WASATCH FRONT REGIONAL COUNCIL

Dawn Ramsey, Chair
Mayor, South Jordan

Bob Stevenson, Vice Chair
Commissioner, Davis County

Dirk Burton
Mayor, West Jordan

Robert Dandoy
Mayor, Roy

Gage Froerer
Commissioner, Weber County

Jim Harvey
Commissioner, Weber County

Erin Mendenhall
Mayor, Salt Lake City

Ben Nadolski
Mayor, Ogden

Mike Newton
Commissioner, Morgan County

Kristie Overson
Mayor, Taylorsville

Lee Perry
Commissioner, Box Elder County

Joy Petro
Mayor, Layton

Mark Shepherd
Mayor, Clearfield

Jeff Silvestrini
Mayor, Millcreek

Brandon Stanger
Mayor, Clinton

Scott Wardle
Councilmember, Tooele County

Jenny Wilson
Mayor, Salt Lake County

Aimee Winder Newton
Councilmember, Salt Lake County

Monica Zoltanski
Mayor, Sandy

Senator Wayne Harper
Utah State Senate

Representative Ariel Defay
Utah House of Representatives

Carlton Christensen
Utah Transit Authority

Carlos Braceras
Utah Department of Transportation

Troy Walker
Utah League of Cities and Towns

Lorene Kamalu
Utah Association of Counties

Ari Bruening
Envision Utah

Laura Hanson
State Planning Coordinator

Andrew Gruber
WFRC Executive Director

Wasatch Front Regional Council
AGENDA
August 28, 2025

The Wasatch Front Regional Council will meet on **Thursday, August 28, 2025 at 1:30pm** at the WFRC offices 41 N Rio Grande Street, Salt Lake City, Utah, and via zoom. Click here to join the webinar. **Webinar ID**: 817 4629 6888, **One Tap Mobile**: +16694449171,,81746296888#

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

1. **Introductions and Consent Agenda (1:30-1:40)**
   a. **ACTION**: Minutes of the WFRC meeting held May 22, 2025, current financial report and financial statements for April, May, and June 2025 (at end of packet)

2. **Chair Report (1:40-1:55)**
   a. WFRC FY25 Activities and Accomplishments Report

3. **Public Comment (1:55-2:00)**

4. **Regional Growth Committee (RGC) (2:00-2:30)**
   a. Wasatch Choice Vision - Centers Work
   b. **ACTION:** Station Area Plan Certification

5. **Transportation Coordinating Committee (Trans Com) (2:30-3:00)**
   a. Report: Board modifications to 2025-2030 TIP
   b. **ACTION:** Board modifications to 2025-2030 TIP
   c. **ACTION:** Approve 2026-2031 TIP
   d. **ACTION**: Self-Certification of Planning Process

6. **Reports (3:00-3:15)**
   a. WFRC funding and technical assistance opportunities for local governments
   b. Executive Director's report

7. **Other Business and Adjournment (3:15)**
   Next meeting: Thursday, October 23, 2025

Upcoming Meetings and Events:

- *Joint Policy Advisory Committee meeting (facilitated by MAG) - September 4, 11:30am*
- *UAC Annual Conference, Layton, UT - September 8-10*
- *WFRC Wasatch Front Economic Development District (WFEDD) meeting - September 11, 1:30pm*
- *ULCT Annual Conference - October 1-2*
- *Utah Transportation Annual Conference - October 28-30*
- *Wasatch Choice Vision Fall 2025 Workshops - various dates and locations in Oct & Nov, 4:00-6:00pm*

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

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

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

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

Wasatch Front Regional Council está teniendo las reuniones publicas en persona en la oficina, con la opcion de atender virtualmente. Personas interesadas en atender pueden visitar www.wfrc.org/committees para obtender mas informacion.

WASATCH FRONT REGIONAL COUNCIL

MINUTES
Wasatch Front Regional Council
May 22, 2025

WFRC Council meeting was held at WFRC Offices, 41 N Rio Grande Street, Salt Lake City and via Zoom.

1. **Welcome & Consent Agenda [00:00:22]**
   Mayor Dawn Ramsey called the Council meeting to order at 1:38pm. Introductions were completed for those attending in person and online. **[00:06:51] ACTION**: Mayor Ramsey brought attention to the minutes of the March 27, 2025 meeting and Financial statements and check registers for February & March 2025 and Budget/Expenditure Report to date. Mayor Jeff Silvestrini made a motion to approve all the documents as presented and Mayor Dustin Gettel seconded the motion. The minutes and financial statements were approved unanimously.

2. **Chair Report [00:08:00]**
   Mayor Ramsey opted to forgo a formal report to proceed directly to the substantive items on the agenda.

3. **Public Comment [00:08:12]**
   Mayor Ramsey opened the meeting for public comment. No public comments were received.

4. **Regional Growth Committee (RGC) [00:09:09]**
   Mayor Ramsey turned to Mayor Bob Dandoy, who reported on the recent RGC meeting, which included the approval of Amendment #3 to the 2023-2050 Regional Transportation Plan. Amendment #3 involved 11 project modifications, five reviewed and approved by RGC, and six by staff in consultation with the Chair and Vice Chair. The WFRC team consulted with all affected communities on amendments to the RTP.
   a. Wasatch Choice Vision Mid-Cycle Land Use Update [00:11:50]
   The Wasatch Choice Vision, the shared framework for transportation, land use, and economic development, had a major land use update reflecting community frameworks for addressing growth. This vision is crucial for housing and directly impacts transportation projects in the Regional Transportation Plan and Utah's Unified Transportation Plan. Ted Knowlton, WFRC Deputy Director, stated that communities collaborated extensively, and conveyed thoughts on land use as it relates to transportation through an extensive input process. Tim Watkins, WFRC Community Planner, provided information about how new land use is actively developed, and how significant interest and buy-in is important for creating centers.
   b. ACTION: Station Area Plan Certification [00:23:44]
   Mayor Dandoy, continued the RGC report, introducing Meg Padjen, WFRC Community and Economic Development Director, who discussed this item and recommended that the Council certify Station Area Plans (SAPs) for Draper City, Taylorsville City, and West Jordan City. WFRC is responsible for certifying that SAPs meet statutory requirements. **[00:39:34] ACTION**: A motion was made by Mayor Kristie Overson to certify the Draper Town Center, West Jordan 5600 West, and Taylorsville Expressway Station Area Plans, and was seconded by Commissioner Jim Harvey. This motion was approved unanimously.

5. **Transportation Coordinating Committee (Trans Com) [00:40:56]**
   Mayor Ramsey turned the time to Mayor Mark Shepherd, Chair of Trans Com, who introduced Ben Wuthrich, Transportation Improvement Program Coordinator at WFRC.
   a. **Board Modifications to the 2025-2030 Transportation Improvement Program (TIP)** Mr. Wuthrich stated that WFRC staff has again received requests to modify the current 2025-2030 TIP and he briefly discussed each project on the list, also included in the meeting materials. **[00:48:53] ACTION:** Mayor Mark Shepherd made a motion to approve the resolution to modify the 2025-2030 TIP as requested. Mayor Joy Petro seconded the motion and the voting was unanimous in the affirmative.
   b. **ACTION: Approve Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ) Program, Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) projects for the 2026-2031 TIP [00:50:00]** Mr. Wuthrich continued, providing a brief overview of the process for developing recommendations for adding new projects to the four federal funding programs: STP, CMAQ, TAP, and CRP. He then gave an overview of the projects slated for inclusion in these programs for the 2026-2031 Transportation Improvement Program (TIP). **ACTION [01:04:49]** Mayor Mark Shepherd made a motion to approve the addition of

the new projects that have been reviewed and recommended by Trans Com in the four programs: STP, CMAQ, TAP, and CRP. Mayor Monica Zoltanski seconded the motion. The affirmative motion passed unanimously.

6. **WFRC Budget Committee [01:06:16]**

Mayor Ramsey excused WFRC Budget Committee Chair, Councilmember Aimee Winder Newton, and turned the time to Vice Chair Mayor Jeff Silvestrini, who reported that the Budget Committee met earlier this month and is bringing one action item and one informational item before the Council.

a. Public Hearing and ACTION: Approve the FY26 WFRC Goals, Budget, and Unified Planning Work Program (UPWP)

The FY26 WFRC goals, budget, and Unified Planning Work Program, outlining WFRC activities for fiscal year 2026, were provided in the packets. These materials were prepared by staff in coordination with the Budget Committee, and were previously presented to the Council in March, authorizing their release for public and COG review and comment. The Budget Committee reviewed them again on May 8. Andrew Gruber, WFRC Executive Director, briefly summarized the FY26 goals, and WFRC CFO Marian Florence summarized the budget, noting that there are no changes since the March review. **ACTION:** A motion was made by Mayor Jeff Silvestrini, and seconded by UTA Trustee Carlton Christensen, to open a Public Hearing to discuss the WFRC FY26 goals, budget, and Unified Planning Work Program. **ACTION:** After the discussion, there was a motion made by Mayor Jeff Silvestrini, and seconded by Councilmember Scott Wardle and Public Hearing was closed. **[01:18:33] ACTION:** Mayor Jeff Silvestrini made a motion to approve the WFRC fiscal year 2026 Goals, Budget, and Unified Planning Work Program (UPWP). The motion was seconded by Mayor Mark Shepherd, and the affirmative vote was unanimous.

b. Fraud Risk Assessment FY25 [01:19:10]

WFRC completed its annual fraud risk assessment as required by the Office of the Utah State Auditor. The Budget Committee reviewed this item at its last meeting. WFRC remains in the "very low risk" category due to robust internal controls, separation of duties, trained staff, careful policies, and transparent structure and processes. The assessment and accompanying memo were available in the packets for review prior to submission to the Utah State Auditor.

7. **Reports [01:19:53]**

a. Active Transportation Committee (ATC) update

Mayor Ramsey noted that ATC Chair, Mayor Troy Walker was offline and unable to provide the report on the Active Transportation Committee. Hugh Van Wagenen, WFRC's Active Transportation Planner, covered the information.

New Jersey Transportation Safety Tour: WFRC, with Bike Utah, led a group of over 30 people to tour Hoboken and Jersey City. These communities have not had a traffic-related death in the last seven years (including drivers, pedestrians, and bikers). Participants were guided by local staff to observe infrastructure projects and discuss policies contributing to safety success.

Golden Spoke and Mayor's Bike Ride: The eighth annual Golden Spoke Ride took place on Saturday, May 10, celebrating the 350+ miles of the Golden Spoke Trail and supporting network. Six hundred people registered to ride portions of the network from Ogden to Provo. Draper hosted a ride with the Mayor, experiencing great turnout and a fun ride. Special thanks to the Jordan River Commission and other partners.

Bikeways Existing Infrastructure Map: WFRC and partners created a statewide Utah Bikeways Map available online at bikeways.utah.gov. The map aims to be the most up-to-date resource for existing bikeways, showcasing various route options based on preferences.

b. Executive Director's report - federal issues update [01:27:28]

Andrew Gruber, WFRC Executive Director, and Miranda Jones Cox, Government Affairs Manager, provided an update on federal legislation. The current multi-year surface transportation authorization legislation (IIJA) expires in September 2026. Federal transportation funding and policy are vital for maintaining state roads, enhancing transit systems, and funding local projects, so Utah's transportation agencies and partners jointly developed principles for considerations with federal partners. Utah's four MPOs, UTA, and UDOT individually developed separate, yet consistent, planning, roadway, and transit policy recommendations. These joint principles and policy recommendations have been shared with Utah's Congressional Delegation, particularly members with transportation jurisdiction. These efforts were coordinated with partners at NARC and AMPO. MPO priorities were reviewed.

[01:43:27] Mr. Gruber then introduced WFRC Communications Manager, Johnnae Nardone, who gave a brief statement about her work and offered herself as a resource. Ms. Nardone encouraged the group to follow WFRC on social media, and announced that a new website and URL will launch later this summer.

8. **Other Business and Adjournment [01:45:28]**

Mayor Ramsey stated that the next Council meeting will be held on Thursday, August 28, 2025 and noted that upcoming events are listed at the bottom of the agenda. She entertained a motion to adjourn, which was made by Mayor Dustin Gettel and seconded by Commissioner Jim Harvey. The affirmative vote was unanimously approved.

Wasatch Front Regional Council - May 22, 2025

2025 WFRC MEMBERS			Present	Others in attendance
BOX ELDER COUNTY				Box Elder Comm. Tyler Vincent
Member -	Lee Perry, Commissioner	Box Elder County	No	Bountiful Mayor Kendalyn Harris
Alternate -	Dennis Bott, Mayor	Brigham City	No	South SLC Mayor, Cherie Wood
DAVIS COUNTY MEMBERS				Herriman Mayor Lorin Palmer
Member -	Joy Petro, Mayor	Layton	Yes	Midvale Mayor Dustin Gettel
Member -	Mark Shepherd, Mayor	Clearfield	Yes	SLCo Councilm. Laurie Stringham
Member -	Brandon Stanger, Mayor	Clinton	Yes	Hooper Mayor Sheri Bingham
Member -	Bob Stevenson, Commissioner (Vice Chair)	Davis County	Yes	Weber Comm. Sharon Bolos
MORGAN COUNTY				FarrWest Mayor Ken Phippen
Member -	Mike Newton, Commissioner	Morgan County	Yes	Morgan City Mayor Steve Gale
Alternate -	Raelene Blocker, Commissioner	Morgan County	Yes	ULCT Executive Dr Cameron Diehl
SALT LAKE COUNTY MEMBERS				Chandler Beutler, UTA
Member -	Jenny Wilson, Mayor	Salt Lake County	Yes	Tayler Jensen, West Jordan
Member -	Erin Mendenhall, Mayor	Salt Lake City	No	Mike Barker, Draper City
Member -	Dawn Ramsey, Mayor (Chair)	South Jordan	Yes	Kellie Challburg, Draper City
Member -	Aimee Winder Newton, Councilmember	Salt Lake County	No	Todd Taylor, Draper City
Member -	Jeff Silvestrini, Mayor	Millcreek	Yes	Ajla Hadzialijogic, GOPB
Member -	Monica Zoltanski, Mayor	Sandy	Yes	Chloe Hall, GOPB
Member -	Dirk Burton, Mayor	West Jordan	No	Terrah Anderson, GOPB
Member -	Kristie Overson, Mayor	Taylorsville	Yes	Val Potter, Senator Curtis
TOOELE COUNTY				Forrest Turner
Member -	Scott Wardle, Councilmember	Tooele County	Yes	Isaac Higham
Alternate -	Debbie Winn, Mayor	Tooele City	No	Jeff Reinert
WEBER COUNTY MEMBERS				Jenney Rees
Member -	Gage Froerer, Commissioner	Weber County	Yes	Jennifer Jastremsky
Member -	Jim Harvey, Commissioner	Weber County	Yes	Joe Taylor, SLC
Member -	Robert Dandoy, Mayor	Roy	Yes	Sherry Stevens
Member -	Ben Nadolski, Mayor	Ogden	Yes	Rob Jolley, RRJ Consulting
UDOT & UTA				Kim Bell, Sandy City
Member -	Carlos Braceras, Executive Director	UDOT	Yes	Benjamin Wood
Alternate -	Ben Huot, Deputy Director	UDOT	Yes	Katie Balakir
Member -	Carlton Christensen, Trustee	UTA	Yes	Andrew Gruber, Ted Knowlton,
Alternate -	Beth Holbrook, Trustee	UTA	Yes	Tim Watkins, Meg Padjen, Suzie Swim,
NON-VOTING MEMBERS / WFRC APPOINTMENTS FROM OTHER ORGANIZATIONS				Lauren Victor, Marcia White,
Member -	Lorene Kamalu, Davis Co Commissioner	Utah Association of Counties	No	Josh Reynolds, Sarah Lawless,
Member -	Troy Walker, Draper City Mayor	Utah League of Cities and Towns	Yes	Julie Bjornstad, Hugh Van Wagenen,
Member -	Jason Brown, Interim Executive Director	Envision Utah	No	Miranda Jones Cox, Marian Florence,
Member -	Senator Wayne Harper	Utah State Senate	Yes	Ben Wuthrich, Jordon Chandler,
Member -	Representative Ariel Defay	Utah State House of Representatives	Yes	Rosie Hernandez, Andrea Pearson
Member -	Laura Hanson, UT State Planning Director	GOPB	Yes	

A recording of this meeting, as well as meeting packet materials, may be found on the WFRC website at www.wfrc.org

WASATCH FRONT REGIONAL COUNCIL

Notes to the Finance Report

August 2025

This report shows total expenses for fiscal year 2024-2025, by revenue, by expense (line item/function), and by program. Of the total amount budgeted for the year, 70% was expended through the end of June 2025. The budget in this report is the budget that was amended in October 2024 by the Council. All final expenditures came in under budget for the fiscal year.

The majority of expenditures are reflected in the Consolidated Planning Grant and Transportation and Land Use Connection programs. In the CPG, WFRC is reimbursed for expenses, which at year end typically reflect about 85-90% of the CPG budget. In the TLC program, all known projects are budgeted up front, then significant funds are carried forward as the projects span multiple years.

Two of our work initiatives grew in 2025 beyond the estimate of the revised budget that was approved in October - *Joint Projects* and *Mixed-Use Visuals*. Both had additional consulting work funded by our project partners and the Utah Department of Commerce (Land Use Training Fund), but did not necessitate a formal budget revision. Total expenditures did not exceed our line item budget for consulting, added revenues offset the additional expenses, and the total expenditures did not exceed our line item budget for consulting.

Wasatch Front Regional Council
Council Budget
07/01/2024 to 06/30/2025
100.00% of the fiscal year has expired

	2024 Actual	2025 Original Budget	2025 Revised Budget	2025 Actual	% Earned/Used
Sources					
Federal Sources					
Federal Highway Administration - PL	2,208,351	3,500,907	3,406,904	2,495,273	73.24%
Federal Highway Administration - STP	3,334,405	2,509,346	4,076,937	2,871,326	70.43%
Federal Highway Administration - SS4A	771,897	0.00	0.00	0.00	0.00%
Federal Transit Administration	884,024	886,435	980,438	977,152	99.66%
Dept. of Housing and Urban Development	50,000	50,000	50,000	50,000	100.00%
Economic Development Administration	134,446	62,500	62,500	60,296	96.47%
Total Federal Sources	**7,383,124**	**7,009,188**	**8,576,780**	**6,454,047**	**75.25%**
State Sources					
Utah GOPB - CPG Match	290,000	290,000	290,000	290,000	100.00%
Community Impact Board	2,000	2,000	2,000	2,000	100.00%
UDOT - TLC	264,932	315,000	655,872	334,271	50.97%
UDOT - Joint Projects	96,191	0.00	157,836	179,827	113.93%
UDOT - Model Development	100,000	100,000	105,000	105,000	100.00%
UDOT - Safe Streets	30,000	0.00	0.00	0.00	0.00%
UDOT - HTS	112,840	0.00	0.00	0.00	0.00%
UDOT - Power District Transportation Study	0.00	500,000	500,000	457,932	91.59%
UT/GOEO - Station Area Plans	502,915	1,823,359	2,805,445	1,066,500	38.02%
Utah GOMB - Local Govt Administrator	83,343	150,000	216,657	167,846	77.47%
UT Dept of Commerce	16,503	100,000	124,002	127,996	103.22%
Total State Sources	**1,498,723**	**3,280,359**	**4,856,812**	**2,731,372**	**56.24%**
Local Sources					
Dedicated Project Funds	1,439,292	661,000	1,306,912	793,117	60.69%
MAG - Joint Projects	160,583	50,000	120,440	173,717	144.24%
UTA - TLC	169,977	300,000	534,143	334,799	62.68%
UTA - Joint Projects	420,378	0.00	112,908	144,891	128.33%
UTA - Transit Sales Tax	165,553	220,359	230,000	243,754	105.98%
Local Contribution	350,971	370,132	370,132	370,132	100.00%
Total Local Sources	**2,706,754**	**1,601,491**	**2,674,536**	**2,060,409**	**77.04%**
Total Sources	**11,588,602**	**11,891,038**	**16,108,127**	**11,245,829**	**69.81%**
Expenditures					
Salaries/Employee Benefits	4,864,399	5,850,833	5,850,833	5,335,480	91.19%
Contractual	5,816,530	4,998,812	8,887,009	4,982,024	56.06%
Audit & Accounting	19,000	20,000	20,000	19,500	97.50%
Dues	24,234	30,000	30,000	29,897	99.66%
Equipment Maintenance	35,576	37,800	37,800	37,341	98.78%
Insurance	14,300	20,000	20,000	15,548	77.74%
Legal	2,183	20,000	20,000	0.00	0.00%
Printing & Publication	1,514	5,300	5,300	0.00	0.00%
Rent	458,667	480,530	480,530	457,984	95.31%
Supplies/Software/Subscriptions	170,996	165,150	207,203	163,941	79.12%
Telephone/Data	38,477	50,000	50,000	39,171	78.34%
Travel and Training	142,726	171,500	183,500	164,943	89.89%
Carryover	0.00	41,113	315,952	0.00	0.00%
Total Expenditures	**11,588,602**	**11,891,038**	**16,108,127**	**11,245,829**	**69.81%**

Wasatch Front Regional Council
Council Budget by Program
07/01/2024 to 06/30/2025
100.00% of the fiscal year has expired

	2024 Actual	2025 Original Budget	2025 Revised Budget	2025 Actual	% spent
Programs					
Consolidated Planning Grant (CPG)	4,779,871	6,220,828	6,223,643	5,276,421	85%
Transportation & Land Use Connection (TLC)	3,504,571	2,484,778	5,031,714	3,016,945	60%
Economic Development (WFEDD)	159,407	125,000	125,000	120,593	96%
Local Government Support	136,166	95,073	291,102	44,224	15%
Model Development	137,500	135,000	144,375	144,375	100%
Joint Projects	515,548	15,000	363,746	465,652	128%
Local Administrative Advisor	83,343	150,000	216,657	167,846	77%
Legislative Consulting	146,000	156,000	156,000	156,000	100%
CDBG - Tooele County	50,000	50,000	50,000	50,000	100%
Mobility Management	2,589	5,000	5,000	1,714	34%
Tooele Valley RPO	13,426	10,000	15,443	8,630	56%
Morgan RPO	8,327	9,000	9,000	9,000	100%
Community Impact Board	2,000	2,000	2,000	2,000	100%
Davis County Local Option Assistance	10,000	10,000	10,000	10,000	100%
Station Area Planning	512,915	1,823,359	2,840,445	1,186,500	42%
Safe Streets for All	964,872				
Mixed Use Centers: Visuals & Metrics	16,503	100,000	124,002	127,996	103%
Power District Transportation Study		500,000	500,000	457,932	92%
Total Programs	**11,043,036**	**11,891,038**	**16,108,127**	**11,245,829**	**70%**

Wasatch Front Regional Council
Standard Financial Report (by Object)
10 General Fund - 07/01/2024 to 06/30/2025
100.00% of the fiscal year has expired

	2024 Year-End Actual	June Actual	2025 Year-to-Date Actual
Net Position			
Assets:			
Current Assets			
Cash and cash equivalents			
10100 Cash-in-Bank - Wells Fargo	1,001,458	0.00	0.00
10101 Cash-in-Bank - Zions Operating	0.00	(161,671)	(162,161)
10102 Cash-in-Bank - Zions Sweep	0.00	(44,848)	329,089
10200 PTIF 0533 Operations	2,386,448	(761,501)	3,167,475
10300 PTIF 8761 Building Fund	1,281,776	4,934	1,344,928
Total Cash and cash equivalents	**4,669,681**	**(963,087)**	**4,679,332**
Receivables			
12000 Accounts Receivable	1,975,667	3,601,676	4,210,973
Total Receivables	**1,975,667**	**3,601,676**	**4,210,973**
Other current assets			
13400 Prepaid Rent (Security Deposit)	23,438	0.00	23,438
13600 Prepaid Supplies/Services	8,182	0.00	8,087
15800 Suspense	1,395	0.00	0.00
Total Other current assets	**33,015**	**0.00**	**31,524**
Total Current Assets	**6,678,363**	**2,638,589**	**8,921,828**
Total Assets:	**6,678,363**	**2,638,589**	**8,921,828**
Liabilites and Fund Equity:			
Liabilities:			
Current liabilities			
20000 Accounts Payable	(795,577)	(824,981)	(1,211,862)
20110 P-Card: Andrea Pearson	(313)	(48)	(578)
20120 P-Card: Rosie Hernandez	(689)	(196)	(369)
20130 P-Card: Andrew Gruber	(836)	(387)	(1,253)
20140 P-card: Jordon Chandler	(2,244)	2,713	(2,304)
Total Current liabilities	**(799,659)**	**(822,899)**	**(1,216,366)**
Payroll liabilities			
20400 Accrued Payroll	(107,075)	(141,732)	(141,732)
21000 Federal Tax W/H Payable	(38,892)	16,858	0.00
21200 State Tax W/H Payable	(8,917)	5,368	0.00
22000 PEHP Insurance W/H Payable	0.00	(5,487)	0.00
22300 Lincoln Life Insurance W/H Payable	0.00	(230)	0.00
22400 Flexible Spending Account W/H Payable	(582)	0.00	(350)
22500 HSA W/H Payable	(5,367)	5,779	0.00
23000 401(k) W/H Payable	(75,237)	44,122	0.00
23100 457(b) W/H Payable	(16,150)	7,076	0.00
23200 Roth IRA W/H Payable	(1,420)	1,073	0.00
23300 Loan Payment W/H Payable	(335)	173	0.00
Total Payroll liabilities	**(253,975)**	**(67,000)**	**(142,082)**
Deferred inflows			
29900 Unearned Revenue - Projects	(2,943,250)	(2,196,360)	(2,505,360)
29901 Unearned Revenue - Planning	0.00	(2,125,000)	(2,125,000)
Total Deferred inflows	**(2,943,250)**	**(4,321,360)**	**(4,630,360)**
Total Liabilities:	**(3,996,884)**	**(5,211,258)**	**(5,988,807)**
Fund Balance - Equity - Paid In/Contributed			
29100 Fund Balance - Special Projects	(1,399,703)	2,635,822	(1,588,093)
29101 Fund Balance - Building Fund	(1,281,776)	(63,153)	(1,344,928)
Total Fund Balance - Equity - Paid In/Contributed	**(2,681,479)**	**2,572,669**	**(2,933,021)**
Total Liabilites and Fund Equity:	**(6,678,363)**	**(2,638,589)**	**(8,921,828)**
Total Net Position	**0.00**	**0.00**	**0.00**

WASATCH FRONT REGIONAL COUNCIL

DATE: August 21, 2025
AGENDA ITEM: **2a**
SUBJECT: WFRC FY25 Activities and Accomplishments Report
PREPARED BY: Johnnae Nardone, Communications Manager

BACKGROUND:

In May 2024, the Wasatch Front Regional Council adopted goals and priorities for FY25 that provided direction for the agency regarding areas of focus for the year.

At the August 28 WFRC Council meeting, Executive Director Andrew Gruber will report on WFRC's FY25 activities and accomplishments.

The WFRC FY25 Activities and Accomplishments Report provides an overview of how WFRC met those goals.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Andrew Gruber, 801-824-0055, andrew.gruber@wfrc.utah.gov
Johnnae Nardone, 801-363-4250, ext 1102, johnnae.nardone@wfrc.utah.gov

WASATCH FRONT REGIONAL COUNCIL

ACTIVITIES AND ACCOMPLISHMENTS REPORT

FY 2025

WFRC GOALS FOR FISCAL YEAR 2025

1. Collaboratively advance the Wasatch Choice Vision as a framework for integrating transportation, land use, and economic development, to address growth-related opportunities and challenges, and maintain and enhance quality of life.

2. Effectively administer ongoing plans and programs.

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

4. Strive for organizational excellence.

The full text of WFRC FY25 goals can be found at the end of this report.

$52M

VALUE OF WFRC CAPITAL FUNDING AND TECHNICAL ASSISTANCE AWARDED TO COMMUNITIES

45

NUMBER OF WFRC COMMUNITIES DIRECTLY ASSISTED WITH CAPITAL PROJECT FUNDING OR TECHNICAL ASSISTANCE

172

INCREASE IN PLANNED CITY AND TOWN CENTERS (2023 TO 2025, WFRC & MAG)

50,000+

NUMBER OF NEW HOMES IN CERTIFIED STATION AREA PLANS

PLANNING TODAY, SHAPING TOMORROW

Planning for the future of our Region — across transportation and related issues of land use, economic development, air quality, and more — is a collaborative effort. As the designated Metropolitan Planning Organization (MPO) for Utah's northern Wasatch Front and an Association of Governments (AOG), the Wasatch Front Regional Council (WFRC) is responsible for coordinating this planning process. We also provide funding and technical assistance to help communities in the Region transform plans into reality.

For Fiscal Year 2025 (July 1, 2024 - June 30, 2025), the WFRC Council adopted a set of agency goals that guide our work. This report highlights the progress made by WFRC members, staff, and partners toward achieving these goals. These highlights are organized by our four primary FY25 goals, followed by a comprehensive "completion report" detailing WFRC's activities.

Sharing these accomplishments is one way we demonstrate the accountability that WFRC has as a public agency. WFRC is proud to work alongside our members and partners to serve and strengthen our communities and Region!

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.

Goal One

Collaboratively advance the **Wasatch Choice Vision** as a framework for integrating transportation, land use, and economic development, to address growth-related opportunities and challenges, and maintain and enhance quality of life.

SUPPORTING COMMUNITIES ACROSS THE WASATCH FRONT

The Wasatch Front is a diverse mix of communities, from the metropolitan centers of Salt Lake City and Ogden to suburban towns and rural communities. As rapid growth continues across the Wasatch Front, there is no one-size-fits-all approach.

Certain issues affect all of the Wasatch Front, such as transportation, economic vitality, housing affordability, and air quality. The **Wasatch Choice Vision** is the shared regional blueprint developed with our partners at Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Utah League of Cities and Towns (ULCT), Utah Association of Counties (UAC), the Governor's Office of Planning and Budget (GOPB), the Kem C. Gardner Policy Institute, Envision Utah, the Salt Lake Chamber, American Planning Association Utah (APA), and Salt Lake County. The Vision identifies the unique needs and aspirations of communities across the Region and maps a positive path forward.

WFRC has expanded our planning support to communities, thanks to state resources from GOPB. In partnership with the Governor's office, WFRC is working hard to support general planning, identify opportunities to enhance municipal codes, facilitate conversations around centers and development, and more.

Some examples include:

- Working with Roy City to develop a Water Element for their General Plan.
- Working with West Bountiful City to explore development possibilities that incorporate a variety of housing types.

As part of our agreement with GOPB, WFRC collaborated over the past year with other AOGs across the state to update the inventory of general plans within our Region. This effort helps us to identify areas where communities may benefit from additional technical assistance.

WFRC facilitated collaboration among local governments, transportation agencies, and other public and private sector stakeholders to further regional collaboration around the Wasatch Choice Vision.

WFRC proactively engages with our communities, residents, and stakeholders to ensure our plans and programs are as effective and comprehensive as possible and reflect the varying needs and priorities in our Region. These efforts include public open houses in accessible locations, 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.

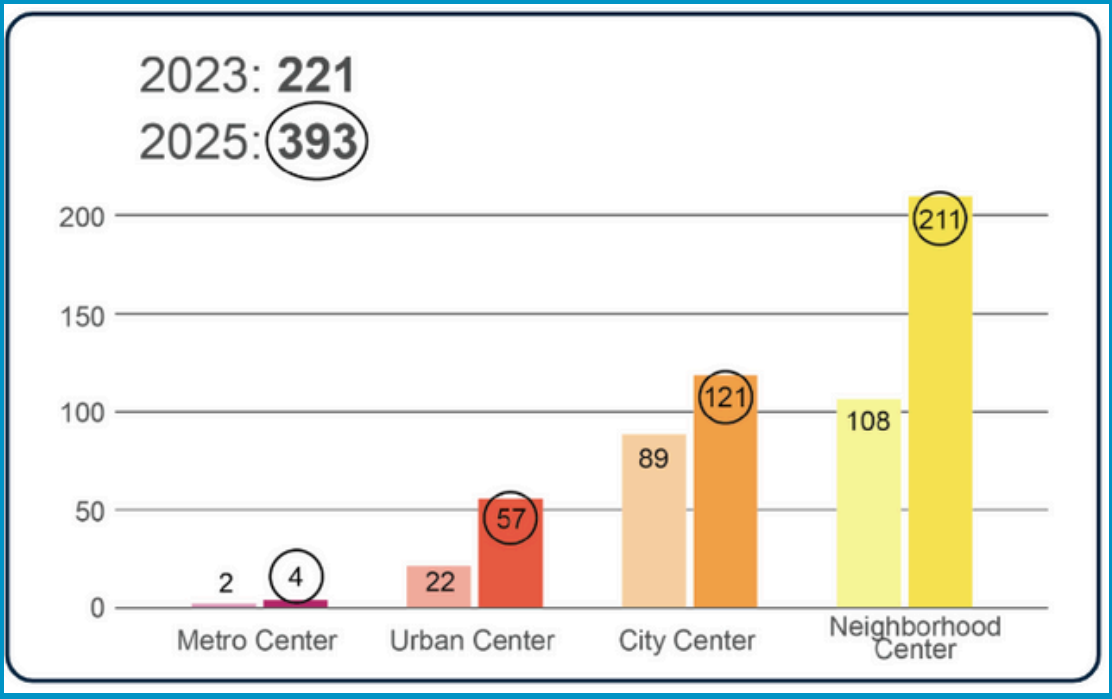
Spanish version of the TIP Open House public comment flyer.

WASATCH CHOICE VISION: DESIRED LAND USE UPDATE

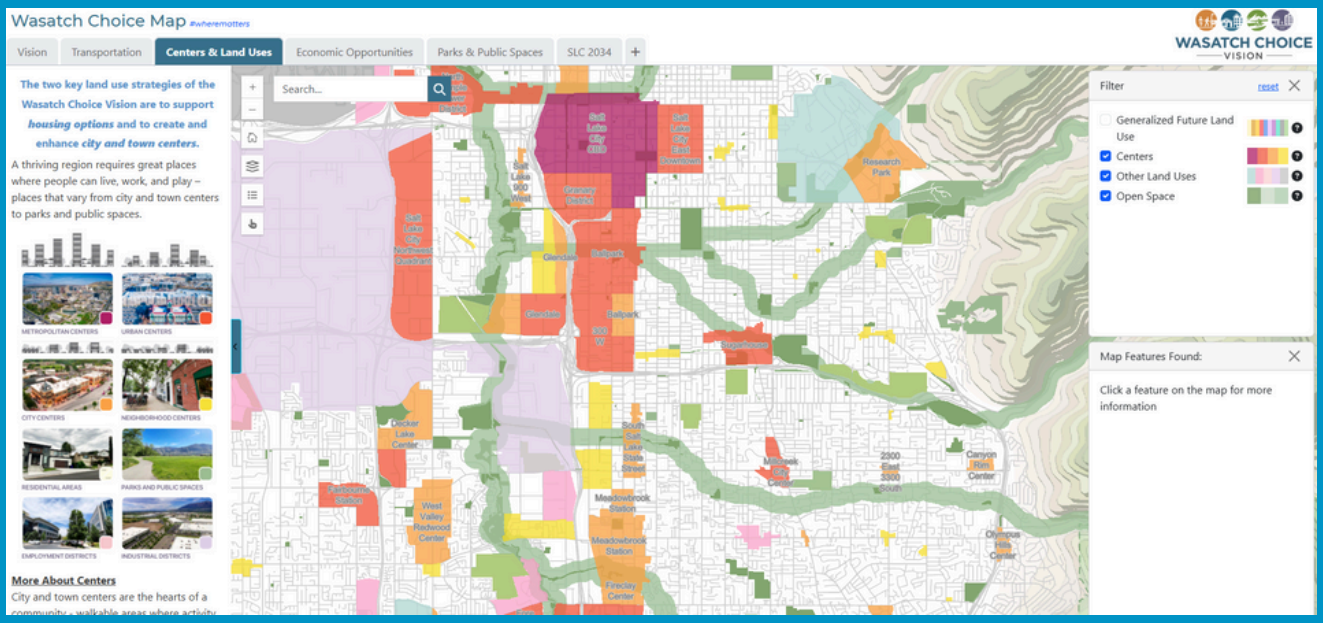
WFRC engaged communities across our region to update the Wasatch Choice Vision Land Use Map.

- The Wasatch Choice Vision coordinates our communities' land use aspirations and desired economic opportunities with regional transportation improvements. It provides a shared framework for communities and our Region to preserve and enhance quality of life, even as we face significant growth.
- The Vision features city and town centers as the dynamic hearts of our communities — walkable areas where activity is focused, with a more intense mix of places to live, work, and take advantage of infrastructure, amenities, and public spaces.
- Centers and other regionally significant land uses in the Vision are updated every two to four years to reflect the evolving local vision of each community.

Number of Planned City and Town Centers



The 2025 Wasatch Choice Vision Land Uses update process resulted in a 78% increase in planned centers in the WFRC and MAG regions from 2023.



The recently updated Centers and Land Uses map of the Wasatch Choice Vision.

Beginning last fall with eight Wasatch Choice Vision workshops, **WFRC worked with elected officials and staff from 63 communities, through several rounds of feedback, to finalize the 2025 update to the centers and regional land use layer**. The new refresh was adopted and incorporated into WFRC's interactive maps in May, and is informing the development of the 2027-2055 Regional Transportation Plan (RTP) and jobs and housing forecasts.

The four different levels of Wasatch Choice Vision centers — Metropolitan, Urban, City, and Neighborhood — enable communities to select the level of development that best aligns with their local land use objectives.

Creating more opportunities for growth to occur in centers will also help to preserve the character of existing suburban and rural neighborhoods.

Other types of regional land use — employment, education, industrial, traditional retail, and parks — were also refreshed as part of the 2025 Wasatch Choice Vision Land Use Map update.

WASATCH CHOICE VISION: CITY AND TOWN CENTER VISUALIZATION RESOURCES

WFRC developed detailed 3D digital images of mixed-use centers with data and information that highlight their beneficial economic impacts and quality of life benefits. These images can help community planners, elected officials, and residents visualize and understand different possibilities for creating centers as a strategic community development opportunity. The resources are designed to illustrate how the various elements of a center can be applied to create beneficial impacts for the community and region.

Funded by the Utah Land Use Training Fund through the Utah Department of Commerce, the images relate directly to the Wasatch Choice Vision while also being relevant statewide. The 3D visualization resources and corresponding performance metrics will provide communities in Utah with training and educational tools to support productive dialogue and informed decision-making about mixed-use centers. Images, narratives, 3D panoramas, and diagrams showing how centers can function across multiple communities are available at wasatchchoice.org/centers.

AWARD-WINNING VISION: TLC-SUPPORTED PLAN TO RECONNECT THE SALT LAKE VALLEY THROUGH GREENWAYS

WFRC is proud to share that the TLC program received an American Society of Landscape Architects (ASLA) award for the Seven Greenways Vision Plan. Led by Salt Lake County with Cottonwood Heights, Holladay, Midvale, Millcreek, Murray, Sandy, Salt Lake City, South Salt Lake, and the Seven Canyons Trust, the plan creates a shared vision to revitalize waterways and connect communities through greenways across the Salt Lake Valley over the next 100 years.

The American Society of Landscape Architects

presents the

Honor Award in Analysis and Planning

to

Wasatch Front Regional Council

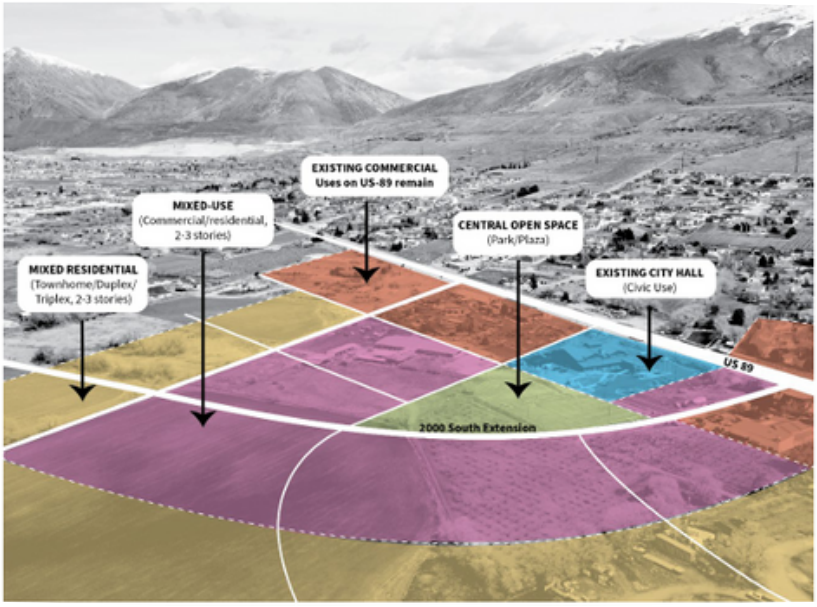
for

Seven Greenways:
A Cooperative Vision for Water in the Arid West

2024 Professional Awards

SuLin Kotrowicz, FASLA
President

PERRY: HIGHWAY 89 MASTER PLAN



WFRC, in partnership with Box Elder County, Utah and UDOT, conducted this study to establish the form, function, and characteristics of US-89 in Perry, Utah. The Perry City US-89 Master Plan defines community-focused improvements that support the multiple uses and functions of the corridor. Highway 89 is both the main thoroughfare through the city and a barrier between the east and west sides of Perry.

The project included an extensive existing conditions report of current traffic patterns and identified opportunities for improved mobility and livability. The resulting Perry City Highway 89 Master Plan included not only a refined vision for the corridor, but a corridor agreement with UDOT.

OGDEN:
MODERNIZING CODES & PLANS FOR GROWTH

Through the TLC Program, Ogden City has advanced projects that strengthen its built environment and infrastructure while promoting livability and economic growth. Efforts include a feasibility study on expanding downtown into the railyard, updates to parking and ordinance codes, and Station Area Plans around the city's bus rapid transit line, the Ogden Express (OGX). The city's latest award, "Zone Ogden," is updating zoning, subdivision, sign, and landmark regulations to create a unified, easy-to-use development code. Together, these projects give Ogden the tools to guide growth in ways that integrate transportation, land use, and economic development — advancing the Wasatch Choice Vision and enhancing quality of life.

"The Zone Ogden General Plan reflects The Ogden Way — planning with purpose, working together, and creating opportunity for everyone. With the support of the Transportation and Land Use Connection and the Wasatch Front Regional Council, we've developed a plan that honors our community's character while paving the way for growth and success for generations to come." ***- Mayor Ben Nadolski, Ogden City***

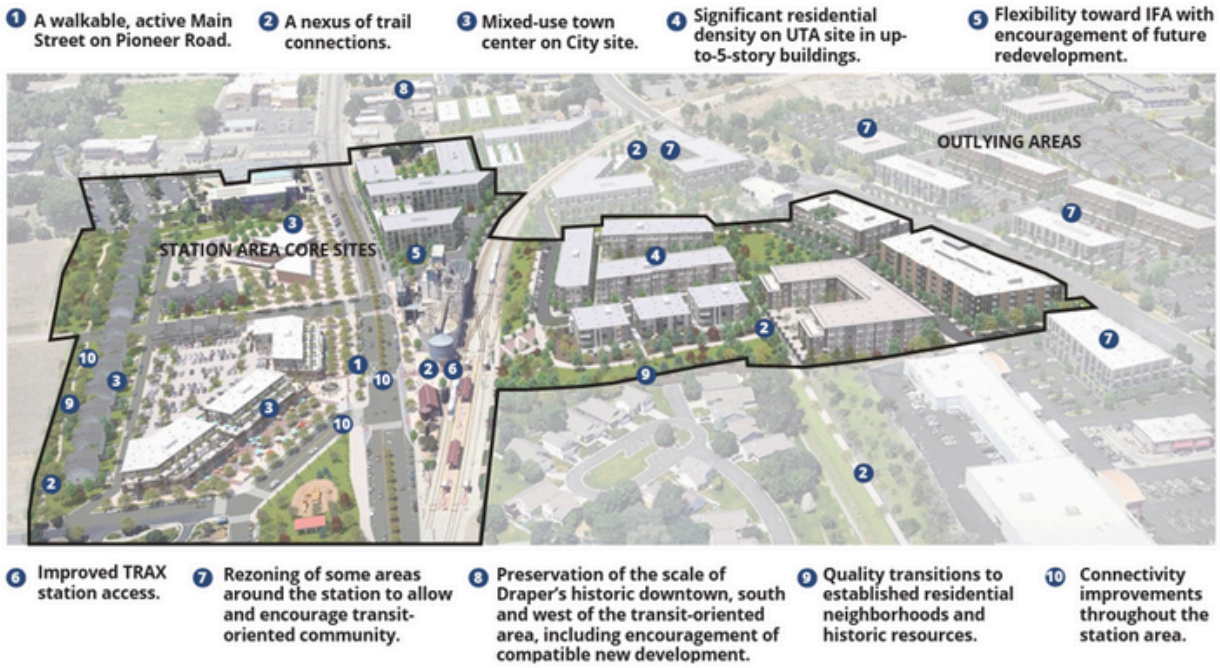
COTTONWOOD HEIGHTS:
ADVANCES COMMUNITY VISION

Through the TLC program, WFRC has supported Cottonwood Heights in advancing a community-wide vision focused on placemaking and connectivity. The nearly complete Town Center Master Plan envisions a vibrant central gathering space with amenities close to home, creating a hub that highlights the city's scenic setting.

Cottonwood Heights has also received TLC funding for a general plan update, three master plans, a corridor study, and a canal trail study. These investments show how TLC funding help communities implement the Wasatch Choice Vision on the ground.

"The TLC program has been instrumental in helping Cottonwood Heights shape a more connected, livable, and forward-thinking community. With funding and technical support from the TLC program, we've been able to undertake a series of transformative planning efforts that align our transportation infrastructure with land use goals. These projects, and several have not only enhanced our physical infrastructure but also improved our capacity to plan holistically, engage the community, and create places where people want to live, work, and play." ***- Mayor Mike Weichers, Cottonwood Heights***

STATION AREA PLANS:
CAPITALIZING ON OUR TRANSIT INVESTMENTS



Draper Town Center TRAX: Station Area Plan

Station Area Plans (SAPs) put the goals of the Wasatch Choice Vision into action, enhancing transportation choices, housing options, and access to economic opportunities. These plans help communities build transit-supportive neighborhoods that manage future growth while preserving quality of life today. WFRC, MAG, UTA, and the Governor's Office of Economic Opportunity (GOEO), in partnership with ULCT, have awarded over $3.8 million in regional technical assistance since HB462 passed in spring 2022, helping communities complete planning for 60 station areas.

To date, WFRC has certified 49 Station Area Plans — 19 in the past year — with all cities hosting a station or significant station area engaged in planning. WFRC and MAG maintain an interactive map showing each station's planning status and linking to certified plans.

Eighteen SAP Certifications have been supported across nine cities:

1. **Clearfield City:** Clearfield FrontRunner Station
2. **Millcreek City:** Murray North Station
3. **Murray City:** Murray North Station
4. **West Bountiful City**: Woods Cross FrontRunner Station
5. **South Jordan City:** 5600 W Old Bingham Hwy, Daybreak Parkway, South Jordan Downtown, South Jordan Parkway Stations
6. **Sandy City:** Crescent View, Historic Sandy, Sandy Civic Center, Sandy Expo, South Jordan FrontRunner Stations
7. **Draper City:** Draper Town Center Station
8. **Taylorsville City:** Fore Lakes, West Atherton, East Atherton Stations
9. **West Jordan City:** 5600 W Old Bingham Hwy Station

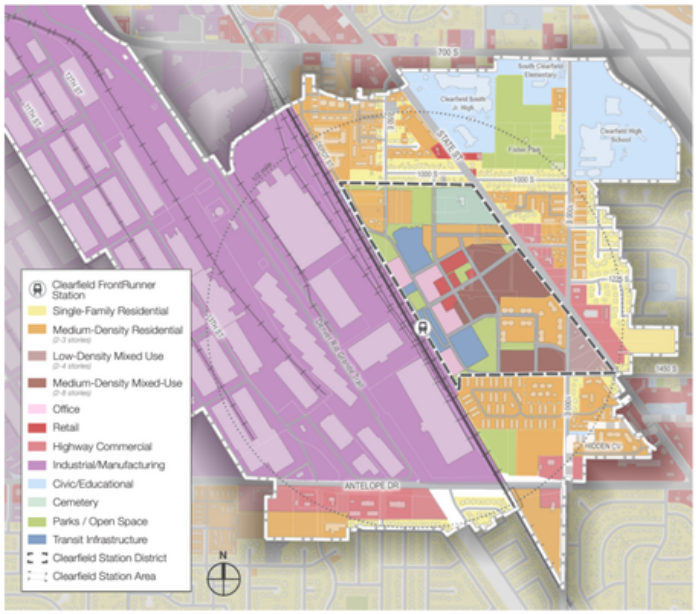
SANDY:
STATION AREA PLAN INTEGRATES GROWTH AND TRANSIT PLANNING

In 2022, Sandy City revised its comprehensive general plan to include five SAPs, integrating station planning with citywide strategies and anticipating over 6,000 additional housing units. This coordinated approach helped the city assess conditions, identify priorities, and plan for how all five stations function as a connected system.

Projects like East Village at the Sandy Civic Center Station showcase transit-oriented development, while the SAP process emphasized improving connections between stations and neighborhoods. By collaborating with partners such as WFRC, UDOT, UTA, and school districts, Sandy City demonstrates how local efforts advance the Wasatch Choice Vision by supporting transit-focused growth and cohesive communities.

"We appreciate WFRC for their expert help as we crafted this long-term plan over the course of about two years... Now we have a pathway for the future that will help manage growth and improve connectivity throughout our city and the region." - ***Mayor Monica Zoltanski***

CLEARFIELD:
ENHANCED PLANNING AROUND FRONTRUNNER



Clearfield City adopted its first Station Area Plan in 2019, then expanded it in 2024 after HB462 to cover a larger area around the FrontRunner station. The updated plan envisions an urban street network with landscaping, lighting, a bus loop, a curb-separated bike lane on Station Boulevard, and stronger connections to the Rio Grande Rail Trail and nearby hospital. They did this with technical assistance funding administered by WFRC.

The first phase of vertical construction — a 213-unit mixed-use project with retail and shared amenities — will begin in 2025. Clearfield City, UTA, and WFRC recently received the Strengthening the Economy Through Transportation award for this effort, highlighting how strong partnerships advance the Wasatch Choice Vision by linking transportation, housing, and economic development.

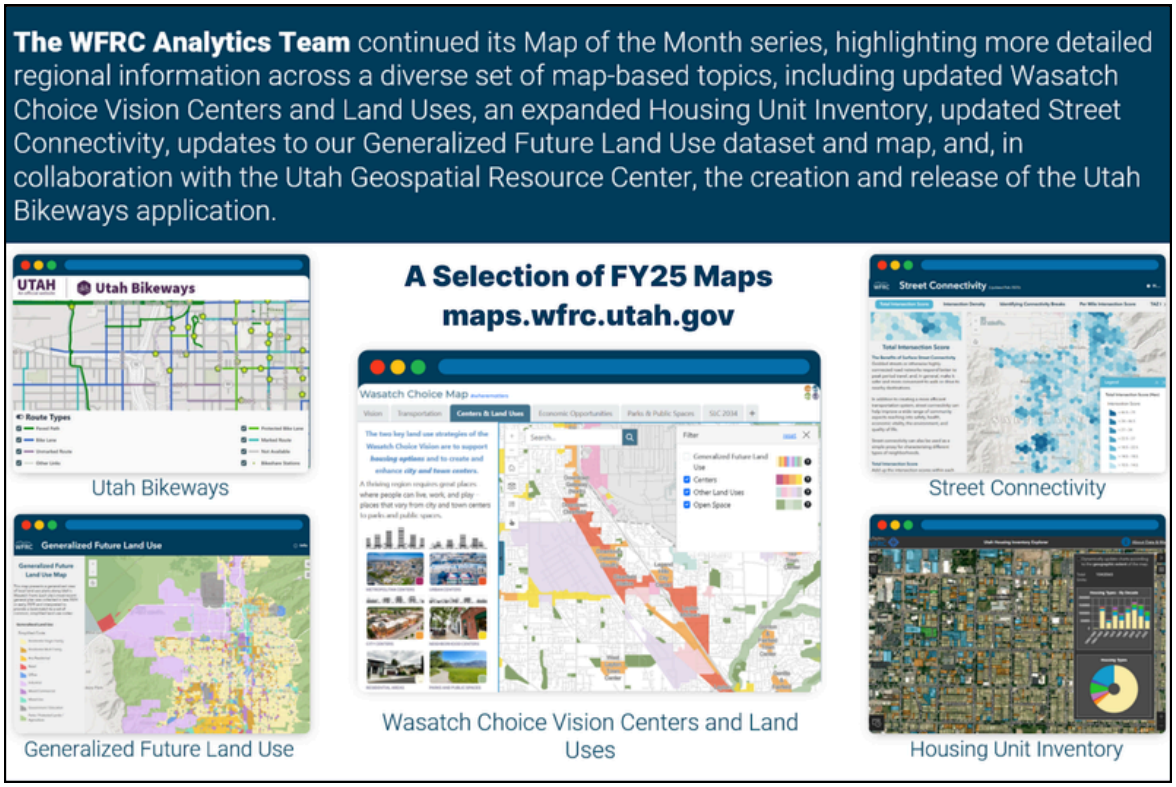
WFRC provided high-quality data, maps, tools, analysis, advice, and technical and financial resources.

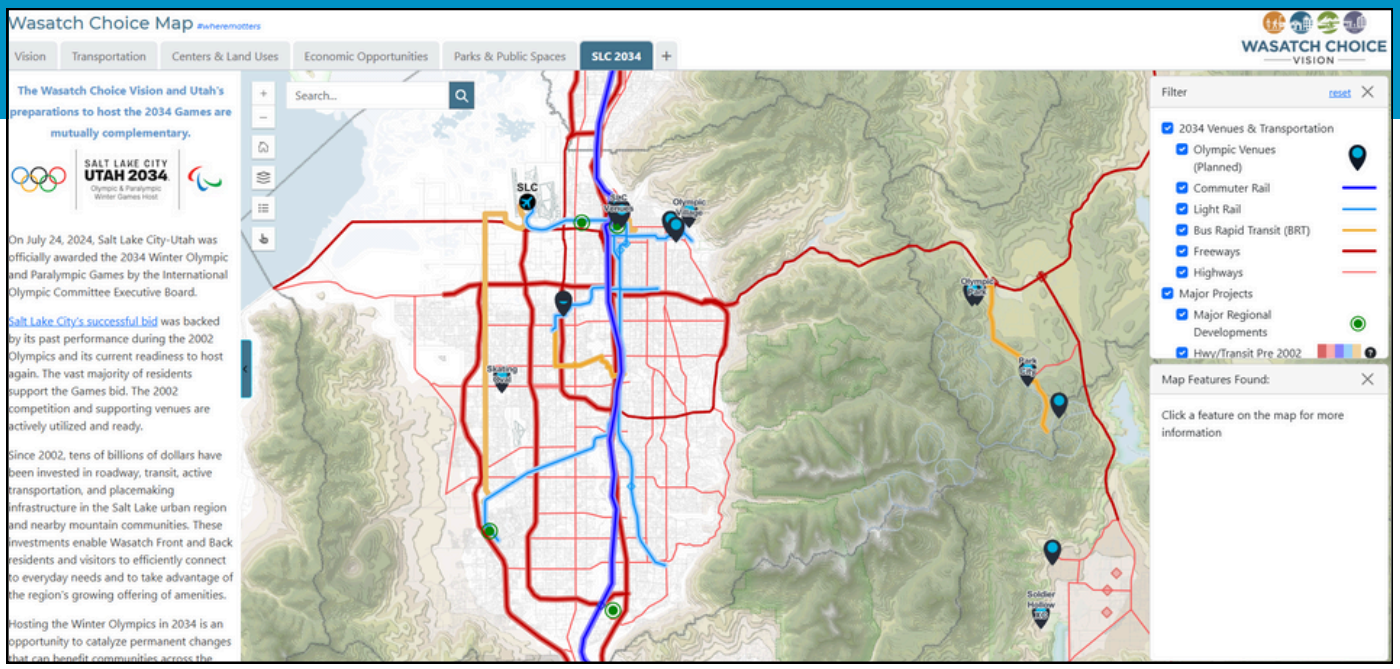
Through resources like the WFRC Map Gallery (maps.wfrc.utah.gov), Open Data site (data.wfrc.utah.gov), and Map of the Month, WFRC equips local and regional partners with actionable information aligned with state and Wasatch Choice Vision priorities.

Recent accomplishments:

- Compiled statewide historic and estimated traffic volumes and regional origin-to-destination travel patterns.
- Provided statewide population and employment projections data and broadened the Housing Inventory Explorer tool coverage to include Tooele, Morgan, and southern Box Elder Counties, helping communities plan for growth.
- Mapped statewide housing and transportation redevelopment zone eligible areas and transit station area planning locations to support local development decisions.
- Highlighted projects in the current WFRC-area 2023-2050 Regional Transportation Plan, Transportation Improvement Program, and Transportation Land Use Connection program awards.

Updated the statewide methodology for characterizing workplace accessibility of jobs (or Access to Opportunities, ATO) by car, transit, and other modes, and refreshed ATO web maps for the Wasatch Front.





WASATCH CHOICE 2034 OLYMPIC GAMES MAP: VISUALIZING UTAH'S TRANSPORTATION PROJECTS IN THE LEAD-UP TO THE 2034 WINTER GAMES

WFRC partnered with UDOT, UTA, and local partners to add a new 2034 layer to the Wasatch Choice interactive map, highlighting the relationship between regional transportation projects and the timing of Utah hosting the 2034 Winter Olympic Games.

The map displays planned venues for the Games alongside major road and transit improvements that will serve spectators, volunteers, officials, and athletes. Users can explore past transportation investments from the 2002 Games, the enhancements made since then, and new projects scheduled for completion in time for 2034.

This innovative layer allows residents and stakeholders to see how long-term regional planning supports major events, inspiring community engagement and showcasing Utah's vision for a connected, accessible, and prepared transportation network.

UTAH BIKEWAYS MAP: THE FIRST-EVER STATE-WIDE RESOURCE OF BIKE INFRASTRUCTURE

WFRC partnered with the Utah Geospatial Resource Center (UGRC) and Utah's transportation planning agencies to develop **bikeways.utah.gov**, a new tool for exploring Utah's growing network of multi-use paths, bike lanes, and bike routes.

The interactive map helps residents and visitors discover bike-friendly options for both transportation and recreation. Users can view paved trails, on-street bikeways, and estimated comfort levels for riders of all experience levels. The site also allows the public to submit feedback to help keep information accurate and up to date.

Since launching in May, the platform has attracted 1,400 active users and more than 3,000 views, demonstrating strong interest in active transportation resources. This collaborative effort marks the first statewide resource to highlight Utah's bicycling network and support active transportation choices across the state.

TRANSIT FORECASTING MODEL : WFRC HOSTS NATIONAL TRAINING

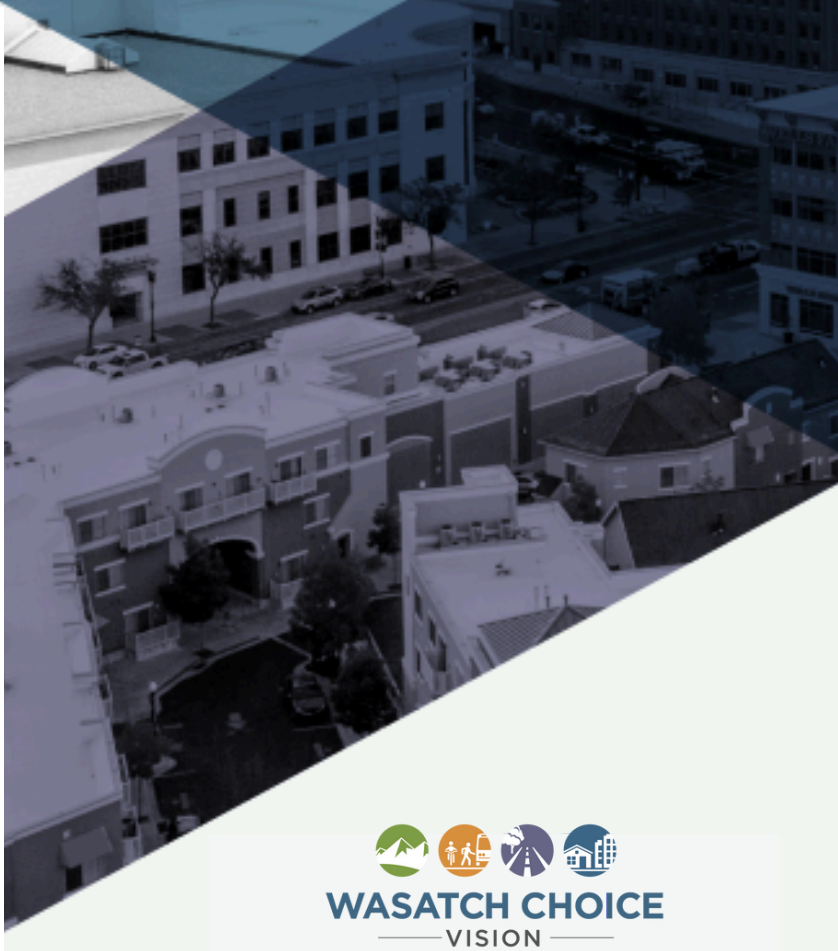
In January, WFRC hosted 35 planners and data scientists from across the U.S., including eight from Utah agencies, for a three-day **Simplified Trips-on-Project Software (STOPS)** model training. The STOPS model is a streamlined transit ridership forecasting tool used by the Federal Transit Administration (FTA) to prioritize applications for transit project grants.

Forecasts developed from the STOPS model will continue to support Utah's transit funding requests for projects like FrontRunner double tracking, TRAX expansions, and additional bus rapid transit (BRT) routes.

Wasatch Front REGIONAL TRANSPORTATION PLAN 2023-2050

Goal Two

Effectively administer **ongoing plans and programs**.



WASATCH CHOICE VISION

WASATCH FRONT REGIONAL COUNCIL

UNIFIED PLAN FOR UTAH'S FUTURE

WFRC and its partners continued coordination of Utah's Unified Transportation Plan.

Utah is one of the fastest-growing states in the country, and planning for that growth is key to protecting our quality of life. To prepare for the future, WFRC collaborated with MAG, Cache MPO, Dixie MPO, UDOT, and UTA to develop the 2023-2050 Utah's Unified Transportation Plan. This statewide plan brings together all transportation modes — roads, transit, and active transportation — into one coordinated vision.

The **Unified Transportation Plan** aligns common goals, planning time horizons, performance measures, and financial assumptions and funding assumptions to meet local needs while ensuring consistency statewide.

It was built around the statewide transportation vision as a Pathway to Quality of Life. This Quality of Life Framework includes four main areas:

- Better mobility,
- Good health,
- Connected communities, and
- Strong economy.

The Unified Plan establishes a consistent, integrated planning framework statewide. In FY 2025, partners have worked to enhance this framework by establishing a common set of terms for better communication between partners and with stakeholders, enhancing and updating our shared financial model to reflect recent funding changes and up-to-date data, improving mapping tools to enhance ease of use, and developing a broader framework to explore new project ideas ("exploratory projects").

WFRC created a strategy for the four-year development of the next Wasatch Choice Vision and Regional Transportation Plan (RTP).

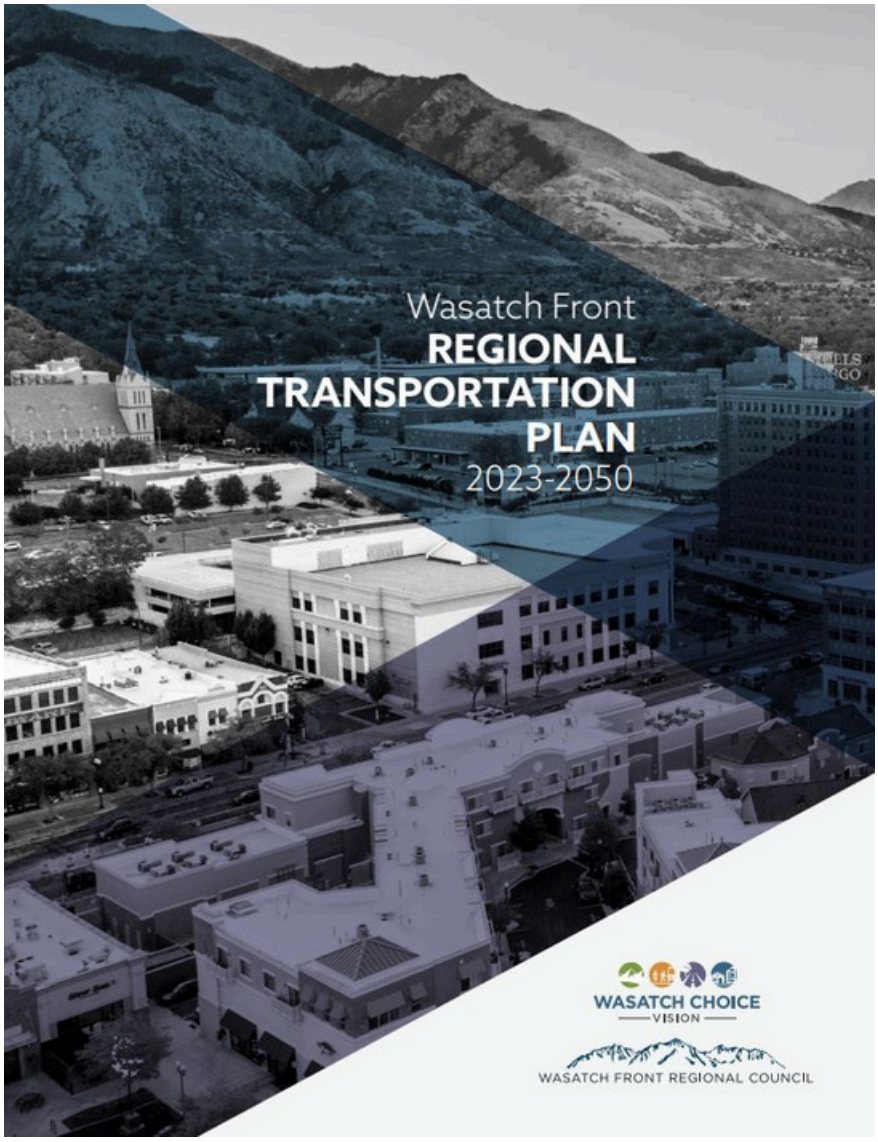
The next Wasatch Choice Vision and **Regional Transportation Plan** (RTP) coordinated with transportation partners, local communities, and stakeholders to update the following key processes and substantive goals:

- **Regularly engage and communicate** with partner agencies, stakeholders, and the public.
- **Explore aspirational opportunities** for multimodal transportation choices for state and local roads, transit, and active transportation, balanced with pragmatic consideration of context and costs.
- **Coordinate transportation** with city and town centers, housing options, parks and public spaces, and economic opportunities.
- **Identify strategies to increase the resiliency** of our Region in the face of future uncertainty and dynamic external forces.
- **Explore policy approaches** that optimize the performance of the transportation system.
- **Forecast and measure impacts** on quality of life to inform decision-making.
- **Plan a balanced transportation system**, including new projects, system enhancements, maintenance, and operations, while maintaining funding flexibility to respond to changing circumstances.

WFRC Staff, Lieutenant Governor Deidre Henderson, and State Planning Director, Laura Hanson, at Maps on Hill 2025.

The 2023-2050 RTP was updated with 37 projects utilizing the RTP Amendment Process. Amendments #2 and #3 to the 2023-2050 RTP were multimodal and included all amendment levels and projects from local communities, the University of Utah, UDOT, and UTA. Project types included needs-based phasing updates, active transportation master plan updates, new FrontRunner grade-separated crossings updates, and updates aligning the I-15 Farmington to Salt Lake City and the Point of the Mountain Transit Environmental Studies.

A Congestion Management Process (CMP) Report was prepared to inform the RTP process regarding congestion trends and needs. The CMP Report identified congested roadway segments in 2055 using Travel Time Index as the performance measure.

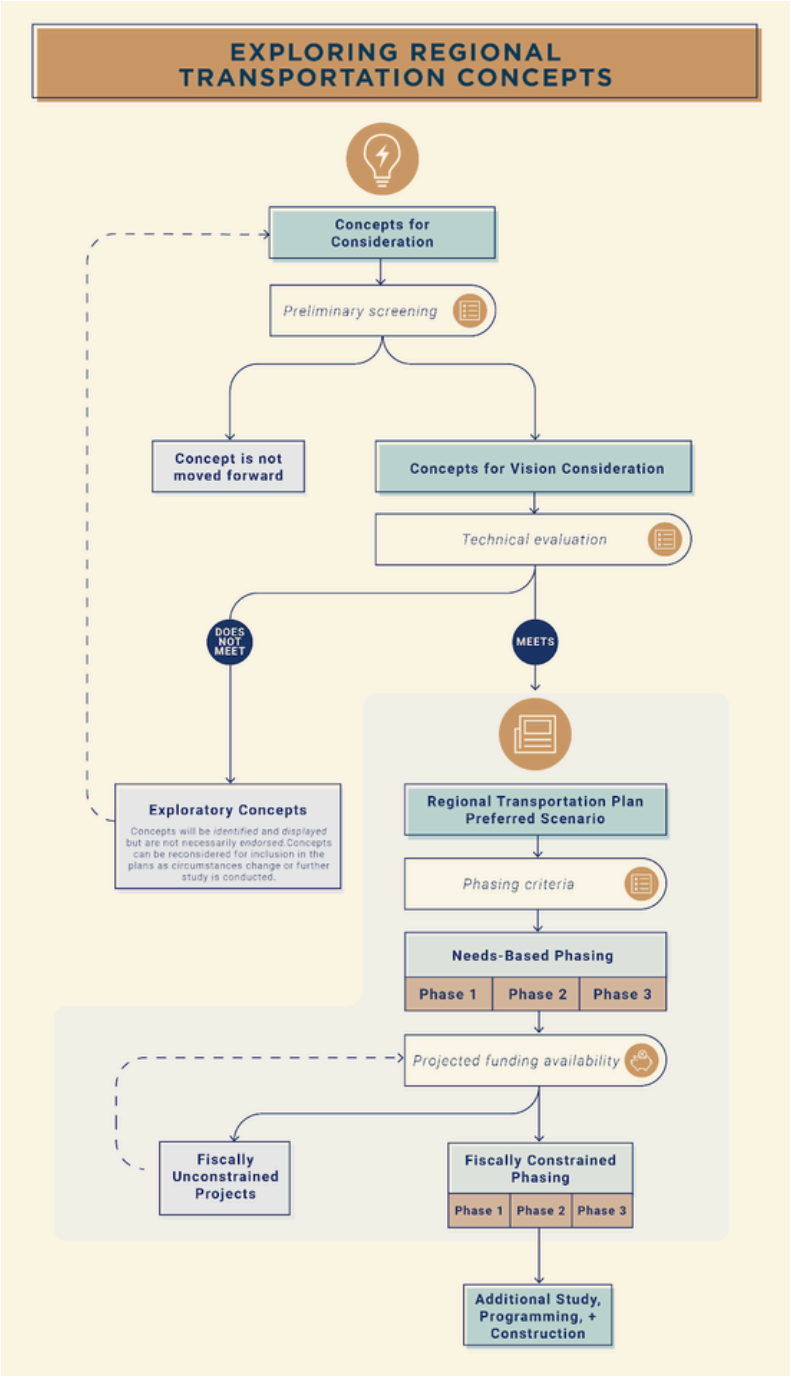


WFRC 2023-2050 Regional Transportation Plan

WFRC, in collaboration with UDOT and UTA, has enhanced its planning process to include a new "exploratory" category.

Traditionally, the transportation planning process begins with developing a "preferred scenario" — a "vision" for the future transportation system, which considers multiple transportation ideas, scenarios, criteria, and projected future land uses. Regionally significant transportation projects are then phased (by time) based on when they are needed and balanced against anticipated future revenue, resulting in the official long-range transportation plan. This forms the basis for Utah's Unified Transportation Plan, the Wasatch Choice Vision, and other regional visions and plans.

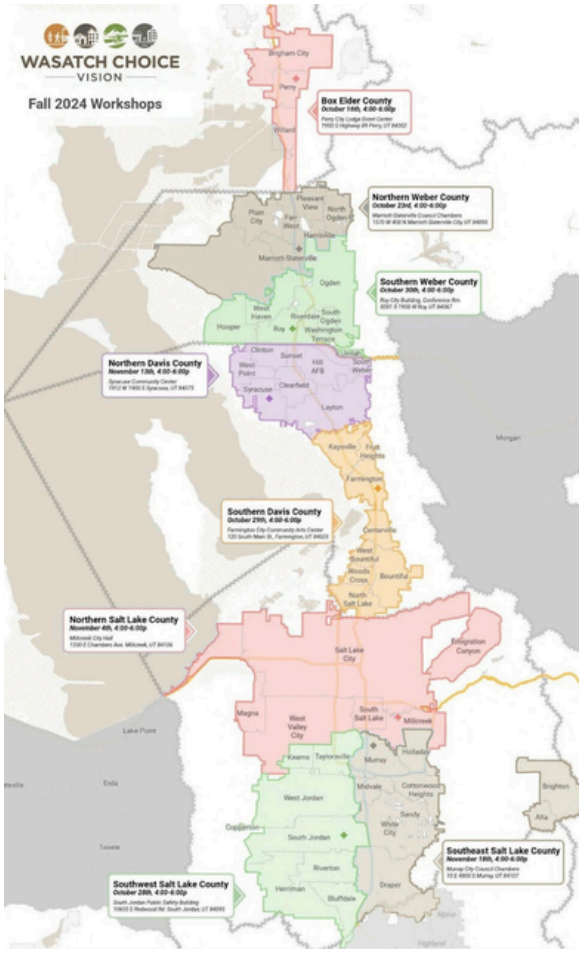
Given Utah's growth, the WFRC Council and Regional Growth Committee set a policy direction for the development of the next transportaiton plans, to ***"explore aspirational opportunities for multimodal transportation choices for state and local roads, transit, and active transportation, balanced with pragmatic consideration of context and costs."***



The "exploratory" element enhances this process by considering additional ideas, informed by stakeholder input, that are balanced with pragmatic consideration of context and costs. The parameters for identifying concepts will be more flexible and qualitative. While exploratory concepts are not formally endorsed, they are documented and can inform future planning as conditions evolve or further analysis is conducted — supporting both aspirational thinking and practical implementation.

Eight **Wasatch Choice Vision workshops** were held in the fall of 2024 to gather input on the Wasatch Choice Vision's land use layer, including centers, and on the supporting transportation network, including transit, roads, and active transportation projects. These Workshops were hosted by WFRC, in partnership with UDOT and UTA, and brought together participants from local community elected officials and key staff from various communities across the Region. The Wasatch Choice Workshops are held annually, with the next round scheduled for the fall of 2025 and focusing on reviewing the Preferred Scenario of the 2027-2055 RTP.

Projects from the Fall Workshops went through a preliminary screening process created in collaboration with UDOT, UTA, and the Regional Growth Technical Advisory Committees (RGC TACs). Projects that moved through preliminary screening were then analyzed through a technical screening process using the Travel Demand Model (TDM), Access to Opportunity Project-Level Tool, and other GIS analyses. Projects that do not meet the technical screening criteria will be considered in the exploratory category of the 2027-2055 RTP.



Map of the Fall 2024 Wasatch Choice Vision workshops across the Region.

Regional leaders and community members participate in a Fall 2024 Wasatch Choice Vision workshop.

WFRC developed and adopted the 2025-2030 Transportation Improvement Program (TIP) and provided funding and technical support to communities.

WFRC is responsible for allocating federal funding for priority transportation projects in our Region, primarily to local governments. In the fall, WFRC invited communities to apply for Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) funding to help construct their priority transportation projects.

The WFRC staff and the Technical Advisory Committees (TACs) — composed of the Region's municipal engineers and other professionals representing their respective agency or municipality — used these reports, approved technical criteria, an on-site field review of each project, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, the TACs made recommendations to the Transportation Coordinating Committee (Trans Com) for their review, consideration, and recommendation to the WFRC Council for their approval of the new projects in each program.

These WFRC funding programs are one part of the 2025-2030 TIP that identifies over $10 billion in priority investments in roadway, transit, and active transportation infrastructure needed in the urban areas of Salt Lake, Davis, Weber, and southern Box Elder Counties. (Communities in Tooele and Morgan Counties access these funding programs through UDOT.) Throughout the year, WFRC collaborated closely with UDOT, UTA, cities, and counties to develop the TIP.

These investments are essential to a well-functioning transportation system, which is the backbone of the economy and vital to improving overall quality of life.

WFRC funding support for local communities:

33 PROJECTS = $49.2 MILLION

Harrisville

MURRAY: VINE STREET GOES MULTIMODAL

Enhancements to Vine Street from 1300 East to the Van Winkle Expressway in Murray City were funded through WFRC's Surface Transportation Program (STP). With many of the communities along the Wasatch Front, Murray is providing transportation choices for residents and visitors with roads, transit, and trails.

Vine Street is a major east-west collector that previously lacked continuous curbs, sidewalks, shoulders, and turn lanes at most cross streets. The goal of the project was to provide a safe and efficient "complete street" for multi-modal transportation.

The project included:

- Safe walking route to Woodstock Elementary School at Vine Street and 1300 East for students.
- Center turn lane to improve safety by eliminating stopped or slow-turning vehicles.
- Community engagement and surveying.
- Eliminated wide shoulders in favor of two-to-three-foot shoulders for snow storage and garbage cans.
- Five-foot bike lanes in both directions.
- Seven-foot curb-adjacent sidewalks.
- Three-eleven-foot lanes, one being a center turn.

By working closely with Murray City, the project has achieved its objectives and has been well-received by the community. A key takeaway for the city and the project team was the importance of early and continued public involvement and outreach.

State Street: Pedestrian signals and a HAWK crossing help residents cross the busy street safely.

FARMINGTON: SAFER ACCESS TO PARKS AND SCHOOLS

This local government project required improvements to two popular crossings for bicyclists and pedestrians in Farmington City. The first was an existing crosswalk at 200 West and 125 South. Because 200 West is an on/ off route to I-15 and runs between a city park, an elementary school yard, and a junior high school, users often park on either side of the road, requiring pedestrians, including children of all ages, to cross back and forth during after-school hours and weekends.

The second crossing is located on State Street and the Frontage Road, where a site distance restriction due to the I-15 overpass requires pedestrians to cross the road to access the pedestrian bridge. Both crosswalks are located in high-traffic areas within school zones, tourist and recreation areas, and see many pedestrians with varying degrees of skill and experience throughout the day.

TOOELE VALLEY: APPROVES LONG-RANGE TRANSPORTATION PLAN

Tooele Valley Rural Planning Organization adopted the 2024-2050 Tooele Valley Long-Range Transportation Plan (Plan). The Plan identifies needed road, transit, pedestrian, and bicycle infrastructure and services over the next several years and in the coming decades. A few examples include future phases of MidValley Highway, On Demand transit service expansion, and a multi-use path along Droubay Road. WFRC was glad to be able to provide support in this important effort.

MORGAN COUNTY: ADVANCING TRANSPORTATION AND COMMUNITY PLANNING

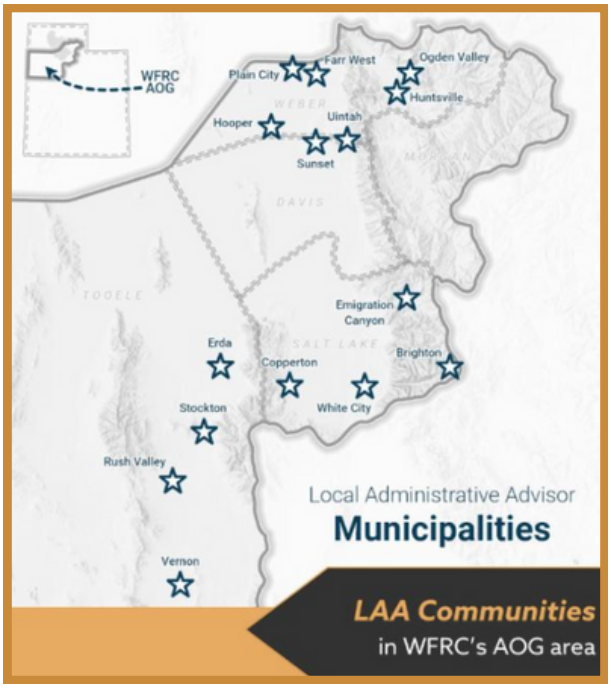
The Morgan County Rural Planning Organization (RPO), staffed by WFRC, worked with Morgan County, Morgan City, and UDOT to prioritize transportation investments using county corridor preservation funds and the third-quarter local option sales tax. These processes guide RPO members in reviewing and advancing projects to the Morgan County Council of Governments.

Through the TLC program, WFRC is helping Morgan City develop a parks and trails master plan and a downtown small area plan, while also supporting the County's Active Transportation Advisory Board. WFRC also launched a Long Range Planning effort with the RPO, to be completed in FY26 and incorporated into UDOT's 2027-2055 Long-Range Rural Transportation Plan.

WFRC provided additional funding and technical support to smaller communities in the Region.

The **Community Development Block Grant (CDBG)** administered by WFRC provides funding to local communities to address the needs of low- and moderate-income populations, and support social service providers in Morgan, Tooele, and Weber Counties (other areas of our region self-administer their CDBG programs).

In the last year, CDBG has funded four projects, including park improvements, sewer/water infrastructure work, and sidewalk/safety improvements. These four projects, with a total cost of just over $750,000, will enhance park access and amenities in a low-income community while replacing aging utility infrastructure.



The **Local Administrative Advisor (LAA)** program delivers proactive administrative support consistently to small cities and towns in the WFRC Region. The program launched in FY24 with the support of GOPB and ULCT, with the goal of improving efficiency and the effectiveness of local governments. A total of 15 communities received technical assistance to help meet the State of Utah's objectives around transparent and accessible government, water conservation, sustainable land use planning, and the provision of public safety and infrastructure services.

Over 95 projects were initiated in LAA municipalities in FY25, including grant acquisition assistance and the implementation of policies and procedures in multiple entities. Other notable projects include:

- With assistance from the LAA program in addressing delinquent reporting, over $350,000 in American Rescue Plan Act (ARPA) funds within the WFRC Region were successfully retained and prevented from the U.S. Treasury recoupment.
- In preparation for the incorporation of the City of Ogden Valley, the LAA program partnered with the ULCT and over 100 local volunteers to develop a roadmap for new municipal governance, coordinating with multiple state agencies and delivering research to support both immediate and long-term governance needs.
- A white paper titled Considerations when Modifying Administrative/Executive Authorities was developed by the WFRC LAA program in collaboration with ULCT to help municipalities evaluate changes to executive and administrative authority under Utah Code, offering guidance on governance transitions and the responsibilities of elected officials.

WFRC collaborated with local governments and transportation agencies to develop the comprehensive safety action plan.

WFRC, working with local governments and partners, used a Safe Streets and Roads for All grant to prepare a regional roadway safety plan, which was adopted last year. The **Comprehensive Safety Action Plan** (CSAP) is being used to identify and prioritize safety improvements for TIP projects and RTP projects. A supplemental planning grant has also been awarded to prepare several Roadway Safety Audits to assist participating cities with specific safety improvement needs and strategies.

Brett McIff (Utah Department of Health), Kip Billings (WFRC), and Jared Bowling (UDOT) present at the Zero Fatalities Safety Summit.

SAFETY BY DESIGN:
WFRC EXPLORES ZERO FATALITIES SUCCESS ON HOBOKEN & JERSEY CITY TOUR

Staff from WFRC, Bike Utah, and the City of Hoboken on a transportation safety tour highlighting how street design improvements save lives.

WFRC staff, along with Bike Utah, organized a transportation safety tour in Hoboken and Jersey City, NJ, highlighting the effectiveness of street design in achieving an impressive eight-year record without a transportation-related fatality. The tour showcased how infrastructure improvements, such as separating bike lanes from traffic, have directly contributed to saving lives. Insights from this tour will help guide continued efforts to support safe and connected transportation planning in our Region.

WFRC participated in regionally significant transportation and growth-related projects and activities.

Projects and corridor studies are a critical first step in implementing the RTP, coordinating transportation decisions with land use to advance Wasatch Choice Vision goals. WFRC participates in and supports a wide range of projects.

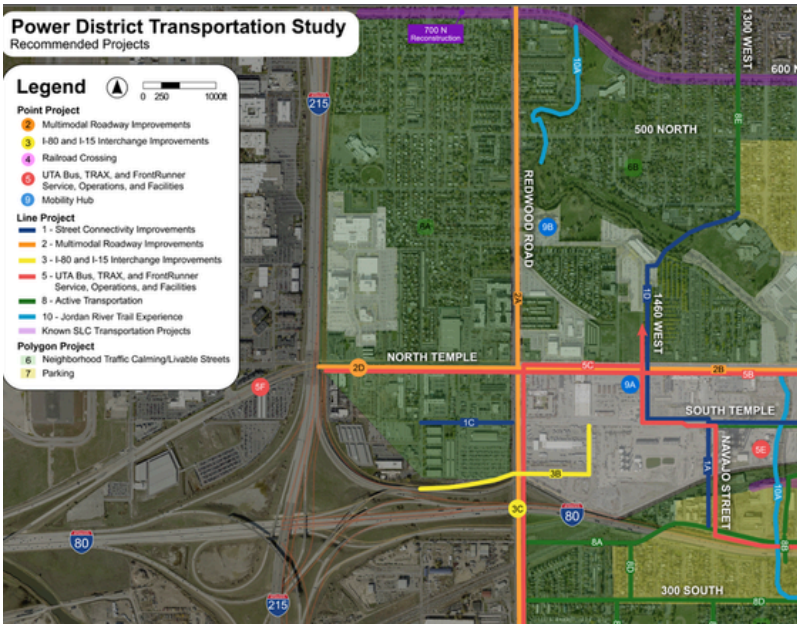
WFRC contributes through modeling and analytical support, convening stakeholders and decision-makers, and providing subject-matter expertise to help integrate transportation, land use, and economic development.

Environmental Assessments & Corridor Studies:

- Point of the Mountain Transit – Draper to Lehi EA
- I-84 Mountain Green EA
- North Utah County Point of the Mountain Freeway Study
- FrontRunner Forward / FrontRunner 2X
- Transit Fresh Look
- Power District Study

POWER DISTRICT STUDY: INCREASING MOBILITY THROUGH COLLABORATION

The Power District, a nearly 100-acre site near the Utah State Fairpark and Jordan River in Salt Lake City, is strategically valuable for the State of Utah, with the potential to support significant economic and housing growth. It is also the proposed location for a Major League Baseball expansion to Utah. During the 2024 Utah Legislative Session, WFRC was provided an appropriation to complete a technical planning study to inform decision-making for the redevelopment of the site. Recognizing the importance of transportation accessibility for this redevelopment, WFRC partnered with Salt Lake City, UDOT, UTA, the Utah State Fairpark, and Larry H. Miller Real Estate to develop a transportation vision to enhance mobility within and around the Power District.



Completed at the end of FY25, the study identified multi-modal improvements to support mobility in the area, including new trail connections, improved street connectivity, and enhancements to the bus and rail network. Many of these improvements will be integrated with the development, such as a new mobility hub!

TRANSIT FRESH LOOK: WHAT IS POSSIBLE IN SOUTHWESTERN SALT LAKE COUNTY?

City, county, WFRC, UDOT, UTA, and other key stakeholders discuss transit options for southwest Salt Lake County at a Transit Fresh Look steering committee meeting.

The Transit Fresh Look aims to unite communities and agencies in southwestern Salt Lake County and northwestern Utah County around a shared vision for a desirable and feasible transit future. A steering committee of local elected officials, city staff, local businesses, and legislative stakeholders is working with transportation partners at UDOT, UTA, MAG, and WFRC. Collectively, these partners are developing a vision for South Jordan, West Jordan, Riverton, Herriman, Bluffdale, Lehi, Saratoga Springs, and Eagle Mountain.

The Transit Fresh Look has identified desired transit corridors and preliminary modes (the type of transit on each corridor), and is working through key options before being finalized in early FY26. Outcomes from the study will be integrated into the 2027-2055 Regional Transportation Plan, and a variety of additional implementation activities will follow.

WFRC enhanced forecasting and modeling of travel behavior and land use markets:

(i) incorporating updated information from the 2023-2024 Household Travel Survey; and (ii) improving modeling of transportation mode choices and the impact of urban form on travel behavior.

One of the key roles played by WFRC is to ensure that regional information resources and sophisticated modeling tools are in place and up-to-date to support transportation, land use, and economic decision-making.

Key activities in FY25 included:

- Completing and releasing Versions 9.0.1 and 9.1 of the Wasatch Front Travel Demand Model (TDM). Updates included the release of the first version of the VizTool, an integrated browser-based suite of visualization tools for reviewing model input and output datasets designed to support both long-range planning and project study work, changes to the roadway and transit networks to reflect RTP amendments, and technical upkeep of the modeling software.
- Working with partner agencies and private sector modeling consultants to develop an implementation plan for incorporating the emerging Activity-based Model (ABM) methodology for simulating household trip-making patterns into the Wasatch Front TDM for the next RTP cycle.
- Developing a semi-automated routine to 're-estimate' the Real Estate Market Model's consideration of recent regional trends in its land use projections.

Other related land use forecasting supporting work:

- Updating the WFRC Housing Inventory Explorer;
- Compiling, standardizing, and publishing a map layer of allowable development types and intensities across current city and county general plans;
- Completing updates to the Wasatch Choice Vision centers and regionally significant land uses;
- Collecting input and feedback on the draft land use forecast from stakeholders, including cities, counties, major developers, and the public.
- Refreshing regionwide bikeway existing conditions data and developing a statewide bikeways web map that depicts the multiuse pathways and on-street bike infrastructure, and their level of traffic stress.
- Providing land use and transportation modeling and mapping support to regional and local transportation plans and studies performed internally and by partner agencies and consultants. WFRC's Analytics staff provided statewide model-related supporting services to support interagency travel model development and coordination across agency planning managers and technical staff under a memorandum of agreement with UDOT and MAG across the state. This support included adding new maps and data resources pages within the unifiedplan.org website.

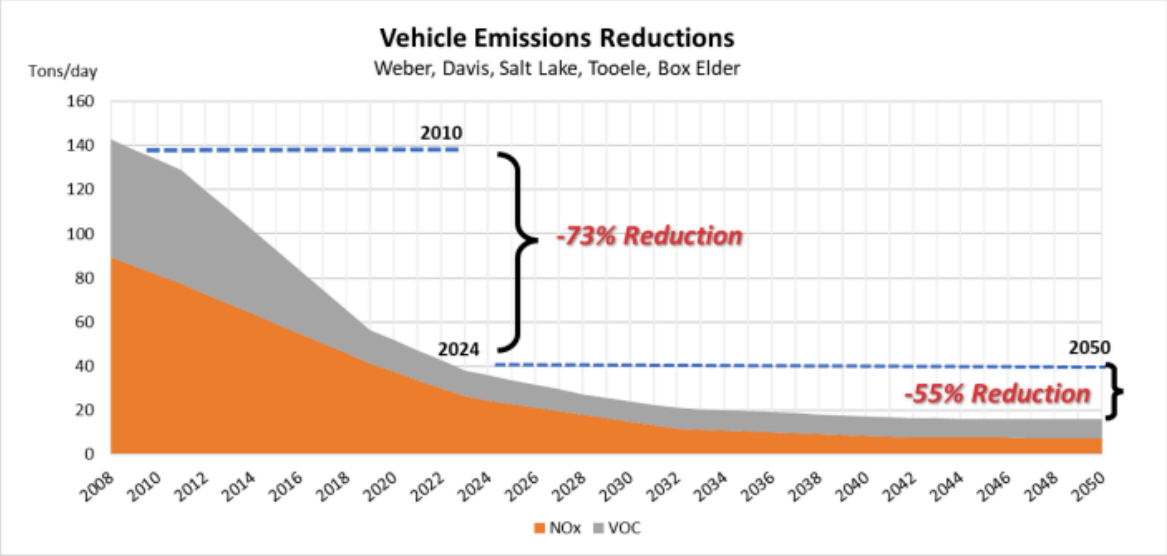
WFRC improved air quality by assisting communities and partners in their efforts to reduce emissions through transportation choices, development patterns, and technological changes. Worked with partners and other stakeholders to address ozone air quality conformity challenges.

Utilizing approved technical criteria and information gathered during on-site field reviews, WFRC evaluated more than 26 projects for funding consideration through the Congestion Mitigation Air Quality Program and the Carbon Reduction Program, which fund transportation-related air quality improvements.

In consultation with the Trans Com Technical Advisory Committees, several of these projects, including intersection improvements, roundabouts, bicycle and pedestrian facilities, and transit expansion, were recommended for funding. Upon review and recommendation from Trans Com, the Regional Council approved these projects for funding.

WFRC worked with the Governor's Office, Utah Division of Air Quality (UDAQ), and UDOT, as well as with peer agencies across the Intermountain West, and others, to address challenges with ozone emission standards and air quality conformity regulations. These efforts have had positive impacts in our shared dialogue with the Environmental Protection Agency, including when the EPA Administrator Lee Zeldin visited Utah in Spring 2025.

Through improved vehicle emission standards, transportation investments such as transit and biking, as detailed in Utah's Unified Transportation Plan, and planned local land use, mobile source emissions will continue to be dramatically reduced.



Vehicle emission estimates based on the MOVES4 model.

WFRC continued the performance-based approach for WFRC plans and programs, including:

(i) Monitored and shared progress towards the adopted Wasatch Choice Vision goals;
(ii) Advanced the use of "access to opportunities," locally, regionally, and nationally, as a goal and measure for planning and programming; and
(iii) Fostered community and stakeholder engagement in transportation planning processes.

WFRC's **Housing ATO Calculator** helps communities consider access to opportunities in their decisions about where to allow or encourage housing options.

WFRC has created a new performance monitoring program, which will launch in September 2025, to track the implementation of the Wasatch Choice Vision. The **Performance Dashboard** measures progress on the five key indicators across the Region and at city and county levels:

1. Access to Opportunities
2. Transportation Choices
3. Affordability: Home + Transportation
4. Park Availability
5. Strength of Our Centers

WFRC strengthened our performance-based planning in the development of the 2027-2055 RTP by creating an exploratory project category and preliminary screening criteria, and refining our project selection criteria. This process is detailed above and on the 2027-2055 RTP webpage.

In developing the RTP, WFRC now also utilizes a custom-built GIS tool to assess how project ideas might affect ATO.

Performance Dashboard coming in September 2025.

Working with Wasatch Choice Vision partners, WFRC continued facilitating the **Wasatch Choice Community Advisory Committee** to enhance engagement with communities from all corners of our Region and advise partner agencies on transportation and land use decisions. The Community Advisory Committee was engaged in the Regional Transportation Planning process, UTA's Five-Year Service Plan (5YSP) and Long Range Transit Plan (LRTP), and additional partner studies.

In FY25, this Committee:

- Added six new members.
- Improved meeting content and opportunities for engagement with the group after conducting a feedback exercise on what engagement tactics were best suited for the committee.
- Restructured the committee's agenda items to better align with our planning development cycle.

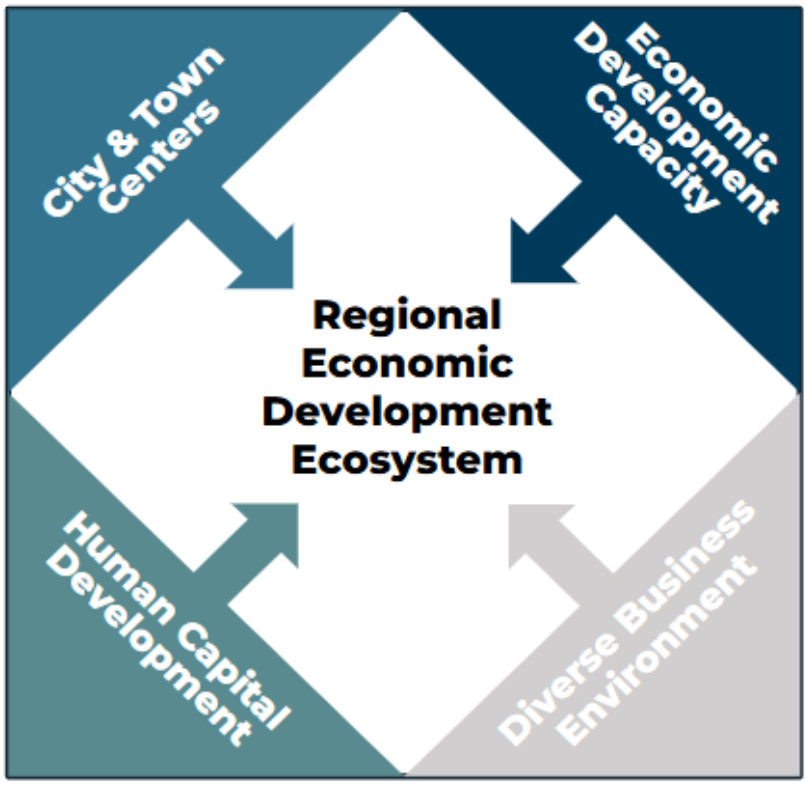
Wasatch Choice Vision Community Advisory Committee - August 2025.

WFRC helped to link economic opportunity with transportation and land use planning through the Wasatch Front Economic Development District (WFEDD) and the adopted 2023-2028 Regional Comprehensive Economic Development Strategy (CEDS).

The **Wasatch Front Economic Development District** (WFEDD) provides a direct link for local governments to apply for federal Economic Development Administration funding to create jobs and support economic development efforts. The adopted 2023-2028 Comprehensive Economic Development Strategy (CEDS), a collaborative effort among various stakeholders, including government agencies, private businesses, community organizations, and local communities, aims to actively link economic opportunities with land use planning and transportation, while acknowledging regional issues of growth, workforce development, and diversification of business types.

The WFEDD has been working to implement the tasks out lined in the CEDS that directly relate to the four key anchors with over 40 funding opportunities provided to WFEDD members, a 57% increase in new centers identified from 2023 to now, support of 21 county economic development projects and a labor force participation rate of approximately 82%, well over the goal of 78%.

The WFEDD will continue to pursue economic opportunities associated with the Wasatch Choice Vision and Utah's Coordinated Action Plan for Economic Vision 2030.



The four pillars that support the Region's economic development ecosystem.

Goal Three

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

PARTNERING FOR SUSTAINABLE INVESTMENT

WFRC has worked closely with our national associations, Utah's Congressional delegation, and Utah's transportation partners to advance federal transportation policy priorities, particularly with the upcoming Surface Transportation Reauthorization.

WFRC and our partners developed a set of shared principles and specific **MPO Policy Priorities** to aid our Congressional partners as they engage in reauthorization discussions.

Shared principles and priorities include:

- Provide long-term and timely reauthorization
- Authorize robust investment levels
- Enhance formula funding and evaluate discretionary programs
- Establish reliable funding mechanisms
- Streamline processes and improve project delivery
- Increase Metropolitan Planning Funds (PL)
- Increase Surface Transportation Block Grant Program (STBG) funding
- Continue funding for air quality improvements while streamlining program administration
- Maintain funding for Safe Streets and Roads for All (SS4A) and convert them to formula
- Maintain robust funding for the transit Capital Investment Grant (CIG) program

Going clockwise, Senator John Curtis (far left), USDOT Secretary Sean Duffy, UTA Trustee Carlton Christenson, UTA Trustee Beth Holbrook, Utah House Transportation Committee Chair Kay Christofferson, WFRC Executive Director Andrew Gruber, UDOT Executive Director Carlos Braceras, UTA Trustee Jeff Acerson, Congresswoman Celeste Maloy.

FEDERAL SPOTLIGHT: SECRETARY DUFFY AND ADMINISTRATOR ZELDIN VISIT UTAH TO DISCUSS TRANSPORTATION PLANS AND INVESTMENTS

State leaders were thrilled to welcome U.S. Department of Transportation Secretary Sean Duffy and U.S. Environmental Protection Agency (EPA) Administrator Lee Zeldin to the Beehive State! With Secretary Duffy, we shared Utah's collaborative approach to planning and building transportation projects. Utah's Unified Transportation Plan gives Utahns real choices for how they get around.

The group was also able to spotlight a critical project for the region by welcoming the Secretary for a ride on the FrontRunner — highlighting double-tracking as a key investment for faster, more reliable service.

WFRC worked with Utah's Congressional delegation on federal transportation issues.

Members of WFRC leadership and staff, along with our partners at MAG, UDOT, and UTA, work regularly with each of Utah's congressional delegation members and their staff on transportation plans and projects, including in the Wasatch Choice Vision and Utah's Unified Transportation Plan. WFRC also regularly shares our common federal grant priorities, such as the FrontRunner strategic double-tracking project. We appreciate the collaboration with our congressional delegation to define and implement Utah's shared priorities.

WFRC also continues to implement the requirements of the Infrastructure Investment and Jobs Act (IIJA). The passage of the IIJA in 2021 continues to provide stability in federal transportation funding, in addition to providing competitive discretionary grant funding. WFRC has been engaged in implementation of the IIJA by working with national associations to share best practices, coordinating with partners to identify key transportation projects eligible for funding, and applying with or on behalf of our partners for regionally impactful grants.

WFRC with Congressman Mike Kennedy in Washington, D.C. - April 2025.

Leadership from WFRC and MAG with Congressman Burgess Owens in Washington, D.C. - February 2025.

SHARING THE UTAH WAY: WFRC HOSTS AMPO CONFERENCE IN SALT LAKE CITY

In September, WFRC hosted the Association of Metropolitan Planning Organizations (AMPO) Annual Conference that took place in downtown Salt Lake City, with tours around our Region.

Executive Director Andrew Gruber moderated the keynote session, featuring Lieutenant Governor Deidre Henderson, WFRC Chair Mayor Dawn Ramsey, and host city Mayor Erin Mendenhall. With an audience of urban planners and technical experts from around the country, the speakers reflected on the "Utah way" of collaborating, planning for the future, and caring for our communities.

REGIONAL LEADERSHIP CELEBRATED: COMMISSIONER BOB STEVENSON RECEIVES TOM BRADLEY AWARD AT NARC CONFERENCE

WFRC Council Vice Chair, Commissioner Bob Stevenson, was honored at the National Association of Regional Councils' Annual Conference with the Tom Bradley Award, recognizing his outstanding leadership and lifelong commitment to regional collaboration. From championing transportation investments to advocating for our Region at the state and national levels, Commissioner Stevenson truly embodies the spirit of public service that drives our communities forward.

WFRC continues to be a strong voice for multimodal transportation investment, solid planning, and appropriately balancing state, regional, and local approaches on Utah's Capitol Hill — all in keeping with Utah's Unified Transportation Plan and the Wasatch Choice Vision. WFRC coordinates a collaborative approach with our partners to that effort, while also communicating legislative impacts and opportunities for engagement with our members.

Over the past five years (2021-2025), the Utah Legislature has authorized over $5 billion of new one-time and new ongoing funds to be invested in multimodal transportation programs — an investment that indicates the importance of transportation and infrastructure to Utah's success.

These investments advance Utah's Unified Transportation Plan, as Utah's transportation partners continue to plan for, program, and construct additional roadway, transit, and active transportation projects across the state. WFRC worked closely with our state legislators, local elected officials, and partners to help advance growth and transportation funding, and policies.

President Stuart Adams and Speaker Mike Schultz meet with WFRC.

Key pieces of transportation-related legislation:

- HB502, Transportation and Infrastructure Funding Amendments (Teuscher/Cullimore) - makes changes to the "5th5th" local option sales tax, funds specific transportation projects, and creates an affordable housing grant program in Salt Lake County.
- SB26, Housing and Transit Reinvestment Zone (HTRZ) Amendments (Harper/Whyte) - makes clarifying changes to existing HTRZ statute, and creates a convention center reinvestment zone development tool.
- SB174, Transit and Transportation Governance Amendments (Harper/Christofferson) - clarifies roles at the Utah Transit Authority, and allows for enhanced collaboration with UDOT on transit capital development.
- SB195, Transportation Amendments (Harper/Christofferson) - a transportation omnibus that requires cities to amend their general plans to identify priority transportation connections; clarifies Station Area Planning (SAP) reporting requirements; requires Salt Lake City to develop a "mobility plan" and submit to UDOT for approval, and prohibits SLC from proceeding on projects unless they are included in the approved mobility plan; allows state TIF funds to be used for roadway and transit corridor preservation; requires UDOT to take responsibility to maintain state highway street lighting that is currently maintained by municipalities; and a dozen more policy changes.
- SB96, Advanced Air Mobility (Harper/Christofferson) - requires a public outreach campaign and technical assistance for local communities in developing advanced air mobility plans and policies.

WFRC 2025 Legislative Summary

Goal Four

Strive for **organizational excellence**.

ACCOUNTABILITY EFFICIENCY & STABILITY

Ensured accountability, transparency, and communication to WFRC's members and stakeholders.

Used resources prudently and efficiently. Maintained budget stability.

Regularly reviewed and ensured utilization of best practices and compliance with applicable laws and regulations.

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

Created and maintained a work environment that maximizes the health, happiness, and productivity of an excellent staff. Provided meaningful, constructive feedback through performance evaluations. Encouraged priority professional development opportunities.

WFRC managers provided meaningful and constructive feedback to employees through performance evaluations, formal quarterly check-ins, and semiannual evaluations.

WFRC actively encourages professional development opportunities that expand personal and collective knowledge of policy, emerging concepts, and best practices, which help to improve WFRC's work and support of the Region.

Staff are diligent in their recertification of professional licenses and certifications and are frequent speakers and participants at numerous workshops, seminars, conferences, and training opportunities. Internally, WFRC organized and provided training to all staff members using CliftonStrengths to improve internal and external communication and build on professional and personal strengths.

WFRC hired two employees to fill vacant positions during the past year:

- **Johnnae Nardone** - Communications Manager
- **Samantha DeSeelhorst** - Transportation Planner

WFRC staff at the 2024 Utah Transportation Conference

IRON CARTOGRAPHER:
SARAH LAWLESS TAKES HOME THE TROPHY AT UGIC CONFERENCE

Congratulations to Sarah Lawless, WFRC Data Scientist, who made the most of being selected to participate in the "Iron Cartographer" live map-making competition at the Utah Geographic Information Council (UGIC) state conference. In this mapping showdown modeled after the Iron Chef TV-cooking contest, participants had three hours to create an original map focused on Cache Valley — using only grayscale and one additional color of their choice. By a vote of conference attendees, Sarah was awarded first place! Her name now holds a permanent place on the traveling trophy, along with a year of bragging rights!

WELLNESS AT WORK:
WFRC RECOGNIZED BY PEHP WELLNESS COUNCIL

We're excited to share that WFRC has been awarded first place in the Career Well-Being category by PEHP's Wellness Council! This recognition honors our work with CliftonStrengths and reflects our ongoing commitment to fostering a supportive and thriving workplace. A big congratulations to WFRC's Wellness Committee for leading the way and earning this recognition!

The PEHP 2024-25 Work Well-Being Awards program is designed to acknowledge and reward Wellness Councils who are working hard to create a healthy environment at their worksite.

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 look forward to continuing that work in the years to come.

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

WASATCH FRONT REGIONAL COUNCIL

wfrc.utah.gov | 41 North Rio Grande Street, Salt Lake City, Utah 84101 | 801-363-4250

Fiscal Year 2025 Goals

1. Collaboratively advance the Wasatch Choice Vision as a framework for integrating transportation, land use, and economic development, to address growth-related opportunities and challenges, and maintain and enhance quality of life

a. Support communities in their work to (i) update and enhance their general and station area plans; (ii) implement their envisioned Wasatch Choice Vision centers; (iii) integrate local and regional multimodal transportation, housing, land use, economic development, and open space; (iv) satisfy statutory requirements; (v) manage funding and other resource challenges; and (vi) consider community preferences and input.

b. Provide high-quality regional and local data, tools, analysis, advice, and technical and financial resources.

c. Facilitate collaboration among local governments, transportation agencies, and other public and private sector stakeholders.

2. Effectively administer ongoing plans and programs

a. Begin development of the 2027-2050 Regional Transportation Plan (RTP) as the transportation element of the Wasatch Choice Vision, focusing on: (i) exploring aspirational opportunities for multimodal transportation choices for state and local roads, transit, and active transportation, balanced with pragmatic consideration of context and costs, and (ii) coordinating transportation with city and town centers, housing options, parks and public spaces, and economic opportunities.

b. Develop the 2026-2031 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2025).

c. Initiate coordination and development of the 2027-2050 Utah's Unified Transportation Plan.

d. Continue the performance-based approach for WFRC plans and programs, including: (i) monitor and share progress towards the adopted Wasatch Choice Vision goals; (ii) advance the use of "access to opportunities," locally, regionally, and nationally, as a goal and measure for planning and programming; and (iii) promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.

e. Provide funding and technical support to communities through WFRC programs including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Carbon Reduction Program (CRP), Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), Local Administrative Advisor (LAA), Transportation and Land Use Connection Program (TLC), and Station Area Planning Technical Assistance (SAP).

f. Promote economic opportunity, linked with transportation and land use planning, by implementing the 2023-28 Comprehensive Economic Development Strategy (CEDS).

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 FRONT REGIONAL COUNCIL

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

a. Coordinate with local, regional, state, and federal government partners to compete for discretionary grant programs and effectively implement the Infrastructure Investment and Jobs Act (IIJA), prepare for the next transportation authorization act, and advance federal transportation policies and strategies.

b. Engage in state and local policymaking activities that advance the Wasatch Choice Vision and Utah's Unified Transportation Plan.

c. Evaluate infrastructure funding and financing strategies at the national, state, regional, and local levels.

d. Communicate the needs and benefits of investment in Utah's multi-modal transportation system as reflected in Utah's Unified Transportation Plan.

e. Collaborate with local governments and transportation agencies to implement the comprehensive transportation safety action plan.

f. Enhance forecasting and modeling of travel demand and land use markets, including (i) incorporating updated information from the 2023 Household Travel Survey; and (ii) improving modeling of transportation mode choices and impact of urban form on travel behavior.

g. Participate in regionally significant transportation and growth-related projects, studies and other activities.

h. Improve air quality by assisting communities and partners in their efforts to reduce emissions through transportation choices, development patterns, and technological changes. Work with partners and other stakeholders to address ozone air quality conformity challenges.

