\$0	\$0	\$0	\$1,769,817	\$1,650,000	\$119,817	\$0

Morgan County

Morgan County and its lone municipality joined the Regional Council in 1972. And like Tooele County, Morgan County is not within the Urbanized Boundaries of Wasatch Front Regional Council (WFRC), but they are a member of the Regional Council Board and as such, their projects are included in the WFRC TIP as a resource to the County and the City.

Morgan City is the only incorporated city in Morgan County.





DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len		PIN Description / Project Location				Concept Description			
				Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Morgan County Projects													
MORGAN	15896	Active	S-0167(7)2	167	2	Mtn. Green Interchange Corridor Preservation SR-167; MP 1.50 - 1.65				Corridor Preservation			
		Will Not Adv											
		ST_CORR_PRES	\$6,582,154	\$10,923	\$0	\$0	\$0	\$0	\$0	\$6,593,076	\$0	\$6,593,076	\$0
MORGAN	16512	Active	F-1972(2)9	1972	9	4300 N over UPRR Bridge Preservation, 029007F Cnty:FA-1972; MP 8.69 - 8.78				Preservation - Structure			
		To Be Adv Dt: 07/13/21											
		NHPP_BR	\$990,000	\$1,812,000	\$0	\$0	\$0	\$0	\$0	\$2,802,000	\$2,612,305	\$0	\$189,695
MORGAN	19312	Funding	NEWPROJ(19312)	1978	1	9 Old Highway Road; Trapper's Loop to North Morgan Cnty:FA-1978; MP .88 - 10.18 & Old Highway Road; Trapper's Loop to North Morgan				Non-Urban			
		To Be Adv Dt:											
NEW		STP_RURAL	\$0	\$0	\$0	\$2,145,232	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
MORGAN	12624	Active	F-R199(194)	1980		Devils Slide Bridge, Near Croydon, 029014D Cnty:FA-1980; MP .00 - .14				Rehabilitation or Replacement			
		To Be Adv Dt: 06/24/21											
		NHPP_BR	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$139,845	\$0	\$10,155
		STP_BRIDGE	\$1,194,000	\$2,795,000	\$0	\$0	\$0	\$0	\$0	\$3,989,000	\$3,718,945	\$0	\$270,055
		Total	\$1,194,000	\$2,945,000	\$0	\$0	\$0	\$0	\$0	\$4,139,000	\$3,858,790	\$0	\$280,210
MORGAN	16595	Scoping	F-R199(254)	OTHER		Young Street Bridge and Connector Road Young Street Bridge and Connector Road				Non-Urban			
		To Be Adv Dt: 03/15/22											
		LOCAL_GOV	\$0	\$1,659,768	\$0	\$0	\$0	\$0	\$0	\$1,659,768	\$0	\$0	\$1,659,768
		STP_RURAL	\$650,000	\$1,495,232	\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total	\$650,000	\$3,155,000	\$0	\$0	\$0	\$0	\$0	\$3,805,000	\$2,000,000	\$0	\$1,805,000

Salt Lake County

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden-Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).

The Cities of Salt Lake County include;

Bluffdale

Cottonwood Heights

Draper

Herriman

Holladay

Midvale

Murray

Riverton

Salt Lake City

Salt Lake County

Sandy

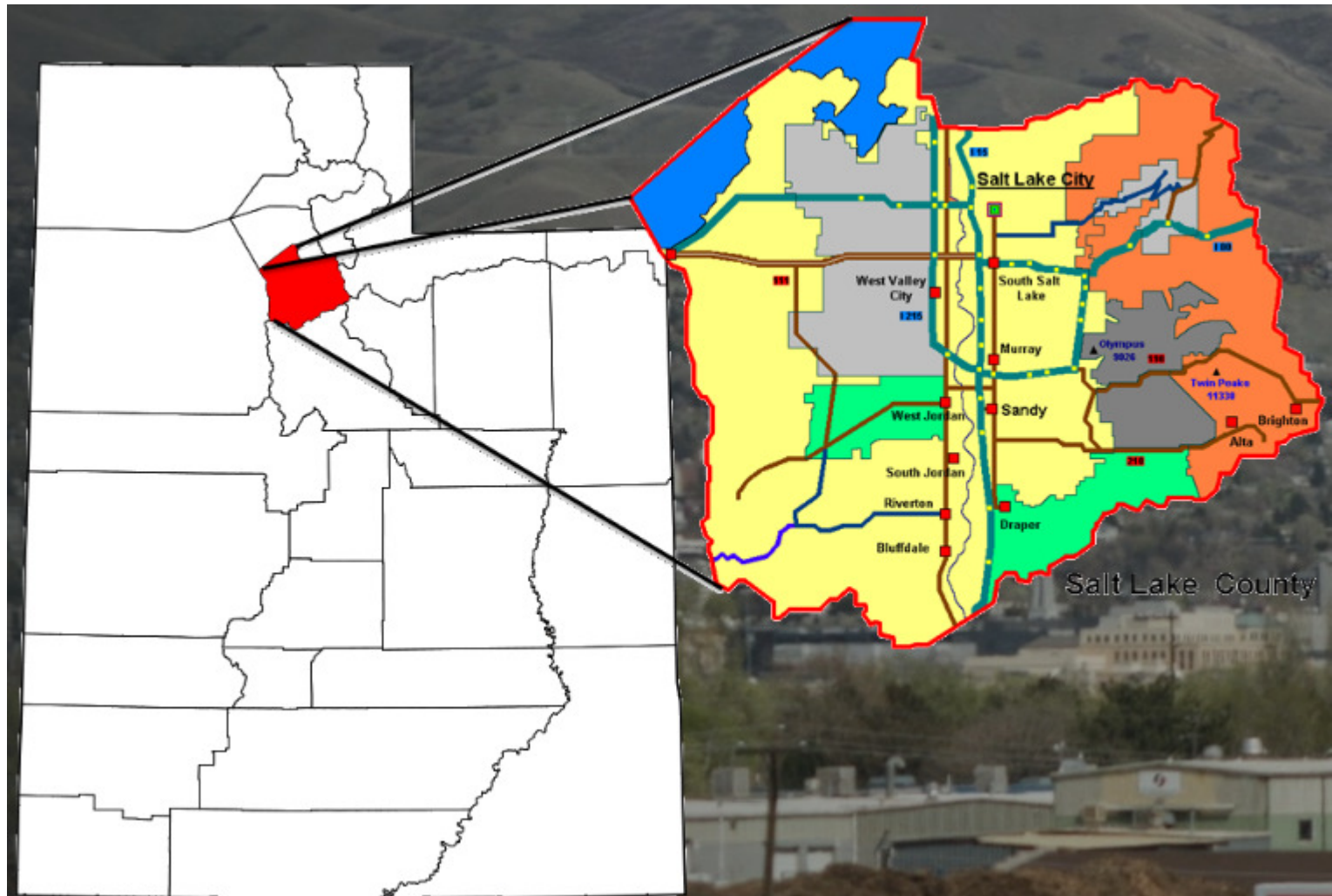
South Jordan

South Salt Lake

Taylorsville

West Jordan

West Valley





DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other				
Salt Lake County Projects																		
SALT L	18449	Funding	NEWPROJ(18449)	15	290	6	I-15 NB; Bangeter Hwy to 9000 S I-15; MP 289.76 - 295.50					New Capacity						
		To Be Adv Dt:																
NEW		ST_TIF		\$0	\$0	\$0	\$0	\$22,000,000	\$353,000,000	\$375,000,000	\$0	\$375,000,000	\$0					
SALT L	19211	Funding	NEWPROJ(19211)	15	299	9	I-15 NB; I-215 to 600 South I-15; MP 298.81 - 307.50					Widen Existing Facility						
		To Be Adv Dt:																
NEW		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$365,000,000	\$365,000,000	\$0	\$365,000,000	\$0					
SALT L	16927	Scoping	F-0048(42)2	48	2	7000 South & 1500 West Pedestrian Bridge SR-48; MP 2.29 - 2.29					Pedestrian/Bike facility							
		To Be Adv Dt:	06/27/22															
		STP_URB_SL		\$0	\$321,785	\$0	\$1,287,115	\$0	\$0	\$1,608,900	\$1,499,977	\$0	\$108,923					
SALT L	17841	Active	F-0048(44)4	48	4	7200 South and 300 West Intersection SR-48; MP 4.08 - 4.08					Intersection Modification							
		To Be Adv Dt:	07/21/21															
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_FLX_ST		\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$23,308	\$1,693	\$0	\$0	\$0	\$0	\$0	
		STP_URB_SL		\$287,148	\$0	\$0	\$0	\$0	\$0	\$287,148	\$287,148	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_PVMT		\$0	\$20,852	\$0	\$0	\$0	\$0	\$20,852	\$0	\$20,852	\$0	\$0	\$0	\$0	\$0	
		Total		\$287,148	\$45,852	\$0	\$0	\$0	\$0	\$333,000	\$310,456	\$22,545	\$0	\$0	\$0	\$0	\$0	
SALT L	11082	Active	F-0068(73)52	68	52	1 Redwood Road 4100 South to 5400 South SR-68; MP 52.31 - 53.31					Intersection Improvements							
		To Be Adv Dt:	09/14/21															
		LOCAL_GOV		\$78,254	\$221,746	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000				
		STP_FLX_ST		\$0	\$455,000	\$0	\$0	\$0	\$0	\$455,000	\$424,197	\$0	\$30,804					
		STP_HIF_SL		\$0	\$5,170,858	\$0	\$0	\$0	\$0	\$5,170,858	\$4,820,791	\$0	\$350,067					
		STP_URB_SL		\$4,040,000	\$3,831,670	\$0	\$0	\$0	\$0	\$7,871,670	\$7,338,758	\$0	\$532,912					
		Total		\$4,118,254	\$9,679,274	\$0	\$0	\$0	\$0	\$13,797,528	\$12,583,745	\$0	\$1,213,783					
SALT L	14942	Scoping	F-LC35(303)	71	10	6 SR-71 (700 E/ 900 E); Van Winkle to 90th South SR-71; MP 10.19 - 15.72					Pedestrian/Bicycle Safety							
		To Be Adv Dt:	10/16/23															
		CMAQ_WFRC		\$0	\$0	\$536,308	\$965,354	\$0	\$0	\$1,501,662	\$1,399,999	\$0	\$101,663					
		LOCAL_GOV		\$0	\$0	\$2,110,100	\$0	\$0	\$0	\$2,110,100	\$0	\$0	\$2,110,100					
		Total		\$0	\$0	\$2,646,408	\$965,354	\$0	\$0	\$3,611,762	\$1,399,999	\$0	\$2,211,763					
SALT L	13130	Active	F-LC35(259)	140		1 14600 South; Bike Lanes SR-140; MP .00 - .56 & 14600 South; Pony Express Rd to UPRR Bridge					Transportation Alternatives							
		To Be Adv Dt:	06/21/21															
		CMAQ_WFRC		\$125,000	\$544,700	\$0	\$0	\$0	\$0	\$669,700	\$624,361	\$0	\$45,339					
		LOCAL_INKIND		\$0	\$22,942	\$0	\$0	\$0	\$0	\$22,942	\$0	\$0	\$22,942					
		Total		\$125,000	\$567,642	\$0	\$0	\$0	\$0	\$692,642	\$624,361	\$0	\$68,280					
SALT L	8166	Active	S-0154(58)3	154		12 BANGERTER HWY CORRIDOR PRESERVATION SR-154; BANGERTER HWY @ REDWOOD RD. CORRIDOR PRESERVATION												
		Will Not Adv																
		ST_CORR_PRES		\$3,698,891	\$3,795,153	\$0	\$0	\$0	\$0	\$7,494,044	\$0	\$7,494,044	\$0					



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description				
				Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other					
Salt Lake County Projects																		
SALT L	18808	Scoping Will Not Adv	S-0154(92)0	154	22	Bangerter Highway Corridor - Environmental SR-154; MP .00 - 22.35					Document EA/EIS							
		ST_TIF	\$4,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000,000	\$0	\$8,000,000	\$0				
SALT L	18448	Funding To Be Adv Dt:	NEWPROJ(18448)	154	17	5	Bangerter Interchanges; 4100 S to California SR-154; MP 17.47 - 22.64					Upgrade Existing At-Grade Intersection						
NEW		ST_TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$570,000,000	\$570,000,000	\$0	\$570,000,000	\$0				
SALT L	16383	Scoping To Be Adv Dt: 01/31/23	S-0154(96)5	154	5	1	Bangerter Highway @ 13400 South SR-154; MP 5.20 - 6.20					Upgrade Existing At-Grade Intersection						
		ST_TIF_HB433	\$0	\$7,500,000	\$7,500,000	\$45,000,000	\$15,000,000	\$0	\$0	\$75,000,000	\$0	\$75,000,000	\$0					
SALT L	16951	Advertised Adv Dt: 05/01/21	F-0171(57)15	171	14	3300 South Sidewalk; 2600 East to 2700 East SR-171; MP 14.47 - 14.60					Pedestrian/Bike facility							
		LOCAL_GOV	\$96,766	\$0	\$0	\$0	\$0	\$0	\$0	\$96,766	\$0	\$0	\$96,766					
		TAP_URB_WFRC	\$429,500	\$0	\$0	\$0	\$0	\$0	\$0	\$429,500	\$400,423	\$0	\$29,077					
		Total	\$526,266	\$0	\$0	\$0	\$0	\$0	\$0	\$526,266	\$400,423	\$0	\$125,843					
SALT L	17837	Scoping To Be Adv Dt: 01/27/22	F-0171(60)9	171	9	3300 South and 900 West SR-171; MP 9.22 - 9.22					Pedestrian/Bicycle Safety							
		HSIP	\$0	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$1,800,000	\$1,678,140	\$121,860	\$0					
		STP_FLX_ST	\$300,354	\$199,646	\$0	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0					
		STP_URB_SL	\$0	\$840,000	\$0	\$0	\$0	\$0	\$0	\$840,000	\$783,132	\$56,868	\$0					
		Total	\$300,354	\$2,839,646	\$0	\$0	\$0	\$0	\$0	\$3,140,000	\$2,927,422	\$212,578	\$0					
SALT L	18833	STIP To Be Adv Dt:	F-0171(65)0	171	4	3500 South (SR-171) Sidewalk Improvements SR-171; MP .00 - 3.50					Transportation Alternatives							
		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$536,308	\$536,308	\$500,000	\$36,308					
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,517,792	\$1,517,792	\$0	\$1,517,792					
		STP_FLX_ST	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$932,300	\$67,700					
		Total	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$2,054,100	\$3,054,100	\$1,432,300	\$104,008					



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Salt Lake County Projects													
SALT L	14413	Undr Const	F-0172(32)7	172	6	3	SR-172; 5600 W. Railroad Crossing	Widen Existing Facility					
		Adv Dt: 08/24/19					SR-172; MP 6.18 - 9.21						
		FA_INFRA@100	\$11,352,772	\$0	\$0	\$0	\$0	\$0	\$11,352,772	\$11,352,772	\$0	\$0	
		L_BETTERMENT	\$53,405	\$19,195	\$0	\$0	\$0	\$0	\$72,600	\$0	\$0	\$72,600	
		NHFP	\$21,992,057	\$0	\$0	\$0	\$0	\$0	\$21,992,057	\$20,503,195	\$1,488,862	\$0	
		NHPP_NHS	\$8,724,598	\$0	\$0	\$0	\$0	\$0	\$8,724,598	\$8,133,943	\$590,655	\$0	
		R/H_DEVIC90	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		R/H_HZ_EL90S	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$450,000	\$50,000	\$0	
		R/H_HZ_ELM90	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_FLX_ST	\$10,212,972	\$5,018,172	\$0	\$0	\$0	\$0	\$15,231,145	\$14,199,996	\$1,031,149	\$0	
		STP_HIF_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_URB_SL	\$1,930,709	\$0	\$0	\$0	\$0	\$0	\$1,930,709	\$1,800,000	\$130,709	\$0	
		ST_TIF	\$0	\$8,344,090	\$0	\$0	\$0	\$0	\$8,344,090	\$0	\$8,344,090	\$0	
		ST_TIF_MATCH	\$7,367,550	\$200,965	\$0	\$0	\$0	\$0	\$7,568,515	\$0	\$7,568,515	\$0	
		UPRR	\$0	\$6,909,045	\$0	\$0	\$0	\$0	\$6,909,045	\$0	\$0	\$6,909,045	
		Total	\$62,134,064	\$20,491,468	\$0	\$0	\$0	\$0	\$82,625,531	\$56,439,906	\$19,203,980	\$6,981,645	
SALT L	7650	Scoping	F-0172(18)	172		1	SR-172; 5600 WEST BUS RAPID TRANSIT (BRT)						
		Will Not Adv					SR-172; 5600 WEST BUS RAPID TRANSIT (BRT)						
		CMAQ_WFRC	\$0	\$0	\$0	\$1,072,616	\$0	\$1,072,616	\$2,145,232	\$2,000,000	\$0	\$145,232	
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Total	\$0	\$0	\$0	\$1,072,616	\$0	\$1,072,616	\$2,145,232	\$2,000,000	\$0	\$145,232	
SALT L	15921	Scoping	F-0173(36)9	173	9		5300 South & College Dr Intersection - Murray	Intersection Improvements					
		To Be Adv Dt: 12/03/21					SR-173; MP 9.05 - 9.05						
		CMAQ_PM2.5	\$250,000	\$179,046	\$1,388,354	\$0	\$0	\$0	\$1,817,400	\$1,694,362	\$0	\$123,038	
		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		LOCAL_GOV	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000	
		STP_FLX_ST	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$0	\$16,925	
		Total	\$250,000	\$429,046	\$1,413,354	\$0	\$0	\$0	\$2,092,400	\$1,927,437	\$0	\$164,963	
SALT L	17840	Scoping	F-0173(40)7	173	7		5400 South and 1900 West Intersection	Intersection Modification					
		To Be Adv Dt: 12/10/21					SR-173; MP 7.05 - 7.05						
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_FLX_ST	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000	\$27,969	\$2,031	\$0	
		STP_URB_SL	\$364,995	\$0	\$0	\$0	\$0	\$0	\$364,995	\$364,995	\$0	\$0	
		ST_PVMT	\$0	\$26,505	\$0	\$0	\$0	\$0	\$26,505	\$0	\$26,505	\$0	
		Total	\$364,995	\$56,505	\$0	\$0	\$0	\$0	\$421,500	\$392,964	\$28,536	\$0	
SALT L	14412	Scoping	S-0209(35)10	209	10	2	SR-209 (9000 S); Redwood Rd. to 700 West	Widen Existing Facility					
		To Be Adv Dt: 10/28/22					SR-209; MP 9.68 - 11.30						
		ST_TIF	\$5,000,000	\$10,000,000	\$25,000,000	\$0	\$0	\$0	\$40,000,000	\$0	\$40,000,000	\$0	



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other				
Salt Lake County Projects																		
SALT L	16921	Undr Const	F-0209(47)12		209	12	Monroe and 90th Street (SR-209) Intersection Imp					Intersection Modification						
		Adv Dt:	08/29/20				SR-209; MP 11.92 - 11.92											
		LOCAL_GOV		\$0	\$5,812,184		\$0	\$0	\$0	\$0	\$0	\$5,812,184	\$0	\$0	\$5,812,184			
		STP_URB_SL		\$4,505,173	-\$185		\$0	\$0	\$0	\$0	\$0	\$4,504,988	\$4,200,000	\$0	\$188			
		Total		\$4,505,173	\$5,811,999		\$0	\$0	\$0	\$0	\$0	\$10,317,172	\$4,200,000	\$0	\$5,812,372			
SALT L	16092	Scoping	S-R299(281)		210	11	Little Cottonwood Canyon (EIS)					Document EA/EIS						
		Will Not Adv					SR-210; MP .00 - 10.75											
		ST_GF_HB3		\$500,000	\$0		\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0			
		ST_TIF		\$12,416,736	\$263,473		\$0	\$0	\$0	\$0	\$0	\$12,680,209	\$0	\$12,680,209	\$0			
		Total		\$12,916,736	\$263,473		\$0	\$0	\$0	\$0	\$0	\$13,180,209	\$0	\$13,180,209	\$0			
SALT L	15689	Scoping	F-I215(192)19		215	19	I-215; SR-201 to North Temple					High Volume						
		To Be Adv Dt:	04/28/27				I-215; MP 19.29 - 22.80											
		NHPP_NHS		\$0	\$0		\$0	\$0	\$0	\$0	\$70,000,000	\$70,000,000	\$65,261,000	\$4,739,000	\$0			
SALT L	17953	Scoping	F-I215(196)16		215	16	I-215 Frontage Rd, 4100 - 4700 S and 2700 W Access					New Capacity						
		To Be Adv Dt:	08/17/23				I-215; MP 15.53 - 16.53											
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$0	\$5,627,721	\$5,627,721	\$0	\$0	\$5,627,721			
		STP_URB_SL		\$0	\$0		\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848			
		Total		\$0	\$0		\$0	\$0	\$0	\$0	\$8,845,569	\$8,845,569	\$3,000,000	\$0	\$5,845,569			
SALT L	17870	Scoping	F-0266(71)6		266	6	4500 South (SR-266); 1500 East to 1630 East					Safe Sidewalk						
		To Be Adv Dt:	01/11/22				SR-266; MP 5.63 - 5.74											
		TAP_URB_WFRC		\$55,000	\$302,600		\$0	\$0	\$0	\$0	\$0	\$357,600	\$333,390	\$0	\$24,210			
SALT L	14938	Scoping	F-LC35(299)		282	1	University of Utah Intermodal Center					Transportation Alternatives						
		Will Not Adv					SR-282; MP .80 - .80 & South Campus near the Central Campus TRAX Station											
		CMAQ_WFRC		\$622,117	\$0		\$0	\$0	\$0	\$0	\$0	\$622,117	\$622,117	\$0	\$0			
		TFER_2_UTA		\$1,750,000	\$0		\$0	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000	\$0	\$0			
		UTA_FUNDS		\$0	\$2,573,900		\$0	\$0	\$0	\$0	\$0	\$2,573,900	\$0	\$0	\$2,573,900			
		Total		\$2,372,117	\$2,573,900		\$0	\$0	\$0	\$0	\$0	\$4,946,017	\$2,372,117	\$0	\$2,573,900			
SALT L	17836	STIP	F-2030(2)1		2030	1	Bacchus Hwy (SR-111): 10200 South to 10700 South					Intersection Modification						
		To Be Adv Dt:					Cnty:FA-2030; MP .68 - 1.45											
		STP_URB_SL		\$0	\$0		\$0	\$0	\$0	\$0	\$2,301,300	\$2,301,300	\$2,145,502	\$0	\$155,798			
SALT L	14940	Scoping	F-LC35(301)		2035	6	Riverton - 13400 So Bike Lanes; 2700 W to 3200 W					Pedestrian/Bicycle Safety						
		To Be Adv Dt:	08/18/21				Cnty:FA-2035; MP 6.00 - 6.51											
		CMAQ_WFRC		\$0	\$280,000		\$0	\$0	\$0	\$0	\$0	\$280,000	\$280,000	\$0	\$0			
		LOCAL_GOV		\$0	\$210,900		\$0	\$0	\$0	\$0	\$0	\$210,900	\$0	\$0	\$210,900			
		Total		\$0	\$490,900		\$0	\$0	\$0	\$0	\$0	\$490,900	\$280,000	\$0	\$210,900			



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description				
				Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other					
Salt Lake County Projects																		
SALT L	14830	Scoping	F-LC35(293)		2036	1	7800 S. Widening Cnty:FA-2036; MP .00 - 1.05					TIF - Transportation Investment Fund						
		To Be Adv Dt: 10/17/22																
		LOCAL_GOV		\$0	\$3,158,600		\$0	\$0	\$0	\$0	\$0	\$3,158,600	\$0	\$0	\$3,158,600			
		STP_URB_SL		\$0	\$2,400,000		\$0	\$0	\$0	\$0	\$0	\$2,400,000	\$2,400,000	\$0	\$0			
		Total		\$0	\$5,558,600		\$0	\$0	\$0	\$0	\$0	\$5,558,600	\$2,400,000	\$0	\$3,158,600			
SALT L	16929	Scoping	F-2038(2)2		2038	2	14600 South Railroad Bridge Study - Bluffdale Cnty:FA-2038; MP 2.17 - 2.17					Planning						
		Will Not Adv																
		STP_URB_SL		\$128,600	\$0		\$0	\$0	\$0	\$0	\$0	\$128,600	\$119,894	\$0	\$8,706			
SALT L	17578	Active	F-ST99(580)		2040	14	RUC STSFA Federal Grant Cnty:FA-2040; MP 13.75 - 13.95 & Statewide research effort - non infrastructure					Research						
		Will Not Adv																
		FA_MISC_50%		\$2,500,000	\$0		\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$1,250,000	\$1,250,000	\$0			
SALT L	15910	Scoping	F-2040(1)7		2040	7	2700 West; 10000 S to 10200 S, Recon - So Jordan Cnty:FA-2040; MP 6.65 - 7.16					Reconstruct & Widening						
		To Be Adv Dt: 01/02/23																
		LOCAL_GOV		\$0	\$0		\$118,932	\$0	\$0	\$0	\$0	\$118,932	\$0	\$0	\$118,932			
		STP_URB_SL		\$10,000	\$0		\$824,268	\$0	\$0	\$0	\$0	\$834,268	\$777,788	\$0	\$56,480			
		Total		\$10,000	\$0		\$943,200	\$0	\$0	\$0	\$0	\$953,200	\$777,788	\$0	\$175,412			
SALT L	18822	STIP	F-2048(1)1		2048	1	Fort Street; Pioneer Road to 13200 South Cnty:FA-2048; MP .83 - 1.75					Reconstruct & Widening						
		To Be Adv Dt:																
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$0	\$981,759	\$981,759	\$0	\$0	\$981,759			
		STP_URB_SL		\$0	\$0		\$0	\$0	\$0	\$0	\$3,469,341	\$3,469,341	\$3,234,467	\$0	\$234,874			
		Total		\$0	\$0		\$0	\$0	\$0	\$0	\$4,451,100	\$4,451,100	\$3,234,467	\$0	\$1,216,633			
SALT L	14039	Scoping	F-LC35(276)		2066	7	1300 West; 6600 South to 9400 South Cnty:FA-2066; MP 6.65 - 10.16 & 1300 West; 6600 South to 9400 South					Reconstruct & Widening						
		To Be Adv Dt: 12/01/22																
		LOCAL_GOV		\$0	\$2,143,196		\$0	\$0	\$0	\$0	\$0	\$2,143,196	\$0	\$0	\$2,143,196			
		STP_URB_SL		\$2,008,924	\$6,250,220		\$5,148,557	\$0	\$0	\$0	\$0	\$13,407,701	\$12,500,000	\$0	\$907,701			
		Total		\$2,008,924	\$8,393,415		\$5,148,557	\$0	\$0	\$0	\$0	\$15,550,897	\$12,500,000	\$0	\$3,050,897			
SALT L	18821	Scoping	F-2066(2)4		2066	4	1300 West & White Peach Drive (11170 South) Cnty:FA-2066; MP 4.46 - 4.46					Intersection Improvements						
		To Be Adv Dt: 10/06/21																
		STP_URB_SL		\$0	\$460,800		\$0	\$0	\$0	\$0	\$0	\$460,800	\$429,604	\$0	\$31,196			
SALT L	16923	Scoping	F-2068(1)0		2068		1300 East; Wayne's World to Nashi Lane - Draper Cnty:FA-2068; MP .06 - .40					Reconstruct & Widening						
		To Be Adv Dt: 11/01/21																
		LOCAL_GOV		\$300,000	\$0		\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000			
		STP_URB_SL		\$250,000	\$571,785		\$0	\$3,221,978	\$0	\$0	\$0	\$4,043,763	\$3,770,000	\$0	\$273,763			
		Total		\$550,000	\$571,785		\$0	\$3,221,978	\$0	\$0	\$0	\$4,343,763	\$3,770,000	\$0	\$573,763			
SALT L	15135	Scoping	S-R299(242)		2075	2	Bluffdale Reimbursement for Porter Rockwell Cnty:FA-2075; MP 2.38 - 2.62					TIF - Transportation Investment Fund						
		Will Not Adv																
		ST_TIF		\$3,553,188	\$0		\$5,005,756	\$0	\$0	\$0	\$0	\$8,558,944	\$0	\$8,558,944	\$0			



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
							Prior	2022	2023	2024	2025	CD	Total	Fed Aid
Salt Lake County Projects														
SALT L	15908	Scoping	F-2076(2)4	2076	4	1	1300 East; 2100 South to Southern City Boundary Cnty:FA-2076; MP 3.55 - 4.59				Reconstruct no widening			
		To Be Adv Dt: 09/15/23												
		LOCAL_GOV		\$0	\$0	\$95,000	\$0	\$0	\$0	\$363,350	\$458,350	\$0	\$0	\$458,350
		STP_URB_SL		\$0	\$0	\$1,661,067	\$4,290,464	\$0	\$0	\$2,467,017	\$8,418,549	\$7,848,613	\$0	\$569,936
		Total		\$0	\$0	\$1,756,067	\$4,290,464	\$0	\$0	\$2,830,367	\$8,876,899	\$7,848,613	\$0	\$1,028,286
SALT L	15907	Scoping	F-2082(12)11	2082	11		Creek Rd & Highland Dr Interse, Cottonwood Heights Cnty:FA-2082; MP 10.60 - 10.60				Intersection Modification			
		To Be Adv Dt: 02/28/23												
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$193,070	\$193,070	\$0	\$0	\$193,070
		STP_URB_SL		\$0	\$0	\$2,578,030	\$0	\$0	\$0	\$0	\$2,578,030	\$2,403,497	\$0	\$174,533
		Total		\$0	\$0	\$2,578,030	\$0	\$0	\$0	\$193,070	\$2,771,100	\$2,403,497	\$0	\$367,603
SALT L	14040	Undr Const	F-LC35(277)	2085		2	2200 West Reconstruction w/ Minor Widening Cnty:FA-2085; MP .00 - 2.49 & 2200 West; 9400 South to 11400 South				Reconstruct & Widening			
		Adv Dt: 12/19/20												
		STP_URB_SL		\$7,005,900	\$0	\$0	\$0	\$0	\$0	\$0	\$7,005,900	\$6,531,601	\$0	\$474,299
SALT L	18831	STIP	F-2093(1)4	2093	4		9000 South and 450 W & Parkland Dr Intersection Cnty:FA-2093; MP 4.47 - 4.66				Intersection Improvements			
		To Be Adv Dt:												
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$2,129,000	\$2,129,000	\$1,984,867	\$0	\$144,133
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$56,000	\$0	\$0	\$56,000
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$2,185,000	\$2,185,000	\$1,984,867	\$0	\$200,133
SALT L	17851	STIP	F-2098(1)1	2098	1		9400 South & 700 East Intersection Cnty:FA-2098; MP 1.43 - 1.43				Intersection Modification			
		To Be Adv Dt:												
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$2,788,802	\$2,788,802	\$2,600,000	\$0	\$188,802
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$657,498	\$657,498	\$0	\$0	\$657,498
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$3,446,300	\$3,446,300	\$2,600,000	\$0	\$846,300
SALT L	14923	Active	F-LC35(296)	2102	3	1	Vine Str; 1300 E to Van Winkle - Recon & Widen Cnty:FA-2102; MP 2.97 - 3.94 & Vine Street; 1300 East to Van Winkle Expressway				Reconstruct & Widening			
		To Be Adv Dt: 09/02/21												
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_MATCH		\$0	\$182,136	\$0	\$0	\$0	\$0	\$0	\$182,136	\$0	\$0	\$182,136
		STP_COVID_SL		\$0	\$2,508,199	\$0	\$0	\$0	\$0	\$0	\$2,508,199	\$2,508,199	\$0	\$0
		STP_URB_SL		\$1,066,560	\$1,069,877	\$0	\$0	\$0	\$0	\$0	\$2,136,437	\$1,991,800	\$0	\$144,637
		Total		\$1,066,560	\$3,760,212	\$0	\$0	\$0	\$0	\$0	\$4,826,772	\$4,499,999	\$0	\$326,772
SALT L	14947	Scoping	F-LC35(308)	2105	1		7800 So Jordan River Pedestrian Bridge at 1100 W Cnty:FA-2105; MP .93 - .93				Pedestrian/Bicycle Safety			
		To Be Adv Dt: 10/27/21												
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TAP_URB_WFRC		\$180,000	\$167,700	\$0	\$0	\$0	\$0	\$0	\$347,700	\$324,161	\$0	\$23,539
		Total		\$180,000	\$167,700	\$0	\$0	\$0	\$0	\$0	\$347,700	\$324,161	\$0	\$23,539



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location					Concept Description			
							Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid
Salt Lake County Projects															
SALT L	14034	Scoping	F-LC35(272)	2118	5	1	500 West; 3300 South to 3900 South Cnty:FA-2118; MP 4.76 - 5.64 & 500 West; 3300 South to 3900 South					Reconstruct & Widening			
		To Be Adv Dt: 11/30/21													
		HSIP		\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$0	\$16,925
		LOCAL_GOV		\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
		LOCAL_MATCH		\$181,540	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,540	\$0	\$0	\$181,540
		STP_COVID_SL		\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$0
		STP_URB_SL		\$1,670,000	\$1,011,540	\$0	\$0	\$0	\$0	\$0	\$0	\$2,681,540	\$2,500,000	\$0	\$181,540
		Total		\$1,851,540	\$3,861,540	\$0	\$0	\$0	\$0	\$0	\$0	\$5,713,080	\$5,233,075	\$0	\$480,006
SALT L	17440	Scoping	F-2122(2)3	2122	3		5600 S over Jordan & SL Canal Bridge Replacement Cnty:FA-2122; MP 2.64 - 2.79					Rehabilitation or Replacement			
		To Be Adv Dt: 08/18/22													
		STP_BRIDGE		\$0	\$0	\$997,000	\$0	\$0	\$0	\$0	\$0	\$997,000	\$929,503	\$0	\$67,497
SALT L	17838	STIP	F-2124(3)1	2124	1		Winchester and 700 West Cnty:FA-2124; MP 1.01 - 1.01					Intersection Modification			
		To Be Adv Dt:													
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$2,753,900	\$2,753,900	\$2,567,461	\$0	\$186,439	
SALT L	18845	STIP	S-2128(1)6	2128	6	2	300 W; 400 S to 2100 S - Separated Bike Lanes Cnty:FA-2128; MP 5.93 - 8.37					Transportation Alternatives			
		To Be Adv Dt:													
		LOCAL_MATCH		\$0	\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$1,400,000
		ST_TIF		\$0	\$0	\$2,100,000	\$0	\$0	\$0	\$0	\$0	\$2,100,000	\$0	\$2,100,000	\$0
		Total		\$0	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$2,100,000	\$1,400,000
SALT L	16925	Scoping	F-2138(1)0	2138		1	700 West; 3300 South to 3655 South (Carlisle Ave.) Cnty:FA-2138; MP .32 - .86					Reconstruct & Widening			
		To Be Adv Dt: 10/03/22													
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$2,281,110	\$2,281,110	\$0	\$0	\$2,281,110	
		STP_URB_SL		\$0	\$0	\$0	\$2,145,232	\$0	\$0	\$2,145,233	\$4,290,465	\$4,000,001	\$0	\$290,464	
		Total		\$0	\$0	\$0	\$2,145,232	\$0	\$0	\$4,426,343	\$6,571,575	\$4,000,001	\$0	\$2,571,574	
SALT L	18820	STIP	F-2138(2)0	2138			700 W Reconstruct Phase II; Carlisle St - 3900 S Cnty:FA-2138; MP .00 - .31					Reconstruct & Widening			
		To Be Adv Dt:													
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$403,817	\$403,817	\$0	\$0	\$403,817	
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$4,504,988	\$4,504,988	\$4,200,000	\$0	\$304,988	
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$4,908,805	\$4,908,805	\$4,200,000	\$0	\$708,805	
SALT L	16928	Scoping	F-2151(1)1	2151	1	1	8000 West; 2600 South to 3100 South - Magna Cnty:FA-2151; MP 1.49 - 2.21					Pedestrian/Bike facility			
		To Be Adv Dt: 01/25/23													
		STP_URB_SL		\$0	\$0	\$0	\$1,346,700	\$0	\$0	\$0	\$1,346,700	\$1,255,528	\$0	\$91,172	
SALT L	18826	STIP	F-2151(2)1	2151	1	1	8000 West; SR-201 to 3100 South Cnty:FA-2151; MP 1.49 - 2.49					Reconstruct & Widening			
		To Be Adv Dt:													
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$2,679,000	\$2,679,000	\$2,497,632	\$0	\$181,368	



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other				
Salt Lake County Projects																		
SALT L	17869	Scoping	F-2162(2)1		2162		1	Cross Towne Trail; 2700 West to Bangerter Hwy Cnty:FA-2162; MP .37 - 1.60					Transportation Alternatives					
		To Be Adv Dt: 11/04/21																
		LOCAL_GOV		\$0	\$115,759	\$0	\$0	\$0	\$0	\$0	\$0	\$115,759	\$0	\$0	\$0	\$115,759		
		TAP_URB_WFRC		\$110,000	\$374,241	\$0	\$0	\$0	\$0	\$0	\$0	\$484,241	\$451,458	\$0	\$0	\$32,783		
		Total		\$110,000	\$490,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	\$451,458	\$0	\$0	\$148,542		
SALT L	14831	Undr Const	F-LC35(294)		2172	4	2	4100 South; Bangerter Highway to 5460 West Cnty:FA-2172; MP 3.53 - 5.79 & Cnty FA-2172; MP 3.707 - 5.579					Major Rehabilitation - Roadway					
		Adv Dt: 01/19/19																
		LOCAL_GOV		\$3,893,995	\$5,736,005	\$0	\$0	\$0	\$0	\$0	\$0	\$9,630,000	\$0	\$0	\$0	\$9,630,000		
		LOCAL_MATCH		\$0	\$815,311	\$0	\$0	\$0	\$0	\$0	\$0	\$815,311	\$0	\$0	\$0	\$815,311		
		L_BETTERMENT		\$4,918,521	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,918,521	\$0	\$0	\$0	\$4,918,521		
		STP_HIF_SL		\$3,421,462	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,421,462	\$3,421,462	\$0	\$0	\$0		
		STP_URB_SL		\$7,806,221	\$136,067	\$0	\$0	\$0	\$0	\$0	\$0	\$7,942,288	\$7,942,288	\$0	\$0	\$0		
		Total		\$20,040,199	\$6,687,383	\$0	\$0	\$0	\$0	\$0	\$0	\$26,727,582	\$11,363,750	\$0	\$0	\$15,363,832		
SALT L	16930	Undr Const	F-2172(6)14		2172	14	1	3900 South; 2300 East to Wasatch Blvd Cnty:FA-2172; MP 14.03 - 15.53					Reconstruct & Widening					
		Adv Dt: 11/14/20																
		LOCAL_GOV		\$0	\$4,409,536	\$0	\$0	\$0	\$0	\$0	\$0	\$4,409,536	\$0	\$0	\$0	\$4,409,536		
		STP_URB_SL		\$4,290,464	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,290,464	\$4,000,000	\$0	\$0	\$290,464		
		Total		\$4,290,464	\$4,409,536	\$0	\$0	\$0	\$0	\$0	\$0	\$8,700,000	\$4,000,000	\$0	\$0	\$4,700,000		
SALT L	15914	Scoping	F-2179(1)0		2179			Riverfront Parkway; 11050 S to 11400 S, Widen Cnty:FA-2179; MP .00 - .42					Widen Existing Facility					
		To Be Adv Dt: 03/24/23																
		LOCAL_GOV		\$0	\$0	\$90,100	\$0	\$0	\$0	\$0	\$0	\$90,100	\$0	\$0	\$0	\$90,100		
		STP_URB_SL		\$0	\$0	\$1,750,800	\$0	\$0	\$0	\$0	\$0	\$1,750,800	\$1,632,271	\$0	\$0	\$118,529		
		Total		\$0	\$0	\$1,840,900	\$0	\$0	\$0	\$0	\$0	\$1,840,900	\$1,632,271	\$0	\$0	\$208,629		
SALT L	15911	Scoping	F-2180(3)1		2180	1	1	900 East; 3900 S to 4500 S, Safety/ Recon, Millcre Cnty:FA-2180; MP .59 - 1.47					Spot Safety Improvement					
		To Be Adv Dt: 03/14/22																
		LOCAL_GOV		\$0	\$300,064	\$0	\$0	\$0	\$0	\$0	\$0	\$300,064	\$0	\$0	\$0	\$300,064		
		LOCAL_MATCH		\$0	\$217,848	\$0	\$0	\$0	\$0	\$0	\$0	\$217,848	\$0	\$0	\$0	\$217,848		
		STP_COVID_SL		\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0		
		STP_URB_SL		\$775,000	\$2,777,287	\$0	\$0	\$0	\$0	\$0	\$0	\$3,552,287	\$3,311,797	\$0	\$0	\$240,490		
		Total		\$775,000	\$6,295,199	\$0	\$0	\$0	\$0	\$0	\$0	\$7,070,199	\$6,311,797	\$0	\$0	\$758,402		
SALT L	17807	Scoping	F-2213(1)1		2213	1		Lone Peak Parkway; 12650 South to 12300 South Cnty:FA-2213; MP 1.23 - 1.65					Reconstruct & Widening					
		To Be Adv Dt: 02/21/24																
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$870,988	\$870,988	\$0	\$0	\$0	\$870,988		
		STP_URB_SL		\$0	\$0	\$375,416	\$0	\$0	\$0	\$0	\$3,893,596	\$4,269,012	\$3,980,000	\$0	\$0	\$289,012		
		Total		\$0	\$0	\$375,416	\$0	\$0	\$0	\$0	\$4,764,584	\$5,140,000	\$3,980,000	\$0	\$0	\$1,160,000		



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location					Concept Description				
						Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Salt Lake County Projects															
SALT L	18823	STIP	F-2215(1)0		2215	1	3650 South; 2700 West to 3200 West Cnty:FA-2215; MP .00 - 1.00					Reconstruct & Widening			
		To Be Adv Dt:													
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$3,112,477	\$3,112,477	\$0	\$0	\$3,112,477
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$0	\$2,756,623	\$2,756,623	\$2,570,000	\$0	\$186,623
		Total			\$0	\$0	\$0	\$0	\$0	\$0	\$5,869,100	\$5,869,100	\$2,570,000	\$0	\$3,299,100
SALT L	18816	STIP	F-2218(1)0		2218		Bengal Boulevard & Highland Drive Intersection Cnty:FA-2218; MP .00 - .07					Intersection Improvements			
		To Be Adv Dt:													
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$0	\$1,657,000	\$1,657,000	\$1,544,821	\$0	\$112,179
SALT L	16948	Scoping	F-2224(1)0		2224		2600 East Sidewalk; 7550 South to 7655 South Cnty:FA-2224; MP .11 - .26					Pedestrian/Bike facility			
		To Be Adv Dt: 05/31/22													
		TAP_URB_WFRC			\$110,000	\$305,000	\$0	\$0	\$0	\$0	\$0	\$415,000	\$386,905	\$0	\$28,096
SALT L	17806	Scoping	F-2233(1)1		2233	1	Parkway Blvd (2700 S); MVC to 6400 West Cnty:FA-2233; MP 1.00 - 1.43					Reconstruct & Widening			
		To Be Adv Dt: 02/24/26													
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$82,935	\$82,935	\$0	\$0	\$82,935
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$0	\$5,684,865	\$5,684,865	\$5,300,000	\$0	\$384,865
		Total			\$0	\$0	\$0	\$0	\$0	\$0	\$5,767,800	\$5,767,800	\$5,300,000	\$0	\$467,800
SALT L	17867	Scoping	F-2236(1)2		2236	2	2820 South; 7630 West to 7440 West Cnty:FA-2236; MP 1.82 - 2.00					Safe Sidewalk			
		To Be Adv Dt: 12/13/21													
		LOCAL_GOV			\$0	\$5,329	\$0	\$0	\$0	\$0	\$0	\$5,329	\$0	\$0	\$5,329
		TAP_URB_WFRC			\$45,000	\$373,571	\$0	\$0	\$0	\$0	\$0	\$418,571	\$390,234	\$0	\$28,337
		Total			\$45,000	\$378,900	\$0	\$0	\$0	\$0	\$0	\$423,900	\$390,234	\$0	\$33,666
SALT L	11085	Scoping	F-2240(2)0		2240	2	4700 South; 4000 West to 5600 West Cnty:FA-2240; MP .00 - 2.01					Reconstruct no widening			
		To Be Adv Dt: 11/01/21													
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$941,049	\$941,049	\$0	\$0	\$941,049
		STP_URB_SL			\$3,200,000	\$8,464,743	\$3,539,633	\$0	\$0	\$0	\$0	\$15,204,377	\$14,175,040	\$0	\$1,029,336
		Total			\$3,200,000	\$8,464,743	\$3,539,633	\$0	\$0	\$0	\$941,049	\$16,145,426	\$14,175,040	\$0	\$1,970,385
SALT L	14041	Undr Const	F-LC35(278)		2266	1	Highland Drive; Spring Lane to Fardown Avenue Cnty:FA-2266; MP .24 - 1.08 & Highland Drive; Spring Lane to Fardown Avenue					Reconstruct no widening			
		Adv Dt: 09/12/20													
		EM_HPP_1702			\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$200,000	\$0	\$50,000
		EQ_BONUS(MG)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV			\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000
		STP_FLX_ST			\$389,634	\$0	\$0	\$0	\$0	\$0	\$0	\$389,634	\$363,256	\$0	\$26,378
		STP_URB_SL			\$2,405,996	\$603	\$0	\$0	\$0	\$0	\$0	\$2,406,599	\$2,243,672	\$0	\$162,927
		Total			\$3,045,630	\$300,603	\$0	\$0	\$0	\$0	\$0	\$3,346,233	\$2,806,928	\$0	\$539,305
SALT L	14828	Scoping	F-LC35(291)		2266	1	Highland Dr. Corridor Feasibility Study Cnty:FA-2266; MP .00 - 1.39					Planning			
		Will Not Adv													
		LOCAL_GOV			\$12,443	\$0	\$0	\$0	\$0	\$0	\$0	\$12,443	\$0	\$0	\$12,443
		STP_URB_SL			\$171,357	\$0	\$0	\$0	\$0	\$0	\$0	\$171,357	\$171,357	\$0	\$0
		Total			\$183,800	\$0	\$0	\$0	\$0	\$0	\$0	\$183,800	\$171,357	\$0	\$12,443



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location					Concept Description				
						Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Salt Lake County Projects															
SALT L	16944	Scoping	F-2266(2)2		2266	2	Highland Drive & 4500 South Intersection Imp Cnty:FA-2266; MP 2.43 - 2.43					Intersection Modification			
		To Be Adv Dt: 09/08/23													
		CMAQ_PM2.5			\$0	\$0	\$0	\$1,287,139	\$0	\$0	\$0	\$1,287,139	\$1,200,000	\$0	\$87,139
		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV			\$0	\$0	\$0	\$1,309,861	\$0	\$0	\$0	\$1,309,861	\$0	\$0	\$1,309,861
		Total			\$0	\$0	\$0	\$2,597,000	\$0	\$0	\$0	\$2,597,000	\$1,200,000	\$0	\$1,397,000
SALT L	17850	STIP	F-2330(1)1		2330	1	SLC West Intermodal Center Cnty:FA-2330; MP 1.30 - 1.30					UTA/Transit			
		To Be Adv Dt:													
		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$0	\$1,501,663	\$1,501,663	\$1,400,000	\$0	\$101,663	
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$2,698,637	\$2,698,637	\$0	\$0	\$2,698,637	
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$2,270,092	\$2,270,092	\$2,116,407	\$153,685	\$0	
		Total			\$0	\$0	\$0	\$0	\$0	\$6,470,392	\$6,470,392	\$3,516,407	\$153,685	\$2,800,300	
SALT L	14932	Scoping	F-LC35(297)		2364	1	300 North Pedestrian/ Bicyclist Safety Overpass Cnty:FA-2364; MP .60 - .60 & 300 North over the Union Pacific and Commuter Rail Railroad Tracks (West of 500 W and East of 490 W)					Pedestrian/Bicycle Safety			
		Will Not Adv													
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_MATCH			\$1,069,250	\$0	\$0	\$0	\$0	\$0	\$1,069,250	\$0	\$0	\$1,069,250	
		R/H_HZ_EL90S			\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$450,000	\$0	\$50,000	
		STP_URB_SL			\$2,900,000	\$0	\$0	\$0	\$0	\$0	\$2,900,000	\$2,900,000	\$0	\$0	
		TIGER_WFRC			\$0	\$1,634,797	\$0	\$0	\$0	\$0	\$1,634,797	\$1,634,797	\$0	\$0	
		UPRR			\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	
		Total			\$4,469,250	\$2,134,797	\$0	\$0	\$0	\$0	\$6,604,047	\$4,984,797	\$0	\$1,619,250	
SALT L	13963	Active	S-R299(210)		MULT		Environmental for 4 locations on Bangerter SR-154; MP 7.79 - 8.89 & SR-175; MP .00 - .41 & SR-154; MP 10.92 - 11.90 & SR-154; MP 13.69 - 14.14 & SR-154; MP 15.71 - 16.19					Document EA/EIS			
		Will Not Adv													
		ST_TIF			\$2,413,257	\$0	\$0	\$0	\$0	\$0	\$2,413,257	\$0	\$2,413,257	\$0	
SALT L	14415	Undr Const	S-0154(84)14		MULT		Bangerter Three Interchanges SR-154; MP 9.11 - 10.19 & SR-154; MP 14.13 - 15.98 & SR-154; MP 6.17 - 7.51					Upgrade Existing At-Grade Intersection			
		Adv Dt: 08/29/19													
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_BETTERMENT			\$8,448,483	\$0	\$0	\$0	\$0	\$0	\$8,448,483	\$0	\$0	\$8,448,483	
		ST_CONST			\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000	\$0	
		ST_RET_ROW			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_RET_ROW_S			\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0	
		ST_TIF			\$145,423,031	\$64,769,969	\$0	\$0	\$0	\$0	\$210,193,000	\$0	\$210,193,000	\$0	
		Total			\$166,871,514	\$64,769,969	\$0	\$0	\$0	\$0	\$231,641,483	\$0	\$223,193,000	\$8,448,483	
SALT L	14552	Scoping	S-R299(260)		MULT		I-80/ I-215 East Interchange Study TO I-80P FROM I-15P; MP .00 - .40 & I-80; MP 122.20 - 122.74 & I-80; MP 123.24 - 128.70 & I-215; MP .00 - 1.40 & I-80; MP 122.03 - 128.67					Upgrade Existing Interchange			
		Will Not Adv													
		ST_TIF			\$2,822,579	\$1,863,549	\$0	\$0	\$0	\$0	\$4,686,128	\$0	\$4,686,128	\$0	



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Salt Lake County Projects														
SALT L	15264	Scoping Will Not Adv	S-R299(244)	MULT	I-80 and State Street Interchange R/W US-89; MP 375.64 - 375.91 & I-80; MP 122.93 - 123.46					PE				
		ST_HB377/TF			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF			\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		Total			\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$0	\$500,000	\$0
SALT L	15669	Undr Const Adv Dt: 10/18/18	S-I15-7(341)295	MULT	I-15 NB; Bangerter Hwy to I-215 I-15; MP 294.50 - 298.30 & I-15; MP 289.50 - 299.00					Widen Existing Facility				
		ST_APPROP	\$1,365,417		\$0	\$0	\$0	\$0	\$0	\$0	\$1,365,417	\$0	\$1,365,417	\$0
		ST_PVMT_LV2	\$0		\$495,000	\$0	\$0	\$0	\$0	\$0	\$495,000	\$0	\$495,000	\$0
		ST_TIF	\$166,469,359		\$2,465,224	\$0	\$0	\$0	\$0	\$0	\$168,934,583	\$0	\$168,934,583	\$0
		Total	\$167,834,776		\$2,960,224	\$0	\$0	\$0	\$0	\$0	\$170,795,000	\$0	\$170,795,000	\$0
SALT L	15688	Undr Const Adv Dt: 10/01/20	F-I80-3(193)125	MULT	I-80; 1300 E to 2300 E and I-215; 3300 S to 4500 S I-80; MP 124.96 - 127.57 & I-215; MP 1.60 - 4.00					High Volume				
		NHPP_BR	\$13,700,000		\$0	\$0	\$0	\$0	\$0	\$0	\$13,700,000	\$12,772,510	\$927,490	\$0
		NHPP_IM	\$13,264,817		\$103,215,960	\$0	\$0	\$0	\$0	\$0	\$116,480,777	\$109,701,596	\$6,779,181	\$0
		STP_BRIDGE	\$0		\$12,127,013	\$0	\$0	\$0	\$0	\$0	\$12,127,013	\$11,306,014	\$820,999	\$0
		ST_RET_ROW	\$1,028,770		\$3,163,440	\$0	\$0	\$0	\$0	\$0	\$4,192,210	\$0	\$4,192,210	\$0
		Total	\$27,993,586		\$118,506,414	\$0	\$0	\$0	\$0	\$0	\$146,500,000	\$133,780,120	\$12,719,880	\$0
SALT L	16490	Scoping To Be Adv Dt: 11/01/22	F-I215(197)11	MULT	700 W, 300 W & TRAX over I-215 Bridge Rehabs I-215; MP 11.14 - 11.19 & I-215; MP 11.11 - 11.22 & Cnty:FA-2118; MP 1.00 - 1.08					Replacement and Rehabilitation - Structure				
		NHPP_BR	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_BRIDGE	\$0		\$1,000,000	\$0	\$6,600,000	\$0	\$0	\$0	\$7,600,000	\$7,085,480	\$514,520	\$0
		Total	\$0		\$1,000,000	\$0	\$6,600,000	\$0	\$0	\$0	\$7,600,000	\$7,085,480	\$514,520	\$0
SALT L	18843	STIP To Be Adv Dt:	S-2354(1)2	MULT	600/700 N Frequent Transit Network Improvements SR-268; MP .00 - .73 & Cnty:FA-2354; MP 1.72 - 3.09					UTA/Transit				
		LOCAL_MATCH	\$0		\$0	\$0	\$0	\$0	\$152,000	\$152,000	\$0	\$0	\$152,000	
		ST_TTIF	\$0		\$0	\$0	\$0	\$0	\$228,000	\$228,000	\$0	\$228,000	\$0	
		Total	\$0		\$0	\$0	\$0	\$0	\$380,000	\$380,000	\$0	\$228,000	\$152,000	
SALT L	18844	Scoping Will Not Adv	S-2354(2)1	MULT	600/700 N Active Transportation Improvements Cnty:FA-2354; MP .99 - 3.09 & SR-268; MP .00 - .73					Transportation Alternatives				
		LOCAL_MATCH	\$1,600,000		\$0	\$0	\$0	\$0	\$0	\$1,600,000	\$0	\$0	\$1,600,000	
		ST_TIF	\$2,400,000		\$0	\$0	\$0	\$0	\$0	\$2,400,000	\$0	\$2,400,000	\$0	
		Total	\$4,000,000		\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$2,400,000	\$1,600,000	
SALT L	18847	STIP To Be Adv Dt:	S-2066(3)10	MULT	1300 W; 6400 S to 4800 S - Active Transportation Cnty:FA-2066; MP 10.03 - 11.72					Transportation Alternatives				
		LOCAL_MATCH	\$0		\$0	\$0	\$0	\$0	\$1,120,000	\$1,120,000	\$0	\$0	\$1,120,000	
		ST_TIF	\$0		\$0	\$0	\$0	\$0	\$1,680,000	\$1,680,000	\$0	\$1,680,000	\$0	
		Total	\$0		\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000	\$0	\$1,680,000	\$1,120,000	



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Salt Lake County Projects														
SALT L	18452	Funding	NEWPROJ(18452)	MULT	MVC; Old Bing Hwy to Porter Rockwell					New Capacity				
		Will Not Adv			SR-85; MP 3.53 - 12.46 & SR-85; MP 3.53 - 12.46									
NEW		ST_CONCPT_D2	\$45,649	\$0	\$0	\$0	\$0	\$0	\$0	\$45,649	\$0	\$45,649	\$0	
		ST_TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$490,000,000	\$490,000,000	\$0	\$490,000,000	\$0	
		Total	\$45,649	\$0	\$0	\$0	\$0	\$0	\$490,000,000	\$490,045,649	\$0	\$490,045,649	\$0	
SALT L	7703	Active	MP-0182(6)	MULT	MVC; Salt Lake County PM					Staffing Support				
		Will Not Adv			MVC; Salt Lake County PM									
		LOCAL_INKIND	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		L_BETTERMENT	\$38,333,979	\$0	\$0	\$0	\$0	\$0	\$0	\$38,333,979	\$0	\$0	\$38,333,979	
		ST_BONDS_MVC	\$55,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$55,800,000	\$0	\$55,800,000	\$0	
		ST_CHF_TIF	\$193,845,199	\$0	\$0	\$0	\$0	\$0	\$0	\$193,845,199	\$0	\$193,845,199	\$0	
		ST_CONST	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0	
		ST_GF_CHN	\$128,755,865	\$0	\$0	\$0	\$0	\$0	\$0	\$128,755,865	\$0	\$128,755,865	\$0	
		ST_GF_TIF	\$7,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500,000	\$0	\$7,500,000	\$0	
		ST_TIF	\$9,034,423	\$8,640,014	\$2,266,342	\$0	\$0	\$0	\$0	\$19,940,779	\$0	\$19,940,779	\$0	
		Total	\$433,769,465	\$8,640,014	\$2,266,342	\$0	\$0	\$0	\$0	\$444,675,822	\$0	\$406,341,843	\$38,333,979	
SALT L	12587	Undr Const	S-115-7(324)297	MULT	I-15; SB 12300 South to SR-201					Upgrade Existing Interchange				
		Adv Dt: 09/06/17			I-15; MP 297.28 - 299.05 & I-15; MP 291.40 - 304.50									
		ST_ATMS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_ATMS_AM	\$309,000	\$0	\$0	\$0	\$0	\$0	\$0	\$309,000	\$0	\$309,000	\$0	
		ST_BRIDGE	\$10,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800,000	\$0	\$10,800,000	\$0	
		ST_INS-RECOV	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0	
		ST_PVMT_LV2	\$0	\$495,000	\$0	\$0	\$0	\$0	\$0	\$495,000	\$0	\$495,000	\$0	
		ST_T&S_FUND	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0	
		ST_TIF	\$198,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$198,800,000	\$0	\$198,800,000	\$0	
		ST_TIF_SB229	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Total	\$210,209,000	\$795,000	\$0	\$0	\$0	\$0	\$0	\$211,004,000	\$0	\$211,004,000	\$0	
SALT L	13114	Undr Const	F-0089(392)0	MULT	9270 South & State Street; 150 East to State St.					Intersection Improvements				
		Adv Dt: 11/07/20			US-89; MP 366.42 - 366.62 & 9270 South between State St. to 150 East; Length = 0.280 Miles									
		LOCAL_GOV	\$92,448	\$0	\$0	\$0	\$0	\$0	\$0	\$92,448	\$0	\$0	\$92,448	
		STP_URB_SL	\$7,135,046	\$96,954	\$0	\$0	\$0	\$0	\$0	\$7,232,000	\$6,742,394	\$0	\$489,606	
		Total	\$7,227,494	\$96,954	\$0	\$0	\$0	\$0	\$0	\$7,324,448	\$6,742,394	\$0	\$582,055	
SALT L	14944	Undr Const	F-LC35(305)	MULT	SR-210 Widening and Grit Mill Parking Lot					Transportation Alternatives				
		Adv Dt: 05/30/20			SR-210; MP 4.35 - 4.56									
		LOCAL_GOV	\$0	\$116,658	\$0	\$0	\$0	\$0	\$0	\$116,658	\$0	\$0	\$116,658	
		LOCAL_INKIND	\$0	\$14,720	\$0	\$0	\$0	\$0	\$0	\$14,720	\$0	\$0	\$14,720	
		LOCAL_MATCH	\$0	\$24,342	\$0	\$0	\$0	\$0	\$0	\$24,342	\$0	\$0	\$24,342	
		OTHER	\$0	\$194,361	\$0	\$0	\$0	\$0	\$0	\$194,361	\$0	\$0	\$194,361	
		ST_CONT_R2	\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0	
		TAP_URB_WFRC	\$537,927	\$0	\$0	\$0	\$0	\$0	\$0	\$537,927	\$537,927	\$0	\$0	
		Total	\$537,927	\$475,081	\$0	\$0	\$0	\$0	\$0	\$1,013,008	\$537,927	\$125,000	\$350,081	



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description			
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid
Salt Lake County Projects													
SALT L	14945	Awarded	F-LC35(306)	MULT	Midas Creek Trail over Welby Jacob Canal					Transportation Alternatives			
		Adv Dt: 02/20/21			Sec 1 completes a gap, Sec 2 Bridge over Welby Jacobs Canal, Sec 3 will extend trail to 4000 West								
		LOCAL_GOV	\$118,963	\$0	\$0	\$0	\$0	\$0	\$0	\$118,963	\$0	\$0	\$118,963
		LOCAL_MATCH	\$14,689	\$0	\$0	\$0	\$0	\$0	\$0	\$14,689	\$0	\$0	\$14,689
		TAP_URB_WFRC	\$202,285	\$0	\$0	\$0	\$0	\$0	\$0	\$202,285	\$202,285	\$0	\$0
		Total	\$335,937	\$0	\$0	\$0	\$0	\$0	\$0	\$335,937	\$202,285	\$0	\$133,652
SALT L	14946	Undr Const	F-LC35(307)	MULT	Corner Canyon Creek/ East Jordan Canal Trail					Transportation Alternatives			
		Adv Dt: 04/04/20			Smith Fields Park to Willow Creek Trail & Stokes Ave								
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_MATCH	\$2,419	\$54,835	\$0	\$0	\$0	\$0	\$0	\$57,254	\$0	\$0	\$57,254
		L_BETTERMENT	\$2,687	\$0	\$0	\$0	\$0	\$0	\$0	\$2,687	\$0	\$0	\$2,687
		TAP_URB_WFRC	\$734,141	\$581	\$0	\$0	\$0	\$0	\$0	\$734,722	\$734,722	\$0	\$0
		Total	\$739,247	\$55,416	\$0	\$0	\$0	\$0	\$0	\$794,663	\$734,722	\$0	\$59,941
SALT L	16922	Scoping	F-2104(11)	MULT	7000 South; 1300 West to Bangerter Highway - Study					Document EA/EIS			
		Will Not Adv			Cnty:FA-2104; MP 1.24 - 3.19 & Cnty:FA-2104; MP 3.19 - 3.19								
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$927,384	\$927,384	\$0	\$0	\$927,384
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$1,072,616	\$1,072,616	\$1,000,000	\$0	\$72,616
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$1,000,000	\$0	\$1,000,000
SALT L	16943	Scoping	F-2038(11)	MULT	14600 South; Railroad Bridge to Redwood Bike/ Ped					Pedestrian/Bike facility			
		To Be Adv Dt: 10/31/22			Cnty:FA-2038; MP .92 - 2.17 & Cnty:FA-2038; MP 2.17 - 2.17								
		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$1,142,000	\$1,142,000	\$1,064,687	\$0	\$77,313
SALT L	17842	Scoping	F-R299(344)	MULT	Midvalley Connector BRT; Atherton DR to 2700 W					UTA/Transit			
		To Be Adv Dt: 02/29/24			SR-266; MP .27 - 1.71 & SR-266; MP .00 - .27 & Cnty:FA-2240; MP 3.50 - 3.74								
		CMAQ_PM2.5	\$0	\$0	\$0	\$2,145,232	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		LOCAL_GOV	\$0	\$0	\$0	\$38,254,768	\$0	\$0	\$0	\$38,254,768	\$0	\$0	\$38,254,768
		ST_TTIF	\$0	\$22,800,000	\$0	\$0	\$0	\$0	\$0	\$22,800,000	\$0	\$22,800,000	\$0
		Total	\$0	\$22,800,000	\$0	\$40,400,000	\$0	\$0	\$0	\$63,200,000	\$2,000,000	\$22,800,000	\$38,400,000
SALT L	18818	STIP	F-R299(392)	MULT	TSP/ Preemption for Transit, Freight, & Snow Plows					ATMS			
		To Be Adv Dt:			SR-172; MP 4.00 - 9.22 & Cnty:FA-2386; MP .00 - .28 & Cnty:FA-2358; MP .00 - .33 & SR-111; MP .00 - 10.60 & SR-71; MP .00 - .00 & SR-71; MP .00 - 22.47 & SR-71; MP .00 - .00								
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$690,000	\$690,000	\$643,287	\$46,713	\$0
SALT L	18819	STIP	F-R299(393)	MULT	TSP/ Preemption Equipment for Transit Vehicles					UTA/Transit			
		To Be Adv Dt:			SR-172; MP 4.03 - 9.22 & Cnty:FA-2386; MP .00 - .30 & SR-111; MP .00 - 10.60 & SR-71; MP .00 - 22.47 & Cnty:FA-2358; MP .00 - .33								
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$255,000	\$255,000	\$237,737	\$0	\$17,264
SALT L	16382	Funding	NEWPROJ(16382)	MULT	Bangerter Highway @ 9800 S & 4700 S					Upgrade Existing At-Grade Intersection			
		To Be Adv Dt:			SR-154; MP 16.50 - 17.40 & SR-154; MP 10.04 - 10.68								
NEW		ST_TIF	\$0	\$2,000,000	\$15,000,000	\$65,000,000	\$75,000,000	\$3,000,000	\$160,000,000	\$0	\$160,000,000	\$0	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Salt Lake County Projects													
SALT L	13149	Undr Const	S-0085(9)		OTHER	SR-85, MVC; 4100 South to SR-201 New Mountain View Corridor Alignment					New Capacity		
		Adv Dt:	06/26/18										
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		L_BETTERMENT		\$3,212,194	\$0	\$0	\$0	\$0	\$0	\$0	\$3,212,194	\$0	
		ST_CONT_R2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,212,194	
		ST_TIF		\$231,895,268	\$113,104,732	\$10,000,000	\$0	\$0	\$0	\$0	\$355,000,000	\$0	
		Total		\$235,107,462	\$113,104,732	\$10,000,000	\$0	\$0	\$0	\$0	\$358,212,194	\$0	
SALT L	15670	Undr Const	S-R299(261)		OTHER	Porter Rockwell (Bridge) NA					New Capacity		
		Adv Dt:	01/22/20										
		L_BETTERMENT		\$96,017	\$0	\$0	\$0	\$0	\$0	\$0	\$96,017	\$0	
		ST_TIF		\$5,510,382	\$38,489,618	\$0	\$0	\$0	\$0	\$0	\$44,000,000	\$0	
		Total		\$5,606,399	\$38,489,618	\$0	\$0	\$0	\$0	\$0	\$44,096,017	\$0	
SALT L	18969	Scoping	S-R299(405)		OTHER	7300 West Corridor Study This study is to find a new route for the extension of SR-111.					Planning		
		Will Not Adv											
		ST_SB115		\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	
		Total		\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	
SALT L	19466	Scoping	S-R299(412)		OTHER	Parley's Trail Gap Project Parley's Trail Gap					Local/MPO/Other Agency Pass-Through		
		Will Not Adv											
		ST_GF_SB3		\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$0	
		Total		\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$0	
SALT L	19472	Scoping	S-R299(416)		OTHER	SR-111; Herriman Pkwy to 11800 S 7300 W; Herriman Pkwy to 11800 S					New Capacity		
		To Be Adv Dt:	02/28/25										
		ST_TIF_HB433		\$0	\$2,000,000	\$3,000,000	\$3,000,000	\$34,000,000	\$8,000,000	\$50,000,000	\$0	\$50,000,000	
		Total		\$0	\$2,000,000	\$3,000,000	\$3,000,000	\$34,000,000	\$8,000,000	\$50,000,000	\$0	\$50,000,000	
SALT L	8599	Scoping	NEWPROJECT-0027()		OTHER	TRANSIT ORIENTED DEVELOPMENT @ 1000 SO. TRAX STA. TRANSIT ORIENTED DEVELOPMENT (TOD) @ 10000 SOUTH TRAX STA.							
		Will Not Adv											
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		TFER_2_UTA		\$0	\$2,681,540	\$0	\$0	\$0	\$0	\$0	\$2,681,540	\$2,500,000	
		Total		\$0	\$2,681,540	\$0	\$0	\$0	\$0	\$0	\$2,681,540	\$2,500,000	
SALT L	8601	Scoping	F-0210(16)0		OTHER	1 WASATCH BOULEVARD & 7650 SOUTH WASATCH BOULEVARD & 7650 SOUTH							
		To Be Adv Dt:	12/22/22										
		CMAQ_PM2.5		\$130,000	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$121,199	
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_URB_SL		\$0	\$1,227,503	\$0	\$0	\$0	\$0	\$0	\$1,227,503	\$1,144,401	
		Total		\$130,000	\$1,227,503	\$0	\$0	\$0	\$0	\$0	\$1,357,503	\$1,265,600	
SALT L	14939	Scoping	F-LC35(300)		OTHER	SLC Emigration Creek Trail; Connor St - Wasatch Dr Bonneville Golf Course between Connor Street and Wasatch Drive					Transportation Alternatives		
		To Be Adv Dt:	03/09/23										
		CMAQ_WFRC		\$0	\$0	\$447,000	\$0	\$0	\$0	\$0	\$447,000	\$447,000	
		LOCAL_GOV		\$0	\$0	\$32,700	\$0	\$0	\$0	\$0	\$32,700	\$0	
		Total		\$0	\$0	\$479,700	\$0	\$0	\$0	\$0	\$479,700	\$447,000	



DRAFT

DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

Report Run on: Jun 08, 2021, 12:05 P.M.

epm345_stip_report (Rev 1716)

Table with columns: Region, PIN, Status, Project No., Rt. Beg Len, PIN Description / Project Location, Concept Description, Fund, Prior, 2022, 2023, 2024, 2025, CD, Total, Fed Aid, State, Other. Includes sections for Salt Lake County Projects with various project details and funding breakdowns.



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Salt Lake County Projects														
SALT L	15925	Scoping	F-R299(274)	OTHER	'Utah & Salt Lake Canal Trail Extension					Pedestrian/Bicycle Safety				
		To Be Adv Dt: 03/07/22			'Utah & Salt Lake Canal Trail Extension from Mountain View Corridor Trail to 6400 West									
		TAP_URB_WFRC		\$0	\$291,000	\$0	\$0	\$0	\$0	\$0	\$291,000	\$271,299	\$0	\$19,701
SALT L	15928	Scoping	F-R299(277)	OTHER	Update Bike Cars on FrontRunner					Pedestrian/Bicycle Safety				
		Will Not Adv			Update Bike Cars on FrontRunner, This request is for new bike racks on 10 of UTA's 16 FrontRunner bike cars.									
		TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TFER_2_UTA		\$0	\$194,800	\$0	\$0	\$0	\$0	\$0	\$194,800	\$181,612	\$13,188	\$0
		Total		\$0	\$194,800	\$0	\$0	\$0	\$0	\$0	\$194,800	\$181,612	\$13,188	\$0
SALT L	15929	Scoping	F-R299(278)	OTHER	'Salt Lake County Bicycle Counters - SL Valley					Pedestrian/Bicycle Safety				
		To Be Adv Dt: 11/30/21			Salt Lake County Bicycle Counters - Salt Lake Valley Metro Area									
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TAP_URB_WFRC		\$45,000	\$169,523	\$0	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$0	\$14,523
		Total		\$45,000	\$169,523	\$0	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$0	\$14,523
SALT L	15936	Scoping	S-LC35(322)	OTHER	8600 South; 5600 West to 6000 West					New Bridge/Bridge Replacement				
		To Be Adv Dt: 07/21/21			8600 South Bridge over Mountain View Corridor from 5600 West to 6000 West									
		LOCAL_GOV		\$5,979	\$966,025	\$0	\$0	\$0	\$7,027,996	\$8,000,000	\$0	\$0	\$0	\$8,000,000
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000	\$0	\$0
		Total		\$5,979	\$4,966,025	\$0	\$0	\$0	\$7,027,996	\$12,000,000	\$0	\$4,000,000	\$0	\$8,000,000
SALT L	16932	Scoping	F-LC35(321)	OTHER	University of Utah Hospital Stop Expansion					UTA/Transit				
		Will Not Adv			Extend the existing Bus Bays and Bus Parking area									
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TFER_2_UTA		\$0	\$399,400	\$0	\$0	\$0	\$0	\$399,400	\$372,361	\$27,039	\$0	\$0
		Total		\$0	\$399,400	\$0	\$0	\$0	\$0	\$399,400	\$372,361	\$27,039	\$0	\$0
SALT L	16950	Scoping	F-LC35(318)	OTHER	Salt Lake Urbanized Area Bus Bike Rack Expansion					UTA/Transit				
		Will Not Adv			Salt Lake Urban Area - Replace UTA Bus Bike Racks for two bikes to Bike Racks for three bikes									
		TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TFER_2_UTA		\$0	\$35,609	\$0	\$0	\$0	\$0	\$35,609	\$33,198	\$2,411	\$0	\$0
		Total		\$0	\$35,609	\$0	\$0	\$0	\$0	\$35,609	\$33,198	\$2,411	\$0	\$0
SALT L	17868	Scoping	F-R299(346)	OTHER	Utah & Salt Lake Canal Trail, Phase 5					Transportation Alternatives				
		To Be Adv Dt: 03/24/22			7200 West (West Valley City) - northwest to the Elk Run Subdivision in the Magna Metro Township									
		LOCAL_GOV		\$0	\$3,465	\$0	\$0	\$0	\$0	\$3,465	\$0	\$0	\$0	\$3,465
		TAP_URB_WFRC		\$0	\$96,535	\$0	\$0	\$0	\$0	\$96,535	\$90,000	\$0	\$0	\$6,535
		Total		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$90,000	\$0	\$0	\$10,000



DRAFT

DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location					Concept Description				
						Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Salt Lake County Projects															
SALT L	18817	STIP	F-R299(391)			OTHER	UTA - On-Board Technology System UTA - 669 West 200 South, Salt Lake City, Utah 84101					Data System Development/Enhancement			
		To Be Adv Dt:													
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$0	\$4,463,692	\$4,463,692	\$0	\$0	\$4,463,692
		STP_URB_SL		\$0	\$0		\$0	\$0	\$0	\$0	\$536,308	\$536,308	\$500,000	\$0	\$36,308
		Total		\$0	\$0		\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$500,000	\$0	\$4,500,000
SALT L	18824	STIP	F-LC35(324)			OTHER	9000 South; New Bingham Highway to SR-111 9000 South from New Bingham Highway to SR-111					New Capacity			
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$0	\$11,957,052	\$11,957,052	\$0	\$0	\$11,957,052
		STP_URB_SL		\$0	\$0		\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total		\$0	\$0		\$0	\$0	\$0	\$0	\$15,174,900	\$15,174,900	\$3,000,000	\$0	\$12,174,900
SALT L	18827	Scoping	F-LC35(323)			OTHER	3800 South Skyline HS; Virginia Way to Birch Drive 3800 South Skyline HS; Virginia Way to Birch Drive					Intersection Modification			
		To Be Adv Dt: 10/29/21													
		LOCAL_GOV		\$150,000	\$0		\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000
		STP_URB_SL		\$400,000	\$1,532,000		\$0	\$0	\$0	\$0	\$0	\$1,932,000	\$1,801,204	\$0	\$130,796
		Total		\$550,000	\$1,532,000		\$0	\$0	\$0	\$0	\$0	\$2,082,000	\$1,801,204	\$0	\$280,796
SALT L	18832	STIP	F-R299(390)			OTHER	On Route Electric Bus Charging Infrastructure Potential Locations, Salt Lake Intermodal Center North Temple, UTA at 200 South and 600 West					UTA/Transit			
		To Be Adv Dt:													
		CMAQ_WFRC		\$0	\$0		\$0	\$0	\$0	\$0	\$2,681,540	\$2,681,540	\$2,500,000	\$0	\$181,540
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$0	\$318,460	\$318,460	\$0	\$0	\$318,460
		Total		\$0	\$0		\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$2,500,000	\$0	\$500,000
SALT L	18837	STIP	F-LC35(325)			OTHER	Kensington East-West Neighborhood Byway Kensington Avenue from 600 East to West Temple					Transportation Alternatives			
		To Be Adv Dt:													
		LOCAL_GOV		\$0	\$216,815		\$0	\$0	\$0	\$0	\$0	\$216,815	\$0	\$0	\$216,815
		TAP_URB_WFRC		\$0	\$321,785		\$0	\$0	\$0	\$0	\$0	\$321,785	\$300,000	\$0	\$21,785
		Total		\$0	\$538,600		\$0	\$0	\$0	\$0	\$0	\$538,600	\$300,000	\$0	\$238,600
SALT L	18838	Scoping	F-LC35(326)			OTHER	8425 South Sidewalk 8425 South; 1300 East to 1475 East					Transportation Alternatives			
		To Be Adv Dt: 02/15/22													
		LOCAL_GOV		\$0	\$49,901		\$0	\$0	\$0	\$0	\$0	\$49,901	\$0	\$0	\$49,901
		TAP_URB_WFRC		\$48,268	\$298,032		\$0	\$0	\$0	\$0	\$0	\$346,299	\$322,855	\$0	\$23,444
		Total		\$48,268	\$347,932		\$0	\$0	\$0	\$0	\$0	\$396,200	\$322,855	\$0	\$73,345
SALT L	3616	Active	SP-0182(1)0				Mountain View Corridor Presevation Mountain View Corridor								
		Will Not Adv													
		ST_CORR_PRES		\$69,871,489	\$5,986		\$0	\$0	\$0	\$0	\$0	\$69,877,476	\$0	\$69,877,476	\$0
SALT L	3904	Active	SP-0071(14)4				700 East Corridor Corridor Preservation / Adv. Acquisition								
		Will Not Adv													
		ST_CORR_PRES		-\$260,043	\$1,261,875		\$0	\$0	\$0	\$0	\$0	\$1,001,832	\$0	\$1,001,832	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location					Concept Description				
						Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Salt Lake County Projects															
SALT L	4308	Active	SP-9999(697)			Highland Drive Corridor									
		Will Not Adv				Draper/Sandy to Highland Drive									
		ST_CORR_PRES		\$1,370,707	\$21,293		\$0	\$0	\$0	\$0	\$0	\$1,392,000	\$0	\$1,392,000	\$0
SALT L	4310	Active	SP-0068(32)36			Redwood Road Corridor									
		Will Not Adv				Redwood Road Corridor									
		ST_CORR_PRES		-\$279,152	\$670,150		\$0	\$0	\$0	\$0	\$0	\$390,998	\$0	\$390,998	\$0
SALT L	17374	Scoping	S-R299(312)			Cottonwood Canyons Rec Hot Spot Project Placeholde									
		To Be Adv Dt: 11/30/23				Placeholder for the Cottonwood Canyons Rec Hot Spot Project(s)									
		ST_TIF		\$9,506	\$2,781,508		\$33,500,000	\$12,237,986	\$0	\$0	\$0	\$48,529,000	\$0	\$48,529,000	\$0
SALT L	17414	Scoping	S-R299(318)			Cottonwood Canyons Transportation Study									
		Will Not Adv				Little Cottonwood Canyon & Big Cottonwood Canyons (and vice versa)									
		ST_GF_HB3		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$0	\$0		\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$0	
		Total		\$0	\$0		\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$0	
SALT L	17916	Scoping	S-R299(350)			Rail Access through I-80 in Western SL County									
		Will Not Adv				Rail Access through I-80 in Western SL County									
		ST_TIF		\$171,609	\$78,391		\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
SALT L	19561	Funding	NEWPROJ(19561)			MILL CREEK CANYON ROAD - UT FLAP SLA 10(1)									
		To Be Adv Dt:				MILL CREEK CANYON ROAD - Reconstruction of 10 miles of Mill Creek Canyon Road, including adding a 5' bike lane									
NEW		FLHP		\$0	\$0		\$0	\$16,000,000	\$0	\$0	\$0	\$16,000,000	\$16,000,000	\$0	\$0
SALT L	11097	Undr Const	F-LC35(219)			Jordan River Trail Gardner Village Trax Station									
		Adv Dt: 03/07/20				Jordan River Trail - Gardner Village TRAX Station									
		CMAQ_PM2.5		\$311,785	\$0		\$0	\$0	\$0	\$0	\$0	\$311,785	\$290,677	\$0	\$21,108
		CMAQ_WFRC		\$10,000	\$0		\$0	\$0	\$0	\$0	\$0	\$10,000	\$9,323	\$0	\$677
		LOCAL_GOV		\$0	\$284,067		\$0	\$0	\$0	\$0	\$0	\$284,067	\$0	\$0	\$284,067
		Total		\$321,785	\$284,067		\$0	\$0	\$0	\$0	\$0	\$605,852	\$300,000	\$0	\$305,852
SALT L	11985	Scoping	F-LC35(240)			Transportation and Land Use Connection Program									
		Will Not Adv				Project Planning Support - Salt Lake County									
		L_PASS_MATCH		\$76,973	\$178,636		\$0	\$0	\$0	\$0	\$0	\$255,609	\$0	\$0	\$255,609
		STP_URB_SL		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL@1		\$2,965,076	\$605,568		\$623,735	\$642,447	\$0	\$1,343,292	\$6,180,118	\$6,180,118	\$0	\$0	\$0
		ST_STUDIES		\$153,600	\$0		\$0	\$0	\$0	\$0	\$0	\$153,600	\$0	\$153,600	\$0
		ST_TRANS_SOL		\$288,188	\$0		\$0	\$0	\$0	\$0	\$0	\$288,188	\$0	\$288,188	\$0
		Total		\$3,483,837	\$784,204		\$623,735	\$642,447	\$0	\$1,343,292	\$6,877,515	\$6,180,118	\$441,788	\$255,609	



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Salt Lake County Projects														
SALT L	12000	Advertised	F-LC35(247)		Bengal Blvd & 2300 East Round-About					Intersection Modification				
		Adv Dt: 05/08/21			Bengal Blvd & 2300 East Round-About									
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		CMAQ_WFRC_1		\$2,655,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,655,000	\$2,655,000	\$0	
		LOCAL_INKIND		\$0	\$192,796	\$0	\$0	\$0	\$0	\$0	\$192,796	\$0	\$192,796	
		Total		\$2,655,000	\$192,796	\$0	\$0	\$0	\$0	\$0	\$2,847,796	\$2,655,000	\$0	\$192,796
SALT L	13125	Scoping	F-LC35(254)		Sugarhouse Streetcar Double Track; 300 E to 500 E					UTA/Transit				
		Will Not Adv			Sugarhouse Streetcar Double Track; 300 E to 500 E									
		CMAQ_PM2.5		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		LOCAL_GOV		\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000	
		TFER_2_UTA		\$0	\$2,037,971	\$0	\$0	\$0	\$0	\$0	\$2,037,971	\$1,900,000	\$137,971	
		Total		\$0	\$6,037,971	\$0	\$0	\$0	\$0	\$0	\$6,037,971	\$1,900,000	\$137,971	\$4,000,000
SALT L	13126	Scoping	F-LC35(255)		Hillsborough Pond Park & Ride; Wasatch Blvd.					UTA/Transit				
		Will Not Adv			Hillsborough Pond Park & Ride; Wasatch Blvd.									
		CMAQ_WFRC		\$0	\$0	\$0	\$892,350	\$0	\$0	\$892,350	\$1,784,700	\$1,663,876	\$0	\$120,824
SALT L	13127	Scoping	F-LC35(256)		Depot District Service Center (DDSC): 669 W 200 So					UTA/Transit				
		Will Not Adv			Depot District Service Center (DDSC): 669 W 200 So									
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		FTASEC_5309		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		FTASEC_5339		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		FTA_5339_80		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		FTA_5339_80A		\$0	\$23,530,641	\$0	\$0	\$0	\$0	\$0	\$23,530,641	\$18,824,513	\$4,706,128	
		FTA_5339_80B		\$0	\$17,000,000	\$0	\$0	\$0	\$0	\$0	\$17,000,000	\$13,600,000	\$3,400,000	
		LOCAL_GOV		\$0	\$43,700,287	\$0	\$0	\$0	\$0	\$0	\$43,700,287	\$0	\$43,700,287	
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_GF_OTHER		\$0	\$7,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000	
		TFER_2_UTA		\$0	\$4,236,834	\$0	\$0	\$0	\$0	\$0	\$4,236,834	\$3,950,000	\$0	\$286,834
		Total		\$0	\$95,967,762	\$2,500,000	\$0	\$0	\$0	\$0	\$98,467,762	\$36,374,513	\$18,106,128	\$43,987,121
SALT L	13128	Scoping	F-LC35(257)		Park & Ride Smart Boards, Cottonwood Cnys					Traveler Information				
		To Be Adv Dt: 07/13/23			Park & Ride Smart Boards, Cottonwood Cnys									
		CMAQ_WFRC		\$0	\$0	\$321,785	\$385,115	\$0	\$0	\$0	\$706,900	\$659,043	\$0	\$47,857
SALT L	14035	Scoping	F-LC35(273)		Highland Drive EIS					Concept Development				
		Will Not Adv			Highland Drive EIS									
		STP_URB_SL		\$0	\$0	\$0	\$2,145,232	\$0	\$0	\$2,467,017	\$4,612,249	\$4,300,000	\$0	\$312,249
SALT L	14046	Scoping	F-LC35(279)		33/35 MAX Expansion and Optimization					UTA/Transit				
		Will Not Adv			33/35 MAX Expansion and Optimization									
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		TFER_2_UTA		\$0	\$3,003,325	\$0	\$0	\$0	\$0	\$0	\$3,003,325	\$2,800,000	\$203,325	
		Total		\$0	\$3,003,325	\$0	\$0	\$0	\$0	\$0	\$3,003,325	\$2,800,000	\$203,325	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

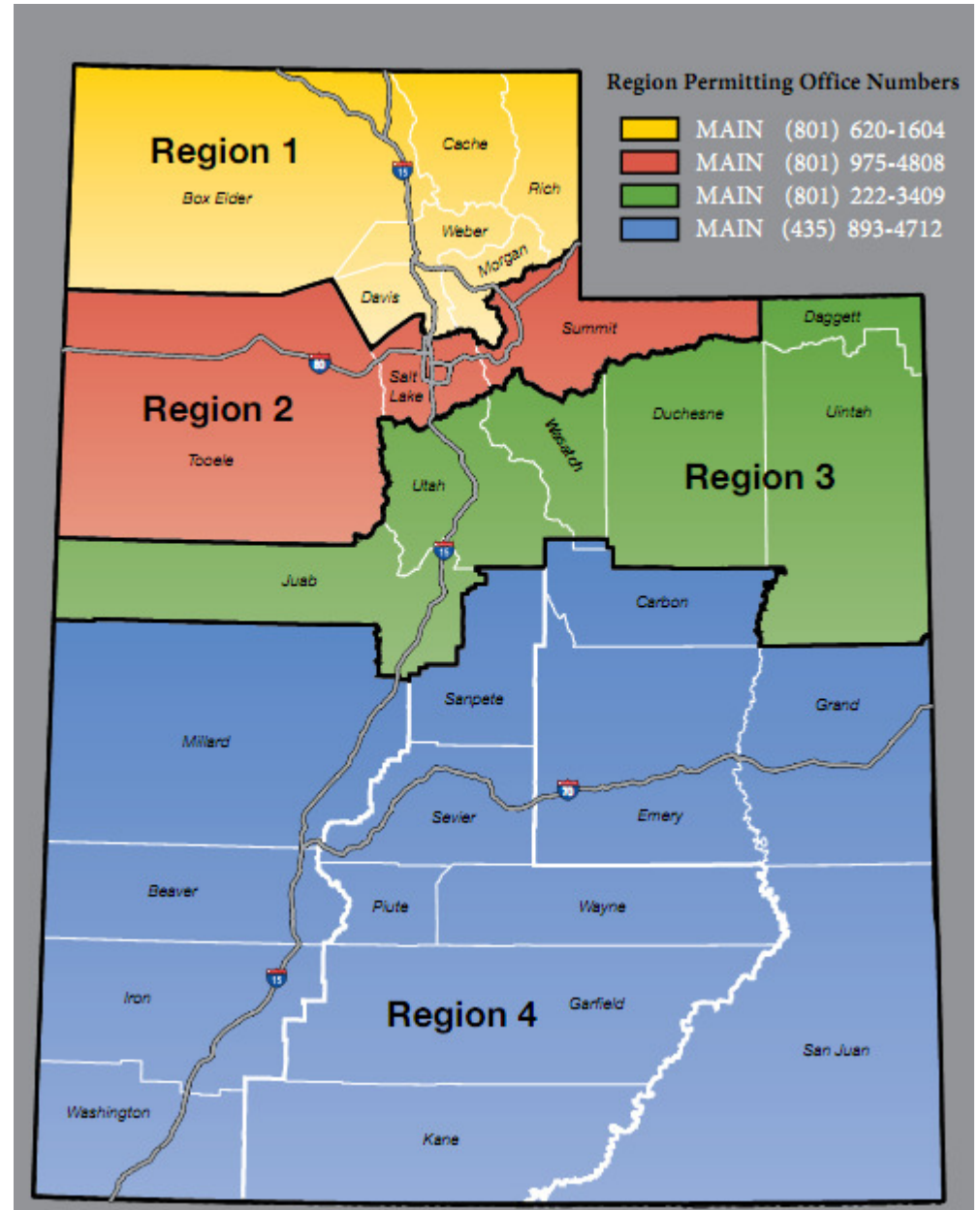
Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description			
					Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Salt Lake County Projects													
SALT L	14049	Scoping	F-LC35(282)										
		Will Not Adv											
		CMAQ_WFRC		\$0	\$804,461	\$0	\$0	\$0	\$0	\$804,461	\$749,999	\$0	\$54,462
		TFER_2_UTA		\$0	\$536,308	\$0	\$0	\$0	\$0	\$536,308	\$500,000	\$0	\$36,308
		Total		\$0	\$1,340,769	\$0	\$0	\$0	\$0	\$1,340,769	\$1,249,999	\$0	\$90,770
SALT L	14054	Scoping	F-LC35(285)										
		To Be Adv Dt: 05/30/25											
		TAP_URB_WFRC		\$0	\$347,528	\$0	\$0	\$0	\$0	\$347,528	\$324,000	\$0	\$23,528
SALT L	16869	Active	F-R299(299)										
		Will Not Adv											
		L_PASS_MATCH		\$0	\$10,892	\$0	\$0	\$0	\$0	\$10,892	\$0	\$0	\$10,892
		TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TAP_UR_WFRC1		\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$150,000	\$0	\$0
		Total		\$150,000	\$10,892	\$0	\$0	\$0	\$0	\$160,892	\$150,000	\$0	\$10,892
SALT L	17493	Scoping	F-R299(320)										
		To Be Adv Dt: 04/26/22											
		STP_URB_SL		\$0	\$1,435,168	\$0	\$0	\$0	\$0	\$1,435,168	\$1,338,007	\$0	\$97,161

Statewide

Projects that are included in programs often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organizations (MPO).

The “Statewide County Projects” will identify projects and programs in each of the UDOT Regions across the state, but for programming and information are listed all together.





DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location					Concept Description				
						Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Statewide County Projects															
STATEW	4677	Active	SP-9999(743)			OTHER	UDOT Wetland Mitigation Sites State Funded Project								
		Will Not Adv					UDOT Wetland Mitigation Sites State Funded Project								
		ST_APPROP	\$23,311		\$0		\$0	\$0	\$0	\$0	\$0	\$23,311	\$0	\$23,311	\$0
		ST_CONST	\$604		\$9,396		\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0
		Total	\$23,916		\$9,396		\$0	\$0	\$0	\$0	\$0	\$33,311	\$0	\$33,311	\$0
STATEW	5451	Active	SP-R299(13)				Various Locations Statewide								
		Will Not Adv					Various Locations Statewide								
		ST_CORR_PRES	\$1,815,198		\$0		\$0	\$0	\$0	\$0	\$0	\$1,815,198	\$0	\$1,815,198	\$0
STATEW	10903	Scoping	F-TPF-5(264)				Passive Force-Displacement for Skewed Abutments								
		Will Not Adv					Passive Force-Displacement Relationships for Skewed Abutments								
		EM_2012_IBRD	\$25,000		\$0		\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$0	\$0
		SPR_R_100%	\$375,000		\$0		\$0	\$0	\$0	\$0	\$0	\$375,000	\$375,000	\$0	\$0
		Total	\$400,000		\$0		\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0
STATEW	14378	Scoping	F-ST99(379)				Develop Long Range Plan Framework Using SHRP2 C01								
		To Be Adv Dt: 01/28/16					Develop Long Range Plan Framework Using SHRP2 C01								
		FA_SHRP2	\$300,000		\$0		\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$0
		SPR_P	\$1,068,487		\$0		\$0	\$0	\$0	\$0	\$0	\$1,068,487	\$854,789	\$213,697	\$0
		Total	\$1,368,487		\$0		\$0	\$0	\$0	\$0	\$0	\$1,368,487	\$1,154,789	\$213,697	\$0
STATEW	14395	Active	S-ST99(380)				Property Inventory								
		To Be Adv Dt: 03/07/16					Study to find and document all of the properties owned by UDOT								
		ST_CONST	\$204,319		\$45,681		\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
STATEW	14647	Scoping	S-ST99(394)				Statewide Storm Drain System and Outfall Mapping								
		Will Not Adv					Statewide Storm Drain System and Outfall Mapping								
		ST_CONST	\$22,110		\$412,890		\$0	\$0	\$0	\$0	\$0	\$435,000	\$0	\$435,000	\$0
STATEW	15004	Active	F-TPF-5(349)				2017 Pooled Fund Study, Western Alliance QTC								
		Will Not Adv					Pooled Fund Study, Western Alliance QTC								
		OTHER	\$199,519		\$0		\$0	\$0	\$0	\$0	\$0	\$199,519	\$0	\$0	\$199,519
		SPR_P_100%	\$12,000		\$0		\$0	\$0	\$0	\$0	\$0	\$12,000	\$12,000	\$0	\$0
		SPR_R_100%	\$207,000		\$0		\$0	\$0	\$0	\$0	\$0	\$207,000	\$207,000	\$0	\$0
		ST_APPROP	\$12,000		\$0		\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$12,000	\$0
		Total	\$430,519		\$0		\$0	\$0	\$0	\$0	\$0	\$430,519	\$219,000	\$12,000	\$199,519
STATEW	15017	Scoping	F-TPF-5(350)				TPF-5(350) Development of NGL								
		Will Not Adv					Research								
		LOCAL_GOV	\$0		\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		OTHER	\$20,000		\$20,000		\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$40,000
		SPR_R_100%	\$100,000		\$0		\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0
		Total	\$120,000		\$20,000		\$0	\$0	\$0	\$0	\$0	\$140,000	\$100,000	\$0	\$40,000



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
							Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Statewide County Projects															
STATEW	15032	Active <i>Will Not Adv</i>	S-ST99(417)				Wet Weather Monitoring Statewide ; Wet Water Sampling Project				Drainage - Maint				
		ST_CODE_ONE		\$3,398	\$574,102	\$0	\$0	\$0	\$0	\$0	\$0	\$577,500	\$0	\$577,500	\$0
STATEW	15880	Scoping <i>Will Not Adv</i>	S-ST99(480)				RECREATION & TOURISM PROGRAM DEVELOPMENT & ADMIN. Recreation & Tourism Program				Develop Documents				
		ST_TIF		\$119,116	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,116	\$0	\$119,116	\$0
STATEW	16101	Scoping <i>Will Not Adv</i>	F-ST99(500)				Highway Use Tax Evasion Project FY 2018- 2021 N/A				Annual Work Program				
		FA_MISC_100%		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_FLX_ST		\$574,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$574,400	\$574,400	\$0	\$0
		Total		\$574,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$574,400	\$574,400	\$0	\$0
STATEW	16761	Active <i>Will Not Adv</i>	F-TPF-5(381)				TPF-5(381) Evaluation of Lateral Pile Resistance Study				Study				
		SPR_P_100%		\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000	\$0	\$0
		SPR_R_100%		\$220,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$220,000	\$220,000	\$0	\$0
		Total		\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000	\$240,000	\$0	\$0
STATEW	17039	Scoping <i>Will Not Adv</i>	S-ST99(561)				Document Controls for Project Delivery Document Controls for Project Delivery				Education				
		ST_CONT_PG		\$1,110	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,110	\$0	\$1,110	\$0
		ST_T&S_FUND		\$3,245	\$196,755	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		ST_TIF		\$248,880	\$3,120	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$252,000	\$0
		Total		\$253,236	\$199,874	\$0	\$0	\$0	\$0	\$0	\$0	\$453,110	\$0	\$453,110	\$0
STATEW	17049	Active <i>Will Not Adv</i>	S-ST99(562)				UVISION - Statewide Planning Development UVISION - Statewide Planning Development				Staffing Support				
		ST_PR		\$161,391	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$161,391	\$0	\$161,391	\$0
STATEW	17120	Active <i>Will Not Adv</i>	F-ST99(567)				Measuring Multimodal Network Connectivity Project Name - Measuring Multimodal Network Connectivity				Planning				
		FA_MISC		\$76,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,400	\$61,120	\$15,280	\$0
STATEW	17138	Active <i>Will Not Adv</i>	F-ST99(568)				Freight Demand Modeling and Data Improvement Freight Demand Modeling and Data Improvement - SHRP2				Planning				
		FA_SHRP2		\$142,237	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,237	\$142,237	\$0	\$0
STATEW	17279	Active <i>Will Not Adv</i>	F-ST99(571)				MBDC AID Grant The AID grant will be used to capture data from multiple MBDC pilots on roadway projects that have yet to be selected				Data System Development/Enhancement				
		FA_MISC		\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$1,000,000	\$250,000	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
							Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Statewide County Projects															
STATEW	17384	Active	F-TPF-5(394)				Western Maintenance Partnership - Phase 3				Planning				
		Will Not Adv					Western Maintenance Partnership - Phase 3								
		OTHER		\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
		SPR_P_100%		\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$0	\$0
		SPR_R_100%		\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000	\$70,000	\$0	\$0
		Total		\$75,000	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000	\$75,000	\$0	\$15,000
STATEW	17482	Active	F-ST99(578)				FISCAL YEAR 2020-2021 LTAP PROGRAM				Annual Work Program				
		Will Not Adv					Annual Work Program								
		FA_LTAP		\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	\$300,000	\$300,000	\$0
STATEW	17606	Active	S-ST99(584)				Infrastructure for Emerging Vehicle Technology				ATMS				
		Will Not Adv					"Infrastructure for emerging vehicle technology."								
		LOCAL_GOV		\$595,675	\$304,325	\$0	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$0	\$900,000
		ST_CONST		\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		Total		\$795,675	\$304,325	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$0	\$200,000	\$900,000
STATEW	17895	Scoping	F-ST99(625)				FY20-21 FTA 5304 Statewide /Rural Transit Planning				UTA/Transit				
		Will Not Adv					N/A								
		FTA_5304_80%		\$1,716,018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,716,018	\$1,716,018	\$0	\$0
		L_PASS_MATCH		\$429,005	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429,005	\$0	\$0	\$429,005
		Total		\$2,145,023	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,145,023	\$1,716,018	\$0	\$429,005
STATEW	18759	Active	F-ST99(699)				FY 2021 State Training Budget				Annual Work Program				
		Will Not Adv					N/A Annual Work Program								
		STP_FLX_ST		\$571,768	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$571,768	\$571,768	\$0	\$0
		ST_CONST		\$15,881	\$149,119	\$0	\$0	\$0	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$0
		Total		\$587,648	\$149,119	\$0	\$0	\$0	\$0	\$0	\$0	\$736,768	\$571,768	\$165,000	\$0
STATEW	18854	Active	S-ST99(705)				FY 2021 Statewide Pavement Management				Develop Documents				
		Will Not Adv					N/A								
		ST_PVMT		\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$1,400,000	\$0
STATEW	18859	Active	S-ST99(706)				FY2021 Mandli Communications Collection				Develop Documents				
		Will Not Adv					N/A								
		ST_PVMT		\$518,235	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,235	\$0	\$518,235	\$0
STATEW	19461	Active	F-ST99(752)				2022-2026 LTAP Program				Annual Work Program				
		Will Not Adv					Statewide LTAP Services								
		FA_LTAP		\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$150,000	\$150,000	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description				
						Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Statewide County Projects														
STATEW	19538	Active	F-TPF-5(476)			2021 Pooled Fund Study, Western Alliance QTC				Research				
		Will Not Adv				N/A								
		OTHER		\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$40,000
		SPR_P_100%		\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$12,000	\$0	\$0
		SPR_R_100%		\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000	\$12,000	\$0	\$0
		ST_APPROP		\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$12,000	\$0
		Total		\$12,000	\$64,000	\$0	\$0	\$0	\$0	\$0	\$76,000	\$24,000	\$12,000	\$40,000
STATEW	19600	Active	F-ST99(762)			FY2022 Statewide Planning Work Program				Annual Work Program				
		Will Not Adv				N/A								
		SPR_P		\$0	\$5,633,431	\$0	\$0	\$0	\$0	\$0	\$5,633,431	\$5,633,431	\$0	\$0
		ST_MATCH		\$0	\$1,408,358	\$0	\$0	\$0	\$0	\$0	\$1,408,358	\$0	\$1,408,358	\$0
		Total		\$0	\$7,041,789	\$0	\$0	\$0	\$0	\$0	\$7,041,789	\$5,633,431	\$1,408,358	\$0
STATEW	19601	Active	F-ST99(763)			FY2022 Research Work Program				Annual Work Program				
		Will Not Adv				N/A								
		SPR_R		\$0	\$1,486,572	\$0	\$0	\$0	\$0	\$0	\$1,486,572	\$1,189,258	\$297,314	\$0
		ST_MATCH		\$0	\$371,642	\$0	\$0	\$0	\$0	\$0	\$371,642	\$0	\$371,642	\$0
		Total		\$0	\$1,858,214	\$0	\$0	\$0	\$0	\$0	\$1,858,214	\$1,189,258	\$668,956	\$0
STATEW	19602	Active	F-ST99(764)			FY2022 State Training Budget				Annual Work Program				
		Will Not Adv				N/A								
		STP_FLX_100%		\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0
		ST_MATCH		\$165,000	\$0	\$0	\$0	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$0
		Total		\$165,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$665,000	\$500,000	\$165,000	\$0
STATEW	12668	Active	F-ST99(262)			GIS / Enterprise Data Management Support				Staffing Support				
		Will Not Adv				Statewide; Staffing Support								
		HSIP		\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$186,460	\$13,540	\$0
		SEC164_HSIP		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		SPR_P		\$165,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$215,000	\$172,000	\$43,000	\$0
		SPR_R		\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$28,000	\$7,000	\$0
		ST_CONST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$400,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$450,000	\$386,460	\$63,540	\$0

Tooele County

In October 2004, the Tooele Valley Rural Planning Organization (RPO) was formed to establish a process to assist the local jurisdictions within Tooele Valley in working cooperatively to plan the transportation system and prioritize transportation projects.