4. Strive for organizational excellence

a. Ensure accountability, transparency and communication to WFRC's members and stakeholders.

b. Use resources prudently and efficiently. Maintain budget stability.

c. Create and maintain a work environment that maximizes the health, happiness, and productivity of an excellent staff. Provide meaningful, constructive feedback through performance evaluations. Encourage priority professional development opportunities. Update employee compensation and performance evaluation practices as needed to ensure market competitiveness.

d. Regularly review and ensure utilization of best practices and compliance with applicable laws and regulations.

WASATCH FRONT REGIONAL COUNCIL

FY2025 UNIFIED PLANNING WORK PROGRAM COMPLETION REPORT

for the

WFRC METROPOLITAN PLANNING AREA

prepared for

Federal Highway Administration
and Federal Transit Administration

in cooperation with

Utah Department of Transportation
and Utah Transit Authority

August 2025

TABLE OF CONTENTS

A. ADMINISTRATION AND COORDINATION 3
A.1 Wasatch Front Regional Council 3
A.2 Utah Department Of Transportation 3
A.3 Utah Transit Authority 4

B. TRANSIT PLANNING 6
B.1 UTA Transit Planning 6
B.2 Mobility Management 11

C. LONG-RANGE PLANNING 16
C.1 Regional Transportation Plan 16
C.2 Growth Planning 24
C.3 Local Government Support 25

D. SHORT RANGE PLANNING AND PROGRAMMING 27
D.1 Transportation Management Systems 27
D.2 Plan Refinement And Special Studies 28
D.3 Transportation Improvement Program 31

E. PROJECT COORDINATION AND SUPPORT 33
E.1 UDOT Environmental Studies 33
E.2 UTA Environmental Studies 34

F. TRAVEL FORECASTING 36

G. TECHNICAL SUPPORT AND SERVICES 39
G.1 Air Quality Analysis And Coordination 39
G.2 Socioeconomic And Transportation Data 40
G.3 GIS And Data Management 42
G.4 Technical Support To Local Governments 44
G.5 Tooele Valley Rural Planning Organization 44
G.6 Morgan County Rural Planning Organization 44

H. PUBLIC INVOLVEMENT 45

I. COMMUNITY DEVELOPMENT 48
I.1 Community Development Block Grant (CDBG) Program 48
I.2 Economic Development 48
I.3 Local Administrative Assistance 49

WASATCH FRONT REGIONAL COUNCIL

A. ADMINISTRATION AND COORDINATION

A.1 WASATCH FRONT REGIONAL COUNCIL

On May 23, 2024, the Wasatch Front Regional Council (WFRC or Council) approved a budget and Unified Planning Work Program (UPWP) for FY2025. 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 2024 for FY2025.

Regular meetings of the Council were held on the following dates: August 22, 2024, October 24, 2024, January 23, 2025, March 27, 2025, and May 22, 2025. The Regional Growth Committee (RGC), the Transportation Coordinating Committee (Trans Com) and the Active Transportation Committee each held five meetings during FY2025. Agendas, supporting technical documentation and minutes were prepared for each meeting. Various other committees, including the Ogden-Layton and Salt Lake 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 Personnel policy and Administrative and Accounting policy to comply with updated regulations and best practices.

Council staff prepared and submitted monthly financial reports. An annual audit of the Council's financial records for FY2024 was completed in October 2024 and copies of this audit were distributed to appropriate agencies. The Council's audit of the financial records for FY2025 is expected to be completed in October 2025 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, 2024 through June 30, 2025:

- 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, FTA, and FHWA regarding the PM 2.5 SIPs and the development of the new 8-hour Ozone SIP which includes the WFRC area.
- Worked with WFRC staff to prepare for an expected air quality conformity freeze related to ozone.
- Coordinated with WFRC the submittal of the annual CMAQ report to the FHWA (submitted March 2025). 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 four 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.
- Worked with WFRC staff to explore context classification strategies through separate efforts at each agency.
- Collaborated with long-range planning staff in an update of UDOT's capacity project prioritization process.
- 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

UTA Moves 2050/Long Range Transit Plan (LRTP)
UTA's agency-wide, 30-year long range plan was adopted by the UTA Board of Trustees in the beginning of 2024. The LRTP focuses on understanding and planning for future needs of the communities that UTA serves. In response to major public outreach and needs assessment, a Plan Network and a Vision Network were developed. The Plan Network is a financially constrained, 3-phase investment and implementation prioritization plan for the system. The Vision Network is an unconstrained picture of a future UTA system that extends beyond projected 30-year funding availability. The LRTP is an ongoing UTA program which will be incorporated in the regional planning process and updated in sync with the 2027 Regional Transportation Plans.

Five Year Service Plan
UTA completed work on the 2025 Five Year Service Plan in December of 2024. This plan is intended as a guiding document for the next five years of UTA service improvements and to fulfill certain state-level statutory requirements.

The goals of the plan were to:
- Improve Employee Working Conditions
- Implement the Long-Range Transit Plan
- Respond to Community Feedback
- Optimize the System
- Restore Service

In order to fulfill these goals, UTA identified, vetted, and took to public comment network improvements that sum to over 680,000 additional hours of service across all five years of the plan. Starting in the late spring of 2025, UTA began working on the initial vetting process for the 2027 Five Year Service Plan. While this plan is not intended to be taken to the public until late 2025 or 2026, internal vetting is occurring for revisions and further plans in light of newly identified resource constraints and opportunities.

Service Implementation – April 2025 Service Changes
UTA implemented the first year of the 2025 Five Year Service Plan on April 7, 2025. UTA completed a full Title VI and public engagement for all proposed service changes. Improvements in Salt Lake County were primarily focused on the southern quadrant of the county, with Routes 126 and 219 providing new fixed route service to areas that were previously only served by UTA OnDemand. In Weber and Davis Counties, UTA restructured and improved frequency on services in Clearfield, Layton and Kaysville. Finally, in southern and central Utah County, UTA implemented new services with Route 823 and the West Provo OnDemand Zone.

In addition to the above service modifications, UTA also completed a clean restoration of service on Routes 39, 201 and 218. These routes are now operating at or above the level of service at which they operated prior to the Covid-19 Pandemic.

Service Design Standards
UTA completed work on the updated Service Design Standards, which were approved by the UTA Board of Trustees on March 26, 2025.

Wayfinding Signage & Bus Stop Improvement Program
The Customer Experience team along with Service Planning and Facilities continue to install new bus stop signage to improve and update system wayfinding. Phase I (FrontRunner) of the Wayfinding System signage was completed in 2024. For bus stop improvements, UTA had 186 ADA Bus Stop Improvements (Pads constructed), 69 new shelter installations, and 122 new bench installations.

Mobile Trip Planning
UTA continues to partner with the Transit app and Masabi as a mobile ticketing solution for UTA customers. For the fiscal year July 1, 2024 - June 30, 2025, UTA sold 1,019,812 tickets through the Transit app, up 21% from the previous year (842,513). Ticket revenue for the same fiscal year was $3,997,246, up 16% from the previous year ($3,441,608)

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 and catalyze TOD. As of July 2024, there have been 19 stations certified with a Station Area Plan and currently 46 stations in the active station area planning process.

Once a Station Area Plan is adopted by its Board of Trustees, UTA is able to proceed with the development of any properties that it controls within the respective station area. Currently, eight of these sites are active, with properties in some stage of the development process. Five sites include development phases either completed or under construction. Three sites are in planning with the respective cities and development partners. Three additional sites are being prepared for a request for proposal (RFP).

Active Transportation to Transit Plan
The Active Transportation to Transit Plan (“AT3P”) Phase I was completed in the fall of 2023. The Plan has identified a framework to support comprehensive approaches to the quality, convenience, comfort, safety, and sense of dignity of using active transportation with transit. This framework guides evaluation of internal, external, physical, and non-physical elements which affect active transportation accessibility with transit. Additionally, a methodology and prioritization framework has been developed which uses quantitative data to assess need for active transportation improvements at systemwide stops and stations. UTA continues its ongoing collaboration with partners on local and regional active transportation efforts and updates.

Emergency Preparedness Planning
The Utah Transit Authority (UTA) Emergency Management Program (EMP) was actively involved within the UTA organization and with the many jurisdictions we serve in the public and private sectors.

UTA provided transportation presentations to the Local Emergency Planning Committees (LEPC) of Davis County, Utah County, and Tooele County. UTA also presented to the medical community at the annual Utah Disaster Advisory Committee (UDAC) conference regarding UTA capabilities to assist with patient transport and evacuation. Furthermore, UTA provided buses and personnel to help Ogden-Hinkley Airport with their FAA required triennial Full Scale Exercise (FSE). Our buses served as the mock aircraft fuselage for responder activities and our paratransit bus simulated the transportation of minor injury patients to local hospitals. Other trainings involved facilitating onsite training on TRAX trains with local police/SWAT teams and fire/heavy rescue departments.

As in previous years, UTA EMP participated monthly with the Utah Emergency Operations Center (EOC) State Emergency Response Team (SERT) drills as an Emergency Support Function (ESF) #1 – Transportation representative as well as participating in multiple partner jurisdiction planning, response, training, and exercise projects. UTA continues to actively participate in the Utah Traffic Incident Management Coalition.

UTA Emergency Management updated the Emergency Preparedness Plan (EPP) 10/2024, Emergency Operations Plan (EOP) 8/2024, Continuity of Operations Plan (COOP) 9/2024, and several service unit Emergency Response Plans (ERP). These plans remain current with the required updates.

Emergency management and response training included a TRAX light rail Table Top Exercise (TTX) and a Full Scale Exercise (FSE) with the South Jordan Fire and Police Departments preparatory to the opening of the new South Jordan Downtown Parkway Station platform. Also, to create best practices surrounding lithium-ion battery operated devices on our modes we conducted a Table Top Exercise (TTX) with multiple state and local partners to identify risks and hazards associated with lithium-ion battery fires. UTA stays in constant communication with the American Public Transportation Association (APTA) to gather information to create a safer environment for employees and customers.

With the authorization of the Utah Division of Emergency Management (UDEM), the UTA Emergency Manager taught the senior level FEMA Incident Command System (ICS) G0402 NIMS Overview for Senior Officials course to the UTA Executive Team. Additionally, ICS training IS-100 and IS-200 was assigned through the LMS to the UTA Director, Manager, and Supervisor staff for ICS certification and compliance.

UTA's 2024 Transportation Agency Safety Plan (TASP)

UTA's Transportation Agency Safety Plan (TASP) serves as the governing safety document for all transit modes operated by UTA and is structured around Safety Management Systems (SMS) principles for identifying and mitigating hazards. The TASP is updated yearly in accordance with Federal Transportation Administration (FTA) regulations and the Utah Department of Transportation (UDOT) State Safety Oversight (SSO) Program Procedures and Standards.

As required by the Bipartisan Infrastructure Law, Infrastructure Investment and Jobs Act, UTA has established a Joint Safety Committee (JSC) that consists of equal representation from frontline employees and management. UTA's Joint Safety Committee is engaged in setting

safety performance targets, recommending mitigations for reducing safety risks, making safety strategy improvements, and addressing safety deficiencies.

UTA is currently operating under the 2024 revision of the TASP, which has been reviewed and approved by the Joint Safety Committee, UTA Board of Directors, and the UDOT SSO Program Manager.

Rideshare Program Planning
The UTA Rideshare Department worked 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. The Department added accessible vehicles to its fleet to ensure everyone has access to this service. They additionally reached record levels of vanpool groups and participation, thus reducing congestion and improving air quality.

Special Services/ADA Strategic Planning
For work completed during the fiscal year July 1, 2024 through June 30, 2025, UTA Special Services provided ADA paratransit service throughout the UTA service area as well as operated Flex Routes to assist individuals with disabilities access to employment, education, life critical resources and everyday activities. The UTA Paratransit Forward study, which identified opportunities to enhance these services, was completed and presented to the UTA executives and Board. In April 2025 UTA had a large expansion of paratransit service in Salt Lake, Utah and Davis counties adding nearly fifty square miles of service coverage. UTA Special Services supported URSTA, the state transit association, through membership, participation on the URSTA Board, and associated conferences.

Transit Asset Management Plan
UTA has developed a comprehensive asset management system that is identifying current and future projects which will keep the existing system maintained and operating in a safe manner. The ability to successfully identify projects is continuously improved and refined as better and more accurate information is obtained from our stakeholders, both internal and external. UTA completed many projects during the past fiscal year and continues to schedule additional projects in the following categories for the next fiscal year, among others: grade crossing rehabilitations and replacements on the FrontRunner and TRAX systems, restraining rail replacements on the TRAX system, curved rail replacements on the FrontRunner system, traction power substation rehabilitations, FrontRunner and TRAX vehicle overhauls, facility rehabilitations, technician vehicle replacements, bus procurements, paratransit procurements, and vanpool vehicle replacements.

SRD Grant for Suicide Prevention
Last year, UTA installed Infrared Cameras at strategic locations to trigger alarms if trespassers are detected. There are 6 locations, 3 on TRAX and 3 on FrontRunner. These cameras trigger alarms and UTA dispatch that there is a person displaying pre-suicide behavior. Our dispatch teams respond by 1. alerting the operator to slow the train and 2. Dispatching police to intervene directly and help the trespasser remain. This has been successfully implemented on multiple occasions, very possibly preventing a fatality and allowing the people to seek help.

More Hope Poles have been installed guiding at risk trespassers to suicide prevention hotlines, thus expanding our efforts to reach people who are experiencing a crisis on our rail lines.

All cameras have been installed and are now actively providing warnings when a trespasser is detected.

Additional fencing has been erected to discourage people from entering the rail corridors.

The main task for the project now is data collection. Data is being collected and shared with FTA to determine the efficacy of these cameras at preventing suicides. We have had a number of successes as well as a number of failures. We are analyzing incidents to perfect the system. We have run a number of drills to help our dispatch teams react quickly to the alarms and we have expanded staff watching our security cameras to minimize our response time. If it is determined that these cameras are indeed effective, then this program may be implemented in other transit agencies nationwide.

Additionally, we are looking for ways to reach out to the community and provide help to people before they enter our track in a crisis. These efforts are in an exploratory stage.

Bus Speed and Reliability Program (BSRP)
The Bus Speed and Reliability Program (BSRP) is a continuous effort to improve the performance of UTA bus routes through cost-effective interventions that address speed and reliability issues where they exist. In the past year, UTA worked with consultant assistance to develop the foundations for a scalable, data-driven program while also working to pilot improvements to demonstrate the potential of this approach. The program focused on planning improvements for Route 850 in Utah County and establishing an inter-agency working group with UDOT Region 3 to partner on making improvements to the route. UTA also made plans and preparations to return Route 35 bus service to dedicated lanes on 3500 South in West Valley City in August 2025 and will measure the benefits and impacts of this resumption of service. Additional details about the program are available at https://rideuta.com/bsrp.

The 2024 On-Board Survey offers UTA and its partners a comprehensive overview of who our transit riders are, and how they ride the system. The information collected from our riders provides valuable information on fare usage across various fare types and user demographics. This data is crucial for assessing ensuring fairness across all user groups.

On-Board Survey
The On-Board Survey kicked off in the fall of 2023 when UTA awarded a consulting services contract. Surveys were administered on UTA fixed routes and On Demand between February 2024 and April 2024. The 2024 On-Board Survey was completed in January 2025.

Transit Signal Priority (TSP) Implementation
The Innovative Mobility Solutions (IMS) department's 2021 TSP Master Plan aims to enhance the customer experience, boost operational efficiency, and prepare UTA for future connected vehicle technologies. Ultimately, IMS's TSP efforts are strategically focused on delivering faster and more reliable buses for customers.

To date, we've installed 205 C-V2X TSP onboard units on UTA buses across all garages and bus projects that include TSP. In calendar year 2025, 113 new TSP onboard units are slated for installation: 25 for the 5600 West Project and 88 for other frequent bus routes.

Between July 1, 2025, and June 30, 2026, our work will center on completing Phase 2 and starting Phase 3 of the TSP deployment. Phase 2 will involve fully deploying TSP onboard units for frequent buses operating on state-owned roads from the Meadowbrook garage, plus finishing installations for relevant buses at the Ogden garage. We'll also install TSP units on new Mid-Valley Connector (MVX) buses.

Phase 3 will kick off with planning deployments for frequent buses on local (non-state) roads in Salt Lake City, Salt Lake County, Taylorsville, and other areas.

Microtransit Pilot Program Evaluations
The Innovative Mobility Solutions (IMS) department has contracted UTA On Demand microtransit services in four zones: Southern Salt Lake County, Salt Lake City Westside, West Provo/Orem, and Tooele County. The West Provo/Orem zone, which launched in April 2025, is the newest addition. IMS's strategic goal for these programs is to provide flexible, reliable, demand-responsive transportation that enhances quality of life. These shared-ride services expand access, improve accessible mobility options, and consistently deliver a high-quality customer experience, as evidenced by daily rider ratings.

For 2025-2026, UTA On Demand zones will continue to be evaluated using key performance indicators (KPIs) such as cost per rider, availability, utilization, and on-time pickup. Wait times have been reinstated as a KPI, with a target average of 15-20 minutes. UTA's microtransit ridership goal is a sustainable 10% annual increase per zone. Monthly reports are generated to highlight service performance and customer experience. Additionally, UTA's Long Range Transit Plan identifies potential new zones, should incremental funding become available.

B.2 MOBILITY MANAGEMENT

UTA Coordinated Mobility (CM) staff plan and support 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 LCCs include state and local agencies, stakeholders, consumers, and transportation providers from each of the USDOT 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.”

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. This software is now being supported by a new vendor and will continue to support the 5310 subrecipients in vehicle reporting.

Sustainable & Local Coordinated Councils (LCCs)
UTA staff continues to work with the Local Coordinating Councils to improve outreach to their local communities. The FTA 5310 Grant Manager and Coordination Administrator oversee the outreach and guidance of obtaining funding for coordinated projects. Local Coordinating Councils help decide project priority and meet regularly. Through outreach, there are new 5310 applicants/LLC attendees due to current transportation challenges in some areas. A letter to recruit new attendees was written and emailed to potential new partners this last year. This effort will continue as 5 new agencies have been attending the LCC meetings with the intention of applying for FTA 5310 funds in 2026. WFRC staff participates in the Davis/ Weber and Salt Lake Coordinating Councils and the Grant Management Advisory Team, in addition to providing other support as needed to UTA's Mobility Management work.

Integration of updated Local Coordinated Human Services Transportation Plans
Updating the Local Coordinated Human Service Transportation plans for Weber, Davis, Salt Lake and Utah counties has been facilitated by UTA at Local Coordinated Council meetings in 2025, with final update anticipated in spring of 2026. The Coordinated Plans are created in collaboration with the local mobility councils to identify various strategies to address needs in the region for seniors, people with disabilities, and veterans. They also identify the local resources currently available to assist these groups with their transportation needs. The Local Coordinated Human Services Transportation Plans for Davis, Salt Lake, Tooele, Utah, and Weber counties will be integrated into the Regional Transportation Plans.

Coordination with Bear River Association of Governments (BRAG) Mobility Management in Box Elder County
The UTA Coordinated Mobility Department participates on the BRAG Local Coordinating Council. Providers in Box Elder County are included in coordinated transportation activities and are encouraged to apply for FTA 5310 funds for projects included in their coordinated plan.

BRAG has spent awarded Out and About funds for a statewide voucher program and has been testing the eVoucher software under the direction of the CM IT Project Manager.

Ongoing Outreach to Underrepresented Populations
UTA Mobility Management provides continued outreach to seniors, persons with disabilities, and veterans. This is done a number of ways including: Local Coordinating Councils, chairing the Utah Division of Aging and Adult Services (DAAS) Board, participation on the UTA Committee on Accessible Transportation (CAT), participation on the Operation Enduring Freedom/ Operation Iraqi Freedom (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, etc. UTA Coordinated Mobility has two employees conducting extra outreach to Aging Adults. Trista Lawrence serves on the State Board of Aging. Christy Allen serves as the Transportation Member on the Utah Coalition On Aging (UCOA). These positions are ongoing for the time being.

FTA 5310 Funding Administration Grant Award Cycle
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.

The 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 opportunity to apply; and if selected, receive a fair 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 5310 large urbanized program is a joint effort between FTA, WFRC, MAG, UTA, the Grant Management Advisory Team (GMAT), and the Local Coordinating Councils to promote efficient use of grant funds and to ensure their fair distribution.

The FTA 5310 Grant was opened for applications in January 2024. Subrecipients have been drawing down funds from their awards during the past year. Many of the projects should be completed by the end of year 2025.

5310 Grant Management
Acting as the pass through for 5310 Federal funds, the UTA Coordinated Mobility Department is continually in the process of managing subrecipients, overseeing grant compliance, and helping with the delivery of awarded vehicles/capital items. Vendors have caught up with vehicle orders. The CM department was able to deliver over 20 vans/accessible vehicles this last year.

The Coordinated Mobility Department is working diligently to close older federal grant awards as quickly as possible. The UTA CM staff was able to close six FTA 5310 grants in the past year. The 5310 two-year grant cycle is now on schedule and site visits have been conducted with the subrecipients. The CM staff is working with FTA Region 8 to consolidate our grants moving forward so there won't be as many close outs needed. The consolidation of the grant awards will also streamline the reporting process thus making less ongoing work for staff.

Electronic Voucher (eVoucher) Phase 2 Development, Pilot, and Production Deployment
The UTA Coordinated Mobility Department is involved in a public/private partnership electronic voucher (eVoucher) system that was awarded federal funds for development. This system includes a web-based interface that replaces the current paper voucher processes. The initial development and testing for this was completed by Q3 of 2022.

UTA piloted the eVoucher software that was completed in Phase I with Community Health Services of Florida and BRAG. 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.

Though there were setbacks in the development of eVoucher Phase II, a new vendor was selected through a competitive process to finish the eVoucher Phase II project. A testable product was available by the end of 2024. BRAG and two other partners are helping test the eVoucher software under the direction of the CM IT Project Manager throughout 2025.

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, UTA is 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.

Comprehensive Specialized Transportation Plan Outcomes
During 2019 and 2020, a Comprehensive Specialized Transportation Plan was developed with consensus from key stakeholders, including the LCCs, 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 projects described below are related to the identified solutions in the plan.

UTA Donated Vehicle Program
Early in 2022 the Coordinated Mobility Department was assigned to administer UTA's Donated Vehicle Program (DVP). The CM department has streamlined the donation process. A DVP page has been created on the rideuta.com website, www.rideuta.com/donatedvehicle, where organizations can submit a request for a vehicle. This request goes directly to the CM department where the request is prioritized based on the intended use of the vehicle and when the request was submitted. Seven vehicles were awarded this year.

UTA Referral Call-in Line
Utah Transit Authority Coordinated Mobility has brought the referral line for aging adults and persons with disabilities in house at the request of the Utah Legislative Transportation Committee as identified in SB174 from the 2017 General Session of the Utah Legislature. The referral line aspect of the project has been implemented. This program will integrate temporary rides for customers waiting to be approved for eligibility with community organizations/paratransit services. The temporary rides will mostly be paid for from awarded grant funds. A third-party contract has been completed in 2025 with accessible transportation providers and rides have begun. Data is being collected to see the impacts of this program.

Travel Training and Development of a Resource Library
Though the Travel Trainers are no longer in the UTA CM department, the Travel Trainers applied for more funding during the application process in January 2024. The Travel Trainers have been awarded additional funds so they can continue to serve the growing number of customers seeking training, particularly for those in the community with specialized needs. An additional request to develop a Travel Training Resource Library to be publicly available was awarded funds and will be developed in 2025/2026. The resource library project has begun as a Request For Proposal has been posted for a contractor to help with this work.

SB 195 (2025) Study

The UTA Coordinated Mobility Department, in conjunction with UDOT, has begun a study related to human services transportation with an eye to consolidating these various services. This study will be under the guidance of the Transportation Interim Committee. A requirement of the Bill is to report to the Transportation Interim Committee no later than the November 2025 meeting, with a final recommendation reported to the Transportation Interim Committee in November 2026. UTA has developed a scope of work with UDOT that was posted for a Request For Proposal. A contractor has been selected. UDOT is currently negotiating the contract terms.

C. LONG-RANGE PLANNING

This section highlights development, collaboration, and coordination of the 2027-2055 Wasatch Front Regional Transportation Plan and Utah's Unified Transportation Plan; the RTP Amendment Process; Amendments #2 and #3 to the 2023-2050 RTP; the implementation of the first and second stages of the 2027-2055 Regional Transportation Plan development (C.1); the update to the Wasatch Choice Vision land use layer (C.2); and the work of the Transportation and Land Use Connection Program (TLC) and station area planning efforts (C.3).

C.1 REGIONAL TRANSPORTATION PLAN

WFRC initiated the 2027-2055 RTP process at the beginning of FY24 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. The following process and schedule were adopted for development of the Wasatch Choice Vision and 2027-2055 RTP.

Wasatch Choice Vision and 2027-2055 Regional Transportation Plan Process and Schedule

Key process and substantive goals for the Wasatch Choice Vision and 2027-2055 RTP:

1. Regularly engage and communicate with partner agencies, stakeholders, and the public.
2. Explore aspirational opportunities for multimodal transportation choices for state and local roads, transit, and active transportation, balanced with pragmatic consideration of context and costs.
3. Coordinate transportation with city and town centers, housing options, parks and public spaces, and economic opportunities.
4. Identify strategies to increase the resiliency of the WFRC Region in the face of future uncertainty and dynamic external forces.
5. Explore policy approaches that optimize the performance of the transportation system.
6. Forecast and measure impacts on quality of life to inform decision-making.
7. Plan a balanced transportation system, including new projects, system enhancements, maintenance and operations, while maintaining funding flexibility to respond to changing circumstances.

The process is organized into three stages:

Stage 1 – Explore Our Future

2024 1Q
* External forces and policies efforts including: review, enhancement, and evaluation
* Beehive Bikeways and Utah Trail Network

2Q
* Develop Multi-modal Transportation and Land Use Scenarios

3Q
* Initiate financial and phasing assumptions

4Q
* Engagement #1: Explore Our Future (External Forces/Policies/ Scenarios/Aspirational Projects)
* Coordination on additional planning factors

Stage 2 – Our Preferred Scenario

2025 1Q
* Refine city and town centers
* Assess performance of projects and policies
* Identify potential projects for Preferred Scenario

2Q
* Draft Preferred Scenario
* Review Preferred Scenario projects through Great Streets framework

4Q
* Engagement #2: Draft Preferred Scenario
* Finalize financial assumptions; land use forecasts; phasing criteria

Stage 3 – Phasing and Implementation Plan

2026 1Q
* Finalize project-level performance measures
* Needs based phasing assessment

2Q
* Draft phased and financially constrained projects

4Q
* Engagement #3: Project Phasing

2027 1Q
* Formal Public Comment Period

2Q
* Plan Final Approval

3Q
* 6th Edition of Utah's Unified Transportation Plan

4Q
* Engagement #4

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

Explore Transportation Concepts

WFRC, in collaboration with the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) has enhanced its planning process to include a new "Exploratory" category. The established transportation planning process starts with developing a "preferred scenario" that functions as a "vision" for the future transportation system, which considers multiple transportation ideas, scenarios, criteria, and projected future land uses. The regionally significant transportation projects in that scenario are then phased (by time) based on when they are needed. Fiscal constraints are then applied based on reasonably anticipated future revenues. This results in the official long-range transportation plan(s), which strike a balance between being aspirational and pragmatic. This process is the basis for Utah's Unified Transportation Plan, the Wasatch Choice Vision, and other regional visions and plans.

Enhancements to the transportation planning process and materials:

- Explore **aspirational** concepts for multimodal transportation choices for state and local roads, transit, and active transportation – projects and strategies – balanced with **pragmatic** consideration of context and costs.
- Concepts would be identified through the established transportation planning process and through stakeholder input. The parameters for identifying concepts would be flexible and qualitative.
- There would be a clear separation between *exploratory concepts* and the *official needs-based and fiscally constrained plans* (Unified / long-range / Regional Transportation Plans). The *products* are distinct, but with an integrated *process*.
- Exploratory concepts that are not included in the official plans would be *identified* and *displayed* but not necessarily *endorsed* by the transportation agencies. Those

concepts can be reconsidered for inclusion in the plans as circumstances change or further study is conducted.

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), the Wasatch Front Regional Council (WFRC), the Mountainland Association of Governments (MAG), the Dixie Metropolitan Planning Organization (DMPO), the Cache Metropolitan Planning Organization (CMPO), and the 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 the plans are consistent across the state while meeting local needs. WFRC staff participates in the Policy and Coordination Committee, which oversees and provides guidance to the seven subcommittees. WFRC staff chairs the Finance, Communications, Active Transportation, and Modeling Subcommittees, while actively participating in the Technical and GIS Subcommittees.

The Finance Subcommittee has begun updating the Utah's Unified Transportation Plan Financial Model. Updates to the base transportation revenues and growth rates are being incorporated into the model for roadways, transit, and active transportation. Planning-level project cost assumptions, preservation/maintenance needs, operating costs, and new revenues will be updated prior to the final model release. The model is expected to be finalized at the end of 2025 and available for use to fiscally constrain the long-range plans across the State. The Communications Subcommittee will begin working on messaging and updates to the website in FY26. The Active Transportation Subcommittee focused on defining active transportation terms for use in the Unified Plan, including GIS schema. Utah's Unified Transportation Plan utilizes the established statewide travel demand model advisory committee. The Modeling Subcommittee focuses on the consistency, state of the practice, and data coordination statewide. The Technical Subcommittee has initiated coordinating performance measures, safety, data needs, external forces, terms and definitions, phasing, prioritization, interactive map updates, and economic impacts and benefits for the 2027-2055 Utah's Unified Transportation Plan. The GIS Subcommittee will update the GIS schema, data needs, and colors for the Utah's Unified Transportation Plan interactive map in FY26.

Regional Transportation Plan Amendment Process

The RTP is the regional transportation element of the Wasatch Choice Vision. Periodically, adjustments are needed during the planning cycle due to things like changes in funding availability, changing local or state needs, modifications to land use, the outcomes of environmental analyses and other studies, or updated timelines on development of projects. The amendment process maintains the rigor of the planning process - including review of financial constraints, public input, and air quality conformity. The WFRC RTP Amendment Process has been updated and approved by the Regional Council and utilized since its original adoption in May 2023. WFRC approved Amendment #1 to the 2023-2050 RTP in FY24. Amendments #2 and #3 were approved in FY25, while Amendment #4 has been initiated in FY25 but will be approved in FY26. All amendments were developed in consultation with, and at the request of, transportation partner agencies and the municipalities in the Region.

Amendments #2, #3, and #4 to the 2023-2050 RTP
Amendment #2 to the 2023-2050 RTP included a total of 15 project requests, which were approved and incorporated into the 2023-2050 RTP in August 2024:

- Six Level 2 (board modifications of non-regionally significant projects) requests from local communities and UTA, comprised of one transit and five roadway projects; and
- Nine Level 1 (staff modifications) requests from local communities, all comprising active transportation projects.

The projects within Amendment #2 received review by the Federal Highway Administration; Interagency Consultation Team; WFRC Technical Advisory Committees (TACs); and the Regional Growth Committee (RGC).

Amendment #3 to the 2023-2050 RTP included a total of 11 project/plan requests, which were approved and incorporated into the 2023-2050 RTP in May 2025:

- Five Level 2 (board modifications of non-regionally significant projects) requests from local communities, all comprising roadway projects; and
- Six Level 1 (staff modifications) requests from local communities and the University of Utah, comprising three active transportation projects, two mobility hubs, and an update to the Wasatch Choice Vision land use layer.

The projects within Amendment #3 received review by the Federal Highway Administration; Interagency Consultation Team; WFRC Technical Advisory Committees (TACs); and Regional Growth Committee (RGC).

Financial Model
In connection with the 2027-2055 RTP, WFRC, MAG, Dixie MPO, Cache MPO, UDOT, and UTA partnered to fund a new version of Utah's Unified Transportation Plan Financial Model with consultant assistance. This work was coordinated through the Financial Subcommittee for Utah's Unified Transportation Plan. The new version will include enhanced transit and active transportation components along with more refined preservation and maintenance costs and assumptions. In FY24, a request for proposals (RFP) was realized and a consultant was contracted to begin work on the model. Significant progress has been made in FY25 on model development, including updating baseline revenues, expenditures, and associated growth rates. FY26 work will finalize that model and include new revenue sources, funds available for each agency to fiscally constrain their long range plans, statewide revenues by transportation mode, and expenditures related to operations, maintenance, and preservation. The model is expected to be completed in December of 2025 and used during the phasing stage of the RTP process in 2026.

Transportation Partner and Stakeholder Meetings
Transportation partners have been involved in the development of identifying transportation and land use updates for the 2027-2055 RTP. Coordination efforts with UDOT and UTA occurred during FY25 on the development and testing of strategies, partnership and review of community and stakeholder recommendations, review of the 2023-2050 RTP, and incorporation of various studies around the region for the 2027-2055 RTP. Other transportation partner coordination included amending the existing RTP and reviewing project selection criteria. A WFRC, MAG, UDOT, and UTA leadership meeting occurred to give guidance to the planning process for the Wasatch Choice Vision update and 2027-2055 RTP

update. Continued coordination with UDOT, UTA, and key stakeholders will happen during all three stages of the Wasatch Choice Vision and RTP process.

WFRC continued to meet annually with the business community including Chamber of Commerce groups like the Western Growth Coalition; community advisory groups like Trails Foundation Northern Utah (TFNU); Parley's Rails, Trails, and Tunnels (PRATT); Bike Utah; Utahns for Better Transportation (UBET); universities such as the University of Utah/Research Park, Salt Lake Community College, and Weber State University; and key land holding groups such as Rio Tinto, Larry H. Miller Group (Daybreak), the Point of the Mountain Development Commission, the Utah Inland Port Authority (UIPA), and PRI/FRI/SLR (Church of Jesus Christ of Latter-Day Saints land holding groups).

The Regional Growth Committee Technical Advisory Committees (RGC TACs) were utilized to provide updates and facilitate input and feedback from local community planners.

WFRC met and coordinated with the UIPA on a quarterly basis. The goal of these meetings is to find out what their development, land use and transportation needs and plans are for the future and how their plans coincide with the Wasatch Choice Vision and 2027-2055 RTP. WFRC will help ensure the areas the UIPA are developing and projected numbers will be included in the travel demand model (TDM) forecasts.

WFRC has been conducting outreach and education to city planners, elected officials, and key stakeholder groups on advanced air mobility (AAM). These outreach and education sessions include presentations at conferences and various meetings such as RGC, RGC TACs, Wasatch Choice Community Advisory Committee, and one-on-one with local communities. These meetings began the process of education and understanding what the future holds for AAM and to help WFRC staff understand and answer questions local community staff and elected officials have about AAM. WFRC staff have also worked with partner organizations and various cities to help coordinate the planning of vertiports and infrastructure needs related to AAM.

Interactive Map
The 2023-2050 RTP interactive map was updated for each individual project to help provide users with additional project information. When clicking on a line or point project, updated information includes a simplified project name, small naming convention changes, functional classifications for roads, and further improvements for an easier user experience.

The 2023-2050 RTP, Wasatch Choice Vision, and Utah's Unified Transportation Plan interactive maps were updated to capture changes included in Amendments #2 and 3 to the 2023-2050 RTP.

Air Quality Conformity Memorandum
WFRC prepared Air Quality Memorandum #42, the conformity analysis for Amendment #1 to the 2023-2050 RTP. The conformity determinations for Amendment #2 and Amendment #3 did not require new regional emissions analyses (see section G.1).

Website
WFRC staff updated WFRC's website to incorporate the in-progress 2027-2055 RTP. These updates included information about the RTP process, information about how our Region is changing, draft project selection criteria, and public comment opportunities. The website will continually be updated throughout FY26 as progress is made on the 2027-2055 RTP.

Performance Measures
The Wasatch Choice Vision performance measures address the ten goals of the Vision. The Long-Range Planning and Analytics Groups at WFRC work collaboratively to establish analysis and automation methods to make the performance measure process more efficient.

WFRC continues work on operationalizing access to opportunity measures to better link transportation, land use, and economic development. In FY25, this work focused on revising automated scripts with the travel demand model and to implement these scripts in all travel demand models used within the state, as well as getting ATO incorporated into state-wide economic development frameworks.

WFRC continued work on developing monitoring plans for the Wasatch Choice Vision, including aspects of the regional transportation system, land use, and economic development aspects of the Regional Vision. During FY25, WFRC developed a performance dashboard to track progress on five key indicators across the Region and at city and county levels. The five key indicators are workplace accessibility (access to opportunities), transportation choices, household expenses (housing plus transportation costs), park availability, and strength of centers. The dashboard will be expanded to include additional secondary metrics during FY26.

WFRC's performance-based planning and programming is rooted in federal performance measures defined by FHWA and FTA. The Regional Council coordinated with UDOT and UTA to stay abreast of how the state and region was meeting 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 staff also completed an overhaul of the performance measure space on the WFRC website to make performance-related information easier to find and more transparent, as a new WFRC website is created.

Active Transportation Planning
The Regional Council has an Active Transportation Committee (ATC) which met five times in FY25. 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 Coordinating Committee (Trans Com) and the Regional Growth Committee (RGC) on bicycle and pedestrian issues. Specifically, the Committee reviewed and provided feedback on the federal fiscal year 2027 Transportation Alternative Program (TAP) applications, participated in the Utah Trail Network Vision process, provided feedback on Regional Transportation Plan project selection, reviewed state legislation affecting active transportation, learned about Vision Zero safety efforts of Hoboken and Jersey City, New Jersey, and promoted Utah Bike Month and the Golden Spoke Network of Trails.

WFRC collaborated with Bike Utah to conduct a transportation safety tour of two New Jersey cities based on their impeccable traffic safety record in recent years: Hoboken and Jersey City. Over 30 individuals from Utah joined the tour, composed of both local staff and elected officials. Meetings, along with biking and walking tours, were held with Hoboken and Jersey City staff and officials lending to an exchange of ideas and experience that can be brought to Utah to make streets safer.

During FY25, WFRC staff also continued to participate in local planning efforts, in coordination with WFRC's Transportation and Land Use Connection Program, processed Amendments #2 and #3 of the RTP, and participated in conference/event organizing committees for the Golden Spoke Ride and AMPO national conference. A regional set of facilities that connect Wasatch Choice Centers is also being explored with local communities and the effort is known as the Beehive Bikeways initiative.

Active transportation data collection, retention, and sharing has much room for improvement, and collaboration with partner agencies on this improvement is ongoing. WFRC, MAG, UTA, and UDOT finished developing an Active Transportation Count Program Guide that will inform the evolution of active transportation data collection and retention. The agencies and local jurisdictions are also collaborating on best practices for inventorying active transportation infrastructure resulting in a map with up-to-date information available to the public. This map officially launched in May of 2025 in an online platform and is available at bikeways.utah.gov.

Scenario / Strategy Development

Within Stage 1 of the Wasatch Choice Vision and 2027-2055 RTP development, staff developed a process to explore and test new, updates to, and aspirational roadway, transit, and active transportation projects. WFRC, in consultation with UDOT, UTA, and local communities tested:

- Local street optimization and enhancements - including street connectivity, reviewing volumes and needs, crossings of major barriers like highways and canals, and coordination with transit and active transportation;
- Freeway network optimization and enhancements - including high occupancy toll lanes network, adaptive ramp metering, reversible lanes, frontage roads, and new freeway connections review;
- Development of a robust enhanced bus network - increasing frequency and connectivity across the region;
- Aspirational look at a fixed guideway network - including light rail transit and bus rapid transit; and
- Implementation of the Beehive Bikeways network.

Initial strategies to test were developed in FY24 with testing continuing into FY25.

WFRC led the annual Fall 2024 Workshops, where roadway, transit, and active transportation ideas to run through the 2027-2055 RTP process were collected. These projects went through a preliminary screening process created in collaboration with UDOT, UTA, and the Regional Growth Technical Advisory Committees (RGC TACs). Projects that moved through preliminary screening were then analyzed through a technical screening process using the Travel Demand Model (TDM), the Access to Opportunity Project-Level Tool, and other GIS

analysis. Projects that do not meet the technical screening criteria will be considered in the exploratory category of the 2027-2055 RTP.

Increased Emphasis Areas

Safety

WFRC led a collaborative regional roadway safety study effort with local governments, UDOT, UTA, and a consultant team to prepare a Comprehensive Safety Action Plan (CSAP) (see section D.1). The data and projects from the CSAP will be used in conjunction with updated USrap data to create new safety projects in the WFRC region.

In Amendment #2 to the 2023-2050 RTP, UTA, Salt Lake City, and WFRC identified a location along the FrontRunner corridor for grade separated crossings to enhance safety for pedestrians, bicyclists, and road users. WFRC will continue to analyze information, along with recommended strategies to reduce crashes.

Freight

During FY25, various rail and freight planning activities were accomplished by WFRC in collaboration with UDOT, NASA, 47G, UIPA, and other partners. WFRC has started to coordinate further with the Utah Inland Port Authority on land use, population and employment growth, and new distribution and manufacturing centers.

New technological advancements and changes in distribution and delivery have been a key research area in the exploration of external forces with transportation partners. Advanced Air Mobility (AAM) has become a focus point of the state of Utah, and WFRC is coordinating with partners on timelines, vertiport infrastructure, and realistic capabilities and impact AAM will have on the Wasatch Front. WFRC continues to respond to freight surveys from FHWA, AASHTO, and academic institutions. WFRC has begun planning for an expanded urban freight and local delivery study to understand this continually changing landscape and what member communities can do to prepare for future growth in online shopping and delivery in the Region. WFRC continued to participate in the Utah Freight Advisory Committee and provided feedback on a new study being completed by the UDOT Freight planning team.

Ensuring broad community engagement

WFRC, in partnership with Wasatch Choice Vision partners, formed the Wasatch Choice Community Advisory Committee (WCCAC) to enhance engagement with communities from all corners of the Region in our planning processes, consider varying needs and perspectives, and provide input to transportation agencies on transportation and land use decisions.

The WCCAC convened six times in the previous fiscal year and engaged committee members on various transportation programs to increase community capacity building and engagement in long-range transportation planning and decision-making processes. The WCCAC will continue through FY26 with six planned meetings.

During FY25, the WCCAC learned about and provided feedback on the 2027-2055 RTP, Utah Trail Network, UTA's Long Range Transit Plan, UTA Customer Experience Plan, plus many other efforts. During FY24, the WCCAC participated in an RTP mapping exercise to provide

input for the 2027-2050 RTP. Comments received during this exercise were run through the preliminary and technical screening for the RTP.

Advanced Air Mobility and Aviation

WFRC is preparing and planning for Advanced Air Mobility (AAM). In FY24 Utah became one of the leaders in AAM with the announcement of the Air Logistics and Transportation Alliance (ALTA) in May 2024. In FY25, WFRC staff has been working closely with 47G and cities and counties in WFRC's area of coverage to talk about future plans for AAM in cargo delivery, passenger flight, and infrastructure plans.

WFRC is a partner agency in UDOT's Aeronautics Division AAM working groups, and provides feedback where needed. Continuing into FY26, WFRC will be coordinating with UDOT on Senate Bill 96, which directs UDOT to create a community outreach and education program as well as a policy toolkit for planners. These two programs will help the WFRC region and the state of Utah be more prepared for AAM in the coming years.

WFRC also met with the Director General of the Civil Aviation Authority of Thailand, Manat Chavanaprayoon. This meeting was held by 47G and allowed WFRC staff to learn how Thailand, a world leader in AAM, is incorporating AAM in their aviation planning.

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 Vision establishes a shared blueprint for how land use, transportation, and economic development change through the year 2050 for the Wasatch Front region. The Vision was developed collaboratively with local governments, transportation agencies, and many other partners. Wasatch Choice holistically addresses transportation, land use, economic opportunity, and parks and public spaces.

2025 Wasatch Choice Vision Land Use Layer Update

A formal amendment to update the 2023 Wasatch Choice Vision Land Use layer was reviewed during the May 2025 Wasatch Front Regional Council meeting. The update process began in 2024 as city leaders and staff shared their future land use and transportation aspirations at the annual Fall 2024 Workshops held throughout the region. The workshops were followed by substantial outreach and coordination with workshop participants and additional community planning staff to refine the land use layer, and confirm that workshop map comments appropriately represent each community's vision.

Throughout the update process, WFRC shared new visualization images depicting four Wasatch Choice center types. The centers, featured as regionally significant land uses in the Wasatch Choice Vision, include Neighborhood Center, City Center, Urban Center, and Metropolitan Center types. The images depict the essential ingredients of centers to achieve local and regional benefits, such as walkable and connected streets, mixed-uses with housing choices, increased access to opportunities, integrated public gathering spaces, and more transportation choices. Funded by the Utah Land Use Training Fund, these images will be

published on the Wasatchchoice.org website by August 2025.

The 2025 land use update resulted in a 58% increase in total centers, up from 199 total centers in 2023 to 315 in 2025. The Wasatch Choice Vision helps increase understanding of where communities want to grow, and how they would like for their current and future residents to connect to future jobs. The Land Use Layer will serve as the basis to forecast future population and jobs and will be utilized with transportation ideas as a preferred transportation scenario is developed for review during the annual Fall 2025 Workshops.

Section C.3 outlines ongoing use of the TLC program, which 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 FY25, WFRC continued to work closely with both the Salt Lake City and Ogden-Layton Regional Growth Committee Technical Advisory Committees (RGC TACs). Agenda items for FY25 included local community highlights, the Comprehensive Safety Action Plan, briefings and presentations on the 2023-2050 RTP Amendments #2, #3, and #4, region-wide future land use map, Beehive Bikeways initiative, UTA's micromobility parking study, the Statewide Grid Study, follow ups to the Wasatch Choice Fall Workshops, 2027-2055 RTP project evaluation criteria and project development feedback, TLC project brainstorming and award announcements, Transportation Improvement Program recommendations, Transit Transportation Investment Fund (TTIF) and UDOT Transit Division information, legislative session updates, generalized future land use, bike facility update, and updates to the Wasatch Choice Vision land use layer.

Corridor Preservation
Staff continued to participate on the State Corridor Preservation Advisory Committee. This Committee makes corridor preservation purchase recommendations to the State Transportation Commission. The 2023-2050 RTP interactive map includes the ability to view projects that need right-of-way and or corridor preservation needs.

WFRC staff coordinated with Salt Lake, Davis, and Weber Counties on local community corridor preservation fund evaluation and programming. Discussions at the Regional Growth Committee took place including information shared by UDOT on the statewide process.

C.3 LOCAL GOVERNMENT SUPPORT

Transportation and Land Use Connection Program
In fiscal year 2025, 13 projects received Transportation and Land Use Connection Program (TLC) funding. The relationship with partners Salt Lake County, UDOT, and UTA is critical to the year over year success of the program and the projects it funds; 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 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 Vision and helps residents living throughout the region enjoy a high quality of life through enhanced mobility, better air quality, and improved economic opportunities.

Over the past decade, the TLC program has worked with communities on 168 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, housing affordability and accessibility studies, and transportation master plans.

Station Area Planning
In 2022, HB462 gave WFRC the responsibility to certify each city's station area plans, and to provide technical assistance to communities to help them prepare their station area plans. Staff worked over the past year to solidify a process for certifying station area plans, consistent with WFRC-adopted policy. Eighteen station areas were certified by the Wasatch Front Regional Council in fiscal year 2025. Additionally, staff continued work with partners including UTA, the Governor's Office of Economic Opportunity, and the Mountainland Association of Governments to provide technical assistance to cities at their request to produce station area plans. In the WFRC region, four projects were awarded this fiscal year that will produce plans for 8 stations. These projects are up and running, along with projects funded last year, and will result in station area plans consistent with state requirements and community vision.

D. SHORT RANGE PLANNING AND PROGRAMMING

D.1 TRANSPORTATION MANAGEMENT SYSTEMS

TSM/TDM Promotion

WFRC staff met with sponsors of eight projects in the urban area funded under the Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) programs 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 Mitigation & Air Quality/Carbon Reduction Programs

Based on the air quality emission reduction/cost and other benefits, the WFRC Council selected qualified transportation projects valued at a total of $9.5 million for CMAQ funds in 2025 after evaluating several candidate projects with a total value of $72.6 million. The approved projects include transit expansion, round-abouts, intersection operational improvements, pedestrian facilities, and multi-use trails.

The new Carbon Reduction Program provides funds for transportation projects that reduce CO2 emissions. Similar to the CMAQ program, transportation projects were selected on a benefit/cost basis, but in this case the benefit was identified as CO2 emission reductions alone. The WFRC Council selected qualified projects valued at $3.9M based on TAC member recommendations. The approved projects include new transit operations, intersection improvements, vanpools, and shared use paths.

Traffic Management Committee

The Salt Lake Area 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 Area, as well as to address current operational issues.

Safety

In 2023 and 2024 WFRC led a collaborative regional roadway safety study effort with local governments, UDOT, UTA, and a consultant team to prepare a Comprehensive Safety Action Plan (CSAP). The CSAP was funded with a grant from the federal Safe Streets for All (SS4A) program. The completed CSAP meets the requirements for all local government jurisdictions in the WFRC area to be eligible to apply for SS4A implementation grants. The CSAP identifies roadway safety risk factors at the regional and local level, identifies the high risk network, and recommends safety improvement strategies. The CSAP is posted on the WFRC website and is being used to evaluate and prioritize projects in the WFRC RTP and TIP.

In FY 2025, WFRC was awarded a supplemental SS4A planning grant to conduct several roadway safety audits. Work on these audits is pending final federal approval. WFRC also

prepared an annual safety report describing fatality and serious injury trends and identifying safety improvement projects that have been implemented.

Congestion Management Process
As one of the initial steps in the new 2027-2055 RTP, a CMP Report 2027-2055 was prepared. The CMP Report identifies where added capacity is needed to mitigate future traffic congestion, and where Transportation System Management and Operation (TSMO) strategies are sufficient to relieve congestion. The CMP Report compared a 2055 No Build scenario to a 2055 CMP network. The 2055 CMP network included previously proposed transit improvements for 2055 plus simulated congestion relief from TSMO strategies.

Travel Time Index (TTI = Peak Travel Time / Free Flow Travel Time) was used to compare the congestion trend on freeways and arterials using four scenarios: 2023 Current, 2028 TIP, 2050 No Build, and 2050 CMP. Maps comparing the TTI trends were prepared for each scenario. Road segments that showed the most improvement in TTI from TSMO strategies were also identified as the best candidates for these investments.

The CMP Report also analyzed the congestion intensity of freeway and arterial roadway segments as a resource to prioritize capacity and operational improvements. To measure congestion intensity, Vehicle-Delay per Lane-Mile (VDpLM) was selected as the performance measure.

D.2 PLAN REFINEMENT AND SPECIAL STUDIES

Transit Fresh Look
Southwest Salt Lake County (SWSLCo) and Northwest Utah County (NWUTCo) are among the fastest growing areas in the United States. While the transportation system is periodically re-considered by the cities, counties, UTA, and UDOT through the Wasatch Front Regional Council (WFRC) and the Mountainland Association of Governments (MAG) Regional Transportation Plans (RTP), these partners are working to take a fresh look at the plan for transportation given the rapidity of the growth and change.

The Transit Fresh Look Fresh Look seeks to align the partners toward a common vision. It focuses on regional transit connections, and is exploring options not previously considered. It also is taking a problem-solving “what does it take” approach.

The project is in late stages and now includes a draft vision of a future transit network. This vision is being addressed both in the RTP process and locally. The next fiscal year will conclude the project with an implementation plan and a focus on launching near term next steps.

TRAX Forward
Over the past 12 months, the TRAX Forward Priority and Phasing planning effort has made significant progress in laying the groundwork for a system-wide modernization strategy. This included stakeholder engagement, synthesis of project data from multiple departments, and the development of a high-level project phasing timeline. The effort also produced internal coordination materials and marketing content, and identified the need for further scoping of

project elements and locations. Drawing from key sources such as the 10-Year Capital Plan, Future of Light Rail, and Tech Links, the team completed a high-level modernization review and began developing tools to support a targeted action plan for improving reliability, frequency, and service expansion across the TRAX system.

We have had a series of internal stakeholder meetings at various levels including Technical experts, Director level, and Executive levels. We have also been working on data gathering and analysis of UTA design information for track alignment data, station layouts, and vehicle design. We have also been gathering delay data and input from operations to analyze in the next phase of this program. "

Paratransit Forward Study
UTA was awarded an Areas of Persistent Poverty grant in 2023 to research potential improvements to Paratransit service. These funds were used to produce the Paratransit Forward Study, which was co-sponsored by the University of Utah and Via. Alternatives in the study are options rather than recommendations, and include concepts such as outsourcing certain Paratransit trips to transportation network companies (TNC), comingling Paratransit and On Demand services, reduced fare during peak hours, and scenarios for expansion of the Paratransit service area beyond ¾ mile of fixed-route services. The study was presented to UTA's Board of Trustees in May, 2025 and will be a helpful resource as UTA considers improvements to Paratransit service that are beyond requirements.

Fare Collection Technology Study
Ticket Vending Machines have been installed and are operational. On-board bus validator replacement is 70% complete, with full completion anticipated in Q4 2025. Platform validators have been manufactured, with installation set to begin in August 2025. Implementation of the new back-office system is underway to support rider and institutional account management and UTA customer service. Planning for future payment features, including open payment and mobile fare options, is in the early stages.

Regional Active Transportation Count Program
WFRC, in partnership with MAG, UTA, and UDOT, kicked off an effort to organize and create a coordinated count program in order to collaborate on a data collection, hosting/sharing program for the region that is based on industry best practices and is responsive to the data available locally for active transportation. The final report was issued in January 2025 outlining suggested roles and responsibilities for each partner. Currently, a pilot is being run by UDOT to implement the suggestions.

Parking Modernization WFRC, in partnership with MAG, UTA, and UDOT, finalized the Parking Modernization Phase 2 Initiative. Phase 2 focused on identification and implementation of solutions that were identified in phase 1. In FY24, Phase 3 began, focusing on parking approaches at UTA transit stations. This work, which culminated with the completion of the Transit Parking Guidebook and Tool, was concluded in FY25.

First-/Last-Mile Grant Application
WFRC, in partnership with MAG, UTA, and UDOT, received a $25 million RAISE Discretionary Grant to support First-/Last-Mile Connections that improve communities' quality of life through access to opportunities and healthy transportation connections. However, the

award is under review by FHWA per the current Presidential Administration's orders. The award partners are awaiting word for when this project can proceed.

Context Sensitivity in Utah's Local and Regional Planning
WFRC, in partnership with MAG, UTA, and UDOT, completed a study to identify ways project partners and local jurisdictions can improve compatibility of transportation improvements and community contexts. WFRC presented the resulting context sensitivity framework at multiple local conferences and has been working to incorporate the framework into the 2027 RTP process and implement it on projects in the Region. This product came to be called "Wasatch Choice Great Streets."

Wasatch Choice Great Streets identifies ways to make decisions about street design and function in a way that complements the communities and places they serve. Great Streets includes a typology map and guidebook for the streets within each Wasatch Choice center. Great Streets is meant to be used collaboratively by partners throughout the Wasatch Front Region – local, regional, and state; public and private; large and small communities – to promote regional street planning and projects that reflect our shared values and balance our different needs.

Economic Impact of Transportation: Utah's Unified Transportation Plan
WFRC, in partnership with MAG, UTA, and UDOT, concluded a study in FY 2025 to understand the forecasted economic impacts and return on investments that would derive from the implementation of Utah's Unified Transportation Plan. This was a collaborative effort involving all the Unified Plan partners.

Power District Transportation Study
During the 2024 Utah Legislative Session, WFRC was given an appropriation to complete a technical planning study to inform decision-making for the redevelopment of a nearly 100-acre site situated near the Utah State Fairpark and Jordan River in Salt Lake City, known as "the Power District." The Power District is an area of strategic value for the State of Utah that could accommodate a significant amount of economic and housing growth and is the proposed location for Major League Baseball expansion to Utah. Transportation accessibility to this area is essential. The study included an analysis of existing conditions and land use changes, an assessment of multi-model transportation infrastructure needs, and an event management plan. There were over 30 projects identified to support mobility in and around the study area, including new trail connections, improved street connectivity, and improvements to the bus and rail network, The work was completed in FY25.

9400 S Solutions Development Study
The Utah Department of Transportation (UDOT), in partnership with Sandy City, performed a Solutions Development Study for 9400 South from approximately 1300 East to Wasatch Boulevard. The goal is to identify year-round needs and solutions to understand and accommodate all users. The study team utilized information from past area studies as a starting point to work with area agencies and stakeholders to comprehensively address future transportation needs. The outcome of the study will help identify short- and long-term actions to improve and maintain 9400 South for people using any and all modes of transportation throughout the year. This story map discusses the project, what's being evaluated, and the project schedule. WFRC staff is providing input and feedback for the duration of the study.

Capitol Hill Solutions Development Study
The Utah Department of Transportation (UDOT) conducted a study to identify potential transportation solutions for people connecting to or traveling through and around the Capitol Hill area. The study considered existing and projected traffic data and travel patterns, local redevelopment plans, and regional travel needs. The outcome of this study was a list of potential transportation improvements throughout the study area designed to enhance mobility and optimize connections in the Capitol Hill area and its surroundings. WFRC staff provided input and feedback on this project for the duration of the study.

WEConnect
Salt Lake City has kicked off the West-East Connections (WEConnect) two-year process to identify and prioritize solutions for improving west-east connectivity within the City. This study will take a community-centered approach, ensuring those most affected by the division define the challenges and help shape the solutions. The study will evaluate transportation needs and recommend improvements for all modes, including driving, walking, bicycling, and public transit. The project kicked off with community engagement, a foundations report, and looking at existing conditions. The study is currently in process and is anticipated to finish with a map to realization in January/February of 2027. WFRC staff are involved on the Technical Advisory Committee and working closely with the study team.

D.3 TRANSPORTATION IMPROVEMENT PROGRAM

The WFRC took the necessary steps to approve the 2025-2030 Transportation Improvement Program (TIP) in August 2024 along with the corresponding Air Quality Conformity Determination (Air Quality Memorandum 42a). Among other steps, this included a 30-day public comment period in July 2024. Along with the TIP approval, WFRC completed and approved the annual self-certification of the transportation planning process at its August 2024 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 2025-2030 TIP, the WFRC staff worked with UDOT to ensure that funding for projects in the existing four funded years (2025, 2026, 2027, and 2028) within the Wasatch Front Region was financially constrained and projects were on schedule.

In the fall of 2024, 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, Transportation Alternative Program (TAP), and the Carbon Reduction Program (CRP). 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 the CMAQ and CRP 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, TAP, and CRP 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. 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, TAP, CRP programs.

Once the Regional Council approved the draft programs, staff went to work with staff from UDOT and UTA to prepare the draft 2026-2031 TIP for public review and comment. Included in the draft 2026-2031 TIP with the STP, CMAQ, TAP, and CRP 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 2026-2031 TIP. The remainder of the TIP process and approval will occur in early FY2026.

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 2025 federal fiscal year, WFRC staff worked with UDOT and UTA to compile a list of projects that received funds during the previous fiscal year (2024). 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

I-15 Farmington to Salt Lake City EIS

WFRC had the opportunity to coordinate with UDOT project team members to review and comment on key documents produced for the I-15 Farmington to Salt Lake City Environmental Impact Statement (EIS). The Final EIS and Record of Decision were approved in October 2024.

I-84 Mountain Green Interchange Environmental Assessment

The I-84 Mountain Green Interchange Environmental Assessment (EA) began in spring 2024 and will continue through the beginning of FY26. The purpose of the EA is to evaluate improvements to roadway network linkages and to assess ways to reduce out-of-direction travel in the Mountain Green area of Morgan County.

Big Cottonwood Canyon Environmental Study (BCC ES)

The Utah Department of Transportation (UDOT) is conducting an environmental study to evaluate tolling and enhanced bus service to address winter-time traffic congestion management in Big Cottonwood Canyon as directed by the Utah State Legislature in Senate Bill 2 (2023). The study is specifically looking at enhanced bus service, tolling, a mobility hub, and resort bus stops for the Canyon. The effort is anticipated to be wrapped up in the spring of 2026. WFRC Staff are involved in the Stakeholder Working Group for this effort and working closely with the study team.

Point of the Mountain Transit

In 2019, the study team developed and evaluated options for providing expanded high-capacity transit service in the Point of the Mountain area in southern Salt Lake County and northern Utah County.

In late 2020, the study team identified a Preferred Alternative defining the transit alignment and mode to meet the project‘s purpose and need. The Preferred Alternative was a 10-mile bus rapid transit (BRT) system connecting the FrontRunner Draper Station, the FrontRunner Lehi Station, and The Point development. In the 2022 legislative session, a bill was passed that required the project to evaluate both BRT and Rail for the corridor.

During the time period of June 2023 to July 2024 several activities advanced. In June 2023 a Transit Study Update was published that evaluated Light Rail Transit (LRT), BRT, and Diesel Multiple Unit (DMU) Trains for the project corridor. In December 2023 UDOT announced that the project would advance a phased approach, with LRT as the anticipated mode for the latter phase. All throughout this time UTA and UDOT have been working to advance environmental clearances. POM Transit advances under the oversight and direction of UDOT, and is managed by UTA.

E.2 UTA ENVIRONMENTAL STUDIES

Davis – Salt Lake City Community Connector

A categorical exclusion and preliminary design for the Davis-SLC Community Connector was ongoing during July 2024 through June 2025 and is expected to be completed by fall 2025. The project team will be applying for a Small Starts grant rating as part of the Capital Investment Grant Program from the Federal Transit Administration in August 2025. In addition to earmark funds, flex funds, Salt Lake County fourth quarter transportation funds, and TTIF funds that have been awarded to the project, the team is applying for Davis County 3rd quarter transportation funds for the project – due August 1, 2025. Final design will commence in late 2025 or early 2026.

5600 West Bus Route

UTA, in partnership with UDOT, has initiated an expansion of bus service on the west side of Salt Lake County, covering the cities of Salt Lake, West Valley, West Jordan, and Kearns. This project is the transit alternative for UDOT's Mountain View Corridor project and has been identified in the UTA Five-Year Service Plan to address the future growth in west Salt Lake County. This project's budget includes funding from state and federal sources.

The design for this route commenced in November 2024 and is anticipated to be completed by the end of 2025. Construction is scheduled to begin in early 2026, with revenue service anticipated in April 2027. The compressed natural gas (CNG) buses for the route entered production in the spring of 2025. Additionally, to support these new CNG vehicles, UTA is working to expand the CNG fueling building at the Depot District garage. The design for this facility expansion is near completion, with the procurement of a construction contractor planned to begin in the fall of 2025.

S-Line Extension

UTA, in collaboration with Salt Lake City, is extending the S-Line from the end of the line at Fairmont Station at 1040 East to the heart of the Sugar House business district at Highland Drive. This project budget is covered by state funds, including a legislative appropriation and a Transit Transportation Investment Fund (TTIF) grant.

During the last year, UTA completed negotiations with a progressive design builder to implement the project. The design kicked off in late September 2024. The scope of the project evolved during the project, allowing the alignment to be extended across Highland Drive. UTA, Salt Lake City, and UDOT have been working collaboratively to obtain additional TTIF funding to support the increased construction costs. As of June 2025, the 30% design phase for the project has been completed. Design will continue through 2025, with construction taking place in 2026.

TechLink Corridor Study

The study identified four transit corridors in downtown Salt Lake City between the Salt Lake City International Airport, the University of Utah at Research Park, and the Granary District to provide both improved transit access between the east and west sides of Salt Lake City and improved regional connectivity via UTA's transit system. The preferred alignment includes a new TRAX Orange line, realignment of the TRAX Red line, modifications to the TRAX Blue and Green line operations, and a small section of non-revenue rail for operational flexibility.

The TechLink team shared key findings with project partners and the public in August/September 2024; reviewed and refined recommendations, as needed, in August/September 2024; and presented the recommended preferred alternative to the UTA executive team and the project steering committee in September 2024. The next phase of the project – NEPA and preliminary design – will be managed by the Utah Department of Transportation beginning in fall 2025.

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 final release work on versions 9.1 (November 2024) and 9.1.1 (May 2025) of the official Wasatch Front Travel Demand Model (WF TDM). Version 9 was adopted by the Regional Council together with the 2023-2050 RTP in May of 2023. The WF 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.

Version 9 and its subreleases build on other recent enhancements such as: the addition of external force's parameters for connected and autonomous vehicles, ecommerce utilization, and telecommuting; recalibration of transit ridership behavior to the 2019 UTA Transit Onboard Survey; updated transit routes/schedule information and access/egress linkages; recalibration to the latest road volume information from UDOT; workplace Access To Opportunities metric calculations for congested and free flow travel periods, and roadway volume and transit ridership summary segments.

The updated versions released during this work plan year include transportation project additions and modifications through the third round of amendments to the WFRC RTP and the second amendment to MAG 2023 RTP.

The release of the VizTool, an extensive browser-based visualization tool for model inputs and results, designed for both planners and model users, was the most significant advancement in v9.1. Four webinars were held, attended by members of the Model Users Group and Interagency Modeling Technical Committee, to showcase different capability areas of the Viz Tool. Other enhancements in these two v9 updates include: the packaging of a custom Python library and environment with the TDM installer, a submodel for the Provo regional airport, a revised and expanded calculation of workplace accessibility (ATO) that is envisioned for statewide use, and the inclusion of an optional updated socioeconomic forecast for Utah County.

After the new workplace ATO methodology was prototyped in the WF TDM, the outcomes were presented to and approved by the Unified Plan Policy and Coordination and Policy committee and WFRC staff collaborated with UDOT staff to implement the new method in the five other Utah TDMs to achieve statewide implementation of ATO metric capability for the first time.

For each TDM release, additional details, model documentation, and validation reports are documented and available at: https://wfrc.org/wftdm-docs.

Travel Model Coordination

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 Analytics staff lead or actively participate with the Utah Model Users Group (MUG), the statewide Interagency Model Policy and Interagency Model Technical Committees, and the

recently organized Utah Data Scientists and Engineers in Transportation (uDEST) interest group that collaboratively explores automation and visualization techniques using python, R, and other programming tools.

Under the FY2025 Enterprise Modeling Services memorandum of agreement between WFRC, MAG, and UDOT, which took effect at the beginning of FY24, WFRC's modeling staff provide a range of tools, data products, and other technical services that seek to ensure a consistent approach to model development and applications across the state. Also under this agreement, WFRC staff have provided TDM training and advice to new and current technical staff at UDOT, MAG, and UTA in model development project scoping, consultant selection, and model application for larger regionally-significant projects including freeway reconstruction and fixed guideway transit, and land use studies.

Ongoing Model Development

- TDM v9.2 Development - while this version has not been completed and released, WFRC staff worked in FY25 to finish draft implementations of four significant updates to the trip-based model. These are:
    - Commuter-rail forecast investigations and enhancements for Utah County
    - Improved sensitivity to urban form in determining non-motorized tripshare, including the forecasting of an important variable – intersection density
    - Point-to-point utilization of microtransit (UTA's zone-based on-demand van service)
    - A python implementation of the pre-assignment network processor which will better position the TDM for the use of a truly multimodal network.

- Travel Model Network Updates - WFRC updated the travel model network to keep in concurrence with the existing highway and transit systems and the latest projects included in the adopted 2023-2050 RTP and amendments. The model's road volume and new transit ridership summary segments are used to aggregate and smooth raw model results into a more user-friendly format and are updated in cadence with the network links to best reflect the updated system. Minor updates were made to the summary segments and segment-level results processing.

- Web-based Viz Tool - the new vizTool is a web-based tool to visualize the inputs and results from the TDM in a browser (www or localhost), reading in model results stored locally (localhost) or stored on a web server. The tool provides an array of auto and transit results and socioeconomic data to be filtered and displayed in map, graph, and tabular formats and allows for comparisons between model scenarios. The vizTool is now fully integrated into the TDM and TDM workflow for model appliers and planning users in version 9.1 of the TDM. While the Viz Tool has its own release cycle for updates, it has been updated in cadence with TDM versioning to date. An example of the VizTool's capabilities is available at: https://wfrc.utah.gov/viztool-ato/.

- 2023 Household Travel Survey - WFRC and partners revisited the HTS weighting and are working with the survey consultant to make several adjustments as part of a small reweighting project that will improve application of the HTS to Utah's travel demand models. The data guide for the follow-on survey, including long distance trip questions,

was published to the statewide home for survey documentation: https://unifiedplan.org/household-travel-surveys/.

- Activity-based Model Implementation Framework - WFRC and partners revised the Mode Choice project to develop a business case for an ABM and then, subsequently, an implementation framework for an Activity-based Model (ABM). Several stakeholder sessions were conducted to gain input and approval for this direction and the final implementation framework document is posted on the updated models and forecasting website: https://wfrc.utah.gov/programs/models- forecasting/. .

Model Application
WFRC continued to provide travel modeling application support to regional road and transit studies including running and sharing scenario results. Model runs and support were provided for the in-process RTP, the transit corridor feasibility internal study, and the Southwest Salt Lake County Transit Fresh Look study.

WFRC continues to provide and maintain interactive maps related to travel and land use modeling. These include:

- WFRC's housing and jobs (socioeconomic) forecast map, originally created for the Wasatch Front, was expanded to provide visualization of statewide TAZ-level datasets created by UDOT and Utah's four MPOs. This map framework also has capabilities to gather and display stakeholder comments on future draft forecasts. Its advanced mode provided a detailed comparison between the 2019 official forecasts and the draft 2023 forecasts.

Other
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. The Models and Forecasting web page has been kept current with links to the v9.1.1 TDM documentation and many other resources. WFRC staff met with four prominent commercial providers of O/D data to keep current with market offerings.

The Real Estate Market Model (REMM) is WFRC's land use forecasting tool that supports the development of WFRC and MAG 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

WFRC staff prepared an updated regional emissions analysis (Air Quality Memorandum 42), and FHWA provided a conformity determination for Amendment #1 of the 2023-2050 WFRC Regional Transportation Plan in June 2024. Conformity for Amendment #2 and Amendment #3 were approved by FHWA on May 13, 2025 and May 29, 2025 respectively without a new regional emissions analysis. It was agreed by the Interagency Consultation Team that the regional emissions analysis for Air Quality Memorandum 42 is still valid because Amendments #2 and #3 did not involve new regionally significant facilities or significant changes to non-exempt facilities. Based on the analysis documented in this memo, all transportation projects within the amended 2023-2050 RTP conform to the State Implementation Plan or the Environmental Protection Agency interim conformity guidelines for all pollutants in applicable non-attainment or maintenance areas.

A draft Air Quality Memorandum 42b was prepared for the 2026-2031 Transportation Improvement Program (TIP) based on the amended 2023-2050 RTP. The draft 2026-2031 TIP and Memorandum 42b are out for public comment at the time of this writing.

Technical Support

WFRC continues to support the DAQ in developing a State Implementation Plan (SIP) addressing ozone precursor emissions in the Northern Wasatch Front non-attainment area. In addition, work continues by WFRC with State and Federal partners and peers from neighboring states to find solutions to regulatory restrictions stemming from ozone emission levels.

Coordination

The Interagency Consultation Team (ICT) includes representatives from WFRC, MAG, Cache MPO, DAQ, UDOT, UTA, FHWA, FTA, and EPA. The ICT is now holding monthly virtual meetings to discuss regional and project level conformity needs in each MPO area. Over the past few years, in response to FHWA recommendations for improved procedures for Interagency Consultation, WFRC introduced a more detailed process for amendments to the TIP and RTP. The improved procedures were successfully applied to recent amendments to the TIP and RTP resulting in greater involvement for ICT members.

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 Intermountain West MPO group. WFRC also collaborates on air quality issues by regularly attending meetings of the Utah Air Quality Board.

UDOT Air Quality Coordinator

UDOT provides an Air Quality Coordinator to assist 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 commented about WFRC’s air quality conformity analyses.

G.2 SOCIOECONOMIC AND TRANSPORTATION DATA

WFRC continues its partnership 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 the UrbanSim 2.x open source software platform. This tool supports WFRC’s official traffic analysis zone-level household and job (socioeconomic) projections that are packaged with the WF Travel Demand Model and are available as Geographic Information System (GIS) layers that can be viewed and downloaded.

In FY25, the WFRC Analytics group continued implementing recommendations from the August 2019 expert peer review of REMM and its related processes. This began In FY20, when 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. Building on that implemented recommendation, in FY25, a dedicated Python environment, with specific versions of all required libraries, was created to ensure reproducibility and prevent issues when recreating the REMM environment in the future. In FY25, work continued to focus on a major effort to update REMM’s base year data to reflect the year 2023. This involved updating the buildings database using the County Assessor Parcels, geocoding employment data from the Department of Workforce Services, allocating estimated population from GPI’s County level forecasts, and refining both the generalized future land use and Wasatch Choice centers layers.

WFRC staff use an in-house developed module for UrbanSim to assert larger *in-process* or *very likely* future development projects. This “in-the-pipeline” module is used to assert near term development or single-owner properties that have good capital positioning and local government support. In addition, a similar “pipeline jobs” capability is used to assert non-market driven employment for large government contract employment increases expected at Hill Air Force Base, which is a situation where REMM is not capable of accurate job location on its own. Pipeline project and job information is gathered from public and private stakeholders utilizing online resources, one-on-one meetings, and the commenting function within the new Household and Job Forecast web map. Similar meetings were held in 2025 and are expected to continue into 2026 in preparation for 2027 RTP forecasting.

WFRC REMM modelers continued to participate in national land use model coordination groups organized by the national Association of Metropolitan Planning Organizations (AMPO).

In addition, WFRC's REMM enhancement work included:

- Continued refining the re-estimation of REMM's location choice and price modules using residential MLS sales data obtained through the University of Utah Gardner Policy Institute and commercial real estate lease data. This process has been accomplished largely using a battery of statistical analysis automated in the python coding language utilizing advanced machine learning techniques, including random forests, genetic algorithms, and principal component analysis.
- Automated the iterative calibration process, in which each cycle involves adjusting model coefficients, executing six REMM runs, averaging the outputs, and comparing the results to control targets. This iterative process not only incorporates the newly re-estimated coefficients for the price and location choice models but also includes calibrated constants to account for unmodeled influences.
- Updated the REMM environment to include the geopandas python library, enabling geospatial enhancements to key modeling components. Notable improvements include the conversion of network-loaded travel volumes to parcel-level and the parcel-level distance calculations to nearby transit stops.
- Processed job location data (count and sector) from the Department of Workforce Services (DWS) unemployment insurance contributor database.
- Renewed annual statement of compliance with Department of Workforce Services and signed an updated MOU allowing access to this protected dataset through May of 2030.
- Continued improvement to processes that standardize county assessor tax parcel data that are needed for new base years and for asserting new development in the 1-3 years since the most recent base year.
- WFRC completed a comprehensive update of its Generalized Future Land Use (GFLU) layer, which is compiled and standardized from 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, together with the newly updated Wasatch Choice Center boundaries (see below), guides and constrains future real estate development activity simulated with REMM.
- WFRC staff worked with cities and towns to update the geographic boundaries and attributes of the Wasatch Choice Centers data layer. This layer guides REMM in constraining and allocating mixed-use type growth in areas designated by cities in the WCV. A new type of center, named "retail district centers", was added to better describe and model areas focused on medium to heavy intensity retail-focused areas without planned residential housing additions.
- Continued refinement of the process to inventory all housing units, informed primarily by the Tax Assessor parcel data, 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, was released as a public facing web map (January 2022 WFRC Map of the Month) in partnership with the county assessors and the Utah Geographic Resource Center (UGRC), the state GIS office. The Housing Unit Inventory dataset was updated in Spring of 2025 to reflect January 2024 conditions. The inventory dataset and web application now contains the most recent data for southern Box Elder, Weber, Davis, Salt Lake, Morgan, Tooele, Utah, and Washington counties.

- Non-residential buildings and parcels were also processed and had their attributes updated using the 2024 Tax Assessor data.
- Census ACS and LODES data was processed to estimate the share of future household, population, and employment growth in the WFRC region.

G.3 GIS AND DATA MANAGEMENT

Geographic Information Systems (GIS) continued to serve WFRC's organizational and program area goals. WFRC's Analytics staff proactively responded to regional planning and data accessibility needs by building and sustaining information resources and interactive web map applications. GIS staff collaborated with program area staff, external partners, and stakeholders to visualize anticipated future conditions and deliver resources for decision-making.

Topics in the Map of the Month series in WFRC's monthly newsletter this past year have included:

- Wasatch Choice 'Centers and Land Uses' map (update)
- Housing and Transportation Reinvestment Zones (HTRZs, update)
- Utah Bikeways map (trails and on-street facilities)
- Wasatch Choice 'Access to Parks and Trails' map (update)
- Street Connectivity (update)
- Public comment map for the draft TIP
- Great Streets typology map for WC city and town centers
- Salt Lake City Olympic venues and transportation projects
- TLC planning technical assistance award map
- 2024 Taxable Sales data
- Updated Housing Unit Inventory web map and dataset
- The annual Golden Spoke regional trail ride
- Wasatch Front age cohort and household size distribution map

These and other map and data resources can be discovered and accessed in WFRC's Map gallery (maps.wfrc.org) and open data catalog (data.wfrc.org).

Long-Range Planning Support

WFRC staff provided GIS data and mapping support for the year-2 preparation activities relating to the 2027-2055 Regional Transportation Plan and its amendment process. The RTP and Wasatch Choice interactive maps were updated to reflect the current, adopted RTP project sets, including Amendments 2 and 3. Mapping support was provided for the Wasatch Choice Vision Fall Workshops exercises that focused on the update of the Wasatch Choice Centers and gathering ideas for transportation projects to test. The transportation project selection process continues to be informed by GIS-based analyses that score projects based on spatial proximity metrics, including the Project-level ATO impact tool which is used to score all roadway and transit projects in support of phasing prioritization analyses. The Project-level ATO tool's user interface and backend code was upgraded to improve speed, ease of use, and reflect the new workplace accessibility (ATO) methodology which utilized mode-specific distance decay functions.

WFRC's new RTP Project Viewer web map is designed to allow a diverse set of stakeholders to explore the transportation projects in the 2023-2050 RTP. It opens, by default, with a view of all projects, colored by the three project mode groups (roadway, transit, and active transportation). Users can toggle the map between a project mode coloring and a phasing period coloring and select just the modes and phases of their interest. Expanding the advanced filter within the map allows users to display projects meeting custom criteria with choices of project subcategories, phasing type, agency jurisdiction, cost, and rights-of-way needs. The map also has functionality that allows for project-specific public comment gathering during stakeholder engagement periods.

In addition, GIS support was provided to the Tooele Valley and Morgan County Rural Planning Organization (RPO) long-range plans.

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 evaluation process, reference maps were created for committee presentations and on-site field reviews for CMAQ, STP, TAP, and CRP applications. For the annual draft TIP public comment period, an interactive map was built to provide a forum for public commenting.

Model Development Support
GIS resources strengthen the capabilities, reach and impact of the Wasatch Front travel demand model (TDM), Real Estate Market Model (REMM), and Bike Model. Analytics staff develop and maintain custom tools and applications to display model inputs and outputs in new and interesting ways. The new VizTool for visualizing TDM inputs and results leverages web GIS tools and WFRC and MAG GIS layers to allow modelers and planners to efficiently explore scenario results in a web browser.

Other GIS Accomplishments
- Built map-based feedback web application for cities to submit new and updated city and town center boundaries.
- Updated WFRC's GIS layer of its planning area boundaries.
- Coordinated with cities to collect, aggregate, and standardize a GIS layer of on-street bicycle facilities and multiuse pathways, and future land use allowances from local general plans.
- Released a regional bikeways web map (bikeways.utah.gov) designed for mobile device and desktop display of bike facilities and their associated level of traffic stress. This new map is a partnership between WFRC, other Utah MPOs, and UGRC, the state GIS coordination office.
- Supported WFRC's Transportation and Land Use Connection program by providing data and mapping support.
- Added a SLC2034 tab to the Wasatch Choice Vision Map with venues and relevant recent and future transportation projects.
- Organized a regional planning GIS and other data resources session at the Utah League of Cities and Towns annual conference.
- Participated in the 2025 Maps on the Hill showcase in the state capitol rotunda.
- Participated in the USDOT BTS Active Transportation Data Model coordination efforts under the auspices of the Federal Geographic Information Committee.

- Hosted a national 3-day training for the FTA STOPS transit demand model.
- Represented regional government on the National Geospatial Advisory Committee.

G.4 TECHNICAL SUPPORT TO LOCAL GOVERNMENTS

WFRC fulfilled requests for service throughout FY 2025. 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 Chamber of Commerce committees.

G.5 TOOELE VALLEY RURAL PLANNING ORGANIZATION

A major update of the Tooele Valley Regional Long Range Transportation Plan was adopted in September 2024. The plan addresses highway, transit, and active transportation needs. Travel demand modeling through UDOT assisted the RPO in assessing highway improvement needs, and plans for all modes were developed with stakeholder and public input. This update extends the horizon year to 2050, and considers the outcomes of recent transportation studies completed by UDOT and UTA. WFRC staff also facilitated dialogue regarding additional funding opportunities available through UDOT.

G.6 MORGAN COUNTY RURAL PLANNING ORGANIZATION

WFRC, with Morgan County, Morgan City, and UDOT, re-established the Morgan County RPO in FY23. WFRC facilitated dialogue with the RPO about local option sales tax and corridor preservation prioritization, long-range plan updates, and funding opportunities available through UDOT and via new discretionary grant programs. WFRC staff has also worked with Morgan City to develop a trails master plan and a downtown small area plan. Staff is involved in both the Morgan County Active Transportation Advisory Board and the Morgan County Active Transportation Implementation Plan, and continues to help facilitate dialogue about emerging rural areas.

WFRC, Morgan City, and Morgan County began the update to the Morgan RPO Long-Range Plan in FY25 and expect completion in FY26. Road and active transportation projects, priority, evaluation criteria, and safety components will be reviewed and updated. The Morgan RPO reviewed the Wasatch Choice Vision land use layer and provided feedback and updates during the most recent update. The Morgan RPO Long-Range Plan will be incorporated into the UDOT Statewide 2027-2055 Long-Range Plan.

H. PUBLIC INVOLVEMENT

In fiscal year 2025, 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 2025-2030 Transportation Improvement Program (TIP). WFRC placed public notices in local newspapers as well as distributed emails to interested people and groups, shared information in the WFRC monthly newsletter, posted information on the WFRC website, and published social media posts 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 2025-2030 TIP.

Stakeholder Outreach Meetings and Workshops
WFRC sponsored two in-person open houses for the Draft 2025-2030 TIP in July of 2024. Representatives from WFRC, UDOT, and UTA were available to answer questions about the TIP projects.

In addition, WFRC held eight Wasatch Choice Vision Fall Workshops including each part of the region with transportation partners, key stakeholders, and local elected officials and staff to get input on development of future active transportation, roadways, transit, and land use. Feedback from the workshops and stakeholder meetings was reviewed in detail by WFRC staff.

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 Association of Counties (UAC), Utah League of Cities and Towns (ULCT), the National Association of Regional Councils (NARC), Association of Metropolitan Planning Organizations (AMPO), Utah Transportation Conference and others. Information about the Wasatch Choice Vision, RTP, and/or Utah's Unified Transportation Plan were shared at the various conferences and conventions.

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. Additionally, WFRC was able to coordinate with the delegation and staff on the state and local implementation of the federal Infrastructure Investment and Jobs Act, and began preparations for the next surface transportation authorization.

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.

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 and provided a traditional form for general comments, giving the public two formats to provide comment.

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 wfrc.utah.gov. 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.

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 (Facebook, X LinkedIn, YouTube) and via email lists.

WFRC hosts all Council and committee meeting videos on its YouTube channel, cross-linking them to the Council and committee respective webpage for on-demand viewing.

WFRC also prepares and distributes a monthly e-newsletter to a list of more than 5,000 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. Supplementing the newsletter is a Government Affairs newsletter that is sent periodically when the Utah State Legislature is in session, during the Summer Interim Session, and when important information is available to share. This past year, staff also began a monthly newsletter to communities with less than 10,000 people from our Local Administrative Advisor (see section I.3).

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 2025, WFRC was included in 200 different publications from local, regional, and national media outlets on a range of topics:

- Wasatch Choice Vision
- Regional Transportation Plan

- Transportation Improvement Program
- Transportation funding
- Bicycle safety
- Infrastructure Investment and Jobs Act
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant
- Golden Spoke Ride Event

These media outlets included the Salt Lake Tribune, Deseret News, KUER NPR, Salt Lake City Weekly, Standard Examiner, KSL Newsradio, Utah Business, Building Salt Lake, and FOX13, to name a few. WFRC staff has 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 FY2025, WFRC staff completed the 2025 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 which was also updated in FY2025.

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.

Staff is also working with the state to identify potential strategies to ease some of the burdens of applying for the grant in order to increase participation in the program.

I.2 ECONOMIC DEVELOPMENT

With the support of WFRC staff, the Wasatch Front Economic Development District (WFEDD) committee has steered towards bolstering the region's economic vitality and ensuring continued eligibility for administrative funding from the U.S. Economic Development Administration (EDA). The focus remains on the implementation of the strategies and objectives outlined in the new 2023-2028 Comprehensive Economic Development Strategy (CEDS).

The CEDS serves as a unifying force, bringing together the public and private sectors in a shared economic roadmap. This comprehensive strategy not only strengthens regional economies but also integrates economic development plans, programs, and activities with the Wasatch Choice Vision, the long-range transportation plan, active transportation, amenities, and fiscal sustainability. In this endeavor, staff has been actively collaborating with local governments, elected officials, universities, and area chambers of commerce to align transportation, land use decisions, and economic development and enhance access to opportunities for residents in the region.

The WFEDD adopted the 5-year Comprehensive Economic Development Strategy (CEDS) in September, 2023 and the Economic Development Administration (EDA) gave full approval for the plan in October 2023. Along with the plan, the annual progress report was submitted in April 2024 to the EDA. This report, which looks at budget information as well as annual progress towards the CEDS, was reviewed by the EDA and the WFEDD was found to be in compliance with the requirements from the EDA. In addition to the reporting requirements due in April, the annual benchmark data has been a priority for the WFEDD staff to update and to provide an annual snapshot of the CEDS outcomes.

The WFEDD's annual objectives are as follows:

- Implement, update, and report on the Wasatch Front Regional Council/Wasatch Front Economic Development 2023-2028 Comprehensive Economic Development Strategy;
- Implement the key anchors and tasks within the 2023-2028 CEDS with a focus on City and Town Centers, Human Capital Development, Economic Development Capacity, and Diversification of the Business Environment which is intended to advance the economic development ecosystem for the next five years;
- Implement the new Regional Comprehensive Economic Development Strategy to include a more robust resilience plan to include not just natural disasters but economic resilience;
- Promote Wasatch Choice 2050 as a coordinated growth, quality of life, and economic development strategy;
- Integrate national, state, regional, and local transportation decisions with economic development efforts across the region to boost the economy at the local level and enhance overall quality of life.

I.3 LOCAL ADMINISTRATIVE ASSISTANCE

The purpose of the Local Administrative Advisor (LAA) program is to improve the efficiency and effectiveness of local governments. Smaller cities and towns now receive proactive administrative support on a consistent basis. These small cities and towns lack the revenue to hire administrative staff but have many of the same needs and obligations as larger cities. Additional administrative support helps these communities meet the State of Utah's objectives around transparent and accessible government, water conservation, sustainable land use planning, and the provision of public safety and infrastructure services.

The annual objectives of the LAA Program are as follows:

1. Capacity Building: Enhance the administrative capabilities of qualifying local governments by providing targeted training and guidance to mayors, council members, and staff on Utah Code and public management best practices.
2. Enhancing Efficiency: Assist local governments in streamlining administrative processes, including personnel matters, budgeting, agenda setting, and policy development, to foster efficiency and effectiveness in public governance.

3. Goal Setting Support: Facilitate discussions with city leaders to establish clear goals and objectives for community development, ensuring alignment with the overall vision of the local government.
4. Project Management: Oversee the completion of work projects for communities, ensuring adherence to municipal policies and procedures, and obtaining approval from the local governing body as necessary.
5. Financial Management: Collaborate with local governments to establish and monitor budgets, ensuring compliance with state regulations and facilitating financial and technical assistance to achieve community goals.
6. Grant Facilitation: Provide support in identifying grant opportunities, completing grant compliance reports, and recommending strategies for securing financial assistance to support community programs and initiatives.
7. Community Engagement: Participate in city standing and ad hoc committees, attend and make presentations at city and town meetings to foster community engagement and transparency in governance.
8. Policy Compliance: Ensure that all work projects and assistance provided are in accordance with municipal policies, procedures, and state regulations, requiring attention to detail and thorough understanding of legal requirements.

Over the past year, staff have worked closely with member jurisdictions to continue the implementation of the Local Administrative Advisor program, focusing on building strong, collaborative relationships with elected officials, appointed leaders, and entity staff. Both proactive and responsive support has been provided to cities and towns, helping to advance the LAA annual objectives across the fifteen municipalities served within the WFRC region.

Staff assisted LAA municipalities on statutory requirements such as: the Moderate Income Housing Annual Report, Government Data Privacy Act implementation, and General Plan updates.

WASATCH FRONT REGIONAL COUNCIL

DATE: August 21, 2025
AGENDA ITEM: **4a**
SUBJECT: **Wasatch Choice Vision - Centers Work**
PREPARED BY: Ted Knowlton, Deputy Director and Chief Planner

At the August 28 WFRC Council meeting, the Council will discuss the progress of the Wasatch Choice Vision, particularly progress on city and town centers – the hearts of our communities where activity is focused, with places to live, work, and play.

BACKGROUND:

In developing the Wasatch Choice Vision shared framework to address growth, we often consider *future* outcomes and coordination needs. At the Council meeting, we will focus on the real on-the-ground progress our region and communities are making to advance the Vision. This includes the progress of strong city or town centers, a central component of the way the Vision coordinates transportation and land use.

This discussion will include:

- A look at case study examples of centers that have become meaningful within their overall community, while also providing broader benefits to the region.
- An estimate of the benefits we experience because of the centers we have today. For example, how much more water would we be using in our region, or how much further would people be driving if we didn't have our centers?
- New resources, including "Virtual Centers" and a Missing Middle Housing Toolkit.

WFRC and partners will be sharing the Vision's progress, benefits, and new resources broadly in the upcoming months.

CONTACT PERSON:

Ted Knowlton: 801-425-3534, ted.knowlton@wfrc.utah.gov

WASATCH FRONT REGIONAL COUNCIL

DATE: August 21, 2025
AGENDA ITEM: **4b**
SUBJECT: **ACTION:** Station Area Plan Certification: West Haven City, Herriman City, Layton City: Clearfield FrontRunner, Layton City: Layton FrontRunner, South Jordan City
PREPARED BY: Meg Padjen, Community & Economic Development Director

At the August 21 Regional Growth Committee (RGC) meeting, WFRC staff presented an overview of five Station Area Plans (SAP), covering five individual stations in four different cities - West Haven, Herriman, Layton, and South Jordan. Three of the five requests are for certification of impracticability under the provisions of HB462 (2022). RGC recommended that the WFRC Council certify all SAPs in accordance with the SAP components of state law and WFRC policy.

BACKGROUND:

HB462, passed in 2022, as amended in 2023 and 2025, requires cities with fixed-guideway transit stations to develop a Station Area Plan (SAP) for the area around the station, within ½ mile for rail and ¼ mile for bus rapid transit. SAPs promote housing availability and affordability, sustainable environmental conditions, access to opportunities, and transportation choices and connections. The SAP requirements are consistent with communities' identification of Wasatch Choice Vision centers. The legislation also provides for cities to adopt resolutions stating the conditions that exist that make adopting a SAP impracticable.

WFRC assists communities in the development of their SAPs, in partnership with Utah Transit Authority (UTA), the Governor's Office of Economic Opportunity (GOEO), and the Mountainland Association of Governments (MAG). State law establishes that the Metropolitan Planning Organizations (MPOs – WFRC and MAG) have the responsibility to review SAPs and, in consultation with UTA, certify each for compliance with statutory requirements. WFRC does this review consistent with WFRC's adopted policy for the certification review of SAPs.

WFRC has assisted all four of these cities in planning around their station areas.

- West Haven determined that it was impracticable to develop a station area plan for their minimal portion of the Roy FrontRunner station area (<10 acres split across three disparate areas).
- Herriman determined that it was impracticable to develop a station area plan for their minimal portion of the Daybreak Parkway TRAX station area (~1 acre within the Mountain View Corridor right-of-way).
- Layton determined that it was impracticable to develop a station area plan for their minimal portion of the Clearfield FrontRunner station area (~1 acre of existing multifamily housing).
- Layton is planning for the development of several key parcels adjacent to the Layton FrontRunner station, as well as a new bridge over the tracks to connect the Kay's Creek Trail and a redesigned Main St to provide better active transportation options.
- South Jordan is planning active transportation connections across two major barriers (Jordan River & I-15) at their FrontRunner station, as well as new housing to complement the area's existing plethora of jobs.

ACTION - Certify West Haven Resolution of Impracticability for Roy FrontRunner Station; Herriman Resolution of Impracticability for Daybreak Parkway TRAX Station; Layton Resolution of Impracticability for Clearfield FrontRunner Station; Layton FrontRunner Station Area Plan; South Jordan FrontRunner Station Area Plan

In accordance with WFRC policy, WFRC staff, in consultation with UTA, reviewed the cities' resolutions, and SAPs if applicable, for consistency with state statute, and made a positive recommendation for certification to the Regional Growth Committee.

The Regional Growth Committee reviewed the SAPs and staff recommendation, and recommended approval by the WFRC Council.

All of the documentation is included within, including:

1. West Haven - Roy FrontRunner Submission Package
   WFRC SAP Certification Resolution
   WFRC Staff Findings and Analysis
2. Herriman - Daybreak Parkway TRAX Submission Package
   WFRC SAP Certification Resolution
   WFRC Staff Findings and Analysis
3. Layton - Clearfield FrontRunner Submission Package
   WFRC SAP Certification Resolution
   WFRC Staff Findings and Analysis
4. Layton FrontRunner SAP Submission Package
   WFRC SAP Certification Resolution
   WFRC Staff Findings and Analysis
5. South Jordan FrontRunner SAP Submission Package
   WFRC SAP Certification Resolution
   WFRC Staff Findings and Analysis

RECOMMENDED MOTION:

4b: “I move to certify the resolutions, and Station Area Plans if applicable, for West Haven’s portion of Roy FrontRunner Station, Herriman’s portion of Daybreak Parkway TRAX Station, Layton’s portion of Clearfield FrontRunner Station, Layton’s FrontRunner Station Area Plan, and South Jordan’s FrontRunner Station Area Plan”

CONTACT PERSON:

Meg Padjen, 801-404-8925, meg.padjen@wfrc.utah.gov

WASATCH FRONT REGIONAL COUNCIL

DATE:	August 21, 2025
AGENDA ITEM:	**5a**
SUBJECT:	**Report:** Board Modifications to the 2025-2030 Transportation Improvement Program (TIP)
PREPARED BY:	Ben Wuthrich,Transportation Improvement Program Coordinator

BACKGROUND:

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2025-2030 Transportation Improvement Program (TIP). The modification required action from Trans Com (since WFRC was not meeting) and the Utah Transportation Commission but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is attached to the approved resolution.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

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

EXHIBIT:

2025-2030 TIP Amendment 7 Resolution and Table

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2025 - 2030
TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2025-2030 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and

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

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

WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2025-2030 TIP or are exempt projects that do not need to be reviewed for air quality conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and

WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Trans Com meeting on June 19, 2025, 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 2025-2030 Transportation Improvement Program as attached,

(2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and

(3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Mayor Mark Shepherd
Chair
Trans Com

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: June 19, 2025

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

Board Modification

Scope Change

Salt Lake Urban Area

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

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

Remove Project

Salt Lake Urban Area

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

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

Additional Funding

Salt Lake/ Ogden Layton Urbanized Area

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

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

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

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

Board Modification

New Project

Salt Lake Area

Level of Conformity Analysis	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Salt Lake	UDOT/ UTA	Orange Line/ Red Line	Transit	22750	Orange Line/ Red Line	Environmental Study	ST_TTIF (State Transit Transportation Investment Fund)	$6,000,000	$0	*New Funding*	**$4,000,000**	2025
								UTA_Funds Utah Transit Authority_Local Funding		$0		**$2,000,000**	

This project is to conduct an environmental study of the Orange Line (TechLink TRAX), which would provide service between the Salt Lake City International Airport and the University of Utah, with new service into Research Park. When constructed after completion of the study, in general the TechLink TRAX project would; - Support long-range transportation demand, - Improve TRAX operational reliability and capacity, - Enhance access and mobility between existing and emerging areas of economic development.

Additional Funding

Salt Lake Area

Level of Conformity Analysis	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
3	Salt Lake	UTA/ UDOT	S-Line	Tranist	21826	S-Line Extension	Project will extend the S-Line from the end of line at Fairmont Station at 1040 East to the heart of the Sugar House business district east of Highland Drive	ST_TTIF (State Transit Transportation Investment Fund)	$43,211,000	$9,900,000	*Additional Funding*	**$9,000,000**	2025
								H.B. 433 Amendments Related to Infrastructure Funding (63B-31-101. General Obligation Bonds)		$12,000,000			
								UTA_Funds Utah Transit Authority_Local Funding		$6,036,625		**$6,274,375**	

The S-Line, which launched in 2013, currently runs between Central Pointe Station (221 W. 2100 South in South Salt Lake) to Fairmont Station, which is located at 1040 E. 2200 South in Salt Lake City. UTA completed some double-tracking on the line in 2019 that allowed the street car service to run every 15 minutes. This project will extend the S-Line from the end of line at Fairmont Station at 1040 East along the north side of Simpson Avenue through the heart of the Sugar House business district across Highland Drive into a parking facility within the redevelopment area.

Projects Removed

Salt Lake Area

Level of Conformity Analysis	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Salt Lake	Salt Lake	200 South	Transit	20260	200 South & 200 East	Transit Hub	ST_TTIF (State Transit Transportation Investment Fund)	$3,500,000	$1,500,000	*Remove Projects*		2025
								Local_Match		$1,000,000			
			2100 South		20431	2100 South Pedestrian & Bike Crossing	Pedestrian and Bike Crossing	ST_TTIF (State Transit Transportation Investment Fund)	$426,000	$255,600			
								Local_Match		$170,400			
			North Temple		20423	North Temple	Active Transportation Improvement Project	ST_TTIF (State Transit Transportation Investment Fund)	$5,500,000	$3,300,000			
								Local_Match		$2,200,000			

Project priority and funding has changed for project sponsor and the projects have been removed from the program at this time so other projects can be programmed and constructed.

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

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

Board Modification

Additional Funding

Ogden/ Layton Urban Area

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

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

Additional Funding

Salt Lake Urban Area

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

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

New Project

Salt Lake Urban Area

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

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

New Project

Salt Lake Urban Area

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

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

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

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

Board Modification

New Project

Salt Lake Urban Area

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

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

New Project

Ogden/ Layton Urban Area

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

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

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

WASATCH FRONT REGIONAL COUNCIL

DATE:	August 21, 2025
AGENDA ITEM:	**5b**
SUBJECT:	**ACTION:** Board Modifications to the 2025-2030 Transportation Improvement Program (TIP)
PREPARED BY:	Ben Wuthrich,Transportation Improvement Program Coordinator

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2025-2030 Transportation Improvement Program (TIP). This modification requires action from the Regional Council and the Transportation Commission / UDOT but does not require a new air quality conformity analysis or a 30-day public comment period. The requested modification is listed with the attached resolution.

RECOMMENDATION:

Trans Com reviewed these requests to modify the 2025-2030 TIP at their August 21 meeting and Trans Com and the WFRC staff recommend that the Council make a motion “to approve the resolution to modify the 2025-2030 TIP as requested.”

CONTACT PERSON:

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

EXHIBIT:

2025-2030 TIP Amendment 8 Resolution and Table

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2025 - 2030
TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2025-2030 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and

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

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

WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2025-2030 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 28, 2025, and all comments were carefully considered,

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

(1) Approves Amendment Eight to the 2025-2030 Transportation Improvement Program as attached,

(2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and

(3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Mayor Dawn Ramsey
Chair
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: August 28, 2025

2025-2030 Transportation Improvement Program (TIP) (Amendment Eight)

Board Modification

Scope Change

Salt Lake Area

Level of Conformity Analysis	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Salt Lake	UTA	TechLink (Orange Line/ Red Line)	Transit	22087	TechLink TRAX; Salt Lake International Airport to UofU Research Park	**Current** - Improve TRAX operations & capacity, enhance access & mobility. (Design/ Development) **Proposed** - Improve TRAX operations & capacity, enhance access & mobility. (Environmental/ Design)	STP_URB_SL - (Federal Funds) (Surface Transportation Program - Urban Area - Salt Lake (WFRC)) ST_TTIF (State Transit Transportation Investment Fund) (Local Government Funds)	$6,000,000	$2,000,000 $4,000,000	*Change of Scope*	**Same**	2025

Original	This original approved scope of the $2 million in STP funds was for design and development.
Proposed	UTA is requesting that the STP funds be available for the environmental document and the project design. In addtion to the programmed STP funds, UTA was successful in their efforts to obtain funding from UDOT through the State Transit-Transportation Investment Fund (TTIF) program and would like to use the $2 million of Urban STP funds as the TTIF matching funds. In order for the environmental study to proceed, the STP funds need to be approved to be used for the environmental document and the project design and for the funds to be moved into the programmed year of the TTIF funds.

New Project

Salt Lake Area

Level of Conformity Analysis	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Salt Lake	UDOT	Various	Freeway	22551	Coordinated Adaptive Ramp Metering	To Build a Coordinated Adaptive Ramp Metering System	Federal Highway Administration - Congestion Relief Grant ST_TIF Statewide Construction - Transportation Investment Program	$49,444,000	$0 $0	*New Funding*	**$39,555,200** **$9,888,800**	2025

The coordinated adaptive ramp metering system will represent a major upgrade in UDOT's ability to maximize the capacity of the freeway. A freeway loses capacity when it is congested. Key components to the coordinated adaptive ramp metering system are:

- Highly accurate freeway mainline sensors at least every third of a mile,
- Freeway to freeway ramp meters where applicable (5 in this project)
  - ○ I-215 E to I-15 SB, ○ I-215 W to I-15 SB, ○ I-80 W to I-15 SB, ○ SR-201 EB to I-15 SB, ○ I-15 Collector to I-15 SB
- Software system to process sensor information and make changes every 20 seconds with ramp metering network working as a whole. FHWA has awarded UDOT $39.6 Million in a Congestion Relief Grant to build a coordinated adaptive ramp metering system on I-15 SB from I-80 to Point of the Mountain. The $39.6M represents 80% of the project costs and the $9.9 million represents UDOT's 20% required match.

New Project

Salt Lake Area

Level of Conformity Analysis	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Salt Lake	UDOT	SR-154	Freeway	22831	Bangerter Highway (SR-154); Railroad Overpass (MP 1.655) to South Jordan Canal (MP 2.600)	Barrier Replacement - Remove precast median barrier and replace it with cast-in-place median barrier	R2-TSP UDOT Region 2 - Transportation Solutions Program (TSP)	$1,500,000	$0	*New Funding*	**$1,500,000**	2025

The scope of the Bangerter Highway (SR-154); MP 1.65-2.7 Barrier Replacement is to remove the precast median barrier and replace it with cast-in-place median barrier.

Level of Conformity Analysis: **1** - Exempt from Conformity Determination, **2** - Funding Adjustments Only, **3** - Needs Letter From FHWA that existing Conformity Determination is still valid, **NA**

2025-2030 Transportation Improvement Program (TIP) (Amendment Eight)

Board Modification

New Project

Salt Lake Area

Level of Conformity Analysis	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
The Transportation Alternatives Program (TAP) includes projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school. Region 2 conducted an application process to determine eligible projects in the area utilizing the TAP funding for 2026 and requests approval to add these TAP projects to the current TIP/ STIP.													
1	Salt Lake	Taylorsville	3200 West	Ped/ bike	22942	3200 W; 6175 S to Summit Vista Blvd - Sidewalk	Install a sidewalk along the west side of 3200 West from 6175 S to Summit Vista Boulevard.	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	$133,334	$0	***New Funding***	**$80,000**	2026
UDOT TAP Contribution $80,000, Local Contribution $53,334, Total Project Cost $133,334													
1	Salt Lake	Murray	Fireclay Ave	Ped/ bike	22943	Fireclay Ave; Ped Crossing Improvements at Trax	Install a sidewalk and appropriate pedestrian at-grade railroad crossing elements on the north side of Fireclay Avenue from 120 West across the UTA Trax line.	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	$116,667	$0	***New Funding***	**$70,000**	2026
UDOT TAP Contribution $70,000, Local Contribution $46,667, Total Project Cost $116,667													
1	Salt Lake	West Jordan	7000 South	Ped/ bike	22946	7000 South; 2659 West to 2477 West - Sidewalk	Install a sidewalk along the south side of 7000 South from 2659 West to 2477 West	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	$340,000	$0	***New Funding***	**$204,000**	2026
UDOT TAP Contribution $204,000, Local Contribution $136,000, Total Project Cost $340,000													
1	Salt Lake	Riverton City	Various	Ped/ bike	22947	9 ADA Ramps in various locations in the City	The project will add 9 new ADA ramps and sidwalk at various locations in the City	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	$243,334	$0	***New Funding***	**$146,000**	2026
UDOT TAP Contribution $146,000, Local Contribution $97,334, Total Project Cost $243,334													

Level of Conformity Analysis: **1** - Exempt from Conformity Determination, **2** - Funding Adjustments Only, **3** - Needs Letter From FHWA that existing Conformity Determination is still valid, **NA**

WASATCH FRONT REGIONAL COUNCIL

DATE: August 21, 2025
AGENDA ITEM: **5c**
SUBJECT: **ACTION:** Recommend approval of the 2026-2031 Transportation Improvement Program
PREPARED BY: Ben Wuthrich,Transportation Improvement Program Coordinator

BACKGROUND:

In order for transportation projects in the region to move forward, the Wasatch Front Regional Council needs to adopt the 2026-2031 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 2026-2031 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 28 through August 2, 2025. 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 in-person open houses, one virtual open house, coordination with UDOT and UTA, and several 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 2026-2031 TIP conforms to the state air quality plans.

RECOMMENDATION:

The Salt Lake and the Ogden/ Layton Area Technical Advisory Committees (TACs) reviewed the 2026-2031 Transportation Improvement Program (TIP), and the TACs and WFRC staff recommend that Trans Com make a motion "to recommend to the Regional Council the adoption of the resolution approving the 2026-2031 Transportation Improvement Program (TIP) and the corresponding air quality conformity finding."