Although Tooele County is not within the Urbanized Boundaries of Wasatch Front Regional Council (WFRC), they are a member of the Regional Council Board and as such, their projects are included in the WFRC TIP as a resource to the County and the Cities and Towns.

The Cities and Towns of Tooele County include;

Grantsville City

Ophir Town

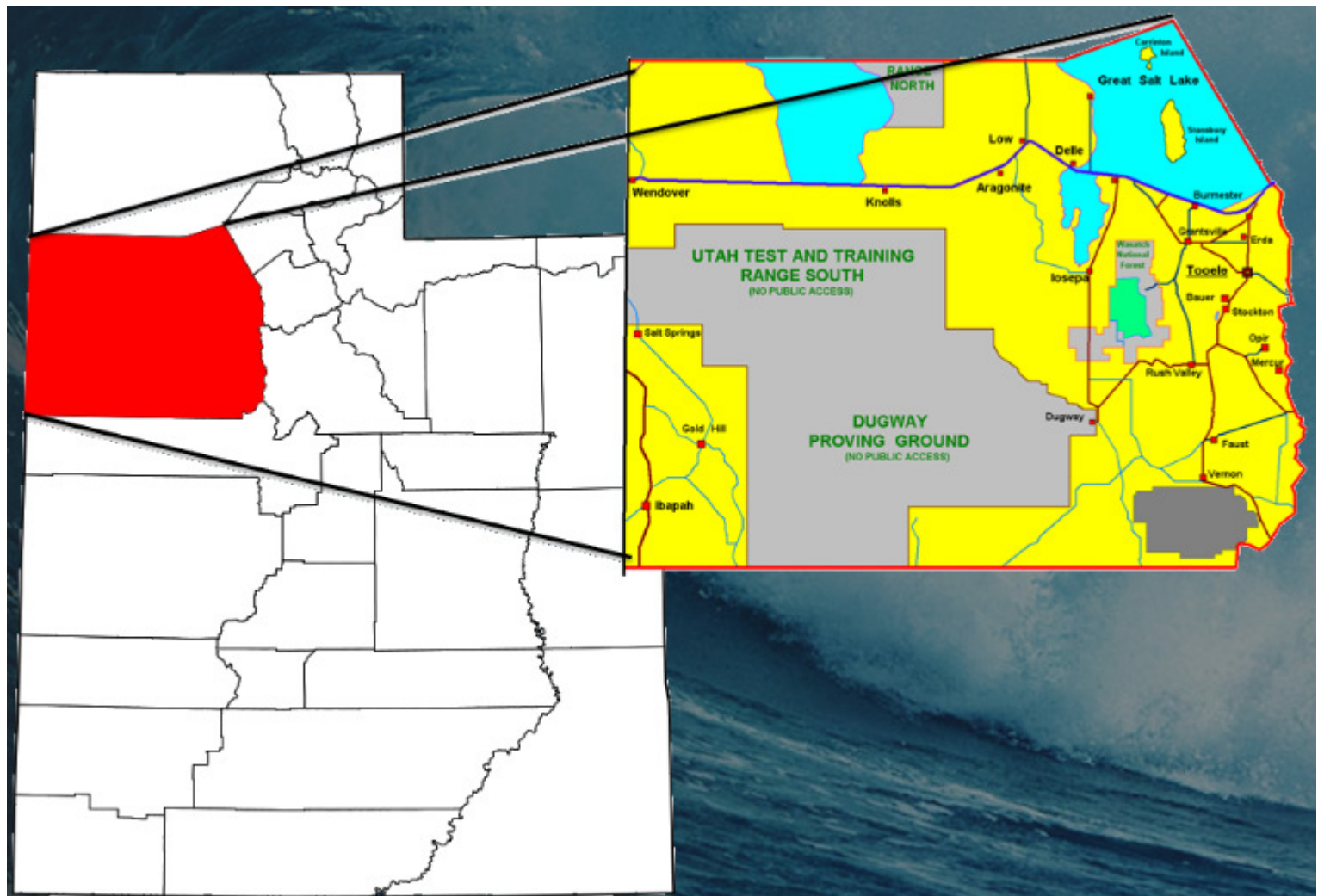
Rush Valley Town

Stockton Town

Tooele City

Vernon Town

Wendover City





DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

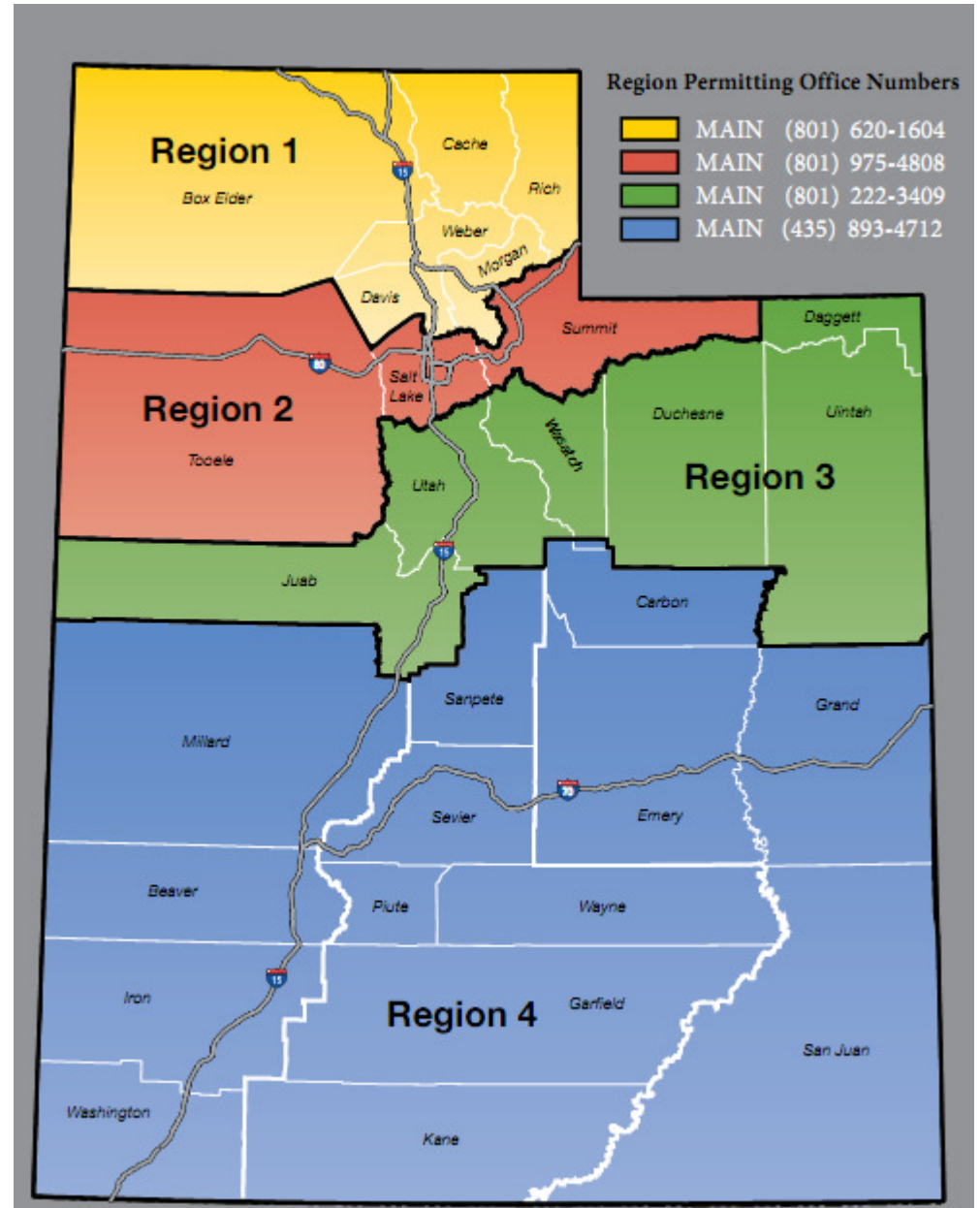
Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description						
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other						
Tooele County Projects																				
TOOELE	17628	Funding	NEWPROJ(17628)		36	61	4	SR-36 SB; Sunset Ln to Stansbury Pkwy							Widen Existing Facility					
		Will Not Adv						SR-36; MP 61.28 - 65.12												
NEW		ST_TIF		\$0		\$0		\$0	\$0	\$2,000,000	\$5,000,000	\$7,000,000	\$0	\$7,000,000	\$0	\$7,000,000	\$0	\$0		
TOOELE	18878	Scoping	F-0138(22)13		138	13		SR-138 Park & Ride							UTA/Transit					
		To Be Adv Dt: 11/02/21						SR-138; MP 12.80 - 13.12												
		CMAQ_TOOELE		\$80,000		\$461,631		\$0	\$0	\$0	\$0	\$541,631	\$504,963	\$0	\$0	\$36,668	\$0	\$0		
TOOELE	14421	Undr Const	S-R299(259)		MULT			SR-179; Midvalley Highway MP 0.0 to MP 4.0					New Capacity							
		Adv Dt: 05/11/19						SR-138; MP 14.50 - 14.50 & I-80; MP 95.20 - 95.20 & midvalley hwy												
		L_BETTERMENT		\$1,449		\$30,671		\$0	\$0	\$0	\$0	\$32,120	\$0	\$0	\$0	\$32,120	\$0	\$32,120		
		ST_APPROP		\$931,405		\$0		\$0	\$0	\$0	\$0	\$931,405	\$0	\$0	\$931,405	\$0	\$0			
		ST_TIF		\$55,867,590		\$12,601,004		\$0	\$0	\$0	\$0	\$68,468,595	\$0	\$0	\$68,468,595	\$0	\$0			
		Total		\$56,800,445		\$12,631,675		\$0	\$0	\$0	\$0	\$69,432,120	\$0	\$0	\$69,400,000	\$32,120	\$0			
TOOELE	16276	Awarded	S-I80-2(76)41		MULT			Knolls Interchange Bridge Rehabilitation					Rehabilitation or Replacement							
		Adv Dt: 02/20/21						Cross Over - Knolls; MP .00 - .30 & I-80; MP 41.14 - 41.38 & I-80; MP 41.15 - 41.38												
		ST_BRIDGE		\$118,912		\$2,581,088		\$0	\$0	\$0	\$0	\$2,700,000	\$0	\$0	\$2,700,000	\$0	\$0			
TOOELE	18877	Active	F-R299(400)		MULT			Grantsville Sidewalk Project					Transportation Alternatives							
		To Be Adv Dt: 08/25/21						Cnty:FA-2653; MP 3.26 - 3.52 & Cnty:FA-2651; MP 1.48 - 1.92												
		CMAQ_TOOELE		\$125,000		\$431,000		\$0	\$0	\$0	\$0	\$556,000	\$518,359	\$0	\$0	\$37,641	\$0	\$0		
TOOELE	17626	Funding	NEWPROJ(17626)		MULT			I-80; EB Auxiliary Lane and SR-36 NB Lane					Widen Existing Facility							
		To Be Adv Dt:						I-80; MP 99.00 - 101.30 & SR-36; MP 61.06 - 65.80 & I-80 EB MP 99 - 101.3												
NEW		ST_TIF		\$0		\$0		\$0	\$0	\$0	\$27,500,000	\$27,500,000	\$0	\$27,500,000	\$0	\$0				
TOOELE	16588	Scoping	F-R299(297)		OTHER			Tom's Lane South Extension					Small Urban							
		To Be Adv Dt: 09/09/22						Tom's Lane South Extension												
		STP_SU_JHC		\$0		\$1,585,665		\$0	\$0	\$0	\$0	\$1,585,665	\$1,478,315	\$0	\$0	\$107,350	\$0	\$0		
TOOELE	16603	Scoping	F-R199(257)		OTHER			Burmester Road Improvement					Non-Urban							
		To Be Adv Dt: 09/09/22						Burmester Road Improvement (Grantsville City Limit North 1.6 miles)												
		LOCAL_GOV		\$0	\$0	\$238,468		\$0	\$0	\$0	\$0	\$238,468	\$0	\$0	\$238,468	\$0	\$238,468			
		STP_RURAL		\$0	\$0	\$2,145,232		\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232	\$0	\$145,232			
		Total		\$0	\$0	\$2,383,700		\$0	\$0	\$0	\$0	\$2,383,700	\$2,000,000	\$0	\$383,700	\$0	\$383,700			
TOOELE	19500	Scoping	S-0179(2)0		OTHER			Midvalley Highway Re-evaluation					Document EA/EIS							
		Will Not Adv						Midvalley Phase 2 alignment												
		ST_TIF		\$0		\$1,000,000		\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$0			

Various

Projects that are included in “Various Projects” often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organization (MPO).

The “Various Projects” will identify projects and programs in each of the UDOT Regions across the state, but for programming and information are listed all together.





DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other				
Various County Projects																		
VARIOU	18857	Scoping Will Not Adv	S-I15-7(369)309	15	309	16	I-15; 600 N. to Farmington Environmental I-15; MP 309.00 - 325.00						TIF - Transportation Investment Fund					
		ST_TIF		\$1,000,000	\$5,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000	\$0	\$10,000,000	\$0	\$0	
VARIOU	18217	Funding To Be Adv Dt:	NEWPROJ(18217)	15	38	5	I-15; Add SB Lane, MP 38 to Mp 43 I-15; MP 38.00 - 43.00						TIF - Transportation Investment Fund					
NEW		ST_TIF		\$0	\$0	\$0	\$0	\$4,500,000	\$27,150,000	\$31,650,000	\$0	\$31,650,000	\$0	\$31,650,000	\$0	\$0	\$0	
VARIOU	13822	Undr Const Adv Dt: 01/26/19	F-I15-7(328)332	15	330	11	I-15; SR-232 to I-84 I-15; MP 329.79 - 340.71 & I-15; Hill Field Road to Davis/Weber County Line to I-84						Widen Existing Facility					
		NHPP_BR		\$8,622,688	\$0	\$0	\$0	\$0	\$0	\$8,622,688	\$8,038,932	\$583,756	\$0	\$0	\$0	\$0	\$0	
		NHPP_IM		\$6,110,964	\$0	\$0	\$0	\$0	\$0	\$6,110,964	\$5,755,306	\$355,658	\$0	\$0	\$0	\$0	\$0	
		NHPP_NHS		\$653,531	\$0	\$0	\$0	\$0	\$0	\$653,531	\$609,287	\$44,244	\$0	\$0	\$0	\$0	\$0	
		STP_BRIDGE		\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0	\$0	\$0	\$0	\$0	
		STP_FLX_ST		\$8,889,036	\$0	\$0	\$0	\$0	\$0	\$8,889,036	\$8,287,248	\$601,788	\$0	\$0	\$0	\$0	\$0	
		STP_HIF_O/L		\$1,962,186	\$0	\$0	\$0	\$0	\$0	\$1,962,186	\$1,829,346	\$132,840	\$0	\$0	\$0	\$0	\$0	
		STP_URB_O/L		\$26,378,038	\$0	\$0	\$0	\$0	\$0	\$26,378,038	\$24,592,244	\$1,785,793	\$0	\$0	\$0	\$0	\$0	
		ST_TIF		\$31,896,788	\$75,486,769	\$0	\$0	\$0	\$0	\$107,383,557	\$0	\$107,383,557	\$0	\$0	\$0	\$0	\$0	
		Total		\$87,513,231	\$75,486,769	\$0	\$0	\$0	\$0	\$163,000,000	\$51,909,264	\$111,090,736	\$0	\$0	\$0	\$0	\$0	
VARIOU	13224	Scoping Will Not Adv	S-R199(185)	30	91	18	SR-30; Environmental Document, I-15 to SR-252 SR-30; MP 90.62 - 108.66						Document EA/EIS					
		ST_TIF		\$1,718,453	\$493,039	\$0	\$0	\$0	\$0	\$2,211,493	\$0	\$2,211,493	\$0	\$2,211,493	\$0	\$0	\$0	
VARIOU	1793	Undr Const Adv Dt: 05/10/03	SP-0067(1)0	67		14	Legacy Parkway Project - *ROW* SR-67; MP .00 - 14.00 & I-15; MP 350.00 - 352.00											
		ST_CHF		\$389,153,772	\$0	\$0	\$0	\$0	\$0	\$389,153,772	\$0	\$389,153,772	\$0	\$389,153,772	\$0	\$0	\$0	
VARIOU	4278	Active Will Not Adv	SP-0089(98)334	89	398	11	US-89 Corridor Preservation US-89; MP 397.55 - 408.38											
		ST_CONT_R1		\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$0	\$1,000	\$0	\$0	\$0	
		ST_CORR_PRES		-\$3,019,615	\$15,507,844	\$0	\$0	\$0	\$0	\$12,488,229	\$0	\$12,488,229	\$0	\$12,488,229	\$0	\$0	\$0	
		Total		-\$3,018,615	\$15,507,844	\$0	\$0	\$0	\$0	\$12,489,229	\$0	\$12,489,229	\$0	\$12,489,229	\$0	\$0	\$0	
VARIOU	13821	Undr Const Adv Dt: 12/12/19	S-0089(406)398	89	398	9	US-89; Farmington to I-84 US-89; MP 398.00 - 406.64 & US-89; I-84 to Antelope Drive, I-84 to Harrison						TIF - Transportation Investment Fund					
		LOCAL_GOV		\$86,658	\$0	\$0	\$0	\$0	\$0	\$86,658	\$0	\$0	\$86,658	\$0	\$0	\$0	\$86,658	
		L_BETTERMENT		\$5,394,748	\$0	\$0	\$0	\$0	\$0	\$5,394,748	\$0	\$0	\$5,394,748	\$0	\$0	\$0	\$5,394,748	
		ST_BRIDGE		\$2,050,000	\$0	\$0	\$0	\$0	\$0	\$2,050,000	\$0	\$2,050,000	\$0	\$2,050,000	\$0	\$0	\$0	
		ST_TIF		\$271,999,401	\$125,000,000	\$85,047,322	\$0	\$0	\$0	\$482,046,723	\$0	\$482,046,723	\$0	\$482,046,723	\$0	\$0	\$0	
		ST_TRANS_SOL		\$5,125,000	\$0	\$0	\$0	\$0	\$0	\$5,125,000	\$0	\$5,125,000	\$0	\$5,125,000	\$0	\$0	\$0	
		Total		\$284,655,807	\$125,000,000	\$85,047,322	\$0	\$0	\$0	\$494,703,129	\$0	\$489,221,723	\$0	\$489,221,723	\$0	\$0	\$5,481,406	
VARIOU	13051	Scoping Will Not Adv	S-R199(177)	108	4	9	SR-108; Corridor Preservation SR-108; MP 4.01 - 12.92						Corridor Preservation					
		ST_CORR_PRES		\$847,821	\$3,221	\$0	\$0	\$0	\$0	\$851,041	\$0	\$851,041	\$0	\$851,041	\$0	\$0	\$0	



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other				
Various County Projects																		
VARIOU	11479	Funding	NEWPROJ(11479)	108	8	3	SR-108; SR-37 to 4275 South	Widen Existing Facility										
		Will Not Adv					SR-108; MP 7.51 - 10.02											
NEW		ST_CONCPT_D1	\$10,103	\$0	\$0	\$0	\$0	\$0	\$10,103	\$0	\$10,103	\$0	\$0					
		ST_TIF	\$0	\$0	\$0	\$0	\$123,000,000	\$0	\$123,000,000	\$0	\$123,000,000	\$0	\$0					
		Total	\$10,103	\$0	\$0	\$0	\$123,000,000	\$0	\$123,010,103	\$0	\$123,010,103	\$0	\$0					
VARIOU	18225	Scoping	S-0132(29)41	132	41	4	SR-132; WB & EB Passing Lanes	TIF - Transportation Investment Fund										
		To Be Adv Dt: 02/28/22					SR-132; MP 41.37 - 45.34											
		ST_TIF_HB433	\$0	\$1,000,000	\$5,200,000	\$0	\$0	\$0	\$6,200,000	\$0	\$6,200,000	\$0	\$0					
VARIOU	14775	Active	S-R499(287)	3270		6	Wayne County Fish Lake Cutoff Road	Non-Urban										
		Will Not Adv					Cnty:FA-3270; MP .00 - 5.80 & Fish Lake Cutoff Road 7 Miles West of Loa MP 0.0 to MP 5.77											
		STP_HIF_RURL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
		STP_RURAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
		ST_PVMT_LV2	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000	\$0	\$1,600,000	\$0	\$0					
		Total	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000	\$0	\$1,600,000	\$0	\$0					
VARIOU	13323	Undr Const	F-I80-3(186)102	MULT			I-80; Structure Replacement (MP 101 and 99)	Rehabilitation or Replacement										
		Adv Dt: 09/13/18					I-80; MP 101.61 - 102.09 & I-80; MP 101.61 - 102.09 & SR-36; MP 65.64 - 66.41											
		NHPP_BR	\$7,489,532	\$0	\$0	\$0	\$0	\$0	\$7,489,532	\$6,982,491	\$507,041	\$0	\$0					
		NHPP_IM	\$5,500,000	\$495,000	\$0	\$0	\$0	\$0	\$5,995,000	\$5,646,091	\$348,909	\$0	\$0					
		NHPP_NHS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
		STP_BRIDGE	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$4,661,500	\$338,500	\$0	\$0					
		STP_FLX_ST	\$16,600,177	\$0	\$0	\$0	\$0	\$0	\$16,600,177	\$15,476,345	\$1,123,832	\$0	\$0					
		ST_BRIDGE	\$900,000	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000	\$0	\$0					
		ST_PVMT	\$31,196	\$4	\$0	\$0	\$0	\$0	\$31,200	\$0	\$31,200	\$0	\$0					
		ST_RET_ROW	\$985,290	\$0	\$0	\$0	\$0	\$0	\$985,290	\$0	\$985,290	\$0	\$0					
		ST_RET_ROW_S	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000	\$0	\$0					
		Total	\$41,006,196	\$495,004	\$0	\$0	\$0	\$0	\$41,501,200	\$32,766,427	\$8,734,773	\$0	\$0					
VARIOU	14264	Scoping	F-I84-6(131)91	MULT			I-84; Over Weber River and UPRR Bridge Repl, C-476	Rehabilitation or Replacement										
		To Be Adv Dt: 06/13/24					I-84; MP 90.67 - 91.18 & I-84; MP 90.67 - 91.18											
		NHPP_BR	\$0	\$0	\$15,500,000	\$15,500,000	\$0	\$0	\$31,000,000	\$28,901,300	\$2,098,700	\$0	\$0					
		STP_BRIDGE	\$3,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$5,000,000	\$4,661,500	\$338,500	\$0	\$0					
		Total	\$3,500,000	\$1,500,000	\$15,500,000	\$15,500,000	\$0	\$0	\$36,000,000	\$33,562,800	\$2,437,200	\$0	\$0					
VARIOU	14411	Active	F-0040(199)12	MULT			US-40; Wasatch Co Line to SR-32 Pvmnt & Structures	Replacement and Rehabilitation - Structure										
		To Be Adv Dt: 07/12/21					US-40; MP 5.90 - 12.95 & US-40; MP 5.90 - 12.95											
		STP_FLX_ST	\$207,210	\$4,892,790	\$0	\$0	\$0	\$0	\$5,100,000	\$4,754,730	\$345,270	\$0	\$0					
		ST_BRIDGE	\$5,074	\$6,744,926	\$0	\$0	\$0	\$0	\$6,750,000	\$0	\$6,750,000	\$0	\$0					
		Total	\$212,284	\$11,637,716	\$0	\$0	\$0	\$0	\$11,850,000	\$4,754,730	\$7,095,270	\$0	\$0					
VARIOU	15676	STIP	F-I15-7(342)332	MULT			I-15; SR-232 to I-84, Ogden	High Volume										
		To Be Adv Dt:					I-15; MP 331.50 - 340.10 & I-15; MP 331.50 - 340.10											
		NHPP_IM	\$0	\$50,000,000	\$0	\$0	\$0	\$0	\$50,000,000	\$47,090,000	\$2,910,000	\$0	\$0					



DRAFT
DRAFT STIP

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



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description			
	Fund		Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other	
Various County Projects													
VARIOU	18432	STIP	S-0089(555)328	MULT	US-89/Main St & SR-51 Interchange in Springville					Upgrade Existing Interchange			
		To Be Adv Dt:			US-89; MP 327.60 - 327.90 & SR-51; MP 3.00 - 3.34 & US-89; MP 327.68 - 423.96								
		ST_TIF_HB433	\$0	\$0	\$18,000,000	\$0	\$0	\$0	\$18,000,000	\$0	\$18,000,000	\$0	
VARIOU	19507	STIP	S-I84-6(146)87	MULT	I-84/ US-89 Interchange Reconstruction					New Capacity			
		To Be Adv Dt:			I-84; MP 87.39 - 88.10 & I-84; MP 87.39 - 88.10 & I-84/US-89 Interchange								
		ST_TIF	\$0	\$0	\$0	\$0	\$60,000,000	\$0	\$60,000,000	\$0	\$60,000,000	\$0	
VARIOU	7704	Active	S-0085(1)0	MULT	MVC; UTILITIES TRANSMISSION LOCATION								
		Will Not Adv			MVC; UTILITIES TRANSMISSION LOCATION (SR-201TO 4700 SOUTH)								
		ST_CHF_TIF	\$48,760,149	\$1,692,151	\$0	\$0	\$0	\$0	\$50,452,300	\$0	\$50,452,300	\$0	
		ST_GF_CHN	\$31,909,055	\$43,335	\$0	\$0	\$0	\$0	\$31,952,390	\$0	\$31,952,390	\$0	
		Total	\$80,669,205	\$1,735,485	\$0	\$0	\$0	\$0	\$82,404,690	\$0	\$82,404,690	\$0	
VARIOU	8312	Active	S-0085(4)0	MULT	MVC; AQ MONITOR AND FILTERS								
		Will Not Adv			MVC; AQ MONITOR AND FILTERS								
		ST_CHF_TIF	\$2,795,008	\$1,304,992	\$0	\$0	\$0	\$0	\$4,100,000	\$0	\$4,100,000	\$0	
VARIOU	18803	STIP	F-R199(295)	MULT	TSP/ Preemption for Transit, Freight, & Snow Plows					Detection			
		To Be Adv Dt:			US-89; MP 411.65 - 416.51 & Cnty:FA-1478; MP .00 - .74 & SR-108; MP .00 - 4.01 & SR-108; MP 3.85 - 3.97								
		STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$466,150	\$33,850	\$0	
VARIOU	18806	STIP	F-R199(296)	MULT	TSP/ Preemption Equipment for Additional Buses					UTA/Transit			
		To Be Adv Dt:			US-89; MP 411.65 - 416.48 & SR-108; MP .00 - 4.01 & Cnty:FA-1478; MP .00 - .80 & SR-108; MP 3.98 - 4.00								
		STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$85,000	\$85,000	\$79,246	\$0	\$5,755	
VARIOU	12413	Funding	NEWPROJ(12413)	OTHER	MVC from 2100 N to Porter Rockwell					TIF - Transportation Investment Fund			
		To Be Adv Dt:			MVC; Porter Rockwell to 2100 N Lehi								
NEW		ST_TIF	\$0	\$75,000,000	\$50,000,000	\$75,000,000	\$75,000,000	\$75,600,000	\$350,600,000	\$0	\$350,600,000	\$0	
VARIOU	10018	Active	F-ST99(162)	OTHER	Travelwise					ATMS			
		Will Not Adv			Other: STATEWIDE TRAVEL PROGRAM								
		CMAQ_MAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		CMAQ_PM2.5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		CMAQ_WFRC	\$643,570	\$0	\$0	\$0	\$0	\$0	\$643,570	\$600,000	\$43,570	\$0	
		LOCAL_GOV'T	\$65,198	\$184,802	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	
		Total	\$708,767	\$184,802	\$0	\$0	\$0	\$0	\$893,570	\$600,000	\$43,570	\$250,000	
VARIOU	13919	Active	S-ST99(351)		Surplus Property Documentation					ROW			
		Will Not Adv			Surplus Property Documentation								
		ST_SRPLS_DOC	\$21,661	\$178,339	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0	
VARIOU	14239	Active	F-TPF-5(338)		CPT Perf-Based Assessment of Liquefaction TPF-5338					Research			
		Will Not Adv			Research Study								
		SPR_R_100%	\$142,002	\$0	\$0	\$0	\$0	\$0	\$142,002	\$142,002	\$0	\$0	



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Various County Projects														
VARIOU	14903	Active	F-ST99(406)		FY15 AID Demonstration					Data System Development/Enhancement				
		Will Not Adv			Various - Implementation and Development of New Technology									
		FA_MISC		\$782,786	\$0	\$0	\$0	\$0	\$0	\$0	\$782,786	\$626,229	\$156,557	\$0
VARIOU	15110	Scoping	F-0276(8)0		Region 4 Ferry Engine Replacement and Retrofit					Spot improvement				
		Will Not Adv			Lake Powell Ferry									
		EM_2016_FBD		\$100,195	\$0	\$0	\$0	\$0	\$0	\$0	\$100,195	\$80,156	\$20,039	\$0
		EM_2017_FBD		\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0
		EM_2018_FBD		\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0
		EM_2019_FBD		\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0
		EM_2020_FBD		\$131,193	\$0	\$0	\$0	\$0	\$0	\$0	\$131,193	\$104,954	\$26,239	\$0
		EM_2021_FBD		\$126,975	\$0	\$0	\$0	\$0	\$0	\$0	\$126,975	\$101,580	\$25,395	\$0
		FA_MISC		\$3,431	\$0	\$0	\$0	\$0	\$0	\$0	\$3,431	\$2,744	\$686	\$0
		STP_ENH_ST		\$1,180,203	\$0	\$0	\$0	\$0	\$0	\$0	\$1,180,203	\$944,162	\$236,041	\$0
		STP_FLX_ST		\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$110,000	\$102,553	\$7,447	\$0
		ST_CONT_PG		\$0	\$274,041	\$0	\$0	\$0	\$0	\$0	\$274,041	\$0	\$274,041	\$0
		Total		\$1,916,995	\$384,041	\$0	\$0	\$0	\$0	\$0	\$2,301,036	\$1,636,149	\$664,887	\$0
VARIOU	17824	Scoping	F-TPF-5(433)		Study; Cellular Concrete for Retaining Walls					Study				
		Will Not Adv			N/A									
		FA_MISC		\$37,500	\$0	\$0	\$0	\$0	\$0	\$0	\$37,500	\$30,000	\$7,500	\$0
		FA_MISC_100%		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		SPR_R_100%		\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$0
		Total		\$337,500	\$0	\$0	\$0	\$0	\$0	\$0	\$337,500	\$330,000	\$7,500	\$0
VARIOU	17994	Undr Const	F-ST99(635)		SR-210 and US-6 Emergency Project					Emergency Repair - Roadway				
		Adv Dt: 09/20/19			Various Locations - SR-210 and US-6 Emergency Project									
		ER_2019		\$274,720	\$0	\$0	\$0	\$0	\$0	\$0	\$274,720	\$274,720	\$0	\$0
		ER_2019@93.2		\$3,392,764	\$0	\$0	\$0	\$0	\$0	\$0	\$3,392,764	\$3,163,074	\$229,690	\$0
		STP_FLX_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_PVMT		\$5,505	\$0	\$0	\$0	\$0	\$0	\$0	\$5,505	\$0	\$5,505	\$0
		Total		\$3,672,989	\$0	\$0	\$0	\$0	\$0	\$0	\$3,672,989	\$3,437,794	\$235,195	\$0
VARIOU	18184	Active	F-ST99(659)		FY19 STIC Incentive Program					Education				
		Will Not Adv			N/A									
		FA_STIC_2019		\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0
		ST_MATCH		\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		Total		\$100,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0
VARIOU	18757	Active	F-ST99(697)		FY 2021 Research Work Program					Annual Work Program				
		Will Not Adv			N/A Annual Work Program									
		SPR_R		\$3,346,180	\$0	\$0	\$0	\$0	\$0	\$0	\$3,346,180	\$2,676,944	\$669,236	\$0
		ST_RESEARCH		\$644,864	\$0	\$0	\$0	\$0	\$0	\$0	\$644,864	\$0	\$644,864	\$0
		Total		\$3,991,044	\$0	\$0	\$0	\$0	\$0	\$0	\$3,991,044	\$2,676,944	\$1,314,100	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

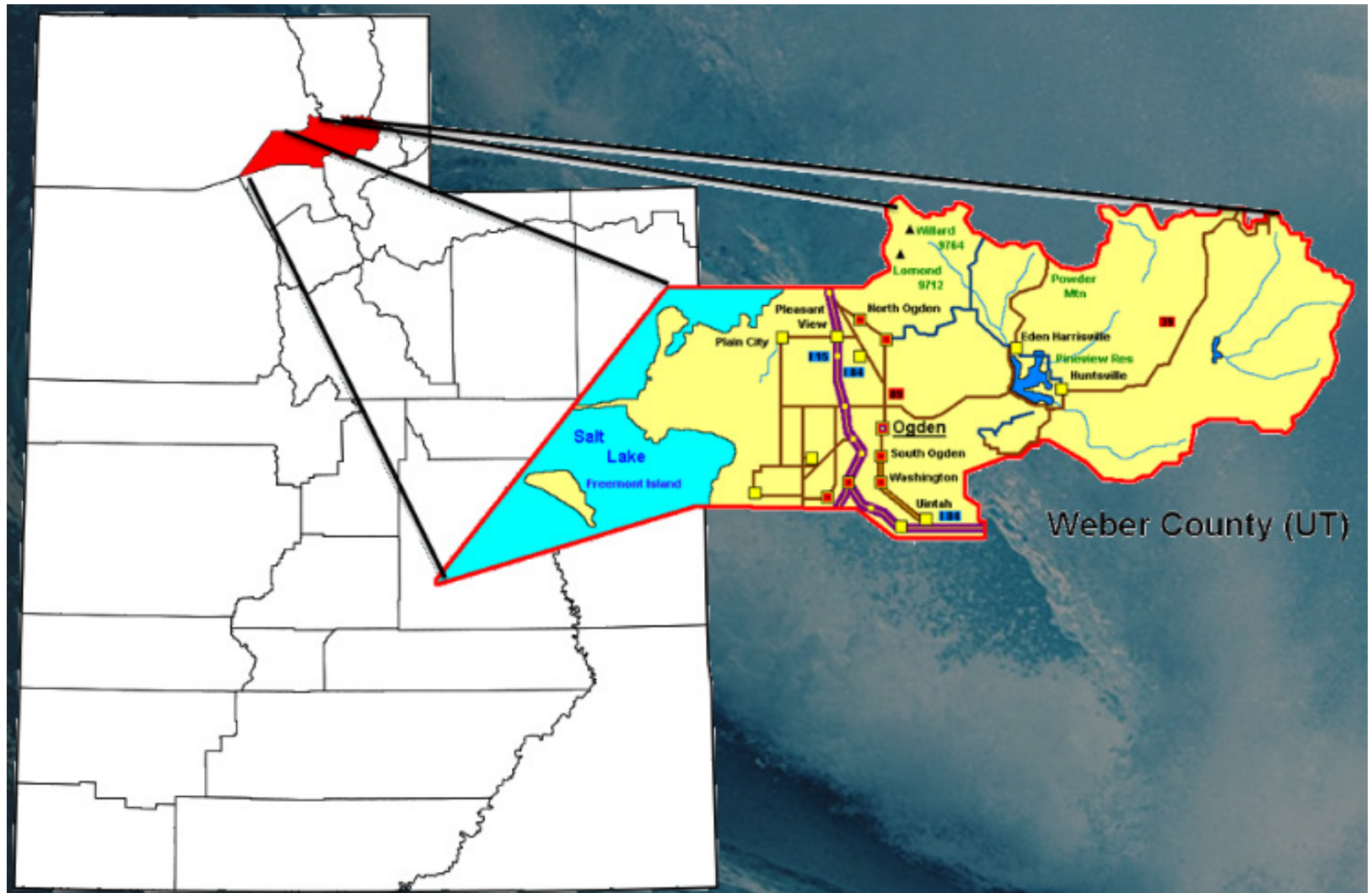
Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Various County Projects														
VARIOU	18758	Active Will Not Adv	F-ST99(698)		FY 2021 Statewide Planning Work Program N/A Annual Workplan					Annual Work Program				
		FA_MISC			\$6,250	\$0	\$0	\$0	\$0	\$0	\$6,250	\$5,000	\$1,250	\$0
		SPR_P			\$7,072,072	\$73	\$0	\$0	\$0	\$0	\$7,072,145	\$5,657,716	\$1,414,429	\$0
		Total			\$7,078,322	\$73	\$0	\$0	\$0	\$0	\$7,078,395	\$5,662,716	\$1,415,679	\$0
VARIOU	18924	Scoping Will Not Adv	F-ST99(723)		UAS in Construction Peer Exchange N/A					Education				
		FA_MISC			\$5,539	\$0	\$0	\$0	\$0	\$0	\$5,539	\$4,431	\$1,108	\$0
VARIOU	18960	Scoping Will Not Adv	F-ST99(729)		FY2020 STIC Incentive - Emergency Bridge Insp App N/A					Develop Documents				
		FA_MISC			\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0
		ST_BRIDGE			\$30,700	\$0	\$0	\$0	\$0	\$0	\$30,700	\$0	\$30,700	\$0
		Total			\$155,700	\$0	\$0	\$0	\$0	\$0	\$155,700	\$100,000	\$55,700	\$0
VARIOU	19066	Active Will Not Adv	S-ST99(734)		FY2022 Mandli Communications Collection N/A					Develop Documents				
		ST_PVMT			\$0	\$105,000	\$0	\$0	\$0	\$0	\$105,000	\$0	\$105,000	\$0
VARIOU	19082	Active Will Not Adv	F-ST99(735)		RUC Fed Grants: Local Overlay & Toll Int N/A					Education				
		FA_MISC_50%			\$1,490,000	\$0	\$0	\$0	\$0	\$0	\$1,490,000	\$745,000	\$745,000	\$0
VARIOU	19083	Active Will Not Adv	F-ST99(736)		Integration of RUC and Express Toll Lanes N/A					Education				
		FA_MISC_50%			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
VARIOU	19575	Active Will Not Adv	F-ST99(755)		Rolling Density Meter (RDM) N/A					Education				
		FA_MISC			\$6,250	\$0	\$0	\$0	\$0	\$0	\$6,250	\$5,000	\$1,250	\$0
VARIOU	19583	Active Will Not Adv	F-ST99(756)		FY2021 National Summer Transp Institute (NSTI) N/a					Education				
		NSTI			\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000	\$0	\$0
VARIOU	13006	STIP To Be Adv Dt:	F-ST99(293)		UTA 1 Call - 1 Click & Outreach Program Utah Transit Authority (UTA) One Call - One Click Center & Veterans					UTA/Transit				
		FA_MISC			\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0
		FA_MISC_100%			\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0
		UTA_FUNDS			\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
		Total			\$0	\$550,000	\$0	\$0	\$0	\$0	\$550,000	\$450,000	\$0	\$100,000

Weber County

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden-Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).

The Cities of Weber County include;

- Farr West
- Harrisville
- Hooper
- Marriott-Slaterville
- North Ogden
- Ogden
- Plain
- Pleasant View
- Riverdale
- Roy
- South Ogden
- Uintah
- Washington Terrace
- West Haven





DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Weber County Projects													
WEBER	12446	Undr Const	F-0039(32)9		39	9	5	SR-39; Ogden to Pineview Reservoir Bridge Rehab	Rehabilitation or Replacement				
			Adv Dt: 09/01/18					SR-39; MP 8.89 - 13.42					
		NHPP_BR		\$698,886	\$2,094	\$0	\$0	\$0	\$0	\$700,980	\$653,524	\$47,456	\$0
		SEC154_HSIP		\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000	\$326,305	\$23,695	\$0
		STP_BRIDGE		\$2,812,744	\$370	\$0	\$0	\$0	\$0	\$2,813,114	\$2,622,666	\$190,448	\$0
		STP_FLX_ST		\$188,000	\$0	\$0	\$0	\$0	\$0	\$188,000	\$175,272	\$12,728	\$0
		ST_BRIDGE		\$195,505	\$934,495	\$0	\$0	\$0	\$0	\$1,130,000	\$0	\$1,130,000	\$0
		ST_PVMT		\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
		ST_SPOT_SFTY		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$4,245,135	\$1,336,960	\$0	\$0	\$0	\$0	\$5,582,094	\$3,777,768	\$1,804,327	\$0
WEBER	14263	Undr Const	F-0053(20)1		53	1	1	SR-53; 24th Street Viaduct Rehab, Ogden, C-655	Rehabilitation or Replacement				
			Adv Dt: 07/18/20					SR-53; MP .87 - 1.66					
		NHPP_BR		\$5,098,000	\$1,000,000	\$0	\$0	\$0	\$0	\$6,098,000	\$5,685,165	\$412,835	\$0
		STP_BRIDGE		\$102,000	\$0	\$0	\$0	\$0	\$0	\$102,000	\$95,095	\$6,905	\$0
		STP_FLX_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_BRIDGE		\$143,285	\$856,715	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
		Total		\$5,343,285	\$1,856,715	\$0	\$0	\$0	\$0	\$7,200,000	\$5,780,260	\$1,419,740	\$0
WEBER	18834	STIP	F-0060(14)1		60			UDOT Reg One/ Riverdale 1050 W & I-84 Sidewalk	Transportation Alternatives				
			To Be Adv Dt:					SR-60; MP .42 - .51					
		TAP_URB_O/L		\$0	\$514,856	\$0	\$0	\$0	\$0	\$514,856	\$480,000	\$0	\$34,856
WEBER	18855	STIP	S-0089(538)414		89	414	1	Ogden/WSU Bus Rapid Transit (BRT)	TIF - Transportation Investment Fund				
			To Be Adv Dt:					US-89; MP 413.75 - 414.25					
		ST_TTIF		\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$0	\$4,000,000	\$0
WEBER	18858	STIP	S-R199(299)		89	414	1	BDO Phase 2 Shared Use Path	Trails				
			To Be Adv Dt:					US-89; MP 414.00 - 415.00					
		LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$600,000	\$600,000	\$0	\$0	\$600,000
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$900,000	\$900,000	\$0	\$900,000	\$0
		Total		\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$0	\$900,000	\$600,000
WEBER	16945	STIP	F-0089(486)408		89	408		US-89 & Skyline Drive Intersection Imp	Intersection Modification				
			To Be Adv Dt:					US-89; MP 408.10 - 408.10					
		CMAQ_PM2.5		\$0	\$0	\$0	\$1,501,663	\$0	\$0	\$1,501,663	\$1,400,000	\$101,663	\$0
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$0	\$0	\$1,501,663	\$0	\$0	\$1,501,663	\$1,400,000	\$101,663	\$0
WEBER	16391	Scoping	S-R199(324)		97	5		I-15; SR-97 (5600 South), widening of 5600 South	Upgrade Existing Interchange				
			To Be Adv Dt: 12/01/22					SR-97; MP 5.10 - 5.30					
		ST_TIF_HB433		\$0	\$20,000,000	\$32,000,000	\$110,000,000	\$76,000,000	\$0	\$238,000,000	\$0	\$238,000,000	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					Concept Description				
				Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Weber County Projects													
WEBER	16947	Active	F-0204(15)3	204	3	Wall Avenue & 20th Street Intersection Imp			Intersection Modification				
		To Be Adv Dt: 10/21/20				SR-204; MP 2.66 - 2.66							
		CMAQ_WFRC		\$98,000	\$902,000	\$500,000	\$0	\$0	\$0	\$1,500,000	\$1,398,450	\$101,550	\$0
		STP_FLX_ST		\$295,000	\$1,205,000	\$0	\$0	\$0	\$0	\$1,500,000	\$1,398,450	\$101,550	\$0
		Total		\$393,000	\$2,107,000	\$500,000	\$0	\$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0
WEBER	14408	Undr Const	F-0235(20)3	235	3	SR-235; Intersection Improvements at 2700 North			Choke Point				
		Adv Dt: 09/12/20				SR-235; MP 2.99 - 3.20							
		LOCAL_GOV		\$0	\$850,000	\$0	\$0	\$0	\$0	\$850,000	\$0	\$0	\$850,000
		STP_FLX_ST		\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0
		Total		\$3,000,000	\$850,000	\$0	\$0	\$0	\$0	\$3,850,000	\$2,796,900	\$203,100	\$850,000
WEBER	18812	STIP	F-3308(3)1	3308	1	4800 South & Layton Canal			Reconstruct & Widening				
		To Be Adv Dt:				Cnty:FA-3308; MP 1.33 - 1.42							
		STP_URB_O/L		\$0	\$471,500	\$0	\$0	\$0	\$0	\$471,500	\$439,579	\$0	\$31,921
WEBER	17847	STIP	F-3310(1)1	3310		6000 South & 3100 West Round-a-bout			Intersection Modification				
		To Be Adv Dt:				Cnty:FA-3310; MP .50 - .50							
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$722,375	\$722,375	\$673,470	\$0	\$48,905
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$38,325	\$38,325	\$0	\$0	\$38,325
		Total		\$0	\$0	\$0	\$0	\$0	\$760,700	\$760,700	\$673,470	\$0	\$87,230
WEBER	17795	STIP	F-3328(2)1	3328	1	1 300 West; 5000 South to Riverdale City Boundary			Reconstruct no widening				
		To Be Adv Dt:				Cnty:FA-3328; MP .53 - 1.22							
		LOCAL_GOV		\$0	\$0	\$0	\$125,000	\$0	\$0	\$125,000	\$0	\$0	\$125,000
		STP_URB_O/L		\$0	\$0	\$1,826,484	\$1,072,616	\$0	\$0	\$2,899,100	\$2,702,831	\$0	\$196,269
		Total		\$0	\$0	\$1,826,484	\$1,197,616	\$0	\$0	\$3,024,100	\$2,702,831	\$0	\$321,269
WEBER	13124	Active	S-LC57(32)	3359	1	1 4700 West; 4000 South to 4600 South			Reconstruct & Widening				
		Will Not Adv				Cnty:FA-3359; MP .84 - 1.84 & 4700 West; 4200 South to 4800 South							
		LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$197,613	\$0	\$0	\$0	\$0	\$197,613	\$0	\$0	\$197,613
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH		\$185,267	\$1,790,862	\$0	\$0	\$0	\$0	\$1,976,128	\$0	\$1,976,128	\$0
		Total		\$185,267	\$1,988,475	\$0	\$0	\$0	\$0	\$2,173,741	\$0	\$1,976,128	\$197,613
WEBER	15905	Scoping	F-3370(1)0	3370		1 3600 West; 2600 N to 1975 N, Plain City			Reconstruct & Widening				
		To Be Adv Dt: 12/31/21				Cnty:FA-3370; MP .00 - .78							
		LOCAL_MATCH		\$0	\$162,059	\$0	\$0	\$0	\$0	\$162,059	\$0	\$0	\$162,059
		STP_COVID_O/L		\$0	\$2,231,728	\$0	\$0	\$0	\$0	\$2,231,728	\$2,231,728	\$0	\$0
		STP_URB_O/L		\$0	\$717,612	\$0	\$0	\$0	\$0	\$717,612	\$669,030	\$0	\$48,582
		TAP_URB_O/L		\$0	\$321,785	\$0	\$0	\$0	\$0	\$321,785	\$300,000	\$0	\$21,785
		Total		\$0	\$3,433,184	\$0	\$0	\$0	\$0	\$3,433,184	\$3,200,758	\$0	\$232,427



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description				
				Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other					
Weber County Projects																		
WEBER	18809	STIP	F-3371(1)		3371	1	1	North Plain City Road; 2917 West to 3350 West Cnty:FA-3371; MP .90 - 1.61					Reconstruct & Widening					
		To Be Adv Dt:																
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$234,744	\$234,744	\$0	\$0	\$234,744				
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$3,754,156	\$3,754,156	\$3,500,000	\$0	\$254,156				
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$3,988,900	\$3,988,900	\$3,500,000	\$0	\$488,900				
WEBER	17865	Scoping	F-3416(1)		3416			20th & Lincoln Traffic Signal Cnty:FA-3416; MP .14 - .14					Intersection Improvements					
		To Be Adv Dt:																
		LOCAL_GOV		\$0	\$150,745	\$0	\$0	\$0	\$0	\$0	\$150,745	\$0	\$0	\$150,745				
		TAP_URB_O/L		\$72,000	\$184,355	\$0	\$0	\$0	\$0	\$0	\$256,355	\$239,000	\$0	\$17,355				
		Total		\$72,000	\$335,100	\$0	\$0	\$0	\$0	\$0	\$407,100	\$239,000	\$0	\$168,100				
WEBER	17797	STIP	F-3442(2)5		3442	5	1	West Harrisville Rd; US-89 to 750 West Cnty:FA-3442; MP 5.16 - 5.76					Reconstruct & Widening					
		To Be Adv Dt:																
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$0	\$0	\$125,000				
		STP_URB_O/L		\$0	\$0	\$0	\$653,660	\$0	\$0	\$2,681,540	\$3,335,200	\$3,109,407	\$0	\$225,793				
		Total		\$0	\$0	\$0	\$653,660	\$0	\$0	\$2,806,540	\$3,460,200	\$3,109,407	\$0	\$350,793				
WEBER	18814	STIP	F-3446(1)		3446	1	1	4000 North; SR-126 to 2800 West Cnty:FA-3446; MP 1.32 - 1.88					Reconstruct & Widening					
		To Be Adv Dt:																
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$4,204,537	\$4,204,537	\$0	\$0	\$4,204,537				
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$2,896,064	\$2,896,064	\$2,700,000	\$0	\$196,064				
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$7,100,600	\$7,100,600	\$2,700,000	\$0	\$4,400,600				
WEBER	17371	Scoping	F-3462(7)9		3462	9		4100 N Over N Fork Ogden River Bridge Replacement Cnty:FA-3462; MP 8.80 - 9.06					Rehabilitation or Replacement					
		To Be Adv Dt:																
		STP_BRIDGE		\$0	\$0	\$0	\$1,324,000	\$0	\$0	\$0	\$1,324,000	\$1,234,365	\$0	\$89,635				
WEBER	15683	Scoping	S-I15-8(158)343		MULT			I-15; 24th Street Interchange I-15; MP 342.80 - 343.50 & I-15; MP 342.80 - 343.50					TIF - Transportation Investment Fund					
		To Be Adv Dt:																
		ST_TIF		\$3,425,663	\$10,000,000	\$28,000,000	\$32,500,000	\$0	\$0	\$22,074,337	\$96,000,000	\$0	\$96,000,000	\$0				
WEBER	15685	Active	S-I15-8(159)338		MULT			I-15; SR-97 (5600 South) Environmental Study I-15; MP 338.00 - 338.80 & I-15; MP 338.00 - 338.80 & SR-97; MP 3.00 - 5.35 & Addendum to add the section of SR-97 that is included within the study limits					TIF - Transportation Investment Fund					
		Will Not Adv																
		ST_TIF		\$1,856,647	\$1,143,354	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0				
WEBER	14840	Undr Const	S-LC57(37)		MULT			20th St.; Washington to Monroe Reconstruction 20th Street, Washington to Monroe					Reconstruct & Widening					
		Will Not Adv																
		LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
		L_PASS_MATCH		\$0	\$242,332	\$0	\$0	\$0	\$0	\$0	\$242,332	\$0	\$0	\$242,332				
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
		ST_TIF_EXCH		\$1,168	\$2,422,149	\$0	\$0	\$0	\$0	\$0	\$2,423,317	\$0	\$2,423,317	\$0				
		Total		\$1,168	\$2,664,481	\$0	\$0	\$0	\$0	\$0	\$2,665,649	\$0	\$2,423,317	\$242,332				



DRAFT
DRAFT STIP

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



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Weber County Projects														
WEBER	14850	Scoping	F-LC57(45)	MULT	SR-60; Round-About at Ritter Drive, Riverdale					Intersection Modification				
		To Be Adv Dt: 02/25/22			SR-168; MP 1.13 - 1.16 & SR-60; MP .76 - .79 & SR-60 at Ritter Drive, Riverdale									
		CMAQ_WFRC		\$63,500	\$554,500	\$0	\$0	\$0	\$0	\$0	\$618,000	\$576,161	\$0	\$41,839
WEBER	15906	Scoping	F-R199(235)	MULT	Ogden-WSU Bus Rapid Transit (BRT) - Design					UTA/Transit				
		Will Not Adv			Ogden Intermodal Hub (23rd/ Wall Ave) to McKay Dee Hospital (48th/ Harrison Blvd)									
		LOCAL_GOV		\$0	\$3,391,076	\$0	\$0	\$0	\$0	\$0	\$3,391,076	\$0	\$0	\$3,391,076
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_CONT_PG		\$9,240	\$0	\$0	\$0	\$0	\$0	\$0	\$9,240	\$0	\$9,240	\$0
		TFER_2_UTA		\$0	\$1,608,924	\$0	\$0	\$0	\$0	\$0	\$1,608,924	\$1,500,000	\$108,924	\$0
		Total		\$9,240	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,009,240	\$1,500,000	\$118,164	\$3,391,076
WEBER	16936	STIP	F-3354(4)0	MULT	40th St & Chimes View - Riverdale to Washington					Reconstruct & Widening				
		To Be Adv Dt:			Cnty:FA-3354; MP .00 - .46 & Cnty:FA-3354; MP 3.70 - 4.05									
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$454,735	\$454,735	\$0	\$0	\$454,735
		STP_URB_O/L		\$0	\$0	\$1,072,616	\$1,608,924	\$0	\$0	\$1,608,925	\$4,290,465	\$4,000,001	\$0	\$290,464
		Total		\$0	\$0	\$1,072,616	\$1,608,924	\$0	\$0	\$2,063,660	\$4,745,200	\$4,000,001	\$0	\$745,199
WEBER	16952	STIP	F-3442(1)1	MULT	1975 North; 3600 West to 3525 West (PIN 15905)					Pedestrian/Bike facility				
		Will Not Adv			Cnty:FA-3442; MP 1.33 - 1.45 & Cnty:FA-3442; MP 1.32 - 1.32									
		TAP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WEBER	13615	STIP	S-0067(25)0	OTHER	SR-67; Corridor Preservation, Weber County					Corridor Preservation				
		To Be Adv Dt:			Future SR-67 Corridor in Weber County									
		ST_CORR_PRES		\$155,932	\$450	\$0	\$0	\$0	\$0	\$0	\$156,382	\$0	\$156,382	\$0
WEBER	16939	STIP	F-LC57(49)	OTHER	UTA Locomotive Rebuild					UTA/Transit				
		Will Not Adv			Rebuilding of the Commuter Rail Locomotives (Location for GIS - Weber Intermodal Center)									
		CMAQ_PM2.5		\$0	\$933,176	\$0	\$0	\$0	\$0	\$0	\$933,176	\$870,000	\$63,176	\$0
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$381,015	\$381,015	\$0	\$0	\$381,015
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$933,176	\$0	\$0	\$0	\$0	\$381,015	\$1,314,191	\$870,000	\$63,176	\$381,015
WEBER	14842	Undr Const	S-LC57(38)	OTHER	450/400 E.; 2600 N. to Elberta, Widening, N. Ogden					TIF - Transportation Investment Fund				
		Will Not Adv			450/400 Est; 2600 North to Elberta Drive									
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$391,000	\$0	\$0	\$0	\$0	\$0	\$391,000	\$0	\$0	\$391,000
		STP_FLX_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_HIF_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH		\$0	\$3,519,000	\$0	\$0	\$0	\$0	\$0	\$3,519,000	\$0	\$3,519,000	\$0
		Total		\$0	\$3,910,000	\$0	\$0	\$0	\$0	\$0	\$3,910,000	\$0	\$3,519,000	\$391,000



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
							Fund	Prior	2022	2023	2024	2025	CD	Total
Weber County Projects														
WEBER	14846	STIP	F-LC57(43)				OTHER	UTA Intermodal Center; Weber State University Ice Sheet Parking, Weber State University				UTA/Transit		
		Will Not Adv												
		CMAQ_PM2.5		\$0		\$0		\$0		\$0		\$0	\$0	\$0
		CMAQ_WFRC		\$0		\$0		\$0		\$0		\$0	\$0	\$0
		TFER_2_UTA		\$0		\$1,000,000		\$0		\$0		\$1,000,000	\$1,000,000	\$0
		UTA_FUNDS		\$0		\$2,116,900		\$0		\$0		\$2,116,900	\$0	\$2,116,900
		Total		\$0		\$3,116,900		\$0		\$0		\$3,116,900	\$1,000,000	\$0
WEBER	14847	Scoping	F-LC57(44)				OTHER	Ogden Bike Share Program Downtown Ogden				Transportation Alternatives		
		To Be Adv Dt: 07/05/22												
		CMAQ_PM2.5		\$0		\$0		\$0		\$0		\$0	\$0	\$0
		CMAQ_PM2.5_1		\$45,188		\$556,686		\$0		\$0		\$601,873	\$601,873	\$0
		CMAQ_WFRC		\$0		\$0		\$0		\$0		\$0	\$0	\$0
		CMAQ_WFRC_1		\$0		\$0		\$0		\$0		\$0	\$0	\$0
		L_PASS_MATCH		\$43,706		\$0		\$0		\$0		\$43,706	\$0	\$43,706
		ST_CONT_R1		\$1,501		\$0		\$0		\$0		\$1,501	\$0	\$1,501
		Total		\$90,394		\$556,686		\$0		\$0		\$647,080	\$601,873	\$1,501
WEBER	14853	Scoping	F-LC57(40)				OTHER	Bicycle and Ped Safety Enhancements, Riverdale Riverdale Various Locations				Pedestrian/Bike facility		
		To Be Adv Dt: 11/28/22												
		TAP_URB_WFRC		\$0		\$69,720		\$0		\$0		\$69,720	\$65,000	\$0
WEBER	14856	Scoping	F-LC57(41)				OTHER	Tri City Alt. Trans. Planning, S. Weber Co. Area Within the Cities of Riverdale, South Ogden, & Washington Terrace				Pedestrian/Bike facility		
		Will Not Adv												
		TAP_URB_WFRC		\$96,535		\$0		\$0		\$0		\$96,535	\$90,000	\$0
WEBER	15923	STIP	F-R199(236)				OTHER	Update Bike Cars on Fronrunner - UTA 'This request is for new bike racks on 6 of UTA's 16 FrontRunner bike cars.				Transportation Alternatives		
		Will Not Adv												
		LOCAL_GOV		\$0		\$15,001		\$0		\$0		\$15,001	\$0	\$15,001
		TAP_URB_WFRC		\$0		\$0		\$0		\$0		\$0	\$0	\$0
		TFER_2_UTA		\$0		\$101,899		\$0		\$0		\$101,899	\$95,000	\$6,899
		Total		\$0		\$116,900		\$0		\$0		\$116,900	\$95,000	\$6,899
WEBER	16934	STIP	F-LC57(48)				OTHER	Ogden-WSU Bus Rapid Transit (BRT) - Construction Ogden/Weber State University BRT; Ogden intermodal and WSU/McKay Dee Hospital - with exclusive lanes from 30th and Harrison to the Dee Events Center.				New Capacity		
		Will Not Adv												
		CMAQ_PM2.5		\$0		\$1,608,925		\$0		\$0		\$1,608,925	\$1,500,001	\$0
		CMAQ_WFRC		\$0		\$0		\$0		\$0		\$0	\$0	\$0
		LOCAL_GOV		\$0		\$5,208,926		\$0		\$0		\$5,208,926	\$0	\$5,208,926
		STP_URB_O/L		\$0		\$0		\$0		\$0		\$0	\$0	\$0
		TFER_2_UTA		\$0		\$3,754,156		\$0		\$0		\$3,754,156	\$3,500,000	\$254,156
		UTA_FUNDS		\$0		\$68,964,302		\$0		\$0		\$68,964,302	\$0	\$68,964,302
		Total		\$0		\$79,536,309		\$0		\$0		\$79,536,309	\$5,000,001	\$254,156



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location					Concept Description					
						Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other	
Weber County Projects																
WEBER	16946	Active	F-LC57(47)			OTHER	Polk Avenue; 36th Street to Franklin Polk Avenue; 36th Street to Franklin					Pedestrian/Bike facility				
		To Be Adv Dt:	01/21/22													
		CMAQ_WFRC					\$146,200	\$449,102	\$0	\$0	\$0	\$0	\$595,302	\$555,000	\$0	\$40,302
WEBER	17866	Scoping	F-R199(271)			OTHER	3100 West; 4800 So to 5000 So, Sidewalk 3100 West; 4800 South to 5000 South Sidewalk, Roy					Safe Sidewalk				
		To Be Adv Dt:	05/19/22													
		LOCAL_GOV					\$0	\$10,453	\$0	\$0	\$0	\$0	\$10,453	\$0	\$0	\$10,453
		TAP_URB_O/L					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TAP_URB_WFRC					\$1,000	\$290,247	\$0	\$0	\$0	\$0	\$291,247	\$271,530	\$0	\$19,717
		Total					\$1,000	\$300,700	\$0	\$0	\$0	\$0	\$301,700	\$271,530	\$0	\$30,170
WEBER	17954	STIP	F-R299(352)			OTHER	Skyline Drive; 1100 W to 4300 N (Pleasant View) Skyline Drive; US-89 to 1100 West, Pleasant View City					New Capacity				
		To Be Adv Dt:														
		LOCAL_GOV					\$0	\$0	\$0	\$0	\$28,655,373	\$28,655,373	\$0	\$0	\$0	\$28,655,373
		STP_URB_O/L					\$0	\$0	\$0	\$1,836,414	\$0	\$1,846,413	\$3,682,827	\$3,433,500	\$0	\$249,327
		Total					\$0	\$0	\$0	\$1,836,414	\$0	\$30,501,786	\$32,338,200	\$3,433,500	\$0	\$28,904,700
WEBER	18811	STIP	F-LC57(51)0			OTHER	5500 West; 5500 South to Davis Co Line 5500 West; 5500 South (SR-97) to Weber/ Davis County Line					Reconstruct & Widening				
		To Be Adv Dt:														
		LOCAL_GOV					\$0	\$0	\$0	\$0	\$490,000	\$490,000	\$0	\$0	\$0	\$490,000
		STP_URB_O/L					\$0	\$0	\$0	\$0	\$1,981,100	\$1,981,100	\$1,846,980	\$0	\$0	\$134,120
		Total					\$0	\$0	\$0	\$0	\$2,471,100	\$2,471,100	\$1,846,980	\$0	\$0	\$624,120
WEBER	18828	STIP	F-R199(297)			OTHER	Bus Rapid Transit - Operating Subsidy Ogden/Weber State University (WSU) Bus Rapid Transit (BRT) is a 5.3-mile project connecting from the Ogden FrontRunner commuter rail station to Weber State University and McKay Dee Hospital					UTA/Transit				
		To Be Adv Dt:														
		CMAQ_WFRC					\$0	\$0	\$0	\$0	\$1,230,700	\$1,230,700	\$1,147,382	\$0	\$0	\$83,318
WEBER	18829	STIP	F-R199(198)			OTHER	On Route Electric Bus Charging Infrastructure Ogden/Weber State University (WSU) Bus Rapid Transit (BRT) is a 5.3-mile project connecting from the Ogden FrontRunner commuter rail station to Weber State University and McKay Dee Hospital					UTA/Transit				
		To Be Adv Dt:														
		CMAQ_WFRC					\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$1,398,450	\$0	\$0	\$101,550
WEBER	18830	STIP	F-LC57(52)			OTHER	Ogden City Bike Share Expansion Ogden City Green Bike Expansion Various Locations around Downtown					Transportation Alternatives				
		To Be Adv Dt:														
		CMAQ_WFRC					\$0	\$0	\$0	\$0	\$435,200	\$435,200	\$405,737	\$0	\$0	\$29,463
WEBER	18933	Scoping	S-R199(304)				SR-97 (5600 South), Weber Co.Corridor Preservation SR-97 (5600 South), Weber Co.Corridor Preservation					Corridor Preservation				
		Will Not Adv														
		ST_CORR_PRES					\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$3,500,000	\$0
WEBER	19564	Funding	NEWPROJ(19564)				Causey Reservoir Access - UT FLAP WEB 10(1) Causey Reservoir Access - Roadway Rehabilitation & Roadway Widening					Federal Lands Access Program				
		To Be Adv Dt:														
NEW		FLHP					\$0	\$0	\$0	\$0	\$7,400,000	\$0	\$7,400,000	\$7,400,000	\$0	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

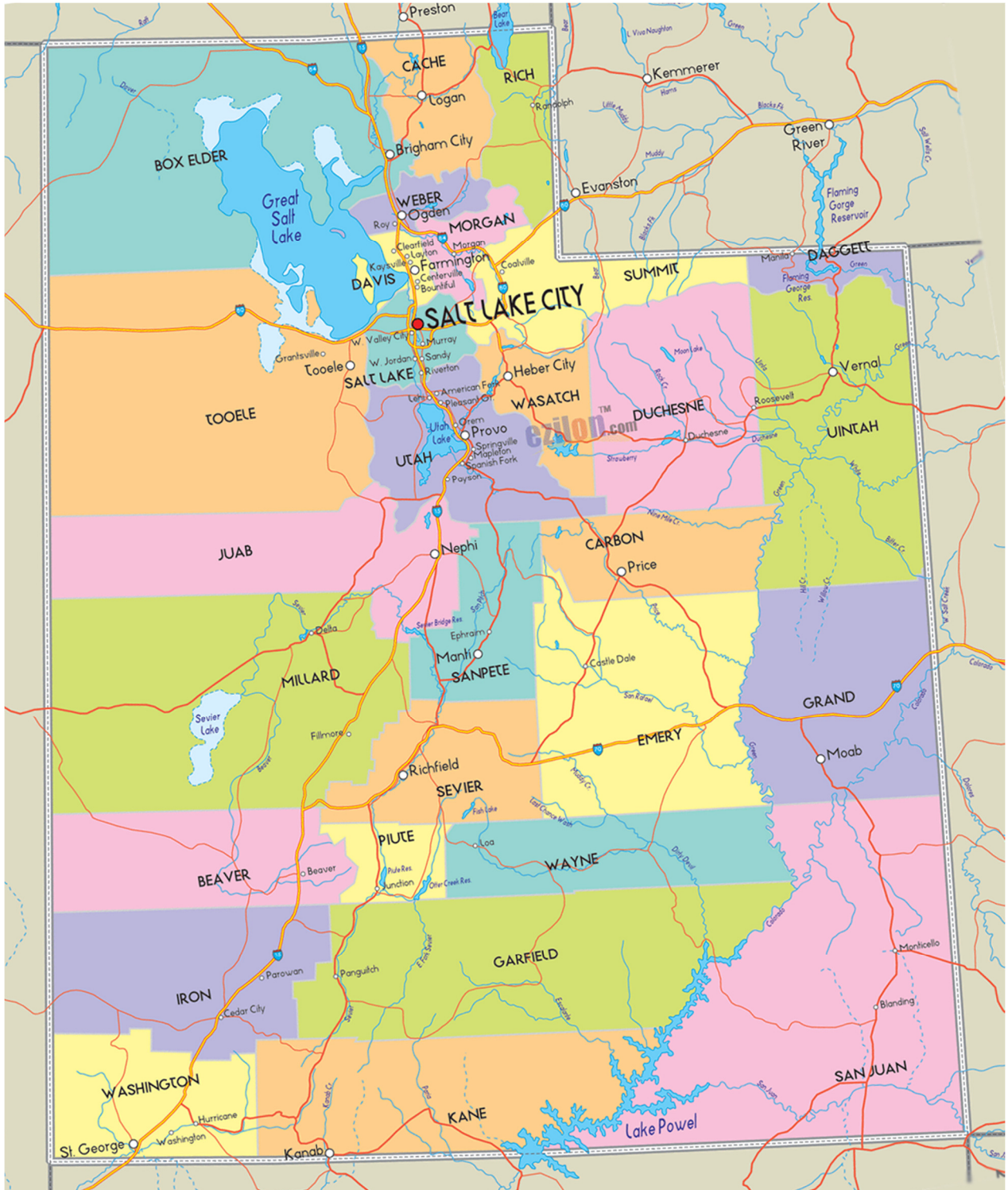
Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					Concept Description				
				Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Weber County Projects													
WEBER	11091	Scoping	F-R199(133)										
		<i>Will Not Adv</i>											
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_CONCEPT_D1		\$2,650	\$310	\$0	\$0	\$0	\$0	\$2,960	\$0	\$2,960	
		ST_CONT_PG		\$1,910	\$8,816	\$0	\$0	\$0	\$0	\$10,726	\$0	\$10,726	
		Total		\$4,561	\$9,126	\$0	\$0	\$0	\$0	\$13,686	\$0	\$13,686	
WEBER	13132	STIP	F-0097(9)										
		<i>To Be Adv Dt:</i>											
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$804,462	\$804,462	\$750,000	\$54,462	
WEBER	14045	Scoping	S-LC57(34)										
		<i>Will Not Adv</i>											
		LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		L_PASS_MATCH		\$0	\$207,915	\$0	\$0	\$0	\$0	\$207,915	\$0	\$207,915	
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_TIF_EXCH		\$1,639,910	\$439,238	\$0	\$0	\$0	\$0	\$2,079,148	\$0	\$2,079,148	
		Total		\$1,639,910	\$647,153	\$0	\$0	\$0	\$0	\$2,287,063	\$0	\$2,079,148	
WEBER	14057	Scoping	F-LC57(35)										
		<i>Will Not Adv</i>											
		TAP_URB_WFRC		\$0	\$373,270	\$0	\$0	\$0	\$0	\$373,270	\$348,000	\$25,270	
WEBER	18802	STIP	F-LC57(50)0										
		<i>To Be Adv Dt:</i>											
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$4,785,477	\$4,785,477	\$0	\$4,785,477	
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$214,523	\$214,523	\$200,000	\$14,523	
		Total		\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$200,000	\$4,800,000	

County

These are listed in the **Draft** 2022-2027 TIP as programs that identify the funding source but the specific projects.

These programs include Bridge Inspection, Region Project Concept Development, and Bridge Loading, Scour Inspection, Pavement Rehabilitation, Pavement Maintenance, etc.





DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
1	16615	REGION ONE; TRANSPORTATION SOLUTIONS PROGRAM											
		HSIP		\$3,350,000	\$0	\$0	\$0	\$0	\$0	\$3,350,000	\$3,123,205	\$226,795	\$0
		NHPP_IM		\$0	\$2,022	\$0	\$0	\$0	\$0	\$2,022	\$1,904	\$118	\$0
		NHPP_NHS		\$2,000,000	\$3,017,244	\$0	\$0	\$0	\$0	\$5,017,244	\$4,677,576	\$339,667	\$0
		STP_FLX_ST		\$11,428,030	\$28,305,511	\$0	\$0	\$0	\$0	\$39,733,541	\$37,043,580	\$2,689,961	\$0
		STP_URB_O/L		\$0	\$1,072,616	\$5,478,924	\$0	\$0	\$0	\$6,551,540	\$6,108,001	\$443,539	\$0
		ST_APPROP		\$0	\$3,289	\$0	\$0	\$0	\$0	\$3,289	\$0	\$3,289	\$0
		ST_CONT_R1		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_PVMT		\$4,519,395	\$480,465	\$0	\$0	\$0	\$0	\$4,999,861	\$0	\$4,999,861	\$0
		ST_PVMT_LV2		\$0	\$4,070,000	\$0	\$0	\$0	\$0	\$4,070,000	\$0	\$4,070,000	\$0
		ST_TIF		\$0	\$650,000	\$0	\$0	\$0	\$0	\$650,000	\$0	\$650,000	\$0
		ST_TRANS_SOL		\$2,814,313	\$1,673,027	\$0	\$0	\$0	\$0	\$4,487,339	\$0	\$4,487,339	\$0
		Total		\$24,211,738	\$39,274,173	\$5,478,924	\$0	\$0	\$0	\$68,964,835	\$50,954,266	\$18,010,569	\$0
1	19033	CMPO FEDERAL FUNDS EXCHANGE PROGRAM											
		ST_TIF		\$0	\$2,725,606	\$333,924	\$0	\$0	\$0	\$3,059,530	\$0	\$3,059,530	\$0
		ST_TIFEX_CPO		\$0	\$10,407,000	\$1,275,000	\$0	\$0	\$0	\$11,682,000	\$0	\$11,682,000	\$0
		Total		\$0	\$13,132,605	\$1,608,924	\$0	\$0	\$0	\$14,741,530	\$0	\$14,741,530	\$0
2	16616	REGION TWO; TRANSPORTATION SOLUTIONS PROGRAM											
		CMAQ_WFRC		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
		HSIP		\$2,100,000	\$0	\$0	\$0	\$0	\$0	\$2,100,000	\$1,957,830	\$142,170	\$0
		LOCAL_GOV		\$10,299,375	\$754,008	\$0	\$0	\$0	\$0	\$11,053,384	\$0	\$0	\$11,053,384
		L_BETTERMENT		\$394,472	-\$45	\$0	\$0	\$0	\$0	\$394,427	\$0	\$0	\$394,427
		NHPP_IM		\$17,719,643	\$2,583,254	\$0	\$0	\$0	\$0	\$20,302,897	\$19,121,268	\$1,181,629	\$0
		NHPP_NHS		\$6,560,880	\$1,518,590	\$0	\$0	\$0	\$0	\$8,079,470	\$7,532,490	\$546,980	\$0
		STP_FLX_ST		\$11,038,153	\$26,504,758	\$0	\$0	\$0	\$0	\$37,542,911	\$35,001,256	\$2,263,230	\$278,426
		STP_HIF_ST		\$490,000	\$4,500,000	\$0	\$0	\$0	\$0	\$4,990,000	\$4,652,177	\$337,823	\$0
		STP_SU_JHC		\$1,608,925	\$0	\$0	\$0	\$0	\$0	\$1,608,925	\$1,500,000	\$0	\$108,924
		STP_URB_SL		\$0	\$1,072,616	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$72,616	\$0
		ST_ATMS		\$0	\$37,235	\$0	\$0	\$0	\$0	\$37,235	\$0	\$37,235	\$0
		ST_ATMS_AM		\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_BARRIER		\$0	\$92,326	\$0	\$0	\$0	\$0	\$92,326	\$0	\$92,326	\$0
		ST_CONCPT_D2		\$15,977	\$18,422	\$0	\$0	\$0	\$0	\$34,399	\$0	\$34,399	\$0
		ST_ITS		\$0	\$92,765	\$0	\$0	\$0	\$0	\$92,765	\$0	\$92,765	\$0
		ST_PVMT		\$552	\$104,066	\$0	\$0	\$0	\$0	\$104,618	\$0	\$104,618	\$0
		ST_PVMT_LV2		\$0	\$3,138,329	\$0	\$0	\$0	\$0	\$3,138,329	\$0	\$3,138,329	\$0
		ST_SPOT_SFTY		\$0	\$34,031	\$0	\$0	\$0	\$0	\$34,031	\$0	\$34,031	\$0
		ST_TRANS_SOL		\$0	\$2,680,500	\$0	\$0	\$0	\$0	\$2,680,500	\$0	\$2,680,500	\$0
		Total		\$50,922,642	\$42,986,190	\$0	\$0	\$0	\$0	\$93,908,831	\$71,231,171	\$10,842,500	\$11,835,161



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
2	18351	GREEN BIKE/BIKE SHARE PROGRAM - SALT LAKE											
		CMAQ_WFRC_1		\$23,308	\$814,482	\$400,530	\$400,000	\$0	\$800,000	\$2,438,320	\$2,438,320	\$0	\$0
		LOCAL_GOV		\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$0	-\$1	\$1
		L_PASS_MATCH		\$0	\$75,360	\$29,085	\$29,046	\$0	\$58,092	\$191,583	\$0	\$0	\$191,583
		ST_PVMT_LV2		\$300	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$300	\$0
		TAP_UR_WFRC1		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0
		Total		\$23,608	\$1,089,844	\$429,615	\$429,046	\$0	\$858,092	\$2,830,204	\$2,638,320	\$299	\$191,584
3	15480	MOUNTAINLAND ASSOC. OF GOVERNMENTS EXCHANGE PROGRAM											
		STP_UB_P/O_U		\$0	\$2,321,076	\$0	\$0	\$0	\$0	\$2,321,076	\$2,163,939	\$157,137	\$0
		ST_PVMT		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_PVMT_LV2		\$0	\$5,246,808	\$0	\$0	\$0	\$0	\$5,246,808	\$0	\$5,246,808	\$0
		ST_TIFEX_MAG		\$12,679,805	\$7,805,954	\$0	\$0	\$0	\$0	\$20,485,759	\$0	\$20,485,759	\$0
		Total		\$12,679,805	\$15,473,838	\$0	\$0	\$0	\$0	\$28,153,643	\$2,163,939	\$25,989,704	\$0
3	16617	REGION THREE; TRANSPORTATION SOLUTIONS PROGRAM											
		HSIP		\$2,415,350	\$1,134,650	\$0	\$0	\$0	\$0	\$3,550,000	\$3,309,665	\$240,335	\$0
		LOCAL_GOV		\$890,845	\$509,155	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$1,400,000
		NHPP_IM		\$953,787	\$457,296	\$0	\$0	\$0	\$0	\$1,411,083	\$1,328,958	\$82,125	\$0
		NHPP_NHS		\$0	\$4,980,248	\$0	\$0	\$0	\$0	\$4,980,248	\$4,643,085	\$337,163	\$0
		OTHER_STATE		\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$6,000,000	\$0
		STP_FLX_ST		\$23,391,214	\$18,251,945	\$0	\$0	\$0	\$0	\$41,643,159	\$38,823,917	\$2,819,242	\$0
		STP_HIF_P/O		\$82,500	\$717,500	\$0	\$0	\$0	\$0	\$800,000	\$745,840	\$54,160	\$0
		STP_UB_P/O_U		\$1,786,000	\$109,951	\$0	\$0	\$0	\$0	\$1,895,951	\$1,767,595	\$128,356	\$0
		ST_APPROP		\$29,305	\$0	\$0	\$0	\$0	\$0	\$29,305	\$0	\$29,305	\$0
		ST_ATMS		\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000	\$0
		ST_CONCPT_D3		\$442,242	-\$94,000	\$0	\$0	\$0	\$0	\$348,242	\$0	\$348,242	\$0
		ST_CONT_PG		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		ST_CONT_R3		\$328,890	\$106,011	\$0	\$0	\$0	\$0	\$434,901	\$0	\$434,901	\$0
		ST_ITS		\$177,235	\$0	\$0	\$0	\$0	\$0	\$177,235	\$0	\$177,235	\$0
		ST_PVMT		\$14,348,427	\$835,633	\$0	\$0	\$0	\$0	\$15,184,060	\$0	\$15,184,060	\$0
		ST_PVMT_LV2		\$7,779,751	\$7,722,459	\$0	\$0	\$0	\$0	\$15,502,211	\$0	\$15,502,211	\$0
		ST_RET_ROW_S		\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$3,500,000	\$0
		ST_SIGNALS		\$539,964	\$35,036	\$0	\$0	\$0	\$0	\$575,000	\$0	\$575,000	\$0
		ST_TIF		\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$0	\$1	\$0
		ST_TRANS_SOL		\$10,340,763	\$4,382,921	\$0	\$0	\$0	\$0	\$14,723,684	\$0	\$14,723,684	\$0
		UTA_FUNDS		\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
		Total		\$77,101,273	\$39,148,807	\$0	\$0	\$0	\$0	\$116,250,080	\$50,619,061	\$60,231,019	\$5,400,000



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
4	16618	REGION FOUR; TRANSPORTATIONS SOLUTIONS PROGRAM											
		EM_RPF1@93.2		\$494,250	\$0	\$0	\$0	\$0	\$0	\$494,250	\$460,790	\$33,461	\$0
		EQ_BONUS(MG)		\$900,000	\$0	\$0	\$0	\$0	\$0	\$900,000	\$839,070	\$60,930	\$0
		HSIP		\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,398,450	\$101,550	\$0
		LOCAL_GOV		\$46,851	-\$33,851	\$0	\$0	\$0	\$0	\$13,000	\$0	\$0	\$13,000
		NHPP_BR		\$330,978	\$0	\$0	\$0	\$0	\$0	\$330,978	\$308,571	\$22,407	\$0
		NHPP_IM		\$5,563,944	\$218,096	\$0	\$0	\$0	\$0	\$5,782,040	\$5,445,525	\$336,515	\$0
		NHPP_NHS		\$625,000	\$69,503	\$0	\$0	\$0	\$0	\$694,503	\$647,486	\$47,018	\$0
		OTHER_STATE		\$0	\$13,000	\$0	\$0	\$0	\$0	\$13,000	\$0	\$13,000	\$0
		STP_BRIDGE		\$119,022	\$0	\$0	\$0	\$0	\$0	\$119,022	\$110,964	\$8,058	\$0
		STP_FLX_ST		\$24,631,659	\$20,870,177	\$0	\$0	\$0	\$0	\$45,501,836	\$42,421,362	\$3,080,474	\$0
		STP_HIF_ST		\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0
		STP_RURAL		\$214,523	\$0	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$14,523	\$0
		ST_ATMS_AM		\$40,610	\$59,390	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_BARRIER		\$0	\$70,000	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	\$0
		ST_PVMT		\$993,935	\$1,596,585	\$0	\$0	\$0	\$0	\$2,590,520	\$0	\$2,590,520	\$0
		ST_PVMT_LV2		\$555,000	\$926,253	\$0	\$0	\$0	\$0	\$1,481,253	\$0	\$1,481,253	\$0
		ST_TIF		\$13,255,000	\$0	\$0	\$0	\$0	\$0	\$13,255,000	\$0	\$13,255,000	\$0
		ST_TRANS_SOL		\$2,803,083	\$1,650,337	\$0	\$0	\$0	\$0	\$4,453,420	\$0	\$4,453,420	\$0
		Total		\$52,073,856	\$28,439,489	\$0	\$0	\$0	\$0	\$80,513,345	\$54,629,117	\$25,871,228	\$13,000
9	15046	ATMS ASSET MANAGEMENT (LIFE CYCLE REPLACEMENT)											
		ST_APPROP		\$0	\$8,272	\$0	\$0	\$0	\$0	\$8,272	\$0	\$8,272	\$0
		ST_ATMS		\$1,805,112	\$17,485	\$0	\$0	\$0	\$0	\$1,822,598	\$0	\$1,822,598	\$0
		ST_ATMS_AM		\$3,119,339	\$852,832	\$0	\$0	\$0	\$0	\$3,972,171	\$0	\$3,972,171	\$0
		ST_CONT_R1		\$18,900	\$0	\$0	\$0	\$0	\$0	\$18,900	\$0	\$18,900	\$0
		ST_CONT_R2		\$69,300	\$0	\$0	\$0	\$0	\$0	\$69,300	\$0	\$69,300	\$0
		ST_EXPRESS		\$461,395	\$348,605	\$0	\$0	\$0	\$0	\$810,000	\$0	\$810,000	\$0
		ST_T&S_FUND		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		Total		\$5,524,046	\$1,227,195	\$0	\$0	\$0	\$0	\$6,751,241	\$0	\$6,751,241	\$0
9	17583	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2020											
		FA_ATCMTD		\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$0	\$0
		ST_ATMS		\$1,947,400	\$0	\$0	\$0	\$0	\$0	\$1,947,400	\$0	\$1,947,400	\$0
		ST_CAV		\$930,000	\$0	\$0	\$0	\$0	\$0	\$930,000	\$0	\$930,000	\$0
		ST_PVMT		\$2,954,065	\$2,345,935	\$0	\$0	\$0	\$0	\$5,300,000	\$0	\$5,300,000	\$0
		ST_PVMT_LV2		\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$2,700,000	\$0	\$2,700,000	\$0
		ST_TRANS_SOL		\$5,916,540	\$83,460	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$6,000,000	\$0
		UTA_FUNDS		\$63,000	\$0	\$0	\$0	\$0	\$0	\$63,000	\$0	\$0	\$63,000
		Total		\$17,511,005	\$2,429,394	\$0	\$0	\$0	\$0	\$19,940,400	\$3,000,000	\$16,877,400	\$63,000



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
9	17872	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2020											
		ST_SIGNL_M&O		\$1,699,392	\$186,842	\$0	\$0	\$0	\$0	\$1,886,235	\$0	\$1,886,235	\$0
9	17873	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2020											
		ST_ATMS		\$326,138	\$100,567	\$0	\$0	\$0	\$0	\$426,705	\$0	\$426,705	\$0
		ST_ATMS_AM		\$2,000,000	\$1,400,000	\$0	\$0	\$0	\$0	\$3,400,000	\$0	\$3,400,000	\$0
		ST_FWY_OPS		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		Total		\$2,326,138	\$1,600,567	\$0	\$0	\$0	\$0	\$3,926,705	\$0	\$3,926,705	\$0
9	17874	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2020											
		ST_ATMS		\$1,742,958	\$245,275	\$0	\$0	\$0	\$0	\$1,988,233	\$0	\$1,988,233	\$0
		ST_ATMS_AM		\$1,075,349	\$678,364	\$0	\$0	\$0	\$0	\$1,753,712	\$0	\$1,753,712	\$0
		ST_PVMT		\$8,000	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$8,000	\$0
		Total		\$2,826,307	\$923,639	\$0	\$0	\$0	\$0	\$3,749,946	\$0	\$3,749,946	\$0
9	18642	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2021											
		FA_ATCMTD		\$0	\$5,450,000	\$0	\$0	\$0	\$0	\$5,450,000	\$5,450,000	\$0	\$0
		FA_MISC		\$256,250	\$0	\$0	\$0	\$0	\$0	\$256,250	\$5,000	\$251,250	\$0
		LOCAL_INKIND		\$0	\$950,000	\$0	\$0	\$0	\$0	\$950,000	\$0	\$0	\$950,000
		ST_ATMS_AM		\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
		ST_CAV		\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
		ST_TRANS_SOL		\$0	\$4,500,000	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000	\$0
		Total		\$256,250	\$12,150,000	\$0	\$0	\$0	\$0	\$12,406,250	\$5,455,000	\$6,001,250	\$950,000
9	18643	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2021											
		ST_SIGNL_M&O		\$1,977,689	\$2,497,778	\$0	\$0	\$0	\$0	\$4,475,467	\$0	\$4,475,467	\$0
9	18644	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2021											
		ST_FWY_OPS		\$2,267,931	\$1,032,069	\$0	\$0	\$0	\$0	\$3,300,000	\$0	\$3,300,000	\$0
		ST_TRANS_SOL		\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		Total		\$2,273,931	\$1,032,069	\$0	\$0	\$0	\$0	\$3,306,000	\$0	\$3,306,000	\$0
9	18645	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2021											
		LOCAL_GOV		\$29,998,623	\$1,377	\$0	\$0	\$0	\$0	\$30,000,000	\$0	\$0	\$30,000,000
		STP_FLX_ST		\$1,190,000	\$0	\$0	\$0	\$0	\$0	\$1,190,000	\$1,109,437	\$80,563	\$0
		ST_ATMS_AM		\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$0
		ST_ITS		\$695,045	\$5,554,955	\$0	\$0	\$0	\$0	\$6,250,000	\$0	\$6,250,000	\$0
		ST_PVMT_LV2		\$0	\$4,810,000	\$0	\$0	\$0	\$0	\$4,810,000	\$0	\$4,810,000	\$0
		ST_TRANS_SOL		\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000	\$0	\$90,000	\$0
		Total		\$31,883,668	\$10,806,332	\$0	\$0	\$0	\$0	\$42,690,000	\$1,109,437	\$11,580,563	\$30,000,000



DRAFT
DRAFT STIP

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



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
9	18646	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2022	ST_CAV	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
9	18647	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2022	ST_SIGNL_M&O	\$0	\$3,520,000	\$0	\$0	\$0	\$0	\$3,520,000	\$0	\$3,520,000	\$0
9	18648	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2022	ST_FWY_OPS	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$3,500,000	\$0
9	18649	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2022	ST_ITS	\$0	\$7,000,000	\$0	\$0	\$0	\$0	\$7,000,000	\$0	\$7,000,000	\$0
9	18650	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2023											
9	18651	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2023											
9	18652	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2023											
9	18653	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2023											
9	19190	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2024											
9	19191	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2024											
9	19192	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2024											
9	19193	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2024											



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
B	14862	STATEWIDE SAFETY EDUCATION AND ENFORCEMENT PROGRAM											
		ST_ATMS		\$1,765	\$23,321	\$0	\$0	\$0	\$0	\$25,087	\$0	\$25,087	\$0
		ST_BARRIER		\$60,227	\$5,975	\$0	\$0	\$0	\$0	\$66,202	\$0	\$66,202	\$0
		ST_CONT_R2		\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		ST_PVMT		\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		ST_SIGNALS		\$1,187,129	\$213,517	\$0	\$0	\$0	\$0	\$1,400,646	\$0	\$1,400,646	\$0
		ST_SIGNING		\$114,564	\$0	\$0	\$0	\$0	\$0	\$114,564	\$0	\$114,564	\$0
		ST_SPOT_SFTY		\$913,196	\$475,695	\$0	\$0	\$0	\$0	\$1,388,891	\$0	\$1,388,891	\$0
		ST_T&S_FUND		\$2,966,750	\$12,215,488	\$0	\$0	\$0	\$0	\$15,182,239	\$0	\$15,182,239	\$0
		ST_TRANS_SOL		\$105,000	\$40,455	\$0	\$0	\$0	\$0	\$145,455	\$0	\$145,455	\$0
		Total		\$5,648,631	\$13,294,452	\$0	\$0	\$0	\$0	\$18,943,083	\$0	\$18,943,083	\$0
P	15995	PLANNING											
		SPR_P_100%		\$0	\$5,792	\$0	\$0	\$0	\$0	\$5,792	\$5,792	\$0	\$0
P	18683	STATEWIDE CORRIDOR STUDIES											
		ST_CONT_R4		\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_STUDIES		\$0	\$1,177,800	\$0	\$0	\$0	\$0	\$1,177,800	\$0	\$1,177,800	\$0
		Total		\$0	\$1,227,800	\$0	\$0	\$0	\$0	\$1,227,800	\$0	\$1,227,800	\$0
S	9299	UNKNOWN FOUNDATIONS PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	9369	BRIDGE INSPECTION PROGRAM											
		BR_ON/OFF		\$82,634	\$531	\$0	\$0	\$0	\$0	\$83,165	\$66,532	\$16,633	\$0
		NHPP_BR		\$2,152,969	\$0	\$0	\$0	\$0	\$0	\$2,152,969	\$2,007,213	\$145,756	\$0
		STP_BR		\$0	\$1,245,607	\$0	\$0	\$0	\$0	\$1,245,607	\$1,161,279	\$84,328	\$0
		STP_BRIDGE		\$8,652,600	\$2,250,000	\$2,250,000	\$2,850,000	\$0	\$4,650,000	\$20,652,600	\$19,254,419	\$1,398,181	\$0
		ST_BRIDGE		\$0	\$4,926	\$0	\$0	\$0	\$0	\$4,926	\$0	\$4,926	\$0
		Total		\$10,888,203	\$3,501,064	\$2,250,000	\$2,850,000	\$0	\$4,650,000	\$24,139,267	\$22,489,443	\$1,649,824	\$0
S	9615	LOAD RATING PROGRAM											
		NHPP_BR		\$1,600,000	\$2,400	\$0	\$0	\$0	\$0	\$1,602,400	\$1,493,918	\$108,483	\$0
		STP_BR		\$546,393	\$0	\$0	\$0	\$0	\$0	\$546,393	\$509,403	\$36,991	\$0
		STP_BRIDGE		\$250,000	\$300,000	\$300,000	\$300,000	\$0	\$600,000	\$1,750,000	\$1,631,525	\$118,475	\$0
		ST_BRIDGE		\$102,781	\$12,219	\$0	\$0	\$0	\$0	\$115,000	\$0	\$115,000	\$0
		Total		\$2,499,174	\$314,620	\$300,000	\$300,000	\$0	\$600,000	\$4,013,794	\$3,634,845	\$378,948	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	9616	BRIDGE SCOUR INSPECTION PROGRAM											
		ST_BRIDGE		\$0	\$56,129	\$0	\$0	\$0	\$0	\$56,129	\$0	\$56,129	\$0
		Total		\$0	\$56,129	\$0	\$0	\$0	\$0	\$56,129	\$0	\$56,129	\$0
S	9862	2012 STATEWIDE BRIDGE PRESERVATION PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	10948	STATEWIDE SIGNALS MAINTENANCE & OPERATION											
		ST_SIGNL_M&O		\$8,830,476	\$0	\$0	\$0	\$0	\$0	\$8,830,476	\$0	\$8,830,476	\$0
		Total		\$8,830,476	\$0	\$0	\$0	\$0	\$0	\$8,830,476	\$0	\$8,830,476	\$0
S	11798	2014 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12132	2015 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12133	2016 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12134	2017 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM											
		EM_RPF9@93.2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		EM_RPS9@93.2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12135	2016 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		NHPP_NHS		\$2,578,537	\$58,887	\$0	\$0	\$0	\$0	\$2,637,424	\$2,458,870	\$178,554	\$0
		OTHER		\$23,490	\$0	\$0	\$0	\$0	\$0	\$23,490	\$0	\$0	\$23,490
		ST_CONCPT_D1		\$18,898	\$0	\$0	\$0	\$0	\$0	\$18,898	\$0	\$18,898	\$0
		Total		\$2,620,924	\$58,887	\$0	\$0	\$0	\$0	\$2,679,811	\$2,458,870	\$197,451	\$23,490
S	12136	2017 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		NHS		\$420,000	\$0	\$0	\$0	\$0	\$0	\$420,000	\$391,566	\$28,434	\$0
		ST_CONCPT_D3		\$4,433	\$0	\$0	\$0	\$0	\$0	\$4,433	\$0	\$4,433	\$0
		Total		\$424,433	\$0	\$0	\$0	\$0	\$0	\$424,433	\$391,566	\$32,867	\$0
S	12137	2015 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	12138	2016 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		ST_APPROP		\$0	\$132	\$0	\$0	\$0	\$0	\$132	\$0	\$132	\$0
		ST_BRIDGE		\$155,000	\$44,814	\$0	\$0	\$0	\$0	\$199,814	\$0	\$199,814	\$0
		Total		\$155,000	\$44,946	\$0	\$0	\$0	\$0	\$199,946	\$0	\$199,946	\$0
S	12139	2017 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		NHPP_BR		\$9,678,111	\$0	\$0	\$0	\$0	\$0	\$9,678,111	\$9,022,903	\$655,208	\$0
		STP_BRIDGE		\$650,000	\$4,843	\$0	\$0	\$0	\$0	\$654,843	\$610,510	\$44,333	\$0
		STP_FLX_ST		\$1,249,000	\$0	\$0	\$0	\$0	\$0	\$1,249,000	\$1,164,443	\$84,557	\$0
		ST_BRIDGE		\$6,942,056	\$81,084	\$0	\$0	\$0	\$0	\$7,023,140	\$0	\$7,023,140	\$0
		Total		\$18,519,167	\$85,927	\$0	\$0	\$0	\$0	\$18,605,094	\$10,797,856	\$7,807,238	\$0
S	12781	UNOBLIGATED TIF/CHNF FUNDS PROGRAM											
		ST_CHF_TIF		\$0	\$5,066,478	\$0	\$0	\$0	\$0	\$5,066,478	\$0	\$5,066,478	\$0
		ST_GF_CHN		\$0	\$801,000	\$0	\$0	\$0	\$0	\$801,000	\$0	\$801,000	\$0
		ST_GF_HB173		\$0	\$21,410	\$0	\$0	\$0	\$0	\$21,410	\$0	\$21,410	\$0
		ST_SB215		\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		ST_TIF		\$0	\$2,559,141	\$5,000,435	\$22,933,318	\$0	\$0	\$30,492,894	\$0	\$30,492,894	\$0
		ST_TIFEX_MAG		\$0	\$847,086	\$0	\$0	\$0	\$0	\$847,086	\$0	\$847,086	\$0
		ST_TIF_EXCH		\$0	\$7,063	\$0	\$0	\$0	\$0	\$7,063	\$0	\$7,063	\$0
		ST_TIF_HB377		\$0	\$3,159,164	\$0	\$0	\$0	\$0	\$3,159,164	\$0	\$3,159,164	\$0
		ST_TIF_PRES		\$0	\$11,894,273	\$9,809,784	\$0	\$0	\$0	\$21,704,057	\$0	\$21,704,057	\$0
		Total		\$0	\$24,955,615	\$14,810,219	\$22,933,318	\$0	\$0	\$62,699,151	\$0	\$62,699,151	\$0
S	12956	2018 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM											
		EQ_BONUS(MG)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		IM		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		NHPP_IM		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		NHPP_NHS		\$0	\$1,003,300	\$0	\$0	\$0	\$0	\$1,003,300	\$935,377	\$67,923	\$0
		SEC154_HSIP		\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000	\$652,610	\$47,390	\$0
		STP_FLX_ST		\$5,175,502	\$3,966,869	\$0	\$0	\$0	\$0	\$9,142,371	\$8,523,432	\$618,939	\$0
		ST_CONCPT_D3		\$206	\$0	\$0	\$0	\$0	\$0	\$206	\$0	\$206	\$0
		ST_PVMT		\$0	\$14,055	\$0	\$0	\$0	\$0	\$14,055	\$0	\$14,055	\$0
		Total		\$5,875,707	\$4,984,224	\$0	\$0	\$0	\$0	\$10,859,932	\$10,111,419	\$748,513	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	12957	2018 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		HSIP		\$2,300,000	\$0	\$0	\$0	\$0	\$0	\$2,300,000	\$2,144,290	\$155,710	\$0
		L_BETTERMENT		\$2,259,944	-\$213,865	\$0	\$0	\$0	\$0	\$2,046,079	\$0	\$0	\$2,046,079
		NHPP_IM		\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$8,000,000	\$7,534,400	\$465,600	\$0
		NHPP_NHS		\$12,416,613	\$3,470,048	\$0	\$0	\$0	\$0	\$15,886,660	\$14,811,133	\$1,075,527	\$0
		SEC154_HSIP		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_BRIDGE		\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$1	\$0	\$0
		STP_FLX_ST		\$5,314,418	\$367,881	\$0	\$0	\$0	\$0	\$5,682,299	\$5,297,608	\$384,692	\$0
		STP_UB_P/O_U		\$11,331,409	\$1,000,000	\$0	\$0	\$0	\$0	\$12,331,409	\$11,496,573	\$834,836	\$0
		ST_CONCPT_D3		\$8,445	\$83	\$0	\$0	\$0	\$0	\$8,528	\$0	\$8,528	\$0
		ST_PVMT_LV2		\$2,824,200	\$0	\$0	\$0	\$0	\$0	\$2,824,200	\$0	\$2,824,200	\$0
		Total		\$44,455,029	\$4,624,148	\$0	\$0	\$0	\$0	\$49,079,176	\$41,284,004	\$5,749,093	\$2,046,079
S	12958	2018 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		NHPP_BR		\$0	\$37,673	\$0	\$0	\$0	\$0	\$37,673	\$35,123	\$2,550	\$0
		STP_BRIDGE		\$0	\$1,773	\$0	\$0	\$0	\$0	\$1,773	\$1,653	\$120	\$0
		ST_BRIDGE		\$5,067,538	\$7,479,189	\$0	\$0	\$0	\$0	\$12,546,728	\$0	\$12,546,728	\$0
		ST_PVMT		\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
		ST_TRANS_SOL		\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		Total		\$5,467,538	\$8,118,635	\$0	\$0	\$0	\$0	\$13,586,174	\$36,776	\$13,549,398	\$0
S	13311	TRANSPORTATION ALTERNATIVE PROGRAM (TAP)											
		LOCAL_GOVT		\$493,631	\$6,744,995	\$0	\$0	\$0	\$0	\$7,238,626	\$0	\$0	\$7,238,626
		LOCAL_MATCH		\$0	\$406,200	\$0	\$0	\$0	\$0	\$406,200	\$0	\$0	\$406,200
		L_PASS_MATCH		\$0	\$6,508,933	\$0	\$0	\$0	\$0	\$6,508,933	\$0	\$0	\$6,508,933
		ST_CONT_R1		\$0	\$160,000	\$0	\$0	\$0	\$0	\$160,000	\$0	\$160,000	\$0
		ST_CONT_R3		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		ST_CONT_R4		\$130,000	\$114,540	\$0	\$0	\$0	\$0	\$244,540	\$0	\$244,540	\$0
		ST_PVMT		\$11,154,046	\$2,652,177	\$0	\$0	\$0	\$0	\$13,806,224	\$0	\$13,806,224	\$0
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$6,100,000	\$6,100,000	\$0	\$6,100,000	\$0
		ST_TIFEX_MAG		\$950,549	\$0	\$0	\$0	\$0	\$0	\$950,549	\$0	\$950,549	\$0
		ST_TRANS_SOL		\$2,000,000	\$185,000	\$0	\$0	\$0	\$0	\$2,185,000	\$0	\$2,185,000	\$0
		Total		\$14,928,226	\$16,771,846	\$0	\$0	\$0	\$6,100,000	\$37,800,072	\$0	\$23,646,313	\$14,153,759
S	13716	2016 ASSET MANAGEMENT PROGRAM											
		ST_CONCPT_D1		\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		ST_PVMT		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		Total		\$15,000	\$100,000	\$0	\$0	\$0	\$0	\$115,000	\$0	\$115,000	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	13717	2017 ASSET MANAGEMENT PROGRAM											
		LOCAL_GOV		\$0	\$27,490	\$0	\$0	\$0	\$0	\$27,490	\$0	-\$27,490	\$27,490
		NHPP_IM		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_BRIDGE		\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$1,025,530	\$74,470	\$0
		STP_FLX_ST		\$1,782,678	\$0	\$0	\$0	\$0	\$0	\$1,782,678	\$1,661,991	\$120,687	\$0
		ST_CODE_ONE		\$71	\$14,929	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		Total		\$2,882,749	\$42,419	\$0	\$0	\$0	\$0	\$2,925,168	\$2,687,521	\$182,667	\$27,490
S	13770	2017 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	13771	2018 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		ST_PVMT		\$0	\$400,001	\$0	\$0	\$0	\$0	\$400,001	\$0	\$400,001	\$0
		ST_PVMT_LV2		\$14,125,019	\$0	\$0	\$0	\$0	\$0	\$14,125,019	\$0	\$14,125,019	\$0
		Total		\$14,125,019	\$400,001	\$0	\$0	\$0	\$0	\$14,525,020	\$0	\$14,525,020	\$0
S	13952	2019 HIGH VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		EM_RPF1@93.2		\$993,832	\$0	\$0	\$0	\$0	\$0	\$993,832	\$926,549	\$67,282	\$0
		EQ_BONUS(MG)		\$1,158,714	\$0	\$0	\$0	\$0	\$0	\$1,158,714	\$1,080,269	\$78,445	\$0
		HSIP		\$2,385,000	\$0	\$0	\$0	\$0	\$0	\$2,385,000	\$2,223,536	\$161,465	\$0
		NHPP_IM		\$10,179,966	\$9,844	\$0	\$0	\$0	\$0	\$10,189,810	\$9,596,763	\$593,047	\$0
		NHPP_NHS		\$1,422,240	\$1,863,626	\$0	\$0	\$0	\$0	\$3,285,866	\$3,063,413	\$222,453	\$0
		STP_FLX_ST		\$17,119,066	\$7,353,549	\$0	\$0	\$0	\$0	\$24,472,615	\$22,815,819	\$1,656,796	\$0
		ST_CONT_R1		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
		ST_SPOT_MNT		\$50,107	\$181,393	\$0	\$0	\$0	\$0	\$231,500	\$0	\$231,500	\$0
		ST_TRANS_SOL		\$180,000	\$0	\$0	\$0	\$0	\$0	\$180,000	\$0	\$180,000	\$0
		Total		\$33,738,925	\$9,408,412	\$0	\$0	\$0	\$0	\$43,147,336	\$39,706,348	\$3,440,988	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	13953	2019 HIGH VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		EM_RPF1@93.2		\$2,596,513	\$0	\$0	\$0	\$0	\$0	\$2,596,513	\$2,420,729	\$175,784	\$0
		HSIP		\$0	\$283,590	\$0	\$0	\$0	\$0	\$283,590	\$264,391	\$19,199	\$0
		L_BETTERMENT		\$188,753	\$0	\$0	\$0	\$0	\$0	\$188,753	\$0	\$0	\$188,753
		NHPP_NHS		\$8,660,794	\$44,979	\$0	\$0	\$0	\$0	\$8,705,773	\$8,116,392	\$589,381	\$0
		R/H_HZ_ELM90		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$90,000	\$10,000	\$0
		STP_FLX_ST		\$36,604,765	\$13,245,884	\$0	\$0	\$0	\$0	\$49,850,649	\$46,475,760	\$3,374,889	\$0
		STP_HIF_ST		\$80,000	\$1,415,535	\$0	\$0	\$0	\$0	\$1,495,535	\$1,394,287	\$101,248	\$0
		STP_RURAL		\$7,176,799	\$36,698	\$0	\$0	\$0	\$0	\$7,213,497	\$6,725,143	\$488,354	\$0
		STP_UB_P/O_U		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
		ST_APPROP		\$0	\$7,532	\$0	\$0	\$0	\$0	\$7,532	\$0	\$7,532	\$0
		ST_CONCPT_D3		\$2,336	\$1,784	\$0	\$0	\$0	\$0	\$4,120	\$0	\$4,120	\$0
		ST_PVMT		\$437	\$102,921	\$0	\$0	\$0	\$0	\$103,358	\$0	\$103,358	\$0
		ST_PVMT_LV2		\$2,386,450	\$607	\$0	\$0	\$0	\$0	\$2,387,057	\$0	\$2,387,057	\$0
		ST_RET_ROW		\$862,399	\$0	\$0	\$0	\$0	\$0	\$862,399	\$0	\$862,399	\$0
		ST_TRANS_SOL		\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000	\$0
		Total		\$59,234,246	\$15,139,529	\$0	\$0	\$0	\$0	\$74,373,775	\$65,952,852	\$8,232,170	\$188,753
S	14313	2019 LOW VOLUME PRESERAFTION (ORANGE BOOK) PROGRM											
		ST_PVMT_LV2		\$1,349,888	\$116,989	\$0	\$0	\$0	\$0	\$1,466,877	\$0	\$1,466,877	\$0
		Total		\$1,349,888	\$116,989	\$0	\$0	\$0	\$0	\$1,466,877	\$0	\$1,466,877	\$0
S	14314	2019 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		OTHER_STATE		\$255,733	\$0	\$0	\$0	\$0	\$0	\$255,733	\$0	\$255,733	\$0
		STP_FLX_ST		\$3,583,378	\$30,000	\$0	\$0	\$0	\$0	\$3,613,378	\$3,368,753	\$244,626	\$0
		STP_HIF_ST		\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$2,700,000	\$2,517,210	\$182,790	\$0
		STP_RURAL		\$1,982,478	\$0	\$0	\$0	\$0	\$0	\$1,982,478	\$1,848,264	\$134,214	\$0
		ST_PVMT		\$80,682	\$0	\$0	\$0	\$0	\$0	\$80,682	\$0	\$80,682	\$0
		ST_PVMT_LV2		\$25,079,866	\$3,089,642	\$0	\$0	\$0	\$0	\$28,169,508	\$0	\$28,169,508	\$0
		ST_TRANS_SOL		\$0	\$145,000	\$0	\$0	\$0	\$0	\$145,000	\$0	\$145,000	\$0
		Total		\$33,682,137	\$3,264,642	\$0	\$0	\$0	\$0	\$36,946,779	\$7,734,226	\$29,212,553	\$0
S	14349	2017 BRIDGE MAINTENANCE PROGRAM											
S	14350	2018 BRIDGE MAINTENANCE PROGRAM											
		ST_APPROP		\$0	\$18,277	\$0	\$0	\$0	\$0	\$18,277	\$0	\$18,277	\$0
		ST_BRIDGE		\$432,034	\$586,322	\$0	\$0	\$0	\$0	\$1,018,356	\$0	\$1,018,356	\$0
		ST_PVMT		\$264,284	\$0	\$0	\$0	\$0	\$0	\$264,284	\$0	\$264,284	\$0
		Total		\$696,318	\$604,598	\$0	\$0	\$0	\$0	\$1,300,917	\$0	\$1,300,917	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	14351	2019 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$290,224	\$4,776	\$0	\$0	\$0	\$0	\$295,000	\$0	\$295,000	\$0
		ST_TRANS_SOL		\$0	\$2,200	\$0	\$0	\$0	\$0	\$2,200	\$0	\$2,200	\$0
		Total		\$290,224	\$6,976	\$0	\$0	\$0	\$0	\$297,200	\$0	\$297,200	\$0
S	15195	2020 HIGH VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		NHPP_IM		\$22,640,728	\$174	\$0	\$0	\$0	\$0	\$22,640,902	\$21,323,202	\$1,317,700	\$0
		NHPP_NHS		\$7,004,802	\$364,599	\$0	\$0	\$0	\$0	\$7,369,401	\$6,870,492	\$498,908	\$0
		STP_FLX_ST		\$20,240,419	\$1,879,599	\$0	\$0	\$0	\$0	\$22,120,018	\$20,622,493	\$1,497,525	\$0
		ST_BRIDGE		\$0	\$77,000	\$0	\$0	\$0	\$0	\$77,000	\$0	\$77,000	\$0
		ST_CONCPT_D3		\$2,765	\$0	\$0	\$0	\$0	\$0	\$2,765	\$0	\$2,765	\$0
		ST_INELIGIBL		\$2,514	\$86	\$0	\$0	\$0	\$0	\$2,600	\$0	\$2,600	\$0
		ST_PVMT		\$27,127	\$2,873	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		ST_RET_ROW		\$2,687,067	\$29,463	\$0	\$0	\$0	\$0	\$2,716,530	\$0	\$2,716,530	\$0
		Total		\$52,605,422	\$2,353,794	\$0	\$0	\$0	\$0	\$54,959,215	\$48,816,187	\$6,143,029	\$0
S	15196	2020 HIGH VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		HSIP		\$723,702	\$3,116,805	\$0	\$0	\$0	\$0	\$3,840,507	\$3,580,505	\$260,002	\$0
		HSIP_100%		\$0	\$1,159,493	\$0	\$0	\$0	\$0	\$1,159,493	\$1,159,493	\$0	\$0
		HSIP_HRRR_SR		\$278,907	\$0	\$0	\$0	\$0	\$0	\$278,907	\$260,025	\$18,882	\$0
		NHPP_IM		\$8,239,797	\$0	\$0	\$0	\$0	\$0	\$8,239,797	\$7,760,241	\$479,556	\$0
		NHPP_NHS		\$15,331,440	\$0	\$0	\$0	\$0	\$0	\$15,331,440	\$14,293,501	\$1,037,938	\$0
		STP_FLX_ST		\$68,131,344	\$3,414,156	\$0	\$0	\$0	\$0	\$71,545,501	\$66,701,870	\$4,843,630	\$0
		STP_HIF_ST		\$1,200,000	\$12,000,000	\$0	\$0	\$0	\$0	\$13,200,000	\$12,306,360	\$893,640	\$0
		STP_RURAL		\$5,010	\$1,033,990	\$0	\$0	\$0	\$0	\$1,039,000	\$968,660	\$70,340	\$0
		STP_UB_P/O_U		\$1,238,639	\$0	\$0	\$0	\$0	\$0	\$1,238,639	\$1,154,783	\$83,856	\$0
		ST_PVMT		\$342,629	\$339,626	\$0	\$0	\$0	\$0	\$682,255	\$0	\$682,255	\$0
		ST_RET_ROW		\$1,425,237	\$0	\$0	\$0	\$0	\$0	\$1,425,237	\$0	\$1,425,237	\$0
		ST_TIF		\$0	\$200,065	\$0	\$0	\$0	\$0	\$200,065	\$0	\$200,065	\$0
		ST_TIF_PRES		\$0	\$8,340,890	\$0	\$0	\$0	\$0	\$8,340,890	\$0	\$8,340,890	\$0
		ST_TOLL_CR		\$0	\$84,198	\$0	\$0	\$0	\$0	\$84,198	\$0	\$84,198	\$0
		Total		\$96,916,706	\$29,689,223	\$0	\$0	\$0	\$0	\$126,605,929	\$108,185,438	\$18,420,491	\$0
S	15197	2020 LOW VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		STP_FLX_ST		\$4,650,000	\$0	\$0	\$0	\$0	\$0	\$4,650,000	\$4,335,195	\$314,805	\$0
		Total		\$4,650,000	\$0	\$0	\$0	\$0	\$0	\$4,650,000	\$4,335,195	\$314,805	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	15198	2020 LOW VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		STP_FLX_ST		\$11,948,199	\$82,500	\$0	\$0	\$0	\$0	\$12,030,699	\$11,216,220	\$814,478	\$0
		ST_PVMT_LV2		\$2,040,170	\$1,362,330	\$0	\$0	\$0	\$0	\$3,402,500	\$0	\$3,402,500	\$0
		Total		\$13,988,369	\$1,444,830	\$0	\$0	\$0	\$0	\$15,433,199	\$11,216,220	\$4,216,978	\$0
S	15199	2020 BRIDGE PRESERVATION PROGRAM											
		NHPP_BR		\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$23,308	\$1,693	\$0
		STP_BRIDGE		\$3,163,759	\$4,036,293	\$0	\$0	\$0	\$0	\$7,200,052	\$6,712,609	\$487,444	\$0
		ST_BRIDGE		\$440,271	\$3,551,890	\$0	\$0	\$0	\$0	\$3,992,161	\$0	\$3,992,161	\$0
		Total		\$3,604,030	\$7,613,184	\$0	\$0	\$0	\$0	\$11,217,213	\$6,735,916	\$4,481,297	\$0
S	15200	2020 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$316,454	\$184,337	\$0	\$0	\$0	\$0	\$500,791	\$0	\$500,791	\$0
S	16193	2023 HIGH VOLUME PAVEMENT PROGRAM											
		NHPP_IM		\$0	\$0	\$32,000,000	\$0	\$0	\$0	\$32,000,000	\$30,137,600	\$1,862,400	\$0
		NHPP_NHS		\$0	\$0	\$64,000,000	\$0	\$0	\$0	\$64,000,000	\$59,667,200	\$4,332,800	\$0
		STP_FLX_ST		\$0	\$0	\$65,500,000	\$0	\$0	\$0	\$65,500,000	\$61,065,650	\$4,434,350	\$0
		Total		\$0	\$0	\$161,500,000	\$0	\$0	\$0	\$161,500,000	\$150,870,450	\$10,629,550	\$0
S	16194	2021 ((HIGH VOLUME)) PAVEMENT PROGRAM											
		CMAQ_WFRC		\$225,000	\$86,500	\$0	\$0	\$0	\$0	\$311,500	\$290,411	\$21,089	\$0
		HSIP		\$3,631,000	\$1,100,000	\$0	\$0	\$0	\$0	\$4,731,000	\$4,410,711	\$320,289	\$0
		LOCAL_GOV		\$4,102	\$10,898	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
		L_BETTERMENT		\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	\$0	-\$15,000	\$15,000
		NHPP_BR		\$150,000	\$990,000	\$0	\$0	\$0	\$0	\$1,140,000	\$1,062,822	\$77,178	\$0
		NHPP_IM		\$33,273,861	\$12,781,459	\$0	\$0	\$0	\$0	\$46,055,320	\$43,374,900	\$2,680,420	\$0
		NHPP_NHS		\$36,097,975	\$15,975,163	\$0	\$0	\$0	\$0	\$52,073,138	\$48,547,787	\$3,525,351	\$0
		STP_BRIDGE		\$250,000	\$340,000	\$0	\$0	\$0	\$0	\$590,000	\$550,057	\$39,943	\$0
		STP_FLX_ST		\$57,496,072	\$3,421,809	\$0	\$0	\$0	\$0	\$60,917,881	\$56,793,741	\$4,124,141	\$0
		STP_HIF_P/O		\$2,874,419	\$0	\$0	\$0	\$0	\$0	\$2,874,419	\$2,679,821	\$194,598	\$0
		STP_RURAL		\$343,204	\$0	\$0	\$0	\$0	\$0	\$343,204	\$319,969	\$23,235	\$0
		ST_PVMT		\$450,652	\$0	\$0	\$0	\$0	\$0	\$450,652	\$0	\$450,652	\$0
		ST_TIF_PRES		\$6,873,480	\$0	\$0	\$0	\$0	\$0	\$6,873,480	\$0	\$6,873,480	\$0
		Total		\$141,669,765	\$34,720,829	\$0	\$0	\$0	\$0	\$176,390,594	\$158,030,219	\$18,315,375	\$30,000
S	16195	2023 LOW VOLUME PAVEMENT PROGRAM											
		ST_PVMT_LV2		\$0	\$0	\$40,000,000	\$0	\$0	\$0	\$40,000,000	\$0	\$40,000,000	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	16196	2021 ((LOW VOLUME)) PAVEMENT PROGRAM											
		L_BETTERMENT		\$8,746	\$122,448	\$0	\$0	\$0	\$0	\$131,194	\$0	\$0	\$131,194
		STP_FLX_ST		\$18,786,178	\$524,990	\$0	\$0	\$0	\$0	\$19,311,168	\$18,003,802	\$1,307,366	\$0
		ST_PVMT_LV2		\$174,948	\$16,371,893	\$0	\$0	\$0	\$0	\$16,546,841	\$0	\$16,546,841	\$0
		ST_T&S_FUND		\$0	\$4,500	\$0	\$0	\$0	\$0	\$4,500	\$0	\$4,500	\$0
		ST_TRANS_SOL		\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		Total		\$18,969,872	\$17,173,831	\$0	\$0	\$0	\$0	\$36,143,703	\$18,003,802	\$18,008,707	\$131,194
S	16197	2021 BRIDGE PRESERVATION PROGRAM											
		NHPP_BR		\$0	\$839,025	\$0	\$0	\$0	\$0	\$839,025	\$782,223	\$56,802	\$0
		STP_BRIDGE		\$0	\$74,500	\$0	\$0	\$0	\$0	\$74,500	\$69,456	\$5,044	\$0
		ST_BRIDGE		\$599,655	\$7,000,345	\$0	\$0	\$0	\$0	\$7,600,000	\$0	\$7,600,000	\$0
		Total		\$599,655	\$7,913,870	\$0	\$0	\$0	\$0	\$8,513,525	\$851,679	\$7,661,846	\$0
S	16198	2021 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		ST_PVMT_LV2		\$0	\$240,000	\$0	\$0	\$0	\$0	\$240,000	\$0	\$240,000	\$0
		Total		\$0	\$840,000	\$0	\$0	\$0	\$0	\$840,000	\$0	\$840,000	\$0
S	16780	STATEWIDE TRANSPORTATION SOLUTIONS PROGRAM											
		NHFP		\$0	\$56,137	\$0	\$0	\$0	\$0	\$56,137	\$52,336	\$3,800	\$0
		NHPP_IM		\$0	\$3,019,223	\$0	\$0	\$0	\$0	\$3,019,223	\$2,843,504	\$175,719	\$0
		NHPP_NHS		\$0	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000	\$1,678,140	\$121,860	\$0
		OTHER		\$0	\$45,000	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$45,000
		STP_FLX_ST		\$2,000,000	\$19,332,055	\$0	\$0	\$0	\$0	\$21,332,055	\$19,887,875	\$1,444,180	\$0
		ST_CONST		\$1,774,601	\$1,225,399	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
		ST_CONT_PG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_ER_FUND		\$0	\$980	\$0	\$0	\$0	\$0	\$980	\$0	\$980	\$0
		ST_PVMT		\$0	\$177,439	\$0	\$0	\$0	\$0	\$177,439	\$0	\$177,439	\$0
		ST_PVMT_LV2		\$0	\$5,210,000	\$0	\$0	\$0	\$0	\$5,210,000	\$0	\$5,210,000	\$0
		ST_RET_ROW_S		\$0	\$14,600,000	\$0	\$0	\$0	\$0	\$14,600,000	\$0	\$14,600,000	\$0
		ST_TRANS_SOL		\$12,029,539	\$28,422,090	\$0	\$0	\$0	\$0	\$40,451,630	\$0	\$40,451,630	\$0
		Total		\$15,804,140	\$73,888,323	\$0	\$0	\$0	\$0	\$89,692,463	\$24,461,855	\$65,185,609	\$45,000



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	16885	2022 HIGH VOLUME PAVEMENT PROGRAM											
		NHPP_BR		\$0	\$370,000	\$0	\$0	\$0	\$0	\$370,000	\$344,951	\$25,049	\$0
		NHPP_IM		\$530,000	\$31,710,000	\$0	\$0	\$0	\$0	\$32,240,000	\$30,363,632	\$1,876,368	\$0
		NHPP_NHS		\$1,764,250	\$66,098,000	\$0	\$0	\$0	\$0	\$67,862,250	\$63,267,976	\$4,594,274	\$0
		STP_BRIDGE		\$0	\$45,000	\$0	\$0	\$0	\$0	\$45,000	\$41,954	\$3,047	\$0
		STP_FLX_ST		\$1,937,900	\$56,117,269	\$0	\$0	\$0	\$0	\$58,055,169	\$54,124,834	\$3,930,335	\$0
		STP_HIF_P/O		\$0	\$165,581	\$0	\$0	\$0	\$0	\$165,581	\$154,371	\$11,210	\$0
		ST_PVMT_LV2		\$0	\$3,030,000	\$0	\$0	\$0	\$0	\$3,030,000	\$0	\$3,030,000	\$0
		Total		\$4,232,150	\$157,535,850	\$0	\$0	\$0	\$0	\$161,768,000	\$148,297,717	\$13,470,283	\$0
S	16886	2022 LOW VOLUME PAVEMENT PROGRAM											
		NHPP_NHS		\$70,000	\$2,394,000	\$0	\$0	\$0	\$0	\$2,464,000	\$2,297,187	\$166,813	\$0
		STP_FLX_ST		\$870,000	\$14,336,535	\$0	\$0	\$0	\$0	\$15,206,535	\$14,177,053	\$1,029,482	\$0
		STP_HIF_RURL		\$0	\$1,058,431	\$0	\$0	\$0	\$0	\$1,058,431	\$986,775	\$71,656	\$0
		STP_HIF_ST		\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$1,864,600	\$135,400	\$0
		STP_RURAL		\$0	\$5,251,033	\$0	\$0	\$0	\$0	\$5,251,033	\$4,895,539	\$355,495	\$0
		ST_CONT_R3		\$0	\$49,000	\$0	\$0	\$0	\$0	\$49,000	\$0	\$49,000	\$0
		ST_PVMT_LV2		\$4,749	\$20,280,251	\$0	\$0	\$0	\$0	\$20,285,000	\$0	\$20,285,000	\$0
		Total		\$944,749	\$45,369,251	\$0	\$0	\$0	\$0	\$46,314,000	\$24,221,154	\$22,092,846	\$0
S	16887	2022 BRIDGE PRESERVATION PROGRAM											
		NHPP_BR		\$160,000	\$14,620,000	\$0	\$0	\$0	\$0	\$14,780,000	\$13,779,394	\$1,000,606	\$0
		STP_BRIDGE		\$0	\$4,650,000	\$0	\$0	\$0	\$0	\$4,650,000	\$4,335,195	\$314,805	\$0
		ST_BRIDGE		\$0	\$3,636,000	\$0	\$0	\$0	\$0	\$3,636,000	\$0	\$3,636,000	\$0
		Total		\$160,000	\$22,906,000	\$0	\$0	\$0	\$0	\$23,066,000	\$18,114,589	\$4,951,411	\$0
S	17359	2022 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
S	17784	STORMWATER MITIGATION - STATEWIDE											
		ST_TRANS_SOL		\$0	\$55,000	\$0	\$0	\$0	\$0	\$55,000	\$0	\$55,000	\$0
		ST_TSP_MS4		\$9,920,797	\$26,690,054	\$0	\$0	\$0	\$0	\$36,610,851	\$0	\$36,610,851	\$0
		Total		\$9,920,797	\$26,745,054	\$0	\$0	\$0	\$0	\$36,665,851	\$0	\$36,665,851	\$0
S	18259	2023 BRIDGE PRESERVATION PROGRAM											
		NHPP_BR		\$0	\$1,200,000	\$1,700,000	\$0	\$0	\$0	\$2,900,000	\$2,703,670	\$196,330	\$0
		ST_BRIDGE		\$0	\$0	\$9,000,000	\$0	\$0	\$0	\$9,000,000	\$0	\$9,000,000	\$0
		Total		\$0	\$1,200,000	\$10,700,000	\$0	\$0	\$0	\$11,900,000	\$2,703,670	\$9,196,330	\$0
S	18260	2023 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

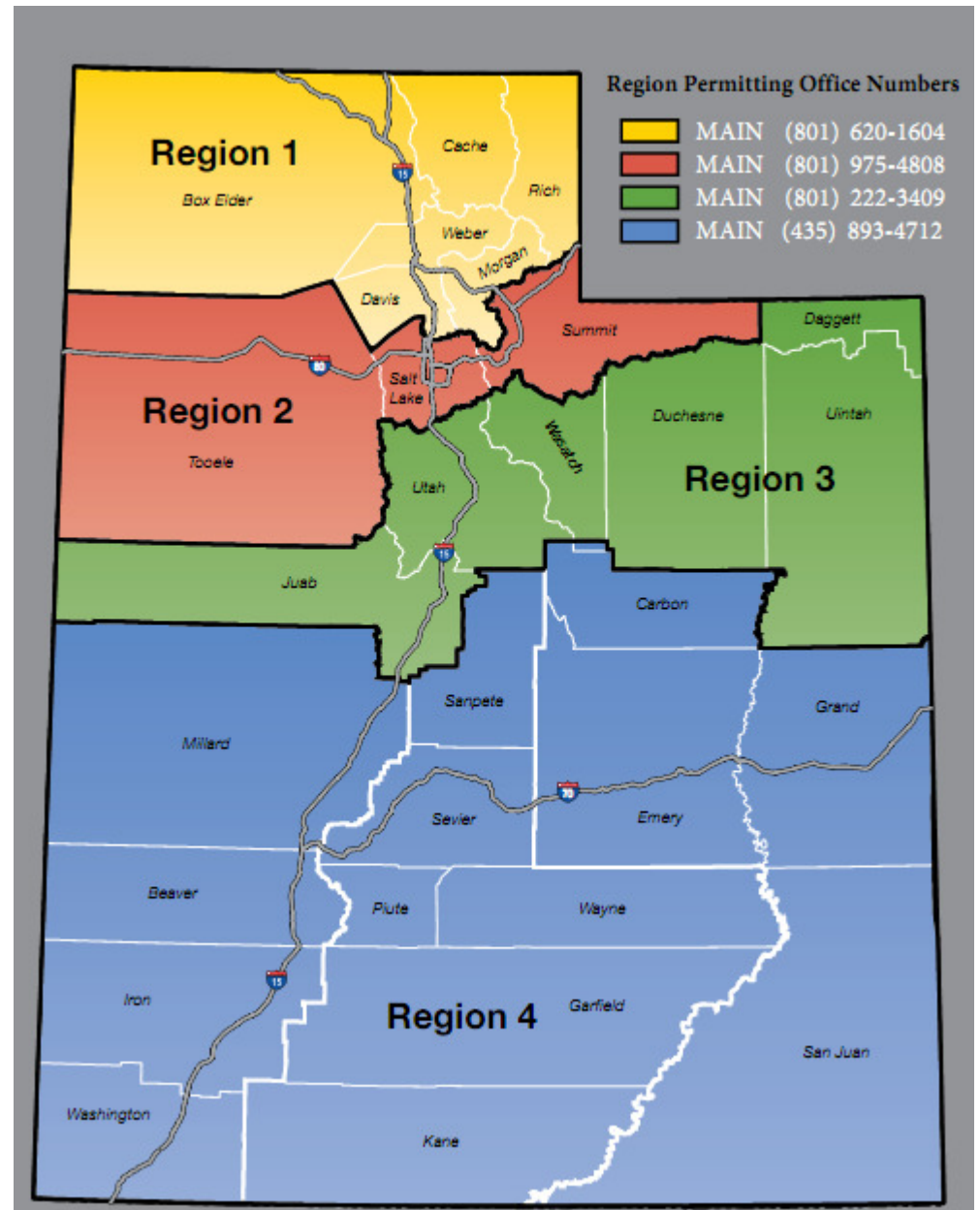
epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	18866	FY 2020 EMERGENCY EARTHQUAKE BRIDGE INSPECTION & REPAIR											
		ER_2020		\$448,867	\$451,133	\$0	\$0	\$0	\$0	\$900,000	\$839,070	\$60,930	\$0
		ER_2020_100%		\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$0
		STP_BRIDGE		\$0	\$2,250,000	\$0	\$0	\$0	\$0	\$2,250,000	\$2,097,675	\$152,325	\$0
		ST_PVMT_LV2		\$0	\$3,070	\$0	\$0	\$0	\$0	\$3,070	\$0	\$3,070	\$0
		Total		\$748,867	\$2,704,203	\$0	\$0	\$0	\$0	\$3,453,070	\$3,236,745	\$216,325	\$0
S	18984	PAVEMENT RECONSTRUCTION PROGRAM											
		NHPP_IM		\$0	\$1,615,069	\$0	\$0	\$0	\$0	\$1,615,069	\$1,521,072	\$93,997	\$0
S	19029	2024 BRIDGE REHABILITATION AND REPLACEMENT PROGRAM											
S	19030	2024 BRIDGE PRESERVATION PROGRAM											
		ST_BRIDGE		\$0	\$0	\$0	\$14,500,000	\$0	\$0	\$14,500,000	\$0	\$14,500,000	\$0
S	19031	2024 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$0	\$500,000	\$0
S	19094	WFRC PLANNING PROGRAM											
		FTA_5303_100		\$1,142,623	\$1,344,087	\$0	\$0	\$0	\$0	\$2,486,710	\$2,486,710	\$0	\$0
		L_PASS_MATCH		\$0	\$1,045,236	\$0	\$0	\$0	\$0	\$1,045,236	\$0	\$0	\$1,045,236
		PL_WFRC		\$1,712,330	\$6,990,597	\$0	\$0	\$0	\$0	\$8,702,927	\$8,702,927	\$0	\$0
		STP_URB_O/L		\$771,097	\$1,308,583	\$0	\$0	\$0	\$0	\$2,079,680	\$2,079,680	\$0	\$0
		STP_URB_SL		\$1,258,106	\$2,329,498	\$0	\$0	\$0	\$0	\$3,587,604	\$3,587,604	\$0	\$0
		Total		\$4,884,156	\$13,018,001	\$0	\$0	\$0	\$0	\$17,902,157	\$16,856,921	\$0	\$1,045,236
S	19146	2024 HIGH VOLUME PAVEMENT PROGRAM											
		NHPP_IM		\$0	\$0	\$0	\$32,000,000	\$0	\$0	\$32,000,000	\$30,137,600	\$1,862,400	\$0
		NHPP_NHS		\$0	\$0	\$0	\$64,000,000	\$0	\$0	\$64,000,000	\$59,667,200	\$4,332,800	\$0
		STP_FLX_ST		\$0	\$0	\$0	\$65,500,000	\$0	\$0	\$65,500,000	\$61,065,650	\$4,434,350	\$0
		Total		\$0	\$0	\$0	\$161,500,000	\$0	\$0	\$161,500,000	\$150,870,450	\$10,629,550	\$0
S	19147	2024 LOW VOLUME PAVEMENT PROGRAM											
		ST_PVMT_LV2		\$0	\$0	\$0	\$40,000,000	\$0	\$0	\$40,000,000	\$0	\$40,000,000	\$0
	19196	AIRPORT CONCEPT											

Region & County

Many of these projects will reside within the Wasatch Front Regional Council (WFRC) area but all projects are listed in the TIP for reference and program management.





DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

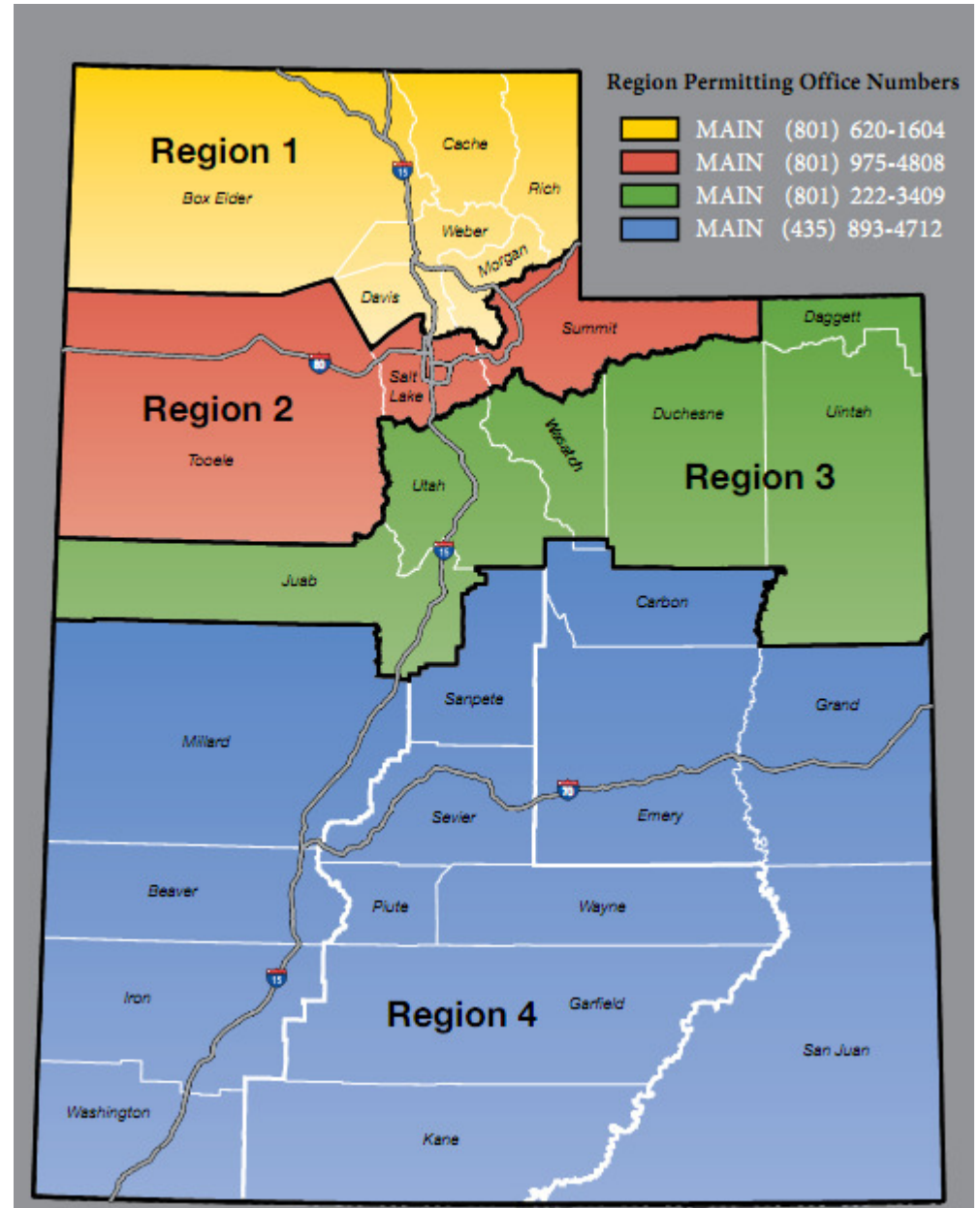
Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Region County Programs													
1	5981	REGION ONE COMMUTER LINK PROGRAM											
		CMAQ_PM2.5		\$0	\$525,000	\$0	\$0	\$0	\$0	\$525,000	\$489,458	\$35,543	\$0
		CMAQ_WFRC		\$6,380,014	\$1,093,728	\$0	\$0	\$0	\$0	\$7,473,742	\$6,967,770	\$505,972	\$0
		Total		\$6,380,014	\$1,618,728	\$0	\$0	\$0	\$0	\$7,998,742	\$7,457,227	\$541,515	\$0
2	5996	ITS - REGION TWO COMMUTER LINK											
		CMAQ_PM2.5		\$739,907	\$0	\$0	\$0	\$0	\$0	\$739,907	\$689,815	\$50,092	\$0
		CMAQ_TOOELE		\$306,069	\$0	\$0	\$0	\$0	\$0	\$306,069	\$285,348	\$20,721	\$0
		CMAQ_WFRC		\$6,074,638	\$2,400,728	\$0	\$0	\$0	\$0	\$8,475,367	\$7,901,584	\$573,782	\$0
		FA_SHRP2		\$139,288	\$0	\$0	\$0	\$0	\$0	\$139,288	\$139,288	\$0	\$0
		HSIP		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$46,615	\$3,385	\$0
		ST_ATMS		\$223,915	\$204,697	\$0	\$0	\$0	\$0	\$428,612	\$0	\$428,612	\$0
		Total		\$7,533,817	\$2,605,426	\$0	\$0	\$0	\$0	\$10,139,243	\$9,062,651	\$1,076,592	\$0
3	5999	REGION THREE COMMUTER LINK - EXPANSION HARDWARE											
		CMAQ_MAG		\$406,000	\$78,159	\$0	\$0	\$0	\$0	\$484,159	\$451,382	\$32,778	\$0
		ST_ATMS		\$113,360	\$58,640	\$0	\$0	\$0	\$0	\$172,000	\$0	\$172,000	\$0
		Total		\$519,360	\$136,800	\$0	\$0	\$0	\$0	\$656,159	\$451,382	\$204,778	\$0

Statewide

Projects that are included in programs often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organizations (MPO).

The “Statewide County Projects” will identify projects and programs in each of the UDOT Regions across the state, but for programming and information are listed all together.





DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Statewide County Programs													
9	5954	STATEWIDE ITS EXPANSION PROGRAM											
		NHPP_IM		\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,130,160	\$69,840	\$0
		OTHER		\$353,083	\$0	\$0	\$0	\$0	\$0	\$353,083	\$0	\$0	\$353,083
		STP_FLX_ST		\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$3,263,050	\$236,950	\$0
		ST_APPROP		\$0	\$1,793	\$0	\$0	\$0	\$0	\$1,793	\$0	\$1,793	\$0
		ST_ATMS		\$9,771,975	\$89,088	\$0	\$0	\$0	\$0	\$9,861,064	\$0	\$9,861,064	\$0
		ST_ATMS_AM		\$8,170,117	\$168,068	\$0	\$0	\$0	\$0	\$8,338,185	\$0	\$8,338,185	\$0
		ST_CAV		\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	\$0
		ST_CONT_R2		\$65,000	\$0	\$0	\$0	\$0	\$0	\$65,000	\$0	\$65,000	\$0
		ST_ITS		\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000	\$0	\$115,000	\$0
		ST_LIGHTING		\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$80,000	\$0
		ST_SIGNL_M&O		\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0
		ST_TRANS_SOL		\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$2,200,000	\$0	\$2,200,000	\$0
		Total		\$25,650,175	\$258,950	\$0	\$0	\$0	\$0	\$25,909,125	\$4,393,210	\$21,162,832	\$353,083
B	6019	HIGHWAY SAFETY IMPROVEMENT PROGRAM - (HSIP)											
		CMAQ_MAG		\$1,275,000	\$0	\$0	\$0	\$0	\$0	\$1,275,000	\$1,188,683	\$86,318	\$0
		EM_RPF1@93.2		\$2,187,759	\$0	\$0	\$0	\$0	\$0	\$2,187,759	\$2,039,648	\$148,111	\$0
		HSIP		\$50,172,082	\$23,561,333	\$17,846,885	\$0	\$0	\$0	\$91,580,301	\$85,380,314	\$6,199,986	\$0
		HSIP_100%		\$256,546	\$0	\$0	\$0	\$0	\$0	\$256,546	\$256,546	\$0	\$0
		HSIP_HRRR		\$106,637	\$62,378	\$0	\$0	\$0	\$0	\$169,016	\$157,573	\$11,442	\$0
		HSIP_HRRR_SR		\$3,143,288	\$148,665	\$0	\$0	\$0	\$0	\$3,291,952	\$3,069,087	\$222,865	\$0
		LOCAL_GOV		\$181,551	\$1,724,449	\$0	\$0	\$0	\$0	\$1,906,000	\$0	\$0	\$1,906,000
		L_BETTERMENT		\$93	\$81,090	\$0	\$0	\$0	\$0	\$81,183	\$0	\$0	\$81,183
		SEC154_HSIP		\$325,098	\$0	\$0	\$0	\$0	\$0	\$325,098	\$303,089	\$22,009	\$0
		SEC164_HSIP		\$298,031	\$0	\$0	\$0	\$0	\$0	\$298,031	\$277,855	\$20,177	\$0
		STP_FLX_ST		\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$139,845	\$10,155	\$0
		STP_UB_P/O_U		\$225,000	\$1	\$0	\$0	\$0	\$0	\$225,001	\$209,768	\$15,233	\$0
		ST_CONT_R1		\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		ST_ITS		\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0
		ST_PVMT		\$341,919	\$0	\$0	\$0	\$0	\$0	\$341,919	\$0	\$341,919	\$0
		ST_PVMT_LV2		\$158,705	\$3,052,961	\$0	\$0	\$0	\$0	\$3,211,667	\$0	\$3,211,667	\$0
		ST_SPOT_SFTY		\$45,222	\$0	\$0	\$0	\$0	\$0	\$45,222	\$0	\$45,222	\$0
		ST_TOLL_CR		\$18,629	\$0	\$0	\$0	\$0	\$0	\$18,629	\$0	\$18,629	\$0
		ST_TRANS_SOL		\$839,914	\$0	\$0	\$0	\$0	\$0	\$839,914	\$0	\$839,914	\$0
		Total		\$60,025,476	\$28,780,877	\$17,846,885	\$0	\$0	\$0	\$106,653,238	\$93,022,408	\$11,643,647	\$1,987,183



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Statewide County Programs													
S	5775	STATEWIDE SPOT SAFETY IMPROVEMENT PROGRAM											
		ST_SPOT_SFTY		\$435,935	\$0	\$0	\$0	\$0	\$0	\$435,935	\$0	\$435,935	\$0
		ST_T&S_FUND		\$393,469	\$22,928	\$0	\$0	\$0	\$0	\$416,398	\$0	\$416,398	\$0
		Total		\$829,404	\$22,928	\$0	\$0	\$0	\$0	\$852,332	\$0	\$852,332	\$0
S	5925	2007- 2009 STATEWIDE CORRIDOR STUDIES / CEVP PROGRAM											
		ST_CORR_C EVP		\$0	\$350,068	\$0	\$0	\$0	\$0	\$350,068	\$0	\$350,068	\$0
		ST_GF_OTHER		\$0	\$9,609	\$0	\$0	\$0	\$0	\$9,609	\$0	\$9,609	\$0
		Total		\$0	\$359,677	\$0	\$0	\$0	\$0	\$359,677	\$0	\$359,677	\$0
S	5928	2009 PAVEMENT PRESERVATION PROGRAM											
		L_BETTERMENT		\$43,900	\$0	\$0	\$0	\$0	\$0	\$43,900	\$0	\$0	\$43,900
		STP_FLX_ST		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$0
		ST_BRIDGE		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		ST_PVMT		\$957,985	\$0	\$0	\$0	\$0	\$0	\$957,985	\$0	\$957,985	\$0
		Total		\$1,751,885	\$0	\$0	\$0	\$0	\$0	\$1,751,885	\$233,075	\$1,474,910	\$43,900
S	5930	STATEWIDE MAINTENANCE SPOT IMPROVEMENTS PROGRAM											
		ST_PVMT		\$23,697	\$6,303	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		ST_SPOT_MNT		\$311,929	\$413,820	\$0	\$0	\$0	\$0	\$725,750	\$0	\$725,750	\$0
		ST_T&S_FUND		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		Total		\$355,627	\$420,123	\$0	\$0	\$0	\$0	\$775,750	\$0	\$775,750	\$0
S	5947	STATEWIDE SAFE SIDEWALK & ADA INSTALLATION PROGRAM											
		L_PASS_MATCH		\$0	\$904,681	\$0	\$0	\$0	\$0	\$904,681	\$0	\$0	\$904,681
		ST_ADA_RAMPS		\$0	\$23,671	\$0	\$0	\$0	\$0	\$23,671	\$0	\$23,671	\$0
		ST_CONT_R1		\$0	\$141,047	\$0	\$0	\$0	\$0	\$141,047	\$0	\$141,047	\$0
		ST_CONT_R3		\$0	\$15,368	\$0	\$0	\$0	\$0	\$15,368	\$0	\$15,368	\$0
		ST_LIGHTING		\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		ST_SAFE_SIDE		\$1,608,724	\$1,157,839	\$0	\$0	\$0	\$0	\$2,766,562	\$0	\$2,688,562	\$78,000
		Total		\$1,614,724	\$2,242,605	\$0	\$0	\$0	\$0	\$3,857,329	\$0	\$2,874,648	\$982,681



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Statewide County Programs													
S	5952	STATEWIDE TRAFFIC SIGNALS NEW CONSTRUCTION											
		LOCAL_GOV		\$284,211	\$114	\$0	\$0	\$0	\$0	\$284,325	\$0	\$0	\$284,325
		L_BETTERMENT		\$374,755	\$38,121	\$0	\$0	\$0	\$0	\$412,876	\$0	\$0	\$412,876
		ST_APPROP		\$17,564	\$9,666	\$0	\$0	\$0	\$0	\$27,230	\$0	\$27,230	\$0
		ST_CONT_R1		\$0	\$130,000	\$0	\$0	\$0	\$0	\$130,000	\$0	\$130,000	\$0
		ST_CONT_R2		\$86,000	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$86,000	\$0
		ST_CONT_R3		\$76,544	\$523,456	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		ST_CONT_R4		\$22,219	\$17,781	\$0	\$0	\$0	\$0	\$40,000	\$0	\$40,000	\$0
		ST_EXCH_MAG		\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_ITS		\$0	\$65,000	\$0	\$0	\$0	\$0	\$65,000	\$0	\$65,000	\$0
		ST_PVMT		\$162,002	\$171,831	\$0	\$0	\$0	\$0	\$333,833	\$0	\$333,833	\$0
		ST_PVMT_LV2		\$550,000	\$250,000	\$0	\$0	\$0	\$0	\$800,000	\$0	\$800,000	\$0
		ST_SAFE_SIDE		\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_SIGNALS		\$27,610,040	\$11,497,859	\$0	\$0	\$0	\$0	\$39,107,900	\$0	\$39,107,900	\$0
		ST_SIGNL_M&O		\$6,416,455	\$3,794,926	\$0	\$0	\$0	\$0	\$10,211,381	\$0	\$10,211,381	\$0
		ST_SPOT_MNT		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_TRANS_SOL		\$1,346,316	\$825,000	\$0	\$0	\$0	\$0	\$2,171,316	\$0	\$2,171,316	\$0
		Total		\$37,006,107	\$17,373,753	\$0	\$0	\$0	\$0	\$54,379,860	\$0	\$53,682,660	\$697,201
S	6025	NATIONAL RECREATIONAL TRAILS PROGRAM											
		NRT		\$0	\$4,816,360	\$0	\$0	\$0	\$0	\$4,816,360	\$4,816,360	\$0	\$0
		ST_MATCH		\$0	\$8,289,874	\$0	\$0	\$0	\$0	\$8,289,874	\$0	\$8,289,874	\$0
		Total		\$0	\$13,106,234	\$0	\$0	\$0	\$0	\$13,106,234	\$4,816,360	\$8,289,874	\$0
S	6026	HIGH RISK RURAL ROADS PROGRAM - (HRRR)											
		HSIP		\$12,529	\$0	\$0	\$0	\$0	\$0	\$12,529	\$11,681	\$848	\$0
		HSIP_HRRR_SR		\$905,855	\$38,336	\$0	\$0	\$0	\$0	\$944,191	\$880,270	\$63,922	\$0
		Total		\$918,384	\$38,336	\$0	\$0	\$0	\$0	\$956,720	\$891,950	\$64,770	\$0
S	6061	STATEWIDE BARRIER TREATMENTS											
		ST_BARRIER		\$101,745	\$48,255	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		Total		\$101,745	\$48,255	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Statewide County Programs													
S	6064	RAILROAD CROSSING PROGRAM											
		CMAQ_MAG		\$100,000	\$606,000	\$0	\$0	\$0	\$0	\$706,000	\$658,204	\$47,796	\$0
		LOCAL_GOV		\$0	\$160,990	\$0	\$0	\$0	\$0	\$160,990	\$0	\$0	\$160,990
		R/H_DEVIC90S		\$5,070,992	\$1,142,076	\$830,000	\$0	\$0	\$0	\$7,043,068	\$6,338,761	\$704,307	\$0
		R/H_DEVICES1		\$181,298	\$187,702	\$0	\$0	\$0	\$0	\$369,000	\$369,000	\$0	\$0
		R/H_DEVICES90		\$1,841,155	\$163,193	\$0	\$0	\$0	\$0	\$2,004,349	\$1,803,914	\$200,435	\$0
		R/H_HZ_EL90S		\$3,728,637	\$1,173,258	\$430,000	\$0	\$0	\$0	\$5,331,895	\$4,798,706	\$533,190	\$0
		R/H_HZ_ELM90		\$2,365,178	\$0	\$0	\$0	\$0	\$0	\$2,365,178	\$2,128,661	\$236,518	\$0
		ST_CONT_R3		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		ST_MATCH		\$0	\$41,000	\$0	\$0	\$0	\$0	\$41,000	\$0	\$41,000	\$0
		ST_PVMT		\$37,287	\$172,713	\$0	\$0	\$0	\$0	\$210,000	\$0	\$210,000	\$0
		Total		\$13,324,548	\$3,846,932	\$1,260,000	\$0	\$0	\$0	\$18,431,480	\$16,097,245	\$2,173,245	\$160,990
S	6129	STATEWIDE SMALL AREA LIGHTING											
		ST_LIGHTING		\$260,255	\$110,944	\$0	\$0	\$0	\$0	\$371,199	\$0	\$371,199	\$0
		Total		\$260,255	\$110,944	\$0	\$0	\$0	\$0	\$371,199	\$0	\$371,199	\$0
S	6212	STATEWIDE SAFE ROUTES TO SCHOOL PROGRAM											
		LOCAL_GOV		\$65,162	\$74,838	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$140,000
		L_BETTERMENT		\$3,788	\$1,043	\$0	\$0	\$0	\$0	\$4,831	\$0	\$0	\$4,831
		ST_CONT_R1		\$36,000	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$36,000	\$0
		ST_CONT_R2		\$36,000	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$36,000	\$0
		ST_CONT_R3		\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		ST_PVMT		\$790,637	\$4,006,355	\$1,360,000	\$0	\$0	\$0	\$6,156,993	\$0	\$6,156,993	\$0
		TAP_FLEX		\$295,000	\$397,077	\$0	\$0	\$0	\$0	\$692,077	\$645,223	\$0	\$46,854
		TAP_SU_CMPO		\$0	\$18,369	\$0	\$0	\$0	\$0	\$18,369	\$17,126	\$1,244	\$0
		Total		\$1,256,587	\$4,497,683	\$1,360,000	\$0	\$0	\$0	\$7,114,270	\$662,349	\$6,260,236	\$191,685
S	6364	STATEWIDE SIGN MODIFICATIONS & REPLACEMENT PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	6432	STATEWIDE-TRANSPORTATION ENHANCEMENT PROGRAM FY 2010 & 201											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	6672	STATEWIDE HIGHWAY JURISDICTIONAL TRANSFERS PROGRAM											
		ST_HWY_TRNSF		\$0	\$2,093,567	\$0	\$0	\$0	\$0	\$2,093,567	\$0	\$2,093,567	\$0
		ST_TIF		\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000	\$0
		Total		\$0	\$6,093,567	\$0	\$0	\$0	\$0	\$6,093,567	\$0	\$6,093,567	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

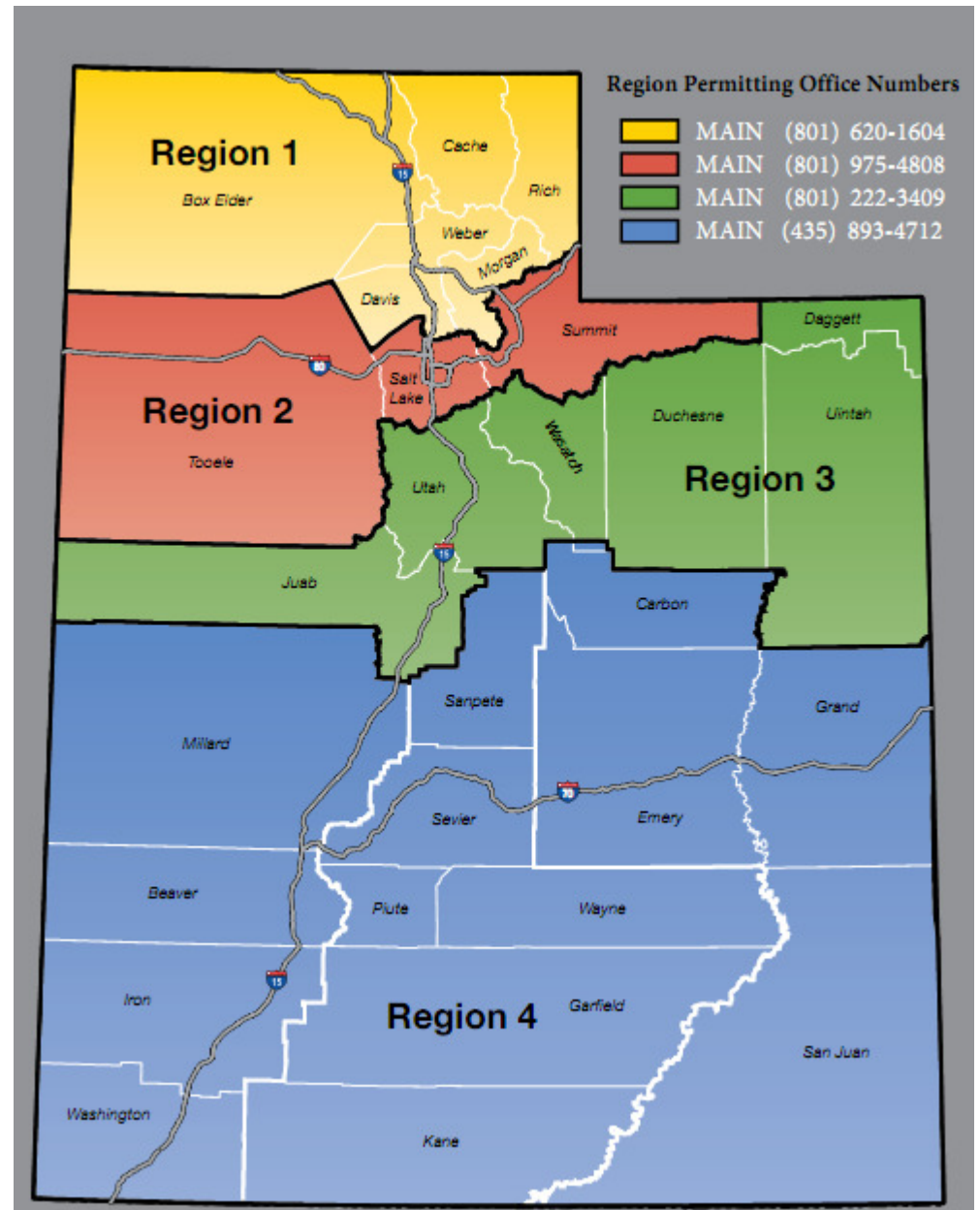
Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Statewide County Programs													
S	6850	STATEWIDE; BRIDGE PROGRAM UNSPENT FUNDS											
		NHPP_BR		\$0	\$97,520	\$0	\$0	\$0	\$0	\$97,520	\$90,918	\$6,602	\$0
		STP_BRIDGE		\$0	\$628	\$0	\$0	\$0	\$0	\$628	\$585	\$43	\$0
		ST_BRIDGE		\$1,515,904	\$705,406	\$0	\$0	\$0	\$0	\$2,221,309	\$0	\$2,221,309	\$0
		Total		\$1,515,904	\$803,554	\$0	\$0	\$0	\$0	\$2,319,457	\$91,503	\$2,227,954	\$0
S	7231	STATEWIDE BRIDGE COLLISION REPAIR PROJECTS											
		ST_BRIDGE		\$615,000	\$719,566	\$0	\$0	\$0	\$0	\$1,334,566	\$0	\$1,334,566	\$0
		ST_INS-RECOV		\$2,312,632	\$1,156,253	\$0	\$0	\$0	\$0	\$3,468,885	\$0	\$3,468,885	\$0
		Total		\$2,927,632	\$1,875,819	\$0	\$0	\$0	\$0	\$4,803,451	\$0	\$4,803,451	\$0
S	7496	SCENIC BYWAYS PROGRAM AWARDS											
		BYWAYS		\$0	\$69,000	\$0	\$0	\$0	\$0	\$69,000	\$55,200	\$0	\$13,800
		Total		\$0	\$69,000	\$0	\$0	\$0	\$0	\$69,000	\$55,200	\$0	\$13,800
S	8549	FY 2012 & 2013 ENHANCEMENT PROGRAM											
		STP_ENH_ST		\$0	\$147,328	\$0	\$0	\$0	\$0	\$147,328	\$117,862	\$29,466	\$0
		STP_FLX_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$147,328	\$0	\$0	\$0	\$0	\$147,328	\$117,862	\$29,466	\$0
S	8922	PUBLIC RELATIONS PROGRAM											
		ST_CONT_PG		\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		ST_CONT_R1		\$65,000	\$0	\$0	\$0	\$0	\$0	\$65,000	\$0	\$65,000	\$0
		ST_CONT_R2		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_CONT_R3		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_CONT_R4		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_KW_KW_C		\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		ST_PR		\$5,406,065	\$1,618,935	\$0	\$0	\$0	\$0	\$7,025,000	\$0	\$7,025,000	\$0
		Total		\$6,401,065	\$1,618,935	\$0	\$0	\$0	\$0	\$8,020,000	\$0	\$8,020,000	\$0

Various

Projects that are included in “Various Projects” often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organization (MPO).

The “Various Projects” will identify projects and programs in each of the UDOT Regions across the state, but for programming and information are listed all together.





DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Various County Programs													
1	5599	Region One Contingency Funds											
		ST_ATMS		\$87,463	\$0	\$0	\$0	\$0	\$0	\$87,463	\$0	\$87,463	\$0
		ST_CONST		\$930,000	\$0	\$0	\$0	\$0	\$0	\$930,000	\$0	\$930,000	\$0
		ST_CONT_R1		\$2,522,243	\$4,201,982	\$1,500,000	\$1,500,000	\$0	\$0	\$9,724,225	\$0	\$9,724,225	\$0
		ST_CONT_R2		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_TIF		\$71,968	\$585,532	\$0	\$0	\$0	\$0	\$657,500	\$0	\$657,500	\$0
		Total		\$3,661,674	\$4,787,514	\$1,500,000	\$1,500,000	\$0	\$0	\$11,449,188	\$0	\$11,449,188	\$0
2	5589	Region Two Contingency Funds											
		LOCAL_GOV		\$163,407	\$184,593	\$0	\$0	\$0	\$0	\$348,000	\$0	\$0	\$348,000
		OTHER		\$42,000	\$75,000	\$0	\$0	\$0	\$0	\$117,000	\$0	\$0	\$117,000
		OTHER_STATE		\$80,479	\$533,142	\$0	\$0	\$0	\$0	\$613,621	\$0	\$613,621	\$0
		ST_CONST		\$23	\$79,631	\$0	\$0	\$0	\$0	\$79,654	\$0	\$79,654	\$0
		ST_CONT_R1		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		ST_CONT_R2		\$1,887,404	\$3,724,397	\$0	\$0	\$0	\$0	\$5,611,801	\$0	\$5,611,801	\$0
		ST_CONT_R3		\$0	\$23,000	\$0	\$0	\$0	\$0	\$23,000	\$0	\$23,000	\$0
		ST_SPOT_MNT		\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		ST_STUDIES		\$0	\$115,000	\$0	\$0	\$0	\$0	\$115,000	\$0	\$115,000	\$0
		Total		\$2,179,313	\$4,934,763	\$0	\$0	\$0	\$0	\$7,114,076	\$0	\$6,649,076	\$465,000
3	5597	Region Three Contingency Funds											
		LOCAL_GOV		\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000
		L_BETTERMENT		\$0	\$27,500	\$0	\$0	\$0	\$0	\$27,500	\$0	\$0	\$27,500
		ST_APPROP		\$0	\$10,266	\$0	\$0	\$0	\$0	\$10,266	\$0	\$10,266	\$0
		ST_CONT_R1		\$26,000	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$26,000	\$0
		ST_CONT_R2		\$32,000	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$32,000	\$0
		ST_CONT_R3		\$1,500,076	\$2,448,875	\$0	\$0	\$0	\$0	\$3,948,952	\$0	\$3,948,952	\$0
		ST_CONT_R4		\$42,000	\$19,638	\$0	\$0	\$0	\$0	\$61,638	\$0	\$61,638	\$0
		ST_SIGNALS		\$84,062	\$296,957	\$0	\$0	\$0	\$0	\$381,019	\$0	\$381,019	\$0
		Total		\$1,696,139	\$2,803,235	\$0	\$0	\$0	\$0	\$4,499,374	\$0	\$4,459,874	\$39,500
4	5591	Region Four Contingency Funds											
		LOCAL_GOV		\$116,158	\$28,722	\$0	\$0	\$0	\$0	\$144,880	\$0	\$0	\$144,880
		L_PASS_MATCH		\$0	\$42,000	\$0	\$0	\$0	\$0	\$42,000	\$0	-\$42,000	\$42,000
		ST_APPROP		\$0	\$10,004	\$0	\$0	\$0	\$0	\$10,004	\$0	\$10,004	\$0
		ST_CONT_R3		\$8,394	\$12,606	\$0	\$0	\$0	\$0	\$21,000	\$0	\$21,000	\$0
		ST_CONT_R4		\$2,660,873	\$3,039,372	\$0	\$0	\$0	\$0	\$5,700,245	\$0	\$5,700,245	\$0
		Total		\$2,785,425	\$3,132,704	\$0	\$0	\$0	\$0	\$5,918,130	\$0	\$5,689,250	\$186,880



DRAFT
DRAFT STIP

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



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Various County Programs													
S	6062	PROGRAMMING DIRECTOR CONTINGENCY FUNDS											
		STP_BRIDGE		\$0	\$1,172,987	\$0	\$0	\$0	\$0	\$1,172,987	\$1,093,576	\$79,411	\$0
		ST_CLS_ADJ		\$0	\$102,991	\$0	\$0	\$0	\$0	\$102,991	\$0	\$102,991	\$0
		ST_CONT_PG		\$521,887	\$1,850,634	\$0	\$0	\$0	\$0	\$2,372,521	\$0	\$2,372,521	\$0
		ST_CONT_R1		\$40,000	\$50,000	\$0	\$0	\$0	\$0	\$90,000	\$0	\$90,000	\$0
		ST_CONT_R2		\$82,159	\$112,841	\$0	\$0	\$0	\$0	\$195,000	\$0	\$195,000	\$0
		ST_CONT_R3		\$0	\$115,000	\$0	\$0	\$0	\$0	\$115,000	\$0	\$115,000	\$0
		ST_CONT_R4		\$2,839	\$22,161	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_STLMNT		\$475,000	\$0	\$0	\$0	\$0	\$0	\$475,000	\$0	\$475,000	\$0
		ST_TIF_EXCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$1,121,885	\$3,426,615	\$0	\$0	\$0	\$0	\$4,548,500	\$1,093,576	\$3,454,924	\$0

Transit Administration Funds

Public Transit Program

Federal Transit Administration (FTA)

Section 5307 – Urbanized Area Formula

Section 5309 – Capital Investment Program – New Starts

Section 5337 – Capital Investment Program – State of Good Repair

Section 5339 – Capital Investment Program – Bus & Bus Facilities

Section 5310 – Elderly Persons and Persons with Disabilities

Capital Investment Program – Discretionary Grants

Capital Investment Program – Local Funds

DRAFT - 2022 – 2027 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5307 Funds Obligated in FY 2021	Estimated Federal Share and Phasing (Fiscal Year)					
					2022	2023	2024	2025	2026	2027

SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307

UTA	Capital Items From UTA 5-Year Budg. https://www.rideuta.com/About-UTA/UTA-Reports-and-Documents	52,418,739	10,483,748	27,678,035	14,256,956						
UTA	Preventive Maintenance of Buses, Rail Vehicles and Facilities	171,804,104	34,360,821		13,697,860	24,259,028	24,501,618	24,746,634	24,994,101	25,244,042	
UTA	ADA Operating Assistance for Paratransit Service	38,670,445	7,734,089			6,064,757	6,125,405	6,186,659	6,248,525	6,311,010	
TOTAL: SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307		262,893,287	52,578,657	27,678,035	27,954,815	30,323,785	30,627,023	30,933,293	31,242,626	31,555,052	

OGDEN/ LAYTON URBANIZED AREA FORMULA - SECTION 5307

UTA	Capital Items From UTA 5-Year Budg. https://www.rideuta.com/About-UTA/UTA-Reports-and-Documents	24,819,912	4,963,982	13,105,359	6,750,570						
UTA	Preventive Maintenance of Buses, Rail Vehicles and Facilities	78,695,119	15,739,024		6,485,842	11,070,417	11,181,121	11,292,932	11,405,862	11,519,920	
UTA	ADA Operating Assistance for Paratransit Services	17,646,953	3,529,391			2,767,604	2,795,280	2,823,233	2,851,465	2,879,980	
TOTAL: OGDEN/ LAYTON URBANIZED AREA FORMULA - SECTION 5307		121,161,984	24,232,397	13,105,359	13,236,413	13,838,021	13,976,401	14,116,165	14,257,327	14,399,900	

Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5307 Related LOCAL Funds Obligated in FY 2021	Estimated Planned LOCAL Amount and Phasing (Fiscal Year)					
					2022	2023	2024	2025	2026	2027

SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307 RELATED LOCALLY FUNDED

UTA	LOCALLY FUNDED Security Equipment	2,628,932	2,628,932	345,975	349,435	379,047	382,838	386,666	390,533	394,438	
-----	-----------------------------------	-----------	-----------	---------	---------	---------	---------	---------	---------	---------	--

OGDEN/LAYTON URBANIZED AREA FORMULA - SECTION 5307 RELATED LOCALLY FUNDED

UTA	LOCALLY FUNDED Security Equipment	1,211,620	1,211,620	163,817	165,455	172,975	174,705	176,452	178,217	179,999	
-----	-----------------------------------	-----------	-----------	---------	---------	---------	---------	---------	---------	---------	--

DRAFT - 2022 – 2027 Transportation Improvement Program (TIP)

**SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM
PUBLIC TRANSIT PROGRAM**

Sponsor	Project Description	Fund Source (FTA Section)	Total Obligated and Planned Funding	Funds Obligated Through FY 2021	Estimated Funding and Phasing (Fiscal Year)						
					2022	2023	2024	2025	2026	2027	
CAPITAL INVESTMENT PROGRAM - SECTION 5309 SMALL STARTS											
UTA	Ogden - WSU BRT - PIN 16934	5309 Small Starts	78,322,872	42,000,000	30,000,000	6,322,872					
	Ogden - WSU BRT - PIN 16934 Construction	CMAQ_PM2.5	3,250,000	3,250,000							
	Ogden - WSU BRT - PIN 16934 Construction	STP_URB-O/L	1,750,000	1,750,000							
	Ogden - WSU BRT - PIN 15906 Design	STP_URB-O/L	1,500,000	1,500,000							
	Ogden - WSU BRT - PIN 14846	CMAQ_PM2.5	1,000,000	1,000,000							
	Ogden - WSU BRT - PIN 18829 On-Route Charging Infrastructure	CMAQ_PM2.5	1,398,450		1,398,450						
	Ogden - WSU BRT - PIN 18855	UDOT TTIF	4,000,000		4,000,000						
	Ogden - WSU BRT Donated ROW	Donated ROW	4,570,000	4,570,000							
	Ogden - WSU BRT Other Local Match	UTA, Rocky Mt. Power, Weber Co. Ogden City	24,705,404	12,355,404	8,250,000	4,100,000					
	Ogden - WSU BRT Project Totals			120,496,726	66,425,404	43,648,450	10,422,872	-	-	-	-
	MID-VALLEY BRT PROJECTS										
	Mid-Valley BRT - Funding Yr TBD	5309 Small Starts		64,550,000						64,550,000	
	Mid-Valley BRT - PIN 17842	CMAQ_PM2.5		2,000,000			2,000,000				
	Mid-Valley BRT - PIN 17842	ST_TTIF		22,800,000		22,800,000					
	Mid-Valley BRT - Donated ROW	Donated ROW		4,650,000						4,650,000	
	Mid-Valley BRT - All Other Local	UT Legisl. Funds		11,000,000						11,000,000	
	Mid-Valley BRT Project Totals			105,000,000	-	22,800,000	-	2,000,000	-	80,200,000	-
TO TAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW S'TARTS			225,496,726	66,425,404	66,448,450	10,422,872	2,000,000	-	80,200,000	-	

DRAFT - 2022 – 2027 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON - PROVO-OREM TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Project Description	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5337 Funds Obligated in FY 2021	Estimated Federal Share and Phasing					
					2022	2023	2024	2025	2026	2027
FORMULA FUNDS - SECTION 5337 STATE OF GOOD REPAIR										
UTA	High Intensity Fixed Guideway & High Intensity Motor Bus - Preventive Maintenance and State of Good Repair projects listed in the UTA 5 Yr. Budg. https://www.rideuta.com/About-UTA/UTA-Reports-and-Documents	212,120,576	42,424,115	23,524,729	23,759,976	23,997,576	24,237,552	24,479,927	24,724,727	24,971,974
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON and PROVO-OREM URBANIZED AREAS FORMULA FUNDS - SECTION 5337 STATE OF GOOD REPAIR		212,120,576	42,424,115	23,524,729	23,759,976	23,997,576	24,237,552	24,479,927	24,724,727	24,971,974

*Section 5337 State of Good Repair money is only recieved for fixed guideway systems that have been in operation at least 7 years, and can be used for improvements on the whole system. As fixed guideways become at least 7 years old, the National Transit Database (NTD) will show that increase in fixed guideway miles. The Federal allocation formula will use those new numbers to increase allocations as UTA’s rail systems meet this requirement. There is a two year lag for eligible systems to receive funds; one year for it to be reported to NTD Data and one year for it to be used as part of the federal formula.

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON – PROVO/OREM TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Project Description	Estimated Total Project Cost	Local Share of Project	5339 Funds Obligated in/prior FY 2021	Estimated Phasing					
					2022	2023	2024	2025	2026	2027
FORMULA FUNDING - SECTION 5339 (a) BUS & BUS FACILITIES FORMULA										
UTA	Bus Purchases, overhauls, and bus related stop and operator relief facilities improvements.	22,049,861	4,409,972				4,344,371	4,387,815	4,431,693	4,476,010
UTA	Depot District Technology Center	see Depot District: pin 13127	see Depot District: pin 13127	see Depot District: pin 13127	see Depot District: pin 13127					
TOTAL: SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5339 (a)		22,049,861	4,409,972	3,452,963	3,487,493	3,522,368	3,557,591	3,593,167	3,629,099	3,665,390
FORMULA FUNDING - SECTION 5339 (b) BUS & BUS FACILITIES DISCRETIONARY										
UTA	Bus Stop Improvement and Operator Facilities	4,000,000	779,750	3,220,250			-	-	-	-
TOTAL: SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5339 (b)		4,000,000	779,750	3,220,250	-	-	-	-	-	-

DRAFT - 2022 – 2027 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	5310 Funds Obligated in FY 2021	Estimated Federal Share and Phasing					
					2022	2023	2024	2025	2026	2027
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES - SECTION 5310										
UTA	Salt Lake City / West Valley City ADMINISTRATION	542,199	-	75,164	75,916	76,675	77,442	78,216	78,998	79,788
UTA	Salt Lake City / West Valley City TRADITIONAL 5310 CAPITAL (Vehicles, Mobility Management, ITS)	4,066,492	813,298	450,985	455,494	460,049	464,650	469,296	473,989	478,729
UTA	Salt Lake City / West Valley City OTHER 5310 CAPITAL (Infrastructure etc.)	338,874	67,775	37,582	37,958	38,337	38,721	39,108	39,499	39,894
UTA	Salt Lake City / West Valley City 5310 OPERATIONS	2,710,994	1,355,497	187,910	189,789	191,687	193,604	195,540	197,496	199,471
WFRC TOTAL: SALT LAKE/WEST VALLEY URBANIZED AREA - SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES		7,658,559	2,236,570	751,641	759,157	766,749	774,416	782,161	789,982	797,882

OGDEN/LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	5310 Funds Obligated in FY 2021	Estimated Federal Share and Phasing					
					2022	2023	2024	2025	2026	2027
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES - SECTION 5310										
UTA	Ogden / Layton ADMINISTRATION	306,896	-	42,545	42,970	43,400	43,834	44,272	44,715	45,162
UTA	Ogden / Layton TRADITIONAL 5310 CAPITAL (Vehicles, Mobility Management, ITS)	2,301,722	460,344	255,267	257,820	260,398	263,002	265,632	268,288	270,971
UTA	Ogden / Layton OTHER 5310 CAPITAL (Infrastructure etc.)	191,810	38,362	21,272	21,485	21,700	21,917	22,136	22,357	22,581
UTA	Ogden / Layton 5310 OPERATIONS	1,534,481	767,241	106,361	107,425	108,499	109,584	110,680	111,787	112,905
WFRC TOTAL: OGDEN/LAYTON URBANIZED AREA - SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES		4,334,910	1,265,947	425,445	429,699	433,996	438,336	442,720	447,147	451,618

DRAFT - 2022 – 2027 Transportation Improvement Program (TIP)

**SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM
PUBLIC TRANSIT PROGRAM**

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Sec)	Estimated Total Project Cost	Local Share of Project	2021	Estimated Federal Funding and Phasing (Fiscal Year)					
							2022	2023	2024	2025	2026	2027
DISCRETIONARY GRANTS												
UTA	2021	FY 2018 Safety Research and Demonstration Program - Suicide Prevention	FTA 5312	280,000	56,000	224,000						
UTA	2021	Public Transportation COVID-19 Research Demonstration Grant Program - E-Vouchers Phase 2	FTA 5312	538,200	30,000	508,200						
UTA	2021	FY 2016 Public Transportation Innovation Program - Polarized Infrared and Optical Imaging System for Transit Infrastructure Condition Assessment	FTA 5312	422,694	84,539	338,155						

**SALT LAKE/WEST VALLEY – OGDEN/ LAYTON - TRANSPORTATION IMPROVEMENT PROGRAM
PUBLIC TRANSIT PROGRAM**

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	Funds Obligated in FY 2019	LOCAL Estimated Phasing					
							2021	2022	2023	2024	2025	2026
OTHER CAPITAL PROJECTS												
Please see the "Utah Transit Authority Five-Year Capital Plan" at:		https://www.rideuta.com/About-UTA/UTA-Reports-and-Documents										

Air Quality Memorandum

REPORT NO. 40a - DRAFT

DATE June 3, 2021

SUBJECT CONFORMITY ANALYSIS FOR THE WFRC 2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM.

ABSTRACT The Fixing America's Surface Transportation Act (FAST Act) and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a "conforming" Regional Transportation Plan and Transportation Improvement Program. A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within the emission limits established in the State Implementation Plan (SIP) or within guidelines established by the Environmental Protection Agency (EPA) until such time that a SIP is approved. This conformity analysis is made by the Wasatch Front Regional Council (WFRC), as the Metropolitan Planning Organization for the region, and submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their concurrence. This conformity analysis is being prepared according to the transportation conformity rulemakings promulgated by the Environmental Protection Agency (EPA) as of March 2010 and according to FHWA guidelines found in the FAST Act legislation.

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform "... without new regional emissions analysis if the previous regional emissions analysis also applies to the ... TIP." Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the WFRC 2022-2027 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in southern Box Elder, western Weber, Davis, and Salt Lake Counties included in the 2022-2027 TIP are found to conform.

Wasatch Front Regional Council

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

The following conformity findings for the WFRC 2022-2027 TIP are based on the transportation systems and planning assumptions described in the amended WFRC 2019-2050 RTP and the Air Quality Memorandum 40.

- X The 2022-2027 TIP conforms to the applicable controls and goals of the State Implementation Plan for the Carbon Monoxide maintenance area in Salt Lake City. All projects in Salt Lake City included in the TIP may go forward.
- X The 2022-2027 TIP conforms to the applicable controls and goals of the State Implementation Plan for the Carbon Monoxide maintenance area in Ogden City. All projects in Ogden City included in the TIP may go forward.
- X The 2022-2027 TIP conforms under the Control Strategy Criteria to the applicable controls and goals of the State Implementation Plan for PM₁₀ in Salt Lake County. All projects in Salt Lake County included in the TIP may go forward.
- X The 2022-2027 TIP conforms to the “Build less than 1990” emissions test for PM₁₀ in Ogden City. All projects in Ogden City included in the TIP may go forward.
- X The 2022-2027 TIP conforms to the interim “Build less than 2008” emissions test for the Salt Lake PM_{2.5} non-attainment area. All projects in southern Box Elder, western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.
- X The 2022-2027 TIP conforms to the interim “Build less than 2017” emissions test for the Northern Wasatch Front ozone non-attainment area. All projects in western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.

TIP Timeframe

All projects which must be started no later than 2027 in order to achieve the transportation system envisioned by the amended 2019-2050 RTP are included in the 2022-2027 TIP. Implementing these projects within the TIP time frame is dependent on available funding. Funding availability is based on the most reasonable assumptions available at the time the RTP was prepared. Projects in the RTP are considered “financially constrained”, that is, they are not included in the RTP without identifying a reasonable funding source.

Regionally Significant

All regionally significant projects, regardless of funding source (federal, state, or local) are included in the TIP and RTP. All regionally significant projects are also included in the regional emissions analysis of the Plan. Regionally significant projects are identified as those projects involving a new or existing principal arterial or select minor arterials identified in Air Quality Memorandum 40. The most recent Utah Department of Transportation Functional Classification map was used to identify principal arterials. Interstate highways, freeways, expressways, and principal arterials were all treated as principal arterials for the purpose of determining regionally significant projects.

In addition to the regionally significant transportation projects which were identified and included in the regional emissions analysis, it is the practice of WFRC to include a number of minor arterials and collectors in the travel model in order to produce a more accurate model of current and future traffic

conditions. Including minor arterials and collectors in the travel model does not mean these facilities should be treated as regionally significant facilities.

Concept and Scope

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

Previous Plan Conformity

WFRC's Air Quality Memorandum 40 finds that the amended WFRC 2019-2050 RTP for the Salt Lake/West Valley Area and the Ogden/Layton Area conforms to state air quality requirements and EPA interim conformity regulations.

All of the regionally significant projects in the 2022-2027 TIP are identified in the amended 2019-2050 RTP without any substantial changes to design or scope. All of the projects identified in the amended 2019-2050 RTP are included in the regional emissions analysis.

Public Comment

The 2022-2027 TIP will be made available for public inspection and comment for a 30-day period as required in the EPA conformity regulations. Air Quality Memorandum 40a (this document) is available to the public upon request and has been posted to the WFRC website (www.wfrc.org).

WFRC 2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM - PUBLIC COMMENT SUMMARY

The TIP provides a balanced approach to implement critical road, transit, and active transportation projects, including those identified in the WFRC Regional Transportation Plan. These projects help our local communities and our region meet the challenge of Utah's rapidly growing population while promoting a strong economy, good air quality, and high quality of life. The draft 2022-2027 TIP was available for public review and comment from June 26, 2021 through July 31, 2021.

TIP Public Comments and Responses - Summary

Comment	Response
Comments were made regarding the need for specific new roads and road widenings, some of which have received funding. These projects address connectivity and high traffic demand.	WFRC appreciates the work of the State Legislature, the State Transportation Commission, UDOT and local governments that have funded some of these projects. WFRC will continue to work with transportation agencies and local governments to help facilitate solutions to address presently unfunded needs.
Requests were made that bike paths and pedestrian access be included within other funded projects or as new, independent projects.	Progress is occurring in addressing the need for safe and effective transportation for cyclists and pedestrians in the region. WFRC will continue to work with local governments, transportation agencies, and other stakeholders to identify potential funding and facilitate solutions.
Requests were made for improved transit reliability, frequency, and coverage.	WFRC will work with UTA and local governments to ensure these requests are considered as transit improvements are evaluated in terms of ridership, access, costs, and other relevant considerations.
Comments were received regarding the need for safety and operational improvements in various parts of the region.	Safety and operational upgrades are evaluated largely based on technical criteria. WFRC will continue to work with UDOT and local governments to address safety and operational needs.

TIP 2022-2027 Public Comment List

Interactive Map Comments - Project Specific						
ID	Comment	Project Description	County Name	Project Status	Project Cost (\$)	Forecast Start Year
1	How are you going to ensure the safety of homes on heritage way?	Tom's Lane South Extension	Tooele	Scoping	\$1,586,000	2022
2	Create a design to allow for both northbound and southbound bus exits to Main Street. Provide easier access to the train platform.	Layton FrontRunner Station Parking	Davis	Scoping	\$2,145,232	2021
3	Provide some type of connection to Shepard Lane and West Davis Corridor.	Commerce Drive Road; Burke Lane to 950 North	Davis	Scoping	\$8,122,000	2026
4	Improve sidewalks along Lagoon Drive as well.	Park Lane & 326 West Sidewalk - Farmington	Davis	Scoping	\$92,000	2020
5	Better integration between UDOT owned traffic signals and Layton City owned traffic signals. For example, northbound Flint Street and westbound Gentile Street can get backed up in the afternoons due to lack of sensors to know how far back traffic is.	I-15 Ramp Destination Sensors in Davis County	Davis	Scoping	\$250,000	2020
6	Allow for the possibility of future electrification.	UTA Locomotive Rebuild	Weber	Scoping	\$1,314,000	2024
7	Add wireless traffic signal to vehicle communication. Similar to Redwood Rd. pilot where it can help late busses make up schedule or talk to enabled smart vehicles to adjust speed as they approach signals.	Ogden/ Layton Area Signal Timing & Optimization	Weber	Scoping	\$400,000	2027
8	Make sure there is room for future FrontRunner double tracking.	I-15; 600 N. to Farmington Environmental	Various	Scoping	\$10,000,000	2025
9	Thank you for advancing this project. Create an access plan for this segment and future North Ogden segments. Reduce new driveway access so there are fewer conflict points. Because most roads in Pleasant View were built by developers, there are lots of conflict points on main roads.	Skyline Drive; 1100 W to 4300 N (Pleasant View)	Weber	Scoping	\$32,338,000	2023
10	This will be a great addition to help existing routes 470 and 612. Add the signal at North Street for bus travel around Ogden Weber Applied Technical College. Also include preliminary equipment on 2nd street for future bus connections to the BDO FrontRunner stop.	TSP/ Preemption Equipment for Additional Buses	Various	Scoping	\$85,000	2026

TIP 2022-2027 Public Comment List

11	This project is a must do before the 1800N off ramp is built. There is big concern about not being able to get east and west because of train crossing. Also, this road is a major corridor but is under sized. This needs to be completed ASAP.	1800 NO. (SR-37) 2000 W, to I-15 Enviro. Study	Davis	Scoping	\$2,376,000	
12	There is no structures along 2000w that should be kept in place. The few along the road do not have a non disturbed structure. Should be documented and removed.	SR-108; Corridor Preservation	Various	Scoping	\$851,000	2015
13	There should not be a roundabout built on this hill. Roundabouts are not pedestrian friendly. Traffic does not stop for them even though the city put strobe lights to warn drivers. The intersection should have a light to allow pedestrian safe passage.	1500 West & 1300 North Round-a-bout	Davis	Scoping	\$2,190,000	2025
14	This needs to extend to 5600S in Roy. 1800N to 5600S is one of the worst stretches.	SR-108; 300 North to 1800 North	Davis	Scoping	\$60,000,000	2023
15	Sandy would like to advance fund this project to construction year 2023.	9400 South & 700 East Intersection	Salt Lake	Scoping	\$3,446,000	2025
16	9270 S is realigned. Please show new alignment. Feel free to contact me for the line work.	9270 South & State Street; 150 East to State St.	Salt Lake	Under Construction	\$7,324,000	2020
17	This is sorely needed. At 1800 North the intersection needs turning lane improvements and 2 thru lanes going northbound on 2000 West to prevent backup during the busiest times of day.	SR-108; 300 North to 1800 North	Davis	Scoping	\$60,000,000	2023
18	Highly recommend making 24th and 21st as a collector similar to the ones in Salt Lake, as the exits are too close to be fully independent. 24th and 21st traffic northbound would get off at the same point; 21st would continue on the collector until their exit. This would be the case for traffic exiting I-15 Southbound for 24th St.; they would get off with 21st Street traffic and continue on until their exit.	I-15; 24th Street Interchange	Weber	Scoping	\$96,000,000	2023
19	Please consider a protected east/west bicycle pedestrian lane during this expansion.	I-80; EB Auxiliary Lane and SR-36 NB Lane	Tooele	Scoping	\$27,500,000	2028
20	This bridge is hazardous and too low to allow for effective navigation. During the summer thousands of people navigate down the Weber River. When they reach the Croydon Bridge, they must either portage around the bridge or try to pass their vessel underneath it. When portaging, people need to contend with semi-trucks leaving or entering the cement plant. The overall alignment of this bridge needs to be rethought and/or the deck needs to be elevated at least 3-5 feet.	Devils Slide Bridge, Near Croydon, 029014D	Morgan	Scoping	\$4,139,000	2019

TIP 2022-2027 Public Comment List

21	My organization has been working on habitat rehabilitation and fish passage restoration on the Weber River for 10 years. One of the primary sources of degradation is infrastructure that has been built with little consideration for the other values in the river, such as fishing or navigation. I encourage you to ensure that this new bridge is as compatible with river health as possible. This includes making sure that the bridge has wide clearance to allow floodplain processes to continue, as well as ensure that recreational use on the river is sustained.	Young Street Bridge and Connector Road	Morgan	Scoping	\$3,805,000	2021
22	This bridge allows recreationists in and along the river access to the "Scrambled Eggs reach of the Weber River. This is a hugely popular native fishery. Ensure and improve pedestrian access below this bridge.	I-84; Over Weber River and UPRR Bridge Repl, C-476	Various	Scoping	\$36,000,000	2023
23	This reach of the Weber River is critical habitat for Bluehead Sucker and Bonneville cutthroat trout, both native fish. Bluehead Sucker, in particular, require diverse floodplain habitats, such as backwaters and secondary channels. The sheet pile scour protection, and massive berm on the west/south side of the river greatly constrain floodplain access for the river. This and channel straightening during the original construction of the freeway have significantly degraded this reach of the Weber. These bridges also barely allow people to pass under them by scrambling across boulders to access the north side of I-84. When reconstructing, please consider pedestrian access under the bridge, and ensure that the river below has the ability to flood across the floodplain instead of constraining it into the massive berms.	I-84/ US-89 Interchange Reconstruction	Various	Scoping	\$60,000,000	2023
24	Please ensure that 300 West has bike lanes. It is very difficult to travel in Washington Terrace by Bike in the North-South Direction.	300 West; 5000 South to Riverdale City Boundary	Weber	Scoping	\$3,024,000	2025
25	It is critical to look at ways for pedestrians and those using active transportation(e.g. Bikes) to get from Washington Terrace down to the trail system in Riverdale. This would open up recreational opportunities and allow for active transportation to commercial areas.	Tri City Alt. Trans. Planning, S. Weber Co. Area	Weber	Scoping	\$97,000	2018
26	I would like to see a long-term project for I-80 that would basically change it from a 2-lane freeway, somewhere around Lake Point into a 2 or 3 lane Auto-ban (No Speed Limits) all the way to Wendover.	Knolls Interchange Bridge Rehabilitation	Tooele	Scoping	\$2,700,000	2021

TIP 2022-2027 Public Comment List

	<p>This would promote Utah tourism as the only place in the USA to legally road test supercars, provide a designated safe area for those who wish to drive as fast as they feel while also providing an area for testing road construction methods and materials to create the safest roads possible. Face it, our freeways system is basically the same as I remember it from the 60's with a few upgrades for capacity etc.</p> <p>I am talking about a Superhighway that is specifically built for speed using new road materials, markings or driving rules, that possibly has enough electronics to monitor itself and possibly communicate with the auto and/or the driver. A highway specifically built to safely accommodate cars of the future including Driverless cars at possibly incredible speeds.</p>					
27	This is absolutely critical to assist with continued growth and traffic burdens.	MVC from 2100 N to Porter Rockwell	Various	Scoping	\$350,600,000	2023
28	This is a critical need in the point of the Mountain Corridor. Air quality has continued to deteriorate over time.	MVC; AQ MONITOR AND FILTERS	Various	Scoping	\$4,100,000	2021
29	Please stop expanding freeways.	I-80; 1300 E to 2300 E and I-215; 3300 S to 4500 S	Salt Lake	Under Construction	146500000	2021
30	Please add bike lane here, at least between 21st and Wilmington! It's an incredibly important bike connection from the S-line/Parleys Trail up to the U and the other neighborhoods to the northeast; it's currently very difficult to get to the core of sugar house from these areas, but bike lanes here would immediately fix the issue.	1300 East; 2100 South to Southern City Boundary	Salt Lake	Scoping	8877000	2024
31	Something needs to be done about the weaving between the I-15 NB to I-80 EB ramp, and the I-80 EB state street off-ramp. Currently there's about 500 ft for drivers to move over out of the exit-only lane, leading to numerous close calls. If these ramps could be braided, that would be a good fix. Or just close this State Street off-ramp and detour drivers to the nearby I-15/2100 S ramp.	I-80 and State Street Interchange R/W	Salt Lake	Scoping	500000	2024
32	More BRT please! 11th E/Highland would be another ideal corridor for such; I'd love to see a BRT line down that corridor one day soon.	33/35 MAX Expansion and Optimization	Salt Lake	Scoping	3003326	2021
33	This is actually located further north at a approximately 2700 N. / Hobbs Creek Dr. Frontage Road and across HWY 89 to Valley View Drive.	East/ West Kay's Creek Trail Connections	Davis	Scoping	\$790,000	2022

TIP 2022-2027 Public Comment List

34	This includes a connection to SR-193 on the north end, and a road widening along Antelope Drive between 2000 West to approximately the Glen Eagle Golf Course driveway. There will be bike lanes along Antelope and a separate trail along Antelope as well as a park-n-ride near each interchange in Syracuse. There is a future extension of SR-193 to 4500 West once the environmental clears (west of WDC).	SR-177, West Davis Hwy; I-15 & SR-67 to SR-193	Davis	Under Construction	\$757,645,000	2020
35	Funding is approved for 2024. Design is expected to begin in 2023.	500 West Phase II; 2010 South to 2800 South	Davis	Scoping	\$3,991,000	2025

Interactive Map Comments - General Form Comments

ID	Comment
1	<p>-Please note the north leg of 9000 S 700 W is funded in year 2027 for dual left turns and a trail. This may be advanced to 2025.</p> <p>-The Highland Dr EIS needs to be added to the map. It's funded this year at \$4.3M via. STP. The project extents are between 9400 S, through Sandy and Draper, and connecting to 14600 S/I-15. We intend to get started on this project with UDOT this year to define a scope, start environmental, and then bid it out January 2021.</p> <p>-9270 S has been realigned, S-curving into the State St pedestrian signal. There is now a full signal at State St. Please modify the centerline to reflect the new road. Feel free to contact me for the alignment line work.</p> <p>-We would like to advance fund the 9400 S 700 E project to a 2023 construction year</p>
2	There's not one project on the map in Farr West; the bandaid at the I-15 on/off ramps were helpful but will not meet the projected traffic needs by 2025.
3	There is significant and increasing congestion on SR-126 in Weber County between 1200 South and US-89 in Southern Box Elder County. The roadway North and South of these two points is four lanes with turning lane. However, SR-126 between these points is only two lanes, often without a turning lane. It is baffling to me why widening of SR-126 has not been publicly planned or considered. Please provide status of this road widening project. -Thank you

Open House Comments - July 13 and July 15, 2021

ID	Project	Comment
1		One gentleman in Ogden wanted to see increased bus service hours and coverage and suggested that UTA go to Canada to study their transit system.
2		Complete the UTA rail line up to Brigham City
3		Make the UTA fares free for the Urban Areas
4	SR-108; SR-37 to 4275 South (PIN 11479)	Is there any way to speed this project phase up - Construct Sooner
5	1800 North	Priority of the 1800 North improvements should be considered with the interchange work on 1800 No/ I-15
6	SR-108; SR-37 to 4275 South (PIN 11479)	Can this phase be built in conjunction with the phase to the South (300 North to 1800 North)

TIP 2022-2027 Public Comment List

7	SR-108; Hinckley Dr to SR-126	This section of SR-108 needs to be widened
8	West Davis Hwy; SR-193 to 1800 North	Section from SR-193 to 1800 North should be programmed and prioritized
9	Bus Service	Expand bus routes to Western Weber County
10	Redwood Road; 1500 South to 500 South	Widen with a consistent cross section of 5 lanes including Bike Ped facilities
11	Redwood Road; 1000 North to Recreation Way	Widen with a consistent cross section of 5 lanes including Bike Ped facilities
12		Transit Improvements. Increase public transit into the neighborhoods (both open houses)
13		Create more bike and ped facilities along north south routes
14		Expand Greenbike facilities (Both open houses)

E-Mail Comments

ID	Comment
1	<p>-Please note the north leg of 9000 S 700 W is funded in year 2027 for dual left turns and a trail. This may be advanced to 2025.</p> <p>-The Highland Dr EIS needs to be added to the map. It's funded this year at \$4.3M via. STP. The project extents are between 9400 S, through Sandy and Draper, and connecting to 14600 S/I-15. We intend to get started on this project with UDOT this year to define a scope, start environmental, and then bid it out January 2021.</p> <p>-9270 S has been realigned, S-curving into the State St pedestrian signal. There is now a full signal at State St. Please modify the centerline to reflect the new road. Feel free to contact me for the alignment line work.</p> <p>-We would like to advance fund the 9400 S 700 E project to a 2023 construction year</p>

DATE: August 19, 2021
AGENDA ITEM: 5c
SUBJECT: **ACTION:** Approve 2022-2027 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

In order for transportation projects in the region to move forward, the Wasatch Front Regional Council needs to adopt the 2022-2027 Transportation Improvement Program (TIP) at its August meeting. Developed in close coordination with UDOT, UTA, and local communities, the TIP includes hundreds of priority transportation projects totaling billions of dollars to enhance mobility, strengthen the economy, connect communities, increase access to opportunities, and improve health along the Wasatch Front.

A draft 2022-2027 TIP was reviewed by Trans Com in June (as delegated by the Regional Council) and approved to release for public review and comment. The public comment period extended from June 26 through July 31, 2021. The extensive outreach included distribution to thousands of stakeholders about opportunities to provide public comment, an interactive map on WFRC's website, a news release, two open houses, coordination with UDOT and UTA, and social media posts. A summary of the public comments with respective responses is included with this memo, along with the list of individual comments received. An analysis of the TIP completed by the WFRC staff shows that the 2022-2027 TIP conforms to the state air quality plans. On August 19, the draft TIP was reviewed by Trans Com, and was unanimously recommended for approval by the Regional Council..

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121, bwuthrich@wfrc.org

RECOMMENDATIONS:

Trans Com and WFRC staff recommend that the Regional Council make a motion "to adopt the resolution approving the 2022-2027 Transportation Improvement Program (TIP) and the corresponding air quality conformity finding."