CONTACT PERSON:

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

EXHIBITS:

1. Resolution approving the 2026-2031 TIP
2. Listing for the 2026-2031 Transportation Improvement Program (TIP)
    a. Glossary of Federal Funding Types
    b. Financial Tables
    c. Performance Measures
    d. WFRC Programs Section
    e. Other Federal and State Funded Projects Section
    f. Transit Projects Section
3. Draft 2026-2031 TIP Conformity Finding (Memorandum 42b)
4. Summary of Public Comments and Respective Responses
5. List of Individual Comments Received

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
APPROVING THE 2026 - 2031
TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, 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 2026-2031 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 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 2026-2031 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 Dawn Ramsey
Chair
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: August 28, 2025

Glossary of Federal Funding Types

2026 - 2031

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: June 10, 2025 8:35 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
5309 FIX_GDW	SEC 509 FIXED GUIDEWAY GRANT	LOCAL	100.00	Y	F
BFP_BR_MAIN	BRIDGE FORMULA PROGRAM - MAIN	BRIDGE	93.23	Y	F
BFP_BR_MN/OF	BRIDGE FORMULA PROG.-MAIN/OFF SYS.	BRIDGE	100.00	Y	F
BFP_BR_MN_L	BRIDGE FORMULA PROG MAIN W LOCAL MATCH	BRIDGE	93.23	Y	F
BFP_BR_OFF	BRIDGE FORMULA PROGRAM - OFF SYSTEM	BRIDGE	100.00	Y	F
BIP_BRIDGE	BRIDGE INVESTMENT PROGRAM - 2022	BRIDGE	80.00	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
CARBON_CMPO	CARBON REDUCTION FOR LOGAN AREA	STP	93.23	Y	F
CARBON_DMPO	CARBON REDUCTION FOR DIXIE AREA	STP	93.23	Y	F
CARBON_DPO@1	CARBON FOR DIXIE @100%	CARBON RED	100.00	Y	F
CARBON_FLEX	CARBON REDUCTION PROG. FLEX	STP	93.23	Y	F
CARBON_JHC	CARBON REDUCTION FOR JHC AREAS	STP	93.23	Y	F
CARBON_O/L	CARBON REDUCTION FOR O/L	STP	93.23	Y	F
CARBON_P/O	CARBON REDUCTION FOR P/O	STP	93.23	Y	F
CARBON_P/O@1	CARBON REDUCTION PROVO/OREM	CARBON RED	100.00	N	F
CARBON_SL	CARBON REDUCTION FOR SL AREA	STP	93.23	Y	F
CARBON_SUB	CARBON REDUCTION >5K - <50K	STP	93.23	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
CPF_GRANT	COMMUNITY PROJECT FUNDING GRANT	EARMARK	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_TPFP	EARMARK - TRUCK PARKING FAC PROG (2011)	EARMARK	100.00	Y	F

UDOT electronic Program Management

STIP Planning Fund Table

epm381_plan_fund (Rev 448) Report run on: June 10, 2025 8:35 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
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_2023_FBD	FERRY BOAT DISC FUND FOR 2023	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
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_RPS6@93.2	RE-PURPOSED 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_2022	EMERGENCY RELIEF 2022	ER	93.23	Y	F
ER_2022@100	EMERGENCY RELIEF - 2022 - 100%	ER	100.00	Y	F
ER_OTHER	EMERGENCY RELIEF - OTHER EVENTS	ER	100.00	Y	F
EV_RAAG	EV RELIABILITY & ACCESS GRANT	EV	100.00	Y	F
FAA_GRANT	FAA GRANT	MISC	100.00	Y	F
FA_AARPA	US TREASURY BROADBAND FUNDS	STATE	100.00	Y	O
FA_AARPA _ T	AARPA COMING FROM TREASURY	MISC	0.00	Y	O
FA_ATCMTD	ADVANCED TECH DEPLOY GRANT	MISC	100.00	Y	F
FA_GRANT_100	FEDERAL AID GRANT @100% PRO RATA	MISC	100.00	Y	F
FA_INFRA@100	INFRA GRANT	MISC	100.00	Y	F

UDOT electronic Program Management

STIP Planning Fund Table

epm381_plan_fund (Rev 448) Report run on: June 10, 2025 8:35 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
FA_LTAP	LOCAL TRANSPORTATION ASSISTANCE PRGM	MISC	50.00	Y	F
FA_LTAP_100	LTAP @ 100% PRO RATA	MISC	100.00	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_RAISE_100	NATL INF INVEST RAISE 23 IIJA	MISC	100.00	Y	F
FA_RAISE_80%	REBUILDING AMERICAN INFRASTRUCTURE	MISC	80.00	Y	F
FA_RSTDG	RURAL SURFACE TRANS. GRANT	STP	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
FA_STIC_2021	2021 STIC TECH INNOVATIION	MISC	100.00	Y	F
FA_STIC_2023	2023 STIC TECH	MISC	80.00	Y	F
FA_STIC_2024	2024 STIC TECH INNOVATION	MISC	80.00	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_100	FTA SECTION 5304 @ 100 %	FTA	100.00	Y	F
FTA_5304_80%	FTA SEC_5304 GRANT @ 80%	LOCAL	80.00	Y	F
FTA_5307_100	FTA FUNDS @ 100 % PRO RATA	FTA	100.00	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
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

UDOT electronic Program Management

STIP Planning Fund Table

epm381_plan_fund (Rev 448) Report run on: June 10, 2025 8:35 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
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_5337_50%	FTA SECTION 5337 RAIL VEHICLE REPL	FTA	50.00	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_ARPA_100	FTA ARPA FUNDS @ 100%	FTA	100.00	Y	F
FTA_CARE_100	FEDERAL CARES ACT @ 100%	FTA	100.00	Y	F
FTA_COMUNITY	COMMUNITY PROJECT FUNDING	FTA	80.00	Y	F
FTA_CRRSAA_1	FTA CRRSAA FUNDS @ 100%	FTA	100.00	Y	F
FTA_ICAM_80	INNOVATIVE COORDINATED ACCESS & MOBILITY	FTA	80.00	Y	F
FTA_ILL	FED TRANSIT ADMINISTRATION ILLUSTRATIVE	STATE	80.00	Y	F
HIF_O/L_80%	HIF WITH PRO-RATA OF 80%	STP	80.00	Y	F
HIP_COMUNITY	HIGHWAY IMPROVEMENT PROG. EARMARK	EARMARK	93.23	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_FLEX	10% THAT MAY BE USED ON SPECFIC	SAFETY	93.23	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
HSIP_VRU	VULNERABLE ROAD USER SAFETY	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_BOND	LOCAL BOND FUNDING	LOCAL	0.00	Y	L
LOCAL_CMPO	LOCAL FUNDS FROM CMPO	LOCAL	0.00	Y	O
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_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_EXCHANGE	STATE/ FEDERAL FUNDS EXCHANGE W/MAG	LOCAL	0.00	Y	L
MPDG_GRANT	MULTIMODAL PROJECT DISCRETIONARY GRANT	MISC	100.00	Y	F

UDOT electronic Program Management

STIP Planning Fund Table

epm381_plan_fund (Rev 448) Report run on: June 10, 2025 8:35 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
NEVI	NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE	EV	80.00	Y	F
NEVI@100%	NAT'L ELECTRIC VEHICLE INFRASTRUCTURE	EV	100.00	Y	F
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
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
PROTECT_FLEX	PROTECT FUNDING ANY AREA	MISC	80.00	Y	F
PROTECT_FX_1	PROTECT FLEX ANY AREA @ 100%PRO	MISC	100.00	Y	F
PROTECT_GRNT	PROTECT DISCRETIONARY GRANT	PROTECT	100.00	Y	F
PROTECT_PLAN	PROTECT PANNING FUNDS	MISC	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_DEVICS90	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
RAISE_FM/LM	RAISE GRANT FM/LM CONNECTIONS	STATE	0.00	Y	S
REC_TRLS	RECREATION TRAILS	STP	80.00	Y	F
SAFETY_406	SAFETY INITIATIVES SECTION 406 PROGRAM	SAFETY	100.00	Y	F
SAFE_TRAN_PL	SAFE ACCESS PLANNING METRO	SPR	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

UDOT electronic Program Management

STIP Planning Fund Table

epm381_plan_fund (Rev 448) Report run on: June 10, 2025 8:35 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
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
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	STP	93.23	Y	F
STP_HIF_O/L	HIGHWAY INFRATRUCTURE - 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_RURAL_GT	RURAL SURFACE TRANS GRANT	STP	100.00	Y	F
STP_SUB_JHC	STP SMALL URBAN 5K -49,999 POP JHC	STP	93.23	Y	F
STP_SUB_MAG	STP SMALL URBAN 5K -49,999 POP	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_SU_WFRC	STP - SMALL URBAN (WFRC)	STP	93.23	Y	F
STP_TAP_ST	CONVERTED TAP FUNDS TO STP	TAP	93.23	Y	F
STP_UB_O/L_U	STP URBAN EXCHANGE O/L WITH WFRC	STP	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

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_ADA_RAMPS	STATE CONST-ADA RAMP PLACEMENTS	STATE	0.00	Y	S
ST_AIRPORT	STATE AIRPORT FUNDS	STATE	0.00	Y	S
ST_APPROP	STATE APPROPRIATED BUDGET	STATE	0.00	Y	S
ST_ATIF	LEGISLATIVELY ACTIVE TIF PROJECTS (UTN)	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_CIB	COMMUNITY IMPACT BOARD FUNDS	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
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_EMERGING	EMERGING AREA PLAN - SB2	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_HB488	GENERAL FUND - HB 488 (2024)	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

UDOT electronic Program Management

STIP Planning Fund Table

epm381_plan_fund (Rev 448) Report run on: June 10, 2025 8:35 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
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_HB3_162	PROVO RAIL CONSOLIDATION PROJECTS	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_PARK_LEG	STATE PARK LEGISLATIVE 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_RAILROAD	STATE RAILROAD FUNDS	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_RTIF	RAIL RESTRICTIVE TIF ACCOUNT	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_TF_HB3	TRANSPORTATION FUND - HB3 (2024)	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_ ACT	STATE TIF ACTIVE FUNDS (60/40) MATCH	STATE	0.00	Y	S

UDOT electronic Program Management

STIP Planning Fund Table

epm381_plan_fund (Rev 448) Report run on: June 10, 2025 8:35 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_TIF_ACT80	STATE TIV ACTIVE (80/20) MATCH	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_PRS_S	TIF FUNDS FOR BRIDGE PRESRVATION	STATE	0.00	Y	S
ST_TIF_RURAL	LEGISLATIVELY FUNDED RURAL TIF PROJECTS	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
ST_TTIF_FMLM	STATE TTIF FIRST MILE LASTE MILE FUNDING	STATE	0.00	Y	S
ST_TTIF_HB3	TTIF 2024 LEGISLATIVE FUNDS	STATE	0.00	Y	S
ST_TTIF_SCR	SUB ACCOUNT FOR COMMUTER RAIL	STATE	0.00	Y	S
ST_UNITMATCH	STATE FUNDS FROM UNIT CODE	STATE	0.00	Y	S
ST_WILDLIFE	STATE WILDLIFE MITIGATION FUNDS	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_SUB_JHC	TRAN ALT 5K - 49,999 - JHC	TAP	93.23	Y	F
TAP_SUB_MAG	TRANS ALT 5K - 49,999 - MAG	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_SU_WFRC	TRANS ALT PROGRAM - WFRC	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
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
T_STP_FX_ST	TIFIA STP FLEX (ANY AREA) STATEWIDE	STP	93.23	Y	F

UDOT electronic Program Management

STIP Planning Fund Table

epm381_plan_fund (Rev 448) Report run on: June 10, 2025 8:35 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
T_STP_RURAL	TIFIA STP RURAL (NON URBAN)	STP	93.23	Y	F
T_STP_SB_JHC	TIFIA STP SM URB 5K-49,999 JHC	STP	93.23	Y	F
T_STP_UB_O/L	TIFIA STP URBAN OGDEN/LAYTON (WFRC)	STP	93.23	Y	F
T_STP_UB_P_U	TIFIA STP URB (PROVO/OREM) UDOT	STP	93.23	Y	F
T_STP_UB_SL	TIFIA STP URBAN (SL AREA) WFRC	STP	93.23	Y	F
T_TAP_FLEX	TIFIA TAP (ANY AREA) STATEWIDE	TAP	93.23	Y	F
T_TAP_NU_JHC	TIFIA TAP RURAL - JHC	TAP	93.23	Y	F
T_TAP_SU_CPO	TIFIA TAP SM URBAN CMPO	STP	93.23	Y	F
T_TAP_SU_DPO	TIFIA TAP SM URBAN DIXIE MPO	TAP	93.23	Y	F
T_TAP_UB_O/L	TIFIA STP OGEDEN/LAYTON - WFRC	TAP	93.23	Y	F
T_TAP_UB_P/O	TIFIA TAP PROVO/OREM - MAG	TAP	93.23	Y	F
T_TAP_UB_SLC	TIFIA STP URB SALT LAKE AREA - WFRC	TAP	93.23	Y	F
UPRR	UNION PACIFIC RAILROAD	LOCAL	0.00	Y	O
UTA_FUNDS	UTA FUNDS	LOCAL	0.00	Y	O
UTA_HB322	UTA FUNDS FROM HB 322	STATE	0.00	Y	S
UTA_MATCH	UTA MATCHING FUNDS	LOCAL	0.00	Y	O
UTCO_BOND	UTAH COUNTY TRANSPORTATION BOND	LOCAL	0.00	Y	O
UTCO_TRAN_TX	UTAH COUNTY TRANS TAX	LOCAL	0.00	Y	O
Z_TEST_FUND	FUND SETUP FOR TEST PINS	STATE	0.00	Y	S

Financial Plan

Tables 4.1 – 4.8 show that scheduled funds do not exceed available funds in both Urbanized Areas during the first four fiscal program years 2026 – 2029, for the four funding programs administered by the Wasatch Front Regional Council. In a few instances, usually in the 5th or 6th year of the program (2030-2031 - Concept Development), the scheduled funds may exceed the available funds by a small percentage for project programming purposes.

Table 5.1 – 5.3 shows a summary of other federal and state funding administered by the Utah Department of Transportation programmed during the same time period in both urbanized areas, as well as in Morgan and Tooele counties.

Table 6.1 shows a similar summary for the federal and local funds administered by the Utah Transit Authority.

The underlying assumptions for future available revenues include the following: For Federal Highway Administration (FHWA) funds, levels of funding are programmed based on the Federal Fiscal Year (FFY) 2025 apportionments in the Infrastructure Investment and Jobs Act (IIJA), which for programming purposes, was assumed to remain flat through the duration of the Transportation Improvement Program (TIP).

Regarding inflation adjustments, project costs for the STP, CMAQ, TAP, and CRP programs administered by the WFRC include inflation factors from the year of original project cost estimating. The federal aid agreements entered into by local governments include commitment on their part to maintain the transportation facility and equipment that is paid for with federal dollars. Programs/projects administered by UDOT and UTA also include inflation factors each year from time of programming to date of construction. UDOT and UTA both practice principles of not building more facilities and equipment than they are able to maintain.

2025-2030

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

For the

WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA

Federal Programs Administered by WFRC
(STP, CMAQ, TAP, and CRP)
Funds for the WFRC Area FFY 2026- FFY 2031

Table 4.1 SALT LAKE AREA Surface Transportation Program

	2026	2027	2028	2029	2030	2031
Apportioned STP Funds	$ 22,680,500	$ 22,680,500	$ 22,680,500	$ 22,680,500	$ 22,680,500	$ 22,680,500
Available STP Funds	$ 23,479,500	$ 22,894,700	$ 23,113,100	$ 23,373,900	$ 22,941,900	$ 15,782,100
Scheduled STP Funds	$ 23,265,300	$ 22,462,100	$ 22,419,700	$ 23,112,500	$ 29,840,300	$ 24,506,000
Balance of Funds	$ 214,200	$ 432,600	$ 693,400	$ 261,400	($6,898,400)	($8,723,900)
Local Match Funds	$ 1,689,400	$ 1,631,100	$ 1,628,000	$ 1,678,300	$ 2,166,900	$ 1,779,500
Total Program Funds	$ 24,954,800	$ 24,093,200	$ 24,047,700	$ 24,790,800	$ 32,007,200	$ 26,285,500

Table 4.2 OGDEN/ LAYTON AREA Surface Transportation Program

	2026	2027	2028	2029	2030	2031
Apportioned STP Funds	$ 11,717,300	$ 11,717,300	$ 11,717,300	$ 11,717,300	$ 11,717,300	$ 11,717,300
Available STP Funds	$ 18,906,400	$ 13,336,900	$ 13,005,900	$ 12,122,900	$ 13,005,900	$ 12,122,900
Scheduled STP Funds	$ 17,286,800	$ 12,048,200	$ 12,600,200	$ 11,125,900	$ 10,756,300	$ 11,075,500
Balance of Funds	$ 1,619,600	$ 1,288,600	$ 405,700	$ 997,100	$ 2,249,600	$ 1,047,400
Local Match Funds	$ 1,255,300	$ 874,900	$ 915,000	$ 807,900	$ 781,100	$ 804,300
Total Program Funds	$ 18,542,100	$ 12,923,100	$ 13,515,200	$ 11,933,800	$ 11,537,300	$ 11,879,800

Table 4.3 SALT LAKE AREA Congestion Mitigation/Air Quality Program

	2026	2027	2028	2029	2030	2031
Apportioned CMAQ Funds	$ 6,102,800	$ 6,102,800	$ 6,102,800	$ 6,102,800	$ 6,102,800	$ 6,102,800
Available CMAQ Funds	$ 6,864,700	$ 8,106,300	$ 7,195,800	$ 7,192,900	$ 6,732,400	$ 6,523,100
Scheduled CMAQ Funds	$ 4,861,100	$ 7,013,300	$ 6,105,600	$ 6,563,300	$ 6,312,000	$ 5,492,400
Balance of Funds	$ 2,003,600	$ 1,093,000	$ 1,090,200	$ 629,600	$ 420,400	$ 1,030,700
Local Match Funds	$ 353,000	$ 509,300	$ 443,400	$ 476,600	$ 458,400	$ 398,800
Total Program Funds	$ 5,214,100	$ 7,522,600	$ 6,549,000	$ 7,039,900	$ 6,770,400	$ 5,891,300

Table 4.4 OGDEN/ LAYTON AREA Congestion Mitigation/Air Quality Program

	2026	2027	2028	2029	2030	2031
Apportioned CMAQ Funds	$ 3,286,100	$ 3,286,100	$ 3,286,100	$ 3,286,100	$ 3,286,100	$ 3,286,100
Available CMAQ Funds	$ 3,615,200	$ 4,794,800	$ 7,462,100	$ 8,731,700	$ 6,916,200	$ 6,202,300
Scheduled CMAQ Funds	$ 2,106,500	$ 618,800	$ 2,016,400	$ 5,101,700	$ 4,000,000	$ 2,000,000
Balance of Funds	$ 1,508,700	$ 4,176,000	$ 5,445,600	$ 3,630,100	$ 2,916,200	$ 4,202,300
Local Match Funds	$ 153,000	$ 44,900	$ 146,400	$ 370,500	$ 290,500	$ 145,200
Total Program Funds	$ 2,259,400	$ 663,700	$ 2,162,900	$ 5,472,100	$ 4,290,500	$ 2,145,200

Table 4.5 SALT LAKE AREA Transportation Alternative Program

	2026	2027	2028	2029	2030	2031
Apportioned TAP Funds	$ 2,598,400	$ 2,098,400	$ 0	$ 0	$ 0	$ 0
Available TAP Funds	$ 2,794,900	$ 2,294,900	$ 0	$ 0	$ 0	$ 0
Scheduled TAP Funds	$ 2,598,400	$ 2,100,000	$ 0	$ 0	$ 0	$ 0
Balance of Funds	$ 196,500	$ 194,900	$ 0	$ 0	$ 0	$ 0
Local Match Funds	$ 188,700	$ 152,500	$ 0	$ 0	$ 0	$ 0
Total Program Funds	$ 2,787,000	$ 2,252,500	$ 0	$ 0	$ 0	$ 0

Table 4.6 OGDEN/ LAYTON AREA Transportation Alternative Program

	2026	2027	2028	2029	2030	2031
Apportioned TAP Funds	$ 1,083,500	$ 1,100,000	$ 0	$ 0	$ 0	$ 0
Available TAP Funds	$ 1,905,400	$ 1,411,600	$ 0	$ 0	$ 0	$ 0
Scheduled TAP Funds	$ 1,593,900	$ 1,200,000	$ 0	$ 0	$ 0	$ 0
Balance of Funds	$ 311,600	$ 211,600	$ 0	$ 0	$ 0	$ 0
Local Match Funds	$ 115,700	$ 87,100	$ 0	$ 0	$ 0	$ 0
Total Program Funds	$ 1,709,600	$ 1,287,100	$ 0	$ 0	$ 0	$ 0

Table 4.7 SALT LAKE AREA Carbon Reduction Program

	2026	2027	2028	2029	2030	2031
Apportioned CRP Funds	$ 2,682,300	$ 2,682,300	$ 0	$ 0	$ 0	$ 0
Available CRP Funds	$ 4,586,500	$ 2,418,500	$ 0	$ 0	$ 0	$ 0
Scheduled CRP Funds	$ 4,850,300	$ 2,419,500	$ 0	$ 0	$ 0	$ 0
Balance of Funds	($263,800)	($1,000)	$ 0	$ 0	$ 0	$ 0
Local Match Funds	$ 352,200	$ 175,700	$ 0	$ 0	$ 0	$ 0
Total Program Funds	$ 5,202,500	$ 2,595,200	$ 0	$ 0	$ 0	$ 0

Table 4.8 OGDEN/ LAYTON AREA Carbon Reduction Program

	2026	2027	2028	2029	2030	2031
Apportioned CRP Funds	$ 1,385,700	$ 1,385,700	$ 0	$ 0	$ 0	$ 0
Available CRP Funds	$ 2,753,000	$ 2,338,700	$ 0	$ 0	$ 0	$ 0
Scheduled CRP Funds	$ 1,800,000	$ 1,495,700	$ 0	$ 0	$ 0	$ 0
Balance of Funds	$ 953,000	$ 843,100	$ 0	$ 0	$ 0	$ 0
Local Match Funds	$ 130,700	$ 108,600	$ 0	$ 0	$ 0	$ 0
Total Program Funds	$ 1,930,700	$ 1,604,300	$ 0	$ 0	$ 0	$ 0

Other Federal and State Funding - Projects

Programmed within the WFRC Area

Table 5.1	FFY 2026 - FFY 2031					
Planning Fund	**Prior Obligation**	**TOTAL 2026**	**TOTAL 2027**	**TOTAL 2028**	**TOTAL 2029**	**Total CD**
BFP_BR_MAIN	$ 6,000,000	$ 0	$ 0	$ 0	$ 0	$ 0
CARBON_O/L	$ 1,580,468	$ 3,493,824	$ 0	$ 0	$ 0	$ 1,604,262
CARBON_SL	$ 270,000	$ 9,328,982	$ 0	$ 0	$ 0	$ 4,954,988
CMAQ_BOX_ELD	$ 10,726	$ 742,446	$ 0	$ 0	$ 0	$ 0
CMAQ_PM2.5	$ 1,779,439	$ 3,161,139	$ 0	$ 0	$ 0	$ 0
CMAQ_WFRC	$ 10,444,567	$ 9,467,210	$ 0	$ 0	$ 0	$ 50,878,418
CRISI_GRANT	$ 0	$ 1,780,000	$ 0	$ 0	$ 0	$ 0
FA_GRANT_100	$ 0	$ 39,555,200	$ 0	$ 0	$ 0	$ 0
FA_INFRA@100	$ 0	$ 13,647,228	$ 0	$ 0	$ 0	$ 0
FA_LTAP	$ 600,050	$ 0	$ 0	$ 0	$ 0	$ 0
FA_LTAP_100	$ 420,000	$ 210,000	$ 0	$ 0	$ 0	$ 0
FA_MISC	$ 1,287,500	$ 10,000	$ 0	$ 0	$ 0	$ 0

Planning Fund	Prior Obligation	TOTAL 2026	TOTAL 2027	TOTAL 2028	TOTAL 2029	Total CD
FA_MISC_100%	$ 6,970,000	$ 1,349,591	$ 0	$ 0	$ 0	$ 0
FA_MISC_50%	$ 3,990,000	$ 0	$ 0	$ 0	$ 0	$ 0
FA_RAISE_100	$ 0	$ 24,494,147	$ 0	$ 0	$ 0	$ 0
FA_SHRP2	$ 116,966	$ 0	$ 0	$ 0	$ 0	$ 0
FA_STIC_2024	$ 125,000	$ 0	$ 0	$ 0	$ 0	$ 0
FLHP	$ 0	$ 23,145,450	$ 0	$ 0	$ 0	$ 0
FTA_5303_100	$ 975,438	$ 988,740	$ 0	$ 0	$ 0	$ 0
FTA_5304_100	$ 310,000	$ 0	$ 0	$ 0	$ 0	$ 0
FTA_5304_80%	$ 2,354,530	$ 250,000	$ 0	$ 0	$ 0	$ 0
FTA_5311_100	$ 0	$ 265,000	$ 0	$ 0	$ 0	$ 0
FTASEC_5309	$ 0	$ 97,903,590	$ 0	$ 0	$ 0	$ 80,687,500
HIP_COMUNITY	$ 7,578,537	$ 20,680,435	$ 0	$ 0	$ 0	$ 0
HSIP_100%	$ 160,000	$ 80,000	$ 0	$ 0	$ 0	$ 0
HSIP_VRU	$ 0	$ 1,912,992	$ 916,007	$ 0	$ 0	$ 0
L_BETTERMENT	$ 56,508,541	$ 3,131,138	$ 0	$ 0	$ 0	$ 0

Planning Fund	Prior Obligation	TOTAL 2026	TOTAL 2027	TOTAL 2028	TOTAL 2029	Total CD
L_PASS_MATCH	$ 4,954,325	$ 32,773,070	$ 95,356	$ 0	$ 0	$ 98,217
LOCAL_GOVT	$ 37,994,904	$ 140,493,792	$ 53,000	$ 0	$ 0	$ 325,846,540
LOCAL_INKIND	$ 0	$ 9,220,000	$ 0	$ 0	$ 0	$ 0
LOCAL_MATCH	$ 100,347	$ 18,462,225	$ 0	$ 0	$ 0	$ 0
NHPP_BR	$ 56,491,678	$ 21,838,635	$ 24,490,000	$ 50,000,000	$ 0	$ 0
NHPP_IM	$ 0	$ 0	$ 0	$ 50,000,000	$ 0	$ 0
NHPP_NHS	$ 82,868,575	$ 45,381,425	$ 0	$ 0	$ 0	$ 0
NSFL&TPGRANT	$ 0	$ 8,346,271	$ 0	$ 0	$ 0	$ 0
NSTI	$ 48,390	$ 0	$ 0	$ 0	$ 0	$ 0
OTHER	$ 432,937	$ 52,687	$ 0	$ 0	$ 0	$ 0
PL_WFRC	$ 6,955,237	$ 0	$ 0	$ 0	$ 0	$ 0
RAISE_FM/LM	$ 0	$ 19,846,424	$ 0	$ 0	$ 0	$ 0
SAFE_TRAN_PL	$ 1,088,113	$ 0	$ 0	$ 0	$ 0	$ 0
SPR_P_100%	$ 12,378,020	$ 228,347	$ 0	$ 0	$ 0	$ 0
SPR_R	$ 7,543,504	$ 460,646	$ 0	$ 0	$ 0	$ 0

Planning Fund	Prior Obligation	TOTAL 2026	TOTAL 2027	TOTAL 2028	TOTAL 2029	Total CD
SPR_R_100%	$ 2,235,000	$ 200,000	$ 0	$ 0	$ 0	$ 0
ST_APPROP	$ 10,102,553	$ 12,000	$ 0	$ 0	$ 0	$ 0
ST_BONDS_MVC	$ 55,800,000	$ 0	$ 0	$ 0	$ 0	$ 0
ST_BRIDGE	$ 14,561,448	$ 3,329,068	$ 0	$ 0	$ 0	$ 0
ST_CHF	$ 388,963,271	$ 181,536	$ 0	$ 0	$ 0	$ 0
ST_CHF_TIF	$ 197,107,315	$ 837,883	$ 0	$ 0	$ 0	$ 0
ST_CONCPT_D1	$ 10,103	$ 0	$ 0	$ 0	$ 0	$ 0
ST_CONCPT_D2	$ 45,823	$ 0	$ 0	$ 0	$ 0	$ 0
ST_CONST	$ 738,875	$ 678,330	$ 0	$ 0	$ 0	$ 0
ST_CONT_R1	$ 191,265	$ 735	$ 0	$ 0	$ 0	$ 0
ST_CORR_PRES	$ 57,665,000	$ 146,179,221	$ 0	$ 0	$ 0	$ 0
ST_FWY_OPS	$ 695,000	$ 0	$ 0	$ 0	$ 0	$ 0
ST_GF_CHN	$ 128,755,865	$ 0	$ 0	$ 0	$ 0	$ 0
ST_GF_HB3	$ 500,000	$ 0	$ 0	$ 0	$ 0	$ 0
ST_GF_HB488	$ 4,230,000	$ 0	$ 0	$ 0	$ 0	$ 0

Planning Fund	Prior Obligation	TOTAL 2026	TOTAL 2027	TOTAL 2028	TOTAL 2029	Total CD
ST_GF_HB502	$ 3,000,000	$ 0	$ 0	$ 0	$ 0	$ 0
ST_GF_TIF	$ 7,500,000	$ 0	$ 0	$ 0	$ 0	$ 0
ST_HB377/TF	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0
ST_MATCH	$ 3,432,801	$ 330,000	$ 0	$ 0	$ 0	$ 0
ST_PVMT	$ 1,848,469	$ 5,441,031	$ 0	$ 0	$ 0	$ 4,380,460
ST_PVMT_LV2	$ 2,408,054	$ 3,491,907	$ 0	$ 0	$ 0	$ 0
ST_PVMT_TAP	$ 375,103	$ 0	$ 0	$ 0	$ 0	$ 0
ST_RESEARCH	$ 2,260,328	$ 0	$ 0	$ 0	$ 0	$ 0
ST_SIGNALS	$ 400,000	$ 0	$ 0	$ 0	$ 0	$ 0
ST_SIGNL_M&O	$ 850,000	$ 0	$ 0	$ 0	$ 0	$ 0
ST_SRPLS_DOC	$ 21,661	$ 178,339	$ 0	$ 0	$ 0	$ 0
ST_STUDIES	$ 1,248,700	$ 315,000	$ 0	$ 0	$ 0	$ 0
ST_T&S_ FUND	$ 0	$ 76,000	$ 0	$ 0	$ 0	$ 0
ST_TIF	$ 1,278,099,585	$ 1,655,846,109	$ 1,058,000,000	$ 1,326,000,000	$ 0	$ 3,207,000,000
ST_TIF_ ACT	$ 8,265,091	$ 19,368,088	$ 0	$ 0	$ 0	$ 0

Planning Fund	Prior Obligation	TOTAL 2026	TOTAL 2027	TOTAL 2028	TOTAL 2029	Total CD
ST_TIF_ACT80	$ 10,867,865	$ 5,115,200	$ 0	$ 0	$ 0	$ 0
ST_TIF_CC	$ 332,881	$ 49,667,119	$ 0	$ 0	$ 0	$ 0
ST_TIF_EXCH	$ 3,487,388	$ 31,612	$ 0	$ 0	$ 0	$ 0
ST_TIF_HB433	$ 295,534,612	$ 59,853,550	$ 0	$ 0	$ 0	$ 0
ST_TIF_PRS_S	$ 554,640	$ 2,695,360	$ 0	$ 0	$ 0	$ 0
ST_TRANS_SOL	$ 1,850,250	$ 314,489	$ 0	$ 0	$ 0	$ 0
ST_TTIF	$ 258,964,214	$ 297,493,584	$ 94,000,000	$ 92,000,000	$ 0	$ 0
ST_TTIF_FMLM	$ 10,563,084	$ 12,207,835	$ 0	$ 0	$ 0	$ 0
ST_TTIF_SCR	$ 40,000,000	$ 45,000,000	$ 50,000,000	$ 50,000,000	$ 0	$ 15,000,000
ST_UNITMATCH	$ 335,360	$ 914,640	$ 0	$ 0	$ 0	$ 0
STP_BRIDGE	$ 34,062,528	$ 6,119,848	$ 1,500,000	$ 11,500,000	$ 7,500,000	$ 0
STP_COVID_OL	$ 731,728	$ 2	$ 0	$ 0	$ 0	$ 0
STP_COVID_ST	$ 750,000	$ 0	$ 0	$ 0	$ 0	$ 0
STP_FLX_100%	$ 2,390,000	$ 395,000	$ 0	$ 0	$ 0	$ 0
STP_FLX_ST	$ 19,949,000	$ 123,376,198	$ 0	$ 0	$ 0	$ 0

Planning Fund	Prior Obligation	TOTAL 2026	TOTAL 2027	TOTAL 2028	TOTAL 2029	Total CD
STP_HIF_O/L	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0
STP_HIF_SL	$ 1,360,596	$ 0	$ 0	$ 0	$ 0	$ 0
STP_HIF_SU	$ 232,141	$ 0	$ 0	$ 0	$ 0	$ 0
STP_RURAL_GT	$ 0	$ 6,030,695	$ 0	$ 0	$ 0	$ 0
STP_SU_JHC	$ 1,353,524	$ 1,317,908	$ 0	$ 1,514,000	$ 0	$ 0
STP_UR_O/L@1	$ 4,079,978	$ 879,440	$ 459,605	$ 0	$ 0	$ 473,393
STP_URB_O/L	$ 18,230,037	$ 27,261,502	$ 1,697,000	$ 0	$ 0	$ 53,133,003
STP_URB_SL	$ 49,833,676	$ 33,730,514	$ 2,681,540	$ 0	$ 0	$ 94,005,492
STP_URB_SL@1	$ 12,092,351	$ 1,563,327	$ 853,553	$ 0	$ 0	$ 879,160
STP_URB_SL_U	$ 0	$ 488,001	$ 0	$ 0	$ 0	$ 0
T_STP_SB_JHC	$ 0	$ 312,149	$ 0	$ 0	$ 0	$ 0
T_STP_UB_O/L	$ 1,531,016	$ 0	$ 0	$ 0	$ 0	$ 0
T_STP_UB_SL	$ 1,701,315	$ 0	$ 0	$ 0	$ 0	$ 0
TAP_FLEX	$ 2,195,232	$ 1,130,429	$ 0	$ 0	$ 0	$ 0
TAP_URB_O/L	$ 568,154	$ 6,204,887	$ 0	$ 0	$ 0	$ 1,287,139

Planning Fund	Prior Obligation	TOTAL 2026	TOTAL 2027	TOTAL 2028	TOTAL 2029	Total CD
TAP_URB_WFRC	$ 5,177,672	$ 6,367,155	$ 0	$ 0	$ 0	$ 2,252,494
TFER_2_UTA	$ 2,500,000	$ 9,516,937	$ 0	$ 0	$ 0	$ 0
TRANSFER2UTA	$ 0	$ 14,828,630	$ 0	$ 0	$ 0	$ 0
UTA_FUNDS	$ 1,636,400	$ 11,978,513	$ 5,000,000	$ 5,000,000	$ 0	$ 242,834,616
Grand Total	$ 3,266,514,746	$ 3,113,960,407	$ 1,239,746,162	$ 1,586,014,000	$ 7,500,000	$ 4,085,315,681

Other Federal and State Funded - Programs

Programmed within the WFRC Area

Table 5.2

FFY 2026 - FFY 2031

Program Planning Fund	Prior Obligation	PROG TOT 2026	PROG TOT 2027	PROG TOT 2028	PROG TOT 2029	Total CD
BFP_BR_MAIN	$ 10,358,000	$ 42,088,720	$ 41,027,566	$ 0	$ 0	$ 0
BFP_BR_MN/OF	$ 30,985,371	$ 40,500,599	$ 0	$ 0	$ 0	$ 0
BFP_BR_MN_L	$ 32,378,514	$ 36,798,495	$ 0	$ 0	$ 0	$ 0
BFP_BR_OFF	$ 9,249,622	$ 25,233,706	$ 6,750,000	$ 0	$ 0	$ 0
BIP_BRIDGE	$ 1,000,000	$ 0	$ 0	$ 0	$ 0	$ 0
BR_ON/OFF	$ 0	$ 531	$ 0	$ 0	$ 0	$ 0
BYWAYS	$ 0	$ 69,000	$ 0	$ 0	$ 0	$ 0
CARBON_FLEX	$ 0	$ 11,259,879	$ 4,300,700	$ 0	$ 0	$ 0
CMAQ_MAG	$ 706,000	$ 254,890	$ 0	$ 0	$ 0	$ 0
CMAQ_PM2.5	$ 0	$ 78,611	$ 0	$ 0	$ 0	$ 0
CMAQ_WFRC	$ 991,185	$ 1,604,692	$ 0	$ 0	$ 0	$ 760,828
CMAQ_WFRC_1	$ 102,764	$ 1,200,530	$ 400,000	$ 0	$ 0	$ 0

Program Planning Fund	Prior Obligation	PROG TOT 2026	PROG TOT 2027	PROG TOT 2028	PROG TOT 2029	Total CD
EM_RPF1@93.2	$ 0	$ 286,506	$ 0	$ 0	$ 0	$ 0
EM_RPS6@93.2	$ 48,792	$ 0	$ 0	$ 0	$ 0	$ 0
ER_2020	$ 0	$ 2,354,592	$ 0	$ 0	$ 0	$ 0
ER_2020_100%	$ 0	$ 10,911	$ 0	$ 0	$ 0	$ 0
ER_2022	$ 10,228,397	$ 1,039,405	$ 0	$ 0	$ 0	$ 0
EV_RAAG	$ 3,384,149	$ 0	$ 0	$ 0	$ 0	$ 0
FA_AARPA _ T	$ 6,697,363	$ 89,902,672	$ 0	$ 0	$ 0	$ 0
FA_ATCMTD	$ 5,450,000	$ 0	$ 0	$ 0	$ 0	$ 0
FA_MISC_100%	$ 5,200,000	$ 1,855,000	$ 0	$ 0	$ 0	$ 0
FA_RAISE_100	$ 0	$ 9,600,000	$ 0	$ 0	$ 0	$ 0
FA_SHRP2	$ 139,288	$ 0	$ 0	$ 0	$ 0	$ 0
FTA_5303_100	$ 0	$ 879,096	$ 0	$ 0	$ 0	$ 0
FTA_5304_100	$ 120,000	$ 0	$ 0	$ 0	$ 0	$ 0
HSIP	$ 66,121,191	$ 38,992,995	$ 23,500,000	$ 25,357,622	$ 0	$ 0
HSIP_FLEX	$ 5,872,695	$ 0	$ 0	$ 0	$ 0	$ 0

Program Planning Fund	Prior Obligation	PROG TOT 2026	PROG TOT 2027	PROG TOT 2028	PROG TOT 2029	Total CD
HSIP_HRRR	$ 1,280	$ 0	$ 0	$ 0	$ 0	$ 0
HSIP_HRRR_SR	$ 1,597,970	$ 1,427,993	$ 0	$ 0	$ 0	$ 0
HSIP_VRU	$ 10,481,340	$ 4,359,951	$ 3,679,954	$ 4,595,962	$ 0	$ 0
L_BETTERMENT	$ 9,047,838	$ 4,902,679	$ 0	$ 0	$ 0	$ 0
L_PASS_MATCH	$ 0	$ 6,940,415	$ 29,046	$ 0	$ 0	$ 0
LOCAL_CMPO	$ 30,000	$ 0	$ 0	$ 0	$ 0	$ 0
LOCAL_GOVT	$ 4,974,899	$ 15,488,807	$ 0	$ 0	$ 0	$ 0
LOCAL_INKIND	$ 0	$ 963,202	$ 0	$ 0	$ 0	$ 0
LOCAL_MATCH	$ 0	$ 40,620	$ 0	$ 0	$ 0	$ 0
NEVI	$ 819,010	$ 0	$ 0	$ 0	$ 0	$ 0
NEVI@100%	$ 12,448,944	$ 23,194,264	$ 7,731,421	$ 0	$ 0	$ 0
NHFP	$ 5,900,000	$ 12,911,751	$ 13,200,000	$ 0	$ 0	$ 0
NHPP_BR	$ 10,850,000	$ 25,083,773	$ 20,000,000	$ 0	$ 0	$ 0
NHPP_IM	$ 106,616,936	$ 90,862,005	$ 40,750,000	$ 45,000,000	$ 0	$ 0
NHPP_NHS	$ 130,776,772	$ 96,227,390	$ 60,000,000	$ 60,000,000	$ 0	$ 0

Program Planning Fund	Prior Obligation	PROG TOT 2026	PROG TOT 2027	PROG TOT 2028	PROG TOT 2029	Total CD
NHS	$ 420,000	$ 0	$ 0	$ 0	$ 0	$ 0
NRT	$ 0	$ 4,541,823	$ 0	$ 0	$ 0	$ 0
OTHER	$ 388,555	$ 366,315	$ 0	$ 0	$ 0	$ 0
OTHER_STATE	$ 781,272	$ 4,726,228	$ 0	$ 0	$ 0	$ 0
PL_WFRC	$ 0	$ 1,964,453	$ 0	$ 0	$ 0	$ 0
PL_WFRC_100	$ 0	$ 3,928,281	$ 0	$ 0	$ 0	$ 0
PROTECT_FLEX	$ 19,653,092	$ 8,555,559	$ 0	$ 0	$ 0	$ 0
PROTECT_FX_1	$ 990,000	$ 21,653,055	$ 13,546,676	$ 0	$ 0	$ 0
PROTECT_GRNT	$ 0	$ 5,440,487	$ 0	$ 0	$ 0	$ 0
PROTECT_PLAN	$ 1,032,054	$ 271,042	$ 280,000	$ 0	$ 0	$ 0
R/H_DEVIC90S	$ 1,962,341	$ 24,025	$ 0	$ 0	$ 0	$ 0
R/H_DEVICES1	$ 18,102	$ 0	$ 0	$ 0	$ 0	$ 0
R/H_DEVICS90	$ 375,855	$ 0	$ 0	$ 0	$ 0	$ 0
R/H_HZ_EL90S	$ 859,434	$ 564,260	$ 0	$ 0	$ 0	$ 0
R/H_HZ_ELM1	$ 4,298,349	$ 4,797,465	$ 1,980,174	$ 1,980,174	$ 0	$ 0

Program Planning Fund	Prior Obligation	PROG TOT 2026	PROG TOT 2027	PROG TOT 2028	PROG TOT 2029	Total CD
R/H_HZ_ELM90	$ 618,935	$ 26,460	$ 0	$ 0	$ 0	$ 0
SPR_P_100%	$ 0	$ 5,792	$ 0	$ 0	$ 0	$ 0
ST_ADA_RAMPS	$ 23,671	$ 0	$ 0	$ 0	$ 0	$ 0
ST_APPROP	$ 66,686	$ 703,156	$ 0	$ 0	$ 0	$ 0
ST_ATIF	$ 156,818	$ 118,768,356	$ 0	$ 0	$ 0	$ 0
ST_ATMS	$ 803,047	$ 189,683	$ 0	$ 0	$ 0	$ 0
ST_ATMS_AM	$ 3,945,675	$ 939,945	$ 0	$ 0	$ 0	$ 0
ST_BARRIER	$ 92,326	$ 0	$ 0	$ 0	$ 0	$ 0
ST_BRIDGE	$ 14,217,340	$ 39,587,843	$ 1,000,000	$ 1,000,000	$ 0	$ 0
ST_CAV	$ 2,939,810	$ 4,580,045	$ 0	$ 0	$ 0	$ 0
ST_CHF	$ 0	$ 385,265	$ 0	$ 0	$ 0	$ 0
ST_CHF_TIF	$ 0	$ 7,364,337	$ 0	$ 0	$ 0	$ 0
ST_CIB	$ 0	$ 50,000	$ 0	$ 0	$ 0	$ 0
ST_CLS_ADJ	$ 0	$ 105,324	$ 0	$ 0	$ 0	$ 0
ST_CONCPT_D1	$ 33,898	$ 0	$ 0	$ 0	$ 0	$ 0

Program Planning Fund	Prior Obligation	PROG TOT 2026	PROG TOT 2027	PROG TOT 2028	PROG TOT 2029	Total CD
ST_CONCPT_D2	$ 44,510	$ 42,153	$ 0	$ 0	$ 0	$ 0
ST_CONCPT_D3	$ 11,409	$ 0	$ 0	$ 0	$ 0	$ 0
ST_CONST	$ 230,000	$ 0	$ 0	$ 0	$ 0	$ 0
ST_CONT_PG	$ 644,682	$ 2,466,562	$ 0	$ 0	$ 0	$ 0
ST_CONT_R1	$ 7,854,471	$ 3,427,214	$ 0	$ 0	$ 0	$ 0
ST_CONT_R2	$ 886,665	$ 6,978,068	$ 0	$ 0	$ 0	$ 0
ST_CONT_R3	$ 450,535	$ 1,177,902	$ 0	$ 0	$ 0	$ 0
ST_CONT_R4	$ 333,199	$ 80,229	$ 0	$ 0	$ 0	$ 0
ST_CORR_CEVP	$ 0	$ 350,068	$ 0	$ 0	$ 0	$ 0
ST_EMERGING	$ 312,243	$ 453,352	$ 0	$ 0	$ 0	$ 0
ST_EXCH_MAG	$ 25,000	$ 0	$ 0	$ 0	$ 0	$ 0
ST_EXPRESS	$ 1,810,000	$ 0	$ 0	$ 0	$ 0	$ 0
ST_FWY_OPS	$ 4,671,149	$ 6,406,050	$ 0	$ 0	$ 0	$ 0
ST_GF_CHN	$ 10	$ 5,143,705	$ 0	$ 0	$ 0	$ 0
ST_GF_HB173	$ 0	$ 67,231	$ 0	$ 0	$ 0	$ 0

Program Planning Fund	Prior Obligation	PROG TOT 2026	PROG TOT 2027	PROG TOT 2028	PROG TOT 2029	Total CD
ST_GF_HB488	$ 0	$ 1,050,000	$ 0	$ 0	$ 0	$ 0
ST_GF_OTHER	$ 0	$ 9,609	$ 0	$ 0	$ 0	$ 0
ST_GF_TIF	$ 0	$ 1,024,725	$ 0	$ 0	$ 0	$ 0
ST_HB3_162	$ 0	$ 40,000,000	$ 0	$ 0	$ 0	$ 0
ST_HWY_TRNSF	$ 0	$ 2,093,567	$ 0	$ 0	$ 0	$ 0
ST_INS-RECOV	$ 4,352,936	$ 5,887,322	$ 0	$ 0	$ 0	$ 0
ST_ITS	$ 7,665,661	$ 20,546,318	$ 0	$ 0	$ 0	$ 0
ST_KW_KW_C	$ 600,000	$ 0	$ 0	$ 0	$ 0	$ 0
ST_LIGHTING	$ 6,000	$ 96,590	$ 0	$ 0	$ 0	$ 0
ST_MATCH	$ 0	$ 30,543,867	$ 3,407,952	$ 0	$ 0	$ 0
ST_PARK_LEG	$ 368,173	$ 5,831,827	$ 0	$ 0	$ 0	$ 0
ST_PR	$ 10,161,451	$ 0	$ 0	$ 0	$ 0	$ 0
ST_PVMT	$ 10,952,177	$ 6,323,000	$ 0	$ 0	$ 0	$ 0
ST_PVMT_LV2	$ 27,478,914	$ 110,728,340	$ 37,000,000	$ 40,000,000	$ 0	$ 0
ST_RAILROAD	$ 221,290	$ 1,778,710	$ 0	$ 0	$ 0	$ 0

Program Planning Fund	Prior Obligation	PROG TOT 2026	PROG TOT 2027	PROG TOT 2028	PROG TOT 2029	Total CD
ST_RET_ROW	$ 7,108,787	$ 232,505	$ 0	$ 0	$ 0	$ 0
ST_RET_ROW_S	$ 621,235	$ 25,711,027	$ 0	$ 0	$ 0	$ 0
ST_SAFE_SIDE	$ 537,981	$ 2,960,222	$ 0	$ 0	$ 0	$ 0
ST_SB215	$ 0	$ 635,702	$ 0	$ 0	$ 0	$ 0
ST_SIGNALS	$ 45,121,919	$ 16,134,844	$ 0	$ 0	$ 0	$ 0
ST_SIGNL_M&O	$ 32,509,778	$ 20,223,026	$ 0	$ 0	$ 0	$ 0
ST_SPOT_MNT	$ 36,036	$ 623,240	$ 0	$ 0	$ 0	$ 0
ST_SPOT_SFTY	$ 34,197	$ 0	$ 0	$ 0	$ 0	$ 0
ST_STLMNT	$ 475,000	$ 0	$ 0	$ 0	$ 0	$ 0
ST_STUDIES	$ 1,369,052	$ 1,239,033	$ 0	$ 0	$ 0	$ 0
ST_T&S_ FUND	$ 11,009,816	$ 9,524,291	$ 0	$ 0	$ 0	$ 0
ST_TIF	$ 1,280,880	$ 60,069,291	$ 0	$ 0	$ 0	$ 0
ST_TIF_EXCH	$ 0	$ 7,063	$ 0	$ 0	$ 0	$ 0
ST_TIF_HB377	$ 0	$ 962,441	$ 0	$ 0	$ 0	$ 0
ST_TIF_HB433	$ 0	$ 18,173,776	$ 0	$ 0	$ 0	$ 0

Program Planning Fund	Prior Obligation	PROG TOT 2026	PROG TOT 2027	PROG TOT 2028	PROG TOT 2029	Total CD
ST_TIF_PRES	$ 1,943,460	$ 50,412,857	$ 11,574,449	$ 0	$ 0	$ 0
ST_TIF_PRS_S	$ 0	$ 10,408,810	$ 10,804,037	$ 0	$ 0	$ 0
ST_TIF_SB229	$ 0	$ 1,523,513	$ 0	$ 0	$ 0	$ 0
ST_TRANS_SOL	$ 92,986,975	$ 28,874,415	$ 0	$ 0	$ 0	$ 0
ST_TSP_MS4	$ 10,798,249	$ 2,237,085	$ 0	$ 0	$ 0	$ 0
ST_TTIF	$ 212,917	$ 1,090,474	$ 0	$ 0	$ 0	$ 0
ST_WILDLIFE	$ 0	$ 16,500,000	$ 0	$ 0	$ 0	$ 0
STP_BRIDGE	$ 21,535,000	$ 8,636,162	$ 0	$ 0	$ 0	$ 0
STP_COVID_ST	$ 12,024,808	$ 0	$ 0	$ 0	$ 0	$ 0
STP_FLX_ST	$ 322,221,068	$ 133,360,755	$ 100,950,000	$ 151,700,000	$ 0	$ 0
STP_HIF_O/L	$ 1,456,914	$ 0	$ 0	$ 0	$ 0	$ 0
STP_HIF_RURL	$ 0	$ 10,425	$ 0	$ 0	$ 0	$ 0
STP_HIF_ST	$ 3,418,642	$ 488,812	$ 0	$ 0	$ 0	$ 0
STP_UB_O/L_U	$ 5,744,285	$ 2,595,555	$ 0	$ 0	$ 0	$ 0
STP_UR_O/L@1	$ 0	$ 455,459	$ 0	$ 0	$ 0	$ 0

Program Planning Fund	Prior Obligation	PROG TOT 2026	PROG TOT 2027	PROG TOT 2028	PROG TOT 2029	Total CD
STP_URB_O/L	$ 5,522,846	$ 894,556	$ 0	$ 0	$ 0	$ 0
STP_URB_SL	$ 1,072,616	$ 1,653,981	$ 0	$ 0	$ 0	$ 0
STP_URB_SL@1	$ 0	$ 743,117	$ 0	$ 0	$ 0	$ 0
STP_URB_SL_U	$ 3,779,852	$ 1,160	$ 0	$ 0	$ 0	$ 0
T_STP_FX_ST	$ 6,717,395	$ 0	$ 0	$ 0	$ 0	$ 0
T_STP_UB_O/L	$ 10,909	$ 0	$ 0	$ 0	$ 0	$ 0
T_TAP_FLEX	$ 264,091	$ 0	$ 0	$ 0	$ 0	$ 0
TAP_FLEX	$ 2,148,287	$ 11,045,218	$ 4,339,633	$ 0	$ 0	$ 0
TAP_FLEX1	$ 181,799	$ 0	$ 0	$ 0	$ 0	$ 0
TAP_UR_WFRC1	$ 200,000	$ 745,840	$ 0	$ 0	$ 0	$ 0
UTA_FUNDS	$ 120,000	$ 0	$ 0	$ 0	$ 0	$ 0
Grand Total	**$ 1,207,770,848**	**$ 1,496,623,512**	**$ 406,251,608**	**$ 329,633,758**	**$ 0**	**$ 760,828**

Transit Programs - Administered by UDOT

Programmed in and Around the WFRC Area

Table 5.3	FFY 2025 - FFY 2030				
Trans Fund CD	TRAN TOT 2024	TRAN TOT 2025	TRAN TOT 2026	TRAN TOT 2027	Tran Total CD
CMAQ_WFRC Total	$ 0	$ 296,257	$ 296,257	$ 296,257	$ 670,171
COVID_UTA Total	$ 508,200	$ 0	$ 0	$ 0	$ 0
FTA_5310_100 Total	$ 277,153	$ 186,802	$ 191,551	$ 193,466	$ 396,684
FTA_5310_80 Total	$ 1,841,827	$ 1,485,847	$ 1,523,619	$ 1,538,856	$ 3,155,271
FTA_5311_100 Total	$ 2,810,698	$ 116,249	$ 31,805	$ 0	$ 0
FTA_5311_50% Total	$ 11,565,326	$ 2,000,000	$ 0	$ 0	$ 0
FTA_5311_80 Total	$ 336,883	$ 50,000	$ 0	$ 0	$ 0
FTA_5312_77. Total	$ 436,442	$ 0	$ 0	$ 0	$ 0
FTA_5312_85% Total	$ 861,412	$ 0	$ 0	$ 0	$ 0
FTA_5337_50% Total	$ 120,000,000	$ 0	$ 0	$ 0	$ 0
FTA_5339_80A Total	$ 3,941,843	$ 4,021,167	$ 4,118,356	$ 4,237,390	$ 8,688,351

Trans Fund CD	TRAN TOT 2024	TRAN TOT 2025	TRAN TOT 2026	TRAN TOT 2027	Tran Total CD
FTA_5339_80B Total	$ 4,000,000	$ 0	$ 0	$ 0	$ 0
FTA_5339_80C Total	$ 21,848,654	$ 0	$ 0	$ 0	$ 0
FTA_ARPA_100 Total	$ 0	$ 0	$ 1,149,268	$ 0	$ 0
FTASEC_5307 Total	$ 71,177,500	$ 72,612,141	$ 74,429,111	$ 75,173,401	$ 154,135,616
FTASEC_5310 Total	$ 1,146,070	$ 1,169,744	$ 1,199,480	$ 1,211,476	$ 2,484,012
FTASEC_5337 Total	$ 44,216,930	$ 44,922,370	$ 45,805,932	$ 46,263,991	$ 94,859,737
LOCAL_GOVT Total	$ 80,100	$ 0	$ 0	$ 0	$ 0
TFER_2_UTA Total	$ 3,458,114	$ 0	$ 0	$ 0	$ 0
TRANSFER2UTA Total	$ 1,903,460	$ 0	$ 0	$ 0	$ 0
UTA_FUNDS Total	$ 3,143,000	$ 5,229,000	$ 714,000	$ 0	$ 0
Grand Total	$ 293,553,611	$ 132,089,577	$ 129,459,379	$ 128,914,837	$ 264,389,842

Transit Programs - Administered by UTA

Programmed in and Around the WFRC Area

Table 6.1

FFY 2025 - FFY 2030

Funding Type	PIN	Description	Project Sponsor	Share Ratio		Prior (won't show in STIP Transit Section)	2024	2025	2026	2027	2028	CD	Total
Salt Lake Urbanized Area Formula - Section 5307													
Grand Total of Salt Lake/West Valley UZA Formula - Section 5307 "Federal"						$ 38,899,149	$ 39,683,195	$ 40,676,185	$ 41,082,947	$ 41,493,776	$ 41,908,714	$ 42,327,801	$ 286,071,767
Grand Total of Salt Lake/West Valley UZA Formula - Section 5307 "Req. Match"						$ 9,724,788	$ 9,920,799	$ 10,169,046	$ 10,270,737	$ 10,373,443	$ 10,477,179	$ 10,581,951	$ 71,517,943
Grand Total of Salt Lake/West Valley UZA Formula - Section 5307 "Total Fed + Req. Match"						$ 48,623,937	$ 49,603,994	$ 50,845,231	$ 51,353,684	$ 51,867,219	$ 52,385,893	$ 52,909,752	$ 357,589,710

Funding Type	PIN	Description	Project Sponsor	Share Ratio		Prior (won't show in STIP Transit Section)	2024	2025	2026	2027	2028	CD	Total
Ogden/ Layton Urbanized Area Formula - Section 5307													
Grand Total of Ogden/Layton UZA Formula - Section 5307 "Federal"						$ 18,292,109	$ 18,660,802	$ 19,127,750	$ 19,319,027	$ 19,512,217	$ 19,707,339	$ 19,904,412	$ 134,523,656
Grand Total of Ogden/Layton UZA Formula - Section 5307 "Req. Match"						$ 4,573,028	$ 4,665,200	$ 4,781,938	$ 4,829,757	$ 4,878,054	$ 4,926,835	$ 4,976,104	$ 33,630,916
Grand Total of Ogden/Layton UZA Formula - Section 5307 "Total Fed + Req. Match"						$ 22,865,137	$ 23,326,002	$ 23,909,688	$ 24,148,784	$ 24,390,271	$ 24,634,174	$ 24,880,516	$ 168,154,572

#NAME?

Funding Type	PIN	Description	Project Sponsor	Share Ratio		Prior (won't show in STIP Transit Section)	2024	2025	2026	2027	2028	CD	Total
SALT LAKE - OGDEN/LAYTON URBANIZED AREA Section 5309													
Total: Frontrunner Forward - Section 5309						$ 5,000,000	$ 375,000,000	$ 5,000,000	$ 135,250,000	$ 135,250,000	$ 135,250,000	$ 175,250,000	$ 966,000,000
Total: Ogden-WSU BRT - Section 5309						$ 115,005,966	$ 5,500,000	$ -	$ -	$ -	$ -	$ -	$ 120,505,966
Total: Mid-Valley BRT - Section 5309							$ 22,800,000	$ 2,000,000		$ 80,200,000			$ 105,000,000

Funding Type	PIN	Description	Project Sponsor	Share Ratio		Prior (won't show in STIP Transit Section)	2024	2025	2026	2027	2028	CD	Total
SALT LAKE - OGDEN/LAYTON URBANIZED AREA Section 5337													
Grand Total of Salt Lake/West Valley and Ogden/Layton UZA Formula - Section 5337 "Federal"						$ 32,662,993	$ 33,200,238	$ 33,879,712	$ 34,218,509	$ 34,560,694	$ 34,906,301	$ 35,255,365	$ 238,683,812
Grand Total of Salt Lake/West Valley and Ogden/Layton UZA Formula - Section 5337 "Req. Match"						$ 8,165,748	$ 8,300,060	$ 8,469,928	$ 8,554,627	$ 8,640,174	$ 8,726,576	$ 8,813,841	$ 59,670,954
Grand Total of Salt Lake/West Valley and Ogden/Layton UZA Formula - Section 5337 "Total Fed + Req. Match"						40828741	$ 41,500,298	$ 42,349,640	$ 42,773,136	$ 43,200,868	$ 43,632,877	$ 44,069,206	$ 298,354,766

Funding Type	PIN	Description	Project Sponsor	Share Ratio		Prior (won't show in STIP Transit Section)	2024	2025	2026	2027	2028	CD	Total
Section 5339(a)													
Grand Total of Salt Lake /Layton UZA Competative - Section 5339(b) "Federal"						$ 3,153,474	$ 3,216,934	$ 3,294,685	$ 3,389,912	$ 3,423,812	$ 3,458,050	$ 3,492,630	$ 23,429,497
Grand Total of Salt Lake/Ogden/Layton UZA Competative - Section 5339(b) "Req. Match"						$ 788,369	$ 804,233	$ 823,671	$ 847,478	$ 855,954	$ 864,513	$ 873,158	$ 5,857,376
Grand Total of Salt Lake/Ogden/Layton UZA Competative - Section 5339(b) "Total Fed + Req. Match"						$ 3,941,843	$ 4,021,167	$ 4,118,356	$ 4,237,390	$ 4,279,766	$ 4,322,563	$ 4,365,788	$ 29,286,873

Funding Type	PIN	Description	Project Sponsor	Share Ratio		Prior (won't show in STIP Transit Section)	2024	2025	2026	2027	2028	CD	Total
SALT LAKE - OGDEN/LAYTON URBANIZED AREA Section 5339(b)													
Grand Total of Salt Lake /Layton UZA Competative - Section 5339(b) "Federal"							$ 3,220,250						
Grand Total of Salt Lake/Ogden/Layton UZA Competative - Section 5339(b) "Req. Match"							$ 779,750						
Grand Total of Salt Lake/Ogden/Layton UZA Competative - Section 5339(b) "Total Fed + Req. Match"							$ 4,000,000						

Funding Type	PIN	Description	Project Sponsor	Share Ratio		Prior (won't show in STIP Transit Section)	2024	2025	2026	2027	2028	CD	Total
SALT LAKE - OGDEN/LAYTON URBANIZED AREA Section 5310													
Grand Total of Salt Lake /Layton UZA Competative - Section 5339(b) "Federal"						$ 1,920,674	$ 1,960,351	$ 2,010,186	$ 2,030,288	$ 2,050,591	$ 2,071,097	$ 2,091,809	$ -
Grand Total of Salt Lake/Ogden/Layton UZA Competative - Section 5339(b) "Req. Match"						$ 864,190	$ 882,042	$ 904,464	$ 913,510	$ 922,644	$ 931,871	$ 941,190	$ -
Grand Total of Salt Lake/Ogden/Layton UZA Competative - Section 5339(b) "Total Fed + Req. Match"						$ 2,784,864	$ 2,842,393	$ 2,914,650	$ 2,943,798	$ 2,973,235	$ 3,002,968	$ 3,032,999	$ -

Performance Measures

The Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012, included several provisions that collectively are transforming the Federal surface transportation program to be focused on the achievement of performance outcomes.

The "Infrastructure Investment and Jobs Act (IIJA), signed in 2021, built on the MAP-21 changes and provided long-term funding certainty for surface transportation infrastructure planning and investment.

2026 - 2031
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

For the

WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA

In a continuing, cooperative, and comprehensive ("3-C") planning process, Wasatch Front Regional Council, the Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), and the local governments work together to identify projects that will build and improve the transportation systems along the Wasatch Front. Usually, each project that is reviewed and approved into the Transportation Improvement Program accomplishes multiple types of improvements. Project improvements are not audited individually but holistically recognized as the entire system improves and goals are acknowledged through reduced crashes, improved mobility, longer lasting facilities, and improved air quality, etc. The current projects, programmed in one of the four transportation programs (Surface Transportation Program (STP), Congestion Mitigation/ Air Quality (CMAQ), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) for which WFRC is responsible to program, have been prioritized in one of the following performance measure categories and examples of various projects are listed on the following pages.

Performance Measure

1 Pavement Condition; Improve and Maintain Existing Pavement and Transportation Investments (Asset Management). The WFRC's Transportation Improvement Program (TIP) seeks to keep pavements and transit infrastructure in good condition. In the 2026-2031 TIP, 28 projects totaling $72 million are identified to help achieve progress in the Region's system maintenance. These projects include roadway reconstructions, improving drainage, and others.

2 Mobility and System Reliability; An efficient, reliable, and well-connected transportation system for moving people and goods.

3 Operation and System Management; Maintain and improve the performance of the existing transportation system. The WFRC's Transportation Improvement Program (TIP) seeks to maintain and improve mobility and reliability of the transportation system, as well as maintain and improve the performance of the existing system through adding roadway capacity, intersection improvements, transit improvements, and active transportation facilities across the Region. In the 2026-2031 TIP, 263 projects totaling $517 million are identified to help achieve progress in the Region's reliability and performance. These projects include intersection improvements, such as turning lanes and conversions to roundabouts, installing communication devices, building access management improvements, bus rapid transit operations, and grade-separated intersections.

4 Safety; A safe and secure transportation system. The WFRC's Transportation Improvement Program (TIP) seeks to improve regional roadway safety by improving roadways, intersections, and bicycle and pedestrian facilities. In the 2026-2031 TIP, 93 projects totaling $137 million are identified to help achieve progress in the Region's safety. These projects include grade-separated pedestrian crossings, filling in gaps in the sidewalk network, safe routes to school, intersection signalization, removing obstacles, and realigning intersections.

5 Environmental Sustainability; A transportation system that enhances the natural, cultural, and built environment.

6 Livability and Travel Choice; A multimodal system that provides travel options to support a livable urban environment. The WFRC's Transportation Improvement Program (TIP) seeks to promote environmental sustainability, livability, and travel choice. The CMAQ and CRP programs in particular identify projects that improve the quality of life by providing multimodal transportation flexibility, access to opportunities, and improved air quality. In the 2026-2031 TIP, 177 projects totaling $258 million are identified to help achieve progress in reducing the Region's emissions and providing transportation choices. These projects include bus rapid transit implementation and electrification, bike share expansion, new bike facilities, and a comprehensive travel demand management program.

7 Economic Vitality; A transportation system that supports economic vitality for residents and businesses.

8 Funding and Cost Effectiveness; Collaboration in funding transportation projects that maximize user benefits

9 Transit Safety Performance; Maintain and improve a safe and secure transit system. The WFRC's Transportation Improvement Program (TIP) seeks to maintain and improve transit system safety through appropriate system maintenance and various service and accessibility improvements. In the 2026-2031 TIP, 10 projects totaling $23 million are identified to help achieve progress in transit system safety. These projects include replacing light rail vehicles, increasing park and ride capacity, and various operational improvements and service expansions.

10 State of Good Repair; Improve and manage public transportation assets and increase reliability. The WFRC's Transportation Improvement Program (TIP) seeks to manage transit assets and increase transit system reliability through both technological and infrastructure maintenance and improvements. In the 2026-2031 TIP, 43 projects totaling $64 million are identified to help achieve progress in transit asset management and system reliability. These projects include a new on-board technology system, planning for new capacity, and additional infrastructure maintenance and improvements.

1	**Pavement Condition**; Improve and Maintain Existing Pavement and Transportation Investments (Asset Management).
2	**Mobility and System Reliability**; An efficient, reliable, and well-connected transportation system for moving people and goods.
3	**Operation and System Management**; Maintain and improve the performance of the exiting transportation system.
4	**Safety**; A safe and secure transportation system.
5	**Environmental Sustainability**; A transportation system that enhances the natural, cultural, and built environment.
6	**Livability and Travel Choice**; A multimodal system that provides travel options to support a livible urban environment.
7	**Economic Vitality**; A transportation system that supports economic vitality for residents and businesses.
8	**Funding and Cost Effectiveness**; Collaboration in funding transportation projects tha maximizes user benefits
9	**Transit Safety Performance**; Maintain and Improve a safe and secure transit system
10	**State of Good Repair**; Improve and manage public transportation assets and increase reliability

	STP Program		CMAQ Program		TAP Program		CRP Program	
Performance Measure	Number of Projects	Project Funding	Number of Projects	Project Funding	Number of Projects	Project Funding	Number of Projects	Project Funding
PM 1	24.0	$ 70,081,483	0.0	$ 0	2.0	$ 659,810	2.0	$ 1,573,070
PM 2	65.0	$ 189,540,012	20.0	$ 36,816,328	35.0	$ 13,259,177	8.0	$ 7,229,355
PM 2	29.0	$ 82,005,770	34.0	$ 60,468,797	11.0	$ 5,371,568	10.0	$ 9,406,772
PM 3	37.0	$ 92,619,780	21.0	$ 23,032,704	29.0	$ 14,757,604	6.0	$ 6,202,422
PM 4	13.0	$ 54,936,550	30.0	$ 33,654,690	7.0	$ 2,026,742	6.0	$ 9,823,554
PM 4	37.0	$ 99,464,549	40.0	$ 39,544,116	40.0	$ 15,111,250	4.0	$ 3,487,422
PM 2	24.0	$ 71,932,481	21.0	$ 33,773,182	1.0	$ 122,131	5.0	$ 7,047,327
PM 8	3.0	$ 28,360,909	16.0	$ 8,861,745	3.0	$ 1,161,367	2.0	$ 3,426,482
TPM 1	4.0	$ 15,324,037	3.0	$ 4,800,000	2.0	$ 510,460	1.0	$ 2,215,816
TPM 2	10.0	$ 28,462,607	15.0	$ 21,691,858	10.0	$ 481,612	8.0	$ 13,749,824

Performance Impacts for the Wasatch Front Regional Council (WFRC)

2026-2031 Transportation Improvement Program (TIP)

Performance Goal 1 - Infrastructure Condition

System Maintenance; Improve and Maintain Existing Pavement and Transportation Investments (Asset Management).

*** Note**** The TIP implements the short range needs and the maintainance of our existing system. Wasatch Front Requires the Jurisdiction to Schedule and Perform Regular Manintenance Proceedures

Estimated Number of Contributing Projects	28	Associated Amount of Funding Benefits	$ 72,314,363

Sample Projects

Project Name	PIN	Project Description	Estimated Project Cost	Funds Programmed	Funding Type	Year
700 North; 2200 West to Redwood Rd	19633	Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain	$ 4,680,600	$ 3,217,848	STP	2027
				$ 1,462,752	Local	
7200 West; 4100 South to 3900 South	22881	Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and storm drain.	$ 6,539,000	$ 3,857,460	STP	2029
				$ 2,681,540	Local	
Bike Share (GREENbike) Capital Care Improvements	22107	This project is a capital replacement of three stations, each with 12 docks, and a total of 36 eBikes.	$ 493,200	$ 459,810	CMAQ	2026
				$ 33,390	Local	
400 East; Pages Lane to Porter Lane	19624	Reconstruct Roadway with improvements to bike and pedestrian facilities	$ 2,425,300	$ 1,697,710	STP	2027
				$ 727,590	Local	
25th Street; Jefferson Ave to Harrison Blvd also 4400 South; Mckay Dee Hospital to Harrison Blvd	20307	Roadway Reconstruction including Safety, Lighting, Drainage, and Landscaping	$ 9,086,100	$ 3,371,579	STP	2028
				$ 5,714,521	Local	

Performance Measurements

*** Note**** Specific Areas of Measurements Regionwide	*Est. for* WFRC Area	Statewide Target	Current Status	Target Status
The percentage of **good / poor** interstate pavement statewide	57.6% / 0.7%	> 60% / < 5.0%	On Target	Excellent
The percentage of **good / poor** non-interstate NHS pavement statewide	38.6% / 2.1%	> 35% / < 5.0%	57% / 6%	Excellent
The percentage of **good / poor** condition NHS bridges statewide	26.8% / 0.0%	> 40% / < 10.0%	37.5% / 0.4%	Good

Projects Starting or are Under Construction or Completed since last year that support Performance Goal #1

Project Name	PIN	Project Description	Estimated Project Cost	Funds Programmed	Funds Obligated	Funding
1300 East/ Richmond; 2100 South to Southern City Boundary	15908	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	$ 15,778,200	$ 11,860,861	$ 2,793,366	STP
				$ 3,917,339		Other
1300 East; 4220 South to 4500 South	19631	Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain	$ 3,485,800	$ 3,217,848	$ 3,217,848	STP
				$ 267,952		Local
3650 South; 2700 West to 3200 West	18823	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	$ 10,967,776	$ 7,021,489	$ 7,231,762	STP
				$ 3,946,287		Local

Performance Impacts for the Wasatch Front Regional Council (WFRC)

2026-2031 Transportation Improvement Program (TIP)

Performance Goal 2 - Reliability

2,3,7

Mobility and System Reliability; An efficient, reliable, and well-connected transportation system for moving people and goods *and*
Operation and System Management; Maintain and improve the performance of the exiting transportation system.

*** Note**** TIP investments are adding roadway capacity, intersection improvements, and active transportation facilities across the Region.

Estimated Number of Contributing Projects	263	Associated Amount of Funding Benefits	$ 516,972,900

Sample Projects

Project Name	PIN	Project Description	Estimated Project Cost	Funds Programmed	Funding Type	Year
2nd Street; Washington Blvd to Monroe Blvd	21193	Reconstruct with Minor Widening with improvements to curb, gutter, sidewalk, and bikelanes	$ 7,549,500	$ 3,000,000	STP	2028
				$ 4,549,500	Local	
1200 West; 600 North to Industrial Way	21197	Reconstruct with Minor Widening with improvements to curb, gutter, sidewalk, and bikelanes	$ 2,895,400	$ 2,000,000	STP	2029
				$ 895,400	Local	
Kay's Creek Trail Ped/ Bike Overpass at the Layton FrontRunner Project	20317	Construct Pedestrian Overpass to span the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station	$ 12,568,100	$ 2,564,160	CRP/ CMAQ	2025-2026
				$ 10,003,940	Local	
Jordan River Trail Connector; Jordan River Trail to 500 West (Ultradent Dr)	22091	Construct new trail and bridge so pedestrians can access the South Jordan Frontrunner Station using the Jordan River Trail.	$ 1,585,000	$ 1,450,000	CMAQ	2030
				$ 135,000	Local	
Cougar Lane; Niagara Way to Kearns High Drive	19679	Widen to accommodate a second travel lane and maintain existing bike lane	$ 2,804,000	$ 2,114,169	STP	2026
				$ 689,831	Local	

Performance Measurements

*** Note**** Specific Areas of Measurements Regionwide	*Est. for* WFRC Area	Statewide Target	Current Status	Target Status
Travel time reliability on the Interstate statewide	97.60%	> 85% (2yr), >90% (4yr)	90.30%	Met
Travel time reliability on the non-interstate NHS statewide	84.70%	> 80% (2yr), >75% (4yr)	84.70%	On Target
Truck Travel Time reliability on the Interstate statewide (Index)	1.3	< 1.2	1.23	Not Met

Projects Starting or are Under Construction or Completed since last year that support Performance Goal #2

Project Name	PIN	Project Description	Estimated Project Cost	Funds Programmed	Funds Obligated	Funding
Kensington Avenue; West Temple tp 600 East	18837	Enhance Bike/ Ped use of and connectivity for all ages & abilities	$ 2,345,974	$ 1,044,728	$ 2,108,296	TAP
				$ 1,301,246		Local
4700 South; 4000 West to 5600 West	11085	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	$ 26,060,179	$ 14,175,040	$ 24,168,751	STP
				$ 11,885,139		Local
Traffic Signal Synchronization	15920	Install detection to utilize signal performance and synchronize traffic signals.	$ 1,000,000	$ 925,161	$ 112,580	CMAQ
				$ 74,839		Local

Performance Impacts for the Wasatch Front Regional Council (WFRC)
2026-2031 Transportation Improvement Program (TIP)

Performance Goal 3 - Safety

Safety and Security; A safe and secure transportation system.

*** Note**** The TIP seeks to improve regional roadway safety by improving roadways, intersections, bicycle and pedestrian facilities

Estimated Number of Contributing Projects	93	Associated Amount of Funding Benefits	$ 136,612,510

Sample Projects

Project Name	PIN	Project Description	Estimated Project Cost	Funds Programmed	Funding Type	Year
2700 South; 8054 West to 8000 West	21202	Construct curb, gutter, and sidewalk on north side of 2700 South	$ 3,521,100	$ 3,000,000 $ 521,100	STP Local	2029
SR-209 Quarry Bend (9000 South Curve) Pedestrian Bridge; 9050 So & 900 East	21224	Construct pedestrian bridge	$ 9,982,667	$ 3,721,592 $ 6,261,075	CMAQ Various	2026
Kensington East-West Neighborhood Byway	18837	Enhance Bike/ Ped use of and connectivity for all ages & abilities	$ 2,345,974	$ 1,044,728 $ 1,301,246	TAP Local	2026
2050 North Pedestrian Underpass on 2000 West	21218	Construct an underground pedestrian crossing on SR-108 (2000 West)	$ 5,500,000	$ 2,949,694 $ 2,550,306	CMAQ Local	2030
11000 South 1000 East Roundabout	22094	Convert an existing 4-way stop intersection to a roundabout	$ 3,456,167	$ 3,200,000 $ 256,167	CMAQ/ CRP Local	2026-2027

Performance Measurements

*** Note**** Specific Areas of Measurements Regionwide	*Est. for* WFRC Area	Statewide Target	Current Status	Target Status
The annual number of fatalities / Serious Injuries statewide	109 / 748	287 / 1.540	On Target	<263.6 / <= 1,445.2
The annual rate of fatalities / Serious Injuries per 100 million vehicle miles of travel	NA	0.878 / 4.715	'0.852 / 4.572	< 0.823 / <= 4.547
The annual number of bicycle and pedestrian serious injuries and fatalities statewide	214.6	238.2	Not Met	<= 213.8

Projects Starting or are Under Construction or Completed since last year that support Performance Goal #3

Project Name	PIN	Project Description	Estimated Project Cost	Funds Programmed	Funds Obligated	Funding
Main Street (SR-106); Park Lane to Shepard Lane	16933	Widen roadway including improvements for curb, gutter, sidewalk and shoulder	$ 13,542,280	$ 8,712,809 $ 4,829,471	$ 9,216,871	STP/ TAP Various
Murray-Holladay Road Full Stop Pedestraian Crossing	19677	Construct T-intersection and add a new full traffic stop pedestraian crossing	$ 417,200	$ 350,000 $ 67,200	$ 350,000	STP Various
2820 South; 7584 West to 7630 West - Sidewalk	17867	Safe Routes to School - Construct Missing Sidewalk	$ 2,054,624	$ 1,400,826 $ 653,798	$ 1,400,826	TAP Local

Performance Impacts for the Wasatch Front Regional Council (WFRC)

2026-2031 Transportation Improvement Program (TIP)

Performance Goal 4 - Emissions Reductions

5,6

Environmental Sustainability; A transportation system that enhances the natural, cultural, and built environment.
Livability and Travel Choice; A multimodal system that provides travel options to support a livible urban environment.

*** Note*** The TIP continues to identify projects that improve the quality of life by providing multi modes of transportation flexibility, access to opportunities and improved air quality

Estimated Number of Contributing Projects	177	Associated Amount of Funding Benefits	$ 258,048,873

Sample Projects

Project Name	PIN	Project Description	Estimated Project Cost	Funds Programmed	Funding Type	Year
Highland Drive Protected Trail; Fort Union Blvd to Villaire Ave	21241	Construct 8-ft asphalt trail on east side of Highland Drive	$ 2,094,300	$ 1,952,516	CRP	2025-2026
				$ 141,784	Various	
Electrified Truck Parking Facility (700 North John Glenn Road)	19683	Construct Secure Truck Parking Electrification Facility	$ 9,681,992	$ 2,412,792	CRP	26-27
				$ 7,269,200	Local	
Davis Weber Canal Trail Phase I; University Park Blvd & 1300 So to 2225 N & 525 W	21227	Extend the Davis Weber Canal Trail into Layton City	$ 654,600	$ 327,300	TAP	2026
				$ 327,300	Local	
1200 West; 2250 South (Dale Young Nature Park) to 775 West	14848	Widen road facility to include a dedicated 8' bike path	$ 695,000	$ 617,183	CMAQ	2026
				$ 77,817	Local	
Shields Lane Multi-use Path (Phase I); Bangerter Hwy to 3200 West	22887	Reconfigure the cross-section of Shields Lane to include a 12-14 ft multi-use path on the south side of the road and enhance pedestrian crossings along the corridor.	$ 4,566,400	$ 3,800,000	CMAQ/ TAP	2027
				$ 766,400	Local	

Performance Measurements

*** Note*** Specific Areas of Measurements Regionwide	*Est. for* WFRC Area	Statewide Target	Current Status	Target Status
Annual hours of Urbanized Area Peak Hour Excessive Delay on the NHS	6.86	< 13	8.8	On Target
Percent of Urbanized non-SOV travel	NA	> 24.9 % (2 & 4 yr)	26.4	Met
On-road mobile source emissions (VOC, CO, NOx, PM10, PM2.5) Year 2019 (Performance/ Target)	**VOC** = 11.38/ 5.23, **CO** = 196.13/ 156.04, **NOx** = 55.28/ 9.34, **PM10** = 78.9/ 0.69, **PM2.5** = 1.36/ 0.52			

Projects Starting or are Under Construction or Completed since last year that support Performance Goal #4

Project Name	PIN	Project Description	Estimated Project Cost	Funds Programmed	Funds Obligated	Funding
Polk Avenue; 36th Street to Franklin	16946	Add sidewalks and intersection improvements	$ 1,018,614	$ 555,000	$ 1,018,614	CMAQ
				$ 112,315,184		Various
Clearfield City TOD Ped/ Bike; FrontRunner Station to Freeport Center	14053	New Construction - Pedestrian/ Bicycle Bridge	$ 2,653,800	$ 1,650,000	$ 1,650,000	CMAQ
				$ 1,003,800		Local
8000 West; 3100 S to 2450 South - Magna	16928	Construct sidewalk, curb, gutter, and shoulder improvements on the west side	$ 5,634,624	$ 5,253,160	$ 1,291,142	STP
				$ 381,464		Local

Performance Impacts for the Wasatch Front Regional Council (WFRC)

2026-2031 Transportation Improvement Program (TIP)

Transit Performance Measure 1 - Safety

Transit Safety Performance; Maintain and Improve a safe and secure transit system

*** Note**** The TIP seeks to improve regional transit safety by improving transit connections, transit facilities, roadways, first/ last mile bicycle and pedestrian facilities

Estimated Number of Contributing Projects	10	Associated Amount of Funding Benefits	$ 22,850,313

Sample Projects

Project Name	PIN	Project Description	Estimated Project Cost	Funds Programmed	Funding Type	Year
Replace UTA Light Rail Vehicles	22885	Replace 20 high floor light rail vehicles with level-boarding models to a fully accessible fleet.	$ 146,000,000	$ 2,000,000	STP	2031
				$ 144,000,000	Local	
Layton FrontRunner Station Parking	14044	New Construction of Parking Structure for the Layton Station	$ 4,200,000	$ 2,000,000	CMAQ	2029
				$ 2,200,000	Local	
Operations-5600 W Bus Route	22886	Operations for a no-transfer ride from along 5600 West to the International Center and Salt Lake City International Airport	$ 31,295,250	$ 1,000,000	CMAQ	2030
				$ 30,295,250	Local	
East Downtown 200 South Transit Hub (400 East to 300 East)	19684	Construct Bus Parking/ Layover infrastructure/ Driver Passenger Service	$ 1,991,300	$ 1,000,000	CMAQ	2027
				$ 991,300	Local	

Performance Measurements

*** Note**** Specific Areas of Measurements Regionwide	*Est. for* WFRC Area	Statewide Target	Current Status	Target Status
Bus Accident Rate per 100,000 miles of travel **Avoidable / Reportable**	< 1	< 1	0.68	Met
FrontRunner Accident Rate per 100,000 miles of travel **Avoidable / Reportable**	< 0.5	< 0.5	0.72	Not Met
Injuries Per 100,000 miles **Bus/ Light Rail**	< 0.2 / < 1.1	< 0.2 / < 1.1	0.12 / 0.43	Met / Met
Fatalities Per 100,000 miles **Bus/ Light Rail / FrontRunner**	0 / 0 / 0	0 / 0 / 0	0 / 0.08 / 0.3	Met / Not Met / Not Met
Safety Events Per 100,000 miles **Bus/ Light Rail**	< 0.35 / < 2.5	< 0.35 / < 2.5	0.28 / 2.49	Met / Met
Mean distance between major mechanical failures **Mode / Target Miles / Reported Miles**	**Bus Fixed** / 18,000 / 19,506; **Light rail** / 7,000 / 19,543; **FrontRunner** / 14,000 / 38,472; **Paratransit** / 23,000 / 719,967			

Projects Starting or are Under Construction or Completed since last year that support Transit Performance Goal #1

Project Name	PIN	Project Description	Estimated Project Cost	Funds Programmed	Funds Obligated	Funding
33/35 MAX Expansion and Optimization	14046	Transit Service Expansion	$ 3,003,325	$ 2,800,000	$ 2,800,000	CMAQ
				$ 203,325		Other
Update Bike Cars on FrontRunner	15928	This request is for new bike racks on 10 of UTA's 16 FrontRunner bike cars.	$ 194,800	$ 181,612	$ 181,612	TAP
				$ 13,188		Local
Highland Drive; Arbor Lane to Van Winkle Expressway	14828	Study to Address Traffic Volumes, Expanded Transit Service, Increase Bicycle & Pedestrian use and safety	$ 183,800	$ 171,357	$ 171,357	STP
				$ 12,443		Local

Performance Impacts for the Wasatch Front Regional Council (WFRC)

2026-2031 Transportation Improvement Program (TIP)

Transit Performance Measure 2 - State of Good Repair

State of Good Repair; Improve and manage public transportation assets and increase reliability

*** Note*** The TIP implements the short range needs and the maintainance of our existing system. Wasatch Front Requires the Jurisdiction to Schedule and Perform Regular Manintenance Proceedures

Estimated Number of Contributing Projects	43	Associated Amount of Funding Benefits	$ 64,385,901

Sample Projects

Project Name	PIN	Project Description	Estimated Project Cost	Funds Programmed	Funding Type	Year
UTA - On-Board Technology System	18817	Develop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching	$ 5,000,000	$ 500,000	STP	2028
				$ 4,500,000	Local	
TechLink TRAX; Salt Lake International Airport to UofU Research Park	22087	Improve TRAX operations & capacity, enhance access & mobility, increase opportunities.	$ 6,000,000	$ 2,000,000	STP	2025-2026
				$ 4,000,000	Local	
On Route Electric Bus Charging Infrastructure	20317	Construct on-route electric charging stations at key locations	$ 7,500,000	$ 9,025,350	CRP/ CMAQ	2025-2026
				($1,525,350)	Local	
Vanpool Expansion Vans	22890	Purchase 10 new vans to increase the size of the vanpool fleet.	$ 450,000	$ 419,535	CRP	2027
				$ 30,465	Local	

Performance Measurements

*** Note*** Specific Areas of Measurements Regionwide	*Est. for* System Wide Area
Facilities - Percent with condition rating below 3.0 on the Transit Economic Requirements Model scale **Mode / Target / Reported / Status**	**Passenger/ Parking** / < 5 % / 0 % / Met; **Administrative/ Maintenance** /0 % / 0 % / Met
Infrastructure - Percent of track segments with performance restrictions **Mode / Target / Reported / Status**	**Commuter Rail** / < 5 % / 18 % / Not Met; **Light Rail** / < 10 % / 55 % / Not Met; **Street Car** / < 10 % / 0 % / Met
Equipment - Percent of non-reveenue vehicles that exceeded their Useful Life Benchmark **Mode / Target / Reported / Status**	Automobile / < 35 % / 3 % / Met; **Trucks and other rubber tire vehicles** / < 35 % / 66.9 % / Not Met; **Steel Wheel Vehicles** / < 35 % / 100 % / Not Met
Rolling Stock - Percent of revenue vehicles that exceed their Useful Life Benchmark **Mode / Target / Reported / Status**	**Articulated bus** / 0 % / 0 % / Met; **Over-the-road bus** / < 35 % / 31.2 % / Met; **Bus** / < 15 % / 13.0 % / Met; **Cutaway bus** / < 15 % / 0 % / Met; **Light rail vehicle** / 0 % / 0 % / Met; **Commuter rail locomotive** / 0 %/ 0 % / Met; **Commuter rail passenger coach** / < 40 % / 30.9 % / Met; **Van** / < 30 % / 11.8 % / Met

Projects Starting or are Under Construction or Completed since last year that support Transit Performance Goal #2

Project Name	PIN	Project Description	Estimated Project Cost	Funds Programmed	Funds Obligated	Funding
UTA - On-Board Technology System	18817	Develop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching	$ 5,000,000	$ 500,000	$ 500,000	STP
				$ 4,500,000		Local
Bus Route Service Expansion Subsidy	14049	Expansion of Route 54 and Route 220 to Reduce Headway & Expand Hours of Service	$ 1,400,000	$ 1,280,048	$ 1,280,048	CMAQ
				$ 119,952		Local
On Route Electric Bus Charging Infrastructure	20317	Construct on-route electric charging stations at key locations	$ 15,000,000	$ 9,673,800	$ 5,580,000	CMAQ/ CRP
				$ 5,326,200		Local
Salt Lake Urbanized Area Bike Rack Expansion	16950	Replace UTA Bus Bike Racks for two bikes to Bike Racks for three bikes	$ 91,200	$ 33,198	$ 33,198	TAP
				$ 58,002		Local

2026-2031

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

For the

WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA

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

Surface Transportation Program (STP) Funded Projects

2026 - 2031

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

For the

WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA

2026-2031 Transportation Improvement Program (TIP)
Surface Transportation Program (STP)

6/10/2025

County	Sponsor	Project Sequence	Project Id Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds		Project Combinations	
										Allocation of Programmed Funds per Federal Fiscal Year				Concept Development	
				Location/ Limits	Concept/ Type of Improvement					Current Year	2026	2027	2028	2029	2030	2031
Salt Lake Urban Area																
Salt Lake	Bluffdale		16929	14600 South Railroad Bridge	Engineering study of alternatives to replace/ improve existing one-lane railroad crossing	2018	$ 128,600	$ 102,736	$ 102,736	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Bluffdale		16943	14600 South; Railroad Bridge to Redwood Road	Construct Sidewalk and Bike lanes	2018	$ 1,142,000	$ 1,064,687	$ -	$ -	$ -	$ 1,064,687	$ -		$ -	$ -
Salt Lake	Cottonwood Heights	Newproject-001(2020)	18816	New Title - Bengal Blvd; Highland Dr to 2160 E Bengal Boulevard & Highland Drive Intersection	Intersection Improvements - Turning movements & Bike Lanes	2020	$ 1,657,000	$ 1,544,821	$ 280,622	$ 2,217,941	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Cottonwood Heights	Newproject-S_STP- 014(2021)	18816		Construct 10-foot Shared-use path to provide dedicated space for Pedestrians and Cyclist	2021	$ 487,200	$ 444,894	$ -	$ 382,243	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Cottonwood Heights	Newproject-S_STP- 01(2023)	21198	Fort Union Blvd; Pippen Drive to 3160 East	Reconstruct Roadway with improvements to bike and pedestrian facilities	2024	$ 5,692,100	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	$ 2,500,000	$ -	$ -
Salt Lake	Draper	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	$ 250,000	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Draper	New Project - 004( )	17807	Lone Peak Parkway; 12650 South to 12300 South	Roadway Realignment & Widening, Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2019	$ 5,140,000	$ 3,730,000	$ 350,000	$ 3,380,000	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Draper	Newproject-007(2020)	18822	Fort Street; Pioneer Road to 13200 South	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	$ 4,451,100	$ 3,234,467		$ -	$ 3,234,467	$ -	$ -	$ -	$ -	$ -
Salt Lake	Draper	Newproject-S_STP- 02(2023)	21199	Pioneer Road; 1300 East to 1650 East	Reconstruct with Minor Widening to include 2 travel lanes, paved shoulders, curb & gutter, park strips, and sidewalks	2024	$ 4,954,300	$ 3,000,000	$ -	$ -	$ -	$ -	$ -	$ 3,000,000		
Salt Lake	Draper	Newproject-S_STP- 10(2024)	22086	Pioneer Road; 1650 East to Highland Drive	Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and retaining walls.	2024	$ 4,605,100	$ 3,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,000,000	$ 3,000,000
Salt Lake	Emigration Metro Township	Newproject-S_STP- 06(2023)	21203	Emigration Canyon; 5655 Emigration Canyon Rd to 9698 Emigration Canyon Rd	Strategic Minor widening and Safety Improvements	2024	$ 6,518,900	$ 3,000,000	$ 75,000	$ -	$ -	$ -	$ 2,925,000	$ -		
Salt Lake	Herriman	Newproject-S_STP- 04(2023)	21201	13400 South; 6000 West to 6400 West	Reconstruct, Widen to include additional travel lanes, shoulders, curb & gutter, bike and pedestrian facilities	2024	$ 8,910,700	$ 3,000,000	$ -	$ -	$ -	$ -	$ -	$ 3,000,000		
Salt Lake	Herriman City	Newproject-S_STP- 08(2024)	22085	6400 West Herriman Blvd. (12600 So) to Midas Creek (approx. 12100 So)	New Construction of a 3-lane roadway including bike lanes, park strip, sidewalks, curb and gutters, and storm drain.	2024	$ 9,220,000	$ 2,700,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,700,000	$ 2,700,000

2026-2031 Transportation Improvement Program (TIP)
Surface Transportation Program (STP)

6/10/2025

County	Sponsor	Project Sequence	Project Id Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds			Project Combinations	
				Location/ Limits	Concept/ Type of Improvement					Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
										Current Year	2026	2027	2028	2029	2030	2031
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	Holladay/ Millcreek	Newproject-S_STP- 010(2021)	19677	Murray-Holladay Road Full Stop Pedestraian Crossing	Construct T-intersection and add a new full traffic stop pedestraian crossing	2021	$ 417,200	$ 388,956	$ 350,060	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Kearns	Newproject-S_STP- 012(2021)	19679	Cougar Lane; Niagara Way to Kearns High Drive	Widen to accommodate a second travel lane and maintain existing bike lane	2021	$ 2,804,000	$ 2,114,169	$ 2,114,169	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Magna	NEWPROJ( )	15912	2700 South/ 2810 South at 8000 West Realignment	Realign intersections to improve safety and connectivity and relocate a midblock school crossing to the new realignment.	2017	$ 3,667,280	$ 3,419,005	$ 10	$ -	$ 1,203,189	$ -	$ 2,215,816	$ -	$ 2,216,194	$ 2,216,194
Salt Lake	Magna	NEWPROJ( )	16928	8000 West; 3100 S to 2450 South - Magna was (8000 West; 2600 South to 3100 South) *((changed on 24-25 March 2025))*	Construct sidewalk, curb, gutter, and shoulder improvements on the west side	2018	$ 1,346,700	$ 1,255,528	$ 1,291,142	$ -		$ -	$ -	$ -	$ -	$ -
Salt Lake	Magna	Newproject-011(2020)	16928	8000 West; SR-201 to 3100 South (Original PIN 18826)	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	$ 2,679,000	$ 2,497,632		$ 2,462,018	$ -	$ -	$ -	$ -	$ 1,500,000	$ 1,500,000
Salt Lake	Magna	Newproject-S_STP- 05(2023)	21202	2700 South; 8054 West to 8000 West	Construct curb, gutter, and sidewalk on north side of 2700 South	2024	$ 3,521,100	$ 3,000,000	$ -	$ -	$ -	$ -	$ -	$ 3,000,000		
Salt Lake	Midvale	Newproject-S_STP- 06(2022)	20314	Tuscany View Road Extension;800 West to Holden Street	New Roadway Construction including curb & gutter, sidewalk, ADA ramps, and storm drain	2022	$ 6,109,100	$ 3,565,816	$ -	$ -	$ -	$ -	$ 3,565,816	$ -	$ -	$ -
Salt Lake	Midvale/ UDOT	New Project - 009( )	17841	7200 South and 300 West	Intersection and Signal Improvements	2019	$ 323,000	$ 287,148	$ 287,148	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Millcreek	NEWPROJ( )	15911	900 East; 3900 South to 4500 South	Reconstruct w/ improvements to curb, gutter, sidewalk, ADA ramps, bicycle facilities, lighting and utility pole relocations.	2017	$ 6,770,136	$ 3,311,798	$ 3,311,797	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Millcreek	NEWPROJ( )	15911	900 East; 3900 South to 4500 South	Reconstruct w/ improvements to curb, gutter, sidewalk, ADA ramps, bicycle facilities, lighting and utility pole relocations.	2017	$ -	$ 3,000,000	$ 3,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Millcreek	Newproject-012(2020)	18827	3800 South Skyline HS; Virginia Way to Birch Drive	Reconstruct with operational Improvements with turning restrictions and construction of a roundabout to increase safety	2020	$ 2,082,000	$ 1,801,204	$ 1,801,204	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Millcreek	Newproject-S_STP- 003(2021)	19631	1300 East; 4220 South to 4500 South	Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain	2021	$ 3,485,800	$ 3,000,000	$ 3,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Surface Transportation Program (STP)

6/10/2025

County	Sponsor	Project Sequence	Project Id Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds		Project Combinations	
										Allocation of Programmed Funds per Federal Fiscal Year				Concept Development	
				Location/ Limits	Concept/ Type of Improvement					Current Year	2026	2027	2028	2029	2030	2031
Salt Lake	Millcreek	Newproject-S_STP- 02(2022)	20310	1300 East: 3300 South to 3600 South	Roadway Reconstruction including curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain	2022	$ 6,965,120	$ 3,715,816	$ -	$ -	$ -	$ -	$ 3,715,816	$ -	$ -	$ -
Salt Lake	Millcreek	Newproject-S_STP- 03(2023)	21200	2000 East; 3300 South to Atkin Ave	Reconstruct curb & gutter, sidewalk, ADA ramps, enhanced bus stops, storm drain, and piping existing ditch	2024	$ 8,347,800	$ 4,500,000	$ 1,052,567	$ 85,516	$ -	$ -	$ -	$ 1,790,000	$ 1,500,000	$ 1,500,000
Salt Lake	Murray	NEWPROJ( )	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	$ 6,209,850	$ 2,641,799	$ 2,641,799	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Murray	NEWPROJ( )	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	$ -	$ 2,508,199	$ 2,508,199	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Murray	New Project - 007( )	17838	Winchester and 700 West	Intersection and Pedestrian Improvements	2019	$ 2,753,900	$ 2,567,461	$ 2,566,622	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Murray	Newproject-S_STP- 05(2022)	20313	5600 South; 900 East to 1300 East	Roadway Reconstruction w/ Minor Widening including curb & gutter, sidewalk, ADA ramps, and installation of new storm drain	2022	$ 8,578,800	$ 5,065,816	$ -	$ -	$ -	$ -	$ 5,065,816	$ -	$ 2,500,000	$ 2,500,000
Salt Lake	Riverton City	Newproject-S_STP- 05(2024)	22083	1300 West : 13100 South to 13700 South	Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and storm drain.	2024	$ 9,493,000	$ 1,400,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,400,000	$ 1,400,000
Salt Lake	Salt Lake City	F-2076(1)	11083	1300 East; 1300 South to 2100 South	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2012	$ 11,099,000	$ 7,106,709	$ 7,106,709	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake City	Transfer to FTA	14932	300 North & 500 West	New Construction - Pedestrian/ Bicycle Railroad Overpass	2016	$ 5,462,000	$ 2,900,000	$ 2,900,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake City	NEWPROJ( )	15908	1300 East; 2100 South to Highland Drive	Pavement Rehabilitation including curb, gutter, and pedestrain improvements	2017	$ 3,901,300	$ 512,248	$ 512,248	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake City	NEWPROJ( )	15908	1300 East; 2100 South to Highland Drive	Pavement Rehabilitation including curb, gutter, and pedestrain improvements	2017	$ 3,901,300	$ 3,548,613	$ 2,281,118	$ -	$ -	$ -	$ -	$ -	$ -	$ -
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	$ 7,890,977	$ -	$ -	$ -	$ -	$ -	$ 1,176,518	$ 1,176,518
Salt Lake	Salt Lake City	Newproject-013(2020)	17850	Westside Multimodal Transit Hub; North Temple Area between 900 West & Redwood Road	Construct a new intermodal center/ bus hub to connect TRAX Green Line to bus routes and alternative transportation	2020	$ 3,936,600	$ 2,270,092		$ -	$ -	$ 2,270,092	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Surface Transportation Program (STP)

6/10/2025

										Amount Obligated	Current Federal Fiscal Year		New Project/ Additional Funds		Project Combinations	
County	Sponsor	Project Sequence	Project Id 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					Current Year	2026	2027	2028	2029	2030	2031
Salt Lake	Salt Lake City	Newproject-S_STP- 005(2021)	19633	700 North; 2200 West to Redwood Rd (1700 West)	Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain	2021	$ 4,680,600	$ 3,000,000	$ -	$ -	$ -	$ 3,000,000	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake City	Newproject-S_STP- 01(2022)	20309	900 West; North Temple to 600 North	Roadway Reconstruction including improvements to enhance transit, pedestrian, bicycle, and access to opportunities for residents	2022	$ 7,688,865	$ 6,215,816	$ -	$ -	$ -	$ -	$ 3,215,816	$ 3,000,000	$ -	$ -
Salt Lake	Salt Lake County	NEWPROJ( )	14036	Salt Lake County Area Signal Detection Upgrade Suggest (ATSPM Implementation (Advance Traffic Signal Performance Metrix)	Improve Signal Detection and Coordination by ITS Measures	2015	$ 3,657,400	$ 1,842,009	$ 1,842,009	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake County	NEWPROJ( )	17493	Salt Lake County Area Signal Detection Upgrade	Improve Signal Detection and Coordination by ITS Measures	2015	$ 3,657,400	$ 1,521,846	$ 1,521,846	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake County	Newproject-S_STP- 12(2024)	22088	1300 East and Galaxie Drive Intersection Improvements	Extending the median in 1300 East further north to effectively restrict the westbound left turn maneuver while continuing to accomdate the southbound left turn	2024	$ 86,600	$ 80,800	$ 80,800	$ -	$ -	$ -	$ -	$ -	$ 80,800	$ 80,800
Salt Lake	Salt Lake County/ West Valley/ Kearns	F-2240(2)0	11085	4700 South; 4000 West to 5600 West	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2012	$ 23,675,426	$ 14,175,040	$ 14,175,040	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Sandy & Draper Cities	NEWPROJ( )	14035	Highland Drive EIS	Environmental Study to determine Project Purpose and Needs	2015	$ 4,680,000	$ 4,300,000	$ -	$ -	$ -	$ 4,300,000	$ -	$ -	$ -	$ -
Salt Lake	Sandy, Midvale	Newproject-S_STP- 002(2021)	19630	9000 South & 700 West Southbound Dual Left Lanes	Construct dual left turn lanes from SB 700 West to EB 9000 South with 700 West Improvements	2021	$ 6,831,560	$ 1,529,729	$ -	$ -	$ -	$ 1,529,729	$ -	$ -	$ -	$ -
Salt Lake	South Jordan	NEWPROJ( )	14040	2200 West;; 9400 South to 10400 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	$ 4,505,900	$ 6,428,155	$ 6,428,155	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	South Jordan	NEWPROJ( )	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	$ 3,032,271	$ -	$ -	$ -		$ -	$ -	$ -
Salt Lake	South Jordan	New Project - 005( )	17836	Bacchus Highway (SR-111); 10200 South to 10700 South	Reconstruct existing roadway and improve the vertical curve to increase site distance	2019	$ 2,301,300	$ 2,145,502	$ 1,930,952	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	South Jordan	Newproject-006(2020)	18821	1300 West & White Peach Drive (11170 South)	Install a Signal at the T-intersection	2020	$ 460,800	$ 429,604	$ 429,604	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	South Jordan	Newproject-S_STP- 009(2021)	19676	1300 West & Shield's Lane Intersection Improvements	Increase capacity of the Intersection by adding through lanes to three approaches and adding a right turn pocket to westbound approach and addressing North/South Bike lanes	2021	$ 3,775,900	$ 3,020,272	$ -	$ -	$ -	$ -	$ 3,020,272	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Surface Transportation Program (STP)

6/10/2025

County	Sponsor	Project Sequence	Project Id Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds		Project Combinations	
										Allocation of Programmed Funds per Federal Fiscal Year				Concept Development	
				Location/ Limits	Concept/ Type of Improvement					Current Year	2026	2027	2028	2029	2030	2031
Salt Lake	South Jordan	Newproject-S_STP- 03(2022)	20311	4000 W / South Jordan Parkway Intersection Improvements	Project to Improve Intersection Mobility by; - One additional through lane will be added to all 4 approaches, - A second left turn lane will be added to the East & West approach, - Right turn pockets will be added to the North and South approach	2022	$ 5,152,400	$ 4,715,816	$ -	$ -	$ -	$ -	$ 3,215,816	$ 1,500,000	$ -	$ -
Salt Lake	South Salt Lake	NEWPROJ( ) Possibly Combine PINs	16925	700 West; 3300 South to Carlisle Avenue (3655 South)	Reconstruct and widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	$ 6,571,575	$ 4,000,000	$ 4,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	South Salt Lake	Newproject-005(2020) Original PIN 18820	16925	700 West Reconstruction Phase II; Carlisle Street to 3900 South	Reconstruct with Minor Widening Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2020	$ 4,908,805	$ 4,200,000	$ 4,200,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	South Salt Lake/ UDOT	New Project - 006( )	17837	3300 South and 900 West	Pedestrian and Signal Improvement Projects	2019	$ 840,000	$ 783,132	$ 783,132	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Taylorsville	F-0068 (73)52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	$ 13,767,800	$ 12,159,548	$ 7,338,758	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Taylorsville	F-0068 (73)52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	$ -	$ 4,820,791	$ 4,820,791	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Taylorsville	NEWPROJ( )	11082		New Construction including curb, gutter, sidewalk, and shoulder improvements	2018	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UDOT	Newproject-010(2020)	18825	Redwood Road (SR-68); 6200 South to I-215 (Funding moved to PIN 17627)	Add an additional NB lane on Redwood Rd, Including option/entrance lanes at both EB and WB On-Ramps and CFI features on the east and south legs of the 6200 So intersection.	2020	$ 9,858,600	$ 1,000,000	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UDOT	Newproject-S_STP- 09(2022)	20316	700 East (SR-71); 2100 South to 1300 South	Construct a shared use path between Parley's trail (approximately 2000 South) to Liberty Park.	2022	$ 2,985,500	$ 1,500,000	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UDOT TOC	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	$ 1,608,924	$ -	$ -	$ 643,287	$ -	$ -	$ -	$ -
Salt Lake	UDOT TOC	Newproject-S_STP- 001(2021)	19629	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) SR-266 from I-215 West to I-215 East (2) 5400 So from MVC to Bangerter Hwy and 5400 So from Redwood Rd. to I-15 (3) SR-48 from MVC to Redwood Rd	2021	$ 790,000	$ 736,517	$ -	$ -	$ -	$ 736,517	$ -	$ -	$ -	$ -
Salt Lake	UTA	Newproject-002(2020)	18817	UTA - On-Board Technology System	Develop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching	2020	$ 5,000,000	$ 500,000	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA	Newproject-004(2020)	18819	Traffic Signal Priority/Preemption Equipment for Additional Transit Vehicles	(1) SR-172 (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	$ -	$ -	$ -	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Surface Transportation Program (STP)

6/10/2025

									Amount Obligated	Current Federal Fiscal Year		New Project/ Additional Funds		Project Combinations	
County	Sponsor	Project Sequence	Project Id 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					Current Year	2026	2027	2028	2029	2030	2031
Salt Lake	UTA	Newproject-O_STP- 013(2021)	19626	Davis/ Salt Lake Connector Design	Davis - SLC Community Connector Design for Essential Transit Connection between Davis County and Salt Lake County	2021	$ 4,700,000	$ 750,000	$ -	$ -	$ -	$ -	$ 750,000	$ -	$ -	$ -
Salt Lake	UTA	Newproject-S_STP- 11(2024)	22087	TechLink TRAX; Salt Lake International Airport to UofU Research Park	Improve TRAX operations & capacity, enhance access & mobility, increase opportunities for disadvantage populations.	2024	$ 3,800,000	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000,000	$ 2,000,000
Salt Lake	UTA/ Draper	Newproject-S_STP- 011(2021)	19678	Point of the Mountain Transit Environmental Study from Lehi to Draper	Environmental and Conceptual Engineering for a Gold Standard Bus Rapid Transit (BRT) Route	2021	$ 8,000,000	$ 2,000,000	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	West Jordan	Newproject-S_STP- 006(2021)	14830	7800 South; Mountain View Corridor to SR-111	Widen from 2-Lane to 5-Lane with Shoulders, Curb, Gutter, and Sidewalk	2016	$ 5,234,500	$ 4,400,000	$ 4,400,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	West Jordan	NEWPROJ( )	15936	8600 South; 5600 West to 6000 West	Construct a bridge over Mountain View Corridor	2017	$ 12,000,000	$ 1,700,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	West Jordan	NEWPROJ( )	16922	7000 South; 1300 West to Bangerter Hwy (SR-154)	Environmental Impact Statement (EIS)	2018	$ 2,000,000	$ 1,000,000	$ -	$ -	$ -	$ -	$ 1,000,000	$ -	$ -	$ -
Salt Lake	West Jordan	NEWPROJ( )	16927	7000 South & 1500 West	Construct Pedestrian Bridge	2018	$ 4,793,938	$ 2,246,856	$ 2,246,857	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	West Jordan	Newproject-009(2020)	18824	9000 South; Mountain View to 6205 West	Project will realign and construct full intersection at New Bingham Highway and 6400 West	2020	$ 10,355,800	$ 5,500,000		$ -	$ 3,000,000	$ 2,500,000	$ -	$ -	$ -	$ -
Salt Lake	West Jordan	Newproject-S_CMAQ-003(2021)	19685	5490 West 7800 South Roundabout	Construct the south side, center and sides of a roundabout. Access control is strict with midblock access provided with RCUT islands.	2021	$ 1,500,000	$ 745,000	$ -	$ -	$ -	$ 745,000			$ -	$ -
Salt Lake	West Jordan	NEWPROJ( )	20148	1300 West; 9000 South to 7800 South	Widen to include; Center Turn-lane, Right Turn-lanes and Bike Lanes	2015	$ 11,442,800	$ 7,838,500	$ 3,311,996	$ 4,526,504	$ -	$ -		$ -	$ -	$ -
Salt Lake	West Jordan	NEWPROJ( )	20149	1300 West; 7800 South to 6600 South	Widen to include; Center Turn-lane, Right Turn-lanes and Bike Lanes	2015	$ 11,442,800	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	West Valley City	New Project - 003( )	17806	Parkway Blvd (2700 So); Mountain View Corridor to 6400 West	Roadway Widening, Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2019	$ 11,200,000	$ 7,071,370	$ 7,071,370	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	West Valley City	Newproject-008(2021)	18823	3650 South; 2700 West to 3200 West	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	$ 7,965,600	$ 5,762,166	$ 6,936,864	$ -	$ -	$ -	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Surface Transportation Program (STP)

6/10/2025

										Amount Obligated	Current Federal Fiscal Year		New Project/ Additional Funds		Project Combinations	
County	Sponsor	Project Sequence	Project Id 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					Current Year	2026	2027	2028	2029	2030	2031
Salt Lake	West Valley City	Newproject-S_STP- 04(2024)	22082	3900 South; Redwood Rd to Jordan River Bridge Widening and Reconstruction	Reconstruct with Minor Widening, adding buffered bike lanes, a 10' trail, street lighting and connecting sidewalk	2024	$ 10,887,000	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000,000	$ 2,000,000
Salt Lake	West Valley City & Magna	Newproject-S_STP- 04(2022)	20312	7200 West; 3500 South to Copper Hill Drive	Roadway Reconstruction w/ Minor Widening including curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain	2022	$ 7,081,900	$ 7,115,816	$ -	$ -	$ -	$ -	$ 4,715,816	$ 2,400,000	$ -	$ -
Salt Lake	West Valley City/ Magna	Newproject-S_STP- 07(2024)	22084	7200 West; 4100 South to 3900 South	Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and storm drain.	2024	$ 5,981,000	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000,000	$ 2,000,000
Salt Lake	WFRC	F-R299(50)	11985	Transportation and Landuse Connections (TLC) - Salt Lake County	Local Planning Assistance	2003	$ 429,046	$ 10,314,335	$ 5,110,138	$ 828,693	$ 853,553	$ 879,160	$ 905,535	$ 932,701	$ 960,682	$ 989,502
Salt Lake	WFRC	F-R299(50)	16849	Project Planning Support - Salt Lake County WFRC Planning Master PIN - 19094 FFY 2021 - 18756, FFY 2022 - 19591	Planning - Urban Transportation	2003	$ 2,018,867	$ 14,092,968	$ 8,746,701	$ 851,315	$ 876,855	$ 903,160	$ 930,255	$ 958,162	$ 986,907	$ 1,016,515
Salt Lake	WFRC	F-R299(50)	16849	Salt Lake\ West Valley Travel Survey	Modeling Update Exercise (Originally Included in the Planning Support Line)			$ 490,750	$ 490,750	$ -	$ -	$ -	$ -	$ -		
Salt Lake	Holladay	Newproject-S_STP- 01(2025)		Highland Drive; Arbor Lane to VanWinkle Expressway	Complete reconstruction to address deteriorating pavement, safety concerns, drainage, and utility conflicts	2025	$ 15,109,000	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	$ -		$ 2,500,000
Salt Lake	Cottonwood Heights	Newproject-S_STP- 02(2025)		Highland Drive; 7101 South to 6990 South	Widen Highland Dr on the east side between 6990 - 7101 South, adding a third northbound thru lane	2025	$ 3,825,000	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -		$ 2,000,000
Salt Lake	Millcreek	Newproject-S_STP- 03(2025)		Highland Drive; SL Boundary to 3300 South	Reconstruction including sidewalks, bike lanes, and curb ramps	2025	$ 7,256,300	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -		$ 2,000,000
Salt Lake	Taylorsville/ West Valley	Newproject-S_STP- 04(2025)		3900 South; Redwood Rd to Jordan River Bridge Widening and Reconstruction	Reconstruct with Minor Widening and adding a 12' trail, street lighting and connecting sidewalk.	2025	$ 13,612,000	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	$ -		$ 2,500,000
Salt Lake	Riverton City	Newproject-S_STP- 05(2025)		1300 West : 13100 South to 13700 South	Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and storm drain.	2025	$ 9,760,000	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000,000
Salt Lake	West Valley City/ Magna	Newproject-S_STP- 06(2025)		7200 West; 4100 South to 3900 South	Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and storm drain.	2025	$ 6,539,000	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,500,000
Salt Lake	Draper	Newproject-S_STP- 07(2025)		Lone Peak Parkway; 12650 South to 12300 South	Roadway Realignment & Widening, Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2025	$ 13,155,000	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,500,000

2026-2031 Transportation Improvement Program (TIP)
Surface Transportation Program (STP)

6/10/2025

										Amount Obligated	Current Federal Fiscal Year		New Project/ Additional Funds		Project Combinations	
County	Sponsor	Project Sequence	Project Id 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					Current Year	2026	2027	2028	2029	2030	2031
Salt Lake	West Jordan	Newproject-S_STP- 08(2025)		1300 West; 7800 South to 6600 South	Widen to include; Center Turn-lane, Right Turn-lanes and Bike Lanes	2025	$ 20,665,000	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000,000
Salt Lake	UDOT Region Two	Newproject-S_STP- 09(2025)		I-15 & 7200 South - NB On-Ramp	Construct an additional lane on the ramp to improve safety by eliminating conflict points and reducing congestion.	2025	$ 7,062,000	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,500,000
Salt Lake	UTA	Newproject-S_STP- 10(2025)		Replace UTA Light Rail Vehicles	Replace 20 high floor light rail vehicles with level-boarding models to a fully accessible fleet.	2025	$ 146,000,000	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000,000

2026-2031 Transportation Improvement Program (TIP)
Surface Transportation Program (STP)

6/10/2025

County	Sponsor	Project Sequence	Project Id Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds		Project Combinations	
										Allocation of Programmed Funds per Federal Fiscal Year				Concept Development	
				Location/ Limits	Concept/ Type of Improvement					Current Year	2026	2027	2028	2029	2030	2031
OGDEN/ LAYTON URBAN AREA									$ -							
Davis	Bountiful	Newproject-O_STP- 02(2024)	22077	Parkin Overpass (Bamberger Railroad Bridge); 500 West & US-89 (Main Str)	This project will replace the vintage railway structure with a new at-grade, signalized intersection	2024	$ 8,081,000	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000,000	$ -
Box Elder	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	$ -	$ -	$ 1,582,113	$ -	$ -	$ -	$ -	$ -
Box Elder	Brigham City	Newproject-O_STP- 05(2023)	21197	1200 West; 600 North to Industrial Way	Reconstruct with Minor Widening with improvements to curb, gutter, sidewalk, and bikelanes	2024	$ 8,895,400	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ 2,000,000	$ -	$ -
Davis	Centerville	Newproject-O_STP- 007(2021)	19624	400 East; Pages Lane to Porter Lane	Reconstruct Roadway with improvements to bike and pedestrian facilities	2021	$ 2,425,300	$ 1,697,710	$ -	$ 71,852	$ -	$ 1,697,710	$ -	$ -		
Davis	Centerville	Newproject-O_STP- 05(2022)	19624	400 East - 100 South to Porter Lane (400 South) (was PIN 20304)	Reconstruct Roadway with improvements to bike and pedestrian facilities	2022	$ 1,415,100	$ 1,061,325	$ -	$ -	$ -	$ -	$ 1,061,325	$ -	$ -	$ -
Davis	Centerville	Newproject-O_STP- 01(2023)	21192	1250 West; Parrish Lane to 200 North	Reconstruct Roadway with improvements to bike and pedestrian facilities	2024	$ 752,100	$ 500,000	$ -	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Clearfield/ Syracuse	NEWPROJ( )	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	New Construction, 3-lane facility with Signal on SR-108 and Curb, Gutter and Sidewalk	2016	$ 6,766,000	$ 4,062,630	$ 4,062,630	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Clearfield/ Syracuse	NEWPROJ( )	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	New Construction, 3-lane facility with Signal on SR-108 and Curb, Gutter and Sidewalk	2016		$ 1,300,000	$ 1,300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Clinton	Newproject-O_STP- 01(2022)	20300	1300 North and 1500 West Improvements	This project will reconstruct & widen 1300 North from 1285 W to 1500 W, and 1500 West from 1230 N to 1750 N, including curb and gutter, and sidewalk.	2022	$ 4,876,500	$ 3,000,000	$ -	$ -	$ -	$ -	$ 2,000,000	$ 1,000,000	$ 1,000,000	$ -
Davis	Clinton/ West Point	NEWPROJ( )	15899	800 North; 2000 West to 3000 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	$ 4,567,100	$ 2,784,649	$ 2,784,649	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Farmington	NEWPROJ( )	16933	Main Street (SR-106); Park Lane to Shepard Lane	Widen roadway (east - side) for curb, gutter, sidewalk and shoulder	2018	$ 5,986,400	$ 4,572,231	$ 3,095,436	$ 2,476,795	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Farmington	New Project - 011( )	16933	Main Street (SR-106); Park Lane to Shepard Lane (Old PIN 17793 - Combined with PIN 16933)	Widen roadway (west - side) for curb, gutter, sidewalk and shoulder	2019	$ 2,287,800	$ 2,333,360	$ 1,279,690	$ 2,860,888	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Farr West	Newproject-O_STP- 04(2023)	21196	3300 North; 2700 West to 2575 West	Reconstruct with Minor Widening & Construct Round-about Intersection	2024	$ 3,453,400	$ 2,400,000	$ -	$ -	$ -	$ -	$ -	$ 2,400,000	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Surface Transportation Program (STP)

6/10/2025

									Amount Obligated	Current Federal Fiscal Year		New Project/ Additional Funds		Project Combinations	
County	Sponsor	Project Sequence	Project Id 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					Current Year	2026	2027	2028	2029	2030	2031
Weber	Farr West City	Newproject-023(2020)	18814	4000 North; SR-126 to 2800 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	$ 7,100,600	$ 2,700,000		$ -	$ 2,700,000	$ -	$ -	$ -	$ -	$ -
Weber	Harrisville	New Project - 016( )	17797	West Harrisville Road; Washington Blvd (US-89) to 750 West	Reconstruct and Widen to include Center turn lane, shoulders/ bike lanes, curb, gutter, and sidewalk	2019	$ 3,460,200	$ 3,109,407	$ 93,615	$ 3,015,792	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Harrisville	Newproject-O_STP- 07(2024)	22081	750 West; West Harrisville Road to US-89 (via 1750 North)	Project will widen the narrow 2-lane roadway to a 3-lanefacility and reconstruct 750 West including center turn lane, shoulder, curb, gutter, and sidewalk.	2024	$ 3,895,000	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,500,000	$ -
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	$ 2,446,057	$ 2,446,057	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Hooper	Newproject-020(2020)	18811	5500 West; 5500 South (SR-97) to Weber/ Davis County Line	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	$ 2,471,100	$ 1,846,980		$ -	$ 1,846,980	$ -	$ -	$ -	$ -	$ -
Davis	Kaysville	Newproject-O_STP- 008(2021)	19625	Mutton Hollow; Main Street to Fairfield Road	Widen Main Str, Install traffic signals at Main St./Mutton Hollow and Fairfield/Mutton Hollow. Widen Mutton Hollow with bike and ped facilities	2021	$ 5,050,400	$ 2,000,000	$ -	$ -	$ -	$ 2,000,000	$ -	$ -	$ -	$ -
Weber	Kaysville/ Farmington	NEWPROJ( )	16935	WDC Connector; West Davis Corridor to Shepard Lane & I-15	New Construction	2018	$ 10,833,600	$ 3,870,000	$ 3,870,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Layton	NEWPROJ( )	14844	Gordon Avenue; 1600 East to Highway 89	Preliminary Engineering & ROW Acquisition	2016	$ 3,500,000	$ 2,500,000	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Layton	Newproject-O_STP- 010(2021)	19627	Gentile Street Safe Routes To School; 3475 West to 3200 West	Roadway widening improvements including constructing missing sidewalk	2021	$ 174,800	$ 407,550	$ 407,550	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Marriott-Slaterville	NEWPROJ( )	15904	1200 West; 400 North to Farr West Boundary	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	$ 5,605,300	$ 3,385,899	$ 3,385,899	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Marriott-Slaterville	Newproject-O_STP- 004(2021)	19620	1700 South; 12th Street to Marriott-Slaterville/ Ogden City Boundary Line	Reconstruct w/Minor Widening including curb, gutter, and eliminate the dangerous bend	2021	$ 5,075,200	$ 2,076,782	$ 2,076,782	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	North Ogden	NEWPROJ( )	14842	450 East/ 400 East; 2600 North to Elberta Drive	Widen existing roadway from 3-lane to 5-lane including improvements to Curb, Gutter, and Sidewalks	2016	$ 5,370,300	$ 4,140,000	$ 4,140,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	North Ogden	NEWPROJ( )	14842	450 East/ 400 East; 2600 North to Elberta Drive	Widen existing roadway from 3-lane to 5-lane including improvements to Curb, Gutter, and Sidewalks	2016	$ 1,829,346	$ 1,829,346	$ 1,829,346	$ -	$ -	$ -	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Surface Transportation Program (STP)

6/10/2025

										Amount Obligated	Current Federal Fiscal Year		New Project/ Additional Funds		Project Combinations	
County	Sponsor	Project Sequence	Project Id 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					Current Year	2026	2027	2028	2029	2030	2031
Weber	North Salt Lake	NEWPROJ( )	16937	Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	$ 1,440,914	$ 406,904	$ 406,904	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	North Salt Lake	NEWPROJ( )	16937	Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	$ -	$ 750,000	$ 750,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	North Salt Lake	Newproject-022(2020)	19623	Main Street Sidewalk; I-15 Overpass to Pacific Avenue (combined with PIN 19623) Original PIN 18813	Construct Missing Sidewalk	2020	$ 366,200	$ 274,650	$ 10,000	$ 23,308	$ 241,343	$ -	$ -	$ -	$ -	$ -
Davis	North Salt Lake	Newproject-O_STP- 006(2021)	19623	Main Street; Pacific Avenue to 1001 North	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, Bike Lanes, and Railroad Crossing	2021	$ 3,604,000	$ 2,536,702	$ 489,458	$ -	$ 2,047,245	$ -	$ -	$ -	$ -	$ -
Davis	North Salt Lake	Newproject-O_STP- 06(2024)	19623	Main Street; 350 North to Pacific Avenue (combined with PIN 19623) Original PIN 22080	Project will reconstruct remaining section of Main Street including improvements to shoulder, curb, gutter, and sidewalk.	2024	$ 1,666,000	$ 1,000,000	$ -	$ -	$ 1,000,000	$ -	$ -	$ -	$ -	$ -
Weber	Ogden	NEWPROJ( )	14840	20th Street; Washington Blvd to Monroe Blvd	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	$ 6,477,200	$ 2,850,961	$ 2,850,961	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Ogden	Newproject-O_STP- 005(2021)	19621	20th Street; Quincy Ave to Harrison Blvd	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes & Intersection Improvements	2021	$ 5,300,000	$ 1,800,000	$ 1,800,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Ogden	Newproject-O_STP- 08(2022)	20307	25th Street; Jefferson Ave to Harrison Blvd also 4400 South; Mckay Dee Hospital to Harrison Blvd	Roadway Reconstruction including Safety, Lighting, Drainage, and Landscaping	2022	$ 9,086,100	$ 3,371,579	$ -	$ -	$ -	$ -	$ 3,371,579	$ -	$ -	$ -
Weber	Ogden	Newproject-O_STP- 02(2023)	21193	2nd Street; Washington Blvd to Monroe Blvd	Reconstruct with Minor Widening with improvements to curb, gutter, sidewalk, and bikelanes	2024	$ 7,549,500	$ 3,000,000	$ -	$ -	$ -	$ -	$ -	$ 3,000,000	$ -	$ -
Weber	Ogden/ UTA	Transfer to FTA	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	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	$ 2,446,057	$ 2,446,057	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Box Elder	Perry	Newproject-O_STP- 07(2022)	20306	1200\ 1100 West; 1100 South to 1600 South	New Construction to extend 1100/ 1200 West to 1100 South	2022	$ 5,002,100	$ 2,763,803	$ -	$ -	$ -	$ -	$ 2,763,803	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Surface Transportation Program (STP)

6/10/2025

										Amount Obligated	Current Federal Fiscal Year		New Project/ Additional Funds		Project Combinations	
County	Sponsor	Project Sequence	Project Id 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					Current Year	2026	2027	2028	2029	2030	2031
Weber	Plain City	NEWPROJ( )	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	$ 3,111,400	$ 2,169,030	$ 65,261	$ 3,462,645	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Plain City	NEWPROJ( )	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	$ -	$ 290,078	$ 290,078	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Plain City	Newproject-018(2020)	18809	North Plain City Road; 2917 West to 3350 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	$ 3,988,900	$ 3,500,000		$ -	$ 3,490,000	$ -	$ -	$ -	$ -	$ -
Weber	Plain City	Newproject-O_STP- 04(2022)	20303	1900/1975 North; 2700 West to 3600 West (Phase 1)	Roadway widening to include, sidewalk, curb and gutter, and bike lanes	2022	$ 2,661,973	$ 2,311,973	$ -	$ -	$ -	$ -	$ 2,311,973	$ -	$ -	$ -
Weber	Pleasant View/ North Ogden	F-LC57(18)	17954	Skyline Drive; 1100 West to 4300 North (Pleasant View)	New Construction	2015	$ 7,542,000	$ 3,433,500	$ -	$ -	$ -	$ -	$ -	$ 1,712,089	$ 1,712,089	$ -
Weber	Roy	Newproject-021(2020)	18812	4800 South & Layton Canal	Widen 4800 South with uniform cross section including sidewalk and bike lanes over the canal to improve safety for cyclists and pedestrians.	2020	$ 471,500	$ 439,579	$ 46,615	$ 392,964	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Roy	Newproject-O_STP- 011(2021)	19628	4000 South Safe Routes To School Rail Crossing; 2550 West to 2350 West	Construct Consistant at-grade pedestrian rail crossing, curb, gutter, and sidewalk	2021	$ 250,000	$ 225,000	$ 86,238	$ 138,762	$ -	$ -	$ -	$ -	$ -	$ -
Weber	South Ogden	NEWPROJ( )	16936	40th Street & Chimes View from Riverdale Road to Washington Blvd	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2018	$ 4,745,200	$ 4,186,461	$ 1,714,676	$ 2,221,785	$ -	$ -	$ -	$ -	$ -	$ -
Weber	South Ogden	Newproject-O_STP- 01(2024)	22076	40th St. and Chimes View Dr Reconstruction Project - Phase II; Between Riverdale Road and Washington Blvd	Reconstruct with Minor Widening with improvements to sidewalks, curb/gutter, driveway approaches and modifications to business accesses for improved safety.	2024	$ 5,483,000	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000,000	$ -
Davis	Sunset	F-LC11 (53)	11996	800 North; Main St (SR-126) to 450 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	$ 2,547,000	$ 2,032,200	$ 2,032,200	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Syracuse City	NEWPROJ( )	14043	Bluff Road; 550 West (on Gentile) to 1000 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	$ 4,282,100	$ 3,010,000	$ 3,010,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Syracuse City	New Project - 013( )	17794	500 West Phase II; 2010 South to 2800 South	Widen roadway and Signal Installation	2019	$ 3,990,800	$ 3,720,623	$ 1,363,313	$ 2,357,310	$ -	$ -	$ -	$ -	$ -	$ -
Var	UDOT TOC	Newproject-015(2020)	18803	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) US-89 (Washington Blvd) from SR-235 (2nd St) to 40th Street (2) SR-108 (Antelope Dr) from 2000 W (Syracuse) to Fairfield Rd (Layton)	2020	$ 500,000	$ 466,150		$ -	$ 466,150	$ -	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Surface Transportation Program (STP)

6/10/2025

										Amount Obligated	Current Federal Fiscal Year		New Project/ Additional Funds		Project Combinations	
County	Sponsor	Project Sequence	Project Id 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					Current Year	2026	2027	2028	2029	2030	2031
Weber+L155:AB155	UDOT TOC	Newproject-O_STP-001(2021)	19569	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) Riverdale Rd (SR-26); 1900 W (in Roy) to Washington Blvd (2) Harrison Blvd (SR-203); 24th St to 36th St	2021	$ 670,000	$ 624,641	$ -	$ -	$ -	$ 624,641	$ -	$ -	$ -	$ -
Weber	UDOT TOC	Newproject-O_STP- 003(2021)	19606	Ogden/ Layton Metro Area Signal Timing and Optimization	Wall Street (SR-204); 1200 S to Riverdale Rd	2021	$ 400,000	$ 372,920	$ -	$ -	$ -	$ 372,920	$ -	$ -	$ -	$ -
Var	UTA	Newproject-014(2020)	18802	UTA - On-Board Technology System	Develop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching	2020	$ 5,000,000	$ 200,000	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Var	UTA	Newproject-016(2020)	18806	Traffic Signal Priority/Preemption Equipment for Additional Transit Vehicles	(1) US-89 (Washington Blvd) from SR-235 (2nd St) to 40th Street (2) SR-108 (Antelope Dr) from 2000 W (Syracuse) to Fairfield Rd (Layton)	2020	$ 85,000	$ 79,245	$ 79,245	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	UTA	Newproject-O_STP- 009(2021)	19626	Davis/ Salt Lake Connector Design	Davis - SLC Community Connector Design for Essential Transit Connection between Davis County and Salt Lake County	2021	$ 4,700,000	$ 750,000	$ -	$ -	$ -	$ 750,000	$ -	$ -	$ -	$ -
Weber	UTA	Newproject-O_STP- 09(2022)	20308	Frontrunner Right of Way; 12th Street to the Weber County Border	Right of Way for the 400 North Bridge/ North Street Expansion and Commuter Rail Station/ Maintenance Facility	2022	$ 11,306,464	$ 1,500,000	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Washington Terrace	New Project - 014( )	17795	300 West; 5000 South to Riverdale City Boundary	Reconstruct Roadway and improve Curb, gutter, and sidewalk where necessary	2019	$ 3,024,100	$ 2,903,275	$ 2,903,275	$ -			$ -	$ -	$ -	$ -
Davis	West Bountiful	Newproject-O_STP- 02(2022)	20301	1100 West; 200 North to 400 North This project funding has been switched to Davis County 3rd Quarter funds (from the Farmington Main Str) and the federal funds have been moved to the Farmington Main Str Project	Reconstruct & widen to include uniform cross section with sidewalk, curb and gutter, and bike lanes	2022	$ 1,048,300	$ 807,218	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	West Haven	New	13124	4700 West; 4000 South to 4600 South	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	$ 3,870,700	$ 2,324,857	$ 2,324,857	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	West Haven	Newproject-O_STP- 06(2022)	20305	1800 South; 2050 West to 1900 West	Intersection Realignment for a Future Signal Installation	2022	$ 1,957,300	$ 1,107,300	$ -	$ -	$ -	$ -	$ 1,107,300	$ -	$ -	$ -
Davis	West Point	Newproject-O_STP- 05(2024)	22078	700 South Widening; 4000 West to 4500 West	Project will widen the narrow two lane section to a 3 lane section including shoulder, curb, gutter, and sidewalk on both sides.	2024	$ 4,296,100	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,500,000	$ -
Davis	West Point	Newproject-019(2020)	18810	300 North; 2000 West to 3000 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	$ 3,312,700	$ 2,981,216		$ -	$ 2,981,216	$ -	$ -	$ -	$ -	$ -
Davis	West Point	Newproject-O_STP- 002(2021)	19605	300 North; 3000 West to 4000 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2021	$ 3,907,800	$ 2,643,242	$ -	$ -	$ -	$ 2,643,242	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Surface Transportation Program (STP)

6/10/2025

County	Sponsor	Project Sequence	Project Id Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds			Project Combinations	
										Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
				Location/ Limits	Concept/ Type of Improvement					Current Year	2026	2027	2028	2029	2030	2031
Davis	West Point/ Clearfield	F-LC11(54)	11997	300 North; 1000 West to 2000 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	$ 2,971,000	$ 2,250,000	$ 2,250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Var	WFRC	STP-LC57(10)	11049	Project Planning Support - Weber/ Davis County, WFRC Planning Master PIN - 19094	Planning - Urban Transportation	2003	$ 4,890,332	$ 7,870,100	$ 4,559,256	$ 458,400	$ 472,152	$ 486,317	$ 500,907	$ 515,934	$ 531,412	$ 547,354
Var	WFRC	F-LC11 (50)	11990	Transportation and Landuse Connections (TLC) - Weber & Davis County	Local Planning Assistance	2003	$ 429,046	$ 6,652,820	$ 3,438,610	$ 446,218	$ 459,605	$ 473,393	$ 483,334	$ 497,834	$ 512,769	$ 528,152
Var	WFRC	New Project - 015( )		Ogden\ Layton Travel Survey	Modeling Update Exercise (Originally Included in the Planning Support Line)				$ 323,508	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Woods Cross	New Project - 015( )	17796	800 West & 1500 South	Intersection Improvements and Signal Installation	2019	$ 1,056,500	$ 984,975	$ 323,508	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Woods Cross	Newproject-O_STP- 03(2022)	20302	1100 West; 2185 South to 1100 North (2600 South)	Reconstruct & widen to include uniform cross section with sidewalk, curb and gutter, and bike lanes	2022	$ 3,942,600	$ 2,000,000	$ -	$ -	$ -	$ -	$ 2,000,000			
Davis	Clinton	Newproject-O_STP- 01(2025)		2300 North Roadway: Cranefield to 4500 W, Phase 1	Reconstruct & widen to include uniform cross section with sidewalk, curb and gutter, and bike lanes	2025	$ 5,000,000	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,500,000
Davis	Centerville	Newproject-O_STP- 02(2025)		1250 West; 200 North to 100 South	Reconstruct the road and to include bike lanes on each side of the road.	2025	$ 1,500,000	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,000,000
Weber	Hooper	Newproject-O_STP- 03(2025)		5500 West; 5500 South to 5100 South	Reconstruct & widen to include uniform cross section with sidewalk, curb and gutter, and bike lanes	2025	$ 4,200,000	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000,000
Davis	West Point	Newproject-O_STP- 04(2025)		300 North; 4000 West to 4500 West	Reconstruct and widen to a 3-Lane including curb, gutter, and sidewalk on both sides with a separated bike/ ped trail on the north side.	2025	$ 4,426,100	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,500,000
Weber	Marriott-Slaterville	Newproject-O_STP- 05(2025)		1200 West; 400 North to 700 South	Reconstruct and widen to a uniform 3-lane cross section with sidewalks, curb and gutter, storm drains, and lighting.	2025	$ 6,580,463	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000,000
Box Elder	Brigham City	Newproject-O_STP- 06(2025)		1200 West; Forest Street to Industrial Way	Reconstruct and widen to a 5-lane facility including sidewalk, curb and gutter, and bike lanes.	2025	$ 2,876,000	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000,000

Congestion Mitigation / Air Quality Program CMAQ Funded Projects

2026 - 2031

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

For the

WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA

2026-2031 Transportation Improvement Program (TIP)
Congestion Mitigation/ Air Quality (CMAQ) Program

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds | $PM_{2.5}$ Project

County	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						Current Year	2026	2027	2028	2029	2030	2031
SALT LAKE URBAN AREA																		
Salt Lake	Bluffdale	Regular	New	13130	14600 South (SR-140); Pony Express Road to UPRR Bridge over SR-140	Construct Bicycle & Pedestrian Facility	2014	$ 669,700	$ 624,361	$ 45,339	$ 624,361	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Cottonwood Heights	PM2.5	Newproject-0028( )	8601	Wasatch Boulevard & 7650 South	Park-n-Ride Lot	2010	$ 1,357,503	$ 1,265,600	$ 8,801	$ 121,199	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Cottonwood Heights	Regular	New	12000	Bengal Blvd & 2300 East Round-About	Intersection Improvements	2013	$ 3,772,918	$ 2,655,000	$ 255,427	$ 3,517,492	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Holladay	PM2.5	F-LC35 (210)	8555	6200 South & Holladay Boulevard	Intersection Improvements	2010	$ 2,438,000	$ 2,174,000	$ 157,867	$ 2,174,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Holladay	PM2.5	F-LC35 (210)	8555	6200 South & 2300 East Intersection - - Combined with 6200 South & Holladay Blvd -	Intersection Improvements	2011	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Holladay	PM2.5	New Project	16944	Highland Drive and 4500 South Intersection	Intersection Improvements	2018	$ 2,597,900	$ 1,200,000	$ 87,139	$ -			$ -	$ -	$ 1,200,000	$ -	$ -
Salt Lake	Murray	PM2.5	New Project	15921	5300 South & College Drive Intersection Improvements	Dual left-turn lanes SB & WB and dedicated right-turn WB direction.	2017	$ 2,075,400	$ 1,694,362	$ 123,038	$ 1,694,362	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Murray, West Valley, Taylorsville, UTA	Regular	Newproject-S_CMAQ-004(2023)	21223	Electric Buses – replacements for SL County Fleet	Purchase of 2 electric buses for the Midvalley Connector	2024	$ 10,500,000	$ 2,000,000	$ 145,232	$ -		$ -	$ -	$ -	$ 2,000,000	$ -	$ -
Salt Lake	Riverton	Regular	New Project	14940	13400 South Bike Lanes; 2700 West to 3200 West	Widen and improve the parkstrips along the roadway to create the bike lanes	2016	$ 490,900	$ 280,000	$ 20,333	$ 55,090	$ 224,910	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Riverton	Regular	Newproject-S_CMAQ-002(2022)	20322	Phase I Welby Jacob Canal Ped/ Bike Trail	Construct an active transportation/pedestrian/bicycle trail which will be incorporated into the safe walking routes for School	2022	$ 1,390,450	$ 1,296,317	$ 94,133	$ -	$ 1,296,317	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake	PM2.5	Newproject-S_CMAQ-004(2024)	22093	Sunnyside Ave at Crestview Drive Roundabout	Convert a three leg existing all-way stop intersection to a roundabout	2024	$ 820,000	$ 762,000	$ 55,333	$ -	$ -	$ -	$ -	$ -		$ 762,000	$ -

2026-2031 Transportation Improvement Program (TIP)
Congestion Mitigation/ Air Quality (CMAQ) Program

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds | $PM_{2.5}$ Project

County	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						Current Year	2026	2027	2028	2029	2030	2031
Salt Lake	Salt Lake City	Regular	F-LC35(235)	13631	Salt Lake Green Bike Share Expansion #1	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2013	$ 1,700,000	$ 250,000	$ 44,571	$ 613,790	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake City	Regular	New Project	15920	Traffic Signal Synchronization	Install detection to utilize signal performance and synchronize traffic signals.	2017	$ 1,000,000	$ 930,000	$ 67,533	$ 111,876	$ 918,124	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake City	Regular	New Project	16940	Salt Lake Green Bike Share Expansion #5	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2018	$ 637,027	$ 400,000	$ 29,046	$ -	$ 400,000		$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake City	Regular	F-LC35(235)	17757	Salt Lake Green Bike Share Expansion #2	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2014	$ 1,700,000	$ 224,000	$ 16,266	$ -	$ 224,000	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake City	Regular	F-LC35(235)	17758	Salt Lake Green Bike Share Expansion #3	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2016	$ 1,700,000	$ 300,530	$ 29,085	$ -	$ 400,530	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake City	Regular	F-LC35(235)	17759	Salt Lake Green Bike Share Expansion #4	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2016	$ 1,700,000	$ 300,000	$ 29,046	$ -	$ -	$ 400,000	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake City	Regular	New Project - 020( )	17849	Salt Lake Green Bike Share Expansion #6	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2019	$ 643,570	$ 200,000	$ 29,046	$ -	$ -	$ -	$ 400,000	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake City	Regular	Newproject-S_CMAQ-003(2022)	20323	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2022	$ 643,570	$ 444,444	$ 32,274	$ -	$ -	$ -	$ -	$ 444,444	$ -	$ -	$ -
Salt Lake	Salt Lake City	Regular	Newproject-S_CMAQ-003(2023)	21222	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2024	$ 690,000	$ 641,700	$ 46,598	$ -		$ -	$ -	$ -	$ 641,700	$ -	$ -
Salt Lake	Salt Lake City/ UTA	Regular	Newproject-S_CMAQ-002(2021)	19684	East Downtown 200 South Transit Hub (400 East to 300 East)	Construct Bus Parking/ Layover infrastructure	2021	$ 1,991,300	$ 1,000,000	$ 139,727	$ -	$ -	$ -	$ 1,000,000	$ 924,189	$ -	$ -	$ -
Salt Lake	Salt Lake County & UTA	Regular	F-LC35(255)	13126	Hillsborough Pond Park & Ride Expansion; Wasatch Blvd & Creek Rd	Expand and Improve Parking Facility	2014	$ 1,784,700	$ 1,663,876	$ 120,824	$ -	$ -	$ -	$ -	$ 1,663,876	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Congestion Mitigation/ Air Quality (CMAQ) Program

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds | $PM_{2.5}$ Project

County	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						Current Year	2026	2027	2028	2029	2030	2031
Salt Lake	Sandy	PM2.5	New Project - 022( )	17851	9400 South & 700 East	Intersection & Pedestrian Improvements	2019	$ 3,446,300	$ 2,600,000	$ 188,802	$ 2,600,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Sandy	PM2.5	Newproject-024(2020)	18831	9000 South and 450 W & Parkland Dr Intersection Improvements	Thru-U turn at 450 West and 9000 South.	2020	$ 2,185,000	$ 1,984,867	$ 144,133	$ -	$ -	$ 1,984,867	$ -	$ -	$ -	$ -	$ -
Salt Lake	Sandy	Regular	Newproject-S_CMAQ-005(2023)	21224	SR-209 Quarry Bend (9000 South Curve) Pedestrian Bridge; 9050 So & 900 East	Construct pedestrian bridge	2024	$ 9,982,667	$ 3,721,592	$ 270,248	$ -	$ -	$ -	$ -	$ -	$ 3,721,592	$ -	$ -
Salt Lake	Sandy	PM2.5	Newproject-S_CMAQ-005(2024)	22094	11000 South 1000 East Roundabout	Convert an existing 4-way stop intersection to a roundabout	2024	$ 3,456,167	$ 2,100,000	$ 152,494	$ -	$ -	$ -	$ -	$ -		$ 2,100,000	$ -
Salt Lake	Sandy/ Draper		Newproject-S_CMAQ-002(2023)	21221	11400 South & 700 East Intersection	Widen to accommodate dual eastbound and westbound left turn lanes & double storage capacities	2024	$ 3,603,500	$ 3,357,119	$ 243,781	$ -	$ 20,000	$ -	$ -	$ -	$ 3,337,119	$ -	$ -
Salt Lake	Sandy/ Midvale	Regular	Newproject-S_CMAQ-004(2021)	19630	9000 South 700 West Intersection	Construct dual left turn lanes on SB 700 West & Widen and Improve NB Leg 700 West	2021	$ 6,831,560	$ 2,200,000	$ 159,755	$ -	$ -	$ -	$ 2,200,000	$ -	$ -	$ -	$ -
Salt Lake	South Jordan	Regular	Newproject-S_CMAQ-001(2024)	22091	Jordan River Trail Connector; Jordan River Trail to 500 West (Ultradent Dr)	Construct new trail and bridge so pedestrians can access the South Jordan Frontrunner Station using the Jordan River Trail.	2024	$ 1,585,000	$ 1,450,000	$ 105,293	$ -		$ -	$ -	$ -	$ -	$ 1,450,000	$ -
Salt Lake	Taylorsville	PM2.5	New Project - 010( )	17842	Midvalley Connector Bus Rapid Transit (BRT); Atherton Drive to 2700 West	New Construction of BRT	2019	$ 40,400,000	$ 2,000,000	$ 145,232	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UDOT	Regular	CM-R299(9)	5996	Region 2 Commuter Link	ITS/ATMS - Commuter Link	1999	$ 30,684,350	$ 1,198,758	$ 813,112	$ 9,998,649	$ 1,198,758	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UDOT	Regular	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program. (For Private & Public Partnership)	2011	$ 2,400,000	$ 746,077	$ 44,301	$ 610,077	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UDOT	Regular	F-LC35(258)	13129	10400 South & Bangerter Hwy VMS; Northbound & Southbound	Install Variable Message Signs (VMS)	2014	$ 915,200	$ 863,124	$ 62,677	$ 795,227	$ 67,897	$ -	$ -	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Congestion Mitigation/ Air Quality (CMAQ) Program

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds | $PM_{2.5}$ Project

County	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						Current Year	2026	2027	2028	2029	2030	2031
Salt Lake	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	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	UDOT	Regular	New Project	15919	Signal Interconnect	Connect traffic signals to improve traffic signal performance	2017	$ 1,608,600	$ 900,000	$ 65,354	$ -	$ 900,000	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	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	UDOT	PM2.5	Newproject-S_CMAQ-002(2024)	22092	SR-71 at Lone Peak Pkwy	Widen 12300 So (SR-71)to extend free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway. Add additional left turn lane to SB Lone Peak	2024	$ 6,379,200	$ 1,500,000	$ 108,924	$ -		$ -	$ -	$ -	$ -	$ 1,500,000	$ -
Salt Lake	UDOT, Murray, Midvale, Sandy	Regular	New Project	14942	SR-71 (700 E/ 900 E); Van Winkle to 90th South (Lyndy Drive is the new South terminus)	Construct Bike lanes along roadway	2016	$ 3,510,100	$ 1,400,000	$ 101,663	$ -	$ 1,400,000	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA	PM2.5	F-LC35(254)	13125	Sugar House Streetcar Double Track; (was) 500 E to 600 E New limits 300 E to 500 E	Construct a Double Track	2014	$ 3,016,100	$ 900,000	$ 65,354	$ 900,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA	PM2.5	New Project was PIN 14047	13125	Sugar House Streetcar Double Track; 600 East to 700 East	Construct a Double Track	2015	$ 3,016,100	$ 1,000,000	$ 72,616	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	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	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	UTA	Regular		14044	Layton FrontRunner Station Parking	New Construction of Parking Structure for the Layton Station	2015	$ 4,200,000	$ 2,000,000	$ 145,232	$ -	$ -	$ -	$ -	$ -	$ 2,000,000		$ -
Salt Lake	UTA	PM2.5	New Project	14046	33/35 MAX Expansion and Optimization	Transit Service Expansion	2015	$ 3,003,325	$ 2,800,000	$ 203,325	$ 2,800,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Congestion Mitigation/ Air Quality (CMAQ) Program

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds | $PM_{2.5}$ Project

County	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						Current Year	2026	2027	2028	2029	2030	2031
Salt Lake	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	UTA	PM2.5	New Project	14938	University of Utah Intermodal Center	New Construction - Intermodal Center on U of U Campus	2016	$ 4,073,900	$ 2,500,000	$ 181,540	$ -	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA	PM2.5	New Project	15918	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2017	$ 3,516,000	$ 2,105,134	$ 152,867	$ 2,105,134	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA	Regular	New Project - 021( )	17850	SLC West Intermodal Center; North Temple & Redwood Rd	Construct Intermodal Hub	2019	$ 4,200,300	$ 1,400,000	$ 101,663	$ -	$ 1,400,000	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA	PM2.5	Newproject-025(2020)	18832	On Route Electric Bus Charging Infrastructure	Construct 2 electric charging stations for 20 electric buses.	2020	$ 3,000,000	$ 2,500,000	$ 127,078	$ 1,750,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA	Regular	Newproject-S_CMAQ-004(2022)	20315	Midvalley Connector; Murray Station to West Valley Central Station - Operations	Operations for the Midvalley Connector bus rapid transit (BRT) route, connecting Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station.	2022	$ 32,252,889	$ 2,300,000	$ 167,017	$ 2,300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA	PM2.5	Newproject-S_CMAQ-001(2023)	21219	On Route Electric Bus Charging Infrastructure	Construct 2 on-route electric charging stations at key locations	2024	$ 3,000,000	$ 1,296,900	$ 94,176	$ -		$ -	$ -	$ -	$ 1,296,900	$ -	$ -
Salt Lake	UTA		Newproject-S_CMAQ-003(2024)	22090	Davis-SLC Community Connector; Farmington to UofU Research Park	Corridor-based bus rapid transit (BRT) system between Farmington City and SLC.	2024	$ 75,000,000	$ 1,000,000	$ 72,616	$ -	$ -	$ -	$ -	$ -		$ 1,000,000	$ -
Salt Lake	UTA	Regular	CM-9999( )	Tran SEC.	Lease Vans in S L	Air Quality - FTA Fund Transfer	1994	$ 1,855,411	$ 1,104,800	$ 163,125	$ 1,141,600	$ 276,200	$ 276,200	$ 276,200	$ 276,200	$ -	$ -	$ -
Salt Lake	UTA	Regular	CM-9999( )	Tran SEC.	ITS/APTS Deployment in S L	Air Quality - FTA Fund Transfer	1999	$ 12,000,000	$ -	$ 60,998	$ 840,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA\ UDOT	Regular	F-0172(18)	7650	5600 West Bus Rapid Transit (BRT) Phase I; 2700 South to 6200 South	ROW & Construction of Bus Rapid Transit (BRT) (Not to be used for Bus Purchase)	2010	$ 5,000,000	$ 2,000,000	$ 145,232	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Congestion Mitigation/ Air Quality (CMAQ) Program

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds | $PM_{2.5}$ Project

County	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						Current Year	2026	2027	2028	2029	2030	2031
Salt Lake	West Jordan	PM2.5	F-LC35(219)	11097	Jordan River Trail (Gardner Village TRAX Station)	Pedestrian/ Bike Trail	2012	$ 321,785	$ 300,000	$ 21,785	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	West Jordan	PM2.5	F-014155	16927	7000 South & 1500 West	Construct Pedestrian Bridge	2018	$ 4,793,938	$ 1,057,158	$ 76,767	$ 187,438	$ 869,720	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	West Jordan	PM2.5	Newproject-S_CMAQ-001(2022)	20321	7800 South & 6400 West Roundabout	Replace a Controled Stop Intersection with a Round-about	2022	$ 1,461,300	$ 1,362,370	$ 98,930	$ -	$ 1,362,370	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA		Newproject-S_CMAQ-001(2025)		Operations-5600 W Bus Route	Operations for a no-transfer ride from along 5600 West to the International Center and Salt Lake City International Airport; and, via the TRAX Green Line, downtown SLC, and other regional job centers.	2025	$ 31,295,250	$ 1,000,000	$ 72,616	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,000,000
Salt Lake	South Jordan		Newproject-S_CMAQ-002(2025)		Shields Lane Multi-use Path (Phase I)	Reconfigure the cross-section of Shields Lane to include a 12-14 ft multi-use path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort.	2025	$ 4,566,400	$ 1,240,000	$ 90,044		$ -	$ -	$ -	$ -	$ -	$ -	$ 1,240,000
Salt Lake	Sandy		Newproject-S_CMAQ-003(2025)		11400 South & 1300 East Intersection	Project will clear the sight triangles, install a South Bound Right turn lane, install advanced detection, adjust signal timing, upgrade signal infrastructure, restripe intersection, and increasing the left turn storage capacity.	2025	$ 5,373,000	$ 2,280,000	$ 165,565		$ -	$ -	$ -	$ -	$ -	$ -	$ 2,280,000
Salt Lake	Salt Lake City		Newproject-S_CMAQ-004(2025)		2100 South & 1700 East Intersection	Convert a traffic signal at 1700 East and 2100 South to a roundabout to reduce speeds, delays, emissions, air pollution, and to provide a better connection to a future shared use path on the southwest corner.	2025	$ 1,118,800	$ 972,442	$ 70,615		$ -	$ -	$ -	$ -	$ -	$ -	$ 972,442

2026-2031 Transportation Improvement Program (TIP)
Congestion Mitigation/ Air Quality (CMAQ) Program

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds | $PM_{2.5}$ Project

County	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						Current Year	2026	2027	2028	2029	2030	2031
OGDEN/ LAYTON URBAN AREA																		
Box Elder	Brigham City	Regular	Newproject-O_CMAQ-001(2021)	19681	Brigham City Park n Ride Lot approx 1100 W on 1100 S (Hwy. 91)	Construct a park and ride to connect with UTA bus service and support ridesharing to Logan.	2021	$ 1,696,802	$ 1,581,929	$ 114,874	$ -	$ -	$ -	$ 1,581,929	$ -	$ -	$ -	$ -
Davis	Centerville	PM2.5	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	$ 515,877	$ 822,513	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Centerville	PM2.5	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	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	Clinton	Regular	New Project	14849	2000 West (SR-108) & 1300 North	Intersection Improvements	2016	$ 590,600	$ 969,577	$ 70,407	$ 969,577	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	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	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Clinton	PM2.5	Newproject-O_CMAQ-004(2023)	21218	2050 North Pedestrian Underpass on 2000 West	Construct an underground pedestrian crossing on SR-108 (2000 West)	2023	$ 5,500,000	$ 2,750,000	$ 344,927	$ -	$ -	$ -	$ -	$ -	$ 2,750,000	$ 2,000,000	$ -
Davis	Layton	PM2.5	Newproject-O_CMAQ-001(2022)	20317	Kay's Creek Trail Ped/ Bike Overpass at the Layton FrontRunner Project	Construct a Pedestrian Overpass Bridge to span the width of the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station	2022	$ 6,000,000	$ 1,254,160	$ 91,072	$ 197,561	$ 1,056,599	$ -	$ -	$ -	$ -	$ -	$ -
Davis	North Salt Lake	PM2.5	Newproject-O_CMAQ-003(2023)	21217	Center Street Shared Use Trail; Foxboro Drive to Jordan River Trail	Minor Widening and Constructing trail connections to other trail systems and bike lanes, sidewalks	2023	$ 593,400	$ 553,227	$ 40,173	$ -	$ -	$ -	$ -	$ -	$ 553,227	$ -	$ -
Weber	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	Ogden	Regular	Newproject-O_CMAQ-002(2022)	20318	Ogden Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2022	$ 760,400	$ 500,000	$ 36,308	$ -	$ -	$ -	$ -	$ 500,000	$ -	$ -	$ -
Weber	Ogden	Regular	Newproject-O_CMAQ-002(2023)	21216	Ogden Green Bike Share Expansion	Construct additional Bike Docking Stations/ Purchases additional Bikes	2023	$ 678,500	$ 632,518	$ 45,931	$ -	$ -	$ -	$ -	$ -	$ 632,518	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Congestion Mitigation/ Air Quality (CMAQ) Program

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds | $PM_{2.5}$ Project

County	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						Current Year	2026	2027	2028	2029	2030	2031
Weber	Ogden	Regular	Newproject-O_CMAQ-001(2024)	22089	Ogden Green Bike Share Expansion	Construct additional Bike Docking Stations/ Purchases additional Bikes	2024	$ 632,000	$ 400,000	$ 29,046	$ -	$ -	$ -	$ -	$ -	$ -	$ 400,000	$ -
Weber	Ogden/ UTA	PM2.5	New Project	16934	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction	New Construction	2018	$ 75,000,000	$ 3,250,000	$ 236,002	$ 3,250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Ogden/ UTA	Regular	Newproject-O_CMAQ-001(2023)	21215	On Route Electric Bus Charging Infrastructure	Construct an on-route electric charging station at a key location	2023	$ 1,500,000	$ 1,398,450	$ 101,550	$ -	$ -	$ -	$ -	$ -	$ 1,398,450	$ -	$ -
Box Elder	Perry	Regular	New Project	14848	1200 West; 2250 South (Dale Young Nature Park) to 775 West	Widen road facility to include a dedicated 8' bike path	2016	$ 695,000	$ 477,338	$ 34,662	$ 10,000	$ 607,183	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Plain City	PM2.5	New Project	15905	3600 West; 2600 North to 1975 North	Pedestrian and Bicycle Improvements	2017	$ 695,000	$ 441,650	$ 32,071	$ -	$ 441,650	$ -	$ -	$ -	$ -	$ -	$ -
Weber	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	South Ogden/ UDOT	PM2.5	New Project	16945	US-89 & Skyline Drive Intersection	Intersection Improvements	2018	$ 2,515,600	$ 220,641	$ 16,022	$ 220,641	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	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	UDOT	Regular	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program. (For Private & Public Partnership)	2011	$ 2,400,000	$ -	$ 14,523	$ 256,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	UDOT	Regular	New Project	14052	I-15 Corridor Responsive Ramp Metering Management	Corridor Responsive Ramp Metering Software & Hardware	2015	$ 332,900	$ 310,363	$ 22,537	$ 310,363	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	UDOT	PM2.5	F-R199(160)	14845	ATSPM Implementation (Advance Traffic Signal Performance Metrix)	Install and Integrate Advance Signal Detection in Ogden	2016	$ 525,000	$ 489,458	$ 35,543	$ 489,458	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	UDOT/ Kaysville	PM2.5	Newproject-O_CMAQ-002(2021)	19682	200 North / I-15 Interchange Left Turn Lanes (NB & SB)	The project will provide both eastbound and westbound dual left turns at the I-15 Interchange	2021	$ 906,118	$ 845,000	$ 61,361	$ 845,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	UDOT/ North Salt Lake	Regular	New Project	12674	Redwood Road (SR-68) & Center Street	Intersection Improvements	2016	$ 7,839,300	$ 1,000,000	$ 72,616	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Congestion Mitigation/ Air Quality (CMAQ) Program

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds | $PM_{2.5}$ Project

County	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						Current Year	2026	2027	2028	2029	2030	2031
Davis	UTA	Regular	F-LC11(48)	10021	Fruit Heights/ Kaysville 400/200 North Park n Ride Lot	Expand Park n Ride Lot	2011	$ 1,498,000	$ 1,233,000	$ 89,536	$ -	$ 1,233,000	$ -	$ -	$ -	$ -	$ -	$ -
Weber	UTA	PM2.5	New Project	14846	Weber State University Intermodal Center	New Construction - Intermodal Center on WSU Campus	2016	$ 3,116,900	$ 1,000,000	$ 72,616	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	UTA	Regular	New Project	15915	Davis County Ski Route Buses	Purchase 2 buses for seasonal service from parts of Davis County to Snow Basin Resort.	2017	$ 1,020,000	$ 912,830	$ 66,286	$ 912,830	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	UTA	PM2.5	New Project	16939	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2018	$ 1,400,000	$ 950,000	$ 68,985	$ 1,045,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	UTA	PM2.5	Newproject-O_CMAQ-003(2023)	22090	Davis-SLC Community Connector; Farmington to UofU Research Park	Corridor-based bus rapid transit (BRT) system between Farmington City and SLC.	2024	$ 75,000,000	$ 2,000,000	$ 145,232	$ -	$ -	$ -	$ -	$ -		$ 2,000,000	$ -
Weber	UTA	Regular	CM-9999( )	Tran SEC.	Lease Vans in Weber Co	Air Quality - FTA Fund Transfer	1994	$ 895,307	$ 475,200	$ 34,507	$ 504,400	$ 118,800	$ 118,800	$ 118,800	$ 118,800	$ -	$ -	$ -
Weber	UTA	Regular	CM-9999( )	Tran SEC.	ITS/APTS Deployment in Weber Co	Air Quality - FTA Fund Transfer	1999	$ -	$ -	$ -	$ 1,101,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	UTA	Regular	CM-9999( )	Tran. SEC.	Ski Bus Service from Downtown Ogden to Ogden Valley	Purchase Canyon Service Buses	2013	$ 1,027,000	$ 2,383,000	$ 89,536	$ 2,813,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	UTA/ Ogden	Regular	Newproject-027(2020)	18828	WSU Bus Rapid Transit - Operating Subsidy	Operating cost subsidy for 3 years for the Ogden/WSU BRT.	2020	$ 1,230,700	$ 1,147,382	$ 83,318	$ 1,147,382	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	West Point	Regular	Newproject-O_CMAQ-003(2022)	20320	4500 West & 300 North Round-about	Construct a Round-about Intersection to Replace an Off-set Intersection	2022	$ 1,357,000	$ 1,265,131	$ 91,869	$ -	$ -	$ -	$ -	$ -	$ 1,265,131	$ -	$ -
Weber	Weber County		Newproject-O_CMAQ-001(2025)		900 South; 4160 West to 3600 West	Construct a pathway along the north side of 900 South from West Weber Elementary School to 3600 West.	2025	$ 1,497,000	$ 1,000,000	$ 72,616	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,000,000
Weber	North Ogden		Newproject-O_CMAQ-002(2025)		2100 North & Fruitland Drive Intersection	Convert an offset intersection into a roundabout improving sight distance, road drainage, mobility, and reducing congestion	2025	$ 1,497,000	$ 1,000,000	$ 72,616	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,000,000

Transportation Alternatives Program (TAP) Funded Projects

2026 - 2031

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

For the

WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA

2026-2031 Transportation Improvement Program (TIP)
Transportation Alternatives Program (TAP)

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds

County	Sponsor	Route	Project Number	PIN	Project Information: Location/ Limits	Project Information: Concept/ Type of Improvement	Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year: Current Year	2026	2027	2028	2029	Concept Development: 2030	2031
SALT LAKE URBAN AREA																	
Salt Lake	Cottonwood Heights	Fort Union	Newproject-S_TAP-007(2022)	20345	Fort Union Blvd Pedestrian Hybrid Beacon	Install a HAWK Pedestrian Crossing System including ADA accessible ramps on each side of the street, traffic signs, and painted crosswalk.	2022	$ 487,000	$ 454,030	$ 454,030	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Herraman	Rosecrest	Newproject-S_TAP-004(2023)	21234	Rosecrest Bike Lane; 13400 South to Mountain View Corridor	Install buffered bike lanes on Rosecrest Road	2024	$ 417,900	$ 389,608	$ -	$ 389,608	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Herriman	Juniper Crest	Newproject-S_TAP-003(2021)	19688	Juniper Crest Crosswalk & Mt Ogden Peak Dr	This is an intersection crosswalk reconfiguration and Traffic Signal Installation and Reconfiguration of Intersection Crosswalks	2021	$ 330,000	$ 250,000	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Herriman	Anthem Park Blvd	Newproject-S_TAP-006(2022)	20344	Anthem Park Blvd - Bike Lanes; 11800 South to 13400 South	Construct Bike Lanes	2022	$ 125,000	$ 97,892	$ -	$ 97,892	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Holladay	2700 East	Newproject-S_TAP-004(2024)	22106	2700 East Pedestrian Improvements; Morningside Drive to 4500 South	Project will construct missing sidewalk on the east and west sides plus enhance safe crossings.	2024	$ 971,000	$ 740,000	$ -	$ -	$ 740,000	$ -	$ -	$ -	$ -	$ -
Salt Lake	Kearns Metro Township	4220 W	Newproject-S_TAP-002(2023)	21232	4220 West Sidewalk; 5415 So to 5500 South	Construct curb, gutter, and sidewalk on both sides of 4220 West	2024	$ 131,000	$ 122,131	$ 16,875	$ 105,256	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Magna	1	New Project - 026( )	17867	2820 South; 7584 West to 7630 West - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2019	$ 423,900	$ 390,234	$ 1,400,826	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Magna	2	Newproject-030(2020)	17867	2820 South; 7563 West to 7440 West - Sidewalk Original PIN 18836 - Combined with PIN 17867	Safe Routes to School - Construct Missing Sidewalk	2020	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Magna	3	Newproject-S_TAP-002(2021)	17867	2820 South; 7630 West to 7736 West - Sidewalk Original PIN 19687 - Combined with PIN 17867	Safe Routes to School - Construct Missing Sidewalk	2021	$ 514,900	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Millcreek	Birch Dr	Newproject-S_TAP-005(2023)	21235	S Birch Drive; Upland Drive to 3900 South	Construct curb, gutter, sidewalk, and ADA ramps	2024	$ 913,400	$ 758,333	$ -	$ 758,333	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Millcreek	3776 So	Newproject-S_TAP-003(2024)	22105	3776 S 2700 E Crosswalk Enhancement Project	Reconstruct disfunctioning curb & gutter, sidewalk, crosswalk, and ADA ramps.	2024	$ 403,600	$ 376,267	$ -	$ -	$ 376,267	$ -	$ -	$ -	$ -	$ -
Salt Lake	Murray	4800 South	Newproject-S_TAP-008(2022)	20346	I-15 and 4800 South Bike Lanes; Galleria Drive to 325 West	Widen 4800 South under the I-15 overpass to accommodate bike lanes	2022	$ 880,100	$ 600,000	$ -	$ 600,000	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake	Various	Newproject-S_TAP-005(2024)	22107	Bike Share (GREENbike) Capital Care Improvements	This project is a capital replacement of three stations, each with 12 docks, and a total of 36 eBikes.	2024	$ 493,200	$ 459,810	$ -	$ -	$ 459,810	$ -	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Transportation Alternatives Program (TAP)

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					Current Year	2026	2027	2028	2029	2030	2031
Salt Lake	Salt Lake City	Var	New Project - 030( )	17757	SLC Bike Share (GREENbike) Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2019	$ 375,416	$ 200,000	$ -	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake City		F-LC35(265)	18837	1300 South Bypass; 200 East to 500 West	Provide Safe Bicycle Route - Parallel to 1300 South and Improve Pedestrian Crossings to access Ballpark TRAX	2015	$ 458,000	$ 324,000	$ 324,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake City	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	$ 650,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake City	Kensington	Newproject-S_TAP-001(2021)	18837	Kensington East-West Neighborhood Byway (Phase 2) Original PIN 19686 - Combined with PIN 18837	Enhance Bike/ Ped use of and connectivity for all ages & abilities	2021	$ 587,900	$ 350,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Taylorsville	5400 South	Newproject-S_TAP-005(2022)	20343	5400 South;1300 West to Millrace Park	Safe Routes to School - Construct Missing Sidewalk on Northside of 5400 South	2022	$ 600,000	$ 559,380	$ -	$ 559,380	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UDOT	700 East	Newproject-S_TAP-001(2022)	20316	700 East (SR-71); 2100 South to 1300 South Shared Use Path	Construct Shared Use Path along Westside of 700 East	2022	$ 2,985,500	$ 1,000,000	$ 1,200,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA		New Project	16950	Salt Lake Urbanized Area Bike Rack Expansion	Replace UTA Bus Bike Racks for two bikes to Bike Racks for three bikes	2018	$ 91,200	$ 33,198	$ 33,198	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA	POM	Newproject-S_TAP-009(2022)	20347	First/ Last Mile Point of the Mountain Active Transportation Design	Planning study/ Design to identify and evaluate the best locations and alignments for pedestrian and bicycle trails	2022	$ 500,000	$ 300,000	$ -	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA		New Project	15928	Update Bike Cars on FrontRunner	This request is for new bike racks on 10 of UTA's 16 FrontRunner bike cars.	2017	$ 194,800	$ 181,612	$ 181,612	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	West Jordan		New Project	14947	7800 South Jordan River Pedestrian Bridge at 1100 West	Construct New Pedestrian Bridge over the Jordan River	2016	$ 347,700	$ 324,161	$ 265,706	$ 58,456	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	West Jordan	Utah Lake Canal Trail	Newproject-S_TAP-004(2022)	20340	Utah Lake Distribution Canal Trail Southern Segment	Construct Missing Trail Connection to the Jordan Valley Transit Oriented District (JVTOD) with the Jordan Valley Medical Center (hospital), a community college, a high school, various residential communities, and recreational facilities	2022	$ 167,000	$ 155,694	$ -	$ 155,694	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	West Valley City	Var	New Project - 028( )	17869	Cross Towne Trail; 2700 West to Bangerter Hwy	New Trail Construction	2019	$ 600,000	$ 451,458	$ 102,553	$ 348,905	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	West Valley City	Cross Towne	Newproject-S_TAP-002(2022)	20337	Cross Towne Trail; 2700 West to Bangerter Highway	Construction will include addition of sidewalk where none exists, addition of a parallel bike lane in Parkway Blvd, requiring some roadway widening	2022	$ 1,784,200	$ 300,000	$ -	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Transportation Alternatives Program (TAP)

										6/10/2025	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds				
County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					Current Year	2026	2027	2028	2029	2030	2031
Salt Lake	West Valley City	1300 West	Newproject-S_TAP-001(2024)	22103	1300 West Bike Lanes; 4000 South to 3300 South	Improve the pavement section, adding buffered bike lanes, street lighting and connecting sidewalk.	2024	$ 9,585,000	$ 745,000	$ -	$ -	$ 745,000	$ -	$ -	$ -	$ -	$ -
Salt Lake	West Valley City/ Taylorsville	3900 So	Newproject-S_TAP-001(2023)	21231	3900 South Bike Lanes; Redwood Road to Jordan River	Add Buffered bike lanes, a 10' trail, street lighting and connecting sidewalk	2023	$ 9,913,000	$ 1,129,817	$ -	$ 1,129,817	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	White City Metro Township	Sego Lily	Newproject-S_TAP-003(2023)	21233	Sego Lily Crossing at 1300 East	Construct grade appropriate ADA and crosswalk on west leg of intersection	2023	$ 1,108,200	$ 1,033,175	$ -	$ 1,033,175	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	White City Metro Township	Larkspur	Newproject-S_TAP-002(2024)	22104	Larkspur Drive; 700 East to Carnation Drive	Construct two raised crossing with bulb outs, driver feedback signs, storm drains, and pedestrian ramps along Larkspur Drive.	2024	$ 299,000	$ 277,288	$ -	$ -	$ 277,288	$ -	$ -	$ -	$ -	$ -
Salt Lake	UDOT R2/ Murray	5400 South	Newproject-S_TAP-001(2025)		5400 South; Canal Street and Walden Glen Drive	Construct Missing Sidewalk	2025	$ 548,000	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 200,000
Salt Lake	South Jordan	Shields Lane	Newproject-S_TAP-002(2025)		Shields Lane Multi-use Path (Phase I)	Reconfigure the cross-section of Shields Lane to include a 12-14 ft multi-use path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort.	2025	$ 3,310,400	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,500,000
Salt Lake	Salt Lake City	Var	Newproject-S_TAP-003(2025)		SLC Bike Share (GREENbike) Expansion	GREENbike Capital Care: Stations and e-bikes	2025	$ 850,000	$ 400,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 400,000

2026-2031 Transportation Improvement Program (TIP)
Transportation Alternatives Program (TAP)

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					Current Year	2026	2027	2028	2029	2030	2031
OGDEN/ LAYTON URBAN AREA																	
Davis	Centerville	Porter Lane	Newproject-O_TAP-002(2023)	21228	Porter Lane Mult-Use Trail; 400 West to Frontage Road	Construct a Multi-Use Trail on top of the enclosed channel	2023	$ 302,500	$ 151,250	$ -	$ 151,250	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Centerville	Porter Lane	Newproject-O_TAP-001(2024)	22098	Porter Lane Multi-use Trail; 400 West to Main Street (SR-105)	Construct a Multi-Use Trail that will connect the "last mile" from Centerville City's Main Street District to the West Side of I-15.	2024	$ 357,700	$ 178,850	$ -	$ -	$ 178,850	$ -	$ -	$ -	$ -	$ -
Davis	Clearfield	Canal Trail	Newproject-O_TAP-002(2021)	19691	Clearfield Canal Trail; 200 So to 300 No (Clearfield)	Complete a Section of the Trail, Completing a 3 mile bike/ ped facility	2021	$ 145,500	$ 135,650	$ -	$ 135,650	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Davis & Weber County		New Project	15924	Davis and Weber County Bicycle Counters	Project will place automatic counters at strategic locations around Davis and Weber Counties to begin collecting vital user data.	2017	$ 500,000	$ 200,000	$ -	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Farmington		New Project	16953	State Street and 400 West	Relocate and Signalize Pedestrian Crossing	2018	$ 250,000	$ 233,075	$ 233,075	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Farmington		New Project	16954	326 West Park Lane	Construct missing sidewalk	2018	$ 76,200	$ 71,041	$ 71,041	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Hooper	Hooper Slough Trail	Newproject-O_TAP-005(2024)	22102	Hooper Slough Trail Connection	Connect portions of the Hooper Slough Trail (Seg A: 5156 S 5725 W to 5100 S 5500 W and Seg B: 5230 W 4825 S to 5200 W 4600 S	2024	$ 1,103,600	$ 400,000	$ -	$ -	$ 400,000	$ -	$ -	$ -	$ -	$ -
Davis	Layton	Kay's Creek	Newproject-034(2020)	18835	East & West Trail Connections for Kay's Creek Trail Highway 89 Underpass	New Trail Construction	2020	$ 790,500	$ 395,250	$ 395,250	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Layton	3200 West	Newproject-O_TAP-001(2022)	20326	3200 West Safe Route to School	Safe Routes to School - Construct Missing Sidewalk	2022	$ 166,200	$ 81,200	$ -	$ 81,200	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Layton	Davis Weber Canal	Newproject-O_TAP-001(2023)	21227	Davis Weber Canal Trail Phase I; University Park Blvd & 1300 So to 2225 N & 525 W	Extend the Davis Weber Canal Trail into Layton City	2023	$ 654,600	$ 327,300	$ -	$ 327,300	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Layton	Kay's Creek Trail	Newproject-O_TAP-002(2024)	22099	Kay's Creek Trail: Main Street to Hawthorne Drive	Construct the trail connecting safe-routes-to-school, a commuter route, a recreational outlet, and access to downtown	2024	$ 1,470,000	$ 450,000	$ -	$ -	$ 450,000	$ -	$ -	$ -	$ -	$ -
Weber	North Ogden	Various	Newproject-O_TAP-004(2024)	22101	North Ogden Canal Trail Crossing Improvements	This project will construct 2 or more of the four crossing crossing the roadways of 3100 N., 1050 E., 2750 N., and Mountain Road.	2024	$ 800,000	$ 300,000	$ -	$ -	$ 300,000	$ -	$ -	$ -	$ -	$ -
Davis	North Salt Lake	Var	New Project - 023( )	17864	Redwood Road West side path connections	Construct Missing Sidewalk	2019	$ 284,600	$ 200,600	$ 200,600	$ -	$ -	$ -	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Transportation Alternatives Program (TAP)

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					Current Year	2026	2027	2028	2029	2030	2031
Davis	North Salt Lake	Redwood Road	Newproject-O_TAP-003(2022)	20328	Redwood Road Sidewalk Connections; 75 North to 965 North	Construct Missing Pedestrian/ Bicyclist Pathway along westside	2022	$ 283,300	$ 226,640	$ -	$ 226,640	$ -	$ -	$ -	$ -	$ -	$ -
Davis	North Salt Lake	Center Str	Newproject-O_TAP-003(2024)	22100	Center Street sidewalk (Orchard to 340 East)	Construct missing sidewalk to get to the crosswalk at Center St and Orchard Dr.	2024	$ 676,000	$ 265,000	$ -	$ -	$ 265,000	$ -	$ -	$ -	$ -	$ -
Weber	Ogden		F-LC57(29)	12014	Ogden City Bicycle Study; Municipal Boundaries of Ogden City	Produce a Comprehensive Bicycle Facilities Master Plan	2013	$ 100,000	$ 93,000	$ 93,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Ogden	Var	New Project - 024( )	94645	20th & Lincoln Traffic Signal	Intersection, Bike & Ped Improvements	2019	$ 407,100	$ 239,000	$ 239,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Plain City		New Project	15905	1975 North; 3600 West to 3525 West (old PIN 16952) Project moved to the STP Program to facilitate project combination	Construct Sidewalk (Safe Routes to School Project)	2018	$ 360,000	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Plain City	1500 North	Newproject-O_TAP-005(2022)	20334	1500 North Sidewallk Project	Safe Routes to School - Construct Missing Sidewalk	2022	$ 128,500	$ 102,800	$ -	$ 102,800	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Riverdale		New Project	14853	Various Locations throughout the City	Bicycle and Pedestrian - Right of Way Striping and Signage	2016	$ 69,200	$ 65,000	$ -	$ 65,000	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Riverdale	1050 West	Newproject-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	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Roy	Var	New Project - 025( )	17866	3100 West; 4800 South to 5000 South Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2019	$ 301,700	$ 271,530	$ 271,530	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	South Ogden	Adams Ave	Newproject-O_TAP-003(2023)	21229	Adams Avenue Sidewalk; 40th Street to 42nd Street	Construct missing curb, gutter, and sidewalk	2023	$ 2,063,000	$ 1,691,600	$ 9,323	$ 1,682,277	$ -	$ -	$ -	$ -	$ -	$ -
Weber	South Ogden, Washington Terrace, Riverdale		New Project	14856	Three City Alternative Planning Study	Develop a bike and Pedestrian Alternative Transportation Plan to connect the three communities	2016	$ 96,535	$ 90,000	$ 90,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Davis	South Weber	Weber River	Newproject-O_TAP-001(2021)	19690	Weber River Parkway Trailhead Connection Phase 1 Fisherman's Trailhead and US-89 Crossing	Construct Phase I of Trail from US-89 Crossing	2021	$ 383,700	$ 241,186	$ -	$ 241,186	$ -	$ -	$ -	$ -	$ -	$ -
Davis	South Weber	Weber River	Newproject-O_TAP-002(2022)	20327	Weber River Parkway Trailhead Connection Phase III	Construct Phase 3 of Trail from Cottonwood Drive to US-89 Crossing (Weber River & US-89)	2022	$ 499,200	$ 318,101	$ -	$ 318,101	$ -	$ -	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Transportation Alternatives Program (TAP)

										6/10/2025	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds				
County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					Current Year	2026	2027	2028	2029	2030	2031
Davis	South Weber	Weber River	Newproject-O_TAP-004(2022)	20332	Weber River Parkway Trailhead Connection Phase II	Construct Phase 2 of Trail from US-89 Crossing (Weber River & US-89) to Weber Canyon Trailhead (Weber River & Cornia Dr.)	2022	$ 474,300	$ 325,652	$ -	$ 325,652	$ -	$ -	$ -	$ -	$ -	$ -
Davis	South Weber	Weber River	Newproject-O_TAP-004(2023)	21230	Weber River Parkway Trailhead Connection Phase 5; End of Phase 3 to End of Phase 4	Construct Phase 5 of trail. This will complete the trail and fill the gap between Phase 3 and Phase 4	2023	$ 732,400	$ 682,817	$ -	$ 682,817	$ -	$ -	$ -	$ -	$ -	$ -
Davis	UTA		New Project	15923	Update Bike Cars on FrontRunner	Construct new bike racks on 6 of UTA's 16 FrontRunner bike cars.		$ 116,900	$ 95,000	$ 95,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Box Elder	UTA	UIC Rail Corridor	Newproject-O_TAP-007(2022)	20336	Utah Idaho Central (UIC) Railroad Cooridor - Multi-Use Trail Design; 8700 South (Box Elder County) to Willard City Boundary	Design Rail/ Trail Along the UIC Railroad Corridor	2022	$ 200,000	$ 186,460	$ -	$ 186,460	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Roy	3100 West	Newproject-O_TAP-001(2025)		3100 West; 4800 South to 6000 South Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2025	$ 1,697,200	$ 400,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 400,000
Weber	North Ogden	Washington Blvd	Newproject-O_TAP-002(2025)		Washington Blvd HAWK Signals	Either on or near 1900 North or 2650 North	2025	$ 400,000	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 300,000
Weber	Ogden	12th Street	Newproject-O_TAP-003(2025)		12th Street (SR-39); Harrison Blvd to Valley Drive	Construct a Shared Use Path along the north side of SR-39	2025	$ 3,188,800	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 500,000

Carbon Reduction Program (CRP) Funded Projects

2026 - 2031

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

For the

WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA

2026-2031 Transportation Improvement Program (TIP)
Carbon Reduction Program (CRP)

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds

County	Sponsor	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					Current Year	2026	2027	2028	2029	2030	2031
Salt Lake Urban Area																
Salt Lake	Cottonwood Heights	Newproject-S_CRP-003(2023)	21241	Highland Drive Protected Trail; Fort Union Blvd to Villaire Ave	Construct 8-ft asphalt trail on east side of Highland Drive	2024	$ 2,094,300	$ 1,952,516	$ -	$ 1,000,000	$ 952,516	$ -	$ -	$ -	$ -	$ -
Salt Lake	Holladay	Newproject-S_CRP-002(2023)	21240	Signal Optimization Enhancements (Multiple Intersections)	Signal Optimization, improving travel time and signal timing (19 Intersections)	2024	$ 1,152,800	$ 1,074,755	$ -	$ 1,074,755	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Riverton City	Newproject-S_CRP-002(2024)	22097	Construction of Electric Vehicle Charging Stations next to Riverton City Hall	Construct four electric car charging stations in the parking area adjacent to Riverton City Hall	2024	$ 425,000	$ 385,000	$ -	$ -	$ 385,000	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake City/ West Valley City	Newproject-S_CRP-001(2023)	21239	On-Route Charging Infrastructure	Construct 2 on-route electric charging stations at key locations	2024	$ 3,000,000	$ 1,500,000	$ -	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	Salt Lake/ Utah Inland Port Authority	Newproject-S_CMAQ-001(2021)	19683	Electrified Truck Parking Facility (700 North John Glenn Road)	Construct Secure Truck Parking Electrification Facility	2021	$ 9,681,992	$ 2,412,792	$ -	$ 1,000,000	$ 1,412,792	$ -	$ -	$ -	$ -	$ -
Salt Lake	Sandy	Newproject-S_CRP-003(2024)	22094	11000 South 1000 East Roundabout	Convert an existing 4-way stop intersection to a roundabout	2024	$ 3,456,167	$ 1,100,000	$ -	$ -	$ 1,100,000	$ -	$ -	$ -	$ -	$ -
Salt Lake	UDOT	Newproject-S_CRP-001(2024)	22092	12300 South; SB I-15 Offramp to Lone Peak Parkway	Widen 12300 So (SR-71)to extend free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway. Add additional left turn lane to SB Lone Peak	2024	$ 6,379,200	$ 1,000,000	$ -	$ -	$ 1,000,000	$ -	$ -	$ -	$ -	$ -
Salt Lake	UDOT TOC	Newproject-S_STP-004(2021)	19632	Salt lake City Metro- Signal Timing and Optimization 120 to 200 Signals	New Bingham Hwy (SR-48) from 5600 West to 7800 South at Redwood Rd	2021	$ 600,000	$ 559,380	$ -	$ 559,380	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA	New Project	15918	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2017	$ 3,516,000	$ 325,000	$ 325,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA	Newproject-025(2020)	18832	On Route Electric Bus Charging Infrastructure	Construct 2 electric charging stations for 20 electric buses.	2020	$ 3,000,000	$ 2,500,000	$ 2,330,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA	Newproject-S_STP-07(2022)	20315	Midvalley Connector; Murray Station to West Valley Central Station - Operations	Operations for the Midvalley Connector bus rapid transit (BRT) route, connecting Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station.	2022	$ 29,035,040	$ 2,215,816	$ 2,215,816	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Salt Lake	UTA	CM-9999( )	Tran SEC.	WFRC Area	Air Quality - Rideshare & Vanpool Management	1993	$ 4,065,825	$ 326,305	$ 3,464,264	$ 326,305	$ -	$ -	$ -	$ -	$ -	$ -

2026-2031 Transportation Improvement Program (TIP)
Carbon Reduction Program (CRP)

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds

County	Sponsor	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					Current Year	2026	2027	2028	2029	2030	2031
Salt Lake	UTA	Newproject - S_CRP_001(2025)		Vanpool Expansion Vans	Purchase 10 new vans to increase the size of the vanpool fleet.	2025	$ 450,000	$ 419,535								$ 419,535
Salt Lake	Sandy	Newproject - S_CRP_002(2025)		11400 South & 1300 East Intersection	Project will clear the sight triangles, install a South Bound Right turn lane, install advanced detection, adjust signal timing, upgrade signal infrastructure, restripe intersection, and increasing the left turn storage capacity.	2025	$ 5,373,000	$ 1,000,000								$ 1,000,000
Salt Lake	Salt Lake	Newproject - S_CRP_003(2025)		Operations Davis-Salt Lake Community Connector	This funding request is to help support part of the cost of operating the new route for three years. This helps reduce traffic and improve the region's air quality. It serves Davis County to Salt Lake City and U of U.	2025	$ 5,373,000	$ 1,000,000								$ 1,000,000

2026-2031 Transportation Improvement Program (TIP)
Carbon Reduction Program (CRP)

6/10/2025 | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funds

County	Sponsor	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					Current Year	2026	2027	2028	2029	2030	2031
Ogden/ Layton Urbanize Area																
Weber	Farr West	Newproject-O_CRP-001(2024)	22095	1200 West Harrisville Road Roundabout	Convert an existing 4-way stop intersection to a roundabout	2024	$ 1,698,000	$ 900,000	$ -	$ -	$ 900,000	$ -	$ -	$ -	$ -	$ -
Davis	Layton	Newproject-O_CMAQ-001(2022)	20317	Kay's Creek Trail Ped/ Bike Overpass at the Layton FrontRunner Project	Construct a Pedestrian Overpass Bridge to span the width of the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station	2022	$ 6,000,000	$ 800,000	$ 800,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Roy	New Project - 018( )	17847	6000 South & 3100 West Round-a-bout	Intersection & Pedestrian Improvements	2019	$ 760,700	$ 673,470	$ -	$ 673,470	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Roy	Newproject-O_CRP-001(2023)	21236	Roy Municipal Bldg. Electric Vehicle Charging Stations 5051 South 1900 West	Installation of four (4) electric vehicle charging stations	2024	$ 100,500	$ 93,696	$ -	$ 93,696	$ -	$ -	$ -	$ -	$ -	$ -
Weber	Roy	Newproject-O_CRP-002(2024)	22096	4300 West 6000 South Roundabout	Convert an existing 4-way stop intersection to a roundabout	2024	$ 1,953,000	$ 900,000	$ -	$ -	$ 900,000	$ -	$ -	$ -	$ -	$ -
Weber	South Ogden/ UDOT	New Project	16945	US-89 & Skyline Drive Intersection	Intersection Improvements	2018	$ 2,515,600	$ 1,185,477	$ 13,889	$ 1,171,588	$ -	$ -	$ -	$ -	$ -	$ -
Davis	Syracuse	Newproject-O_CRP-003(2023)	21238	Antelope Drive Shared Use Trail-Phase I; Causeway Gatehouse to Doral Drive	Construct a shared use trail to provide access between neighborhoods, safe route to school and access to island	2024	$ 2,246,700	$ 349,906	$ -	$ 349,906	$ -	$ -	$ -	$ -	$ -	$ -
Weber	UTA	Newproject-028(2020)	18829	On Route Electric Bus Charging Infrastructure	Construct electric charging station for 10 electric buses.	2020	$ 1,500,000	$ 1,398,450	$ 1,398,450	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Weber	UTA	CM-9999( )	Tran SEC.	WFRC Area	Air Quality - Rideshare & Vanpool Management	1993	$ 2,119,280	$ 476,014	$ 1,608,700	$ 161,754	$ -	$ -	$ -	$ -	$ -	$ -
Davis	West Point	Newproject-O_CRP-002(2023)	21237	1800 North & 4500 West Intersection	Improve Intersection Functionality Construct Round-about	2023	$ 2,087,300	$ 1,013,690	$ -	$ 506,845	$ 506,845	$ -	$ -	$ -	$ -	$ -
Weber	Weber County	Newproject - O_CRP_001(2025)		900 South; 4160 West 3600 West	Construct a pathway along the north side of 900 South from West Weber Elementary School to 3600 West.	2025	$ 1,497,000	$ 395,653								$ 395,653
Weber	Farr West	Newproject - O_CRP_002(2025)		2575 West; 3300 North 2975 North	Widen the west side of the road to provide for a bike lane and construct a separated path on the east side of roadway for pedestrian use and construct missing sidewalk	2025	$ 1,593,300	$ 1,100,000								$ 1,100,000

State & Other Federal Highway Administration Funds ePM Tables For –

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

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

Any Area Statewide Bridge Replacement
Off System – Local
Off System – Optional
Highway Safety Improvement Program (HSIP)
Safety Any Area
Rail/ Highway Crossing – Hazard Elimination
Recreational Trails Program
Safe Routes to School
Economic Recovery
Surface Transportation Program Flexible Funding
Other Federal Funds
State Transportation Investment Funds
Statewide Pavement Program

Box Elder County Projects

Region	PIN	Status / Fund	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
BOX EL	19478	Undr Const	F-R199(320)6	30	6		Grouse Creek Bridge Replacement (0C 459)	New Bridge/Bridge Replacement										
		Adv Dt: 04/27/24					SR-30; MP 6.04 - 6.22											
		NHPP_BR							$6,383,472	$0	$0	$0	$0	$0	$6,383,472	$5,951,311	$432,161	$0
		NHPP_NHS							$250,000	$0	$0	$0	$0	$0	$250,000	$233,075	$16,925	$0
		STP_BRIDGE							$616,528	$0	$0	$0	$0	$0	$616,528	$574,789	$41,739	$0
		STP_COVID_ST							$750,000	$0	$0	$0	$0	$0	$750,000	$750,000	$0	$0
		Total							$8,000,000	$0	$0	$0	$0	$0	$8,000,000	$7,509,175	$490,825	$0
BOX EL	15677	Undr Const	F-0089(456)423	89	423	7	US-89; SR-126 to Perry	High Volume										
		Adv Dt: 01/11/25					US-89; MP 423.22 - 430.13											
		L_BETTERMENT							$761,316	$0	$0	$0	$0	$0	$761,316	$0	$0	$761,316
		NHPP_NHS							$12,618,575	$45,381,425	$0	$0	$0	$0	$58,000,000	$54,073,400	$3,926,600	$0
		ST_TRANS_SOL							$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Total							$13,379,891	$45,381,425	$0	$0	$0	$0	$58,761,316	$54,073,400	$3,926,600	$761,316
BOX EL	21768	Funding	NEWPRJ-21768	126	21		SR-126 over I-15 Bridge Replacement (0C 481)	Replacement and Rehabilitation - Structure										
		To Be Adv Dt:					SR-126; MP 21.10 - 21.43											
NEW		STP_BRIDGE							$0	$0	$1,500,000	$11,500,000	$7,500,000	$0	$20,500,000	$19,112,150	$1,387,850	$0
BOX EL	16938	STIP	F-1098(2)1	1098	1		1200 West Box Elder Creek Bridge at 600 North	New Bridge/Bridge Replacement										
		To Be Adv Dt:					Cnty:FA-1098; MP .81 - .81											
		LOCAL_GOVT							$0	$0	$53,000	$0	$0	$0	$53,000	$0	$0	$53,000
		STP_URB_O/L							$0	$0	$1,697,000	$0	$0	$0	$1,697,000	$1,582,113	$0	$114,887
		Total							$0	$0	$1,750,000	$0	$0	$0	$1,750,000	$1,582,113	$0	$167,887
BOX EL	21197	STIP	F-1098(3)0	1098		1	1200 West; 600 North to Industrial Way	Reconstruct & Widening										
		To Be Adv Dt:					Cnty:FA-1098; MP .24 - .81											
		LOCAL_GOVT							$0	$0	$0	$0	$0	$6,750,168	$6,750,168	$0	$0	$6,750,168
		STP_URB_O/L							$0	$0	$0	$0	$0	$2,145,232	$2,145,232	$2,000,000	$0	$145,232
		Total							$0	$0	$0	$0	$0	$8,895,400	$8,895,400	$2,000,000	$0	$6,895,400
BOX EL	22867	Funding	NEWPRJ-22867	1098			1200 West; Forest Street to Industrial Way	Major Rehabilitation - Roadway										
		To Be Adv Dt:					Cnty:FA-1098; MP .00 - .24											
NEW		LOCAL_GOVT							$0	$0	$0	$0	$0	$730,768	$730,768	$0	$0	$730,768
		STP_URB_O/L							$0	$0	$0	$0	$0	$2,145,232	$2,145,232	$2,000,000	$0	$145,232
		Total							$0	$0	$0	$0	$0	$2,876,000	$2,876,000	$2,000,000	$0	$876,000
BOX EL	18257	Undr Const	F-I84-4(7)0	MULT			Bridge Replacement & Rehabilitation near Tremonton	Replacement and Rehabilitation - Structure										
		Adv Dt: 05/11/24					POCATELLO/VALLEY - OVERPASS; MP .00 - .25 & BOTHWELL INT. - OVERPASS; MP .00 - .12 & SR-102; MP 14.00 - 14.49											
		BFP_BR_MAIN							$6,000,000	$0	$0	$0	$0	$0	$6,000,000	$5,593,800	$406,200	$0
		NHPP_BR							$9,555,206	$0	$0	$0	$0	$0	$9,555,206	$8,908,319	$646,887	$0
		Total							$15,555,206	$0	$0	$0	$0	$0	$15,555,206	$14,502,119	$1,053,087	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Box Elder County Projects												
BOX EL	20773	Scoping	F-I84-4(9)22		MULT		I-84 Bridge Replacements; Blue Creek & Howell				Rehabilitation or Replacement			
		To Be Adv Dt: 01/28/27					I-84; MP 20.17 - 20.38 & I-84; MP 26.44 - 26.62							
		NHPP_BR	$10,000	$0	$24,490,000	$0	$0	$0	$24,500,000	$22,841,350	$1,658,650	$0
		ST_BRIDGE	$150,000	$2,850,000	$0	$0	$0	$0	$3,000,000	$0	$3,000,000	$0
		Total	$160,000	$2,850,000	$24,490,000	$0	$0	$0	$27,500,000	$22,841,350	$4,658,650	$0
BOX EL	21862	Scoping	S-I15-8(177)366		MULT		I-15; SR-13 to SR-240 Passing Lanes				Passing Lane			
		To Be Adv Dt: 05/07/26					I-15; MP 361.70 - 373.30 & I-15; MP 361.70 - 373.30							
		ST_TIF	$0	$19,000,000	$0	$0	$0	$0	$19,000,000	$0	$19,000,000	$0
BOX EL	13932	Scoping	F-LC03(22)		OTHER		750 North 200 West, Willard City				Intersection Modification			
		To Be Adv Dt: 04/06/26					750 North 200 West, Willard City, Utah							
		CMAQ_BOX_ELD	$0	$91,172	$0	$0	$0	$0	$91,172	$85,000	$0	$6,172
BOX EL	20552	Scoping	S-R199(358)		OTHER		Historic Orchard Parkway Shared Use Path				Local/MPO/Other Agency Pass-Through			
		Will Not Adv					Historic Orchard Drive 750 N to 8700 S. Willard							
		LOCAL_MATCH	$0	$1,200,000	$0	$0	$0	$0	$1,200,000	$0	$0	$1,200,000
		ST_TIF_ACT80	$0	$4,800,000	$0	$0	$0	$0	$4,800,000	$0	$4,800,000	$0
		Total	$0	$6,000,000	$0	$0	$0	$0	$6,000,000	$0	$4,800,000	$1,200,000
BOX EL	20553	Undr Const	S-R199(359)		OTHER		1200 W. Trail from 2250 S. to 3600 S. Perry				Local/MPO/Other Agency Pass-Through			
		Will Not Adv					1200 West Trail from 2250 South to 3600 South in Perry							
		LOCAL_MATCH	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		L_PASS_MATCH	$1,035,000	$0	$0	$0	$0	$0	$1,035,000	$0	$0	$1,035,000
		ST_TIF_ ACT	$765,000	$0	$0	$0	$0	$0	$765,000	$0	$765,000	$0
		ST_TIF_ACT80	$2,100,000	$0	$0	$0	$0	$0	$2,100,000	$0	$2,100,000	$0
		Total	$3,900,000	$0	$0	$0	$0	$0	$3,900,000	$0	$2,865,000	$1,035,000
BOX EL	14848	Scoping	F-LC03(26)		OTHER		1200 W; 2250 S. to 775 W., Bike Trail, Perry				Pedestrian/Bike facility			
		To Be Adv Dt: 12/10/25					1200 West, 2250 South to 775 West							
		CMAQ_BOX_ELD	$10,726	$651,274	$0	$0	$0	$0	$662,000	$617,183	$0	$44,817
		LOCAL_GOVT	$0	$33,000	$0	$0	$0	$0	$33,000	$0	$0	$33,000
		Total	$10,726	$684,274	$0	$0	$0	$0	$695,000	$617,183	$0	$77,817
BOX EL	19681	STIP	F-R199(328)		OTHER		Brigham City Park n Ride Lot 1100 So (HWY 91)				UTA/Transit			
		To Be Adv Dt:					Brigham City Park n Ride Lot - approx 1100 West on 1100 South (Hwy 91)							
		CMAQ_WFRC	$0	$0	$0	$0	$0	$1,581,929	$1,581,929	$1,474,832	$0	$107,097
BOX EL	20306	STIP	F-R199(348)		OTHER		1200\ 1100 West; 1100 South to 1600 South, Perry				Intersection Modification			
		To Be Adv Dt:					Project will extend 1100 West from 1100 South intersection to Perry's 1200 West Corridor							
		LOCAL_GOVT	$0	$0	$0	$0	$0	$2,037,600	$2,037,600	$0	$0	$2,037,600
		STP_URB_O/L	$0	$0	$0	$0	$0	$2,964,500	$2,964,500	$2,763,803	$0	$200,697
		Total	$0	$0	$0	$0	$0	$5,002,100	$5,002,100	$2,763,803	$0	$2,238,297

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Box Elder County Projects												
BOX EL	20336	STIP	F-R199(354)		OTHER		Utah Idaho Central Railroad - Trail Design	Pedestrian/Bike facility
	To Be Adv Dt:						Utah Idaho Central (UIC) Railroad Cooridor - Multi-Use Trail Design; 8700 South (Box Elder County) to Willard City Boundary	
		TAP_URB_O/L	$0	$200,000	$0	$0	$0	$0	$200,000	$186,460	$0	$13,540
BOX EL	19557	STIP	UT-FTBR-PA-WIBA(1)				WILLARD BAY WEST ACCESS ROAD PHASE I - STUDY	Federal Lands Access Program
	To Be Adv Dt:						WILLARD BAY WEST ACCESS ROAD PHASE I - UT FTBR PA WIBA(1)	
		FLHP	$0	$100	$0	$0	$0	$0	$100	$100	$0	$0
BOX EL	19563	STIP	UT-FTFW-BERI(10)1				Auto Tour Route - UT FTFW BERI 10(1)	Federal Lands Access Program
	To Be Adv Dt:						Auto Tour Route - Rehabilitate Auto Tour Route 10	
		FLHP	$0	$1,300,000	$0	$0	$0	$0	$1,300,000	$1,300,000	$0	$0
BOX EL	23005	Funding	NEWPRJ-23005				UT NP Golden Spike 315426 PARKING AREAS	Federal Lands Access Program
	To Be Adv Dt:						Golden Spike NHP - PARKING AREAS	
NEW		FLHP	$0	$1,545,450	$0	$0	$0	$0	$1,545,450	$1,545,450	$0	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description				
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Davis County Projects												
DAVIS	21237	Scoping	F-0037(23)4	37	5		1800 North & 4500 West Intersection	Intersection Modification				
		To Be Adv Dt: 11/10/26					SR-37; MP 4.51 - 4.51					
		CARBON_O/L	$0	$1,087,300	$0	$0	$0	$0	$1,087,300	$1,013,690	$0	$73,610
		LOCAL_GOVT	$0	$1,000,000	$0	$0	$0	$0	$1,000,000	$0	$0	$1,000,000
		Total	$0	$2,087,300	$0	$0	$0	$0	$2,087,300	$1,013,690	$0	$1,073,610
DAVIS	20328	STIP	F-0068(139)64	68	65	1	Redwood Road Missing Sidewalks; 75 No to 965 No	Pedestrian/Bike facility				
		To Be Adv Dt:					SR-68; MP 64.64 - 65.61					
		LOCAL_GOVT	$0	$40,202	$0	$0	$0	$0	$40,202	$0	$0	$40,202
		TAP_URB_O/L	$0	$243,098	$0	$0	$0	$0	$243,098	$226,640	$0	$16,458
		Total	$0	$283,300	$0	$0	$0	$0	$283,300	$226,640	$0	$56,660
DAVIS	10021	Scoping	F-LC11(48)	89	400		Fruit Heights / Kaysville 400/200 North	UTA/Transit				
		To Be Adv Dt: 08/06/26					US-89; MP 399.70 - 399.80					
		CMAQ_WFRC	$0	$0	$0	$0	$0	$1,322,536	$1,322,536	$1,233,000	$0	$89,536
DAVIS	22077	Scoping	F-0089(622)388	89	388		Parkin Overpass/ Bamberger Railroad Bridge; 500 W	Intersection Modification				
		To Be Adv Dt: 11/25/26					US-89; MP 387.56 - 387.56					
		LOCAL_GOVT	$0	$0	$0	$0	$0	$5,935,768	$5,935,768	$0	$5,935,768	$0
		STP_FLX_ST	$0	$900,000	$0	$0	$0	$0	$900,000	$839,070	$60,930	$0
		STP_URB_O/L	$0	$750,000	$0	$0	$0	$1,395,232	$2,145,232	$2,000,000	$145,232	$0
		Total	$0	$1,650,000	$0	$0	$0	$7,331,000	$8,981,000	$2,839,070	$6,141,930	$0
DAVIS	15917	Undr Const	F-0105(8)1	105	1		PARRISH LN (SR105) 400 WEST INTERSEC CENTERVILLE	Intersection Improvements				
		Adv Dt: 10/05/24					SR-105; MP .66 - .85					
		CMAQ_PM2.5	$1,435,579	$0	$0	$0	$0	$0	$1,435,579	$1,338,390	$0	$97,189
		CMAQ_WFRC	$1,501,663	$0	$0	$0	$0	$0	$1,501,663	$1,400,000	$0	$101,663
		LOCAL_GOVT	$0	$288,208	$0	$0	$0	$0	$288,208	$0	$0	$288,208
		STP_COVID_OL	$441,652	$0	$0	$0	$0	$0	$441,652	$441,652	$0	$0
		ST_TIF	$0	$1,000,000	$0	$0	$0	$0	$1,000,000	$0	$1,000,000	$0
		Total	$3,378,894	$1,288,208	$0	$0	$0	$0	$4,667,102	$3,180,042	$1,000,000	$487,060
DAVIS	16933	Active	F-0106(21)8	106	8	1	Main Street (SR-106); Park Lane to Shepard Lane	Reconstruct & Widening				
		To Be Adv Dt: 05/28/25					SR-106; MP 8.30 - 9.05					
		LOCAL_GOVT	$2,634,165	$0	$0	$0	$0	$0	$2,634,165	$0	$0	$2,634,165
		STP_URB_O/L	$8,272,883	$0	$0	$0	$0	$0	$8,272,883	$7,712,809	$0	$560,074
		ST_CONT_R1	$190,000	$0	$0	$0	$0	$0	$190,000	$0	$190,000	$0
		ST_PVMT_LV2	$300,000	$0	$0	$0	$0	$0	$300,000	$0	$300,000	$0
		TAP_FLEX	$1,072,616	$0	$0	$0	$0	$0	$1,072,616	$1,000,000	$72,616	$0
		T_STP_UB_O/L	$1,072,616	$0	$0	$0	$0	$0	$1,072,616	$1,000,000	$72,616	$0
		Total	$13,542,280	$0	$0	$0	$0	$0	$13,542,280	$9,712,809	$635,232	$3,194,239

Region	PIN	Status / Fund	Project No.	Prior	2026	Rt.	Beg	Len	2027	2028	2029	CD	Total	Fed Aid	State	Other
Davis County Projects																
DAVIS	19605	STIP	F-0107(16)0		107			1	300 North; 3000 West to 4000 West - Reconstruction				Reconstruct & Widening			
		To Be Adv Dt:							SR-107; MP .49 - 1.50							
		LOCAL_GOVT		$0	$0				$0	$0	$0	$1,072,616	$1,072,616	$0	$0	$1,072,616
		STP_URB_O/L		$0	$0				$0	$0	$0	$2,835,184	$2,835,184	$2,643,242	$0	$191,942
			Total	$0	$0				$0	$0	$0	$3,907,800	$3,907,800	$2,643,242	$0	$1,264,558
DAVIS	15680	Undr Const	S-0108(36)6		108		6	2	SR-108; 300 North to 1800 North				Widen Existing Facility			
		Adv Dt: 06/03/23							SR-108; MP 6.00 - 7.51							
		L_BETTERMENT		$5,108,684	$1,963,393				$0	$0	$0	$0	$7,072,078	$0	$0	$7,072,078
		ST_APPROP		$214,022	$0				$0	$0	$0	$0	$214,022	$0	$214,022	$0
		ST_TIF		$73,785,978	$5,000,000				$0	$0	$0	$0	$78,785,978	$0	$78,785,978	$0
			Total	$79,108,684	$6,963,393				$0	$0	$0	$0	$86,072,078	$0	$79,000,000	$7,072,078
DAVIS	21218	STIP	F-0108(45)7		108		8		2050 North Pedestrian Underpass on 2000 West				Pedestrian/Bike facility			
		To Be Adv Dt:							SR-108; MP 7.75 - 7.75							
		CMAQ_WFRC		$0	$0				$0	$0	$0	$2,949,694	$2,949,694	$2,750,000	$0	$199,694
		LOCAL_GOVT		$0	$0				$0	$0	$0	$2,550,306	$2,550,306	$0	$0	$2,550,306
			Total	$0	$0				$0	$0	$0	$5,500,000	$5,500,000	$2,750,000	$0	$2,750,000
DAVIS	19855	Undr Const	S-0193(26)0		193				SR-193 Extension; SR-110 to SR-177				New Capacity			
		Adv Dt: 03/25/23							SR-193; MP .00 - .10							
		ST_APPROP		$428,701	$0				$0	$0	$0	$0	$428,701	$0	$428,701	$0
		ST_TIF		$7,444,231	$2,555,769				$0	$0	$0	$0	$10,000,000	$0	$10,000,000	$0
			Total	$7,872,933	$2,555,769				$0	$0	$0	$0	$10,428,701	$0	$10,428,701	$0
DAVIS	19623	Scoping	F-1384(2)1		1384		1		NSL - Main Street Sidewalk; I-15 to 1001 North				Reconstruct & Widening			
		To Be Adv Dt: 04/06/26							Cnty:FA-1384; MP 1.09 - 1.56							
		LOCAL_GOVT		$0	$71,606				$0	$0	$0	$1,476,476	$1,548,082	$0	$0	$1,548,082
		STP_URB_O/L		$1,158,700	$160,894				$0	$0	$0	$2,768,524	$4,088,118	$3,811,352	$0	$276,766
			Total	$1,158,700	$232,500				$0	$0	$0	$4,245,000	$5,636,200	$3,811,352	$0	$1,824,848
DAVIS	20302	Scoping	F-1384(3)1		1384		2		1100 West; 2185 South to 1100 North (2600 South)				Reconstruct no widening			
		To Be Adv Dt: 01/06/27							Cnty:FA-1384; MP 1.57 - 1.97							
		LOCAL_GOVT		$0	$0				$0	$0	$0	$1,797,368	$1,797,368	$0	$0	$1,797,368
		STP_URB_O/L		$10,000	$0				$0	$0	$0	$2,135,232	$2,145,232	$2,000,000	$0	$145,232
			Total	$10,000	$0				$0	$0	$0	$3,932,600	$3,942,600	$2,000,000	$0	$1,942,600
DAVIS	19624	Scoping	F-1388(1)4		1388		4		400 East - 100 South to Pages Lane				Reconstruct no widening			
		To Be Adv Dt: 10/16/25							Cnty:FA-1388; MP 3.91 - 4.37							
		LOCAL_GOVT		$276,706	$0				$0	$0	$0	$881,015	$1,157,720	$0	$0	$1,157,720
		STP_URB_O/L		$77,069	$0				$0	$0	$0	$2,959,385	$3,036,455	$2,830,887	$0	$205,568
			Total	$353,775	$0				$0	$0	$0	$3,840,400	$4,194,175	$2,830,887	$0	$1,363,288

Davis County Projects

Region	PIN	Status / Fund	Project No.	Prior	2026	Rt.	Beg	Len	2027	2028	2029	CD	Total	Fed Aid	State	Other
DAVIS	20544	Scoping Will Not Adv	S-1395(3)2		1392		2		Town Center I-15 Trail NSL Cnty:FA-1392; MP 2.07 - 2.27				Local/MPO/Other Agency Pass-Through			
		LOCAL_MATCH		$0	$250,800				$0	$0	$0	$0	$250,800	$0	$0	$250,800
		ST_TIF_ ACT		$0	$376,200				$0	$0	$0	$0	$376,200	$0	$376,200	$0
			Total	$0	$627,000				$0	$0	$0	$0	$627,000	$0	$376,200	$250,800
DAVIS	20549	Scoping Will Not Adv	S-1392(2)2		1392		2		Center Street Sidewalk; US-89 to Orchard Drive NSL Cnty:FA-1392; MP 2.35 - 2.60				Local/MPO/Other Agency Pass-Through			
		LOCAL_MATCH		$0	$253,620				$0	$0	$0	$0	$253,620	$0	$0	$253,620
		ST_TTIF_FMLM		$0	$322,380				$0	$0	$0	$0	$322,380	$0	$322,380	$0
			Total	$0	$576,000				$0	$0	$0	$0	$576,000	$0	$322,380	$253,620
DAVIS	17796	Undr Const Adv Dt: 04/20/24	F-R199(8)		1418		1		800 West & 1500 South Intersection Cnty:FA-1418; MP .71 - 1.01 & 800 West & 1500 South Intersection, Woods Cross, Utah 84087				Intersection Modification			
		LOCAL_GOVT		$0	$420,000				$0	$0	$0	$0	$420,000	$0	$0	$420,000
		STP_URB_O/L		$1,324,654	$0				$0	$0	$0	$0	$1,324,654	$1,234,975	$0	$89,679
			Total	$1,324,654	$420,000				$0	$0	$0	$0	$1,744,654	$1,234,975	$0	$509,679
DAVIS	20548	Scoping Will Not Adv	S-1431(2)1		1431		1	1	10' multi use trail along 1250 W in Centerville Cnty:FA-1431; MP 1.04 - 1.69				Local/MPO/Other Agency Pass-Through			
		LOCAL_MATCH		$0	$280,200				$0	$0	$0	$0	$280,200	$0	$0	$280,200
		ST_TIF_ ACT		$0	$420,300				$0	$0	$0	$0	$420,300	$0	$420,300	$0
			Total	$0	$700,500				$0	$0	$0	$0	$700,500	$0	$420,300	$280,200
DAVIS	21192	STIP To Be Adv Dt:	F-1431(3)0		1431		1		1250 West; Parrish Lane to 200 North Cnty:FA-1431; MP .87 - 1.04				Reconstruct no widening			
		LOCAL_GOVT		$0	$0				$0	$0	$0	$215,792	$215,792	$0	$0	$215,792
		STP_URB_O/L		$0	$0				$0	$0	$0	$536,308	$536,308	$500,000	$0	$36,308
			Total	$0	$0				$0	$0	$0	$752,100	$752,100	$500,000	$0	$252,100
DAVIS	22863	Funding To Be Adv Dt:	NEWPRJ-22863		1431		1		1250 West; 200 North to 100 South Cnty:FA-1431; MP .64 - .87				Major Rehabilitation - Roadway			
NEW		LOCAL_GOVT		$0	$0				$0	$0	$0	$427,384	$427,384	$0	$0	$427,384
		STP_URB_O/L		$0	$0				$0	$0	$0	$1,072,616	$1,072,616	$1,000,000	$0	$72,616
			Total	$0	$0				$0	$0	$0	$1,500,000	$1,500,000	$1,000,000	$0	$500,000
DAVIS	22098	STIP To Be Adv Dt:	F-1436(1)0		1436				Porter Lane Multi-use Trail; 400 W to Main St Cnty:FA-1436; MP .00 - .34				Pedestrian/Bike facility			
		LOCAL_GOVT		$0	$165,863				$0	$0	$0	$0	$165,863	$0	$0	$165,863
		TAP_URB_O/L		$0	$191,837				$0	$0	$0	$0	$191,837	$178,850	$0	$12,987
			Total	$0	$357,700				$0	$0	$0	$0	$357,700	$178,850	$0	$178,850

Region	PIN	Status / Fund	Project No.	Prior	2026	Rt.	Beg	Len	2027	2028	2029	CD	Total	Fed Aid	State	Other
Davis County Projects																
DAVIS	20547	Scoping	S-1448(1)0		1448	1	1	Sidewalk & Bike lanes on Crestwood Rd Kaysville					Local/MPO/Other Agency Pass-Through			
		Will Not Adv						Cnty:FA-1448; MP .74 - 1.84								
		LOCAL_MATCH		$85,096	$834,904			$0	$0	$0	$0	$920,000	$0	$0	$920,000	
		ST_TIF_ ACT		$0	$1,380,000			$0	$0	$0	$0	$1,380,000	$0	$1,380,000	$0	
			Total	$85,096	$2,214,904			$0	$0	$0	$0	$2,300,000	$0	$1,380,000	$920,000	
DAVIS	19625	STIP	F-1450(0)0		1450		1	Mutton Hollow; Main Street to Fairfield Road					Intersection Modification			
		To Be Adv Dt:						Cnty:FA-1450; MP .00 - .78								
		LOCAL_GOVT		$0	$0			$0	$0	$0	$2,905,168	$2,905,168	$0	$0	$2,905,168	
		STP_URB_O/L		$0	$0			$0	$0	$0	$2,145,232	$2,145,232	$2,000,000	$0	$145,232	
			Total	$0	$0			$0	$0	$0	$5,050,400	$5,050,400	$2,000,000	$0	$3,050,400	
DAVIS	20326	STIP	F-1466(2)0		1466	1		3200 West Safe Route to School					Pedestrian/Bike facility			
		To Be Adv Dt:						Cnty:FA-1466; MP .50 - .66								
		LOCAL_GOVT		$0	$79,104			$0	$0	$0	$0	$79,104	$0	$0	$79,104	
		TAP_URB_O/L		$0	$87,096			$0	$0	$0	$0	$87,096	$81,200	$0	$5,896	
			Total	$0	$166,200			$0	$0	$0	$0	$166,200	$81,200	$0	$85,000	
DAVIS	19740	Scoping	S-R199(340)		1478	4		Kays Creek Parkway Shared Use Path					Pedestrian/Bike facility			
		Will Not Adv						Cnty:FA-1478; MP 3.90 - 4.00 & Kays Creek Parkway Shared Use Path								
		L_PASS_MATCH		$0	$78,800			$0	$0	$0	$0	$78,800	$0	$0	$78,800	
		ST_TIF_ACT80		$0	$315,200			$0	$0	$0	$0	$315,200	$0	$315,200	$0	
			Total	$0	$394,000			$0	$0	$0	$0	$394,000	$0	$315,200	$78,800	
DAVIS	22078	STIP	F-1485(1)0		1485		1	700 South Widening; 4000 West to 4500 West					Major Rehabilitation - Roadway			
		To Be Adv Dt:						Cnty:FA-1485; MP .00 - .51								
		LOCAL_GOVT		$0	$0			$0	$0	$0	$2,687,176	$2,687,176	$0	$0	$2,687,176	
		STP_URB_O/L		$0	$0			$0	$0	$0	$1,608,924	$1,608,924	$1,500,000	$0	$108,924	
			Total	$0	$0			$0	$0	$0	$4,296,100	$4,296,100	$1,500,000	$0	$2,796,100	
DAVIS	18810	STIP	F-1489(1)0		1489		1	300 North; 2000 West to 3000 West					Reconstruct & Widening			
		To Be Adv Dt:						Cnty:FA-1489; MP .00 - 1.01								
		LOCAL_GOVT		$0	$115,000			$0	$0	$0	$0	$115,000	$0	$0	$115,000	
		STP_URB_O/L		$0	$3,197,700			$0	$0	$0	$0	$3,197,700	$2,981,216	$0	$216,484	
			Total	$0	$3,312,700			$0	$0	$0	$0	$3,312,700	$2,981,216	$0	$331,484	
DAVIS	22865	Funding	NEWPRJ-22865		1489		1	300 North; 4000 West to 4500 West					Major Rehabilitation - Roadway			
		To Be Adv Dt:						Cnty:FA-1489; MP .00 - .50								
NEW		LOCAL_GOVT		$0	$0			$0	$0	$0	$2,817,176	$2,817,176	$0	$0	$2,817,176	
		STP_URB_O/L		$0	$0			$0	$0	$0	$1,608,924	$1,608,924	$1,500,000	$0	$108,924	
			Total	$0	$0			$0	$0	$0	$4,426,100	$4,426,100	$1,500,000	$0	$2,926,100	

Davis County Projects

Region	PIN	Status / Fund	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
DAVIS	22862	Funding	NEWPRJ-22862	1506	1	1	2300 North Roadway: Cranefield to 4500 W, Phase 1	Major Rehabilitation - Roadway										
		To Be Adv Dt:					Cnty:FA-1506; MP .61 - 1.41											
NEW		LOCAL_GOVT							$0	$0	$0	$0	$0	$3,391,076	$3,391,076	$0	$0	$3,391,076
		STP_URB_O/L							$0	$0	$0	$0	$0	$1,608,924	$1,608,924	$1,500,000	$0	$108,924
			Total						$0	$0	$0	$0	$0	$5,000,000	$5,000,000	$1,500,000	$0	$3,500,000
DAVIS	17365	Undr Const	F-I84-5(50)1	1508	1		Adams Ave over I-84 Deck Replacement (0C 644)	Deck Repair/Replacement										
		Adv Dt: 02/25/23					Cnty:FA-1508; MP .60 - .82											
		STP_BRIDGE							$6,100,000	$0	$0	$0	$0	$0	$6,100,000	$5,687,030	$412,970	$0
		ST_BRIDGE							$19,932	$479,068	$0	$0	$0	$0	$499,000	$0	$499,000	$0
			Total						$6,119,932	$479,068	$0	$0	$0	$0	$6,599,000	$5,687,030	$911,970	$0
DAVIS	15684	Undr Const	S-I15-7(340)325	MULT			I-15; Shepard Ln Intchg & Ped Overpass	New Interchange on Existing Freeway										
		Adv Dt: 06/17/23					I-15; MP 323.00 - 328.00 & I-15; MP 323.00 - 328.00											
		L_BETTERMENT							$3,940,525	$821,698	$0	$0	$0	$0	$4,762,223	$0	$0	$4,762,223
		ST_APPROP							$213,760	$0	$0	$0	$0	$0	$213,760	$0	$213,760	$0
		ST_TIF							$56,128,205	$90,018,337	$0	$0	$0	$0	$146,146,542	$0	$146,146,542	$0
			Total						$60,282,490	$90,840,035	$0	$0	$0	$0	$151,122,525	$0	$146,360,302	$4,762,223
DAVIS	20300	Scoping	F-R199(346)	MULT			1300 North and 1500 West Improvements	Reconstruct & Widening										
		To Be Adv Dt: 02/10/27					1300 North from 1285 W to 1500 W, and 1500 West from 1230 N to 1750 N											
		CMAQ_WFRC							$0	$911,724	$0	$0	$0	$0	$911,724	$850,000	$0	$61,724
		LOCAL_GOVT							$0	$3,009,644	$0	$0	$0	$0	$3,009,644	$0	$0	$3,009,644
		STP_URB_O/L							$0	$4,290,464	$0	$0	$0	$0	$4,290,464	$4,000,000	$0	$290,464
			Total						$0	$8,211,832	$0	$0	$0	$0	$8,211,832	$4,850,000	$0	$3,361,832
DAVIS	20320	STIP	F-0107(17)0	MULT			4500 West & 300 North Round-about	Intersection Modification										
		To Be Adv Dt:					SR-107; MP .00 - .00 & SR-107; MP .00 - .00											
		CMAQ_WFRC							$0	$0	$0	$0	$0	$1,357,000	$1,357,000	$1,265,131	$0	$91,869
DAVIS	20335	Active	F-0105(11)0	MULT			Parrish Lane/ Legacy Trail Connection	Pedestrian/Bike facility										
		To Be Adv Dt: 06/11/25					SR-105; MP .00 - .18											
		LOCAL_GOVT							$0	$231,846	$0	$0	$0	$0	$231,846	$0	$0	$231,846
		TAP_URB_O/L							$268,154	$0	$0	$0	$0	$0	$268,154	$250,000	$0	$18,154
			Total						$268,154	$231,846	$0	$0	$0	$0	$500,000	$250,000	$0	$250,000
DAVIS	21238	STIP	F-0127(9)0	MULT			Antelope Drive Shared Use Trail- Phase I	Pedestrian/Bike facility										
		To Be Adv Dt:					SR-127; MP .03 - .91 & Antelope Drive Shared Use Trail- Phase I; Causeway Gatehouse to Doral Drive											
		CARBON_O/L							$0	$375,315	$0	$0	$0	$0	$375,315	$349,906	$0	$25,409
		LOCAL_GOVT							$0	$1,871,385	$0	$0	$0	$0	$1,871,385	$0	$0	$1,871,385
			Total						$0	$2,246,700	$0	$0	$0	$0	$2,246,700	$349,906	$0	$1,896,794

Davis County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
DAVIS	22099	STIP	F-LC11(76)	MULT			Kay's Creek Trail: Main Street to Hawthorne Drive	Pedestrian/Bike facility
		To Be Adv Dt:					Approximately Main Street to Hawthorne Drive (northbound) alon Kays Creek.Connect Layton¿s downtown/city civic center to the Layton FrontRunner Station.	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_GOVT	$0	$987,323	$0	$0	$0	$0	$987,323	$0	$0	$987,323
TAP_URB_O/L	$0	$482,677	$0	$0	$0	$0	$482,677	$450,000	$0	$32,677
Total	$0	$1,470,000	$0	$0	$0	$0	$1,470,000	$450,000	$0	$1,020,000

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
DAVIS	16935	Scoping	S-LC11(74)	OTHER			WDC Connector; West Davis to Shepard Ln & I-15	New Capacity
		Will Not Adv					A new road connecting the proposed Shepard Lane interchange on I-15 to the West Davis Corridor and Sunset Drive	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_GOVT	$365,500	$0	$0	$0	$0	$0	$365,500	$0	$0	$365,500
STP_URB_O/L	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
ST_PVMT	$1,843,715	$1,445,785	$0	$0	$0	$0	$3,289,500	$0	$3,289,500	$0
Total	$2,209,215	$1,445,785	$0	$0	$0	$0	$3,655,000	$0	$3,289,500	$365,500