EXHIBITS:

- Resolution approving the 2022-2027 TIP
- Project Listing for the Draft 2022-2027 TIP
 - a. WFRC Programs Section
 - b. Glossary of Funding Types
 - c. Other Federal and State Funded Projects Section
 - d. Transit Projects Section
- Draft 2022-2027 TIP Conformity Finding (Memorandum 40a)
- Summary of Public Comments and Respective Responses
- List of Individual Comments Received

**RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
APPROVING THE 2022 - 2027
TRANSPORTATION IMPROVEMENT PROGRAM**

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, the Transportation Coordinating Committee is a policy advisory committee of the Regional Council, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway, transit, and active transportation projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation and State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to approve the 2022-2027 Transportation Improvement Program (TIP), 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/ West Valley and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the WFRC has found that the proposed Transportation Improvement Program projects conform to and are consistent with the State Implementation Plan;

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

- (1) Approve the 2022-2027 Transportation Improvement Program,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, and Weber Counties, and parts of Box Elder County, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Mayor Jeff Silvestrini
Vice Chair
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: August 26, 2021

DRAFT
**2022-2027 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
PROJECTS**

For the

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

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

Additional attachments include;

- Glossary of Federal Funding Types
- Other Federal-Aid Funded and State Funded Projects
- Transit Funded Projects
- Air Quality Memo 40a

Surface Transportation Program (STP) Funded Projects

DRAFT

**2022-2027 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
PROJECTS**

For the

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

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated Current Federal Fiscal Year New Project/ Additional Funds

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027
SALT LAKE/ WEST VALLEY URBAN AREA																	
Salt Lake	Bluffdale		F-LC35(241)	11986	Porter Rockwell Blvd (Fifth Segment); Redwood Road to 0.46 miles east	New Construction	2013	\$ 6,266,378	\$ 5,236,150	\$ 5,842,144	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Bluffdale	Var	F-LC35 (249)	13112	Porter Rockwell Blvd (Forth Segment); East Jordan Canal and 15800 South to 0.5 miles east	New Construction	2014	\$ 6,474,700	\$ 6,036,363	\$ 9,047,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Bluffdale		NEWPROJ()	16929	14600 South Railroad Bridge	Engineering study of alternatives to replace/ improve existing one-lane railroad crossing	2018	\$ 128,600	\$ 119,894	\$ -	\$ 119,894	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Cottonwood Heights	2116	F-LC35(202)	8110	Fort Union Boulevard and Highland Drive Intersection	Intersection Improvements	2009	\$ 6,626,000	\$ 5,893,000	\$ 5,173,180	\$ 720,324	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Cottonwood Heights		F-2082 (11)11	8110	Highland Drive & I-215 ; I-215 Westbound On-Ramp to La Cresta	Provide a right turn only lane for southbound Highland Dr west onto La Cresta and on-ramp for WB I-215	2010	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Cottonwood Heights	1	NEWPROJ()	15907	Creek Road & Highland Drive Intersection	8072 South to 8340 South	2017	\$ 2,771,100	\$ 2,403,497	\$ -	\$ -	\$ -	\$ 2,403,497	\$ -	\$ -	\$ -	
Salt Lake	Cottonwood Heights	2	Newproject-001(2020)	18816	Bengal Boulevard & Highland Drive Intersection	Intersection Improvements - Turning movements & Bike Lanes	2020	\$ 1,657,000	\$ 1,544,821	\$ -	\$ -	\$ -	\$ 1,544,821	\$ -	\$ -	\$ -	
Salt Lake	Cottonwood Heights	3		8601	Wasatch Boulevard & 7650 South	Park-n-Ride Lot	2010	\$ 1,357,503	\$ 1,144,401	\$ -	\$ 1,144,401						
Salt Lake	Draper		F-R299(141)	10011	13800 South; Bangerter Hwy to 300 East	Widen Intersection to Accommodate two through lanes and dual left turn lanes	2011	\$ 4,220,000	\$ 3,776,000	\$ 3,186,630	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Draper		NEWPROJ()	16923	1300 East; Wayne's World to Nashi Lane	Reconstruct and Widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	\$ 4,343,763	\$ 3,270,000	\$ 233,075	\$ 566,925	\$ -	\$ -	\$ 2,970,000	\$ -	\$ -	
Salt Lake	Draper	Var	New Project - 004()	17807	Lone Peak Parkway; 12650 South to 12300 South	Roadway Realignment & Widening, Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2019	\$ 5,140,000	\$ 3,980,000	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ 3,630,000	\$ -	
Salt Lake	Draper	Fort Street	Newproject-007(2020)	18822	Fort Street; Pioneer Road to 13200 South	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 4,451,100	\$ 3,234,467	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,234,467	\$ -	
Salt Lake	Herriman		NEWPROJ()	14937	Herriman Parkway; 6400 West to 6800 West	New Construction - 5-lane facility with shoulders, curb, gutter, and sidewalks	2016	\$ 5,364,600	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Holladay		NEWPROJ()	14041	Highland Drive; Spring Lane to Fardown Avenue	Phase I Highland Drive Corridor Renovation	2015	\$ 3,346,233	\$ 2,243,673	\$ 2,243,111	\$ 561	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Holladay		NEWPROJ()	14828	Highland Drive; Arbor Lane to Van Winkle Expressway	Study to Address Traffic Volumes, Expanded Transit Service, Increase Bicycle & Pedestrian use and safety	2016	\$ 183,800	\$ 171,357	\$ -	\$ 171,357	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Magna	Var	NEWPROJ()	15912	2810 South at 8000 West Realignment	Realign intersections to improve safety and connectivity and relocate a midblock school crossing to the new realignment.	2017	\$ 2,000,900	\$ 1,203,189	\$ -	\$ -	\$ -	\$ 1,203,189	\$ -	\$ -	\$ -	
Salt Lake	Magna		NEWPROJ()	16928	8000 West; 2600 South to 3100 South	Construct sidewalk, curb, gutter, and shoulder improvements on the west side	2018	\$ 1,346,700	\$ 1,255,528	\$ -	\$ -	\$ -	\$ -	\$ 1,255,528	\$ -	\$ -	
Salt Lake	Magna	8000 West	Newproject-011(2020)	18826	8000 West; SR-201 to 3100 South	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 2,679,000	\$ 2,497,632	\$ -	\$ -	\$ -	\$ -	\$ 2,497,632	\$ -	\$ -	
Salt Lake	Midvale/ UDOT	Var	New Project - 009()	17841	7200 South and 300 West	Intersection and Signal Improvements	2019	\$ 323,000	\$ 287,148	\$ -	\$ 287,148	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Millcreek	1	NEWPROJ()	15911	900 East; 3900 South to 4500 South	Reconstruct w/ improvements to curb, gutter, sidewalk, ADA ramps, bicycle facilities, lighting and utility pole relocations.	2017	\$ 6,770,136	\$ 6,311,798	\$ 722,533	\$ 1,387,251	\$ 1,202,014	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Millcreek	2	NEWPROJ()	15911	900 East; 3900 South to 4500 South	Reconstruct w/ improvements to curb, gutter, sidewalk, ADA ramps, bicycle facilities, lighting and utility pole relocations.	2017	\$ -	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Millcreek		NEWPROJ()	16930	3900 South; 2300 East to Wasatch Blvd	Reconstruct and Widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	\$ 8,652,500	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Millcreek	3800 South	Newproject-012(2020)	18827	3800 South Skyline HS; Virginia Way to Birch Drive	Reconstruct with operational Improvements with turning restrictions and construction of a roundabout to increase safety	2020	\$ 2,082,000	\$ 1,801,204	\$ -	\$ 450,000	\$ 1,351,204	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Murray		F-LC35(242)	11987	Vine Street; 900 East to 1300 East	Reconstruct with minor widening, also Drainage, Curb, Gutter and Sidewalk	2013	\$ 5,081,000	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Murray	1	NEWPROJ()	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 5,641,700	\$ 4,500,000	\$ 993,354	\$ 356,779	\$ 641,668	\$ -	\$ -	\$ -	\$ -	

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated **Current Federal Fiscal Year** **New Project/ Additional Funds**

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development		
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027	
Salt Lake	Murray	2	NEWPROJ()	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ -	\$ 2,508,199	\$ -	\$ -	\$ 2,508,199	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Murray	Var	New Project - 007()	17838	Winchester and 700 West	Intersection and Pedestrian Improvements	2019	\$ 2,753,900	\$ 2,567,461	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,567,461	\$ -	\$ -	
Salt Lake	Riverton	Var	NEWPROJ()	15913	4150 West; 12600 South to 13400 South	Construct a 4-lane concrete street with center running trax corridor, bike lanes, pedestrian trails or sidewalks, and traffic signals.	2017	\$ 17,712,800	\$ 5,500,000	\$ 6,199,225	\$ 50,775	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City		F-2076(1)	11083	1300 East; 1300 South to 2100 South	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2012	\$ 11,099,000	\$ 6,774,915	\$ 6,401,833	\$ 373,082	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City		Transfer to FTA	14932	300 North & 500 West	New Construction - Pedestrian/ Bicycle Railroad Overpass	2016	\$ 5,462,000	\$ 2,500,000	\$ 2,500,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City	Combine Pins 16924 into PIN 15908	NEWPROJ()	15908	1300 East; 2100 South to Highland Drive	Pavement Rehabilitation including curb, gutter, and pedestrian improvements	2017	\$ 3,901,300	\$ 3,548,613	\$ -	\$ -	\$ -	\$ 1,548,613	\$ 2,000,000	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City		NEWPROJ()	15908	1300 East/ Richmond; 2100 South to Southern City Boundary (PIN was 16924)	Reconstruct with improvements to Drainage, Curb, Gutter, Sidewalk, and Shoulder	2018	\$ 4,975,600	\$ 4,300,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,300,000	\$ -	\$ -	
Salt Lake	Salt Lake City	Transit	Newproject-013(2020)	17850	Westside Multimodal Transit Hub; North Temple Area between 900 West & Redwood Road	Construct a new intermodal center/ bus hub to connect TRAX Green Line to bus routes and alternative transportation	2020	\$ 3,936,600	\$ 2,270,092	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,270,092	\$ -	
Salt Lake	Salt Lake County	Var	NEWPROJ()	14036	Salt Lake County Area Signal Detection Upgrade	Improve Signal Detection and Coordination by ITS Measures	2015	\$ 3,657,400	\$ 2,072,076	\$ 1,999,711	\$ 72,076	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake County	Var	NEWPROJ()	17493	Salt Lake County Area Signal Detection Upgrade	Improve Signal Detection and Coordination by ITS Measures	2015	\$ 3,657,400	\$ 1,409,794	\$ -	\$ -	\$ 1,338,007	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake County/ West Valley/ Kearns		F-2240(2)0	11085	4700 South; 4000 West to 5600 West	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2012	\$ 16,367,300	\$ 14,175,040	\$ 2,983,360	\$ 4,391,680	\$ 3,500,000	\$ 3,300,000	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Sandy	89	F-0089 (392)0	13114	9270 South & State Street; 150 East to State Street	Intersection Improvements and Signal Installation	2014	\$ 7,332,000	\$ 7,232,000	\$ 4,207,800	\$ 3,024,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Sandy	SR-209	NEWPROJ()	16921	Monroe and 90th Street (SR-209)	Intersection Improvements - dual left turns in all directions	2018	\$ 6,145,100	\$ 4,200,000	\$ 4,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Sandy & Draper Cities		NEWPROJ()	14035	Highland Drive EIS	Environmental Study to determine Project Purpose and Needs	2015	\$ 4,680,000	\$ 4,300,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,300,000	\$ -	\$ -	
Salt Lake	South Jordan	Var	F-LC35 (252)	13116	3200 West; 10431 South to 10600 South	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 1,396,200	\$ 1,000,000	\$ 999,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Jordan		NEWPROJ()	14040	2200 West; 9400 South to 11400 South (was 10400 South)	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 4,505,900	\$ 4,200,851	\$ 6,360,397	\$ 171,204	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Jordan	Var	NEWPROJ()	15910	2700 West; 10000 South to 10200 South	Reconstruction with minor widening to 3-lanes; including improvements to Curb, Gutter, Sidewalk, Parkstrips, Shoulders, and Streetlights	2017	\$ 953,200	\$ 777,788	\$ -	\$ -	\$ -	\$ 777,788	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Jordan	Var	NEWPROJ()	15914	Riverfront Parkway; 11050 South 11400 South	Widen from 3 to 5 lanes including curb, gutter, sidewalk, park strip, intersection improvements, and necessary street lights.	2017	\$ 1,840,900	\$ 1,632,271	\$ -	\$ -	\$ -	\$ 1,632,271	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Jordan	Var	New Project - 005()	17836	Bacchus Highway (SR-111); 10200 South to 10700 South	Reconstruct existing roadway and improve the vertical curve to increase site distance	2019	\$ 2,301,300	\$ 2,145,502	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,145,502	\$ -	\$ -	
Salt Lake	South Jordan	1300 West	Newproject-006(2020)	18821	1300 West & White Peach Drive (11170 South)	Install a Signal at the T-intersection	2020	\$ 460,800	\$ 429,604	\$ -	\$ -	\$ 429,604	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Salt Lake	1	NEWPROJ()	14034	500 West; 3300 South to 3900 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 7,718,985	\$ 5,000,000	\$ 1,556,941	\$ 943,059	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Salt Lake	2	NEWPROJ()	14034	500 West; 3300 South to 3900 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -		
Salt Lake	South Salt Lake		NEWPROJ()	16925	700 West; 3300 South to Carlisle Avenue South (3655 South)	Reconstruct and widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	\$ 6,571,575	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	
Salt Lake	South Salt Lake	700 West	Newproject-005(2020)	18820	700 West Reconstruction Phase II; Carlisle Street to 3900 South	Reconstruct with Minor Widening Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2020	\$ 4,908,805	\$ 4,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,200,000	\$ -	
Salt Lake	South Salt Lake/ UDOT	Var	New Project - 006()	17837	3300 South and 900 West	Pedestrian and Signal Improvement Projects	2019	\$ 840,000	\$ 783,132	\$ -	\$ 783,132	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Taylorsville	1	F-0068 (73)52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	\$ 13,767,800	\$ 12,159,548	\$ 3,766,492	\$ 3,572,266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated Current Federal Fiscal Year New Project/Additional Funds

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027
Salt Lake	Taylorsville	2	F-0068 (73)52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	\$ -	\$ 4,820,791	\$ 4,820,791	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorsville	3	NEWPROJ()	11082	1780 BRT Connector Road; Bruin Blvd to 4700 S Proj combined to PIN 11082 (Redwood Rd) was PIN 16931	New Construction including curb, gutter, sidewalk, and shoulder improvements	2018	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorsville	Var	NEWPROJ()	17953	I-215 Frontage Road; 4100 South to 4700 South	New Construction of Frontage Road and connectors to 2700 West	2017	\$ 8,845,569	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -
Salt Lake	Taylorsville/ UDOT	Var	New Project - 008()	17840	5400 South and 1900 West	Intersection and Signal Improvements	2019	\$ 406,500	\$ 364,995	\$ 364,995	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UDOT	SR-68	Newproject-010(2020)	18825	Redwood Road (SR-68); 6200 South to I-215	Add an additional NB lane on Redwood Rd, Including option/entrance lanes at both EB and WB On-Ramps and CFI features on the east and south legs of the 6200 So intersection.	2020	\$ 9,858,600	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UDOT TOC	Var	Newproject-003(2020)	18818	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) SR-172 (5600 W) from Amelia Earhart Dr to 3500 South (2) SR-71 (12300 S & 700 E) from Bangerter Hwy to 400 South (3) U-111 (Bacchus Hwy) from SR-201 to New Bingham Hwy	2020	\$ 690,000	\$ 643,287	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 643,287	\$ -	\$ -
Salt Lake	UTA		Newproject-0027()	8599	Transit Oriented Development (TOD) @ 10000 South TRAX Station	Replace 11 acres of surface parking with two parking structures	2010	\$ 13,500,000	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA		Transfer to FTA	11984	Salt Lake Central Bus Maintenance Facility	Relocate, Replace, and Expand the Bus Maintenance Facility	2013	\$ 56,400,000	\$ 3,000,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA		Transfer to FTA	16932	University of Utah Hospital Stop Expansion	Extend the bus bays to allow more buses to serve the area simultaneously	2018	\$ 399,400	\$ 372,361	\$ 372,361	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA	Var	Newproject-002(2020)	18817	UTA - On-Board Technology System	Develop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching	2020	\$ 5,000,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA	Var	Newproject-004(2020)	18819	Traffic Signal Priority/Preemption Equipment for Additional Transit Vehicles	(1) SR-172 (5600 W) from Amelia Earhart Dr to 3500 South (2) SR-71 (12300 S & 700 E) from Bangerter Hwy to 400 South (3) U-111 (Bacchus Hwy) from SR-201 to New Bingham Hwy	2020	\$ 225,000	\$ 237,736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 237,736	\$ -	\$ -
Salt Lake	West Jordan		F-R299(139)	10009	5600 West; 7800 South to 8600 South	New Construction and Widening	2011	\$ 5,378,000	\$ 4,666,000	\$ 4,682,928	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan		Newproject-S_STP-006(2021)	14830	7800 South; Mountain View Corridor to SR-111	Widen from 2-Lane to 5-Lane with Shoulders, Curb, Gutter, and Sidewalk	2016	\$ 5,234,500	\$ 2,400,000	\$ -	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Salt Lake	West Jordan	Var	NEWPROJ()	15936	8600 South; 5600 West to 6000 West	Construct a bridge over Mountain View Corridor	2017	\$ 12,000,000	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan		NEWPROJ()	16922	7000 South; 1300 West to Bangerter Hwy (SR-154)	Environmental Impact Statement (EIS)	2018	\$ 2,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan		NEWPROJ()	16927	7000 South & 1500 West	Construct Pedestrian Bridge	2018	\$ 1,608,900	\$ 1,499,977	\$ -	\$ 300,000	\$ -	\$ -	\$ 1,199,977	\$ -	\$ -	\$ -
Salt Lake	West Jordan	9000 South	Newproject-009(2020)	18824	9000 South; New Bingham Highway to SR-111	New Construction of a 5-lane facility with shoulders, curb, gutter, parkstrip, and sidewalk	2020	\$ 15,174,900	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -
Salt Lake	West Jordan		NEWPROJ()	14039	1300 West; 6600 South to 9400 South	Widen to include; Center Turn-lane, Right Turn-lanes and Bike Lanes	2015	\$ 11,442,800	#REF!	\$ 1,500,000	\$ -	\$ 4,200,000	\$ 4,800,000	\$ 2,000,000	\$ -	\$ -	\$ -
Salt Lake	West Valley City		Newproject-004()	8557	6200 South; 6100 West to SR-111	New Construction	2010	\$ 6,655,000	\$ 5,463,000	\$ 4,935,176	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Valley City	1	F-LC35 (253)	14831	4100 South; Bangerter Highway to 5460 West	Roadway Reconstruction with improvements to Curb, Gutter, and Sidewalk were necessary	2016	\$ 5,558,600	#REF!	\$ 7,806,221	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Valley City	2	F-LC35 (253)	14831	4100 South; Bangerter Highway to 5460 West	Roadway Reconstruction with improvements to Curb, Gutter, and Sidewalk were necessary	2016	\$ 3,421,462	\$ 3,421,462	\$ 3,421,462	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Valley City	Var	New Project - 003()	17806	Parkway Blvd (2700 So); Mountain View Corridor to 6400 West	Roadway Widening, Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2019	\$ 5,767,800	\$ 5,300,000	\$ -	\$ -	\$ -	\$ -	\$ 5,300,000	\$ -	\$ -	\$ -
Salt Lake	West Valley City	3650 South	Newproject-008(2021)	18823	3650 South; 2700 West to 3200 West	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 5,869,100	\$ 2,570,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,570,000	\$ 3,201,489	\$ -
Salt Lake	WFRC	Var	F-R299(50)	11985	Transportation and Landuse Connections (TLC) - Salt Lake County	Local Planning Assistance	2003	\$ 429,046	\$ 260,000	\$ 2,637,146	\$ 587,930	\$ 605,568	\$ 623,735	\$ 642,447	\$ 661,720	\$ 681,572	\$ 695,885

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated Current Federal Fiscal Year New Project/ Additional Funds

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027
Salt Lake	WFRC	Var	F-R299(50)	16849	Project Planning Support - Salt Lake County	Planning - Urban Transportation	2003	\$ 2,018,867	\$ 2,680,816	\$ 7,165,181	\$ -	\$ 570,543	\$ 484,075	\$ 751,333	\$ 773,873	\$ 797,089	\$ 821,002
Salt Lake	WFRC	Var	F-R299(50)	UPWP/ 16849	Salt Lake\ West Valley Travel Survey	Modeling Update Exercise (Originally Included in the Planning Support Line)				\$ -	\$ -	\$ 245,375	\$ 245,375				
Salt Lake	UDOT TOC	Var	Newproject-S_STP-001(2021)	19569	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) SR-266 from I-215 West to I-215 East (2) 5400 So from MVC to Bangerter Hwy and 5400 So from Redwood Rd. to I-15 (3) SR-48 from MVC to Redwood Rd	2021	\$ 790,000	\$ 736,517	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 736,517
Salt Lake	Sandy, Midvale	9000 South	Newproject-S_STP-002(2021)	0	9000 South & 700 West Southbound Dual Left Lanes	Construct dual left turn lanes from SB 700 West to EB 9000 South with 700 West Improvements	2021	\$ 6,831,560	\$ 1,529,729	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,529,729
Salt Lake	Millcreek	1300 East	Newproject-S_STP-003(2021)	0	1300 East; 4220 South to 4500 South	Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain	2021	\$ 3,485,800	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
Salt Lake	UDOT TOC	Var	Newproject-S_STP-004(2021)	0	Salt lake City Metro- Signal Timing and Optimization 120 to 200 Signals	New Bingham Hwy (SR-48) from 5600 West to 7800 South at Redwood Rd	2021	\$ 600,000	\$ 559,380	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 559,380
Salt Lake	Salt Lake	700 North	Newproject-S_STP-005(2021)	0	700 North; 2200 West to Redwood Rd (1700 West)	Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain	2021	\$ 4,680,600	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
Salt Lake	UDOT	MVC	Newproject-S_STP-007(2021)	0	North Bound - Acceleration Lane from Rosecrest Road to Mountain View Corridor	Construct a right turn acceleration lane from Rosecrest onto NB MVC	2021	\$ 1,599,600	\$ 1,486,646	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,486,646
Salt Lake	South Jordan	1300 West	Newproject-S_STP-009(2021)	0	1300 West & Shield's Lane Intersection Improvements	Increase capacity of the Intersection by adding through lanes to three approaches and adding a right turn pocket to westbound approach and addressing North/South Bike lanes	2021	\$ 3,775,900	\$ 3,020,272	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,020,272
Salt Lake	Holladay/ Millcreek	Murray-Holladay Road	Newproject-S_STP-010(2021)	0	Murray-Holladay Road Full Stop Pedestrian Crossing	Construct T-intersection and add a new full traffic stop pedestrian crossing	2021	\$ 417,200	\$ 388,956	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 388,956
Salt Lake	UTA/ Draper	Point of the Mountain	Newproject-S_STP-011(2021)	0	Point of the Mountain Transit Environmental Study from Lehi to Draper	Environmental and Conceptual Engineering for a Gold Standard Bus Rapid Transit (BRT) Route	2021	\$ 8,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Salt Lake	Kearns	Cougar Lane	Newproject-S_STP-012(2021)	0	Cougar Lane; Niagara Way to Kearns High Drive	Widen to accommodate a second travel lane and maintain existing bike lane	2021	\$ 2,804,000	\$ 2,114,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,114,169
Salt Lake	UTA	SLC /So Davis Connector	Newproject-O_STP-013(2021)	0	Davis/ Salt Lake Connector Design	Davis - SLC Community Connector Design for Essential Transit Connection between Davis County and Salt Lake County	2021	\$ 4,700,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000
Salt Lake	Cottonwood Heights	Bengal Blvd	Newproject-S_STP-014(2021)	0	Bengal Boulevard - Bike and Pedestrian Walkway	Construct 10-foot Shared-use path to provide dedicated space for Pedestrians and Cyclist	2021	\$ 487,200	\$ 444,894	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 444,894

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated Current Federal Fiscal Year New Project/ Additional Funds

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development		
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027	
OGDEN/ LAYTON URBAN AREA																		
Weber	Brigham City		NEWPROJ()	16938	1200 West Box Elder Creek Bridge; 550 South to 650 North	Widen Existing Bridge to accomdate the widening of 1200 West	2018	\$ 1,750,000	\$ 1,582,113	\$ -	\$ -	\$ -	\$ 791,057	\$ 791,056	\$ -	\$ -	\$ -	
Davis	Clearfield/ Syracuse	1	NEWPROJ()	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	New Construction, 3-lane facility with Signal on SR-108 and Curb, Gutter and Sidewalk	2016	\$ 6,766,000	\$ 5,362,630	\$ 3,822,630	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Clearfield/ Syracuse	2	NEWPROJ()	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	New Construction, 3-lane facility with Signal on SR-108 and Curb, Gutter and Sidewalk	2016	\$ -	\$ 1,300,000	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Clinton/ West Point		NEWPROJ()	15899	800 North; 2000 West to 3000 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 4,567,100	\$ 3,000,000	\$ 2,166,678	\$ 617,971	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Farmington	SR-106	NEWPROJ()	16933	Main Street (SR-106); Park Lane to Shepard Lane	Widen roadway (east - side) for curb, gutter, sidewalk and shoulder	2018	\$ 1,986,400	\$ 1,851,921	\$ -	\$ -	\$ -	\$ 925,960	\$ 925,960	\$ -	\$ -	\$ -	
Davis	Farmington	SR-106	New Project - 011()	17793	Main Street (SR-106); Park Lane to Shepard Lane	Widen roadway (west - side) for curb, gutter, sidewalk and shoulder	2019	\$ 2,287,800	\$ 2,053,670	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,053,670	\$ -	\$ -	
Davis	Farmington	Commerce Drive	Newproject-017(2020)	18807	Commerce Drive Road; Burke Lane to 950 North	New construction of 5-Lane roadway with curb, gutter, sidewalk, ADA crossings, bike lanes, and utility lines.	2020	\$ 8,122,500	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ -	
Weber	Farr West City	4000 North	Newproject-023(2020)	18814	4000 North; SR-126 to 2800 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 7,100,600	\$ 2,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,700,000	\$ -	
Weber	Harrisville	1	F-LC57 (26)	11993	Larsen Lane; North Harrisville Road to Washington Blvd	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 3,748,000	\$ 946,476	\$ 946,476	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Harrisville	2	F-LC57 (26)	11993	Larsen Lane; North Harrisville Road to Washington Blvd	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,577,523	\$ 2,577,523	\$ 2,577,523	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Harrisville		F-R199(133)	11993	Washington Blvd & Larsen Lane ((was PIN 11091))	Intersection Improvements	2012	\$ 669,000	\$ 534,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Harrisville	Harrisville Road	New Project - 016()	17797	West Harrisville Road; Washington Blvd (US-89) to 750 West	Reconstruct and Widen to include Center turn lane, shoulders/ bike lanes, curb, gutter, and sidewalk	2019	\$ 3,460,200	\$ 3,109,407	\$ -	\$ -	\$ -	\$ -	\$ 609,407	\$ 2,500,000	\$ -	\$ -	
Weber	Hooper		NEWPROJ()	14045	4700 West; 4800 South to 5100 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 2,915,200	\$ 2,717,841	\$ 2,006,819	\$ 439,238	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Hooper	5500 West	Newproject-020(2020)	18811	5500 West; 5500 South (SR-97) to Weber/ Davis County Line	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 2,471,100	\$ 1,846,980	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,846,980	\$ -	
Davis	Kaysville	Var	New	13121	200 North & Angel Street Intersection	Intersection - Improvements	2014	\$ 3,271,900	\$ 3,050,392	\$ 3,050,392	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Kaysville/ Farmington		NEWPROJ()	16935	WDC Connector; West Davis Corridor to Shepard Lane & I-15	New Construction	2018	\$ 10,833,600	\$ 4,300,000	\$ 262,000	\$ -	\$ -	\$ 3,608,000	\$ -	\$ -	\$ -	\$ -	
Davis	Layton		NEWPROJ()	14844	Gordon Avenue; 1600 East to Highway 89	Preliminary Engineering & ROW Acquisition	2016	\$ 3,500,000	\$ 2,500,000	\$ -	\$ -	\$ 1,000,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	
Weber	Marriott-Slaterville		NEWPROJ()	15904	1200 West; 400 North to Farr West Boundary	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 5,605,300	\$ 3,762,110	\$ 2,373,892	\$ 1,012,007	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	North Ogden	1	NEWPROJ()	14842	450 East/ 400 East; 2600 North to Elberta Drive	Widen existing roadway from 3-lane to 5-lane including improvements to Curb, Gutter, and Sidewalks	2016	\$ 5,370,300	\$ 4,140,000	\$ -	\$ 4,140,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	North Ogden	2	NEWPROJ()	14842	450 East/ 400 East; 2600 North to Elberta Drive	Widen existing roadway from 3-lane to 5-lane including improvements to Curb, Gutter, and Sidewalks	2016	\$ 1,829,346	\$ 1,829,346	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	North Salt Lake	Var	New	13122	Center Street; Legacy Parkway to Redwood Road	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 1,938,300	\$ 1,778,176	\$ 1,636,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	North Salt Lake	1	NEWPROJ()	16937	Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ 1,440,914	\$ 1,223,364	\$ 282,920	\$ 190,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	North Salt Lake	2	NEWPROJ()	16937	Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ -	\$ 750,000	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	North Salt Lake	Main Str	Newproject-022(2020)	18813	Main Street Sidewalk; I-15 Overpass to Pacific Avenue	Construct Missing Sidewalk	2020	\$ 366,200	\$ 274,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 274,650	\$ -	
Weber	Ogden		NEWPROJ()	14840	20th Street; Washington Blvd to Monroe Blvd	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 6,477,200	\$ 3,000,000	\$ 2,850,961	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated Current Federal Fiscal Year New Project/ Additional Funds

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027
Davis	Ogden/ UTA	BRT	Transfer to FTA	15906	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Design	Ogden-WSU BRT Project Design	2017	\$ 5,000,000	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -		
Weber	Ogden/ UTA	BRT	Transfer to FTA	16934	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction	New Construction	2018	\$ 75,000,000	\$ 1,750,000	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -		
Box Elder	Perry		NEWPROJ()	14841	1200 West; 3600 South to Willard City Boundary	New Construction, 3-lane facility with Shoulders including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 2,915,200	\$ 2,717,841	\$ 418,445	\$ 2,027,612	\$ -	\$ -	\$ -	\$ -		
Weber	Plain City	1	NEWPROJ()	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 3,111,400	\$ 2,900,758	\$ -	\$ -	\$ 669,030	\$ -	\$ -	\$ -		
Weber	Plain City	2	NEWPROJ()	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ -	\$ 2,231,728	\$ -	\$ -	\$ 2,231,728	\$ -	\$ -	\$ -		
Weber	Plain City	North Plain City Road	Newproject-018(2020)	18809	North Plain City Road; 2917 West to 3350 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 3,988,900	\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	\$ -	
Weber	Pleasant View/ North Ogden	LC57	F-LC57(18)	17954	Skyline Drive; 1100 West to 4300 North (Pleasant View)	New Construction	2015	\$ 7,542,000	\$ 3,433,500	\$ 9,323	\$ -	\$ -	\$ -	\$ 1,712,089	\$ 1,712,089		
Weber	Roy	4800 South	Newproject-021(2020)	18812	4800 South & Layton Canal	Widen 4800 South with uniform cross section including sidewalk and bike lanes over the canal to improve safety for cyclists and pedestrians.	2020	\$ 471,500	\$ 439,579	\$ -	\$ 439,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	South Ogden		NEWPROJ()	16936	40th Street & Chimes View from Riverdale Road to Washington Blvd	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ 4,745,200	\$ 4,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,500,000	\$ 1,500,000		
Davis	Sunset	2018	F-LC11 (53)	11996	800 North; Main St (SR-126) to 450 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,547,000	\$ 2,258,000	\$ 1,009,492	\$ 1,022,708	\$ -	\$ -	\$ -	\$ -		
Davis	Syracuse City	2019	NEWPROJ()	14043	Bluff Road; 550 West (on Gentile) to 1000 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 4,282,100	\$ 3,000,000	\$ 3,010,000	\$ -	\$ -	\$ -	\$ -	\$ -		
Davis	Syracuse City	500 West	New Project - 013()	17794	500 West Phase II; 2010 South to 2800 South	Widen roadway and Signal Installation	2019	\$ 3,990,800	\$ 3,720,623	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 2,720,623		
Davis	UDOT	37	F-0037(40)	6552	1800 North (SR-37); I-15 to 2000 West (SR-108)	1800 North Environmental Impact Statement (EIS)	2007	\$ 31,148,000	\$ 2,695,231	\$ 1,775,116	\$ -	\$ -	\$ 424,884	\$ -	\$ -		
Davis	UDOT	I-15	F-I15-7(301)313	10944	I-15; I-215 (No Salt Lake) to US-89 (Farmington)	I-15; South Davis Operational Upgrades	2013	\$ 121,000,000	\$ 22,830,999	\$ 22,830,999	\$ -	\$ -	\$ -	\$ -	\$ -		
Var	UDOT TOC	Var	Newproject-015(2020)	18803	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) US-89 (Washington Blvd) from SR-235 (2nd St) to 40th Street (2) SR-108 (Antelope Dr) from 2000 W (Syracuse) to Fairfield Rd (Layton)	2020	\$ 500,000	\$ 466,150	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 466,150	\$ -	
Davis	UTA		NEWPROJ()	14044	Layton FrontRunner Station Parking	New Construction of Parking Structure for the Layton Station	2015	\$ 4,200,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 1,500,000		
Var	UTA	Var	Newproject-014(2020)	18802	UTA - On-Board Technology System	Develop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching	2020	\$ 5,000,000	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Var	UTA	Var	Newproject-016(2020)	18806	Traffic Signal Priority/Preemption Equipment for Additional Transit Vehicles	(1) US-89 (Washington Blvd) from SR-235 (2nd St) to 40th Street (2) SR-108 (Antelope Dr) from 2000 W (Syracuse) to Fairfield Rd (Layton)	2020	\$ 85,000	\$ 79,245	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,245	\$ -
Weber	Washington Terrace	LC57	Newproject-006()	8559	Adams Avenue; City Limits to US-89	Reconstruct	2010	\$ 5,290,000	\$ 4,964,287	\$ 4,644,301	\$ -	\$ -	\$ -	\$ -	\$ -		
Weber	Washington Terrace	300 West	New Project - 014()	17795	300 West; 5000 South to Riverdale City Boundary	Reconstruct Roadway and improve Curb, gutter, and sidewalk where necessary	2019	\$ 3,024,100	\$ 2,702,831	\$ -	\$ -	\$ -	\$ 1,702,831	\$ 1,000,000	\$ -		
Weber	West Haven	2018	New	13124	4700 West; 4000 South to 4600 South	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 3,870,700	\$ 2,500,000	\$ 533,995	\$ 1,790,862	\$ -	\$ -	\$ -	\$ -		
Davis	West Point	300 North	Newproject-019(2020)	18810	300 North; 2000 West to 3000 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 3,312,700	\$ 2,981,216	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,981,216	\$ -	
Davis	West Point/ Clearfield	2018	F-LC11(54)	11997	300 North; 1000 West to 2000 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,971,000	\$ 2,500,000	\$ 1,790,664	\$ 459,336	\$ -	\$ -	\$ -	\$ -	\$ -	
Var	WFRC	Var	STP-LC57(10)	11049	Project Planning Support - Weber/ Davis County, 7223	Planning - Urban Transportation	2003	\$ 4,440,368	\$ 4,139,755	\$ 4,139,755	\$ 903,222	\$ 519,001	\$ 260,656	\$ 404,564	\$ 416,701	\$ 429,202	\$ 442,078
Var	WFRC	Var	STP-LC57(10)	UPWP/ 11049	Ogden\ Layton Travel Survey	Modeling Update Exercise (Originally Included in the Planning Support Line)				\$ -	\$ -	\$ 132,125	\$ 132,125				

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated Current Federal Fiscal Year New Project/Additional Funds

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027
Var	WFRC	Var	F-LC11 (50)	11990	Transportation and Landuse Connections (TLC) - Weber & Davis County	Local Planning Assistance	2003	\$ 429,046	\$ 140,000	\$ 2,132,855	\$ 442,070	\$ 455,332	\$ 468,992	\$ 483,062	\$ 497,554	\$ 512,480	\$ 523,242
Davis	Woods Cross	2018	NEWPROJ()	14042	1500 South Phase 3; 1350 West to 1100 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 3,003,400	\$ 2,753,641	\$ 3,064,505							
Davis	Woods Cross	800 West	New Project - 015()	17796	800 West & 1500 South	Intersection Improvements and Signal Installation	2019	\$ 1,056,500	\$ 984,975	\$ -	\$ 150,000	\$ 834,975	\$ -	\$ -	\$ -		
Weber	UDOT TOC	Var	Newproject-O_STP-001(2021)	0	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) Riverdale Rd (SR-26); 1900 W (in Roy) to Washington Blvd (2) Harrison Blvd (SR-203); 24th St to 36th St	2021	\$ 670,000	\$ 624,641	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 624,641
Davis	West Point	300 North	Newproject-O_STP-002(2021)	0	300 North; 3000 West to 4000 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2021	\$ 3,907,800	\$ 2,643,242	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,643,242
Weber	UDOT TOC	Var	Newproject-O_STP-003(2021)	0	Ogden/ Layton Metro Area Signal Timing and Optimization	Wall Street (SR-204); 1200 S to Riverdale Rd	2021	\$ 400,000	\$ 372,920	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 372,920
Weber	Marriott-Slaterville	1700 South	Newproject-O_STP-004(2021)	0	1700 South; 12th Street to Marriott-Slaterville/ Ogden City Boundary Line	Reconstruct w/Minor Widening including curb, gutter, and eliminate the dangerous bend	2021	\$ 5,075,200	\$ 2,307,536	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,307,536
Weber	Ogden	20th Street	Newproject-O_STP-005(2021)	0	20th Street; Quincy Ave to Harrison Blvd	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes & Intersection Improvements	2021	\$ 5,300,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Davis	North Salt Lake	Main Street	Newproject-O_STP-006(2021)	0	Main Street; Pacific Avenue to 1001 North	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, Bike Lanes, and Railroad Crossing	2021	\$ 3,604,000	\$ 2,536,702	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,536,702
Davis	Centerville	400 East	Newproject-O_STP-007(2021)	0	400 East; Pages Lane to Porter Lane	Reconstruct Roadway with improvements to bike and pedestrian facilities	2021	\$ 2,425,300	\$ 1,697,710	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,697,710
Davis	Kaysville	Mutton Hollow	Newproject-O_STP-008(2021)	0	Mutton Hollow; Main Street to Fairfield Road	Widen Main Str, Install traffic signals at Main St./Mutton Hollow and Fairfield/Mutton Hollow. Widen Mutton Hollow with bike and ped facilities	2021	\$ 5,050,400	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Davis	UTA	So Davis Connector	Newproject-O_STP-009(2021)	0	Davis/ Salt Lake Connector Design	Davis - SLC Community Connector Design for Essential Transit Connection between Davis County and Salt Lake County	2021	\$ 4,700,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000
Davis	Layton	Gentile Street	Newproject-O_STP-010(2021)	0	Gentile Street Safe Routes To School; 3475 West to 3200 West	Roadway widening improvements including constructing missing sidewalk	2021	\$ 174,800	\$ 162,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 162,550
Weber	Roy	4000 South	Newproject-O_STP-011(2021)	0	4000 South Safe Routes To School Rail Crossing; 2550 West to 2350 West	Construct Consistant at-grade pedestrian rail crossing, curb, gutter, and sidewalk	2021	\$ 250,000	\$ 225,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225,000

Surface Transportation Program (STP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

Print Date: 8-Jun-21

Amount Obligated Current Federal Fiscal Year New Project/ Additional Funds

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development		
					Location/ Limits	Concept/ Type of Improvement					2021	2022	2023	2024	2025	2026	2027	
OGDEN/ LAYTON LOCAL PROJECT'S EXCHANGED																		
Davis	North Salt Lake	LC11	F-LC11(45)	10013	1100 North Street; Redwood Road to 110 East	Reconstruct/ Widen	2011	\$ 5,512,000	\$ 2,512,000	\$ 1,828,396								
Weber	Ogden City	LC57	F-LC57(21)	10014	Harrison Blvd. (South); 7th Street to 2nd Street	Reconstruct/ Widen	2011	\$ 6,446,000	\$ 4,500,000	\$ 7,807								
Weber	Ogden		New	11995	Harrison Blvd./ 2nd Street/ Sheridan Drive	Intersection Realignment/ Improvements	2013	\$ 3,118,000	\$ 2,500,000	\$ -								
Davis	West Point	LC11	F-LC11(47)	10017	3000 West; 300 North to 1300 North	Reconstruct with minor widening, shoulders, Curb, Gutter and Sidewalk	2011	\$ 3,709,000	\$ 3,341,000	\$ 814,525								
Davis	Syracuse		New	11090	3000 West; 700 South to Bluff Road	Reconstruct with minor widening, shoulders, Curb, Gutter and Sidewalk	2012	\$ 4,079,000	\$ 3,699,000	\$ 1,351,340								
Weber	Hooper		New	11992	4300 West; 6000 South (Hooper) to 2300 North (Clinton)	New Construction	2012	\$ 3,860,000	\$ 3,495,000	\$ 1,485,375								
Davis	Clinton		New	11992	3000 West; 1400 North to 2300 North	Reconstruct with minor widening, shoulders, Curb, Gutter and Sidewalk	2013	\$ 3,492,000	\$ 2,784,000	\$ 1,183,200								
Weber	South Ogden	3354	F-R199(70) Exch to \$6,374,999.35	8141	40th Street; Washington Blvd. to Gramercy Avenue	Reconstruct and Widen	2009	\$ 7,562,000	\$ 7,500,000	\$ 7,500,000								

Congestion Mitigation / Air Quality Program CMAQ Funded Projects

DRAFT

**2022-2027 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
PROJECTS**

For the

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

Congestion Mitigation/ Air Quality Program (CMAQ)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

													Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	PM 2.5 CMAQ Funding Type			
County	Project Type	Sponsor	CMAQ Source	Project Number	Project Information			Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					PIN	Location/ Limits	Concept/ Type of Improvement						2021	2022	2023	2024	2025	2026	2027
SALT LAKE/ WEST VALLEY URBAN AREA																			
CMAQ - PM_{2.5}																			
Salt Lake	Bike	Bluffdale	Regular	New	13130	14600 South (SR-140); Pony Express Road to UPRR Bridge over SR-140	Construct Bicycle & Pedestrian Facility	2014	\$ 669,700	\$ 624,361	\$ 45,339	\$ 48,480	\$ 575,881	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Bluffdale	Regular	New Project	16943	14600 South; Railroad Bridge to Redwood Road	Construct Sidewalk and Bike lanes	2018	\$ 1,142,000	\$ 1,064,687	\$ 77,313	\$ -	\$ -	\$ -	\$ 1,064,687			\$ -	\$ -
Salt Lake	Trans	Cottonwood Heights	PM _{2.5}	Newproject-0028()	8601	Wasatch Boulevard & 7650 South	Park-n-Ride Lot	2010	\$ 1,357,503	\$ 1,265,600	\$ 8,801	\$ 121,199	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Inter	Cottonwood Heights	Regular	New	12000	Bengal Blvd & 2300 East Round-About	Intersection Improvements	2013	\$ 2,655,000	\$ 2,655,000	\$ 192,796	\$ 988,704	\$ 1,666,296	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Cottonwood Heights	Regular	New	13128	Park and Ride Smart Boards	Construct "Live Parking Availability" Signs for Select Canyon Park-n-Ride Lots	2014	\$ 706,900	\$ 659,043	\$ 47,857	\$ -	\$ -	\$ -	\$ 300,000	\$ 359,043	\$ -	\$ -	\$ -
Salt Lake	Inter	Holladay	PM _{2.5}	F-LC35 (210)	8555	6200 South & Holladay Boulevard	Intersection Improvements	2010	\$ 2,438,000	\$ 2,174,000	\$ 157,141	\$ 2,163,524	\$ 476	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Inter	Holladay	PM _{2.5}	F-LC35 (210)	8555	6200 South & 2300 East Intersection - - Combined with 6200 South & Holladay Blvd	Intersection Improvements	2011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Holladay	PM _{2.5}	New Project	16944	Highland Drive and 4500 South Intersection	Intersection Improvements	2018	\$ 2,597,900	\$ 1,200,000	\$ 87,139	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000			\$ -
Salt Lake	Trans	Murray	PM _{2.5}	New Project	15921	5300 South & College Drive Intersection Improvements	Dual left-turn lanes SB & WB and dedicated right-turn WB direction.	2017	\$ 1,842,400	\$ 1,694,362	\$ 123,038	\$ -	\$ 400,000	\$ -	\$ 1,294,362	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Murray/UDOT	Regular	New Project	11086	State Street (US-89) and Vine Street Intersection	Intersection Improvements	2018	\$ 311,500	\$ 290,411	\$ 21,089	\$ 290,411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Riverton	Regular	New Project	14940	13400 South Bike Lanes; 2700 West to 3200 West	Widen and improve the parkstrips along the roadway to create the bike lanes	2016	\$ 490,900	\$ 280,000	\$ 20,333	\$ -	\$ 280,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake City	Regular	F-LC35(235)	13631	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2013	\$ 1,700,000	\$ 250,000	\$ 44,571	\$ 23,308	\$ 590,482	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake City	Regular	New Project	14939	Bonneville Bike Trail	New Construction - Bicycle and Pedestrian Trail Facility	2016	\$ 479,700	\$ 447,000	\$ 32,459	\$ -	\$ -	\$ -	\$ 447,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake City	Regular	New Project	15920	Traffic Signal Synchronization	Install detection to utilize signal performance and synchronize traffic signals.	2017	\$ 1,000,000	\$ 930,000	\$ 67,533	\$ -	\$ -	\$ -	\$ 930,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake City	Regular	New Project	16940	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2018	\$ 637,027	\$ 400,000	\$ 29,046	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000		\$ -
Salt Lake	Trans	Salt Lake City	Regular	F-LC35(235)	17757	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2014	\$ 1,700,000	\$ 324,000	\$ 16,266	\$ -	\$ -	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake City	Regular	F-LC35(235)	17758	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2016	\$ 1,700,000	\$ 300,530	\$ 29,085	\$ -	\$ -	\$ -	\$ 400,530	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake City	Regular	F-LC35(235)	17759	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2016	\$ 1,700,000	\$ 300,000	\$ 29,046	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	Salt Lake City	Regular	New Project - 020()	17849	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2019	\$ 643,570	\$ 200,000	\$ 29,046	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000		\$ -
Salt Lake	Trans	Salt Lake County	Regular	New Project	15919	Signal Interconnect	Connect traffic signals to improve traffic signal performance	2017	\$ 1,608,600	\$ 900,000	\$ 65,354	\$ -	\$ -	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ -

Congestion Mitigation/ Air Quality Program (CMAQ)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

County	Project Type	Sponsor	CMAQ Source	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
						Location/ Limits	Concept/ Type of Improvement						2021	2022	2023	2024	2025	2026	2027
Salt Lake	Trans	Salt Lake County & UTA	Regular	F-LC35(255)	13126	Hillsborough Pond Park & Ride Expansion; Wasatch Blvd & Creek Rd	Expand and Improve Parking Facility	2014	\$ 1,784,700	\$ 1,663,876	\$ 120,824	\$ -	\$ -	\$ -	\$ 831,938	\$ 831,938	\$ -	\$ -	
Salt Lake	Inter	Sandy	PM _{2.5}	New Project - 022()	17851	9400 South & 700 East	Intersection & Pedestrian Improvements	2019	\$ 3,446,300	\$ 2,600,000	\$ 188,802	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000	\$ -	\$ -	
Salt Lake	Inter	Sandy	PM _{2.5}	Newproject-024(2020)	18831	9000 South and 450 W & Parkland Dr Intersection Improvements	Thru-U turn at 450 West and 9000 South.	2020	\$ 2,185,000	\$ 1,984,867	\$ 144,133	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,984,867	\$ -	
Salt Lake	Trans	Taylorville	PM _{2.5}	New Project - 010()	17842	Midvalley Connector Bus Rapid Transit (BRT); Atherton Drive to 2700 West	New Construction of BRT	2019	\$ 40,400,000	\$ 2,000,000	\$ 145,232	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT	Regular	CM-R299(9)	5996	Region 2 Commuter Link	ITS/ATMS - Commuter Link	1999	\$ 30,684,350	\$ -	\$ 726,063	\$ 9,998,649	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UDOT	Regular	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program. (For Private & Public Partnership)	2011	\$ 2,400,000	\$ 746,077	\$ 44,301	\$ 474,077	\$ 136,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT	Regular	F-LC35(258)	13129	10400 South & Bangerter Hwy VMS; Northbound & Southbound	Install Variable Message Signs (VMS)	2014	\$ 915,200	\$ 863,124	\$ 62,677	\$ -	\$ -	\$ 863,124	\$ -	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT	Regular	F-LC35(260)	13131	Foothill VMS; Southbound	Install Variable Message Sign (VMS)	2014	\$ 462,900	\$ 431,562	\$ 31,338	\$ 431,562	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT	Regular	New Project	14050	Connected Vehicle Deployment	Install roadside communication devices and connect to fiber communications along Bangerter Hwy	2015	\$ 1,072,800	\$ 1,000,171	\$ 72,629	\$ -	\$ -	\$ 1,000,171	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Bike	UDOT	Regular	Newproject-026(2020)	18833	3500 South (SR-171) Sidewalk Improvements	Construct missing sidewalk from 6000 West to 8400 West	2020	\$ 2,054,100	\$ 500,000	\$ 36,308	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	
Salt Lake	Trans	UDOT, Murray, Midvale, Sandy	Regular	New Project	14942	SR-71 (700 E/ 900 E); Van Winkle to 90th South	Construct Bike lanes along roadway	2016	\$ 3,510,100	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ 500,000	\$ 900,000	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT/ Local Governments	Regular	F_R299(102)	7947	Salt Lake County Area Signal Detection Upgrade	Traffic Signal Control Software & Update Signal Hardware (Controllers, etc)	2009	\$ 5,485,000	\$ 2,779,250	\$ 216,033	\$ 2,975,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT/ Local Governments	Regular	F_R299(102)	14910	Salt Lake County Area Signal Detection Upgrade	Improve and add Signal Detection and Coordination	2009	\$ -	\$ 2,500,000	\$ 169,747	\$ 2,337,594	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UTA	PM _{2.5}	F-LC35(254)	13125	Sugar House Streetcar Double Track; (was) 500 East to 600 East Now project limits 300 E to 500 E	Construct a Double Track	2014	\$ 3,016,100	\$ 900,000	\$ 65,354	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UTA	PM _{2.5}	New Project was PIN 14047	13125	Sugar House Streetcar Double Track; 600 East to 700 East	Construct a Double Track	2015	\$ 3,016,100	\$ 1,000,000	\$ 72,616	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UTA	Regular	F-LC35(256)	13127	Depot District Service Center (DDSC); 669 West 200 South	Construct the CNG Facilities of the DDSC	2014	\$ 57,000,000	\$ 950,000	\$ 68,985	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Bike	UTA	PM _{2.5}	New Project	14046	33/35 MAX Expansion and Optimization	Transit Service Expansion	2015	\$ 3,003,325	\$ 2,800,000	\$ 203,325	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Bike	UTA	Regular	New Project	14049	Bus Route Service Expansion Subsidy	Expansion of Route 54 and Route 220 to Reduce Headway & Expand Hours of Service	2015	\$ 1,400,000	\$ 1,280,048	\$ 92,952	\$ 1,280,048	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UTA	PM _{2.5}	New Project	14938	University of Utah Intermodal Center	New Construction - Intermodal Center on U of U Campus	2016	\$ 4,073,900	\$ 2,500,000	\$ 181,540	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UTA	PM _{2.5}	New Project	15918	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2017	\$ 3,516,000	\$ 2,105,134	\$ 152,867	\$ 2,105,134	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UTA	Regular	New Project - 021()	17850	SLC West Intermodal Center; North Temple & Redwood Rd	Construct Intermodal Hub	2019	\$ 4,200,300	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	\$ -	\$ -	

Congestion Mitigation/ Air Quality Program (CMAQ)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

County	Project Type	Sponsor	CMAQ Source	Project Number	Project Information			Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					PIN	Location/ Limits	Concept/ Type of Improvement						2021	2022	2023	2024	2025	2026	2027
OGDEN/ LAYTON URBAN AREA																			
CMAQ - PM _{2.5}																			
Davis	Bike	Centerville	Regular	F-LC57(28)	12003	Frontage Road Bike Lanes; 638 North to 2200 North (Lund Lane)	Construct Bike Lanes along Westside of Frontage Road	2013	\$ 1,215,000	\$ 970,000	\$ 133,614	\$ 970,001	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Trans	Centerville	PM _{2.5}	New Project	15917	Parrish Lane (SR-105) 400 West Intersection (Combined with PIN 17845)	Add turn lanes and storage lanes to reduce delay and improve safety.	2017	\$ 1,904,300	\$ 1,780,040	\$ 129,260	\$ -	\$ -	\$ 1,000,000	\$ 780,040	\$ -	\$ -	\$ -	\$ -
Davis	Inter	Centerville	PM _{2.5}	New Project - 017()	15917	Marketplace Drive & Parrish Lane (Original PIN 17845 combined with PIN 15917)	Intersection & Pedestrian Improvements	2019	\$ 1,757,800	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	\$ -	\$ -	
Davis	Bike	Clearfield	Regular	New Project	14053	Clearfield City TOD Ped/ Bike; FrontRunner Station to Freeport Center	New Construction - Pedestrian/ Bicycle Bridge	2015	\$ 2,653,800	\$ 1,650,000	\$ 119,817	\$ 1,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Trans	Clinton	Regular	New Project	14849	2000 West (SR-108) & 1300 North	Intersection Improvements	2016	\$ 590,600	\$ 969,577	\$ 70,407	\$ 406,017	\$ 563,560	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Inter	Clinton	Regular	New Project - 019()	17848	1500 West & 1300 North Round-a-bout	Intersection & Pedestrian Improvements	2019	\$ 2,190,100	\$ 850,000	\$ 61,724	\$ -	\$ -	\$ -	\$ -	\$ 850,000	\$ -	\$ -	
Weber	Trans	Ogden	PM _{2.5}	New Project	14847	Ogden City Bike Share	Purchase and Install Bike Share Stations and Bikes	2016	\$ 659,686	\$ 601,873	\$ 43,706	\$ 45,188	\$ 601,873	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Trans	Ogden	Regular	New Project	16946	Polk Avenue; 36th Street to Franklin	Add sidewalks and intersection improvements	2018	\$ 595,302	\$ 555,000	\$ 40,302	\$ 76,449	\$ 478,551	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Bike	Ogden	Regular	Newproject-029(2020)	18830	Ogden City Bike Share Expansion	Expand the Bike Share Program by adding 24 bikes and 4 kiosks	2020	\$ 435,200	\$ 405,737	\$ 29,463	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 405,737	\$ -	
Weber	Trans	Ogden/ UDOT	Regular	New Project	16947	Wall Avenue & 20th Street Intersection	Intersection Improvements	2018	\$ 2,700,000	\$ 1,500,000	\$ 108,924	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	
Weber	Trans	Ogden/ UTA	PM _{2.5}	New Project	16934	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction	New Construction	2018	\$ 75,000,000	\$ 3,250,000	\$ 236,002	\$ 1,750,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Box Elder	Trans	Perry	Regular	New Project	14848	1200 West; 2250 South (Dale Young Nature Park) to 775 West	Widen road facility to include a dedicated 8' bike path	2016	\$ 695,000	\$ 477,338	\$ 34,662	\$ -	\$ 10,000	\$ 467,338	\$ -	\$ -	\$ -	\$ -	
Weber	Trans	Riverdale	Regular	New Project	14850	Ritter Drive & SR-60 & 1150 West	Construct Round-About Intersection Improvements	2016	\$ 618,000	\$ 576,161	\$ 41,839	\$ 59,201	\$ 516,960	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Inter	Roy	Regular	New Project - 018()	17847	6000 South & 3100 West Round-a-bout	Intersection & Pedestrian Improvements	2019	\$ 760,700	\$ 673,470	\$ 48,905	\$ -	\$ -	\$ -	\$ -	\$ 673,470	\$ -	\$ -	
Weber	Trans	South Ogden/ UDOT	PM _{2.5}	New Project	16945	US-89 & Skyline Drive Intersection	Intersection Improvements	2018	\$ 2,515,600	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ -	\$ 1,400,000	\$ -	\$ -	\$ -	
Davis	ATMS	UDOT	Regular	CM-9999()	5981	Region 1 Commuter Link	ITS/ATMS - Commuter Link	2000	\$ 750,000	\$ 699,225	\$ 50,775	\$ 7,291,670	\$ -	\$ -	\$ -	\$ 699,225	\$ -	\$ -	
Weber	Trans	UDOT	Regular	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program. (For Private & Public Partnership)	2011	\$ 2,400,000	\$ 64,000	\$ 14,523	\$ 192,000	\$ 64,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Trans	UDOT	PM _{2.5}	F-I15-7(309)318	11092	650 North & I-15 Interchange/ Intersections	Intersection Improvements	2012	\$ 4,636,000	\$ 2,840,000	\$ 133,614	\$ 2,839,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Inter	UDOT	Regular	F-0097(9)	13132	SR-97 (5600 South); Hill Field Air Force Base to 2050 West	Intersection/ Operational Improvements	2014	\$ 3,037,700	\$ 750,000	\$ 133,614	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	
Davis	ATMS	UDOT	Regular	New Project	14052	I-15 Corridor Responsive Ramp Metering Management	Corridor Responsive Ramp Metering Software & Hardware	2015	\$ 332,900	\$ 310,363	\$ 22,537	\$ -	\$ 310,363	\$ -	\$ -	\$ -	\$ -	\$ -	

Transportation Alternatives Program TAP Funded Projects

DRAFT

**2022-2027 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
PROJECTS**

For the

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

Transportation Alternatives Program (TAP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement						2021	2022	2023	2024	2025	2026	2027
Salt Lake	Salt Lake County		New Project	14944	Grit Mill and Climbing Master Plan; Little Cottonwood Canyon Park & Ride	Construction of Parking Lot/ Trailhead and Restroom and realign SR-210 for access improvements	2016	\$ 822,008	\$ 537,927	\$ 537,927	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake County		New Project	14948	3300 South; 3018 East to 3040 East	Complete a 120 Foot Gap in the sidewalk along the south side of 3300 South	2016	\$ 190,200	\$ 186,000	\$ 177,869	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake County		New Project	15929	Salt Lake County Bicycle Counters	This project will place automatic counters at strategic locations around Salt Lake County to begin collecting vital user data.	2017	\$ 299,900	\$ 200,000	\$ 32,631	\$ 167,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Jordan		New Project	14950	Daybreak Parkway & Lake Run Intersection	Improve Pedestrian/ Bicycle Crossing facilities (Safe Routes to School Project)	2016	\$ 269,400	\$ 251,162	\$ 251,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorsville		New Project	14949	Taylorsville Regional Trail; 5140 South to 5400 South	Reconstruct the Sidewalk & construct a pathway for pedestrians, bicyclists, and other non-motorized forms of transportation across I-215.	2016	\$ 310,500	\$ 268,502	\$ 217,437	\$ 51,065	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA		New Project	16950	Salt Lake Urbanized Area Bike Rack Expansion	Replace UTA Bus Bike Racks for two bikes to Bike Racks for three bikes	2018	\$ 91,200	\$ 33,198	\$ 33,198	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA		New Project	15928	Update Bike Cars on FrontRunner	This request is for new bike racks on 10 of UTA's 16 FrontRunner bike cars.	2017	\$ 194,800	\$ 181,612	\$ 181,612	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA/ Salt Lake		New Project	14951	Downtown SLC Crosswalks; (900 South & 200 West) and (200 South & 600 West)	Make all the Crosswalks Pedestrian Activated Push-button Signals	2016	\$ 200,000	\$ 186,460	\$ 186,460	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan		New Project	14947	7800 South Jordan River Pedestrian Bridge at 1100 West	Construct New Pedestrian Bridge over the Jordan River	2016	\$ 347,700	\$ 324,161	\$ 167,814	\$ 156,347	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Valley		New Project	15925	Utah & Salt Lake Canal Trail; MVC Trail to 6400 West	Project extends the UTSL Canal Trail to 6400 West, improving access to the regional trail network.	2017	\$ 291,000	\$ 271,299	\$ -	\$ 271,299	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Valley City	Var	New Project - 028()	17869	Cross Towne Trail; 2700 West to Bangerter Hwy	New Trail Construction	2019	\$ 600,000	\$ 451,458	\$ -	\$ 451,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Magna	2820 South	Newproject-030(2020)	18836	2820 South; 7563 West to 7440 West - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2020	\$ 224,900	\$ 204,706	\$ -	\$ -	\$ 204,706	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	Kensington	Newproject-031(2020)	18837	Kensington Avenue; West Temple tp 600 East	Enhance Bike/ Ped use of and connectivity for all ages & abilities	2020	\$ 538,600	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake County	8425 South	Newproject-032(2020)	18838	8425 South; 1300 East to 1475 East - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2020	\$ 396,200	\$ 322,855	\$ -	\$ -	\$ 322,855	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	Kensington	Newproject-S_TAP-001(2021)	0	Kensington East-West Neighborhood Byway (Phase 2)	Enhance Bike/ Ped use of and connectivity for all ages & abilities	2021	\$ 587,900	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ -	\$ -	\$ -

Transportation Alternatives Program (TAP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year	Allocation of Programmed Funds per Federal Fiscal Year				Concept Development		
					Location/ Limits	Concept/ Type of Improvement						2021	2022	2023	2024	2025	2026	2027
Salt Lake	Magna	2820	Newproject-S_TAP-002(2021)	0	2820 South; 7630 West to 7736 West - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2021	\$ 514,900	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	
Salt Lake	Herriman	Juniper Crest	Newproject-S_TAP-003(2021)	0	Juniper Crest Crosswalk & Mt Ogden Peak Dr	This is an intersection crosswalk reconfiguration and Traffic Signal Installation and Reconfiguration of Intersection Crosswalks	2021	\$ 330,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	
Salt Lake	West Jordan	TRAX Rail	Newproject-S_TAP-004(2021)	0	TRAX Rail Trail Design	Project will design new trail in and near the UTA TRAX Redline.	2021	\$ 160,000	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ -	\$ -	

Transportation Alternatives Program (TAP)
DRAFT 2022-2027 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement						2021	2022	2023	2024	2025	2026	2027
Davis	West Bountiful		New Project	14855	Pages Lane Bike Lanes; 800 West to Legacy Trail	Construct Bike/ Pedestrian Facility	2016	\$ 450,000	\$ 375,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	West Haven		F-LC57(33)	12166	River Parkway Trail; 1800 South to City Cemetery	New Construction of Bike/ Ped Trail	2014	\$ 1,280,465	\$ 966,311	\$ 966,311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Riverdale	1050 West	Newproject-033(2020)	18834	UDOT Reg One/ Riverdale - 1050 West & I-84 Sidewalk, Bike/ Ped Facility	Safe Routes to School - Construct Missing Sidewalk	2020	\$ 507,525	\$ 480,000	\$ -	\$ -	\$ 480,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Layton	Kay's Creek	Newproject-034(2020)	18835	East & West Trail Connections for Kay's Creek Trail Highway 89 Underpass	New Trail Construction	2020	\$ 790,500	\$ 395,250	\$ -	\$ -	\$ 395,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	South Weber	Weber River	Newproject-O_TAP-001(2021)	0	Weber River Parkway Trailhead Connection Phase I Fisherman's Trailhead and US-89 Crossing	Construct Phase I of Trail from US-89 Crossing	2021	\$ 383,700	\$ 241,186	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 241,186	\$ -	\$ -	
Davis	Clearfield	Canal Trail	Newproject-O_TAP-002(2021)	0	Clearfield Canal Trail; 200 So to 300 No (Clearfield)	Complete a Section of the Trail, Completing a 3 mile bike/ ped facility	2021	\$ 145,500	\$ 135,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 135,650	\$ -	\$ -	

Glossary of Federal Funding Types

DRAFT
2022-2027
TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
PROJECTS

For the

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



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
5309 FIX_GDW	SEC 509 FIXED GUIDEWAY GRANT	LOCAL	100.00	Y	F
BRD_F	BRIDGE RESEARCH & DEPLOY PRG	MISC	50.00	Y	F
BR_OFF	BRIDGE REHAB/REPLACEMENT (OFF SYSTEM)	BRIDGE	80.00	Y	F
BR_ON/OFF	BRIDGE REHAB/REPLACEMENT (ON/OFF)	BRIDGE	80.00	Y	F
BYWAYS	SCENIC BYWAYS	FLH	80.00	Y	F
CMAQ_BOX_EL1	CONGESTION MITIGATION @100%	CMAQ	100.00	Y	F
CMAQ_BOX_ELD	CONGESTION MITIGATION / AIR (BOX ELDER)	CMAQ	93.23	Y	F
CMAQ_CACHE	CONGESTION MITIGATION/AIR QUALITY (CACHE	CMAQ	93.23	Y	F
CMAQ_CACHE1	CMAQ CACHE @ 100%	CMAQ	100.00	Y	F
CMAQ_MAG	CONGESTION MITIGATION/AIR QUALITY (MAG)	CMAQ	93.23	Y	F
CMAQ_MAG_100	CMAQ MAG @ 100 %	CMAQ	100.00	Y	F
CMAQ_PM2.5	CMAQ REDUCE PM 2.5 EMISSIONS	CMAQ	93.23	Y	F
CMAQ_PM2.5_1	CMAQ 2.5 @ 100% PRORATA	CMAQ	100.00	Y	F
CMAQ_TOOELE	CONGESTION MITIGATION/AIR QUALITY (TOOEL	CMAQ	93.23	Y	F
CMAQ_TOOELE1	CMAQ TOOELE @ 100 %	CMAQ	100.00	Y	F
CMAQ_WFRC	CONGESTION MITIGATION/AIR QUALITY (WFRC)	CMAQ	93.23	Y	F
CMAQ_WFRC_1	CMAQ WFRC @ 100 % PRO-RATA	CMAQ	100.00	Y	F
COVID_UTA	CRRSAA FUNDS FOR UTA	STP	100.00	Y	F
EM_2005_IMD	EARMARK - IM DISCRETIONARY (2005)	EARMARK	94.18	Y	F
EM_2005_PLH	EARMARK - PUBLIC LANDS HWYS (2005)	EARMARK	100.00	Y	F
EM_2006_112	EARMARK - SECTION 112 (2006)	EARMARK	100.00	Y	F
EM_2006_PLH	EARMARK - PUBLIC LANDS HWYS (2006)	EARMARK	100.00	Y	F
EM_2008_129	EARMARK - SECTION 129	EARMARK	100.00	Y	F
EM_2009_PLHD	EARMARK - PUBLIC LANDS HIGHWAY (2009)	EARMARK	100.00	Y	F
EM_2009_TCSP	EARMARK - TCSP (2009)	EARMARK	80.00	Y	F
EM_2010_FBD	EARMARK - FERRY BOAT DISCRETIONARY	EARMARK	80.00	Y	F
EM_2010_IMD	EARMARK - IM DISCRETIONARY (2010)	EARMARK	90.00	Y	F
EM_2011_PLHD	EARMARK - PUBLIC LANDS HWY DISCRETIONARY	EARMARK	100.00	Y	F
EM_2011_TPF	EARMARK - TRUCK PARKING FAC PROG (2011)	EARMARK	100.00	Y	F
EM_2012_HFL	EARMARK - HWY FOR LIFE (2012)	EARMARK	80.00	Y	F
EM_2012_IBRD	EARMARK - INNOVATIVE BRIDGE RESEARCH	EARMARK	100.00	Y	F
EM_2012_PLHD	EARMARK - PUBLIC LANDS HWY DISC. (2012)	EARMARK	100.00	Y	F
EM_2012_TCSP	EARMARK - TCSP PROGRAM (2012)	EARMARK	80.00	Y	F
EM_2014_FBD	FERRY BOAT DISC FUNDS - 2014	EARMARK	80.00	Y	F
EM_2015_FBD	FERRY BOAT DISCR FUND 2015	EARMARK	80.00	Y	F
EM_2016_FBD	FERRY BOAT DISC FUNDS - 2016	EARMARK	80.00	Y	F
EM_2017_FBD	FERRY BOAT DISCR FUNDS - 2017	EARMARK	80.00	Y	F
EM_2018_FBD	FERRY BOAT DISR FUNDS - 2018	EARMARK	80.00	Y	F
EM_2019_FBD	FERRY BOAT DISC FUND FOR 2019	EARMARK	80.00	Y	F
EM_2020_FBD	FERRY BOAT DISC FUND FOR 2020	EARMARK	80.00	Y	F
EM_2021_FBD	FERRY BOAT DISC FOR 2020	EARMARK	80.00	Y	F
EM_HPP_1702	EARMARK - HIGH PRIOR PROJ - SECTION 1702	EARMARK	80.00	Y	F
EM_HPP_2010	EARMARK - 2010 SURFACE TRANS PRIORTIES	EARMARK	100.00	Y	F
EM_HPP_T21	EARMARK - HIGH PRIOR PROJ - TEA 21	EARMARK	80.00	Y	F
EM_RN29	STP 5590 REPURPOSED EARMARK	EARMARK	80.00	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
EM_RPF0@80	EM_RPF0@80 REPURPOSED EARMARK 80/20	EARMARK	80.00	Y	F
EM_RPF1@93.2	REPURPOSED EARMARK @93.23	EARMARK	93.23	Y	F
EM_RPF9@80	REPURPOSED EARMARK @ 80	EARMARK	80.00	Y	F
EM_RPF9@93.2	REPURPOSED EARMARK @ 93.23	EARMARK	93.23	Y	F
EM_RPS0@93.2	REPURPOSED EARMARK SPECIAL	EARMARK	93.23	Y	F
EM_RPS9@100	REPURPOSED EARMARK @ 100%	EARMARK	100.00	Y	F
EM_RPS9@80	REPURPOSED EARMARK @ 80%	EARMARK	80.00	Y	F
EM_RPS9@93.2	REPURPOSED EARMARK @ 93.23	EARMARK	93.23	Y	F
EM_TI_1934	EARMARK - TRANS IMPROV PROJ - SEC 1934	EARMARK	93.23	Y	F
ENH_EAC_100%	STP ENHANCEMENT FUNDS @ 100%	STP	100.00	Y	F
EQ_BONUS(MG)	EQUITY BONUS / MINIMUM GUARANTY	EB / MG	93.23	Y	F
ER_2010	EMERGENCY RELIEF - 2010 EVENTS (93.23%)	ER	93.23	Y	F
ER_2016	EMERGENCY RELIEF - 2016 EVENT	ER	93.23	Y	F
ER_2019	EMERGENCY RELIEF - 2019	ER	100.00	Y	F
ER_2019@93.2	EMERGENCY RELIEF - 2019 @ 93.23	ER	93.23	Y	F
ER_2020	EMERGENCY RELIEVE FMIS FAST ACT	ER	93.23	Y	F
ER_2020_100%	EMERGENCY RELIEF - 100%	ER	100.00	Y	F
ER_OTHER	EMERGENCY RELIEF - OTHER EVENTS	ER	100.00	Y	F
FA_ATCMDT	ADVANCED TECH DEPLOY GRANT	MISC	100.00	Y	F
FA_INFRA@100	INFRA GRANT	MISC	100.00	Y	F
FA_LTAP	LOCAL TRANSPORTATION ASSISTANCE PRGM	MISC	50.00	Y	F
FA_MISC	FEDERAL AID MISCELLANEOUS	MISC	80.00	Y	F
FA_MISC_100%	MISC. FEDERAL AID WITH 100% PRO RATA	MISC	100.00	Y	F
FA_MISC_50%	FEDERAL AID WITH 50% PRO-RATA	MISC	50.00	Y	F
FA_PUB_LANDS	PUBLIC LANDS HIGHWAYS	FLH	100.00	Y	F
FA_SHRP2	SHRP2 IMPLEMENTATION ASSISTANCE	MISC	100.00	Y	F
FA_STIC_2015	STIC INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2017	FY17 STIC INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2018	STIC - INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2019	2019 STIC TECH INNOVATE DEPLOYMENT	MISC	100.00	Y	F
FLHP	FEDERAL LANDS HIGHWAY PROGRAM	FLH	100.00	Y	F
FTA 5309_FGC	FIXED GUIDEWAY CAPITAL INVESTMENTS GRANT	LOCAL	50.00	Y	F
FTA_5312_80	FTA SECTION 5312 @ 80%	FTA	80.00	Y	F
FTASEC_3028	FED TRANSIT ADMINISTRATION SEC 3028	STATE	80.00	Y	F
FTASEC_5303	FED TRANSIT ADMINISTRATION	PL	80.00	Y	F
FTASEC_5307	FED TRANSIT ADMINISTRATION SEC. 5307	STATE	80.00	Y	F
FTASEC_5309	FED TRANSIT ADMINISTRATION SEC 5309	STATE	80.00	Y	F
FTASEC_5310	FED TRANSIT ADMINISTRATION SEC 5310	STATE	80.00	Y	F
FTASEC_5320	TRANSIT IN THE PARK FUNDING	LOCAL	80.00	Y	F
FTASEC_5337	SECTION 5337 STATE OF GOOD REPAIR FUNDS	LOCAL	80.00	Y	F
FTASEC_5339	FED TRANSIT ADMINISTRATION SEC 5339	STATE	80.00	Y	F
FTA_5303	FTA-MPO (CPG) FUNDS @ 93.23 % PRORATA	PL	93.23	Y	F
FTA_5303_100	FTA MPO FUNDS @100 %	PL	100.00	Y	F
FTA_5304_80%	FTA SEC_5304 GRANT @ 80%	LOCAL	80.00	Y	F
FTA_5307_50%	FTA SECTION 5307 GRANT 50% MATCH	LOCAL	50.00	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
FTA_5310_100	FTA SECTION 5310 @ 100 %	LOCAL	100.00	Y	F
FTA_5310_50	FTA SECTION 5310 @50 % SM RURAL	LOCAL	50.00	Y	F
FTA_5310_80	FTA SECTION 5310 @ 80% SM RURAL	LOCAL	80.00	Y	F
FTA_5311_10	FTA-5311 60%@ 50%, 40% @ 20% MATCH	STATE	58.80	Y	F
FTA_5311_100	FTA SECTION 5311 GRANT AT 0% MATCH	LOCAL	100.00	Y	F
FTA_5311_50%	FTA SECTION 5311 GRANT 50 % MATCH	LOCAL	50.00	Y	F
FTA_5311_80	FTA SECTION 5311 @ 80%	LOCAL	80.00	Y	F
FTA_5312_77.	FTA 5312 FUNDS AT 77.5% PRORATA	FTA	77.48	Y	F
FTA_5312_85%	FTA SECTION 5312 LONO FUNDS	LOCAL	85.00	Y	F
FTA_5312_90%	FTA SECTIN 5312 LONO FUNDS @ 90%	LOCAL	90.00	Y	F
FTA_5316_10	FTA- 5316 JOB ACCESS & REVERSE COMMUTE	STATE	58.80	Y	F
FTA_5317	TRANSIT - NEW FREEDOM PROGRAM	STATE	50.00	Y	F
FTA_5317_10	FTA-5317 NEW FREEDOM PROGRAM	STATE	58.80	Y	F
FTA_5329_80	FTA SECTION 5329 @ 80 %	LOCAL	80.00	Y	F
FTA_5338	FTA SECTION 5338	FTA	80.00	Y	F
FTA_5339_80	FTA SECTION 5339 @ 80 %	LOCAL	80.00	Y	F
FTA_5339_80A	FTA FORMULA FUNDS	FTA	80.00	Y	F
FTA_5339_80B	FTA - DISCRETIONARY FUNDS	FTA	80.00	Y	F
FTA_5339_80C	LO/NO DISCRETIONARY FUNDS	FTA	80.00	Y	F
FTA_5339_85	FTA BUS & BUS FACILITY FUNDS	LOCAL	85.00	Y	F
FTA_ILL	FED TRANSIT ADMINISTRATION ILLUSTRATIVE	STATE	80.00	Y	F
HPP_1702@100	EARMARK - HPP - SEC 1702 @ 100 %	EARMARK	100.00	Y	F
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGAM	SAFETY	93.23	Y	F
HSIP_100%	HIGHWAY SAFETY PROGRAM @ 100 % FA	SAFETY	100.00	Y	F
HSIP_HRRR	HIGH RISK RURAL ROADS	SAFETY	93.23	Y	F
HSIP_HRRR@1	HSIP HIGH RISK RURAL ROADS @100%	SAFETY	100.00	Y	F
HSIP_HRRR_SR	HSIP HIGH RISK RURAL ROAD - SPECIAL RULE	SAFETY	93.23	Y	F
IM	INTERSTATE MAINTENANCE	IM	94.18	Y	F
ITS_RESEARCH	ITS RESEARCH ALLOCATION OF FUNDS	MISC	50.00	Y	F
LHIP	HIGHWAY INFRASTRUCTURE	MISC	80.00	Y	F
LOCAL_GOVT	LOCAL GOVERNMENT FUNDS	LOCAL	0.00	Y	L
LOCAL_INKIND	LOCAL IN KIND (SOFTMATCH)	LOCAL	0.00	Y	O
LOCAL_MAG	LOCAL FUNDS FROM MAG	LOCAL	0.00	Y	L
LOCAL_MATCH	LOCAL MACHING FUNDS	LOCAL	0.00	Y	L
LOCAL_UNCOL	LOCAL GOVERNMENT UNCOLLECTED FUNDS	LOCAL	0.00	Y	O
LOCAL_WFRC	LOCAL FUNDS FROM WFRC	LOCAL	0.00	Y	L
L_BETTERMENT	LOCAL GOVT - BETTERMENT CO-OP	LOCAL	0.00	Y	O
L_CORR-WEBER	CORRIDOR PRESERVATION - WEBER CO	LOCAL	0.00	Y	O
L_CORR_DAVIS	CORRIDOR PRESERVATION - DAVIS CO	LOCAL	0.00	Y	O
L_CORR_MATCH	CORRIDOR PRESERVATION - STATE MATCH	LOCAL	0.00	Y	O
L_CORR_UTCO	CORRIDOR PRESERVATION - UTAH CO	LOCAL	0.00	Y	O
L_CORR_WASH	CORRIDOR PRESERVATION - WASHINGTON CO	LOCAL	0.00	Y	L
L_PASS_MATCH	LOCAL PASS THUR MATCH	LOCAL	0.00	Y	O
MAG_EXCHANGESTATE/	FEDERAL FUNDS EXCHANGE W/MAG	LOCAL	0.00	Y	L
NHFP	NATIONAL HIGHWAY FREIGHT PROGRAM	NHFP	93.23	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
NHPP_BR	NAT'L HIGHWAY PERFORM PROG. BRIDGE ON	NHPP	93.23	Y	F
NHPP_EXEMPT	NAT'L PERFORM PROG - EXEMPT	NHPP	93.23	Y	F
NHPP_IM	NAT'L HIGHWAY PERFORM PROGRAM - IM	NHPP	94.18	Y	F
NHPP_NHS	NAT'L HIGHWAY PERFORM PROG. NHS ROUTES	NHPP	93.23	Y	F
NHS	NATIONAL HIGHWAY SYSTEM	NH	93.23	Y	F
NRT	NATIONAL RECREATION TRAILS	REC TRAILS	50.00	Y	F
NSFL&TPGRANT	NAT'L SIG FED LAND & TRIBAL GRANT	MISC	100.00	Y	F
NSTI	NATIONAL SUMMER TRANSPORTATION INSTITUTE	MISC	100.00	Y	F
OTHER	PRIVATE FUNDS	MISC	0.00	Y	O
OTHER_STATE	OTHER STATE AGENCY	STATE	0.00	Y	S
PL_CMPO	PLANNING MPO (CACHE)	STP	93.23	Y	F
PL_CMPO_100	PLANNING FUND CMPO 100%	PL	100.00	Y	F
PL_DMPO	PLANNING MPO (DIXIE)	STP	93.23	Y	F
PL_MAG	PLANNING MPO (MAG)	STP	93.23	Y	F
PL_WFRC	PLANNING MPO (WFRC)	STP	93.23	Y	F
PL_WFRC_100	PLANNING WFRC AT 100 %	STP	100.00	Y	F
R/H_DEVIC90S	RAIL/HWY DEVICES WITH STATE MATCH	RAIL/HWY	90.00	Y	F
R/H_DEVICES1	RAIL/HWY DEVICES @ 100%	RAIL/HWY	100.00	Y	F
R/H_DEVICES90	RAIL/HIGHWAY DEVICES @90/10	RAIL/HWY	90.00	Y	F
R/H_HZ_EL90S	RAIL/HWY HAZARD ELIM W/ STATE MATCH	RAIL/HWY	90.00	Y	F
R/H_HZ_ELM1	RAIL/HWY HAZARD ELIM @100 %	RAIL/HWY	100.00	Y	F
R/H_HZ_ELM90	RAIL / HWY ELIM @90/10	RAIL/HWY	90.00	Y	F
SAFETY_406	SAFETY INITIATIVES SECTION 406 PROGRAM	SAFETY	100.00	Y	F
SEC154_HSIP	SECTION 154 PENALTIES FOR HSIP	HSIP	93.23	Y	F
SEC164_HSIP	SECTION 164 PENALTIES-FOR HSIP	HSIP	93.23	Y	F
SPR_P	STATEWIDE PLANNING & RESEARCH (PLANNING)	SPR	80.00	Y	F
SPR_P_100%	SPR PLANNING FUNDS @ 100%	SPR	100.00	Y	F
SPR_P_50%	SPR PLANNING FUNDS 50%	SPR	50.00	Y	F
SPR_P_MAG	SPR PLANNING FUNDS MAG	SPR	100.00	Y	F
SPR_P_WFRC	WFRC PLANNING FUNDS	SPR	100.00	Y	F
SPR_R	STATEWIDE PLANNING & RESEARCH (RESEARCH)	SPR	80.00	Y	F
SPR_R_100%	SPR POOLED FUND 100%	SPR	100.00	Y	F
SR2S_INFR	SAFE ROUTES TO SCHOOLS - INFRASTRUCTURE	SAFETY	100.00	Y	F
SR2S_OPT	SAFE ROUTES TO SCHOOLS - EITHER	SAFETY	100.00	Y	F
SR2S_PRGM	SAFE ROUTES TO SCHOOLS - PROGRAM ADMIN	STATE	100.00	Y	F
STP_BR	STP - JHC BRIDGE FUNDS UNDER MAPP-21	STP	93.23	Y	F
STP_BRIDGE	STP - BRIDGE FUNDS FOR STATE PROJECTS	STP	93.23	Y	F
STP_BR_100%	JHC BRIDGE FUNDS @ 100 % PRO-RATA	STP	100.00	Y	F
STP_COVID_OL	CRRSAA FUND FOR 2021- OGDEN LAYTON	STP	100.00	Y	F
STP_COVID_PO	CRRSAA FUNDS FOR 2021 FOR PROVO OREM	STP	100.00	Y	F
STP_COVID_SL	CRRSAA BILL - 2021 SALT LAKE	STP	100.00	Y	F
STP_COVID_ST	CRRSAA FUNDS FOR STATEWIDE	STP	100.00	Y	F
STP_ENH_EAC	STP - ENHANCEMENT - ADVISORY COMM	STP	80.00	Y	F
STP_ENH_ST	STP - ENHANCEMENT - STATE	STP	80.00	Y	F
STP_EXCHANGE	STP FUNDS EXCHANGE WITH MPO	STP	93.23	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
STP_FLX_100%	STP_FLEXIBLE @ 100 FEDERAL FUNDING	STP	100.00	Y	F
STP_FLX_CMPO	STP - FLEXIBLE CACHE (CMPO)	STP	93.23	Y	F
STP_FLX_DMPO	STP - FLEXIBLE DIXIE (DMPO)	STP	93.23	Y	F
STP_FLX_MAG	STP - FLEXIBLE SOUTH UTAH CO (MAG)	STP	93.23	Y	F
STP_FLX_ST	STP - FLEXIBLE (ANY AREA) STATEWIDE	STP	93.23	Y	F
STP_FLX_WFRC	STP - FLEXIBLE (WFRC)	STP	93.23	Y	F
STP_HIF_BR	HIF BRIDGE REPLACE & REHAB (2020)	STP	93.23	Y	F
STP_HIF_O/L	HIGHWAY INFRASTRUCTURE - OGDEN/LAYTON	STP	93.23	Y	F
STP_HIF_P/O	HIGHWAY INFRASTRUCTURE - PROVO/OGDEN	STP	93.23	Y	F
STP_HIF_RURL	HIGHWAY INFRASTRUCTURE - NON URBAN	STP	93.23	Y	F
STP_HIF_SL	HIGHWAY INFRASTRUCTURE - SALT LAKE	STP	93.23	Y	F
STP_HIF_ST	HIGHWAY INFRASTRUCTURE FUNDS	STP	93.23	Y	F
STP_HIF_SU	HIGHWAY INFRASTRUCTURE - SMALL URBAN	STP	93.23	Y	F
STP_RURAL	STP-RURAL (NON URBAN)	STP	93.23	Y	F
STP_SU_CMPO	STP - SMALL URBAN (CACHE)	STP	93.23	Y	F
STP_SU_DMPO	STP - SMALL URBAN (DIXIE)	STP	93.23	Y	F
STP_SU_DMPO1	STP-SMALL URBAN DMPO @ 100	STP	100.00	Y	F
STP_SU_JHC	STP - SMALL URBAN (JHC)	STP	93.23	Y	F
STP_SU_JHC@1	STP- SMALL URBAN (JHC) @ 100 %	STP	100.00	Y	F
STP_SU_MAG	STP - SMALL URBAN SOUTH UTAH CO (MAG)	STP	93.23	Y	F
STP_SU_UDOT	STP SMALL URBAN FUNDS - UDOT	STP	93.23	Y	F
STP_TAP_ST	CONVERTED TAP FUNDS TO STP	TAP	93.23	Y	F
STP_UB_P/O_U	UDOT'S URBAN STP FROM MAG EXCHANGE	STP	93.23	Y	F
STP_URB_O/L	STP - URBAN AREA OGDEN / LAYTON (WFRC)	STP	93.23	Y	F
STP_URB_P/O	STP - URBAN AREA PROVO/OREM (MAG)	STP	93.23	Y	F
STP_URB_SL	STP - URBAN AREA SALT LAKE (WFRC)	STP	93.23	Y	F
STP_URB_SL@1	STP SALT LAKE URBAN FUNDS @ 100 %	STP	100.00	Y	F
STP_URB_SL_U	UDOT'S STP FUNDS FROM WFRC EXCHANGE	STP	93.23	Y	F
STP_UR_O/L@1	STP - O/L URBAN AREA @ 100%	STP	100.00	Y	F
STP_UR_P/O@1	STP-URBAN STEA 03 FUNDS	STP	100.00	Y	F
ST_ADA_RAMPS	STATE CONST-ADA RAMP PLACEMENTS	STATE	0.00	Y	S
ST_APPROP	STATE APPROPRIATED BUDGET	STATE	0.00	Y	S
ST_ATMS	STATE CONST - ATMS STATEWIDE	STATE	0.00	Y	S
ST_ATMS_AM	ATMS ASSET MANGEMENT (LIFE CYCLE REPLACE	STATE	0.00	Y	S
ST_BARRIER	STATE CONST - BARRIER TREATMENTS	STATE	0.00	Y	S
ST_BONDS_MVC	MTN VIEW CORRIDOR - LEG APPROVED BONDING	STATE	0.00	Y	S
ST_BRIDGE	STATE CONST - BRIDGE PROGRAM	STATE	0.00	Y	S
ST_CAV	CONNECTED AUTONOMOUS VEHICLE	STATE	0.00	Y	S
ST_CHF	CENTENNIAL HIGHWAY FUND	STATE	0.00	Y	S
ST_CHF_TIF	CENTENNIAL HWY FUND - DEPOSITS TO TIF	STATE	0.00	Y	S
ST_CLS_ADJ	CLOSE ADJUSTMENTS	STATE	0.00	N	S
ST_CODE_ONE	STATE CODE ONE FUNDS	STATE	0.00	Y	S
ST_CONCEPT_D	REGION CONCEPT DEVELOPMENT	STATE	0.00	Y	S
ST_CONCPT_D1	REGION ONE CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D2	REGION TWO CONCEPT FUNDS	STATE	0.00	Y	S



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_CONCPT_D3	REGION THREE CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D4	REGION FOUR CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONST	STATE CONSTRUCTION	STATE	0.00	Y	S
ST_CONT_PG	STATE CONST - PROGRAMMING CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R1	STATE CONST - REGION 1 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R2	STATE CONST - REGION 2 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R3	STATE CONST - REGION 3 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R4	STATE CONST - REGION 4 CONTINGENCY	STATE	0.00	Y	S
ST_CORR_C EVP	STATE CONST - CORRIDOR STUDIES & CEVP	STATE	0.00	Y	S
ST_CORR_PRES	OTHER CORRIDOR PRESERVATION FUNDS	STATE	0.00	Y	S
ST_ER_FUND	STATE EMERGENCY RELIEF FUNDS	STATE	0.00	Y	S
ST_EXCHANGE	STATE CONST - FUNDS EXCHANGE PROGRAM	STATE	0.00	Y	S
ST_EXCH_MAG	STATE FUND EXCHANGE WITH MAG	STATE	0.00	Y	S
ST_EXPRESS	EXPRESS LANES REVENUE - CAPITAL PRGM	STATE	0.00	Y	S
ST_FWY_OPS	STATE FREEWAY OPERATIONAL FUNDS	STATE	0.00	Y	S
ST_GF_BRIDGE	GENERAL FUND - BRIDGE PROGRAM	STATE	0.00	Y	S
ST_GF_CHN	GENERAL FUND - CRITICAL HIGHWAY NEEDS	STATE	0.00	Y	S
ST_GF_HB173	STATE CONSTRUCTION PER HB 173	STATE	0.00	Y	S
ST_GF_HB185	GENERAL FUND - HB 185 (2010)	STATE	0.00	Y	S
ST_GF_HB242	GENERAL FUND - HB 242 (2009)	STATE	0.00	Y	S
ST_GF_HB3	GENERAL FUND - HB 3 (2012) ITEM 49	STATE	0.00	Y	S
ST_GF_HCP	GENERAL FUND - HWY CONSTRUCTION PRGM	STATE	0.00	Y	S
ST_GF_OTHER	GENERAL FUND - OTHER	STATE	0.00	Y	S
ST_GF_SB3	GENERAL FUNDS - SB3 (2021)	STATE	0.00	Y	S
ST_GF_STUDY	STATEWIDE E/W CORRIDOR PLANNING STUDY	STATE	0.00	Y	S
ST_GF_TIF	GENERAL FUND - TRANSP INVESTMENT FUND	STATE	0.00	Y	S
ST_GF_TPA	TECHNICAL PLANNING ASSISTANCE - HB3	STATE	0.00	Y	S
ST_HB377/TF	TRANSPORTATION FUNDING FROM HB377	STATE	0.00	Y	S
ST_HWY_TRNSF	STATE CONST - JURISDICTIONAL TRANSFER	STATE	0.00	Y	S
ST_ICTD	IMPACTED COMMUNITIES TRANS DEVELOP FUND	STATE	0.00	Y	S
ST_INELIGIBL	STATE INELIGIBLE FUNDS USED TO CLOSE OUT	STATE	0.00	Y	S
ST_INS-RECOV	FUNDS RECOVERED FOR DAMAGE REPAIR	STATE	0.00	Y	S
ST_ITS	STATE ITS FUNDS	STATE	0.00	Y	S
ST_KW_KW_C	KNOW WHERE KNOW WHY CAMPAIGN	STATE	0.00	Y	S
ST_LIGHTING	STATE CONST - LIGHTING	STATE	0.00	Y	S
ST_MATCH	STATE MATCHING FUNDS - F.A. PROGRAM	STATE	0.00	Y	S
ST_MOTOR_CAR	STATE MOTOR CARRIER FUNDS	STATE	0.00	Y	S
ST_PK_ACCESS	STATE PARK ACCESS ROADS (JHC)	STATE	0.00	Y	S
ST_PR	STATE - PUBLIC RELATIONS	STATE	0.00	Y	S
ST_PVMT	STATE CONST - PAVEMENT PRESERVATION	STATE	0.00	Y	S
ST_PVMT_LV2	STATE PAVEMENT LEVEL TWO FUNDS	STATE	0.00	Y	S
ST_PVMT_TAP	STATE TAP FUNDS FROM PVMT PROG.	STATE	0.00	Y	S
ST_QTR_QTR	QUARTER OF QUARTER	STATE	0.00	Y	S
ST_RESEARCH	STATE RESEARCH MATCH FUNDS	STATE	0.00	Y	S
ST_RET_ROW	STATE FUNDS RETAINED FROM RIGHT OF WAY	STATE	0.00	Y	S



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_RET_ROW_S	STATE RETAINED ROW FUNDS	STATE	0.00	Y	S
ST_SAFETY_ED	STATE FUNDS FOR SAFETY EDUCATION	STATE	0.00	Y	S
ST_SAFE_SIDE	SAFE SIDEWALK PROGRAM FUNDS	STATE	0.00	Y	S
ST_SB115	COUNTY OF 1ST CLASS FUNDS	STATE	0.00	Y	S
ST_SB215	SALT LAKE COUNTY BOND PROJECTS	STATE	0.00	Y	S
ST_SIB_LG	SIB FUNDS FOR LOCAL GOVERNMENT	STATE	0.00	Y	S
ST_SIGNALS	STATE CONSTRUCTION - SIGNAL PROGRAM	STATE	0.00	Y	S
ST_SIGNING	STATE CONST - SIGNING	STATE	0.00	Y	S
ST_SIGNL_M&O	SIGNALS MAINTENANCE & OPERATIONS	STATE	0.00	Y	S
ST_SPOT_MNT	STATE CONST - MAINT SPOT IMPROVEMENTS	STATE	0.00	Y	S
ST_SPOT_SFTY	STATE CONST - SAFETY SPOT IMPROVEMENTS	STATE	0.00	Y	S
ST_SRPLS_DOC	STATE SURPLUS PROPERTY DOCUMENTATION	STATE	0.00	Y	S
ST_STLMNT	STATE SETTLEMENT FUNDS	STATE	0.00	Y	S
ST_STUDIES	STATEWIDE CORRIDOR STUDIES	STATE	0.00	Y	S
ST_T&S_FUND	STATE TRAFFIC & SAFETY FUNDS	STATE	0.00	Y	S
ST_TF_HB2	TRANSPORTATION FUND - HB2 (2018)	STATE	0.00	Y	S
ST_TIF	STATE TIF FUNDS	STATE	0.00	Y	S
ST_TIFEX_CPO	STATE TIF EXCHANGE WITH CMPO	STATE	0.00	Y	S
ST_TIFEX_MAG	STATE TIF EXCHANGE WITH MAG	STATE	0.00	Y	S
ST_TIF_CC	TIF SPECIFICALLY FOR COTTONWOOD CYNS.	STATE	0.00	Y	S
ST_TIF_EXCH	TIF FUNDS EXCHANGED FOR FEDERAL FUNDS	STATE	0.00	Y	S
ST_TIF_HB377	GENERAL FUND - HB 377 (2013)	STATE	0.00	Y	S
ST_TIF_HB433	FUNDS PROGRAMMED BY HB433	STATE	0.00	Y	S
ST_TIF_MATCH	STATE TIF MATCH FUNDS	STATE	0.00	Y	S
ST_TIF_PRES	TIF FUNDS DEDICATED TO PRESERVATION	STATE	0.00	Y	S
ST_TIF_SB229	TIF FUNDS - SB229 (2012)	STATE	0.00	Y	S
ST_TOLL_CR	STATE TOLL CREDIT	STATE	0.00	Y	S
ST_TRANS_SOL	STATE TRANSPORTATION SOLUTIONS	STATE	0.00	Y	S
ST_TSP_MS4	TRANSPORTATION SOLUTIONS MS4 FUNDS	STATE	0.00	Y	S
ST_TTIF	STATE TRANS TRANSPORTATION INVEST FUND	STATE	0.00	Y	S
TAP_FLEX	TRANSPORTATION ALTERNATIVE PROGRAM	TAP	93.23	Y	F
TAP_FLEX1	TAP 100% PRO RATA	TAP	100.00	Y	F
TAP_NU_JHC	TRANS ALT PROGRAM - NON URBAN JHC	TAP	93.23	Y	F
TAP_SU_CMPO	TRANS ALT PROGRAM - CMPO	TAP	93.23	Y	F
TAP_SU_DMPO	TRANS ALT PROGRAM - DMPO	TAP	93.23	Y	F
TAP_SU_JHC	TRANS ALT PROGRAM - JHC	TAP	93.23	Y	F
TAP_SU_JHC1	TAP SM URBAN JHC @ 100%	TAP	100.00	Y	F
TAP_SU_MAG	TRANS ALT PROGRAM SO. UTAH CO.	TAP	93.23	Y	F
TAP_URB_MAG	TRANS ALT PROGRAM - MAG	TAP	93.23	Y	F
TAP_URB_MAG1	TAP MAG AT 100% PRO RATA	TAP	100.00	Y	F
TAP_URB_O/L	TRANS ALT. PROGRAM- OG/LAYTON	TAP	93.23	Y	F
TAP_URB_WFRC	TRANSPORTATION ALT PROGRAM - WFRC	TAP	93.23	Y	F
TAP_UR_WFRC1	TAP WFRC AT 100% PRO RATA	TAP	100.00	Y	F
TFER_2_UTA	FUNDS TRANSFER TO UTA	WFRC	93.23	Y	F
TIGER	TRANS INVESTMENT GEN ECON RECOVERY	BRIDGE	100.00	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



ePM381_plan_fund (Rev 448)

Report run on: August 3, 2021 4:37 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
TIGER_MAG	TIGER FIRST MILE/LAST MILE FOR MAG AREA	MISC	100.00	Y	F
TIGER_SUMMIT	TIGER FIRST MILE/LAST MILE SUMMIT CO	MISC	100.00	Y	F
TIGER_TOOELE	TIGER FIRST MILE/LAST MILE TOOEELE CO	MISC	100.00	Y	F
TIGER_VI	NATL INFRA INVEST TIGER VI	MISC	80.00	Y	F
TIGER_WFRC	TIGER FIRST MILE/LAST MILE FOR WFRC AREA	MISC	100.00	Y	F
TIGGER	TRANSIT -GAS/ ENERGY REDUCTION GRANT	STP	100.00	Y	F
TRANSFER2UTA	FEDERAL FUNDS TRANSFERRED TO UTA	MISC	100.00	Y	F
UPRR	UNION PACIFIC RAILROAD	LOCAL	0.00	Y	O
UTA_FUNDS	UTA FUNDS	LOCAL	0.00	Y	O
UTCO_BOND	UTAH COUNTY TRANSPORTATION BOND	LOCAL	0.00	Y	O

Other Federal Highway Administration Funds ePM Tables For –

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

National Highway Performance (NHPP)
Interstate Maintenance (IM)
National Highway System (NHS)
Bridge On - State System
Any Area Statewide Bridge Replacement
Off System – Local
Off System – Optional
Minimum Guarantee
Highway Safety Improvement
Safety Any Area
Rail/ Highway Crossing – Hazard Elimination
Recreational Trails Program
Safe Routes to School
Economic Recovery
TIGER Discretionary Funds
Other Federal Funds



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
5309 FIX_GDW	SEC 509 FIXED GUIDEWAY GRANT	LOCAL	100.00	Y	F
BRD_F	BRIDGE RESEARCH & DEPLOY PRG	MISC	50.00	Y	F
BR_OFF	BRIDGE REHAB/REPLACEMENT (OFF SYSTEM)	BRIDGE	80.00	Y	F
BR_ON/OFF	BRIDGE REHAB/REPLACEMENT (ON/OFF)	BRIDGE	80.00	Y	F
BYWAYS	SCENIC BYWAYS	FLH	80.00	Y	F
CMAQ_BOX_EL1	CONGESTION MITIGATION @100%	CMAQ	100.00	Y	F
CMAQ_BOX_ELD	CONGESTION MITIGATION / AIR (BOX ELDER)	CMAQ	93.23	Y	F
CMAQ_CACHE	CONGESTION MITIGATION/AIR QUALITY (CACHE	CMAQ	93.23	Y	F
CMAQ_CACHE1	CMAQ CACHE @ 100%	CMAQ	100.00	Y	F
CMAQ_MAG	CONGESTION MITIGATION/AIR QUALITY (MAG)	CMAQ	93.23	Y	F
CMAQ_MAG_100	CMAQ MAG @ 100 %	CMAQ	100.00	Y	F
CMAQ_PM2.5	CMAQ REDUCE PM 2.5 EMISSIONS	CMAQ	93.23	Y	F
CMAQ_PM2.5_1	CMAQ 2.5 @ 100% PRORATA	CMAQ	100.00	Y	F
CMAQ_TOOELE	CONGESTION MITIGATION/AIR QUALITY (TOEEL	CMAQ	93.23	Y	F
CMAQ_TOOELE1	CMAQ TOOELE @ 100 %	CMAQ	100.00	Y	F
CMAQ_WFRC	CONGESTION MITIGATION/AIR QUALITY (WFRC)	CMAQ	93.23	Y	F
CMAQ_WFRC_1	CMAQ WFRC @ 100 % PRO-RATA	CMAQ	100.00	Y	F
EM_2005_IMD	EARMARK - IM DISCRETIONARY (2005)	EARMARK	94.18	Y	F
EM_2005_PLH	EARMARK - PUBLIC LANDS HWYS (2005)	EARMARK	100.00	Y	F
EM_2006_112	EARMARK - SECTION 112 (2006)	EARMARK	100.00	Y	F
EM_2006_PLH	EARMARK - PUBLIC LANDS HWYS (2006)	EARMARK	100.00	Y	F
EM_2008_129	EARMARK - SECTION 129	EARMARK	100.00	Y	F
EM_2009_PLHD	EARMARK - PUBLIC LANDS HIGHWAY (2009)	EARMARK	100.00	Y	F
EM_2009_TCSP	EARMARK - TCSP (2009)	EARMARK	80.00	Y	F
EM_2010_FBD	EARMARK - FERRY BOAT DISCRETIONARY	EARMARK	80.00	Y	F
EM_2010_IMD	EARMARK - IM DISCRETIONARY (2010)	EARMARK	90.00	Y	F
EM_2011_PLHD	EARMARK - PUBLIC LANDS HWY DISCRETIONARY	EARMARK	100.00	Y	F
EM_2011_TPF	EARMARK - TRUCK PARKING FAC PROG (2011)	EARMARK	100.00	Y	F
EM_2012_HFL	EARMARK - HWY FOR LIFE (2012)	EARMARK	80.00	Y	F
EM_2012_IBRD	EARMARK - INNOVATIVE BRIDGE RESEARCH	EARMARK	100.00	Y	F
EM_2012_PLHD	EARMARK - PUBLIC LANDS HWY DISC. (2012)	EARMARK	100.00	Y	F
EM_2012_TCSP	EARMARK - TCSP PROGRAM (2012)	EARMARK	80.00	Y	F
EM_2014_FBD	FERRY BOAT DISC FUNDS - 2014	EARMARK	80.00	Y	F
EM_2015_FBD	FERRY BOAT DISCR FUND 2015	EARMARK	80.00	Y	F
EM_2016_FBD	FERRY BOAT DISC FUNDS - 2016	EARMARK	80.00	Y	F
EM_2017_FBD	FERRY BOAT DISCR FUNDS - 2017	EARMARK	80.00	Y	F
EM_2018_FBD	FERRY BOAT DISR FUNDS - 2018	EARMARK	80.00	Y	F
EM_2019_FBD	FERRY BOAT DISC FUND FOR 2019	EARMARK	80.00	Y	F
EM_2020_FBD	FERRY BOAT DISC FUND FOR 2020	EARMARK	80.00	Y	F
EM_2021_FBD	FERRY BOAT DISC FOR 2020	EARMARK	80.00	Y	F
EM_HPP_1702	EARMARK - HIGH PRIOR PROJ - SECTION 1702	EARMARK	80.00	Y	F
EM_HPP_2010	EARMARK - 2010 SURFACE TRANS PRIORTIES	EARMARK	100.00	Y	F
EM_HPP_T21	EARMARK - HIGH PRIOR PROJ - TEA 21	EARMARK	80.00	Y	F
EM_RNZ9	STP 5590 REPURPOSED EARMARK	EARMARK	80.00	Y	F
EM_RPF0@80	EM_RPF0@80 REPURPOSED EARMARK 80/20	EARMARK	80.00	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
EM_RPF1@93.2	REPURPOSED EARMARK @93.23	EARMARK	93.23	Y	F
EM_RPF9@80	REPURPOSED EARMARK @ 80	EARMARK	80.00	Y	F
EM_RPF9@93.2	REPURPOSED EARMARK @ 93.23	EARMARK	93.23	Y	F
EM_RPS0@93.2	REPURPOSED EARMARK SPECIAL	EARMARK	93.23	Y	F
EM_RPS9@100	REPURPOSED EARMARK @ 100%	EARMARK	100.00	Y	F
EM_RPS9@80	REPURPOSED EARMARK @ 80%	EARMARK	80.00	Y	F
EM_RPS9@93.2	REPURPOSED EARMARK @ 93.23	EARMARK	93.23	Y	F
EM_TI_1934	EARMARK - TRANS IMPROV PROJ - SEC 1934	EARMARK	93.23	Y	F
ENH_EAC_100%	STP ENHANCEMENT FUNDS @ 100%	STP	100.00	Y	F
EQ_BONUS(MG)	EQUITY BONUS / MINIMUM GUARANTY	EB / MG	93.23	Y	F
ER_2010	EMERGENCY RELIEF - 2010 EVENTS (93.23%)	ER	93.23	Y	F
ER_2016	EMERGENCY RELIEF - 2016 EVENT	ER	93.23	Y	F
ER_2019	EMERGENCY RELIEF - 2019	ER	100.00	Y	F
ER_2019@93.2	EMERGENCY RELIEF - 2019 @ 93.23	ER	93.23	Y	F
ER_2020	EMERGENCY RELIEVE FMIS FAST ACT	ER	93.23	Y	F
ER_2020_100%	EMERGENCY RELIEF - 100%	ER	100.00	Y	F
ER_OTHER	EMERGENCY RELIEF - OTHER EVENTS	ER	100.00	Y	F
FA_ATCMDT	ADVANCED TECH DEPLOY GRANT	MISC	100.00	Y	F
FA_INFRA@100	INFRA GRANT	MISC	100.00	Y	F
FA_LTAP	LOCAL TRANSPORTATION ASSISTANCE PRGM	MISC	50.00	Y	F
FA_MISC	FEDERAL AID MISCELLANEOUS	MISC	80.00	Y	F
FA_MISC_100%	MISC. FEDERAL AID WITH 100% PRO RATA	MISC	100.00	Y	F
FA_MISC_50%	FEDERAL AID WITH 50% PRO-RATA	MISC	50.00	Y	F
FA_PUB_LANDS	PUBLIC LANDS HIGHWAYS	FLH	100.00	Y	F
FA_SHRP2	SHRP2 IMPLEMENTATION ASSISTANCE	MISC	100.00	Y	F
FA_STIC_2015	STIC INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2017	FY17 STIC INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2018	STIC - INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2019	2019 STIC TECH INNOVATE DEPLOYMENT	MISC	100.00	Y	F
FLHP	FEDERAL LANDS HIGHWAY PROGRAM	FLH	100.00	Y	F
FTA 5309_FGC	FIXED GUIDEWAY CAPITAL INVESTMENTS GRANT	LOCAL	50.00	Y	F
FTA_5312_80	FTA SECTION 5312 @ 80%	FTA	80.00	Y	F
FTASEC_3028	FED TRANSIT ADMINISTRATION SEC 3028	STATE	80.00	Y	F
FTASEC_5303	FED TRANSIT ADMINISTRATION	PL	80.00	Y	F
FTASEC_5307	FED TRANSIT ADMINISTRATION SEC. 5307	STATE	80.00	Y	F
FTASEC_5309	FED TRANSIT ADMINISTRATION SEC 5309	STATE	80.00	Y	F
FTASEC_5310	FED TRANSIT ADMINISTRATION SEC 5310	STATE	80.00	Y	F
FTASEC_5320	TRANSIT IN THE PARK FUNDING	LOCAL	80.00	Y	F
FTASEC_5337	SECTION 5337 STATE OF GOOD REPAIR FUNDS	LOCAL	80.00	Y	F
FTASEC_5339	FED TRANSIT ADMINISTRATION SEC 5339	STATE	80.00	Y	F
FTA_5303	FTA-MPO (CPG) FUNDS @ 93.23 % PRORATA	PL	93.23	Y	F
FTA_5303_100	FTA MPO FUNDS @100 %	PL	100.00	Y	F
FTA_5304_80%	FTA SEC_5304 GRANT @ 80%	LOCAL	80.00	Y	F
FTA_5307_50%	FTA SECTION 5307 GRANT 50% MATCH	LOCAL	50.00	Y	F
FTA_5310_100	FTA SECTION 5310 @ 100 %	LOCAL	100.00	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
FTA_5310_50	FTA SECTION 5310 @50 % SM RURAL	LOCAL	50.00	Y	F
FTA_5310_80	FTA SECTION 5310 @ 80% SM RURAL	LOCAL	80.00	Y	F
FTA_5311_10	FTA-5311 60%@ 50%, 40% @ 20% MATCH	STATE	58.80	Y	F
FTA_5311_100	FTA SECTION 5311 GRANT AT 0% MATCH	LOCAL	100.00	Y	F
FTA_5311_50%	FTA SECTION 5311 GRANT 50 % MATCH	LOCAL	50.00	Y	F
FTA_5311_80	FTA SECTION 5311 @ 80%	LOCAL	80.00	Y	F
FTA_5312_77.	FTA 5312 FUNDS AT 77.5% PRORATA	FTA	77.48	Y	F
FTA_5312_85%	FTA SECTION 5312 LONO FUNDS	LOCAL	85.00	Y	F
FTA_5312_90%	FTA SECTIN 5312 LONO FUNDS @ 90%	LOCAL	90.00	Y	F
FTA_5316_10	FTA- 5316 JOB ACCESS & REVERSE COMMUTE	STATE	58.80	Y	F
FTA_5317	TRANSIT - NEW FREEDOM PROGRAM	STATE	50.00	Y	F
FTA_5317_10	FTA-5317 NEW FREEDOM PROGRAM	STATE	58.80	Y	F
FTA_5329_80	FTA SECTION 5329 @ 80 %	LOCAL	80.00	Y	F
FTA_5338	FTA SECTION 5338	FTA	80.00	Y	F
FTA_5339_80	FTA SECTION 5339 @ 80 %	LOCAL	80.00	Y	F
FTA_5339_80A	FTA FORMULA FUNDS	FTA	80.00	Y	F
FTA_5339_80B	FTA - DISCRETIONARY FUNDS	FTA	80.00	Y	F
FTA_5339_85	FTA BUS & BUS FACILITY FUNDS	LOCAL	85.00	Y	F
FTA_ILL	FED TRANSIT ADMINISTRATION ILLUSTRATIVE	STATE	80.00	Y	F
HPP_1702@100	EARMARK - HPP - SEC 1702 @ 100 %	EARMARK	100.00	Y	F
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGAM	SAFETY	93.23	Y	F
HSIP_100%	HIGHWAY SAFETY PROGRAM @ 100 % FA	SAFETY	100.00	Y	F
HSIP_HRRR	HIGH RISK RURAL ROADS	SAFETY	93.23	Y	F
HSIP_HRRR@1	HSIP HIGH RISK RURAL ROADS @100%	SAFETY	100.00	Y	F
HSIP_HRRR_SR	HSIP HIGH RISK RURAL ROAD - SPECIAL RULE	SAFETY	93.23	Y	F
IM	INTERSTATE MAINTENANCE	IM	94.18	Y	F
ITS_RESEARCH	ITS RESEARCH ALLOCATION OF FUNDS	MISC	50.00	Y	F
LHIP	HIGHWAY INFRASTRUCTURE	MISC	80.00	Y	F
LOCAL_GOVT	LOCAL GOVERNMENT FUNDS	LOCAL	0.00	Y	L
LOCAL_INKIND	LOCAL IN KIND (SOFTMATCH)	LOCAL	0.00	Y	O
LOCAL_MAG	LOCAL FUNDS FROM MAG	LOCAL	0.00	Y	L
LOCAL_MATCH	LOCAL MACHING FUNDS	LOCAL	0.00	Y	L
LOCAL_UNCOL	LOCAL GOVERNMENT UNCOLLECTED FUNDS	LOCAL	0.00	Y	O
LOCAL_WFRC	LOCAL FUNDS FROM WFRC	LOCAL	0.00	Y	L
L_BETTERMENT	LOCAL GOVT - BETTERMENT CO-OP	LOCAL	0.00	Y	O
L_CORR-WEBER	CORRIDOR PRESERVATION - WEBER CO	LOCAL	0.00	Y	O
L_CORR_DAVIS	CORRIDOR PRESERVATION - DAVIS CO	LOCAL	0.00	Y	O
L_CORR_MATCH	CORRIDOR PRESERVATION - STATE MATCH	LOCAL	0.00	Y	O
L_CORR_UTCO	CORRIDOR PRESERVATION - UTAH CO	LOCAL	0.00	Y	O
L_CORR_WASH	CORRIDOR PRESERVATION - WASHINGTON CO	LOCAL	0.00	Y	L
L_PASS_MATCH	LOCAL PASS THUR MATCH	LOCAL	0.00	Y	O
MAG_EXCHANGESTATE/	FEDERAL FUNDS EXCHANGE W/MAG	LOCAL	0.00	Y	L
NHFP	NATIONAL HIGHWAY FREIGHT PROGRAM	NHFP	93.23	Y	F
NHPP_BR	NAT'L HIGHWAY PERFORM PROG. BRIDGE ON	NHPP	93.23	Y	F
NHPP_EXEMPT	NAT'L PERFORM PROG - EXEMPT	NHPP	93.23	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
NHPP_IM	NAT'L HIGHWAY PERFORM PROGRAM - IM	NHPP	94.18	Y	F
NHPP_NHS	NAT'L HIGHWAY PERFORM PROG. NHS ROUTES	NHPP	93.23	Y	F
NHS	NATIONAL HIGHWAY SYSTEM	NH	93.23	Y	F
NRT	NATIONAL RECREATION TRAILS	REC TRAILS	50.00	Y	F
NSFL&TPGRANT	NAT'L SIG FED LAND & TRIBAL GRANT	MISC	100.00	Y	F
NSTI	NATIONAL SUMMER TRANSPORTATION INSTITUTE	MISC	100.00	Y	F
OTHER	PRIVATE FUNDS	MISC	0.00	Y	O
OTHER_STATE	OTHER STATE AGENCY	STATE	0.00	Y	S
PL_CMPO	PLANNING MPO (CACHE)	STP	93.23	Y	F
PL_CMPO_100	PLANNING FUND CMPO 100%	PL	100.00	Y	F
PL_DMPO	PLANNING MPO (DIXIE)	STP	93.23	Y	F
PL_MAG	PLANNING MPO (MAG)	STP	93.23	Y	F
PL_WFRC	PLANNING MPO (WFRC)	STP	93.23	Y	F
R/H_DEVIC90S	RAIL/HWY DEVICES WITH STATE MATCH	RAIL/HWY	90.00	Y	F
R/H_DEVICES1	RAIL/HWY DEVICES @ 100%	RAIL/HWY	100.00	Y	F
R/H_DEVICES90	RAIL/HIGHWAY DEVICES @90/10	RAIL/HWY	90.00	Y	F
R/H_HZ_EL90S	RAIL/HWY HAZARD ELIM W/ STATE MATCH	RAIL/HWY	90.00	Y	F
R/H_HZ_ELM1	RAIL/HWY HAZARD ELIM @100 %	RAIL/HWY	100.00	Y	F
R/H_HZ_ELM90	RAIL / HWY ELIM @90/10	RAIL/HWY	90.00	Y	F
SAFETY_406	SAFETY INITIATIVES SECTION 406 PROGRAM	SAFETY	100.00	Y	F
SEC154_HSIP	SECTION 154 PENALTIES FOR HSIP	HSIP	93.23	Y	F
SEC164_HSIP	SECTION 164 PENALTIES-FOR HSIP	HSIP	93.23	Y	F
SPR_P	STATEWIDE PLANNING & RESEARCH (PLANNING)	SPR	80.00	Y	F
SPR_P_100%	SPR PLANNING FUNDS @ 100%	SPR	100.00	Y	F
SPR_P_50%	SPR PLANNING FUNDS 50%	SPR	50.00	Y	F
SPR_P_MAG	SPR PLANNING FUNDS MAG	SPR	100.00	Y	F
SPR_P_WFRC	WFRC PLANNING FUNDS	SPR	100.00	Y	F
SPR_R	STATEWIDE PLANNING & RESEARCH (RESEARCH)	SPR	80.00	Y	F
SPR_R_100%	SPR POOLED FUND 100%	SPR	100.00	Y	F
SR2S_INFR	SAFE ROUTES TO SCHOOLS - INFRASTRUCTURE	SAFETY	100.00	Y	F
SR2S_OPT	SAFE ROUTES TO SCHOOLS - EITHER	SAFETY	100.00	Y	F
SR2S_PRGM	SAFE ROUTES TO SCHOOLS - PROGRAM ADMIN	STATE	100.00	Y	F
STP_BR	STP - JHC BRIDGE FUNDS UNDER MAPP-21	STP	93.23	Y	F
STP_BRIDGE	STP - BRIDGE FUNDS FOR STATE PROJECTS	STP	93.23	Y	F
STP_BR_100%	JHC BRIDGE FUNDS @ 100 % PRO-RATA	STP	100.00	Y	F
STP_COVID_OL	CRRSAA FUND FOR 2021- OGDEN LAYTON	STP	100.00	Y	F
STP_COVID_PO	CRRSAA FUNDS FOR 2021 FOR PROVO OREM	STP	100.00	Y	F
STP_COVID_SL	CRRSAA BILL - 2021 SALT LAKE	STP	100.00	Y	F
STP_COVID_ST	CRRSAA FUNDS FOR STATEWIDE	STP	100.00	Y	F
STP_ENH_EAC	STP - ENHANCEMENT - ADVISORY COMM	STP	80.00	Y	F
STP_ENH_ST	STP - ENHANCEMENT - STATE	STP	80.00	Y	F
STP_EXCHANGE	STP FUNDS EXCHANGE WITH MPO	STP	93.23	Y	F
STP_FLX_100%	STP_ FLEXIBLE @ 100 FEDERAL FUNDING	STP	100.00	Y	F
STP_FLX_CMPO	STP - FLEXIBLE CACHE (CMPO)	STP	93.23	Y	F
STP_FLX_DMPO	STP - FLEXIBLE DIXIE (DMPO)	STP	93.23	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



ePM381_plan_fund (Rev 448)

Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
STP_FLX_MAG	STP - FLEXIBLE SOUTH UTAH CO (MAG)	STP	93.23	Y	F
STP_FLX_ST	STP - FLEXIBLE (ANY AREA) STATEWIDE	STP	93.23	Y	F
STP_FLX_WFRC	STP - FLEXIBLE (WFRC)	STP	93.23	Y	F
STP_HIF_BR	HIF BRIDGE REPLACE & REHAB (2020)	STP	93.23	Y	F
STP_HIF_O/L	HIGHWAY INFRASTRUCTURE - OGDEN/LAYTON	STP	93.23	Y	F
STP_HIF_P/O	HIGHWAY INFRASTRUCTURE - PROVO/OGDEN	STP	93.23	Y	F
STP_HIF_RURL	HIGHWAY INFRASTRUCTURE - NON URBAN	STP	93.23	Y	F
STP_HIF_SL	HIGHWAY INFRASTRUCTURE - SALT LAKE	STP	93.23	Y	F
STP_HIF_ST	HIGHWAY INFRASTRUCTURE FUNDS	STP	93.23	Y	F
STP_HIF_SU	HIGHWAY INFRASTRUCTURE - SMALL URBAN	STP	93.23	Y	F
STP_RURAL	STP-RURAL (NON URBAN)	STP	93.23	Y	F
STP_SU_CMPO	STP - SMALL URBAN (CACHE)	STP	93.23	Y	F
STP_SU_DMPO	STP - SMALL URBAN (DIXIE)	STP	93.23	Y	F
STP_SU_DMPO1	STP-SMALL URBAN DMPO @ 100	STP	100.00	Y	F
STP_SU_JHC	STP - SMALL URBAN (JHC)	STP	93.23	Y	F
STP_SU_JHC@1	STP- SMALL URBAN (JHC) @ 100 %	STP	100.00	Y	F
STP_SU_MAG	STP - SMALL URBAN SOUTH UTAH CO (MAG)	STP	93.23	Y	F
STP_SU_UDOT	STP SMALL URBAN FUNDS - UDOT	STP	93.23	Y	F
STP_TAP_ST	CONVERTED TAP FUNDS TO STP	TAP	93.23	Y	F
STP_UB_P/O_U	UDOT'S URBAN STP FROM MAG EXCHANGE	STP	93.23	Y	F
STP_URB_O/L	STP - URBAN AREA OGDEN / LAYTON (WFRC)	STP	93.23	Y	F
STP_URB_P/O	STP - URBAN AREA PROVO/OREM (MAG)	STP	93.23	Y	F
STP_URB_SL	STP - URBAN AREA SALT LAKE (WFRC)	STP	93.23	Y	F
STP_URB_SL@1	STP SALT LAKE URBAN FUNDS @ 100 %	STP	100.00	Y	F
STP_URB_SL_U	UDOT'S STP FUNDS FROM WFRC EXCHANGE	STP	93.23	Y	F
STP_UR_O/L@1	STP - O/L URBAN AREA @ 100%	STP	100.00	Y	F
STP_UR_P/O@1	STP-URBAN STEA 03 FUNDS	STP	100.00	Y	F
ST_ADA_RAMPS	STATE CONST-ADA RAMP PLACEMENTS	STATE	0.00	Y	S
ST_APPROP	STATE APPROPRIATED BUDGET	STATE	0.00	Y	S
ST_ATMS	STATE CONST - ATMS STATEWIDE	STATE	0.00	Y	S
ST_ATMS_AM	ATMS ASSET MANGEMENT (LIFE CYCLE REPLACE	STATE	0.00	Y	S
ST_BARRIER	STATE CONST - BARRIER TREATMENTS	STATE	0.00	Y	S
ST_BONDS_MVC	MTN VIEW CORRIDOR - LEG APPROVED BONDING	STATE	0.00	Y	S
ST_BRIDGE	STATE CONST - BRIDGE PROGRAM	STATE	0.00	Y	S
ST_CAV	CONNECTED AUTONOMOUS VEHICLE	STATE	0.00	Y	S
ST_CHF	CENTENNIAL HIGHWAY FUND	STATE	0.00	Y	S
ST_CHF_TIF	CENTENNIAL HWY FUND - DEPOSITS TO TIF	STATE	0.00	Y	S
ST_CLS_ADJ	CLOSE ADJUSTMENTS	STATE	0.00	N	S
ST_CODE_ONE	STATE CODE ONE FUNDS	STATE	0.00	Y	S
ST_CONCEPT_D	REGION CONCEPT DEVELOPMENT	STATE	0.00	Y	S
ST_CONCPT_D1	REGION ONE CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D2	REGION TWO CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D3	REGION THREE CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D4	REGION FOUR CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONST	STATE CONSTRUCTION	STATE	0.00	Y	S



UDOT electronic Program Management

STIP Planning Fund Table



ePM381_plan_fund (Rev 448)

Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_CONT_PG	STATE CONST - PROGRAMMING CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R1	STATE CONST - REGION 1 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R2	STATE CONST - REGION 2 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R3	STATE CONST - REGION 3 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R4	STATE CONST - REGION 4 CONTINGENCY	STATE	0.00	Y	S
ST_CORR_CEVP	STATE CONST - CORRIDOR STUDIES & CEVP	STATE	0.00	Y	S
ST_CORR_PRES	OTHER CORRIDOR PRESERVATION FUNDS	STATE	0.00	Y	S
ST_ER_FUND	STATE EMERGENCY RELIEF FUNDS	STATE	0.00	Y	S
ST_EXCHANGE	STATE CONST - FUNDS EXCHANGE PROGRAM	STATE	0.00	Y	S
ST_EXCH_MAG	STATE FUND EXCHANGE WITH MAG	STATE	0.00	Y	S
ST_EXPRESS	EXPRESS LANES REVENUE - CAPITAL PRGM	STATE	0.00	Y	S
ST_FWY_OPS	STATE FREEWAY OPERATIONAL FUNDS	STATE	0.00	Y	S
ST_GF_BRIDGE	GENERAL FUND - BRIDGE PROGRAM	STATE	0.00	Y	S
ST_GF_CHN	GENERAL FUND - CRITICAL HIGHWAY NEEDS	STATE	0.00	Y	S
ST_GF_HB173	STATE CONSTRUCTION PER HB 173	STATE	0.00	Y	S
ST_GF_HB185	GENERAL FUND - HB 185 (2010)	STATE	0.00	Y	S
ST_GF_HB242	GENERAL FUND - HB 242 (2009)	STATE	0.00	Y	S
ST_GF_HB3	GENERAL FUND - HB 3 (2012) ITEM 49	STATE	0.00	Y	S
ST_GF_HCP	GENERAL FUND - HWY CONSTRUCTION PRGM	STATE	0.00	Y	S
ST_GF_OTHER	GENERAL FUND - OTHER	STATE	0.00	Y	S
ST_GF_SB3	GENERAL FUNDS - SB3 (2021)	STATE	0.00	Y	S
ST_GF_STUDY	STATEWIDE E/W CORRIDOR PLANNING STUDY	STATE	0.00	Y	S
ST_GF_TIF	GENERAL FUND - TRANSP INVESTMENT FUND	STATE	0.00	Y	S
ST_HB377/TF	TRANSPORTATION FUNDING FROM HB377	STATE	0.00	Y	S
ST_HWY_TRNSF	STATE CONST - JURISDICTIONAL TRANSFER	STATE	0.00	Y	S
ST_ICTD	IMPACTED COMMUNITIES TRANS DEVELOP FUND	STATE	0.00	Y	S
ST_INELIGIBL	STATE INELIGIBLE FUNDS USED TO CLOSE OUT	STATE	0.00	Y	S
ST_INS-RECOV	FUNDS RECOVERED FOR DAMAGE REPAIR	STATE	0.00	Y	S
ST_ITS	STATE ITS FUNDS	STATE	0.00	Y	S
ST_KW_KW_C	KNOW WHERE KNOW WHY CAMPAIGN	STATE	0.00	Y	S
ST_LIGHTING	STATE CONST - LIGHTING	STATE	0.00	Y	S
ST_MATCH	STATE MATCHING FUNDS - F.A. PROGRAM	STATE	0.00	Y	S
ST_MOTOR_CAR	STATE MOTOR CARRIER FUNDS	STATE	0.00	Y	S
ST_PK_ACCESS	STATE PARK ACCESS ROADS (JHC)	STATE	0.00	Y	S
ST_PR	STATE - PUBLIC RELATIONS	STATE	0.00	Y	S
ST_PVMT	STATE CONST - PAVEMENT PRESERVATION	STATE	0.00	Y	S
ST_PVMT_LV2	STATE PAVEMENT LEVEL TWO FUNDS	STATE	0.00	Y	S
ST_PVMT_TAP	STATE TAP FUNDS FROM PVMT PROG.	STATE	0.00	Y	S
ST_QTR_QTR	QUARTER OF QUARTER	STATE	0.00	Y	S
ST_RESEARCH	STATE RESEARCH MATCH FUNDS	STATE	0.00	Y	S
ST_RET_ROW	STATE FUNDS RETAINED FROM RIGHT OF WAY	STATE	0.00	Y	S
ST_RET_ROW_S	STATE RETAINED ROW FUNDS	STATE	0.00	Y	S
ST_SAFETY_ED	STATE FUNDS FOR SAFETY EDUCATION	STATE	0.00	Y	S
ST_SAFE_SIDE	SAFE SIDEWALK PROGRAM FUNDS	STATE	0.00	Y	S
ST_SB115	COUNTY OF 1ST CLASS FUNDS	STATE	0.00	Y	S



UDOT electronic Program Management

STIP Planning Fund Table



ePM381_plan_fund (Rev 448)

Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_SB215	SALT LAKE COUNTY BOND PROJECTS	STATE	0.00	Y	S
ST_SIB_LG	SIB FUNDS FOR LOCAL GOVERNMENT	STATE	0.00	Y	S
ST_SIGNALS	STATE CONSTRUCTION - SIGNAL PROGRAM	STATE	0.00	Y	S
ST_SIGNING	STATE CONST - SIGNING	STATE	0.00	Y	S
ST_SIGNL_M&O	SIGNALS MAINTENANCE & OPERATIONS	STATE	0.00	Y	S
ST_SPOT_MNT	STATE CONST - MAINT SPOT IMPROVEMENTS	STATE	0.00	Y	S
ST_SPOT_SFTY	STATE CONST - SAFETY SPOT IMPROVEMENTS	STATE	0.00	Y	S
ST_SRPLS_DOC	STATE SURPLUS PROPERTY DOCUMENTATION	STATE	0.00	Y	S
ST_STLMNT	STATE SETTLEMENT FUNDS	STATE	0.00	Y	S
ST_STUDIES	STATEWIDE CORRIDOR STUDIES	STATE	0.00	Y	S
ST_T&S_FUND	STATE TRAFFIC & SAFETY FUNDS	STATE	0.00	Y	S
ST_TF_HB2	TRANSPORTATION FUND - HB2 (2018)	STATE	0.00	Y	S
ST_TIF	STATE TIF FUNDS	STATE	0.00	Y	S
ST_TIFEX_CPO	STATE TIF EXCHANGE WITH CMPO	STATE	0.00	Y	S
ST_TIFEX_MAG	STATE TIF EXCHANGE WITH MAG	STATE	0.00	Y	S
ST_TIF_CC	TIF SPECIFICALLY FOR COTTONWOOD CYNS.	STATE	0.00	Y	S
ST_TIF_EXCH	TIF FUNDS EXCHANGED FOR FEDERAL FUNDS	STATE	0.00	Y	S
ST_TIF_HB377	GENERAL FUND - HB 377 (2013)	STATE	0.00	Y	S
ST_TIF_HB433	FUNDS PROGRAMMED BY HB433	STATE	0.00	Y	S
ST_TIF_MATCH	STATE TIF MATCH FUNDS	STATE	0.00	Y	S
ST_TIF_PRES	TIF FUNDS DEDICATED TO PRESERVATION	STATE	0.00	Y	S
ST_TIF_SB229	TIF FUNDS - SB229 (2012)	STATE	0.00	Y	S
ST_TOLL_CR	STATE TOLL CREDIT	STATE	0.00	Y	S
ST_TRANS_SOL	STATE TRANSPORTATION SOLUTIONS	STATE	0.00	Y	S
ST_TSP_MS4	TRANSPORTATION SOLUTIONS MS4 FUNDS	STATE	0.00	Y	S
ST_TTIF	STATE TRANS TRANSPORTATION INVEST FUND	STATE	0.00	Y	S
TAP_FLEX	TRANSPORTATION ALTERNATIVE PROGRAM	TAP	93.23	Y	F
TAP_FLEX1	TAP 100% PRO RATA	TAP	100.00	Y	F
TAP_NU_JHC	TRANS ALT PROGRAM - NON URBAN JHC	TAP	93.23	Y	F
TAP_SU_CMPO	TRANS ALT PROGRAM - CMPO	TAP	93.23	Y	F
TAP_SU_DMPO	TRANS ALT PROGRAM - DMPO	TAP	93.23	Y	F
TAP_SU_JHC	TRANS ALT PROGRAM - JHC	TAP	93.23	Y	F
TAP_SU_JHC1	TAP SM URBAN JHC @ 100%	TAP	100.00	Y	F
TAP_SU_MAG	TRANS ALT PROGRAM SO. UTAH CO.	TAP	93.23	Y	F
TAP_URB_MAG	TRANS ALT PROGRAM - MAG	TAP	93.23	Y	F
TAP_URB_MAG1	TAP MAG AT 100% PRO RATA	TAP	100.00	Y	F
TAP_URB_O/L	TRANS ALT. PROGRAM- OG/LAYTON	TAP	93.23	Y	F
TAP_URB_WFRC	TRANSPORTATION ALT PROGRAM - WFRC	TAP	93.23	Y	F
TAP_UR_WFRC1	TAP WFRC AT 100% PRO RATA	TAP	100.00	Y	F
TFER_2_UTA	FUNDS TRANSFER TO UTA	WFRC	93.23	Y	F
TIGER	TRANS INVESTMENT GEN ECON RECOVERY	BRIDGE	100.00	Y	F
TIGER_MAG	TIGER FIRST MILE/LAST MILE FOR MAG AREA	MISC	100.00	Y	F
TIGER_SUMMIT	TIGER FIRST MILE/LAST MILE SUMMIT CO	MISC	100.00	Y	F
TIGER_TOOELE	TIGER FIRST MILE/LAST MILE TOOELE CO	MISC	100.00	Y	F
TIGER_VI	NATL INFRA INVEST TIGER VI	MISC	80.00	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



ePM381_plan_fund (Rev 448)

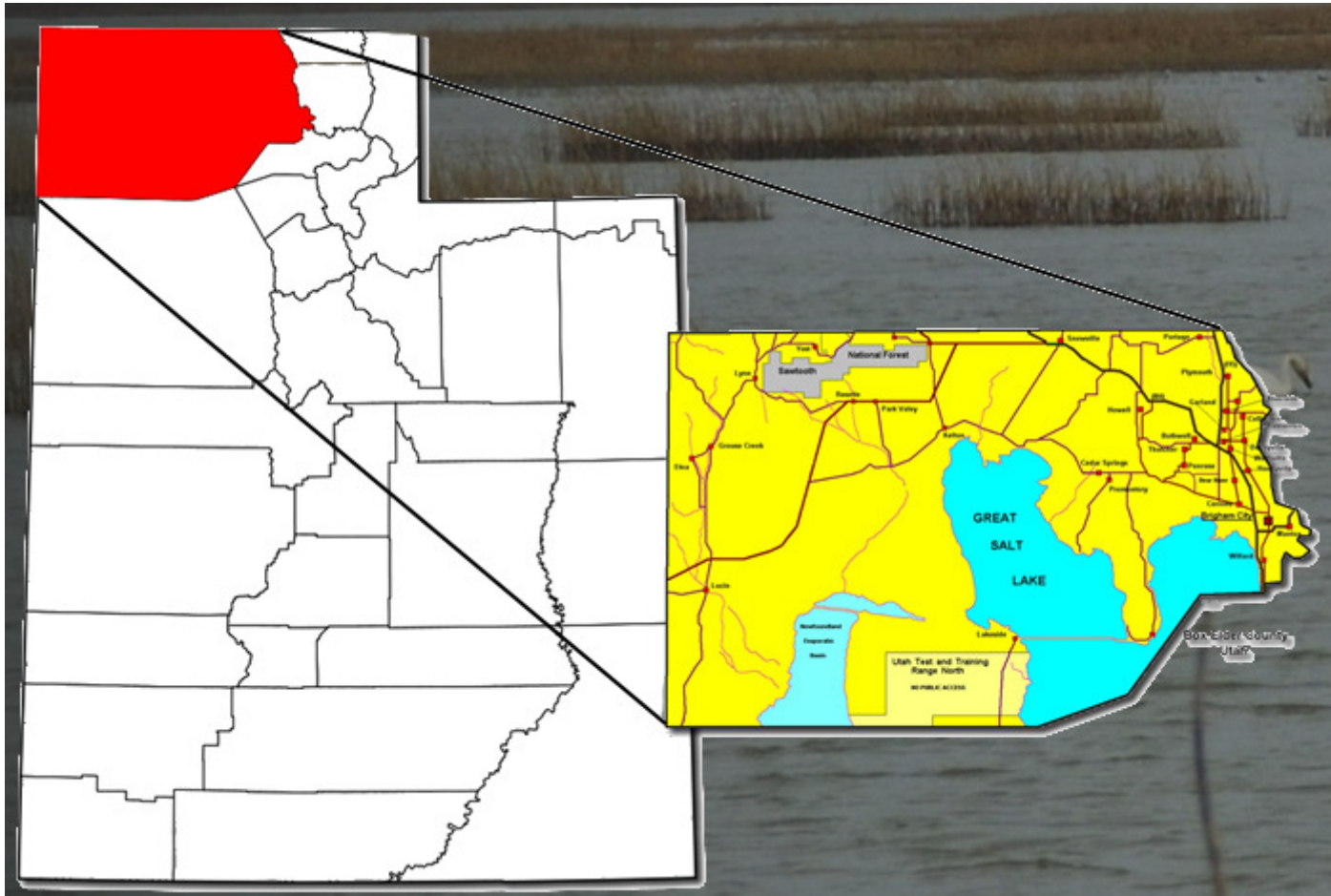
Report run on: June 8, 2021 11:39 AM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
TIGER_WFRC	TIGER FIRST MILE/LAST MILE FOR WFRC AREA	MISC	100.00	Y	F
TIGGER	TRANSIT -GAS/ ENERGY REDUCTION GRANT	STP	100.00	Y	F
TRANSFER2UTA	FEDERAL FUNDS TRANSFERRED TO UTA	MISC	100.00	Y	F
UPRR	UNION PACIFIC RAILROAD	LOCAL	0.00	Y	O
UTA_FUNDS	UTA FUNDS	LOCAL	0.00	Y	O
UTCO_BOND	UTAH COUNTY TRANSPORTATION BOND	LOCAL	0.00	Y	O

Box Elder County

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden/ Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).

Only the projects within the urbanized boundaries of the Ogden/ Layton area (Brigham City, Perry, and Willard) are actually part of the WFRC **Draft** 2022-2027 Transportation Improvement Program (TIP). All other projects in the Box Elder County section of this table are listed for reference only.





DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len		PIN Description / Project Location				Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Box Elder County Projects														
BOX EL	19478	Funding	NEWPROJ(19478)	30	6	Grouse Creek Bridge Replacement (0C 459) SR-30; MP 6.04 - 6.22				New Bridge/Bridge Replacement				
		To Be Adv Dt:												
NEW		NHPP_BR		\$0	\$0	\$800,000	\$4,200,000	\$0	\$0	\$0	\$5,000,000	\$4,661,500	\$338,500	\$0
BOX EL	15677	STIP	F-0089(456)423	89	423	9 US-89; SR-126 to Perry US-89; MP 423.31 - 432.52				High Volume				
		To Be Adv Dt:												
		NHPP_NHS		\$0	\$0	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000	\$18,646,000	\$1,354,000	\$0
BOX EL	19474	Funding	NEWPROJ(19474)	1064	1	Snowville Deep Creek Bridge Replacement (003004D) Cnty:FA-1064; MP 1.48 - 1.73				New Bridge/Bridge Replacement				
		To Be Adv Dt:												
NEW		STP_BRIDGE		\$0	\$0	\$0	\$3,100,000	\$0	\$0	\$0	\$3,100,000	\$2,890,130	\$0	\$209,870
BOX EL	16938	STIP	F-1098(2)1	1098	1	1200 West Box Elder Creek Bridge at 600 North Cnty:FA-1098; MP .81 - .81				New Bridge/Bridge Replacement				
		To Be Adv Dt:												
		LOCAL_GOV		\$0	\$0	\$0	\$53,000	\$0	\$0	\$0	\$53,000	\$0	\$0	\$53,000
		STP_URB_O/L		\$0	\$0	\$848,500	\$848,500	\$0	\$0	\$0	\$1,697,000	\$1,582,113	\$0	\$114,887
		Total		\$0	\$0	\$848,500	\$901,500	\$0	\$0	\$0	\$1,750,000	\$1,582,113	\$0	\$167,887
BOX EL	19475	Funding	NEWPROJ(19475)	1122	5	Elwood Malad River Bridge Replacement (003040C) Cnty:FA-1122; MP 5.21 - 5.39				New Bridge/Bridge Replacement				
		To Be Adv Dt:												
NEW		STP_BRIDGE		\$0	\$0	\$0	\$710,000	\$0	\$0	\$0	\$710,000	\$661,933	\$0	\$48,067
BOX EL	18257	Funding	F-184-4(7)0	MULT		Bridge Replacement & Rehabilitation near Tremonton POCATELLO/VALLEY - OVERPASS; MP .00 - .25 & BOTHWELL INT. - OVERPASS; MP .00 - .12 & SR-102; MP 14.00 - 14.49				Replacement and Rehabilitation - Structure				
		To Be Adv Dt:												
NEW		NHPP_BR		\$0	\$0	\$2,000,000	\$16,500,000	\$0	\$0	\$0	\$18,500,000	\$17,247,550	\$1,252,450	\$0
BOX EL	13932	Scoping	F-LC03(22)	OTHER		750 North 200 West, Willard City 750 North 200 West, Willard City, Utah				Intersection Modification				
		Will Not Adv												
		CMAQ_BOX_ELD		\$0	\$91,172	\$0	\$0	\$0	\$0	\$0	\$91,172	\$85,000	\$0	\$6,172
BOX EL	14841	Scoping	S-LC03(25)	OTHER		1200 West; 3600 S. to S. Perry Boundry Extension 1200 West; 3600 South to Southern Perry Boundary				TIF - Transportation Investment Fund				
		Will Not Adv												
		LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$207,915	\$0	\$0	\$0	\$0	\$0	\$207,915	\$0	\$0	\$207,915
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH		\$51,537	\$2,027,612	\$0	\$0	\$0	\$0	\$0	\$2,079,148	\$0	\$2,079,148	\$0
		Total		\$51,537	\$2,235,526	\$0	\$0	\$0	\$0	\$0	\$2,287,063	\$0	\$2,079,148	\$207,915
BOX EL	14848	STIP	F-LC03(26)	OTHER		1200 W; 2250 S. to 775 W., Bike Trail, Perry 1200 West, 2250 South to 775 West				Pedestrian/Bike facility				
		To Be Adv Dt:												
		CMAQ_BOX_ELD		\$10,726	\$651,274	\$0	\$0	\$0	\$0	\$0	\$662,000	\$617,183	\$0	\$44,817
		LOCAL_GOV		\$0	\$33,000	\$0	\$0	\$0	\$0	\$0	\$33,000	\$0	\$0	\$33,000
		Total		\$10,726	\$684,274	\$0	\$0	\$0	\$0	\$0	\$695,000	\$617,183	\$0	\$77,817



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

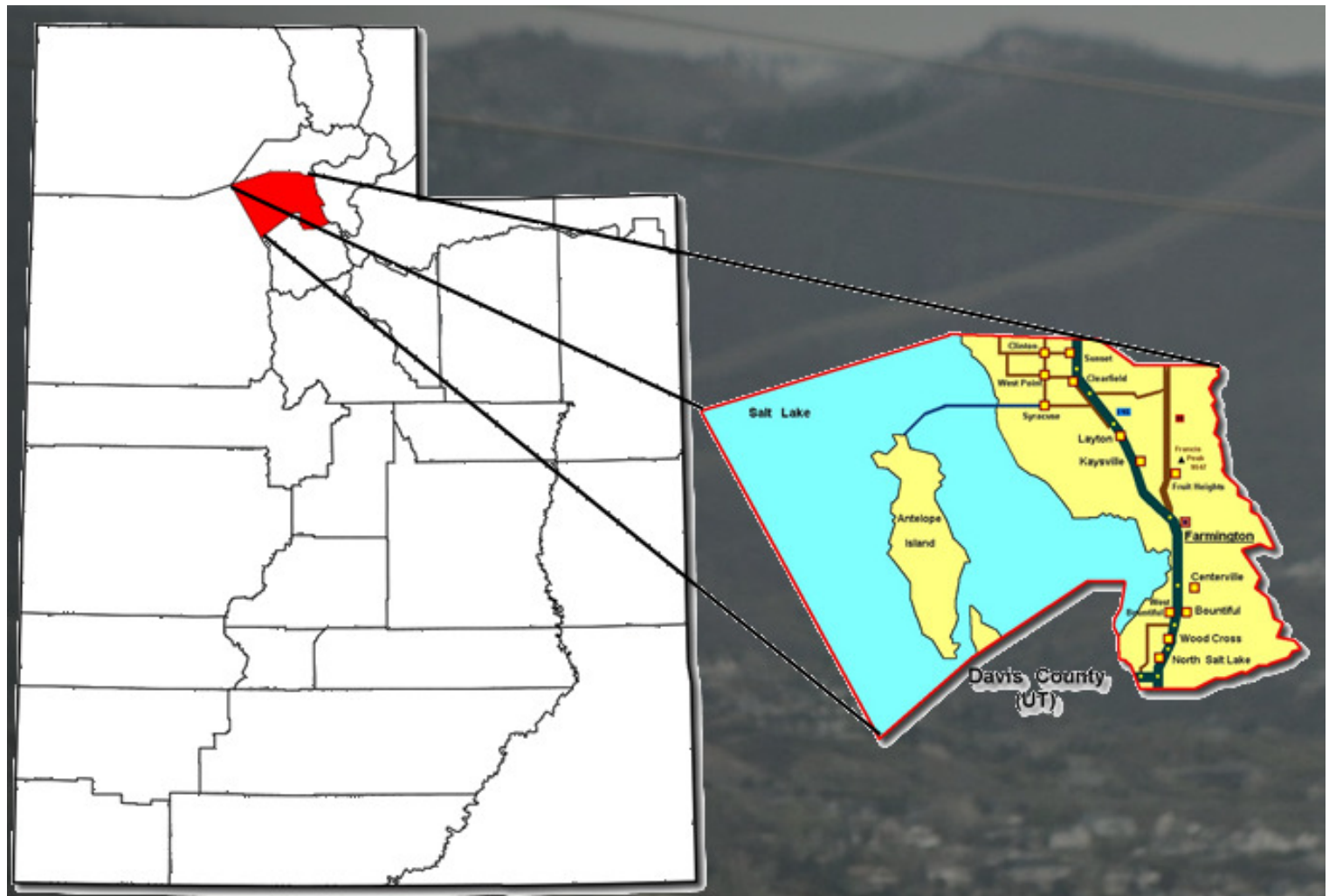
Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Box Elder County Projects														
BOX EL	19557	Funding	NEWPROJ(19557)											
		To Be Adv Dt:												
NEW		FLHP		\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$100	\$100	\$0	\$0
WILLARD BAY WEST ACCESS ROAD PHASE I - STUDY										Federal Lands Access Program				
WILLARD BAY WEST ACCESS ROAD PHASE I - UT FTBR PA WIBA(1)														
BOX EL	19563	Funding	NEWPROJ(19563)											
		To Be Adv Dt:												
NEW		FLHP		\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000	\$1,300,000	\$0	\$0	
Auto Tour Route - UT FTFW BERI 10(1)										Federal Lands Access Program				
Auto Tour Route - Rehabilitate Auto Tour Route 10														

Davis County

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden/ Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).

The Cities of Davis County include;

- Bountiful
- Centerville
- Clearfield
- Clinton
- Farmington
- Fruit Heights
- Kaysville
- Layton
- North Salt Lake
- South Weber
- Sunset
- Syracuse
- West Bountiful
- West Point
- Woods Cross





DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other				
Davis County Projects																		
DAVIS	17812	Scoping Will Not Adv	S-I15-7(361)313	15	313	24	I-15 Ramp Destination Sensors in Davis County I-15; MP 313.00 - 337.00					Local/MPO/Other Agency Pass-Through						
		LOCAL_GOV		\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000			
DAVIS	15022	Scoping Will Not Adv	S-0037(13)	37		2	SR-37; Corridor Preservation SR-37; MP .00 - 2.00					Corridor Preservation						
		ST_CORR_PRES		\$6,441,627	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,441,627	\$0	\$6,441,627	\$0			
DAVIS	6552	Scoping Will Not Adv	F-0037(4)0	37		2	1800 NO. (SR-37) 2000 W, to I-15 Enviro. Study SR-37; MP .00 - 2.00											
		STP_URB_O/L		\$1,904,018	\$455,737	\$0	\$0	\$0	\$0	\$0	\$0	\$2,359,755	\$2,200,000	\$159,755	\$0			
		ST_CONCPT_D1		\$16,583	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,583	\$0	\$16,583	\$0			
		Total		\$1,920,601	\$455,737	\$0	\$0	\$0	\$0	\$0	\$0	\$2,376,338	\$2,200,000	\$176,338	\$0			
DAVIS	13363	Undr Const Will Not Adv	S-R199(190)	68	66		FY2015 Region One TAP, North Salt Lake SR-68; MP 65.62 - 65.82					Trails						
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
		L_PASS_MATCH		\$0	\$34,250	\$0	\$0	\$0	\$0	\$0	\$0	\$34,250	\$0	\$0	\$34,250			
		ST_PVMT		\$0	\$98,750	\$0	\$0	\$0	\$0	\$0	\$0	\$98,750	\$0	\$98,750	\$0			
		Total		\$0	\$133,000	\$0	\$0	\$0	\$0	\$0	\$0	\$133,000	\$0	\$98,750	\$34,250			
DAVIS	17864	Scoping To Be Adv Dt: 11/26/21	F-0068(127)64	68	64	1	Redwood Road Westside Path Connections SR-68; MP 64.37 - 65.74					Safe Sidewalk						
		LOCAL_GOV		\$83,740	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,740	\$0	\$0	\$83,740			
		TAP_URB_O/L		\$45,000	\$170,167	\$0	\$0	\$0	\$0	\$0	\$0	\$215,167	\$200,600	\$0	\$14,567			
		Total		\$128,740	\$170,167	\$0	\$0	\$0	\$0	\$0	\$0	\$298,907	\$200,600	\$0	\$98,307			
DAVIS	13480	Scoping Will Not Adv	S-R199(198)	89	399		US-89; Nicholls Rd Grade Separation, Frontage Rds. US-89; MP 398.60 - 398.80 & US-89; Mutton Hollow to Oak Hills, East and West side Frontage Roads					New Capacity						
		ST_CONCPT_D1		\$25,885	\$26,244	\$0	\$0	\$0	\$0	\$0	\$0	\$52,128	\$0	\$52,128	\$0			
		ST_TIF		\$953,277	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$953,277	\$0	\$953,277	\$0			
		Total		\$979,162	\$26,244	\$0	\$0	\$0	\$0	\$0	\$0	\$1,005,405	\$0	\$1,005,405	\$0			
DAVIS	10021	Scoping Will Not Adv	F-LC11(48)	89	400		Fruit Heights / Kaysville 400/200 North US-89; MP 399.70 - 399.80					UTA/Transit						
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,322,536	\$1,322,536	\$1,233,000	\$0	\$89,536			
DAVIS	13120	STIP To Be Adv Dt: 09/06/16	F-LC11(59)	89	399		Nicholls Road / US-89 Grade Separation US-89; MP 398.50 - 398.90					PE						
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,081,100	\$1,081,100	\$1,007,910	\$0	\$73,190			
DAVIS	18835	Scoping To Be Adv Dt: 03/23/22	F-0089(537)402	89	402		East/ West Kay's Creek Trail Connections US-89; MP 401.91 - 402.16					Transportation Alternatives						
		LOCAL_GOV		\$0	\$366,549	\$0	\$0	\$0	\$0	\$0	\$0	\$366,549	\$0	\$0	\$366,549			
		TAP_URB_O/L		\$0	\$423,952	\$0	\$0	\$0	\$0	\$0	\$0	\$423,952	\$395,250	\$0	\$28,702			
		Total		\$0	\$790,500	\$0	\$0	\$0	\$0	\$0	\$0	\$790,500	\$395,250	\$0	\$395,250			



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Davis County Projects													
DAVIS	15917	Scoping	F-0105(8)1		105	1	Parrish Ln Intersections at 400 W & Marketplace Dr SR-105; MP .78 - .78			Intersection Improvements			
		To Be Adv Dt: 06/02/23											
		CMAQ_PM2.5		\$0	\$0	\$1,072,616	\$0	\$0	\$836,684	\$1,909,300	\$1,780,040	\$0	\$129,260
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$1,501,663	\$1,501,663	\$1,400,000	\$0	\$101,663
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$256,137	\$256,137	\$0	\$0	\$256,137
		Total		\$0	\$0	\$1,072,616	\$0	\$0	\$2,594,484	\$3,667,100	\$3,180,040	\$0	\$487,060
DAVIS	16933	STIP	F-0106(21)8		106	8	1 Main Street (SR-106); Park Lane to Shepard Lane SR-106; MP 8.30 - 9.05			Reconstruct & Widening			
		To Be Adv Dt:											
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$84,200	\$84,200	\$0	\$0	\$84,200
		STP_URB_O/L		\$0	\$0	\$993,200	\$993,200	\$0	\$2,202,800	\$4,189,200	\$3,905,591	\$0	\$283,609
		Total		\$0	\$0	\$993,200	\$993,200	\$0	\$2,287,000	\$4,273,400	\$3,905,591	\$0	\$367,809
DAVIS	15680	Scoping	S-0108(36)6		108	6	2 SR-108; 300 North to 1800 North SR-108; MP 6.00 - 7.51			Widen Existing Facility			
		To Be Adv Dt: 12/23/22											
		ST_TIF		\$5,008,954	\$9,000,000	\$26,600,000	\$19,391,046	\$0	\$0	\$60,000,000	\$0	\$60,000,000	\$0
DAVIS	16954	Awarded	F-0225(8)1		225	1	Park Lane & 326 West Sidewalk - Farmington SR-225; MP .66 - .68			Pedestrian/Bike facility			
		Adv Dt: 04/24/21											
		LOCAL_GOV		\$16,000	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$16,000
		TAP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TAP_URB_WFRC		\$76,198	\$2	\$0	\$0	\$0	\$0	\$76,200	\$71,041	\$5,159	\$0
		Total		\$92,198	\$2	\$0	\$0	\$0	\$0	\$92,200	\$71,041	\$5,159	\$16,000
DAVIS	16937	Active	F-1384(0)0		1384		Main Street; Center Street to 350 North - NSL Cnty:FA-1384; MP .19 - .64			Reconstruct no widening			
		To Be Adv Dt: 01/08/21											
		LOCAL_MATCH		\$54,462	\$0	\$0	\$0	\$0	\$0	\$54,462	\$0	\$0	\$54,462
		STP_COVID_O/L		\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000	\$750,000	\$0	\$0
		STP_URB_O/L		\$303,465	\$204,273	\$0	\$0	\$0	\$0	\$507,738	\$473,364	\$0	\$34,374
		Total		\$357,927	\$954,273	\$0	\$0	\$0	\$0	\$1,312,200	\$1,223,364	\$0	\$88,836
DAVIS	18813	STIP	F-1384(1)1		1384	1	1 Main St Sidewalk; I-15 to Pacific Avenue Cnty:FA-1384; MP .80 - 1.31			Transportation Alternatives			
		To Be Adv Dt:											
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$71,606	\$71,606	\$0	\$0	\$71,606
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$294,594	\$294,594	\$274,650	\$0	\$19,944
		Total		\$0	\$0	\$0	\$0	\$0	\$366,200	\$366,200	\$274,650	\$0	\$91,550
DAVIS	16953	Advertised	F-1454(1)1		1454	1	State Street and 400 West Ped Crossing and Signal Cnty:FA-1454; MP .81 - .84			Pedestrian/Bike facility			
		Adv Dt: 04/24/21											
		TAP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TAP_URB_WFRC		\$249,943	\$57	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$0
		Total		\$249,943	\$57	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location					Concept Description												
							Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other								
Davis County Projects																								
DAVIS	18810	STIP	F-1489(1)0		1489	1	300 North; 2000 West to 3000 West Cnty:FA-1489; MP .00 - 1.01					Reconstruct & Widening												
		To Be Adv Dt:																						
		LOCAL_GOV			\$0		\$0	\$0	\$0	\$0	\$0	\$115,000	\$115,000	\$0	\$0	\$115,000								
		STP_URB_O/L			\$0		\$0	\$0	\$0	\$0	\$0	\$3,197,700	\$3,197,700	\$2,981,216	\$0	\$216,484								
		Total			\$0		\$0	\$0	\$0	\$0	\$0	\$3,312,700	\$3,312,700	\$2,981,216	\$0	\$331,484								
DAVIS	15899	Undr Const	S-1492(1)2		1492	2	800 North; 2000 W to 3000 W, Clinton/ West Point Cnty:FA-1492; MP 1.51 - 2.51					Reconstruct & Widening												
		Will Not Adv																						
		LOCAL_GOV			\$0		\$1,356,352	\$0	\$0	\$0	\$0	\$0	\$1,356,352	\$0	\$0	\$1,356,352								
		LOCAL_MATCH			\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0								
		L_PASS_MATCH			\$0		\$236,695	\$0	\$0	\$0	\$0	\$0	\$236,695	\$0	\$0	\$236,695								
		STP_URB_O/L			\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0								
		ST_TIF			\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0								
		ST_TIF_EXCH			\$1,748,981		\$617,971	\$0	\$0	\$0	\$0	\$0	\$2,366,952	\$0	\$2,366,952	\$0								
		Total			\$1,748,981		\$2,211,018	\$0	\$0	\$0	\$0	\$0	\$3,959,999	\$0	\$2,366,952	\$1,593,047								
DAVIS	17848	STIP	F-1504(1)3		1504	3	1500 West & 1300 North Round-a-bout Cnty:FA-1504; MP 3.01 - 3.01					Intersection Modification												
		To Be Adv Dt:																						
		CMAQ_WFRC			\$0		\$0	\$0	\$0	\$0	\$0	\$911,724	\$911,724	\$850,000	\$0	\$61,724								
		LOCAL_GOV			\$0		\$0	\$0	\$0	\$0	\$0	\$1,278,376	\$1,278,376	\$0	\$0	\$1,278,376								
		Total			\$0		\$0	\$0	\$0	\$0	\$0	\$2,190,100	\$2,190,100	\$850,000	\$0	\$1,340,100								
DAVIS	17365	STIP	F-I84-5(50)1		1508	1	Adams Ave over I-84 Deck Replacement (0C 644) Cnty:FA-1508; MP .60 - .82					Deck Repair/Replacement												
		To Be Adv Dt:																						
		STP_BRIDGE			\$0		\$600,000	\$5,500,000	\$0	\$0	\$0	\$0	\$6,100,000	\$5,687,030	\$412,970	\$0								
DAVIS	11268	Undr Const	S-R199(229)		MULT		SR-177, West Davis Hwy; I-15 & SR-67 to SR-193 SR-177; MP 0.00 to 15.54					New Capacity												
		Adv Dt: 04/16/20																						
		ST_CONST			\$14,171,988		\$25,828,012	\$0	\$0	\$0	\$0	\$0	\$40,000,000	\$0	\$40,000,000	\$0								
		ST_TIF			\$203,645,000		\$237,600,000	\$224,300,000	\$32,100,000	\$0	\$0	\$20,000,000	\$717,645,000	\$0	\$717,645,000	\$0								
		Total			\$217,816,988		\$263,428,012	\$224,300,000	\$32,100,000	\$0	\$0	\$20,000,000	\$757,645,000	\$0	\$757,645,000	\$0								
DAVIS	15678	STIP	F-I15-7(343)319		MULT		I-15; Pages Lane to Lagoon I-15; MP 318.50 - 324.75 & I-15; MP 318.50 - 324.75					High Volume												
		To Be Adv Dt:																						
		NHPP_IM			\$0		\$17,000,000	\$0	\$0	\$0	\$0	\$0	\$17,000,000	\$16,010,600	\$989,400	\$0								
DAVIS	15682	Scoping	S-I15-8(157)336		MULT		I-15; 1800 North Interchange I-15; MP 336.40 - 337.40 & I-15; MP 336.40 - 337.40 & SR-37; MP .00 - 2.00 & To add the map for the widening of roadway on sr-37					New Interchange on Existing Freeway												
		To Be Adv Dt: 12/12/23																						
		ST_TIF			\$0		\$0	\$30,000,000	\$0	\$0	\$0	\$60,000,000	\$90,000,000	\$0	\$90,000,000	\$0								
DAVIS	15684	Scoping	S-I15-7(340)325		MULT		I-15; Shepard Lane Interchange I-15; MP 325.20 - 326.00 & I-15; MP 325.20 - 326.00					New Interchange on Existing Freeway												
		To Be Adv Dt: 10/26/23																						
		ST_TIF			\$4,857,254		\$2,300,000	\$10,000,000	\$71,842,746	\$0	\$0	\$0	\$89,000,000	\$0	\$89,000,000	\$0								



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location					Concept Description					
						Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other	
Davis County Projects																
DAVIS	14843	Active	F-LC11(68)		MULT	500 West; 2000 S. to D St., Extension, Clearfield 500 West; 2000 South to SR-108					New Capacity					
		To Be Adv Dt: 04/27/22														
		LOCAL_GOV		\$17,826	\$978,131	\$0	\$0	\$0	\$0	\$0	\$0	\$995,957	\$0	\$0	\$0	\$995,957
		LOCAL_MATCH		\$0	\$94,401	\$0	\$0	\$0	\$0	\$0	\$0	\$94,401	\$0	\$0	\$0	\$94,401
		STP_COVID_OL		\$0	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$1,300,000	\$0	\$0	\$0
		STP_URB_O/L		\$4,100,214	\$257,428	\$0	\$0	\$0	\$0	\$0	\$0	\$4,357,642	\$4,062,630	\$0	\$0	\$295,012
		Total		\$4,118,040	\$2,629,960	\$0	\$0	\$0	\$0	\$0	\$0	\$6,748,000	\$5,362,630	\$0	\$0	\$1,385,370
DAVIS	16935	Scoping	S-LC11(74)		OTHER	WDC Connector; West Davis to Shepard Ln & I-15 A new road connecting the proposed Shepard Lane interchange on I-15 to the West Davis Corridor and Sunset Drive					New Capacity					
		Will Not Adv														
		LOCAL_GOV		\$0	\$365,500	\$0	\$0	\$0	\$0	\$0	\$0	\$365,500	\$0	\$0	\$0	\$365,500
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_PVMT		\$0	\$3,289,500	\$0	\$0	\$0	\$0	\$0	\$0	\$3,289,500	\$0	\$3,289,500	\$0	\$0
		Total		\$0	\$3,655,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,655,000	\$0	\$3,289,500	\$0	\$365,500
DAVIS	7176	Scoping	S-0067(14)0		OTHER	West Davis Corridor EIS West Davis Corridor					Document EA/EIS					
		Will Not Adv														
		ST_GF_CHN		\$9,453,585	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,453,585	\$0	\$9,453,585	\$0	\$0
		ST_TIF		\$2,158,124	\$391,876	\$0	\$0	\$0	\$0	\$0	\$0	\$2,550,000	\$0	\$2,550,000	\$0	\$0
		ST_TIF_SB229		\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0	\$0
		Total		\$16,611,708	\$391,876	\$0	\$0	\$0	\$0	\$0	\$0	\$17,003,585	\$0	\$17,003,585	\$0	\$0
DAVIS	7318	Active	S-R199(50)		OTHER	West Davis Corridor Preservation West Davis Corridor										
		Will Not Adv														
		L_CORR_DAVIS		\$12,861,887	\$2,753,565	\$0	\$0	\$0	\$0	\$0	\$0	\$15,615,452	\$0	\$0	\$0	\$15,615,452
		L_CORR_MATCH		\$2,844,501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,844,501	\$0	\$0	\$0	\$2,844,501
		Total		\$15,706,388	\$2,753,565	\$0	\$0	\$0	\$0	\$0	\$0	\$18,459,953	\$0	\$0	\$0	\$18,459,953
DAVIS	14849	Awarded	F-LC11(73)		OTHER	2000 West & 1300 North Intersection, Clinton 2000 West & 1300 North, Clinton					Intersection Modification					
		Adv Dt: 01/23/21														
		CMAQ_WFRC		\$1,039,984	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,039,984	\$969,577	\$0	\$0	\$70,407
		LOCAL_GOV		\$0	\$311,516	\$0	\$0	\$0	\$0	\$0	\$0	\$311,516	\$0	\$0	\$0	\$311,516
		Total		\$1,039,984	\$311,516	\$0	\$0	\$0	\$0	\$0	\$0	\$1,351,500	\$969,577	\$0	\$0	\$381,923
DAVIS	14855	Undr Const	S-LC11(72)		OTHER	Pages Lane; 800 W. to SR-67, Bike Lane, W. Btfl. Pages Lane; 800 West to SR-67					Pedestrian/Bike facility					
		Will Not Adv														
		L_PASS_MATCH		\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$0	\$75,000
		ST_PVMT_TAP		\$375,103	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$375,103	\$0	\$375,103	\$0	\$0
		TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$375,103	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$450,103	\$0	\$375,103	\$0	\$75,000



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location					Concept Description					
						Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other	
Davis County Projects																
DAVIS	15915	STIP	F-R199(238)			OTHER	Davis County Ski Bus, Layton to Snow Basin, Layton Commuter Rail Layton Station to Snow Basin via Layton Hills Mall Area Hotels and Park and Ride Lots					Transportation Alternatives				
		Will Not Adv														
		CMAQ_WFRC					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV					\$0	\$40,884	\$0	\$0	\$0	\$0	\$40,884	\$0	\$0	\$40,884
		TFER_2_UTA					\$0	\$979,116	\$0	\$0	\$0	\$0	\$979,116	\$912,830	\$66,286	\$0
		Total					\$0	\$1,020,000	\$0	\$0	\$0	\$0	\$1,020,000	\$912,830	\$66,286	\$40,884
DAVIS	15924	Scoping	F-R199(237)			OTHER	Davis/ Weber Bicycle Counters 'Davis/Weber County Bicycle Counters					Transportation Alternatives				
		To Be Adv Dt: 10/06/23														
		LOCAL_GOV					\$0	\$285,477	\$0	\$0	\$0	\$0	\$285,477	\$0	\$0	\$285,477
		TAP_URB_WFRC					\$0	\$214,523	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$0	\$14,523
		Total					\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$200,000	\$0	\$300,000
DAVIS	17794	STIP	F-R199(9)			OTHER	500 West Phase II; 2010 South to 2800 South 500 West Phase II; 2010 South to 2800 South, Syracuse Utah					Reconstruct & Widening				
		To Be Adv Dt:														
		STP_URB_O/L					\$0	\$0	\$0	\$1,072,616	\$0	\$2,918,184	\$3,990,800	\$3,720,623	\$0	\$270,177
DAVIS	17796	Scoping	F-R199(8)			OTHER	800 West & 1500 South Intersection 800 West & 1500 South Intersection, Woods Cross, Utah 84087					Intersection Modification				
		To Be Adv Dt: 05/06/21														
		STP_URB_O/L					\$97,000	\$959,500	\$0	\$0	\$0	\$0	\$1,056,500	\$984,975	\$0	\$71,525
DAVIS	18807	STIP	F-LC11(75)0			OTHER	Commerce Drive Road; Burke Lane to 950 North Burke Lane to 950 North, Farmington Utah					New Capacity				
		To Be Adv Dt:														
		LOCAL_GOV					\$0	\$0	\$0	\$0	\$0	\$4,904,652	\$4,904,652	\$0	\$0	\$4,904,652
		STP_URB_O/L					\$0	\$0	\$0	\$1,072,616	\$0	\$2,145,232	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total					\$0	\$0	\$0	\$1,072,616	\$0	\$7,049,884	\$8,122,500	\$3,000,000	\$0	\$5,122,500
DAVIS	4955	Active	SP-9999(807)				West Davis Corridor; Corridor Preservation North Legacy Corridor; N Ext. of Legacy Parkway									
		Will Not Adv														
		ST_CORR_PRES					\$8,350,997	\$31,954,564	\$0	\$0	\$0	\$0	\$40,305,561	\$0	\$40,305,561	\$0
DAVIS	11990	Active	F-LC11(50)				Transportation and Land Use Connection Program Project Planning Support -Weber & Davis County					Local/MPO/Other Agency Pass-Through				
		Will Not Adv														
		L_PASS_MATCH					\$63,902	\$141,601	\$0	\$0	\$0	\$0	\$205,503	\$0	\$0	\$205,503
		STP_URB_O/L					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_UR_O/L@1					\$1,972,855	\$897,402	\$468,992	\$483,062	\$0	\$1,010,034	\$4,832,345	\$4,832,345	\$0	\$0
		ST_STUDIES					\$153,600	\$0	\$0	\$0	\$0	\$0	\$153,600	\$0	\$153,600	\$0
		ST_TRANS_SOL					\$340,182	\$0	\$0	\$0	\$0	\$0	\$340,182	\$0	\$340,182	\$0
		Total					\$2,530,539	\$1,039,003	\$468,992	\$483,062	\$0	\$1,010,034	\$5,531,630	\$4,832,345	\$493,782	\$205,503



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

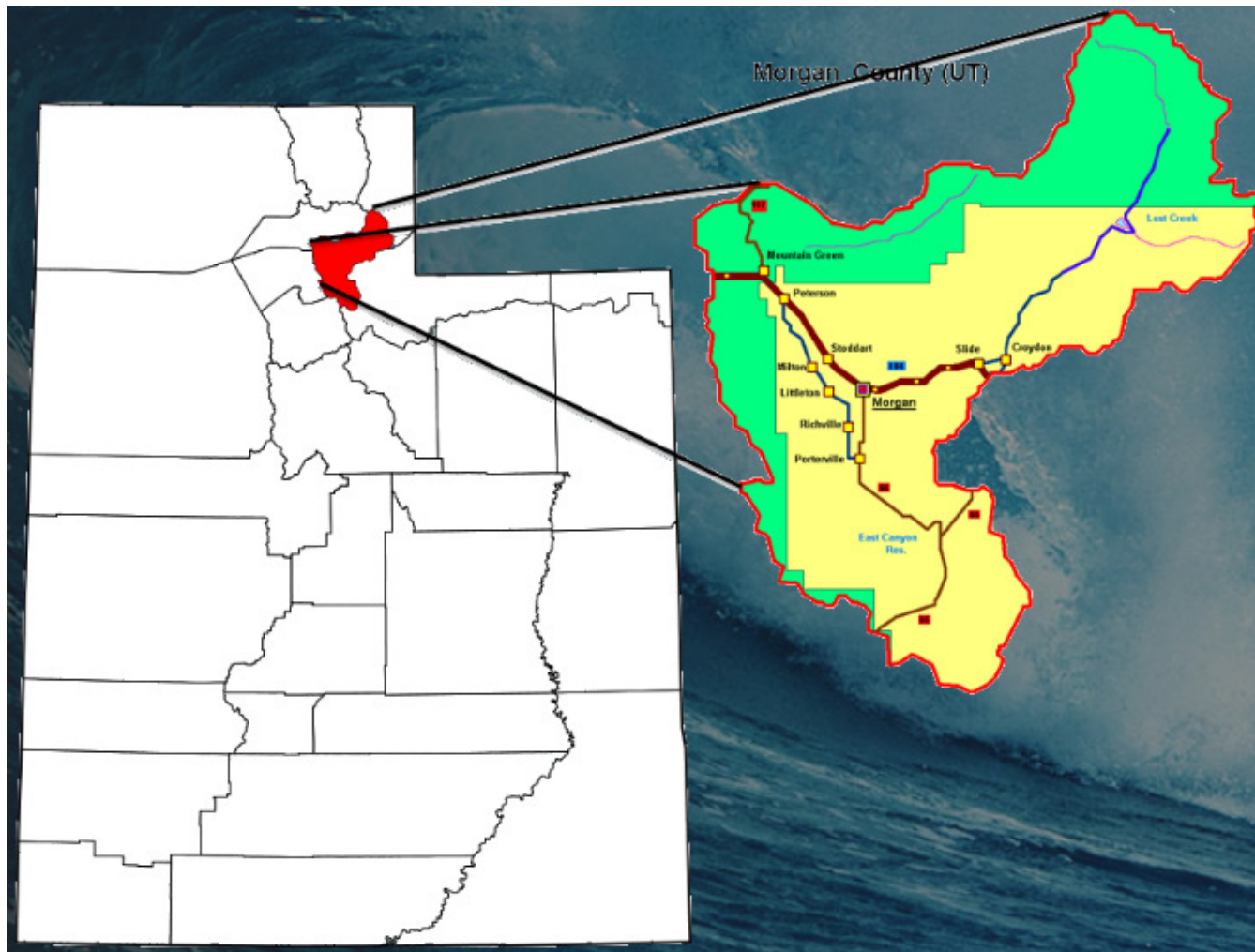
Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Davis County Projects													
DAVIS	11996	Undr Const	S-LC11(53)										
			Will Not Adv										
			LOCAL_MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			L_PASS_MATCH	\$0	\$172,720	\$0	\$0	\$0	\$0	\$172,720	\$0	\$172,720	
			STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			ST_CONCPT_D1	\$3,513	\$0	\$0	\$0	\$0	\$0	\$3,513	\$0	\$3,513	
			ST_CONT_PG	\$10,726	\$0	\$0	\$0	\$0	\$0	\$10,726	\$0	\$10,726	
			ST_TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			ST_TIF_EXCH	\$704,492	\$1,022,708	\$0	\$0	\$0	\$0	\$1,727,200	\$0	\$1,727,200	
			Total	\$718,731	\$1,195,428	\$0	\$0	\$0	\$0	\$1,914,159	\$0	\$1,741,439	
DAVIS	11997	Undr Const	S-LC11(54)										
			Will Not Adv										
			LOCAL_MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			L_PASS_MATCH	\$0	\$191,250	\$0	\$0	\$0	\$0	\$191,250	\$0	\$191,250	
			STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			ST_CONCPT_D1	\$1,886	\$0	\$0	\$0	\$0	\$0	\$1,886	\$0	\$1,886	
			ST_CONT_PG	\$10,726	\$0	\$0	\$0	\$0	\$0	\$10,726	\$0	\$10,726	
			ST_TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			ST_TIF_EXCH	\$1,453,164	\$459,336	\$0	\$0	\$0	\$0	\$1,912,500	\$0	\$1,912,500	
			Total	\$1,465,776	\$650,586	\$0	\$0	\$0	\$0	\$2,116,362	\$0	\$1,925,112	
DAVIS	14043	Undr Const	F-LC11(63)										
			Adv Dt: 12/28/19										
			LOCAL_GOV'T	\$393,625	\$101,375	\$0	\$0	\$0	\$0	\$495,000	\$0	\$495,000	
			L_BETTERMENT	\$411,650	\$31,662	\$0	\$0	\$0	\$0	\$443,312	\$0	\$443,312	
			STP_URB_O/L	\$3,228,575	-\$908	\$0	\$0	\$0	\$0	\$3,227,667	\$3,009,154	\$218,513	
			ST_TIF	\$923,908	\$2,742	\$0	\$0	\$0	\$0	\$926,649	\$0	\$926,649	
			Total	\$4,957,758	\$134,871	\$0	\$0	\$0	\$0	\$5,092,628	\$3,009,154	\$926,649	
DAVIS	14044	STIP	F-LC11(64)										
			To Be Adv Dt: 11/15/21										
			STP_URB_O/L	\$0	\$0	\$0	\$536,308	\$0	\$1,608,924	\$2,145,232	\$2,000,000	\$145,232	
DAVIS	14053	STIP	F-LC11(67)										
			Will Not Adv										
			CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			TFER_2_UTA	\$0	\$1,769,817	\$0	\$0	\$0	\$0	\$1,769,817	\$1,650,000	\$119,817	
			Total	\$0	\$1,769,817	\$0	\$0	\$0	\$0	\$1,769,817	\$1,650,000	\$119,817	

Morgan County

Morgan County and its lone municipality joined the Regional Council in 1972. And like Tooele County, Morgan County is not within the Urbanized Boundaries of Wasatch Front Regional Council (WFRC), but they are a member of the Regional Council Board and as such, their projects are included in the WFRC TIP as a resource to the County and the City.

Morgan City is the only incorporated city in Morgan County.





DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len		PIN Description / Project Location				Concept Description			
				Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Morgan County Projects													
MORGAN	15896	Active	S-0167(7)2	167	2	Mtn. Green Interchange Corridor Preservation SR-167; MP 1.50 - 1.65				Corridor Preservation			
		Will Not Adv											
		ST_CORR_PRES	\$6,582,154	\$10,923	\$0	\$0	\$0	\$0	\$0	\$6,593,076	\$0	\$6,593,076	\$0
MORGAN	16512	Active	F-1972(2)9	1972	9	4300 N over UPRR Bridge Preservation, 029007F Cnty:FA-1972; MP 8.69 - 8.78				Preservation - Structure			
		To Be Adv Dt: 07/13/21											
		NHPP_BR	\$990,000	\$1,812,000	\$0	\$0	\$0	\$0	\$0	\$2,802,000	\$2,612,305	\$0	\$189,695
MORGAN	19312	Funding	NEWPROJ(19312)	1978	1	9 Old Highway Road; Trapper's Loop to North Morgan Cnty:FA-1978; MP .88 - 10.18 & Old Highway Road; Trapper's Loop to North Morgan				Non-Urban			
		To Be Adv Dt:											
NEW		STP_RURAL	\$0	\$0	\$0	\$2,145,232	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
MORGAN	12624	Active	F-R199(194)	1980		Devils Slide Bridge, Near Croydon, 029014D Cnty:FA-1980; MP .00 - .14				Rehabilitation or Replacement			
		To Be Adv Dt: 06/24/21											
		NHPP_BR	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$139,845	\$0	\$10,155
		STP_BRIDGE	\$1,194,000	\$2,795,000	\$0	\$0	\$0	\$0	\$0	\$3,989,000	\$3,718,945	\$0	\$270,055
		Total	\$1,194,000	\$2,945,000	\$0	\$0	\$0	\$0	\$0	\$4,139,000	\$3,858,790	\$0	\$280,210
MORGAN	16595	Scoping	F-R199(254)	OTHER		Young Street Bridge and Connector Road Young Street Bridge and Connector Road				Non-Urban			
		To Be Adv Dt: 03/15/22											
		LOCAL_GOV	\$0	\$1,659,768	\$0	\$0	\$0	\$0	\$0	\$1,659,768	\$0	\$0	\$1,659,768
		STP_RURAL	\$650,000	\$1,495,232	\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total	\$650,000	\$3,155,000	\$0	\$0	\$0	\$0	\$0	\$3,805,000	\$2,000,000	\$0	\$1,805,000

Salt Lake County

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden-Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).

The Cities of Salt Lake County include;

Bluffdale

Cottonwood Heights

Draper

Herriman

Holladay

Midvale

Murray

Riverton

Salt Lake City

Salt Lake County

Sandy

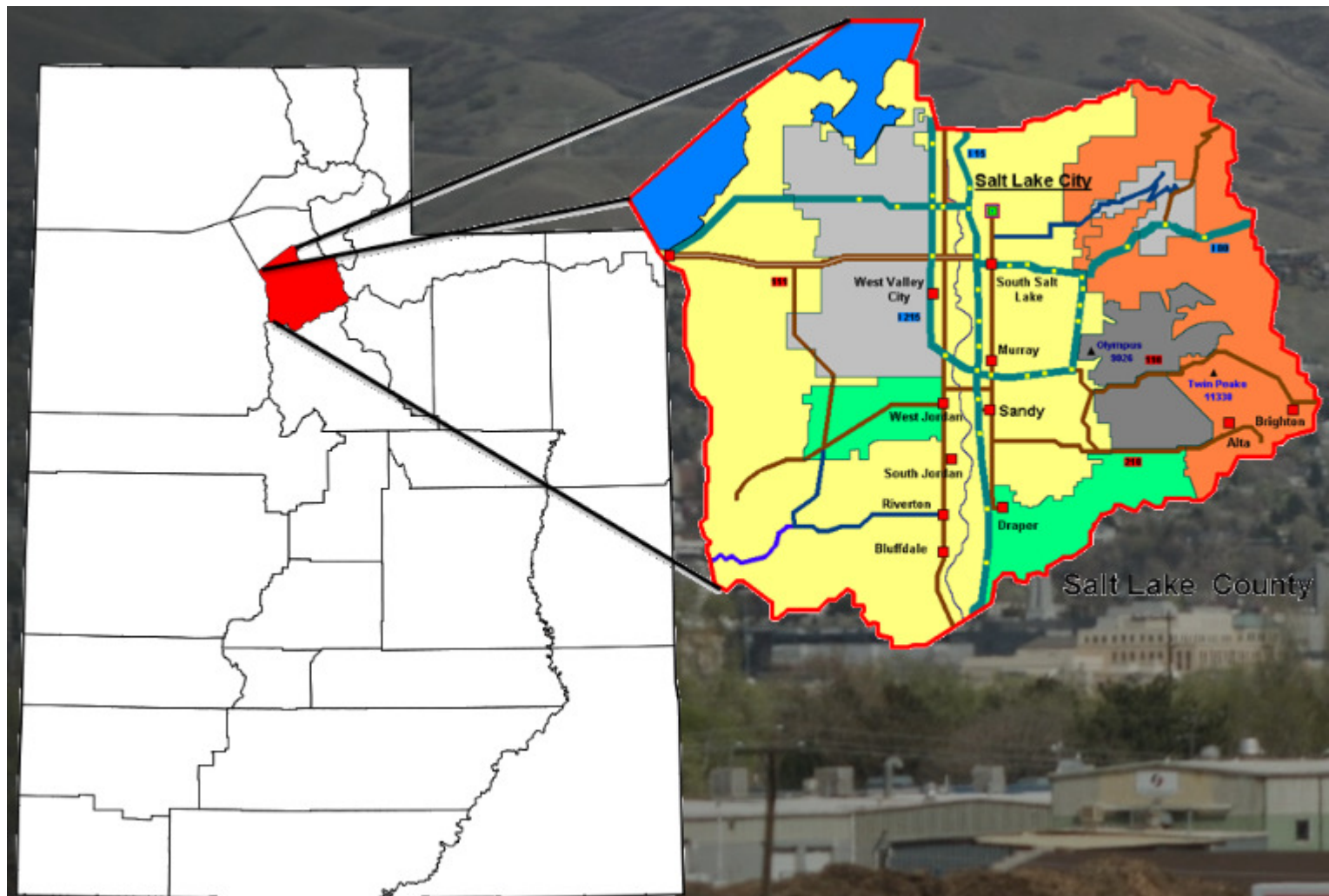
South Jordan

South Salt Lake

Taylorsville

West Jordan

West Valley





DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other				
Salt Lake County Projects																		
SALT L	18449	Funding	NEWPROJ(18449)	15	290	6	I-15 NB; Bangeter Hwy to 9000 S I-15; MP 289.76 - 295.50					New Capacity						
		To Be Adv Dt:																
NEW		ST_TIF		\$0	\$0	\$0	\$0	\$22,000,000	\$353,000,000	\$375,000,000	\$0	\$375,000,000	\$0					
SALT L	19211	Funding	NEWPROJ(19211)	15	299	9	I-15 NB; I-215 to 600 South I-15; MP 298.81 - 307.50					Widen Existing Facility						
		To Be Adv Dt:																
NEW		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$365,000,000	\$365,000,000	\$0	\$365,000,000	\$0					
SALT L	16927	Scoping	F-0048(42)2	48	2	7000 South & 1500 West Pedestrian Bridge SR-48; MP 2.29 - 2.29					Pedestrian/Bike facility							
		To Be Adv Dt:	06/27/22															
		STP_URB_SL		\$0	\$321,785	\$0	\$1,287,115	\$0	\$0	\$1,608,900	\$1,499,977	\$0	\$108,923	\$0				
SALT L	17841	Active	F-0048(44)4	48	4	7200 South and 300 West Intersection SR-48; MP 4.08 - 4.08					Intersection Modification							
		To Be Adv Dt:	07/21/21															
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_FLX_ST		\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$23,308	\$1,693	\$0	\$0	\$0	\$0	\$0	
		STP_URB_SL		\$287,148	\$0	\$0	\$0	\$0	\$0	\$287,148	\$287,148	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_PVMT		\$0	\$20,852	\$0	\$0	\$0	\$0	\$20,852	\$0	\$20,852	\$0	\$0	\$0	\$0	\$0	
		Total		\$287,148	\$45,852	\$0	\$0	\$0	\$0	\$333,000	\$310,456	\$22,545	\$0	\$0	\$0	\$0	\$0	
SALT L	11082	Active	F-0068(73)52	68	52	1 Redwood Road 4100 South to 5400 South SR-68; MP 52.31 - 53.31					Intersection Improvements							
		To Be Adv Dt:	09/14/21															
		LOCAL_GOV		\$78,254	\$221,746	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	
		STP_FLX_ST		\$0	\$455,000	\$0	\$0	\$0	\$0	\$455,000	\$424,197	\$0	\$30,804	\$0	\$0	\$0	\$0	
		STP_HIF_SL		\$0	\$5,170,858	\$0	\$0	\$0	\$0	\$5,170,858	\$4,820,791	\$0	\$350,067	\$0	\$0	\$0	\$0	
		STP_URB_SL		\$4,040,000	\$3,831,670	\$0	\$0	\$0	\$0	\$7,871,670	\$7,338,758	\$0	\$532,912	\$0	\$0	\$0	\$0	
		Total		\$4,118,254	\$9,679,274	\$0	\$0	\$0	\$0	\$13,797,528	\$12,583,745	\$0	\$1,213,783	\$0	\$0	\$0	\$0	
SALT L	14942	Scoping	F-LC35(303)	71	10	6 SR-71 (700 E/ 900 E); Van Winkle to 90th South SR-71; MP 10.19 - 15.72					Pedestrian/Bicycle Safety							
		To Be Adv Dt:	10/16/23															
		CMAQ_WFRC		\$0	\$0	\$536,308	\$965,354	\$0	\$0	\$1,501,662	\$1,399,999	\$0	\$101,663	\$0	\$0	\$0	\$0	
		LOCAL_GOV		\$0	\$0	\$2,110,100	\$0	\$0	\$0	\$2,110,100	\$0	\$0	\$2,110,100	\$0	\$0	\$0	\$0	
		Total		\$0	\$0	\$2,646,408	\$965,354	\$0	\$0	\$3,611,762	\$1,399,999	\$0	\$2,211,763	\$0	\$0	\$0	\$0	
SALT L	13130	Active	F-LC35(259)	140		1 14600 South; Bike Lanes SR-140; MP .00 - .56 & 14600 South; Pony Express Rd to UPRR Bridge					Transportation Alternatives							
		To Be Adv Dt:	06/21/21															
		CMAQ_WFRC		\$125,000	\$544,700	\$0	\$0	\$0	\$0	\$669,700	\$624,361	\$0	\$45,339	\$0	\$0	\$0	\$0	
		LOCAL_INKIND		\$0	\$22,942	\$0	\$0	\$0	\$0	\$22,942	\$0	\$0	\$22,942	\$0	\$0	\$0	\$0	
		Total		\$125,000	\$567,642	\$0	\$0	\$0	\$0	\$692,642	\$624,361	\$0	\$68,280	\$0	\$0	\$0	\$0	
SALT L	8166	Active	S-0154(58)3	154		12 BANGERTER HWY CORRIDOR PRESERVATION SR-154; BANGERTER HWY @ REDWOOD RD. CORRIDOR PRESERVATION												
		Will Not Adv																
		ST_CORR_PRES		\$3,698,891	\$3,795,153	\$0	\$0	\$0	\$0	\$7,494,044	\$0	\$7,494,044	\$0	\$0	\$0	\$0	\$0	



DRAFT
DRAFT STIP

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



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description				
				Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other					
Salt Lake County Projects																		
SALT L	18808	Scoping Will Not Adv	S-0154(92)0		154	22	Bangerter Highway Corridor - Environmental SR-154; MP .00 - 22.35					Document EA/EIS						
		ST_TIF		\$4,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000,000	\$0	\$8,000,000	\$0			
SALT L	18448	Funding To Be Adv Dt:	NEWPROJ(18448)		154	17	Bangerter Interchanges; 4100 S to California SR-154; MP 17.47 - 22.64					Upgrade Existing At-Grade Intersection						
NEW		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$570,000,000	\$570,000,000	\$0	\$570,000,000	\$0				
SALT L	16383	Scoping To Be Adv Dt: 01/31/23	S-0154(96)5		154	5	Bangerter Highway @ 13400 South SR-154; MP 5.20 - 6.20					Upgrade Existing At-Grade Intersection						
		ST_TIF_HB433		\$0	\$7,500,000	\$7,500,000	\$45,000,000	\$15,000,000	\$0	\$0	\$75,000,000	\$0	\$75,000,000	\$0				
SALT L	16951	Advertised Adv Dt: 05/01/21	F-0171(57)15		171	14	3300 South Sidewalk; 2600 East to 2700 East SR-171; MP 14.47 - 14.60					Pedestrian/Bike facility						
		LOCAL_GOV		\$96,766	\$0	\$0	\$0	\$0	\$0	\$0	\$96,766	\$0	\$0	\$96,766				
		TAP_URB_WFRC		\$429,500	\$0	\$0	\$0	\$0	\$0	\$0	\$429,500	\$400,423	\$0	\$29,077				
		Total		\$526,266	\$0	\$0	\$0	\$0	\$0	\$0	\$526,266	\$400,423	\$0	\$125,843				
SALT L	17837	Scoping To Be Adv Dt: 01/27/22	F-0171(60)9		171	9	3300 South and 900 West SR-171; MP 9.22 - 9.22					Pedestrian/Bicycle Safety						
		HSIP		\$0	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$1,800,000	\$1,678,140	\$121,860	\$0				
		STP_FLX_ST		\$300,354	\$199,646	\$0	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0				
		STP_URB_SL		\$0	\$840,000	\$0	\$0	\$0	\$0	\$0	\$840,000	\$783,132	\$56,868	\$0				
		Total		\$300,354	\$2,839,646	\$0	\$0	\$0	\$0	\$0	\$3,140,000	\$2,927,422	\$212,578	\$0				
SALT L	18833	STIP To Be Adv Dt:	F-0171(65)0		171	4	3500 South (SR-171) Sidewalk Improvements SR-171; MP .00 - 3.50					Transportation Alternatives						
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$536,308	\$536,308	\$500,000	\$36,308	\$0				
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$1,517,792	\$1,517,792	\$0	\$0	\$1,517,792				
		STP_FLX_ST		\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$932,300	\$67,700	\$0				
		Total		\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$2,054,100	\$3,054,100	\$1,432,300	\$104,008	\$1,517,792				



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					Concept Description						
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other	
Salt Lake County Projects															
SALT L	14413	Undr Const	F-0172(32)7	172	6	3	SR-172; 5600 W. Railroad Crossing					Widen Existing Facility			
			Adv Dt: 08/24/19				SR-172; MP 6.18 - 9.21								
		FA_INFRA@100	\$11,352,772	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,352,772	\$11,352,772	\$0	\$0
		L_BETTERMENT	\$53,405	\$19,195	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,600	\$0	\$0	\$72,600
		NHFP	\$21,992,057	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,992,057	\$20,503,195	\$1,488,862	\$0
		NHPP_NHS	\$8,724,598	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,724,598	\$8,133,943	\$590,655	\$0
		R/H_DEVIC90	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		R/H_HZ_EL90S	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$450,000	\$50,000	\$0
		R/H_HZ_ELM90	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_FLX_ST	\$10,212,972	\$5,018,172	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,231,145	\$14,199,996	\$1,031,149	\$0
		STP_HIF_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL	\$1,930,709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,930,709	\$1,800,000	\$130,709	\$0
		ST_TIF	\$0	\$8,344,090	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,344,090	\$0	\$8,344,090	\$0
		ST_TIF_MATCH	\$7,367,550	\$200,965	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,568,515	\$0	\$7,568,515	\$0
		UPRR	\$0	\$6,909,045	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,909,045	\$0	\$0	\$6,909,045
		Total	\$62,134,064	\$20,491,468	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,625,531	\$56,439,906	\$19,203,980	\$6,981,645
SALT L	7650	Scoping	F-0172(18)	172		1	SR-172; 5600 WEST BUS RAPID TRANSIT (BRT)								
		Will Not Adv					SR-172; 5600 WEST BUS RAPID TRANSIT (BRT)								
		CMAQ_WFRC	\$0	\$0	\$0	\$1,072,616	\$0	\$1,072,616	\$2,145,232	\$2,000,000	\$0	\$145,232	\$0	\$0	\$145,232
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$0	\$0	\$0	\$1,072,616	\$0	\$1,072,616	\$2,145,232	\$2,000,000	\$0	\$145,232	\$0	\$0	\$145,232
SALT L	15921	Scoping	F-0173(36)9	173	9		5300 South & College Dr Intersection - Murray					Intersection Improvements			
		To Be Adv Dt: 12/03/21					SR-173; MP 9.05 - 9.05								
		CMAQ_PM2.5	\$250,000	\$179,046	\$1,388,354	\$0	\$0	\$0	\$1,817,400	\$1,694,362	\$0	\$123,038	\$0	\$0	\$123,038
		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000	\$0	\$0	\$25,000
		STP_FLX_ST	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$0	\$16,925	\$0	\$0	\$16,925
		Total	\$250,000	\$429,046	\$1,413,354	\$0	\$0	\$0	\$2,092,400	\$1,927,437	\$0	\$164,963	\$0	\$0	\$164,963
SALT L	17840	Scoping	F-0173(40)7	173	7		5400 South and 1900 West Intersection					Intersection Modification			
		To Be Adv Dt: 12/10/21					SR-173; MP 7.05 - 7.05								
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_FLX_ST	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000	\$27,969	\$2,031	\$0	\$0	\$0	\$0
		STP_URB_SL	\$364,995	\$0	\$0	\$0	\$0	\$0	\$364,995	\$364,995	\$0	\$0	\$0	\$0	\$0
		ST_PVMT	\$0	\$26,505	\$0	\$0	\$0	\$0	\$26,505	\$0	\$26,505	\$0	\$0	\$26,505	\$0
		Total	\$364,995	\$56,505	\$0	\$0	\$0	\$0	\$421,500	\$392,964	\$28,536	\$0	\$0	\$28,536	\$0
SALT L	14412	Scoping	S-0209(35)10	209	10	2	SR-209 (9000 S); Redwood Rd. to 700 West					Widen Existing Facility			
		To Be Adv Dt: 10/28/22					SR-209; MP 9.68 - 11.30								
		ST_TIF	\$5,000,000	\$10,000,000	\$25,000,000	\$0	\$0	\$0	\$40,000,000	\$0	\$40,000,000	\$0	\$40,000,000	\$0	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other				
Salt Lake County Projects																		
SALT L	16921	Undr Const	F-0209(47)12		209	12	Monroe and 90th Street (SR-209) Intersection Imp					Intersection Modification						
		Adv Dt: 08/29/20					SR-209; MP 11.92 - 11.92											
		LOCAL_GOV		\$0	\$5,812,184		\$0	\$0	\$0	\$0	\$0	\$5,812,184	\$0	\$0	\$5,812,184			
		STP_URB_SL		\$4,505,173	-\$185		\$0	\$0	\$0	\$0	\$0	\$4,504,988	\$4,200,000	\$0	\$188			
		Total		\$4,505,173	\$5,811,999	\$0	\$0	\$0	\$0	\$0	\$0	\$10,317,172	\$4,200,000	\$0	\$5,812,372			
SALT L	16092	Scoping	S-R299(281)		210	11	Little Cottonwood Canyon (EIS)					Document EA/EIS						
		Will Not Adv					SR-210; MP .00 - 10.75											
		ST_GF_HB3		\$500,000	\$0		\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0			
		ST_TIF		\$12,416,736	\$263,473		\$0	\$0	\$0	\$0	\$0	\$12,680,209	\$0	\$12,680,209	\$0			
		Total		\$12,916,736	\$263,473	\$0	\$0	\$0	\$0	\$0	\$0	\$13,180,209	\$0	\$13,180,209	\$0			
SALT L	15689	Scoping	F-I215(192)19		215	19	I-215; SR-201 to North Temple					High Volume						
		To Be Adv Dt: 04/28/27					I-215; MP 19.29 - 22.80											
		NHPP_NHS		\$0	\$0		\$0	\$0	\$0	\$0	\$70,000,000	\$70,000,000	\$65,261,000	\$4,739,000	\$0			
SALT L	17953	Scoping	F-I215(196)16		215	16	I-215 Frontage Rd, 4100 - 4700 S and 2700 W Access					New Capacity						
		To Be Adv Dt: 08/17/23					I-215; MP 15.53 - 16.53											
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$0	\$5,627,721	\$5,627,721	\$0	\$0	\$5,627,721			
		STP_URB_SL		\$0	\$0		\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848			
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,845,569	\$8,845,569	\$3,000,000	\$0	\$5,845,569			
SALT L	17870	Scoping	F-0266(71)6		266	6	4500 South (SR-266); 1500 East to 1630 East					Safe Sidewalk						
		To Be Adv Dt: 01/11/22					SR-266; MP 5.63 - 5.74											
		TAP_URB_WFRC		\$55,000	\$302,600		\$0	\$0	\$0	\$0	\$0	\$357,600	\$333,390	\$0	\$24,210			
SALT L	14938	Scoping	F-LC35(299)		282	1	University of Utah Intermodal Center					Transportation Alternatives						
		Will Not Adv					SR-282; MP .80 - .80 & South Campus near the Central Campus TRAX Station											
		CMAQ_WFRC		\$622,117	\$0		\$0	\$0	\$0	\$0	\$0	\$622,117	\$622,117	\$0	\$0			
		TFER_2_UTA		\$1,750,000	\$0		\$0	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000	\$0	\$0			
		UTA_FUNDS		\$0	\$2,573,900		\$0	\$0	\$0	\$0	\$0	\$2,573,900	\$0	\$0	\$2,573,900			
		Total		\$2,372,117	\$2,573,900	\$0	\$0	\$0	\$0	\$0	\$0	\$4,946,017	\$2,372,117	\$0	\$2,573,900			
SALT L	17836	STIP	F-2030(2)1		2030	1	Bacchus Hwy (SR-111): 10200 South to 10700 South					Intersection Modification						
		To Be Adv Dt:					Cnty:FA-2030; MP .68 - 1.45											
		STP_URB_SL		\$0	\$0		\$0	\$0	\$0	\$0	\$2,301,300	\$2,301,300	\$2,145,502	\$0	\$155,798			
SALT L	14940	Scoping	F-LC35(301)		2035	6	Riverton - 13400 So Bike Lanes; 2700 W to 3200 W					Pedestrian/Bicycle Safety						
		To Be Adv Dt: 08/18/21					Cnty:FA-2035; MP 6.00 - 6.51											
		CMAQ_WFRC		\$0	\$280,000		\$0	\$0	\$0	\$0	\$0	\$280,000	\$280,000	\$0	\$0			
		LOCAL_GOV		\$0	\$210,900		\$0	\$0	\$0	\$0	\$0	\$210,900	\$0	\$0	\$210,900			
		Total		\$0	\$490,900	\$0	\$0	\$0	\$0	\$0	\$0	\$490,900	\$280,000	\$0	\$210,900			



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description				
				Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other					
Salt Lake County Projects																		
SALT L	14830	Scoping	F-LC35(293)		2036	1	7800 S. Widening Cnty:FA-2036; MP .00 - 1.05					TIF - Transportation Investment Fund						
		To Be Adv Dt: 10/17/22																
		LOCAL_GOV		\$0	\$3,158,600		\$0	\$0	\$0	\$0	\$0	\$3,158,600	\$0	\$0	\$3,158,600			
		STP_URB_SL		\$0	\$2,400,000		\$0	\$0	\$0	\$0	\$0	\$2,400,000	\$2,400,000	\$0	\$0			
		Total		\$0	\$5,558,600		\$0	\$0	\$0	\$0	\$0	\$5,558,600	\$2,400,000	\$0	\$3,158,600			
SALT L	16929	Scoping	F-2038(2)2		2038	2	14600 South Railroad Bridge Study - Bluffdale Cnty:FA-2038; MP 2.17 - 2.17					Planning						
		Will Not Adv																
		STP_URB_SL		\$128,600	\$0		\$0	\$0	\$0	\$0	\$0	\$128,600	\$119,894	\$0	\$8,706			
SALT L	17578	Active	F-ST99(580)		2040	14	RUC STSFA Federal Grant Cnty:FA-2040; MP 13.75 - 13.95 & Statewide research effort - non infrastructure					Research						
		Will Not Adv																
		FA_MISC_50%		\$2,500,000	\$0		\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$1,250,000	\$1,250,000	\$0			
SALT L	15910	Scoping	F-2040(1)7		2040	7	2700 West; 10000 S to 10200 S, Recon - So Jordan Cnty:FA-2040; MP 6.65 - 7.16					Reconstruct & Widening						
		To Be Adv Dt: 01/02/23																
		LOCAL_GOV		\$0	\$0		\$118,932	\$0	\$0	\$0	\$0	\$118,932	\$0	\$0	\$118,932			
		STP_URB_SL		\$10,000	\$0		\$824,268	\$0	\$0	\$0	\$0	\$834,268	\$777,788	\$0	\$56,480			
		Total		\$10,000	\$0		\$943,200	\$0	\$0	\$0	\$0	\$953,200	\$777,788	\$0	\$175,412			
SALT L	18822	STIP	F-2048(1)1		2048	1	Fort Street; Pioneer Road to 13200 South Cnty:FA-2048; MP .83 - 1.75					Reconstruct & Widening						
		To Be Adv Dt:																
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$0	\$981,759	\$981,759	\$0	\$0	\$981,759			
		STP_URB_SL		\$0	\$0		\$0	\$0	\$0	\$0	\$3,469,341	\$3,469,341	\$3,234,467	\$0	\$234,874			
		Total		\$0	\$0		\$0	\$0	\$0	\$0	\$4,451,100	\$4,451,100	\$3,234,467	\$0	\$1,216,633			
SALT L	14039	Scoping	F-LC35(276)		2066	7	1300 West; 6600 South to 9400 South Cnty:FA-2066; MP 6.65 - 10.16 & 1300 West; 6600 South to 9400 South					Reconstruct & Widening						
		To Be Adv Dt: 12/01/22																
		LOCAL_GOV		\$0	\$2,143,196		\$0	\$0	\$0	\$0	\$0	\$2,143,196	\$0	\$0	\$2,143,196			
		STP_URB_SL		\$2,008,924	\$6,250,220		\$5,148,557	\$0	\$0	\$0	\$0	\$13,407,701	\$12,500,000	\$0	\$907,701			
		Total		\$2,008,924	\$8,393,415		\$5,148,557	\$0	\$0	\$0	\$0	\$15,550,897	\$12,500,000	\$0	\$3,050,897			
SALT L	18821	Scoping	F-2066(2)4		2066	4	1300 West & White Peach Drive (11170 South) Cnty:FA-2066; MP 4.46 - 4.46					Intersection Improvements						
		To Be Adv Dt: 10/06/21																
		STP_URB_SL		\$0	\$460,800		\$0	\$0	\$0	\$0	\$0	\$460,800	\$429,604	\$0	\$31,196			
SALT L	16923	Scoping	F-2068(1)0		2068		1300 East; Wayne's World to Nashi Lane - Draper Cnty:FA-2068; MP .06 - .40					Reconstruct & Widening						
		To Be Adv Dt: 11/01/21																
		LOCAL_GOV		\$300,000	\$0		\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000			
		STP_URB_SL		\$250,000	\$571,785		\$0	\$3,221,978	\$0	\$0	\$0	\$4,043,763	\$3,770,000	\$0	\$273,763			
		Total		\$550,000	\$571,785		\$0	\$3,221,978	\$0	\$0	\$0	\$4,343,763	\$3,770,000	\$0	\$573,763			
SALT L	15135	Scoping	S-R299(242)		2075	2	Bluffdale Reimbursement for Porter Rockwell Cnty:FA-2075; MP 2.38 - 2.62					TIF - Transportation Investment Fund						
		Will Not Adv																
		ST_TIF		\$3,553,188	\$0		\$5,005,756	\$0	\$0	\$0	\$0	\$8,558,944	\$0	\$8,558,944	\$0			



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
							Prior	2022	2023	2024	2025	CD	Total	Fed Aid
Salt Lake County Projects														
SALT L	15908	Scoping	F-2076(2)4	2076	4	1	1300 East; 2100 South to Southern City Boundary Cnty:FA-2076; MP 3.55 - 4.59				Reconstruct no widening			
		To Be Adv Dt: 09/15/23												
		LOCAL_GOV		\$0	\$0		\$95,000	\$0	\$0	\$363,350	\$458,350	\$0	\$0	\$458,350
		STP_URB_SL		\$0	\$0		\$1,661,067	\$4,290,464	\$0	\$2,467,017	\$8,418,549	\$7,848,613	\$0	\$569,936
		Total		\$0	\$0		\$1,756,067	\$4,290,464	\$0	\$2,830,367	\$8,876,899	\$7,848,613	\$0	\$1,028,286
SALT L	15907	Scoping	F-2082(12)11	2082	11		Creek Rd & Highland Dr Interse, Cottonwood Heights Cnty:FA-2082; MP 10.60 - 10.60				Intersection Modification			
		To Be Adv Dt: 02/28/23												
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$193,070	\$193,070	\$0	\$0	\$193,070
		STP_URB_SL		\$0	\$0		\$2,578,030	\$0	\$0	\$0	\$2,578,030	\$2,403,497	\$0	\$174,533
		Total		\$0	\$0		\$2,578,030	\$0	\$0	\$193,070	\$2,771,100	\$2,403,497	\$0	\$367,603
SALT L	14040	Undr Const	F-LC35(277)	2085		2	2200 West Reconstruction w/ Minor Widening Cnty:FA-2085; MP .00 - 2.49 & 2200 West; 9400 South to 11400 South				Reconstruct & Widening			
		Adv Dt: 12/19/20												
		STP_URB_SL		\$7,005,900	\$0		\$0	\$0	\$0	\$0	\$7,005,900	\$6,531,601	\$0	\$474,299
SALT L	18831	STIP	F-2093(1)4	2093	4		9000 South and 450 W & Parkland Dr Intersection Cnty:FA-2093; MP 4.47 - 4.66				Intersection Improvements			
		To Be Adv Dt:												
		CMAQ_WFRC		\$0	\$0		\$0	\$0	\$0	\$2,129,000	\$2,129,000	\$1,984,867	\$0	\$144,133
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$56,000	\$56,000	\$0	\$0	\$56,000
		Total		\$0	\$0		\$0	\$0	\$0	\$2,185,000	\$2,185,000	\$1,984,867	\$0	\$200,133
SALT L	17851	STIP	F-2098(1)1	2098	1		9400 South & 700 East Intersection Cnty:FA-2098; MP 1.43 - 1.43				Intersection Modification			
		To Be Adv Dt:												
		CMAQ_WFRC		\$0	\$0		\$0	\$0	\$0	\$2,788,802	\$2,788,802	\$2,600,000	\$0	\$188,802
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$657,498	\$657,498	\$0	\$0	\$657,498
		Total		\$0	\$0		\$0	\$0	\$0	\$3,446,300	\$3,446,300	\$2,600,000	\$0	\$846,300
SALT L	14923	Active	F-LC35(296)	2102	3	1	Vine Str; 1300 E to Van Winkle - Recon & Widen Cnty:FA-2102; MP 2.97 - 3.94 & Vine Street; 1300 East to Van Winkle Expressway				Reconstruct & Widening			
		To Be Adv Dt: 09/02/21												
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_MATCH		\$0	\$182,136		\$0	\$0	\$0	\$0	\$182,136	\$0	\$0	\$182,136
		STP_COVID_SL		\$0	\$2,508,199		\$0	\$0	\$0	\$0	\$2,508,199	\$2,508,199	\$0	\$0
		STP_URB_SL		\$1,066,560	\$1,069,877		\$0	\$0	\$0	\$0	\$2,136,437	\$1,991,800	\$0	\$144,637
		Total		\$1,066,560	\$3,760,212		\$0	\$0	\$0	\$0	\$4,826,772	\$4,499,999	\$0	\$326,772
SALT L	14947	Scoping	F-LC35(308)	2105	1		7800 So Jordan River Pedestrian Bridge at 1100 W Cnty:FA-2105; MP .93 - .93				Pedestrian/Bicycle Safety			
		To Be Adv Dt: 10/27/21												
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TAP_URB_WFRC		\$180,000	\$167,700		\$0	\$0	\$0	\$0	\$347,700	\$324,161	\$0	\$23,539
		Total		\$180,000	\$167,700		\$0	\$0	\$0	\$0	\$347,700	\$324,161	\$0	\$23,539



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location					Concept Description			
							Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid
Salt Lake County Projects															
SALT L	14034	Scoping	F-LC35(272)	2118	5	1	500 West; 3300 South to 3900 South Cnty:FA-2118; MP 4.76 - 5.64 & 500 West; 3300 South to 3900 South					Reconstruct & Widening			
		To Be Adv Dt: 11/30/21													
		HSIP		\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$0	\$16,925
		LOCAL_GOV		\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
		LOCAL_MATCH		\$181,540	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,540	\$0	\$0	\$181,540
		STP_COVID_SL		\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$0
		STP_URB_SL		\$1,670,000	\$1,011,540	\$0	\$0	\$0	\$0	\$0	\$0	\$2,681,540	\$2,500,000	\$0	\$181,540
		Total		\$1,851,540	\$3,861,540	\$0	\$0	\$0	\$0	\$0	\$0	\$5,713,080	\$5,233,075	\$0	\$480,006
SALT L	17440	Scoping	F-2122(2)3	2122	3		5600 S over Jordan & SL Canal Bridge Replacement Cnty:FA-2122; MP 2.64 - 2.79					Rehabilitation or Replacement			
		To Be Adv Dt: 08/18/22													
		STP_BRIDGE		\$0	\$0	\$997,000	\$0	\$0	\$0	\$0	\$0	\$997,000	\$929,503	\$0	\$67,497
SALT L	17838	STIP	F-2124(3)1	2124	1		Winchester and 700 West Cnty:FA-2124; MP 1.01 - 1.01					Intersection Modification			
		To Be Adv Dt:													
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$2,753,900	\$2,753,900	\$2,567,461	\$0	\$186,439	
SALT L	18845	STIP	S-2128(1)6	2128	6	2	300 W; 400 S to 2100 S - Separated Bike Lanes Cnty:FA-2128; MP 5.93 - 8.37					Transportation Alternatives			
		To Be Adv Dt:													
		LOCAL_MATCH		\$0	\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$1,400,000
		ST_TIF		\$0	\$0	\$2,100,000	\$0	\$0	\$0	\$0	\$0	\$2,100,000	\$0	\$2,100,000	\$0
		Total		\$0	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$2,100,000	\$1,400,000
SALT L	16925	Scoping	F-2138(1)0	2138		1	700 West; 3300 South to 3655 South (Carlisle Ave.) Cnty:FA-2138; MP .32 - .86					Reconstruct & Widening			
		To Be Adv Dt: 10/03/22													
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$2,281,110	\$2,281,110	\$0	\$0	\$0	\$2,281,110	
		STP_URB_SL		\$0	\$0	\$0	\$2,145,232	\$0	\$2,145,233	\$4,290,465	\$4,000,001	\$0	\$0	\$290,464	
		Total		\$0	\$0	\$0	\$2,145,232	\$0	\$4,426,343	\$6,571,575	\$4,000,001	\$0	\$2,571,574		
SALT L	18820	STIP	F-2138(2)0	2138			700 W Reconstruct Phase II; Carlisle St - 3900 S Cnty:FA-2138; MP .00 - .31					Reconstruct & Widening			
		To Be Adv Dt:													
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$403,817	\$403,817	\$0	\$0	\$0	\$403,817	
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$4,504,988	\$4,504,988	\$4,200,000	\$0	\$0	\$304,988	
		Total		\$0	\$0	\$0	\$0	\$0	\$4,908,805	\$4,908,805	\$4,200,000	\$0	\$708,805		
SALT L	16928	Scoping	F-2151(1)1	2151	1	1	8000 West; 2600 South to 3100 South - Magna Cnty:FA-2151; MP 1.49 - 2.21					Pedestrian/Bike facility			
		To Be Adv Dt: 01/25/23													
		STP_URB_SL		\$0	\$0	\$0	\$1,346,700	\$0	\$0	\$0	\$0	\$1,346,700	\$1,255,528	\$0	\$91,172
SALT L	18826	STIP	F-2151(2)1	2151	1	1	8000 West; SR-201 to 3100 South Cnty:FA-2151; MP 1.49 - 2.49					Reconstruct & Widening			
		To Be Adv Dt:													
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$2,679,000	\$2,679,000	\$2,497,632	\$0	\$0	\$181,368	