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
DAVIS	20927	Active	S-R199(381)	OTHER			SR-177; SR-193 to 1800 N.	New Capacity
		To Be Adv Dt: 12/08/25					SR-177; SR-193 to 1800 N	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
ST_TIF	$119,000,000	$0	$0	$0	$0	$0	$119,000,000	$0	$119,000,000	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
DAVIS	21158	Scoping	S-0177(5)0	OTHER			SR-177; 1800 N to 4000 S SES	Document EA/EIS
		Will Not Adv					SR-177	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
ST_TIF	$0	$5,000,000	$0	$0	$0	$0	$5,000,000	$0	$5,000,000	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
DAVIS	11990	Active	F-LC11(50)	OTHER			Transportation and Land Use Connection Program	Local/MPO/Other Agency Pass-Through
		Will Not Adv					Project Planning Support -Weber & Davis County	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
L_PASS_MATCH	$295,413	$0	$0	$0	$0	$0	$295,413	$0	$0	$295,413
STP_URB_O/L	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STP_UR_O/L@1	$3,634,929	$433,222	$0	$0	$0	$0	$4,068,151	$4,068,151	$0	$0
ST_STUDIES	$624,350	$157,500	$0	$0	$0	$0	$781,850	$0	$781,850	$0
ST_TRANS_SOL	$305,380	$144,620	$0	$0	$0	$0	$450,000	$0	$450,000	$0
Total	$4,860,072	$735,342	$0	$0	$0	$0	$5,595,414	$4,068,151	$1,231,850	$295,413

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
DAVIS	14855	Undr Const	S-LC11(72)	OTHER			Pages Lane; 800 W. to SR-67, Bike Lane, W. Btfl.	Pedestrian/Bike facility
		Will Not Adv					Pages Lane; 800 West to SR-67	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
L_PASS_MATCH	$0	$75,000	$0	$0	$0	$0	$75,000	$0	$0	$75,000
ST_PVMT_TAP	$375,103	$0	$0	$0	$0	$0	$375,103	$0	$375,103	$0
TAP_URB_WFRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	$375,103	$75,000	$0	$0	$0	$0	$450,103	$0	$375,103	$75,000

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
DAVIS	15915	STIP	F-R199(238)	OTHER			Davis County Ski Bus, Layton to Snow Basin, Layton	Transportation Alternatives
		Will Not Adv					Commuter Rail Layton Station to Snow Basin via Layton Hills Mall Area Hotels and Park and Ride Lots	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
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 County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description				
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
DAVIS	15924	Scoping	F-R199(237)			OTHER	Davis/ Weber Bicycle Counters		Transportation Alternatives			
		To Be Adv Dt: 03/17/26					'Davis/Weber County Bicycle Counters					
		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	Undr Const	F-R199(9)			OTHER	500 West Phase II; 2010 South to 2800 South		Reconstruct & Widening			
		Adv Dt: 05/03/25					500 West Phase II; 2010 South to 2800 South, Syracuse Utah					
		LOCAL_GOVT	$653,219	$0	$0	$0	$0	$0	$653,219	$0	$0	$653,219
		STP_URB_O/L	$3,990,800	$0	$0	$0	$0	$0	$3,990,800	$3,720,623	$0	$270,177
		Total	$4,644,019	$0	$0	$0	$0	$0	$4,644,019	$3,720,623	$0	$923,396
DAVIS	18807	STIP	F-LC11(75)0			OTHER	Commerce Drive Road; Burke Lane to 950 North		New Capacity			
		To Be Adv Dt:					Burke Lane to 950 North, Farmington Utah					
		LOCAL_GOVT	$0	$4,904,652	$0	$0	$0	$0	$4,904,652	$0	$0	$4,904,652
		STP_URB_O/L	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Total	$0	$4,904,652	$0	$0	$0	$0	$4,904,652	$0	$0	$4,904,652
DAVIS	19690	Scoping	F-R199(331)			OTHER	Weber River Parkway Trailhead Connection		Pedestrian/Bike facility			
		To Be Adv Dt: 11/23/26					Weber River Parkway Trailhead Connection Phase 1 - Fisherman's Trailhead (Weber River and I-84) to US-89 Crossing (Weber River and US-89)					
		LOCAL_GOVT	$0	$408,000	$0	$0	$0	$0	$408,000	$0	$0	$408,000
		TAP_URB_O/L	$0	$1,681,600	$0	$0	$0	$0	$1,681,600	$1,567,756	$0	$113,844
		Total	$0	$2,089,601	$0	$0	$0	$0	$2,089,601	$1,567,756	$0	$521,845
DAVIS	19691	Scoping	F-R199(332)			OTHER	Clearfield Canal Trail; 200 So to 300 No		Pedestrian/Bike facility			
		To Be Adv Dt: 11/26/25					Clearfield Canal Trail; 200 S Clearfield to 300 N Clearfield					
		TAP_URB_O/L	$0	$145,500	$0	$0	$0	$0	$145,500	$135,650	$0	$9,850
DAVIS	20317	Active	F-R199(350)			OTHER	Kay's Creek Trail Overpass @ Layton FrontRunner		New Bridge/Bridge Replacement			
		To Be Adv Dt: 06/16/26					Construct a Pedestrian Overpass Bridge to span the width of the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station					
		CARBON_O/L	$858,093	$0	$0	$0	$0	$0	$858,093	$800,000	$0	$58,093
		CMAQ_WFRC	$1,546,907	$345,359	$0	$0	$0	$0	$1,892,266	$1,764,160	$0	$128,106
		LOCAL_GOVT	$4,218,801	$0	$0	$0	$0	$0	$4,218,801	$0	$0	$4,218,801
		ST_TIF_ ACT	$0	$4,500,000	$0	$0	$0	$0	$4,500,000	$0	$4,500,000	$0
		Total	$6,623,801	$4,845,359	$0	$0	$0	$0	$11,469,160	$2,564,160	$4,500,000	$4,405,000
DAVIS	21227	STIP	F-R199(375)0			OTHER	Davis Weber Canal Trail Phase I		Pedestrian/Bike facility			
		To Be Adv Dt:					Davis Weber Canal Trail Phase I; University Park Blvd & 1300 So to 2225 N & 525 W					
		LOCAL_GOVT	$0	$303,533	$0	$0	$0	$0	$303,533	$0	$0	$303,533
		TAP_URB_O/L	$0	$351,067	$0	$0	$0	$0	$351,067	$327,300	$0	$23,767
		Total	$0	$654,600	$0	$0	$0	$0	$654,600	$327,300	$0	$327,300

Region	PIN	Status / Fund	Project No. / Prior	Rt. Beg Len / 2026	PIN Description / Project Location / 2027	2028	2029	CD	Concept Description / Total	Fed Aid	State	Other
Davis County Projects												
DAVIS	21228	STIP	F-R199(376)0	OTHER	Porter Lane Mult-Use Trail				Pedestrian/Bike facility			
		To Be Adv Dt:			Porter Lane Mult-Use Trail; 400 West to Frontage Road							
		LOCAL_GOVT	$0	$140,267	$0	$0	$0	$0	$140,267	$0	$0	$140,267
		TAP_URB_O/L	$0	$162,233	$0	$0	$0	$0	$162,233	$151,250	$0	$10,983
		Total	$0	$302,500	$0	$0	$0	$0	$302,500	$151,250	$0	$151,250
DAVIS	21230	STIP	F-R199(377)0	OTHER	Weber River Parkway Phase 5 (PiN 19690)				Pedestrian/Bike facility			
		Will Not Adv			Weber River Parkway Trailhead Connection Phase 5; End of Phase 3 to End of Phase 4							
		TAP_URB_O/L	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
DAVIS	22100	Scoping	F-LC11(77)	OTHER	Center Street sidewalk (Orchard to 340 East)				Pedestrian/Bike facility			
		To Be Adv Dt: 12/02/25			Center Street sidewalk (Orchard to 340 East) -							
		LOCAL_GOVT	$0	$390,757	$0	$0	$0	$0	$390,757	$0	$0	$390,757
		TAP_URB_O/L	$100,000	$184,243	$0	$0	$0	$0	$284,243	$265,000	$0	$19,243
		Total	$100,000	$575,000	$0	$0	$0	$0	$675,000	$265,000	$0	$410,000
DAVIS	4955	Active	SP-9999(807)		West Davis Corridor; Corridor Preservation							
		Will Not Adv			North Legacy Corridor; N Ext. of Legacy Parkway							
		ST_CORR_PRES	$4,803,586	$35,501,975	$0	$0	$0	$0	$40,305,561	$0	$40,305,561	$0
DAVIS	23014	STIP	F-R199(422)		Transportation and Land Use Connection Program O/L				Local/MPO/Other Agency Pass-Through			
		To Be Adv Dt:			N/A							
		L_PASS_MATCH	$0	$32,403	$0	$0	$0	$0	$32,403	$0	$0	$32,403
		STP_UR_O/L@1	$0	$446,218	$0	$0	$0	$0	$446,218	$446,218	$0	$0
		Total	$0	$478,621	$0	$0	$0	$0	$478,621	$446,218	$0	$32,403
DAVIS	14044	STIP	F-LC11(64)		Layton FrontRunner Station Parking				UTA/Transit			
		To Be Adv Dt: 12/16/24			Layton FrontRunner Station Parking							
		CMAQ_WFRC	$0	$0	$0	$0	$0	$2,145,232	$2,145,232	$2,000,000	$0	$145,232
		STP_URB_O/L	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Total	$0	$0	$0	$0	$0	$2,145,232	$2,145,232	$2,000,000	$0	$145,232
DAVIS	14053	STIP	F-LC11(67)		TOD Ped/ Bike; FrontRunner Sta. to Freeport				Pedestrian/Bicycle Safety			
		Will Not Adv			Clearfield City TOD Ped/ Bike Bridge; FrontRunner Station to Freeport Center							
		CMAQ_WFRC	$0	$593,526	$0	$0	$0	$0	$593,526	$553,344	$0	$40,182
		TFER_2_UTA	$0	$1,769,817	$0	$0	$0	$0	$1,769,817	$1,650,000	$119,817	$0
		Total	$0	$2,363,343	$0	$0	$0	$0	$2,363,343	$2,203,344	$119,817	$40,182

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description				
		Fund	Prior		2026		2027	2028	2029	CD	Total	Fed Aid	State	Other
Morgan County Projects														
MORGAN	16400	Scoping	S-0084(1)93		84	93 1	I-84; Mt Green Interchange (Env. Study)				Document EA/EIS			
		Will Not Adv					I-84; MP 93.40 - 94.40							
		ST_TIF	$984,044		$4,015,956		$0	$0	$0	$0	$5,000,000	$0	$5,000,000	$0
MORGAN	15896	Active	S-0167(7)2		167	2	Mtn. Green Interchange Corridor Preservation				Corridor Preservation			
		Will Not Adv					SR-167; MP 1.50 - 1.65							
		ST_CORR_PRES	$6,545,304		$48,455		$0	$0	$0	$0	$6,593,758	$0	$6,593,758	$0
MORGAN	12624	Undr Const	F-R199(194)		1980		Devils Slide Bridge, Near Croydon, 029014D				New Bridge/Bridge Replacement			
		Adv Dt: 08/28/21					Cnty:FA-1980; MP .00 - .14							
		NHPP_BR	$150,000		$0		$0	$0	$0	$0	$150,000	$139,845	$0	$10,155
		STP_BRIDGE	$3,989,000		$0		$0	$0	$0	$0	$3,989,000	$3,718,945	$0	$270,055
		STP_FLX_ST	$6,249,000		$0		$0	$0	$0	$0	$6,249,000	$5,825,943	$0	$423,057
		Total	$10,388,000		$0		$0	$0	$0	$0	$10,388,000	$9,684,732	$0	$703,268

Salt Lake County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
SALT L	18449	Scoping	S-I15-7(375)289	15	290	6	I-15 NB; Bangeter Hwy to 9000 S	New Capacity
	To Be Adv Dt: 12/20/29						I-15; MP 289.76 - 295.50	
	ST_TIF		$3,874,158	$231,125,842	$140,000,000	$0	$0	$0	$375,000,000	$0	$375,000,000	$0
SALT L	19211	STIP	S-I15-7(376)299	15	299	9	I-15 NB; I-215 to 600 South	Widen Existing Facility
	To Be Adv Dt:						I-15; MP 298.81 - 307.50	
	ST_TIF		$0	$0	$0	$0	$0	$365,000,000	$365,000,000	$0	$365,000,000	$0
SALT L	22551	STIP	F-I15-6(279)287	15	287	19	Coordinated Adaptive Ramp Metering	Ramp Meters
	To Be Adv Dt:						I-15; MP 287.00 - 305.50	
	FA_GRANT_100		$0	$39,555,200	$0	$0	$0	$0	$39,555,200	$39,555,200	$0	$0
	ST_TIF		$0	$9,888,800	$0	$0	$0	$0	$9,888,800	$0	$9,888,800	$0
		Total	$0	$49,444,000	$0	$0	$0	$0	$49,444,000	$39,555,200	$9,888,800	$0
SALT L	22884	Funding	NEWPRJ-22884	15		1	I-15 & 7200 South - NB On-Ramp	Reconstruct & Widening
	To Be Adv Dt:						SR-48 7200 South Interchange; MP .00 - .55	
NEW	STP_URB_SL		$0	$0	$0	$0	$0	$2,681,540	$2,681,540	$2,500,000	$181,540	$0
	ST_PVMT		$0	$0	$0	$0	$0	$4,380,460	$4,380,460	$0	$4,380,460	$0
		Total	$0	$0	$0	$0	$0	$7,062,000	$7,062,000	$2,500,000	$4,562,000	$0
SALT L	16927	Undr Const	F-0048(42)2	48	2		7000 South & 1500 West Pedestrian Bridge	Pedestrian/Bike facility
	Adv Dt: 12/14/24						SR-48; MP 2.29 - 2.29	
	CMAQ_WFRC		$1,133,924	$0	$0	$0	$0	$0	$1,133,924	$1,057,158	$0	$76,767
	LOCAL_GOVT		$1,668,000	$0	$0	$0	$0	$0	$1,668,000	$0	$0	$1,668,000
	STP_URB_SL		$2,410,014	$0	$0	$0	$0	$0	$2,410,014	$2,246,856	$0	$163,158
		Total	$5,211,938	$0	$0	$0	$0	$0	$5,211,938	$3,304,014	$0	$1,907,925
SALT L	22097	STIP	F-0068(158)42	68	42		Riverton City Electric Vehicle Charging Stations	Concept Development
	To Be Adv Dt: 02/19/26						SR-68; MP 42.10 - 42.10	
	CARBON_SL		$0	$412,957	$0	$0	$0	$0	$412,957	$385,000	$0	$27,957
	LOCAL_GOVT		$0	$12,043	$0	$0	$0	$0	$12,043	$0	$0	$12,043
		Total	$0	$425,000	$0	$0	$0	$0	$425,000	$385,000	$0	$40,000
SALT L	14942	Scoping	F-LC35(303)	71	12	4	SR-71; Lyndy Dr to Van Winkle Bike Lanes	Pedestrian/Bicycle Safety
	To Be Adv Dt: 10/26/26						SR-71; MP 12.00 - 15.72	
	CMAQ_WFRC		$0	$1,501,662	$0	$0	$0	$0	$1,501,662	$1,399,999	$0	$101,663
	LOCAL_GOVT		$0	$2,110,100	$0	$0	$0	$0	$2,110,100	$0	$0	$2,110,100
		Total	$0	$3,611,762	$0	$0	$0	$0	$3,611,762	$1,399,999	$0	$2,211,763
SALT L	20316	Undr Const	F-0071(73)20	71	20	1	700 East (SR-71); 2100 South to 1300 South	Pedestrian/Bicycle Safety
	Adv Dt: 03/23/24						SR-71; MP 20.05 - 21.17	
	STP_URB_SL		$536,308	$0	$0	$0	$0	$0	$536,308	$500,000	$36,308	$0
	ST_PVMT_LV2		$503,960	$200,000	$0	$0	$0	$0	$703,960	$0	$703,960	$0
	TAP_FLEX		$1,072,616	$0	$0	$0	$0	$0	$1,072,616	$1,000,000	$72,616	$0
	TAP_URB_WFRC		$1,522,616	$0	$0	$0	$0	$0	$1,522,616	$1,419,535	$103,081	$0
		Total	$3,635,500	$200,000	$0	$0	$0	$0	$3,835,500	$2,919,535	$915,965	$0

Salt Lake County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description				
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
SALT L	21221	Scoping	F-0017(0)7	71	7		11400 South & 700 East Intersection	Intersection Modification				
	To Be Adv Dt: 12/27/29						SR-71; MP 7.22 - 7.22					
		CMAQ_WFRC	$10,000	$11,452	$0	$0	$0	$3,579,448	$3,600,900	$3,357,119	$0	$243,781
		LOCAL_GOVT	$0	$0	$0	$0	$0	$2,600	$2,600	$0	$0	$2,600
		Total	$10,000	$11,452	$0	$0	$0	$3,582,048	$3,603,500	$3,357,119	$0	$246,381
SALT L	22794	Scoping	S-0089(639)380	89	380		US-89 (300 W); Pedestrian Crossing	New Bridge/Bridge Replacement				
	To Be Adv Dt: 04/29/27						US-89; MP 379.87 - 380.02					
		ST_TIF	$0	$25,000,000	$150,000,000	$125,000,000	$0	$0	$300,000,000	$0	$300,000,000	$0
SALT L	8166	Active	S-0154(58)3	154		12	BANGERTER HWY CORRIDOR PRESERVATION					
	Will Not Adv						SR-154; BANGERTER HWY @ REDWOOD RD. CORRIDOR PRESERVATION					
		ST_CORR_PRES	$3,677,483	$3,816,561	$0	$0	$0	$0	$7,494,044	$0	$7,494,044	$0
SALT L	18448	Scoping	S-0154(98)17	154	17	3	Bangerter Interchanges; 4100 S to Parkway Blvd.	Upgrade Existing At-Grade Intersection				
	To Be Adv Dt: 12/31/26						SR-154; MP 17.47 - 20.10					
		ST_TIF	$18,000,000	$100,000,000	$95,000,000	$330,000,000	$0	$507,000,000	$1050,000,000	$0	$1050,000,000	$0
SALT L	18808	Scoping	S-0154(92)0	154		22	Bangerter Highway Corridor - Environmental	Document EA/EIS				
	Will Not Adv						SR-154; MP .00 - 22.35					
		ST_TIF	$8,484,186	$210,814	$0	$0	$0	$0	$8,695,000	$0	$8,695,000	$0
SALT L	20414	Undr Const	S-0154(249)17	154	16	1	Bangerter Highway @ 4700 South	TIF - Transportation Investment Fund				
	Adv Dt: 11/14/23						SR-154; MP 16.30 - 17.61					
		L_BETTERMENT	$2,022,207	$0	$0	$0	$0	$0	$2,022,207	$0	$0	$2,022,207
		OTHER	$0	$22,207	$0	$0	$0	$0	$22,207	$0	$0	$22,207
		ST_APPROP	$641,991	$0	$0	$0	$0	$0	$641,991	$0	$641,991	$0
		ST_TIF	$88,743,667	$41,256,333	$0	$0	$0	$0	$130,000,000	$0	$130,000,000	$0
		Total	$91,407,865	$41,278,540	$0	$0	$0	$0	$132,686,405	$0	$130,641,991	$2,044,414
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	$0	$0	$0	$0	$0	$0	$0
		STP_URB_SL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		TRANSFER2UTA	$0	$2,000,000	$0	$0	$0	$0	$2,000,000	$2,000,000	$0	$0
		Total	$0	$2,000,000	$0	$0	$0	$0	$2,000,000	$2,000,000	$0	$0
SALT L	22893	Funding	NEWPRJ-22893	173	8		5400 South; Canal Street and Walden Glen Drive	Pedestrian/Bicycle Safety				
	To Be Adv Dt:						SR-173; MP 7.77 - 7.95					
NEW		LOCAL_GOVT	$0	$0	$0	$0	$0	$333,477	$333,477	$0	$0	$333,477
		TAP_URB_WFRC	$0	$0	$0	$0	$0	$214,523	$214,523	$200,000	$14,523	$0
		Total	$0	$0	$0	$0	$0	$548,000	$548,000	$200,000	$14,523	$333,477
SALT L	22107	STIP	F-R299(503)	186	2		Bike Share (GREENbike) Capital Care Improvements	Pedestrian/Bike facility				
	To Be Adv Dt:						SR-186; MP 2.41 - 2.41					
		TAP_URB_WFRC	$0	$493,200	$0	$0	$0	$0	$493,200	$459,810	$0	$33,390

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	21400	Scoping	S-R299(489)	190		17	Big Cottonwood Canyon Environmental Study				Document EA/EIS	
		Will Not Adv					SR-190; MP .00 - 17.00					
		ST_TIF	$2,500,000	$0	$0	$0	$0	$0	$2,500,000	$0	$2,500,000	$0
SALT L	19504	Undr Const	F-0201(56)14	201	14		SR-201 over 3200 W Bridge Rehabilitation (0C 709)				Major Rehabilitation - Structure	
		Adv Dt: 04/20/24					SR-201; MP 13.71 - 14.04					
		L_BETTERMENT	$199,741	$0	$0	$0	$0	$0	$199,741	$0	$0	$199,741
		NHPP_BR	$1,350,000	$0	$0	$0	$0	$0	$1,350,000	$1,258,605	$91,395	$0
		STP_BRIDGE	$12,500,000	$0	$0	$0	$0	$0	$12,500,000	$11,653,750	$846,250	$0
		STP_FLX_ST	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		ST_SIGNL_M&O	$850,000	$0	$0	$0	$0	$0	$850,000	$0	$850,000	$0
		Total	$14,899,741	$0	$0	$0	$0	$0	$14,899,741	$12,912,355	$1,787,645	$199,741
SALT L	14412	Undr Const	S-0209(35)10	209	10	3	SR-209 (9000 S); Redwood Rd to State St.				Widen Existing Facility	
		Adv Dt: 02/04/23					SR-209; MP 9.52 - 12.23					
		L_BETTERMENT	$1,128,964	$0	$0	$0	$0	$0	$1,128,964	$0	$0	$1,128,964
		ST_APPROP	$1,808,887	$0	$0	$0	$0	$0	$1,808,887	$0	$1,808,887	$0
		ST_PVMT_LV2	$1,600,000	$0	$0	$0	$0	$0	$1,600,000	$0	$1,600,000	$0
		ST_TIF	$32,210,415	$22,557,907	$0	$0	$0	$0	$54,768,322	$0	$54,768,322	$0
		Total	$36,748,266	$22,557,907	$0	$0	$0	$0	$59,306,174	$0	$58,177,209	$1,128,964
SALT L	21224	Scoping	F-0209(56)14	209	14		SR-209 Quarry Bend Ped Bridge				Pedestrian/Bike facility	
		To Be Adv Dt: 07/17/26					SR-209; MP 13.67 - 13.67					
		CMAQ_WFRC	$715,573	$13,427	$0	$0	$0	$3,262,840	$3,991,840	$3,721,592	$0	$270,248
		LOCAL_GOVT	$0	$0	$0	$0	$0	$1,227	$1,227	$0	$0	$1,227
		ST_TIF_ ACT	$5,989,600	$0	$0	$0	$0	$0	$5,989,600	$0	$5,989,600	$0
		Total	$6,705,173	$13,427	$0	$0	$0	$3,264,067	$9,982,667	$3,721,592	$5,989,600	$271,475
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_APPROP	$210,400	$0	$0	$0	$0	$0	$210,400	$0	$210,400	$0
		ST_GF_HB3	$500,000	$0	$0	$0	$0	$0	$500,000	$0	$500,000	$0
		ST_TIF	$13,369,110	$2,050,206	$0	$0	$0	$0	$15,419,317	$0	$15,419,317	$0
		Total	$14,079,511	$2,050,206	$0	$0	$0	$0	$16,129,717	$0	$16,129,717	$0
SALT L	15689	Active	F-I215(192)19	215	20	4	I-215; SR-201 to North Temple				High Volume	
		To Be Adv Dt: 05/01/25					I-215; MP 19.52 - 23.89					
		NHPP_NHS	$70,000,000	$0	$0	$0	$0	$0	$70,000,000	$65,261,000	$4,739,000	$0
		STP_COVID_ST	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		STP_FLX_ST	$0	$120,000,000	$0	$0	$0	$0	$120,000,000	$111,876,000	$8,124,000	$0
		Total	$70,000,000	$120,000,000	$0	$0	$0	$0	$190,000,000	$177,137,000	$12,863,000	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description				
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
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	$2,500,000	$0	$0	$0	$0	$0	$2,500,000	$2,500,000	$0	$0
		TFER_2_UTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		UTA_FUNDS	$1,573,900	$0	$0	$0	$0	$0	$1,573,900	$0	$0	$1,573,900
		Total	$4,073,900	$0	$0	$0	$0	$0	$4,073,900	$2,500,000	$0	$1,573,900
SALT L	21219	STIP	F-0282(16)2	282	2		On Route Electric Bus Charging Infrastructure	UTA/Transit				
		To Be Adv Dt:					SR-282; MP 2.01 - 2.01					
		CMAQ_WFRC	$0	$0	$0	$0	$0	$1,391,076	$1,391,076	$1,296,900	$0	$94,176
		LOCAL_GOVT	$0	$0	$0	$0	$0	$1,608,924	$1,608,924	$0	$0	$1,608,924
		Total	$0	$0	$0	$0	$0	$3,000,000	$3,000,000	$1,296,900	$0	$1,703,100
SALT L	21223	STIP	F-0292(3)2	292	2		Electric Buses ¿ replacements for SL County Fleet	UTA/Transit				
		Will Not Adv					SR-292; MP 1.58 - 1.58					
		CMAQ_WFRC	$0	$0	$0	$0	$0	$2,145,232	$2,145,232	$2,000,000	$0	$145,232
		LOCAL_GOVT	$0	$0	$0	$0	$0	$8,354,768	$8,354,768	$0	$0	$8,354,768
		Total	$0	$0	$0	$0	$0	$10,500,000	$10,500,000	$2,000,000	$0	$8,500,000
SALT L	14940	Undr Const	F-LC35(301)	2035	6	1	Riverton - 13400 So Bike Lanes; 2700 W to 3200 W	Pedestrian/Bicycle Safety				
		Adv Dt: 09/14/24					Cnty:FA-2035; MP 5.94 - 6.53					
		CMAQ_WFRC	$880,000	$0	$0	$0	$0	$0	$880,000	$880,000	$0	$0
		LOCAL_GOVT	$0	$650,000	$0	$0	$0	$0	$650,000	$0	$0	$650,000
		Total	$880,000	$650,000	$0	$0	$0	$0	$1,530,000	$880,000	$0	$650,000
SALT L	21201	STIP	F-2035(2)2	2035	2	1	13400 South; 6000 West to 6400 West	Reconstruct & Widening				
		To Be Adv Dt:					Cnty:FA-2035; MP 2.01 - 2.57					
		LOCAL_GOVT	$0	$0	$0	$0	$0	$5,692,852	$5,692,852	$0	$0	$5,692,852
		STP_URB_SL	$0	$0	$0	$0	$0	$3,217,848	$3,217,848	$3,000,000	$0	$217,848
		Total	$0	$0	$0	$0	$0	$8,910,700	$8,910,700	$3,000,000	$0	$5,910,700
SALT L	14830	Undr Const	F-LC35(293)	2036		2	7800 S. Widening	Widen Existing Facility				
		Adv Dt: 05/25/24					Cnty:FA-2036; MP .00 - 1.68					
		CMAQ_WFRC	$1,461,300	$0	$0	$0	$0	$0	$1,461,300	$1,362,370	$0	$98,930
		LOCAL_GOVT	$15,000	$4,024,089	$0	$0	$0	$0	$4,039,089	$0	$0	$4,039,089
		STP_URB_SL	$4,719,511	$0	$0	$0	$0	$0	$4,719,511	$4,400,000	$0	$319,511
		Total	$6,195,811	$4,024,089	$0	$0	$0	$0	$10,219,900	$5,762,370	$0	$4,457,530
SALT L	19685	Scoping	F-2036(1)2	2036	2		5490 West 7800 South Roundabout	Intersection Modification				
		To Be Adv Dt: 07/07/27					Cnty:FA-2036; MP 1.82 - 1.82					
		LOCAL_GOVT	$0	$700,901	$0	$0	$0	$0	$700,901	$0	$0	$700,901
		STP_URB_SL	$0	$799,099	$0	$0	$0	$0	$799,099	$745,000	$54,099	$0
		Total	$0	$1,500,000	$0	$0	$0	$0	$1,500,000	$745,000	$54,099	$700,901

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description				
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	19665	Active	F-ST99(794)	2040	14		RUC Customer Experience Federal STSFA Grant	Research				
		Will Not Adv					Cnty:FA-2040; MP 13.89 - 14.02					
		FA_MISC_50%	$2,500,000	$0	$0	$0	$0	$0	$2,500,000	$1,250,000	$1,250,000	$0
SALT L	18822	Scoping	F-2048(1)1	2048	1	1	Fort Street; Pioneer Road to 13200 South	Reconstruct & Widening				
		To Be Adv Dt: 09/28/26					Cnty:FA-2048; MP .83 - 1.75					
		LOCAL_GOVT	$0	$981,759	$0	$0	$0	$0	$981,759	$0	$0	$981,759
		STP_URB_SL	$10,726	$3,458,615	$0	$0	$0	$0	$3,469,341	$3,234,467	$0	$234,874
		Total	$10,726	$4,440,374	$0	$0	$0	$0	$4,451,100	$3,234,467	$0	$1,216,633
SALT L	22094	STIP	F-2061(1)5	2061	2		11000 South 1000 East Roundabout	Intersection Modification				
		To Be Adv Dt:					Cnty:FA-2061; MP 1.64 - 1.64					
		CARBON_SL	$0	$0	$0	$0	$0	$1,179,878	$1,179,878	$1,100,000	$0	$79,878
		CMAQ_WFRC	$0	$0	$0	$0	$0	$2,252,494	$2,252,494	$2,100,000	$0	$152,494
		LOCAL_GOVT	$0	$0	$0	$0	$0	$2,946,828	$2,946,828	$0	$0	$2,946,828
		Total	$0	$0	$0	$0	$0	$6,379,200	$6,379,200	$3,200,000	$0	$3,179,200
SALT L	22891	Funding	NEWPRJ-22891	2062	2		11400 South & 1300 East Intersection	Intersection Modification				
		To Be Adv Dt:					Cnty:FA-2062; MP 2.42 - 2.42					
NEW		CARBON_SL	$0	$0	$0	$0	$0	$1,072,616	$1,072,616	$1,000,000	$0	$72,616
		LOCAL_GOVT	$0	$0	$0	$0	$0	$4,300,384	$4,300,384	$0	$0	$4,300,384
		Total	$0	$0	$0	$0	$0	$5,373,000	$5,373,000	$1,000,000	$0	$4,373,000
SALT L	20148	Active	F-2066(4)7	2066	7	2	1300 West; 9000 South to 7800 South	Reconstruct & Widening				
		To Be Adv Dt: 12/09/25					Cnty:FA-2066; MP 7.20 - 8.70					
		LOCAL_GOVT	$0	$2,143,196	$0	$0	$0	$0	$2,143,196	$0	$0	$2,143,196
		STP_URB_SL	$3,637,237	$3,920,464	$0	$0	$0	$0	$7,557,701	$7,046,045	$0	$511,656
		T_STP_UB_SL	$850,000	$0	$0	$0	$0	$0	$850,000	$792,455	$0	$57,545
		Total	$4,487,237	$6,063,660	$0	$0	$0	$0	$10,550,897	$7,838,500	$0	$2,712,397
SALT L	20149	Scoping	F-2266(6)	2066	9	1	1300 West; 7800 South to 6600 South	Reconstruct & Widening				
		To Be Adv Dt: 01/19/27					Cnty:FA-2066; MP 8.70 - 10.13					
		HIP_COMUNITY	$2,000,000	$2,826,773	$0	$0	$0	$0	$4,826,773	$4,500,000	$0	$326,773
		LOCAL_GOVT	$9,673,228	$0	$0	$0	$0	$0	$9,673,228	$0	$0	$9,673,228
		ST_GF_HB488	$3,000,000	$0	$0	$0	$0	$0	$3,000,000	$0	$3,000,000	$0
		ST_GF_HB502	$3,000,000	$0	$0	$0	$0	$0	$3,000,000	$0	$3,000,000	$0
		Total	$17,673,228	$2,826,773	$0	$0	$0	$0	$20,500,000	$4,500,000	$6,000,000	$10,000,000
SALT L	22083	STIP	F-2066(5)1	2066	1	1	1300 West : 13100 South to 13700 South	Major Rehabilitation - Roadway				
		To Be Adv Dt:					Cnty:FA-2066; MP 1.28 - 2.00					
		LOCAL_GOVT	$0	$0	$0	$0	$0	$7,991,337	$7,991,337	$0	$0	$7,991,337
		STP_URB_SL	$0	$0	$0	$0	$0	$1,501,663	$1,501,663	$1,400,000	$0	$101,663
		Total	$0	$0	$0	$0	$0	$9,493,000	$9,493,000	$1,400,000	$0	$8,093,000

Salt Lake County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description				
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
SALT L	22880	Funding	NEWPRJ-22880	2066	1	1	1300 West : 13100 South to 13700 South	Major Rehabilitation - Roadway				
	To Be Adv Dt:						Cnty:FA-2066; MP 1.06 - 2.13					
NEW		LOCAL_GOVT	$0	$0	$0	$0	$0	$7,614,768	$7,614,768	$0	$0	$7,614,768
		STP_URB_SL	$0	$0	$0	$0	$0	$2,145,232	$2,145,232	$2,000,000	$0	$145,232
		Total	$0	$0	$0	$0	$0	$9,760,000	$9,760,000	$2,000,000	$0	$7,760,000
SALT L	21233	Scoping	F-2068(2)4	2068	4		Sego Lily Crossing at 1300 East	Pedestrian/Bike facility				
	To Be Adv Dt: 04/13/26						Cnty:FA-2068; MP 4.40 - 4.40					
		TAP_URB_WFRC	$115,820	$992,380	$0	$0	$0	$0	$1,108,200	$1,033,175	$0	$75,025
SALT L	22088	Scoping	S-2068(3)6	2068	6		1300 East and Galaxie Drive Intersection Improveme	Intersection Improvements				
	Will Not Adv						Cnty:FA-2068; MP 6.16 - 6.16					
		STP_URB_SL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		ST_TRANS_SOL	$61,812	$0	$0	$0	$0	$0	$61,812	$0	$61,812	$0
		Total	$61,812	$0	$0	$0	$0	$0	$61,812	$0	$61,812	$0
SALT L	22888	Funding	NEWPRJ-22888	2068	3		11400 South & 1300 East Intersection	Intersection Modification				
	To Be Adv Dt:						Cnty:FA-2068; MP 2.94 - 2.94					
NEW		CMAQ_WFRC	$0	$0	$0	$0	$0	$2,445,565	$2,445,565	$2,280,000	$0	$165,565
		LOCAL_GOVT	$0	$0	$0	$0	$0	$2,927,435	$2,927,435	$0	$0	$2,927,435
		Total	$0	$0	$0	$0	$0	$5,373,000	$5,373,000	$2,280,000	$0	$3,093,000
SALT L	22086	STIP	F-2072(2)2	2072	2		Pioneer Road; 1650 East to Highland Drive	Major Rehabilitation - Roadway				
	To Be Adv Dt:						Cnty:FA-2072; MP 1.69 - 2.10					
		LOCAL_GOVT	$0	$0	$0	$0	$0	$1,387,252	$1,387,252	$0	$0	$1,387,252
		STP_URB_SL	$0	$0	$0	$0	$0	$3,217,848	$3,217,848	$3,000,000	$0	$217,848
		Total	$0	$0	$0	$0	$0	$4,605,100	$4,605,100	$3,000,000	$0	$1,605,100
SALT L	15908	Undr Const	F-2076(2)4	2076	3	1	1300 East; 2100 South to Southern City Boundary	Reconstruct no widening				
	Adv Dt: 12/14/24						Cnty:FA-2076; MP 3.24 - 4.63					
		LOCAL_GOVT	$4,216,700	$0	$0	$0	$0	$0	$4,216,700	$0	$0	$4,216,700
		STP_HIF_SL	$549,446	$0	$0	$0	$0	$0	$549,446	$512,248	$0	$37,197
		STP_URB_SL	$10,910,752	$0	$0	$0	$0	$0	$10,910,752	$10,172,094	$0	$738,658
		Total	$15,676,898	$0	$0	$0	$0	$0	$15,676,898	$10,684,343	$0	$4,992,555
SALT L	20310	STIP	F-2076(5)2	2076	2	1	1300 East: 3300 South to 3600 South	Major Rehabilitation - Roadway				
	To Be Adv Dt:						Cnty:FA-2076; MP 2.24 - 2.81					
		LOCAL_GOVT	$0	$0	$0	$0	$0	$2,979,476	$2,979,476	$0	$0	$2,979,476
		STP_URB_SL	$0	$0	$0	$0	$0	$3,985,644	$3,985,644	$3,715,816	$0	$269,828
		Total	$0	$0	$0	$0	$0	$6,965,120	$6,965,120	$3,715,816	$0	$3,249,304

Region	PIN	Status / Fund	Project No.	Prior	2026	Rt.	Beg	Len	PIN Description / Project Location	2027	2028	2029	CD	Concept Description / Total	Fed Aid	State	Other
Salt Lake County Projects																	
SALT L	19676	STIP	F-2080(3)3		2080		3		1300 W & Shield's Lane Intersection Improvements					Intersection Modification			
	To Be Adv Dt:								Cnty:FA-2080; MP 2.51 - 2.51								
		LOCAL_GOVT		$0	$0				$0	$0	$0	$0	$536,308	$536,308	$0	$0	$536,308
		STP_URB_SL		$0	$0				$0	$0	$0	$0	$3,239,592	$3,239,592	$3,020,272	$0	$219,320
			Total	$0	$0				$0	$0	$0	$0	$3,775,900	$3,775,900	$3,020,272	$0	$755,628
SALT L	22887	Funding	NEWPRJ-22887		2080			1	Shields Lane Multi-use Path (Phase I)					Pedestrian/Bicycle Safety			
	To Be Adv Dt:								Cnty:FA-2080; MP .00 - .80								
NEW		CMAQ_WFRC		$0	$0				$0	$0	$0	$0	$1,330,044	$1,330,044	$1,240,000	$0	$90,044
		LOCAL_GOVT		$0	$0				$0	$0	$0	$0	$3,236,356	$3,236,356	$0	$0	$3,236,356
			Total	$0	$0				$0	$0	$0	$0	$4,566,400	$4,566,400	$1,240,000	$0	$3,326,400
SALT L	22894	Funding	NEWPRJ-22894		2080			1	Shields Lane Multi-use Path (Phase I)					Pedestrian/Bicycle Safety			
	To Be Adv Dt:								Cnty:FA-2080; MP .00 - .51								
NEW		LOCAL_GOVT		$0	$0				$0	$0	$0	$0	$1,701,476	$1,701,476	$0	$0	$1,701,476
		TAP_URB_WFRC		$0	$0				$0	$0	$0	$0	$1,608,924	$1,608,924	$1,500,000	$0	$108,924
			Total	$0	$0				$0	$0	$0	$0	$3,310,400	$3,310,400	$1,500,000	$0	$1,810,400
SALT L	21241	STIP	F-2082(13)12		2082		12	1	Highland Drive Protected Trail					Pedestrian/Bike facility			
	To Be Adv Dt:								Cnty:FA-2082; MP 11.57 - 12.12								
		CARBON_SL		$0	$2,094,300				$0	$0	$0	$0	$0	$2,094,300	$1,952,516	$0	$141,784
SALT L	22877	Funding	NEWPRJ-22877		2082		12		Highland Drive; 7101 South to 6990 South					Major Rehabilitation - Roadway			
	To Be Adv Dt:								Cnty:FA-2082; MP 11.97 - 12.12								
NEW		LOCAL_GOVT		$0	$0				$0	$0	$0	$0	$1,679,768	$1,679,768	$0	$0	$1,679,768
		STP_URB_SL		$0	$0				$0	$0	$0	$0	$2,145,232	$2,145,232	$2,000,000	$0	$145,232
			Total	$0	$0				$0	$0	$0	$0	$3,825,000	$3,825,000	$2,000,000	$0	$1,825,000
SALT L	18831	Scoping	F-2093(1)4		2093		4		9000 South and 450 W & Parkland Dr Intersection					Intersection Improvements			
	To Be Adv Dt: 10/22/26								Cnty:FA-2093; MP 4.47 - 4.66								
		CMAQ_PM2.5		$255,000	$1,874,000				$0	$0	$0	$0	$0	$2,129,000	$1,984,867	$0	$144,133
		LOCAL_GOVT		$0	$56,000				$0	$0	$0	$0	$0	$56,000	$0	$0	$56,000
			Total	$255,000	$1,930,000				$0	$0	$0	$0	$0	$2,185,000	$1,984,867	$0	$200,133
SALT L	14947	Undr Const	F-LC35(308)		2105		1		7800 So Jordan River Pedestrian Bridge at 1100 W					Pedestrian/Bicycle Safety			
	Adv Dt: 08/31/24								Cnty:FA-2105; MP .93 - .93								
		LOCAL_GOVT		$0	$0				$0	$0	$0	$0	$0	$0	$0	$0	$0
		LOCAL_MATCH		$0	$340,000				$0	$0	$0	$0	$0	$340,000	$0	$0	$340,000
		ST_TTIF_FMLM		$0	$510,000				$0	$0	$0	$0	$0	$510,000	$0	$510,000	$0
		TAP_URB_WFRC		$347,700	$0				$0	$0	$0	$0	$0	$347,700	$324,161	$0	$23,539
			Total	$347,700	$850,000				$0	$0	$0	$0	$0	$1,197,700	$324,161	$510,000	$363,539

Salt Lake County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description				
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
SALT L	20311	STIP	F-2107(1)21	2107	3		4000 W & South Jordan Parkway Intersection	Intersection Modification				
		To Be Adv Dt:					Cnty:FA-2107; MP 2.80 - 2.80					
		LOCAL_GOVT	$0	$0	$0	$0	$0	$1,703,064	$1,703,064	$0	$0	$1,703,064
		STP_URB_SL	$0	$0	$0	$0	$0	$3,449,336	$3,449,336	$3,215,816	$0	$233,520
		Total	$0	$0	$0	$0	$0	$5,152,400	$5,152,400	$3,215,816	$0	$1,936,584
SALT L	19630	STIP	F-2108(1)0	2108			9000 South & 700 West Southbound Dual Left Lanes	Intersection Modification				
		To Be Adv Dt:					Cnty:FA-2108; MP .00 - .12					
		CMAQ_WFRC	$0	$0	$0	$0	$0	$2,359,755	$2,359,755	$2,200,000	$0	$159,755
		LOCAL_GOVT	$0	$0	$0	$0	$0	$2,830,993	$2,830,993	$0	$0	$2,830,993
		STP_URB_SL	$0	$0	$0	$0	$0	$1,640,812	$1,640,812	$1,529,729	$0	$111,083
		Total	$0	$0	$0	$0	$0	$6,831,560	$6,831,560	$3,729,729	$0	$3,101,831
SALT L	20417	Scoping	S-2113(2)0	2113	2		Center Park Drive Shared Use Trail (West Jordan)	Local/MPO/Other Agency Pass-Through				
		Will Not Adv					Cnty:FA-2113; MP .00 - 1.58					
		L_PASS_MATCH	$0	$89,831	$0	$0	$0	$0	$89,831	$0	$0	$89,831
		ST_TIF_ ACT	$0	$134,747	$0	$0	$0	$0	$134,747	$0	$134,747	$0
		Total	$0	$224,578	$0	$0	$0	$0	$224,578	$0	$134,747	$89,831
SALT L	20419	Undr Const	S-2116(5)3	2116	3		Fort Union Blvd; 1674 E to Brookhill Dr.	Local/MPO/Other Agency Pass-Through				
		Will Not Adv					Cnty:FA-2116; MP 2.53 - 2.77					
		L_PASS_MATCH	$266,581	$0	$0	$0	$0	$0	$266,581	$0	$0	$266,581
		ST_TIF_ ACT	$291	$399,581	$0	$0	$0	$0	$399,872	$0	$399,872	$0
		Total	$266,872	$399,581	$0	$0	$0	$0	$666,453	$0	$399,872	$266,581
SALT L	20313	STIP	F-2122(3)1	2122	1	1	5600 South; 900 East to 1300 East	Major Rehabilitation - Roadway				
		To Be Adv Dt:					Cnty:FA-2122; MP 1.19 - 1.80					
		LOCAL_GOVT	$0	$0	$0	$0	$0	$3,145,124	$3,145,124	$0	$0	$3,145,124
		STP_URB_SL	$0	$0	$0	$0	$0	$5,433,676	$5,433,676	$5,065,816	$0	$367,860
		Total	$0	$0	$0	$0	$0	$8,578,800	$8,578,800	$5,065,816	$0	$3,512,984
SALT L	18845	Undr Const	S-2128(1)6	2128	6	2	300 W; 400 S to 2100 S - Separated Bike Lanes	Transportation Alternatives				
		Will Not Adv					Cnty:FA-2128; MP 5.93 - 8.37					
		L_PASS_MATCH	$1,400,000	$0	$0	$0	$0	$0	$1,400,000	$0	$0	$1,400,000
		ST_TIF_ ACT	$0	$2,100,000	$0	$0	$0	$0	$2,100,000	$0	$2,100,000	$0
		Total	$1,400,000	$2,100,000	$0	$0	$0	$0	$3,500,000	$0	$2,100,000	$1,400,000
SALT L	16925	Awarded	F-2138(1)0	2138	1		700 West; 3300 South to 3900 South	Reconstruct & Widening				
		Adv Dt: 03/22/25					Cnty:FA-2138; MP .00 - .87					
		LOCAL_GOVT	$2,684,927	$0	$0	$0	$0	$0	$2,684,927	$0	$0	$2,684,927
		STP_URB_SL	$8,795,453	$0	$0	$0	$0	$0	$8,795,453	$8,200,001	$0	$595,452
		Total	$11,480,380	$0	$0	$0	$0	$0	$11,480,380	$8,200,001	$0	$3,280,379

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	20346	Scoping	F-2142(1)2	2142	2		I-15 & 4800 South Bike Lanes; Galleria Dr to 325 W		Pedestrian/Bike facility			
	To Be Adv Dt: 02/27/26						Cnty:FA-2142; MP 1.96 - 2.09					
	LOCAL_GOVT		$0	$236,530	$0	$0	$0	$0	$236,530	$0	$0	$236,530
	TAP_URB_WFRC		$228,500	$415,070	$0	$0	$0	$0	$643,570	$600,000	$0	$43,570
		Total	$228,500	$651,600	$0	$0	$0	$0	$880,100	$600,000	$0	$280,100
SALT L	16928	Scoping	F-2151(1)1	2151	1	1	8000 West; 3100 S to 2450 South - Magna		Pedestrian/Bike facility			
	To Be Adv Dt: 01/22/26						Cnty:FA-2151; MP 1.49 - 2.40					
	STP_URB_SL		$1,384,900	$4,249,724	$0	$0	$0	$0	$5,634,624	$5,253,160	$0	$381,464
SALT L	20344	STIP	F-2153(1)4	2153	4	2	Anthem Park Blvde - Bike Lanes; 11800 S to 13400 S		Pedestrian/Bike facility			
	To Be Adv Dt:						Cnty:FA-2153; MP 3.76 - 5.83					
	LOCAL_GOVT		$0	$19,999	$0	$0	$0	$0	$19,999	$0	$0	$19,999
	TAP_URB_WFRC		$0	$105,001	$0	$0	$0	$0	$105,001	$97,892	$0	$7,109
		Total	$0	$125,000	$0	$0	$0	$0	$125,000	$97,892	$0	$27,108
SALT L	21234	STIP	F-2153(2)1	2153	1	3	Rosecrest Bike Lane; 13400 So to MVC		Pedestrian/Bike facility			
	To Be Adv Dt:						Cnty:FA-2153; MP 1.25 - 3.76					
	TAP_URB_WFRC		$0	$417,900	$0	$0	$0	$0	$417,900	$389,608	$0	$28,292
SALT L	19679	Undr Const	F-2146(1)8	2156	8		Cougar Lane; Niagara Way to Kearns High Drive		Adding a lane/shoulder			
	Adv Dt: 03/29/25						Cnty:FA-2156; MP 7.92 - 8.31					
	LOCAL_GOVT		$0	$536,308	$0	$0	$0	$0	$536,308	$0	$0	$536,308
	STP_URB_SL		$2,267,692	$0	$0	$0	$0	$0	$2,267,692	$2,114,169	$0	$153,523
		Total	$2,267,692	$536,308	$0	$0	$0	$0	$2,804,000	$2,114,169	$0	$689,831
SALT L	22082	Scoping	F-2172(9)8	2172	8	1	3900 South; Redwood Rd to Jordan River Bridge		Major Rehabilitation - Roadway			
	To Be Adv Dt: 10/08/26						Cnty:FA-2172; MP 8.05 - 9.01					
	HSIP_VRU		$0	$1,912,992	$916,007	$0	$0	$0	$2,828,999	$2,637,476	$0	$191,523
	LOCAL_GOVT		$0	$0	$0	$0	$0	$5,912,768	$5,912,768	$0	$0	$5,912,768
	STP_URB_SL		$10,000	$0	$0	$0	$0	$2,135,232	$2,145,232	$2,000,000	$0	$145,232
	TAP_URB_WFRC		$1,211,860	$0	$0	$0	$0	$0	$1,211,860	$1,129,817	$0	$82,043
		Total	$1,221,860	$1,912,992	$916,007	$0	$0	$8,048,000	$12,098,859	$5,767,293	$0	$6,331,566
SALT L	22879	Funding	NEWPRJ-22879	2172	8	1	3900 South; Redwood Rd to Jordan River Bridge		Major Rehabilitation - Roadway			
	To Be Adv Dt:						Cnty:FA-2172; MP 8.05 - 9.05					
NEW	LOCAL_GOVT		$0	$0	$0	$0	$0	$10,930,460	$10,930,460	$0	$0	$10,930,460
	STP_URB_SL		$0	$0	$0	$0	$0	$2,681,540	$2,681,540	$2,500,000	$0	$181,540
		Total	$0	$0	$0	$0	$0	$13,612,000	$13,612,000	$2,500,000	$0	$11,112,000
SALT L	20420	Scoping	S-2173(1)1	2173	1	1	1300 West Bike Lanes; 3300 South and 3900 South		Local/MPO/Other Agency Pass-Through			
	Will Not Adv						Cnty:FA-2173; MP 1.24 - 2.23					
	L_PASS_MATCH		$0	$2,000,000	$0	$0	$0	$0	$2,000,000	$0	$0	$2,000,000
	ST_TIF_ ACT		$0	$3,000,000	$0	$0	$0	$0	$3,000,000	$0	$3,000,000	$0
		Total	$0	$5,000,000	$0	$0	$0	$0	$5,000,000	$0	$3,000,000	$2,000,000

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description				
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	22103	STIP	F-2173(2)1	2173	1	1	1300 West Bike Lanes; 4000 South to 3300 South	Pedestrian/Bike facility				
	To Be Adv Dt:						Cnty:FA-2173; MP 1.13 - 2.23					
		LOCAL_GOVT	$0	$8,785,901	$0	$0	$0	$0	$8,785,901	$0	$0	$8,785,901
		TAP_URB_WFRC	$0	$799,099	$0	$0	$0	$0	$799,099	$745,000	$0	$54,099
		Total	$0	$9,585,000	$0	$0	$0	$0	$9,585,000	$745,000	$0	$8,840,000
SALT L	22104	STIP	F-2177(1)0	2177		1	Larkspur Drive; 700 East to Carnation Drive	Pedestrian/Bike facility				
	To Be Adv Dt:						Cnty:FA-2177; MP .00 - .54					
		LOCAL_GOVT	$0	$1,576	$0	$0	$0	$0	$1,576	$0	$0	$1,576
		TAP_URB_WFRC	$0	$297,424	$0	$0	$0	$0	$297,424	$277,288	$0	$20,136
		Total	$0	$299,000	$0	$0	$0	$0	$299,000	$277,288	$0	$21,712
SALT L	15914	Undr Const	F-2179(1)0	2179			Riverfront Parkway; 11050 S to 11400 S, Widen	Widen Existing Facility				
	Adv Dt: 03/29/25						Cnty:FA-2179; MP .00 - .42					
		LOCAL_GOVT	$0	$1,600,137	$0	$0	$0	$0	$1,600,137	$0	$0	$1,600,137
		L_BETTERMENT	$0	$5,622	$0	$0	$0	$0	$5,622	$0	$0	$5,622
		STP_HIF_SL	$406,000	$0	$0	$0	$0	$0	$406,000	$378,514	$0	$27,486
		STP_URB_SL	$2,846,463	$0	$0	$0	$0	$0	$2,846,463	$2,653,757	$0	$192,706
		Total	$3,252,463	$1,605,759	$0	$0	$0	$0	$4,858,222	$3,032,271	$0	$1,825,951
SALT L	21240	Scoping	F-2186(3)3	2186	3		Holladay Signal Optimization Enhancements	Signal Operations				
	To Be Adv Dt: 06/18/26						Cnty:FA-2186; MP 2.62 - 2.62					
		CARBON_SL	$270,000	$882,800	$0	$0	$0	$0	$1,152,800	$1,074,755	$0	$78,045
SALT L	21239	STIP	F-2190(3)4	2190	4		On-Route Charging Infrastructure	UTA/Transit				
	To Be Adv Dt:						Cnty:FA-2190; MP 4.18 - 4.18					
		CARBON_SL	$0	$1,608,924	$0	$0	$0	$0	$1,608,924	$1,500,000	$0	$108,924
		LOCAL_GOVT	$0	$1,391,076	$0	$0	$0	$0	$1,391,076	$0	$0	$1,391,076
		Total	$0	$3,000,000	$0	$0	$0	$0	$3,000,000	$1,500,000	$0	$1,500,000
SALT L	22106	Scoping	F-2194(2)0	2194		1	2700 East; Morningside Drive to 4500 South	Pedestrian/Bike facility				
	To Be Adv Dt: 11/30/26						Cnty:FA-2194; MP .00 - .56					
		LOCAL_GOVT	$0	$177,264	$0	$0	$0	$0	$177,264	$0	$0	$177,264
		TAP_FLEX	$0	$680,429	$0	$0	$0	$0	$680,429	$634,363	$0	$46,065
		TAP_URB_WFRC	$147,100	$646,636	$0	$0	$0	$0	$793,736	$740,000	$0	$53,736
		Total	$147,100	$1,504,329	$0	$0	$0	$0	$1,651,429	$1,374,363	$0	$277,065
SALT L	21200	Active	F-2204(1)0	2204		1	2000 East; 3300 South to Atkin Ave	Pedestrian/Bicycle Safety				
	To Be Adv Dt: 11/06/25						Cnty:FA-2204; MP .00 - .67					
		LOCAL_GOVT	$0	$3,629,952	$0	$0	$0	$0	$3,629,952	$0	$0	$3,629,952
		STP_URB_SL	$1,699,000	$3,018,848	$0	$0	$0	$0	$4,717,848	$4,398,450	$0	$319,398
		Total	$1,699,000	$6,648,800	$0	$0	$0	$0	$8,347,800	$4,398,450	$0	$3,949,350

Salt Lake County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description				
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
SALT L	17807	Scoping	F-2213(1)1	2213	1		Lone Peak Parkway; 12650 South to 12300 South		Reconstruct & Widening			
		To Be Adv Dt: 03/12/26					Cnty:FA-2213; MP 1.23 - 1.65					
		LOCAL_GOVT	$0	$870,988	$0	$0	$0	$0	$870,988	$0	$0	$870,988
		STP_HIF_SL	$268,154	$0	$0	$0	$0	$0	$268,154	$250,000	$18,154	$0
		STP_URB_SL	$375,416	$3,625,442	$0	$0	$0	$0	$4,000,858	$3,730,000	$0	$270,858
		Total	$643,570	$4,496,430	$0	$0	$0	$0	$5,140,000	$3,980,000	$18,154	$1,141,846
SALT L	22882	Funding	NEWPRJ-22882	2213	1		Lone Peak Parkway; 12650 South to 12300 South		Major Rehabilitation - Roadway			
		To Be Adv Dt:					Cnty:FA-2213; MP 1.23 - 1.66					
NEW		LOCAL_GOVT	$0	$0	$0	$0	$0	$10,473,460	$10,473,460	$0	$0	$10,473,460
		STP_URB_SL	$0	$0	$0	$0	$0	$2,681,540	$2,681,540	$2,500,000	$0	$181,540
		Total	$0	$0	$0	$0	$0	$13,155,000	$13,155,000	$2,500,000	$0	$10,655,000
SALT L	18823	Undr Const	F-2215(1)0	2215		1	3650 South; 2700 West to 3200 West		Reconstruct & Widening			
		Adv Dt: 12/21/24					Cnty:FA-2215; MP .00 - 1.00					
		LOCAL_GOVT	$1,702,176	$0	$0	$0	$0	$0	$1,702,176	$0	$0	$1,702,176
		LOCAL_MATCH	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		STP_URB_SL	$1,250,000	$0	$0	$0	$0	$0	$1,250,000	$1,165,375	$0	$84,625
		STP_URB_SL@1	$5,771,489	$0	$0	$0	$0	$0	$5,771,489	$5,771,489	$0	$0
		ST_TTIF_FMLM	$110,058	$2,084,053	$0	$0	$0	$0	$2,194,111	$0	$2,194,111	$0
		TAP_FLEX	$50,000	$0	$0	$0	$0	$0	$50,000	$46,615	$0	$3,385
		Total	$8,883,723	$2,084,053	$0	$0	$0	$0	$10,967,776	$6,983,479	$2,194,111	$1,790,186
SALT L	18816	Scoping	F-2218(1)0	2218			Bengal Blvd; Highland Drive to 2160 East		Intersection Improvements			
		To Be Adv Dt: 08/15/28					Cnty:FA-2218; MP .00 - .28					
		LOCAL_GOVT	$0	$0	$0	$0	$0	$10,000	$10,000	$0	$0	$10,000
		STP_URB_SL	$301,000	$2,379,000	$0	$0	$0	$0	$2,680,000	$2,498,564	$0	$181,436
		TAP_FLEX	$0	$410,000	$0	$0	$0	$0	$410,000	$382,243	$0	$27,757
		Total	$301,000	$2,789,000	$0	$0	$0	$10,000	$3,100,000	$2,880,807	$0	$219,193
SALT L	17806	Undr Const	F-2233(1)1	2233	1	1	Parkway Blvd (2700 S); MVC to 6400 West		Reconstruct & Widening			
		Adv Dt: 02/24/24					Cnty:FA-2233; MP 1.00 - 1.93					
		LOCAL_GOVT	$0	$3,615,135	$0	$0	$0	$0	$3,615,135	$0	$0	$3,615,135
		STP_URB_SL	$7,584,865	$0	$0	$0	$0	$0	$7,584,865	$7,071,370	$0	$513,495
		Total	$7,584,865	$3,615,135	$0	$0	$0	$0	$11,200,000	$7,071,370	$0	$4,128,630
SALT L	20312	Scoping	F-2238(2)0	2238		1	7200 West; 3500 South to Copper Hill Drive		Major Rehabilitation - Roadway			
		To Be Adv Dt: 02/05/27					Cnty:FA-2238; MP .38 - 1.00					
		LOCAL_GOVT	$0	$0	$0	$0	$0	$5,859,408	$5,859,408	$0	$0	$5,859,408
		STP_URB_SL	$0	$0	$0	$0	$0	$9,777,771	$9,777,771	$9,115,816	$0	$661,955
		Total	$0	$0	$0	$0	$0	$15,637,179	$15,637,179	$9,115,816	$0	$6,521,363

Region	PIN	Status / Fund	Project No.	Prior	Rt.	Beg	Len	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Salt Lake County Projects																
SALT L	22084	STIP	F-2238(3)0		2238				7200 W.; 4100 So. to 3900 So.(PIN 20312)				Major Rehabilitation - Roadway			
		Will Not Adv							Cnty:FA-2238; MP .00 - .34							
		LOCAL_GOVT		$0		$0		$0	$0	$0	$0	$0	$0	$0	$0	$0
		STP_URB_SL		$0		$0		$0	$0	$0	$0	$0	$0	$0	$0	$0
SALT L	22881	Funding	NEWPRJ-22881		2238		1		7200 West; 4100 South to 3900 South				Major Rehabilitation - Roadway			
		To Be Adv Dt:							Cnty:FA-2238; MP .00 - .51							
NEW		LOCAL_GOVT		$0		$0		$0	$0	$0	$0	$3,857,460	$3,857,460	$0	$0	$3,857,460
		STP_URB_SL		$0		$0		$0	$0	$0	$0	$2,681,540	$2,681,540	$2,500,000	$0	$181,540
			Total	$0		$0		$0	$0	$0	$0	$6,539,000	$6,539,000	$2,500,000	$0	$4,039,000
SALT L	20422	Scoping	S-2250(1)6		2250	6	1		400 S Viaduct Multi-use Trail				Local/MPO/Other Agency Pass-Through			
		Will Not Adv							Cnty:FA-2250; MP 5.80 - 6.55							
		L_PASS_MATCH		$0		$4,237,333			$0	$0	$0	$0	$4,237,333	$0	$0	$4,237,333
		ST_TTIF_FMLM		$0		$6,356,000			$0	$0	$0	$0	$6,356,000	$0	$6,356,000	$0
			Total	$0		$10,593,333			$0	$0	$0	$0	$10,593,333	$0	$6,356,000	$4,237,333
SALT L	20309	STIP	F-2258(3)5		2258	5	1		900 West; North Temple to 600 North				Major Rehabilitation - Roadway			
		To Be Adv Dt:							Cnty:FA-2258; MP 4.98 - 5.73							
		LOCAL_GOVT		$0		$0		$0	$0	$0	$0	$4,239,529	$4,239,529	$0	$0	$4,239,529
		STP_URB_SL		$0		$0		$0	$0	$0	$0	$3,449,336	$3,449,336	$3,215,816	$0	$233,520
			Total	$0		$0		$0	$0	$0	$0	$7,688,865	$7,688,865	$3,215,816	$0	$4,473,049
SALT L	20323	STIP	F-2258(4)4		2258	4			Salt Lake Green Bike Share Expansion				Pedestrian/Bike facility			
		To Be Adv Dt:							Cnty:FA-2258; MP 4.23 - 4.23							
		CMAQ_WFRC		$0		$0		$0	$0	$0	$0	$476,718	$476,718	$444,444	$0	$32,274
		LOCAL_GOVT		$0		$0		$0	$0	$0	$0	$166,852	$166,852	$0	$0	$166,852
			Total	$0		$0		$0	$0	$0	$0	$643,570	$643,570	$444,444	$0	$199,126
SALT L	21222	STIP	F-2258(5)4		2258	4			Salt Lake Green Bike Share Expansion				Pedestrian/Bike facility			
		To Be Adv Dt:							Cnty:FA-2258; MP 4.21 - 4.21							
		CMAQ_WFRC		$0		$0		$0	$0	$0	$0	$688,298	$688,298	$641,700	$0	$46,598
		LOCAL_GOVT		$0		$0		$0	$0	$0	$0	$1,702	$1,702	$0	$0	$1,702
			Total	$0		$0		$0	$0	$0	$0	$690,000	$690,000	$641,700	$0	$48,300
SALT L	22895	Funding	NEWPRJ-22895		2258	3			SLC Bike Share (GREENbike) Expansion				Other			
		To Be Adv Dt:							Cnty:FA-2258; MP 3.48 - 3.48							
NEW		LOCAL_GOVT		$0		$0		$0	$0	$0	$0	$420,954	$420,954	$0	$0	$420,954
		TAP_URB_WFRC		$0		$0		$0	$0	$0	$0	$429,046	$429,046	$400,000	$0	$29,046
			Total	$0		$0		$0	$0	$0	$0	$850,000	$850,000	$400,000	$0	$450,000

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description				
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	21945	Scoping	F-R299(519)	2266		1	Highland Drive Reconstruction and Complete Street	Reconstruct no widening				
	To Be Adv Dt: 02/28/28						Cnty:FA-2266; MP .00 - 1.39					
		HIP_COMUNITY	$100,000	$3,761,418	$0	$0	$0	$0	$3,861,418	$3,600,000	$0	$261,418
		ST_GF_HB488	$1,230,000	$0	$0	$0	$0	$0	$1,230,000	$0	$1,230,000	$0
		Total	$1,330,000	$3,761,418	$0	$0	$0	$0	$5,091,418	$3,600,000	$1,230,000	$261,418
SALT L	16944	Scoping	F-2266(2)2	2266	2		Highland Drive & 4500 South Intersection Imp	Intersection Modification				
	To Be Adv Dt: 01/28/26						Cnty:FA-2266; MP 2.43 - 2.43					
		CMAQ_PM2.5	$0	$1,287,139	$0	$0	$0	$0	$1,287,139	$1,200,000	$0	$87,139
		CMAQ_WFRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		LOCAL_GOVT	$0	$1,309,861	$0	$0	$0	$0	$1,309,861	$0	$0	$1,309,861
		Total	$0	$2,597,000	$0	$0	$0	$0	$2,597,000	$1,200,000	$0	$1,397,000
SALT L	22876	Funding	NEWPRJ-22876	2266		1	Highland Drive; Arbor Lane to VanWinkle Expressway	Major Rehabilitation - Roadway				
	To Be Adv Dt:						Cnty:FA-2266; MP .00 - 1.38					
NEW		LOCAL_GOVT	$0	$0	$0	$0	$0	$12,427,460	$12,427,460	$0	$0	$12,427,460
		STP_URB_SL	$0	$0	$0	$0	$0	$2,681,540	$2,681,540	$2,500,000	$0	$181,540
		Total	$0	$0	$0	$0	$0	$15,109,000	$15,109,000	$2,500,000	$0	$12,609,000
SALT L	22878	Funding	NEWPRJ-22878	2266	4		Highland Drive; SL Boundary to 3300 South	Major Rehabilitation - Roadway				
	To Be Adv Dt:						Cnty:FA-2266; MP 4.28 - 4.75					
NEW		LOCAL_GOVT	$0	$0	$0	$0	$0	$5,111,068	$5,111,068	$0	$0	$5,111,068
		STP_URB_SL	$0	$0	$0	$0	$0	$2,145,232	$2,145,232	$2,000,000	$0	$145,232
		Total	$0	$0	$0	$0	$0	$7,256,300	$7,256,300	$2,000,000	$0	$5,256,300
SALT L	22889	Funding	NEWPRJ-22889	2272	1		2100 South & 1700 East Intersection	Intersection Modification				
	To Be Adv Dt:						Cnty:FA-2272; MP .88 - .88					
NEW		CMAQ_WFRC	$0	$0	$0	$0	$0	$1,043,057	$1,043,057	$972,442	$0	$70,615
		LOCAL_GOVT	$0	$0	$0	$0	$0	$75,743	$75,743	$0	$0	$75,743
		Total	$0	$0	$0	$0	$0	$1,118,800	$1,118,800	$972,442	$0	$146,358
SALT L	21203	Scoping	F-2292(2)12	2292	11	3	5655 Emigration Cyn to 9698 Emigration Cyn	Spot Safety Improvement				
	To Be Adv Dt: 07/09/26						Cnty:FA-2292; MP 11.22 - 13.83					
		LOCAL_GOVT	$0	$0	$0	$0	$0	$143,792	$143,792	$0	$0	$143,792
		STP_URB_SL	$80,446	$545,000	$0	$0	$0	$2,592,402	$3,217,848	$3,000,000	$0	$217,848
		ST_TIF_ ACT	$0	$3,157,260	$0	$0	$0	$0	$3,157,260	$0	$3,157,260	$0
		Total	$80,446	$3,702,260	$0	$0	$0	$2,736,194	$6,518,900	$3,000,000	$3,157,260	$361,640
SALT L	22093	STIP	F-2292(3)8	2292	8		Sunnyside Ave at Crestview Drive Roundabout	Intersection Modification				
	To Be Adv Dt:						Cnty:FA-2292; MP 7.83 - 7.83					
		CMAQ_WFRC	$0	$0	$0	$0	$0	$817,333	$817,333	$762,000	$0	$55,333
		LOCAL_GOVT	$0	$0	$0	$0	$0	$2,667	$2,667	$0	$0	$2,667
		Total	$0	$0	$0	$0	$0	$820,000	$820,000	$762,000	$0	$58,000

Salt Lake County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description				
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
SALT L	22163	STIP	S-GR02(12)22047	2308		1	STATE STREET (GREEN LOOP) SHARED USE PATH	Trail - New Facility				
		To Be Adv Dt:					Cnty:FA-2308; MP .00 - .90 & 200 E Salt Lake City					
		RAISE_FM/LM	$0	$2,781,191	$0	$0	$0	$0	$2,781,191	$0	$2,781,191	$0
		ST_TTIF	$0	$695,298	$0	$0	$0	$0	$695,298	$0	$695,298	$0
		Total	$0	$3,476,489	$0	$0	$0	$0	$3,476,489	$0	$3,476,489	$0
SALT L	20259	Scoping	S-ST99(840)	2322	2	2	200 South Transit Priority Signal System	UTA/Transit				
		Will Not Adv					Cnty:FA-2322; MP 2.31 - 4.54 & 200 South - 600 West to University of Utah					
		LOCAL_MATCH	$0	$1,200,000	$0	$0	$0	$0	$1,200,000	$0	$0	$1,200,000
		ST_TTIF	$900,000	$900,000	$0	$0	$0	$0	$1,800,000	$0	$0	$1,800,000
		Total	$900,000	$2,100,000	$0	$0	$0	$0	$3,000,000	$0	$0	$3,000,000
SALT L	19684	STIP	F-2322(1)4	2322	4		East Downtown 200 So Transit Hub (400 E to 300 E)	UTA/Transit				
		To Be Adv Dt:					Cnty:FA-2322; MP 3.64 - 3.79					
		CMAQ_WFRC	$0	$0	$0	$0	$0	$1,072,616	$1,072,616	$1,000,000	$0	$72,616
		LOCAL_GOVT	$0	$0	$0	$0	$0	$918,684	$918,684	$0	$0	$918,684
		Total	$0	$0	$0	$0	$0	$1,991,300	$1,991,300	$1,000,000	$0	$991,300
SALT L	22090	STIP	F-2322(2)4	2322	4		Davis-SLC Community Connector	New Capacity				
		To Be Adv Dt:					Cnty:FA-2322; MP 3.80 - 3.80					
		CMAQ_WFRC	$0	$0	$0	$0	$0	$3,217,848	$3,217,848	$3,000,000	$0	$217,848
		LOCAL_GOVT	$0	$0	$0	$0	$0	$72,318,460	$72,318,460	$0	$0	$72,318,460
		Total	$0	$0	$0	$0	$0	$75,536,308	$75,536,308	$3,000,000	$0	$72,536,308
SALT L	20424	Undr Const	S-2324(1)0	2324		1	West Temple Walk Bike Transit Connections	Local/MPO/Other Agency Pass-Through				
		Will Not Adv					Cnty:FA-2324; MP .00 - .75					
		L_PASS_MATCH	$0	$884,000	$0	$0	$0	$0	$884,000	$0	$0	$884,000
		ST_TTIF_FMLM	$0	$1,326,000	$0	$0	$0	$0	$1,326,000	$0	$1,326,000	$0
		Total	$0	$2,210,000	$0	$0	$0	$0	$2,210,000	$0	$1,326,000	$884,000
SALT L	17850	STIP	F-2330(1)1	2330	1		SLC West Intermodal Center	UTA/Transit				
		To Be Adv Dt:					Cnty:FA-2330; MP 1.30 - 1.30					
		CMAQ_WFRC	$0	$1,501,663	$0	$0	$0	$0	$1,501,663	$1,400,000	$0	$101,663
		LOCAL_GOVT	$0	$2,698,637	$0	$0	$0	$0	$2,698,637	$0	$0	$2,698,637
		STP_URB_SL	$0	$2,270,092	$0	$0	$0	$0	$2,270,092	$2,116,407	$0	$153,685
		Total	$0	$6,470,392	$0	$0	$0	$0	$6,470,392	$3,516,407	$0	$2,953,985
SALT L	19633	STIP	F-2354(3)1	2354	1	1	700 North; 2200 West to Redwood Rd (1700 West)	Major Rehabilitation - Roadway				
		To Be Adv Dt:					Cnty:FA-2354; MP .99 - 1.72					
		LOCAL_GOVT	$0	$0	$0	$0	$0	$1,462,752	$1,462,752	$0	$0	$1,462,752
		STP_URB_SL	$0	$0	$0	$0	$0	$3,217,848	$3,217,848	$3,000,000	$0	$217,848
		Total	$0	$0	$0	$0	$0	$4,680,600	$4,680,600	$3,000,000	$0	$1,680,600

Salt Lake County Projects

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location	Concept Description
SALT L	15264	Scoping	S-R299(244)	MULT	I-80 and State Street Interchange R/W	PE
		Will Not Adv			US-89; MP 375.64 - 375.91 & I-80; MP 122.93 - 123.46	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
ST_HB377/TF	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
ST_TIF	$0	$500,000	$0	$0	$0	$0	$500,000	$0	$500,000	$0
Total	$0	$500,000	$0	$0	$0	$0	$500,000	$0	$500,000	$0

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location	Concept Description
SALT L	18452	Active	S-0085(19)4	MULT	MVC; Old Bing Hwy to Porter Rockwell	New Capacity
		To Be Adv Dt: 12/28/26			SR-85; MP 3.53 - 12.46 & SR-85; MP 3.53 - 12.46	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
ST_APPROP	$1,612,876	$0	$0	$0	$0	$0	$1,612,876	$0	$1,612,876	$0
ST_CONCPT_D2	$45,823	$0	$0	$0	$0	$0	$45,823	$0	$45,823	$0
ST_TIF	$45,000,000	$20,000,000	$30,000,000	$310,000,000	$0	$595,000,000	$1000,000,000	$0	$1000,000,000	$0
Total	$46,658,700	$20,000,000	$30,000,000	$310,000,000	$0	$595,000,000	$1001,658,700	$0	$1001,658,700	$0

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location	Concept Description
SALT L	18844	Undr Const	S-2354(2)1	MULT	600/700 N Active Transportation Improvements	Transportation Alternatives
		Will Not Adv			Cnty:FA-2354; MP .99 - 3.09 & SR-268; MP .00 - .73	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_MATCH	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
L_PASS_MATCH	$0	$1,600,000	$0	$0	$0	$0	$1,600,000	$0	$0	$1,600,000
ST_TIF_ ACT	$0	$2,400,000	$0	$0	$0	$0	$2,400,000	$0	$2,400,000	$0
Total	$0	$4,000,000	$0	$0	$0	$0	$4,000,000	$0	$2,400,000	$1,600,000

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location	Concept Description
SALT L	19632	STIP	F-R299(421)	MULT	SLC Metro - Signal Timing and Optimization	Traffic Signal Coordination
		To Be Adv Dt:			Cnty:FA-2161; MP 1.51 - 4.25 & SR-48; MP .00 - 2.00	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
CARBON_SL	$0	$600,000	$0	$0	$0	$0	$600,000	$559,380	$40,620	$0
STP_URB_SL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	$0	$600,000	$0	$0	$0	$0	$600,000	$559,380	$40,620	$0

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location	Concept Description
SALT L	20257	Scoping	S-R299(517)	MULT	5600 West Express Bus and Park & Ride at 6200 S	UTA/Transit
		Will Not Adv			Cnty:FA-2386; MP .00 - .29 & TO WRIGHT BROS. DR.; MP .00 - .20 & Cnty:FA-2330; MP .00 - 3.67 & Cnty:FA-2330; MP .00 - 3.67 & Cnty:FA-2330; MP .00 - 3.67 & FROM SR-186 TO SR-154 AIRPORT; MP .00 - .74 & SR-172; MP .00 - 5.71 & SR-172; MP 5.70 - 9.22 &	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_MATCH	$0	$13,680,000	$0	$0	$0	$0	$13,680,000	$0	$0	$13,680,000
ST_TTIF	$13,000,000	$7,520,000	$0	$0	$0	$0	$20,520,000	$0	$0	$20,520,000
Total	$13,000,000	$21,200,000	$0	$0	$0	$0	$34,200,000	$0	$0	$34,200,000

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location	Concept Description
SALT L	20415	Undr Const	S-0154(250)4	MULT	Bangerter Highway South Interchanges	TIF - Transportation Investment Fund
		Adv Dt: 02/16/23			SR-154; MP 9.84 - 11.43 & SR-154; MP 3.71 - 4.77 & SR-154; MP 5.21 - 6.40	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
L_BETTERMENT	$5,000,000	$340,425	$0	$0	$0	$0	$5,340,425	$0	$0	$5,340,425
OTHER	$71,362	$0	$0	$0	$0	$0	$71,362	$0	$0	$71,362
ST_APPROP	$1,910,153	$0	$0	$0	$0	$0	$1,910,153	$0	$1,910,153	$0
ST_TIF	$177,751,603	$35,000,000	$0	$0	$0	$0	$212,751,603	$0	$212,751,603	$0
ST_TIF_HB433	$47,748,397	$0	$0	$0	$0	$0	$47,748,397	$0	$47,748,397	$0
Total	$232,481,515	$35,340,425	$0	$0	$0	$0	$267,821,940	$0	$262,410,153	$5,411,787

Salt Lake County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	20428	Scoping	S-R299(453)	MULT			Westpointe/Jordan Meadows Neighborhood Byway	Local/MPO/Other Agency Pass-Through
		Will Not Adv					Westpoint/Jordan Meadows Neighborhood Byway	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
L_PASS_MATCH	$0	$600,000	$0	$0	$0	$0	$600,000	$0	$0	$600,000
ST_TTIF_FMLM	$0	$900,000	$0	$0	$0	$0	$900,000	$0	$0	$900,000
Total	$0	$1,500,000	$0	$0	$0	$0	$1,500,000	$0	$0	$1,500,000

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	20430	Scoping	S-0186(46)1	MULT			Bicycle Lanes up Capitol Hill	Local/MPO/Other Agency Pass-Through
		Will Not Adv					SR-186; MP 1.18 - 1.50 & Cnty:FA-2148; MP 6.84 - 7.14	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
L_PASS_MATCH	$0	$270,734	$0	$0	$0	$0	$270,734	$0	$0	$270,734
ST_TTIF_FMLM	$0	$406,102	$0	$0	$0	$0	$406,102	$0	$0	$406,102
Total	$0	$676,836	$0	$0	$0	$0	$676,836	$0	$0	$676,836

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	20518	Undr Const	S-0154(103)10	MULT			Bangerter Highway Aqueduct Protection	Other
		Adv Dt: 11/05/22					SR-154; MP 9.98 - 10.91 & SR-154; MP 16.30 - 17.34	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
ST_TIF	$1,301,160	$1,698,840	$0	$0	$0	$0	$3,000,000	$0	$3,000,000	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	20777	Scoping	F-I80-3(215)131	MULT			I-80 Bridge Deck Replacements and Rehabilitation	Rehabilitation or Replacement
		To Be Adv Dt: 06/03/26					I-80; MP 131.48 - 132.91 & FROM SR-186 TO I-215; MP .30 - .37 & I-80; MP 130.37 - 131.03	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
NHPP_BR	$0	$21,700,000	$0	$0	$0	$0	$21,700,000	$20,230,910	$1,469,090	$0
STP_BRIDGE	$0	$2,800,000	$0	$0	$0	$0	$2,800,000	$2,610,440	$189,560	$0
ST_BRIDGE	$4,100,000	$0	$0	$0	$0	$0	$4,100,000	$0	$4,100,000	$0
ST_TIF_PRS_S	$0	$1,400,000	$0	$0	$0	$0	$1,400,000	$0	$1,400,000	$0
Total	$4,100,000	$25,900,000	$0	$0	$0	$0	$30,000,000	$22,841,350	$7,158,650	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	21207	Scoping	S-R299(482)	MULT			Enhanced Bus, Tolling, Mobility Hub & Bus Stops	UTA/Transit
		To Be Adv Dt: 04/30/27					SR-210; MP .00 - 12.26 & SR-190; MP 1.11 - 16.76 & Big & Little Cottonwood Canyons - Added route information	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
ST_TIF	$126,300,000	$0	$0	$0	$0	$0	$126,300,000	$0	$126,300,000	$0
ST_TIF_CC	$332,881	$49,667,119	$0	$0	$0	$0	$50,000,000	$0	$50,000,000	$0
Total	$126,632,881	$49,667,119	$0	$0	$0	$0	$176,300,000	$0	$176,300,000	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	21456	Scoping	F-R299(492)	MULT			Salt Lake City's Reconnecting Communities Study	Planning
		Will Not Adv					I-15; MP 304.15 - 310.25 & I-15; MP 304.15 - 310.25	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
FA_MISC_100%	$1,970,000	$0	$0	$0	$0	$0	$1,970,000	$1,970,000	$0	$0
LOCAL_GOVT	$0	$1,270,000	$0	$0	$0	$0	$1,270,000	$0	$0	$1,270,000
UTA_FUNDS	$0	$500,000	$0	$0	$0	$0	$500,000	$0	$0	$500,000
Total	$1,970,000	$1,770,000	$0	$0	$0	$0	$3,740,000	$1,970,000	$0	$1,770,000

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	21798	Scoping	S-0190(32)2	MULT			BCC: SR-190 at FT Union; Merge Lane	Intersection Modification
		To Be Adv Dt: 04/20/26					SR-190; MP 1.65 - 2.38 & Cnty:FA-2116; MP 5.47 - 5.50 & SR-210; MP .00 - .07 & SR-190; SR-190 at Fort Union	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
ST_TIF	$14,837	$14,985,163	$0	$0	$0	$0	$15,000,000	$0	$15,000,000	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	21818	Active	S-R299(496)0	MULT			Cottonwood Canyons Transit & Roadway Corridor	Corridor Preservation
		To Be Adv Dt: 02/01/28					Cnty:FA-2074; MP 4.42 - 5.59 & SR-210; MP .00 - 3.97 & SR-190; MP .84 - 2.02 & Cottonwood Canyons Transit and Roadway Corridor Preservation	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
ST_CORR_PRES	$5,087,384	$0	$0	$0	$0	$0	$5,087,384	$0	$5,087,384	$0

Salt Lake County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	21826	Scoping	S-R299(498)	MULT			S-Line Extension from McClelland Stn to Highland	UTA/Transit
		Will Not Adv					This project will extend the S-Line from the end of line at Fairmont Station at 1040 East along the north side of Simpson Avenue to the heart of the Sugar House business district at Highland Drive.	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
ST_TIF_HB433	$0	$12,000,000	$0	$0	$0	$0	$12,000,000	$0	$12,000,000	$0
ST_TTIF	$0	$9,900,000	$0	$0	$0	$0	$9,900,000	$0	$9,900,000	$0
Total	$0	$21,900,000	$0	$0	$0	$0	$21,900,000	$0	$21,900,000	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	22065	STIP	S-GR02(3)22047	MULT			Salt Lake and East Jordan Canals	Local/MPO/Other Agency Pass-Through
		To Be Adv Dt:					9400 South Historic Sandy Station	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
RAISE_FM/LM	$0	$2,764,750	$0	$0	$0	$0	$2,764,750	$0	$2,764,750	$0
ST_TTIF_FMLM	$691,188	$0	$0	$0	$0	$0	$691,188	$0	$691,188	$0
Total	$691,188	$2,764,750	$0	$0	$0	$0	$3,455,938	$0	$3,455,938	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	22066	STIP	S-GR02(4)22047	MULT			MIDVALE COTTONWOOD ST. BUFFERED BIKE LANE	Local/MPO/Other Agency Pass-Through
		To Be Adv Dt:					Cnty:FA-2140; MP .00 - .84 & Cnty:FA-2140; MP .00 - .00 & Midvale Fort Union Station - Cottonwood Street	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
RAISE_FM/LM	$0	$176,560	$0	$0	$0	$0	$176,560	$0	$176,560	$0
ST_TTIF_FMLM	$44,140	$0	$0	$0	$0	$0	$44,140	$0	$44,140	$0
Total	$44,140	$176,560	$0	$0	$0	$0	$220,700	$0	$220,700	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	22068	STIP	S-GR02(6)22047	MULT			Main Street and Holden Street Buffered Bike Lanes	Local/MPO/Other Agency Pass-Through
		To Be Adv Dt:					Cnty:FA-2118; MP .00 - .75 & Cnty:FA-2105; MP 1.39 - 2.12 & Cnty:FA-2105; MP 2.12 - 2.12 & 7800 South Holden Street - Midvale	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
RAISE_FM/LM	$0	$262,918	$0	$0	$0	$0	$262,918	$0	$262,918	$0
ST_TTIF_FMLM	$65,730	$0	$0	$0	$0	$0	$65,730	$0	$65,730	$0
Total	$65,730	$262,918	$0	$0	$0	$0	$328,648	$0	$328,648	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	22070	STIP	S-GR02(7)22047	MULT			4800 WEST BUFFERED BIKE LANE	Local/MPO/Other Agency Pass-Through
		To Be Adv Dt:					Cnty:FA-2156; MP 11.56 - 12.07 & 3500 South and 4800 West in West Valley City	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
RAISE_FM/LM	$0	$1,541,646	$0	$0	$0	$0	$1,541,646	$0	$1,541,646	$0
ST_TTIF_FMLM	$385,411	$0	$0	$0	$0	$0	$385,411	$0	$385,411	$0
Total	$385,411	$1,541,646	$0	$0	$0	$0	$1,927,057	$0	$1,927,057	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	22071	STIP	S-GR02(8)22047	MULT			2200 WEST BIKE LANES	Local/MPO/Other Agency Pass-Through
		To Be Adv Dt:					Cnty:FA-2168; MP 1.00 - 1.51 & 2200 West 3800 South	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
RAISE_FM/LM	$0	$939,893	$0	$0	$0	$0	$939,893	$0	$939,893	$0
ST_TTIF_FMLM	$234,973	$0	$0	$0	$0	$0	$234,973	$0	$234,973	$0
Total	$234,973	$939,893	$0	$0	$0	$0	$1,174,866	$0	$1,174,866	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	22072	STIP	S-GR02(9)22047	MULT			Main Street / West Temple Bike Lane	Local/MPO/Other Agency Pass-Through
		To Be Adv Dt:					US-89; MP 376.15 - 376.39 & Cnty:FA-2176; MP .87 - 1.53 & US-89; MP 376.17 - 376.17 & 2000 South and Haven Ave	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
RAISE_FM/LM	$0	$1,592,631	$0	$0	$0	$0	$1,592,631	$0	$1,592,631	$0
ST_TTIF_FMLM	$398,158	$0	$0	$0	$0	$0	$398,158	$0	$398,158	$0
Total	$398,158	$1,592,631	$0	$0	$0	$0	$1,990,789	$0	$1,990,789	$0

Salt Lake County Projects

Region	PIN	Status / Fund	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
SALT L	22073	STIP	S-FR02(10)22047	MULT			Magna Downtown Revitalization	Local/MPO/Other Agency Pass-Through										
		To Be Adv Dt:					3100 South downtown Magna											
		RAISE_FM/LM							$0	$2,981,676	$0	$0	$0	$0	$2,981,676	$0	$2,981,676	$0
		ST_TTIF_FMLM							$745,200	$0	$0	$0	$0	$0	$745,200	$0	$745,200	$0
			Total						$745,200	$2,981,676	$0	$0	$0	$0	$3,726,876	$0	$3,726,876	$0
SALT L	22841	STIP	S-0085(27)12	MULT			MVC; Old Bingham Highway to 7800 S (Interchanges)	Upgrade Existing At-Grade Intersection										
		To Be Adv Dt:					SR-85; MP 12.02 - 15.42 & SR-85; MP 12.19 - 15.69											
		ST_TIF							$0	$0	$10,000,000	$10,000,000	$0	$240,000,000	$260,000,000	$0	$260,000,000	$0
SALT L	22842	STIP	S-0085(28)21	MULT			MVC; 3500 South Interchange	Upgrade Existing At-Grade Intersection										
		To Be Adv Dt:					SR-85; MP 20.73 - 21.66 & SR-85; MP 20.93 - 21.87											
		ST_TIF							$0	$0	$10,000,000	$10,000,000	$0	$100,000,000	$120,000,000	$0	$120,000,000	$0
SALT L	22651	Funding	NEWPRJ-22651	MULT			I-80; Bridge Rehabilitations, Salt Lake	Rehabilitation or Replacement										
		To Be Adv Dt:					I-80; MP 114.28 - 119.11 & I-80; MP 114.24 - 119.07 & FROM WRIGHT BROS. DR.; MP .00 - .36 & TO SR-154 - AIRPORT; MP .34 - .57 & 40TH WEST / NORTH TEMPLE; MP .46 - .69 & FROM I-215N; MP 1.00 - 1.37											
NEW		NHPP_BR							$0	$0	$0	$50,000,000	$0	$0	$50,000,000	$46,615,000	$3,385,000	$0
SALT L	7703	Undr Const	MP-0182(6)	MULT			MVC; Salt Lake County PM	Staffing Support										
		Will Not Adv					MVC; Salt Lake County PM											
		LOCAL_INKIND							$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		L_BETTERMENT							$38,333,979	$0	$0	$0	$0	$0	$38,333,979	$0	$0	$38,333,979
		ST_BONDS_MVC							$55,800,000	$0	$0	$0	$0	$0	$55,800,000	$0	$55,800,000	$0
		ST_CHF_TIF							$193,845,199	$0	$0	$0	$0	$0	$193,845,199	$0	$193,845,199	$0
		ST_CONST							$500,000	$0	$0	$0	$0	$0	$500,000	$0	$500,000	$0
		ST_GF_CHN							$128,755,865	$0	$0	$0	$0	$0	$128,755,865	$0	$128,755,865	$0
		ST_GF_TIF							$7,500,000	$0	$0	$0	$0	$0	$7,500,000	$0	$7,500,000	$0
		ST_TIF							$7,099,689	$12,841,090	$0	$0	$0	$0	$19,940,779	$0	$19,940,779	$0
			Total						$431,834,732	$12,841,090	$0	$0	$0	$0	$444,675,822	$0	$406,341,843	$38,333,979
SALT L	8312	Undr Const	S-0085(4)0	MULT			MVC; AQ MONITOR AND FILTERS											
		Will Not Adv					MVC; AQ MONITOR AND FILTERS											
		ST_CHF_TIF							$3,262,117	$837,883	$0	$0	$0	$0	$4,100,000	$0	$4,100,000	$0
SALT L	16382	Scoping	S-0154(97)10	MULT			Multiple Interchanges on Bangerter Hwy.	Upgrade Existing At-Grade Intersection										
		Will Not Adv					SR-154; MP 16.50 - 17.40 & SR-154; MP 10.04 - 10.68											
		ST_APPROP							$343,855	$0	$0	$0	$0	$0	$343,855	$0	$343,855	$0
		ST_TIF							$72,405,000	$2,605,000	$0	$0	$0	$0	$75,010,000	$0	$75,010,000	$0
		ST_TIF_HB433							$25,895,000	$0	$0	$0	$0	$0	$25,895,000	$0	$25,895,000	$0
			Total						$98,643,855	$2,605,000	$0	$0	$0	$0	$101,248,855	$0	$101,248,855	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other

Salt Lake County Projects

SALT L	16922	Scoping	F-2104(1)1		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_GOVT		$0	$0	$0	$0	$0	$927,384	$927,384	$0	$0	$927,384
		STP_URB_SL		$0	$0	$0	$0	$0	$1,072,616	$1,072,616	$1,000,000	$0	$72,616
			Total	$0	$0	$0	$0	$0	$2,000,000	$2,000,000	$1,000,000	$0	$1,000,000
SALT L	16943	Scoping	F-2038(1)1		MULT		14600 South; Railroad Bridge to Redwood Bike/ Ped		Pedestrian/Bike facility			
		To Be Adv Dt: 04/05/27					Cnty:FA-2038; MP .92 - 2.17 & Cnty:FA-2038; MP 2.17 - 2.17					
		CARBON_SL		$0	$1,142,002	$0	$0	$0	$0	$1,142,002	$1,064,688	$0	$77,314
		CMAQ_WFRC		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
			Total	$0	$1,142,002	$0	$0	$0	$0	$1,142,002	$1,064,688	$0	$77,314
SALT L	17842	Undr Const	F-R299(344)		MULT		Midvalley Connector: Murray - WVC Ctrl Station OPS		UTA/Transit			
		Will Not Adv					SR-266; MP .27 - 1.71 & SR-266; MP .00 - .27 & Cnty:FA-2240; MP 3.50 - 3.74 & Midvalley Connector; Murray Station to West Valley Central Station - Operations					
		CMAQ_PM2.5		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		FTASEC_5309		$0	$0	$0	$0	$0	$80,687,500	$80,687,500	$64,550,000	$0	$16,137,500
		LOCAL_GOVT		$0	$11,000,000	$0	$0	$0	$0	$11,000,000	$0	$0	$11,000,000
		LOCAL_INKIND		$0	$4,650,000	$0	$0	$0	$0	$4,650,000	$0	$0	$4,650,000
		ST_PVMT_LV2		$736	$0	$0	$0	$0	$0	$736	$0	$736	$0
		ST_TTIF		$22,800,000	$0	$0	$0	$0	$0	$22,800,000	$0	$22,800,000	$0
		TRANSFER2UTA		$0	$2,000,000	$0	$0	$0	$0	$2,000,000	$2,000,000	$0	$0
			Total	$22,800,736	$17,650,000	$0	$0	$0	$80,687,500	$121,138,236	$66,550,000	$22,800,736	$31,787,500
SALT L	18818	STIP	F-R299(392)		MULT		TSP/ Preemption for Transit, Freight, & Snow Plows		ATMS			
		To Be Adv Dt: 09/14/26					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	$690,000	$0	$0	$0	$0	$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	$0	$0	$0	$0
		TRANSFER2UTA		$0	$237,737	$0	$0	$0	$0	$237,737	$237,737	$0	$0
			Total	$0	$237,737	$0	$0	$0	$0	$237,737	$237,737	$0	$0
SALT L	18824	Scoping	F-LC35(324)		MULT		9000 South; Mountain View to 6205 West		New Capacity			
		To Be Adv Dt: 01/25/27					SR-209; MP 4.59 - 4.96 & 9000 South; Mountain View to 6205 West					
		LOCAL_GOVT		$0	$4,855,800	$0	$0	$0	$0	$4,855,800	$0	$0	$4,855,800
		STP_URB_SL		$700,801	$2,517,048	$2,681,540	$0	$0	$0	$5,899,389	$5,500,000	$0	$399,389
			Total	$700,801	$7,372,848	$2,681,540	$0	$0	$0	$10,755,189	$5,500,000	$0	$5,255,189
SALT L	18837	Undr Const	F-LC35(325)		MULT		Kensington East-West Neighborhood Byway		Transportation Alternatives			
		Adv Dt: 11/02/24					Kensington Avenue from West Temple to 1600 East					
		LOCAL_GOVT		$0	$1,301,246	$0	$0	$0	$0	$1,301,246	$0	$0	$1,301,246
		TAP_URB_WFRC		$1,044,728	$0	$0	$0	$0	$0	$1,044,728	$974,000	$0	$70,728
			Total	$1,044,728	$1,301,246	$0	$0	$0	$0	$2,345,974	$974,000	$0	$1,371,974

Salt Lake County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
SALT L	19569	STIP	F-R299(419)		MULT		Traffic Signal Priority/Preemption	Detection
		To Be Adv Dt:					SR-266; MP .00 - 8.12 & SR-173; MP 1.67 - 5.03 & SR-173; MP 7.26 - 9.27 & SR-48; MP .00 - 2.00 & Cnty:FA-2161; MP 3.20 - 4.25 & SR-48; MP .00 - .00 & Cnty:FA-2036; MP 1.06 - 3.24	
		STP_URB_SL	$0	$0	$0	$0	$0	$790,000	$790,000	$736,517	$53,483	$0
SALT L	19629	STIP	F-R299(420)		MULT		TSP Project ; SR-266, 5400 So., SR-48	Detection
		To Be Adv Dt:					Cnty:FA-2161; MP 1.01 - 4.25 & SR-173; MP 1.69 - 5.04 & SR-48; MP .00 - 2.00 & Cnty:FA-2161; MP .00 - 1.02 & Cnty:FA-2034; MP 3.18 - 3.50 & Cnty:FA-2034; MP 2.62 - 3.17 & SR-266; MP .00 - 8.12 & Cnty:FA-2161; MP 4.25 - 4.25	
		STP_URB_SL	$0	$0	$0	$0	$0	$790,000	$790,000	$736,517	$53,483	$0
SALT L	19678	Scoping	F-R299(422)		MULT		Point of the Mountain Transit Environmental Study	UTA/Transit
		Will Not Adv					https://www.rideuta.com/About-UTA/Active-Projects/Point-of-the-Mountain-Transit-Study	
		LOCAL_GOVT	$0	$5,854,768	$0	$0	$0	$0	$5,854,768	$0	$0	$5,854,768
		STP_URB_SL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		TRANSFER2UTA	$0	$2,000,000	$0	$0	$0	$0	$2,000,000	$2,000,000	$0	$0
		Total	$0	$7,854,768	$0	$0	$0	$0	$7,854,768	$2,000,000	$0	$5,854,768
SALT L	20315	Scoping	F-R299(444)		MULT		Midvalley Connector BRT; Atherton Dr.to 2700 W.	UTA/Transit
		Will Not Adv					Midvalley Connector bus rapid transit (BRT) route, connecting Atherton Drive to 2700 West, New Construction	
		CARBON_SL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		CMAQ_WFRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		LOCAL_GOVT	$0	$26,658,320	$0	$0	$0	$0	$26,658,320	$0	$0	$26,658,320
		STP_URB_SL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		TRANSFER2UTA	$0	$4,515,816	$0	$0	$0	$0	$4,515,816	$4,515,816	$0	$0
		Total	$0	$31,174,136	$0	$0	$0	$0	$31,174,136	$4,515,816	$0	$26,658,320
SALT L	20340	STIP	F-R299(446)		MULT		Utah Lake Distribution Canal Trail So. Segment	Pedestrian/Bike facility
		To Be Adv Dt:					Construct Missing Trail Connection to the Jordan Valley Transit Oriented District (JVTOD) with the Jordan Valley Medical Center (hospital), a community college, a high school, various residential communities, and recreational facilities	
		TAP_URB_WFRC	$0	$167,000	$0	$0	$0	$0	$167,000	$155,694	$0	$11,306
SALT L	21198	STIP	F-2116(6)5		MULT		Fort Union Blvd; Pippen Drive to 3160 East	Pedestrian/Bicycle Safety
		To Be Adv Dt:					Cnty:FA-2116; MP 4.66 - 5.24 & Cnty:FA-2116; MP 4.66 - 4.67	
		LOCAL_GOVT	$0	$0	$0	$0	$0	$3,010,560	$3,010,560	$0	$0	$3,010,560
		STP_URB_SL	$0	$0	$0	$0	$0	$2,681,540	$2,681,540	$2,500,000	$0	$181,540
		Total	$0	$0	$0	$0	$0	$5,692,100	$5,692,100	$2,500,000	$0	$3,192,100
SALT L	21199	STIP	F-2072(1)1		MULT		Pioneer Road; 1300 East to 1650 East	Reconstruct & Widening
		To Be Adv Dt:					Cnty:FA-2072; MP 1.07 - 1.52 & Cnty:FA-2072; MP 1.07 - 1.07	
		LOCAL_GOVT	$0	$0	$0	$0	$0	$1,376,452	$1,376,452	$0	$0	$1,376,452
		STP_URB_SL	$0	$0	$0	$0	$0	$3,217,848	$3,217,848	$3,000,000	$0	$217,848
		Total	$0	$0	$0	$0	$0	$4,594,300	$4,594,300	$3,000,000	$0	$1,594,300

Salt Lake County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	21202	STIP	F-LC35(332)	MULT			2700 South; 8054 West to 8000 West	Pedestrian/Bicycle Safety
	To Be Adv Dt:						Cnty:FA-2236; MP 1.29 - 1.29 & Cnty:FA-2236; MP 1.29 - 1.50 & Cnty:FA-2236; MP 1.50 - 1.50	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_GOVT	$0	$0	$0	$0	$0	$303,252	$303,252	$0	$0	$303,252
STP_URB_SL	$0	$0	$0	$0	$0	$3,217,848	$3,217,848	$3,000,000	$0	$217,848
Total	$0	$0	$0	$0	$0	$3,521,100	$3,521,100	$3,000,000	$0	$521,100

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	22092	Scoping	F-0071(76)5	MULT			SR-71 AT LONE PEAK PKWY	Intersection Modification
	To Be Adv Dt: 03/11/26						TO SR-71 DRAPER / RIVERTON; MP .24 - .37 & SR-71; MP 4.73 - 4.87	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
CARBON_SL	$0	$0	$0	$0	$0	$1,179,878	$1,179,878	$1,100,000	$79,878	$0
CMAQ_WFRC	$0	$0	$0	$0	$0	$1,608,924	$1,608,924	$1,500,000	$108,924	$0
LOCAL_GOVT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STP_FLX_ST	$700,000	$2,476,198	$0	$0	$0	$0	$3,176,198	$2,961,170	$215,029	$0
STP_URB_SL_U	$0	$488,001	$0	$0	$0	$0	$488,001	$454,963	$33,038	$0
Total	$700,000	$2,964,199	$0	$0	$0	$2,788,802	$6,453,001	$6,016,133	$436,868	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	22883	Funding	NEWPRJ-22883	MULT			1300 West; 7800 South to 6600 South	Major Rehabilitation - Roadway
	To Be Adv Dt:						Cnty:FA-2066; MP 8.68 - 8.70 & Cnty:FA-2066; MP 8.68 - 10.10	
NEW								

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_GOVT	$0	$0	$0	$0	$0	$18,519,768	$18,519,768	$0	$0	$18,519,768
STP_URB_SL	$0	$0	$0	$0	$0	$2,145,232	$2,145,232	$2,000,000	$0	$145,232
Total	$0	$0	$0	$0	$0	$20,665,000	$20,665,000	$2,000,000	$0	$18,665,000

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	14988	Scoping	F-LC49(169)	OTHER			Springville Sharp/Tintic RR Connection	UTA/Transit
	To Be Adv Dt: 11/26/27						New RR connection	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
CMAQ_MAG	$4,874,344	$0	$0	$0	$0	$0	$4,874,344	$4,874,344	$0	$0
CMAQ_PM2.5	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
LOCAL_GOVT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
LOCAL_INKIND	$0	$117,985	$0	$0	$0	$0	$117,985	$0	$0	$117,985
LOCAL_MATCH	$215	$235,755	$0	$0	$0	$0	$235,970	$0	$0	$235,970
R/H_HZ_EL90S	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
R/H_HZ_ELM1	$720,000	$0	$0	$0	$0	$0	$720,000	$720,000	$0	$0
R/H_HZ_ELM90	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STP_URB_P/O	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
ST_CONT_R3	$0	$110,000	$0	$0	$0	$0	$110,000	$0	$110,000	$0
ST_EXCH_MAG	$0	$200,000	$0	$0	$0	$0	$200,000	$0	$200,000	$0
ST_MATCH	$0	$80,000	$0	$0	$0	$0	$80,000	$0	$80,000	$0
ST_TIFEX_MAG	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
ST_TTIF_HB3	$0	$16,000,000	$0	$0	$0	$0	$16,000,000	$0	$16,000,000	$0
UTA_FUNDS	$1,428,844	$0	$0	$0	$0	$0	$1,428,844	$0	$0	$1,428,844
Total	$7,023,403	$16,743,740	$0	$0	$0	$0	$23,767,143	$5,594,344	$16,390,000	$1,782,799

Salt Lake County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	18885	Scoping	F-R299(401)				Northwest Quadrant West Rail Project	Freight
		Will Not Adv					New Salt Lake Garfield and Western Rail Line	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
FA_INFRA@100	$0	$13,647,228	$0	$0	$0	$0	$13,647,228	$13,647,228	$0	$0
L_PASS_MATCH	$0	$10,259,246	$0	$0	$0	$0	$10,259,246	$0	$0	$10,259,246
OTHER	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	$0	$23,906,474	$0	$0	$0	$0	$23,906,474	$13,647,228	$0	$10,259,246

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	19472	Active	S-R299(416)				U-111; Herriman Blvd to South Jordan Pkwy	New Capacity
		To Be Adv Dt: 07/25/25					7300 W; Herriman Blvd to South Jordan Parkway	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
L_BETTERMENT	$13,125	$0	$0	$0	$0	$0	$13,125	$0	$0	$13,125
ST_TIF	$0	$21,250,000	$0	$0	$0	$0	$21,250,000	$0	$21,250,000	$0
ST_TIF_HB433	$1,896,450	$47,853,550	$0	$0	$0	$0	$49,750,000	$0	$49,750,000	$0
Total	$1,909,575	$69,103,550	$0	$0	$0	$0	$71,013,125	$0	$71,000,000	$13,125

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	19736	Undr Const	S-R299(426)				U&SL Canal SUP; Midway Dr to 6200 S	Transportation Alternatives
		Will Not Adv					U&SL Canal SUP	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
L_PASS_MATCH	$0	$680,000	$0	$0	$0	$0	$680,000	$0	$0	$680,000
ST_TIF_ ACT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
ST_TIF_ACT80	$2,720,390	$0	$0	$0	$0	$0	$2,720,390	$0	$2,720,390	$0
Total	$2,720,390	$680,000	$0	$0	$0	$0	$3,400,390	$0	$2,720,390	$680,000

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	20398	Scoping	S-R299(451)				Midvale Canal Trails (Midvale City)	Local/MPO/Other Agency Pass-Through
		Will Not Adv					Midvale Canal Trail	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
L_PASS_MATCH	$0	$400,000	$0	$0	$0	$0	$400,000	$0	$0	$400,000
ST_TIF_ ACT	$0	$600,000	$0	$0	$0	$0	$600,000	$0	$600,000	$0
Total	$0	$1,000,000	$0	$0	$0	$0	$1,000,000	$0	$600,000	$400,000

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	20421	Undr Const	S-R299(452)				4000 South Millcreek City Trailhead	Local/MPO/Other Agency Pass-Through
		Will Not Adv					4000 South Millcreek City Trailhead	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
L_PASS_MATCH	$0	$1,006,800	$0	$0	$0	$0	$1,006,800	$0	$0	$1,006,800
ST_TIF_ ACT	$1,510,200	$0	$0	$0	$0	$0	$1,510,200	$0	$1,510,200	$0
Total	$1,510,200	$1,006,800	$0	$0	$0	$0	$2,517,000	$0	$1,510,200	$1,006,800

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	20432	Scoping	S-R299(455)				Utah and Salt Lake Canal SUP; 8000 W to 2600 S	Local/MPO/Other Agency Pass-Through
		Will Not Adv					U&SL Canal	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
L_PASS_MATCH	$615,568	$0	$0	$0	$0	$0	$615,568	$0	$0	$615,568
ST_TIF_ACT80	$2,462,271	$0	$0	$0	$0	$0	$2,462,271	$0	$2,462,271	$0
Total	$3,077,839	$0	$0	$0	$0	$0	$3,077,839	$0	$2,462,271	$615,568

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	21277	Active	F-R299(487)				Neffs Canyon Trailhead Improvements	Trails
		To Be Adv Dt: 05/07/25					Neffs Canyon Trailhead	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
HIP_COMUNITY	$800,000	$0	$0	$0	$0	$0	$800,000	$800,000	$0	$0
LOCAL_GOVT	$65,000	$0	$0	$0	$0	$0	$65,000	$0	$0	$65,000
LOCAL_MATCH	$0	$58,093	$0	$0	$0	$0	$58,093	$0	$0	$58,093
Total	$865,000	$58,093	$0	$0	$0	$0	$923,093	$800,000	$0	$123,093

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	21773	Scoping	S-LC35(337)		OTHER		Lake Avenue TRAX Station				UTA/Transit	
		Will Not Adv					New Lake Park TRAX Station - Daybreak - Not on LRS Route					
		LOCAL_GOVT	$1,800,000	$0	$0	$0	$0	$0	$1,800,000	$0	$0	$1,800,000
		ST_TTIF	$675,000	$3,525,000	$0	$0	$0	$0	$4,200,000	$0	$4,200,000	$0
		Total	$2,475,000	$3,525,000	$0	$0	$0	$0	$6,000,000	$0	$4,200,000	$1,800,000
SALT L	22059	STIP	S-GR02(1)22047		OTHER		MILLCREEK AND MURRAY BORDER MULTI-USE PATH				Trail - New Facility	
		To Be Adv Dt:					175 W between Cetnral Ave and Fireclay Ave (Millcreek)					
		RAISE_FM/LM	$0	$444,668	$0	$0	$0	$0	$444,668	$0	$444,668	$0
		ST_TTIF_FMLM	$11,167	$0	$0	$0	$0	$0	$11,167	$0	$11,167	$0
		Total	$11,167	$444,668	$0	$0	$0	$0	$455,835	$0	$455,835	$0
SALT L	22060	STIP	S-GR02(2)22047		OTHER		MIDVALE TRAX STATION TO MAPLE ST. MULTI-USE PATH				Local/MPO/Other Agency Pass-Through	
		To Be Adv Dt:					7200 South 180 West Trax Station					
		RAISE_FM/LM	$0	$672,938	$0	$0	$0	$0	$672,938	$0	$672,938	$0
		ST_TTIF_FMLM	$168,234	$0	$0	$0	$0	$0	$168,234	$0	$168,234	$0
		Total	$168,234	$672,938	$0	$0	$0	$0	$841,172	$0	$841,172	$0
SALT L	22067	STIP	S-GR02(5)22047		OTHER		Midvale Center Street Protected Bike Lane				Local/MPO/Other Agency Pass-Through	
		To Be Adv Dt:					7800 South Midvle Center Street					
		RAISE_FM/LM	$0	$3,728,256	$0	$0	$0	$0	$3,728,256	$0	$3,728,256	$0
		ST_TTIF_FMLM	$932,064	$0	$0	$0	$0	$0	$932,064	$0	$932,064	$0
		Total	$932,064	$3,728,256	$0	$0	$0	$0	$4,660,320	$0	$4,660,320	$0
SALT L	22921	Scoping	S-ST99(1071)		OTHER		FrontRunner 2X - Early Work				Drainage - Maint	
		To Be Adv Dt: 09/30/26					14600 South 1030 West					
		ST_TTIF	$0	$20,000,000	$0	$0	$0	$0	$20,000,000	$0	$20,000,000	$0
SALT L	15912	Active	F-LC35(315)		OTHER		2810 South at 8000 West Realignment - Magna				Intersection Modification	
		To Be Adv Dt: 08/12/26					2810 South at 8000 West from 8000 West to 8058 West					
		LOCAL_GOVT	$0	$710,340	$0	$0	$0	$0	$710,340	$0	$0	$710,340
		STP_HIF_SL	$136,997	$0	$0	$0	$0	$0	$136,997	$127,722	$0	$9,275
		STP_URB_SL	$313,093	$840,470	$0	$0	$0	$2,376,720	$3,530,283	$3,291,283	$0	$239,000
		Total	$450,090	$1,550,810	$0	$0	$0	$2,376,720	$4,377,620	$3,419,005	$0	$958,615
SALT L	15918	STIP	F-R299(271)		OTHER		UTA Locomotive Over Haul				UTA/Transit	
		Will Not Adv					UTA Frontrunner Station					
		CARBON_SL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		TRANSFER2UTA	$0	$405,000	$0	$0	$0	$0	$405,000	$405,000	$0	$0
		Total	$0	$405,000	$0	$0	$0	$0	$405,000	$405,000	$0	$0

Salt Lake County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	15919	Scoping	F-R299(272)				Salt Lake County Signal Interconnect - UDOT TOC	Traffic Signal Coordination
	To Be Adv Dt: 11/10/26						Signal Interconnect - UDOT TOC	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
CMAQ_WFRC	$0	$965,354	$0	$0	$0	$0	$965,354	$900,000	$0	$65,354
LOCAL_GOVT	$0	$643,246	$0	$0	$0	$0	$643,246	$0	$0	$643,246
Total	$0	$1,608,600	$0	$0	$0	$0	$1,608,600	$900,000	$0	$708,600

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	15936	Undr Const	S-LC35(322)				8600 South; 5600 West to 6000 West	New Bridge/Bridge Replacement
	Will Not Adv						8600 South Bridge over Mountain View Corridor from 5600 West to 6000 West	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_GOVT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
L_PASS_MATCH	$0	$8,000,000	$0	$0	$0	$0	$8,000,000	$0	$0	$8,000,000
STP_URB_SL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
ST_TIF	$4,740,330	$0	$0	$0	$0	$0	$4,740,330	$0	$4,740,330	$0
Total	$4,740,330	$8,000,000	$0	$0	$0	$0	$12,740,330	$0	$4,740,330	$8,000,000

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	18832	Scoping	F-R299(390)				On Route Electric Bus Charging Infrastructure	UTA/Transit
	Will Not Adv						Potential Locations, Salt Lake Intermodal Center North Temple, UTA at 200 South and 600 West	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
CMAQ_WFRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
LOCAL_GOVT	$181,540	$0	$0	$0	$0	$0	$181,540	$0	$0	$181,540
TFER_2_UTA	$2,500,000	$0	$0	$0	$0	$0	$2,500,000	$2,500,000	$0	$0
Total	$2,681,540	$0	$0	$0	$0	$0	$2,681,540	$2,500,000	$0	$181,540

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	19683	Scoping	F-R299(423)				Electrified Truck Parking Facility John Glenn Rd	Other
	Will Not Adv						Electrified Truck Parking Facility (700 North John Glenn Road)	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
CARBON_SL	$0	$2,588,000	$0	$0	$0	$0	$2,588,000	$2,412,792	$175,208	$0
CMAQ_WFRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
LOCAL_GOVT	$0	$7,093,992	$0	$0	$0	$0	$7,093,992	$0	$0	$7,093,992
Total	$0	$9,681,992	$0	$0	$0	$0	$9,681,992	$2,412,792	$175,208	$7,093,992

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	20314	STIP	F-R299(443)				Tuscany View Rd Extension; 800 W to Holden	Other-Roadway Project
	To Be Adv Dt:						Extend Tuscany View Road from 800 West to Holden Street	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_GOVT	$0	$0	$0	$0	$0	$2,284,348	$2,284,348	$0	$0	$2,284,348
STP_URB_SL	$0	$0	$0	$0	$0	$3,824,752	$3,824,752	$3,565,816	$0	$258,936
Total	$0	$0	$0	$0	$0	$6,109,100	$6,109,100	$3,565,816	$0	$2,543,284

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	20322	STIP	F-R299(445)				Phase I Welby Jacob Canal Ped/ Bike Trail	Pedestrian/Bike facility
	To Be Adv Dt:						Phase I Welby Jacob Canal Ped/ Bike Trail; 12600 South to 13400 South	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
CMAQ_WFRC	$0	$0	$0	$0	$0	$1,390,451	$1,390,451	$1,296,317	$0	$94,134

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
SALT L	20347	STIP	F-R299(447)				First/ Last Mile POM Active Transportation Study	Pedestrian/Bike facility
	To Be Adv Dt:						First Mile/Last Mile Active Transportation Study/Design Point of the Mountain Transit fro Draper FrontRunner Station to Highline Commercial Special District	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_GOVT	$0	$178,215	$0	$0	$0	$0	$178,215	$0	$0	$178,215
TAP_URB_WFRC	$0	$321,785	$0	$0	$0	$0	$321,785	$300,000	$0	$21,785
Total	$0	$500,000	$0	$0	$0	$0	$500,000	$300,000	$0	$200,000

Salt Lake County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description				
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
SALT L	21232	Scoping	F-LC35(333)		OTHER		4220 West Sidewalk; 5415 So to 5500 South		Pedestrian/Bike facility			
		To Be Adv Dt: 01/30/26					4220 West Sidewalk; 5415 So to 5500 South - curb, gutter, and sidewalk on both sides of 4220 West					
		TAP_URB_WFRC	$18,100	$112,900	$0	$0	$0	$0	$131,000	$122,131	$0	$8,869
SALT L	21235	Scoping	F-LC35(334)		OTHER		S Birch Drive; Upland Drive to 3900 South		Pedestrian/Bike facility			
		To Be Adv Dt: 04/03/26					S Birch Drive; Upland Drive to 3900 South					
		LOCAL_GOVT	$126,760	$0	$0	$0	$0	$0	$126,760	$0	$0	$126,760
		TAP_FLEX	$0	$40,000	$0	$0	$0	$0	$40,000	$37,292	$0	$2,708
		TAP_URB_WFRC	$250,000	$966,990	$0	$0	$0	$0	$1,216,990	$1,134,600	$0	$82,390
		Total	$376,760	$1,006,990	$0	$0	$0	$0	$1,383,750	$1,171,892	$0	$211,858
SALT L	22085	STIP	F-R299(504)		OTHER		6400 West; Herriman Blvd. - 12100 South		Major Rehabilitation - Roadway			
		To Be Adv Dt:					6400 West Herriman Blvd. (12600 So) to Midas Creek (approx. 12100 So) - New Construction					
		LOCAL_GOVT	$0	$0	$0	$0	$0	$6,323,937	$6,323,937	$0	$0	$6,323,937
		STP_URB_SL	$0	$0	$0	$0	$0	$2,896,064	$2,896,064	$2,700,000	$0	$196,064
		Total	$0	$0	$0	$0	$0	$9,220,000	$9,220,000	$2,700,000	$0	$6,520,000
SALT L	22087	STIP	F-R299(505)		OTHER		TechLink TRAX; SL International Airport - U of U		New Capacity			
		To Be Adv Dt:					TecchLink TRAX Environmental & Concept Design from the Salt Lake International Airport to the UofU Research Park (7.75 miles)					
		LOCAL_GOVT	$0	$0	$0	$0	$0	$1,654,768	$1,654,768	$0	$0	$1,654,768
		STP_URB_SL	$0	$0	$0	$0	$0	$2,145,232	$2,145,232	$2,000,000	$0	$145,232
		Total	$0	$0	$0	$0	$0	$3,800,000	$3,800,000	$2,000,000	$0	$1,800,000
SALT L	22091	Scoping	F-R299(506)		OTHER		Jordan River Trail Connector to FrontRunner		Pedestrian/Bike facility			
		To Be Adv Dt: 05/20/26					Jordan River Trail Connector; Jordan River Trail to 500 West (Ultradent Dr) - Pedestrians can access the South Jordan Frontrunner Station using the Jordan River Trail.					
		CMAQ_WFRC	$0	$0	$0	$0	$0	$1,555,293	$1,555,293	$1,450,000	$0	$105,293
		LOCAL_GOVT	$0	$0	$0	$0	$0	$29,707	$29,707	$0	$0	$29,707
		Total	$0	$0	$0	$0	$0	$1,585,000	$1,585,000	$1,450,000	$0	$135,000
SALT L	22483	Scoping	S-R299(516)0		OTHER		Herriman Blvd; U-111 to 6400 W		New Capacity			
		Will Not Adv					Herriman Boulevard from 6400 W to U-111					
		ST_TIF	$0	$19,000,000	$0	$0	$0	$0	$19,000,000	$0	$19,000,000	$0
SALT L	22885	Funding	NEWPRJ-22885		OTHER		Replace UTA Light Rail Vehicles		UTA/Transit			
		To Be Adv Dt:					UTA Light Rail Vehicles - Replace 20 high floor light rail vehicles with level-boarding models to a fully accessible fleet.					
NEW		STP_URB_SL	$0	$0	$0	$0	$0	$2,145,232	$2,145,232	$2,000,000	$0	$145,232
		UTA_FUNDS	$0	$0	$0	$0	$0	$143,854,768	$143,854,768	$0	$0	$143,854,768
		Total	$0	$0	$0	$0	$0	$146,000,000	$146,000,000	$2,000,000	$0	$144,000,000
SALT L	22886	Funding	NEWPRJ-22886		OTHER		Operations-5600 W Bus Route		UTA/Transit			
		To Be Adv Dt:					Operations-5600 W Bus Route - 5600 West to the International Center and Salt Lake City International Airport; and, via the TRAX Green Line,					
NEW		CMAQ_WFRC	$0	$0	$0	$0	$0	$1,072,616	$1,072,616	$1,000,000	$0	$72,616
		UTA_FUNDS	$0	$0	$0	$0	$0	$30,222,634	$30,222,634	$0	$0	$30,222,634
		Total	$0	$0	$0	$0	$0	$31,295,250	$31,295,250	$1,000,000	$0	$30,295,250

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	22890	Funding	NEWPRJ-22890	OTHER			Vanpool Expansion Vans				UTA/Transit	
	To Be Adv Dt:						UTA Vanpool Expansion					
NEW		CARBON_SL	$0	$0	$0	$0	$0	$450,000	$450,000	$419,535	$0	$30,465
SALT L	22892	Funding	NEWPRJ-22892	OTHER			Operations Davis-Salt Lake Community Connector				UTA/Transit	
	To Be Adv Dt:						Operations Davis-Salt Lake Community Connector					
NEW		CARBON_SL	$0	$0	$0	$0	$0	$1,072,616	$1,072,616	$1,000,000	$0	$72,616
		UTA_FUNDS	$0	$0	$0	$0	$0	$23,757,214	$23,757,214	$0	$0	$23,757,214
		Total	$0	$0	$0	$0	$0	$24,829,830	$24,829,830	$1,000,000	$0	$23,829,830
SALT L	3616	Active	SP-0182(1)0				Mountain View Corridor Presevation					
	Will Not Adv						Mountain View Corridor					
		ST_CORR_PRES	$34,232,913	$35,644,563	$0	$0	$0	$0	$69,877,476	$0	$69,877,476	$0
SALT L	4308	Active	SP-9999(697)				Highland Drive Corridor					
	Will Not Adv						Draper/Sandy to Highland Drive					
		ST_CORR_PRES	$1,402,135	$1,275	$0	$0	$0	$0	$1,403,411	$0	$1,403,411	$0
SALT L	4310	Active	SP-0068(32)36				Redwood Road Corridor				Chip Seal	
	Will Not Adv						Redwood Road Corridor					
		ST_CORR_PRES	$0	$3,740,821	$0	$0	$0	$0	$3,740,821	$0	$3,740,821	$0
SALT L	17374	Scoping	S-R299(312)				Cottonwood Canyons Rec Hot Spot Project Placeholde				Design and Construction	
	To Be Adv Dt: 11/03/27						Placeholder for the Cottonwood Canyons Rec Hot Spot Project(s)					
		ST_TIF	$31,659	$1,437,341	$0	$0	$0	$0	$1,469,000	$0	$1,469,000	$0
SALT L	17916	Scoping	S-R299(350)				Rail Access through I-80 in Western SL County				UTA/Transit	
	Will Not Adv						Rail Access through I-80 in Western SL County					
		ST_TIF	$174,314	$75,686	$0	$0	$0	$0	$250,000	$0	$250,000	$0
SALT L	19561	STIP	UT-FLAP-SLA(10)1				MILL CREEK CANYON ROAD - UT FLAP SLA 10(1)				Federal Lands Access Program	
	To Be Adv Dt:						MILL CREEK CANYON ROAD - Reconstruction of 10 miles of Mill Creek Canyon Road, including adding a 5' bike lane					
		FLHP	$0	$12,400,000	$0	$0	$0	$0	$12,400,000	$12,400,000	$0	$0
SALT L	20651	Scoping	S-R299(462)				Coordinated Ramp Metering Study				Study	
	Will Not Adv						Coordinated Ramp Metering Study					
		ST_FWY_OPS	$695,000	$0	$0	$0	$0	$0	$695,000	$0	$695,000	$0
		ST_TIF	$281,924	$218,076	$0	$0	$0	$0	$500,000	$0	$500,000	$0
		Total	$976,924	$218,076	$0	$0	$0	$0	$1,195,000	$0	$1,195,000	$0
SALT L	21213	Scoping	S-R299(483)				FrontRunner Point Improvements				UTA/Transit	
	To Be Adv Dt: 02/28/30						FrontRunner Station at Point of the Mountain & Double-Tracking					
		ST_TTIF	$75,000,000	$50,000,000	$50,000,000	$25,000,000	$0	$0	$200,000,000	$0	$200,000,000	$0
		ST_TTIF_SCR	$40,000,000	$45,000,000	$50,000,000	$50,000,000	$0	$15,000,000	$200,000,000	$0	$200,000,000	$0
		Total	$115,000,000	$95,000,000	$100,000,000	$75,000,000	$0	$15,000,000	$400,000,000	$0	$400,000,000	$0

Region	PIN	Status / Fund	Project No.	Prior	Rt. Beg Len 2026	PIN Description / Project Location 2027	2028	2029	CD	Concept Description Total	Fed Aid	State	Other
Salt Lake County Projects													
SALT L	22177	Scoping	S-0140(22)0			SR-140 (14600 So.) Improvements; 800 West to I-15				Corridor Preservation			
		Will Not Adv				SR-140 (14600 South) Improvements from 800 West to I-15							
		ST_CORR_PRES		$3,350	$996,650	$0	$0	$0	$0	$1,000,000	$0	$1,000,000	$0
SALT L	22750	Scoping	F-R299(525)			Orange Line Implementation/Red Line Realignment				Study			
		Will Not Adv				Orange Line Implementation and Red Line Realignment							
		ST_TTIF		$0	$4,000,000	$0	$0	$0	$0	$4,000,000	$0	$4,000,000	$0
		UTA_FUNDS		$0	$2,000,000	$0	$0	$0	$0	$2,000,000	$0	$0	$2,000,000
			Total	$0	$6,000,000	$0	$0	$0	$0	$6,000,000	$0	$4,000,000	$2,000,000
SALT L	23015	STIP	F-R299(534)			Transportation and Land Use Connection Program SL				Local/MPO/Other Agency Pass-Through			
		To Be Adv Dt:				N/A							
		L_PASS_MATCH		$0	$60,176	$0	$0	$0	$0	$60,176	$0	$0	$60,176
		STP_URB_SL@1		$0	$828,693	$0	$0	$0	$0	$828,693	$828,693	$0	$0
			Total	$0	$888,869	$0	$0	$0	$0	$888,869	$828,693	$0	$60,176
SALT L	11985	Scoping	F-LC35(240)			Transportation and Land Use Connection Program				Local/MPO/Other Agency Pass-Through			
		Will Not Adv				Project Planning Support - Salt Lake County							
		L_PASS_MATCH		$452,324	$0	$0	$0	$0	$0	$452,324	$0	$0	$452,324
		STP_URB_SL		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		STP_URB_SL@1		$5,494,343	$734,634	$0	$0	$0	$0	$6,228,977	$6,228,977	$0	$0
		ST_STUDIES		$624,350	$157,500	$0	$0	$0	$0	$781,850	$0	$781,850	$0
		ST_TRANS_SOL		$280,131	$169,869	$0	$0	$0	$0	$450,000	$0	$450,000	$0
			Total	$6,851,148	$1,062,003	$0	$0	$0	$0	$7,913,151	$6,228,977	$1,231,850	$452,324
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	$0	$0	$1,784,700	$1,784,700	$1,663,876	$0	$120,824
SALT L	14035	Scoping	F-LC35(273)			Highland Drive EIS				Concept Development			
		Will Not Adv				Highland Drive EIS							
		STP_URB_SL		$0	$4,612,249	$0	$0	$0	$0	$4,612,249	$4,300,000	$0	$312,249
SALT L	14046	Active	F-LC35(279)			33/35 MAX Expansion and Optimization				UTA/Transit			
		Will Not Adv				33/35 MAX Expansion and Optimization							
		CMAQ_WFRC		$0	$3,003,325	$0	$0	$0	$0	$3,003,325	$2,800,000	$0	$203,325
		TFER_2_UTA		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
			Total	$0	$3,003,325	$0	$0	$0	$0	$3,003,325	$2,800,000	$0	$203,325
SALT L	14054	Scoping	F-LC35(285)			1300 South Bypass; 200 East to 200 West				Pedestrian/Bicycle Safety			
		To Be Adv Dt: 04/29/26				1300 South Bypass; 200 East to 200 West							
		TAP_URB_WFRC		$0	$347,528	$0	$0	$0	$0	$347,528	$324,000	$0	$23,528
SALT L	22497	STIP	F-LC35(342)			Salt Lake Urbanized Area Bus Bike Rack Expansion				UTA/Transit			
		To Be Adv Dt:				Salt Lake Urbanized Area							
		TFER_2_UTA		$0	$230,409	$0	$0	$0	$0	$230,409	$214,810	$0	$15,599

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2026	2027	2028	2029	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	$23,311	$0	$23,311	$0
		ST_CONST	$604	$9,396	$0	$0	$0	$0	$10,000	$0	$10,000	$0
		Total	$23,916	$9,396	$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	$1,757,274	$57,923	$0	$0	$0	$0	$1,815,198	$0	$1,815,198	$0
STATEW	14395	Active	S-ST99(380)				Property Inventory		Develop Documents			
		Will Not Adv					Study to find and document all of the properties owned by UDOT					
		ST_CONST	$204,319	$45,681	$0	$0	$0	$0	$250,000	$0	$250,000	$0
STATEW	14647	Scoping	S-ST99(394)				Statewide Storm Drain System and Outfall Mapping		Enviro. Mitigation/Storm Water Pollution/ etc			
		Will Not Adv					Statewide Storm Drain System and Outfall Mapping					
		ST_CONST	$23,818	$411,182	$0	$0	$0	$0	$435,000	$0	$435,000	$0
STATEW	17384	Active	F-TPF-5(394)				Western Maintenance Partnership - Phase 3		Planning			
		Will Not Adv					Western Maintenance Partnership ¿ Phase 3					
		OTHER	$0	$15,000	$0	$0	$0	$0	$15,000	$0	$0	$15,000
		SPR_P_100%	$5,000	$0	$0	$0	$0	$0	$5,000	$5,000	$0	$0
		SPR_R_100%	$115,000	$0	$0	$0	$0	$0	$115,000	$115,000	$0	$0
		Total	$120,000	$15,000	$0	$0	$0	$0	$135,000	$120,000	$0	$15,000
STATEW	17606	Active	S-ST99(584)				Infrastructure for Emerging Vehicle Technology		ATMS			
		Will Not Adv					"Infrastructure for emerging vehicle technology."					
		LOCAL_GOVT	$1,460,237	$0	$0	$0	$0	$0	$1,460,237	$0	$0	$1,460,237
		ST_CONST	$10,134	$212,070	$0	$0	$0	$0	$222,205	$0	$222,205	$0
		Total	$1,470,371	$212,071	$0	$0	$0	$0	$1,682,442	$0	$222,205	$1,460,237
STATEW	19461	Active	F-ST99(752)				2022-2026 LTAP Program		Annual Work Program			
		Will Not Adv					Statewide LTAP Services					
		FA_LTAP	$600,050	$0	$0	$0	$0	$0	$600,050	$300,025	$300,025	$0
		FA_LTAP_100	$420,000	$210,000	$0	$0	$0	$0	$630,000	$630,000	$0	$0
		HSIP_100%	$160,000	$80,000	$0	$0	$0	$0	$240,000	$240,000	$0	$0
		STP_FLX_100%	$420,000	$210,000	$0	$0	$0	$0	$630,000	$630,000	$0	$0
		ST_APPROP	$753	$0	$0	$0	$0	$0	$753	$0	$753	$0
		Total	$1,600,804	$500,000	$0	$0	$0	$0	$2,100,804	$1,800,025	$300,779	$0

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Statewide County Projects												
STATEW	19538	Active	F-TPF-5(476)		2021 Pooled Fund Study, Western Alliance QTC				Research			
		Will Not Adv			N/A							
		OTHER	$322,055	$0	$0	$0	$0	$0	$322,055	$0	$0	$322,055
		SPR_P_100%	$12,000	$0	$0	$0	$0	$0	$12,000	$12,000	$0	$0
		SPR_R_100%	$300,000	$0	$0	$0	$0	$0	$300,000	$300,000	$0	$0
		ST_APPROP	$24,000	$12,000	$0	$0	$0	$0	$36,000	$0	$36,000	$0
		Total	$658,055	$12,000	$0	$0	$0	$0	$670,055	$312,000	$36,000	$322,055
STATEW	19777	Scoping	F-ST99(804)		NTD / TAM Plan Update				UTA/Transit			
		Will Not Adv			Update the National Transit Database (NTD) and UDOT's Rural Public Transit Asset Management Plan							
		FTA_5311_100	$0	$90,000	$0	$0	$0	$0	$90,000	$90,000	$0	$0
STATEW	19778	Scoping	F-ST99(805)		5311 Program Assistance				UTA/Transit			
		Will Not Adv			Provide oversight and support on the 5311 Construction projects through the application development process.							
		FTA_5311_100	$0	$125,000	$0	$0	$0	$0	$125,000	$125,000	$0	$0
STATEW	19782	Scoping	F-ST99(806)		2021 DBE & Paratransit Reporting				UTA/Transit			
		Will Not Adv			2021 DBE & Paratransit Reporting							
		FTA_5311_100	$0	$50,000	$0	$0	$0	$0	$50,000	$50,000	$0	$0
STATEW	19789	Active	F-ST99(807)		FY22-27 FTA 5304 Statewide Rural Transit Planning				UTA/Transit			
		Will Not Adv			N/A							
		FTA_5304_80%	$2,651,784	$0	$0	$0	$0	$0	$2,651,784	$2,651,784	$0	$0
		L_PASS_MATCH	$662,946	$0	$0	$0	$0	$0	$662,946	$0	$0	$662,946
		Total	$3,314,730	$0	$0	$0	$0	$0	$3,314,730	$2,651,784	$0	$662,946
STATEW	20034	Active	F-ST99(816)		SHRP2 Product R01A 3D Utility Location Data Rep				Data System Development/Enhancement			
		Will Not Adv			N/A							
		FA_SHRP2	$116,966	$0	$0	$0	$0	$0	$116,966	$116,966	$0	$0
STATEW	20158	Active	F-TPF-5(485)		Study; Undrained Shear Liquefaction Phase 1				Education			
		Will Not Adv			N/A							
		SPR_R_100%	$480,000	$0	$0	$0	$0	$0	$480,000	$480,000	$0	$0
STATEW	21136	Active	F-ST99(898)		Fabrication Inspections Yellowstone River Bridge				Reimbursement/Settlement			
		Will Not Adv			N/A							
		OTHER	$39,520	$15,480	$0	$0	$0	$0	$55,000	$0	$0	$55,000
STATEW	21525	Active	F-TPF-5(526)		Western Transportation Research Consortium				Research			
		Will Not Adv			N/A							
		SPR_P_100%	$55,000	$0	$0	$0	$0	$0	$55,000	$55,000	$0	$0
		SPR_R_100%	$695,000	$0	$0	$0	$0	$0	$695,000	$695,000	$0	$0
		Total	$750,000	$0	$0	$0	$0	$0	$750,000	$750,000	$0	$0

Statewide County Projects

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
STATEW	21555	Active	F-ST99(960)		ADVANCING DIGITAL CONST.TO SUPPORT UDOT's DIGITAL				Data System Development/Enhancement			
		Will Not Adv			Accelerating Digital Construction Management Systems (ADCMS) Grant							
		FA_MISC_100%	$5,000,000	$0	$0	$0	$0	$0	$5,000,000	$5,000,000	$0	$0
		ST_UNITMATCH	$335,360	$914,640	$0	$0	$0	$0	$1,250,000	$0	$1,250,000	$0
		Total	$5,335,360	$914,640	$0	$0	$0	$0	$6,250,000	$5,000,000	$1,250,000	$0
STATEW	22020	Active	F-ST99(976)		FY2025 Research Work Program				Annual Work Program			
		Will Not Adv			N/A							
		SPR_R	$4,523,960	$0	$0	$0	$0	$0	$4,523,960	$3,619,168	$904,792	$0
		ST_RESEARCH	$1,300,000	$0	$0	$0	$0	$0	$1,300,000	$0	$1,300,000	$0
		Total	$5,823,960	$0	$0	$0	$0	$0	$5,823,960	$3,619,168	$2,204,792	$0
STATEW	22025	Active	F-ST99(977)		FY2025 Statewide Planning Work Program				Annual Work Program			
		Will Not Adv			N/A							
		LOCAL_GOVT	$20,000	$0	$0	$0	$0	$0	$20,000	$0	$0	$20,000
		SAFE_TRAN_PL	$658,489	$0	$0	$0	$0	$0	$658,489	$658,489	$0	$0
		SPR_P_100%	$6,019,939	$0	$0	$0	$0	$0	$6,019,939	$6,019,939	$0	$0
		ST_MATCH	$1,669,607	$0	$0	$0	$0	$0	$1,669,607	$0	$1,669,607	$0
		ST_T&S_ FUND	$0	$76,000	$0	$0	$0	$0	$76,000	$0	$76,000	$0
		Total	$8,368,035	$76,000	$0	$0	$0	$0	$8,444,035	$6,678,428	$1,745,607	$20,000
STATEW	22026	Active	F-ST99(978)		FY2025 State Training Budget				Annual Work Program			
		Will Not Adv			N/A							
		STP_FLX_100%	$800,000	$0	$0	$0	$0	$0	$800,000	$800,000	$0	$0
		ST_MATCH	$0	$165,000	$0	$0	$0	$0	$165,000	$0	$165,000	$0
		Total	$800,000	$165,000	$0	$0	$0	$0	$965,000	$800,000	$165,000	$0
STATEW	22031	Active	S-ST99(983)		FY2025 Statewide Pavement Management				Annual Work Program			
		Will Not Adv			N/A							
		ST_PVMT	$4,754	$1,340,246	$0	$0	$0	$0	$1,345,000	$0	$1,345,000	$0
STATEW	22131	Active	F-ST99(986)		FY2025 National Summer Transp Institute (NSTI)				Education			
		Will Not Adv			N/A							
		NSTI	$48,390	$0	$0	$0	$0	$0	$48,390	$48,390	$0	$0
		STP_FLX_100%	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Total	$48,390	$0	$0	$0	$0	$0	$48,390	$48,390	$0	$0
STATEW	22172	Active	S-ST99(1007)		FY25 Roadway Asset Data Collection				Data System Development/Enhancement			
		Will Not Adv			N/A							
		ST_PVMT	$0	$655,000	$0	$0	$0	$0	$655,000	$0	$655,000	$0
STATEW	22218	Active	F-ST99(1011)		Highway Use Tax Evasion Project FY 2025-2027				Annual Work Program			
		Will Not Adv			N/A							
		STP_FLX_100%	$370,000	$185,000	$0	$0	$0	$0	$555,000	$555,000	$0	$0

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Statewide County Projects												
STATEW	22281	Active	F-ST99(1016)		Human Services Transit Study				Develop Documents			
		Will Not Adv			Statewide Transit Study							
		FTA_5304_100	$310,000	$0	$0	$0	$0	$0	$310,000	$310,000	$0	$0
		LOCAL_MATCH	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		ST_MATCH	$77,500	$0	$0	$0	$0	$0	$77,500	$0	$77,500	$0
		ST_TTIF	$222,500	$0	$0	$0	$0	$0	$222,500	$0	$222,500	$0
		UTA_FUNDS	$62,500	$0	$0	$0	$0	$0	$62,500	$0	$0	$62,500
		Total	$672,500	$0	$0	$0	$0	$0	$672,500	$310,000	$300,000	$62,500
STATEW	22294	Active	F-ST99(1018)		STIC Transportion Academy				Education			
		Will Not Adv			N/A							
		FA_STIC_2024	$125,000	$0	$0	$0	$0	$0	$125,000	$100,000	$25,000	$0
STATEW	22299	Active	S-ST99(1021)		Utah Passenger Rail Study				Planning			
		Will Not Adv			Statewide Passenger Rail Study							
		ST_TTIF	$0	$350,000	$0	$0	$0	$0	$350,000	$0	$350,000	$0
STATEW	22358	Active	F-TPF5(542)		Study; Passive Force Behavior Skewed Bridges				Research			
		Will Not Adv			N/A							
		SPR_R_100%	$345,000	$0	$0	$0	$0	$0	$345,000	$345,000	$0	$0
STATEW	22846	Scoping	F-ST99(1046)		FY2026 Statewide Planning Work Program				Annual Work Program			
		Will Not Adv			N/A							
		SAFE_TRAN_PL	$228,347	$0	$0	$0	$0	$0	$228,347	$228,347	$0	$0
		SPR_P_100%	$6,286,081	$228,347	$0	$0	$0	$0	$6,514,428	$6,514,428	$0	$0
		ST_MATCH	$1,685,694	$0	$0	$0	$0	$0	$1,685,694	$0	$1,685,694	$0
		Total	$8,200,122	$228,347	$0	$0	$0	$0	$8,428,469	$6,742,775	$1,685,694	$0
STATEW	22848	Scoping	F-ST99(1047)		FY2026 Research Work Program				Annual Work Program			
		Will Not Adv			N/A							
		SPR_R	$3,019,544	$460,646	$0	$0	$0	$0	$3,480,190	$2,784,152	$696,038	$0
		ST_RESEARCH	$960,328	$0	$0	$0	$0	$0	$960,328	$0	$960,328	$0
		Total	$3,979,872	$460,646	$0	$0	$0	$0	$4,440,518	$2,784,152	$1,656,366	$0
STATEW	22850	Scoping	S-ST99(1048)		FY2026 Statewide Pavement Management				Annual Work Program			
		Will Not Adv			N/A							
		ST_PVMT	$0	$1,180,000	$0	$0	$0	$0	$1,180,000	$0	$1,180,000	$0
STATEW	22855	Scoping	F-ST99(1053)		FY2026 State Training Budget				Annual Work Program			
		Will Not Adv			N/A							
		STP_FLX_100%	$800,000	$0	$0	$0	$0	$0	$800,000	$800,000	$0	$0
		ST_MATCH	$0	$165,000	$0	$0	$0	$0	$165,000	$0	$165,000	$0
		Total	$800,000	$165,000	$0	$0	$0	$0	$965,000	$800,000	$165,000	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other		
Statewide County Projects														
STATEW	22908	Scoping	F-TPF-5(558)				2026 Pooled Fund Study, Western Alliance QTC				Research			
		Will Not Adv					N/A							
		SPR_R_100%		$0	$200,000	$0	$0	$0	$0	$200,000	$200,000	$0	$0	
STATEW	22927	Scoping	S-ST99(1072)				FY2026 Roadway Asset Data Collection				Data System Development/Enhancement			
		Will Not Adv					N/A							
		ST_PVMT		$0	$820,000	$0	$0	$0	$0	$820,000	$0	$820,000	$0	
STATEW	23003	Scoping	F-ST99(1083)				Workshop on Challenging Public Engagement				Education			
		Will Not Adv					N/A							
		FA_MISC		$0	$10,000	$0	$0	$0	$0	$10,000	$8,000	$2,000	$0	

Region	PIN	Status / Fund	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Tooele County Projects																		
TOOELE	17628	Undr Const	S-0036(50)61	36	62	3	SR-36 SB; Sunset Ln to Stansbury Pkwy	Widen Existing Facility										
		Adv Dt: 05/11/24					SR-36; MP 61.74 - 64.92											
		ST_TIF							$2,774,556	$11,225,444	$0	$0	$0	$0	$14,000,000	$0	$14,000,000	$0
TOOELE	19738	Scoping	S-0036(51)61	36	61	2	Tooele Cnty Trail; Village Blvd to Mill Pond Park	Transportation Alternatives										
		Will Not Adv					SR-36; MP 61.28 - 62.90											
		L_PASS_MATCH							$152,296	$0	$0	$0	$0	$0	$152,296	$0	$0	$152,296
		ST_TIF_ACT80							$609,184	$0	$0	$0	$0	$0	$609,184	$0	$609,184	$0
			Total						$761,480	$0	$0	$0	$0	$0	$761,480	$0	$609,184	$152,296
TOOELE	21944	Scoping	F-2650(21)0	2650		19	Mormon Trail Road Reconstruction	Reconstruct no widening										
		To Be Adv Dt: 03/31/26					Cnty:FA-2650; MP .00 - 18.95											
		HIP_COMUNITY							$900,000	$4,463,081	$0	$0	$0	$0	$5,363,081	$5,000,000	$0	$363,081
		LOCAL_GOVT							$0	$636,919	$0	$0	$0	$0	$636,919	$0	$0	$636,919
			Total						$900,000	$5,100,000	$0	$0	$0	$0	$6,000,000	$5,000,000	$0	$1,000,000
TOOELE	22701	Funding	NEWPRJ-22701	2698	5	1	Erda Way Widening	Small Urban										
		To Be Adv Dt:					Cnty:FA-2698; MP 4.82 - 5.84 & Erda Way; Cochrane Lane to SR-36											
NEW		STP_SU_JHC							$0	$0	$0	$1,514,000	$0	$0	$1,514,000	$1,411,502	$0	$102,498
TOOELE	17626	Undr Const	S-R299(417)	MULT			I-80; EB Auxiliary Lane and SR-36 NB Lane	Widen Existing Facility										
		Adv Dt: 03/15/25					I-80; MP 98.93 - 101.56 & SR-36; MP 62.08 - 65.80 & FROM SR-36 TOOELE INT.; MP .17 - .60 & I-80 EB MP 99 - 101.3											
		ST_SIGNALS							$400,000	$0	$0	$0	$0	$0	$400,000	$0	$400,000	$0
		ST_TIF							$32,000,000	$0	$0	$0	$0	$0	$32,000,000	$0	$32,000,000	$0
			Total						$32,400,000	$0	$0	$0	$0	$0	$32,400,000	$0	$32,400,000	$0
TOOELE	16588	Undr Const	F-R299(297)	OTHER			Tom's Lane South Extension	Small Urban										
		Adv Dt: 07/13/24					Tom's Lane South Extension											
		LOCAL_GOVT							$0	$1,023,202	$0	$0	$0	$0	$1,023,202	$0	$0	$1,023,202
		STP_HIF_SU							$232,141	$0	$0	$0	$0	$0	$232,141	$216,425	$0	$15,716
		STP_SU_JHC							$1,353,524	$0	$0	$0	$0	$0	$1,353,524	$1,261,891	$0	$91,634
			Total						$1,585,665	$1,023,202	$0	$0	$0	$0	$2,608,867	$1,478,315	$0	$1,130,552
TOOELE	20138	Scoping	F-R299(436)	OTHER			33rd Parkway in Tooele County	Small Urban										
		To Be Adv Dt: 10/06/26					33rd Parkway; SR-36 to Sheep Lane											
		LOCAL_GOVT							$0	$2,950,076	$0	$0	$0	$0	$2,950,076	$0	$0	$2,950,076
		STP_SU_JHC							$0	$1,608,924	$0	$0	$0	$0	$1,608,924	$1,500,000	$0	$108,924
		T_STP_SB_JHC							$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
			Total						$0	$4,559,000	$0	$0	$0	$0	$4,559,000	$1,500,000	$0	$3,059,000

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
		Fund	Prior		2026		2027	2028	2029	CD	Total	Fed Aid	State	Other
Various County Projects														
VARIOU	18217	Scoping	S-I15-1(137)38	15	38	5	I-15; Add SB Lane, MP 38 to Mp 43				TIF - Transportation Investment Fund			
	To Be Adv Dt: 04/29/26						I-15; MP 38.00 - 43.00							
		ST_TIF	$0		$31,650,000		$0	$0	$0	$0	$31,650,000	$0	$31,650,000	$0
VARIOU	18857	Scoping	S-I15-7(369)309	15	309	16	I-15; Farmington to Salt Lake City EIS				TIF - Transportation Investment Fund			
	Will Not Adv						I-15; MP 309.00 - 325.00							
		ST_TIF	$15,799,661		$1,000,339		$0	$0	$0	$0	$16,800,000	$0	$16,800,000	$0
VARIOU	19854	Scoping	S-R199(343)	15	308	18	I-15 Reconstruction; Farmington to Salt Lake City				TIF - Transportation Investment Fund			
	Will Not Adv						I-15; MP 307.50 - 325.00							
		ST_TIF	$135,200,000		$322,000,000		$583,000,000	$511,000,000	$0	$1350,000,000	$2901,200,000	$0	$2901,200,000	$0
VARIOU	22804	Scoping	F-0040(246)58	40	58	23	US-40; Wildlife Fencing MP 58 to 81				Wildlife			
	To Be Adv Dt: 09/30/26						US-40; MP 58.00 - 81.00							
		MPDG_GRANT	$0		$9,608,800		$0	$0	$0	$0	$9,608,800	$9,608,800	$0	$0
		ST_MATCH	$0		$2,402,200		$0	$0	$0	$0	$2,402,200	$0	$2,402,200	$0
		Total	$0		$12,011,000		$0	$0	$0	$0	$12,011,000	$9,608,800	$2,402,200	$0
VARIOU	1793	Undr Const	SP-0067(1)0	67		14	Legacy Parkway Project - *ROW*							
	Will Not Adv						SR-67; MP .00 - 14.00 & I-15; MP 350.00 - 352.00							
		ST_APPROP	$436,784		$0		$0	$0	$0	$0	$436,784	$0	$436,784	$0
		ST_CHF	$388,944,807		$0		$0	$0	$0	$0	$388,944,807	$0	$388,944,807	$0
		ST_TIF	$450,000		$0		$0	$0	$0	$0	$450,000	$0	$450,000	$0
		Total	$389,831,590		$0		$0	$0	$0	$0	$389,831,590	$0	$389,831,590	$0
VARIOU	21493	Scoping	S-0067(37)0	67		12	Legay Hghway ROW markers and Record of Survey				ROW			
	Will Not Adv						SR-67; MP .00 - 11.51							
		ST_CHF	$18,464		$181,536		$0	$0	$0	$0	$200,000	$0	$200,000	$0
		ST_CONT_R1	$1,000		$0		$0	$0	$0	$0	$1,000	$0	$1,000	$0
		Total	$19,464		$181,536		$0	$0	$0	$0	$201,000	$0	$201,000	$0
VARIOU	4278	Active	SP-0089(98)334	89	398	11	US-89 Corridor Preservation							
	Will Not Adv						US-89; MP 397.55 - 408.38							
		ST_CONT_R1	$265		$735		$0	$0	$0	$0	$1,000	$0	$1,000	$0
		ST_CORR_PRES	$1,627		$65,323,242		$0	$0	$0	$0	$65,324,868	$0	$65,324,868	$0
		Total	$1,892		$65,323,977		$0	$0	$0	$0	$65,325,868	$0	$65,325,868	$0
VARIOU	11479	Scoping	S-0108(408)	108	8	3	SR-108; SR-37 to 4275 South				Widen Existing Facility			
	To Be Adv Dt: 12/09/26						SR-108; MP 7.51 - 10.02							
		ST_CONCPT_D1	$10,103		$0		$0	$0	$0	$0	$10,103	$0	$10,103	$0
		ST_TIF	$233,139		$82,766,861		$40,000,000	$0	$0	$0	$123,000,000	$0	$123,000,000	$0
		Total	$243,242		$82,766,861		$40,000,000	$0	$0	$0	$123,010,103	$0	$123,010,103	$0
VARIOU	13051	Scoping	S-R199(177)	108	4	9	SR-108; Corridor Preservation				Corridor Preservation			
	Will Not Adv						SR-108; MP 4.01 - 12.92							
		ST_CORR_PRES	$0		$1,045,319		$0	$0	$0	$0	$1,045,319	$0	$1,045,319	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Various County Projects												
VARIOU	21313	Advertised	F-0143(45)0		143	51	Patchwork Parkway's Interpretive Signage & Kiosks		Scenic Byways			
		Adv Dt: 04/05/25					SR-143; MP .00 - 50.59					
		BYWAYS	$249,886	$0	$0	$0	$0	$0	$249,886	$249,886	$0	$0
		LOCAL_INKIND	$0	$21,648	$0	$0	$0	$0	$21,648	$0	$0	$21,648
		LOCAL_MATCH	$0	$40,823	$0	$0	$0	$0	$40,823	$0	$0	$40,823
		Total	$249,886	$62,472	$0	$0	$0	$0	$312,358	$249,886	$0	$62,472
VARIOU	14698	Scoping	S-0189(77)13		189	13	4 Provo River Parkway, Phase I		Converted TAP			
		To Be Adv Dt: 09/25/28					US-189; MP 13.16 - 17.58					
		LOCAL_GOVT	$1,700,113	$0	$0	$0	$0	$0	$1,700,113	$0	$0	$1,700,113
		LOCAL_MAG	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		LOCAL_MATCH	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		L_BETTERMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		ST_ATIF	$0	$17,000,000	$0	$0	$0	$0	$17,000,000	$0	$17,000,000	$0
		ST_CONT_R3	$200,000	$0	$0	$0	$0	$0	$200,000	$0	$200,000	$0
		ST_PVMT	$700,000	$0	$0	$0	$0	$0	$700,000	$0	$700,000	$0
		ST_TIF	$1,494,678	$0	$0	$0	$0	$0	$1,494,678	$0	$1,494,678	$0
		ST_TIF_ ACT	$3,686,361	$10,000,000	$10,000,000	$0	$0	$0	$23,686,361	$0	$23,686,361	$0
		ST_TRANS_SOL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Total	$7,781,152	$27,000,000	$10,000,000	$0	$0	$0	$44,781,152	$0	$43,081,039	$1,700,113
VARIOU	21093	Undr Const	S-0191(211)252		191	252	21 US-191; South of Summit		Adding a lane/shoulder			
		Adv Dt: 02/01/25					US-191; MP 251.56 - 272.09					
		ST_TRANS_SOL	$40,850,000	$0	$0	$0	$0	$0	$40,850,000	$0	$40,850,000	$0
VARIOU	14264	Undr Const	F-I84-6(131)91		MULT		I-84; Over Weber River and UPRR Bridge Repl, C-476		New Bridge/Bridge Replacement			
		Adv Dt: 04/06/24					I-84; MP 90.67 - 91.18 & I-84; MP 90.67 - 91.18					
		NHPP_BR	$20,463,000	$138,635	$0	$0	$0	$0	$20,601,635	$19,206,905	$1,394,731	$0
		STP_BRIDGE	$9,037,000	$3,319,848	$0	$0	$0	$0	$12,356,848	$11,520,290	$836,559	$0
		STP_COVID_ST	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		STP_FLX_ST	$13,000,000	$0	$0	$0	$0	$0	$13,000,000	$12,119,900	$880,100	$0
		ST_BRIDGE	$9,541,516	$0	$0	$0	$0	$0	$9,541,516	$0	$9,541,516	$0
		Total	$52,041,516	$3,458,484	$0	$0	$0	$0	$55,500,000	$42,847,094	$12,652,906	$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	$0	$0	$50,000,000	$0	$0	$50,000,000	$47,090,000	$2,910,000	$0
VARIOU	15682	Undr Const	S-I15-8(157)336		MULT		I-15; 1800 North Interchange & Corridor Widening		New Interchange on Existing Freeway			
		Adv Dt: 11/23/24					I-15; MP 336.20 - 338.20 & I-15; MP 336.30 - 338.30 & SR-37; MP .00 - 2.00 & To add the map for the widening of roadway on sr-37					
		LOCAL_GOVT	$2,083,021	$6,780,113	$0	$0	$0	$0	$8,863,134	$0	$0	$8,863,134
		ST_APPROP	$1,010,493	$0	$0	$0	$0	$0	$1,010,493	$0	$1,010,493	$0
		ST_TIF	$104,584,000	$271,000,000	$0	$0	$0	$0	$375,584,000	$0	$375,584,000	$0
		Total	$107,677,514	$277,780,113	$0	$0	$0	$0	$385,457,627	$0	$376,594,493	$8,863,134

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Various County Projects												
VARIOU	19507	Scoping	S-I84-6(146)87	MULT			I-84/ US-89 Interchange Reconstruction		New Capacity			
		Will Not Adv					I-84; MP 87.39 - 88.10 & I-84; MP 87.39 - 88.10 & I-84/US-89 Interchange					
		ST_TIF	$15,437,696	$234,562,304	$0	$0	$0	$0	$250,000,000	$0	$250,000,000	$0
VARIOU	20774	Scoping	F-R499(491)	MULT			I-15 Bridge Replacements; Cove Fort to Manderfield		New Bridge/Bridge Replacement			
		To Be Adv Dt: 12/17/26					Cnty:FA-1016; MP 8.77 - 8.86 & SULPHURDALE OVERPASS EXIT 129; MP .00 - .25 & I-15; MP 134.32 - 134.42 & SR-161; MP 2.88 - 3.01					
		NHPP_BR	$100,000	$6,900,000	$20,000,000	$0	$0	$0	$27,000,000	$25,172,100	$1,827,900	$0
VARIOU	21275	Active	F-2640(1)0	MULT			Ibapah Road Safety and Rehabilitation Project		Reconstruction - No Added Capacity			
		To Be Adv Dt: 08/14/25					Cnty:FA-2640; MP 2.63 - 37.41					
		HIP_COMUNITY	$3,290,537	$463,619	$0	$0	$0	$0	$3,754,156	$3,500,000	$0	$254,156
		NSFL&TPGRANT	$0	$8,346,271	$0	$0	$0	$0	$8,346,271	$8,346,271	$0	$0
		STP_RURAL_GT	$0	$6,030,695	$0	$0	$0	$0	$6,030,695	$6,030,695	$0	$0
		Total	$3,290,537	$14,840,585	$0	$0	$0	$0	$18,131,122	$17,876,966	$0	$254,156
VARIOU	21926	Scoping	F-R199(384)	MULT			Davis-SLC Connector - Corridor Based BRT		New Capacity			
		Will Not Adv					SR-225; MP .00 - .77 & SR-106; MP .95 - 8.26 & Cnty:FA-1404; MP .00 - 2.76 & SR-282; MP 2.96 - 2.96 & Cnty:FA-2322; MP 2.82 - 3.43 & Cnty:FA-2326; MP .00 - 2.45 & US-89; MP 379.60 - 387.36					
		ST_TTIF	$0	$2,000,000	$14,000,000	$2,000,000	$0	$0	$18,000,000	$0	$18,000,000	$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	$500,000	$0	$0	$0	$0	$500,000	$466,150	$33,850	$0
VARIOU	18806	STIP	F-R199(296)	MULT			TSP/ Preemption Equipment for Additional Buses		UTA/Transit			
		Will Not Adv					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	$0	$0	$0	$0	$0
		TRANSFER2UTA	$0	$79,245	$0	$0	$0	$0	$79,245	$79,245	$0	$0
		Total	$0	$79,245	$0	$0	$0	$0	$79,245	$79,245	$0	$0
VARIOU	19626	STIP	F-R199(327)	MULT			Davis/ Salt Lake Connector Design		UTA/Transit			
		To Be Adv Dt:					SR-225; MP .00 - .75 & SR-106; MP 1.15 - 8.27 & Cnty:FA-1404; MP .75 - 2.74 & SR-106; MP 1.06 - 1.14 & Cnty:FA-2322; MP 3.34 - 3.80 & US-89; MP 379.97 - 380.00 & Cnty:FA-2330; MP 3.11 - 3.64 & Cnty:FA-2330; MP 3.63 - 3.70 & SR-186; MP 1.91 - 2.36 & U					
		LOCAL_GOVT	$0	$3,895,538	$0	$0	$0	$0	$3,895,538	$0	$0	$3,895,538
		STP_URB_O/L	$0	$804,462	$0	$0	$0	$0	$804,462	$750,000	$0	$54,462
		STP_URB_SL	$0	$804,462	$0	$0	$0	$0	$804,462	$750,000	$54,462	$0
		Total	$0	$5,504,462	$0	$0	$0	$0	$5,504,462	$1,500,000	$54,462	$3,950,000
VARIOU	21217	STIP	F-1392(4)0	MULT			Center St Shared Use Trail; Foxboro Dr to Jordan R		Pedestrian/Bike facility			
		To Be Adv Dt:					Cnty:FA-1392; MP .19 - .22 & Cnty:FA-1392; MP .19 - .42 & Cnty:FA-1392; MP .20 - .20					
		CMAQ_WFRC	$0	$0	$0	$0	$0	$593,400	$593,400	$553,227	$0	$40,173

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Various County Projects												
VARIOU	12413	Undr Const	S-R399(388)	OTHER	MVC from 2100 N to Porter Rockwell				TIF - Transportation Investment Fund			
		Adv Dt: 04/06/23			MVC; Porter Rockwell to 2100 N Lehi							
		L_BETTERMENT	$212,420	$0	$0	$0	$0	$0	$212,420	$0	$0	$212,420
		ST_APPROP	$406,067	$0	$0	$0	$0	$0	$406,067	$0	$406,067	$0
		ST_TIF	$355,780,391	$109,949,609	$0	$0	$0	$0	$465,730,000	$0	$465,730,000	$0
		Total	$356,398,878	$109,949,609	$0	$0	$0	$0	$466,348,487	$0	$466,136,067	$212,420
VARIOU	22486	Active	F-R199(399)	OTHER	Three Gates Trail by HAFB				Trail - New Facility			
		To Be Adv Dt: 08/27/25			Trail from 650 N to 5600 S Western Boundary of HAFB							
		HIP_COMUNITY	$288,000	$2,929,848	$0	$0	$0	$0	$3,217,848	$3,000,000	$217,848	$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
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	19082	Active	F-ST99(735)		RUC Fed Grants: Local Overlay & Toll Int				Education			
		Will Not Adv			N/A							
		FA_MISC_50%	$1,490,000	$0	$0	$0	$0	$0	$1,490,000	$745,000	$745,000	$0
VARIOU	19637	Active	F-ST99(784)		FY20 Digital Construction AID Demo				Data System Development/Enhancement			
		Will Not Adv			N/A							
		FA_MISC	$1,250,000	$0	$0	$0	$0	$0	$1,250,000	$1,000,000	$250,000	$0
VARIOU	20253	Scoping	S-ST99(835)		FrontRunner 2x				UTA/Transit			
		To Be Adv Dt: 05/12/26			Frontrunner							
		ST_TTIF	$146,000,000	$124,000,000	$30,000,000	$65,000,000	$0	$0	$365,000,000	$0	$365,000,000	$0
		UTA_FUNDS	$0	$5,000,000	$5,000,000	$5,000,000	$0	$45,000,000	$60,000,000	$0	$0	$60,000,000
		Total	$146,000,000	$129,000,000	$35,000,000	$70,000,000	$0	$45,000,000	$425,000,000	$0	$365,000,000	$60,000,000
VARIOU	20254	Scoping	S-ST99(836)		Point of the Mountain Transit				UTA/Transit			
		To Be Adv Dt: 05/12/26			Point of the Mountain Transit							
		ST_TTIF	$366,714	$74,603,286	$0	$0	$0	$0	$74,970,000	$0	$74,970,000	$0
VARIOU	21614	Scoping	F-ST99(962)		Overweight Permit Automation for Bridges				Load Rating			
		Will Not Adv			Statewide							
		FA_MISC_100%	$0	$1,349,591	$0	$0	$0	$0	$1,349,591	$1,349,591	$0	$0

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Various County Projects												
VARIOU	22047	STIP	F-GRRM(22047)15		FM/LM Connections: Improving Communities Grant				Other			
		To Be Adv Dt:			FM/LM Connections: Improving Communities Various Locations							
		FA_RAISE_100	$0	$24,494,147	$0	$0	$0	$0	$24,494,147	$24,494,147	$0	$0
		ST_TTIF_FMLM	$6,123,537	$0	$0	$0	$0	$0	$6,123,537	$0	$6,123,537	$0
		Total	$6,123,537	$24,494,147	$0	$0	$0	$0	$30,617,684	$24,494,147	$6,123,537	$0
VARIOU	22854	Scoping	F-ST99(1052)		FY2026 WFRC MPO CPG SLC, O/L AREAS				Annual Work Program			
		Will Not Adv			N/A							
		FTA_5303_100	$0	$988,740	$0	$0	$0	$0	$988,740	$988,740	$0	$0
		L_PASS_MATCH	$0	$439,187	$0	$0	$0	$0	$439,187	$0	$0	$439,187
		PL_WFRC	$3,749,610	$0	$0	$0	$0	$0	$3,749,610	$3,749,610	$0	$0
		STP_URB_SL@1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		STP_UR_O/L@1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		T_STP_UB_O/L	$458,400	$0	$0	$0	$0	$0	$458,400	$458,400	$0	$0
		T_STP_UB_SL	$851,315	$0	$0	$0	$0	$0	$851,315	$851,315	$0	$0
		Total	$5,059,325	$1,427,927	$0	$0	$0	$0	$6,487,252	$6,048,065	$0	$439,187
VARIOU	22030	Active	F-ST99(982)		FY2025 WFRC MPO CPG SLC, O/L AREAS				Annual Work Program			
		Will Not Adv			N/A							
		FTA_5303_100	$975,438	$0	$0	$0	$0	$0	$975,438	$975,438	$0	$0
		L_PASS_MATCH	$0	$410,565	$0	$0	$0	$0	$410,565	$0	$0	$410,565
		PL_WFRC	$3,205,627	$0	$0	$0	$0	$0	$3,205,627	$3,205,627	$0	$0
		SAFE_TRAN_PL	$201,277	$0	$0	$0	$0	$0	$201,277	$201,277	$0	$0
		STP_URB_SL@1	$826,519	$0	$0	$0	$0	$0	$826,519	$826,519	$0	$0
		STP_UR_O/L@1	$445,049	$0	$0	$0	$0	$0	$445,049	$445,049	$0	$0
		ST_TRANS_SOL	$388	$0	$0	$0	$0	$0	$388	$0	$388	$0
		Total	$5,654,298	$410,565	$0	$0	$0	$0	$6,064,863	$5,653,910	$388	$410,565

Region	PIN	Status / Fund	Project No.	Prior	Rt.	Beg	Len	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Weber County Projects																
WEBER	19741	Scoping	F-R199(341)		39	9		Ogden Canyon Shared use Path					Pedestrian/Bike facility			
		To Be Adv Dt: 07/29/26						SR-39; MP 8.98 - 9.03 & Ogden Canyon Shared use Path								
		HIP_COMUNITY		$0		$2,145,232		$0	$0	$0	$0		$2,145,232	$2,000,000	$0	$145,232
		L_PASS_MATCH		$744,005		$0		$0	$0	$0	$0		$744,005	$0	$0	$744,005
		ST_TIF_ ACT		$0		$0		$0	$0	$0	$0		$0	$0	$0	$0
		ST_TIF_ACT80		$2,976,020		$0		$0	$0	$0	$0		$2,976,020	$0	$2,976,020	$0
			Total	$3,720,025		$2,145,232		$0	$0	$0	$0		$5,865,257	$2,000,000	$2,976,020	$889,237
WEBER	22679	Scoping	F-0039(57)5		39	5	1	SR-39 RR Grade Separated Overpass					New Bridge/Bridge Replacement			
		To Be Adv Dt: 01/05/28						SR-39; MP 5.00 - 5.70								
		CRISI_GRANT		$0		$1,780,000		$0	$0	$0	$0		$1,780,000	$1,780,000	$0	$0
		ST_TRANS_SOL		$445,000		$0		$0	$0	$0	$0		$445,000	$0	$445,000	$0
			Total	$445,000		$1,780,000		$0	$0	$0	$0		$2,225,000	$1,780,000	$445,000	$0
WEBER	20318	STIP	F-0089(573)413		89	414		Ogden Green Bike Share Expansion					Pedestrian/Bike facility			
		To Be Adv Dt:						US-89; MP 413.67 - 413.67								
		CMAQ_WFRC		$0		$0		$0	$0	$0	$0	$536,308	$536,308	$500,000	$0	$36,308
		LOCAL_GOVT		$0		$0		$0	$0	$0	$0	$224,092	$224,092	$0	$0	$224,092
			Total	$0		$0		$0	$0	$0	$0	$760,400	$760,400	$500,000	$0	$260,400
WEBER	21216	STIP	F-R199(374)0		89	414		Ogden Green Bike Share Expansion					Pedestrian/Bike facility			
		To Be Adv Dt:						US-89; MP 413.61 - 413.61								
		CMAQ_WFRC		$0		$0		$0	$0	$0	$0	$678,500	$678,500	$632,566	$0	$45,934
WEBER	22089	STIP	F-R199(390)		89	414		Ogden Green Bike Share Expansion					Pedestrian/Bike facility			
		To Be Adv Dt:						US-89; MP 413.53 - 413.53								
		CMAQ_WFRC		$0		$0		$0	$0	$0	$0	$429,046	$429,046	$400,000	$0	$29,046
		LOCAL_GOVT		$0		$0		$0	$0	$0	$0	$202,954	$202,954	$0	$0	$202,954
			Total	$0		$0		$0	$0	$0	$0	$632,000	$632,000	$400,000	$0	$232,000
WEBER	16391	Undr Const	S-R199(324)		97	5		I-15; SR-97 (5600 South), widening of 5600 South					Upgrade Existing Interchange			
		Adv Dt: 07/03/23						SR-97; MP 5.10 - 5.30								
		ST_APPROP		$1,222,564		$0		$0	$0	$0	$0	$0	$1,222,564	$0	$1,222,564	$0
		ST_TIF		$95,996,024		$45,000,000		$0	$0	$0	$0	$0	$140,996,024	$0	$140,996,024	$0
		ST_TIF_HB433		$219,994,765		$0		$0	$0	$0	$0	$0	$219,994,765	$0	$219,994,765	$0
			Total	$317,213,353		$45,000,000		$0	$0	$0	$0	$0	$362,213,353	$0	$362,213,353	$0
WEBER	19606	STIP	F-0204(22)0		204		4	Ogden/ Layton Area Signal Timing & Optimization					Traffic Signal Coordination			
		To Be Adv Dt:						SR-204; MP .00 - 3.56								
		STP_URB_O/L		$0		$0		$0	$0	$0	$0	$400,000	$400,000	$372,920	$27,080	$0
WEBER	21215	STIP	F-0284(5)0		284			On Route Electric Bus Charging Infrastructure					UTA/Transit			
		To Be Adv Dt:						SR-284; MP .24 - .24								
		CMAQ_WFRC		$0		$0		$0	$0	$0	$0	$1,500,000	$1,500,000	$1,398,450	$0	$101,550

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Weber County Projects												
WEBER	22096	STIP	F-1483(1)6	1483	5		4300 West 6000 South Roundabout			Intersection Modification		
		To Be Adv Dt:					Cnty:FA-1483; MP 5.50 - 5.50					
		CARBON_O/L	$0	$965,355	$0	$0	$0	$0	$965,355	$900,000	$0	$65,355
		LOCAL_GOVT	$0	$987,646	$0	$0	$0	$0	$987,646	$0	$0	$987,646
		Total	$0	$1,953,000	$0	$0	$0	$0	$1,953,000	$900,000	$0	$1,053,000
WEBER	18812	Active	F-3308(3)1	3308	1		4800 South & Layton Canal			Reconstruct & Widening		
		To Be Adv Dt: 07/16/25					Cnty:FA-3308; MP 1.33 - 1.42					
		LOCAL_GOVT	$338,000	$0	$0	$0	$0	$0	$338,000	$0	$0	$338,000
		STP_URB_O/L	$471,500	$0	$0	$0	$0	$0	$471,500	$439,579	$0	$31,921
		Total	$809,500	$0	$0	$0	$0	$0	$809,500	$439,579	$0	$369,921
WEBER	17847	Undr Const	F-3310(1)1	3310			6000 South & 3100 West Round-a-bout			Intersection Modification		
		Adv Dt: 03/01/25					Cnty:FA-3310; MP .50 - .50					
		CARBON_O/L	$722,375	$0	$0	$0	$0	$0	$722,375	$673,470	$0	$48,905
		CMAQ_WFRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		LOCAL_GOVT	$0	$1,261,139	$0	$0	$0	$0	$1,261,139	$0	$0	$1,261,139
		Total	$722,375	$1,261,139	$0	$0	$0	$0	$1,983,514	$673,470	$0	$1,310,044
WEBER	19628	Active	F-3318(1)0	3318			4000 South SRTS Rail Crossing; 2550 W - 2350 W			Pedestrian/Bicycle Safety		
		To Be Adv Dt: 11/26/25					Cnty:FA-3318; MP .40 - .66					
		LOCAL_GOVT	$349	$8,312	$0	$0	$0	$0	$8,661	$0	$0	$8,661
		LOCAL_MATCH	$15,251	$202,549	$0	$0	$0	$0	$217,800	$0	$0	$217,800
		STP_URB_O/L	$198,600	$42,739	$0	$0	$0	$0	$241,339	$225,000	$0	$16,339
		ST_TTIF_FMLM	$23,400	$303,300	$0	$0	$0	$0	$326,700	$0	$326,700	$0
		Total	$237,601	$556,900	$0	$0	$0	$0	$794,500	$225,000	$326,700	$242,800
WEBER	21229	Scoping	F-3346(1)1	3346	1		Adams Avenue Sidewalk; 40th Street to 42nd Street			Pedestrian/Bike facility		
		To Be Adv Dt: 11/28/25					Cnty:FA-3346; MP 1.33 - 1.65					
		LOCAL_GOVT	$0	$248,563	$0	$0	$0	$0	$248,563	$0	$0	$248,563
		TAP_URB_O/L	$200,000	$1,614,437	$0	$0	$0	$0	$1,814,437	$1,691,600	$0	$122,837
		Total	$200,000	$1,863,000	$0	$0	$0	$0	$2,063,000	$1,691,600	$0	$371,400
WEBER	21835	Scoping	F-3354(5)0	3354			40th; Riverdale to Washington			Reconstruct no widening		
		Will Not Adv					Cnty:FA-3354; MP .00 - .47					
		STP_URB_O/L	$37,542	$230,612	$0	$0	$0	$0	$268,154	$250,000	$0	$18,154
WEBER	22864	Funding	NEWPRJ-22864	3363		1	5500 West; 5500 South to 5100 South			Major Rehabilitation - Roadway		
		To Be Adv Dt:					Cnty:FA-3363; MP .00 - .52					
NEW		LOCAL_GOVT	$0	$0	$0	$0	$0	$2,054,768	$2,054,768	$0	$0	$2,054,768
		STP_URB_O/L	$0	$0	$0	$0	$0	$2,145,232	$2,145,232	$2,000,000	$0	$145,232
		Total	$0	$0	$0	$0	$0	$4,200,000	$4,200,000	$2,000,000	$0	$2,200,000

Region	PIN	Status / Fund	Project No.	Prior	Rt.	Beg	Len	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Weber County Projects																
WEBER	22095	STIP	F-3368(5)4		3368	4		1200 West Harrisville Road Roundabout					Intersection Modification			
		To Be Adv Dt:						Cnty:FA-3368; MP 4.01 - 4.01								
		CARBON_O/L		$0		$965,355		$0	$0	$0		$0	$965,355	$900,000	$0	$65,355
		LOCAL_GOVT		$0		$732,646		$0	$0	$0		$0	$732,646	$0	$0	$732,646
			Total	$0		$1,698,000		$0	$0	$0		$0	$1,698,000	$900,000	$0	$798,000
WEBER	22866	Funding	NEWPRJ-22866		3368	2	1	1200 West; 400 North to 700 South					Major Rehabilitation - Roadway			
		To Be Adv Dt:						Cnty:FA-3368; MP 1.62 - 2.71								
NEW		LOCAL_GOVT		$0		$0		$0	$0	$0		$4,435,231	$4,435,231	$0	$0	$4,435,231
		STP_URB_O/L		$0		$0		$0	$0	$0		$2,145,232	$2,145,232	$2,000,000	$0	$145,232
			Total	$0		$0		$0	$0	$0		$6,580,463	$6,580,463	$2,000,000	$0	$4,580,463
WEBER	15905	Active	F-3370(1)0		3370		1	3600 West; 2600 N to 1975 N, Plain City					Reconstruct & Widening			
		To Be Adv Dt: 12/01/25						Cnty:FA-3370; MP .00 - .78								
		CMAQ_PM2.5		$88,860		$0		$0	$0	$0		$0	$88,860	$82,844	$0	$6,016
		LOCAL_GOVT		$547,097		$0		$0	$0	$0		$0	$547,097	$0	$0	$547,097
		LOCAL_MATCH		$0		$162,059		$0	$0	$0		$0	$162,059	$0	$0	$162,059
		STP_COVID_OL		$290,076		$2		$0	$0	$0		$0	$290,078	$290,078	$0	$0
		STP_URB_O/L		$299,100		$3,484,988		$0	$0	$0		$0	$3,784,088	$3,527,906	$0	$256,183
		TAP_URB_O/L		$0		$0		$0	$0	$0		$0	$0	$0	$0	$0
			Total	$1,225,133		$3,647,050		$0	$0	$0		$0	$4,872,183	$3,900,828	$0	$971,355
WEBER	18809	STIP	F-3371(1)1		3371	1	1	North Plain City Road; 2917 West to 3350 West					Reconstruct & Widening			
		To Be Adv Dt:						Cnty:FA-3371; MP .90 - 1.61								
		LOCAL_GOVT		$0		$234,744		$0	$0	$0		$0	$234,744	$0	$0	$234,744
		STP_URB_O/L		$0		$3,754,156		$0	$0	$0		$0	$3,754,156	$3,500,000	$0	$254,156
			Total	$0		$3,988,900		$0	$0	$0		$0	$3,988,900	$3,500,000	$0	$488,900
WEBER	21196	STIP	F-3371(2)2		3371	2		3300 North; 2700 West to 2575 West					Intersection Modification			
		To Be Adv Dt:						Cnty:FA-3371; MP 2.18 - 2.34								
		LOCAL_GOVT		$0		$0		$0	$0	$0		$879,121	$879,121	$0	$0	$879,121
		STP_URB_O/L		$0		$0		$0	$0	$0		$2,574,279	$2,574,279	$2,400,000	$0	$174,279
			Total	$0		$0		$0	$0	$0		$3,453,400	$3,453,400	$2,400,000	$0	$1,053,400
WEBER	22869	Funding	NEWPRJ-22869		3437	1		2100 North & Fruitland Drive Intersection					Intersection Modification			
		To Be Adv Dt:						Cnty:FA-3437; MP .63 - .63								
NEW		CMAQ_WFRC		$0		$0		$0	$0	$0		$3,217,848	$3,217,848	$3,000,000	$0	$217,848
		LOCAL_GOVT		$0		$0		$0	$0	$0		$1,314,152	$1,314,152	$0	$0	$1,314,152
			Total	$0		$0		$0	$0	$0		$4,532,000	$4,532,000	$3,000,000	$0	$1,532,000
WEBER	17797	Scoping	F-3442(2)5		3442	5	1	West Harrisville Rd; US-89 to 750 West					Reconstruct & Widening			
		To Be Adv Dt: 04/27/26						Cnty:FA-3442; MP 5.16 - 5.76								
		LOCAL_GOVT		$100		$124,904		$0	$0	$0		$0	$125,004	$0	$0	$125,004
		STP_URB_O/L		$540,000		$2,795,200		$0	$0	$0		$0	$3,335,200	$3,109,407	$0	$225,793
			Total	$540,100		$2,920,104		$0	$0	$0		$0	$3,460,204	$3,109,407	$0	$350,797

Weber County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
WEBER	20303	STIP	F-3442(3)1	3442	1	1	1900/1975 North; 2700 West to 3600 West (Phase 1)	Reconstruct & Widening
	To Be Adv Dt:						Cnty:FA-3442; MP 1.33 - 2.49	
		LOCAL_GOVT	$0	$0	$0	$0	$0	$182,114	$182,114	$0	$0	$182,114
		STP_URB_O/L	$0	$0	$0	$0	$0	$2,479,859	$2,479,859	$2,311,973	$0	$167,886
		Total	$0	$0	$0	$0	$0	$2,661,973	$2,661,973	$2,311,973	$0	$350,000
WEBER	18814	STIP	F-3446(1)	3446	1	1	4000 North; SR-126 to 2800 West	Reconstruct & Widening
	To Be Adv Dt:						Cnty:FA-3446; MP 1.32 - 1.88	
		LOCAL_GOVT	$0	$4,204,537	$0	$0	$0	$0	$4,204,537	$0	$0	$4,204,537
		STP_URB_O/L	$0	$2,896,064	$0	$0	$0	$0	$2,896,064	$2,700,000	$0	$196,064
		Total	$0	$7,100,600	$0	$0	$0	$0	$7,100,600	$2,700,000	$0	$4,400,600
WEBER	15683	Scoping	S-I15-8(158)343	MULT			I-15; 24th Street Interchange	TIF - Transportation Investment Fund
	To Be Adv Dt: 11/02/28						I-15; MP 342.80 - 343.50 & I-15; MP 342.80 - 343.50	
		ST_TIF	$16,000,000	$0	$0	$30,000,000	$0	$50,000,000	$96,000,000	$0	$96,000,000	$0
WEBER	19919	Undr Const	F-I84-6(148)81	MULT			I-84 Bridge Replacements at Riverdale	New Bridge/Bridge Replacement
	Adv Dt: 03/29/25						I-84; MP 81.18 - 81.26 & Cnty:FA-3316; MP .62 - .72	
		LOCAL_GOVT	$2,200,000	$0	$0	$0	$0	$0	$2,200,000	$0	$0	$2,200,000
		NHPP_BR	$18,580,000	$0	$0	$0	$0	$0	$18,580,000	$17,322,134	$1,257,866	$0
		STP_BRIDGE	$1,820,000	$0	$0	$0	$0	$0	$1,820,000	$1,696,786	$123,214	$0
		ST_BRIDGE	$750,000	$0	$0	$0	$0	$0	$750,000	$0	$750,000	$0
		ST_TIF_PRS_S	$554,640	$1,295,360	$0	$0	$0	$0	$1,850,000	$0	$1,850,000	$0
		ST_TRANS_SOL	$757,539	$0	$0	$0	$0	$0	$757,539	$0	$757,539	$0
		Total	$24,662,179	$1,295,360	$0	$0	$0	$0	$25,957,539	$19,018,920	$4,738,619	$2,200,000
WEBER	22074	STIP	S-GR01(11)22047	MULT			Madison Avenue/Gold Star Shared Use Path	Local/MPO/Other Agency Pass-Through
	Will Not Adv						Madison Ave between 24th and 25th	
		RAISE_FM/LM	$0	$1,959,297	$0	$0	$0	$0	$1,959,297	$0	$1,959,297	$0
		ST_TTIF_FMLM	$489,824	$0	$0	$0	$0	$0	$489,824	$0	$489,824	$0
		Total	$489,824	$1,959,297	$0	$0	$0	$0	$2,449,121	$0	$2,449,121	$0
WEBER	14850	Scoping	F-LC57(45)	MULT			SR-60; Round-About at Ritter Drive, Riverdale	Intersection Modification
	To Be Adv Dt: 10/27/25						SR-168; MP 1.13 - 1.16 & SR-60; MP .76 - .79 & SR-60 at Ritter Drive, Riverdale	
		CMAQ_WFRC	$260,000	$619,718	$0	$0	$0	$0	$879,718	$820,161	$0	$59,557
		LOCAL_GOVT	$59,645	$0	$0	$0	$0	$0	$59,645	$0	$0	$59,645
		Total	$319,645	$619,718	$0	$0	$0	$0	$939,363	$820,161	$0	$119,202
WEBER	16936	Active	F-3354(4)0	MULT			Chimes View from Riverdale Rd to Country Club Dr.	Reconstruct & Widening
	To Be Adv Dt: 08/04/25						Cnty:FA-3354; MP .00 - .46 & Cnty:FA-3354; MP 3.70 - 4.05	
		LOCAL_GOVT	$1,004,735	$0	$0	$0	$0	$0	$1,004,735	$0	$0	$1,004,735
		STP_URB_O/L	$1,839,189	$2,383,122	$0	$0	$0	$0	$4,222,311	$3,936,461	$0	$285,850
		Total	$2,843,924	$2,383,122	$0	$0	$0	$0	$5,227,046	$3,936,461	$0	$1,290,585

Weber County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
WEBER	19620	Scoping	S-3368(3)1		MULT		1700 So; 12th Str to Ogden Boundary Line	Reconstruct & Widening
		Will Not Adv					Cnty:FA-3368; MP .52 - 1.19 & Cnty:FA-3368; MP .52 - .52	
		LOCAL_GOVT	$0	$2,600,100	$0	$0	$0	$0	$2,600,100	$0	$0	$2,600,100
		ST_PVMT_LV2	$0	$1,765,265	$0	$0	$0	$0	$1,765,265	$0	$1,765,265	$0
		Total	$0	$4,365,364	$0	$0	$0	$0	$4,365,364	$0	$1,765,265	$2,600,100
WEBER	19621	Scoping	S-3416(2)1		MULT		20th Street; Quincy Ave to Harrison Blvd	Reconstruct no widening
		Will Not Adv					Cnty:FA-3416; MP 1.16 - 1.58 & Cnty:FA-3416; MP 1.15 - 1.17	
		LOCAL_GOVT	$0	$3,154,768	$0	$0	$0	$0	$3,154,768	$0	$0	$3,154,768
		ST_PVMT_LV2	$3,358	$1,526,642	$0	$0	$0	$0	$1,530,000	$0	$1,530,000	$0
		Total	$3,358	$4,681,410	$0	$0	$0	$0	$4,684,768	$0	$1,530,000	$3,154,768
WEBER	20307	STIP	F-3384(1)0		MULT		25th Str & 4400 So. Pavement Reconstructiion	Reconstruct no widening
		To Be Adv Dt:					Cnty:FA-3384; MP .73 - 1.59 & 25th Street; Jefferson Ave to Harrison Blvd and also 4400 South; Mckay Dee Hospital to Harrison Blvd	
		LOCAL_GOVT	$0	$0	$0	$0	$0	$5,469,690	$5,469,690	$0	$0	$5,469,690
		STP_URB_O/L	$0	$0	$0	$0	$0	$3,616,410	$3,616,410	$3,371,579	$0	$244,831
		Total	$0	$0	$0	$0	$0	$9,086,100	$9,086,100	$3,371,579	$0	$5,714,521
WEBER	21193	STIP	F-3432(3)1		MULT		2nd Street; Washington Blvd to Monroe Blvd	Reconstruct & Widening
		To Be Adv Dt:					Cnty:FA-3432; MP 1.06 - 1.76 & Cnty:FA-3432; MP 1.06 - 1.07	
		LOCAL_GOVT	$0	$0	$0	$0	$0	$4,331,652	$4,331,652	$0	$0	$4,331,652
		STP_URB_O/L	$0	$0	$0	$0	$0	$3,217,848	$3,217,848	$3,000,000	$0	$217,848
		Total	$0	$0	$0	$0	$0	$7,549,500	$7,549,500	$3,000,000	$0	$4,549,500
WEBER	22076	STIP	F-3354(6)0		MULT		40th Str/ Chimes View Dr. Reconst Proj Phase II	Major Rehabilitation - Roadway
		To Be Adv Dt:					Cnty:FA-3354; MP .00 - .00 & Cnty:FA-3354; MP 3.70 - 4.07 & Cnty:FA-3354; MP .00 - .47 & Cnty:FA-3354; MP 4.19 - 4.19	
		LOCAL_GOVT	$0	$0	$0	$0	$0	$3,337,768	$3,337,768	$0	$0	$3,337,768
		STP_URB_O/L	$0	$0	$0	$0	$0	$2,145,232	$2,145,232	$2,000,000	$0	$145,232
		Total	$0	$0	$0	$0	$0	$5,483,000	$5,483,000	$2,000,000	$0	$3,483,000
WEBER	22101	STIP	F-LC57(54)		MULT		North Ogden Canal Trail Crossing Improvements	Pedestrian/Bike facility
		To Be Adv Dt:					This project will construct 2 or more of the four crossing crossing the roadways of 3100 N., 1050 E., 2750 N., and Mountain Road.	
		LOCAL_GOVT	$0	$478,215	$0	$0	$0	$0	$478,215	$0	$0	$478,215
		TAP_URB_O/L	$0	$321,785	$0	$0	$0	$0	$321,785	$300,000	$0	$21,785
		Total	$0	$800,000	$0	$0	$0	$0	$800,000	$300,000	$0	$500,000
WEBER	22102	Scoping	F-LC57(55)		MULT		Hooper Slough Trail Connection	Pedestrian/Bike facility
		To Be Adv Dt: 04/22/26					Connect portions of the Hooper Slough Trail (Seg A: 5156 S 5725 W to 5100 S 5500 W and Seg B: 5230 W 4825 S to 5200 W 4600 S	
		LOCAL_GOVT	$0	$674,554	$0	$0	$0	$0	$674,554	$0	$0	$674,554
		TAP_URB_O/L	$0	$429,046	$0	$0	$0	$0	$429,046	$400,000	$0	$29,046
		Total	$0	$1,103,600	$0	$0	$0	$0	$1,103,600	$400,000	$0	$703,600

Weber County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description				
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
WEBER	22873	Funding	NEWPRJ-22873	MULT			Washington Blvd HAWK Signals	Pedestrian/Bicycle Safety				
	To Be Adv Dt:						Cnty:FA-3456; MP .00 - .00 & Cnty:FA-3456; MP .08 - .08					
NEW		LOCAL_GOVT	$0	$0	$0	$0	$0	$78,215	$78,215	$0	$0	$78,215
		TAP_URB_O/L	$0	$0	$0	$0	$0	$321,785	$321,785	$300,000	$0	$21,785
		Total	$0	$0	$0	$0	$0	$400,000	$400,000	$300,000	$0	$100,000
WEBER	22875	Funding	NEWPRJ-22875	MULT			12th Street (SR-39); Harrison Blvd to Valley Drive	Pedestrian/Bicycle Safety				
	To Be Adv Dt:						SR-39; MP 8.65 - 8.71 & SR-39; MP 7.74 - 8.65					
NEW		LOCAL_GOVT	$0	$0	$0	$0	$0	$2,652,492	$2,652,492	$0	$0	$2,652,492
		TAP_URB_O/L	$0	$0	$0	$0	$0	$536,308	$536,308	$500,000	$0	$36,308
		Total	$0	$0	$0	$0	$0	$3,188,800	$3,188,800	$500,000	$0	$2,688,800
WEBER	13615	STIP	S-0067(25)0	OTHER			SR-67; Corridor Preservation, Weber County	Corridor Preservation				
	Will Not Adv						Future SR-67 Corridor in Weber County					
		ST_CORR_PRES	$153,944	$2,437	$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)					
		CARBON_O/L	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		CMAQ_PM2.5	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		LOCAL_GOVT	$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
		TRANSFER2UTA	$0	$1,045,000	$0	$0	$0	$0	$1,045,000	$1,045,000	$0	$0
		Total	$0	$1,045,000	$0	$0	$0	$381,015	$1,426,015	$1,045,000	$0	$381,015
WEBER	18858	Scoping	S-R199(299)	OTHER			BDO Phase 2 Shared Use Path	Trails				
	Will Not Adv						Project is an off-system trail facility, from Ogden BDO (at SR-39) to 2000 South					
		LOCAL_MATCH	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		L_PASS_MATCH	$600,000	$0	$0	$0	$0	$0	$600,000	$0	$0	$600,000
		ST_TIF_ ACT	$0	$900,000	$0	$0	$0	$0	$900,000	$0	$900,000	$0
		Total	$600,000	$900,000	$0	$0	$0	$0	$1,500,000	$0	$900,000	$600,000
WEBER	21942	Scoping	F-R199(403)	OTHER			Harrisville City Complex Roadway 1750 N	New Capacity				
	To Be Adv Dt:						1750 N extension; 750 West to US-89 Harrisville					
		HIP_COMUNITY	$200,000	$1,945,232	$0	$0	$0	$0	$2,145,232	$2,000,000	$0	$145,232
WEBER	22075	Scoping	S-R199(396)	OTHER			Roy FrontRunner Station Bike and Ped Study	Local/MPO/Other Agency Pass-Through				
	Will Not Adv						Roy FrontRunner Station					
		LOCAL_GOVT	$0	$60,000	$0	$0	$0	$0	$60,000	$0	$0	$60,000
		ST_TTIF_FMLM	$140,000	$0	$0	$0	$0	$0	$140,000	$0	$140,000	$0
		Total	$140,000	$60,000	$0	$0	$0	$0	$200,000	$0	$140,000	$60,000

Weber County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
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	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_GOVT	$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	$3,487,388	$31,612	$0	$0	$0	$0	$3,519,000	$0	$3,519,000	$0
Total	$3,487,388	$422,612	$0	$0	$0	$0	$3,910,000	$0	$3,519,000	$391,000

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
WEBER	14846	STIP	F-LC57(43)		OTHER		UTA Intermodal Center; Weber State University	UTA/Transit
		Will Not Adv					Ice Sheet Parking, Weber State University	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
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
TFER_2_UTA	$0	$1,072,616	$0	$0	$0	$0	$1,072,616	$1,000,000	$0	$72,616
UTA_FUNDS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	$0	$1,072,616	$0	$0	$0	$0	$1,072,616	$1,000,000	$0	$72,616

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
WEBER	14853	Scoping	F-LC57(40)		OTHER		Bicycle and Ped Safety Enhancements, Riverdale	Pedestrian/Bike facility
		To Be Adv Dt: 09/07/27					Riverdale Various Locations	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
TAP_URB_WFRC	$0	$69,720	$0	$0	$0	$0	$69,720	$65,000	$0	$4,720

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
WEBER	15923	STIP	F-R199(236)		OTHER		Update Bike Cars on Frontrunner - UTA	Transportation Alternatives
		Will Not Adv					'This request is for new bike racks on 6 of UTA¿s 16 FrontRunner bike cars.	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_GOVT	$0	$15,001	$0	$0	$0	$0	$15,001	$0	$0	$15,001
TAP_URB_WFRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TFER_2_UTA	$0	$101,899	$0	$0	$0	$0	$101,899	$95,000	$6,899	$0
Total	$0	$116,900	$0	$0	$0	$0	$116,900	$95,000	$6,899	$15,001

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
WEBER	16934	STIP	F-LC57(48)		OTHER		Ogden-WSU Bus Rapid Transit (BRT) - Construction	New Capacity
		Will Not Adv					Ogden/Weber State University BRT; Ogden intermodal and WSU/McKay Dee Hospital - with exclusive lanes from 30th and Harrison to the Dee Events Center.	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
FTASEC_5309	$0	$97,903,590	$0	$0	$0	$0	$97,903,590	$78,322,872	$0	$19,580,718
LOCAL_INKIND	$0	$4,570,000	$0	$0	$0	$0	$4,570,000	$0	$0	$4,570,000
TFER_2_UTA	$0	$5,363,081	$0	$0	$0	$0	$5,363,081	$5,000,000	$0	$363,081
UTA_FUNDS	$0	$4,478,513	$0	$0	$0	$0	$4,478,513	$0	$0	$4,478,513
Total	$0	$112,315,184	$0	$0	$0	$0	$112,315,184	$83,322,872	$0	$28,992,312

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
WEBER	17866	Scoping	F-R199(271)		OTHER		3100 West; 4800 So to 5000 So, Sidewalk	Safe Sidewalk
		To Be Adv Dt: 02/25/26					3100 West; 4800 South to 5000 South Sidewalk, Roy	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_GOVT	$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	$291,247	$0	$0	$0	$0	$0	$291,247	$271,530	$0	$19,717
Total	$291,247	$10,453	$0	$0	$0	$0	$301,700	$271,530	$0	$30,170

Weber County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
WEBER	17954	STIP	F-R299(352)		OTHER		Skyline Drive; 1100 W to 4300 N (Pleasant View)	New Capacity
	To Be Adv Dt:						Skyline Drive; US-89 to 1100 West, Pleasant View City	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_GOVT	$0	$0	$0	$0	$0	$28,655,373	$28,655,373	$0	$0	$28,655,373
STP_URB_O/L	$0	$0	$0	$0	$0	$3,682,827	$3,682,827	$3,433,500	$0	$249,327
Total	$0	$0	$0	$0	$0	$32,338,200	$32,338,200	$3,433,500	$0	$28,904,700

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
WEBER	18811	Scoping	F-LC57(51)0		OTHER		5500 West; 5500 South to Davis Co Line	Reconstruct & Widening
	To Be Adv Dt: 04/15/26						5500 West; 5500 South (SR-97) to Weber/ Davis County Line	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_GOVT	$0	$490,000	$0	$0	$0	$0	$490,000	$0	$0	$490,000
STP_URB_O/L	$10,000	$1,971,100	$0	$0	$0	$0	$1,981,100	$1,846,980	$0	$134,120
Total	$10,000	$2,461,100	$0	$0	$0	$0	$2,471,100	$1,846,980	$0	$624,120

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
WEBER	18828	STIP	F-R199(297)		OTHER		Bus Rapid Transit - Operating Subsidy	UTA/Transit
	To Be Adv Dt:						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	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
CMAQ_WFRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TRANSFER2UTA	$0	$1,147,382	$0	$0	$0	$0	$1,147,382	$1,147,382	$0	$0
Total	$0	$1,147,382	$0	$0	$0	$0	$1,147,382	$1,147,382	$0	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
WEBER	18829	STIP	F-R199(198)		OTHER		On Route Electric Bus Charging Infrastructure	UTA/Transit
	To Be Adv Dt:						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	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
CARBON_O/L	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CMAQ_WFRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TRANSFER2UTA	$0	$1,398,450	$0	$0	$0	$0	$1,398,450	$1,398,450	$0	$0
Total	$0	$1,398,450	$0	$0	$0	$0	$1,398,450	$1,398,450	$0	$0

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
WEBER	18830	Scoping	F-LC57(52)		OTHER		Ogden City Bike Share Expansion	Transportation Alternatives
	Will Not Adv						Ogden City Green Bike Expansion Various Locations around Downtown	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
CMAQ_WFRC	$435,200	$0	$0	$0	$0	$0	$435,200	$405,737	$0	$29,463

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
WEBER	20305	STIP	F-R199(347)		OTHER		1800 South; 2050 West to 1900 West, West Haven	Intersection Modification
	To Be Adv Dt:						Realign 1800 South at 2050 West to 1900 West eliminating the offset intersection	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_GOVT	$0	$0	$0	$0	$0	$769,592	$769,592	$0	$0	$769,592
STP_URB_O/L	$0	$0	$0	$0	$0	$1,187,708	$1,187,708	$1,107,300	$0	$80,408
Total	$0	$0	$0	$0	$0	$1,957,300	$1,957,300	$1,107,300	$0	$850,000

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
WEBER	20334	STIP	F-R199(353)		OTHER		1500 North Sidewallk - Safe Route to School	Pedestrian/Bike facility
	To Be Adv Dt:						1500 North Sidewalk; 4825 WEst to 4920 West, Plain City	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
LOCAL_GOVT	$0	$18,235	$0	$0	$0	$0	$18,235	$0	$0	$18,235
TAP_URB_O/L	$0	$110,265	$0	$0	$0	$0	$110,265	$102,800	$0	$7,465
Total	$0	$128,500	$0	$0	$0	$0	$128,500	$102,800	$0	$25,700

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
WEBER	21236	STIP	F-R199(378)0		OTHER		Roy City Bldg. Electric Vehicle Charging Stations	Other - Enhancement Project
	To Be Adv Dt:						Roy Municipal Bldg. Electric Vehicle Charging Stations; 5051 South 1900 West	

Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
CARBON_O/L	$0	$100,500	$0	$0	$0	$0	$100,500	$93,696	$0	$6,804

Weber County Projects

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description
		Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
WEBER	22081	STIP	F-LC57(56)		OTHER		750 West; W Harrisville Rd to US-89 (via 1750 N)	Major Rehabilitation - Roadway
	To Be Adv Dt:						750 West at Harrisville Road to about 1750 North (New Road for City Offices, Fire Department, Police Department, etc) - 1750 North will start at Harrisville Road and go east to US-89	
		LOCAL_GOVT	$0	$0	$0	$0	$0	$2,286,076	$2,286,076	$0	$0	$2,286,076
		STP_URB_O/L	$0	$0	$0	$0	$0	$1,608,924	$1,608,924	$1,500,000	$0	$108,924
		Total	$0	$0	$0	$0	$0	$3,895,000	$3,895,000	$1,500,000	$0	$2,395,000
WEBER	22868	Funding	NEWPRJ-22868		OTHER		900 South; 4160 West to 3600 West	Pedestrian/Bike facility
	To Be Adv Dt:						900 South; Construct a pathway along the north side of 900 South from West Weber Elementary School to 3600 West.	
NEW		CMAQ_WFRC	$0	$0	$0	$0	$0	$1,072,616	$1,072,616	$1,000,000	$0	$72,616
		LOCAL_GOVT	$0	$0	$0	$0	$0	$424,384	$424,384	$0	$0	$424,384
		Total	$0	$0	$0	$0	$0	$1,497,000	$1,497,000	$1,000,000	$0	$497,000
WEBER	22870	Funding	NEWPRJ-22870		OTHER		900 South; 4160 West 3600 West	Pedestrian/Bike facility
	To Be Adv Dt:						900 South - Construct a pathway along the north side of 900 South from West Weber Elementary School to 3600 West.	
NEW		CARBON_O/L	$0	$0	$0	$0	$0	$424,384	$424,384	$395,653	$0	$28,731
		LOCAL_GOVT	$0	$0	$0	$0	$0	$1,072,616	$1,072,616	$0	$0	$1,072,616
		Total	$0	$0	$0	$0	$0	$1,497,000	$1,497,000	$395,653	$0	$1,101,347
WEBER	22871	Funding	NEWPRJ-22871		OTHER		2575 West; 3300 North 2975 North	Pedestrian/Bike facility
	To Be Adv Dt:						2575 West - Widen the west side of the road to provide for a bike lane and construct a separated path on the east side of roadway for pedestrian use and construct missing sidewalk	
NEW		CARBON_O/L	$0	$0	$0	$0	$0	$1,179,878	$1,179,878	$1,100,000	$0	$79,878
		LOCAL_GOVT	$0	$0	$0	$0	$0	$413,422	$413,422	$0	$0	$413,422
		Total	$0	$0	$0	$0	$0	$1,593,300	$1,593,300	$1,100,000	$0	$493,300
WEBER	22872	Funding	NEWPRJ-22872		OTHER		3100 West; 4800 South to 6000 South Sidewalk	Pedestrian/Bike facility
	To Be Adv Dt:						3100 West - Safe Routes to School - Construct Missing Sidewalk	
NEW		LOCAL_GOVT	$0	$0	$0	$0	$0	$1,268,154	$1,268,154	$0	$0	$1,268,154
		TAP_URB_O/L	$0	$0	$0	$0	$0	$429,046	$429,046	$400,000	$0	$29,046
		Total	$0	$0	$0	$0	$0	$1,697,200	$1,697,200	$400,000	$0	$1,297,200
WEBER	19564	STIP	UT-FLAP-WEB(10)1				Causey Reservoir Access - UT FLAP WEB 10(1)	Federal Lands Access Program
	To Be Adv Dt:						Causey Reservoir Access - Roadway Rehabilitation & Roadway Widening	
		FLHP	$0	$7,900,000	$0	$0	$0	$0	$7,900,000	$7,900,000	$0	$0
WEBER	21943	STIP	F-R199(521)				Ogden City Gateway Trail Access Phase	Trail - New Facility
	To Be Adv Dt:						Ogden City Gateway Trail	
		HIP_COMUNITY	$0	$2,145,232	$0	$0	$0	$0	$2,145,232	$2,000,000	$145,232	$0

County Programs

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
1	16615	REGION ONE; TRANSPORTATION SOLUTIONS PROGRAM										
		EM_RPS6@93.2	$48,792	$0	$0	$0	$0	$0	$48,792	$45,489	$3,303	$0
		HSIP	$350,000	$4,193,380	$0	$0	$0	$0	$4,543,380	$4,235,793	$307,587	$0
		LOCAL_GOVT	$0	$125,000	$0	$0	$0	$0	$125,000	$0	$0	$125,000
		L_BETTERMENT	$121,272	$187,260	$0	$0	$0	$0	$308,531	$0	$0	$308,531
		NHPP_IM	$680,000	$1,380,565	$0	$0	$0	$0	$2,060,565	$1,940,641	$119,925	$0
		NHPP_NHS	$710,000	$5,840,156	$0	$0	$0	$0	$6,550,156	$6,106,710	$443,446	$0
		OTHER_STATE	$50,000	$0	$0	$0	$0	$0	$50,000	$0	$50,000	$0
		STP_FLX_ST	$29,742,140	$8,713,729	$0	$0	$0	$0	$38,455,870	$35,852,407	$2,603,462	$0
		STP_UB_O/L_U	$549,091	$2,432,450	$0	$0	$0	$0	$2,981,540	$2,779,690	$201,850	$0
		ST_APPROP	$46,610	$27,880	$0	$0	$0	$0	$74,489	$0	$74,489	$0
		ST_PVMT	$43,739	$9,381	$0	$0	$0	$0	$53,119	$0	$53,119	$0
		ST_PVMT_LV2	$1,724,900	$931,857	$0	$0	$0	$0	$2,656,757	$0	$2,656,757	$0
		ST_SIGNALS	$450,000	$0	$0	$0	$0	$0	$450,000	$0	$450,000	$0
		ST_TIF	$300,000	$2,397,956	$0	$0	$0	$0	$2,697,956	$0	$2,697,956	$0
		ST_TRANS_SOL	$12,498,185	$2,965,513	$0	$0	$0	$0	$15,463,698	$0	$15,463,698	$0
		T_STP_UB_O/L	$10,909	$0	$0	$0	$0	$0	$10,909	$10,171	$739	$0
		Total	$47,325,637	$29,205,126	$0	$0	$0	$0	$76,530,763	$50,970,900	$25,126,331	$433,531
1	19033	CMPO FEDERAL FUNDS EXCHANGE PROGRAM										
		ST_TIF	$0	$3,162,337	$0	$0	$0	$0	$3,162,337	$0	$3,162,337	$0
		ST_TIFEX_CPO	$12,074,542	$3,103,640	$0	$0	$0	$0	$15,178,182	$0	$15,178,182	$0
		Total	$12,074,542	$6,265,977	$0	$0	$0	$0	$18,340,520	$0	$18,340,520	$0

County Programs

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
2	16616	REGION TWO; TRANSPORTATION SOLUTIONS PROGRAM										
		LOCAL_GOVT	$425,000	$0	$0	$0	$0	$0	$425,000	$0	$0	$425,000
		L_BETTERMENT	$401,708	$22,709	$0	$0	$0	$0	$424,417	$0	$0	$424,417
		NHPP_IM	$9,599,708	$13,889,373	$0	$0	$0	$0	$23,489,081	$22,122,016	$1,367,065	$0
		NHPP_NHS	$9,758,273	$279,600	$0	$0	$0	$0	$10,037,873	$9,358,309	$679,564	$0
		PROTECT_FLEX	$1,500,000	$0	$0	$0	$0	$0	$1,500,000	$1,200,000	$300,000	$0
		STP_FLX_ST	$32,087,420	$7,659,748	$0	$0	$0	$0	$39,747,168	$37,056,285	$2,669,150	$21,733
		STP_HIF_ST	$2,000,000	$0	$0	$0	$0	$0	$2,000,000	$1,864,600	$135,400	$0
		STP_URB_SL	$1,072,616	$0	$0	$0	$0	$0	$1,072,616	$1,000,000	$72,616	$0
		STP_URB_SL_U	$2,303,174	$1,160	$0	$0	$0	$0	$2,304,334	$2,148,331	$156,003	$0
		ST_APPROP	$666	$293	$0	$0	$0	$0	$959	$0	$959	$0
		ST_BARRIER	$92,326	$0	$0	$0	$0	$0	$92,326	$0	$92,326	$0
		ST_CONCPT_D2	$44,510	$42,153	$0	$0	$0	$0	$86,663	$0	$86,663	$0
		ST_ITS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		ST_PVMT	$0	$22,248	$0	$0	$0	$0	$22,248	$0	$22,248	$0
		ST_PVMT_LV2	$1,232,473	$3,668,198	$0	$0	$0	$0	$4,900,670	$0	$4,900,670	$0
		ST_RET_ROW	$1,755,805	$232,505	$0	$0	$0	$0	$1,988,310	$0	$1,988,310	$0
		ST_SIGNALS	$350,000	$0	$0	$0	$0	$0	$350,000	$0	$350,000	$0
		ST_SPOT_SFTY	$34,031	$0	$0	$0	$0	$0	$34,031	$0	$34,031	$0
		ST_TRANS_SOL	$11,515,485	$0	$0	$0	$0	$0	$11,515,485	$0	$11,515,485	$0
		Total	$74,173,195	$25,817,986	$0	$0	$0	$0	$99,991,182	$74,749,541	$24,370,490	$871,150
2	18351	GREEN BIKE/BIKE SHARE PROGRAM - SALT LAKE										
		CMAQ_WFRC_1	$102,764	$1,200,530	$400,000	$0	$0	$0	$1,703,294	$1,703,294	$0	$0
		L_PASS_MATCH	$0	$109,163	$29,046	$0	$0	$0	$138,209	$0	$0	$138,209
		TAP_UR_WFRC1	$200,000	$0	$0	$0	$0	$0	$200,000	$200,000	$0	$0
		Total	$302,764	$1,309,693	$429,046	$0	$0	$0	$2,041,503	$1,903,294	$0	$138,209
3	15480	MOUNTAINLAND ASSOC. OF GOVERNMENTS EXCHANGE PROGRAM										
		ST_PVMT_LV2	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		ST_TIF	$18,832,207	$9,821,024	$0	$0	$0	$0	$28,653,231	$0	$28,653,231	$0
		Total	$18,832,207	$9,821,024	$0	$0	$0	$0	$28,653,231	$0	$28,653,231	$0

County Programs

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
4	16618	REGION FOUR; TRANSPORTATIONS SOLUTIONS PROGRAM										
		LOCAL_GOVT	$0	$60,000	$0	$0	$0	$0	$60,000	$0	$0	$60,000
		L_PASS_MATCH	$0	$650,000	$0	$0	$0	$0	$650,000	$0	-$650,000	$650,000
		NHPP_IM	$3,330,000	$6,901,819	$0	$0	$0	$0	$10,231,819	$9,636,327	$595,492	$0
		NHPP_NHS	$1,399,000	$11,123,274	$0	$0	$0	$0	$12,522,274	$11,674,516	$847,758	$0
		STP_FLX_ST	$33,741,502	$18,950,953	$0	$0	$0	$0	$52,692,455	$49,125,176	$3,567,279	$0
		STP_HIF_ST	$3,000,000	$0	$0	$0	$0	$0	$3,000,000	$2,796,900	$203,100	$0
		STP_RURAL	$0	$1,651,086	$0	$0	$0	$0	$1,651,086	$1,539,308	$111,779	$0
		ST_APPROP	$0	$351,843	$0	$0	$0	$0	$351,843	$0	$351,843	$0
		ST_ATMS_AM	$100,000	$0	$0	$0	$0	$0	$100,000	$0	$100,000	$0
		ST_PVMT	$423,777	$591,512	$0	$0	$0	$0	$1,015,288	$0	$1,015,288	$0
		ST_PVMT_LV2	$3,730,000	$7,923,038	$0	$0	$0	$0	$11,653,038	$0	$11,653,038	$0
		ST_TIF	$16,250,000	$0	$0	$0	$0	$0	$16,250,000	$0	$16,250,000	$0
		ST_TRANS_SOL	$5,483,891	$5,303,628	$0	$0	$0	$0	$10,787,519	$0	$10,787,519	$0
		Total	$67,458,169	$53,507,154	$0	$0	$0	$0	$120,965,324	$74,772,227	$44,833,097	$710,000
9	15046	ATMS ASSET MANAGEMENT (LIFE CYCLE REPLACEMENT)										
		ST_APPROP	$8,272	$0	$0	$0	$0	$0	$8,272	$0	$8,272	$0
		ST_EXPRESS	$1,810,000	$0	$0	$0	$0	$0	$1,810,000	$0	$1,810,000	$0
		ST_TIF	$94,275	$105,725	$0	$0	$0	$0	$200,000	$0	$200,000	$0
		ST_TRANS_SOL	$0	$4,000,000	$0	$0	$0	$0	$4,000,000	$0	$4,000,000	$0
		Total	$1,912,547	$4,105,725	$0	$0	$0	$0	$6,018,272	$0	$6,018,272	$0
9	17583	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2020										
		ST_CAV	$1,832,429	$505,134	$0	$0	$0	$0	$2,337,563	$0	$2,337,563	$0
		ST_PVMT	$5,300,000	$0	$0	$0	$0	$0	$5,300,000	$0	$5,300,000	$0
		ST_PVMT_LV2	$2,700,000	$0	$0	$0	$0	$0	$2,700,000	$0	$2,700,000	$0
		ST_TRANS_SOL	$2,530,000	$0	$0	$0	$0	$0	$2,530,000	$0	$2,530,000	$0
		Total	$12,362,429	$505,134	$0	$0	$0	$0	$12,867,563	$0	$12,867,563	$0
9	17873	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2020										
		ST_ATMS	$422,630	$4,075	$0	$0	$0	$0	$426,705	$0	$426,705	$0
		ST_ATMS_AM	$373,046	$6,291	$0	$0	$0	$0	$379,337	$0	$379,337	$0
		ST_FWY_OPS	$100,000	$0	$0	$0	$0	$0	$100,000	$0	$100,000	$0
		Total	$895,676	$10,366	$0	$0	$0	$0	$906,042	$0	$906,042	$0
9	17874	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2020										
		Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

County Programs

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
9	18642	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2021										
		FA_ATCMTD	$5,450,000	$0	$0	$0	$0	$0	$5,450,000	$5,450,000	$0	$0
		FA_MISC_100%	$200,000	$0	$0	$0	$0	$0	$200,000	$200,000	$0	$0
		LOCAL_INKIND	$0	$950,000	$0	$0	$0	$0	$950,000	$0	$0	$950,000
		ST_ATMS_AM	$250,000	$0	$0	$0	$0	$0	$250,000	$0	$250,000	$0
		ST_CAV	$974,558	$184,285	$0	$0	$0	$0	$1,158,843	$0	$1,158,843	$0
		ST_TRANS_SOL	$1,400,053	$3,099,947	$0	$0	$0	$0	$4,500,000	$0	$4,500,000	$0
		Total	$8,274,610	$4,234,233	$0	$0	$0	$0	$12,508,843	$5,650,000	$5,908,843	$950,000
9	18643	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2021										
		ST_SIGNL_M&O	$6,015,654	$909,330	$0	$0	$0	$0	$6,924,984	$0	$6,924,984	$0
		Total	$6,015,654	$909,330	$0	$0	$0	$0	$6,924,984	$0	$6,924,984	$0
9	18644	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2021										
		ST_FWY_OPS	$533,698	$69,185	$0	$0	$0	$0	$602,883	$0	$602,883	$0
		ST_TRANS_SOL	$6,000	$0	$0	$0	$0	$0	$6,000	$0	$6,000	$0
		Total	$539,698	$69,185	$0	$0	$0	$0	$608,883	$0	$608,883	$0
9	18645	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2021										
		ST_ATMS_AM	$297,071	$0	$0	$0	$0	$0	$297,071	$0	$297,071	$0
		ST_ITS	$1,141,951	$16,703	$0	$0	$0	$0	$1,158,653	$0	$1,158,653	$0
		ST_PVMT_LV2	$2,113,432	$874,816	$0	$0	$0	$0	$2,988,247	$0	$2,988,247	$0
		ST_TRANS_SOL	$110,000	$0	$0	$0	$0	$0	$110,000	$0	$110,000	$0
		Total	$3,662,454	$891,518	$0	$0	$0	$0	$4,553,972	$0	$4,553,972	$0
9	18648	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2022										
		ST_FWY_OPS	$1,556,829	$9,167	$0	$0	$0	$0	$1,565,996	$0	$1,565,996	$0
		Total	$1,556,829	$9,167	$0	$0	$0	$0	$1,565,996	$0	$1,565,996	$0
9	18649	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2022										
		LOCAL_GOVT	$53,882	$0	$0	$0	$0	$0	$53,882	$0	$0	$53,882
		ST_ATMS	$234	$0	$0	$0	$0	$0	$234	$0	$234	$0
		ST_ATMS_AM	$539,527	$110,473	$0	$0	$0	$0	$650,000	$0	$650,000	$0
		ST_ITS	$1,565,895	$1,462	$0	$0	$0	$0	$1,567,357	$0	$1,567,357	$0
		Total	$2,159,538	$111,935	$0	$0	$0	$0	$2,271,473	$0	$2,217,591	$53,882

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
County Programs												
9	18650	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2023										
		FA_MISC_100%	$5,000,000	$1,855,000	$0	$0	$0	$0	$6,855,000	$6,855,000	$0	$0
		LOCAL_GOVT	$0	$115,901	$0	$0	$0	$0	$115,901	$0	$0	$115,901
		ST_ATMS	$0	$11,442	$0	$0	$0	$0	$11,442	$0	$11,442	$0
		ST_CAV	$132,824	$1,490,626	$0	$0	$0	$0	$1,623,450	$0	$1,623,450	$0
		ST_TRANS_SOL	$0	$12,052	$0	$0	$0	$0	$12,052	$0	$12,052	$0
		Total	$5,132,824	$3,485,022	$0	$0	$0	$0	$8,617,845	$6,855,000	$1,646,944	$115,901
9	18651	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2023										
		ST_SIGNL_M&O	$4,369,453	$163,634	$0	$0	$0	$0	$4,533,087	$0	$4,533,087	$0
9	18652	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2023										
		ST_FWY_OPS	$2,352,243	$1,655,657	$0	$0	$0	$0	$4,007,900	$0	$4,007,900	$0
9	18653	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2023										
		OTHER	$133,423	$101,551	$0	$0	$0	$0	$234,974	$0	$0	$234,974
		ST_ATMS	$196,575	$0	$0	$0	$0	$0	$196,575	$0	$196,575	$0
		ST_ATMS_AM	$2,144,729	$87,982	$0	$0	$0	$0	$2,232,711	$0	$2,232,711	$0
		ST_FWY_OPS	$128,379	$0	$0	$0	$0	$0	$128,379	$0	$128,379	$0
		ST_ITS	$1,432,053	$1,169,845	$0	$0	$0	$0	$2,601,898	$0	$2,601,898	$0
		ST_T&S_ FUND	$50,000	$0	$0	$0	$0	$0	$50,000	$0	$50,000	$0
		Total	$4,085,158	$1,359,378	$0	$0	$0	$0	$5,444,536	$0	$5,209,563	$234,974
9	19839	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2025										
		ST_SIGNL_M&O	$3,855,443	$2,754,262	$0	$0	$0	$0	$6,609,705	$0	$6,609,705	$0
9	19841	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2025										
		OTHER	$0	$264,764	$0	$0	$0	$0	$264,764	$0	$0	$264,764
		ST_ATMS	$0	$150,935	$0	$0	$0	$0	$150,935	$0	$150,935	$0
		ST_ATMS_AM	$0	$614,815	$0	$0	$0	$0	$614,815	$0	$614,815	$0
		ST_ITS	$3,152,172	$8,821,808	$0	$0	$0	$0	$11,973,980	$0	$11,973,980	$0
		ST_SIGNL_M&O	$0	$250,000	$0	$0	$0	$0	$250,000	$0	$250,000	$0
		ST_T&S_ FUND	$0	$50,000	$0	$0	$0	$0	$50,000	$0	$50,000	$0
		Total	$3,152,172	$10,152,322	$0	$0	$0	$0	$13,304,494	$0	$13,039,730	$264,764
9	20640	FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2023										
		Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
County Programs												
9	20641	FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2024										
		FA_AARPA _ T	$6,697,363	$89,902,672	$0	$0	$0	$0	$96,600,035	$0	$0	$96,600,035
		L_BETTERMENT	$445	$2,972,588	$0	$0	$0	$0	$2,973,033	$0	$0	$2,973,033
		Total	$6,697,808	$92,875,260	$0	$0	$0	$0	$99,573,068	$0	$0	$99,573,068
9	20642	FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2025										
9	20814	FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2026										
9	20815	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2026										
		ST_CAV	$0	$2,400,000	$0	$0	$0	$0	$2,400,000	$0	$2,400,000	$0
9	20816	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2026										
		ST_SIGNL_M&O	$0	$13,000,000	$0	$0	$0	$0	$13,000,000	$0	$13,000,000	$0
9	20817	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2026										
		ST_ATMS_AM	$0	$95,663	$0	$0	$0	$0	$95,663	$0	$95,663	$0
		ST_FWY_OPS	$0	$4,672,040	$0	$0	$0	$0	$4,672,040	$0	$4,672,040	$0
		Total	$0	$4,767,703	$0	$0	$0	$0	$4,767,703	$0	$4,767,703	$0
9	20828	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2026										
		ST_ITS	$0	$10,391,500	$0	$0	$0	$0	$10,391,500	$0	$10,391,500	$0
9	22390	FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2028										
9	22391	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2028										
9	22392	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2028										
9	22393	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2028										
9	22394	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2028										