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other				
Salt Lake County Projects																		
SALT L	17869	Scoping	F-2162(2)1		2162		1	Cross Towne Trail; 2700 West to Bangerter Hwy Cnty:FA-2162; MP .37 - 1.60					Transportation Alternatives					
		To Be Adv Dt: 11/04/21																
		LOCAL_GOV		\$0	\$115,759	\$0	\$0	\$0	\$0	\$0	\$0	\$115,759	\$0	\$0	\$0	\$115,759		
		TAP_URB_WFRC		\$110,000	\$374,241	\$0	\$0	\$0	\$0	\$0	\$0	\$484,241	\$451,458	\$0	\$0	\$32,783		
		Total		\$110,000	\$490,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	\$451,458	\$0	\$0	\$148,542		
SALT L	14831	Undr Const	F-LC35(294)		2172	4	2	4100 South; Bangerter Highway to 5460 West Cnty:FA-2172; MP 3.53 - 5.79 & Cnty FA-2172; MP 3.707 - 5.579					Major Rehabilitation - Roadway					
		Adv Dt: 01/19/19																
		LOCAL_GOV		\$3,893,995	\$5,736,005	\$0	\$0	\$0	\$0	\$0	\$0	\$9,630,000	\$0	\$0	\$0	\$9,630,000		
		LOCAL_MATCH		\$0	\$815,311	\$0	\$0	\$0	\$0	\$0	\$0	\$815,311	\$0	\$0	\$0	\$815,311		
		L_BETTERMENT		\$4,918,521	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,918,521	\$0	\$0	\$0	\$4,918,521		
		STP_HIF_SL		\$3,421,462	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,421,462	\$3,421,462	\$0	\$0	\$0		
		STP_URB_SL		\$7,806,221	\$136,067	\$0	\$0	\$0	\$0	\$0	\$0	\$7,942,288	\$7,942,288	\$0	\$0	\$0		
		Total		\$20,040,199	\$6,687,383	\$0	\$0	\$0	\$0	\$0	\$0	\$26,727,582	\$11,363,750	\$0	\$0	\$15,363,832		
SALT L	16930	Undr Const	F-2172(6)14		2172	14	1	3900 South; 2300 East to Wasatch Blvd Cnty:FA-2172; MP 14.03 - 15.53					Reconstruct & Widening					
		Adv Dt: 11/14/20																
		LOCAL_GOV		\$0	\$4,409,536	\$0	\$0	\$0	\$0	\$0	\$0	\$4,409,536	\$0	\$0	\$0	\$4,409,536		
		STP_URB_SL		\$4,290,464	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,290,464	\$4,000,000	\$0	\$0	\$290,464		
		Total		\$4,290,464	\$4,409,536	\$0	\$0	\$0	\$0	\$0	\$0	\$8,700,000	\$4,000,000	\$0	\$0	\$4,700,000		
SALT L	15914	Scoping	F-2179(1)0		2179			Riverfront Parkway; 11050 S to 11400 S, Widen Cnty:FA-2179; MP .00 - .42					Widen Existing Facility					
		To Be Adv Dt: 03/24/23																
		LOCAL_GOV		\$0	\$0	\$90,100	\$0	\$0	\$0	\$0	\$0	\$90,100	\$0	\$0	\$0	\$90,100		
		STP_URB_SL		\$0	\$0	\$1,750,800	\$0	\$0	\$0	\$0	\$0	\$1,750,800	\$1,632,271	\$0	\$0	\$118,529		
		Total		\$0	\$0	\$1,840,900	\$0	\$0	\$0	\$0	\$0	\$1,840,900	\$1,632,271	\$0	\$0	\$208,629		
SALT L	15911	Scoping	F-2180(3)1		2180	1	1	900 East; 3900 S to 4500 S, Safety/ Recon, Millcre Cnty:FA-2180; MP .59 - 1.47					Spot Safety Improvement					
		To Be Adv Dt: 03/14/22																
		LOCAL_GOV		\$0	\$300,064	\$0	\$0	\$0	\$0	\$0	\$0	\$300,064	\$0	\$0	\$0	\$300,064		
		LOCAL_MATCH		\$0	\$217,848	\$0	\$0	\$0	\$0	\$0	\$0	\$217,848	\$0	\$0	\$0	\$217,848		
		STP_COVID_SL		\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0		
		STP_URB_SL		\$775,000	\$2,777,287	\$0	\$0	\$0	\$0	\$0	\$0	\$3,552,287	\$3,311,797	\$0	\$0	\$240,490		
		Total		\$775,000	\$6,295,199	\$0	\$0	\$0	\$0	\$0	\$0	\$7,070,199	\$6,311,797	\$0	\$0	\$758,402		
SALT L	17807	Scoping	F-2213(1)1		2213	1		Lone Peak Parkway; 12650 South to 12300 South Cnty:FA-2213; MP 1.23 - 1.65					Reconstruct & Widening					
		To Be Adv Dt: 02/21/24																
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$870,988	\$870,988	\$0	\$0	\$0	\$870,988		
		STP_URB_SL		\$0	\$0	\$375,416	\$0	\$0	\$0	\$0	\$3,893,596	\$4,269,012	\$3,980,000	\$0	\$0	\$289,012		
		Total		\$0	\$0	\$375,416	\$0	\$0	\$0	\$0	\$4,764,584	\$5,140,000	\$3,980,000	\$0	\$0	\$1,160,000		



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location					Concept Description				
						Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Salt Lake County Projects															
SALT L	18823	STIP	F-2215(1)0		2215	1	3650 South; 2700 West to 3200 West Cnty:FA-2215; MP .00 - 1.00					Reconstruct & Widening			
		<i>To Be Adv Dt:</i>													
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$3,112,477	\$3,112,477	\$0	\$0	\$3,112,477
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$0	\$2,756,623	\$2,756,623	\$2,570,000	\$0	\$186,623
		Total			\$0	\$0	\$0	\$0	\$0	\$0	\$5,869,100	\$5,869,100	\$2,570,000	\$0	\$3,299,100
SALT L	18816	STIP	F-2218(1)0		2218		Bengal Boulevard & Highland Drive Intersection Cnty:FA-2218; MP .00 - .07					Intersection Improvements			
		<i>To Be Adv Dt:</i>													
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$0	\$1,657,000	\$1,657,000	\$1,544,821	\$0	\$112,179
SALT L	16948	Scoping	F-2224(1)0		2224		2600 East Sidewalk; 7550 South to 7655 South Cnty:FA-2224; MP .11 - .26					Pedestrian/Bike facility			
		<i>To Be Adv Dt: 05/31/22</i>													
		TAP_URB_WFRC			\$110,000	\$305,000	\$0	\$0	\$0	\$0	\$0	\$415,000	\$386,905	\$0	\$28,096
SALT L	17806	Scoping	F-2233(1)1		2233	1	Parkway Blvd (2700 S); MVC to 6400 West Cnty:FA-2233; MP 1.00 - 1.43					Reconstruct & Widening			
		<i>To Be Adv Dt: 02/24/26</i>													
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$82,935	\$82,935	\$0	\$0	\$82,935
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$0	\$5,684,865	\$5,684,865	\$5,300,000	\$0	\$384,865
		Total			\$0	\$0	\$0	\$0	\$0	\$0	\$5,767,800	\$5,767,800	\$5,300,000	\$0	\$467,800
SALT L	17867	Scoping	F-2236(1)2		2236	2	2820 South; 7630 West to 7440 West Cnty:FA-2236; MP 1.82 - 2.00					Safe Sidewalk			
		<i>To Be Adv Dt: 12/13/21</i>													
		LOCAL_GOV			\$0	\$5,329	\$0	\$0	\$0	\$0	\$0	\$5,329	\$0	\$0	\$5,329
		TAP_URB_WFRC			\$45,000	\$373,571	\$0	\$0	\$0	\$0	\$0	\$418,571	\$390,234	\$0	\$28,337
		Total			\$45,000	\$378,900	\$0	\$0	\$0	\$0	\$0	\$423,900	\$390,234	\$0	\$33,666
SALT L	11085	Scoping	F-2240(2)0		2240	2	4700 South; 4000 West to 5600 West Cnty:FA-2240; MP .00 - 2.01					Reconstruct no widening			
		<i>To Be Adv Dt: 11/01/21</i>													
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$941,049	\$941,049	\$0	\$0	\$941,049
		STP_URB_SL			\$3,200,000	\$8,464,743	\$3,539,633	\$0	\$0	\$0	\$0	\$15,204,377	\$14,175,040	\$0	\$1,029,336
		Total			\$3,200,000	\$8,464,743	\$3,539,633	\$0	\$0	\$0	\$941,049	\$16,145,426	\$14,175,040	\$0	\$1,970,385
SALT L	14041	Undr Const	F-LC35(278)		2266	1	Highland Drive; Spring Lane to Fardown Avenue Cnty:FA-2266; MP .24 - 1.08 & Highland Drive; Spring Lane to Fardown Avenue					Reconstruct no widening			
		<i>Adv Dt: 09/12/20</i>													
		EM_HPP_1702			\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$200,000	\$0	\$50,000
		EQ_BONUS(MG)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV			\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000
		STP_FLX_ST			\$389,634	\$0	\$0	\$0	\$0	\$0	\$0	\$389,634	\$363,256	\$0	\$26,378
		STP_URB_SL			\$2,405,996	\$603	\$0	\$0	\$0	\$0	\$0	\$2,406,599	\$2,243,672	\$0	\$162,927
		Total			\$3,045,630	\$300,603	\$0	\$0	\$0	\$0	\$0	\$3,346,233	\$2,806,928	\$0	\$539,305
SALT L	14828	Scoping	F-LC35(291)		2266	1	Highland Dr. Corridor Feasibility Study Cnty:FA-2266; MP .00 - 1.39					Planning			
		<i>Will Not Adv</i>													
		LOCAL_GOV			\$12,443	\$0	\$0	\$0	\$0	\$0	\$0	\$12,443	\$0	\$0	\$12,443
		STP_URB_SL			\$171,357	\$0	\$0	\$0	\$0	\$0	\$0	\$171,357	\$171,357	\$0	\$0
		Total			\$183,800	\$0	\$0	\$0	\$0	\$0	\$0	\$183,800	\$171,357	\$0	\$12,443



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location					Concept Description				
						Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Salt Lake County Projects															
SALT L	16944	Scoping	F-2266(2)2		2266	2	Highland Drive & 4500 South Intersection Imp Cnty:FA-2266; MP 2.43 - 2.43					Intersection Modification			
		To Be Adv Dt: 09/08/23													
		CMAQ_PM2.5			\$0	\$0	\$0	\$1,287,139	\$0	\$0	\$0	\$1,287,139	\$1,200,000	\$0	\$87,139
		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV			\$0	\$0	\$0	\$1,309,861	\$0	\$0	\$0	\$1,309,861	\$0	\$0	\$1,309,861
		Total			\$0	\$0	\$0	\$2,597,000	\$0	\$0	\$0	\$2,597,000	\$1,200,000	\$0	\$1,397,000
SALT L	17850	STIP	F-2330(1)1		2330	1	SLC West Intermodal Center Cnty:FA-2330; MP 1.30 - 1.30					UTA/Transit			
		To Be Adv Dt:													
		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$0	\$1,501,663	\$1,501,663	\$1,400,000	\$0	\$101,663	
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$2,698,637	\$2,698,637	\$0	\$0	\$2,698,637	
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$2,270,092	\$2,270,092	\$2,116,407	\$153,685	\$0	
		Total			\$0	\$0	\$0	\$0	\$0	\$6,470,392	\$6,470,392	\$3,516,407	\$153,685	\$2,800,300	
SALT L	14932	Scoping	F-LC35(297)		2364	1	300 North Pedestrian/ Bicyclist Safety Overpass Cnty:FA-2364; MP .60 - .60 & 300 North over the Union Pacific and Commuter Rail Railroad Tracks (West of 500 W and East of 490 W)					Pedestrian/Bicycle Safety			
		Will Not Adv													
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_MATCH			\$1,069,250	\$0	\$0	\$0	\$0	\$0	\$1,069,250	\$0	\$0	\$1,069,250	
		R/H_HZ_EL90S			\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$450,000	\$0	\$50,000	
		STP_URB_SL			\$2,900,000	\$0	\$0	\$0	\$0	\$0	\$2,900,000	\$2,900,000	\$0	\$0	
		TIGER_WFRC			\$0	\$1,634,797	\$0	\$0	\$0	\$0	\$1,634,797	\$1,634,797	\$0	\$0	
		UPRR			\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	
		Total			\$4,469,250	\$2,134,797	\$0	\$0	\$0	\$0	\$6,604,047	\$4,984,797	\$0	\$1,619,250	
SALT L	13963	Active	S-R299(210)		MULT		Environmental for 4 locations on Bangerter SR-154; MP 7.79 - 8.89 & SR-175; MP .00 - .41 & SR-154; MP 10.92 - 11.90 & SR-154; MP 13.69 - 14.14 & SR-154; MP 15.71 - 16.19					Document EA/EIS			
		Will Not Adv													
		ST_TIF			\$2,413,257	\$0	\$0	\$0	\$0	\$0	\$2,413,257	\$0	\$2,413,257	\$0	
SALT L	14415	Undr Const	S-0154(84)14		MULT		Bangerter Three Interchanges SR-154; MP 9.11 - 10.19 & SR-154; MP 14.13 - 15.98 & SR-154; MP 6.17 - 7.51					Upgrade Existing At-Grade Intersection			
		Adv Dt: 08/29/19													
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_BETTERMENT			\$8,448,483	\$0	\$0	\$0	\$0	\$0	\$8,448,483	\$0	\$0	\$8,448,483	
		ST_CONST			\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000	\$0	
		ST_RET_ROW			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_RET_ROW_S			\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0	
		ST_TIF			\$145,423,031	\$64,769,969	\$0	\$0	\$0	\$0	\$210,193,000	\$0	\$210,193,000	\$0	
		Total			\$166,871,514	\$64,769,969	\$0	\$0	\$0	\$0	\$231,641,483	\$0	\$223,193,000	\$8,448,483	
SALT L	14552	Scoping	S-R299(260)		MULT		I-80/ I-215 East Interchange Study TO I-80P FROM I-15P; MP .00 - .40 & I-80; MP 122.20 - 122.74 & I-80; MP 123.24 - 128.70 & I-215; MP .00 - 1.40 & I-80; MP 122.03 - 128.67					Upgrade Existing Interchange			
		Will Not Adv													
		ST_TIF			\$2,822,579	\$1,863,549	\$0	\$0	\$0	\$0	\$4,686,128	\$0	\$4,686,128	\$0	



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Salt Lake County Projects														
SALT L	15264	Scoping Will Not Adv	S-R299(244)	MULT	I-80 and State Street Interchange R/W US-89; MP 375.64 - 375.91 & I-80; MP 122.93 - 123.46					PE				
		ST_HB377/TF			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF			\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		Total			\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$0	\$500,000	\$0
SALT L	15669	Undr Const Adv Dt: 10/18/18	S-I15-7(341)295	MULT	I-15 NB; Bangerter Hwy to I-215 I-15; MP 294.50 - 298.30 & I-15; MP 289.50 - 299.00					Widen Existing Facility				
		ST_APPROP	\$1,365,417		\$0	\$0	\$0	\$0	\$0	\$0	\$1,365,417	\$0	\$1,365,417	\$0
		ST_PVMT_LV2	\$0		\$495,000	\$0	\$0	\$0	\$0	\$0	\$495,000	\$0	\$495,000	\$0
		ST_TIF	\$166,469,359		\$2,465,224	\$0	\$0	\$0	\$0	\$0	\$168,934,583	\$0	\$168,934,583	\$0
		Total	\$167,834,776		\$2,960,224	\$0	\$0	\$0	\$0	\$0	\$170,795,000	\$0	\$170,795,000	\$0
SALT L	15688	Undr Const Adv Dt: 10/01/20	F-I80-3(193)125	MULT	I-80; 1300 E to 2300 E and I-215; 3300 S to 4500 S I-80; MP 124.96 - 127.57 & I-215; MP 1.60 - 4.00					High Volume				
		NHPP_BR	\$13,700,000		\$0	\$0	\$0	\$0	\$0	\$0	\$13,700,000	\$12,772,510	\$927,490	\$0
		NHPP_IM	\$13,264,817		\$103,215,960	\$0	\$0	\$0	\$0	\$0	\$116,480,777	\$109,701,596	\$6,779,181	\$0
		STP_BRIDGE	\$0		\$12,127,013	\$0	\$0	\$0	\$0	\$0	\$12,127,013	\$11,306,014	\$820,999	\$0
		ST_RET_ROW	\$1,028,770		\$3,163,440	\$0	\$0	\$0	\$0	\$0	\$4,192,210	\$0	\$4,192,210	\$0
		Total	\$27,993,586		\$118,506,414	\$0	\$0	\$0	\$0	\$0	\$146,500,000	\$133,780,120	\$12,719,880	\$0
SALT L	16490	Scoping To Be Adv Dt: 11/01/22	F-I215(197)11	MULT	700 W, 300 W & TRAX over I-215 Bridge Rehabs I-215; MP 11.14 - 11.19 & I-215; MP 11.11 - 11.22 & Cnty:FA-2118; MP 1.00 - 1.08					Replacement and Rehabilitation - Structure				
		NHPP_BR	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_BRIDGE	\$0		\$1,000,000	\$0	\$6,600,000	\$0	\$0	\$0	\$7,600,000	\$7,085,480	\$514,520	\$0
		Total	\$0		\$1,000,000	\$0	\$6,600,000	\$0	\$0	\$0	\$7,600,000	\$7,085,480	\$514,520	\$0
SALT L	18843	STIP To Be Adv Dt:	S-2354(1)2	MULT	600/700 N Frequent Transit Network Improvements SR-268; MP .00 - .73 & Cnty:FA-2354; MP 1.72 - 3.09					UTA/Transit				
		LOCAL_MATCH	\$0		\$0	\$0	\$0	\$0	\$152,000	\$152,000	\$0	\$0	\$152,000	
		ST_TTIF	\$0		\$0	\$0	\$0	\$0	\$228,000	\$228,000	\$0	\$228,000	\$0	
		Total	\$0		\$0	\$0	\$0	\$0	\$380,000	\$380,000	\$0	\$228,000	\$152,000	
SALT L	18844	Scoping Will Not Adv	S-2354(2)1	MULT	600/700 N Active Transportation Improvements Cnty:FA-2354; MP .99 - 3.09 & SR-268; MP .00 - .73					Transportation Alternatives				
		LOCAL_MATCH	\$1,600,000		\$0	\$0	\$0	\$0	\$0	\$1,600,000	\$0	\$0	\$1,600,000	
		ST_TIF	\$2,400,000		\$0	\$0	\$0	\$0	\$0	\$2,400,000	\$0	\$2,400,000	\$0	
		Total	\$4,000,000		\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$2,400,000	\$1,600,000	
SALT L	18847	STIP To Be Adv Dt:	S-2066(3)10	MULT	1300 W; 6400 S to 4800 S - Active Transportation Cnty:FA-2066; MP 10.03 - 11.72					Transportation Alternatives				
		LOCAL_MATCH	\$0		\$0	\$0	\$0	\$0	\$1,120,000	\$1,120,000	\$0	\$0	\$1,120,000	
		ST_TIF	\$0		\$0	\$0	\$0	\$0	\$1,680,000	\$1,680,000	\$0	\$1,680,000	\$0	
		Total	\$0		\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000	\$0	\$1,680,000	\$1,120,000	



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Salt Lake County Projects														
SALT L	18452	Funding	NEWPROJ(18452)	MULT	MVC; Old Bing Hwy to Porter Rockwell					New Capacity				
		Will Not Adv			SR-85; MP 3.53 - 12.46 & SR-85; MP 3.53 - 12.46									
NEW		ST_CONCPT_D2	\$45,649	\$0	\$0	\$0	\$0	\$0	\$0	\$45,649	\$0	\$45,649	\$0	
		ST_TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$490,000,000	\$490,000,000	\$0	\$490,000,000	\$0	
		Total	\$45,649	\$0	\$0	\$0	\$0	\$0	\$490,000,000	\$490,045,649	\$0	\$490,045,649	\$0	
SALT L	7703	Active	MP-0182(6)	MULT	MVC; Salt Lake County PM					Staffing Support				
		Will Not Adv			MVC; Salt Lake County PM									
		LOCAL_INKIND	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		L_BETTERMENT	\$38,333,979	\$0	\$0	\$0	\$0	\$0	\$0	\$38,333,979	\$0	\$0	\$38,333,979	
		ST_BONDS_MVC	\$55,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$55,800,000	\$0	\$55,800,000	\$0	
		ST_CHF_TIF	\$193,845,199	\$0	\$0	\$0	\$0	\$0	\$0	\$193,845,199	\$0	\$193,845,199	\$0	
		ST_CONST	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0	
		ST_GF_CHN	\$128,755,865	\$0	\$0	\$0	\$0	\$0	\$0	\$128,755,865	\$0	\$128,755,865	\$0	
		ST_GF_TIF	\$7,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500,000	\$0	\$7,500,000	\$0	
		ST_TIF	\$9,034,423	\$8,640,014	\$2,266,342	\$0	\$0	\$0	\$0	\$19,940,779	\$0	\$19,940,779	\$0	
		Total	\$433,769,465	\$8,640,014	\$2,266,342	\$0	\$0	\$0	\$0	\$444,675,822	\$0	\$406,341,843	\$38,333,979	
SALT L	12587	Undr Const	S-115-7(324)297	MULT	I-15; SB 12300 South to SR-201					Upgrade Existing Interchange				
		Adv Dt: 09/06/17			I-15; MP 297.28 - 299.05 & I-15; MP 291.40 - 304.50									
		ST_ATMS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_ATMS_AM	\$309,000	\$0	\$0	\$0	\$0	\$0	\$0	\$309,000	\$0	\$309,000	\$0	
		ST_BRIDGE	\$10,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800,000	\$0	\$10,800,000	\$0	
		ST_INS-RECOV	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0	
		ST_PVMT_LV2	\$0	\$495,000	\$0	\$0	\$0	\$0	\$0	\$495,000	\$0	\$495,000	\$0	
		ST_T&S_FUND	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0	
		ST_TIF	\$198,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$198,800,000	\$0	\$198,800,000	\$0	
		ST_TIF_SB229	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Total	\$210,209,000	\$795,000	\$0	\$0	\$0	\$0	\$0	\$211,004,000	\$0	\$211,004,000	\$0	
SALT L	13114	Undr Const	F-0089(392)0	MULT	9270 South & State Street; 150 East to State St.					Intersection Improvements				
		Adv Dt: 11/07/20			US-89; MP 366.42 - 366.62 & 9270 South between State St. to 150 East; Length = 0.280 Miles									
		LOCAL_GOV	\$92,448	\$0	\$0	\$0	\$0	\$0	\$0	\$92,448	\$0	\$0	\$92,448	
		STP_URB_SL	\$7,135,046	\$96,954	\$0	\$0	\$0	\$0	\$0	\$7,232,000	\$6,742,394	\$0	\$489,606	
		Total	\$7,227,494	\$96,954	\$0	\$0	\$0	\$0	\$0	\$7,324,448	\$6,742,394	\$0	\$582,055	
SALT L	14944	Undr Const	F-LC35(305)	MULT	SR-210 Widening and Grit Mill Parking Lot					Transportation Alternatives				
		Adv Dt: 05/30/20			SR-210; MP 4.35 - 4.56									
		LOCAL_GOV	\$0	\$116,658	\$0	\$0	\$0	\$0	\$0	\$116,658	\$0	\$0	\$116,658	
		LOCAL_INKIND	\$0	\$14,720	\$0	\$0	\$0	\$0	\$0	\$14,720	\$0	\$0	\$14,720	
		LOCAL_MATCH	\$0	\$24,342	\$0	\$0	\$0	\$0	\$0	\$24,342	\$0	\$0	\$24,342	
		OTHER	\$0	\$194,361	\$0	\$0	\$0	\$0	\$0	\$194,361	\$0	\$0	\$194,361	
		ST_CONT_R2	\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0	
		TAP_URB_WFRC	\$537,927	\$0	\$0	\$0	\$0	\$0	\$0	\$537,927	\$537,927	\$0	\$0	
		Total	\$537,927	\$475,081	\$0	\$0	\$0	\$0	\$0	\$1,013,008	\$537,927	\$125,000	\$350,081	



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description			
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid
Salt Lake County Projects													
SALT L	14945	Awarded	F-LC35(306)	MULT	Midas Creek Trail over Welby Jacob Canal					Transportation Alternatives			
		Adv Dt: 02/20/21			Sec 1 completes a gap, Sec 2 Bridge over Welby Jacobs Canal, Sec 3 will extend trail to 4000 West								
		LOCAL_GOV	\$118,963	\$0	\$0	\$0	\$0	\$0	\$0	\$118,963	\$0	\$0	\$118,963
		LOCAL_MATCH	\$14,689	\$0	\$0	\$0	\$0	\$0	\$0	\$14,689	\$0	\$0	\$14,689
		TAP_URB_WFRC	\$202,285	\$0	\$0	\$0	\$0	\$0	\$0	\$202,285	\$202,285	\$0	\$0
		Total	\$335,937	\$0	\$0	\$0	\$0	\$0	\$0	\$335,937	\$202,285	\$0	\$133,652
SALT L	14946	Undr Const	F-LC35(307)	MULT	Corner Canyon Creek/ East Jordan Canal Trail					Transportation Alternatives			
		Adv Dt: 04/04/20			Smith Fields Park to Willow Creek Trail & Stokes Ave								
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_MATCH	\$2,419	\$54,835	\$0	\$0	\$0	\$0	\$0	\$57,254	\$0	\$0	\$57,254
		L_BETTERMENT	\$2,687	\$0	\$0	\$0	\$0	\$0	\$0	\$2,687	\$0	\$0	\$2,687
		TAP_URB_WFRC	\$734,141	\$581	\$0	\$0	\$0	\$0	\$0	\$734,722	\$734,722	\$0	\$0
		Total	\$739,247	\$55,416	\$0	\$0	\$0	\$0	\$0	\$794,663	\$734,722	\$0	\$59,941
SALT L	16922	Scoping	F-2104(11)	MULT	7000 South; 1300 West to Bangerter Highway - Study					Document EA/EIS			
		Will Not Adv			Cnty:FA-2104; MP 1.24 - 3.19 & Cnty:FA-2104; MP 3.19 - 3.19								
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$927,384	\$927,384	\$0	\$0	\$927,384
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$1,072,616	\$1,072,616	\$1,000,000	\$0	\$72,616
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$1,000,000	\$0	\$1,000,000
SALT L	16943	Scoping	F-2038(11)	MULT	14600 South; Railroad Bridge to Redwood Bike/ Ped					Pedestrian/Bike facility			
		To Be Adv Dt: 10/31/22			Cnty:FA-2038; MP .92 - 2.17 & Cnty:FA-2038; MP 2.17 - 2.17								
		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$1,142,000	\$1,142,000	\$1,064,687	\$0	\$77,313
SALT L	17842	Scoping	F-R299(344)	MULT	Midvalley Connector BRT; Atherton DR to 2700 W					UTA/Transit			
		To Be Adv Dt: 02/29/24			SR-266; MP .27 - 1.71 & SR-266; MP .00 - .27 & Cnty:FA-2240; MP 3.50 - 3.74								
		CMAQ_PM2.5	\$0	\$0	\$0	\$2,145,232	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		LOCAL_GOV	\$0	\$0	\$0	\$38,254,768	\$0	\$0	\$0	\$38,254,768	\$0	\$0	\$38,254,768
		ST_TTIF	\$0	\$22,800,000	\$0	\$0	\$0	\$0	\$0	\$22,800,000	\$0	\$22,800,000	\$0
		Total	\$0	\$22,800,000	\$0	\$40,400,000	\$0	\$0	\$0	\$63,200,000	\$2,000,000	\$22,800,000	\$38,400,000
SALT L	18818	STIP	F-R299(392)	MULT	TSP/ Preemption for Transit, Freight, & Snow Plows					ATMS			
		To Be Adv Dt:			SR-172; MP 4.00 - 9.22 & Cnty:FA-2386; MP .00 - .28 & Cnty:FA-2358; MP .00 - .33 & SR-111; MP .00 - 10.60 & SR-71; MP .00 - .00 & SR-71; MP .00 - 22.47 & SR-71; MP .00 - .00								
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$690,000	\$690,000	\$643,287	\$46,713	\$0
SALT L	18819	STIP	F-R299(393)	MULT	TSP/ Preemption Equipment for Transit Vehicles					UTA/Transit			
		To Be Adv Dt:			SR-172; MP 4.03 - 9.22 & Cnty:FA-2386; MP .00 - .30 & SR-111; MP .00 - 10.60 & SR-71; MP .00 - 22.47 & Cnty:FA-2358; MP .00 - .33								
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$255,000	\$255,000	\$237,737	\$0	\$17,264
SALT L	16382	Funding	NEWPROJ(16382)	MULT	Bangerter Highway @ 9800 S & 4700 S					Upgrade Existing At-Grade Intersection			
		To Be Adv Dt:			SR-154; MP 16.50 - 17.40 & SR-154; MP 10.04 - 10.68								
NEW		ST_TIF	\$0	\$2,000,000	\$15,000,000	\$65,000,000	\$75,000,000	\$3,000,000	\$160,000,000	\$0	\$160,000,000	\$0	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					Concept Description				
				Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Salt Lake County Projects													
SALT L	13149	Undr Const	S-0085(9)		OTHER	SR-85, MVC; 4100 South to SR-201 New Mountain View Corridor Alignment					New Capacity		
		Adv Dt: 06/26/18											
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		L_BETTERMENT		\$3,212,194	\$0	\$0	\$0	\$0	\$0	\$0	\$3,212,194	\$0	
		ST_CONT_R2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,212,194	
		ST_TIF		\$231,895,268	\$113,104,732	\$10,000,000	\$0	\$0	\$0	\$0	\$355,000,000	\$0	
		Total		\$235,107,462	\$113,104,732	\$10,000,000	\$0	\$0	\$0	\$0	\$358,212,194	\$0	
SALT L	15670	Undr Const	S-R299(261)		OTHER	Porter Rockwell (Bridge) NA					New Capacity		
		Adv Dt: 01/22/20											
		L_BETTERMENT		\$96,017	\$0	\$0	\$0	\$0	\$0	\$0	\$96,017	\$0	
		ST_TIF		\$5,510,382	\$38,489,618	\$0	\$0	\$0	\$0	\$0	\$44,000,000	\$0	
		Total		\$5,606,399	\$38,489,618	\$0	\$0	\$0	\$0	\$0	\$44,096,017	\$0	
SALT L	18969	Scoping	S-R299(405)		OTHER	7300 West Corridor Study This study is to find a new route for the extension of SR-111.					Planning		
		Will Not Adv											
		ST_SB115		\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	
		Total		\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	
SALT L	19466	Scoping	S-R299(412)		OTHER	Parley's Trail Gap Project Parley's Trail Gap					Local/MPO/Other Agency Pass-Through		
		Will Not Adv											
		ST_GF_SB3		\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$0	
		Total		\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$0	
SALT L	19472	Scoping	S-R299(416)		OTHER	SR-111; Herriman Pkwy to 11800 S 7300 W; Herriman Pkwy to 11800 S					New Capacity		
		To Be Adv Dt: 02/28/25											
		ST_TIF_HB433		\$0	\$2,000,000	\$3,000,000	\$3,000,000	\$34,000,000	\$8,000,000	\$50,000,000	\$0	\$50,000,000	
		Total		\$0	\$2,000,000	\$3,000,000	\$3,000,000	\$34,000,000	\$8,000,000	\$50,000,000	\$0	\$50,000,000	
SALT L	8599	Scoping	NEWPROJECT-0027()		OTHER	TRANSIT ORIENTED DEVELOPMENT @ 1000 SO. TRAX STA. TRANSIT ORIENTED DEVELOPMENT (TOD) @ 10000 SOUTH TRAX STA.							
		Will Not Adv											
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		TFER_2_UTA		\$0	\$2,681,540	\$0	\$0	\$0	\$0	\$0	\$2,681,540	\$2,500,000	
		Total		\$0	\$2,681,540	\$0	\$0	\$0	\$0	\$0	\$2,681,540	\$2,500,000	
SALT L	8601	Scoping	F-0210(16)0		OTHER	1 WASATCH BOULEVARD & 7650 SOUTH WASATCH BOULEVARD & 7650 SOUTH							
		To Be Adv Dt: 12/22/22											
		CMAQ_PM2.5		\$130,000	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$121,199	
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_URB_SL		\$0	\$1,227,503	\$0	\$0	\$0	\$0	\$0	\$1,227,503	\$1,144,401	
		Total		\$130,000	\$1,227,503	\$0	\$0	\$0	\$0	\$0	\$1,357,503	\$1,265,600	
SALT L	14939	Scoping	F-LC35(300)		OTHER	SLC Emigration Creek Trail; Connor St - Wasatch Dr Bonneville Golf Course between Connor Street and Wasatch Drive					Transportation Alternatives		
		To Be Adv Dt: 03/09/23											
		CMAQ_WFRC		\$0	\$0	\$447,000	\$0	\$0	\$0	\$0	\$447,000	\$447,000	
		LOCAL_GOV		\$0	\$0	\$32,700	\$0	\$0	\$0	\$0	\$32,700	\$0	
		Total		\$0	\$0	\$479,700	\$0	\$0	\$0	\$0	\$479,700	\$447,000	



DRAFT

DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

Report Run on: Jun 08, 2021, 12:05 P.M.

epm345_stip_report (Rev 1716)

Table with columns: Region, PIN, Status, Project No., Rt. Beg Len, PIN Description / Project Location, Concept Description, Fund, Prior, 2022, 2023, 2024, 2025, CD, Total, Fed Aid, State, Other. Includes sections for Salt Lake County Projects with various project details and funding breakdowns.



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location					Concept Description				
						Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Salt Lake County Projects															
SALT L	15925	Scoping	F-R299(274)			OTHER	'Utah & Salt Lake Canal Trail Extension					Pedestrian/Bicycle Safety			
		To Be Adv Dt: 03/07/22					'Utah & Salt Lake Canal Trail Extension from Mountain View Corridor Trail to 6400 West								
		TAP_URB_WFRC		\$0	\$291,000		\$0	\$0	\$0	\$0	\$0	\$291,000	\$271,299	\$0	\$19,701
SALT L	15928	Scoping	F-R299(277)			OTHER	Update Bike Cars on FrontRunner					Pedestrian/Bicycle Safety			
		Will Not Adv					Update Bike Cars on FrontRunner, This request is for new bike racks on 10 of UTA's 16 FrontRunner bike cars.								
		TAP_URB_WFRC		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TFER_2_UTA		\$0	\$194,800		\$0	\$0	\$0	\$0	\$0	\$194,800	\$181,612	\$13,188	\$0
		Total		\$0	\$194,800		\$0	\$0	\$0	\$0	\$0	\$194,800	\$181,612	\$13,188	\$0
SALT L	15929	Scoping	F-R299(278)			OTHER	'Salt Lake County Bicycle Counters - SL Valley					Pedestrian/Bicycle Safety			
		To Be Adv Dt: 11/30/21					Salt Lake County Bicycle Counters - Salt Lake Valley Metro Area								
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TAP_URB_WFRC		\$45,000	\$169,523		\$0	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$0	\$14,523
		Total		\$45,000	\$169,523		\$0	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$0	\$14,523
SALT L	15936	Scoping	S-LC35(322)			OTHER	8600 South; 5600 West to 6000 West					New Bridge/Bridge Replacement			
		To Be Adv Dt: 07/21/21					8600 South Bridge over Mountain View Corridor from 5600 West to 6000 West								
		LOCAL_GOV		\$5,979	\$966,025		\$0	\$0	\$0	\$0	\$7,027,996	\$8,000,000	\$0	\$0	\$8,000,000
		STP_URB_SL		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$0	\$4,000,000		\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000	\$0
		Total		\$5,979	\$4,966,025		\$0	\$0	\$0	\$0	\$7,027,996	\$12,000,000	\$0	\$4,000,000	\$8,000,000
SALT L	16932	Scoping	F-LC35(321)			OTHER	University of Utah Hospital Stop Expansion					UTA/Transit			
		Will Not Adv					Extend the existing Bus Bays and Bus Parking area								
		STP_URB_SL		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TFER_2_UTA		\$0	\$399,400		\$0	\$0	\$0	\$0	\$0	\$399,400	\$372,361	\$27,039	\$0
		Total		\$0	\$399,400		\$0	\$0	\$0	\$0	\$0	\$399,400	\$372,361	\$27,039	\$0
SALT L	16950	Scoping	F-LC35(318)			OTHER	Salt Lake Urbanized Area Bus Bike Rack Expansion					UTA/Transit			
		Will Not Adv					Salt Lake Urban Area - Replace UTA Bus Bike Racks for two bikes to Bike Racks for three bikes								
		TAP_URB_WFRC		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TFER_2_UTA		\$0	\$35,609		\$0	\$0	\$0	\$0	\$0	\$35,609	\$33,198	\$2,411	\$0
		Total		\$0	\$35,609		\$0	\$0	\$0	\$0	\$0	\$35,609	\$33,198	\$2,411	\$0
SALT L	17868	Scoping	F-R299(346)			OTHER	Utah & Salt Lake Canal Trail, Phase 5					Transportation Alternatives			
		To Be Adv Dt: 03/24/22					7200 West (West Valley City) - northwest to the Elk Run Subdivision in the Magna Metro Township								
		LOCAL_GOV		\$0	\$3,465		\$0	\$0	\$0	\$0	\$0	\$3,465	\$0	\$0	\$3,465
		TAP_URB_WFRC		\$0	\$96,535		\$0	\$0	\$0	\$0	\$0	\$96,535	\$90,000	\$0	\$6,535
		Total		\$0	\$100,000		\$0	\$0	\$0	\$0	\$0	\$100,000	\$90,000	\$0	\$10,000



DRAFT

DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

Report Run on: Jun 08, 2021, 12:05 P.M.

epm345_stip_report (Rev 1716)

Table with columns: Region, PIN, Status, Project No., Rt. Beg Len, PIN Description / Project Location, Concept Description, Fund, Prior, 2022, 2023, 2024, 2025, CD, Total, Fed Aid, State, Other. Includes sections for Salt Lake County Projects with various project details and funding breakdowns.



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location					Concept Description								
						Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other				
Salt Lake County Projects																			
SALT L	4308	Active	SP-9999(697)			Highland Drive Corridor													
		Will Not Adv				Draper/Sandy to Highland Drive													
		ST_CORR_PRES					\$1,370,707	\$21,293	\$0	\$0	\$0	\$0	\$1,392,000	\$0	\$1,392,000	\$0			\$0
SALT L	4310	Active	SP-0068(32)36			Redwood Road Corridor													
		Will Not Adv				Redwood Road Corridor													
		ST_CORR_PRES					-\$279,152	\$670,150	\$0	\$0	\$0	\$0	\$390,998	\$0	\$390,998	\$0			\$0
SALT L	17374	Scoping	S-R299(312)			Cottonwood Canyons Rec Hot Spot Project Placeholde													
		To Be Adv Dt: 11/30/23				Placeholder for the Cottonwood Canyons Rec Hot Spot Project(s)													
		ST_TIF					\$9,506	\$2,781,508	\$33,500,000	\$12,237,986	\$0	\$0	\$48,529,000	\$0	\$48,529,000	\$0			\$0
SALT L	17414	Scoping	S-R299(318)			Cottonwood Canyons Transportation Study													
		Will Not Adv				Little Cottonwood Canyon & Big Cottonwood Canyons (and vice versa)													
		ST_GF_HB3					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF					\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$0			\$0
		Total					\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$0			\$0
SALT L	17916	Scoping	S-R299(350)			Rail Access through I-80 in Western SL County													
		Will Not Adv				Rail Access through I-80 in Western SL County													
		ST_TIF					\$171,609	\$78,391	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0			\$0
SALT L	19561	Funding	NEWPROJ(19561)			MILL CREEK CANYON ROAD - UT FLAP SLA 10(1)													
		To Be Adv Dt:				MILL CREEK CANYON ROAD - Reconstruction of 10 miles of Mill Creek Canyon Road, including adding a 5' bike lane													
	NEW	FLHP					\$0	\$0	\$0	\$16,000,000	\$0	\$0	\$16,000,000	\$16,000,000	\$0	\$0	\$0		\$0
SALT L	11097	Undr Const	F-LC35(219)			Jordan River Trail Gardner Village Trax Station													
		Adv Dt: 03/07/20				Jordan River Trail - Gardner Village TRAX Station													
		CMAQ_PM2.5					\$311,785	\$0	\$0	\$0	\$0	\$0	\$311,785	\$290,677	\$0	\$0	\$0	\$0	\$21,108
		CMAQ_WFRC					\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$9,323	\$0	\$0	\$0	\$0	\$677
		LOCAL_GOV					\$0	\$284,067	\$0	\$0	\$0	\$0	\$284,067	\$0	\$0	\$0	\$0	\$0	\$284,067
		Total					\$321,785	\$284,067	\$0	\$0	\$0	\$0	\$605,852	\$300,000	\$0	\$0	\$0	\$0	\$305,852
SALT L	11985	Scoping	F-LC35(240)			Transportation and Land Use Connection Program													
		Will Not Adv				Project Planning Support - Salt Lake County													
		L_PASS_MATCH					\$76,973	\$178,636	\$0	\$0	\$0	\$0	\$255,609	\$0	\$0	\$0	\$0	\$0	\$255,609
		STP_URB_SL					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL@1					\$2,965,076	\$605,568	\$623,735	\$642,447	\$0	\$1,343,292	\$6,180,118	\$6,180,118	\$0	\$0	\$0	\$0	\$0
		ST_STUDIES					\$153,600	\$0	\$0	\$0	\$0	\$0	\$153,600	\$0	\$0	\$0	\$153,600	\$0	\$0
		ST_TRANS_SOL					\$288,188	\$0	\$0	\$0	\$0	\$0	\$288,188	\$0	\$0	\$0	\$288,188	\$0	\$0
		Total					\$3,483,837	\$784,204	\$623,735	\$642,447	\$0	\$1,343,292	\$6,877,515	\$6,180,118	\$441,788	\$0	\$0	\$0	\$255,609



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Salt Lake County Projects														
SALT L	12000	Advertised	F-LC35(247)		Bengal Blvd & 2300 East Round-About					Intersection Modification				
		Adv Dt: 05/08/21			Bengal Blvd & 2300 East Round-About									
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		CMAQ_WFRC_1		\$2,655,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,655,000	\$2,655,000	\$0	
		LOCAL_INKIND		\$0	\$192,796	\$0	\$0	\$0	\$0	\$0	\$192,796	\$0	\$192,796	
		Total		\$2,655,000	\$192,796	\$0	\$0	\$0	\$0	\$0	\$2,847,796	\$2,655,000	\$0	\$192,796
SALT L	13125	Scoping	F-LC35(254)		Sugarhouse Streetcar Double Track; 300 E to 500 E					UTA/Transit				
		Will Not Adv			Sugarhouse Streetcar Double Track; 300 E to 500 E									
		CMAQ_PM2.5		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		LOCAL_GOV		\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000	
		TFER_2_UTA		\$0	\$2,037,971	\$0	\$0	\$0	\$0	\$0	\$2,037,971	\$1,900,000	\$137,971	\$0
		Total		\$0	\$6,037,971	\$0	\$0	\$0	\$0	\$0	\$6,037,971	\$1,900,000	\$137,971	\$4,000,000
SALT L	13126	Scoping	F-LC35(255)		Hillsborough Pond Park & Ride; Wasatch Blvd.					UTA/Transit				
		Will Not Adv			Hillsborough Pond Park & Ride; Wasatch Blvd.									
		CMAQ_WFRC		\$0	\$0	\$0	\$892,350	\$0	\$0	\$892,350	\$1,784,700	\$1,663,876	\$0	\$120,824
SALT L	13127	Scoping	F-LC35(256)		Depot District Service Center (DDSC): 669 W 200 So					UTA/Transit				
		Will Not Adv			Depot District Service Center (DDSC): 669 W 200 So									
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		FTASEC_5309		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		FTASEC_5339		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		FTA_5339_80		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		FTA_5339_80A		\$0	\$23,530,641	\$0	\$0	\$0	\$0	\$0	\$23,530,641	\$18,824,513	\$4,706,128	\$0
		FTA_5339_80B		\$0	\$17,000,000	\$0	\$0	\$0	\$0	\$0	\$17,000,000	\$13,600,000	\$3,400,000	\$0
		LOCAL_GOV		\$0	\$43,700,287	\$0	\$0	\$0	\$0	\$0	\$43,700,287	\$0	\$0	\$43,700,287
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_GF_OTHER		\$0	\$7,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000	\$0
		TFER_2_UTA		\$0	\$4,236,834	\$0	\$0	\$0	\$0	\$0	\$4,236,834	\$3,950,000	\$0	\$286,834
		Total		\$0	\$95,967,762	\$2,500,000	\$0	\$0	\$0	\$0	\$98,467,762	\$36,374,513	\$18,106,128	\$43,987,121
SALT L	13128	Scoping	F-LC35(257)		Park & Ride Smart Boards, Cottonwood Cnys					Traveler Information				
		To Be Adv Dt: 07/13/23			Park & Ride Smart Boards, Cottonwood Cnys									
		CMAQ_WFRC		\$0	\$0	\$321,785	\$385,115	\$0	\$0	\$0	\$706,900	\$659,043	\$0	\$47,857
SALT L	14035	Scoping	F-LC35(273)		Highland Drive EIS					Concept Development				
		Will Not Adv			Highland Drive EIS									
		STP_URB_SL		\$0	\$0	\$0	\$2,145,232	\$0	\$0	\$2,467,017	\$4,612,249	\$4,300,000	\$0	\$312,249
SALT L	14046	Scoping	F-LC35(279)		33/35 MAX Expansion and Optimization					UTA/Transit				
		Will Not Adv			33/35 MAX Expansion and Optimization									
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TFER_2_UTA		\$0	\$3,003,325	\$0	\$0	\$0	\$0	\$0	\$3,003,325	\$2,800,000	\$203,325	\$0
		Total		\$0	\$3,003,325	\$0	\$0	\$0	\$0	\$0	\$3,003,325	\$2,800,000	\$203,325	\$0



DRAFT
DRAFT STIP

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



STIP 2022-2027

epm345_stip_report (Rev 1716)

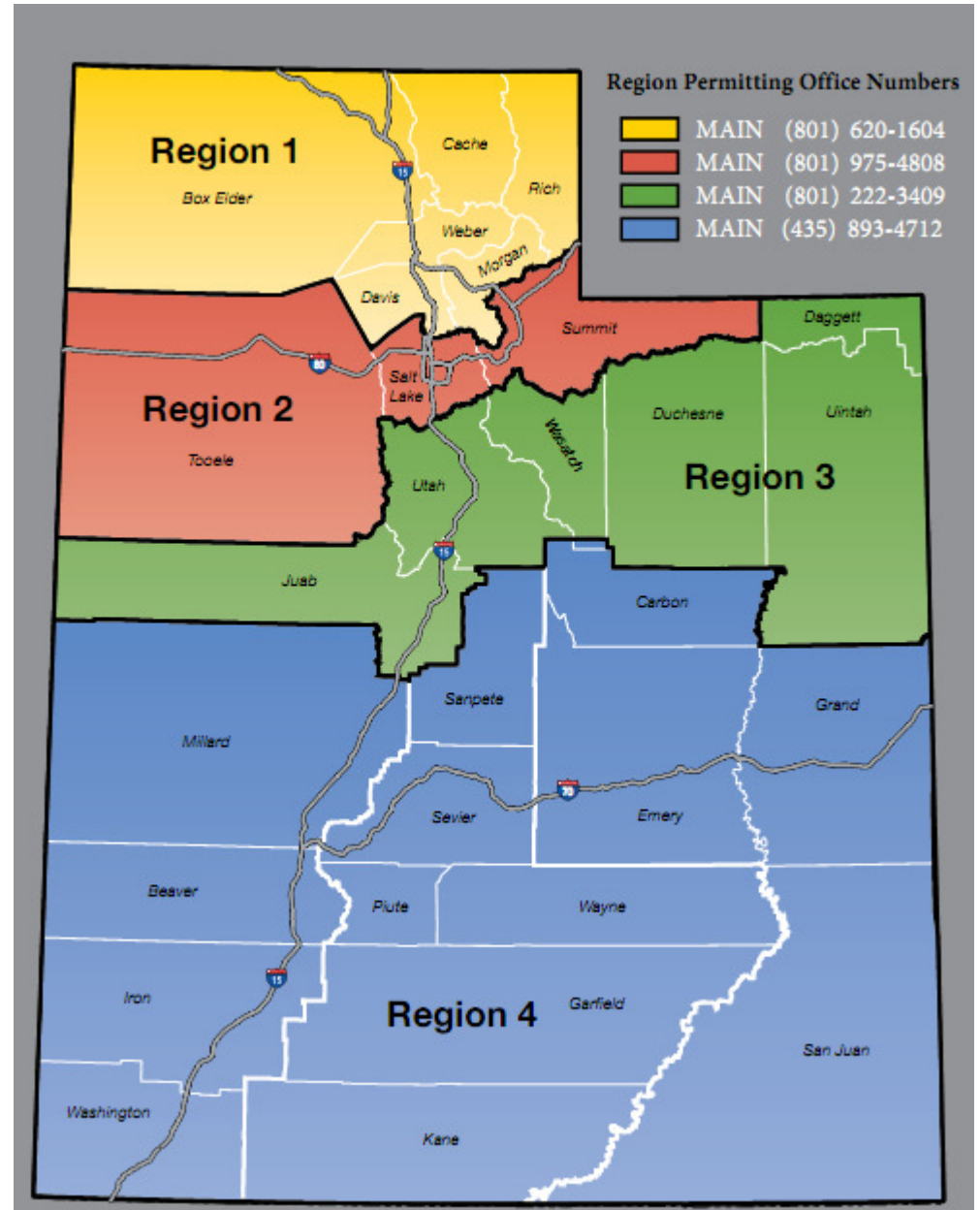
Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description			
					Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Salt Lake County Projects													
SALT L	14049	Scoping	F-LC35(282)										
		Will Not Adv											
		CMAQ_WFRC		\$0	\$804,461	\$0	\$0	\$0	\$0	\$804,461	\$749,999	\$0	\$54,462
		TFER_2_UTA		\$0	\$536,308	\$0	\$0	\$0	\$0	\$536,308	\$500,000	\$0	\$36,308
		Total		\$0	\$1,340,769	\$0	\$0	\$0	\$0	\$1,340,769	\$1,249,999	\$0	\$90,770
SALT L	14054	Scoping	F-LC35(285)										
		To Be Adv Dt: 05/30/25											
		TAP_URB_WFRC		\$0	\$347,528	\$0	\$0	\$0	\$0	\$347,528	\$324,000	\$0	\$23,528
SALT L	16869	Active	F-R299(299)										
		Will Not Adv											
		L_PASS_MATCH		\$0	\$10,892	\$0	\$0	\$0	\$0	\$10,892	\$0	\$0	\$10,892
		TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TAP_UR_WFRC1		\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$150,000	\$0	\$0
		Total		\$150,000	\$10,892	\$0	\$0	\$0	\$0	\$160,892	\$150,000	\$0	\$10,892
SALT L	17493	Scoping	F-R299(320)										
		To Be Adv Dt: 04/26/22											
		STP_URB_SL		\$0	\$1,435,168	\$0	\$0	\$0	\$0	\$1,435,168	\$1,338,007	\$0	\$97,161

Statewide

Projects that are included in programs often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organizations (MPO).

The “Statewide County Projects” will identify projects and programs in each of the UDOT Regions across the state, but for programming and information are listed all together.





DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
							Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Statewide County Projects															
STATEW	4677	Active	SP-9999(743)				OTHER	UDOT Wetland Mitigation Sites State Funded Project							
		Will Not Adv						UDOT Wetland Mitigation Sites State Funded Project							
		ST_APPROP	\$23,311		\$0		\$0	\$0	\$0	\$0	\$0	\$23,311	\$0	\$23,311	\$0
		ST_CONST	\$604		\$9,396		\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0
		Total	\$23,916		\$9,396		\$0	\$0	\$0	\$0	\$0	\$33,311	\$0	\$33,311	\$0
STATEW	5451	Active	SP-R299(13)					Various Locations Statewide							
		Will Not Adv						Various Locations Statewide							
		ST_CORR_PRES	\$1,815,198		\$0		\$0	\$0	\$0	\$0	\$0	\$1,815,198	\$0	\$1,815,198	\$0
STATEW	10903	Scoping	F-TPF-5(264)					Passive Force-Displacement for Skewed Abutments							
		Will Not Adv						Passive Force-Displacement Relationships for Skewed Abutments							
		EM_2012_IBRD	\$25,000		\$0		\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$0	\$0
		SPR_R_100%	\$375,000		\$0		\$0	\$0	\$0	\$0	\$0	\$375,000	\$375,000	\$0	\$0
		Total	\$400,000		\$0		\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0
STATEW	14378	Scoping	F-ST99(379)					Develop Long Range Plan Framework Using SHRP2 C01							
		To Be Adv Dt: 01/28/16						Develop Long Range Plan Framework Using SHRP2 C01							
		FA_SHRP2	\$300,000		\$0		\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$0
		SPR_P	\$1,068,487		\$0		\$0	\$0	\$0	\$0	\$0	\$1,068,487	\$854,789	\$213,697	\$0
		Total	\$1,368,487		\$0		\$0	\$0	\$0	\$0	\$0	\$1,368,487	\$1,154,789	\$213,697	\$0
STATEW	14395	Active	S-ST99(380)					Property Inventory							
		To Be Adv Dt: 03/07/16						Study to find and document all of the properties owned by UDOT							
		ST_CONST	\$204,319		\$45,681		\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
STATEW	14647	Scoping	S-ST99(394)					Statewide Storm Drain System and Outfall Mapping							
		Will Not Adv						Statewide Storm Drain System and Outfall Mapping							
		ST_CONST	\$22,110		\$412,890		\$0	\$0	\$0	\$0	\$0	\$435,000	\$0	\$435,000	\$0
STATEW	15004	Active	F-TPF-5(349)					2017 Pooled Fund Study, Western Alliance QTC							
		Will Not Adv						Pooled Fund Study, Western Alliance QTC							
		OTHER	\$199,519		\$0		\$0	\$0	\$0	\$0	\$0	\$199,519	\$0	\$0	\$199,519
		SPR_P_100%	\$12,000		\$0		\$0	\$0	\$0	\$0	\$0	\$12,000	\$12,000	\$0	\$0
		SPR_R_100%	\$207,000		\$0		\$0	\$0	\$0	\$0	\$0	\$207,000	\$207,000	\$0	\$0
		ST_APPROP	\$12,000		\$0		\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$12,000	\$0
		Total	\$430,519		\$0		\$0	\$0	\$0	\$0	\$0	\$430,519	\$219,000	\$12,000	\$199,519
STATEW	15017	Scoping	F-TPF-5(350)					TPF-5(350) Development of NGL							
		Will Not Adv						Research							
		LOCAL_GOV	\$0		\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		OTHER	\$20,000		\$20,000		\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$40,000
		SPR_R_100%	\$100,000		\$0		\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0
		Total	\$120,000		\$20,000		\$0	\$0	\$0	\$0	\$0	\$140,000	\$100,000	\$0	\$40,000



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description							
							Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other		
Statewide County Projects																		
STATEW	15032	Active <i>Will Not Adv</i>	S-ST99(417)				Wet Weather Monitoring Statewide ; Wet Water Sampling Project					Drainage - Maint						
		ST_CODE_ONE		\$3,398	\$574,102		\$0	\$0	\$0	\$0	\$0	\$577,500	\$0	\$577,500	\$0		\$0	
STATEW	15880	Scoping <i>Will Not Adv</i>	S-ST99(480)				RECREATION & TOURISM PROGRAM DEVELOPMENT & ADMIN. Recreation & Tourism Program					Develop Documents						
		ST_TIF		\$119,116	\$0		\$0	\$0	\$0	\$0	\$0	\$119,116	\$0	\$119,116	\$0		\$0	
STATEW	16101	Scoping <i>Will Not Adv</i>	F-ST99(500)				Highway Use Tax Evasion Project FY 2018- 2021 N/A					Annual Work Program						
		FA_MISC_100%		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_FLX_ST		\$574,400	\$0		\$0	\$0	\$0	\$0	\$0	\$574,400	\$574,400	\$0	\$0	\$0	\$0	
		Total		\$574,400	\$0		\$0	\$0	\$0	\$0	\$0	\$574,400	\$574,400	\$0	\$0	\$0	\$0	
STATEW	16761	Active <i>Will Not Adv</i>	F-TPF-5(381)				TPF-5(381) Evaluation of Lateral Pile Resistance Study					Study						
		SPR_P_100%		\$20,000	\$0		\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000	\$0	\$0	\$0	\$0	
		SPR_R_100%		\$220,000	\$0		\$0	\$0	\$0	\$0	\$0	\$220,000	\$220,000	\$0	\$0	\$0	\$0	
		Total		\$240,000	\$0		\$0	\$0	\$0	\$0	\$0	\$240,000	\$240,000	\$0	\$0	\$0	\$0	
STATEW	17039	Scoping <i>Will Not Adv</i>	S-ST99(561)				Document Controls for Project Delivery Document Controls for Project Delivery					Education						
		ST_CONT_PG		\$1,110	\$0		\$0	\$0	\$0	\$0	\$0	\$1,110	\$0	\$1,110	\$0	\$0	\$0	
		ST_T&S_FUND		\$3,245	\$196,755		\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0	\$0	\$0	
		ST_TIF		\$248,880	\$3,120		\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$252,000	\$0	\$0	\$0	
		Total		\$253,236	\$199,874		\$0	\$0	\$0	\$0	\$0	\$453,110	\$0	\$453,110	\$0	\$0	\$0	
STATEW	17049	Active <i>Will Not Adv</i>	S-ST99(562)				UVISION - Statewide Planning Development UVISION - Statewide Planning Development					Staffing Support						
		ST_PR		\$161,391	\$0		\$0	\$0	\$0	\$0	\$0	\$161,391	\$0	\$161,391	\$0	\$0	\$0	
STATEW	17120	Active <i>Will Not Adv</i>	F-ST99(567)				Measuring Multimodal Network Connectivity Project Name - Measuring Multimodal Network Connectivity					Planning						
		FA_MISC		\$76,400	\$0		\$0	\$0	\$0	\$0	\$0	\$76,400	\$61,120	\$15,280	\$0	\$0	\$0	
STATEW	17138	Active <i>Will Not Adv</i>	F-ST99(568)				Freight Demand Modeling and Data Improvement Freight Demand Modeling and Data Improvement - SHRP2					Planning						
		FA_SHRP2		\$142,237	\$0		\$0	\$0	\$0	\$0	\$0	\$142,237	\$142,237	\$0	\$0	\$0	\$0	
STATEW	17279	Active <i>Will Not Adv</i>	F-ST99(571)				MBDC AID Grant The AID grant will be used to capture data from multiple MBDC pilots on roadway projects that have yet to be selected					Data System Development/Enhancement						
		FA_MISC		\$1,250,000	\$0		\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$1,000,000	\$250,000	\$0	\$0	\$0	



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
							Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Statewide County Projects															
STATEW	17384	Active	F-TPF-5(394)				Western Maintenance Partnership - Phase 3				Planning				
		Will Not Adv					Western Maintenance Partnership - Phase 3								
		OTHER		\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
		SPR_P_100%		\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$0	\$0
		SPR_R_100%		\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000	\$70,000	\$0	\$0
		Total		\$75,000	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000	\$75,000	\$0	\$15,000
STATEW	17482	Active	F-ST99(578)				FISCAL YEAR 2020-2021 LTAP PROGRAM				Annual Work Program				
		Will Not Adv					Annual Work Program								
		FA_LTAP		\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	\$300,000	\$300,000	\$0
STATEW	17606	Active	S-ST99(584)				Infrastructure for Emerging Vehicle Technology				ATMS				
		Will Not Adv					"Infrastructure for emerging vehicle technology."								
		LOCAL_GOV		\$595,675	\$304,325	\$0	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$0	\$900,000
		ST_CONST		\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		Total		\$795,675	\$304,325	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$0	\$200,000	\$900,000
STATEW	17895	Scoping	F-ST99(625)				FY20-21 FTA 5304 Statewide /Rural Transit Planning				UTA/Transit				
		Will Not Adv					N/A								
		FTA_5304_80%		\$1,716,018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,716,018	\$1,716,018	\$0	\$0
		L_PASS_MATCH		\$429,005	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429,005	\$0	\$0	\$429,005
		Total		\$2,145,023	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,145,023	\$1,716,018	\$0	\$429,005
STATEW	18759	Active	F-ST99(699)				FY 2021 State Training Budget				Annual Work Program				
		Will Not Adv					N/A Annual Work Program								
		STP_FLX_ST		\$571,768	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$571,768	\$571,768	\$0	\$0
		ST_CONST		\$15,881	\$149,119	\$0	\$0	\$0	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$0
		Total		\$587,648	\$149,119	\$0	\$0	\$0	\$0	\$0	\$0	\$736,768	\$571,768	\$165,000	\$0
STATEW	18854	Active	S-ST99(705)				FY 2021 Statewide Pavement Management				Develop Documents				
		Will Not Adv					N/A								
		ST_PVMT		\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$1,400,000	\$0
STATEW	18859	Active	S-ST99(706)				FY2021 Mandli Communications Collection				Develop Documents				
		Will Not Adv					N/A								
		ST_PVMT		\$518,235	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,235	\$0	\$518,235	\$0
STATEW	19461	Active	F-ST99(752)				2022-2026 LTAP Program				Annual Work Program				
		Will Not Adv					Statewide LTAP Services								
		FA_LTAP		\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$150,000	\$150,000	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description				
						Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Statewide County Projects														
STATEW	19538	Active	F-TPF-5(476)			2021 Pooled Fund Study, Western Alliance QTC				Research				
		Will Not Adv				N/A								
		OTHER		\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$40,000
		SPR_P_100%		\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$12,000	\$0	\$0
		SPR_R_100%		\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000	\$12,000	\$0	\$0
		ST_APPROP		\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$12,000	\$0
		Total		\$12,000	\$64,000	\$0	\$0	\$0	\$0	\$0	\$76,000	\$24,000	\$12,000	\$40,000
STATEW	19600	Active	F-ST99(762)			FY2022 Statewide Planning Work Program				Annual Work Program				
		Will Not Adv				N/A								
		SPR_P		\$0	\$5,633,431	\$0	\$0	\$0	\$0	\$0	\$5,633,431	\$5,633,431	\$0	\$0
		ST_MATCH		\$0	\$1,408,358	\$0	\$0	\$0	\$0	\$0	\$1,408,358	\$0	\$1,408,358	\$0
		Total		\$0	\$7,041,789	\$0	\$0	\$0	\$0	\$0	\$7,041,789	\$5,633,431	\$1,408,358	\$0
STATEW	19601	Active	F-ST99(763)			FY2022 Research Work Program				Annual Work Program				
		Will Not Adv				N/A								
		SPR_R		\$0	\$1,486,572	\$0	\$0	\$0	\$0	\$0	\$1,486,572	\$1,189,258	\$297,314	\$0
		ST_MATCH		\$0	\$371,642	\$0	\$0	\$0	\$0	\$0	\$371,642	\$0	\$371,642	\$0
		Total		\$0	\$1,858,214	\$0	\$0	\$0	\$0	\$0	\$1,858,214	\$1,189,258	\$668,956	\$0
STATEW	19602	Active	F-ST99(764)			FY2022 State Training Budget				Annual Work Program				
		Will Not Adv				N/A								
		STP_FLX_100%		\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0
		ST_MATCH		\$165,000	\$0	\$0	\$0	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$0
		Total		\$165,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$665,000	\$500,000	\$165,000	\$0
STATEW	12668	Active	F-ST99(262)			GIS / Enterprise Data Management Support				Staffing Support				
		Will Not Adv				Statewide; Staffing Support								
		HSIP		\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$186,460	\$13,540	\$0
		SEC164_HSIP		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		SPR_P		\$165,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$215,000	\$172,000	\$43,000	\$0
		SPR_R		\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$28,000	\$7,000	\$0
		ST_CONST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$400,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$450,000	\$386,460	\$63,540	\$0

Tooele County

In October 2004, the Tooele Valley Rural Planning Organization (RPO) was formed to establish a process to assist the local jurisdictions within Tooele Valley in working cooperatively to plan the transportation system and prioritize transportation projects.

Although Tooele County is not within the Urbanized Boundaries of Wasatch Front Regional Council (WFRC), they are a member of the Regional Council Board and as such, their projects are included in the WFRC TIP as a resource to the County and the Cities and Towns.

The Cities and Towns of Tooele County include;

Grantsville City

Ophir Town

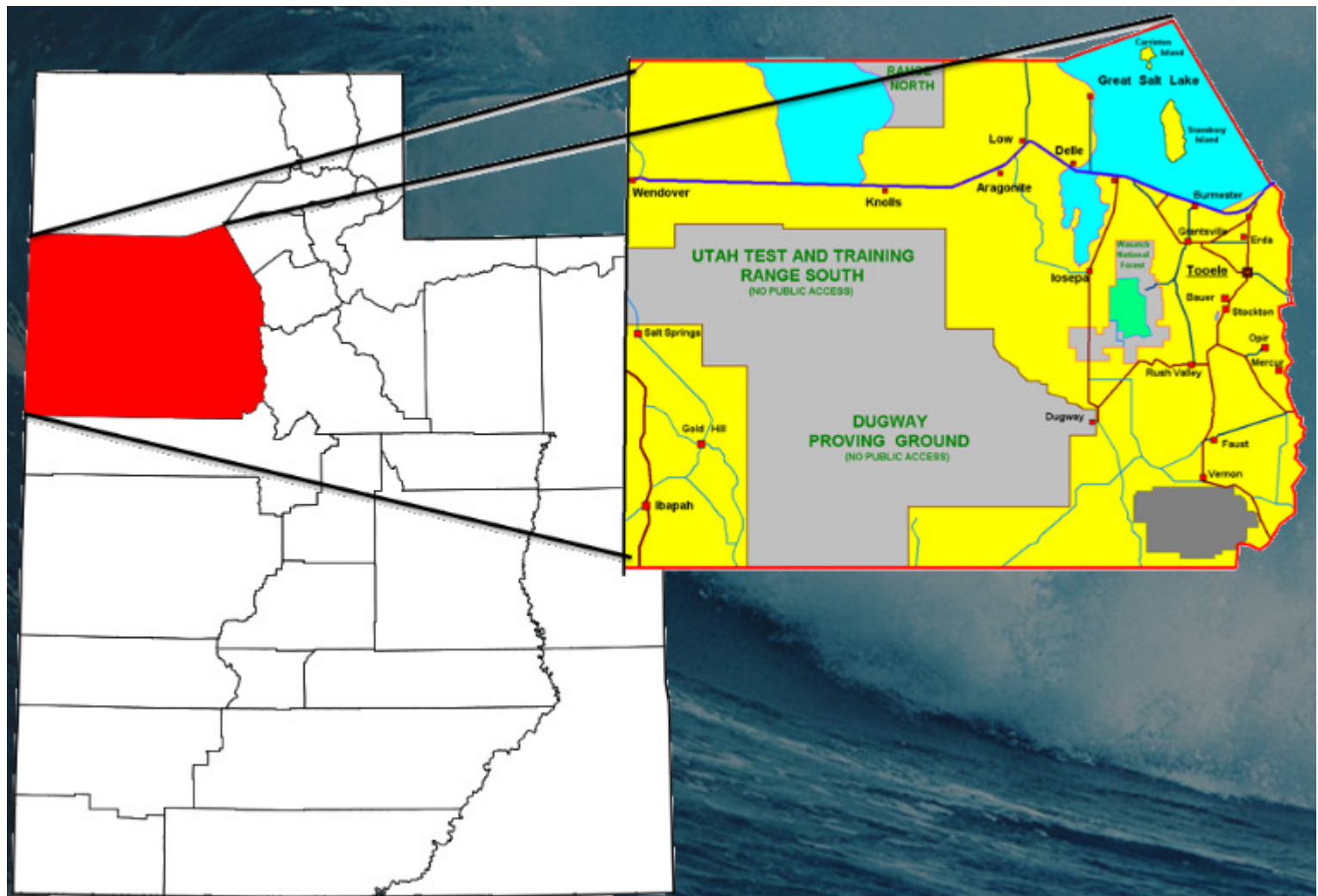
Rush Valley Town

Stockton Town

Tooele City

Vernon Town

Wendover City





DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

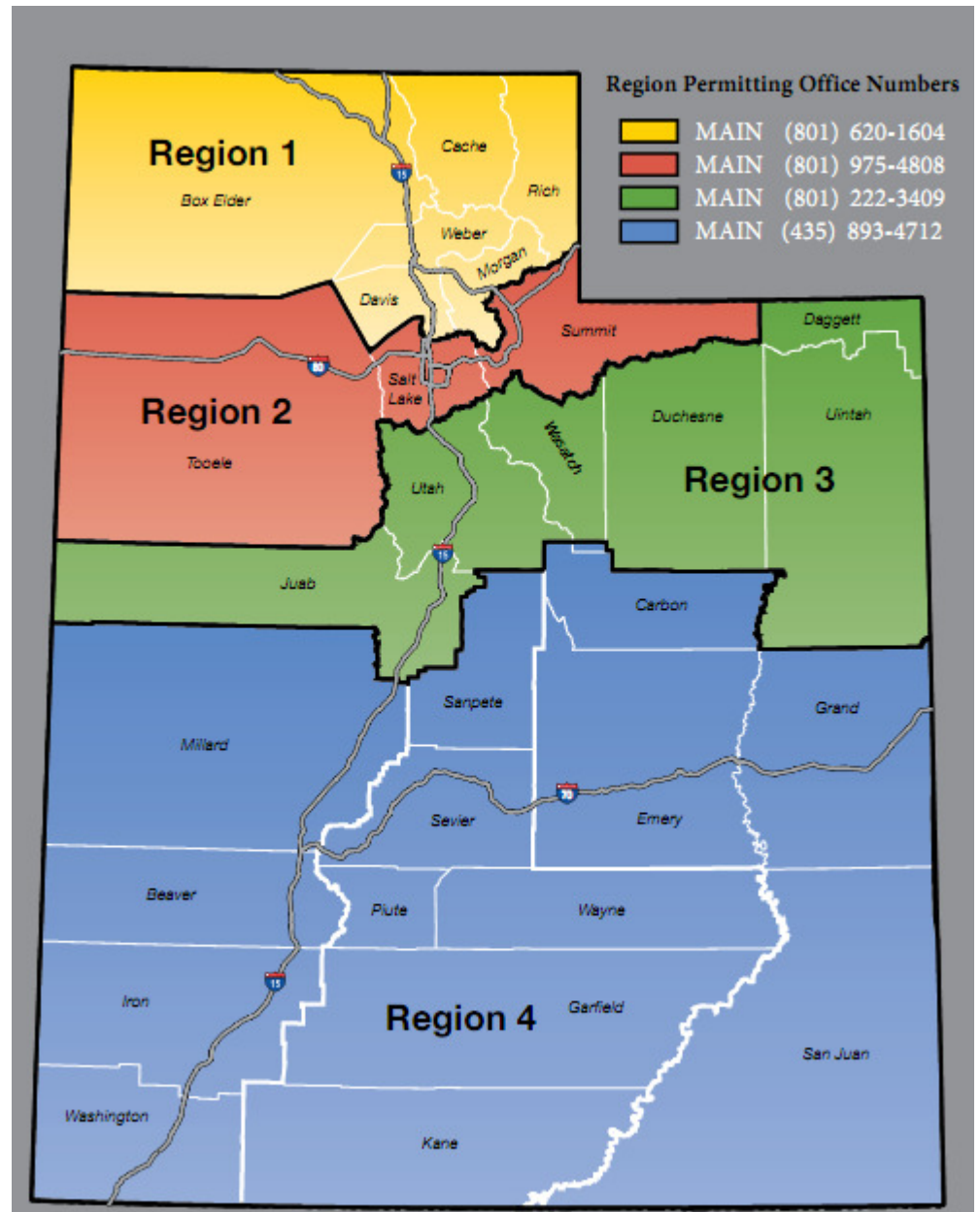
Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Tooele County Projects													
TOOELE	17628	Funding	NEWPROJ(17628)	36	61	4	SR-36 SB; Sunset Ln to Stansbury Pkwy	Widen Existing Facility					
		Will Not Adv					SR-36; MP 61.28 - 65.12						
NEW		ST_TIF		\$0	\$0	\$0	\$0	\$2,000,000	\$5,000,000	\$7,000,000	\$0	\$7,000,000	\$0
TOOELE	18878	Scoping	F-0138(22)13	138	13		SR-138 Park & Ride	UTA/Transit					
		To Be Adv Dt: 11/02/21					SR-138; MP 12.80 - 13.12						
		CMAQ_TOOELE		\$80,000	\$461,631	\$0	\$0	\$0	\$0	\$541,631	\$504,963	\$0	\$36,668
TOOELE	14421	Undr Const	S-R299(259)	MULT			SR-179; Midvalley Highway MP 0.0 to MP 4.0	New Capacity					
		Adv Dt: 05/11/19					SR-138; MP 14.50 - 14.50 & I-80; MP 95.20 - 95.20 & midvalley hwy						
		L_BETTERMENT		\$1,449	\$30,671	\$0	\$0	\$0	\$0	\$32,120	\$0	\$0	\$32,120
		ST_APPROP		\$931,405	\$0	\$0	\$0	\$0	\$0	\$931,405	\$0	\$931,405	\$0
		ST_TIF		\$55,867,590	\$12,601,004	\$0	\$0	\$0	\$0	\$68,468,595	\$0	\$68,468,595	\$0
		Total		\$56,800,445	\$12,631,675	\$0	\$0	\$0	\$0	\$69,432,120	\$0	\$69,400,000	\$32,120
TOOELE	16276	Awarded	S-I80-2(76)41	MULT			Knolls Interchange Bridge Rehabilitation	Rehabilitation or Replacement					
		Adv Dt: 02/20/21					Cross Over - Knolls; MP .00 - .30 & I-80; MP 41.14 - 41.38 & I-80; MP 41.15 - 41.38						
		ST_BRIDGE		\$118,912	\$2,581,088	\$0	\$0	\$0	\$0	\$2,700,000	\$0	\$2,700,000	\$0
TOOELE	18877	Active	F-R299(400)	MULT			Grantsville Sidewalk Project	Transportation Alternatives					
		To Be Adv Dt: 08/25/21					Cnty:FA-2653; MP 3.26 - 3.52 & Cnty:FA-2651; MP 1.48 - 1.92						
		CMAQ_TOOELE		\$125,000	\$431,000	\$0	\$0	\$0	\$0	\$556,000	\$518,359	\$0	\$37,641
TOOELE	17626	Funding	NEWPROJ(17626)	MULT			I-80; EB Auxiliary Lane and SR-36 NB Lane	Widen Existing Facility					
		To Be Adv Dt:					I-80; MP 99.00 - 101.30 & SR-36; MP 61.06 - 65.80 & I-80 EB MP 99 - 101.3						
NEW		ST_TIF		\$0	\$0	\$0	\$0	\$27,500,000	\$27,500,000	\$0	\$27,500,000	\$0	
TOOELE	16588	Scoping	F-R299(297)	OTHER			Tom's Lane South Extension	Small Urban					
		To Be Adv Dt: 09/09/22					Tom's Lane South Extension						
		STP_SU_JHC		\$0	\$1,585,665	\$0	\$0	\$0	\$0	\$1,585,665	\$1,478,315	\$0	\$107,350
TOOELE	16603	Scoping	F-R199(257)	OTHER			Burmester Road Improvement	Non-Urban					
		To Be Adv Dt: 09/09/22					Burmester Road Improvement (Grantsville City Limit North 1.6 miles)						
		LOCAL_GOV		\$0	\$0	\$238,468	\$0	\$0	\$0	\$238,468	\$0	\$0	\$238,468
		STP_RURAL		\$0	\$0	\$2,145,232	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total		\$0	\$0	\$2,383,700	\$0	\$0	\$0	\$2,383,700	\$2,000,000	\$0	\$383,700
TOOELE	19500	Scoping	S-0179(2)0	OTHER			Midvalley Highway Re-evaluation	Document EA/EIS					
		Will Not Adv					Midvalley Phase 2 alignment						
		ST_TIF		\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0

Various

Projects that are included in “Various Projects” often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organization (MPO).

The “Various Projects” will identify projects and programs in each of the UDOT Regions across the state, but for programming and information are listed all together.





DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					PIN Description / Project Location					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other				
Various County Projects																		
VARIOU	18857	Scoping Will Not Adv	S-I15-7(369)309	15	309	16	I-15; 600 N. to Farmington Environmental I-15; MP 309.00 - 325.00							TIF - Transportation Investment Fund				
		ST_TIF		\$1,000,000	\$5,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000	\$0	\$10,000,000	\$0	\$0	
VARIOU	18217	Funding To Be Adv Dt:	NEWPROJ(18217)	15	38	5	I-15; Add SB Lane, MP 38 to Mp 43 I-15; MP 38.00 - 43.00							TIF - Transportation Investment Fund				
NEW		ST_TIF		\$0	\$0	\$0	\$0	\$4,500,000	\$27,150,000	\$31,650,000	\$0	\$31,650,000	\$0	\$31,650,000	\$0	\$31,650,000	\$0	
VARIOU	13822	Undr Const Adv Dt: 01/26/19	F-I15-7(328)332	15	330	11	I-15; SR-232 to I-84 I-15; MP 329.79 - 340.71 & I-15; Hill Field Road to Davis/Weber County Line to I-84							Widen Existing Facility				
		NHPP_BR		\$8,622,688	\$0	\$0	\$0	\$0	\$0	\$8,622,688	\$8,038,932	\$583,756	\$0					
		NHPP_IM		\$6,110,964	\$0	\$0	\$0	\$0	\$0	\$6,110,964	\$5,755,306	\$355,658	\$0					
		NHPP_NHS		\$653,531	\$0	\$0	\$0	\$0	\$0	\$653,531	\$609,287	\$44,244	\$0					
		STP_BRIDGE		\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0					
		STP_FLX_ST		\$8,889,036	\$0	\$0	\$0	\$0	\$0	\$8,889,036	\$8,287,248	\$601,788	\$0					
		STP_HIF_O/L		\$1,962,186	\$0	\$0	\$0	\$0	\$0	\$1,962,186	\$1,829,346	\$132,840	\$0					
		STP_URB_O/L		\$26,378,038	\$0	\$0	\$0	\$0	\$0	\$26,378,038	\$24,592,244	\$1,785,793	\$0					
		ST_TIF		\$31,896,788	\$75,486,769	\$0	\$0	\$0	\$0	\$107,383,557	\$0	\$107,383,557	\$0					
		Total		\$87,513,231	\$75,486,769	\$0	\$0	\$0	\$0	\$163,000,000	\$51,909,264	\$111,090,736	\$0					
VARIOU	13224	Scoping Will Not Adv	S-R199(185)	30	91	18	SR-30; Environmental Document, I-15 to SR-252 SR-30; MP 90.62 - 108.66							Document EA/EIS				
		ST_TIF		\$1,718,453	\$493,039	\$0	\$0	\$0	\$0	\$2,211,493	\$0	\$2,211,493	\$0					
VARIOU	1793	Undr Const Adv Dt: 05/10/03	SP-0067(1)0	67		14	Legacy Parkway Project - *ROW* SR-67; MP .00 - 14.00 & I-15; MP 350.00 - 352.00											
		ST_CHF		\$389,153,772	\$0	\$0	\$0	\$0	\$0	\$389,153,772	\$0	\$389,153,772	\$0					
VARIOU	4278	Active Will Not Adv	SP-0089(98)334	89	398	11	US-89 Corridor Preservation US-89; MP 397.55 - 408.38											
		ST_CONT_R1		\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$0					
		ST_CORR_PRES		-\$3,019,615	\$15,507,844	\$0	\$0	\$0	\$0	\$12,488,229	\$0	\$12,488,229	\$0					
		Total		-\$3,018,615	\$15,507,844	\$0	\$0	\$0	\$0	\$12,489,229	\$0	\$12,489,229	\$0					
VARIOU	13821	Undr Const Adv Dt: 12/12/19	S-0089(406)398	89	398	9	US-89; Farmington to I-84 US-89; MP 398.00 - 406.64 & US-89; I-84 to Antelope Drive, I-84 to Harrison							TIF - Transportation Investment Fund				
		LOCAL_GOV		\$86,658	\$0	\$0	\$0	\$0	\$0	\$86,658	\$0	\$0	\$86,658					
		L_BETTERMENT		\$5,394,748	\$0	\$0	\$0	\$0	\$0	\$5,394,748	\$0	\$0	\$5,394,748					
		ST_BRIDGE		\$2,050,000	\$0	\$0	\$0	\$0	\$0	\$2,050,000	\$0	\$2,050,000	\$0					
		ST_TIF		\$271,999,401	\$125,000,000	\$85,047,322	\$0	\$0	\$0	\$482,046,723	\$0	\$482,046,723	\$0					
		ST_TRANS_SOL		\$5,125,000	\$0	\$0	\$0	\$0	\$0	\$5,125,000	\$0	\$5,125,000	\$0					
		Total		\$284,655,807	\$125,000,000	\$85,047,322	\$0	\$0	\$0	\$494,703,129	\$0	\$489,221,723	\$5,481,406					
VARIOU	13051	Scoping Will Not Adv	S-R199(177)	108	4	9	SR-108; Corridor Preservation SR-108; MP 4.01 - 12.92							Corridor Preservation				
		ST_CORR_PRES		\$847,821	\$3,221	\$0	\$0	\$0	\$0	\$851,041	\$0	\$851,041	\$0					



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Various County Projects													
VARIOU	11479	Funding	NEWPROJ(11479)	108	8	3	SR-108; SR-37 to 4275 South	Widen Existing Facility					
		Will Not Adv					SR-108; MP 7.51 - 10.02						
NEW		ST_CONCPT_D1	\$10,103	\$0	\$0	\$0	\$0	\$0	\$10,103	\$0	\$10,103	\$0	
		ST_TIF	\$0	\$0	\$0	\$0	\$123,000,000	\$0	\$123,000,000	\$0	\$123,000,000	\$0	
		Total	\$10,103	\$0	\$0	\$0	\$123,000,000	\$0	\$123,010,103	\$0	\$123,010,103	\$0	
VARIOU	18225	Scoping	S-0132(29)41	132	41	4	SR-132; WB & EB Passing Lanes	TIF - Transportation Investment Fund					
		To Be Adv Dt: 02/28/22					SR-132; MP 41.37 - 45.34						
		ST_TIF_HB433	\$0	\$1,000,000	\$5,200,000	\$0	\$0	\$0	\$6,200,000	\$0	\$6,200,000	\$0	
VARIOU	14775	Active	S-R499(287)	3270		6	Wayne County Fish Lake Cutoff Road	Non-Urban					
		Will Not Adv					Cnty:FA-3270; MP .00 - 5.80 & Fish Lake Cutoff Road 7 Miles West of Loa MP 0.0 to MP 5.77						
		STP_HIF_RURL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_RURAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_PVMT_LV2	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000	\$0	\$1,600,000	\$0	
		Total	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000	\$0	\$1,600,000	\$0	
VARIOU	13323	Undr Const	F-I80-3(186)102	MULT			I-80; Structure Replacement (MP 101 and 99)	Rehabilitation or Replacement					
		Adv Dt: 09/13/18					I-80; MP 101.61 - 102.09 & I-80; MP 101.61 - 102.09 & SR-36; MP 65.64 - 66.41						
		NHPP_BR	\$7,489,532	\$0	\$0	\$0	\$0	\$0	\$7,489,532	\$6,982,491	\$507,041	\$0	
		NHPP_IM	\$5,500,000	\$495,000	\$0	\$0	\$0	\$0	\$5,995,000	\$5,646,091	\$348,909	\$0	
		NHPP_NHS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_BRIDGE	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$4,661,500	\$338,500	\$0	
		STP_FLX_ST	\$16,600,177	\$0	\$0	\$0	\$0	\$0	\$16,600,177	\$15,476,345	\$1,123,832	\$0	
		ST_BRIDGE	\$900,000	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000	\$0	
		ST_PVMT	\$31,196	\$4	\$0	\$0	\$0	\$0	\$31,200	\$0	\$31,200	\$0	
		ST_RET_ROW	\$985,290	\$0	\$0	\$0	\$0	\$0	\$985,290	\$0	\$985,290	\$0	
		ST_RET_ROW_S	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000	\$0	
		Total	\$41,006,196	\$495,004	\$0	\$0	\$0	\$0	\$41,501,200	\$32,766,427	\$8,734,773	\$0	
VARIOU	14264	Scoping	F-I84-6(131)91	MULT			I-84; Over Weber River and UPRR Bridge Repl, C-476	Rehabilitation or Replacement					
		To Be Adv Dt: 06/13/24					I-84; MP 90.67 - 91.18 & I-84; MP 90.67 - 91.18						
		NHPP_BR	\$0	\$0	\$15,500,000	\$15,500,000	\$0	\$0	\$31,000,000	\$28,901,300	\$2,098,700	\$0	
		STP_BRIDGE	\$3,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$5,000,000	\$4,661,500	\$338,500	\$0	
		Total	\$3,500,000	\$1,500,000	\$15,500,000	\$15,500,000	\$0	\$0	\$36,000,000	\$33,562,800	\$2,437,200	\$0	
VARIOU	14411	Active	F-0040(199)12	MULT			US-40; Wasatch Co Line to SR-32 Pvmnt & Structures	Replacement and Rehabilitation - Structure					
		To Be Adv Dt: 07/12/21					US-40; MP 5.90 - 12.95 & US-40; MP 5.90 - 12.95						
		STP_FLX_ST	\$207,210	\$4,892,790	\$0	\$0	\$0	\$0	\$5,100,000	\$4,754,730	\$345,270	\$0	
		ST_BRIDGE	\$5,074	\$6,744,926	\$0	\$0	\$0	\$0	\$6,750,000	\$0	\$6,750,000	\$0	
		Total	\$212,284	\$11,637,716	\$0	\$0	\$0	\$0	\$11,850,000	\$4,754,730	\$7,095,270	\$0	
VARIOU	15676	STIP	F-I15-7(342)332	MULT			I-15; SR-232 to I-84, Ogden	High Volume					
		To Be Adv Dt:					I-15; MP 331.50 - 340.10 & I-15; MP 331.50 - 340.10						
		NHPP_IM	\$0	\$50,000,000	\$0	\$0	\$0	\$0	\$50,000,000	\$47,090,000	\$2,910,000	\$0	



DRAFT
DRAFT STIP

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



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description			
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid
Various County Projects													
VARIOU	18432	STIP	S-0089(555)328	MULT	US-89/Main St & SR-51 Interchange in Springville					Upgrade Existing Interchange			
		To Be Adv Dt:			US-89; MP 327.60 - 327.90 & SR-51; MP 3.00 - 3.34 & US-89; MP 327.68 - 423.96								
		ST_TIF_HB433	\$0	\$0	\$18,000,000	\$0	\$0	\$0	\$0	\$18,000,000	\$0	\$18,000,000	\$0
VARIOU	19507	STIP	S-I84-6(146)87	MULT	I-84/ US-89 Interchange Reconstruction					New Capacity			
		To Be Adv Dt:			I-84; MP 87.39 - 88.10 & I-84; MP 87.39 - 88.10 & I-84/US-89 Interchange								
		ST_TIF	\$0	\$0	\$0	\$0	\$60,000,000	\$0	\$0	\$60,000,000	\$0	\$60,000,000	\$0
VARIOU	7704	Active	S-0085(1)0	MULT	MVC; UTILITIES TRANSMISSION LOCATION								
		Will Not Adv			MVC; UTILITIES TRANSMISSION LOCATION (SR-201TO 4700 SOUTH)								
		ST_CHF_TIF	\$48,760,149	\$1,692,151	\$0	\$0	\$0	\$0	\$0	\$50,452,300	\$0	\$50,452,300	\$0
		ST_GF_CHN	\$31,909,055	\$43,335	\$0	\$0	\$0	\$0	\$0	\$31,952,390	\$0	\$31,952,390	\$0
		Total	\$80,669,205	\$1,735,485	\$0	\$0	\$0	\$0	\$0	\$82,404,690	\$0	\$82,404,690	\$0
VARIOU	8312	Active	S-0085(4)0	MULT	MVC; AQ MONITOR AND FILTERS								
		Will Not Adv			MVC; AQ MONITOR AND FILTERS								
		ST_CHF_TIF	\$2,795,008	\$1,304,992	\$0	\$0	\$0	\$0	\$0	\$4,100,000	\$0	\$4,100,000	\$0
VARIOU	18803	STIP	F-R199(295)	MULT	TSP/ Preemption for Transit, Freight, & Snow Plows					Detection			
		To Be Adv Dt:			US-89; MP 411.65 - 416.51 & Cnty:FA-1478; MP .00 - .74 & SR-108; MP .00 - 4.01 & SR-108; MP 3.85 - 3.97								
		STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$466,150	\$33,850	\$0
VARIOU	18806	STIP	F-R199(296)	MULT	TSP/ Preemption Equipment for Additional Buses					UTA/Transit			
		To Be Adv Dt:			US-89; MP 411.65 - 416.48 & SR-108; MP .00 - 4.01 & Cnty:FA-1478; MP .00 - .80 & SR-108; MP 3.98 - 4.00								
		STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$85,000	\$85,000	\$85,000	\$79,246	\$0	\$5,755
VARIOU	12413	Funding	NEWPROJ(12413)	OTHER	MVC from 2100 N to Porter Rockwell					TIF - Transportation Investment Fund			
		To Be Adv Dt:			MVC; Porter Rockwell to 2100 N Lehi								
NEW		ST_TIF	\$0	\$75,000,000	\$50,000,000	\$75,000,000	\$75,000,000	\$75,600,000	\$350,600,000	\$350,600,000	\$0	\$350,600,000	\$0
VARIOU	10018	Active	F-ST99(162)	OTHER	Travelwise					ATMS			
		Will Not Adv			Other: STATEWIDE TRAVEL PROGRAM								
		CMAQ_MAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		CMAQ_PM2.5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		CMAQ_WFRC	\$643,570	\$0	\$0	\$0	\$0	\$0	\$643,570	\$600,000	\$43,570	\$0	\$0
		LOCAL_GOV'T	\$65,198	\$184,802	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$0
		Total	\$708,767	\$184,802	\$0	\$0	\$0	\$0	\$893,570	\$600,000	\$43,570	\$250,000	\$0
VARIOU	13919	Active	S-ST99(351)		Surplus Property Documentation					ROW			
		Will Not Adv			Surplus Property Documentation								
		ST_SRPLS_DOC	\$21,661	\$178,339	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0	\$0
VARIOU	14239	Active	F-TPF-5(338)		CPT Perf-Based Assessment of Liquefaction TPF-5338					Research			
		Will Not Adv			Research Study								
		SPR_R_100%	\$142,002	\$0	\$0	\$0	\$0	\$0	\$142,002	\$142,002	\$0	\$0	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Various County Projects														
VARIOU	14903	Active	F-ST99(406)		FY15 AID Demonstration					Data System Development/Enhancement				
		Will Not Adv			Various - Implementation and Development of New Technology									
		FA_MISC			\$782,786	\$0	\$0	\$0	\$0	\$0	\$782,786	\$626,229	\$156,557	\$0
VARIOU	15110	Scoping	F-0276(8)0		Region 4 Ferry Engine Replacement and Retrofit					Spot improvement				
		Will Not Adv			Lake Powell Ferry									
		EM_2016_FBD			\$100,195	\$0	\$0	\$0	\$0	\$0	\$100,195	\$80,156	\$20,039	\$0
		EM_2017_FBD			\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0
		EM_2018_FBD			\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0
		EM_2019_FBD			\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0
		EM_2020_FBD			\$131,193	\$0	\$0	\$0	\$0	\$0	\$131,193	\$104,954	\$26,239	\$0
		EM_2021_FBD			\$126,975	\$0	\$0	\$0	\$0	\$0	\$126,975	\$101,580	\$25,395	\$0
		FA_MISC			\$3,431	\$0	\$0	\$0	\$0	\$0	\$3,431	\$2,744	\$686	\$0
		STP_ENH_ST			\$1,180,203	\$0	\$0	\$0	\$0	\$0	\$1,180,203	\$944,162	\$236,041	\$0
		STP_FLX_ST			\$0	\$110,000	\$0	\$0	\$0	\$0	\$110,000	\$102,553	\$7,447	\$0
		ST_CONT_PG			\$0	\$274,041	\$0	\$0	\$0	\$0	\$274,041	\$0	\$274,041	\$0
		Total			\$1,916,995	\$384,041	\$0	\$0	\$0	\$0	\$2,301,036	\$1,636,149	\$664,887	\$0
VARIOU	17824	Scoping	F-TPF-5(433)		Study; Cellular Concrete for Retaining Walls					Study				
		Will Not Adv			N/A									
		FA_MISC			\$37,500	\$0	\$0	\$0	\$0	\$0	\$37,500	\$30,000	\$7,500	\$0
		FA_MISC_100%			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		SPR_R_100%			\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$0
		Total			\$337,500	\$0	\$0	\$0	\$0	\$0	\$337,500	\$330,000	\$7,500	\$0
VARIOU	17994	Undr Const	F-ST99(635)		SR-210 and US-6 Emergency Project					Emergency Repair - Roadway				
		Adv Dt: 09/20/19			Various Locations - SR-210 and US-6 Emergency Project									
		ER_2019			\$274,720	\$0	\$0	\$0	\$0	\$0	\$274,720	\$274,720	\$0	\$0
		ER_2019@93.2			\$3,392,764	\$0	\$0	\$0	\$0	\$0	\$3,392,764	\$3,163,074	\$229,690	\$0
		STP_FLX_ST			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_PVMT			\$5,505	\$0	\$0	\$0	\$0	\$0	\$5,505	\$0	\$5,505	\$0
		Total			\$3,672,989	\$0	\$0	\$0	\$0	\$0	\$3,672,989	\$3,437,794	\$235,195	\$0
VARIOU	18184	Active	F-ST99(659)		FY19 STIC Incentive Program					Education				
		Will Not Adv			N/A									
		FA_STIC_2019			\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0
		ST_MATCH			\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		Total			\$100,000	\$25,000	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0
VARIOU	18757	Active	F-ST99(697)		FY 2021 Research Work Program					Annual Work Program				
		Will Not Adv			N/A Annual Work Program									
		SPR_R			\$3,346,180	\$0	\$0	\$0	\$0	\$0	\$3,346,180	\$2,676,944	\$669,236	\$0
		ST_RESEARCH			\$644,864	\$0	\$0	\$0	\$0	\$0	\$644,864	\$0	\$644,864	\$0
		Total			\$3,991,044	\$0	\$0	\$0	\$0	\$0	\$3,991,044	\$2,676,944	\$1,314,100	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Various County Projects														
VARIOU	18758	Active Will Not Adv	F-ST99(698)		FY 2021 Statewide Planning Work Program N/A Annual Workplan					Annual Work Program				
		FA_MISC			\$6,250	\$0	\$0	\$0	\$0	\$0	\$6,250	\$5,000	\$1,250	\$0
		SPR_P			\$7,072,072	\$73	\$0	\$0	\$0	\$0	\$7,072,145	\$5,657,716	\$1,414,429	\$0
		Total			\$7,078,322	\$73	\$0	\$0	\$0	\$0	\$7,078,395	\$5,662,716	\$1,415,679	\$0
VARIOU	18924	Scoping Will Not Adv	F-ST99(723)		UAS in Construction Peer Exchange N/A					Education				
		FA_MISC			\$5,539	\$0	\$0	\$0	\$0	\$0	\$5,539	\$4,431	\$1,108	\$0
VARIOU	18960	Scoping Will Not Adv	F-ST99(729)		FY2020 STIC Incentive - Emergency Bridge Insp App N/A					Develop Documents				
		FA_MISC			\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0
		ST_BRIDGE			\$30,700	\$0	\$0	\$0	\$0	\$0	\$30,700	\$0	\$30,700	\$0
		Total			\$155,700	\$0	\$0	\$0	\$0	\$0	\$155,700	\$100,000	\$55,700	\$0
VARIOU	19066	Active Will Not Adv	S-ST99(734)		FY2022 Mandli Communications Collection N/A					Develop Documents				
		ST_PVMT			\$0	\$105,000	\$0	\$0	\$0	\$0	\$105,000	\$0	\$105,000	\$0
VARIOU	19082	Active Will Not Adv	F-ST99(735)		RUC Fed Grants: Local Overlay & Toll Int N/A					Education				
		FA_MISC_50%			\$1,490,000	\$0	\$0	\$0	\$0	\$0	\$1,490,000	\$745,000	\$745,000	\$0
VARIOU	19083	Active Will Not Adv	F-ST99(736)		Integration of RUC and Express Toll Lanes N/A					Education				
		FA_MISC_50%			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
VARIOU	19575	Active Will Not Adv	F-ST99(755)		Rolling Density Meter (RDM) N/A					Education				
		FA_MISC			\$6,250	\$0	\$0	\$0	\$0	\$0	\$6,250	\$5,000	\$1,250	\$0
VARIOU	19583	Active Will Not Adv	F-ST99(756)		FY2021 National Summer Transp Institute (NSTI) N/a					Education				
		NSTI			\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000	\$0	\$0
VARIOU	13006	STIP To Be Adv Dt:	F-ST99(293)		UTA 1 Call - 1 Click & Outreach Program Utah Transit Authority (UTA) One Call - One Click Center & Veterans					UTA/Transit				
		FA_MISC			\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0
		FA_MISC_100%			\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0
		UTA_FUNDS			\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
		Total			\$0	\$550,000	\$0	\$0	\$0	\$0	\$550,000	\$450,000	\$0	\$100,000



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

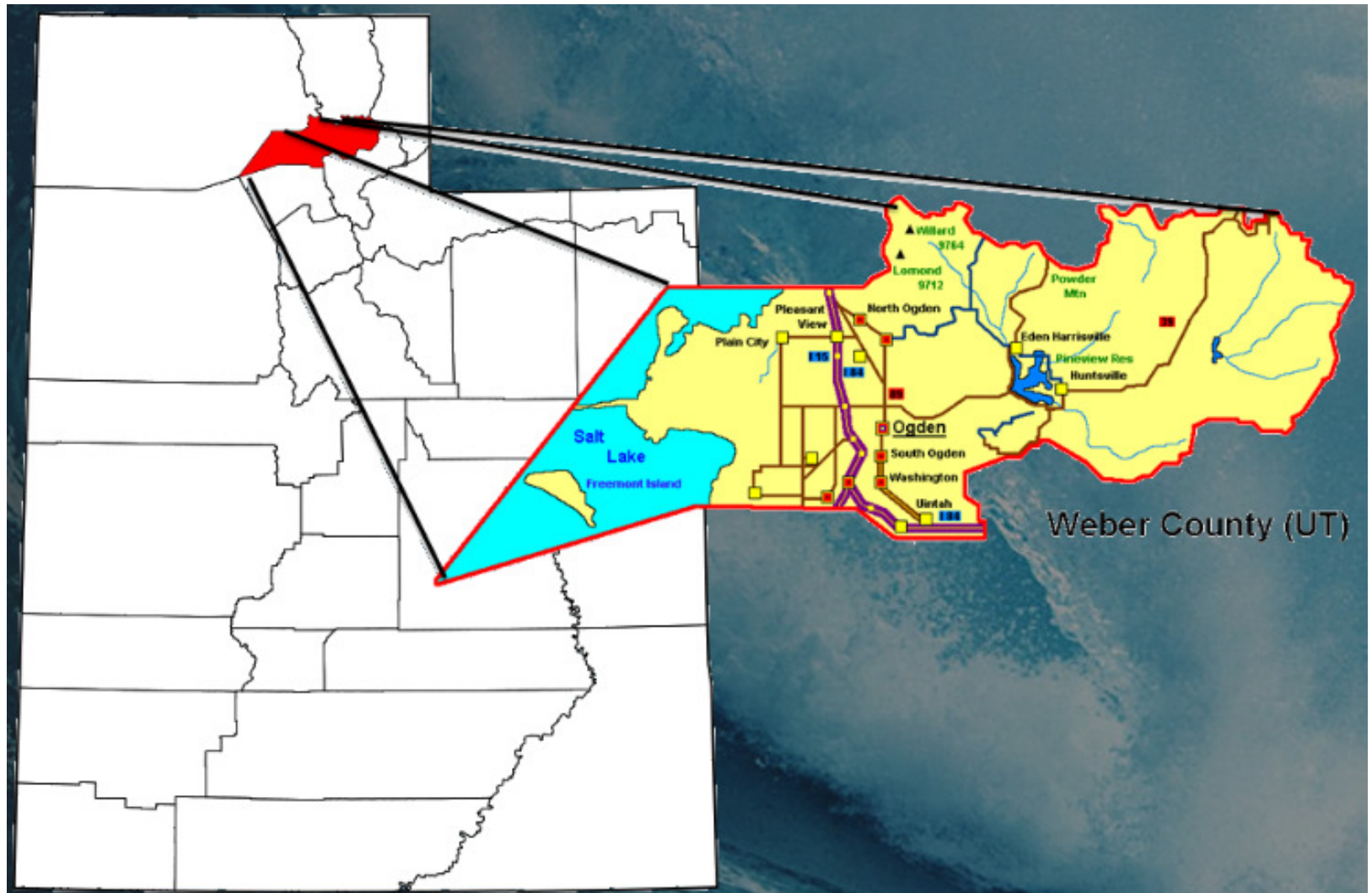
Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Various County Projects														
VARIOU	16039	STIP	F-ST99(494)		TIGER 8; First/Last Mile Program					UTA/Transit				
					* For more detail go to http://www.rideuta.com/About-UTA/Active-Projects/TIGER-Grant-Project									
		LOCAL_GOVT		\$0	\$11,771,432	\$0	\$0	\$0	\$0	\$0	\$11,771,432	\$0	\$0	\$11,771,432
		TIGER_MAG		\$0	\$5,966,789	\$0	\$0	\$0	\$0	\$0	\$5,966,789	\$5,966,789	\$0	\$0
		TIGER_SUMMIT		\$0	\$688,350	\$0	\$0	\$0	\$0	\$0	\$688,350	\$688,350	\$0	\$0
		TIGER_TOOELE		\$0	\$313,285	\$0	\$0	\$0	\$0	\$0	\$313,285	\$313,285	\$0	\$0
		TIGER_WFRC		\$0	\$13,031,576	\$0	\$0	\$0	\$0	\$0	\$13,031,576	\$13,031,576	\$0	\$0
		Total		\$0	\$31,771,432	\$0	\$0	\$0	\$0	\$0	\$31,771,432	\$20,000,000	\$0	\$11,771,432
VARIOU	16040	STIP	F-ST99(495)		UTA; Enhanced Automated Train Control System					UTA/Transit				
		To Be Adv Dt:			UTA's Front Runner Enhanced Automated Train Control System									
		FTASEC_3028		\$0	\$3,520,000	\$0	\$0	\$0	\$0	\$0	\$3,520,000	\$2,816,000	\$704,000	\$0
		UTA_FUNDS		\$0	\$30,280,000	\$0	\$0	\$0	\$0	\$0	\$30,280,000	\$0	\$0	\$30,280,000
		Total		\$0	\$33,800,000	\$0	\$0	\$0	\$0	\$0	\$33,800,000	\$2,816,000	\$704,000	\$30,280,000

Weber County

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden-Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).