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
County Programs												
B	14862	STATEWIDE SAFETY EDUCATION AND ENFORCEMENT PROGRAM										
		LOCAL_GOVT	$0	$50,000	$0	$0	$0	$0	$50,000	$0	$0	$50,000
		OTHER_STATE	$24,348	$35,652	$0	$0	$0	$0	$60,000	$0	$60,000	$0
		ST_ADA_RAMPS	$23,671	$0	$0	$0	$0	$0	$23,671	$0	$23,671	$0
		ST_CONT_R2	$0	$50,000	$0	$0	$0	$0	$50,000	$0	$50,000	$0
		ST_ITS	$0	$50,000	$0	$0	$0	$0	$50,000	$0	$50,000	$0
		ST_SPOT_SFTY	$166	$0	$0	$0	$0	$0	$166	$0	$166	$0
		ST_T&S_ FUND	$10,530,437	$9,144,670	$0	$0	$0	$0	$19,675,107	$0	$19,675,107	$0
		Total	$10,578,622	$9,330,321	$0	$0	$0	$0	$19,908,943	$0	$19,858,943	$50,000
P	15995	PLANNING										
		SPR_P_100%	$0	$5,792	$0	$0	$0	$0	$5,792	$5,792	$0	$0
		Total	$0	$5,792	$0	$0	$0	$0	$5,792	$5,792	$0	$0
P	18683	STATEWIDE CORRIDOR STUDIES										
		LOCAL_CMPO	$30,000	$0	$0	$0	$0	$0	$30,000	$0	$0	$30,000
		LOCAL_GOVT	$443,515	-$36,614	$0	$0	$0	$0	$406,902	$0	$0	$406,902
		STP_SU_DMPO	$30,000	$0	$0	$0	$0	$0	$30,000	$27,969	$2,031	$0
		ST_CIB	$0	$50,000	$0	$0	$0	$0	$50,000	$0	$50,000	$0
		ST_CONT_R1	$20,000	$30,000	$0	$0	$0	$0	$50,000	$0	$50,000	$0
		ST_CONT_R2	$0	$15,000	$0	$0	$0	$0	$15,000	$0	$15,000	$0
		ST_CONT_R3	$29,372	$20,628	$0	$0	$0	$0	$50,000	$0	$50,000	$0
		ST_CONT_R4	$75,000	$0	$0	$0	$0	$0	$75,000	$0	$75,000	$0
		ST_EMERGING	$126,124	$53,421	$0	$0	$0	$0	$179,545	$0	$179,545	$0
		ST_STUDIES	$1,249,000	$1,164,084	$0	$0	$0	$0	$2,413,084	$0	$2,413,084	$0
		Total	$2,003,012	$1,296,520	$0	$0	$0	$0	$3,299,531	$27,969	$2,834,660	$436,902
S	9369	BRIDGE INSPECTION PROGRAM										
		BR_ON/OFF	$0	$531	$0	$0	$0	$0	$531	$425	$106	$0
		NHPP_BR	$1,500,000	$208	$0	$0	$0	$0	$1,500,208	$1,398,644	$101,564	$0
		STP_BRIDGE	$16,715,000	$145,994	$0	$0	$0	$0	$16,860,994	$15,719,505	$1,141,489	$0
		ST_BRIDGE	$0	$1,004,072	$0	$0	$0	$0	$1,004,072	$0	$1,004,072	$0
		Total	$18,215,000	$1,150,805	$0	$0	$0	$0	$19,365,805	$17,118,573	$2,247,232	$0
S	9615	LOAD RATING PROGRAM										
		NHPP_BR	$0	$65,455	$0	$0	$0	$0	$65,455	$61,023	$4,431	$0
		STP_BRIDGE	$1,700,000	$600,000	$0	$0	$0	$0	$2,300,000	$2,144,290	$155,710	$0
		ST_BRIDGE	$0	$12,338	$0	$0	$0	$0	$12,338	$0	$12,338	$0
		Total	$1,700,000	$677,793	$0	$0	$0	$0	$2,377,793	$2,205,313	$172,480	$0

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	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	12135	2016 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM										
		ST_CONCPT_D1	$18,898	$0	$0	$0	$0	$0	$18,898	$0	$18,898	$0
		Total	$18,898	$0	$0	$0	$0	$0	$18,898	$0	$18,898	$0
S	12136	2017 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM										
		NHS	$420,000	$0	$0	$0	$0	$0	$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	12139	2017 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM										
		ST_BRIDGE	$430,277	$20,223	$0	$0	$0	$0	$450,500	$0	$450,500	$0
		Total	$430,277	$20,223	$0	$0	$0	$0	$450,500	$0	$450,500	$0
S	12781	UNOBLIGATED TIF/CHNF FUNDS PROGRAM										
		ST_CHF	$0	$385,265	$0	$0	$0	$0	$385,265	$0	$385,265	$0
		ST_CHF_TIF	$0	$7,364,337	$0	$0	$0	$0	$7,364,337	$0	$7,364,337	$0
		ST_GF_CHN	$0	$5,043,715	$0	$0	$0	$0	$5,043,715	$0	$5,043,715	$0
		ST_GF_HB173	$0	$67,231	$0	$0	$0	$0	$67,231	$0	$67,231	$0
		ST_GF_TIF	$0	$1,024,725	$0	$0	$0	$0	$1,024,725	$0	$1,024,725	$0
		ST_QTR_QTR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		ST_SB215	$0	$635,702	$0	$0	$0	$0	$635,702	$0	$635,702	$0
		ST_TIF	$0	$53,992,702	$0	$0	$0	$0	$53,992,702	$0	$53,992,702	$0
		ST_TIFEX_MAG	$0	$847,086	$0	$0	$0	$0	$847,086	$0	$847,086	$0
		ST_TIF_EXCH	$0	$7,063	$0	$0	$0	$0	$7,063	$0	$7,063	$0
		ST_TIF_HB377	$0	$962,441	$0	$0	$0	$0	$962,441	$0	$962,441	$0
		ST_TIF_HB433	$0	$18,173,776	$0	$0	$0	$0	$18,173,776	$0	$18,173,776	$0
		ST_TIF_SB229	$0	$1,523,513	$0	$0	$0	$0	$1,523,513	$0	$1,523,513	$0
		ST_TTIF	$0	$773,391	$0	$0	$0	$0	$773,391	$0	$773,391	$0
		Total	$0	$90,800,947	$0	$0	$0	$0	$90,800,947	$0	$90,800,947	$0

County Programs

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
S	12957	2018 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM										
		HSIP	$2,300,000	$181,808	$0	$0	$0	$0	$2,481,808	$2,313,790	$168,018	$0
		L_BETTERMENT	$2,092,997	$0	$0	$0	$0	$0	$2,092,997	$0	$0	$2,092,997
		NHPP_NHS	$484,804	$8,676,809	$0	$0	$0	$0	$9,161,613	$8,541,371	$620,241	$0
		STP_FLX_ST	$25,356	$0	$0	$0	$0	$0	$25,356	$23,640	$1,717	$0
		STP_UB_P/O_U	$11,619,707	$0	$0	$0	$0	$0	$11,619,707	$10,833,053	$786,654	$0
		ST_CONCPT_D3	$6,516	$0	$0	$0	$0	$0	$6,516	$0	$6,516	$0
		ST_PVMT_LV2	$0	$3,378	$0	$0	$0	$0	$3,378	$0	$3,378	$0
		Total	$16,529,380	$8,861,996	$0	$0	$0	$0	$25,391,375	$21,711,854	$1,586,524	$2,092,997
S	12958	2018 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM										
		ST_BRIDGE	$25,487	$124,513	$0	$0	$0	$0	$150,000	$0	$150,000	$0
		Total	$25,487	$124,513	$0	$0	$0	$0	$150,000	$0	$150,000	$0
S	13311	TRANSPORTATION ALTERNATIVE PROGRAM (TAP)										
		LOCAL_GOVT	$0	$2,380,334	$0	$0	$0	$0	$2,380,334	$0	$0	$2,380,334
		L_PASS_MATCH	$0	$5,351,466	$0	$0	$0	$0	$5,351,466	$0	$0	$5,351,466
		ST_APPROP	$0	$266,233	$0	$0	$0	$0	$266,233	$0	$266,233	$0
		ST_CONCPT_D3	$460	$0	$0	$0	$0	$0	$460	$0	$460	$0
		ST_CONT_R1	$9,306	$0	$0	$0	$0	$0	$9,306	$0	$9,306	$0
		ST_CONT_R3	$0	$37,000	$0	$0	$0	$0	$37,000	$0	$37,000	$0
		ST_PVMT	$2,536,211	$2,435,042	$0	$0	$0	$0	$4,971,253	$0	$4,971,253	$0
		ST_PVMT_LV2	$251,273	$1,507,127	$0	$0	$0	$0	$1,758,400	$0	$1,758,400	$0
		ST_TRANS_SOL	$0	$1,319,765	$0	$0	$0	$0	$1,319,765	$0	$1,319,765	$0
		TAP_FLEX	$360,223	$4,578,894	$2,000,000	$0	$0	$0	$6,939,117	$6,469,339	$387,971	$81,807
		T_TAP_FLEX	$176,091	$0	$0	$0	$0	$0	$176,091	$164,170	$11,921	$0
		Total	$3,333,564	$17,875,861	$2,000,000	$0	$0	$0	$23,209,425	$6,633,509	$8,762,309	$7,813,607
S	13716	2016 ASSET MANAGEMENT PROGRAM										
		ST_CONCPT_D1	$15,000	$0	$0	$0	$0	$0	$15,000	$0	$15,000	$0
		Total	$15,000	$0	$0	$0	$0	$0	$15,000	$0	$15,000	$0
S	13717	2017 ASSET MANAGEMENT PROGRAM										
		STP_BRIDGE	$1,100,000	$0	$0	$0	$0	$0	$1,100,000	$1,025,530	$74,470	$0
		STP_FLX_ST	$1,633,868	$0	$0	$0	$0	$0	$1,633,868	$1,523,256	$110,613	$0
		Total	$2,733,868	$0	$0	$0	$0	$0	$2,733,868	$2,548,786	$185,083	$0

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
County Programs												
S	13771	2018 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM										
		ST_APPROP	$0	$133,161	$0	$0	$0	$0	$133,161	$0	$133,161	$0
		ST_PVMT_LV2	$0	$4,970,026	$0	$0	$0	$0	$4,970,026	$0	$4,970,026	$0
		Total	$0	$5,103,187	$0	$0	$0	$0	$5,103,187	$0	$5,103,187	$0
S	15195	2020 HIGH VOLUME PAVEMENT PRESERVATION (OB) PROGRAM										
		ST_PVMT	$27,870	$2,130	$0	$0	$0	$0	$30,000	$0	$30,000	$0
		Total	$27,870	$2,130	$0	$0	$0	$0	$30,000	$0	$30,000	$0
S	15196	2020 HIGH VOLUME PAVEMENT REHABILITATION (PB) PROGRAM										
		Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
S	15197	2020 LOW VOLUME PAVEMENT PRESERVATION (OB) PROGRAM										
		STP_FLX_ST	$1,470,574	$0	$0	$0	$0	$0	$1,470,574	$1,371,016	$99,558	$0
		Total	$1,470,574	$0	$0	$0	$0	$0	$1,470,574	$1,371,016	$99,558	$0
S	15199	2020 BRIDGE PRESERVATION PROGRAM										
		ST_BRIDGE	$2,962,589	$1,839,045	$0	$0	$0	$0	$4,801,634	$0	$4,801,634	$0
		Total	$2,962,589	$1,839,045	$0	$0	$0	$0	$4,801,634	$0	$4,801,634	$0
S	16193	2023 HIGH VOLUME PAVEMENT PROGRAM										
		NHPP_IM	$4,404,000	$30,928,350	$0	$0	$0	$0	$35,332,350	$33,276,008	$2,056,343	$0
		NHPP_NHS	$10,604,967	$2,795,351	$0	$0	$0	$0	$13,400,318	$12,493,116	$907,202	$0
		STP_FLX_ST	$12,697,450	$8,491,848	$0	$0	$0	$0	$21,189,298	$19,754,782	$1,434,516	$0
		STP_SU_JHC	$290,000	$35,795	$0	$0	$0	$0	$325,795	$303,738	$22,056	$0
		STP_URB_O/L	$3,801,540	$0	$0	$0	$0	$0	$3,801,540	$3,544,176	$257,364	$0
		ST_APPROP	$0	$382	$0	$0	$0	$0	$382	$0	$382	$0
		ST_CLS_ADJ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		ST_PVMT	$299	$0	$0	$0	$0	$0	$299	$0	$299	$0
		ST_PVMT_LV2	$24,640	$2,760	$0	$0	$0	$0	$27,400	$0	$27,400	$0
		ST_TIF_PRES	$1,943,460	$0	$0	$0	$0	$0	$1,943,460	$0	$1,943,460	$0
		ST_TRANS_SOL	$6,019	$0	$0	$0	$0	$0	$6,019	$0	$6,019	$0
		Total	$33,772,376	$42,254,485	$0	$0	$0	$0	$76,026,861	$69,371,820	$6,655,040	$0

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
County Programs												
S	16194	2021 ((HIGH VOLUME)) PAVEMENT PROGRAM										
		CMAQ_WFRC	$75,000	$0	$0	$0	$0	$0	$75,000	$69,923	$5,078	$0
		HSIP	$1,100,000	$0	$0	$0	$0	$0	$1,100,000	$1,025,530	$74,470	$0
		NHPP_BR	$850,000	$0	$0	$0	$0	$0	$850,000	$792,455	$57,545	$0
		NHPP_IM	$0	$10,801,875	$0	$0	$0	$0	$10,801,875	$10,173,206	$628,669	$0
		NHPP_NHS	$6,955,000	$0	$0	$0	$0	$0	$6,955,000	$6,484,147	$470,854	$0
		STP_BRIDGE	$250,000	$90,000	$0	$0	$0	$0	$340,000	$316,982	$23,018	$0
		STP_FLX_ST	$1,638,978	$2,991,297	$0	$0	$0	$0	$4,630,275	$4,316,806	$313,470	$0
		ST_PVMT_LV2	$0	$28,355	$0	$0	$0	$0	$28,355	$0	$28,355	$0
		Total	$10,868,978	$13,911,528	$0	$0	$0	$0	$24,780,506	$23,179,048	$1,601,458	$0
S	16195	2023 LOW VOLUME PAVEMENT PROGRAM										
		STP_FLX_ST	$2,485,140	$1,958,260	$0	$0	$0	$0	$4,443,400	$4,142,582	$300,818	$0
		STP_SU_JHC	$3,739,924	$0	$0	$0	$0	$0	$3,739,924	$3,486,731	$253,193	$0
		ST_APPROP	$0	$30,406	$0	$0	$0	$0	$30,406	$0	$30,406	$0
		ST_PVMT_LV2	$0	$13,011,800	$0	$0	$0	$0	$13,011,800	$0	$13,011,800	$0
		Total	$6,225,064	$15,000,467	$0	$0	$0	$0	$21,225,531	$7,629,313	$13,596,218	$0
S	16197	2021 BRIDGE PRESERVATION PROGRAM										
		ST_BRIDGE	$313,449	$373,342	$0	$0	$0	$0	$686,791	$0	$686,791	$0
		Total	$313,449	$373,342	$0	$0	$0	$0	$686,791	$0	$686,791	$0
S	16198	2021 BRIDGE MAINTENANCE PROGRAM										
		ST_BRIDGE	$38,996	$119,848	$0	$0	$0	$0	$158,844	$0	$158,844	$0
		Total	$38,996	$119,848	$0	$0	$0	$0	$158,844	$0	$158,844	$0

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
County Programs												
S	16780	STATEWIDE TRANSPORTATION SOLUTIONS PROGRAM										
		EM_RPF1@93.2	$0	$286,506	$0	$0	$0	$0	$286,506	$267,109	$19,396	$0
		ER_2022	$10,228,397	$1,009,868	$0	$0	$0	$0	$11,238,265	$10,477,434	$760,831	$0
		HSIP	$3,000,000	$0	$0	$0	$0	$0	$3,000,000	$2,796,900	$203,100	$0
		NHPP_NHS	$400,000	$670,602	$0	$0	$0	$0	$1,070,602	$998,123	$72,480	$0
		OTHER	$105,000	$0	$0	$0	$0	$0	$105,000	$0	$0	$105,000
		STP_COVID_ST	$12,024,808	$0	$0	$0	$0	$0	$12,024,808	$12,024,808	$0	$0
		STP_FLX_ST	$26,348,953	$27,255,368	$0	$0	$0	$0	$53,604,321	$49,975,309	$3,629,013	$0
		STP_HIF_RURL	$0	$10,425	$0	$0	$0	$0	$10,425	$9,720	$706	$0
		STP_HIF_ST	$1,341,311	$460,098	$0	$0	$0	$0	$1,801,408	$1,679,453	$121,955	$0
		STP_RURAL	$0	$28,574	$0	$0	$0	$0	$28,574	$26,639	$1,934	$0
		STP_UB_P/O_U	$8,285,098	$0	$0	$0	$0	$0	$8,285,098	$7,724,197	$560,901	$0
		ST_HB3_162	$0	$40,000,000	$0	$0	$0	$0	$40,000,000	$0	$40,000,000	$0
		ST_LIGHTING	$0	$96,590	$0	$0	$0	$0	$96,590	$0	$96,590	$0
		ST_PARK_LEG	$0	$1,700,000	$0	$0	$0	$0	$1,700,000	$0	$1,700,000	$0
		ST_PVMT	$551,175	$1,510,763	$0	$0	$0	$0	$2,061,939	$0	$2,061,939	$0
		ST_PVMT_LV2	$2,636,080	$44,475,371	$0	$0	$0	$0	$47,111,451	$0	$47,111,451	$0
		ST_RET_ROW_S	$621,235	$25,711,027	$0	$0	$0	$0	$26,332,261	$0	$26,332,261	$0
		ST_SIGNALS	$35,037	$0	$0	$0	$0	$0	$35,037	$0	$35,037	$0
		ST_TIF	$0	$812,847	$0	$0	$0	$0	$812,847	$0	$812,847	$0
		ST_TIF_PRES	$0	$575,463	$0	$0	$0	$0	$575,463	$0	$575,463	$0
		ST_TRANS_SOL	$49,713,701	$15,250,908	$0	$0	$0	$0	$64,964,609	$0	$64,964,609	$0
		ST_TTIF	$0	$250,000	$0	$0	$0	$0	$250,000	$0	$250,000	$0
		ST_WILDLIFE	$0	$16,500,000	$0	$0	$0	$0	$16,500,000	$0	$16,500,000	$0
		T_STP_FX_ST	$6,717,395	$0	$0	$0	$0	$0	$6,717,395	$6,262,627	$454,768	$0
		Total	$122,008,189	$176,604,411	$0	$0	$0	$0	$298,612,600	$92,242,319	$206,265,281	$105,000
S	16885	2022 HIGH VOLUME PAVEMENT PROGRAM										
		NHPP_BR	$370,000	$0	$0	$0	$0	$0	$370,000	$344,951	$25,049	$0
		NHPP_IM	$13,485,659	$244,341	$0	$0	$0	$0	$13,730,000	$12,930,914	$799,086	$0
		NHPP_NHS	$748,271	$4,962,242	$0	$0	$0	$0	$5,710,513	$5,323,911	$386,602	$0
		STP_FLX_ST	$16,835,435	$1,982,737	$0	$0	$0	$0	$18,818,173	$17,544,182	$1,273,990	$0
		ST_PVMT	$12,438	$885	$0	$0	$0	$0	$13,323	$0	$13,323	$0
		ST_PVMT_LV2	$106,142	$1,315,784	$0	$0	$0	$0	$1,421,926	$0	$1,421,926	$0
		ST_RET_ROW	$5,116,726	$0	$0	$0	$0	$0	$5,116,726	$0	$5,116,726	$0
		ST_TRANS_SOL	$17,546	$1	$0	$0	$0	$0	$17,547	$0	$17,547	$0
		Total	$36,692,218	$8,505,990	$0	$0	$0	$0	$45,198,208	$36,143,959	$9,054,250	$0
S	16885	2022 HIGH VOLUME PAVEMENT PROGRAM				*2*						
NEW												

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
County Programs												
S	16886	2022 LOW VOLUME PAVEMENT PROGRAM										
		STP_HIF_RURL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		ST_TRANS_SOL	$0	$1	$0	$0	$0	$0	$1	$0	$1	$0
		Total	$0	$1	$0	$0	$0	$0	$1	$0	$1	$0
S	16887	2022 BRIDGE PRESERVATION PROGRAM										
		NHPP_BR	$5,230,000	$4,100,000	$0	$0	$0	$0	$9,330,000	$8,698,359	$631,641	$0
		STP_BRIDGE	$1,770,000	$192,441	$0	$0	$0	$0	$1,962,441	$1,829,583	$132,857	$0
		ST_APPROP	$0	$69,342	$0	$0	$0	$0	$69,342	$0	$69,342	$0
		ST_BRIDGE	$4,794,863	$1,902,812	$0	$0	$0	$0	$6,697,675	$0	$6,697,675	$0
		ST_CLS_ADJ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		ST_TRANS_SOL	$33,348	$0	$0	$0	$0	$0	$33,348	$0	$33,348	$0
		Total	$11,828,210	$6,264,595	$0	$0	$0	$0	$18,092,805	$10,527,942	$7,564,863	$0
S	17359	2022 BRIDGE MAINTENANCE PROGRAM										
		ST_APPROP	$0	$21,399	$0	$0	$0	$0	$21,399	$0	$21,399	$0
		ST_BRIDGE	$25,751	$71,328	$0	$0	$0	$0	$97,078	$0	$97,078	$0
		Total	$25,751	$92,727	$0	$0	$0	$0	$118,477	$0	$118,477	$0
S	17784	STORMWATER MITIGATION - STATEWIDE										
		ST_APPROP	$172	$9,307	$0	$0	$0	$0	$9,478	$0	$9,478	$0
		ST_CONT_R4	$25,360	$20,358	$0	$0	$0	$0	$45,718	$0	$45,718	$0
		ST_TSP_MS4	$10,798,249	$2,237,085	$0	$0	$0	$0	$13,035,334	$0	$13,035,334	$0
		Total	$10,823,780	$2,266,749	$0	$0	$0	$0	$13,090,530	$0	$13,090,530	$0
S	18259	2023 BRIDGE PRESERVATION PROGRAM										
		BIP_BRIDGE	$1,000,000	$0	$0	$0	$0	$0	$1,000,000	$800,000	$200,000	$0
		ST_BRIDGE	$2,350,000	$0	$0	$0	$0	$0	$2,350,000	$0	$2,350,000	$0
		ST_TRANS_SOL	$1,016,629	$383,371	$0	$0	$0	$0	$1,400,000	$0	$1,400,000	$0
		Total	$4,366,629	$383,371	$0	$0	$0	$0	$4,750,000	$800,000	$3,950,000	$0
S	18260	2023 BRIDGE MAINTENANCE PROGRAM										
		ST_BRIDGE	$359,468	$107,247	$0	$0	$0	$0	$466,715	$0	$466,715	$0
		Total	$359,468	$107,247	$0	$0	$0	$0	$466,715	$0	$466,715	$0
S	18866	FY 2020 EMERGENCY EARTHQUAKE BRIDGE INSPECTION & REPAIR										
		ER_2020	$0	$2,354,592	$0	$0	$0	$0	$2,354,592	$2,195,186	$159,406	$0
		ER_2020_100%	$0	$10,911	$0	$0	$0	$0	$10,911	$10,911	$0	$0
		ER_2022	$0	$29,537	$0	$0	$0	$0	$29,537	$27,537	$2,000	$0
		Total	$0	$2,395,040	$0	$0	$0	$0	$2,395,040	$2,233,634	$161,405	$0

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
County Programs												
S	18984	PAVEMENT RECONSTRUCTION PROGRAM										
		NHPP_IM	$0	$1,615,069	$0	$0	$0	$0	$1,615,069	$1,521,072	$93,997	$0
		STP_FLX_ST	$0	$875,000	$29,000,000	$81,100,000	$0	$0	$110,975,000	$103,461,993	$7,513,008	$0
		Total	$0	$2,490,069	$29,000,000	$81,100,000	$0	$0	$112,590,069	$104,983,064	$7,607,005	$0
S	19030	2024 BRIDGE PRESERVATION PROGRAM										
		NHPP_BR	$2,900,000	$0	$0	$0	$0	$0	$2,900,000	$2,703,670	$196,330	$0
		ST_BRIDGE	$45,291	$6,224,997	$0	$0	$0	$0	$6,270,288	$0	$6,270,288	$0
		Total	$2,945,291	$6,224,997	$0	$0	$0	$0	$9,170,288	$2,703,670	$6,466,618	$0
S	19031	2024 BRIDGE MAINTENANCE PROGRAM										
		ST_BRIDGE	$238,958	$261,042	$0	$0	$0	$0	$500,000	$0	$500,000	$0
		ST_PVMT	$132,970	$67,030	$0	$0	$0	$0	$200,000	$0	$200,000	$0
		Total	$371,928	$328,072	$0	$0	$0	$0	$700,000	$0	$700,000	$0
S	19094	WFRC PLANNING PROGRAM										
		FTA_5303_100	$0	$879,096	$0	$0	$0	$0	$879,096	$879,096	$0	$0
		L_PASS_MATCH	$0	$324,712	$0	$0	$0	$0	$324,712	$0	$0	$324,712
		PL_WFRC	$0	$1,964,453	$0	$0	$0	$0	$1,964,453	$1,964,453	$0	$0
		PL_WFRC_100	$0	$3,928,281	$0	$0	$0	$0	$3,928,281	$3,928,281	$0	$0
		STP_URB_O/L	$0	$894,556	$0	$0	$0	$0	$894,556	$894,556	$0	$0
		STP_URB_SL	$0	$1,653,981	$0	$0	$0	$0	$1,653,981	$1,653,981	$0	$0
		STP_URB_SL@1	$0	$743,117	$0	$0	$0	$0	$743,117	$743,117	$0	$0
		STP_UR_O/L@1	$0	$455,459	$0	$0	$0	$0	$455,459	$455,459	$0	$0
		Total	$0	$10,843,654	$0	$0	$0	$0	$10,843,654	$10,518,941	$0	$324,712

County Programs

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
S	19146	2024 HIGH VOLUME PAVEMENT PROGRAM										
		HSIP	$1,223,000	$0	$0	$0	$0	$0	$1,223,000	$1,140,203	$82,797	$0
		L_BETTERMENT	$152,667	$1,417,650	$0	$0	$0	$0	$1,570,317	$0	$0	$1,570,317
		NHPP_IM	$22,343,658	$3,097,342	$0	$0	$0	$0	$25,441,000	$23,960,334	$1,480,666	$0
		NHPP_NHS	$64,248,948	$1,330,315	$0	$0	$0	$0	$65,579,263	$61,139,547	$4,439,716	$0
		STP_FLX_ST	$70,182,838	$8,625,020	$0	$0	$0	$0	$78,807,858	$73,472,566	$5,335,292	$0
		STP_HIF_O/L	$802,694	$0	$0	$0	$0	$0	$802,694	$748,352	$54,342	$0
		STP_HIF_ST	$77,331	$28,714	$0	$0	$0	$0	$106,045	$98,866	$7,179	$0
		STP_RURAL	$1,248,272	$0	$0	$0	$0	$0	$1,248,272	$1,163,764	$84,508	$0
		STP_UB_O/L_U	$4,371,194	$163,105	$0	$0	$0	$0	$4,534,299	$4,227,327	$306,972	$0
		STP_URB_O/L	$1,721,306	$0	$0	$0	$0	$0	$1,721,306	$1,604,773	$116,532	$0
		STP_URB_SL_U	$728,503	$0	$0	$0	$0	$0	$728,503	$679,183	$49,320	$0
		ST_BRIDGE	$150,000	$0	$0	$0	$0	$0	$150,000	$0	$150,000	$0
		ST_PVMT_LV2	$6,550,000	$123,000	$0	$0	$0	$0	$6,673,000	$0	$6,673,000	$0
		ST_RET_ROW	$236,255	$0	$0	$0	$0	$0	$236,255	$0	$236,255	$0
		ST_SIGNL_M&O	$276,000	$0	$0	$0	$0	$0	$276,000	$0	$276,000	$0
		Total	$174,312,666	$14,785,146	$0	$0	$0	$0	$189,097,812	$168,234,915	$19,292,580	$1,570,317
S	19147	2024 LOW VOLUME PAVEMENT PROGRAM										
		STP_FLX_ST	$5,385,000	$1,244,226	$0	$0	$0	$0	$6,629,226	$6,180,428	$448,799	$0
		STP_RURAL	$4,766,192	$0	$0	$0	$0	$0	$4,766,192	$4,443,521	$322,671	$0
		ST_PVMT_LV2	$618,814	$316,187	$0	$0	$0	$0	$935,000	$0	$935,000	$0
		ST_TRANS_SOL	$8,233,808	$0	$0	$0	$0	$0	$8,233,808	$0	$8,233,808	$0
		Total	$19,003,813	$1,560,413	$0	$0	$0	$0	$20,564,226	$10,623,949	$9,940,278	$0
S	19661	NATIONAL HIGHWAY FREIGHT PROGRAM										
		NHFP	$5,900,000	$12,911,751	$13,200,000	$0	$0	$0	$32,011,751	$29,844,555	$2,167,196	$0
		NHPP_NHS	$225,000	$25,000	$0	$0	$0	$0	$250,000	$233,075	$16,925	$0
		STP_FLX_ST	$500,000	$0	$0	$0	$0	$0	$500,000	$466,150	$33,850	$0
		ST_TRANS_SOL	$0	$62,575	$0	$0	$0	$0	$62,575	$0	$62,575	$0
		Total	$6,625,000	$12,999,325	$13,200,000	$0	$0	$0	$32,824,325	$30,543,780	$2,280,545	$0
S	19727	EMERGING AREA PLANNNING										
		FTA_5304_100	$120,000	$0	$0	$0	$0	$0	$120,000	$120,000	$0	$0
		ST_EMERGING	$186,119	$399,931	$0	$0	$0	$0	$586,050	$0	$586,050	$0
		Total	$306,119	$399,931	$0	$0	$0	$0	$706,050	$120,000	$586,050	$0

County Programs

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
S	19834	2025 HIGH VOLUME PAVEMENT PROGRAM										
		HSIP	$122,000	$528,000	$0	$0	$0	$0	$650,000	$605,995	$44,005	$0
		NHPP_BR	$0	$214,000	$0	$0	$0	$0	$214,000	$199,512	$14,488	$0
		NHPP_IM	$53,675,356	$3,394,644	$0	$0	$0	$0	$57,070,000	$53,748,526	$3,321,474	$0
		NHPP_NHS	$19,675,502	$240,823	$0	$0	$0	$0	$19,916,324	$18,567,989	$1,348,335	$0
		STP_FLX_ST	$76,140,394	$16,648,174	$0	$0	$0	$0	$92,788,568	$86,506,782	$6,281,786	$0
		STP_HIF_O/L	$654,220	$0	$0	$0	$0	$0	$654,220	$609,929	$44,291	$0
		STP_HIF_P/O	$292,950	$0	$0	$0	$0	$0	$292,950	$273,117	$19,833	$0
		STP_SU_UDOT	$1,771,255	$0	$0	$0	$0	$0	$1,771,255	$1,651,341	$119,914	$0
		STP_UB_O/L_U	$824,000	$0	$0	$0	$0	$0	$824,000	$768,215	$55,785	$0
		STP_URB_SL_U	$748,175	$0	$0	$0	$0	$0	$748,175	$697,523	$50,651	$0
		ST_CONT_R1	$75,000	$0	$0	$0	$0	$0	$75,000	$0	$75,000	$0
		ST_PVMT	$499,000	$221,000	$0	$0	$0	$0	$720,000	$0	$720,000	$0
		ST_PVMT_LV2	$0	$565,000	$0	$0	$0	$0	$565,000	$0	$565,000	$0
		Total	$154,477,851	$21,811,641	$0	$0	$0	$0	$176,289,492	$163,628,930	$12,660,562	$0
S	19835	2025 LOW VOLUME PAVEMENT PROGRAM										
		STP_FLX_ST	$6,900,981	$653,019	$0	$0	$0	$0	$7,554,000	$7,042,594	$511,406	$0
		STP_RURAL	$3,213,000	$0	$0	$0	$0	$0	$3,213,000	$2,995,480	$217,520	$0
		ST_PVMT_LV2	$451,708	$21,159,292	$0	$0	$0	$0	$21,611,000	$0	$21,611,000	$0
		Total	$10,565,689	$21,812,311	$0	$0	$0	$0	$32,378,000	$10,038,074	$22,339,926	$0
S	19836	2025 BRIDGE PRESERVATION PROGRAM										
		NHPP_BR	$0	$9,477,844	$0	$0	$0	$0	$9,477,844	$8,836,194	$641,650	$0
		STP_BRIDGE	$0	$91,654	$0	$0	$0	$0	$91,654	$85,449	$6,205	$0
		ST_BRIDGE	$14,983	$11,015,342	$0	$0	$0	$0	$11,030,324	$0	$11,030,324	$0
		Total	$14,983	$20,584,840	$0	$0	$0	$0	$20,599,823	$8,921,644	$11,678,179	$0
S	19837	2025 BRIDGE MAINTENANCE PROGRAM										
		ST_BRIDGE	$0	$1,000,000	$0	$0	$0	$0	$1,000,000	$0	$1,000,000	$0
S	20087	BRIDGE FORMULA PROGRAM (BFP)										
		BFP_BR_MAIN	$10,358,000	$42,088,720	$41,027,566	$0	$0	$0	$93,474,286	$87,146,077	$6,328,209	$0
		BFP_BR_MN/OF	$30,985,371	$40,500,599	$0	$0	$0	$0	$71,485,970	$71,485,970	$0	$0
		BFP_BR_MN_L	$32,378,514	$36,798,495	$0	$0	$0	$0	$69,177,009	$64,493,725	$4,683,284	$0
		BFP_BR_OFF	$9,249,622	$25,233,706	$6,750,000	$0	$0	$0	$41,233,328	$41,233,328	$0	$0
		LOCAL_GOVT	$3,041	$8,959	$0	$0	$0	$0	$12,000	$0	$0	$12,000
		L_BETTERMENT	$4,787,600	$292,780	$0	$0	$0	$0	$5,080,380	$0	$0	$5,080,380
		ST_BRIDGE	$264,030	$0	$0	$0	$0	$0	$264,030	$0	$264,030	$0
		Total	$88,026,178	$144,923,259	$47,777,566	$0	$0	$0	$280,727,003	$264,359,101	$11,275,523	$5,092,380

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
County Programs												
S	20122	NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE PROG. (NEVI)										
		NEVI	$819,010	$0	$0	$0	$0	$0	$819,010	$655,208	$163,802	$0
		NEVI@100%	$12,448,944	$23,194,264	$7,731,421	$0	$0	$0	$43,374,629	$43,374,629	$0	$0
		ST_MATCH	$0	$8,910,802	$1,932,855	$0	$0	$0	$10,843,657	$0	$10,843,657	$0
		ST_TRANS_SOL	$257,922	$0	$0	$0	$0	$0	$257,922	$0	$257,922	$0
		Total	$13,525,876	$32,105,066	$9,664,276	$0	$0	$0	$55,295,218	$44,029,837	$11,265,381	$0
S	20162	PUBLIC TRANSIT CAPITAL DEVELOPMENT PROGRAM										
		ST_TTIF	$212,917	$67,083	$0	$0	$0	$0	$280,000	$0	$280,000	$0
S	20502	STATE PARK ACCESS PROGRAM										
		ST_PARK_LEG	$368,173	$4,131,827	$0	$0	$0	$0	$4,500,000	$0	$4,500,000	$0
		ST_PVMT	$149,804	$230,196	$0	$0	$0	$0	$380,000	$0	$380,000	$0
		Total	$517,977	$4,362,023	$0	$0	$0	$0	$4,880,000	$0	$4,880,000	$0
S	20696	2026 BRIDGE PRESERVATION PROGRAM										
		NHPP_BR	$0	$11,000,000	$0	$0	$0	$0	$11,000,000	$10,255,300	$744,700	$0
		STP_BRIDGE	$0	$7,500,000	$0	$0	$0	$0	$7,500,000	$6,992,250	$507,750	$0
		ST_BRIDGE	$0	$11,550,000	$0	$0	$0	$0	$11,550,000	$0	$11,550,000	$0
		ST_TIF_PRS_S	$0	$10,408,810	$0	$0	$0	$0	$10,408,810	$0	$10,408,810	$0
		Total	$0	$40,458,810	$0	$0	$0	$0	$40,458,810	$17,247,550	$23,211,260	$0
S	20697	2026 BRIDGE MAINTENANCE PROGRAM										
		ST_BRIDGE	$0	$1,000,000	$0	$0	$0	$0	$1,000,000	$0	$1,000,000	$0
S	20740	2026 HIGH VOLUME PAVEMENT PROGRAM										
		NHPP_IM	$2,004,000	$25,510,000	$0	$0	$0	$0	$27,514,000	$25,912,685	$1,601,315	$0
		NHPP_NHS	$9,736,693	$74,085,807	$0	$0	$0	$0	$83,822,500	$78,147,717	$5,674,783	$0
		STP_FLX_ST	$13,515,942	$30,893,034	$1,950,000	$0	$0	$0	$46,358,976	$43,220,473	$3,138,503	$0
		STP_UB_P/O_U	$0	$7,191,024	$0	$0	$0	$0	$7,191,024	$6,704,192	$486,832	$0
		ST_BRIDGE	$0	$499,000	$0	$0	$0	$0	$499,000	$0	$499,000	$0
		ST_PVMT	$200,000	$1,000,000	$0	$0	$0	$0	$1,200,000	$0	$1,200,000	$0
		ST_TIF_PRES	$0	$49,837,394	$0	$0	$0	$0	$49,837,394	$0	$49,837,394	$0
		Total	$25,456,635	$189,016,259	$1,950,000	$0	$0	$0	$216,422,894	$153,985,067	$62,437,827	$0
S	20741	2026 LOW VOLUME PAVEMENT PROGRAM										
		HSIP	$50,000	$84,000	$0	$0	$0	$0	$134,000	$124,928	$9,072	$0
		STP_FLX_ST	$12,503,553	$5,116,447	$0	$0	$0	$0	$17,620,000	$16,427,126	$1,192,874	$0
		ST_PVMT_LV2	$0	$13,180,000	$0	$0	$0	$0	$13,180,000	$0	$13,180,000	$0
		Total	$12,553,553	$18,380,447	$0	$0	$0	$0	$30,934,000	$16,552,054	$14,381,946	$0

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
County Programs												
S	21120	PROTECT PROGRAM										
		NHPP_NHS	$2,293,589	$256,411	$0	$0	$0	$0	$2,550,000	$2,377,365	$172,635	$0
		PROTECT_FLEX	$18,153,092	$8,555,559	$0	$0	$0	$0	$26,708,652	$21,366,921	$5,341,730	$0
		PROTECT_FX_1	$990,000	$21,653,055	$13,546,676	$0	$0	$0	$36,189,731	$36,189,731	$0	$0
		PROTECT_GRNT	$0	$5,440,487	$0	$0	$0	$0	$5,440,487	$5,440,487	$0	$0
		PROTECT_PLAN	$1,032,054	$271,042	$280,000	$0	$0	$0	$1,583,096	$1,583,096	$0	$0
		STP_FLX_ST	$4,705,000	$6,450,000	$0	$0	$0	$0	$11,155,000	$10,399,807	$755,194	$0
		ST_CONT_R4	$50,000	$0	$0	$0	$0	$0	$50,000	$0	$50,000	$0
		ST_MATCH	$0	$3,065,722	$1,475,096	$0	$0	$0	$4,540,818	$0	$4,540,818	$0
		ST_PVMT_LV2	$3,806,885	$1,834,288	$0	$0	$0	$0	$5,641,174	$0	$5,641,174	$0
		ST_TRANS_SOL	$118,170	$773,946	$0	$0	$0	$0	$892,116	$0	$892,116	$0
		Total	$31,148,790	$48,300,511	$15,301,772	$0	$0	$0	$94,751,073	$77,357,407	$17,393,666	$0
S	21121	CARBON REDUCTION PROGRAM										
		CARBON_FLEX	$0	$11,259,879	$4,300,700	$0	$0	$0	$15,560,579	$14,507,128	$1,053,451	$0
		STP_FLX_ST	$0	$3,675,274	$0	$0	$0	$0	$3,675,274	$3,426,458	$248,816	$0
		ST_TRANS_SOL	$0	$1,000,000	$0	$0	$0	$0	$1,000,000	$0	$1,000,000	$0
		Total	$0	$15,935,153	$4,300,700	$0	$0	$0	$20,235,853	$17,933,585	$2,302,267	$0
S	21500	UTAH TRAIL NETWORK (UTN)										
		FA_RAISE_100	$0	$9,600,000	$0	$0	$0	$0	$9,600,000	$9,600,000	$0	$0
		LOCAL_GOVT	$0	$10,950,000	$0	$0	$0	$0	$10,950,000	$0	$0	$10,950,000
		OTHER_STATE	$857	$2,499,143	$0	$0	$0	$0	$2,500,000	$0	$2,500,000	$0
		ST_ATIF	$156,818	$118,768,356	$0	$0	$0	$0	$118,925,174	$0	$118,925,174	$0
		ST_GF_HB488	$0	$1,050,000	$0	$0	$0	$0	$1,050,000	$0	$1,050,000	$0
		Total	$157,676	$142,867,498	$0	$0	$0	$0	$143,025,174	$9,600,000	$122,475,174	$10,950,000
S	21566	TIF ACTIVE TRANSPORTATION PROGRAM - UNCOMMITTED FUNDS										
S	21567	TTIF FIRST MILE / LAST MILE PROGRAM - UNCOMMITTED FUNDS										
S	21603	2027 BRIDGE PRESERVATION PROGRAM										
		NHPP_BR	$0	$0	$20,000,000	$0	$0	$0	$20,000,000	$18,646,000	$1,354,000	$0
		ST_TIF_PRS_S	$0	$0	$10,804,037	$0	$0	$0	$10,804,037	$0	$10,804,037	$0
		Total	$0	$0	$30,804,037	$0	$0	$0	$30,804,037	$18,646,000	$12,158,037	$0
S	21604	2027 BRIDGE MAINTENANCE PROGRAM										
		ST_BRIDGE	$0	$0	$1,000,000	$0	$0	$0	$1,000,000	$0	$1,000,000	$0

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
County Programs												
S	21605	2027 HIGH VOLUME PAVEMENT PROGRAM										
		NHPP_IM	$250,000	$0	$40,750,000	$0	$0	$0	$41,000,000	$38,613,800	$2,386,200	$0
		NHPP_NHS	$0	$0	$60,000,000	$0	$0	$0	$60,000,000	$55,938,000	$4,062,000	$0
		STP_FLX_ST	$0	$0	$70,000,000	$0	$0	$0	$70,000,000	$65,261,000	$4,739,000	$0
		ST_TIF_PRES	$0	$0	$11,574,449	$0	$0	$0	$11,574,449	$0	$11,574,449	$0
		Total	$250,000	$0	$182,324,449	$0	$0	$0	$182,574,449	$159,812,800	$22,761,649	$0
S	21606	2027 LOW VOLUME PAVEMENT PROGRAM										
		ST_PVMT_LV2	$0	$0	$37,000,000	$0	$0	$0	$37,000,000	$0	$37,000,000	$0
S	21607	FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2027										
S	21608	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2027										
S	21609	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2027										
S	21610	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2027										
S	21611	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2027										
S	21919	EV RELIABILITY AND ACCESS ACCELERATOR PROGRAM										
		EV_RAAG	$3,384,149	$0	$0	$0	$0	$0	$3,384,149	$3,384,149	$0	$0
		LOCAL_GOVT	$0	$776,333	$0	$0	$0	$0	$776,333	$0	$0	$776,333
		ST_MATCH	$0	$69,704	$0	$0	$0	$0	$69,704	$0	$69,704	$0
		Total	$3,384,149	$846,037	$0	$0	$0	$0	$4,230,186	$3,384,149	$69,704	$776,333
S	22386	2028 HIGH VOLUME PAVEMENT PROGRAM										
		NHPP_IM	$0	$0	$0	$45,000,000	$0	$0	$45,000,000	$42,381,000	$2,619,000	$0
		NHPP_NHS	$0	$0	$0	$60,000,000	$0	$0	$60,000,000	$55,938,000	$4,062,000	$0
		STP_FLX_ST	$0	$0	$0	$70,600,000	$0	$0	$70,600,000	$65,820,380	$4,779,620	$0
		Total	$0	$0	$0	$175,600,000	$0	$0	$175,600,000	$164,139,380	$11,460,620	$0
S	22387	2028 LOW VOLUME PAVEMENT PROGRAM										
		ST_PVMT_LV2	$0	$0	$0	$40,000,000	$0	$0	$40,000,000	$0	$40,000,000	$0
S	22388	2028 BRIDGE PRESERVATION PROGRAM										

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
County Programs												
S	22389	2028 BRIDGE MAINTENANCE PROGRAM										
		ST_BRIDGE	$0	$0	$0	$1,000,000	$0	$0	$1,000,000	$0	$1,000,000	$0
	19196	AIRPORT CONCEPT										

Region	PIN	Program Description / Fund		Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Region County Programs													
1	5981	REGION ONE COMMUTER LINK PROGRAM											
		CMAQ_PM2.5		$0	$78,611	$0	$0	$0	$0	$78,611	$73,289	$5,322	$0
		CMAQ_WFRC		$736,185	$94,934	$0	$0	$0	$760,828	$1,591,946	$1,484,172	$107,775	$0
			Total	$736,185	$173,545	$0	$0	$0	$760,828	$1,670,558	$1,557,461	$113,097	$0
2	5996	ITS - REGION TWO COMMUTER LINK											
		CMAQ_WFRC		$180,000	$1,509,758	$0	$0	$0	$0	$1,689,758	$1,575,362	$114,397	$0
		FA_SHRP2		$139,288	$0	$0	$0	$0	$0	$139,288	$139,288	$0	$0
		HSIP		$50,000	$0	$0	$0	$0	$0	$50,000	$46,615	$3,385	$0
		OTHER		$150,133	$0	$0	$0	$0	$0	$150,133	$0	$0	$150,133
		ST_ATMS		$78,651	$23,231	$0	$0	$0	$0	$101,883	$0	$101,883	$0
		ST_ITS		$0	$75,000	$0	$0	$0	$0	$75,000	$0	$75,000	$0
			Total	$598,072	$1,607,989	$0	$0	$0	$0	$2,206,061	$1,761,265	$294,664	$150,133
3	5999	REGION THREE COMMUTER LINK - EXPANSION HARDWARE											
		CMAQ_MAG		$0	$78,159	$0	$0	$0	$0	$78,159	$72,868	$5,291	$0
			Total	$0	$78,159	$0	$0	$0	$0	$78,159	$72,868	$5,291	$0

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Statewide County Programs												
9	5954	STATEWIDE ITS EXPANSION PROGRAM										
		ST_ATMS	$104,956	$0	$0	$0	$0	$0	$104,956	$0	$104,956	$0
		ST_ATMS_AM	$341,302	$24,720	$0	$0	$0	$0	$366,022	$0	$366,022	$0
		ST_ITS	$101,091	$0	$0	$0	$0	$0	$101,091	$0	$101,091	$0
		ST_SIGNL_M&O	$0	$8,969	$0	$0	$0	$0	$8,969	$0	$8,969	$0
		ST_TRANS_SOL	$0	$6,336	$0	$0	$0	$0	$6,336	$0	$6,336	$0
		Total	$547,349	$40,025	$0	$0	$0	$0	$587,374	$0	$587,374	$0
B	6019	HIGHWAY SAFETY IMPROVEMENT PROGRAM - (HSIP)										
		CMAQ_MAG	$0	$254,890	$0	$0	$0	$0	$254,890	$237,634	$17,256	$0
		HSIP	$57,926,191	$32,705,807	$23,500,000	$25,357,622	$0	$0	$139,489,620	$130,046,173	$9,390,187	$53,260
		HSIP_FLEX	$5,872,695	$0	$0	$0	$0	$0	$5,872,695	$5,475,114	$397,581	$0
		HSIP_HRRR	$1,280	$0	$0	$0	$0	$0	$1,280	$1,193	$87	$0
		HSIP_HRRR_SR	$1,597,970	$1,427,993	$0	$0	$0	$0	$3,025,963	$2,821,106	$159,236	$45,622
		HSIP_VRU	$10,481,340	$4,359,951	$3,679,954	$4,595,962	$0	$0	$23,117,208	$21,552,173	$1,565,035	$0
		LOCAL_GOVT	$2,148,818	$120,117	$0	$0	$0	$0	$2,268,935	$0	$0	$2,268,935
		LOCAL_MATCH	$0	$40,620	$0	$0	$0	$0	$40,620	$0	$0	$40,620
		L_BETTERMENT	$685,462	-$53,859	$0	$0	$0	$0	$631,603	$0	$0	$631,603
		NHPP_IM	$174,555	$445	$0	$0	$0	$0	$175,000	$164,815	$10,185	$0
		NHPP_NHS	$1,914,904	$85,096	$0	$0	$0	$0	$2,000,000	$1,864,600	$135,400	$0
		OTHER_STATE	$325,000	$0	$0	$0	$0	$0	$325,000	$0	$325,000	$0
		STP_FLX_ST	$7,172,042	$127,575	$0	$0	$0	$0	$7,299,617	$6,805,433	$494,184	$0
		ST_ITS	$272,500	$0	$0	$0	$0	$0	$272,500	$0	$272,500	$0
		ST_MATCH	$0	$13,540	$0	$0	$0	$0	$13,540	$0	$13,540	$0
		ST_PVMT	$296,419	$0	$0	$0	$0	$0	$296,419	$0	$296,419	$0
		ST_PVMT_LV2	$4,499,667	$0	$0	$0	$0	$0	$4,499,667	$0	$4,499,667	$0
		ST_SIGNALS	$787,831	$428,000	$0	$0	$0	$0	$1,215,831	$0	$1,215,831	$0
		ST_SIGNL_M&O	$5,813,354	$0	$0	$0	$0	$0	$5,813,354	$0	$5,813,354	$0
		ST_T&S_ FUND	$285,000	$0	$0	$0	$0	$0	$285,000	$0	$285,000	$0
		ST_TRANS_SOL	$4,087,199	$0	$0	$0	$0	$0	$4,087,199	$0	$4,087,199	$0
		TAP_FLEX	$216,883	$0	$0	$0	$0	$0	$216,883	$202,200	$14,683	$0
		TAP_UR_WFRC1	$0	$745,840	$0	$0	$0	$0	$745,840	$745,840	$0	$0
		Total	$104,559,112	$40,256,015	$27,179,954	$29,953,584	$0	$0	$201,948,665	$169,916,280	$28,992,345	$3,040,040
S	5925	2007- 2009 STATEWIDE CORRIDOR STUDIES / CEVP PROGRAM										
		ST_CORR_CEVP	$0	$350,068	$0	$0	$0	$0	$350,068	$0	$350,068	$0
		ST_GF_OTHER	$0	$9,609	$0	$0	$0	$0	$9,609	$0	$9,609	$0
		Total	$0	$359,677	$0	$0	$0	$0	$359,677	$0	$359,677	$0

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Statewide County Programs												
S	5928	2009 PAVEMENT PRESERVATION PROGRAM										
		L_BETTERMENT	$43,900	$0	$0	$0	$0	$0	$43,900	$0	$0	$43,900
		STP_FLX_ST	$250,000	$0	$0	$0	$0	$0	$250,000	$233,075	$16,925	$0
		ST_BRIDGE	$500,000	$0	$0	$0	$0	$0	$500,000	$0	$500,000	$0
		ST_PVMT	$957,985	$0	$0	$0	$0	$0	$957,985	$0	$957,985	$0
		Total	$1,751,885	$0	$0	$0	$0	$0	$1,751,885	$233,075	$1,474,910	$43,900
S	5930	STATEWIDE MAINTENANCE SPOT IMPROVEMENTS PROGRAM										
		ST_SPOT_MNT	$30,036	$623,240	$0	$0	$0	$0	$653,276	$0	$653,276	$0
		Total	$30,036	$623,240	$0	$0	$0	$0	$653,276	$0	$653,276	$0
S	5947	STATEWIDE SAFE SIDEWALK & ADA INSTALLATION PROGRAM										
		L_PASS_MATCH	$0	$879,779	$0	$0	$0	$0	$879,779	$0	$0	$879,779
		ST_CONT_R1	$0	$57,147	$0	$0	$0	$0	$57,147	$0	$57,147	$0
		ST_CONT_R2	$0	$378,000	$0	$0	$0	$0	$378,000	$0	$378,000	$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	$537,981	$2,960,222	$0	$0	$0	$0	$3,498,203	$0	$3,498,203	$0
		Total	$543,981	$4,290,516	$0	$0	$0	$0	$4,834,497	$0	$3,954,718	$879,779

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Statewide County Programs												
S	5952	STATEWIDE TRAFFIC SIGNALS NEW CONSTRUCTION										
		HSIP	$0	$1,300,000	$0	$0	$0	$0	$1,300,000	$1,211,990	$88,010	$0
		LOCAL_GOVT	$1,870,930	$249,070	$0	$0	$0	$0	$2,120,000	$0	$0	$2,120,000
		L_BETTERMENT	$761,788	$62,944	$0	$0	$0	$0	$824,732	$0	$0	$824,732
		R/H_HZ_ELM1	$200,000	$0	$0	$0	$0	$0	$200,000	$200,000	$0	$0
		STP_UB_P/O_U	$186,000	$227,159	$0	$0	$0	$0	$413,159	$385,188	$27,971	$0
		ST_APPROP	$10,967	$41,937	$0	$0	$0	$0	$52,904	$0	$52,904	$0
		ST_CONT_R1	$0	$135,500	$0	$0	$0	$0	$135,500	$0	$135,500	$0
		ST_CONT_R2	$0	$250,000	$0	$0	$0	$0	$250,000	$0	$250,000	$0
		ST_CONT_R3	$361,163	$411,906	$0	$0	$0	$0	$773,069	$0	$773,069	$0
		ST_CONT_R4	$120,000	$37,710	$0	$0	$0	$0	$157,710	$0	$157,710	$0
		ST_EXCH_MAG	$25,000	$0	$0	$0	$0	$0	$25,000	$0	$25,000	$0
		ST_GF_CHN	$10	$99,990	$0	$0	$0	$0	$100,000	$0	$100,000	$0
		ST_ITS	$0	$20,000	$0	$0	$0	$0	$20,000	$0	$20,000	$0
		ST_PVMT	$162,000	$135,000	$0	$0	$0	$0	$297,000	$0	$297,000	$0
		ST_PVMT_LV2	$762,900	$2,761,100	$0	$0	$0	$0	$3,524,000	$0	$3,524,000	$0
		ST_SIGNALS	$43,499,051	$15,464,403	$0	$0	$0	$0	$58,963,453	$0	$58,963,453	$0
		ST_SIGNL_M&O	$12,128,427	$3,088,279	$0	$0	$0	$0	$15,216,706	$0	$15,216,706	$0
		ST_TIF	$0	$2,760,062	$0	$0	$0	$0	$2,760,062	$0	$2,760,062	$0
		ST_TRANS_SOL	$1,408,690	$0	$0	$0	$0	$0	$1,408,690	$0	$1,408,690	$0
		TAP_FLEX	$814,000	$0	$0	$0	$0	$0	$814,000	$758,892	$55,108	$0
		T_STP_UB_P_U	$97,841	$0	$0	$0	$0	$0	$97,841	$91,217	$6,624	$0
		Total	$62,408,767	$27,045,060	$0	$0	$0	$0	$89,453,827	$2,647,288	$83,861,807	$2,944,732
S	6025	NATIONAL RECREATIONAL TRAILS PROGRAM										
		NRT	$0	$4,541,823	$0	$0	$0	$0	$4,541,823	$4,541,823	$0	$0
		ST_MATCH	$0	$18,484,099	$0	$0	$0	$0	$18,484,099	$0	$18,484,099	$0
		Total	$0	$23,025,922	$0	$0	$0	$0	$23,025,922	$4,541,823	$18,484,099	$0

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Statewide County Programs												
S	6064	RAILROAD CROSSING PROGRAM										
		CMAQ_MAG	$706,000	$0	$0	$0	$0	$0	$706,000	$658,204	$47,796	$0
		LOCAL_GOVT	$0	$160,990	$0	$0	$0	$0	$160,990	$0	$0	$160,990
		L_BETTERMENT	$0	$607	$0	$0	$0	$0	$607	$0	-$607	$607
		R/H_DEVIC90S	$1,962,341	$24,025	$0	$0	$0	$0	$1,986,366	$1,787,729	$198,637	$0
		R/H_DEVICES1	$18,102	$0	$0	$0	$0	$0	$18,102	$18,102	$0	$0
		R/H_DEVICS90	$375,855	$0	$0	$0	$0	$0	$375,855	$338,269	$37,585	$0
		R/H_HZ_EL90S	$859,434	$564,260	$0	$0	$0	$0	$1,423,694	$1,281,324	$142,369	$0
		R/H_HZ_ELM1	$4,098,349	$4,797,465	$1,980,174	$1,980,174	$0	$0	$12,856,162	$12,856,162	$0	$0
		R/H_HZ_ELM90	$618,935	$26,460	$0	$0	$0	$0	$645,395	$580,855	$64,539	$0
		ST_CONT_R3	$0	$200,000	$0	$0	$0	$0	$200,000	$0	$200,000	$0
		ST_RAILROAD	$221,290	$1,778,710	$0	$0	$0	$0	$2,000,000	$0	$2,000,000	$0
		ST_SIGNALS	$0	$200,000	$0	$0	$0	$0	$200,000	$0	$200,000	$0
		ST_T&S_ FUND	$84,260	$105,740	$0	$0	$0	$0	$190,000	$0	$190,000	$0
		Total	$8,944,565	$7,858,257	$1,980,174	$1,980,174	$0	$0	$20,763,171	$17,520,647	$3,080,320	$161,597
S	6129	STATEWIDE SMALL AREA LIGHTING										
		Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
S	6212	STATEWIDE SAFE ROUTES TO SCHOOL PROGRAM										
		LOCAL_GOVT	$0	$571,929	$0	$0	$0	$0	$571,929	$0	$0	$571,929
		LOCAL_INKIND	$0	$13,202	$0	$0	$0	$0	$13,202	$0	$0	$13,202
		ST_APPROP	$0	$171	$0	$0	$0	$0	$171	$0	$171	$0
		ST_CONT_R3	$0	$255,000	$0	$0	$0	$0	$255,000	$0	$255,000	$0
		ST_PVMT	$82,268	$689,325	$0	$0	$0	$0	$771,593	$0	$771,593	$0
		ST_T&S_ FUND	$60,119	$39,881	$0	$0	$0	$0	$100,000	$0	$100,000	$0
		TAP_FLEX	$757,181	$6,466,324	$2,339,633	$0	$0	$0	$9,563,138	$8,915,714	$16,505	$630,919
		TAP_FLEX1	$181,799	$0	$0	$0	$0	$0	$181,799	$181,799	$0	$0
		TAP_SU_CMPO	$0	$18,369	$0	$0	$0	$0	$18,369	$17,126	$1,244	$0
		T_TAP_FLEX	$88,000	$10,213	$0	$0	$0	$0	$98,213	$41,954	$0	$56,260
		Total	$1,169,366	$8,064,414	$2,339,633	$0	$0	$0	$11,573,413	$9,156,591	$1,144,513	$1,272,309
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
		Total	$0	$2,093,567	$0	$0	$0	$0	$2,093,567	$0	$2,093,567	$0

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Statewide County Programs												
S	6850	STATEWIDE; BRIDGE PROGRAM UNSPENT FUNDS										
		NHPP_BR	$0	$226,266	$0	$0	$0	$0	$226,266	$210,948	$15,318	$0
		STP_BRIDGE	$0	$16,073	$0	$0	$0	$0	$16,073	$14,984	$1,088	$0
		ST_BRIDGE	$1,644,248	$1,772,016	$0	$0	$0	$0	$3,416,264	$0	$3,416,264	$0
		Total	$1,644,248	$2,014,354	$0	$0	$0	$0	$3,658,602	$225,932	$3,432,670	$0
S	7231	STATEWIDE BRIDGE COLLISION REPAIR PROJECTS										
		ST_APPROP	$0	$41,734	$0	$0	$0	$0	$41,734	$0	$41,734	$0
		ST_BRIDGE	$58,951	$634,549	$0	$0	$0	$0	$693,500	$0	$693,500	$0
		ST_INS-RECOV	$4,428,497	$5,811,761	$0	$0	$0	$0	$10,240,258	$0	$10,240,258	$0
		Total	$4,487,449	$6,488,044	$0	$0	$0	$0	$10,975,492	$0	$10,975,492	$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	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	$10,161,451	$0	$0	$0	$0	$0	$10,161,451	$0	$10,161,451	$0
		ST_TRANS_SOL	$34,220	$0	$0	$0	$0	$0	$34,220	$0	$34,220	$0
		Total	$11,190,671	$0	$0	$0	$0	$0	$11,190,671	$0	$11,190,671	$0

Region	PIN	Program Description / Fund		Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Various County Programs													
1	5599	Region One Contingency Funds											
		LOCAL_GOVT		$12,212	$12,788	$0	$0	$0	$0	$25,000	$0	$0	$25,000
		L_PASS_MATCH		$0	$44,295	$0	$0	$0	$0	$44,295	$0	$0	$44,295
		ST_APPROP		$0	$38,229	$0	$0	$0	$0	$38,229	$0	$38,229	$0
		ST_CONST		$230,000	$0	$0	$0	$0	$0	$230,000	$0	$230,000	$0
		ST_CONT_R1		$7,557,303	$3,192,430	$0	$0	$0	$0	$10,749,733	$0	$10,749,733	$0
		ST_STUDIES		$100,000	$0	$0	$0	$0	$0	$100,000	$0	$100,000	$0
		ST_TIF		$886,604	$0	$0	$0	$0	$0	$886,604	$0	$886,604	$0
		UTA_FUNDS		$120,000	$0	$0	$0	$0	$0	$120,000	$0	$0	$120,000
			Total	$8,906,119	$3,287,741	$0	$0	$0	$0	$12,193,860	$0	$12,004,565	$189,295
2	5589	Region Two Contingency Funds											
		LOCAL_GOVT		$17,500	$4,000	$0	$0	$0	$0	$21,500	$0	$0	$21,500
		L_PASS_MATCH		$0	$231,000	$0	$0	$0	$0	$231,000	$0	$0	$231,000
		OTHER_STATE		$381,067	$2,191,433	$0	$0	$0	$0	$2,572,500	$0	$2,572,500	$0
		ST_APPROP		$0	$22,683	$0	$0	$0	$0	$22,683	$0	$22,683	$0
		ST_CONT_R2		$723,641	$6,093,092	$0	$0	$0	$0	$6,816,734	$0	$6,816,734	$0
		ST_CONT_R3		$0	$48,000	$0	$0	$0	$0	$48,000	$0	$48,000	$0
		ST_SIGNALS		$0	$42,441	$0	$0	$0	$0	$42,441	$0	$42,441	$0
		ST_SIGNL_M&O		$51,447	$48,553	$0	$0	$0	$0	$100,000	$0	$100,000	$0
		ST_SPOT_MNT		$6,000	$0	$0	$0	$0	$0	$6,000	$0	$6,000	$0
		ST_STUDIES		$20,052	$74,948	$0	$0	$0	$0	$95,000	$0	$95,000	$0
		ST_T&S_ FUND		$0	$184,000	$0	$0	$0	$0	$184,000	$0	$184,000	$0
			Total	$1,199,707	$8,940,150	$0	$0	$0	$0	$10,139,857	$0	$9,887,357	$252,500
3	5597	Region Three Contingency Funds											
		LOCAL_GOVT		$50,000	$0	$0	$0	$0	$0	$50,000	$0	$0	$50,000
		L_PASS_MATCH		$0	$37,500	$0	$0	$0	$0	$37,500	$0	$0	$37,500
		ST_APPROP		$0	$1,072	$0	$0	$0	$0	$1,072	$0	$1,072	$0
		ST_ATMS_AM		$100,000	$0	$0	$0	$0	$0	$100,000	$0	$100,000	$0
		ST_BRIDGE		$18,750	$0	$0	$0	$0	$0	$18,750	$0	$18,750	$0
		ST_CONT_R2		$100,000	$0	$0	$0	$0	$0	$100,000	$0	$100,000	$0
		ST_CONT_R3		$3,956,319	$2,699,880	$0	$0	$0	$0	$6,656,200	$0	$6,656,200	$0
		ST_PVMT_LV2		$120,000	$0	$0	$0	$0	$0	$120,000	$0	$120,000	$0
		ST_SIGNALS		$619,023	$257,319	$0	$0	$0	$0	$876,341	$0	$876,341	$0
		ST_TRANS_SOL		$1,000,000	$0	$0	$0	$0	$0	$1,000,000	$0	$1,000,000	$0
		UTA_FUNDS		$7,500	$0	$0	$0	$0	$0	$7,500	$0	$0	$7,500
			Total	$5,971,592	$2,995,772	$0	$0	$0	$0	$8,967,363	$0	$8,872,363	$95,000

Region	PIN	Program Description / Fund	Prior	2026	2027	2028	2029	CD	Total	Fed Aid	State	Other
Various County Programs												
4	5591	Region Four Contingency Funds										
		LOCAL_GOVT	$192,008	$42,968	$0	$0	$0	$0	$234,975	$0	$0	$234,975
		L_BETTERMENT	$25,000	$0	$0	$0	$0	$0	$25,000	$0	$0	$25,000
		OTHER_STATE	$0	$96,735	$0	$0	$0	$0	$96,735	$0	$96,735	$0
		ST_APPROP	$0	$362,206	$0	$0	$0	$0	$362,206	$0	$362,206	$0
		ST_BRIDGE	$344	$99,656	$0	$0	$0	$0	$100,000	$0	$100,000	$0
		ST_CONT_PG	$0	$274,041	$0	$0	$0	$0	$274,041	$0	$274,041	$0
		ST_CONT_R4	$4,665,680	$2,478,546	$0	$0	$0	$0	$7,144,226	$0	$7,144,226	$0
		ST_T&S_ FUND	$42,000	$0	$0	$0	$0	$0	$42,000	$0	$42,000	$0
		ST_TRANS_SOL	$630,509	$0	$0	$0	$0	$0	$630,509	$0	$630,509	$0
		Total	$5,555,540	$3,354,152	$0	$0	$0	$0	$8,909,692	$0	$8,649,717	$259,975
S	6062	PROGRAMMING DIRECTOR CONTINGENCY FUNDS										
		ST_CLS_ADJ	$0	$105,324	$0	$0	$0	$0	$105,324	$0	$105,324	$0
		ST_CONT_PG	$494,682	$2,466,562	$0	$0	$0	$0	$2,961,244	$0	$2,961,244	$0
		ST_CONT_R1	$127,862	$12,138	$0	$0	$0	$0	$140,000	$0	$140,000	$0
		ST_CONT_R2	$103,024	$191,976	$0	$0	$0	$0	$295,000	$0	$295,000	$0
		ST_CONT_R3	$0	$190,000	$0	$0	$0	$0	$190,000	$0	$190,000	$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
		Total	$1,203,408	$2,988,160	$0	$0	$0	$0	$4,191,568	$0	$4,191,568	$0

2026 - 2031

Federal Transit Administration Funds

Public Transit Program

Federal Transit Administration (FTA)

Section 5307 – Urbanized Area Formula
Section 5309 – Capital Investment Program – New Starts
Section 5337 – Capital Investment Program – State of Good Repair
Section 5339 – Capital Investment Program – Bus & Bus Facilities
Section 5310 – Capital Investment Program – Seniors & Disabilities

Funding Type	PIN	Urbanized Area(s)	Description	?Project Sponsor?	Share Ratio		Prior (won't show in STIP Transit Section)	2026	2027	2028	2029	2030	2031	Total
Salt Lake Urbanized Area Formula - Section 5307														
FTASEC_5307	T- 008733	SALT LAKE	ADA OPERATING ASSISTANCE FOR PARATRANSIT SERVICE		80/20	Total Fed + Req. Match	$ 9,835,416	$ 10,081,526	$ 10,182,343	$ 10,284,165	$ 10,387,008	$ 10,490,878	$ 10,595,786	$ 71,857,122
						Federal	$ 7,868,333	$ 8,065,221	$ 8,145,874	$ 8,227,332	$ 8,309,606	$ 8,392,702	$ 8,476,629	$ 57,485,697
						Req. Match	$ 1,967,083	$ 2,016,305	$ 2,036,469	$ 2,056,833	$ 2,077,402	$ 2,098,176	$ 2,119,157	$ 14,371,425
FTASEC_5307	T- 007255	SALT LAKE	5307 Related Safety/Security		80/20	Total Fed + Req. Match	$ 491,771	$ 504,076	$ 509,117	$ 514,208	$ 519,350	$ 524,544	$ 529,789	$ 3,592,855
						Federal	$ 393,417	$ 403,261	$ 407,294	$ 411,367	$ 415,480	$ 419,635	$ 423,831	$ 2,874,285
						Req. Match	$ 98,354	$ 100,815	$ 101,823	$ 102,841	$ 103,870	$ 104,909	$ 105,958	$ 718,570
FTASEC_5307	T- 004278	SALT LAKE	Preventive Maintenance of Bus Vehciles and Facilities		80/20	Total Fed + Req. Match	$ 21,568,002	$ 21,783,682	$ 22,001,518	$ 22,221,534	$ 22,443,749	$ 22,668,187	$ 22,894,868	$ 155,581,540
						Federal	$ 17,254,402	$ 17,426,946	$ 17,601,214	$ 17,777,227	$ 17,954,999	$ 18,134,550	$ 18,315,894	$ 124,465,232
						Req. Match	$ 4,313,600	$ 4,356,736	$ 4,400,304	$ 4,444,307	$ 4,488,750	$ 4,533,637	$ 4,578,974	$ 31,116,308
FTASEC_5307	T- 017584 PL	SALT LAKE	FROM UTA 5 YR CAP. PLAN AT END OF WWW.RIDEUTA.COM/2025BUDGET		80/20	Total Fed + Req. Match	$ 17,281,888	$ 18,038,346	$ 18,218,730	$ 18,400,918	$ 18,584,927	$ 18,770,775	$ 18,958,484	$ 128,254,068
						Federal	$ 13,825,510	$ 14,430,677	$ 14,574,984	$ 14,720,734	$ 14,867,942	$ 15,016,620	$ 15,166,788	$ 102,603,255
						Req. Match	$ 3,456,378	$ 3,607,669	$ 3,643,746	$ 3,680,184	$ 3,716,985	$ 3,754,155	$ 3,791,696	$ 25,650,813
Grand Total of Salt Lake UZA Formula - Section 5307 "Federal"							$ 39,341,662	$ 40,326,105	$ 40,729,366	$ 41,136,660	$ 41,548,027	$ 41,963,507	$ 42,383,142	$ 287,428,469
Grand Total of Salt Lake UZA Formula - Section 5307 "Req. Match"							$ 9,835,415	$ 10,081,525	$ 10,182,342	$ 10,284,165	$ 10,387,007	$ 10,490,877	$ 10,595,785	$ 71,857,116
Grand Total of Salt Lake UZA Formula - Section 5307 "Total Fed + Req. Match"							$ 49,177,077	$ 50,407,630	$ 50,911,708	$ 51,420,825	$ 51,935,034	$ 52,454,384	$ 52,978,927	$ 359,285,585

Funding Type	PIN	Urbanized Area(s)	Description	?Project Sponsor?	Share Ratio		Prior (won't show in STIP Transit Section)	2026	2027	2028	2029	2030	2031	Total
Ogden/ Layton Urbanized Area Formula - Section 5307														
FTASEC_5307	T- 004279	OGDEN/ LAYTON	ADA OPERATING ASSISTANCE FOR PARATRANSIT SERVICE		80/20	Total Fed + Req. Match	$ 4,726,370	$ 4,844,638	$ 4,893,084	$ 4,942,015	$ 4,991,435	$ 5,041,349	$ 5,091,763	$ 34,530,654
						Federal	$ 3,781,096	$ 3,875,710	$ 3,914,467	$ 3,953,612	$ 3,993,148	$ 4,033,079	$ 4,073,410	$ 27,624,522
						Req. Match	$ 945,274	$ 968,928	$ 978,617	$ 988,403	$ 998,287	$ 1,008,270	$ 1,018,353	$ 6,906,132
FTASEC_5307	T- 005163	OGDEN/ LAYTON	5307 Related Safety/Security		80/20	Total Fed + Req. Match	$ 236,318	$ 242,232	$ 244,654	$ 247,101	$ 249,572	$ 252,067	$ 254,588	$ 1,726,532
						Federal	$ 189,055	$ 193,785	$ 195,723	$ 197,681	$ 199,657	$ 201,654	$ 203,670	$ 1,381,226
						Req. Match	$ 47,263	$ 48,447	$ 48,931	$ 49,420	$ 49,915	$ 50,413	$ 50,918	$ 345,306
FTASEC_5307	T- 007023	OGDEN/ LAYTON	Preventive Maintenance of Bus Vehciles and Facilities		80/20	Total Fed + Req. Match	$ 10,364,416	$ 10,468,060	$ 10,572,741	$ 10,678,468	$ 10,785,253	$ 10,893,106	$ 11,002,037	$ 74,764,081
						Federal	$ 8,291,533	$ 8,374,448	$ 8,458,193	$ 8,542,774	$ 8,628,202	$ 8,714,485	$ 8,801,630	$ 59,811,265
						Req. Match	$ 2,072,883	$ 2,093,612	$ 2,114,548	$ 2,135,694	$ 2,157,051	$ 2,178,621	$ 2,200,407	$ 14,952,816
FTASEC_5307	T- 017585 PL	OGDEN/ LAYTON	FROM UTA 5 YR CAP. PLAN AT END OF WWW.RIDEUTA.COM/2025BUDGET		80/20	Total Fed + Req. Match	$ 8,304,742	$ 8,668,254	$ 8,754,937	$ 8,842,487	$ 8,930,912	$ 9,020,220	$ 9,110,422	$ 61,631,974
						Federal	$ 6,643,793	$ 6,934,604	$ 7,003,950	$ 7,073,989	$ 7,144,730	$ 7,216,176	$ 7,288,338	$ 49,305,579
						Req. Match	$ 1,660,949	$ 1,733,650	$ 1,750,987	$ 1,768,498	$ 1,786,182	$ 1,804,044	$ 1,822,084	$ 12,326,395
Grand Total of Ogden/Layton UZA Formula - Section 5307 "Federal"							$ 18,905,477	$ 19,378,547	$ 19,572,333	$ 19,768,056	$ 19,965,737	$ 20,165,394	$ 20,367,048	$ 138,122,592
Grand Total of Ogden/Layton UZA Formula - Section 5307 "Req. Match"							$ 4,726,369	$ 4,844,637	$ 4,893,083	$ 4,942,015	$ 4,991,435	$ 5,041,348	$ 5,091,762	$ 34,530,649
Grand Total of Ogden/Layton UZA Formula - Section 5307 "Total Fed + Req. Match"							$ 23,631,846	$ 24,223,184	$ 24,465,416	$ 24,710,071	$ 24,957,172	$ 25,206,742	$ 25,458,810	$ 172,653,241

Funding Type	PIN	Urbanized Area(s)	Description	?Project Sponsor?	Share Ratio		Prior (won't show in STIP Transit Section)	2026	2027	2028	2029	2030	2031	Total
Salt Lake - Ogden/ Layton Urbanized Area Formula - Section 5309														
Please leave these 5309 current entries as they are. UTA will work with WFRC to ask for amendments for any others we may need to put in, or on updates to already entered projects.														
	16934	Ogden-WSU Bus Rapid Transit (BRT) - Construction												
	17842	Midvalley Connector BRT; Atherton DR to 2700 W												
Davis-Salt Lake Community Connector Related STIP Items - THIS SECTION IS HOW ITEMS RELATED TO THE PROJECT ARE CURRENTLY LISTED IN THE STIP,														
CMAQ_WFRC	22090		Davis-SLC Community Connector			Federal	Please correct STIP to reflect the STIP - see comments on cell M63 and M64					$ 2,500,000		$ 2,500,000
						Req. Match						$ 181,540		$ 181,540
LOCAL_GOVT	22090		Davis-SLC Community Connector			Other						$ 72,318,460		$ 72,318,460
ST_TTIF	21926					State		$ 2,000,000	$ 14,000,000	$ 2,000,000				$ 18,000,000
LOCAL_GOVT	19626		Davis/ Salt Lake Connector Design			Other	$ 3,895,538							$ 3,895,538
STP_URB_O/L	19626		Davis/ Salt Lake Connector Design			Federal	$ 750,000							$ 750,000
						Other	$ 54,462							$ 54,462
STP_URB_SL	19626		Davis/ Salt Lake Connector Design			Federal	$ 750,000							$ 750,000
						State	$ 54,462							$ 54,462
CMAQ_WFRC	14938		University of Utah Intermodal Center				$ 2,372,117							$ 2,372,117
UTA_FUNDS	14938		University of Utah Intermodal Center				$ 2,573,900							$ 2,573,900
FTA_COMUNITY	T-019359	SALT LAKE - OGDEN/LAYTON	EFFICIENT ON-ROUTE ELECTRIC BUS CHARGING - FY 2024		80/20	Federal Aid		$ 2,000,000						$ 2,000,000
						Match		$ 500,000						$ 500,000
						Federal Total								$ 8,372,117
						Req Match on Grant LinesTotal								$ 790,464
						Other (a bit should be req. match on intermodal)								$ 78,787,898
						State								$ 18,000,000

Funding Type	PIN	Urbanized Area(s)	Description	?Project Sponsor?	Share Ratio		Prior (won't show in STIP Transit Section)	2026	2027	2028	2029	2030	2031	Total	Fed Aid	State	Other
Salt Lake - Ogden/ Layton Urbanized Area Formula - Section 5309 - continued																	
PROPOSED Davis-Salt Lake Community Connector single STIP item. The total project amount in this proposed STIP item reflects the current YOE cost estimate for the project as submitted to FTA. No 5309 funds are shown for now, because the approvals are not final.																	
CMAQ_WFRC	(22090)		Davis - Salt Lake City Community Connector									$ 1,072,616		$ 1,072,616	$ 1,000,000		$ 72,616
CMAQ_WFRC	(22090)											$ 2,145,232		$ 2,145,232	$ 2,000,000		$ 145,232
ST_TTIF	(21926)							$ 2,000,000	$ 14,000,000	$ 2,000,000				$ 18,000,000		$ 18,000,000	
STP_URB_OL	(19626)						$ 804,462							$ 804,462	$ 750,000		$ 54,462
FTASEC_5309			(Amount of 5309 proposed to FTA is $35,439,000 and is being reviewed with them. Finalization is expected early to mid 2027, at which point we will move the approved amount from the OTHER line to this line)											$ -			
LOCAL_GOVT			(This is current amount from SL Co already in an agreement. More from Davis and SL Co and RMP will be added and moved to this line from OTHER line when it is finalized.)					$ 500,000						$ 500,000			$ 500,000
OTHER			(This includes likely future FTA, SL Co, Davis Co, and RMP funds, as well as any remaning local match UTA will pay)							$ 43,430,688				$ 43,430,688			$ 43,430,688
CMAQ_WFRC	(14938)		(This was for UofU intermodal, and we understand if it has to stay separate)				$ 2,681,540							$ 2,681,540	$ 2,500,000		$ 181,540
FTA_Comunity	T-019359		(This was an earmark for on-route charging that is associated with Davis SLC CC - keep it separate because of that and leave as is)					$ 2,500,000						$ 2,500,000	$ 2,000,000		$ 500,000

Funding Type	PIN	Urbanized Area(s)	Description	?Project Sponsor?	Share Ratio		Prior (won't show in STIP Transit Section)	2026	2027	2028	2029	2030	2031	Total
Salt Lake - Ogden/ Layton Urbanized Area Formula - Section 5337														
FTASEC_5337	T-006176	SALT LAKE/OGDEN/LAYTON URBANIZED	Preventive Maintenance of Rail Vehicles and Facilities		80/20	Total Fed + Req. Match	$ 34,765,142	$ 35,112,794	$ 35,463,923	$ 35,818,562	$ 36,176,747	$ 36,538,514	$ 36,903,900	$ 250,779,582
						Federal	$ 27,812,114	$ 28,090,235	$ 28,371,138	$ 28,654,850	$ 28,941,398	$ 29,230,811	$ 29,523,120	$ 200,623,666
						Req. Match	$ 6,953,028	$ 7,022,559	$ 7,092,785	$ 7,163,712	$ 7,235,349	$ 7,307,703	$ 7,380,780	$ 50,155,916
FTASEC_5337	T-017586	SALT LAKE/OGDEN/LAYTON URBANIZED	SGR FROM 5 YR CAP. PLAN AT END OF WWW.RIDEUTA.COM/2025BUDGET		80/20	Total Fed + Req. Match	$ 5,609,353	$ 6,088,003	$ 6,148,883	$ 6,210,369	$ 6,272,475	$ 6,335,200	$ 6,398,553	$ 43,062,836
						Federal	$ 4,487,482	$ 4,870,402	$ 4,919,106	$ 4,968,295	$ 5,017,980	$ 5,068,160	$ 5,118,842	$ 34,450,267
						Req. Match	$ 1,121,871	$ 1,217,601	$ 1,229,777	$ 1,242,074	$ 1,254,495	$ 1,267,040	$ 1,279,711	$ 8,612,569
Grand Total of Salt Lake and Ogden/Layton UZA Formula - Section 5337 "Federal"							$ 32,299,596	$ 32,960,637	$ 33,290,244	$ 33,623,145	$ 33,959,378	$ 34,298,971	$ 34,641,962	$ 235,073,933
Grand Total of Salt Lake and Ogden/Layton UZA Formula - Section 5337 "Req. Match"							$ 8,074,899	$ 8,240,160	$ 8,322,562	$ 8,405,786	$ 8,489,844	$ 8,574,743	$ 8,660,491	$ 58,768,485
Grand Total of Salt Lake and Ogden/Layton UZA Formula - Section 5337 "Total Fed + Req. Match"							$ 40,374,495	$ 41,200,797	$ 41,612,806	$ 42,028,931	$ 42,449,222	$ 42,873,714	$ 43,302,453	$ 293,842,418
SALT LAKE - OGDEN/LAYTON URBANIZED AREA - Section 5337 Rail Vehicle Replacement														
FTA_5337_50%	T-018419	LEAVE THE SAME												
SALT LAKE - OGDEN/LAYTON URBANIZED AREA Section 5339(a)														
FTA_5339_80A	T-007030	SALT LAKE URBANIZED AREA	BUS PURCHASE/OVERHAUL, BUS STOPS, AND BUS RELATED FACILITIES		80/20	Total Fed + Req. Match	$ 2,621,135	$ 2,684,486	$ 2,692,666	$ 2,719,593	$ 2,746,789	$ 2,774,256	$ 2,801,999	$ 19,040,924
						Federal	$ 2,096,908	$ 2,147,589	$ 2,154,133	$ 2,175,674	$ 2,197,431	$ 2,219,405	$ 2,241,599	$ 15,232,739
						Req. Match	$ 524,227	$ 536,897	$ 538,533	$ 543,919	$ 549,358	$ 554,851	$ 560,400	$ 3,808,185
FTA_5339_80A	T-017587	OGDEN/LAYTON URBANIZED AREA	BUS PURCHASE/OVERHAUL, BUS STOPS, AND BUS RELATED FACILITIES		80/20	Total Fed + Req. Match	$ 1,486,261	$ 1,522,183	$ 1,526,820	$ 1,542,089	$ 1,557,510	$ 1,573,085	$ 1,588,816	$ 10,796,764
						Federal	$ 1,189,009	$ 1,217,746	$ 1,221,456	$ 1,233,671	$ 1,246,008	$ 1,258,468	$ 1,271,053	$ 8,637,411
						Req. Match	$ 297,252	$ 304,437	$ 305,364	$ 308,418	$ 311,502	$ 314,617	$ 317,763	$ 2,159,353

Funding Type	PIN	Urbanized Area(s)	Description	?Project Sponsor?	Share Ratio		Prior (won't show in STIP Transit Section)	2026	2027	2028	2029	2030	2031	Total
SALT LAKE - OGDEN/LAYTON URBANIZED AREA Section 5339(b)														
FTA_5339_80B		SALT LAKE/OGDEN/LAYTON URBANIZED AREA	FY19 Bus Stop Improvement and Operator Facilities		80/20	Total Fed + Req. Match		$ 3,797,500						
				UTA WFRC PROJECT		Federal		$ 3,038,000						
						Req. Match		$ 759,500						
FTA_5339_80B		SALT LAKE/OGDEN/LAYTON URBANIZED AREA	FY19 Bus Stop Improvement and Operator Facilities (ADA Pads		90/10	Total Fed + Req. Match		$ 202,500						
						Federal		$ 182,250						
						Req. Match		$ 20,250						
Grand Total of Salt Lake /Layton UZA Competative - Section 5339(b) "Federal"								$ 3,220,250						
Grand Total of Salt Lake/Ogden/Layton UZA Competative - Section 5339(b) "Req. Match"								$ 779,750						
Grand Total of Salt Lake/Ogden/Layton UZA Competative - Section 5339(b) "Total Fed + Req. Match"								$ 4,000,000						
SALT LAKE - OGDEN/LAYTON URBANIZED AREA Section 5339(c)														
Other UTA Capital Projects														
UTA_FUNDS	T- 004272	SALT LAKE/ OGDEN/LAYTON	SEE ALSO UTA'S 5 YR CAPITAL PLAN: WWW.RIDEUTA.COM/2025BUDGET	?UTA? Or ?Program and Planning?	100/0	Total Fed + Req. Match								
						Federal								
						Req. Match								
						Additional Local								

Leave 5339 (c) as they are currently listed. This includes T-019360 and T-019361, which are 5339 c.

Funding Type	PIN	Urbanized Area(s)	Description	?Project Sponsor?	Share Ratio		Prior (won't show in STIP Transit Section)	2026	2027	2028	2029	2030	2031	Total
SALT LAKE - OGDEN/LAYTON URBANIZED AREA - Section 5310														
FTASEC_5310_80	T-013350	OGDEN/LAYTON URBANIZED AREA	O/L Area Capital UTA 5310	UTA WFRC Project	80/20	Total Fed + Req. Match	$ 506,094	$ 516,549	$ 529,680	$ 534,977	$ 540,327	$ 545,730	$ 551,188	
						Federal	$ 404,875	$ 413,239	$ 423,744	$ 427,981	$ 432,261	$ 436,584	$ 440,950	
						Req. Match	$ 101,219	$ 103,310	$ 105,936	$ 106,996	$ 108,066	$ 109,146	$ 110,238	
FTASEC_5310_80	T-008178	SALT LAKE URBANIZED AREA	SL Area Capital UTA 5310	UTA WFRC Project	80/20	Total Fed + Req. Match	$ 902,794	$ 921,444	$ 944,869	$ 954,318	$ 963,862	$ 973,500	$ 983,235	
						Federal	$ 722,235	$ 737,155	$ 755,895	$ 763,454	$ 771,089	$ 778,800	$ 786,588	
						Req. Match	$ 180,559	$ 184,289	$ 188,974	$ 190,864	$ 192,773	$ 194,700	$ 196,647	
FTASEC_5310	T-007898	OGDEN/LAYTON URBANIZED AREA	O/L Area Operations UTA 5310	UTA WFRC Project	50/50	Total Fed + Req. Match	$ 354,340	$ 361,660	$ 370,854	$ 374,562	$ 378,308	$ 382,092	$ 385,912	
						Federal	$ 177,170	$ 180,830	$ 185,427	$ 187,281	$ 189,154	$ 191,046	$ 192,956	
						Req. Match	$ 177,170	$ 180,830	$ 185,427	$ 187,281	$ 189,154	$ 191,046	$ 192,956	
FTASEC_5310	T-006232	SALT LAKE URBANIZED AREA	SL Area Operations UTA 5310	UTA WFRC Project	50/50	Total Fed + Req. Match	$ 760,680	$ 776,394	$ 796,132	$ 804,094	$ 812,134	$ 820,256	$ 828,458	
						Federal	$ 380,340	$ 388,197	$ 398,066	$ 402,047	$ 406,067	$ 410,128	$ 414,229	
						Req. Match	$ 380,340	$ 388,197	$ 398,066	$ 402,047	$ 406,067	$ 410,128	$ 414,229	
FTASEC_5310_100	T-010589	OGDEN/LAYTON URBANIZED AREA	O/L Area Admin UTA 5310	UTA WFRC Project	100/0	Total Fed + Req. Match	$ 55,675	$ 56,825	$ 58,270	$ 58,853	$ 59,442	$ 60,036	$ 60,636	
						Federal	$ 55,675	$ 56,825	$ 58,270	$ 58,853	$ 59,442	$ 60,036	$ 60,636	
						Req. Match	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
FTASEC_5310_100	T-010588	SALT LAKE URBANIZED AREA	SL Area Admin UTA 5310	UTA WFRC Project	100/0	Total Fed + Req. Match	$ 122,509	$ 125,040	$ 128,219	$ 129,501	$ 130,796	$ 132,104	$ 133,425	
						Federal	$ 122,509	$ 125,040	$ 128,219	$ 129,501	$ 130,796	$ 132,104	$ 133,425	
						Req. Match	$ -	$ -	$ -	$ -	$ -	$ -	$ -	

Air Quality Memorandum

REPORT NO. 42b

DATE August 28, 2025

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

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

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform "... without new regional emissions analysis if the previous regional emissions analysis also applies to the … TIP." Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the WFRC 2026-2031 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in southern Box Elder, eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the 2026-2031 TIP are found to conform.

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

The following conformity findings for the WFRC 2026-2031 TIP are based on the transportation systems and planning assumptions described in the amended WFRC 2023-2050 RTP and the Air Quality Memorandum 42 dated May 23, 2024.

X The 2026-2031 TIP conforms to the "Build less than 1990" emission test and the emission budgets in the Ogden City PM_{10} Maintenance Plan. All projects in Ogden City included in the TIP may go forward.

X The 2026-2031 TIP conforms to the emission budgets in the Salt Lake County PM_{10} Maintenance Plan.PM_{10}. All projects in Salt Lake County included in the TIP may go forward.

X The 2026-2031 TIP conforms to the interim "Build less than 2008" emissions test for emissions in the Salt Lake $PM_{2.5}$ non-attainment area. All projects in southern Box Elder, eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.

X The 2026-2031 TIP conforms to the interim emission budgets from the 1997 Ozone Maintenance Plan for Salt Lake and Davis Counties. All projects in the Northern Wasatch Front ozone non-attainment area including eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.

TIP Timeframe

All projects which must be started no later than 2031 in order to achieve the transportation system envisioned by the amended 2023-2050 RTP are included in the 2026-2031 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 fixed guideway transit projects and projects involving a new or existing principal arterial or select minor arterials identified in Air Quality Memorandum 42. The most recent Utah Department of Transportation Functional Classification map was used to identify principal arterials. Interstate highways, freeways, expressways, and principal arterials were all treated as principal arterials for the purpose of determining regionally significant projects.

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

Concept and Scope

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

Previous Plan Conformity

WFRC's Air Quality Memorandum 42 demonstrates that the amended WFRC 2023-2050 RTP for the Salt Lake Area and the Ogden/Layton Area conforms to state air quality requirements and EPA interim conformity regulations. The conformity demonstration for the amended 2023-2050 RTP has been documented in Air Quality Memorandum 42. The FHWA concurrence with this demonstration of conformity is documented in a letter dated June 7, 2024.

All of the regionally significant projects in the 2026-2031 TIP are identified in the amended 2023-2050 RTP without any substantial changes to design or scope. All of the projects identified in the amended 2023-2050 RTP are included in the regional emissions analysis.

Public Comment

The 2026-2031 TIP was made available for public inspection and comment for a 30-day period as required in the EPA conformity regulations. Air Quality Memorandum 42b (this document) is available to the public upon request and has been posted to the WFRC website (www.wfrc.utah.gov).

PUBLIC COMMENT SUMMARY
WFRC 2026 - 2031 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP provides a balanced approach to implement critical road, transit, and active transportation projects, including those identified in the WFRC Regional Transportation Plan (RTP). 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 2026-2031 TIP was available for public review and comment from June 28, 2025 through August 2, 2025. The following summarizes the comments received.

TIP Public Comments and Responses - Summary

Comment	Response
Many requests were made for additional safe bicycle infrastructure, as well as to safely accommodate bicyclists and pedestrians in several specific roadway projects.	Progress is occurring in addressing the need for safe and connected 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.
A number of comments expressed support for transit and active transportation projects, such as FrontRunner strategic double tracking.	WFRC appreciates the work of Utah's congressional delegation, Governor, State Legislature, the State Transportation Commission, UTA, and UDOT to advance transit and active transportation projects.
Requests were made for more transit service and improvements to existing service.	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, available funding, and other relevant considerations.
A number of commenters expressed opposition to a road project in Emigration Canyon.	WFRC will work with the project sponsor and others to ensure that concerns about the project are considered in the project development process.
Many comments were made in support of the citizen-proposed Rio Grande Plan to take railroad lines underground in downtown Salt Lake City.	WFRC will continue working with transportation agencies and stakeholders to appropriately consider the Rio Grande Plan in the regional transportation planning process.
Several requests were made for specific roadway operational improvements.	WFRC will work with UDOT and local governments to ensure these requests are considered as plans and priorities continue to be developed.

	Transportation Improvement Program 2026-2031 Public Comment List	
	Interactive Map - Project-specific Comments	
ID	Comment	Project Name
1	Now that plans are moving ahead to double-track Frontrunner, we need to be honest about what that means for downtown Salt Lake City. Running more trains through a busy surface-level corridor where they already clash with streets, pedestrians, bikes, and cars is not just inefficient. It is dangerous. The best and most common-sense way to handle this is to separate the trains from everything else. That is exactly what the Rio Grande Plan does. It gives us a grade-separated rail corridor through the heart of the city, and it is something people have been asking for again and again.	FrontRunner 2X Project (Double Tracking)
2	Would love to see this happen! I keep seeing it referenced in plans, but no word on actual implementation. There's no good, safe route to bike here currently.	Bicycle Lanes up Capitol Hill
3	I live on this block and am excited to see that the location of the transit hub would be here. I hope that the hub has facilities, public gathering space, and the integration of some businesses and cafes. This area has sat undeveloped and could use help. It's a great location to spur development, along with the redevelopment of the public safety building across the street.	East Downtown 200 So Transit Hub (400 E to 300 E)
4	Please continue to provide funding for the Green Loop! Central City doesn't have a great north/South bike connection and we have a severe lack of green space and park amenities. It would be great to have a safe and comfortable public space in this area.	STATE STREET (GREEN LOOP) SHARED USE PATH
5	Direct, fast, long range transit options will be perfect here with the connection to the U and the improved bus lanes.	Davis-SLC Connector - Corridor Based BRT
6	Glad the north section is being built. The existing section has been a game changer to help me get around by bike in this area. There are so many services and businesses that I can access. I wish the path had continued to 300 South to connect to the bike lanes there and Pioneer Park	300 W; 400 S to 2100 S - Separated Bike Lanes
7	Safe biking connections are greatly needed between Salt Lake City and South Salt Lake!	Main Street / West Temple Bike Lane
8	Love to see it! 900 West is a dangerous road. I hope to see protected or fully separated bike lanes and full fledged bus platforms like on 200 South. And landscaping/shade trees.	900 West; North Temple to 600 North
9	Glad to see Green Bike expansion outside of downtown. This will provide more mobility options throughout the city and make use of the brand new trails.	Salt Lake Green Bike Share Expansion
10	An enhanced bus system is exactly what we need! I'd love to see it run outside of ski season more too. There's a lot of demand in the summer and you're putting outdoor recreation out of reach for those who don't own a car. Plus parking is always an issue, bus is the solution!	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
11	Please make the bike lane more consistent here or put in traffic calming where there's not space. People walking also have to share the road in spots near residences, so safety is very important.	5655 Emigration Cyn to 9698 Emigration Cyn
12	This intersection has a lot of bike traffic on both streets. Definitely take that into account as this is being designed.	Sunnyside Ave at Crestview Drive Roundabout
13	Improve signage to show trail maps and how to get to other nearby trails.	Kay's Creek Trail: Main Street to Hawthorne Drive
14	Pedestrian access to Lagoon. Right now there are no sidewalks on Lagoon Drive and there is no pedestrian access at the north entrance to Lagoon.	Davis/ Salt Lake Connector Design
15	Also review needs around 2700 North and 2000 West as there is limited space between here at the freeway for turning movements.	ROW; 400 N Bridge/ N Str Expansion & Rail Facility
16	I want to commend WFRC and UTA for selecting 400 West as the alignment for the future TechLink Orange Line. That decision makes a lot of sense and positions the project for successful integration with the Rio Grande Plan down the road. Having regional rail and future high-capacity transit running just a block apart opens the door for real connectivity. With thoughtful planning, we could eventually shift or extend the Orange Line to Rio Grande Street itself, creating an easy and intuitive connection between the restored Depot and the TRAX system. It is encouraging to see choices being made today that support the kind of integrated, future-ready system the public wants.	TechLink TRAX; SL International Airport - U of U
17	Review existing bus bays and possible mid platform entrance. Allow for the ability to have busses exit left or right at new traffic light.	Kay's Creek Trail Overpass @ Layton FrontRunner
18	The S-Line should be continued across Highland Drive!	S-Line Extension from McClelland Stn to Highland
19	Dead ending the S-line into the shopping center after crossing Highland Drive doesn't make any sense. Having it continue forward rather than swerve makes sense then stopping it until UTA can decide if it goes south to Milcreek/Holladay, or north back toward the University of Utah.	S-Line Extension from McClelland Stn to Highland
20	It is a mistake to stop this short or making it completely into the city. UDOT needs to extend it to the delta center!	300 W; 400 S to 2100 S - Separated Bike Lanes
21	Right now, the active railroad corridor through Salt Lake City divides communities and creates serious safety risks. People are routinely seen crossing the tracks where they shouldn't, simply because they need to get to work, school, or the store. In some tragic cases, those crossings have ended in injury or death. This is not just a transportation issue. It is a human one. The Rio Grande Plan solves this by burying the rails through the urban core, eliminating dangerous at-grade crossings and finally reconnecting neighborhoods that have been split apart for decades. That means safer streets, fewer delays, and the chance to knit our city back together. The federal Reconnecting Communities program exists for exactly this kind of project. One that addresses historic transportation barriers, improves safety, and delivers long-term public benefit. WFRC, UDOT, and UTA should be actively working to align the Rio Grande Plan with this funding opportunity.	Salt Lake City's Reconnecting Communities Study
22	Skip BRT and put in Trax and watch ridership rise faster	Davis-SLC Connector - Corridor Based BRT
23	Trax extension please	Point of the Mountain Transit
24	Hopefully this will include protected and separated lanes, trail, and intersections as necessary and not just blinking lights and stripes of paint	14600 South; Railroad Bridge to Redwood Bike/ Ped
25	Strong support this project and encourage this type of separation on ALL state highways instead of the default unprotected painted bike lanes there are currently	Shields Lane Multi-use Path (Phase I)
26	Hopefully these trails can better integrate road crossings along with better signage and trail markings	Utah Lake Distribution Canal Trail So. Segment
27	Better than nothing, but any bike lane along a road with speeds over 25MPH should be protected or separated physically from car traffic. Additionally as most commercial and residential is on the west side of the road, a multi-use path may be the best option for the area on the west side(preferably on both sides however)	Main Street and Holden Street Buffered Bike Lanes

28	That's a lot of money for what, 15 yards? Not to mention adding another intersection to an arterial slows traffic and increases car collisions.	Tuscany View Rd Extension; 800 W to Holden
29	Yes, please more protected bike lanes	Midvale Center Street Protected Bike Lane
30	With the short multi-use trail coming down from Murray Central Trax station, it would be better if Murray and Midvale continued that trail rather than mix and match different options	MIDVALE COTTONWOOD ST. BUFFERED BIKE LANE
31	This road could use some protected bike lanes considering the high speed traffic down it	SR-71; Lyndy Dr to Van Winkle Bike Lanes
32	Considering the recent person on bicycle killed down this street, I hope the plan is for a minimum of reducing the speed limit and adding some level of bike lanes.	5600 South; 900 East to 1300 East
33	This street could benefit from adding light rail and bike lanes considering it's comically oversized roadway that it doesn't need.	TSP/ Preemption Equipment for Transit Vehicles
34	Hopefully this will include many traffic calming elements and road blocks to make it a safe passage for bikes	Kensington East-West Neighborhood Byway
35	Hopefully there are plans to dedicate more roadway to the BRT instead of sharing lanes for much of the route. Protected bike lanes connecting to and along this route would also be hugely beneficial	Midvalley Connector BRT; Atherton Dr.to 2700 W.
36	A lot of money for no improvement to road congestion. Wonder how many homes and businesses are soon to be torn down for all of this	I-15 NB; I-215 to 600 South
37	48th South needs a lowered speed limit and bike lanes all along it	I-15 & 4800 South Bike Lanes; Galleria Dr to 325 W
38	More double track. Movement towards electrification. Build Rio Grande Plan please	FrontRunner 2X Project (Double Tracking)
39	40th West could use bike lanes, as well as a protected intersection here and other major intersections like Daybreak Pkwy	4000 W & South Jordan Parkway Intersection
40	Hopefully this will be protected bike lanes considering the speed limit is above 25MPH, as well as a useable design for cyclists to turn left from Anthem Park Blvd to Freedom Park Dr	Anthem Park Blvde - Bike Lanes; 11800 S to 13400 S
41	This area would benefit from protected bike lanes so as cars would not cross into and especially not park in the bike lanes	Rosecrest Bike Lane; 13400 So to MVC
42	That will be nice, especially once protected bike lanes are built on the east-west roads it intersects with	Phase I Welby Jacob Canal Ped/ Bike Trail
43	I assume this road will have multi-use trails on both sides of the road for bike and pedestrian use?	U-111; Herriman Blvd to South Jordan Pkwy
44	Bike lanes as well?	6400 West; Herriman Blvd. - 12100 South
45	Protected bike lanes as part of the scope?	Herriman Blvd; U-111 to 6400 W
46	Hopefully the MVC Trail will not be at grade except for on and off ramps of their own?	MVC; Old Bingham Highway to 7800 S (Interchanges)
47	That could be nice if it runs early and late enough to be used for traveling to the airport	5600 West
48	Improvements to the bike infrastructure to be fully separated and protected from cars along this route is hopefully part of the plan	9000 South; Mountain View to 6205 West
49	A multi-use trail is always welcome. Hopefully Jordan Landing can be made more pedestrian and bike friendly as well	Center Park Drive Shared Use Trail (West Jordan)
50	A multi-use path along Canal Road would be nice	1300 W; 6400 S to 4800 S - Active Transportation
51	Adding protected bike lanes or multi-use paths and a bus route would serve things better than another road widening project	1300 West; 7800 South to 6600 South
52	This would benefit from a protected bike intersection	9000 South and 450 W & Parkland Dr Intersection
53	This intersection would benefit from a protected bike intersection	9000 South & 700 West Southbound Dual Left Lanes
54	Protected bike lanes?	1300 West; 9000 South to 7800 South
55	Protected bike lanes or multi-use trails should be the standard at this point for a state highway	SR-209 (9000 S); Redwood Rd to State St.
56	Please continue expanding the shared use path down State Street. The road is a mess to walk and bike on currently	STATE STREET (GREEN LOOP) SHARED USE PATH
57	We do not need to widen the freeway again, we can find better ways to invest billions of dollars like the Rio Grande Plan or more Trax lines	I-15 NB; I-215 to 600 South
58	The proposed $4 billion I-15 expansion is not a responsible investment, especially when the estimated time savings are only around 3 minutes. Highway widening is a short-term fix that has consistently failed to reduce congestion in the long run. It encourages more driving, increases emissions, and further divides communities along the corridor. This funding would be far better spent on projects that offer long-term, multi-benefit returns. The Rio Grande Plan, which would relocate and trench the rail corridor through Salt Lake City, offers improved safety, restored urban connectivity, redevelopment opportunities, and a more efficient regional transportation system. Additionally, expanding state-supported intercity passenger rail across Utah would give people real travel options while reducing pressure on I-15. Investments in modern rail infrastructure would better serve future growth, economic development, and environmental goals. Highways alone will not solve our transportation chal	I-15 Reconstruction; Farmington to Salt Lake City
59	Big fan, lets extend it further west and east!	Kensington East-West Neighborhood Byway

60	I want to commend WFRC and UTA for selecting 400 West as the alignment for the future TechLink Orange Line. This decision not only strengthens east-west transit connections, but also sets the stage for seamless integration with the Rio Grande Plan in the future. With regional rail and high-capacity transit running just one block apart, there is a real opportunity to create a unified, accessible, and intuitive hub in the heart of Salt Lake City. When the Rio Grande Plan moves forward and Salt Lake Central Station is closed, it opens new possibilities for rethinking TRAX service patterns. The Green Line, for example, could be extended to serve the west side directly, or even reconfigured into a downtown loop that travels through the Granary District and connects to West Valley. These kinds of options are only possible with coordinated planning, and it's encouraging to see the groundwork being laid now.	Orange Line Implementation/ Red Line Realignment
61	The 200 East Green Loop is a fantastic example of how active transportation can transform urban space. It adds vibrancy, improves safety, and makes downtown more accessible for people walking, biking, and rolling. Projects like this show real leadership in rethinking how we use our streets. At the same time, I encourage WFRC, Salt Lake City, and UTA to hold off on any major permanent changes to 500 West until the Rio Grande Plan is underway. That corridor plays a central role in the plan's vision for a buried rail line, and premature reconstruction could create conflicts or lead to costly rework. Let's make sure that any investment along 500 West supports long-term goals for regional rail, safety, and connectivity outlined by the Salt Lake City Council Member Policy Manual and the Gateway Specific Plan.	STATE STREET (GREEN LOOP) SHARED USE PATH
62	I oppose the construction of the Little Cottonwood Canyon gondola. Spending over a billion dollars on a fixed, invasive structure that only serves a narrow purpose is not the best use of public resources. The gondola would primarily benefit a small number of ski resort users, while leaving everyday canyon visitors, hikers, climbers, and residents with fewer practical options. Enhanced bus service, on the other hand, is flexible, far less expensive, and can be implemented much more quickly. A well-designed bus system with priority lanes, frequent service, and improved park-and-ride options would benefit a broader range of users, reduce congestion, and preserve the natural character of the canyon. Public transportation solutions should serve everyone — not just a select few. Let's invest in smart, scalable, and inclusive transit, not a billion-dollar gondola that solves the wrong problem.	Little Cottonwood Canyon (EIS)
63	This extension needs to go through, but it needs to have a good end point in Utah County, preferably a Frontrunner station.	Point of the Mountain Transit
64	This express bus is a good start but it should be a Trax line to allow for another connection to the SLC airport and the west side of salt lake county as was originally intended for the Mountain View Corridor.	5600 West Express Bus and Park & Ride at 6200 S
65	Great project in the near term to have better connections between the east and west sides of SLC, but this is another bandaid solution to the barrier the railroad crossings cause. The only long term solution to this is the citizen proposed Rio Grande Plan.	400 S Viaduct Multi-use Trail
66	I oppose the proposed burial of 300 West as part of a publicly funded effort to support a private entertainment district. Using hundreds of millions in public dollars to bury a road primarily for the benefit of a billionaire's development plan is not an appropriate transportation priority. 300 West is a critical corridor everyday drivers. Altering or burying this roadway to create a pedestrian plaza for a privately controlled zone prioritizes private profits over public need. These kinds of major infrastructure changes should only be made when they clearly benefit the broader community, not just a single landowner or investor. SLC and the region have far more pressing transportation needs. Projects like the Rio Grande Plan, east-west transit access, air quality improvements, and safer pedestrian infrastructure on the west side all deserve funding and attention before we subsidize luxury developments. Public dollars should benefit the people who live in the area not billionaires.	US-89 (300 W); Pedestrian Crossing
67	I like that this is a trail but this was once a railroad line, wouldnt this be a good opportunity for UTA to build rails up north to expand frontrunner and eventually regional rail?	Utha Idaho Central Railroad - Trail Design
68	We should be looking at implementing the Rio Grande Plan before expanding i15. It wouldn't require tearing down housing and provides alternative transport from the freeway. Also, a recent economic impact analysis found that it could produce upwards of $12 billion in economic output, while freeing up valuable and underutilized land in the downtown core!	I-15 NB; I-215 to 600 South
69	The Rio Grande Plan would be a fantastic solution to the east-west divide. By placing all freight and passenger train traffic below grade, all train crossings downtown are removed and 75 acres of unused land can be made available. Furthermore, an economic impact analysis was completed by USU, which found that, on completion, the Rio Grande Plan would add more than $12 billion in economic output and create 13,000 permanent jobs - all of which would be of great benefit to the people impacted by the east-west divide.	Salt Lake City's Reconnecting Communities Study
70	Continuing to invest in biking lanes for this area is absolutely essential! The area is constantly growing and allowing biking to be a viable form of transportation is a game changer. I often bike this area and am always wanting more safe paths to get where I need to.	Main Street / West Temple Bike Lane
71	Double track is essential for Utah. I love using Frontrunner and would be able to rely on its services more heavily with an increase in train times. I would urge implementing the Rio Grande Plan as part of frontrunner expansion.	FrontRunner 2X Project (Double Tracking)
72	Hopefully this project comes with improved access to the existing transit station (ped crossing on the west end of the platform?) and better sidewalks on South Campus Drive.	University of Utah Intermodal Center
73	The Rio Grande Plan would really make this project much more valuable. Let's make it better with the Rio Grande Plan.	FrontRunner 2X Project (Double Tracking)
74	Double Tracking Front Runner is a huge step towards a better public transit system. Frequency of the trains is an issue that keeps a lot of Utahns from taking front runner increasing the frequency will be enormous in helping alleviate congestion. And with the help of the Rio Grande Plan Congestion will be significantly reduced. The Plan will also be a huge step towards a better transportation system.	FrontRunner 2X Project (Double Tracking)
75	Adding more lanes to the freeway does nothing to reduce congestion. The only way to effectively do this is through a robust public transportation system which the Rio Grande plan will help kick off. Moving tracks underground will reduce traffic at at-grade crossings, improving flow and safety. It will open new land for development instead of tearing down existing buildings to make space for more freeway. It will help bring the east and west side back together. Furthermore, bringing the tracks to the Rio Grande will bring people closer to the heart of downtown bringing more people downtown increasing economic output. Studies have shown how significant the Rio Grande Plan would be to our economy and infrastructure. This will be the most effective use of infrastructure spending	I-15 NB; I-215 to 600 South
76	Really looking forward to safer crossings at 700e and State Street! These large intersections with high speed cars are what make me hesitate to bike as my commute method.	Kensington East-West Neighborhood Byway
77	Would really love some trees or native plants planted in the medians and roadside along this road!	TSP/ Preemption Equipment for Transit Vehicles
78	The bike path has been really great! I wish the road crossings had red bricks like the 900s trail as some cars miss that it is a more used path than it used to be. Also some more trees along the path would really help add shade and make it easier to tolerate the blacktop and take the car noise down a bit.	700 East (SR-71); 2100 South to 1300 South
79	The highway is really overwhelming and unsafe to me. The high speeds and SO many lanes make it not worth the stress. It seems I-15 has a fatality everyday, so we should not further invest into increasing its use. Lets prioritize safety over efficiency :)	I-15 NB; I-215 to 600 South