The Cities of Weber County include;

- Farr West
- Harrisville
- Hooper
- Marriott-Slaterville
- North Ogden
- Ogden
- Plain
- Pleasant View
- Riverdale
- Roy
- South Ogden
- Uintah
- Washington Terrace
- West Haven





DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					Concept Description				
				Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Weber County Projects													
WEBER	12446	Undr Const	F-0039(32)9		39	9	5	SR-39; Ogden to Pineview Reservoir Bridge Rehab	Rehabilitation or Replacement				
			Adv Dt: 09/01/18					SR-39; MP 8.89 - 13.42					
		NHPP_BR		\$698,886	\$2,094	\$0	\$0	\$0	\$0	\$700,980	\$653,524	\$47,456	\$0
		SEC154_HSIP		\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000	\$326,305	\$23,695	\$0
		STP_BRIDGE		\$2,812,744	\$370	\$0	\$0	\$0	\$0	\$2,813,114	\$2,622,666	\$190,448	\$0
		STP_FLX_ST		\$188,000	\$0	\$0	\$0	\$0	\$0	\$188,000	\$175,272	\$12,728	\$0
		ST_BRIDGE		\$195,505	\$934,495	\$0	\$0	\$0	\$0	\$1,130,000	\$0	\$1,130,000	\$0
		ST_PVMT		\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
		ST_SPOT_SFTY		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$4,245,135	\$1,336,960	\$0	\$0	\$0	\$0	\$5,582,094	\$3,777,768	\$1,804,327	\$0
WEBER	14263	Undr Const	F-0053(20)1		53	1	1	SR-53; 24th Street Viaduct Rehab, Ogden, C-655	Rehabilitation or Replacement				
			Adv Dt: 07/18/20					SR-53; MP .87 - 1.66					
		NHPP_BR		\$5,098,000	\$1,000,000	\$0	\$0	\$0	\$0	\$6,098,000	\$5,685,165	\$412,835	\$0
		STP_BRIDGE		\$102,000	\$0	\$0	\$0	\$0	\$0	\$102,000	\$95,095	\$6,905	\$0
		STP_FLX_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_BRIDGE		\$143,285	\$856,715	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
		Total		\$5,343,285	\$1,856,715	\$0	\$0	\$0	\$0	\$7,200,000	\$5,780,260	\$1,419,740	\$0
WEBER	18834	STIP	F-0060(14)1		60			UDOT Reg One/ Riverdale 1050 W & I-84 Sidewalk	Transportation Alternatives				
			To Be Adv Dt:					SR-60; MP .42 - .51					
		TAP_URB_O/L		\$0	\$514,856	\$0	\$0	\$0	\$0	\$514,856	\$480,000	\$0	\$34,856
WEBER	18855	STIP	S-0089(538)414		89	414	1	Ogden/WSU Bus Rapid Transit (BRT)	TIF - Transportation Investment Fund				
			To Be Adv Dt:					US-89; MP 413.75 - 414.25					
		ST_TTIF		\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$0	\$4,000,000	\$0
WEBER	18858	STIP	S-R199(299)		89	414	1	BDO Phase 2 Shared Use Path	Trails				
			To Be Adv Dt:					US-89; MP 414.00 - 415.00					
		LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$600,000	\$600,000	\$0	\$0	\$600,000
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$900,000	\$900,000	\$0	\$900,000	\$0
		Total		\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$0	\$900,000	\$600,000
WEBER	16945	STIP	F-0089(486)408		89	408		US-89 & Skyline Drive Intersection Imp	Intersection Modification				
			To Be Adv Dt:					US-89; MP 408.10 - 408.10					
		CMAQ_PM2.5		\$0	\$0	\$0	\$1,501,663	\$0	\$0	\$1,501,663	\$1,400,000	\$101,663	\$0
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$0	\$0	\$1,501,663	\$0	\$0	\$1,501,663	\$1,400,000	\$101,663	\$0
WEBER	16391	Scoping	S-R199(324)		97	5		I-15; SR-97 (5600 South), widening of 5600 South	Upgrade Existing Interchange				
			To Be Adv Dt: 12/01/22					SR-97; MP 5.10 - 5.30					
		ST_TIF_HB433		\$0	\$20,000,000	\$32,000,000	\$110,000,000	\$76,000,000	\$0	\$238,000,000	\$0	\$238,000,000	\$0



DRAFT

DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					Concept Description					
				Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other	
Weber County Projects														
WEBER	16947	Active	F-0204(15)3		204	3	Wall Avenue & 20th Street Intersection Imp			Intersection Modification				
		To Be Adv Dt:	10/21/20				SR-204; MP 2.66 - 2.66							
		CMAQ_WFRC		\$98,000	\$902,000	\$500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$1,398,450	\$101,550	\$0
		STP_FLX_ST		\$295,000	\$1,205,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,398,450	\$101,550	\$0
		Total		\$393,000	\$2,107,000	\$500,000	\$0	\$0	\$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0
WEBER	14408	Undr Const	F-0235(20)3		235	3	SR-235; Intersection Improvements at 2700 North			Choke Point				
		Adv Dt:	09/12/20				SR-235; MP 2.99 - 3.20							
		LOCAL_GOV		\$0	\$850,000	\$0	\$0	\$0	\$0	\$0	\$850,000	\$0	\$0	\$850,000
		STP_FLX_ST		\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0
		Total		\$3,000,000	\$850,000	\$0	\$0	\$0	\$0	\$0	\$3,850,000	\$2,796,900	\$203,100	\$850,000
WEBER	18812	STIP	F-3308(3)1		3308	1	4800 South & Layton Canal			Reconstruct & Widening				
		To Be Adv Dt:					Cnty:FA-3308; MP 1.33 - 1.42							
		STP_URB_O/L		\$0	\$471,500	\$0	\$0	\$0	\$0	\$0	\$471,500	\$439,579	\$0	\$31,921
WEBER	17847	STIP	F-3310(1)1		3310		6000 South & 3100 West Round-a-bout			Intersection Modification				
		To Be Adv Dt:					Cnty:FA-3310; MP .50 - .50							
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$722,375	\$722,375	\$673,470	\$0	\$48,905
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$38,325	\$38,325	\$0	\$0	\$38,325
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$760,700	\$760,700	\$673,470	\$0	\$87,230
WEBER	17795	STIP	F-3328(2)1		3328	1	1 300 West; 5000 South to Riverdale City Boundary			Reconstruct no widening				
		To Be Adv Dt:					Cnty:FA-3328; MP .53 - 1.22							
		LOCAL_GOV		\$0	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000	\$0	\$0	\$125,000
		STP_URB_O/L		\$0	\$0	\$1,826,484	\$1,072,616	\$0	\$0	\$0	\$2,899,100	\$2,702,831	\$0	\$196,269
		Total		\$0	\$0	\$1,826,484	\$1,197,616	\$0	\$0	\$0	\$3,024,100	\$2,702,831	\$0	\$321,269
WEBER	13124	Active	S-LC57(32)		3359	1	1 4700 West; 4000 South to 4600 South			Reconstruct & Widening				
		Will Not Adv					Cnty:FA-3359; MP .84 - 1.84 & 4700 West; 4200 South to 4800 South							
		LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$197,613	\$0	\$0	\$0	\$0	\$0	\$197,613	\$0	\$0	\$197,613
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH		\$185,267	\$1,790,862	\$0	\$0	\$0	\$0	\$0	\$1,976,128	\$0	\$1,976,128	\$0
		Total		\$185,267	\$1,988,475	\$0	\$0	\$0	\$0	\$0	\$2,173,741	\$0	\$1,976,128	\$197,613
WEBER	15905	Scoping	F-3370(1)0		3370		1 3600 West; 2600 N to 1975 N, Plain City			Reconstruct & Widening				
		To Be Adv Dt:	12/31/21				Cnty:FA-3370; MP .00 - .78							
		LOCAL_MATCH		\$0	\$162,059	\$0	\$0	\$0	\$0	\$0	\$162,059	\$0	\$0	\$162,059
		STP_COVID_O/L		\$0	\$2,231,728	\$0	\$0	\$0	\$0	\$0	\$2,231,728	\$2,231,728	\$0	\$0
		STP_URB_O/L		\$0	\$717,612	\$0	\$0	\$0	\$0	\$0	\$717,612	\$669,030	\$0	\$48,582
		TAP_URB_O/L		\$0	\$321,785	\$0	\$0	\$0	\$0	\$0	\$321,785	\$300,000	\$0	\$21,785
		Total		\$0	\$3,433,184	\$0	\$0	\$0	\$0	\$0	\$3,433,184	\$3,200,758	\$0	\$232,427



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location					Concept Description				
							Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Weber County Projects																
WEBER	18809	STIP	F-3371(1)		3371	1	1	North Plain City Road; 2917 West to 3350 West Cnty:FA-3371; MP .90 - 1.61					Reconstruct & Widening			
		To Be Adv Dt:														
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$234,744	\$234,744	\$0	\$0	\$234,744	
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$0	\$0	\$3,754,156	\$3,754,156	\$3,500,000	\$0	\$254,156	
		Total			\$0	\$0	\$0	\$0	\$0	\$0	\$3,988,900	\$3,988,900	\$3,500,000	\$0	\$488,900	
WEBER	17865	Scoping	F-3416(1)		3416			20th & Lincoln Traffic Signal Cnty:FA-3416; MP .14 - .14					Intersection Improvements			
		To Be Adv Dt:	12/06/21													
		LOCAL_GOV			\$0	\$150,745	\$0	\$0	\$0	\$0	\$0	\$150,745	\$0	\$0	\$150,745	
		TAP_URB_O/L			\$72,000	\$184,355	\$0	\$0	\$0	\$0	\$0	\$256,355	\$239,000	\$0	\$17,355	
		Total			\$72,000	\$335,100	\$0	\$0	\$0	\$0	\$0	\$407,100	\$239,000	\$0	\$168,100	
WEBER	17797	STIP	F-3442(2)5		3442	5	1	West Harrisville Rd; US-89 to 750 West Cnty:FA-3442; MP 5.16 - 5.76					Reconstruct & Widening			
		To Be Adv Dt:														
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$0	\$0	\$125,000	
		STP_URB_O/L			\$0	\$0	\$0	\$653,660	\$0	\$0	\$2,681,540	\$3,335,200	\$3,109,407	\$0	\$225,793	
		Total			\$0	\$0	\$0	\$653,660	\$0	\$0	\$2,806,540	\$3,460,200	\$3,109,407	\$0	\$350,793	
WEBER	18814	STIP	F-3446(1)		3446	1	1	4000 North; SR-126 to 2800 West Cnty:FA-3446; MP 1.32 - 1.88					Reconstruct & Widening			
		To Be Adv Dt:														
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$4,204,537	\$4,204,537	\$0	\$0	\$4,204,537	
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$0	\$0	\$2,896,064	\$2,896,064	\$2,700,000	\$0	\$196,064	
		Total			\$0	\$0	\$0	\$0	\$0	\$0	\$7,100,600	\$7,100,600	\$2,700,000	\$0	\$4,400,600	
WEBER	17371	Scoping	F-3462(7)9		3462	9		4100 N Over N Fork Ogden River Bridge Replacement Cnty:FA-3462; MP 8.80 - 9.06					Rehabilitation or Replacement			
		To Be Adv Dt:	01/12/22													
		STP_BRIDGE			\$0	\$0	\$1,324,000	\$0	\$0	\$0	\$0	\$1,324,000	\$1,234,365	\$0	\$89,635	
WEBER	15683	Scoping	S-I15-8(158)343		MULT			I-15; 24th Street Interchange I-15; MP 342.80 - 343.50 & I-15; MP 342.80 - 343.50					TIF - Transportation Investment Fund			
		To Be Adv Dt:	04/03/23													
		ST_TIF			\$3,425,663	\$10,000,000	\$28,000,000	\$32,500,000	\$0	\$0	\$22,074,337	\$96,000,000	\$0	\$96,000,000	\$0	
WEBER	15685	Active	S-I15-8(159)338		MULT			I-15; SR-97 (5600 South) Environmental Study I-15; MP 338.00 - 338.80 & I-15; MP 338.00 - 338.80 & SR-97; MP 3.00 - 5.35 & Addendum to add the section of SR-97 that is included within the study limits					TIF - Transportation Investment Fund			
		Will Not Adv														
		ST_TIF			\$1,856,647	\$1,143,354	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0	
WEBER	14840	Undr Const	S-LC57(37)		MULT			20th St.; Washington to Monroe Reconstruction 20th Street, Washington to Monroe					Reconstruct & Widening			
		Will Not Adv														
		LOCAL_MATCH			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		L_PASS_MATCH			\$0	\$242,332	\$0	\$0	\$0	\$0	\$0	\$242,332	\$0	\$0	\$242,332	
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_TIF			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_TIF_EXCH			\$1,168	\$2,422,149	\$0	\$0	\$0	\$0	\$0	\$2,423,317	\$0	\$2,423,317	\$0	
		Total			\$1,168	\$2,664,481	\$0	\$0	\$0	\$0	\$0	\$2,665,649	\$0	\$2,423,317	\$242,332	



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location					Concept Description				
					Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Weber County Projects														
WEBER	14850	Scoping	F-LC57(45)	MULT	SR-60; Round-About at Ritter Drive, Riverdale					Intersection Modification				
		To Be Adv Dt: 02/25/22			SR-168; MP 1.13 - 1.16 & SR-60; MP .76 - .79 & SR-60 at Ritter Drive, Riverdale									
		CMAQ_WFRC		\$63,500	\$554,500	\$0	\$0	\$0	\$0	\$0	\$618,000	\$576,161	\$0	\$41,839
WEBER	15906	Scoping	F-R199(235)	MULT	Ogden-WSU Bus Rapid Transit (BRT) - Design					UTA/Transit				
		Will Not Adv			Ogden Intermodal Hub (23rd/ Wall Ave) to McKay Dee Hospital (48th/ Harrison Blvd)									
		LOCAL_GOV		\$0	\$3,391,076	\$0	\$0	\$0	\$0	\$0	\$3,391,076	\$0	\$0	\$3,391,076
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_CONT_PG		\$9,240	\$0	\$0	\$0	\$0	\$0	\$0	\$9,240	\$0	\$9,240	\$0
		TFER_2_UTA		\$0	\$1,608,924	\$0	\$0	\$0	\$0	\$0	\$1,608,924	\$1,500,000	\$108,924	\$0
		Total		\$9,240	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,009,240	\$1,500,000	\$118,164	\$3,391,076
WEBER	16936	STIP	F-3354(4)0	MULT	40th St & Chimes View - Riverdale to Washington					Reconstruct & Widening				
		To Be Adv Dt:			Cnty:FA-3354; MP .00 - .46 & Cnty:FA-3354; MP 3.70 - 4.05									
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$454,735	\$454,735	\$0	\$0	\$454,735	
		STP_URB_O/L		\$0	\$0	\$1,072,616	\$1,608,924	\$0	\$1,608,925	\$4,290,465	\$4,000,001	\$0	\$290,464	
		Total		\$0	\$0	\$1,072,616	\$1,608,924	\$0	\$2,063,660	\$4,745,200	\$4,000,001	\$0	\$745,199	
WEBER	16952	STIP	F-3442(1)1	MULT	1975 North; 3600 West to 3525 West (PIN 15905)					Pedestrian/Bike facility				
		Will Not Adv			Cnty:FA-3442; MP 1.33 - 1.45 & Cnty:FA-3442; MP 1.32 - 1.32									
		TAP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WEBER	13615	STIP	S-0067(25)0	OTHER	SR-67; Corridor Preservation, Weber County					Corridor Preservation				
		To Be Adv Dt:			Future SR-67 Corridor in Weber County									
		ST_CORR_PRES		\$155,932	\$450	\$0	\$0	\$0	\$0	\$156,382	\$0	\$156,382	\$0	
WEBER	16939	STIP	F-LC57(49)	OTHER	UTA Locomotive Rebuild					UTA/Transit				
		Will Not Adv			Rebuilding of the Commuter Rail Locomotives (Location for GIS - Weber Intermodal Center)									
		CMAQ_PM2.5		\$0	\$933,176	\$0	\$0	\$0	\$0	\$933,176	\$870,000	\$63,176	\$0	
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$381,015	\$381,015	\$0	\$0	\$381,015	
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Total		\$0	\$933,176	\$0	\$0	\$0	\$381,015	\$1,314,191	\$870,000	\$63,176	\$381,015	
WEBER	14842	Undr Const	S-LC57(38)	OTHER	450/400 E.; 2600 N. to Elberta, Widening, N. Ogden					TIF - Transportation Investment Fund				
		Will Not Adv			450/400 Est; 2600 North to Elberta Drive									
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		L_PASS_MATCH		\$0	\$391,000	\$0	\$0	\$0	\$0	\$391,000	\$0	\$0	\$391,000	
		STP_FLX_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_HIF_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_TIF_EXCH		\$0	\$3,519,000	\$0	\$0	\$0	\$0	\$3,519,000	\$0	\$3,519,000	\$0	
		Total		\$0	\$3,910,000	\$0	\$0	\$0	\$0	\$3,910,000	\$0	\$3,519,000	\$391,000	



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
							Fund	Prior	2022	2023	2024	2025	CD	Total
Weber County Projects														
WEBER	14846	STIP	F-LC57(43)				OTHER	UTA Intermodal Center; Weber State University Ice Sheet Parking, Weber State University				UTA/Transit		
		Will Not Adv												
		CMAQ_PM2.5		\$0		\$0		\$0		\$0		\$0	\$0	
		CMAQ_WFRC		\$0		\$0		\$0		\$0		\$0	\$0	
		TFER_2_UTA		\$0		\$1,000,000		\$0		\$0		\$1,000,000	\$0	
		UTA_FUNDS		\$0		\$2,116,900		\$0		\$0		\$2,116,900	\$0	
		Total		\$0		\$3,116,900		\$0		\$0		\$3,116,900	\$1,000,000	
WEBER	14847	Scoping	F-LC57(44)				OTHER	Ogden Bike Share Program Downtown Ogden				Transportation Alternatives		
		To Be Adv Dt: 07/05/22												
		CMAQ_PM2.5		\$0		\$0		\$0		\$0		\$0	\$0	
		CMAQ_PM2.5_1		\$45,188		\$556,686		\$0		\$0		\$601,873	\$601,873	
		CMAQ_WFRC		\$0		\$0		\$0		\$0		\$0	\$0	
		CMAQ_WFRC_1		\$0		\$0		\$0		\$0		\$0	\$0	
		L_PASS_MATCH		\$43,706		\$0		\$0		\$0		\$43,706	\$0	
		ST_CONT_R1		\$1,501		\$0		\$0		\$0		\$1,501	\$0	
		Total		\$90,394		\$556,686		\$0		\$0		\$647,080	\$601,873	
WEBER	14853	Scoping	F-LC57(40)				OTHER	Bicycle and Ped Safety Enhancements, Riverdale Riverdale Various Locations				Pedestrian/Bike facility		
		To Be Adv Dt: 11/28/22												
		TAP_URB_WFRC		\$0		\$69,720		\$0		\$0		\$69,720	\$65,000	
WEBER	14856	Scoping	F-LC57(41)				OTHER	Tri City Alt. Trans. Planning, S. Weber Co. Area Within the Cities of Riverdale, South Ogden, & Washington Terrace				Pedestrian/Bike facility		
		Will Not Adv												
		TAP_URB_WFRC		\$96,535		\$0		\$0		\$0		\$96,535	\$90,000	
WEBER	15923	STIP	F-R199(236)				OTHER	Update Bike Cars on Fronrunner - UTA 'This request is for new bike racks on 6 of UTA's 16 FrontRunner bike cars.				Transportation Alternatives		
		Will Not Adv												
		LOCAL_GOV		\$0		\$15,001		\$0		\$0		\$15,001	\$0	
		TAP_URB_WFRC		\$0		\$0		\$0		\$0		\$0	\$0	
		TFER_2_UTA		\$0		\$101,899		\$0		\$0		\$101,899	\$95,000	
		Total		\$0		\$116,900		\$0		\$0		\$116,900	\$95,000	
WEBER	16934	STIP	F-LC57(48)				OTHER	Ogden-WSU Bus Rapid Transit (BRT) - Construction Ogden/Weber State University BRT; Ogden intermodal and WSU/McKay Dee Hospital - with exclusive lanes from 30th and Harrison to the Dee Events Center.				New Capacity		
		Will Not Adv												
		CMAQ_PM2.5		\$0		\$1,608,925		\$0		\$0		\$1,608,925	\$1,500,001	
		CMAQ_WFRC		\$0		\$0		\$0		\$0		\$0	\$0	
		LOCAL_GOV		\$0		\$5,208,926		\$0		\$0		\$5,208,926	\$0	
		STP_URB_O/L		\$0		\$0		\$0		\$0		\$0	\$0	
		TFER_2_UTA		\$0		\$3,754,156		\$0		\$0		\$3,754,156	\$3,500,000	
		UTA_FUNDS		\$0		\$68,964,302		\$0		\$0		\$68,964,302	\$0	
		Total		\$0		\$79,536,309		\$0		\$0		\$79,536,309	\$5,000,001	



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location					Concept Description							
							Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other		
Weber County Projects																			
WEBER	16946	Active	F-LC57(47)				OTHER	Polk Avenue; 36th Street to Franklin Polk Avenue; 36th Street to Franklin					Pedestrian/Bike facility						
		To Be Adv Dt:	01/21/22																
		CMAQ_WFRC		\$146,200		\$449,102		\$0	\$0	\$0	\$0	\$0	\$595,302	\$555,000	\$0	\$0	\$40,302		
WEBER	17866	Scoping	F-R199(271)				OTHER	3100 West; 4800 So to 5000 So, Sidewalk 3100 West; 4800 South to 5000 South Sidewalk, Roy					Safe Sidewalk						
		To Be Adv Dt:	05/19/22																
		LOCAL_GOV		\$0		\$10,453		\$0	\$0	\$0	\$0	\$0	\$10,453	\$0	\$0	\$0	\$10,453		
		TAP_URB_O/L		\$0		\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
		TAP_URB_WFRC		\$1,000		\$290,247		\$0	\$0	\$0	\$0	\$0	\$291,247	\$271,530	\$0	\$0	\$19,717		
		Total		\$1,000		\$300,700		\$0	\$0	\$0	\$0	\$0	\$301,700	\$271,530	\$0	\$0	\$30,170		
WEBER	17954	STIP	F-R299(352)				OTHER	Skyline Drive; 1100 W to 4300 N (Pleasant View) Skyline Drive; US-89 to 1100 West, Pleasant View City					New Capacity						
		To Be Adv Dt:																	
		LOCAL_GOV		\$0		\$0		\$0	\$0	\$0	\$0	\$28,655,373	\$28,655,373	\$0	\$0	\$0	\$28,655,373		
		STP_URB_O/L		\$0		\$0		\$0	\$1,836,414	\$0	\$0	\$1,846,413	\$3,682,827	\$3,433,500	\$0	\$0	\$249,327		
		Total		\$0		\$0		\$0	\$1,836,414	\$0	\$0	\$30,501,786	\$32,338,200	\$3,433,500	\$0	\$0	\$28,904,700		
WEBER	18811	STIP	F-LC57(51)0				OTHER	5500 West; 5500 South to Davis Co Line 5500 West; 5500 South (SR-97) to Weber/ Davis County Line					Reconstruct & Widening						
		To Be Adv Dt:																	
		LOCAL_GOV		\$0		\$0		\$0	\$0	\$0	\$0	\$490,000	\$490,000	\$0	\$0	\$0	\$490,000		
		STP_URB_O/L		\$0		\$0		\$0	\$0	\$0	\$0	\$1,981,100	\$1,981,100	\$1,846,980	\$0	\$0	\$134,120		
		Total		\$0		\$0		\$0	\$0	\$0	\$0	\$2,471,100	\$2,471,100	\$1,846,980	\$0	\$0	\$624,120		
WEBER	18828	STIP	F-R199(297)				OTHER	Bus Rapid Transit - Operating Subsidy Ogden/Weber State University (WSU) Bus Rapid Transit (BRT) is a 5.3-mile project connecting from the Ogden FrontRunner commuter rail station to Weber State University and McKay Dee Hospital					UTA/Transit						
		To Be Adv Dt:																	
		CMAQ_WFRC		\$0		\$0		\$0	\$0	\$0	\$0	\$1,230,700	\$1,230,700	\$1,147,382	\$0	\$0	\$83,318		
WEBER	18829	STIP	F-R199(198)				OTHER	On Route Electric Bus Charging Infrastructure Ogden/Weber State University (WSU) Bus Rapid Transit (BRT) is a 5.3-mile project connecting from the Ogden FrontRunner commuter rail station to Weber State University and McKay Dee Hospital					UTA/Transit						
		To Be Adv Dt:																	
		CMAQ_WFRC		\$0		\$0		\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$1,398,450	\$0	\$0	\$101,550		
WEBER	18830	STIP	F-LC57(52)				OTHER	Ogden City Bike Share Expansion Ogden City Green Bike Expansion Various Locations around Downtown					Transportation Alternatives						
		To Be Adv Dt:																	
		CMAQ_WFRC		\$0		\$0		\$0	\$0	\$0	\$0	\$435,200	\$435,200	\$405,737	\$0	\$0	\$29,463		
WEBER	18933	Scoping	S-R199(304)					SR-97 (5600 South), Weber Co.Corridor Preservation SR-97 (5600 South), Weber Co.Corridor Preservation					Corridor Preservation						
		Will Not Adv																	
		ST_CORR_PRES		\$3,500,000		\$0		\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$3,500,000	\$0	\$0	
WEBER	19564	Funding	NEWPROJ(19564)					Causey Reservoir Access - UT FLAP WEB 10(1) Causey Reservoir Access - Roadway Rehabilitation & Roadway Widening					Federal Lands Access Program						
		To Be Adv Dt:																	
NEW		FLHP		\$0		\$0		\$0	\$0	\$7,400,000	\$0	\$0	\$7,400,000	\$7,400,000	\$0	\$0	\$0		



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

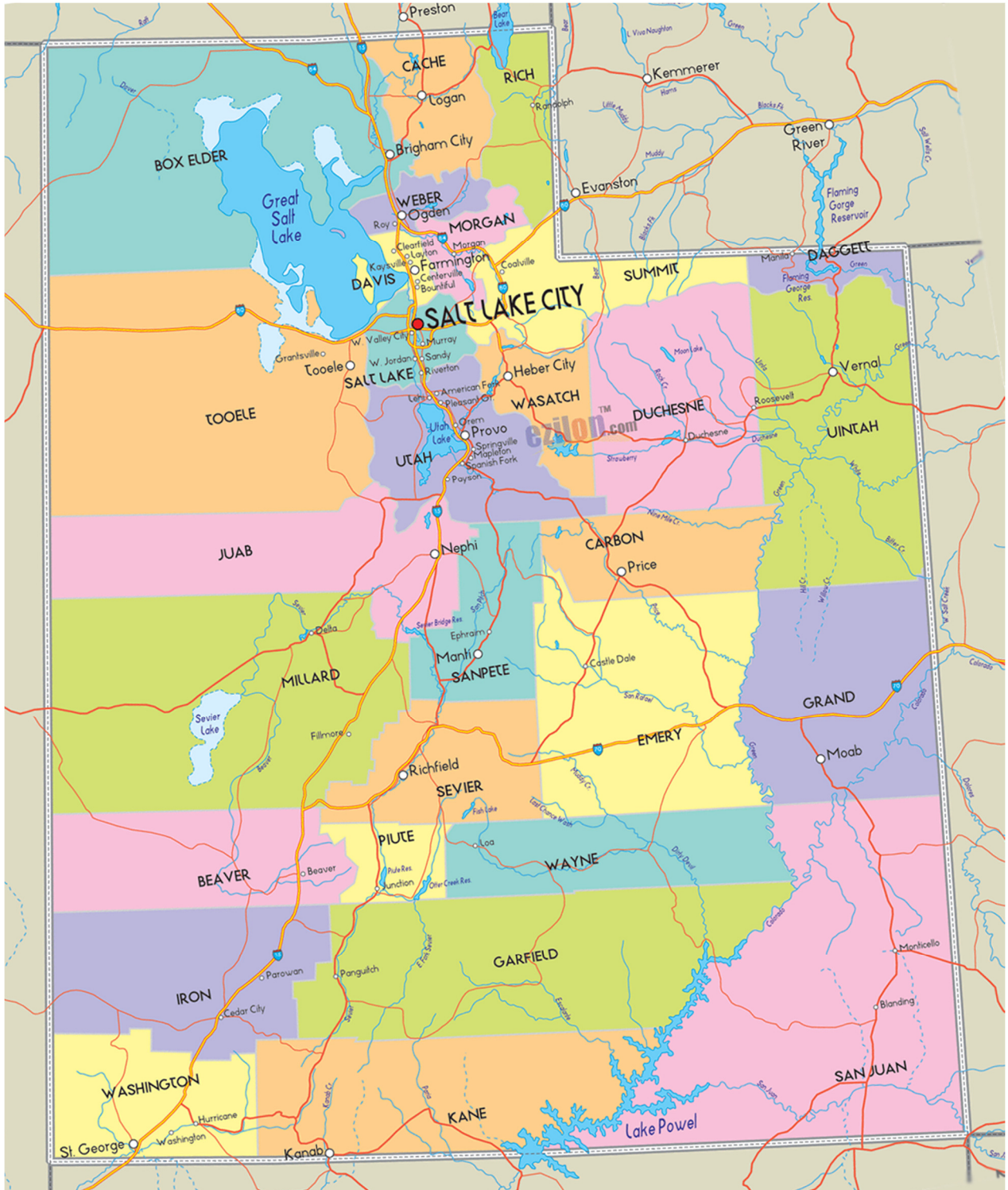
Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len					Concept Description			
				Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State
Weber County Projects												
WEBER	11091	Scoping	F-R199(133)									
		<i>Will Not Adv</i>										
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_CONCPT_D1		\$2,650	\$310	\$0	\$0	\$0	\$0	\$2,960	\$0	\$2,960
		ST_CONT_PG		\$1,910	\$8,816	\$0	\$0	\$0	\$0	\$10,726	\$0	\$10,726
		Total		\$4,561	\$9,126	\$0	\$0	\$0	\$0	\$13,686	\$0	\$13,686
WEBER	13132	STIP	F-0097(9)									
		<i>To Be Adv Dt:</i>										
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$804,462	\$804,462	\$750,000	\$54,462
WEBER	14045	Scoping	S-LC57(34)									
		<i>Will Not Adv</i>										
		LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$207,915	\$0	\$0	\$0	\$0	\$207,915	\$0	\$207,915
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH		\$1,639,910	\$439,238	\$0	\$0	\$0	\$0	\$2,079,148	\$0	\$2,079,148
		Total		\$1,639,910	\$647,153	\$0	\$0	\$0	\$0	\$2,287,063	\$0	\$2,079,148
WEBER	14057	Scoping	F-LC57(35)									
		<i>Will Not Adv</i>										
		TAP_URB_WFRC		\$0	\$373,270	\$0	\$0	\$0	\$0	\$373,270	\$348,000	\$25,270
WEBER	18802	STIP	F-LC57(50)0									
		<i>To Be Adv Dt:</i>										
		LOCAL_GOV'T		\$0	\$0	\$0	\$0	\$0	\$4,785,477	\$4,785,477	\$0	\$4,785,477
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$214,523	\$214,523	\$200,000	\$14,523
		Total		\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$200,000	\$4,800,000

County

These are listed in the **Draft** 2022-2027 TIP as programs that identify the funding source but the specific projects.

These programs include Bridge Inspection, Region Project Concept Development, and Bridge Loading, Scour Inspection, Pavement Rehabilitation, Pavement Maintenance, etc.





DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
1	16615	REGION ONE; TRANSPORTATION SOLUTIONS PROGRAM											
		HSIP		\$3,350,000	\$0	\$0	\$0	\$0	\$0	\$3,350,000	\$3,123,205	\$226,795	\$0
		NHPP_IM		\$0	\$2,022	\$0	\$0	\$0	\$0	\$2,022	\$1,904	\$118	\$0
		NHPP_NHS		\$2,000,000	\$3,017,244	\$0	\$0	\$0	\$0	\$5,017,244	\$4,677,576	\$339,667	\$0
		STP_FLX_ST		\$11,428,030	\$28,305,511	\$0	\$0	\$0	\$0	\$39,733,541	\$37,043,580	\$2,689,961	\$0
		STP_URB_O/L		\$0	\$1,072,616	\$5,478,924	\$0	\$0	\$0	\$6,551,540	\$6,108,001	\$443,539	\$0
		ST_APPROP		\$0	\$3,289	\$0	\$0	\$0	\$0	\$3,289	\$0	\$3,289	\$0
		ST_CONT_R1		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_PVMT		\$4,519,395	\$480,465	\$0	\$0	\$0	\$0	\$4,999,861	\$0	\$4,999,861	\$0
		ST_PVMT_LV2		\$0	\$4,070,000	\$0	\$0	\$0	\$0	\$4,070,000	\$0	\$4,070,000	\$0
		ST_TIF		\$0	\$650,000	\$0	\$0	\$0	\$0	\$650,000	\$0	\$650,000	\$0
		ST_TRANS_SOL		\$2,814,313	\$1,673,027	\$0	\$0	\$0	\$0	\$4,487,339	\$0	\$4,487,339	\$0
		Total		\$24,211,738	\$39,274,173	\$5,478,924	\$0	\$0	\$0	\$68,964,835	\$50,954,266	\$18,010,569	\$0
1	19033	CMPO FEDERAL FUNDS EXCHANGE PROGRAM											
		ST_TIF		\$0	\$2,725,606	\$333,924	\$0	\$0	\$0	\$3,059,530	\$0	\$3,059,530	\$0
		ST_TIFEX_CPO		\$0	\$10,407,000	\$1,275,000	\$0	\$0	\$0	\$11,682,000	\$0	\$11,682,000	\$0
		Total		\$0	\$13,132,605	\$1,608,924	\$0	\$0	\$0	\$14,741,530	\$0	\$14,741,530	\$0
2	16616	REGION TWO; TRANSPORTATION SOLUTIONS PROGRAM											
		CMAQ_WFRC		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
		HSIP		\$2,100,000	\$0	\$0	\$0	\$0	\$0	\$2,100,000	\$1,957,830	\$142,170	\$0
		LOCAL_GOV		\$10,299,375	\$754,008	\$0	\$0	\$0	\$0	\$11,053,384	\$0	\$0	\$11,053,384
		L_BETTERMENT		\$394,472	-\$45	\$0	\$0	\$0	\$0	\$394,427	\$0	\$0	\$394,427
		NHPP_IM		\$17,719,643	\$2,583,254	\$0	\$0	\$0	\$0	\$20,302,897	\$19,121,268	\$1,181,629	\$0
		NHPP_NHS		\$6,560,880	\$1,518,590	\$0	\$0	\$0	\$0	\$8,079,470	\$7,532,490	\$546,980	\$0
		STP_FLX_ST		\$11,038,153	\$26,504,758	\$0	\$0	\$0	\$0	\$37,542,911	\$35,001,256	\$2,263,230	\$278,426
		STP_HIF_ST		\$490,000	\$4,500,000	\$0	\$0	\$0	\$0	\$4,990,000	\$4,652,177	\$337,823	\$0
		STP_SU_JHC		\$1,608,925	\$0	\$0	\$0	\$0	\$0	\$1,608,925	\$1,500,000	\$0	\$108,924
		STP_URB_SL		\$0	\$1,072,616	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$72,616	\$0
		ST_ATMS		\$0	\$37,235	\$0	\$0	\$0	\$0	\$37,235	\$0	\$37,235	\$0
		ST_ATMS_AM		\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_BARRIER		\$0	\$92,326	\$0	\$0	\$0	\$0	\$92,326	\$0	\$92,326	\$0
		ST_CONCPT_D2		\$15,977	\$18,422	\$0	\$0	\$0	\$0	\$34,399	\$0	\$34,399	\$0
		ST_ITS		\$0	\$92,765	\$0	\$0	\$0	\$0	\$92,765	\$0	\$92,765	\$0
		ST_PVMT		\$552	\$104,066	\$0	\$0	\$0	\$0	\$104,618	\$0	\$104,618	\$0
		ST_PVMT_LV2		\$0	\$3,138,329	\$0	\$0	\$0	\$0	\$3,138,329	\$0	\$3,138,329	\$0
		ST_SPOT_SFTY		\$0	\$34,031	\$0	\$0	\$0	\$0	\$34,031	\$0	\$34,031	\$0
		ST_TRANS_SOL		\$0	\$2,680,500	\$0	\$0	\$0	\$0	\$2,680,500	\$0	\$2,680,500	\$0
		Total		\$50,922,642	\$42,986,190	\$0	\$0	\$0	\$0	\$93,908,831	\$71,231,171	\$10,842,500	\$11,835,161



DRAFT
DRAFT STIP

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



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
2	18351	GREEN BIKE/BIKE SHARE PROGRAM - SALT LAKE											
		CMAQ_WFRC_1		\$23,308	\$814,482	\$400,530	\$400,000	\$0	\$800,000	\$2,438,320	\$2,438,320	\$0	\$0
		LOCAL_GOV		\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$0	-\$1	\$1
		L_PASS_MATCH		\$0	\$75,360	\$29,085	\$29,046	\$0	\$58,092	\$191,583	\$0	\$0	\$191,583
		ST_PVMT_LV2		\$300	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$300	\$0
		TAP_UR_WFRC1		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0
		Total		\$23,608	\$1,089,844	\$429,615	\$429,046	\$0	\$858,092	\$2,830,204	\$2,638,320	\$299	\$191,584
3	15480	MOUNTAINLAND ASSOC. OF GOVERNMENTS EXCHANGE PROGRAM											
		STP_UB_P/O_U		\$0	\$2,321,076	\$0	\$0	\$0	\$0	\$2,321,076	\$2,163,939	\$157,137	\$0
		ST_PVMT		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_PVMT_LV2		\$0	\$5,246,808	\$0	\$0	\$0	\$0	\$5,246,808	\$0	\$5,246,808	\$0
		ST_TIFEX_MAG		\$12,679,805	\$7,805,954	\$0	\$0	\$0	\$0	\$20,485,759	\$0	\$20,485,759	\$0
		Total		\$12,679,805	\$15,473,838	\$0	\$0	\$0	\$0	\$28,153,643	\$2,163,939	\$25,989,704	\$0
3	16617	REGION THREE; TRANSPORTATION SOLUTIONS PROGRAM											
		HSIP		\$2,415,350	\$1,134,650	\$0	\$0	\$0	\$0	\$3,550,000	\$3,309,665	\$240,335	\$0
		LOCAL_GOV		\$890,845	\$509,155	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$1,400,000
		NHPP_IM		\$953,787	\$457,296	\$0	\$0	\$0	\$0	\$1,411,083	\$1,328,958	\$82,125	\$0
		NHPP_NHS		\$0	\$4,980,248	\$0	\$0	\$0	\$0	\$4,980,248	\$4,643,085	\$337,163	\$0
		OTHER_STATE		\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$6,000,000	\$0
		STP_FLX_ST		\$23,391,214	\$18,251,945	\$0	\$0	\$0	\$0	\$41,643,159	\$38,823,917	\$2,819,242	\$0
		STP_HIF_P/O		\$82,500	\$717,500	\$0	\$0	\$0	\$0	\$800,000	\$745,840	\$54,160	\$0
		STP_UB_P/O_U		\$1,786,000	\$109,951	\$0	\$0	\$0	\$0	\$1,895,951	\$1,767,595	\$128,356	\$0
		ST_APPROP		\$29,305	\$0	\$0	\$0	\$0	\$0	\$29,305	\$0	\$29,305	\$0
		ST_ATMS		\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000	\$0
		ST_CONCPT_D3		\$442,242	-\$94,000	\$0	\$0	\$0	\$0	\$348,242	\$0	\$348,242	\$0
		ST_CONT_PG		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		ST_CONT_R3		\$328,890	\$106,011	\$0	\$0	\$0	\$0	\$434,901	\$0	\$434,901	\$0
		ST_ITS		\$177,235	\$0	\$0	\$0	\$0	\$0	\$177,235	\$0	\$177,235	\$0
		ST_PVMT		\$14,348,427	\$835,633	\$0	\$0	\$0	\$0	\$15,184,060	\$0	\$15,184,060	\$0
		ST_PVMT_LV2		\$7,779,751	\$7,722,459	\$0	\$0	\$0	\$0	\$15,502,211	\$0	\$15,502,211	\$0
		ST_RET_ROW_S		\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$3,500,000	\$0
		ST_SIGNALS		\$539,964	\$35,036	\$0	\$0	\$0	\$0	\$575,000	\$0	\$575,000	\$0
		ST_TIF		\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$0	\$1	\$0
		ST_TRANS_SOL		\$10,340,763	\$4,382,921	\$0	\$0	\$0	\$0	\$14,723,684	\$0	\$14,723,684	\$0
		UTA_FUNDS		\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
		Total		\$77,101,273	\$39,148,807	\$0	\$0	\$0	\$0	\$116,250,080	\$50,619,061	\$60,231,019	\$5,400,000



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
4	16618	REGION FOUR; TRANSPORTATIONS SOLUTIONS PROGRAM											
		EM_RPF1@93.2		\$494,250	\$0	\$0	\$0	\$0	\$0	\$494,250	\$460,790	\$33,461	\$0
		EQ_BONUS(MG)		\$900,000	\$0	\$0	\$0	\$0	\$0	\$900,000	\$839,070	\$60,930	\$0
		HSIP		\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,398,450	\$101,550	\$0
		LOCAL_GOV		\$46,851	-\$33,851	\$0	\$0	\$0	\$0	\$13,000	\$0	\$0	\$13,000
		NHPP_BR		\$330,978	\$0	\$0	\$0	\$0	\$0	\$330,978	\$308,571	\$22,407	\$0
		NHPP_IM		\$5,563,944	\$218,096	\$0	\$0	\$0	\$0	\$5,782,040	\$5,445,525	\$336,515	\$0
		NHPP_NHS		\$625,000	\$69,503	\$0	\$0	\$0	\$0	\$694,503	\$647,486	\$47,018	\$0
		OTHER_STATE		\$0	\$13,000	\$0	\$0	\$0	\$0	\$13,000	\$0	\$13,000	\$0
		STP_BRIDGE		\$119,022	\$0	\$0	\$0	\$0	\$0	\$119,022	\$110,964	\$8,058	\$0
		STP_FLX_ST		\$24,631,659	\$20,870,177	\$0	\$0	\$0	\$0	\$45,501,836	\$42,421,362	\$3,080,474	\$0
		STP_HIF_ST		\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0
		STP_RURAL		\$214,523	\$0	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$14,523	\$0
		ST_ATMS_AM		\$40,610	\$59,390	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_BARRIER		\$0	\$70,000	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	\$0
		ST_PVMT		\$993,935	\$1,596,585	\$0	\$0	\$0	\$0	\$2,590,520	\$0	\$2,590,520	\$0
		ST_PVMT_LV2		\$555,000	\$926,253	\$0	\$0	\$0	\$0	\$1,481,253	\$0	\$1,481,253	\$0
		ST_TIF		\$13,255,000	\$0	\$0	\$0	\$0	\$0	\$13,255,000	\$0	\$13,255,000	\$0
		ST_TRANS_SOL		\$2,803,083	\$1,650,337	\$0	\$0	\$0	\$0	\$4,453,420	\$0	\$4,453,420	\$0
		Total		\$52,073,856	\$28,439,489	\$0	\$0	\$0	\$0	\$80,513,345	\$54,629,117	\$25,871,228	\$13,000
9	15046	ATMS ASSET MANAGEMENT (LIFE CYCLE REPLACEMENT)											
		ST_APPROP		\$0	\$8,272	\$0	\$0	\$0	\$0	\$8,272	\$0	\$8,272	\$0
		ST_ATMS		\$1,805,112	\$17,485	\$0	\$0	\$0	\$0	\$1,822,598	\$0	\$1,822,598	\$0
		ST_ATMS_AM		\$3,119,339	\$852,832	\$0	\$0	\$0	\$0	\$3,972,171	\$0	\$3,972,171	\$0
		ST_CONT_R1		\$18,900	\$0	\$0	\$0	\$0	\$0	\$18,900	\$0	\$18,900	\$0
		ST_CONT_R2		\$69,300	\$0	\$0	\$0	\$0	\$0	\$69,300	\$0	\$69,300	\$0
		ST_EXPRESS		\$461,395	\$348,605	\$0	\$0	\$0	\$0	\$810,000	\$0	\$810,000	\$0
		ST_T&S_FUND		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		Total		\$5,524,046	\$1,227,195	\$0	\$0	\$0	\$0	\$6,751,241	\$0	\$6,751,241	\$0
9	17583	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2020											
		FA_ATCMTD		\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$0	\$0
		ST_ATMS		\$1,947,400	\$0	\$0	\$0	\$0	\$0	\$1,947,400	\$0	\$1,947,400	\$0
		ST_CAV		\$930,000	\$0	\$0	\$0	\$0	\$0	\$930,000	\$0	\$930,000	\$0
		ST_PVMT		\$2,954,065	\$2,345,935	\$0	\$0	\$0	\$0	\$5,300,000	\$0	\$5,300,000	\$0
		ST_PVMT_LV2		\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$2,700,000	\$0	\$2,700,000	\$0
		ST_TRANS_SOL		\$5,916,540	\$83,460	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$6,000,000	\$0
		UTA_FUNDS		\$63,000	\$0	\$0	\$0	\$0	\$0	\$63,000	\$0	\$0	\$63,000
		Total		\$17,511,005	\$2,429,394	\$0	\$0	\$0	\$0	\$19,940,400	\$3,000,000	\$16,877,400	\$63,000



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
9	17872	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2020	ST_SIGNL_M&O	\$1,699,392	\$186,842	\$0	\$0	\$0	\$0	\$1,886,235	\$0	\$1,886,235	\$0
9	17873	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2020	ST_ATMS	\$326,138	\$100,567	\$0	\$0	\$0	\$0	\$426,705	\$0	\$426,705	\$0
			ST_ATMS_AM	\$2,000,000	\$1,400,000	\$0	\$0	\$0	\$0	\$3,400,000	\$0	\$3,400,000	\$0
			ST_FWY_OPS	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		Total		\$2,326,138	\$1,600,567	\$0	\$0	\$0	\$0	\$3,926,705	\$0	\$3,926,705	\$0
9	17874	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2020	ST_ATMS	\$1,742,958	\$245,275	\$0	\$0	\$0	\$0	\$1,988,233	\$0	\$1,988,233	\$0
			ST_ATMS_AM	\$1,075,349	\$678,364	\$0	\$0	\$0	\$0	\$1,753,712	\$0	\$1,753,712	\$0
			ST_PVMT	\$8,000	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$8,000	\$0
		Total		\$2,826,307	\$923,639	\$0	\$0	\$0	\$0	\$3,749,946	\$0	\$3,749,946	\$0
9	18642	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2021	FA_ATCMTD	\$0	\$5,450,000	\$0	\$0	\$0	\$0	\$5,450,000	\$5,450,000	\$0	\$0
			FA_MISC	\$256,250	\$0	\$0	\$0	\$0	\$0	\$256,250	\$5,000	\$251,250	\$0
			LOCAL_INKIND	\$0	\$950,000	\$0	\$0	\$0	\$0	\$950,000	\$0	\$0	\$950,000
			ST_ATMS_AM	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
			ST_CAV	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
			ST_TRANS_SOL	\$0	\$4,500,000	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000	\$0
		Total		\$256,250	\$12,150,000	\$0	\$0	\$0	\$0	\$12,406,250	\$5,455,000	\$6,001,250	\$950,000
9	18643	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2021	ST_SIGNL_M&O	\$1,977,689	\$2,497,778	\$0	\$0	\$0	\$0	\$4,475,467	\$0	\$4,475,467	\$0
9	18644	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2021	ST_FWY_OPS	\$2,267,931	\$1,032,069	\$0	\$0	\$0	\$0	\$3,300,000	\$0	\$3,300,000	\$0
			ST_TRANS_SOL	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		Total		\$2,273,931	\$1,032,069	\$0	\$0	\$0	\$0	\$3,306,000	\$0	\$3,306,000	\$0
9	18645	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2021	LOCAL_GOV	\$29,998,623	\$1,377	\$0	\$0	\$0	\$0	\$30,000,000	\$0	\$0	\$30,000,000
			STP_FLX_ST	\$1,190,000	\$0	\$0	\$0	\$0	\$0	\$1,190,000	\$1,109,437	\$80,563	\$0
			ST_ATMS_AM	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$0
			ST_ITS	\$695,045	\$5,554,955	\$0	\$0	\$0	\$0	\$6,250,000	\$0	\$6,250,000	\$0
			ST_PVMT_LV2	\$0	\$4,810,000	\$0	\$0	\$0	\$0	\$4,810,000	\$0	\$4,810,000	\$0
			ST_TRANS_SOL	\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000	\$0	\$90,000	\$0
		Total		\$31,883,668	\$10,806,332	\$0	\$0	\$0	\$0	\$42,690,000	\$1,109,437	\$11,580,563	\$30,000,000



DRAFT
DRAFT STIP

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



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
9	18646	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2022	ST_CAV	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
9	18647	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2022	ST_SIGNL_M&O	\$0	\$3,520,000	\$0	\$0	\$0	\$0	\$3,520,000	\$0	\$3,520,000	\$0
9	18648	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2022	ST_FWY_OPS	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$3,500,000	\$0
9	18649	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2022	ST_ITS	\$0	\$7,000,000	\$0	\$0	\$0	\$0	\$7,000,000	\$0	\$7,000,000	\$0
9	18650	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2023											
9	18651	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2023											
9	18652	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2023											
9	18653	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2023											
9	19190	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2024											
9	19191	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2024											
9	19192	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2024											
9	19193	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2024											



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
B	14862	STATEWIDE SAFETY EDUCATION AND ENFORCEMENT PROGRAM											
		ST_ATMS		\$1,765	\$23,321	\$0	\$0	\$0	\$0	\$25,087	\$0	\$25,087	\$0
		ST_BARRIER		\$60,227	\$5,975	\$0	\$0	\$0	\$0	\$66,202	\$0	\$66,202	\$0
		ST_CONT_R2		\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		ST_PVMT		\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		ST_SIGNALS		\$1,187,129	\$213,517	\$0	\$0	\$0	\$0	\$1,400,646	\$0	\$1,400,646	\$0
		ST_SIGNING		\$114,564	\$0	\$0	\$0	\$0	\$0	\$114,564	\$0	\$114,564	\$0
		ST_SPOT_SFTY		\$913,196	\$475,695	\$0	\$0	\$0	\$0	\$1,388,891	\$0	\$1,388,891	\$0
		ST_T&S_FUND		\$2,966,750	\$12,215,488	\$0	\$0	\$0	\$0	\$15,182,239	\$0	\$15,182,239	\$0
		ST_TRANS_SOL		\$105,000	\$40,455	\$0	\$0	\$0	\$0	\$145,455	\$0	\$145,455	\$0
		Total		\$5,648,631	\$13,294,452	\$0	\$0	\$0	\$0	\$18,943,083	\$0	\$18,943,083	\$0
P	15995	PLANNING											
		SPR_P_100%		\$0	\$5,792	\$0	\$0	\$0	\$0	\$5,792	\$5,792	\$0	\$0
P	18683	STATEWIDE CORRIDOR STUDIES											
		ST_CONT_R4		\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_STUDIES		\$0	\$1,177,800	\$0	\$0	\$0	\$0	\$1,177,800	\$0	\$1,177,800	\$0
		Total		\$0	\$1,227,800	\$0	\$0	\$0	\$0	\$1,227,800	\$0	\$1,227,800	\$0
S	9299	UNKNOWN FOUNDATIONS PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	9369	BRIDGE INSPECTION PROGRAM											
		BR_ON/OFF		\$82,634	\$531	\$0	\$0	\$0	\$0	\$83,165	\$66,532	\$16,633	\$0
		NHPP_BR		\$2,152,969	\$0	\$0	\$0	\$0	\$0	\$2,152,969	\$2,007,213	\$145,756	\$0
		STP_BR		\$0	\$1,245,607	\$0	\$0	\$0	\$0	\$1,245,607	\$1,161,279	\$84,328	\$0
		STP_BRIDGE		\$8,652,600	\$2,250,000	\$2,250,000	\$2,850,000	\$0	\$4,650,000	\$20,652,600	\$19,254,419	\$1,398,181	\$0
		ST_BRIDGE		\$0	\$4,926	\$0	\$0	\$0	\$0	\$4,926	\$0	\$4,926	\$0
		Total		\$10,888,203	\$3,501,064	\$2,250,000	\$2,850,000	\$0	\$4,650,000	\$24,139,267	\$22,489,443	\$1,649,824	\$0
S	9615	LOAD RATING PROGRAM											
		NHPP_BR		\$1,600,000	\$2,400	\$0	\$0	\$0	\$0	\$1,602,400	\$1,493,918	\$108,483	\$0
		STP_BR		\$546,393	\$0	\$0	\$0	\$0	\$0	\$546,393	\$509,403	\$36,991	\$0
		STP_BRIDGE		\$250,000	\$300,000	\$300,000	\$300,000	\$0	\$600,000	\$1,750,000	\$1,631,525	\$118,475	\$0
		ST_BRIDGE		\$102,781	\$12,219	\$0	\$0	\$0	\$0	\$115,000	\$0	\$115,000	\$0
		Total		\$2,499,174	\$314,620	\$300,000	\$300,000	\$0	\$600,000	\$4,013,794	\$3,634,845	\$378,948	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	9616	BRIDGE SCOUR INSPECTION PROGRAM											
		ST_BRIDGE		\$0	\$56,129	\$0	\$0	\$0	\$0	\$56,129	\$0	\$56,129	\$0
		Total		\$0	\$56,129	\$0	\$0	\$0	\$0	\$56,129	\$0	\$56,129	\$0
S	9862	2012 STATEWIDE BRIDGE PRESERVATION PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	10948	STATEWIDE SIGNALS MAINTENANCE & OPERATION											
		ST_SIGNL_M&O		\$8,830,476	\$0	\$0	\$0	\$0	\$0	\$8,830,476	\$0	\$8,830,476	\$0
		Total		\$8,830,476	\$0	\$0	\$0	\$0	\$0	\$8,830,476	\$0	\$8,830,476	\$0
S	11798	2014 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12132	2015 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12133	2016 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12134	2017 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM											
		EM_RPF9@93.2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		EM_RPS9@93.2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12135	2016 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		NHPP_NHS		\$2,578,537	\$58,887	\$0	\$0	\$0	\$0	\$2,637,424	\$2,458,870	\$178,554	\$0
		OTHER		\$23,490	\$0	\$0	\$0	\$0	\$0	\$23,490	\$0	\$0	\$23,490
		ST_CONCPT_D1		\$18,898	\$0	\$0	\$0	\$0	\$0	\$18,898	\$0	\$18,898	\$0
		Total		\$2,620,924	\$58,887	\$0	\$0	\$0	\$0	\$2,679,811	\$2,458,870	\$197,451	\$23,490
S	12136	2017 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		NHS		\$420,000	\$0	\$0	\$0	\$0	\$0	\$420,000	\$391,566	\$28,434	\$0
		ST_CONCPT_D3		\$4,433	\$0	\$0	\$0	\$0	\$0	\$4,433	\$0	\$4,433	\$0
		Total		\$424,433	\$0	\$0	\$0	\$0	\$0	\$424,433	\$391,566	\$32,867	\$0
S	12137	2015 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	12138	2016 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		ST_APPROP		\$0	\$132	\$0	\$0	\$0	\$0	\$132	\$0	\$132	\$0
		ST_BRIDGE		\$155,000	\$44,814	\$0	\$0	\$0	\$0	\$199,814	\$0	\$199,814	\$0
		Total		\$155,000	\$44,946	\$0	\$0	\$0	\$0	\$199,946	\$0	\$199,946	\$0
S	12139	2017 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		NHPP_BR		\$9,678,111	\$0	\$0	\$0	\$0	\$0	\$9,678,111	\$9,022,903	\$655,208	\$0
		STP_BRIDGE		\$650,000	\$4,843	\$0	\$0	\$0	\$0	\$654,843	\$610,510	\$44,333	\$0
		STP_FLX_ST		\$1,249,000	\$0	\$0	\$0	\$0	\$0	\$1,249,000	\$1,164,443	\$84,557	\$0
		ST_BRIDGE		\$6,942,056	\$81,084	\$0	\$0	\$0	\$0	\$7,023,140	\$0	\$7,023,140	\$0
		Total		\$18,519,167	\$85,927	\$0	\$0	\$0	\$0	\$18,605,094	\$10,797,856	\$7,807,238	\$0
S	12781	UNOBLIGATED TIF/CHNF FUNDS PROGRAM											
		ST_CHF_TIF		\$0	\$5,066,478	\$0	\$0	\$0	\$0	\$5,066,478	\$0	\$5,066,478	\$0
		ST_GF_CHN		\$0	\$801,000	\$0	\$0	\$0	\$0	\$801,000	\$0	\$801,000	\$0
		ST_GF_HB173		\$0	\$21,410	\$0	\$0	\$0	\$0	\$21,410	\$0	\$21,410	\$0
		ST_SB215		\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		ST_TIF		\$0	\$2,559,141	\$5,000,435	\$22,933,318	\$0	\$0	\$30,492,894	\$0	\$30,492,894	\$0
		ST_TIFEX_MAG		\$0	\$847,086	\$0	\$0	\$0	\$0	\$847,086	\$0	\$847,086	\$0
		ST_TIF_EXCH		\$0	\$7,063	\$0	\$0	\$0	\$0	\$7,063	\$0	\$7,063	\$0
		ST_TIF_HB377		\$0	\$3,159,164	\$0	\$0	\$0	\$0	\$3,159,164	\$0	\$3,159,164	\$0
		ST_TIF_PRES		\$0	\$11,894,273	\$9,809,784	\$0	\$0	\$0	\$21,704,057	\$0	\$21,704,057	\$0
		Total		\$0	\$24,955,615	\$14,810,219	\$22,933,318	\$0	\$0	\$62,699,151	\$0	\$62,699,151	\$0
S	12956	2018 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM											
		EQ_BONUS(MG)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		IM		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		NHPP_IM		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		NHPP_NHS		\$0	\$1,003,300	\$0	\$0	\$0	\$0	\$1,003,300	\$935,377	\$67,923	\$0
		SEC154_HSIP		\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000	\$652,610	\$47,390	\$0
		STP_FLX_ST		\$5,175,502	\$3,966,869	\$0	\$0	\$0	\$0	\$9,142,371	\$8,523,432	\$618,939	\$0
		ST_CONCPT_D3		\$206	\$0	\$0	\$0	\$0	\$0	\$206	\$0	\$206	\$0
		ST_PVMT		\$0	\$14,055	\$0	\$0	\$0	\$0	\$14,055	\$0	\$14,055	\$0
		Total		\$5,875,707	\$4,984,224	\$0	\$0	\$0	\$0	\$10,859,932	\$10,111,419	\$748,513	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	12957	2018 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		HSIP		\$2,300,000	\$0	\$0	\$0	\$0	\$0	\$2,300,000	\$2,144,290	\$155,710	\$0
		L_BETTERMENT		\$2,259,944	-\$213,865	\$0	\$0	\$0	\$0	\$2,046,079	\$0	\$0	\$2,046,079
		NHPP_IM		\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$8,000,000	\$7,534,400	\$465,600	\$0
		NHPP_NHS		\$12,416,613	\$3,470,048	\$0	\$0	\$0	\$0	\$15,886,660	\$14,811,133	\$1,075,527	\$0
		SEC154_HSIP		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_BRIDGE		\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$1	\$0	\$0
		STP_FLX_ST		\$5,314,418	\$367,881	\$0	\$0	\$0	\$0	\$5,682,299	\$5,297,608	\$384,692	\$0
		STP_UB_P/O_U		\$11,331,409	\$1,000,000	\$0	\$0	\$0	\$0	\$12,331,409	\$11,496,573	\$834,836	\$0
		ST_CONCPT_D3		\$8,445	\$83	\$0	\$0	\$0	\$0	\$8,528	\$0	\$8,528	\$0
		ST_PVMT_LV2		\$2,824,200	\$0	\$0	\$0	\$0	\$0	\$2,824,200	\$0	\$2,824,200	\$0
		Total		\$44,455,029	\$4,624,148	\$0	\$0	\$0	\$0	\$49,079,176	\$41,284,004	\$5,749,093	\$2,046,079
S	12958	2018 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		NHPP_BR		\$0	\$37,673	\$0	\$0	\$0	\$0	\$37,673	\$35,123	\$2,550	\$0
		STP_BRIDGE		\$0	\$1,773	\$0	\$0	\$0	\$0	\$1,773	\$1,653	\$120	\$0
		ST_BRIDGE		\$5,067,538	\$7,479,189	\$0	\$0	\$0	\$0	\$12,546,728	\$0	\$12,546,728	\$0
		ST_PVMT		\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
		ST_TRANS_SOL		\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		Total		\$5,467,538	\$8,118,635	\$0	\$0	\$0	\$0	\$13,586,174	\$36,776	\$13,549,398	\$0
S	13311	TRANSPORTATION ALTERNATIVE PROGRAM (TAP)											
		LOCAL_GOVT		\$493,631	\$6,744,995	\$0	\$0	\$0	\$0	\$7,238,626	\$0	\$0	\$7,238,626
		LOCAL_MATCH		\$0	\$406,200	\$0	\$0	\$0	\$0	\$406,200	\$0	\$0	\$406,200
		L_PASS_MATCH		\$0	\$6,508,933	\$0	\$0	\$0	\$0	\$6,508,933	\$0	\$0	\$6,508,933
		ST_CONT_R1		\$0	\$160,000	\$0	\$0	\$0	\$0	\$160,000	\$0	\$160,000	\$0
		ST_CONT_R3		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		ST_CONT_R4		\$130,000	\$114,540	\$0	\$0	\$0	\$0	\$244,540	\$0	\$244,540	\$0
		ST_PVMT		\$11,154,046	\$2,652,177	\$0	\$0	\$0	\$0	\$13,806,224	\$0	\$13,806,224	\$0
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$6,100,000	\$6,100,000	\$0	\$6,100,000	\$0
		ST_TIFEX_MAG		\$950,549	\$0	\$0	\$0	\$0	\$0	\$950,549	\$0	\$950,549	\$0
		ST_TRANS_SOL		\$2,000,000	\$185,000	\$0	\$0	\$0	\$0	\$2,185,000	\$0	\$2,185,000	\$0
		Total		\$14,928,226	\$16,771,846	\$0	\$0	\$0	\$6,100,000	\$37,800,072	\$0	\$23,646,313	\$14,153,759
S	13716	2016 ASSET MANAGEMENT PROGRAM											
		ST_CONCPT_D1		\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		ST_PVMT		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		Total		\$15,000	\$100,000	\$0	\$0	\$0	\$0	\$115,000	\$0	\$115,000	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	13717	2017 ASSET MANAGEMENT PROGRAM											
		LOCAL_GOV		\$0	\$27,490	\$0	\$0	\$0	\$0	\$27,490	\$0	-\$27,490	\$27,490
		NHPP_IM		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_BRIDGE		\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$1,025,530	\$74,470	\$0
		STP_FLX_ST		\$1,782,678	\$0	\$0	\$0	\$0	\$0	\$1,782,678	\$1,661,991	\$120,687	\$0
		ST_CODE_ONE		\$71	\$14,929	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		Total		\$2,882,749	\$42,419	\$0	\$0	\$0	\$0	\$2,925,168	\$2,687,521	\$182,667	\$27,490
S	13770	2017 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	13771	2018 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		ST_PVMT		\$0	\$400,001	\$0	\$0	\$0	\$0	\$400,001	\$0	\$400,001	\$0
		ST_PVMT_LV2		\$14,125,019	\$0	\$0	\$0	\$0	\$0	\$14,125,019	\$0	\$14,125,019	\$0
		Total		\$14,125,019	\$400,001	\$0	\$0	\$0	\$0	\$14,525,020	\$0	\$14,525,020	\$0
S	13952	2019 HIGH VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		EM_RPF1@93.2		\$993,832	\$0	\$0	\$0	\$0	\$0	\$993,832	\$926,549	\$67,282	\$0
		EQ_BONUS(MG)		\$1,158,714	\$0	\$0	\$0	\$0	\$0	\$1,158,714	\$1,080,269	\$78,445	\$0
		HSIP		\$2,385,000	\$0	\$0	\$0	\$0	\$0	\$2,385,000	\$2,223,536	\$161,465	\$0
		NHPP_IM		\$10,179,966	\$9,844	\$0	\$0	\$0	\$0	\$10,189,810	\$9,596,763	\$593,047	\$0
		NHPP_NHS		\$1,422,240	\$1,863,626	\$0	\$0	\$0	\$0	\$3,285,866	\$3,063,413	\$222,453	\$0
		STP_FLX_ST		\$17,119,066	\$7,353,549	\$0	\$0	\$0	\$0	\$24,472,615	\$22,815,819	\$1,656,796	\$0
		ST_CONT_R1		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
		ST_SPOT_MNT		\$50,107	\$181,393	\$0	\$0	\$0	\$0	\$231,500	\$0	\$231,500	\$0
		ST_TRANS_SOL		\$180,000	\$0	\$0	\$0	\$0	\$0	\$180,000	\$0	\$180,000	\$0
		Total		\$33,738,925	\$9,408,412	\$0	\$0	\$0	\$0	\$43,147,336	\$39,706,348	\$3,440,988	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	13953	2019 HIGH VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		EM_RPF1@93.2		\$2,596,513	\$0	\$0	\$0	\$0	\$0	\$2,596,513	\$2,420,729	\$175,784	\$0
		HSIP		\$0	\$283,590	\$0	\$0	\$0	\$0	\$283,590	\$264,391	\$19,199	\$0
		L_BETTERMENT		\$188,753	\$0	\$0	\$0	\$0	\$0	\$188,753	\$0	\$0	\$188,753
		NHPP_NHS		\$8,660,794	\$44,979	\$0	\$0	\$0	\$0	\$8,705,773	\$8,116,392	\$589,381	\$0
		R/H_HZ_ELM90		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$90,000	\$10,000	\$0
		STP_FLX_ST		\$36,604,765	\$13,245,884	\$0	\$0	\$0	\$0	\$49,850,649	\$46,475,760	\$3,374,889	\$0
		STP_HIF_ST		\$80,000	\$1,415,535	\$0	\$0	\$0	\$0	\$1,495,535	\$1,394,287	\$101,248	\$0
		STP_RURAL		\$7,176,799	\$36,698	\$0	\$0	\$0	\$0	\$7,213,497	\$6,725,143	\$488,354	\$0
		STP_UB_P/O_U		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
		ST_APPROP		\$0	\$7,532	\$0	\$0	\$0	\$0	\$7,532	\$0	\$7,532	\$0
		ST_CONCPT_D3		\$2,336	\$1,784	\$0	\$0	\$0	\$0	\$4,120	\$0	\$4,120	\$0
		ST_PVMT		\$437	\$102,921	\$0	\$0	\$0	\$0	\$103,358	\$0	\$103,358	\$0
		ST_PVMT_LV2		\$2,386,450	\$607	\$0	\$0	\$0	\$0	\$2,387,057	\$0	\$2,387,057	\$0
		ST_RET_ROW		\$862,399	\$0	\$0	\$0	\$0	\$0	\$862,399	\$0	\$862,399	\$0
		ST_TRANS_SOL		\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000	\$0
		Total		\$59,234,246	\$15,139,529	\$0	\$0	\$0	\$0	\$74,373,775	\$65,952,852	\$8,232,170	\$188,753
S	14313	2019 LOW VOLUME PRESERAFTION (ORANGE BOOK) PROGRM											
		ST_PVMT_LV2		\$1,349,888	\$116,989	\$0	\$0	\$0	\$0	\$1,466,877	\$0	\$1,466,877	\$0
		Total		\$1,349,888	\$116,989	\$0	\$0	\$0	\$0	\$1,466,877	\$0	\$1,466,877	\$0
S	14314	2019 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		OTHER_STATE		\$255,733	\$0	\$0	\$0	\$0	\$0	\$255,733	\$0	\$255,733	\$0
		STP_FLX_ST		\$3,583,378	\$30,000	\$0	\$0	\$0	\$0	\$3,613,378	\$3,368,753	\$244,626	\$0
		STP_HIF_ST		\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$2,700,000	\$2,517,210	\$182,790	\$0
		STP_RURAL		\$1,982,478	\$0	\$0	\$0	\$0	\$0	\$1,982,478	\$1,848,264	\$134,214	\$0
		ST_PVMT		\$80,682	\$0	\$0	\$0	\$0	\$0	\$80,682	\$0	\$80,682	\$0
		ST_PVMT_LV2		\$25,079,866	\$3,089,642	\$0	\$0	\$0	\$0	\$28,169,508	\$0	\$28,169,508	\$0
		ST_TRANS_SOL		\$0	\$145,000	\$0	\$0	\$0	\$0	\$145,000	\$0	\$145,000	\$0
		Total		\$33,682,137	\$3,264,642	\$0	\$0	\$0	\$0	\$36,946,779	\$7,734,226	\$29,212,553	\$0
S	14349	2017 BRIDGE MAINTENANCE PROGRAM											
S	14350	2018 BRIDGE MAINTENANCE PROGRAM											
		ST_APPROP		\$0	\$18,277	\$0	\$0	\$0	\$0	\$18,277	\$0	\$18,277	\$0
		ST_BRIDGE		\$432,034	\$586,322	\$0	\$0	\$0	\$0	\$1,018,356	\$0	\$1,018,356	\$0
		ST_PVMT		\$264,284	\$0	\$0	\$0	\$0	\$0	\$264,284	\$0	\$264,284	\$0
		Total		\$696,318	\$604,598	\$0	\$0	\$0	\$0	\$1,300,917	\$0	\$1,300,917	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	14351	2019 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$290,224	\$4,776	\$0	\$0	\$0	\$0	\$295,000	\$0	\$295,000	\$0
		ST_TRANS_SOL		\$0	\$2,200	\$0	\$0	\$0	\$0	\$2,200	\$0	\$2,200	\$0
		Total		\$290,224	\$6,976	\$0	\$0	\$0	\$0	\$297,200	\$0	\$297,200	\$0
S	15195	2020 HIGH VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		NHPP_IM		\$22,640,728	\$174	\$0	\$0	\$0	\$0	\$22,640,902	\$21,323,202	\$1,317,700	\$0
		NHPP_NHS		\$7,004,802	\$364,599	\$0	\$0	\$0	\$0	\$7,369,401	\$6,870,492	\$498,908	\$0
		STP_FLX_ST		\$20,240,419	\$1,879,599	\$0	\$0	\$0	\$0	\$22,120,018	\$20,622,493	\$1,497,525	\$0
		ST_BRIDGE		\$0	\$77,000	\$0	\$0	\$0	\$0	\$77,000	\$0	\$77,000	\$0
		ST_CONCPT_D3		\$2,765	\$0	\$0	\$0	\$0	\$0	\$2,765	\$0	\$2,765	\$0
		ST_INELIGIBL		\$2,514	\$86	\$0	\$0	\$0	\$0	\$2,600	\$0	\$2,600	\$0
		ST_PVMT		\$27,127	\$2,873	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		ST_RET_ROW		\$2,687,067	\$29,463	\$0	\$0	\$0	\$0	\$2,716,530	\$0	\$2,716,530	\$0
		Total		\$52,605,422	\$2,353,794	\$0	\$0	\$0	\$0	\$54,959,215	\$48,816,187	\$6,143,029	\$0
S	15196	2020 HIGH VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		HSIP		\$723,702	\$3,116,805	\$0	\$0	\$0	\$0	\$3,840,507	\$3,580,505	\$260,002	\$0
		HSIP_100%		\$0	\$1,159,493	\$0	\$0	\$0	\$0	\$1,159,493	\$1,159,493	\$0	\$0
		HSIP_HRRR_SR		\$278,907	\$0	\$0	\$0	\$0	\$0	\$278,907	\$260,025	\$18,882	\$0
		NHPP_IM		\$8,239,797	\$0	\$0	\$0	\$0	\$0	\$8,239,797	\$7,760,241	\$479,556	\$0
		NHPP_NHS		\$15,331,440	\$0	\$0	\$0	\$0	\$0	\$15,331,440	\$14,293,501	\$1,037,938	\$0
		STP_FLX_ST		\$68,131,344	\$3,414,156	\$0	\$0	\$0	\$0	\$71,545,501	\$66,701,870	\$4,843,630	\$0
		STP_HIF_ST		\$1,200,000	\$12,000,000	\$0	\$0	\$0	\$0	\$13,200,000	\$12,306,360	\$893,640	\$0
		STP_RURAL		\$5,010	\$1,033,990	\$0	\$0	\$0	\$0	\$1,039,000	\$968,660	\$70,340	\$0
		STP_UB_P/O_U		\$1,238,639	\$0	\$0	\$0	\$0	\$0	\$1,238,639	\$1,154,783	\$83,856	\$0
		ST_PVMT		\$342,629	\$339,626	\$0	\$0	\$0	\$0	\$682,255	\$0	\$682,255	\$0
		ST_RET_ROW		\$1,425,237	\$0	\$0	\$0	\$0	\$0	\$1,425,237	\$0	\$1,425,237	\$0
		ST_TIF		\$0	\$200,065	\$0	\$0	\$0	\$0	\$200,065	\$0	\$200,065	\$0
		ST_TIF_PRES		\$0	\$8,340,890	\$0	\$0	\$0	\$0	\$8,340,890	\$0	\$8,340,890	\$0
		ST_TOLL_CR		\$0	\$84,198	\$0	\$0	\$0	\$0	\$84,198	\$0	\$84,198	\$0
		Total		\$96,916,706	\$29,689,223	\$0	\$0	\$0	\$0	\$126,605,929	\$108,185,438	\$18,420,491	\$0
S	15197	2020 LOW VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		STP_FLX_ST		\$4,650,000	\$0	\$0	\$0	\$0	\$0	\$4,650,000	\$4,335,195	\$314,805	\$0
		Total		\$4,650,000	\$0	\$0	\$0	\$0	\$0	\$4,650,000	\$4,335,195	\$314,805	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	15198	2020 LOW VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		STP_FLX_ST		\$11,948,199	\$82,500	\$0	\$0	\$0	\$0	\$12,030,699	\$11,216,220	\$814,478	\$0
		ST_PVMT_LV2		\$2,040,170	\$1,362,330	\$0	\$0	\$0	\$0	\$3,402,500	\$0	\$3,402,500	\$0
		Total		\$13,988,369	\$1,444,830	\$0	\$0	\$0	\$0	\$15,433,199	\$11,216,220	\$4,216,978	\$0
S	15199	2020 BRIDGE PRESERVATION PROGRAM											
		NHPP_BR		\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$23,308	\$1,693	\$0
		STP_BRIDGE		\$3,163,759	\$4,036,293	\$0	\$0	\$0	\$0	\$7,200,052	\$6,712,609	\$487,444	\$0
		ST_BRIDGE		\$440,271	\$3,551,890	\$0	\$0	\$0	\$0	\$3,992,161	\$0	\$3,992,161	\$0
		Total		\$3,604,030	\$7,613,184	\$0	\$0	\$0	\$0	\$11,217,213	\$6,735,916	\$4,481,297	\$0
S	15200	2020 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$316,454	\$184,337	\$0	\$0	\$0	\$0	\$500,791	\$0	\$500,791	\$0
S	16193	2023 HIGH VOLUME PAVEMENT PROGRAM											
		NHPP_IM		\$0	\$0	\$32,000,000	\$0	\$0	\$0	\$32,000,000	\$30,137,600	\$1,862,400	\$0
		NHPP_NHS		\$0	\$0	\$64,000,000	\$0	\$0	\$0	\$64,000,000	\$59,667,200	\$4,332,800	\$0
		STP_FLX_ST		\$0	\$0	\$65,500,000	\$0	\$0	\$0	\$65,500,000	\$61,065,650	\$4,434,350	\$0
		Total		\$0	\$0	\$161,500,000	\$0	\$0	\$0	\$161,500,000	\$150,870,450	\$10,629,550	\$0
S	16194	2021 ((HIGH VOLUME)) PAVEMENT PROGRAM											
		CMAQ_WFRC		\$225,000	\$86,500	\$0	\$0	\$0	\$0	\$311,500	\$290,411	\$21,089	\$0
		HSIP		\$3,631,000	\$1,100,000	\$0	\$0	\$0	\$0	\$4,731,000	\$4,410,711	\$320,289	\$0
		LOCAL_GOV		\$4,102	\$10,898	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
		L_BETTERMENT		\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	\$0	-\$15,000	\$15,000
		NHPP_BR		\$150,000	\$990,000	\$0	\$0	\$0	\$0	\$1,140,000	\$1,062,822	\$77,178	\$0
		NHPP_IM		\$33,273,861	\$12,781,459	\$0	\$0	\$0	\$0	\$46,055,320	\$43,374,900	\$2,680,420	\$0
		NHPP_NHS		\$36,097,975	\$15,975,163	\$0	\$0	\$0	\$0	\$52,073,138	\$48,547,787	\$3,525,351	\$0
		STP_BRIDGE		\$250,000	\$340,000	\$0	\$0	\$0	\$0	\$590,000	\$550,057	\$39,943	\$0
		STP_FLX_ST		\$57,496,072	\$3,421,809	\$0	\$0	\$0	\$0	\$60,917,881	\$56,793,741	\$4,124,141	\$0
		STP_HIF_P/O		\$2,874,419	\$0	\$0	\$0	\$0	\$0	\$2,874,419	\$2,679,821	\$194,598	\$0
		STP_RURAL		\$343,204	\$0	\$0	\$0	\$0	\$0	\$343,204	\$319,969	\$23,235	\$0
		ST_PVMT		\$450,652	\$0	\$0	\$0	\$0	\$0	\$450,652	\$0	\$450,652	\$0
		ST_TIF_PRES		\$6,873,480	\$0	\$0	\$0	\$0	\$0	\$6,873,480	\$0	\$6,873,480	\$0
		Total		\$141,669,765	\$34,720,829	\$0	\$0	\$0	\$0	\$176,390,594	\$158,030,219	\$18,315,375	\$30,000
S	16195	2023 LOW VOLUME PAVEMENT PROGRAM											
		ST_PVMT_LV2		\$0	\$0	\$40,000,000	\$0	\$0	\$0	\$40,000,000	\$0	\$40,000,000	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	16196	2021 ((LOW VOLUME)) PAVEMENT PROGRAM											
		L_BETTERMENT		\$8,746	\$122,448	\$0	\$0	\$0	\$0	\$131,194	\$0	\$0	\$131,194
		STP_FLX_ST		\$18,786,178	\$524,990	\$0	\$0	\$0	\$0	\$19,311,168	\$18,003,802	\$1,307,366	\$0
		ST_PVMT_LV2		\$174,948	\$16,371,893	\$0	\$0	\$0	\$0	\$16,546,841	\$0	\$16,546,841	\$0
		ST_T&S_FUND		\$0	\$4,500	\$0	\$0	\$0	\$0	\$4,500	\$0	\$4,500	\$0
		ST_TRANS_SOL		\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		Total		\$18,969,872	\$17,173,831	\$0	\$0	\$0	\$0	\$36,143,703	\$18,003,802	\$18,008,707	\$131,194
S	16197	2021 BRIDGE PRESERVATION PROGRAM											
		NHPP_BR		\$0	\$839,025	\$0	\$0	\$0	\$0	\$839,025	\$782,223	\$56,802	\$0
		STP_BRIDGE		\$0	\$74,500	\$0	\$0	\$0	\$0	\$74,500	\$69,456	\$5,044	\$0
		ST_BRIDGE		\$599,655	\$7,000,345	\$0	\$0	\$0	\$0	\$7,600,000	\$0	\$7,600,000	\$0
		Total		\$599,655	\$7,913,870	\$0	\$0	\$0	\$0	\$8,513,525	\$851,679	\$7,661,846	\$0
S	16198	2021 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		ST_PVMT_LV2		\$0	\$240,000	\$0	\$0	\$0	\$0	\$240,000	\$0	\$240,000	\$0
		Total		\$0	\$840,000	\$0	\$0	\$0	\$0	\$840,000	\$0	\$840,000	\$0
S	16780	STATEWIDE TRANSPORTATION SOLUTIONS PROGRAM											
		NHFP		\$0	\$56,137	\$0	\$0	\$0	\$0	\$56,137	\$52,336	\$3,800	\$0
		NHPP_IM		\$0	\$3,019,223	\$0	\$0	\$0	\$0	\$3,019,223	\$2,843,504	\$175,719	\$0
		NHPP_NHS		\$0	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000	\$1,678,140	\$121,860	\$0
		OTHER		\$0	\$45,000	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$45,000
		STP_FLX_ST		\$2,000,000	\$19,332,055	\$0	\$0	\$0	\$0	\$21,332,055	\$19,887,875	\$1,444,180	\$0
		ST_CONST		\$1,774,601	\$1,225,399	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
		ST_CONT_PG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_ER_FUND		\$0	\$980	\$0	\$0	\$0	\$0	\$980	\$0	\$980	\$0
		ST_PVMT		\$0	\$177,439	\$0	\$0	\$0	\$0	\$177,439	\$0	\$177,439	\$0
		ST_PVMT_LV2		\$0	\$5,210,000	\$0	\$0	\$0	\$0	\$5,210,000	\$0	\$5,210,000	\$0
		ST_RET_ROW_S		\$0	\$14,600,000	\$0	\$0	\$0	\$0	\$14,600,000	\$0	\$14,600,000	\$0
		ST_TRANS_SOL		\$12,029,539	\$28,422,090	\$0	\$0	\$0	\$0	\$40,451,630	\$0	\$40,451,630	\$0
		Total		\$15,804,140	\$73,888,323	\$0	\$0	\$0	\$0	\$89,692,463	\$24,461,855	\$65,185,609	\$45,000



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	16885	2022 HIGH VOLUME PAVEMENT PROGRAM											
		NHPP_BR		\$0	\$370,000	\$0	\$0	\$0	\$0	\$370,000	\$344,951	\$25,049	\$0
		NHPP_IM		\$530,000	\$31,710,000	\$0	\$0	\$0	\$0	\$32,240,000	\$30,363,632	\$1,876,368	\$0
		NHPP_NHS		\$1,764,250	\$66,098,000	\$0	\$0	\$0	\$0	\$67,862,250	\$63,267,976	\$4,594,274	\$0
		STP_BRIDGE		\$0	\$45,000	\$0	\$0	\$0	\$0	\$45,000	\$41,954	\$3,047	\$0
		STP_FLX_ST		\$1,937,900	\$56,117,269	\$0	\$0	\$0	\$0	\$58,055,169	\$54,124,834	\$3,930,335	\$0
		STP_HIF_P/O		\$0	\$165,581	\$0	\$0	\$0	\$0	\$165,581	\$154,371	\$11,210	\$0
		ST_PVMT_LV2		\$0	\$3,030,000	\$0	\$0	\$0	\$0	\$3,030,000	\$0	\$3,030,000	\$0
		Total		\$4,232,150	\$157,535,850	\$0	\$0	\$0	\$0	\$161,768,000	\$148,297,717	\$13,470,283	\$0
S	16886	2022 LOW VOLUME PAVEMENT PROGRAM											
		NHPP_NHS		\$70,000	\$2,394,000	\$0	\$0	\$0	\$0	\$2,464,000	\$2,297,187	\$166,813	\$0
		STP_FLX_ST		\$870,000	\$14,336,535	\$0	\$0	\$0	\$0	\$15,206,535	\$14,177,053	\$1,029,482	\$0
		STP_HIF_RURL		\$0	\$1,058,431	\$0	\$0	\$0	\$0	\$1,058,431	\$986,775	\$71,656	\$0
		STP_HIF_ST		\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$1,864,600	\$135,400	\$0
		STP_RURAL		\$0	\$5,251,033	\$0	\$0	\$0	\$0	\$5,251,033	\$4,895,539	\$355,495	\$0
		ST_CONT_R3		\$0	\$49,000	\$0	\$0	\$0	\$0	\$49,000	\$0	\$49,000	\$0
		ST_PVMT_LV2		\$4,749	\$20,280,251	\$0	\$0	\$0	\$0	\$20,285,000	\$0	\$20,285,000	\$0
		Total		\$944,749	\$45,369,251	\$0	\$0	\$0	\$0	\$46,314,000	\$24,221,154	\$22,092,846	\$0
S	16887	2022 BRIDGE PRESERVATION PROGRAM											
		NHPP_BR		\$160,000	\$14,620,000	\$0	\$0	\$0	\$0	\$14,780,000	\$13,779,394	\$1,000,606	\$0
		STP_BRIDGE		\$0	\$4,650,000	\$0	\$0	\$0	\$0	\$4,650,000	\$4,335,195	\$314,805	\$0
		ST_BRIDGE		\$0	\$3,636,000	\$0	\$0	\$0	\$0	\$3,636,000	\$0	\$3,636,000	\$0
		Total		\$160,000	\$22,906,000	\$0	\$0	\$0	\$0	\$23,066,000	\$18,114,589	\$4,951,411	\$0
S	17359	2022 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
S	17784	STORMWATER MITIGATION - STATEWIDE											
		ST_TRANS_SOL		\$0	\$55,000	\$0	\$0	\$0	\$0	\$55,000	\$0	\$55,000	\$0
		ST_TSP_MS4		\$9,920,797	\$26,690,054	\$0	\$0	\$0	\$0	\$36,610,851	\$0	\$36,610,851	\$0
		Total		\$9,920,797	\$26,745,054	\$0	\$0	\$0	\$0	\$36,665,851	\$0	\$36,665,851	\$0
S	18259	2023 BRIDGE PRESERVATION PROGRAM											
		NHPP_BR		\$0	\$1,200,000	\$1,700,000	\$0	\$0	\$0	\$2,900,000	\$2,703,670	\$196,330	\$0
		ST_BRIDGE		\$0	\$0	\$9,000,000	\$0	\$0	\$0	\$9,000,000	\$0	\$9,000,000	\$0
		Total		\$0	\$1,200,000	\$10,700,000	\$0	\$0	\$0	\$11,900,000	\$2,703,670	\$9,196,330	\$0
S	18260	2023 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

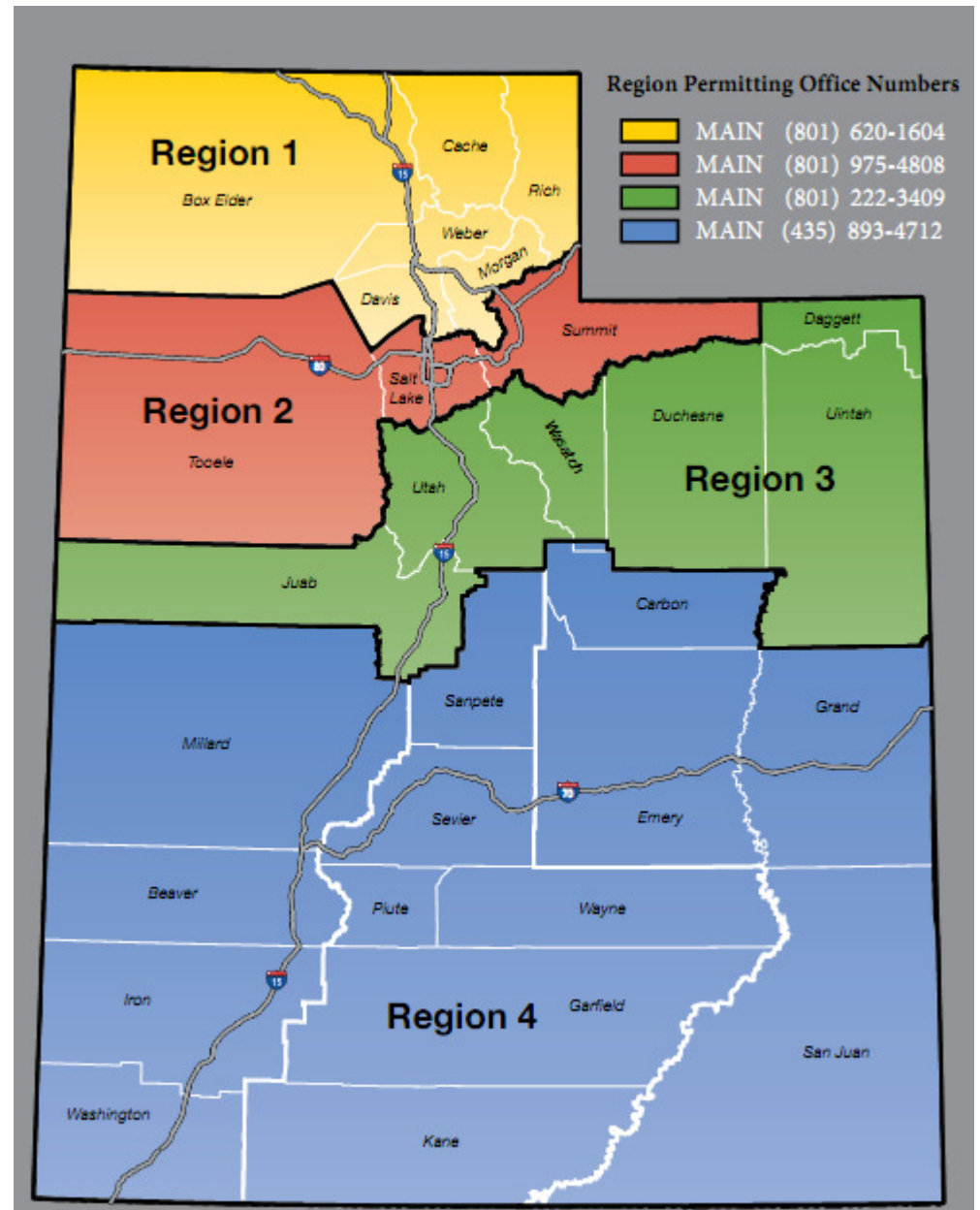
epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
County Programs													
S	18866	FY 2020 EMERGENCY EARTHQUAKE BRIDGE INSPECTION & REPAIR											
		ER_2020		\$448,867	\$451,133	\$0	\$0	\$0	\$0	\$900,000	\$839,070	\$60,930	\$0
		ER_2020_100%		\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$0
		STP_BRIDGE		\$0	\$2,250,000	\$0	\$0	\$0	\$0	\$2,250,000	\$2,097,675	\$152,325	\$0
		ST_PVMT_LV2		\$0	\$3,070	\$0	\$0	\$0	\$0	\$3,070	\$0	\$3,070	\$0
		Total		\$748,867	\$2,704,203	\$0	\$0	\$0	\$0	\$3,453,070	\$3,236,745	\$216,325	\$0
S	18984	PAVEMENT RECONSTRUCTION PROGRAM											
		NHPP_IM		\$0	\$1,615,069	\$0	\$0	\$0	\$0	\$1,615,069	\$1,521,072	\$93,997	\$0
S	19029	2024 BRIDGE REHABILITATION AND REPLACEMENT PROGRAM											
S	19030	2024 BRIDGE PRESERVATION PROGRAM											
		ST_BRIDGE		\$0	\$0	\$0	\$14,500,000	\$0	\$0	\$14,500,000	\$0	\$14,500,000	\$0
S	19031	2024 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$0	\$500,000	\$0
S	19094	WFRC PLANNING PROGRAM											
		FTA_5303_100		\$1,142,623	\$1,344,087	\$0	\$0	\$0	\$0	\$2,486,710	\$2,486,710	\$0	\$0
		L_PASS_MATCH		\$0	\$1,045,236	\$0	\$0	\$0	\$0	\$1,045,236	\$0	\$0	\$1,045,236
		PL_WFRC		\$1,712,330	\$6,990,597	\$0	\$0	\$0	\$0	\$8,702,927	\$8,702,927	\$0	\$0
		STP_URB_O/L		\$771,097	\$1,308,583	\$0	\$0	\$0	\$0	\$2,079,680	\$2,079,680	\$0	\$0
		STP_URB_SL		\$1,258,106	\$2,329,498	\$0	\$0	\$0	\$0	\$3,587,604	\$3,587,604	\$0	\$0
		Total		\$4,884,156	\$13,018,001	\$0	\$0	\$0	\$0	\$17,902,157	\$16,856,921	\$0	\$1,045,236
S	19146	2024 HIGH VOLUME PAVEMENT PROGRAM											
		NHPP_IM		\$0	\$0	\$0	\$32,000,000	\$0	\$0	\$32,000,000	\$30,137,600	\$1,862,400	\$0
		NHPP_NHS		\$0	\$0	\$0	\$64,000,000	\$0	\$0	\$64,000,000	\$59,667,200	\$4,332,800	\$0
		STP_FLX_ST		\$0	\$0	\$0	\$65,500,000	\$0	\$0	\$65,500,000	\$61,065,650	\$4,434,350	\$0
		Total		\$0	\$0	\$0	\$161,500,000	\$0	\$0	\$161,500,000	\$150,870,450	\$10,629,550	\$0
S	19147	2024 LOW VOLUME PAVEMENT PROGRAM											
		ST_PVMT_LV2		\$0	\$0	\$0	\$40,000,000	\$0	\$0	\$40,000,000	\$0	\$40,000,000	\$0
	19196	AIRPORT CONCEPT											

Region & County

Many of these projects will reside within the Wasatch Front Regional Council (WFRC) area but all projects are listed in the TIP for reference and program management.





DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

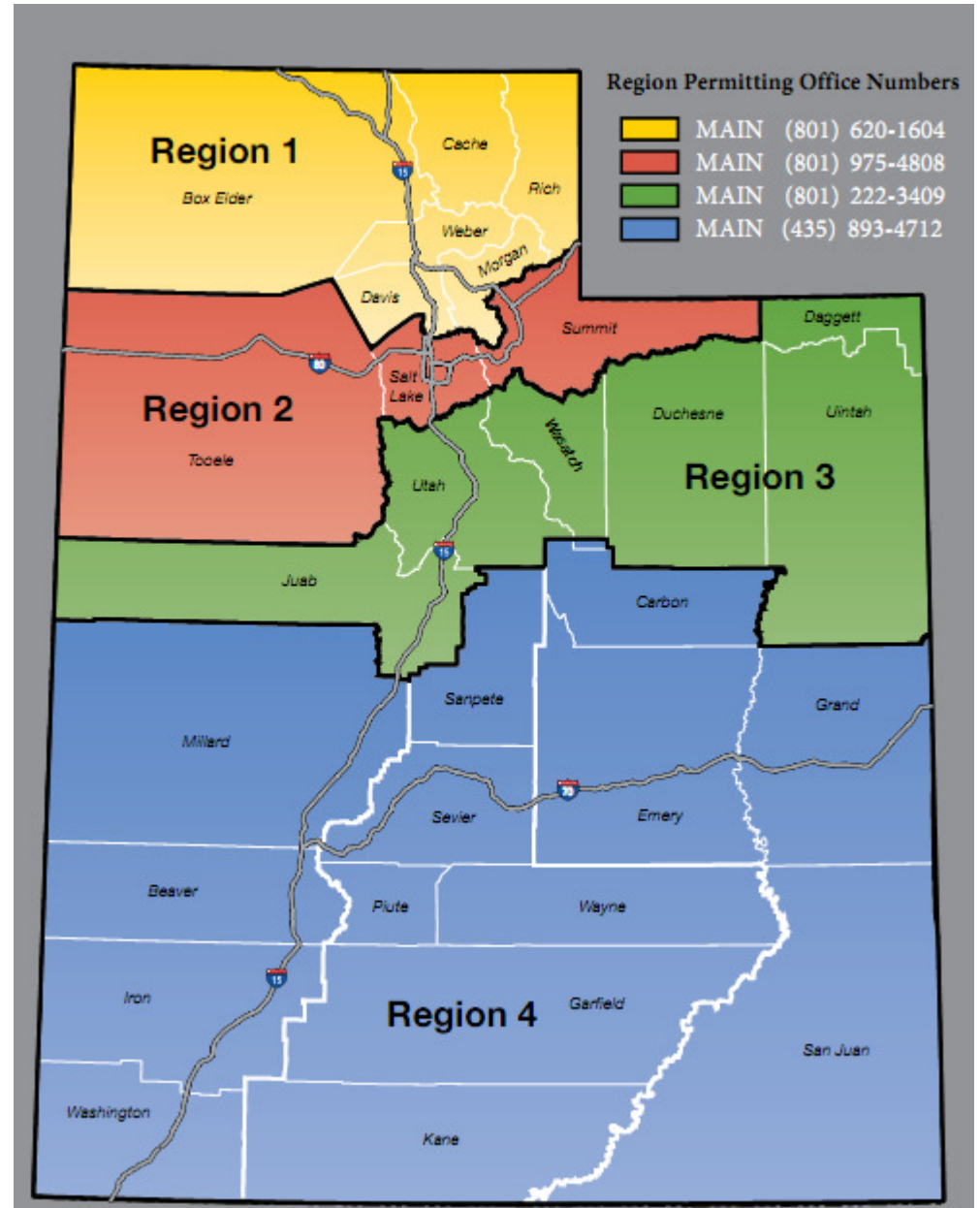
Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Region County Programs													
1	5981	REGION ONE COMMUTER LINK PROGRAM											
		CMAQ_PM2.5		\$0	\$525,000	\$0	\$0	\$0	\$0	\$525,000	\$489,458	\$35,543	\$0
		CMAQ_WFRC		\$6,380,014	\$1,093,728	\$0	\$0	\$0	\$0	\$7,473,742	\$6,967,770	\$505,972	\$0
		Total		\$6,380,014	\$1,618,728	\$0	\$0	\$0	\$0	\$7,998,742	\$7,457,227	\$541,515	\$0
2	5996	ITS - REGION TWO COMMUTER LINK											
		CMAQ_PM2.5		\$739,907	\$0	\$0	\$0	\$0	\$0	\$739,907	\$689,815	\$50,092	\$0
		CMAQ_TOOELE		\$306,069	\$0	\$0	\$0	\$0	\$0	\$306,069	\$285,348	\$20,721	\$0
		CMAQ_WFRC		\$6,074,638	\$2,400,728	\$0	\$0	\$0	\$0	\$8,475,367	\$7,901,584	\$573,782	\$0
		FA_SHRP2		\$139,288	\$0	\$0	\$0	\$0	\$0	\$139,288	\$139,288	\$0	\$0
		HSIP		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$46,615	\$3,385	\$0
		ST_ATMS		\$223,915	\$204,697	\$0	\$0	\$0	\$0	\$428,612	\$0	\$428,612	\$0
		Total		\$7,533,817	\$2,605,426	\$0	\$0	\$0	\$0	\$10,139,243	\$9,062,651	\$1,076,592	\$0
3	5999	REGION THREE COMMUTER LINK - EXPANSION HARDWARE											
		CMAQ_MAG		\$406,000	\$78,159	\$0	\$0	\$0	\$0	\$484,159	\$451,382	\$32,778	\$0
		ST_ATMS		\$113,360	\$58,640	\$0	\$0	\$0	\$0	\$172,000	\$0	\$172,000	\$0
		Total		\$519,360	\$136,800	\$0	\$0	\$0	\$0	\$656,159	\$451,382	\$204,778	\$0

Statewide

Projects that are included in programs often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organizations (MPO).

The “Statewide County Projects” will identify projects and programs in each of the UDOT Regions across the state, but for programming and information are listed all together.





DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Statewide County Programs													
9	5954	STATEWIDE ITS EXPANSION PROGRAM											
		NHPP_IM		\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,130,160	\$69,840	\$0
		OTHER		\$353,083	\$0	\$0	\$0	\$0	\$0	\$353,083	\$0	\$0	\$353,083
		STP_FLX_ST		\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$3,263,050	\$236,950	\$0
		ST_APPROP		\$0	\$1,793	\$0	\$0	\$0	\$0	\$1,793	\$0	\$1,793	\$0
		ST_ATMS		\$9,771,975	\$89,088	\$0	\$0	\$0	\$0	\$9,861,064	\$0	\$9,861,064	\$0
		ST_ATMS_AM		\$8,170,117	\$168,068	\$0	\$0	\$0	\$0	\$8,338,185	\$0	\$8,338,185	\$0
		ST_CAV		\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	\$0
		ST_CONT_R2		\$65,000	\$0	\$0	\$0	\$0	\$0	\$65,000	\$0	\$65,000	\$0
		ST_ITS		\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000	\$0	\$115,000	\$0
		ST_LIGHTING		\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$80,000	\$0
		ST_SIGNL_M&O		\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0
		ST_TRANS_SOL		\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$2,200,000	\$0	\$2,200,000	\$0
		Total		\$25,650,175	\$258,950	\$0	\$0	\$0	\$0	\$25,909,125	\$4,393,210	\$21,162,832	\$353,083
B	6019	HIGHWAY SAFETY IMPROVEMENT PROGRAM - (HSIP)											
		CMAQ_MAG		\$1,275,000	\$0	\$0	\$0	\$0	\$0	\$1,275,000	\$1,188,683	\$86,318	\$0
		EM_RPF1@93.2		\$2,187,759	\$0	\$0	\$0	\$0	\$0	\$2,187,759	\$2,039,648	\$148,111	\$0
		HSIP		\$50,172,082	\$23,561,333	\$17,846,885	\$0	\$0	\$0	\$91,580,301	\$85,380,314	\$6,199,986	\$0
		HSIP_100%		\$256,546	\$0	\$0	\$0	\$0	\$0	\$256,546	\$256,546	\$0	\$0
		HSIP_HRRR		\$106,637	\$62,378	\$0	\$0	\$0	\$0	\$169,016	\$157,573	\$11,442	\$0
		HSIP_HRRR_SR		\$3,143,288	\$148,665	\$0	\$0	\$0	\$0	\$3,291,952	\$3,069,087	\$222,865	\$0
		LOCAL_GOVT		\$181,551	\$1,724,449	\$0	\$0	\$0	\$0	\$1,906,000	\$0	\$0	\$1,906,000
		L_BETTERMENT		\$93	\$81,090	\$0	\$0	\$0	\$0	\$81,183	\$0	\$0	\$81,183
		SEC154_HSIP		\$325,098	\$0	\$0	\$0	\$0	\$0	\$325,098	\$303,089	\$22,009	\$0
		SEC164_HSIP		\$298,031	\$0	\$0	\$0	\$0	\$0	\$298,031	\$277,855	\$20,177	\$0
		STP_FLX_ST		\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$139,845	\$10,155	\$0
		STP_UB_P/O_U		\$225,000	\$1	\$0	\$0	\$0	\$0	\$225,001	\$209,768	\$15,233	\$0
		ST_CONT_R1		\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		ST_ITS		\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0
		ST_PVMT		\$341,919	\$0	\$0	\$0	\$0	\$0	\$341,919	\$0	\$341,919	\$0
		ST_PVMT_LV2		\$158,705	\$3,052,961	\$0	\$0	\$0	\$0	\$3,211,667	\$0	\$3,211,667	\$0
		ST_SPOT_SFTY		\$45,222	\$0	\$0	\$0	\$0	\$0	\$45,222	\$0	\$45,222	\$0
		ST_TOLL_CR		\$18,629	\$0	\$0	\$0	\$0	\$0	\$18,629	\$0	\$18,629	\$0
		ST_TRANS_SOL		\$839,914	\$0	\$0	\$0	\$0	\$0	\$839,914	\$0	\$839,914	\$0
		Total		\$60,025,476	\$28,780,877	\$17,846,885	\$0	\$0	\$0	\$106,653,238	\$93,022,408	\$11,643,647	\$1,987,183



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Statewide County Programs													
S	5775	STATEWIDE SPOT SAFETY IMPROVEMENT PROGRAM											
		ST_SPOT_SFTY		\$435,935	\$0	\$0	\$0	\$0	\$0	\$435,935	\$0	\$435,935	\$0
		ST_T&S_FUND		\$393,469	\$22,928	\$0	\$0	\$0	\$0	\$416,398	\$0	\$416,398	\$0
		Total		\$829,404	\$22,928	\$0	\$0	\$0	\$0	\$852,332	\$0	\$852,332	\$0
S	5925	2007- 2009 STATEWIDE CORRIDOR STUDIES / CEVP PROGRAM											
		ST_CORR_C EVP		\$0	\$350,068	\$0	\$0	\$0	\$0	\$350,068	\$0	\$350,068	\$0
		ST_GF_OTHER		\$0	\$9,609	\$0	\$0	\$0	\$0	\$9,609	\$0	\$9,609	\$0
		Total		\$0	\$359,677	\$0	\$0	\$0	\$0	\$359,677	\$0	\$359,677	\$0
S	5928	2009 PAVEMENT PRESERVATION PROGRAM											
		L_BETTERMENT		\$43,900	\$0	\$0	\$0	\$0	\$0	\$43,900	\$0	\$0	\$43,900
		STP_FLX_ST		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$0
		ST_BRIDGE		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		ST_PVMT		\$957,985	\$0	\$0	\$0	\$0	\$0	\$957,985	\$0	\$957,985	\$0
		Total		\$1,751,885	\$0	\$0	\$0	\$0	\$0	\$1,751,885	\$233,075	\$1,474,910	\$43,900
S	5930	STATEWIDE MAINTENANCE SPOT IMPROVEMENTS PROGRAM											
		ST_PVMT		\$23,697	\$6,303	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		ST_SPOT_MNT		\$311,929	\$413,820	\$0	\$0	\$0	\$0	\$725,750	\$0	\$725,750	\$0
		ST_T&S_FUND		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		Total		\$355,627	\$420,123	\$0	\$0	\$0	\$0	\$775,750	\$0	\$775,750	\$0
S	5947	STATEWIDE SAFE SIDEWALK & ADA INSTALLATION PROGRAM											
		L_PASS_MATCH		\$0	\$904,681	\$0	\$0	\$0	\$0	\$904,681	\$0	\$0	\$904,681
		ST_ADA_RAMPS		\$0	\$23,671	\$0	\$0	\$0	\$0	\$23,671	\$0	\$23,671	\$0
		ST_CONT_R1		\$0	\$141,047	\$0	\$0	\$0	\$0	\$141,047	\$0	\$141,047	\$0
		ST_CONT_R3		\$0	\$15,368	\$0	\$0	\$0	\$0	\$15,368	\$0	\$15,368	\$0
		ST_LIGHTING		\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		ST_SAFE_SIDE		\$1,608,724	\$1,157,839	\$0	\$0	\$0	\$0	\$2,766,562	\$0	\$2,688,562	\$78,000
		Total		\$1,614,724	\$2,242,605	\$0	\$0	\$0	\$0	\$3,857,329	\$0	\$2,874,648	\$982,681



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Statewide County Programs													
S	5952	STATEWIDE TRAFFIC SIGNALS NEW CONSTRUCTION											
		LOCAL_GOV		\$284,211	\$114	\$0	\$0	\$0	\$0	\$284,325	\$0	\$0	\$284,325
		L_BETTERMENT		\$374,755	\$38,121	\$0	\$0	\$0	\$0	\$412,876	\$0	\$0	\$412,876
		ST_APPROP		\$17,564	\$9,666	\$0	\$0	\$0	\$0	\$27,230	\$0	\$27,230	\$0
		ST_CONT_R1		\$0	\$130,000	\$0	\$0	\$0	\$0	\$130,000	\$0	\$130,000	\$0
		ST_CONT_R2		\$86,000	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$86,000	\$0
		ST_CONT_R3		\$76,544	\$523,456	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		ST_CONT_R4		\$22,219	\$17,781	\$0	\$0	\$0	\$0	\$40,000	\$0	\$40,000	\$0
		ST_EXCH_MAG		\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_ITS		\$0	\$65,000	\$0	\$0	\$0	\$0	\$65,000	\$0	\$65,000	\$0
		ST_PVMT		\$162,002	\$171,831	\$0	\$0	\$0	\$0	\$333,833	\$0	\$333,833	\$0
		ST_PVMT_LV2		\$550,000	\$250,000	\$0	\$0	\$0	\$0	\$800,000	\$0	\$800,000	\$0
		ST_SAFE_SIDE		\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_SIGNALS		\$27,610,040	\$11,497,859	\$0	\$0	\$0	\$0	\$39,107,900	\$0	\$39,107,900	\$0
		ST_SIGNL_M&O		\$6,416,455	\$3,794,926	\$0	\$0	\$0	\$0	\$10,211,381	\$0	\$10,211,381	\$0
		ST_SPOT_MNT		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_TRANS_SOL		\$1,346,316	\$825,000	\$0	\$0	\$0	\$0	\$2,171,316	\$0	\$2,171,316	\$0
		Total		\$37,006,107	\$17,373,753	\$0	\$0	\$0	\$0	\$54,379,860	\$0	\$53,682,660	\$697,201
S	6025	NATIONAL RECREATIONAL TRAILS PROGRAM											
		NRT		\$0	\$4,816,360	\$0	\$0	\$0	\$0	\$4,816,360	\$4,816,360	\$0	\$0
		ST_MATCH		\$0	\$8,289,874	\$0	\$0	\$0	\$0	\$8,289,874	\$0	\$8,289,874	\$0
		Total		\$0	\$13,106,234	\$0	\$0	\$0	\$0	\$13,106,234	\$4,816,360	\$8,289,874	\$0
S	6026	HIGH RISK RURAL ROADS PROGRAM - (HRRR)											
		HSIP		\$12,529	\$0	\$0	\$0	\$0	\$0	\$12,529	\$11,681	\$848	\$0
		HSIP_HRRR_SR		\$905,855	\$38,336	\$0	\$0	\$0	\$0	\$944,191	\$880,270	\$63,922	\$0
		Total		\$918,384	\$38,336	\$0	\$0	\$0	\$0	\$956,720	\$891,950	\$64,770	\$0
S	6061	STATEWIDE BARRIER TREATMENTS											
		ST_BARRIER		\$101,745	\$48,255	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		Total		\$101,745	\$48,255	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Statewide County Programs													
S	6064	RAILROAD CROSSING PROGRAM											
		CMAQ_MAG		\$100,000	\$606,000	\$0	\$0	\$0	\$0	\$706,000	\$658,204	\$47,796	\$0
		LOCAL_GOV		\$0	\$160,990	\$0	\$0	\$0	\$0	\$160,990	\$0	\$0	\$160,990
		R/H_DEVIC90S		\$5,070,992	\$1,142,076	\$830,000	\$0	\$0	\$0	\$7,043,068	\$6,338,761	\$704,307	\$0
		R/H_DEVICES1		\$181,298	\$187,702	\$0	\$0	\$0	\$0	\$369,000	\$369,000	\$0	\$0
		R/H_DEVICES90		\$1,841,155	\$163,193	\$0	\$0	\$0	\$0	\$2,004,349	\$1,803,914	\$200,435	\$0
		R/H_HZ_EL90S		\$3,728,637	\$1,173,258	\$430,000	\$0	\$0	\$0	\$5,331,895	\$4,798,706	\$533,190	\$0
		R/H_HZ_ELM90		\$2,365,178	\$0	\$0	\$0	\$0	\$0	\$2,365,178	\$2,128,661	\$236,518	\$0
		ST_CONT_R3		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		ST_MATCH		\$0	\$41,000	\$0	\$0	\$0	\$0	\$41,000	\$0	\$41,000	\$0
		ST_PVMT		\$37,287	\$172,713	\$0	\$0	\$0	\$0	\$210,000	\$0	\$210,000	\$0
		Total		\$13,324,548	\$3,846,932	\$1,260,000	\$0	\$0	\$0	\$18,431,480	\$16,097,245	\$2,173,245	\$160,990
S	6129	STATEWIDE SMALL AREA LIGHTING											
		ST_LIGHTING		\$260,255	\$110,944	\$0	\$0	\$0	\$0	\$371,199	\$0	\$371,199	\$0
		Total		\$260,255	\$110,944	\$0	\$0	\$0	\$0	\$371,199	\$0	\$371,199	\$0
S	6212	STATEWIDE SAFE ROUTES TO SCHOOL PROGRAM											
		LOCAL_GOV		\$65,162	\$74,838	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$140,000
		L_BETTERMENT		\$3,788	\$1,043	\$0	\$0	\$0	\$0	\$4,831	\$0	\$0	\$4,831
		ST_CONT_R1		\$36,000	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$36,000	\$0
		ST_CONT_R2		\$36,000	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$36,000	\$0
		ST_CONT_R3		\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		ST_PVMT		\$790,637	\$4,006,355	\$1,360,000	\$0	\$0	\$0	\$6,156,993	\$0	\$6,156,993	\$0
		TAP_FLEX		\$295,000	\$397,077	\$0	\$0	\$0	\$0	\$692,077	\$645,223	\$0	\$46,854
		TAP_SU_CMPO		\$0	\$18,369	\$0	\$0	\$0	\$0	\$18,369	\$17,126	\$1,244	\$0
		Total		\$1,256,587	\$4,497,683	\$1,360,000	\$0	\$0	\$0	\$7,114,270	\$662,349	\$6,260,236	\$191,685
S	6364	STATEWIDE SIGN MODIFICATIONS & REPLACEMENT PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	6432	STATEWIDE-TRANSPORTATION ENHANCEMENT PROGRAM FY 2010 & 201											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	6672	STATEWIDE HIGHWAY JURISDICTIONAL TRANSFERS PROGRAM											
		ST_HWY_TRNSF		\$0	\$2,093,567	\$0	\$0	\$0	\$0	\$2,093,567	\$0	\$2,093,567	\$0
		ST_TIF		\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000	\$0
		Total		\$0	\$6,093,567	\$0	\$0	\$0	\$0	\$6,093,567	\$0	\$6,093,567	\$0



DRAFT
DRAFT STIP

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

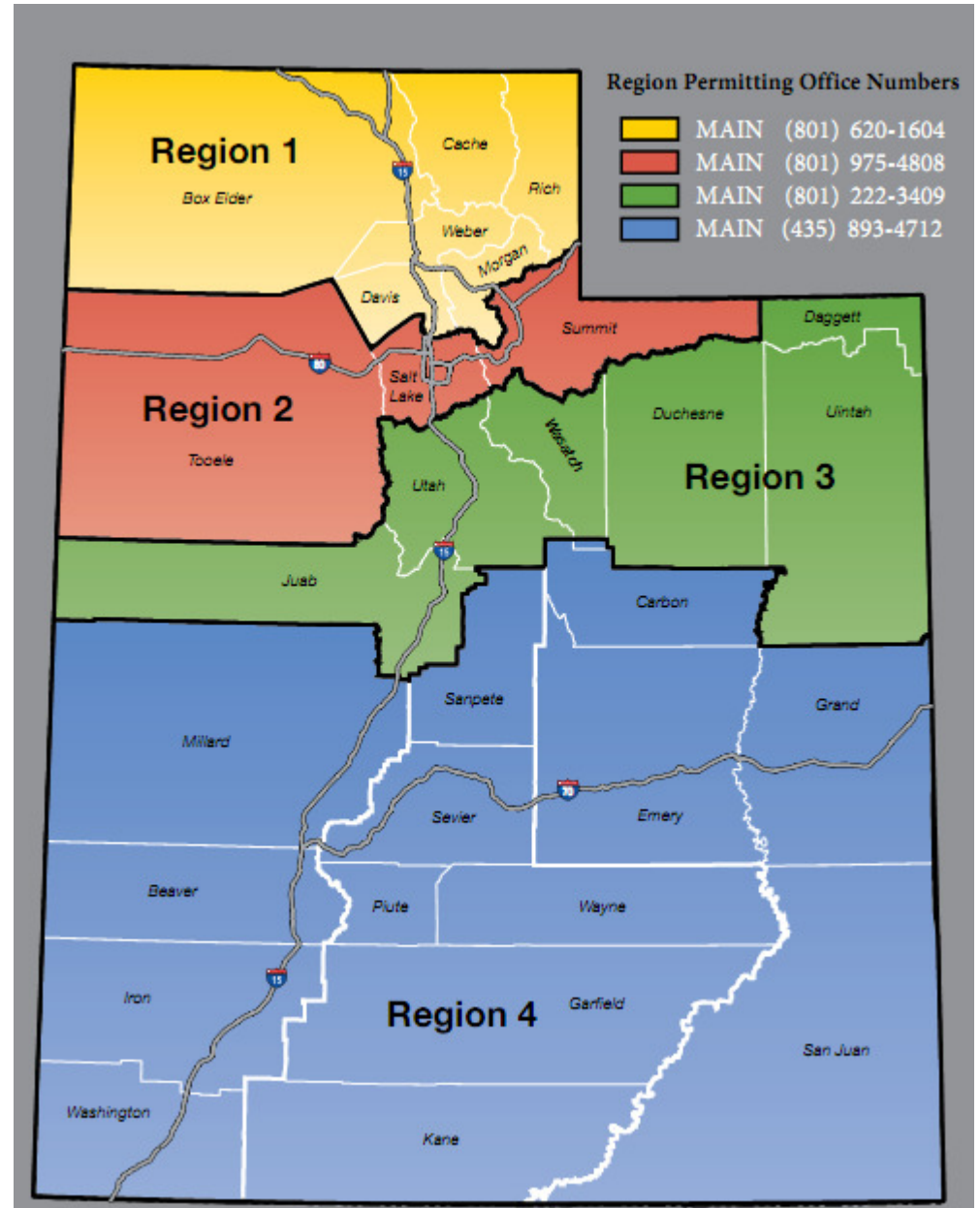
Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Statewide County Programs													
S	6850	STATEWIDE; BRIDGE PROGRAM UNSPENT FUNDS											
		NHPP_BR		\$0	\$97,520	\$0	\$0	\$0	\$0	\$97,520	\$90,918	\$6,602	\$0
		STP_BRIDGE		\$0	\$628	\$0	\$0	\$0	\$0	\$628	\$585	\$43	\$0
		ST_BRIDGE		\$1,515,904	\$705,406	\$0	\$0	\$0	\$0	\$2,221,309	\$0	\$2,221,309	\$0
		Total		\$1,515,904	\$803,554	\$0	\$0	\$0	\$0	\$2,319,457	\$91,503	\$2,227,954	\$0
S	7231	STATEWIDE BRIDGE COLLISION REPAIR PROJECTS											
		ST_BRIDGE		\$615,000	\$719,566	\$0	\$0	\$0	\$0	\$1,334,566	\$0	\$1,334,566	\$0
		ST_INS-RECOV		\$2,312,632	\$1,156,253	\$0	\$0	\$0	\$0	\$3,468,885	\$0	\$3,468,885	\$0
		Total		\$2,927,632	\$1,875,819	\$0	\$0	\$0	\$0	\$4,803,451	\$0	\$4,803,451	\$0
S	7496	SCENIC BYWAYS PROGRAM AWARDS											
		BYWAYS		\$0	\$69,000	\$0	\$0	\$0	\$0	\$69,000	\$55,200	\$0	\$13,800
		Total		\$0	\$69,000	\$0	\$0	\$0	\$0	\$69,000	\$55,200	\$0	\$13,800
S	8549	FY 2012 & 2013 ENHANCEMENT PROGRAM											
		STP_ENH_ST		\$0	\$147,328	\$0	\$0	\$0	\$0	\$147,328	\$117,862	\$29,466	\$0
		STP_FLX_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$147,328	\$0	\$0	\$0	\$0	\$147,328	\$117,862	\$29,466	\$0
S	8922	PUBLIC RELATIONS PROGRAM											
		ST_CONT_PG		\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		ST_CONT_R1		\$65,000	\$0	\$0	\$0	\$0	\$0	\$65,000	\$0	\$65,000	\$0
		ST_CONT_R2		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_CONT_R3		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_CONT_R4		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_KW_KW_C		\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		ST_PR		\$5,406,065	\$1,618,935	\$0	\$0	\$0	\$0	\$7,025,000	\$0	\$7,025,000	\$0
		Total		\$6,401,065	\$1,618,935	\$0	\$0	\$0	\$0	\$8,020,000	\$0	\$8,020,000	\$0

Various

Projects that are included in “Various Projects” often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organization (MPO).

The “Various Projects” will identify projects and programs in each of the UDOT Regions across the state, but for programming and information are listed all together.





DRAFT
DRAFT STIP

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Various County Programs													
1	5599	Region One Contingency Funds											
		ST_ATMS		\$87,463	\$0	\$0	\$0	\$0	\$0	\$87,463	\$0	\$87,463	\$0
		ST_CONST		\$930,000	\$0	\$0	\$0	\$0	\$0	\$930,000	\$0	\$930,000	\$0
		ST_CONT_R1		\$2,522,243	\$4,201,982	\$1,500,000	\$1,500,000	\$0	\$0	\$9,724,225	\$0	\$9,724,225	\$0
		ST_CONT_R2		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_TIF		\$71,968	\$585,532	\$0	\$0	\$0	\$0	\$657,500	\$0	\$657,500	\$0
		Total		\$3,661,674	\$4,787,514	\$1,500,000	\$1,500,000	\$0	\$0	\$11,449,188	\$0	\$11,449,188	\$0
2	5589	Region Two Contingency Funds											
		LOCAL_GOV		\$163,407	\$184,593	\$0	\$0	\$0	\$0	\$348,000	\$0	\$0	\$348,000
		OTHER		\$42,000	\$75,000	\$0	\$0	\$0	\$0	\$117,000	\$0	\$0	\$117,000
		OTHER_STATE		\$80,479	\$533,142	\$0	\$0	\$0	\$0	\$613,621	\$0	\$613,621	\$0
		ST_CONST		\$23	\$79,631	\$0	\$0	\$0	\$0	\$79,654	\$0	\$79,654	\$0
		ST_CONT_R1		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		ST_CONT_R2		\$1,887,404	\$3,724,397	\$0	\$0	\$0	\$0	\$5,611,801	\$0	\$5,611,801	\$0
		ST_CONT_R3		\$0	\$23,000	\$0	\$0	\$0	\$0	\$23,000	\$0	\$23,000	\$0
		ST_SPOT_MNT		\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		ST_STUDIES		\$0	\$115,000	\$0	\$0	\$0	\$0	\$115,000	\$0	\$115,000	\$0
		Total		\$2,179,313	\$4,934,763	\$0	\$0	\$0	\$0	\$7,114,076	\$0	\$6,649,076	\$465,000
3	5597	Region Three Contingency Funds											
		LOCAL_GOV		\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000
		L_BETTERMENT		\$0	\$27,500	\$0	\$0	\$0	\$0	\$27,500	\$0	\$0	\$27,500
		ST_APPROP		\$0	\$10,266	\$0	\$0	\$0	\$0	\$10,266	\$0	\$10,266	\$0
		ST_CONT_R1		\$26,000	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$26,000	\$0
		ST_CONT_R2		\$32,000	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$32,000	\$0
		ST_CONT_R3		\$1,500,076	\$2,448,875	\$0	\$0	\$0	\$0	\$3,948,952	\$0	\$3,948,952	\$0
		ST_CONT_R4		\$42,000	\$19,638	\$0	\$0	\$0	\$0	\$61,638	\$0	\$61,638	\$0
		ST_SIGNALS		\$84,062	\$296,957	\$0	\$0	\$0	\$0	\$381,019	\$0	\$381,019	\$0
		Total		\$1,696,139	\$2,803,235	\$0	\$0	\$0	\$0	\$4,499,374	\$0	\$4,459,874	\$39,500
4	5591	Region Four Contingency Funds											
		LOCAL_GOV		\$116,158	\$28,722	\$0	\$0	\$0	\$0	\$144,880	\$0	\$0	\$144,880
		L_PASS_MATCH		\$0	\$42,000	\$0	\$0	\$0	\$0	\$42,000	\$0	-\$42,000	\$42,000
		ST_APPROP		\$0	\$10,004	\$0	\$0	\$0	\$0	\$10,004	\$0	\$10,004	\$0
		ST_CONT_R3		\$8,394	\$12,606	\$0	\$0	\$0	\$0	\$21,000	\$0	\$21,000	\$0
		ST_CONT_R4		\$2,660,873	\$3,039,372	\$0	\$0	\$0	\$0	\$5,700,245	\$0	\$5,700,245	\$0
		Total		\$2,785,425	\$3,132,704	\$0	\$0	\$0	\$0	\$5,918,130	\$0	\$5,689,250	\$186,880



DRAFT
DRAFT STIP

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



STIP 2022-2027

epm345_stip_report (Rev 1716)

Report Run on: Jun 08, 2021, 12:05 P.M.

Region	PIN	Program Description	Fund	Prior	2022	2023	2024	2025	CD	Total	Fed Aid	State	Other
Various County Programs													
S	6062	PROGRAMMING DIRECTOR CONTINGENCY FUNDS											
		STP_BRIDGE		\$0	\$1,172,987	\$0	\$0	\$0	\$0	\$1,172,987	\$1,093,576	\$79,411	\$0
		ST_CLS_ADJ		\$0	\$102,991	\$0	\$0	\$0	\$0	\$102,991	\$0	\$102,991	\$0
		ST_CONT_PG		\$521,887	\$1,850,634	\$0	\$0	\$0	\$0	\$2,372,521	\$0	\$2,372,521	\$0
		ST_CONT_R1		\$40,000	\$50,000	\$0	\$0	\$0	\$0	\$90,000	\$0	\$90,000	\$0
		ST_CONT_R2		\$82,159	\$112,841	\$0	\$0	\$0	\$0	\$195,000	\$0	\$195,000	\$0
		ST_CONT_R3		\$0	\$115,000	\$0	\$0	\$0	\$0	\$115,000	\$0	\$115,000	\$0
		ST_CONT_R4		\$2,839	\$22,161	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_STLMNT		\$475,000	\$0	\$0	\$0	\$0	\$0	\$475,000	\$0	\$475,000	\$0
		ST_TIF_EXCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$1,121,885	\$3,426,615	\$0	\$0	\$0	\$0	\$4,548,500	\$1,093,576	\$3,454,924	\$0

Transit Administration Funds

Public Transit Program

Federal Transit Administration (FTA)

Section 5307 – Urbanized Area Formula

Section 5309 – Capital Investment Program – New Starts

Section 5337 – Capital Investment Program – State of Good Repair

Section 5339 – Capital Investment Program – Bus & Bus Facilities

Section 5310 – Elderly Persons and Persons with Disabilities

Capital Investment Program – Discretionary Grants

Capital Investment Program – Local Funds

DRAFT - 2022 – 2027 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM										
PUBLIC TRANSIT PROGRAM										
Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5307 Funds Obligated in FY 2021	Estimated Federal Share and Phasing (Fiscal Year)					
					2022	2023	2024	2025	2026	2027
SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307										
UTA	Capital Items From UTA 5-Year Budg. https://www.rideuta.com/About-UTA/UTA-Reports-and-Documents	52,418,739	10,483,748	27,678,035	14,256,956					
UTA	Preventive Maintenance of Buses, Rail Vehicles and Facilities	171,804,104	34,360,821		13,697,860	24,259,028	24,501,618	24,746,634	24,994,101	25,244,042
UTA	ADA Operating Assistance for Paratransit Service	38,670,445	7,734,089			6,064,757	6,125,405	6,186,659	6,248,525	6,311,010
TOTAL: SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307		262,893,287	52,578,657	27,678,035	27,954,815	30,323,785	30,627,023	30,933,293	31,242,626	31,555,052
OGDEN/ LAYTON URBANIZED AREA FORMULA - SECTION 5307										
UTA	Capital Items From UTA 5-Year Budg. https://www.rideuta.com/About-UTA/UTA-Reports-and-Documents	24,819,912	4,963,982	13,105,359	6,750,570					
UTA	Preventive Maintenance of Buses, Rail Vehicles and Facilities	78,695,119	15,739,024		6,485,842	11,070,417	11,181,121	11,292,932	11,405,862	11,519,920
UTA	ADA Operating Assistance for Paratransit Services	17,646,953	3,529,391			2,767,604	2,795,280	2,823,233	2,851,465	2,879,980
TOTAL: OGDEN/ LAYTON URBANIZED AREA FORMULA - SECTION 5307		121,161,984	24,232,397	13,105,359	13,236,413	13,838,021	13,976,401	14,116,165	14,257,327	14,399,900
Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5307 Related LOCAL Funds Obligated in FY 2021	Estimated Planned LOCAL Amount and Phasing (Fiscal Year)					
					2022	2023	2024	2025	2026	2027
SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307 RELATED LOCALLY FUNDED										
UTA	LOCALLY FUNDED Security Equipment	2,628,932	2,628,932	345,975	349,435	379,047	382,838	386,666	390,533	394,438
OGDEN/LAYTON URBANIZED AREA FORMULA - SECTION 5307 RELATED LOCALLY FUNDED										
UTA	LOCALLY FUNDED Security Equipment	1,211,620	1,211,620	163,817	165,455	172,975	174,705	176,452	178,217	179,999

DRAFT - 2022 – 2027 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Project Description	Fund Source (FTA Section)	Total Obligated and Planned Funding	Funds Obligated Through FY 2021	Estimated Funding and Phasing (Fiscal Year)						
					2022	2023	2024	2025	2026	2027	
CAPITAL INVESTMENT PROGRAM - SECTION 5309 SMALL STARTS											
UTA	Ogden - WSU BRT - PIN 16934	5309 Small Starts	78,322,872	42,000,000	30,000,000	6,322,872					
	Ogden - WSU BRT - PIN 16934 Construction	CMAQ_PM2.5	3,250,000	3,250,000							
	Ogden - WSU BRT - PIN 16934 Construction	STP_URB-O/L	1,750,000	1,750,000							
	Ogden - WSU BRT - PIN 15906 Design	STP_URB-O/L	1,500,000	1,500,000							
	Ogden - WSU BRT - PIN 14846	CMAQ_PM2.5	1,000,000	1,000,000							
	Ogden - WSU BRT - PIN 18829 On-Route Charging Infrastructure	CMAQ_PM2.5	1,398,450		1,398,450						
	Ogden - WSU BRT - PIN 18855	UDOT TTIF	4,000,000		4,000,000						
	Ogden - WSU BRT Donated ROW	Donated ROW	4,570,000	4,570,000							
	Ogden - WSU BRT Other Local Match	UTA, Rocky Mt. Power, Weber Co. Ogden City	24,705,404	12,355,404	8,250,000	4,100,000					
	Ogden - WSU BRT Project Totals			120,496,726	66,425,404	43,648,450	10,422,872	-	-	-	-
	MID-VALLEY BRT										
	Mid-Valley BRT - Funding Yr TBD	5309 Small Starts		64,550,000						64,550,000	
	Mid-Valley BRT - PIN 17842	CMAQ_PM2.5		2,000,000			2,000,000				
	Mid-Valley BRT - PIN 17842	ST_TTIF		22,800,000		22,800,000					
	Mid-Valley BRT - Donated ROW	Donated ROW		4,650,000						4,650,000	
Mid-Valley BRT - All Other Local	UT Legisl. Funds		11,000,000						11,000,000		
Mid-Valley BRT Project Totals			105,000,000	-	22,800,000	-	2,000,000	-	80,200,000	-	
TO TAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW S'TARTS			225,496,726	66,425,404	66,448,450	10,422,872	2,000,000	-	80,200,000	-	

DRAFT - 2022 – 2027 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON - PROVO-OREM TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Project Description	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5337 Funds Obligated in FY 2021	Estimated Federal Share and Phasing					
					2022	2023	2024	2025	2026	2027
FORMULA FUNDS - SECTION 5337 STATE OF GOOD REPAIR										
UTA	High Intensity Fixed Guideway & High Intensity Motor Bus - Preventive Maintenance and State of Good Repair projects listed in the UTA 5 Yr. Budg. https://www.rideuta.com/About-UTA/UTA-Reports-and-Documents	212,120,576	42,424,115	23,524,729	23,759,976	23,997,576	24,237,552	24,479,927	24,724,727	24,971,974
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON and PROVO-OREM URBANIZED AREAS FORMULA FUNDS - SECTION 5337 STATE OF GOOD REPAIR		212,120,576	42,424,115	23,524,729	23,759,976	23,997,576	24,237,552	24,479,927	24,724,727	24,971,974

*Section 5337 State of Good Repair money is only recieved for fixed guideway systems that have been in operation at least 7 years, and can be used for improvements on the whole system. As fixed guideways become at least 7 years old, the National Transit Database (NTD) will show that increase in fixed guideway miles. The Federal allocation formula will use those new numbers to increase allocations as UTA’s rail systems meet this requirement. There is a two year lag for eligible systems to receive funds; one year for it to be reported to NTD Data and one year for it to be used as part of the federal formula.

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON – PROVO/OREM TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Project Description	Estimated Total Project Cost	Local Share of Project	5339 Funds Obligated in/prior FY 2021	Estimated Phasing					
					2022	2023	2024	2025	2026	2027
FORMULA FUNDING - SECTION 5339 (a) BUS & BUS FACILITIES FORMULA										
UTA	Bus Purchases, overhauls, and bus related stop and operator relief facilities improvements.	22,049,861	4,409,972				4,344,371	4,387,815	4,431,693	4,476,010
UTA	Depot District Technology Center	see Depot District: pin 13127	see Depot District: pin 13127	see Depot District: pin 13127	see Depot District: pin 13127					
TOTAL: SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5339 (a)		22,049,861	4,409,972	3,452,963	3,487,493	3,522,368	3,557,591	3,593,167	3,629,099	3,665,390
FORMULA FUNDING - SECTION 5339 (b) BUS & BUS FACILITIES DISCRETIONARY										
UTA	Bus Stop Improvement and Operator Facilities	4,000,000	779,750	3,220,250			-	-	-	-
TOTAL: SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5339 (b)		4,000,000	779,750	3,220,250	-	-	-	-	-	-

DRAFT - 2022 – 2027 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	5310 Funds Obligated in FY 2021	Estimated Federal Share and Phasing					
					2022	2023	2024	2025	2026	2027
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES - SECTION 5310										
UTA	Salt Lake City / West Valley City ADMINISTRATION	542,199	-	75,164	75,916	76,675	77,442	78,216	78,998	79,788
UTA	Salt Lake City / West Valley City TRADITIONAL 5310 CAPITAL (Vehicles, Mobility Management, ITS)	4,066,492	813,298	450,985	455,494	460,049	464,650	469,296	473,989	478,729
UTA	Salt Lake City / West Valley City OTHER 5310 CAPITAL (Infrastructure etc.)	338,874	67,775	37,582	37,958	38,337	38,721	39,108	39,499	39,894
UTA	Salt Lake City / West Valley City 5310 OPERATIONS	2,710,994	1,355,497	187,910	189,789	191,687	193,604	195,540	197,496	199,471
WFRC TOTAL: SALT LAKE/WEST VALLEY URBANIZED AREA - SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES		7,658,559	2,236,570	751,641	759,157	766,749	774,416	782,161	789,982	797,882

OGDEN/LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	5310 Funds Obligated in FY 2021	Estimated Federal Share and Phasing					
					2022	2023	2024	2025	2026	2027
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES - SECTION 5310										
UTA	Ogden / Layton ADMINISTRATION	306,896	-	42,545	42,970	43,400	43,834	44,272	44,715	45,162
UTA	Ogden / Layton TRADITIONAL 5310 CAPITAL (Vehicles, Mobility Management, ITS)	2,301,722	460,344	255,267	257,820	260,398	263,002	265,632	268,288	270,971
UTA	Ogden / Layton OTHER 5310 CAPITAL (Infrastructure etc.)	191,810	38,362	21,272	21,485	21,700	21,917	22,136	22,357	22,581
UTA	Ogden / Layton 5310 OPERATIONS	1,534,481	767,241	106,361	107,425	108,499	109,584	110,680	111,787	112,905
WFRC TOTAL: OGDEN/LAYTON URBANIZED AREA - SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES		4,334,910	1,265,947	425,445	429,699	433,996	438,336	442,720	447,147	451,618

DRAFT - 2022 – 2027 Transportation Improvement Program (TIP)

**SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM
PUBLIC TRANSIT PROGRAM**

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Sec)	Estimated Total Project Cost	Local Share of Project	2021	Estimated Federal Funding and Phasing (Fiscal Year)					
							2022	2023	2024	2025	2026	2027
DISCRETIONARY GRANTS												
UTA	2021	FY 2018 Safety Research and Demonstration Program - Suicide Prevention	FTA 5312	280,000	56,000	224,000						
UTA	2021	Public Transportation COVID-19 Research Demonstration Grant Program - E-Vouchers Phase 2	FTA 5312	538,200	30,000	508,200						
UTA	2021	FY 2016 Public Transportation Innovation Program - Polarized Infrared and Optical Imaging System for Transit Infrastructure Condition Assessment	FTA 5312	422,694	84,539	338,155						

**SALT LAKE/WEST VALLEY – OGDEN/ LAYTON - TRANSPORTATION IMPROVEMENT PROGRAM
PUBLIC TRANSIT PROGRAM**

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	Funds Obligated in FY 2019	LOCAL Estimated Phasing					
							2021	2022	2023	2024	2025	2026
OTHER CAPITAL PROJECTS												
Please see the "Utah Transit Authority Five-Year Capital Plan" at:		https://www.rideuta.com/About-UTA/UTA-Reports-and-Documents										

Air Quality Memorandum

REPORT NO. 40a - DRAFT

DATE June 3, 2021

SUBJECT CONFORMITY ANALYSIS FOR THE WFRC 2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM.

ABSTRACT The Fixing America's Surface Transportation Act (FAST Act) and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a "conforming" Regional Transportation Plan and Transportation Improvement Program. A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within the emission limits established in the State Implementation Plan (SIP) or within guidelines established by the Environmental Protection Agency (EPA) until such time that a SIP is approved. This conformity analysis is made by the Wasatch Front Regional Council (WFRC), as the Metropolitan Planning Organization for the region, and submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their concurrence. This conformity analysis is being prepared according to the transportation conformity rulemakings promulgated by the Environmental Protection Agency (EPA) as of March 2010 and according to FHWA guidelines found in the FAST Act legislation.

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform "... without new regional emissions analysis if the previous regional emissions analysis also applies to the ... TIP." Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the WFRC 2022-2027 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in southern Box Elder, western Weber, Davis, and Salt Lake Counties included in the 2022-2027 TIP are found to conform.

Wasatch Front Regional Council

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

The following conformity findings for the WFRC 2022-2027 TIP are based on the transportation systems and planning assumptions described in the amended WFRC 2019-2050 RTP and the Air Quality Memorandum 40.

- X The 2022-2027 TIP conforms to the applicable controls and goals of the State Implementation Plan for the Carbon Monoxide maintenance area in Salt Lake City. All projects in Salt Lake City included in the TIP may go forward.
- X The 2022-2027 TIP conforms to the applicable controls and goals of the State Implementation Plan for the Carbon Monoxide maintenance area in Ogden City. All projects in Ogden City included in the TIP may go forward.
- X The 2022-2027 TIP conforms under the Control Strategy Criteria to the applicable controls and goals of the State Implementation Plan for PM₁₀ in Salt Lake County. All projects in Salt Lake County included in the TIP may go forward.
- X The 2022-2027 TIP conforms to the “Build less than 1990” emissions test for PM₁₀ in Ogden City. All projects in Ogden City included in the TIP may go forward.
- X The 2022-2027 TIP conforms to the interim “Build less than 2008” emissions test for the Salt Lake PM_{2.5} non-attainment area. All projects in southern Box Elder, western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.
- X The 2022-2027 TIP conforms to the interim “Build less than 2017” emissions test for the Northern Wasatch Front ozone non-attainment area. All projects in western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.

TIP Timeframe

All projects which must be started no later than 2027 in order to achieve the transportation system envisioned by the amended 2019-2050 RTP are included in the 2022-2027 TIP. Implementing these projects within the TIP time frame is dependent on available funding. Funding availability is based on the most reasonable assumptions available at the time the RTP was prepared. Projects in the RTP are considered “financially constrained”, that is, they are not included in the RTP without identifying a reasonable funding source.

Regionally Significant

All regionally significant projects, regardless of funding source (federal, state, or local) are included in the TIP and RTP. All regionally significant projects are also included in the regional emissions analysis of the Plan. Regionally significant projects are identified as those projects involving a new or existing principal arterial or select minor arterials identified in Air Quality Memorandum 40. The most recent Utah Department of Transportation Functional Classification map was used to identify principal arterials. Interstate highways, freeways, expressways, and principal arterials were all treated as principal arterials for the purpose of determining regionally significant projects.

In addition to the regionally significant transportation projects which were identified and included in the regional emissions analysis, it is the practice of WFRC to include a number of minor arterials and collectors in the travel model in order to produce a more accurate model of current and future traffic

conditions. Including minor arterials and collectors in the travel model does not mean these facilities should be treated as regionally significant facilities.

Concept and Scope

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

Previous Plan Conformity

WFRC's Air Quality Memorandum 40 finds that the amended WFRC 2019-2050 RTP for the Salt Lake/West Valley Area and the Ogden/Layton Area conforms to state air quality requirements and EPA interim conformity regulations.

All of the regionally significant projects in the 2022-2027 TIP are identified in the amended 2019-2050 RTP without any substantial changes to design or scope. All of the projects identified in the amended 2019-2050 RTP are included in the regional emissions analysis.

Public Comment

The 2022-2027 TIP will be made available for public inspection and comment for a 30-day period as required in the EPA conformity regulations. Air Quality Memorandum 40a (this document) is available to the public upon request and has been posted to the WFRC website (www.wfrc.org).

WFRC 2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM - PUBLIC COMMENT SUMMARY

The TIP provides a balanced approach to implement critical road, transit, and active transportation projects, including those identified in the WFRC Regional Transportation Plan. These projects help our local communities and our region meet the challenge of Utah's rapidly growing population while promoting a strong economy, good air quality, and high quality of life. The draft 2022-2027 TIP was available for public review and comment from June 26, 2021 through July 31, 2021.

TIP Public Comments and Responses - Summary

Comment	Response
Comments were made regarding the need for specific new roads and road widenings, some of which have received funding. These projects address connectivity and high traffic demand.	WFRC appreciates the work of the State Legislature, the State Transportation Commission, UDOT and local governments that have funded some of these projects. WFRC will continue to work with transportation agencies and local governments to help facilitate solutions to address presently unfunded needs.
Requests were made that bike paths and pedestrian access be included within other funded projects or as new, independent projects.	Progress is occurring in addressing the need for safe and effective transportation for cyclists and pedestrians in the region. WFRC will continue to work with local governments, transportation agencies, and other stakeholders to identify potential funding and facilitate solutions.
Requests were made for improved transit reliability, frequency, and coverage.	WFRC will work with UTA and local governments to ensure these requests are considered as transit improvements are evaluated in terms of ridership, access, costs, and other relevant considerations.
Comments were received regarding the need for safety and operational improvements in various parts of the region.	Safety and operational upgrades are evaluated largely based on technical criteria. WFRC will continue to work with UDOT and local governments to address safety and operational needs.

TIP 2022-2027 Public Comment List

Interactive Map Comments - Project Specific						
ID	Comment	Project Description	County Name	Project Status	Project Cost (\$)	Forecast Start Year
1	How are you going to ensure the safety of homes on heritage way?	Tom's Lane South Extension	Tooele	Scoping	\$1,586,000	2022
2	Create a design to allow for both northbound and southbound bus exits to Main Street. Provide easier access to the train platform.	Layton FrontRunner Station Parking	Davis	Scoping	\$2,145,232	2021
3	Provide some type of connection to Shepard Lane and West Davis Corridor.	Commerce Drive Road; Burke Lane to 950 North	Davis	Scoping	\$8,122,000	2026
4	Improve sidewalks along Lagoon Drive as well.	Park Lane & 326 West Sidewalk - Farmington	Davis	Scoping	\$92,000	2020
5	Better integration between UDOT owned traffic signals and Layton City owned traffic signals. For example, northbound Flint Street and westbound Gentile Street can get backed up in the afternoons due to lack of sensors to know how far back traffic is.	I-15 Ramp Destination Sensors in Davis County	Davis	Scoping	\$250,000	2020
6	Allow for the possibility of future electrification.	UTA Locomotive Rebuild	Weber	Scoping	\$1,314,000	2024
7	Add wireless traffic signal to vehicle communication. Similar to Redwood Rd. pilot where it can help late busses make up schedule or talk to enabled smart vehicles to adjust speed as they approach signals.	Ogden/ Layton Area Signal Timing & Optimization	Weber	Scoping	\$400,000	2027
8	Make sure there is room for future FrontRunner double tracking.	I-15; 600 N. to Farmington Environmental	Various	Scoping	\$10,000,000	2025
9	Thank you for advancing this project. Create an access plan for this segment and future North Ogden segments. Reduce new driveway access so there are fewer conflict points. Because most roads in Pleasant View were built by developers, there are lots of conflict points on main roads.	Skyline Drive; 1100 W to 4300 N (Pleasant View)	Weber	Scoping	\$32,338,000	2023
10	This will be a great addition to help existing routes 470 and 612. Add the signal at North Street for bus travel around Ogden Weber Applied Technical College. Also include preliminary equipment on 2nd street for future bus connections to the BDO FrontRunner stop.	TSP/ Preemption Equipment for Additional Buses	Various	Scoping	\$85,000	2026

TIP 2022-2027 Public Comment List

11	This project is a must do before the 1800N off ramp is built. There is big concern about not being able to get east and west because of train crossing. Also, this road is a major corridor but is under sized. This needs to be completed ASAP.	1800 NO. (SR-37) 2000 W, to I-15 Enviro. Study	Davis	Scoping	\$2,376,000	
12	There is no structures along 2000w that should be kept in place. The few along the road do not have a non disturbed structure. Should be documented and removed.	SR-108; Corridor Preservation	Various	Scoping	\$851,000	2015
13	There should not be a roundabout built on this hill. Roundabouts are not pedestrian friendly. Traffic does not stop for them even though the city put strobe lights to warn drivers. The intersection should have a light to allow pedestrian safe passage.	1500 West & 1300 North Round-a-bout	Davis	Scoping	\$2,190,000	2025
14	This needs to extend to 5600S in Roy. 1800N to 5600S is one of the worst stretches.	SR-108; 300 North to 1800 North	Davis	Scoping	\$60,000,000	2023
15	Sandy would like to advance fund this project to construction year 2023.	9400 South & 700 East Intersection	Salt Lake	Scoping	\$3,446,000	2025
16	9270 S is realigned. Please show new alignment. Feel free to contact me for the line work.	9270 South & State Street; 150 East to State St.	Salt Lake	Under Construction	\$7,324,000	2020
17	This is sorely needed. At 1800 North the intersection needs turning lane improvements and 2 thru lanes going northbound on 2000 West to prevent backup during the busiest times of day.	SR-108; 300 North to 1800 North	Davis	Scoping	\$60,000,000	2023
18	Highly recommend making 24th and 21st as a collector similar to the ones in Salt Lake, as the exits are too close to be fully independent. 24th and 21st traffic northbound would get off at the same point; 21st would continue on the collector until their exit. This would be the case for traffic exiting I-15 Southbound for 24th St.; they would get off with 21st Street traffic and continue on until their exit.	I-15; 24th Street Interchange	Weber	Scoping	\$96,000,000	2023
19	Please consider a protected east/west bicycle pedestrian lane during this expansion.	I-80; EB Auxiliary Lane and SR-36 NB Lane	Tooele	Scoping	\$27,500,000	2028
20	This bridge is hazardous and too low to allow for effective navigation. During the summer thousands of people navigate down the Weber River. When they reach the Croydon Bridge, they must either portage around the bridge or try to pass their vessel underneath it. When portaging, people need to contend with semi-trucks leaving or entering the cement plant. The overall alignment of this bridge needs to be rethought and/or the deck needs to be elevated at least 3-5 feet.	Devils Slide Bridge, Near Croydon, 029014D	Morgan	Scoping	\$4,139,000	2019

TIP 2022-2027 Public Comment List

21	My organization has been working on habitat rehabilitation and fish passage restoration on the Weber River for 10 years. One of the primary sources of degradation is infrastructure that has been built with little consideration for the other values in the river, such as fishing or navigation. I encourage you to ensure that this new bridge is as compatible with river health as possible. This includes making sure that the bridge has wide clearance to allow floodplain processes to continue, as well as ensure that recreational use on the river is sustained.	Young Street Bridge and Connector Road	Morgan	Scoping	\$3,805,000	2021
22	This bridge allows recreationists in and along the river access to the "Scrambled Eggs reach of the Weber River. This is a hugely popular native fishery. Ensure and improve pedestrian access below this bridge.	I-84; Over Weber River and UPRR Bridge Repl, C-476	Various	Scoping	\$36,000,000	2023
23	This reach of the Weber River is critical habitat for Bluehead Sucker and Bonneville cutthroat trout, both native fish. Bluehead Sucker, in particular, require diverse floodplain habitats, such as backwaters and secondary channels. The sheet pile scour protection, and massive berm on the west/south side of the river greatly constrain floodplain access for the river. This and channel straightening during the original construction of the freeway have significantly degraded this reach of the Weber. These bridges also barely allow people to pass under them by scrambling across boulders to access the north side of I-84. When reconstructing, please consider pedestrian access under the bridge, and ensure that the river below has the ability to flood across the floodplain instead of constraining it into the massive berms.	I-84/ US-89 Interchange Reconstruction	Various	Scoping	\$60,000,000	2023
24	Please ensure that 300 West has bike lanes. It is very difficult to travel in Washington Terrace by Bike in the North-South Direction.	300 West; 5000 South to Riverdale City Boundary	Weber	Scoping	\$3,024,000	2025
25	It is critical to look at ways for pedestrians and those using active transportation(e.g. Bikes) to get from Washington Terrace down to the trail system in Riverdale. This would open up recreational opportunities and allow for active transportation to commercial areas.	Tri City Alt. Trans. Planning, S. Weber Co. Area	Weber	Scoping	\$97,000	2018
26	I would like to see a long-term project for I-80 that would basically change it from a 2-lane freeway, somewhere around Lake Point into a 2 or 3 lane Auto-ban (No Speed Limits) all the way to Wendover.	Knolls Interchange Bridge Rehabilitation	Tooele	Scoping	\$2,700,000	2021

TIP 2022-2027 Public Comment List

	<p>This would promote Utah tourism as the only place in the USA to legally road test supercars, provide a designated safe area for those who wish to drive as fast as they feel while also providing an area for testing road construction methods and materials to create the safest roads possible. Face it, our freeways system is basically the same as I remember it from the 60's with a few upgrades for capacity etc.</p> <p>I am talking about a Superhighway that is specifically built for speed using new road materials, markings or driving rules, that possibly has enough electronics to monitor itself and possibly communicate with the auto and/or the driver. A highway specifically built to safely accommodate cars of the future including Driverless cars at possibly incredible speeds.</p>					
27	This is absolutely critical to assist with continued growth and traffic burdens.	MVC from 2100 N to Porter Rockwell	Various	Scoping	\$350,600,000	2023
28	This is a critical need in the point of the Mountain Corridor. Air quality has continued to deteriorate over time.	MVC; AQ MONITOR AND FILTERS	Various	Scoping	\$4,100,000	2021
29	Please stop expanding freeways.	I-80; 1300 E to 2300 E and I-215; 3300 S to 4500 S	Salt Lake	Under Construction	146500000	2021
30	Please add bike lane here, at least between 21st and Wilmington! It's an incredibly important bike connection from the S-line/Parleys Trail up to the U and the other neighborhoods to the northeast; it's currently very difficult to get to the core of sugar house from these areas, but bike lanes here would immediately fix the issue.	1300 East; 2100 South to Southern City Boundary	Salt Lake	Scoping	8877000	2024
31	Something needs to be done about the weaving between the I-15 NB to I-80 EB ramp, and the I-80 EB state street off-ramp. Currently there's about 500 ft for drivers to move over out of the exit-only lane, leading to numerous close calls. If these ramps could be braided, that would be a good fix. Or just close this State Street off-ramp and detour drivers to the nearby I-15/2100 S ramp.	I-80 and State Street Interchange R/W	Salt Lake	Scoping	500000	2024
32	More BRT please! 11th E/Highland would be another ideal corridor for such; I'd love to see a BRT line down that corridor one day soon.	33/35 MAX Expansion and Optimization	Salt Lake	Scoping	3003326	2021
33	This is actually located further north at a approximately 2700 N. / Hobbs Creek Dr. Frontage Road and across HWY 89 to Valley View Drive.	East/ West Kay's Creek Trail Connections	Davis	Scoping	\$790,000	2022

TIP 2022-2027 Public Comment List

34	This includes a connection to SR-193 on the north end, and a road widening along Antelope Drive between 2000 West to approximately the Glen Eagle Golf Course driveway. There will be bike lanes along Antelope and a separate trail along Antelope as well as a park-n-ride near each interchange in Syracuse. There is a future extension of SR-193 to 4500 West once the environmental clears (west of WDC).	SR-177, West Davis Hwy; I-15 & SR-67 to SR-193	Davis	Under Construction	\$757,645,000	2020
35	Funding is approved for 2024. Design is expected to begin in 2023.	500 West Phase II; 2010 South to 2800 South	Davis	Scoping	\$3,991,000	2025

Interactive Map Comments - General Form Comments

ID	Comment
1	<p>-Please note the north leg of 9000 S 700 W is funded in year 2027 for dual left turns and a trail. This may be advanced to 2025.</p> <p>-The Highland Dr EIS needs to be added to the map. It's funded this year at \$4.3M via. STP. The project extents are between 9400 S, through Sandy and Draper, and connecting to 14600 S/I-15. We intend to get started on this project with UDOT this year to define a scope, start environmental, and then bid it out January 2021.</p> <p>-9270 S has been realigned, S-curving into the State St pedestrian signal. There is now a full signal at State St. Please modify the centerline to reflect the new road. Feel free to contact me for the alignment line work.</p> <p>-We would like to advance fund the 9400 S 700 E project to a 2023 construction year</p>
2	There's not one project on the map in Farr West; the bandaid at the I-15 on/off ramps were helpful but will not meet the projected traffic needs by 2025.
3	There is significant and increasing congestion on SR-126 in Weber County between 1200 South and US-89 in Southern Box Elder County. The roadway North and South of these two points is four lanes with turning lane. However, SR-126 between these points is only two lanes, often without a turning lane. It is baffling to me why widening of SR-126 has not been publicly planned or considered. Please provide status of this road widening project. -Thank you

Open House Comments - July 13 and July 15, 2021

ID	Project	Comment
1		One gentleman in Ogden wanted to see increased bus service hours and coverage and suggested that UTA go to Canada to study their transit system.
2		Complete the UTA rail line up to Brigham City
3		Make the UTA fares free for the Urban Areas
4	SR-108; SR-37 to 4275 South (PIN 11479)	Is there any way to speed this project phase up - Construct Sooner
5	1800 North	Priority of the 1800 North improvements should be considered with the interchange work on 1800 No/ I-15
6	SR-108; SR-37 to 4275 South (PIN 11479)	Can this phase be built in conjunction with the phase to the South (300 North to 1800 North)

TIP 2022-2027 Public Comment List

7	SR-108; Hinckley Dr to SR-126	This section of SR-108 needs to be widened
8	West Davis Hwy; SR-193 to 1800 North	Section from SR-193 to 1800 North should be programmed and prioritized
9	Bus Service	Expand bus routes to Western Weber County
10	Redwood Road; 1500 South to 500 South	Widen with a consistent cross section of 5 lanes including Bike Ped facilities
11	Redwood Road; 1000 North to Recreation Way	Widen with a consistent cross section of 5 lanes including Bike Ped facilities
12		Transit Improvements. Increase public transit into the neighborhoods (both open houses)
13		Create more bike and ped facilities along north south routes
14		Expand Greenbike facilities (Both open houses)

E-Mail Comments

ID	Comment
1	<p>-Please note the north leg of 9000 S 700 W is funded in year 2027 for dual left turns and a trail. This may be advanced to 2025.</p> <p>-The Highland Dr EIS needs to be added to the map. It's funded this year at \$4.3M via. STP. The project extents are between 9400 S, through Sandy and Draper, and connecting to 14600 S/I-15. We intend to get started on this project with UDOT this year to define a scope, start environmental, and then bid it out January 2021.</p> <p>-9270 S has been realigned, S-curving into the State St pedestrian signal. There is now a full signal at State St. Please modify the centerline to reflect the new road. Feel free to contact me for the alignment line work.</p> <p>-We would like to advance fund the 9400 S 700 E project to a 2023 construction year</p>

DATE: August 19, 2021
AGENDA ITEM: 5d
SUBJECT: ACTION - Self-Certification of Planning Process
PREPARED BY: Wayne Bennion

BACKGROUND:

Each year when the Wasatch Front Regional Council approves the Transportation Improvement Program, WFRC and UDOT also need to certify that the regional transportation planning process meets all applicable federal planning requirements. The WFRC, UDOT, and UTA staffs have worked together to confirm that the federal requirements are being met. Based on this effort, a resolution has been prepared certifying the planning process for the region.

This year a federal team is also conducting a review of WFRC's joint planning process. Such a review occurs at four-year intervals for each metropolitan planning organization across the country. This review will be briefly discussed in the August 26 Council meeting, and a final report provided in October.

RECOMMENDATION:

Trans Com and WFRC staff recommend that the Regional Council make a motion "to approve the resolution certifying the transportation planning process."

CONTACT PERSON:

Wayne Bennion (801) 363-4230 x 1112

EXHIBITS:

Joint resolution certifying the transportation planning process

RESOLUTION
Urban Transportation Planning Process Certification – 2021

WHEREAS, the Governor has designated the Wasatch Front Regional Council as the Metropolitan Planning Organization for the Salt Lake City-West Valley City and the Ogden-Layton Urbanized Areas; and

WHEREAS, the Wasatch Front Regional Council is responsible together with the Utah Department of Transportation for carrying out the Urban Transportation Planning Process; and

WHEREAS, the Wasatch Front Regional Council and the Utah Department of Transportation are required to certify that the Urban Transportation Planning Process meets the requirements of the following:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; with regard to transportation planning requirements.
- (2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR Part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) - (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

WHEREAS, the Wasatch Front Regional Council and the Utah Department of Transportation have reviewed the Urban Transportation Planning Process for the Salt Lake-West Valley and the Ogden-Layton Areas as shown in the attached document and have found it to meet the requirements described above;

NOW, THEREFORE, LET IT BE RESOLVED, that the Wasatch Front Regional Council and the Utah Department of Transportation certify that the Urban Transportation Planning Process for the Salt Lake-West Valley and the Ogden-Layton Areas meets the requirements of 23 USC 134 and 49 USC 5303; 42 USC 7504, 7506(c) and (d) and 40 CFR Part 93; Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C 2000d-1) and 49 CFR Part 21; 49 U.S.C. 5332; Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR Part 26; 23 CFR Part 230; Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38; 42 U.S.C. 6101; Section 324 of Title 23 U.S.C.; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27.

WASATCH FRONT REGIONAL COUNCIL

UTAH DEPARTMENT OF TRANSPORTATION

Chair

Executive Director

Executive Director

ATTEST

Date

Date

This page intentionally left blank.

Urban Transportation Planning Process Certification – 2021

CERTIFICATION DETERMINATION for the
SALT LAKE-WEST VALLEY and the OGDEN-LAYTON URBANIZED AREAS TRANSPORTATION
PLANNING PROCESS

August 2021

1. Metropolitan Planning Organization Designation / Coordination

a. The Governor of Utah designated the Wasatch Front Regional Council (WFRC) as the Metropolitan Planning Organization (MPO) for the Salt Lake-West Valley and the Ogden-Layton Urbanized Areas in a letter to the Region VIII Intermodal Planning Group Chairman, dated December 26, 1973.

b. The WFRC's governing documents were updated and executed in 2014. The Regional Transportation Planning Memorandum of Agreement (MOA) describing responsibilities and procedures to be followed in the planning process, was updated and executed between the WFRC, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA) on January 23, 2014.

c. The WFRC is composed of 21 voting members who include locally elected officials from Davis, Morgan, Salt Lake, Tooele, and Weber counties, one elected official from the general-purpose units of local government in Box Elder County within the Ogden-Layton Urbanized Area, the Executive Director of the Utah Department of Transportation and the Executive Director of the Utah Transit Authority. The Council also includes up to seven non-voting representatives identified at the discretion of the Regional Council. Non-voting members currently include a representative from each of the following: the Utah League of Cities and Towns, the Utah Association of Counties, Envision Utah, the Utah State Senate, the Utah State House of Representatives, and the State Planning Coordinator.

The Transportation Coordinating Committee (Trans Com) is a policy advisory committee of the Regional Council. This committee is comprised of members and representatives from the Regional Council, County Councils of Governments, local governments in Box Elder County that are part of the Ogden-Layton Urbanized Area, major transportation agency representatives, and various city, county, state, federal, and other agencies concerned with short range transportation planning and programming. The Committee serves as a policy advisory body of the Regional Council and has responsibility for short range planning issues, such as the Transportation Improvement Program (TIP), programming of funds, management systems, and special studies, in a cooperative, continuing and comprehensive effort with local governments, the Utah Department of Transportation, the Utah Transit Authority, and other organizations and stakeholders.

The Regional Growth Committee (RGC) was also established as a policy advisory committee of the Regional Council. This committee is comprised of members and representatives from the Regional Council, County Councils of Governments, local governments

Urban Transportation Planning Process Certification – 2021

in Box Elder County that are part of the Ogden-Layton Urbanized Area, major transportation agency representatives, and various city, county, state, federal and other agencies and interest groups concerned with regional transportation and growth-related planning. The Committee serves as the policy advisory body of the Regional Council on long-range transportation planning, land use and other growth issues. The RGC is responsible for the Region's Long-Range Transportation Plan, corridor preservation, and developing regional growth planning strategies in a cooperative, continuing and comprehensive effort with local governments, the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and other organizations and stakeholders.

d. The Wasatch Front Regional Council has determined that its membership represents 100 percent of the population of the metropolitan planning area. Furthermore, representatives of major transportation operating agencies (UDOT and UTA) are voting members of the Regional Council, and appointed members of the State Transportation Commission and the UTA Board of Trustees are voting members on Trans Com and the Regional Growth Committee.

e. The WFRC continues to work with the Mountainland Association of Governments (MAG), the Cache Metropolitan Planning Organization (CMPO), and the Dixie Metropolitan Planning Organization (DMPO) on issues of common interest. To facilitate the coordination between WFRC, UDOT, UTA, CMPO, DMPO, and MAG, a Joint Policy Advisory Committee (JPAC) was established to provide a forum for discussion of planning issues that would involve all MPO areas and the major transportation operating agencies in the state. JPAC meets four to six times a year.

f. Representatives of the Utah Air Quality Board (UAQB) are members of Trans Com and the Regional Growth Committee.

g. On August 25, 2005 the Wasatch Front Regional Council approved a Memorandum of Agreement for Air Quality and Transportation Planning between WFRC and the State Division of Air Quality (DAQ). The 2005 MOA defines the roles and responsibilities of WFRC and DAQ within the air quality and transportation planning processes.

2. Urban Transportation Planning Technical Process

a. Database - WFRC, UDOT, and UTA maintain adequate databases to support the transportation planning process. Socioeconomic information is updated regularly and is made available for public use. WFRC utilizes data developed by the Census Bureau, as well as the most recent county and tract-level estimates and projections created by the University of Utah's Gardner Policy Institute (UUGPI), the statutorily-defined authority for demographic estimates and county-level projections in Utah.

Forecasts of future population, households, and employment are then made by WFRC at the traffic analysis zone (TAZ) level, in coordination with state and local governments. Forecasts are

Urban Transportation Planning Process Certification – 2021

updated as needed to provide estimates for at least a 20-year planning horizon. The latest projections through the year 2050, after internal and external review, have been incorporated into the travel demand model (TDM), and have been made publicly accessible on WFRC's open data website since May 2019. These forecasts are used as the primary basis for area-wide planning.

WFRC updated the socioeconomic forecasts to be consistent with the 2010 Census and the 2017 baseline published by UUGPI. These revised forecasts were used as a foundation for the 2019 - 2050 Regional Transportation Plan (RTP).

Traffic and other travel information such as vehicle miles of travel (VMT) and annual average daily traffic (AADT) data for specific road segments are gathered by UDOT and updated annually. UDOT has included Utah MPOs as sub-licensees for its recent subscriptions to commercial real time traffic speed data (HERE) and StreetLight Insights, a location-based services trip movement data analysis platform. UTA continues to monitor and share transit ridership, stop-level boardings and other service information. UTA has installed automated passenger counters and automated vehicle location devices on many of their buses to enhance data collection and improve efficiency. Route, stop and ridership data is publicly available on UTA's open data website as of August 2019.

WFRC uses geographic information systems (GIS) to collect and store information to support the development of plans and programs. These GIS layers include environmental sites and conditions, household and job distribution, proposed transportation projects and facilities, active transportation infrastructure, travel volumes and performance, and critical education, health, retail, government, and recreation destinations, among others.

GIS layers also provide a valuable resource for communicating and receiving feedback for plans, programs, and other information from various stakeholders including the public, elected officials, partners, and others. For example, mapping of the RTP and TIP projects allows better visual understanding of plans and programs and GIS-related web applications allow for commenting on individual projects shown on maps displayed in a browser.

b. Modeling Process – The Regional Council is engaged in an ongoing refinement of its travel models. As the model is applied for the Regional Transportation Plan and various projects throughout the region, opportunities for improvement are discovered. In addition, WFRC is constantly researching new technologies and methodologies which could improve the accuracy or usability of its model. Modeling-specific policy and technical committees meet regularly with representation from WFRC, MAG, UDOT and UTA. These same agencies jointly employ an Interagency Modeling Director; this position is charged with ensuring consistency and coordination across transportation agencies.

WFRC continues to work with state and local transportation partners to better account for non-traditional transportation modes and the relationships between different urban forms and travel behavior. To this end, WFRC and partners recently completed version 1.0 of a trip-based bicycle travel model. Current projects seek to update destination and mode choice components of the TDM to better account for new modes, travel patterns, and place types.

WFRC completed a household travel survey in 2012 in cooperation with UDOT, UTA, and the three other MPOs in the State. WFRC uses data from this survey to update, refine, and calibrate the auto ownership, trip generation, distribution, mode choice, and highway assignment modules

of the travel model. In addition, the survey results are used as important inputs to WFRC's analyses, such as Access to Opportunities (ATO), of transportation system performance. WFRC and its partners are planning to conduct a new household travel survey in late 2022 or early 2023.

UTA conducts an On-Board Survey of transit ridership origin and destination data every five years, and provides this information to WFRC and the other regional transportation agencies. The most recent survey was conducted in 2019-20.

In recent years, a variety of improvements have been made to the WFRC model. The most significant recent improvements include:

- Upgrade of the transit module
- Addition of a freight forecasting module
- Addition of a household life cycle variable
- Addition of seven additional employment types
- Traffic analysis zone structure refinement, with the inclusion of hundreds of additional zones as part of the 2021 updates for the in-progress version 9.0 of the TDM
- 2015 base-year data layer updates (model was calibrated to 2015 conditions and validated to 2015 observed data, including volumes and transit boardings)
- Modeled speed validation to 2019 conditions
- Trip generation, distribution, mode choice, and assignment model recalibration
- Refinement of the user TDM and land use models post-processing, and user interfaces
- Added the ability to model freeway traffic management, such as aggressive, coordinated ramp metering
- Recalibration of high occupancy and tolling lane functionality
- Inclusion of automated maps to display model inputs and outputs
- Scripted automation for seamless integration of TDM model outputs for use as inputs to the MOVES air quality analysis software

The WFRC's travel modeling process incorporates results from an UrbanSim-based Real Estate Market Model (REMM) to assist in forecasting land use and socio-economic conditions. REMM is an advanced land-use modeling system that simulates how a region is likely to grow into the future, based on local land conditions and policy assumptions, household and workplace estimates and projections and transportation improvements. This model is now in an open source code web-based repository and actively used to determine the regional distribution of important existing and future socioeconomic conditions that inform travel modeling, project need and prioritization for the RTP.

In 2018, WFRC began a concerted effort to quantify ATO in order to better understand and communicate the important relationship between land uses and transportation facilities. ATO measures and maps can be used to express localized needs and potential gains from transportation enhancements, relative to where households live, work, and desire goods, services, and other opportunities. The ATO concept is being developed at a regional scale, expressed at the Traffic Analysis Zone (TAZ) level, and also at finer neighborhood/community scales, using travelsheds computed from GIS-based network analysis. ATO metrics were used as a guide in RTP project prioritization beginning with the 2019 TIP project scoring process.

c. Elements -

(1) Regional Vision - Beginning in 2004, Utah's largest two metropolitan planning organizations (MPO), the WFRC and Mountainland Association of Governments (MAG), collaborated with local governments in the creation of an integrated land use and transportation Vision map and a series of Growth Principles known as the Wasatch Choice Regional Vision. In 2007, 2011 and 2015, Wasatch Choices 2040 was refined. In 2019 the Vision was completely refreshed with involvement from a broad group of partners including the Utah League of Cities and Towns, UDOT, UTA, and [many others](#). This Vision accommodates anticipated growth in various metropolitan, urban, city, and town centers which offer a wide range of retail, office, and residential uses. The Wasatch Choice Regional Vision coordinates the core planning elements of

- the Regional Transportation Plan (RTP),
- the land use elements of the vision,
- and the Comprehensive Economic Development Strategy.

The RTP defines and coordinates freeways, rail lines, rapid busways, transit stations, and trails/active transportation with each other and with growth – even while safeguarding natural resources, such as working farms, parks, and trails. Identified centers throughout the Wasatch Front Region are connected with a robust transportation system, especially transit, allowing for growth to be absorbed in higher density areas that benefit from locational efficiency. This new Vision, which was vetted with local governments and adopted by the WFRC in May 2019, was used to allocate population and employment numbers for the development and modeling of the 2019 - 2050 Regional Transportation Plan (RTP).

The Wasatch Choice Regional Vision was developed by working with local governments, asking them for their long-term vision considering both regional infrastructure needs and impacts, and regional quality of life performance. The Wasatch Choice Regional Vision is based on a broad, grassroots engagement with local stakeholders that assessed their desired outcomes, explored ideas for growth and transportation in scenarios, and assessed how those scenarios achieved desired outcomes.

Wasatch Choice implementation has been supported by the HUD-supported Sustainable Communities Initiative from 2014. WFRC, MAG, and many other partners including UDOT, UTA, Envision Utah, the University of Utah, and Salt Lake County completed the Sustainable Communities Initiative in 2014. The Sustainable Communities Initiative for the WFRC/MAG region focused on implementing the Wasatch Choice vision. This three-year process resulted in the creation of a model planning process known as "Envisioning Centers", a suite of state-of-the-practice planning tools and resources, and a website that aims to act as a public engagement portal for communities. The work enabled by HUD through the Sustainable Communities Initiative has helped to support other activities including the Transportation and Land Use Connection Program -- an effort by WFRC to support local governments in implementing the Wasatch Choice Regional Vision.

In partnership with Salt Lake County, UDOT, and UTA, WFRC has continued the Transportation and Land Use Connection Program (TLC). This program supports local governments in their planning effort, implementing the Wasatch Choice Vision. Through this program, communities are able to integrate land use and regional transportation plans that in turn reduce demands on the

Urban Transportation Planning Process Certification – 2021

roadway system and increase utilization of the transit and active transportation system. The goals of the program are to maximize the value of investment in public infrastructure, enhance access to opportunity, increase travel options to optimize mobility, and to create communities with opportunities to live, work and play. TLC offers assistance in the form of staff time, consulting, or training to eligible applicants. Over the seven years of the program, over ninety projects have been funded.

(2) Air Quality - Air quality is an important issue in transportation planning. The impact on air quality of each update of the Regional Transportation Plan and Transportation Improvement Program is evaluated and discussed in the respective Air Quality Memorandum.

The Clean Air Act Amendments of 1990 and subsequent transportation authorization bills up to and including the Fixing America's Surface Transportation (FAST) Act, placed additional conformity requirements on the Plan and the TIP. The WFRC staff has developed procedures to make conformity determinations in accordance with Environmental Protection Agency (EPA) guidelines.

The conformity analysis for the 2019 - 2050 RTP addressing carbon monoxide (CO), particulate matter (PM10, and PM2.5), and ozone is contained in Air Quality Memorandum 39. The conformity analysis for the 2021-2026 TIP is documented in Memorandum 39b. Each memorandum received a public review and comment period. Air Quality Memorandum 39 was approved by the Wasatch Front Regional Council in May 2019, and subsequently received concurrence from FHWA and FTA.

Conformity analyses for Amendment 3 of the 2019-2050 RTP and the 2022-2027 TIP are out for public comment at the time of this writing.

The conformity analyses use the latest planning assumptions and the MOVES3 vehicle emission model from EPA.

The WFRC and UDOT worked closely with the State Division of Air Quality (DAQ) in updating and revising the PM10 and PM2.5 State Implementation Plans, including mobile source emission budgets and transportation control measures, as necessary. They are also working closely with the DAQ in developing the Ozone State Implementation Plan.

In October 2008, EPA approved the Transportation Conformity SIP submitted by DAQ. The Conformity SIP defines the interagency consultation procedures for DAQ, WFRC, UDOT, and other agencies involved in air quality planning and transportation planning. The interagency consultation procedures defined in the Conformity SIP will be employed throughout the PM10, PM2.5 and ozone SIP development process. The Interagency Consultation Team met five times during FY 2021.

WFRC staff reports regularly to the Regional Council and its subcommittees regarding air quality trends and issues.

(3) Energy - Energy-related impacts were evaluated for the 2019 - 2050 Regional Transportation Plan in 2019. The Department of Energy (DOE) has identified several program measures dealing with energy conservation in transportation. The programs include: rideshare, driver training, alternative fuels, and right-turn-on-red. In addition to the DOE programs, congestion management strategies can be applied to reduce energy use. Congestion management strategies implemented within the Wasatch Front Area include: signal coordination, mass transit expansion, a regional vanpool program, high-occupancy vehicle facilities, reversible lanes on 5400 South, variable message signs, ramp metering, park and ride lots, incident management, and others. Projects implementing these strategies will continue to be programmed in the TIP. Congestion reducing strategies are identified and promoted as part of each Urban Surface Transportation Program project orientation meeting.

(4) Public Involvement - A formal public involvement process was adopted by the Wasatch Front Regional Council in 1993, and updated in 1997, 2006, 2014, and 2019. This process is for all transportation plans and programs developed by the Regional Council. The process requires notification of interested persons and groups concerning plans and programs, advertised open houses to which the public is invited, and an annual public meeting of the Regional Council to discuss the TIP. The process is consistently implemented.

In addition, improvements are regularly made with examples noted below:

Communications Audit

In 2012, the public involvement program went through an extensive audit by an outside public relations firm to identify ways to improve the manner in which WFRC communicates with the public and other outside agencies and groups. There were several recommendations which were implemented through the 2014 Public Involvement Process Update as well as a new website and brochure.

To manage the development of a new, easily navigable, and informative website, the communications team worked collaboratively with each WFRC department to develop a content inventory/audit of the existing website and determine the content of a future website, with an eye toward areas for improvement. During a subsequent phase, the team researched and evaluated capabilities and functionalities of WordPress themes and plugins, solutions for syncing staged/live websites, and government requirements for accessibility. After developing a simple site map and participating in front end editing theme, plugin, and accessibility training, development of the website commenced. The new website was launched in December 2017.

To further inform relevant stakeholders of various programs, initiatives, and efforts, the communications team produced a visually appealing and educational brochure.

Formal Public Comment Periods

A formal public review and comment period was held for the 2019-2050 Regional Transportation Plan (RTP) in February and March, 2019, prior to its adoption in May, 2019. A similar comment period was held for the Draft 2021-2026 Transportation Improvement Program (TIP) from June 27 through August 8, 2020. WFRC placed public notices in local newspapers, in English and Spanish formats, as well as distributed emails to interested people and groups, posted information on the WFRC website, and generated social media posts to notify the public of the opportunity to comment.

Partner Events, Conferences, and Conventions

WFRC both attended and engaged virtually or in-person at events, conferences and conventions hosted by our partners, including the American Planning Association (APA) Utah, Utah Association of Counties (UAC), Utah League of Cities and Towns (ULCT), Bike Utah, UDOT, the National Association of Regional Councils (NARC), and others. The Wasatch Choice Regional Vision, Regional Transportation Plan (RTP), and/or Utah's Unified Transportation Plan were shared at the various conferences and conventions.

Presentations to Stakeholder Groups

In developing the Wasatch Choice Regional Vision and 2019-2050 RTP, WFRC staff met with several regional stakeholders and transportation groups including the Utahns for Better Transportation; Property Reserve, Inc.; Farmland Reserve, Inc.; Suburban Land Reserve, Inc.; Salt Lake, Davis, and Weber county chambers of commerce; transportation subcommittees, and The University of Utah Department of City and Metropolitan Planning staff and students. WFRC staff also met with and presented to local groups, including National Association for the Advancement of Colored People, Salt Lake County Diversity Dinner, Trumpeters Club, Box Elder Planners Association, Salt Lake City Transportation Advisory Committee, American Public Works Association, UTA Transit Academy, Salt Lake County Association of Community Councils, Congress of the New Urbanism, Utah League of Cities and Towns, Utah Chapter of the American Planning Association, Urban Land Institute, Western Growth Coalition, community action programs, various city councils and planning groups, and secondary school and university classes. WFRC staff fielded questions at these meetings from stakeholders, documenting comments related to the RTP development process.

Online Engagement Tools

WFRC staff continues to successfully leverage online engagement tools, such as public comment layers on an interactive map, to educate the public and solicit public comment. For example, working with UDOT and UTA, WFRC staff obtained GIS data for the Draft 2021-2026 TIP projects and created an online interactive map showcasing the data and an added public comment layer. Staff pitched the TIP information to local reporters to garner media coverage about the tool.

Additionally, in an effort to refine the Wasatch Choice Regional Vision and successfully obtain stakeholder input, WFRC staff created an online visualization tool, in both English and Spanish formats, utilizing the Esri Story Map program. Through the use of the tool, stakeholders were able to evaluate the Draft Vision and provide feedback on the proposed projects, land use, and economic development areas.

Environmental Justice

Regional Council staff members have made several visits to groups or organizations representing minorities, low income persons, persons with disabilities, unions, and seniors to solicit public comment on their transportation needs. Also, major advertisements detailing open houses and other Regional Council actions have been run in Spanish language newspapers in addition to those in English. Review materials for the RTP and TIP, including interactive maps for comments, have been provided in English and Spanish.

(5) Community Transportation Services – In 2010, the WFRC, in collaboration with UTA, established the Wasatch Regional Coordination Council for Community Transportation (RCC) to plan for the needs of the transportation disadvantaged (seniors, persons with disabilities, and/or persons with low income) in Davis, Morgan, Salt Lake, Tooele, and Weber counties. Through collaboration with over 80 agency representatives including citizen members, human service providers (representing seniors, persons with disabilities, persons with low income, veterans, and minorities), transportation providers, community advocacy groups, economic development representatives, and elected officials as well as the formation in 2012 of local County-level Mobility Councils, the RCC initiated programs to implement each of the strategies identified in the Project. WFRC served as staff to the effort including: Utah Transit Authority Change Day Analysis, the Environmental Barriers Program, the Tooele County Veterans Transportation and Community Living Initiative (VTCLI) grant support, the Provider Inventory, as well as the 2013 Wasatch Mobility Plan, an update to the original Project.

During FY15 UTA became the FTA 5310 designated recipient and has established a Coordinated Mobility Management Program, which seeks to further the original efforts of the RCC. UTA now staffs the Mobility Councils or Local Coordinating Councils and has developed a proactive 5310 program that helps transportation providers better meet the needs of the transportation disadvantaged. WFRC staff provides support as UTA leads the Community Transportation effort. More information can be found at <https://www.utahridelink.com>.

(6) Environmental Justice - Census block group data were mapped and analyzed in 1982, 1994, 2000, 2003, 2005, 2012, and 2017 to identify locations with concentrations of minority households, low-income families, persons with disabilities, seniors, and zero-car households. This data will be updated using information from the 2020 Census, American Community Survey, and other administrative records. An “Access to Opportunities” (ATO) analysis was performed on both target and non-target populations. ATO helps to measure how efficiently our transportation system connects residents to activities and destinations. Broadly, ATO metrics quantify how well the current and future transportation system works with land use to help our

economy thrive. More directly, increased accessibility can have significant impacts on community livability as well as individual socioeconomic mobility.

WFRC spatially displayed the ATO measure to identify areas across the Wasatch Front Region that experience poor job accessibility. This measure was then overlapped with Equity Focus Areas (a dataset encompassing high concentrations of minority, low-income, and zero-car households), which identified areas with critical gaps in the existing transportation system. This analysis helped inform planning efforts in understanding and communicating how well these populations can access existing employment and educational opportunities. Refinements are planned for FY22, so that transportation project ideas can then be developed to improve access for Equity Focus Area populations. Emphasis will also be placed on ensuring that there is limited to no negative disparity in ATO increases between Equity Focus Areas and the Region as a whole. Prioritization processes will also continue to be refined to be more responsive to improve mobility for Equity Focus Area populations.

WFRC began planning “Community Organization” outreach meetings to engage a number of organizations that represent target populations at the end of FY21. These meetings will occur during FY22. These meetings helped to determine specific transportation needs, barriers to mobility, and any impacts that might be caused by specific roadway and transit projects. These organizations include but are not limited to the Utah Division of Indian Affairs, Utah Coalition de la Raza, El Periodico de Utah, the Disability Law Center, Utah Aging & Adult Services, the Davis County Association of Human Service Organizations, the Ogden Weber Community Action Partnership, Ogden Rescue Mission, United Way of Northern Utah, Breathe Utah, and Utahns for Better Transportation. Transportation concerns and issues that are noted by these groups will be documented in the 2023 - 2050 RTP.

Work began toward the end of FY20 to re-evaluate 1) the definition of Equity Focus Areas, 2) outreach during RTP and TIP development, and 3) how equity might more holistically be addressed in WFRC’s transportation planning. FY21 built off of the previous year’s equity work by incorporating Equity Focus Areas into the 2023-2050 RTP update. This was done by looking at the impacts the identified external forces and potential policies had on equity focus areas in the region. Topic areas that were started in FY21 and will carry into FY22 include: human scaling the RTP, benefits and impacts in the RTP, outreach to equity partners, education of transportation-related equity issues, and service planning of transit.

(7) All Modes - The 2019-2050 Regional Transportation Plan (RTP) is the adopted multi-modal, long-range transportation plan for the Wasatch Front Region through the year 2050. A variety of modes of transportation, for both people and freight movement, were examined and evaluated. Recommended roadway, transit, and active transportation projects needed between now and 2050 to meet travel demand were developed from a regional visioning exercise, a series of multi-modal transportation and land use scenarios, a complete modeling analysis, and a needs-based and financial phasing review. The 2019-2050 RTP includes new roadway capacity improvements, additions to the existing transit network, improved air and land freight movement, and increased bicycle and pedestrian facilities.

The 2019-2050 RTP promotes shared opportunities for multi-modal transportation development, including light rail, commuter rail, core bus service, bus rapid transit, streetcar, and bicycle and pedestrian pathways and trails. Identified park-and-ride lots are located relative to automobile,

Urban Transportation Planning Process Certification – 2021

pedestrian, and bicycle connections for access to rail, bus service, and carpools. Feeder bus service to the light rail system is provided, along with transit hubs for transfers between different travel modes. Transit-to-transit connections are possible, as well as transit to airport travel connections. Access to Salt Lake City International Airport cargo facilities, railroad freight service, Amtrak passenger rail service, and interstate bus lines (i.e. Greyhound) is provided by planned intermodal facilities.

In accordance with adopted WFRC goals and priorities, the 2019-2050 RTP attempts to “collaboratively develop and implement the Wasatch Choice Regional Vision for transportation, land use, and economic development.” The 2019-2050 RTP was developed under the guidelines of the Fixing America’s Surface Transportation Act (FAST Act). As much as possible, FAST Act and its ten planning factors, such as “enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,” were incorporated into the 2019-2050 RTP.

The WFRC works closely with all partner agencies to develop and implement priority active transportation networks that reside on UDOT plans, local community plans, and in WFRC’s Regional Transportation Plan. This has been especially relevant with the State of Utah’s recent one-time appropriation in 2021 of \$35 million toward active transportation projects where the eligible project list was developed among transportation partners.

In 2015, only one community in the region had a stand-alone active transportation plan. By 2021, 22 communities have completed active transportation plans and 21 communities are currently undergoing this planning process. These local active transportation plans have been collaborations between the communities, WFRC, UDOT, UTA, and other relevant stakeholders.

In order to build on the 2012 Utah’s Collaborative Active Transportation Study (UCATs) work, UDOT, UTA, WFRC, MAG, and local communities participated in the development of a First and Last Mile Study. The First and Last Mile Study identified key missing active transportation infrastructure that is necessary to access transit by bike or foot. The First and Last Mile Study was the backbone of a successful 2016 TIGER funding application for \$20M. The 2019-2050 RTP is the first time that WFRC has phased active transportation needs using evaluation criteria developed from the Wasatch Choice Regional Vision goals, with input provided by transportation partners and local communities.

The following rail and freight planning documents were developed by the UDOT in collaboration with the Metropolitan Planning Organization partners including the Utah State Rail Plan and Utah Freight Plan. WFRC coordinates with UDOT on a variety of freight-related efforts through the statewide Freight Advisory Committee. WFRC also communicates with the Utah Inland Port Authority, a state corporation directed at maximizing the long-term economic benefits of a robust logistics system in the northwest quadrant of Salt Lake City.

In another effort to address all modes, the Point of the Mountain (POM) study focused on economic development strategies at this critical location and the impact that growth will have on surrounding land use and the transportation networks at the Salt Lake and Utah County line. UTA recently completed a transit study associated with the POM, which identified mode and alignment. The transit EIS began toward the end of FY21, and will continue through FY22. WFRC has also been an active participant in The Point master plan development, which is

specifically focused on land use and transportation at the Utah State Prison redevelopment site, and is incorporating findings from the POM study.

Multimodal transportation planning continued to be the guiding principle in developing the 2023-2050 RTP. The 2023-2050 RTP has several key focus areas: external forces and forward-thinking transportation policies, equity, resiliency, safety, and freight. Each of these key focus areas aims to strengthen the transportation network through a multimodal lens. WFRC's forces and policies work, described in more detail further in the Certification Review.

(8) Social, Economic, and Environmental Factors - Since 1977, the social, economic, and environmental impacts to the transportation plans have been evaluated before each update to the RTP was adopted. Among the impacts evaluated are capital and operating costs, public health, air pollutant emissions, energy consumption, and other environmental impacts. These impacts are documented in each RTP report. In recent years, the WFRC increased its contacts with environmental and other resource agencies to ensure these factors are considered in more depth. These contacts will continue as future plans are developed.

The WFRC is a federally recognized Economic Development District (EDD) designated by the U.S. Department of Commerce and the Economic Development Administration (EDA). As such, the Wasatch Front Economic Development District (WFEDD) is committed to linking economic development to the Wasatch Choice Vision by providing transportation choices, supporting housing options, and preserving open space. The District is committed to providing technical assistance, strategic planning, and the economic assessment and analysis necessary to promote good mobility, cleaner air, housing affordability, access to opportunities and overall high quality of life. Some of the accomplishments of the WFRC/WFEDD include the completion of the 5-year Comprehensive Economic Development Strategy, analysis of existing and future economic growth centers and how they might impact the region's transportation infrastructure and economy, and partnerships with local, regional and state entities to create the conditions for broadly shared long-term prosperity.

The WFRC developed a green infrastructure network design and plan, (Re)Connect: Green Infrastructure in the Wasatch Front, for the region with help from the Utah Division of Forestry, Fire, and State Lands, the U.S. Forest Service, the Governor's Office of Planning and Budget, Quality Growth Commission, and the consulting firm Center for Green Infrastructure Design. The plan, adopted in February 2012, can be used to identify and more fully understand priority green infrastructure lands and network connections within the region. The plan and network design maps can be used to inform other short and long-range plans and studies. Green Infrastructure elements were used to evaluate projects and phasing in the now adopted 2019-2050 Regional Transportation Plan with the understanding that additional environmental review will take place during project development (NEPA process).

(9) The FAST Act identifies ten planning factors that must be considered in the development of long-range plans and transportation improvement programs. The 2019-2050 RTP, adopted in May 2019, addresses all ten planning factors such as improving transportation system management, mobility, connectivity, safety, and security.

Urban Transportation Planning Process Certification – 2021

In addition to identifying planning factors to guide MPOs, MAP-21 and the FAST Act also provided a performance management framework for state DOTs, transit agencies, and MPOs to assess and monitor the performance of the transportation system. Outlined were seven national performance goals for the Federal-aid highway program and two national performance goals for transit agencies (as shown in the table below). Each DOT, transit agency, and MPO is required to coordinate efforts to set performance targets and report on progress toward meeting national goals and agency targets. The 2019-2050 RTP should help the DOT and transit agency make progress toward achieving performance targets. WFRC incorporated the national goals into the Wasatch Choice Regional Vision goals and rooted project selection and prioritization in improving the performance of the regional transportation system. The 2019-2050 RTP includes targets and reporting for each applicable performance measure.

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

(10) Management Systems - ISTEA required states to develop six Management Systems (Pavement (PMS), Bridge (BMS), Safety (SMS), Intermodal (IMS), Congestion (CMS), and Public Transit (PTMS)). Since the passage of subsequent transportation funding legislation, only the PMS, BMS, and CMS elements are required. The WFRC adopted a fully operational CMS (Congestion Management System) in September 1997 and has continued to maintain and apply this process. The WFRC encourages congestion mitigation strategies through the Congestion

Management Process (CMP) required by the FAST Act. Specific congestion management and safety improvement strategies are highlighted at the project orientation meeting as each Urban Surface Transportation Program project enters the implementation phase.

UDOT maintains a PMS (Pavement Management System) for state roads, and several local governments practice proactive pavement management as well. UDOT also maintains the BMS (Bridge Management System) for state and local structures throughout the state.

(11) Participation by Private Transit Providers - During the 1986 program year, Trans Com approved a policy statement concerning the participation of private enterprises in the transportation planning process. Among the issues addressed in the policy statement are the notification of private enterprises of their opportunities to participate in plans and programs being considered, how private enterprises will be consulted in preparing plans and programs, and what efforts will be made to analyze opportunities for private enterprises to provide service or participate in capital investments. Since 1986, private transportation providers have been notified annually of the opportunity to participate in the transit planning process and of the Transportation Improvement Program recommendations, but few comments have been received. Private providers were given an opportunity to comment on the draft 2019-2024 Transportation Improvement Program recommendations during the 30-day comment period. Private companies currently provide a number of services for UTA, and UTA continues to evaluate various other aspects of their operation where private enterprise may participate. Private providers are also participating in Local Coordinating Councils.

(12) Financial Capacity Analysis - The WFRC and UTA have conducted in-depth analyses of UTA's capacity to financially support and maintain existing and proposed transit service with each update to the Transit Development Program (TDP). These analyses consider a variety of operating scenarios including increased operating costs, inflation factors, and reductions in federal assistance, etc. Results of this analysis are documented in the TDP reports.

Since the enactment of ISTEA, the Regional Transportation Plans have included a Financial Plan which identifies how both the highway and transit recommendations could be paid for. In preparing the 2019-2050 RTP, WFRC staff, working closely with UDOT, UTA, and the other MPO's in the State reviewed existing revenue and project costs and made reasonable revenue and cost assumptions for a statewide financial model. The financial model takes into account the latest actions by Congress, the Utah State Legislature, and local communities.

Working closely with UTA and MAG, WFRC has coordinated to update UTA's financial model that tracks all costs and revenues on an annual basis for the 2019-2050 RTP. The work effort has been focused on revising the financial model to better meet the needs of the MPOs, including updating data sources, incorporating new revenue sources such as the state-allocated Transit Transportation Investment Fund (TTIF), setting up the model to account for lifecycle costs of the transit projects including annual operating costs and State of Good Repair expenses per project over the life of the plan, and creating a dashboard to provide a summary.

The 2021-2026 Transportation Improvement Program (TIP) includes a Financial Plan, which identifies the funding amount and source for each highway and transit project. Specifically, the Financial Plan shows that all of the projects used in the air quality conformity analysis can be expected to be funded. Agency sponsors of federal-aid highway projects are responsible for providing the matching funds for their projects.

(13) Transportation Enhancements – With the approval of the Moving Ahead for Progress in the 21st Century Act (MAP-21) the Transportation Enhancement program along with the Recreational Trails Program and the Safe Routes to School program were combined into a new program entitled Transportation Alternatives Program (TAP). Not only were the funding levels reduced but the distribution of the funding and the project selection process was changed. Unlike the Transportation Enhancement program where the MPOs and other interested parties played advisory roles in the project selection, MAP-21 required that 50 percent of the TAP funding be sub-allocated to areas based on their relative share of the total State population with the remaining 50 percent available for use in any area of the State.

With the approval of the FAST Act, the MAP-21 Transportation Alternatives Program (TAP) was eliminated and replaced with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm-water and habitat connectivity.

The WFRC staff has worked with the other MPOs and UDOT to coordinate program responsibilities and support Safe Routes to School type projects and the Recreational Trails program. WFRC has also worked with its appropriate advisory committees to develop and implement a competitive process for programming the TAP funds sub-allocated to WFRC. The process was developed to program the TAP funds in the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas to fund primarily both larger and smaller bicycle and pedestrian capital improvement projects, including Safe Routes to School projects, with community plans for bicycle and pedestrian systems also being eligible for funding.

(14) Intelligent Transportation System - In 2011, UDOT completed an update to the Regional ITS Architecture in cooperation with WFRC, MAG, and UTA. WFRC works with UDOT, UTA and local governments to facilitate coordination in ITS planning and operations through the Salt Lake/ West Valley traffic management subcommittee which reports to the Trans Com technical advisory committee. This Subcommittee is key in developing ITS deployment plans for the region that greatly improve the efficiency of existing highway and transit systems. For example, this group is expanding the use of automated traffic signal performance metrics.

3. Products

Urban Transportation Planning Process Certification – 2021

a. Regional Transportation Plan - The Wasatch Front 2019-2050 Regional Transportation Plan (2019-2050 RTP) reflects a continuous effort by the Regional Council to identify, plan, finance, and implement a coordinated system of transportation improvements to serve existing and expected growth in travel demand throughout the Region between now and the year 2050. A 31-year planning horizon was selected for the 2019-2050 RTP effort and covers the planning period from the year 2019 to 2050. The planning policies and recommendations of the 2019-2050 RTP were prepared under the guidelines of the FAST Act. Developed in close cooperation with representatives from UDOT, UTA, MAG, and local communities, stakeholders, and the general public, the 2019-2050 RTP includes recommendations for road, transit, and active transportation improvements. As the 2019-2050 RTP was prepared, WFRC worked with its partners to develop performance measures that will facilitate better evaluation of the outcomes of the integrated land use and transportation networks per the FAST Act.

The planning process and recommendations are documented in the report entitled Wasatch Front Regional Council 2019-2050 RTP, and are based on the Wasatch Choice Regional Vision described earlier. The RTP lists capital improvement projects, provides upgrades to the region's existing transportation facilities, and identifies potential social, economic, and environmental impacts and benefits of implementing the recommended improvements. Finally, the 2019-2050 RTP was developed within the constraints of financial feasibility. The list of recommended highway and transit facility improvements contain only those projects that can be funded by 2050. Reasonable financial assumptions were made concerning both future revenues for transportation improvements and the estimated costs of recommended highway and transit facilities. To coincide with anticipated financing and revenue streams, the implementation of the 2019- 2050 RTP was divided into three separate phases: Phase 1 (2019-2030); Phase 2 (2031-2040); and Phase 3 (2041-2050).

A key focus area for the 2023-2050 RTP is the exploration and understanding of external forces and future-thinking transportation policies – transportation technologies, shifts in market and consumer demand, and emerging policies – that may impact transportation, land use, and economic development decisions. The intent of this approach is to elevate the discussion of these factors and understand impacts statewide, regionally, and locally. Following initial research and literature review, WFRC compiled a list of over 20 topic areas of external forces and policies that were presented to and discussed with peer groups. The peer groups were grouped by topic (active transportation, local communities, transit and on-demand travel, and roadways) and consisted of staff from local governments, agencies, and businesses whose work is directly tied to, or may be heavily influenced by, the identified forces. The purpose of the peer groups was to hold space for meaningful dialogue on the identified influences and policies, develop consensus on which external forces were important to address, approximate the range of impacts from these forces, and determine whether these influences and policies should be tested through simulated scenarios. Each peer group meeting included a discussion of each force as well as a poll asking each participant how impactful they believed each force would be in the future. WFRC used these discussions and polling results to inform the development of three future year 2050 scenarios comprising various rates of implementation for each external force. In FY22, these future scenarios will be refined into one preferred scenario to serve as the basis of the 2023-2050 RTP.

b. Congestion Management Process (CMP) - Since 1997, short range transportation needs have been identified through the CMP. An overview of the CMP is available at <https://wfrc.org/>.

Urban Transportation Planning Process Certification – 2021

The WFRC staff evaluates projected volumes and speeds of the highway network. This evaluation is then combined with project improvement recommendations from members of the Regional Growth Committee's Technical Advisory Committees to make Transportation System Management (TSM) and Transportation Demand Management (TDM) recommendations for the Regional Transportation Plan. As part of the CMP, WFRC analyzes projected demand to determine whether it can be accommodated by implementing system management or demand management strategies rather than expanding capacity. Once the RTP is approved, WFRC staff meets with project sponsors of new capacity projects to encourage incorporation of TSM and TDM improvements.

In 2009 WFRC initiated a highway and transit system performance report to be presented to Trans Com regularly. Measures used in the report are developed in cooperation with UDOT and UTA to reflect their reporting needs and preferences and the data currently being collected by these agencies. The report evaluates congestion trends, highway performance, and transit performance for the region based on observed data. This report, most recently in early 2020, helps policymakers understand transportation system needs.

c. Transportation Improvement Program (TIP) - The WFRC has been preparing Transportation Improvement Programs since 1975. In addition to identifying new projects, WFRC staff models proposed congestion mitigation strategies and encourages implementation of TSM and TDM concepts for projects in the TIP. The WFRC approved the 2021-2026 TIP at its August 2020 meeting and found the TIP to conform with the State Implementation Plan for Air Quality (SIP). The Division of Air Quality (DAQ) was involved in the air quality conformity analysis and was given an opportunity to review the TIP. WFRC has prepared reports to document the TIP and the air quality conformity analysis and findings. The WFRC staff has also continued to prepare annual reports on the obligation of federal highway and transit funds in the region for Trans Com, the Regional Council, and the public.

d. Unified Planning Work Program (UPWP) - The WFRC prepared a Unified Planning Work Program (UPWP) annually from 1974 through 2008. From 2009 through 2016 work programs each covered a two-year time frame. Due to various budget and work program reporting requirements, the WFRC is again preparing annual work programs. The Council approved the UPWP for fiscal year 2022 in May 2021. The extensive transportation planning work, including the principal products of the MPO and numerous collaborative efforts and studies in the area, is identified in the UPWP, and the work program is prepared in cooperation with UDOT and UTA.

4. Consistency with Other Requirements

a. Title VI Compliance - The WFRC, UDOT, and UTA comply with Title VI of the Civil Rights Act of 1964.

Urban Transportation Planning Process Certification – 2021

b. Certification of Restrictions on Lobbying - The WFRC complies with the federal restrictions on lobbying.

5. Recent actions affecting the WFRC's Transportation Planning Process

a. Modification of Urbanized Area Boundaries – In the spring of 2012, the U.S. Census Bureau re-defined the boundaries of the Ogden-Layton Urbanized Area to include portions of Box Elder County, Brigham City, Perry City, and Willard City. The WFRC has updated its governing documents to include the local units of government in Box Elder County that are in the Ogden-Layton Urbanized Area. This action officially incorporates these new areas in the transportation planning process and ensures they are eligible and can compete for STP, CMAQ, and TAP funds.

b. Approval of the federal transportation authorization bill – In December 2015 the FAST Act was signed as the new transportation bill with an expiration date of September 30, 2020. The WFRC adapted its transportation planning process to correspond with and address the requirements identified in the FAST Act.

DATE: August 19, 2021
AGENDA ITEM: 6a
SUBJECT: WFRC Funding Opportunities for Local Governments
PREPARED BY: Wayne Bennion

BACKGROUND:

The Wasatch Front Regional Council administers six programs that provide resources for local governments, totaling approximately \$40 million annually. These programs include:

- Surface Transportation Program (STP)
- Congestion Mitigation & Air Quality (CMAQ)
- Transportation Alternatives Program (TAP)
- Transportation and Land Use Connection (TLC)
- Community Development Block Grant (CDBG)
- Wasatch Front Economic Development District (WFEDD)

A presentation will be given briefly describing these programs, to increase awareness of funding and resource opportunities, as well as to encourage efficiency and coordination among the programs for applicants.

RECOMMENDATION:

This is an information item only.

CONTACT PERSON:

Wayne Bennion, 801-363-4250 x1112 or wbennion@wfrfc.org

DATE: August 26, 2021
AGENDA ITEM: 6d
SUBJECT: WFRC Statement of Principles on Equity and Access to Opportunities
PREPARED BY: Lauren Victor

A little over a year ago WFRC made a “statement on racial justice, equity, and access to opportunities.” In May, the WFRC Council adopted a goal to “promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.” In furtherance of WFRC’s ongoing commitment to that goal, we have prepared a “WFRC Statement of Principles on Equity, and Access to Opportunities.” This draft statement is being provided to the Council for your review and any feedback.

DRAFT WFRC Statement of Principles on Equity and Access to Opportunities

All residents of the Wasatch Front should have access to the opportunities that are important to lead a productive, healthy, and fulfilling life.

WFRC, through its Council of elected officials and other community leaders, has adopted an organizational goal to “promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.” To advance this goal, WFRC will:

1. Ensure inclusive engagement and participation in WFRC planning and decision-making processes
2. Employ an Access to Opportunities framework as a primary lens to evaluate transportation, land use, and economic development initiatives.

Providing access to opportunities is core to WFRC’s work. Accessibility means people are able to easily, efficiently, and safely reach key destinations including jobs, schools, healthcare, childcare, parks, places of worship, and grocery stores. Access to opportunities can be increased by providing quality transportation options and by coordinating housing, land use, and economic development with transportation. This can have significant impacts on overall community livability, while breaking down barriers to individual and family upward economic mobility.

In 1968 Dr. Martin Luther King Jr. said “To grow from within, [one] needs only fair opportunity for jobs, education, housing and access to culture.”

More information about access to opportunities for lower income and minority communities in our region can be found [here](#).

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Andrew Gruber, WFRC, agruber@wfr.org, 801-824-0055