80	I think this is a wonderful project. Growing up in West Valley it was not uncommon to have recess inside due to pollution. If we can decrease our emissions we give our children more time to be kids and play outside. Worth it!	Purchase of Natural Gas Buses
81	The most effective way to reconnect these communities is by implementing the Rio Grande Plan. This would free up a huge area for development bringing these communities closer together physically. Implementing the Rio Grande Plan will also make public Transit more accessibly to commuters traveling downtown which will in turn reduce traffic, getting rid of the need to expand I-15 further which would further divide these communities. The ONLY way to effectively reconnect the east and west side is the Rio Grande Plan.	Salt Lake City's Reconnecting Communities Study
82	It is such a mistake for UDOT to not allow this project to go the SINGLE EXTRA BLOCK to connect at 3rd south.	300 W; 400 S to 2100 S - Separated Bike Lanes
83	Time to electrify frontrunner! Would love to see Stadler KISS locomotives with UTA livery. Cal Train proved that it increases ridership. Shouldnt we also be aiming high?	UTA Locomotive Rebuild
84	Now that OGX is in place when will we start talking about replacing it with a light rail trax system? We have always been told that BRT is the first step followed by a light rail system, so isnt it time for that discussion and environmental review to start? Who wouldn't want trax from Weber State to Ogden Union Station then out to the Airport? That is the type of building we must do! Connect our frontrunner to other destinations people want to go to in order to make the system efficient and enjoyable. Plus beautiful central stations along the way like the RIo Grande Plan will allow.	Ogden-WSU Bus Rapid Transit (BRT) - Construction
85	Would this future transportation project be focused on roads or actual transportation projects like a trax line up to Snow Basin? We need something better if the Olympics are going to be up there. Enhanced bus service? Anything but more lanes for cars because that wont work and we all know this 'VTOL' taxies are just a tech bro fantasy.	Mtn. Green Interchange Corridor Preservation
86	Still dont know why this isnt just an extension of the Green line.	Midvalley Connector BRT; Atherton Dr.to 2700 W.
87	Passenger rail to Morgan and Cheyenne when???	I-84; Over Weber River and UPRR Bridge Repl, C-476
88	Will we add in commuter rail with this project? Tooele needs a connection to SLC by rail. Also can we use this as leverage with Union Pacific to build the Rio Grande Plan?	Northwest Quadrant West Rail Project
89	Double tracking this line is going to be a huge improvement. More frequent, and Sunday services are what the corridor needs. Adding in the Rio Grande Plan would make this project one of the greatest improvements to the Wasatch front.	FrontRunner 2X Project (Double Tracking)
90	This cannot happen soon enough! This is one of the few areas of the city that are truly frightening outside of a car. There is ample space to do this, and the latent demand is there. Connecting the walkability and active transport spaces in the downtown area, Avenues and Mamalade will make the city safer, and cleaner. The number of people walking, biking, rolling around the capital and temple square/downtown demonstrate the demand. Please connect these spaces for them.	Bicycle Lanes up Capitol Hill
91	This and other East / West connections for active transportation and safety are long overdue. The design speeeds of many of the north/south automotive infrastructure can never be safe for people outside of cars. The traffic signal is a welcome sight on Kensignton and 700 east is a welcome sight that shows great engineering judgement.	Kensington East-West Neighborhood Byway
92	I am hoping that lessons will have been learned from other Interchange / Pedestrian overpasses. The amount of cars and the design speeds of the slip lanes require seperation for active transportation modes. 600 north in SLC is a great example of how dangerous and uncomfortable combining Freeway interchanges and active transporation modes can be. There are no safe or comfortable ways to cross this interchange outside of a car.	I-15; Shepard Ln Intchg & Ped Overpass
93	Enhanced bus access with tolling for private vehicles to the canyons is the most common sense solution. Bus stations throughout the valley will reduce vehicle miles traveled increase air quality while making access to the greatest snow on earth possible for actual carrying capacity of the resorts. Additional bus stops with park and ride capacity throughout the valley is key to making this work. Allowing cars to come to the mouth of the canyon increases the conjestion and slows down busses.	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
94	I cannot think of a single automobile related project that stops 1 block short of any connections it needs to be functional. Why the different "standard" for this and other active transporation projects. Please use better engineering judgment on this project. I'm betting that the planners, community and most everyone agrees that this needs to actually connect to the rest of the bike routes in the city to be useful and that doing so will be a big improvement to the city. Please work with the community,city planners and engineers to make this happen.	300 W; 400 S to 2100 S - Separated Bike Lanes
95	This is the perfect opportunity to take advantage of he very wide right of way, and add ammenties that make the community safer. Protected bike lanes woudl serve Taylor Elementary, Centerville Jr, and make this a safe and comfortable commuting option for active transporation. Add in the bonus for improved property values and this would be a win for the community.	400 East - 100 South to Pages Lane
96	Please serve the community and the students of Orchard Elementary with this. Students need a safe way to get to and from school.	Center Street sidewalk (Orchard to 340 East)
97	This project can't be completed soon enough! The SW Salt Lake Valley really lacks in all ages and abilities connections that go east to west. The current transportation system disincentivizes walking and biking by not providing all ages and abilities routes for people to use along with the many high-speed arterial corridors that create danger for all. 9800 S should be of a high priority to complete, and I hope future phases of this project come quickly. This would be game changer for students in this area and for future phases to more safely access the Jordan River Trail or Frontrunner by bike. Additional east-west all ages and abilities routes are needed in this valley as well, but 9800 S is a great place to start!	Shields Lane Multi-use Path (Phase I)
98	Anything that helps improve transit service is a welcome change! I have used the new 126 bus route, and though it is a bit circuitous in Herriman, it is great to have in the area. 12600 S really could benefit from having protected bike lanes and better access management/ beautification/safety with a center planted median for the length of the roadway.	TSP/ Preemption Equipment for Transit Vehicles
99	Protected bike lanes are a must on this road if we are to encourage people of all ages and abilities to get around without a car. Planning for more vehicle capacity ultimately further disincentivizes other travel modes and ultimately will lead to more driving and more congestion. This intersection already makes me nervous as a grown man to cross, and adding more lanes creates less safe crossings and situations for people.	4000 W & South Jordan Parkway Intersection
100	Making a connection from the Jordan River Trail to the Frontrunner station would be a welcome improvement. The more routes and connectivity that avoid major roads creates safe and comfortable options that encourage more use. Currently I use SoJo Parkway and Jordan Gateway to access Frontrunner, and it is not comfortable; especially when riding a bike in the existing exposed bike lanes with high speed traffic flying right next to you where one driver mistake could cost your life.	Jordan River Trail Connector to FrontRunner
101	This will be a nice connection! It would be great to get it to connect where the trail currently ends at 11800 S. Safe road crossings need to be addressed though, in South Jordan the trail gets clunky and doesn't have good road crossings at major east-west routes. Grade separation for multi-lane roads is ideal and a combination of center refuge islands and raised crosswalks at collector and local streets would be safer.	Phase I Welby Jacob Canal Ped/ Bike Trail

102	Is this project necessary? I guess I don't travel this road much, though I did see it under construction already the other day. Widening here seems it isn't busy enough to necessitate such a wide road. Widening this road creates greater safety issues. This seems problematic as there is a park and people's driveways fronting and accessing this. The context and intended function don't align and the road now creates a larger barrier between the neighborhood and park. It seems there are more meaningful improvements that could have been made with these funds, we always have to look at the opportunity costs.	Riverfront Parkway; 11050 S to 11400 S, Widen
103	This is a good idea to make the intersections safer. Also, the presence of many cyclists needs to be considered. Perhaps separated bike lanes should be included around the roundabout	Sunnyside Ave at Crestview Drive Roundabout
104	This is a good project. There's significant need for better transit access to the U of Utah Research Park. That can help reduce congestion on nearby streets, including Foothill Drive	TechLink TRAX; SL International Airport - U of U
105	A roundabout would be helpful to make traffic smoother and reduce crash risk	2100 South & 1700 East Intersection
106	Yes please! We need many more east-west connections in SLC. Please extend this to the east and west. Connecting the Jordan River to the foothills could be a priority for both utilitarian and recreational purposes	Kensington East-West Neighborhood Byway
107	This is important because sidewalks and bike infrastructure are spotty in this area. I've observed many people having to walk on the street	2000 East; 3300 South to Atkin Ave
108	This is good, but please consider extending the S Line either to the south (Millcreek, Holladay) or north to the U of Utah	S-Line Extension from McClelland Stn to Highland
109	The U needs better transit connections to the suburbs for the many commuting students. I applaud this and hope to see further investment to make transit fast and convenient for the growing student and staff population	Davis-SLC Connector - Corridor Based BRT
110	This would be a good LRT or BRT line. Maybe even take it down to Heriman and connect it to the Redline for transfers downtown.	5600 West
111	This would be great for rail implementation rather than a gondola. A one seat ride from the canyons to frontrunner or even downtown. We can call it the White Line.	Cottonwood Canyons Transit & Roadway Corridor
112	The gondola project is not something that locals want built here, nor is it a good transit solution. The gondola will just push the crowds and cars to the base of the canyon. I support putting more money and planning toward improved bus services, facilities (snow sheds, stops, etc), and pay increases for drivers.I 100% oppose it and I think it is scandalous if the state government forces it through as a tourist attraction. If we decide to make a large capital investment, the cog rail option deserves a more thorough assessment due to its potential for direct integration with TRAX.	Little Cottonwood Canyon (EIS)
113	Double track and electrify the whole line! Put it underground downtown with the Rio Grande Plan!	FrontRunner 2X Project (Double Tracking)
114	The east-west divide is a huge issue for everyone and grade separation is the only real solution! Rio Grande Plan!	Salt Lake City's Reconnecting Communities Study
115	Lipstick on a pig. Grade separation is the real deal: Rio Grande Plan!	400 S Viaduct Multi-use Trail
116	The 400W alignment for the Orange Line is the right move. Right now, there's no need for an additional stop at SL Central, which would just add substantial time to the airport ride. Put it on 400W, put a station blocking 300S (half block west of Rio Grande Depot). Eventually, with the Rio Grande Plan, that will be a half-block pedestrian promenade to the FrontRunner and Amtrak at the Depot.	Orange Line Implementation/ Red Line Realignment
117	This line makes very little sense on its own. It's a train between two train stations with (currently) nothing in between. Even when The Point is built up, who is going to be riding this line? Extend the TRAX Blue Line to Lehi first, so people living in Draper and Sandy can actually ride it, then add a spur to The Point later.	Point of the Mountain Transit
118	Do not build grade separation here. I cross this road twice a day on my commute to/from work at 200S—it is aways a miserable experience with long signal intervals, aggressive speeding drivers, and turning vehicles threading three oncoming lanes and ignoring me in the N/S crosswalk. The road is way too wide, it is never close to being at capacity even at the times I'm commuting, morning and afternoon rush hours. Despite the "hwy" moniker and general design, this is a city street. Nobody uses this as a through highway, they use I-15 for that. This is an access road to and from the downtown core. UDOT should instead build pedestrian friendly infrastructure/streetscapes here by losing some vehicle lanes, slowing down traffic, and making this a friendly and livable street for all road users. Or better yet, return it to SLC. There is no need to exacerbate the horrible existing design with grade separation. And for $300 mil? You could improve the entirety of the 300W corridor for that.	US-89 (300 W); Pedestrian Crossing
119	This is great to see! We have been advocating for something like this for a while. The Jordan River Commission would love to be involved and support in any way to see this project be successful. Please let me know.	7800 So Jordan River Pedestrian Bridge at 1100 W
120	An important element of this project will be to add a Jordan River Trail connection under the new bridge to improve safety and connectivity for Jordan River trail users. This will require that the new bridge be raised higher than the current one. This will also help to prevent safety concerns around the river when the water levels are high. The current bridge is too low and during spring runoff season, there is not enough clearance between the river and the bridge, causing a safety hazard.	3900 South; Redwood Rd to Jordan River Bridge
121	Monroe is shown wrong on the Wasatch Choice Map. It is currently under construction between 9000 S and 9400 S. Also, the alignment between 9400 S and Towne Ridge Pkwy needs to be corrected.	SR-209 (9000 S); Redwood Rd to State St.
122	This project isn't shown on the Wasatch Choice Map	11000 South 1000 East Roundabout
123	This project is not shown on the Wasatch Choice Map.	11400 South & 1300 East Intersection
124	Adding sidewalk where there are gaps is ALWAYS needed. The west side deserves this.	Redwood Road Missing Sidewalks; 75 No to 965 No
125	If this project is for preemption, can this project be extended west to 3000 West. Our fire department is located on 3000 West just south of Antelope. Our fire department is looking into equipping vehicles with preemption due to delayed response time with the new WDC interchange at Antelope.	TSP/ Preemption for Transit, Freight, & Snow Plows
126	Can this project be extended east to 3385 West Street? The City has awarded a construction contract to install the trail between 3385 West Street and 3300 West Street (At the City's sole expense). Development will be installing the trail from 3300 West Street to 3000 West Street. That only leaves a small potion from 3385 West Street to Doral not complete. That would complete the entire project if added.	Antelope Drive Shared Use Trail- Phase I

127	Agree with pushing to make this project connect to Syracuse City's efforts to make this project a complete trail. This will make a trail that connects the West Davis Highway Trail system to the Antelope Island Causeway. This will be a great way to connect a State Park to our Wasatch front trail system.	Antelope Drive Shared Use Trail- Phase I
128	The double tracking is such a majorly important part of Utah's future, but it's going to fall short and the benefits of double tracking minimized if you don't build the rio grande plan. At grade crossings with double the train traffic introduces new barriers to the city's east west traffic, and safety hazards increase exponentially. Not to mention salt lake central just isn't equipped to handle that kind of train traffic efficiently and safely. We need a station that is custom made for passengers and is something our city can be proud to welcome visitors to. Not to mention double tracking frontrunner to salt lake central motivates far fewer people to take the train rather than driving than double tracking to rio grande station. More people are inclined to ride the train when the infrastructure they're utilizing is beautiful, iconic, safe, and closer to where they're actually trying to go. I've had my tax dollars spent recently on billionaire projects. I want them used for this!	FrontRunner 2X Project (Double Tracking)
129	"Just one more lane, bro!" Come on! When are we going to learn this lesson? We need better transit infrastructure , not wider freeways! Build the Rio grande plan. It's a much better investment in our future, and does more to motivate people to make the lifestyle changes that we need them to make if Utah is going to have a long and prosperous future.	I-15 Reconstruction; Farmington to Salt Lake City
130	Build the Rio grande plan. You know it and I know it that it's the best solution for the area. I give you permission to use my tax dollars to fund it. Enough said.	Salt Lake City's Reconnecting Communities Study
131	Long overdue. I hope you're also making sure to design for the future and design the research park end of this line to eventually be extended further along foothill blvd toward the canyons and south end of the valley. A direct line from the airport, to the city center, the university, and to the ski areas would be a MASSIVE showpiece for the Olympics and for visitors to Utah. Utah voters are overwhelmingly in support of using tax dollars to directly fund the expansion of the regional rail network. Please put something on the ballot similar to the frontlines 2015 ballot initiative that would be a frontlines 2034 plan or similar. Let's allow voters to approve a massive amount of money dedicated SPECIFICALLY to directly fund building new TRAX line extensions.	TechLink TRAX; SL International Airport - U of U
132	Shameful that the special interest groups have diverted the states attention to building this boondoggle line rather than extending the original blue line, which has been promised to Utah residents for decades now. The line through the point should NOT be build at the expense of the blue line extension. Who cares about the Draper NINBYs. We have an obligation to society as a whole, not their selfish selves, and the blue line expansion along the existing ride of way NEEDS to be built, in addition to a line through the point. It's frankly insulting that anything else is being considered, and that the blue line on existing right of way isn't even on this planning map.	Point of the Mountain Transit
133	This needs to be TRUE BRT at minimum, but really should be straight to LRT and connect to the airport. It's long overdue and would see so much ridership. Put a ballot initiative up and let the voters vote to fund it. I guarantee you they will.	5600 West
134	The interchange with 201 needs to be a true flyover and not a light controlled intersection.	Bangerter Highway Corridor - Environmental
135	This should have already been done. This intersection is horrible already.	MVC; 3500 South Interchange
136	Stadler made vehicles are the only option!	Replace UTA Light Rail Vehicles
137	Need to see detailed plans here, but this off ramp has long needed adjustments. It's unsafe with how much merging traffic is happening and how short the exit lane is to merge before state street exit.	I-80 and State Street Interchange R/W
138	It's great to see the frequency on the Frontrunner improving, but this project could be much better if the line were electrified and grade crossings were removed downtown. The Rio Grande Plan offers an excellent solution to improving traffic and safety through the removal of grade crossings. This plan also opens up many acres of land for redevelopment, and would create an amazing central station in SLC.	FrontRunner 2X Project (Double Tracking)
139	The west side does need a good intermodal station that will allow for more bus lines to arrive and depart from it. I am aware that this is to support MLB eventually but we need to also consider this could be a good stop for a Redwood Road trax line	SLC West Intermodal Center
140	Make this light rail, it will have more ridership that way. People who live in the suburbs dont like buses. Have this go from Herriman to the airport. This will make things so much better for the west side of the county. Anything less than Light rail would be a mistake. You can even have it connect to the redline in Daybreak for trips downtown.	5600 West
141	Lets also get them a street car to connect into Salt Lake City/airport! It can also go by stadler's factory and I bet they would be willing to help some of the cost...	Magna Downtown Revitalization
142	instead of expanding the road again give the people of Tooele what they need, a rail connection into SLC! Frontrunner from west to east	I-80; EB Auxiliary Lane and SR-36 NB Lane
143	People riding bikes have no safe, convenient, or comfortable path to take between Davis and Salt Lake County adjacent to Beck Street. Considering growth and vehicle traffic projections, as well as the distance and other barriers to any alternative routes, this needs to be a high priority.	Davis/ Salt Lake Connector Design
144	To be honest why would we rip up the road for induction charging when we could just rip up the road and put the rails down with overhead catenary for a streetcar. Imagine a 200 South streetcar or one that goes to the westside to the Power District	On Route Electric Bus Charging Infrastructure
145	As a person who bikes down this route having signal priority for the buses will help this route. Additionally, we need to extend this up toward the U of U.	200 South Transit Priority Signal System
146	Lets just make it a light rail connection rather than a BRT. It will have more ridership and use!	Davis/ Salt Lake Connector Design
147	Make sure there is a good connection to the Jordan River Trail	1300 W; 6400 S to 4800 S - Active Transportation
148	Lets make sure this has a great connection to the Jordan River Trail which is our most robust north/south trail	TRAX Rail Trail Design
149	After learning more about this I want to change my comment, this needs to be a blue line extension not its own line. We need to make our transit connections make sense! This doesnt make any sense.	Point of the Mountain Transit
150	Glad to see loads of doubletracking happening with frontrunner. Lets make sure that we get this through.	FrontRunner Point of Mountain (FrontRunner Forward
151	This looks great!	Traffic Signal Priority/Preemption
152	We need to push the double tracking forward as fast as possible. On top of that we need the Rio Grande Plan! The congestion and unsafe conditions between the east and west sides of SLC are abysmal, the Rio Grande Plan will fix those unsafe crossings by removing them.	FrontRunner 2X Project (Double Tracking)

153	We need an extension of the Blue Line first, and then this line can be built as a spur, or as a line that goes up into South Jordan, make a bit of a light rail loop around the southern end of the valley.	Point of the Mountain Transit
154	Definitely turn this street into a transit priority corridors. Add some bike lanes too. Transit signal priority is a major step in improving speed and reliability	TSP/ Preemption Equipment for Transit Vehicles
155	Like a previous comment, construct the end of the Orange Line in such a manner that it can be extended south among one of the major arterials there. That Eastern bench area would benefit immensely from an East-West connection	TechLink TRAX; SL International Airport - U of U
156	PLEASE make sure this line enjoys bus lanes and transit signal priority for a vast majority of its route. The buses need to run every 10 minutes or better too to be a useful service.	Davis-SLC Connector - Corridor Based BRT
157	Extend this all the way to the U of U. Add more bus lanes too	200 South Transit Priority Signal System
158	Please implement the Rio Grande Plan to take advantage of the additional connections to the Orange Line	Orange Line Implementation/ Red Line Realignment
159	Please make State Street a multimodal boulevard. It should be improved for pedestrians, cyclists, and pedestrians instead of a high speed highway through the middle of multiple cities. Wider sidewalks, street trees, protected bike lanes, bus lanes, transit signal priority, and improved crosswalks. State Street has so much potential that is just going to waste	Davis/ Salt Lake Connector Design
160	Please give this line more bus lanes and more transit signal priority to make it as efficient as possible	Midvalley Connector BRT; Atherton Dr.to 2700 W.
161	Put transit signal priority on every corridor that sees buses or trains come every 15 minutes or more. Transit is the future	TSP/ Preemption Equipment for Transit Vehicles
162	The idea of widening I-15 is horrifying to me. It's not going to have a meaningful impact on transportation in the region, it'll lead to more pollution and worst traffic across multiple cities. We need more transit, and improve the quality of what we have to stay ahead of the growth. Also a good time to do the Rio Grande Plan because it improves rail operations.	I-15 Reconstruction; Farmington to Salt Lake City
163	Improve the OGX with more bus lanes and more transit signal priority.	Ogden-WSU Bus Rapid Transit (BRT) - Construction
164	Let's get those bike lanes :) At least buffered, but ideally, raised bike lanes.	SR-71; Lyndy Dr to Van Winkle Bike Lanes
165	Please do not consider a roadway widening. Data has shown time after time that it does not help with congestion; it actually makes it worse. It would be a much better investment to provide more alternative transportation options, such as increased public transit service and safe, convenient multimodal travel options (e.g., walking, biking, rolling, etc.)	MVC; Old Bing Hwy to Porter Rockwell
166	Please do not consider a roadway widening. Data has shown time after time that it does not help with congestion; it actually makes it worse. It would be a much better investment to provide more alternative transportation options, such as increased public transit service and safe, convenient multimodal travel options (e.g., walking, biking, rolling, etc.)	I-15 NB; Bangeter Hwy to 9000 S
167	Please do not consider a roadway widening. Data has shown time after time that it does not help with congestion; it actually makes it worse. It would be a much better investment to provide more alternative transportation options, such as increased public transit service and safe, convenient multimodal travel options (e.g., walking, biking, rolling, etc.)	7800 S. Widening
168	Please do not consider a roadway widening. Data has shown time after time that it does not help with congestion; it actually makes it worse. It would be a much better investment to provide more alternative transportation options, such as increased public transit service and safe, convenient multimodal travel options (e.g., walking, biking, rolling, etc.)	I-15 NB; I-215 to 600 South
169	Please do not consider a roadway widening. Data has shown time after time that it does not help with congestion; it actually makes it worse. It would be a much better investment to provide more alternative transportation options, such as increased public transit service and safe, convenient multimodal travel options (e.g., walking, biking, rolling, etc.)	SR-108; SR-37 to 4275 South
170	With double the amount of Frontrunner trains running through down, that is going to mean even grade crossing blockages on top of the already existent ones caused by Frontrunner and freight trains. This not only effects cars but also pedestrians and cyclists on intersection sidewalks or multiuse trails, but also bus riders who will miss their connection due to the gate being down. The Rio Grande Plan will remove most if not all of these conflict points to make the Frontrunner and the areas around it service even more accessible.	FrontRunner 2X Project (Double Tracking)
171	While the I-15 is a major factor in the East/West divide, it is at least grade separated. The same cannot be said for the numerous train tracks that parallel the interstate where there are few ways to cross if there is a train blocking the crossing. The Rio Grande Plan will remove most if not all of these conflict points making it much easier for residents of both sides to cross over into each other's communities.	Salt Lake City's Reconnecting Communities Study
172	While the Orange Line will have a direct transfer to Frontrunner services at North Temple, it will still lack one to Amtrak service. The nearest station to Salt Lake Central will be the 300 S Station which will still put riders at least two blocks away from the station and require walking around the historic Rio Grande Station. Instead, riders should only have to walk a single block to access trains at the Rio Grande Station as part of the Rio Grande Plan.	TechLink TRAX; SL International Airport - U of U
173	The Red Line's new nearest station to Salt Lake Central at Pioneer Park will still be at least 3 blocks away and requires riders walk past the historic Rio Grande Station. Instead, riders should only have to walk a 2 block to access trains at the Rio Grande Station as part of the Rio Grande Plan.	Orange Line Implementation/ Red Line Realignment
174	The Orange Line will create a much needed one seat ride between the airport and the University of Utah, removing the need for traveling students to transfer between the Red and Green Lines. It will also double the amount of service on both branches halving wait times for riders trying to get from downtown to both the airport or the university. The Orange Line will also bring a much need service upgrade to Research Park which currently sees more campus shuttle buses than UTA buses. Service on the line can also run later as the entire line wouldn't have to deal with overnight freight service and will always have access to the new Rail Yard and Maintenance Facility.	TechLink TRAX; SL International Airport - U of U
175	Moving the Red Line to 400 W will bring rail service to an area that is quickly densifying but currently sees little in the way of frequent transit service. This will also greatly reduce delays on the currently congested main line along Main St, 700 S and 200 W and provide a detour route if either line went down.	Orange Line Implementation/ Red Line Realignment
176	It would make more sense to use trolley buses that are actual proven technology that can make use of the existing light rail overhead wires. Having streetcars and trolleybuses along the same road is nothing new as it is done in San Francisco, who also use dual mode trolleybuses so that they can run off wire if needed and the battery doesn't need to be huge to have a range long enough for the route.	On Route Electric Bus Charging Infrastructure
177	A proper rapid transit connection is greatly needed for North Salt Lake City as no TRAX service goes north of North Temple. While I would prefer it to be LRT, I understand that other LRT projects are already in the pipeline and it being BRT will have it in operation much sooner. That being said, it needs to be a true BRT with as many priority lanes as possible. The more the bus is stuck in traffic due to sharing lanes with cars, the more likely riders are to just use a route like the 473 that runs express on I-15 or just drive instead.	Davis-SLC Connector - Corridor Based BRT

178	Bus lanes and transit signal priority should extend all the way to University St. This will not only turn the 2 into a pseudo-BRT but allocate more priority lanes and signaling for the Davis-SLCX Community Connector BRT that will also run on 200 S to the University.	200 South Transit Priority Signal System
179	While tolling will reduce the number of cars that enter the canyon and get more people taking the bus, it will still have buses stuck behind those that still choose to drive. Adding a third travel lane and using it as a bi-direction bus priority lane would solve this issue by allowing buses to go past the traffic into the canyon in the morning and out of the canyon in the evening.	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
180	Bike lanes similar to those along 1100 E will make it much safer for both cyclists to ride along West Temple and for pedestrians to cross it. This route, along with the Parleys Trail, would still lack a connection to the 300 West Protect Bike Lanes and the Central Pointe TRAX station. I understand the non-direct routing would have to stay due private property concerns, so instead traffic calming to Haven Ave, extended the 300 W Bike lanes between Haven Ave and Hartwell Ave, and add protected bike lanes between 300 W and the Central Point TRAX Station. This will at least entice cyclists to use this route for its safety, despite being the same distance a car would have to drive to access it.	Main Street / West Temple Bike Lane
181	What infrastructure was installed is genuinely great from the protected bike lanes and raised crosswalks. Still the project feels unfinished stopping a couple blocks away from the 200 S and 300 S bike lanes to the north and the Central Pointe TRAX station and Parley Trail to the south. The protected bike lanes are supposed to help those who are afraid to bike along traffic but will conversely need to bike along traffic to access them.	300 W; 400 S to 2100 S - Separated Bike Lanes
182	I love this plan, I love it so much that I would like to see the future phases of frontrunner forward come sooner. I think we should change our frontrunner train sets to Stadler Kisses, the same trains that Caltrain is now using. I also think we need to build the Rio Grande Plan to account for future needs, as well as we will boast our economy with the plan.	FrontRunner 2X Project (Double Tracking)
183	Living without a car means doubled frequencies would be a world-changer for me, but please - build the Rio Grande Plan so that trains don't continue to divide our downtown	FrontRunner 2X Project (Double Tracking)
184	Higher-efficiency homemade Stadler vehicles like FLIRTs or KISSes would be amazing!	UTA Locomotive Over Haul
185	I'm all for extending the S-line, I hope some day we get to see it go either north to the University or south to the areas that don't have rail service yet	S-Line Extension from McClelland Stn to Highland
186	I'm happy to get TRAX into Utah County regardless, but it really would be nice if this could at least be built so that it could easily turn into a Blue Line extension at a later date.	Point of the Mountain Transit
187	Please include bus stops at Spruces (both ways) and other trailheads. I use the trails year round and would ride the bus if there were additional stops (other than resorts).	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
188	This is a good project that appears to be shown in the wrong location. Based on the description, it also seems like it should be represented by a line instead of a dot.	Jordan River Trail Connector to FrontRunner
189	It would be nice if these lined up better with their actual locations and project limits.	Salt Lake and East Jordan Canals
190	Is this in addition to the new traffic signals and intersection work that was completed in 2024?	800 West & 1500 South Intersection
191	In our tour of the route Bountiful City representatives voice strong concerns with the route conflicting with city plans for the development of Main Street in Bountiful. I would recommend that this be addressed with Bountiful City leadership if these conversations have not already been had.	Davis-SLC Connector - Corridor Based BRT
192	Do the section between 1800 North and 5600 South along with current projects so it can all be done. Avoid the problems of the express lanes that were added a few years ago that took forever.	I-15; SR-232 to I-84, Ogden
193	A gondola is a terrible environmental insult to a beautiful, largely natural, canyon. At the same time it is socially unjust costing the people of Utah an average of more than $1000/household for the benefit of less than 10% of the population. At the same time, those who are involuntarily paying for it are foregoing needed road repairs and other transportation investments in their communities. But the real objection is that it doesn't solve the traffic problem. Stop trying to pave paradise.	Little Cottonwood Canyon (EIS)
194	This project stops at Gordon Ave and does not extend to the south as drawn on the map.	500 West Phase II; 2010 South to 2800 South
195	This project was for sidewalk from 650 N to West Hill Field Road. This project has been canceled due to the funds being made federal and the amount funded was not sufficient to proceed. Layton City is in the process of proceeding with this project with Layton City Funds.	3200 West Safe Route to School
196	Plesae get the buses out of the ski areas and keep the bus stops on the main highway 210 in LLC. Alternate buses so that every other bus or every third bus goes straight to Alta and returns to snowbird.	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
197	This is a project with strong support from the community and will help improve multimodal transportation in the southwest valley.	Phase I Welby Jacob Canal Ped/ Bike Trail
198	MVC is a critical piece of the southwest valley's transportation system. As this project unfolds, please be mindful of dust and surrounding neighborhoods.	MVC; Old Bing Hwy to Porter Rockwell
199	I'm happy to see one more gap filled. I'm happy that this has physical barriers from vehicle traffic. I'm also happy to see the lanes get narrowed for cars which will hopefully reduce the freeway design speed of the overpass. I'm much less happy about the lack of connection to other bike ways. 300 south etc. Without solid connections this is an ok project. With the connections 300 west to 300 south, this is a good project.	400 S Viaduct Multi-use Trail
200	So excited for this east west connection and better bike/ped crossings at 700 e especially. Please have decent signal priority across 700e	Kensington East-West Neighborhood Byway
201	The s-line should continue past highline drive and an extension should have a plan for continuing east.	S-Line Extension from McClelland Stn to Highland
202	Main st should be a central bike corridor extending through South Salt Lake - why bump over to west temple?	Main Street / West Temple Bike Lane
203	Love the 300 w bikelane. Please continue to improve signing at driveways so cars know to yield to bikes when entering and exiting. Needs a better connection to parley's trail/s-line on the south end (why end at Home Depot?) And should keep separated path to north end of pioneer park (no parking needed there).	300 W; 400 S to 2100 S - Separated Bike Lanes
204	long-time vanpool user and support any expansion to this program. Truly lifechanging and saves me so much money and stress.	Vanpool Expansion Vans
205	Improve bike/ped connections to Central Pointe station. Absolutely terrible to bike or walk to that station from the s-line.	Main Street / West Temple Bike Lane
206	Isn't this project supposed to show the shared use path for the entire Ogden Canyon?	Ogden Canyon Shared use Path
207	The line doesn't follow the BRT Route to Dee Event Center Station and down fieldhouse way to McKay Dee Hospital.	Ogden-WSU Bus Rapid Transit (BRT) - Construction
208	I think this project has already been completed.	Chimes View from Riverdale Rd to Country Club Dr.

209	This signal timing and optimization should be coordinated with the changes that are planned on the downtown section (22nd to 27th)of Wall Avenue.	Ogden/ Layton Area Signal Timing & Optimization
210	The bus-rapid transit station at the Dee Event Center station has electric bus charging infrastructure. Is this supposed to be proposed at the Dee Event Center Station?	On Route Electric Bus Charging Infrastructure
211	Should this project also show the new arterial street from 1900 West to the new I-15/24th Street Interchange and realignment of 24th Street?	I-15; 24th Street Interchange
212	Identify options to fix the cloverleaf design of SR-201. Too many merge points close to each other. Possibly add NB I-215 exit at Parkway Blvd for this movement to get to Redwood Rd instead of using SR-201.	I-215; SR-201 to North Temple
213	This project is mapped incorrectly. The State Street portion of the Green Loop is ON State Street (currently mapped on 200 East). Please refer to UDOT RAISE grant application for correct mapping. If you need a copy, you can get it from Jared Bowling.	STATE STREET (GREEN LOOP) SHARED USE PATH
214	This project start date is likely now 2028.	STATE STREET (GREEN LOOP) SHARED USE PATH
215	Please ensure that the design of I-80 connections to Main Street uses urban intersection turn radius and design standards to keep Main Street as a good walking/biking corridor. Adding slip lanes or merge lanes for vehicles will significantly decrease safety for people walking or bicycling on Main Street. With many additional apartments and residential uses in this part of South Salt Lake, the context has considerably changed from designs considered 10 years ago or more.	I-80 and State Street Interchange R/W
216	I am very excited for double tracking! This is long overdue, and it will genuinely transformative to have 15 min FrontRunner service. However, another essential (NOT optional) goal of the greater Wasatch Front transit network must be the grade separation of the FR corridor. Coupled with double tracking and electrification, grade separation will elevate FR from an alternative mode for a minority of people to the region's primary provider of north-south transit. To that end, WFRC and its constituent members *must* support the Rio Grande Plan as the only concrete proposal to date, of any worth or merit, that offers a solution to the at-grade problem present in downtown SLC. This is something that must be done to stop systemwide delays, prevent tragic pedestrian/cyclist deaths, and save auto commuters from both sides of the east-west divide (an issue that now has federal scrutiny) thousands of hours of their lives. For everyone along the Wasatch Front, build the Rio Grande Plan!	FrontRunner 2X Project (Double Tracking)
217	I am very excited for this project, it is very overdue. A one-seat Airport-University line has been discussed for so long that I remember when the concept was called the Black Line. I'm hoping that this project will somehow be expedited, I would like to use this line at some point, instead of permanently look forward to it. I am also thrilled with the selected route! 1) It better services a more efficient corridor next to Pioneer Park. Having a park station will skyrocket park utilization. 2) It much better aligns with providing access to the Rio Grande Depot as part of the Rio Grande Plan. The Plan will revolutionize rail transit in SLC and Utah by reactivating a historic state property, closer to central downtown, and give commuters from far away much easier and more desirable access to the city's amenities. Lastly, I am fervently praying that UTA/UDOT will implement the Orange Line in a way that allows for a future extension beyond Research Park and south along Foothill Drive.	TechLink TRAX; SL International Airport - U of U
218	With 300 West no longer expected to go underground, the $300 million allocated in SB-195 for a sky bridge likely won't be fully needed. That gives the State Legislature a chance to reallocate a portion of those funds where they're truly needed—toward the Rio Grande Plan. We're calling on the state to dedicate part of that $300 million to a full engineering analysis of the Rio Grande Plan. That means geotechnical boring along 500 West, completing detailed design work for the train box and station, and conducting a comprehensive cost estimate. This planning work is critical if we want the project ready to deliver by the 2034 Olympics. Utahns support the Rio Grande Plan. And with yet another freight operator entering the Inland Port, grade separation is no longer optional—it's necessary. Just like the Alameda Corridor in the 1990s, this investment will improve freight efficiency, reduce car emissions, and reconnect communities by closing dangerous rail crossings.	US-89 (300 W); Pedestrian Crossing
219	I love the new bus lanes on 200 South! Signal priority along this corridor is a great idea!	200 South Transit Priority Signal System
220	I appriciate this project adding more pedestrian space to Salt Lake City. Please be aware of cycling needs so that the new 300 West bike path can continue through this 'below ground' portion. Also, if we can lower a road in downtown, why can't we lower the train tracks? Please consider the Rio Grande Plan!	US-89 (300 W); Pedestrian Crossing
221	I love the goals of the FrontRunner 2X project! More frequency will make the train a more attractive option for many of my friends and coworkers who don't currently take the train. However... As a resident of SLC who frequently goes from west to east in the city, I am VERY concerned about the increased number of trains crossing through the city at-grade. Please consider the Rio Grande Plan, as a way to increase safety and reliability of the FrontRunner 2X investment. Added frequency means nothing if the trains are shut down for emergencies at the at-grade crossings downtown.	FrontRunner 2X Project (Double Tracking)
222	Thank you for choosing Stadler! The boost to the local economy will be beneficial to more than only the transit riders in Utah.	Replace UTA Light Rail Vehicles
223	I am very excited for the connection from the University to the Airport through downtown. I hope this connection is built in a way that trains can move quickly through downtown - aka, not detouring to Salt Lake Central Station. Please consider that the Rio Grande Plan would move the central station to be much closer to the 400 West corridor, which will be extremely beneficial to all rail transit riders.	TechLink TRAX; SL International Airport - U of U
224	I am very happy that Salt Lake City and its partners are studying this important issue. The only real solution to connecting east and west is to move the railroad tracks. Please consider the Rio Grande Plan as the best and only way to have a complete solution that meets all the study goals.	Salt Lake City's Reconnecting Communities Study
225	Please provide better walking/biking infrastructure for this section of road! It's very unsafe/scary, people deserve to be able to move without fear and with dignity.	1300 East: 3300 South to 3600 South
226	Improve Trax station access for the 1000E to 1300E segment, ideally with a new station at 1100 E or 1200 E. The hill to/from the stadium or 900E stations inhibits walkable/accessible commuting for this densely populated region with strong ties to downtown and the University. A station at this area's elevation/grade would drastically increase access in this highly residential and diverse area by significantly increasing walkability and transit ridership in the entire region between 300S and 700S. It would be a significant step towards improving Trax's coverage and getting people where they need to go.	Orange Line Implementation/ Red Line Realignment

227	I officially oppose this project, as it is currently presented. $300M of public funding was allocated for this effort with minimal oversight, to serve the demands of a small selection of private stakeholders and their capital investments. 300 W should not be buried, it should be narrowed. Narrowing this section of street will 1) increase usable public space, 2) make it easier/safer for people to cross the road, and 3) make drivers go slower (and thus safer). If one of the goals of this project is to increase the throughput of people into and out this area (presumably for the Delta Center), the WFRC should instead study more and better public transit options for the Rio Grande District area. FrontRunner can be a better regional collector for this purpose, and with the implementation of the Rio Grande Plan, thousands of people can transit through this area quickly and efficiently. Some of the funding for this project should be allocated towards an official study of the Rio Grande Plan.	US-89 (300 W); Pedestrian Crossing
228	This line should be extended to Sunnyside. This minor extension will increase ridership. Having a rail line go to the zoo would help traffic and increase ridership. By putting a strong destination along the line, it will improve ridership and also provide additional redevelopment possibilities along the line.	TechLink TRAX; SL International Airport - U of U
229	This connection should also improve Trax station access for the 1000E to 1300E segment, ideally with a new station at 1100 E or 1200 E. The hill to/from the stadium or 900E stations inhibits walkable/accessible commuting for this densely populated region with strong ties to downtown and the University. An additional station at this area's elevation/grade would drastically increase access in this highly residential and diverse area. Increasing walkability in this area would improve Trax's coverage—likely in the entire region between 300S and 700S—and make it significantly easier for people to get where they need to go, including the airport.	TechLink TRAX; SL International Airport - U of U
230	Very excited for the Red Line realignment, it will be great for the overall Trax network to untangle the stress areas in the downtown core and accommodate for future system growth. I am very much looking forward to having a station at Pioneer Park, this will make it silly easy for people from all over the valley to use this wonderful greenspace! I am also very happy with how the Orange Line implementation will integrate quite well with the Rio Grande Plan. I hope that ultimately, a station is built at the intersection of 400 W 300 S, to make moving between the Rio Grande Depot and Trax easy and efficient.	Orange Line Implementation/ Red Line Realignment
231	I'm curious to see what the final implementation of this project looks like. The University of Utah needs more welcoming transit infrastructure, in order to capture and retain more riders. Campus is spread out enough that it requires a robust shuttle system and integration into the greater UTA network. Having more stations that better integrate into their surroundings is going to go a long way towards making moving around the U a better experience. An Intermodal Hub that serves to partially center the campus shuttle network around Trax would be very useful.	University of Utah Intermodal Center
232	Would really like to see the s-line make it all the way at least to millcreek commons. Big loss on potential visitors and ease of public transport for the thousands of units of housing either built, planned, or under construction.	S-Line Extension from McClelland Stn to Highland
233	Really hoping we see some greenery between the lanes of the road. It's really dilapidated and some greenery, like we see on 7th east, would be great.	1300 East; 2100 South to Southern City Boundary
234	200 S is so cool, a genuine triumph in better transit and good urbanism! Please give buses maximum single priority along this corridor... Giving the buses pseudo-BRT status will attract and capture a bigger rider base, and if the bus lanes are extended all the way to the U, it will open the door for thousands of students to use this as their primary mode of transit to and from downtown.	200 South Transit Priority Signal System
235	Please continue funding for the green loop! We need the space and also traffic calming that will be experienced by having it in place.	STATE STREET (GREEN LOOP) SHARED USE PATH
236	Excited to see this come to life. The extra number of trains crossing does concern me as someone who goes back and forth substantially to see family and work. Seems like a missed opportunity to bury the frontrunner and other tracks as proposed in the Rio Grande Plan.	FrontRunner 2X Project (Double Tracking)
237	This would be a game changer, possibly helping to eliminate the need for future I-15 expansions.	FrontRunner 2X Project (Double Tracking)
238	Please implement this as quickly as possible! There currently isn't really an easy or safe way to bike up to the Capitol, the State Street route is very steep, and the rest of the possible routes wind through neighborhoods with blind turns that make it scary to worry about cars. This stretch of Main Street is extremely wide and not very well trafficked by cars, and also has a more forgiving grade, making it a perfect opportunity for a separated, fully protected set of bike paths.	Bicycle Lanes up Capitol Hill
239	Please implement this as quickly as possible! There currently isn't really an easy or safe way to bike up to the Capitol, the State Street route is very steep, and the rest of the possible routes wind through neighborhoods with blind turns that make it scary to worry about cars. This stretch of Main Street is extremely wide and not very well trafficked by cars, and also has a more forgiving grade, making it a perfect opportunity for a separated, fully protected set of bike paths.	Bicycle Lanes up Capitol Hill
240	It is essential to build the RGP in order to grade separate the Frontrunner corridor.	FrontRunner 2X Project (Double Tracking)
241	I am very excited about the current selected alternative will integrate with the RGP.	TechLink TRAX; SL International Airport - U of U
242	This will help move people more quickly and safely than driving and help lower I-15 traffic, and an important aspect of getting people in and out of SLC is the RGP.	I-15 Reconstruction; Farmington to Salt Lake City
243	Some of the $300M allocated for this project should be used to study transportation in the Rio Grande District, specifically by investigating the RGP on a state level.	US-89 (300 W); Pedestrian Crossing
244	I really like this idea but think that the TRAX should go up into the student housing more and should terminate at the zoo.	TechLink TRAX; SL International Airport - U of U
245	I'm a FrontRunner commuter. I would love to see the 2x project implemented ASAP for accessibility. In addition, the RGP should be implemented in order for the FrontRunner corridor to have grade separation.	FrontRunner 2X Project (Double Tracking)
246	This seems like a no brainer to do. Most of this area already has a wide, unused shoulder, sees plenty of bike traffic, and could then connect to bike lanes at 900S and van winkle.	SR-71; Lyndy Dr to Van Winkle Bike Lanes
247	Thrilled to see this happening. I'm also looking forward to seeing this line (and all lines applicable) integrated with the Rio Grande Plan, which I understand the current selected alternative is slated to do.	TechLink TRAX; SL International Airport - U of U
248	Really hope that at some point we see this extend further south - at least to This is the Place and the Hogle Zoo would be huge. I also really think the line should run north on 400 W - the original jog out to SL Central was weird and added a bunch of unnecessary time and turns. Hopefully we get to see the Rio Grande Plan soon, then it will be close to the Depot!	TechLink TRAX; SL International Airport - U of U

249	Honestly not a big fan of this one. As a FrontRunner commuter, seeing huge amounts of money poured into I-15 is not my favorite. Investing in the FrontRunner will allow more people to move quicker and safer than in individual cars. Better public transit is essential to the Wasatch Front's congestion problem. And not to harp on this too much, but the keystone of improving FrontRunner operations on I-15 would be implementing the Rio Grande plan.	I-15 Reconstruction; Farmington to Salt Lake City
250	The Red Line realignment down 400 is desperately needed, I hope we get to see it soon! And hopefully integrated with the Rio Grande Plan!	Orange Line Implementation/ Red Line Realignment
251	Not really the biggest fan of another highway widening - running more trains is so much more efficient, and doing the Rio Grande Plan would mean that we wouldn't have to disrupt east-west commuters or take people's homes and businesses!	I-15 Reconstruction; Farmington to Salt Lake City
252	I know I keep commenting this but I'm saying it because I earnestly believe it: seems to me like the best concrete solution for improving mobility in downtown would be implementing the Rio Grande Plan. I'm not sure why that's not the priority right now.	US-89 (300 W); Pedestrian Crossing
253	I understand the infeasibility of making this TRAX, but please at least make sure that this is a good BRT - UVX is a great experience, and I'd be happy with more busses like that with dedicated lanes.	Davis-SLC Connector - Corridor Based BRT
254	If this is that $300 million that got snuck into that budget meeting, that sure seems like a lot of money for sinking a single road. Now that UDOT's said they'll do a hybrid plaza (which I think sounds better), can we please put some of that money to work making the Rio Grande Plan happen?	US-89 (300 W); Pedestrian Crossing
255	This study has a $3.7 million budget; surely, SURELY, some of that money could be spent studying transportation in the Rio Grande district. Investigating the upsides of the Rio Grande Plan, and publicizing those study results, will generate the public support the project needs.	Salt Lake City's Reconnecting Communities Study
256	Request safety improvements include cyclists and pedestrians access	Highland Drive; SL Boundary to 3300 South
257	Request better cycling and pedestrian access and safety features. 3300 should also have bike infrastructure to allow better pedestrian and bike connectivity to Millcreek commons	1300 East: 3300 South to 3600 South
258	Please look into expediting electrification of the FrontRunner corridor, as this would allow for much faster trains and better schedules. When procuring new vehicles, please keep into consideration a potential conversion of the FrontRunner fleet to electric, to take advantage of the benefits of electric passenger rail. We're all very excited to have new trains, and it would be very even more exciting if they were electric!	UTA Locomotive Over Haul
259	The 215 & 15 interchange is the largest contributor to congestion--for both routes--during commuting hours. Please consider alleviating the congested traffic negotiating both 215 east & westbbound with 15 southbound via a single lane commuter bridge (east & westbound to merge) for southbound vehicles not want for a 72nd nor a 90th exit. To merge with 15 before the 106th exit. Similar to what was implented for the northbound 15 & 215 interchange (love it) but smaller in scope.	I-15 NB; I-215 to 600 South
260	Install a roundabout: better traffic flow, more visually appealing, reduced City maintenance needs, quieter. Then do the same at Parley's Way & 2300 East!	2100 South & 1700 East Intersection
261	WFRC, UTA, and Magna should look into through-running Trax through the airport and extending it out west, to terminate as a street-running tram in Downtown Magna. This would be a huge shot in the arm for the city and its economy	Magna Downtown Revitalization
262	WFRC, UTA, and Magna should look into through-running Trax through the airport and extending it out west, to terminate as a street-running tram in Downtown Magna. This would be a huge shot in the arm for the city and its economy	Magna Downtown Revitalization
263	I don't understand how the northern terminus of the Mountain View Corridor at I-80 will be possible, with the new BNSF Intermodal Hub adjacent to the interstate. UDOT will have to build a huge interchange suspended in the air over the new rail yard. Good luck! Also, I want it on the record that UDOT is legally obligated to provide a transit option down the median of the Mountain View Corridor. There is a ton of space in the median of the roadway, PLENTY of room for a rail option without having to take any property or remove any roadway capacity. UDOT should be intelligent and innovative and futureproof for future growth by building a Trax extension down this median, connecting Saratoga Springs to Salt International, and all the communities in-between.	MVC; Salt Lake County PM
264	I don't understand how the northern terminus of the Mountain View Corridor at I-80 will be possible, with the new BNSF Intermodal Hub adjacent to the interstate. UDOT will have to build a huge interchange suspended in the air over the new rail yard. Good luck! Also, I want it on the record that UDOT is legally obligated to provide a transit option down the median of the Mountain View Corridor. There is a ton of space in the median of the roadway, PLENTY of room for a rail option without having to take any property or remove any roadway capacity. UDOT should be intelligent and innovative and futureproof for future growth by building a Trax extension down this median, connecting Saratoga Springs to Salt International, and all the communities in-between.	MVC; Salt Lake County PM
265	Also, I want it on the record that UDOT is legally obligated to provide a transit option down the median of the Mountain View Corridor. There is a ton of space in the median of the roadway, PLENTY of room for a rail option without having to take any property or remove any roadway capacity. UDOT should be intelligent and innovative and futureproof for future growth by building a Trax extension down this median, connecting Saratoga Springs to Salt International, and all the communities in-between.	MVC; Old Bingham Highway to 7800 S (Interchanges)
266	A pedestrian bridge over Mountain View is needed to provide a safe link for the West side of Daybreak to Trax.	Lake Avenue TRAX Station
267	Multi use paths should be built on both sides of U-111. This was not done along Mountain View and is now forcing pedestrians and cyclists into unsafe interactions with vehicles. A trail on both sides is a necessity to provide safe travel for those not in a car.	U-111; Herriman Blvd to South Jordan Pkwy
268	A multi use trail would be excellent. It should be expanded to circumnavigate the entire airport.	Center Park Drive Shared Use Trail (West Jordan)
269	Pleas stop making it hard for people to get around downtown SL.This should be our city, not only a city for people living in downtown.	STATE STREET (GREEN LOOP) SHARED USE PATH
270	Greenbike is an incredible service and organization, and we should be allocating far more funding towards. I'm always excited to see the network grow, and I'm hoping that more stations are added this year.	Salt Lake Green Bike Share Expansion
271	Greenbike is an incredible service and organization, and we should be allocating far more funding towards. I'm always excited to see the network grow, and I'm hoping that more stations are added this year.	Salt Lake Green Bike Share Expansion
272	Greenbike is an incredible service and organization, and we should be allocating far more funding towards. I'm always excited to see the network grow, and I'm hoping that more stations are added this year.	SLC Bike Share (GREENbike) Expansion

273	Very excited for more transit hubs outside the downtown core! 200 S is rapidly becoming a transportation mecca, and this hub will go a long way to facilitating movement in and out of the area.	East Downtown 200 So Transit Hub (400 E to 300 E)
274	Greenbike is an incredible service and organization, and we should be allocating far more funding towards. I'm always excited to see the network grow, and I'm hoping that more stations are added this year.	Bike Share (GREENbike) Capital Care Improvements
275	The existing 300 W cycle path infrastructure from South Salt Lake to 900 S is incredible, and I have been looking forward to the extension from 900 S to 300 S for a very long time. I live at 9th and 9th and go to the Greek church at 300 E 300 S a lot for cultural and religious activities, so I was so excited that I would be able to bike that entire way on a fully separated, protected bike lane, without having to interact with cars in the road AT ALL. SO I was very disappointed and frustrated when UDOT forced the project to drop the portion from 400 S to 300 S, and in general I fear for the future of safe streets in SLC, if the legislature can crack down on projects at a whim. However, I'm relieved and grateful that the majority of the project is still being built. The corridor from 900 S to 400 S was very unsafe for cycling, and at least I feel safe biking through Pioneer Park to reach my final destination. I'm holding that someday we can go to 300 S, and maybe even 200 S!	300 W; 400 S to 2100 S - Separated Bike Lanes
276	It's kind of absurd how much South Salt Lake has been dropping the ball on implementing safe, usable active transit infrastructure and connecting with the greater networks of Salt Lake City and surrounding suburbs. South Salt Lake needs to create better access to Central Pointe Station, build better and safer cycling infrastructure, and for God's sake finish off the missing portion of Parleys Trail once and for all. This doesn't have to be hard, please. Also, keep Main Street a cycling thoroughfare, why are we veering off to West Temple?	Main Street / West Temple Bike Lane
277	The 700 E multi-use path is a good start! I really wish that the existing bike lane had simply been separated from the rest of the road with a concrete barrier, which would have helped road diet 700 E as well. However, the multi-use path beats a painted line, and I've enjoyed using it. The intersections still need some work, they should use red brick and possibly even raise the crosswalks, to force drivers to slow down and be careful. Looking forward to improvements!	700 East (SR-71); 2100 South to 1300 South
278	Install a roundabout! This is how placemaking starts. The intersection at 1100 E 900 S was gross and boring before the installation of the roundabout, and now it's one of the most beloved intersections in the entire city (due in no small part to Out of the Blue, aka the Whale, which was only possible because of the roundabout). With a roundabout and a few more tweaks, 21 & 17 could be a cute public space beloved by neighbors and everyone else passing through.	2100 South & 1700 East Intersection
279	Why not allocate the money this project costs to the Rio Grande Plan. Overtime this reconstruction will only save three minutes and have a minimal impact on the economy compared to the 12 Billion dollar impact the Rio Grande Plan will have. Lets get it done.	I-15; Farmington to Salt Lake City EIS
280	The execution of the Kensington Byway has been wonderful, it's been such a pleasure to navigate through here safely and quickly, and I already can't imagine not having this route. This byway should be extended further, and the concept should be copied throughout the city, we need more east-west connections that are easy for pedestrians and cyclists. I'm really looking forward to traffic signal at 700 E coming online!	Kensington East-West Neighborhood Byway
281	Man, thank God, this wide street is pretty scary and unsafe to cross on foot and by bike, and a roundabout will definitely help. Please include separate, protected bike lanes, there are TONS of cyclists that pass through here because of the BST, Emigration Canyon, and Research Park.	Sunnyside Ave at Crestview Drive Roundabout
282	Good job on deciding to start Green Loop construction on 200 E! This section of downtown is a greenspace desert and desperately needs more trees, greenery, and public space. I'm also very excited for better walking and cycling options as well. It's so easy to get around downtown by car, it's time that we extended that same courtesy to pedestrians and cyclists as well. Starting at 200 E is also synergistic with the Rio Grande Plan, by not investing in surface infrastructure on 500 W that would need to be excavated during construction of the train box. Keep up the good work!	STATE STREET (GREEN LOOP) SHARED USE PATH
283	Every time I would drive along this section of 1300 E, I would daydream about adding a mixed-use path to the west side of the street, where all that weird extra asphalt exists separated from the main road. Building a path on the much narrower east side isn't exactly what I expected, but I suppose it's better than no mixed-use path. Honestly, I'm glad that we're getting something fully separated from the road, and I'm looking forward to using this route.	1300 East; 2100 South to Southern City Boundary
284	This is such a scary and unsafe corridor to navigate via bike. Please please please implement improvements for cycling and pedestrian infrastructure, I would love bike from SLC to Millcreek Common. That currently isn't feasible for less confident cyclists, when this corridor should be inviting to people of all comfort and skill levels. Also, I'm not giving up on a southern extension of the S-Line. Please account for that future eventuality when making changes on this corridor.	Highland Drive; SL Boundary to 3300 South
285	Better infrastructure for pedestrians and cyclists is sorely needed here. Please give us separate, protected bike lanes and fully built out sidewalks, with bulbouts and better intersections.	2000 East; 3300 South to Atkin Ave
286	I refuse to believe that the S-Line will not someday extend north to downtown (400 S) and south to Murray-Holladay Blvd. Highland Drive is a wide road with plenty of space in the corridor, there is no reason that we can't do this. Having the streetcar connect this corridor will take hundreds of cars off the road and make it easier for residents and visitors to access all the destinations on or adjacent to this area. Please please don't give up on this. And doing axe the double tracking that was slated for the 500 E to 700 section of the S-Line, it is sorely needed in order to increase frequency.	S-Line Extension from McClelland Stn to Highland
287	The Rio Grande Plan is the ONLY current proposal, in any capacity, that provides a real concrete fix to any part of the east-west divide. This isn't an art project at a westside intersection, or a new bus route that will just get stuck waiting for a freight train, or a community outreach effort where everyone talks about their feelings and experiences. The Rio Grande Plan will actually eliminate a huge physical barrier that has gone on to create economic, social, and cultural barriers. The westside has felt neglected and ignored for decades; the Plan is a solid investment that clearly signals that the city and the state legitimately care about restitching the west back into the core of downtown SLC. At least I-15 can be crossed by underpasses. When a freight train blocks the entirety of downtown, there is no recourse. This is THE solution to the east-west divide. If you want to support the idea and implementation of Reconnecting Communities, you MUST support the Rio Grande Plan!	Salt Lake City's Reconnecting Communities Study
288	The fact that the amount of traffic that 5400S gets is so high that UDOT implemented Flex Lanes is physical proof that this corridor is BEGGING for a more permanent mass transit solution. Be bold... with the Olympics coming up, this area needs a way to get thousands of people to and from the Olympic Oval in Kearns. UTA and UDOT need to look into building a new east-west Trax line that starts at Murray Central Station and terminates at USANA Amphitheater, with stations at important destinations throughout. This is a corridor RIFE for transit potential. A Trax line along this road would service two major high schools, two city halls, several middle/elementary schools, several churches, a library, the Olympic Oval, USANA, several shopping centers, and several parks. Allowing people to get up and down this busy road without a car will not only give people flexibility in their transportation choices, it will also take cars off the road and make commuting more pleasant for existing drivers.	TSP Project ; SR-266, 5400 So., SR-48
289	This project should 100% be a light rail option. There is plenty of room within the corridor for it, and UDOT actually has a legal obligation to provide public transit here. Let's be smart and futureproof for the growth that is continuing to come to this region of the Salt Lake Valley. A one seat airport ride from anywhere in the west side of valley to the airport would be incredible.	5600 West

290	Please prioritize construction of the Beck Street shared-use path ahead of the I-15 widening. Right now, there is no safe or practical pedestrian or bike route between Salt Lake & Davis counties. Beck Street is effectively unwalkable: pedestrians are forced onto a narrow shoulder as cars fly past at 60+ mph. We've known for years that adding lanes does not solve congestion in the long term. This is not controversial, it's transportation planning 101. In contrast, the SUP creates new infrastructure that expands mobility options & connects communities- should be treated as a core part of the project, not delayed until the end.	I-15; Farmington to Salt Lake City EIS
291	"I can't wait for my 32-minute commute to become a 29-minute commute!" said no one ever. Highway widening projects like this offer marginal time savings at enormous financial, environmental and social cost. We should be investing in alternatives that actually reduce car dependence, not doubling down on a model that has failed for decades.	I-15 Reconstruction; Farmington to Salt Lake City
292	I don't understand why we're not doing a Blue Line extension first. UTA already owns the entire Right Of Way, it's the reason that the Porter Rockwell Trail exists (NIMBYs shouldn't have any say in opposing a Trax extension on the grounds that it would "ruin the trail," the trail exists BECAUSE of Trax). If the legislature and the Point developers want to have a light rail connection to the Point and the new Bluffdale FrontRunner station, that's great! We should still do that! But that should be a spur line that connects to a Blue Line Extension, and then continues to run down that Right Of Way deeper into Utah County. I will repeat, we NEED to do the Blue Line Extension, and there is no reason not to do this	Point of the Mountain Transit
293	The Point developers have gone out of their to repeatedly claim that they want to implement "innovative transportation solutions" to this be district. Now is their opportunity to put their money where their mouths are... Please create a holistic, protected, comprehensive network of cycling and pedestrian paths so that people can navigate around the point without needing a car, and connect this network to FrontRunner and Trax. This is your chance, don't blow it.	First/ Last Mile POM Active Transportation Study
294	BRT without dedicated lanes and signal preemption is worse than no BRT at all. It costs millions of dollars for something that is functionally no different from the existing bus routes. I may ride BRT if it gets me downtown faster and cheaper than driving (hard to outweigh the convenience). Otherwise, I'll just drive in the comfort of my own car and contribute to downtown/rush hour traffic. I think many people feel the same way	Davis-SLC Connector - Corridor Based BRT
295	Very glad to see that double tracking of FrontRunner has become a priority! If it takes the implementation of a new infill station to appease the Point developers, then so be it. At least double tracking means that we'll have 15 min service, to make up for the extra dwell time at another station.	FrontRunner Point of Mountain (FrontRunner Forward
296	This project is great! It will open up a whole new swathe of the valley to FrontRunner access. The citizens of Bluffdale deserve to ability to navigate around the valley without needing a car.	14600 South; Railroad Bridge to Redwood Bike/ Ped
297	Vehicular traffic is already pretty scant along this road. Is an SUP really necessary, or could we make do with standard painted bike lanes?	Center St Shared Use Trail; Foxboro Dr to Jordan R
298	Instead of building an expensive and obtrusive gondola through Little Cottonwood Canyon that will service only the two ski resorts, have no throughput flexibility, be vulnerable to wind holds, and be a nightmare to evacuate in an emergency, please focus on enhanced bus service as an alternative. People LIKE the ski buses and they WANT to take them, the demand during the winter is through the roof. By turning the shoulder into a bus only lane, we can get many more buses up the canyon and ease the overcrowding at our existing bus stops. Buses can be added or removed from circulation to adjust for demand, they can stop at trailheads, campgrounds, and whistle stops, they can much better integrate into the greater transit network of the Salt Lake Valley and service collection points far flung from the canyon, and they can easily be evacuated in a pinch. A gondola wouldn't ease traffic, it would just move it out of the canyon, along Wasatch Blvd. Buses actually get cars off the roads.	Little Cottonwood Canyon (EIS)
299	I am heartened that WFRC and other stakeholders are taking seriously the idea of implementing transit alternatives along Wasatch Blvd, and hopefully up both Big and Little Cottonwood Canyons. A Trax extension to the mouths of the canyons would be wonderful, but I would also be happy about enhanced bus routes as well.	Cottonwood Canyons Transit & Roadway Corridor
300	Please ensure strong pedestrian infrastructure around the Parkin Overpass project area, especially given the proximity of WXHS. Students walking to and from school need safe, direct routes with proper sidewalks, crossings, and signals. Do not waste money on bike lanes along 50 West. It's a high-speed, high-volume corridor where cycling would be dangerous and impractical. A better investment would be to identify and improve lower-traffic side streets as designated bike routes, with signage and traffic calming where appropriate.	Parkin Overpass/ Bamberger Railroad Bridge; 500 W
301	Stakeholders have been talking about doing a Cottonwoods mobility hub at the base of BCC for a long time, and I'll be very glad to see this implemented in the near future. I am also glad that stakeholders are also taking seriously the idea of enhanced bus routes servicing both canyons. By turning the shoulders of the canyon roads into bus only lanes, we can get many more buses up the canyons and ease the overcrowding at our existing bus stops. Buses can be added or removed from circulation to adjust for demand, they can stop at trailheads, campgrounds, and whistle stops, they can much better integrate into the greater transit network of the Salt Lake Valley and service collection points far flung from the canyon, and they can easily be evacuated in a pinch. Buses, especially coupled with tolling, will actually get cars off the roads.	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
302	I am really hoping that stakeholders have learned their lesson from the LCC EIS and won't get trapped pushing a gondola as the transit solution for BCC. The obvious solution here is an enhanced bus route. By turning the shoulders of the canyon road into bus only lanes, we can get many more buses up the canyon and ease the overcrowding at our existing bus stops. Buses can be added or removed from circulation to adjust for demand, they can stop at trailheads, campgrounds, and whistle stops (there are far more of these in BCC than LCC), they can much better integrate into the greater transit network of the SL Valley and service collection points far flung from the canyon, and they can easily be evacuated in a pinch. Buses, especially coupled with tolling, will actually get cars off the roads. Let's get better buses up BCC!	Big Cottonwood Canyon Environmental Study
303	Please try to build this before the Olympics come to town! Would hate to see half of our infrastructure still under construction when the world's gaze comes to SLC.	Orange Line Implementation/ Red Line Realignment
304	Seconding the call for electrification. The top priority should be procuring locomotives with fast acceleration. Along much of the current FrontRunner route, the trains barely reach full speed before needing to brake for the next station. Faster acceleration, not just higher top speed, would meaningfully reduce trip times and make service more competitive.	UTA Locomotive Over Haul
305	Double tracking is necessary, but sending all those extra trains through Salt Lake Central is a mistake. Let's be honest: Salt Lake Central is neither central nor a station. It's a glorified parking lot next to a freeway. No one is proud to arrive there, and no one wants to transfer there. There's no place to shelter from the elements while waiting for the 3am Amtrak. UTA needs a win. Public perception of transit in Utah is fragile, and this is a once-in-a-generation chance to get it right. If you double/quadruple train frequency without solving the downtown choke point, people will notice: when gates are down, traffic backs up, buses miss their transfers, and emergency vehicles sit idling. Frustration will build, and when voters see half a billion dollars spent only to make their lives harder, they won't just complain. They'll bring out the pitchforks and guillotines. The train box is your lifeline. Take it.	FrontRunner 2X Project (Double Tracking)
306	Agree with all the other comments about extending eastward.	S-Line Extension from McClelland Stn to Highland

307	UDOT needs to get this project going... Crazy to have so much good infrastructure in place, then dead end on getting through this canal path. Get out the equipment and get working on this SUP so we can all enjoy it.	Utah and Salt Lake Canal SUP; 8000 W to 2600 S
308	Cut and cover a light rail line on Orchard Blvd. There is plenty of space to resurrect the old LRT that used to be on that road.	Davis-SLC Connector - Corridor Based BRT
309	What are we doing here? Are we EVER going to get that FrontRunner extension to Brigham City? UTA has been slowly working on the Right of Way for years... Instead of messing around with trails, can we be serious for a minute and just finish this corridor once and for all? The longer we wait, the more expensive it's going to get. Let's just do this thing, PLEASE.	Utha Idaho Central Railroad - Trail Design
310	If the NIMBYs in Draper don't want more trax through their city, fine by me. Just connect the extension to Sandy Civic Center instead and split the Blue Line into two southbound branches. It's more important to reach Point of the Mountain than to placate Draper, and frankly, it's worth proving we can build effective transit without their cooperation. Please connect the south end to FrontRunner.	Point of the Mountain Transit
311	We absolutely need more bike cars on FrontRunner. During rush hours, they are completely full to the point where it's hard to physically move through the space, and then at other times of the day, it's often hard to find an open bike rack. This is a good problem to have! People WANT to take their bikes on transit and navigate around the Wasatch Front without cars. Help make it easier for them to do that!	Update Bike Cars on Frontrunner - UTA
312	There are circulating rumors that Josh Van Jura, UDOT's project lead for the Little Cottonwood Canyon EIS, is romantically involved with a senior employee at Doppelmayr USA (the company most likely to receive the gondola contract). If true, that's a clear conflict of interest. You don't get to steer a billion dollar, no-bid project toward your girlfriend's company and expect the public to stay quiet. Has UDOT investigated this? Or are we just pretending this is normal?	Little Cottonwood Canyon (EIS)
313	I absolutely cannot wait for a gondola in Big Cottonwood Canyon. In fact, why stop there? Let's run one right over Guardsman Pass and all the way to Heber City. Just string up towers across the entire Wasatch: scenic views, after all, are much better when seen from inside a slowly swinging glass pod. Nothing says "solving transportation" like spending hundreds of millions on infrastructure that bypasses trailheads, displaces wildlife, and benefits a handful of skiers for a few months out of the year. Please give me more cables, more concrete, and more excuses to ignore buses, tolling, and actual traffic management. Go big or go home, right? Let's gondola everything, just like La Paz.	Big Cottonwood Canyon Environmental Study
314	The Rio Grande Plan would is the best way to complete double tracking in Salt Lake City. Not only would it save Utah from having to rebuild the 1-15 above it (costing 100s of millions), but it would also grade-separate the entire section without needing to add unsightly over/underpasses. A simplified, phased version of the RGP would cost $1-2 billion to accomplish all the double-tracking and grade-separation for FrontRunner in SLC. I'd much rather the 100s of millions that will need to be spent for double tracking that section be put towards the more forward-thinking purposes of the Rio Grande Plan	FrontRunner 2X Project (Double Tracking)
315	I'm so glad this is being studied! I believe the RGP is the most complete and future-proof solution. Please fully study it as a possible solution (including an engineering study to refine the cost estimate).	Salt Lake City's Reconnecting Communities Study
316	I love how seamlessly this would integrate with the Rio Grande Plan!	TechLink TRAX; SL International Airport - U of U
317	I'm disappointed that this got $300 million of state funds before it was even studied to see if it was feasible. That tax money could be used for so many good things and should be treated more carefully. Since it is already allocated, I'd love to see it used for the public good as much as possible, starting with an engineering study on the perimeter of this project to refine the cost estimate of the Rio Grande Plan. That plan offers incredible benefits to the public and is what I'd rather my tax dollars be going to.	US-89 (300 W); Pedestrian Crossing
318	It's an established fact that freeway-widening projects only have about a 10-year benefits. And this project is going to damage the area around it as well. Please invest in public transit instead. If it got half the budget of freeways we'd be the envy of the nation and people would be able to move much more efficiently. The Rio Grande Plan would be a great place to start and give much more noticeable results than spending billions just to add another lane.	I-15 Reconstruction; Farmington to Salt Lake City
319	While I'd love to ride a train up the canyon someday, enhanced bus service seems like such a common-sense solution here. The best way to avoid more giant parking lots and more traffic taking over this beautiful space.	Big Cottonwood Canyon Environmental Study
320	I wish that Big and Little Cottonwood canyon were considered together for a joint, cohesive solution. I'm grateful that a solution is in the works though before private companies take over and "pave paradise" to serve themselves. I'd love to see something run during the summer as well. It's such a beautiful place year round!	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
321	Double tracking is a fantastic plan to support the growth of the Salt Lake valley. And I hope plans to extend Frontrunner south to Payson are accelerated as well. However, with a doubling of passenger trains through downtown at a time when the population of Salt Lake is also growing exponentially, stakeholders must accept the fact that something must be done about at grade crossings in the downtown area. Whether that's the Rio Grande Plan or any other plan, grade separation needs to be just as much of a priority as double tracking.	FrontRunner 2X Project (Double Tracking)
322	Why does UDOT needs more Money for EIS studies? Did they already burn through the budget and line their pockets from the last EIS studies? UDOT is corrupt!	Little Cottonwood Canyon (EIS)
323	Doesn't UTA provide the public bus services? Why give more money to UDOT? If we give all the money to UDOT there won't be money for UTA.	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
324	More frequent Frontrunner service by double tracking will be a huge improvement! Sunday Service is also very much needed! With increased rail traffic from Frontrunner and the growing Inland Port, Grade Separation through downtown SLC is essential. We also need a proper central station with shelter, water and restrooms for our rapidly growing State and for the 2034 Olympics. There is no better way to accomplish this than through the Rio Grande Plan!	FrontRunner 2X Project (Double Tracking)
325	The Techlink Trax Orange Line from SLC International Airport to University will be a great addition to the Trax network. With all thats been done to revamp SLCs airport we need a proper central station to serve as a gateway welcoming travelers to and from Salt Lake City. The Rio Grande Plan will integrate very well with the new Orange Line and Red Line realignment, providing smooth transfers to Frontrunner and providing what a Central Station should. With the returning 2034 Olympics its an opportune time to move forward with this.	TechLink TRAX; SL International Airport - U of U
326	The Techlink Trax Orange Line from SLC International Airport to University will be a great addition to the Trax network. With all thats been done to revamp SLCs airport we need a proper central station to serve as a gateway welcoming travelers to and from Salt Lake City. The Rio Grande Plan will integrate very well with the new Orange Line and Red Line realignment, providing smooth transfers to Frontrunner and providing what a Central Station should. With the returning 2034 Olympics its an opportune time to move forward with this.	Orange Line Implementation/ Red Line Realignment
327	If the state of Utah can subsidize the pet projects of Billionaires like Ryan Smith by robbing taxpayer funds to the tune of $1 BILLION, certainly some of the $300 Million allocated for this project can be repurposed to study public transportation in the Rio Grande Distric specifically by investigating The Rio Grande Plan on a State level! Let's build something that is truly for the People!	US-89 (300 W); Pedestrian Crossing

328	Double Tracking is a huge improvement for Frontrunner to realize its potential! Recently during a press conference at Salt Lake Central Station, WFRC Executive Director Andrew Gruber spoke of the Wasatch Choice Vision. He emphasized the importance of building Transit Oriented Developments in a network of cities in Utah for a better future and to highlight the recent UTA Economic Value Impact Study of a 5:1- ROI to Utahs economy. There is no other proposal for SL Central that meets these objectives so well and is a as transformative as The Rio Grande Plan. The recent USU Economic Impact Analysis of the RGP projects an initial economic output of $12 BILLION and $3.6 BILLION anually thereafter, creating Tens of Thousands of new jobs and Thousands of new housing units. Its clear that current SL Central does not and will not meet the needs of our rapidly growing state. Yesterday's solutions are not adequate for tomorrow's needs. Its time to move forward with The Rio Grande Plan!	FrontRunner 2X Project (Double Tracking)
329	Investing in and improving our rail system, more specifically Frontrunner service will have a greater impact than saving 3 min in 1-15 commuter time. It will move people more quickly and safely than driving and will help relieve I-15 traffic congestion while improving air quality and public health for everyone by reducing emissions. A crucial aspect of getting people in and out of SLC is the asset of an adequate central station. Let's build the Rio Grande Plan!	I-15 Reconstruction; Farmington to Salt Lake City
330	Investing in and improving our rail system specifically Frontrunner service will have a greater impact than saving 3 min in 1-15 commuter time. It will move people more quickly and safely than driving and will help relieve I-15 traffic congestion while improving air quality and public health for everyone by reducing emissions. A crucial aspect of getting people in and out of SLC is the asset of an adequate central station. Let's build the Rio Grande Plan!	I-15; Farmington to Salt Lake City EIS
331	As a Box Elder native, I know many who would benefit from Brigham City Frontrunner service. When are we expecting to move forward with that and what are we waiting for? I also support The Rio Grande Plan and Ogdens Union Station Neighborhood plans. City center stations like what the RGP will help create are the missing keystone for driving up system ridership so we can go beyond the Wasatch Front to connect rural Utahans. Look up the Link Utah Proposal!	Utha Idaho Central Railroad - Trail Design
332	Yes, let's build more trails and pathways!	Historic Orchard Parkway Shared Use Path

ID	Interactive Map - General Form Comments
1	My concern isn't just with what's in the current plan, but with what's missing. Last year, more than 300 public comments on the 2025–2030 TIP map called for the inclusion of the Rio Grande Plan in the 2026–2031 TIP. In response, WFRC stated: "WFRC will continue working with transportation agencies and stakeholders to appropriately consider the Rio Grande Plan in the regional transportation planning process." And yet, a year later, there has been no meaningful movement from UDOT, UTA, WFRC, or the State toward advancing this project. It's time for our regional and state transportation agencies to move beyond consideration and make a formal commitment to the Rio Grande Plan, especially after the release of the Economic Impact Analysis Utah State completed that shows the project will generate billions of dollars in economic impact. To get this project ready for serious federal investment and public accountability, an engineering study must be initiated—including geotechnical drilling, stakeholder engagement, 65% design drawings, and updated public-facing graphics. This cannot remain a citizen-driven idea forever. The community has shown up. Now it's time for our leaders and agencies to do the same. Salt Lake City's 1999 agreement to remove the rails from 500 West included a promise: that one day, passenger rail would return via an underground corridor. That time is now. Let's get to work on a 500 West Underground Rail Transportation Corridor, the backbone of the Rio Grande Plan, because this is what the public continues to ask for.
2	I have emailed WFRC directly about ensuring the Rio Grande Plan would make it on to this program. I had been assured it would be looked into. This must be added otherwise government agencies will continue to use WFRC's lack of support as an excuse to not consider the proposal. Utah deserves better transportation and the Rio Grande Plan fits the mission of WFRC. Please add this
3	Hoping,hoping,HOPING for year- round bus service on SR190, Big Cottonwood Canyon! I and many others who live in Brighton would be so happy to switch to public transit for trips up and down the canyon....we MUST do this!
4	I would like to see the Rio Grande Plan added to the short term transit plan. The Rio Grande Plan is a proposal to change the rail infrastructure within Salt Lake City limits by moving the tracks into a "train box" along 500 West, and reinstituting the Rio Grande Depot as the central SLC station. This would eliminate rail crossings downtown, among many other benefits. The project has had a screening analysis done by the Kimley-Horn engineering group and has been endorsed by the SLC Council. In fact, Union Pacific has also shown support for the plan! An economic impact analysis for the project was recently completed at USU: https://dropbox.riograndeplansaltlakecity.org/RGP%20EBA/20250414-RioGrandePlanEconomicImpactAnalysis.pdf Here are the numbers! On completion, the plan will generate over $12.33 billion in economic output, create 13,000 new jobs, and contribute $3.17 billion per year in increased commercial output (as well as a 15% increase in the tourism economy). All in all, this project would actually produce money and free up valuable land downtown for commercial and housing purposes. Salt lake already sees 500 signal activations every day for rail crossings. With the Inland port coming along and Frontrunner planned double tracking, the amount of at grade crossings will skyrocket. This will undoubtedly lead to an inordinate amount of extra congestion in the area - causing even more traffic buildups and idling for people in cars and on foot. Furthermore, this is exceedingly dangerous, and unfortunately deadly - as emergency services can be delayed and people have and will continue to get hit at the crossings. The best way to completely erase this issue in the area is by separating the heavy rail traffic from the roads. This project would also open up 75 acres of undeveloped land for use in the planned Rio Grande district! If this were paired with the development of the sports and entertainment district, the potential for downtown development would be quite significant - especially in regard to potential housing. The Rio Grande Depot is much closer to shopping, entertainment, and business districts than the current station, as well. An important note is that this project would not demolish any housing, unlike the i15 expansion project. Furthermore, the Rio Grande Plan diminishes the need to expand i15 in the downtown region by providing some of the best multimodal transportation possibilities our state has ever seen. Because of the above potential development funds, the project could help pay for itself. Other sources of funding include: The Bipartisan Infrastructure bill and future Olympic funding. One of the great things about this project is that it benefits everyone. People taking the train (and Union Pacific) of course benefit, as do people commuting downtown via arterial roads or I-15 from reduced congestion, and fits very well with the green loop project. Perhaps most importantly, it bridges the East-West Divide. Thank you for your time and your consideration of The Rio Grande Project.
5	Why is nothing being done to improve I-80? Tooele is still one of the fastest growing counties in the state because that's the only affordable housing left, and with the increase in demand we are falling behind the curve of the needs of that area.
6	Please consider the Rio Grande Plan! I live in Springville, and am so excited for the FrontRunner extension, but I would be willing to wait if it meant completing the Rio Grande Plan first. My family is all over Davis and Salt Lake counties and it would be so much easier to convince them to visit if they had a better impression of the FrontRunner. I know it's amazing, but they won't try it because they don't think it's clean or safe. Restoring the Rio Grande Depot as the icon of Utah public transit would help them see public transit as something they'd like to try. There are a few low-stakes ways to get started, one of them being creating a committee to study potential funding sources. Another would be funding an engineering study to get a more accurate cost estimate ($3-5 billion is a huge range). There are even options that would reactivate the Depot and open up 75+ acres of land for development for less than $2 billion. It would be so incredible! Please at least look at the options!
7	I think the rio grande plan to restore the old train depot and bury the rail lines would greatly improve our city
8	Build Rio Grande Plan, it is better long term planning and would make the state and salt lake more money

9	Please improve our Frontrunner system! I'm a MASSIVE supporter of the Rio Grande Plan. More than once I have missed the train and had to wait an hour in the dark, utterly alone at that slab of concrete we call Salt Lake Central. Citizens would feel so much more comfortable in a station rather than out in a dimly lit open space. As a woman, this would mean so much for my personal safety and peace of mind. What's more, I feel this would open Utah to Amtrak or other companies and exponentially increase tourism. I for one, would love to eventually see a train that goes from SLC to LA. From what I understand, you have to backtrack to Illinois to currently make that trip. Trains are the future and every other country I've been to uses them with great success. I would LOVE to use the frontrunner and public transportation more often but buses can be unreliable. I know there has been some discussion in terms of bringing the front runner as far south as Springville or Payson and if I had easy access to that system, I absolutely would use it. The wasatch front is rapidly becoming one massive conglomeration of suburban and metropolitan and we need to be able to support that. I would love to see more information about whether subways would ever be possible, or an extension of the rail system in SLC. Thank you!
10	Support the Rio Grande Plan and put those train tracks underground!
11	Would love to see the implementation of the Rio Grande Plan!
12	Rio grande plan!!! This is one of the best plans and needs to be on your list!!
13	Rio grande plan
14	Rio grande plan
15	Would love to see the riogrande plan be considered for trax and frontrunner realignment to the historic riogrande station. Especially before the Olympics.
16	I would love for the rio grande plan to be implemented!
17	Please consider incorporating the Rio grande plan. Would love to see improved passenger rail with a focus on active transport and reconnecting SLC to itself and the region!
18	Please add the Rio Grande Plan to WFRC's short/long term plan's! Nothing achieves WFRC's goals better than the RGP. So it just makes sense to adopt it. Please and thank you!
19	I support the Rio Grande plan and want to see our state and local agencies focusing our resources to make this happen. The evidence shows this would been a benefit both economically and environmentally for the state and region. The economic analysis found the project would add over $12 billion in economic output to the region. Prioritize the Rio Grande plan!
20	I've been hoping to get a bike lane on 134th in Herriman/Riverton between 5200 W and Sentinel Ridge Blvd. Right now there's a bike lane between 5200 W and Rosecrest, but it's disconnected from other bike infrastructure. Adding a bike lane between 5200 W and Sentinel Ridge Blvd would connect existing bike lanes and provide routes to Mountain Ridge High, Mountain View Village, Herriman City Hall, and anything connected to MVC. Right now this section of road doesn't even have a shoulder to ride on.
21	light rail on 700 east please! it is so wide and there are no light rail options on the east side. honestly could do a line on foothill too
22	Rio Grande plan!!! Why isn't it included in the projects?!?!
23	The Rio Grande plan isn't on the map! We should be doing projects that will bring in BILLIONS of dollars for the local economy and create far better spaces for cars, pedestrians, and trains alike!
24	The Rio Grand Plan would improve my daily transportation greatly.
25	Transportation along the Wasatch Front is terrible - commute times are awful, roads are severely damaged and overcrowded, and there are no viable alternatives. Zoning is done in a way that requires driving. It's time to invest in something other than automobiles and streets. Please give us trains and walkable cities! This would be especially valuable to our aging population who is forced to drive with slow reflexes in order to maintain independence or give up their keys and become dependent on family members to assist with trips to doctors or shopping. Every major international city has invested in their transportation infrastructure. It's time for Utah to lead the way - especially when we have a study which shows long term gains like the Rio Grande plan.
26	Make an autonomous people mover that will connect North station park to the southern part of station park, then connect from the frontrunner to lagoon either going over or under the freeway. This way we make make public transportation effective in the busy areas of central Farmington
27	Why is the Rio Grande Plan absent from the proposal despite being the most important transit project for Salt Lake?
28	Why wasn't the Rio Grande Plan added? It's a no-brainer: BILLIONS in economic growth (sustained economic benefit, not just one-and-done), massive improvement in safety for cars and pedestrians, it removes the divide between east and west SLC, and with the Olympics coming back to Utah, we need to show the world that we actually care about our city and the people that live here. Our current setup (wherein at-grade crossings cause major traffic issues and safety concerns, Salt Lake Central station is mediocre at best, and the city is divided by train tracks) shows that not only are we apathetic to the needs to the city and the people that live here, but we also don't care about the image that a rundown, dangerous, and divided downtown gives our state. The Olympics will only bring that image onto an international stage.
29	Please consider the Rio Grande project as a method of improving transit within the city, as well as the west to east divide project.
30	Is there a plan to widen the northbound lanes and complete Redwood Road starting at approximately 2425 S to 500 S in Woods Cross?

31	I'm a longtime Salt Lake City resident, raised here in Utah. I've watched this city grow over the years, and I truly believe Salt Lake has the potential to become a national example of a sustainable, connected, and vibrant urban future. I would like to speak in support of the Rio Grande Plan. With the help of the Wasatch Front Regional Council and the Transportation Improvement Program, this transformative project could become a reality. And it wouldn't just benefit downtown, it would benefit the entire Wasatch Front. The Rio Grande Plan directly aligns with multiple WFRC priorities: * Congestion Mitigation & Air Quality: by removing train crossings and traffic choke points * Carbon Reduction: through improved transit integration and walkability * Transportation Alternatives: with better bike and pedestrian access * Surface Transportation investments: reconnecting streets and unlocking mobility. It would be a missed opportunity, a true loss, if we didn't act on this now. This is more than just a transportation upgrade. It's a city-defining investment that reconnects east and west Salt Lake City, something we've been trying to fix for decades. It directly supports the new entertainment district, links Pioneer Park to the Rio Grande Depot, and unlocks over 75 acres of prime downtown land for new housing, businesses, and green space around the newly proposed Rio Grande District. It expands opportunity from Guadalupe to the Granary, and even benefits future developments like the Ballpark Next project. This is not just smart growth, it's smart equity for every neighborhood, every resident, and every taxpayer. The TIP manages billions in infrastructure investments. Some of those funds can and should support the Rio Grande Plan, a project that will pay for itself through long-term economic growth, tax revenue, and improved quality of life. Including myself, since I would like to use the Salt Lake City transportation system once it's better connected. Let's use this moment, before the 2034 Winter Olympics, to invest in a legacy we can all be proud of. Let's make Salt Lake City a leader in modern, sustainable, connected urban design. The Rio Grande Plan isn't just a good idea—it's the missing piece. The time is now. Thank you.
32	Woods Cross supports a grade separated crossing (bridge) over the tracks at 500 S in order to connect I-15 to Legacy Hwy without railcar interuptions. This would be very beneficial for safety and emergency response in the event that traffic needed to be diverted between these major transportation routes
33	Your map includes ski resorts in the canyons but not trailheads. You're not even thinking about human powered recreation users at all. Massive miss.
34	I would love it if you implemented the Rio Grand Plan.
35	I am disappointed that there is so little emphasis placed on the Rio Grande Plan. Grade separations in downtown Salt Lake City, as well as the poor placement of the stations in the most urban city in the state, are holding back transit potential along the entire Wasatch Front.
36	3300 south should have better bike and pedestrian features to allow non-car based connections to Millcreek Commons
37	Please no more road widening in Emigration Canyon. There is no "Active Transportation" happening to reduce car travel in Emigration Canyon because there is no town center in Emigration Canyon. Rather than reducing car travel, road widening uses public dollars to effectively build a recreation gym for cyclists while imposing the burden of construction, increased traffic, increased noise, and permanent loss of longtime residents' front yards and parking areas. This is unfair to Emigration Canyon residents. It is unwanted. It destroys the integrity of a residential community dating back (in the case of Maple Grove) to 1909. We do not want this work done. Please spend those dollars somewhere else.
38	Please for the love of God stop narrowing streets. I drive to work ever day from Yalecrest to downtown SLC. My commute has gotten so much longer because of street destruction I love on 1300 S and drive to 600 E S Temple. It take me up to 20 minutes in morning to get to work. If you truly want to improve air quality, you are failing...
39	Please consider evaluating the intersection of W 11400 S and S Jordan Gateway. Right now, there are two turn lanes in both the eastbound and westbound directions at this light that are rarely full. Meanwhile, in morning and evening traffic, the leftmost straight eastbound lane backs up all the way past the bridge over the frontrunner, due to demand to be in the lanes that feed onto I-15N. Turning one of the westbound left turn lanes into a eastbound I-15N feeder could provide a large improvement, but even a traffic study on this intersection would be a great start.
40	Herriman City needs more transit, it's a dense community with worsening traffic. Please do anything other than just widening roads
41	At this point, the WFRC is already well aware of the what the Rio Grande Plan and the benefits that it would getting to SLC, the Wasatch Front, and all of Utah. I don't need to write a long screed laying out what it is and what it would do, your organization already knows all this. I am commenting urging you to utilize your status as the coordinating association of regional stakeholders to bring said stakeholders to the table and begin serious discussion and study of the Rio Grande Plan. We are now less than a decade out from the 2034 Olympics. Getting the RGP done in this timeframe is possible, but it won't be easy. 2026 can be the year that this process finally begins, and we would love to be a part of it. Our organization (Friends of the Rio Grande Depot) has already had excellent dialogue with the WFRC in the past, and we would love to continue that dialogue. Can we set up a meeting in the near future to discuss recent developments and chart a path forward for the RGP?

42	Re: Project PIN #21203 Emigration Canyon As a resident of Emigration Canyon I want to weigh in on the road widening project. While on the surface it seems like widening the road will make things safer for vehicles and cyclists, in reality we've witnessed bikers becoming more aggressive, acting with a false sense of security on the widened canyon road from Rotary Glen park to the fire station. I'm concerned that widening the road where possible will encourage faster, more reckless cyclists to continue their bad behavior through the whole canyon. Currently, where the road is narrow, it seems like many bikers, though not all, have the sense to slow a little, ride single-file and get through safely. Widening the road all the way is not a viable option. If you have driven the canyon you will know that in some sections the houses are right up to the road since the road has already been widened in the past. Using the threat of property easement one resident was told they could lose their garage in the widening project. If that is the precedent, several properties would have fences, buildings, and even their homes affected. This easement would take away the shoulder parking many residents need, and several mature trees would need to be taken out. If you haven't driven Emigration Canyon Road on a Saturday morning in summer, I encourage you to do so to get the full experience during peak biker season. I can see how widening the road benefits the cyclists but can only see a devaluation of resident property values. Not to mention taking away from the peace and beauty that the canyon embodies. I implore you to find ways to restrict the number of cyclists allowed in the canyon. Perhaps cycling and cross country ski teams can only ride very early and buy a permit. Do marathon and bike races organizers pay a fee to emigration township to host their races? If not, they should. Perhaps we can limit the marathons and bike races going through, canceling them altogether when one lane is closed during construction. We only have one way in and out of our neighborhood. For safety sake we need to be able to access our roads. If we can't rely on our government leaders to stand up for the residents, where else can we turn? Tensions are ramping up between rude entitled cyclists (not all bikers are a problem) and the residents, especially with the construction projects going on this summer. I, for one, would love to find a peaceful solution, but one that benefits OUR community, OUR residents, and OUR property…not just the cyclists who enjoy a road paid for by OUR tax dollars, as well as the police force tasked with monitoring biker traffic violations and unsafe cyclist behavior.
43	Need more traffic calming and bike lanes.
44	I live along the Emigration Canyon Road. I wanted to express my opposition to the proposed road widening effort. I believe that widening the road will lead to increased speeds and risks to residence pedestrians and ultimately cyclist as well. I also believe that the city council has not done appropriate due diligence and surveying work to understand if the existing roadway actually lies outside of Utah Department of Transportation right away along the stretch they plan to widen. The property lines and surveys in the canyon Bottom are notoriously, miss aligned and inaccurate. It is fair to assume that UDOT in the 1930s was equally careless about the precision of the roadway placement relative to the surveyed easement certain GPS applications also show several locations along the roadway where it is likely outside the UDOT easement if the roadway is outside the easement this complicates and add significant expense to roadway widening. There are over 80 homes near the roadway which Will be negatively impacted by a road widening in terms of quality of life and diminished property values as a result of widening. It is overall a bad idea to widen the road and I believe will be counterproductive to the goals around safety. I'm more targeted exploration of upgrading bridges in the zone might make sense, but there is no need to widen the entire stretch of Rohde as proposed.
45	I've lived in emigration since 1972 .We need to keep the cyn the way it is we don't need to have the road widened. Or under construction ever summer it's a total inconvenience. If we have to deal with these road bikes. The can deal with what they have. I shouldn't have to pay for them to have more room start taxing the bicycles. And we need to put up more signs that say single riding only. That what it used to be tell they started taking the signs down. And we don't need to waste more money on restrooms for them. It would be great to ban them from up here and the can go ride in the desert. AND STOP HAVING EVERY RACE AROUND FROM COMING UP ARE CYN. THAT'S A REAL INCONVENIENCE. THANKS FOR TAKING THE TIME TO READ THIS. Project pin# 21203
46	Re: PROJECT PIN #21203 Emigration Canyon Road Widening Project I am an Emigration Canyon Resident, and I am writing to ask that ALL attempts to widen and/or alter the Canyon Road be abandoned. This project (and others like it) places an undue burden on those who travel this road to get to work. These decisions have largely been made without input from those who use the road for its intended purpose and design (ie, Commuters and Residents). Outside interests (Cyclist Lobby) have sought to modify and distort the Canyon Road to fulfill their "Recreational Desires" without regard to those who actually live and commute on this road. In the 2015 ECRIC report (upon which this grant request was initiated), the committee was comprised of <50% Residents, and when accounting for those without a bias for cyclists' interests, was easily <35% Resident representation. We as taxpayers and property owners are paying for these modifications - not only monetarily - but with a marked decrease in our Quality of Life. One of the main State-Wide UDOT Transportation initiatives is improving our Quality of Life, however, we as Residents in Emigration Canyon have had a marked decrease in our Quality of Life due to the relentless influx of Cyclists on the Road - and this project will only serve to exacerbate this already tenuous situation. We, as Residents, have had to endure Cyclists virtually taking over the Canyon with complete disregard for those of us who live and commute in the Canyon on this road. PLEASE do not make this situation worse! Please use the funds for something better elsewhere in the State! Of notable concern is that these proposed road modifications have been made under the narrative of "Safety", yet they almost certainly will make the auto-cyclist situation worse as they will invite even more cyclist traffic in the Canyon, resulting in more auto-cyclist interactions. There are data showing that widening bicycle lanes increases bicycle traffic by up to 60-80%. Emigration Canyon simply cannot afford this type of cyclist volume increase. We are already overwhelmed by the current numbers! Lastly but not least, Emigration Canyon is a sacred Historic Pioneer Canyon which is unique to the State of Utah. Altering its contour and width would alter its original historic feel, design, and character - which would be irreversible damage to our Heritage. Please consider this unique circumstance with the weight it deserves in your decision-making. Thank you for your consideration of these very important issues concerning one of Utah's most treasured Canyons!

47	How about putting the efforts and funds toward letting bikers know the rules of the Canyon, and to obey them, or get fined. How about a beautiful, full color, year-round electric sign right at the first pullout by "Ted Bundy's" property....that can be made to flash ANY type of warning...but also has the "Rules of the Road" permanently printed on it, QR code or other. How about a FEE for bikers in the canyon...like Millcreek. You can buy an annual pass if desired...but it costs you to ride the canyon...to help pay for cleaning up our beautiful canyon. Bikers toss trash everywhere. All of the goo packets, all of their power bar wrappers. We find those in front of our house all the time. We need police to ensure the "biker gangs" do not take over the roads and cause issues. Pretty much once a day these days, the ambulance and fire trucks are called out due to a crash, or some bike related incident. You can't ride in a pack and take over the road....yet they do all the time.
48	My comment is in regards to project pin #21203. Safety is the primary concern in Emigration Canyon. The road is unsafe for everyone as it stands now and we all want cars and cyclists and runners to be safe. However, this project, while SEEMING to make it safer, will actually make it far more dangerous. If you widen a road, it is a FACT that more people will use the bike lane. More bikers and more runners will be attracted to Emigration Canyon. In addition to more users, a wider lane means cars will go faster. That is also a fact. More users+cars going faster=less safety. This is a project that is only serving cyclists out for their hobby ride. It's not for those commuting to and from work. This is a project that would lead to more accidents and potentially deaths, as there would be far more traffic on the road, and cars going faster. I am also morally opposed to this project because it would dramatically impact the lives of the residents along the main road. As a homeowner along the main canyon road, this project directly affects my home and property. It was built in the 1950s, long before I was alive. It was built according to the surveys at the time, and the garage was built right along the road. As it stands now, I am told my garage is three feet into the "right of way." I am told I could lose my garage. Not only that, but the only other parking we have is along the road, or what would become a bike lane, thereby eliminating ALL my parking. This project could potentially condemn my house and property. And for what? For more dangerous conditions for everyone. Even cyclists would suffer. I am adamantly opposed to this project.
49	This comment is for Project PIN #21203 Emigration Canyon. The concept of widening the road is NOT an option that makes any logical sense. We use the road like many in the canyon - we use road bikes, mountain bikes, motorcycles and our cars. We see it from all sides. Widening the road will simply create the "California Effect"...more lanes = more traffic = more bikes= more people = more accidents & incidents = more problems! The efforts must be put towards letting bikers (bicycles) know the rules of the Canyon, and to obey them, or get fined / ticketed. I would say 1/2 the bikes in the canyon these days are Electric Bikes...that far surpass the speed limit, creating huge issues when they are going faster than cars, and the accidents will be worse as e-bikes continue to grow in popularity. How about a beautiful, full color, year-round electric sign right at the first Canyon pullout that can be made to flash ANY type of warning (get rid of all the temp, old fashioned, construction dot matrix signs)...but also has the "Rules of the Road" permanently printed on it, or a QR code, actual printed pamphlet, or other with all information. How about a FEE for bikers in the canyon...similar to the Millcreek Canyon Fee station. You can buy an annual pass if desired...but it costs you to ride the canyon...to help pay for cleaning up & enforcing the rules in our beautiful canyon. Bikers toss trash everywhere. All of the gel packets, all of their power bar wrappers, all of their water bottles, trash...We find those in front of our house and along the road all the time. We also need police to ensure the "biker gangs" do not take over the roads and cause issues. We've been yelled at, spit at, kicked, as we pass these biker groups. They seem to think that THEY have right-of-way? Crazy for a public road. Also - seemingly once a day, the ambulance and fire trucks are called out due to a crash, or some bike related incident. You can't ride in a pack and take over the road....yet they do all the time. In over 26 years in the canyon, I've never seen the police pull bikers over for anything...crazy. Speaking about Police - they are not doing their job. They need to be in the Canyon in the middle of the night to see all the motorcycle racers, car racers...that fly up the canyon late evening / early mornings. They come by our house at 100mph+. We are now a "City" and have all had tax increases...yet we still only have ONE officer? We have 600+ residents in the Canyon with thousands traveling it every single day....with one officer? Crazy.
50	Please stop project pin #21203 canyon road widening. Residents moved to the canyon with the expectation that they could park on the road side. The disruption for residents is far more important than a bike lane for non-residents. Many are very unhappy. Why do non residents take a priority over the bikers?
51	I see the value of this project, however, I have major concerns around safety should the project take place at this time. Currently where Emigration Canyon road is wider from the mouth to the fire station, there is extensive cyclist traffic that has complete disregard for the safety of others. For the 7 years I have lived up here the aggressive nature of the bike traffic has gotten progressively worse and is a hazard. On particularly heavy days such as Saturday morning we have as many bikers as we do with an organized marathon. Walkers, Joggers and commuters are expected to know the cyclist every move and because those who live in the canyon do so far nobody has been hurt as the droves of cyclist weave in and out of traffic, faster cyclist pass on the right of cars slowed down by slower cyclist, it takes a police officer to follow the school bus nearly daily to get cyclist to follow the school bus flashers. This is a small list of cyclists lawless behavior in the canyon. I respectfully ask that there be greater police presence with an organized plan for enforcement prior to this project taking place.
52	Project pin #21203 emigration canyon Please consider the residents along emigration canyon road. How does MINOR widening help them? They already put up with noisy, racing motorcyclists AND bicyclists that ride 3+ abreast, which is illegal. Suggestion…Move the cyclists to a different canyon. Put in speed bumps for racing cars and motorcyclists.
53	Project pin 21203 - resident comment: please leave the canyon alone, stop destroying its habitat, the creek etc . Please. No more construction, instead a Change of speed limit from 40 to 30mi/h or even 35 would solve danger issue in the canyon. Could be only may-October, on only weekend. Most important would be to stop motorbikes speeding and loud. Use tax money wisely: weed protection program to start.
54	Regarding Project PIN #21203 Emigration Canyon…things in Emigration Canyon are already out of control. There are too many bikers who do not follow the law and make it dangerous for other bikers, motorists, and children (multiple kids exiting the bus have had near misses from bikers refusing to stop for the bus as required by law). A wider road will just bring more inexperienced bikers into the canyon and make the roads even more congested and dangerous. And besides the bike dangers, a road widening will disrupt property that has been used by homeowners for decades as parking and garage space…and jn some cases primary residence space. The massive construction and demolition that will be required in the canyon to widen the road will also be a major disruption to all those who live and commute through the canyon to work everyday. Residents do NOT WANT THIS PROJECT TO MOVE FORWARD!

55	I am a resident of Emigration Canyon. Project 21203 scope includes widening a significant portion of emigration canyon road. This will increase traffic volume and speed and make the road less safe. The project cost of $ 6+ million is a waste of taxpayer money.
56	This comment is for Project PIN #21203 Emigration Canyon. Widening the road could cause cars to naturally go faster and bikers to widen the biker group because they have more room. This won't solve anything. It will make our property taxes go up at a time that the national economy is struggling with incredibility debt. The last thing we need is more debt with the cost of everything going up. It is to much of a burden.
57	For Project PIN #21203 Emigration Canyon I do NOT want Emigration Canyon Road to be widened. I believe a wider road will cause more problems and risk more lives, i.e. drivers, cyclists, pedestrians, animals. A wider road will invite more cyclists and drivers to the canyon, and embolden cyclists to take up more space in the road. Drivers and motorcyclists will feel that they can go even faster on a wider road. We want to keep Emigration Canyon feeling like a smaller community and not a city. It's one of the reasons we choose to live in this canyon. I would rather lower the speed limit to 35 mph from 40 mph than widen the road. Enforcing the rule for cyclists to ride single file is also a better idea.
58	Emigration Council has not provided safety studies (data) that show that the existing road and bike lanes are unsafe. There are very few reported accidents between vehicles, cyclists and/or pedestrians in Emigration Canyon. Residents have asked for studies that demonstrate the need for this widening project and have not received any. In fact a GRAMA request was submitted to Emigration City in April 2025 for copies of safety studies that prove the need for this multi-million dollar expenditure, and our request has been ignored for 3 months. Residents overwhelmingly oppose inviting more cyclists to our canyon. Cyclists regularly behave poorly on the road, crossing from bike lanes into traffic, and there is little enforcement of the cycling rules/laws. Residents suggested the Council conduct a simple written survey of Canyon residents and homeowners to FIND OUT our sentiments, but they don't want to know. There are NO KINGS! We don't want cyclists in our canyon. We also don't want more spending for cyclists on the backs of Emigration taxpayers. Cyclists contribute nothing to our canyon's coffers, yet our Council spends taxpayer money to prioritize cyclists over property owners and residents. Let's move cyclists to East Canyon where there is low traffic and no residential neighborhoods. East Canyon is a perfect canyon for recreation without impacting traffic and residential properties, and there is no spending required! Save taxpayers money and find common sense solutions in East Canyon.
59	The proposed changes to Emigration Canyon Road are frightening. This is a beautiful, natural, residential canyon and it is shocking to think that widening this road is even under consideration. The worst part is the forced confiscation of private property that appears to be part of this plan. It seems like the basic quality of life needs of the Emigration Canyon residents are the last priority. These changes will also encourage more cyclists who have become a nuisance to the residents of Emigration Canyon. A significant percentage of these cyclists pass our local school bus without ANY regard for the law when the flashing red stop sign is present during the loading and unloading of children and then yell obscenities at the school bus driver who is only trying to keep the kids safe. Funds should be used in other areas that are not residential and where there will be less of a negative environmental impact. Emigration Canyon's natural, historic beauty should be preserved and encouraging more traffic – whether it be commuters from Park City or cyclists will severely ruin the tranquility of this canyon and diminish the quality of life of its residents.
60	Re: PROJECT PIN #21203 Emigration Canyon Road Widening Project I was surprised to learn that Salt Lake County submitted a "Project Evaluation Concept Report Form (2024-2029 TIP)" grant request for "Widening" of 1.8 miles of Emigration Canyon Road. Emigration Canyon's Mayor submitted a letter of support, including for "expanded bike lanes" and "overall road widening," for "safety" reasons. Those of us who live on Emigration Canyon Road are the ones most impacted by this proposed activity. We are not in support. Emigration Canyon is unique among the canyons in the Salt Lake metro area. It was homesteaded and subdivided early on. This canyon has been lived in. By 1917, there were already eight subdivisions and 200 summer cabins in Emigration Canyon. By 1930, people were living in the canyon year-round. Most people lived along the road oiled by the state in 1934 over the route of a former railroad track: today's Emigration Canyon Road. Stated differently, Emigration Canyon Road is the heart and the guts of Emigration Canyon's residential history. For over 90 years, families have built their lives alongside this road. It may not seem to be a big deal to widen Emigration Canyon Road. But it is. In a Cottonwood canyon, widening would take a few feet away from the Forest Service. Who cares? For the sake of safety and efficiency, the Forest Service can sacrifice a few feet. But along Emigration Canyon Road, those few feet are literally ground that is now used residentially. It represents fences, driveways, front yards, flower gardens. For my property, if the road is widened and additional 3 feet on my side (the grant application proposes 6 additional feet, from 25' to 31'), I would need to remove a fence and a shed. Unlike other road construction projects, due to legal ownership of the Right of Way, Emigration Canyon Road residents receive zero compensation for takings and zero compensation for the inconvenience of construction easements. We get zero compensation, and we bear 100% of the loss and inconvenience. It's wrong. The Emigration Canyon General Plan (2022) recognized at Table 3.7 that "11-foot lanes a 5-foot bicycle lanes were installed where road with allowed." Stated differently, at this point in time, further improvements are not in locations where "road width allow[s]," i.e., this next round of work represents creating width that is simply not there right now… because there's a fence, a carport, a driveway, a front yard, a part of a family's life that needs to be moved. And in removing that "obstacle" to road width, the impacts of traffic simultaneously are thrust closer to residents' front doors…. cars with no mufflers seeing how fast they can go, intentional backfires, revving motorcycles, diesel pickup trucks discharging black smoke, radios cranked up, idling engines at the construction light, fumes, heat, cyclists yelling their conversations at 5AM…. All of this noise, speed, fumes, will be brought a few feet closer to living quarters, residents, their children, their pets. Under the guise of making the road safer, my government proposes to make my residential life less healthy and safe. Ironically, data in the General Plan does not show my portion of Emigration Canyon Road to be unsafe. Figure 3.6 of the General Plan shows the area between the Red Wall and Pioneer Ridge Road to be blue, i.e., Lower Accident Density, perhaps 4 accidents in the time period between 2010 and 2020. This is the area shown on the grant application Figure 1-C from 314+00 to 325+00. Yet for the "safety" of (whom?) road users, i.e., bicyclists, the TIP proposes another round of road widening. A round that is going to cut into residents' front yards. Please stop this madness. Spend the money where it is wanted. The residents of Emigration Canyon do not want this project.

61	Please no more road widening in Emigration Canyon. People say the cyclists are doing "Active Transportation", but this is just an excuse for them to argue that they need more for "safety" reasons (while they also ride the white line and double file in a single file zone). The truth is that Active Transportation is supposed to reduce the number of car vehicle trips. So commuting to work on a bike would be Active Transportation that serves community purposes and is worthy of community support. Here in Emigration Canyon, the cyclists are just exercising. It is a slap in the face to the residents of Emigration Canyon that we should put up with construction and road widening so that people who don't even live here can have a more convenient exercise experience. We do not want this work done.
62	comment is for Project PIN #21203 Emigration Canyon Please do not take "Grant money" for any reason! Please do not take on debt for the residents of Emigration Canyon, for any reason! Please do not increase our Property taxes for any reason! Please stop the road widening project immediately! It is NOT our responsibility to accommodate the "bikers", and pay for them to increase using our road! If they live in the canyon, fine. But, lets NOT encourage more "bikers" to come here. We want fiscally responsible people to represent us! --NO DEBT!
63	This comment is for Project PIN #21203 Emigration Canyon. I have heard that this project will cost somewhere around the figure of 6.5 million dollars. The economy since 2020 has been slow to recover. Housing is slowing, car companies are struggling and there have been many layoffs this summer. Inflation has also taken it's toll on everyone's budget. It hardly seems like a good time to be doing extra projects that would burden the residents with more taxes. The canyon council should stick to dealing with necessities and leave projects like this for better times.
64	Please do not widen the road. We know a narrower road is safer for everyone, which is why the council was recommending to narrow the lane with the re-striping project. If we widen the road, it's the opposite of narrowing - the opposite of what the council previously recommended - and will just make it more dangerous. It makes no sense. Maybe we should look at options of narrowing the road. Please listen to the majority on this. Please listen to the residents and focus on efforts to limit the bikers. Focus on enforcement.
65	I support keeping the driving lanes in Emigration Canyon as they are. I do not support widening the bike lanes.
66	Regarding project pin number 21203 Emigration Canyon Rd. widening project. To whom it may concern I wish to express my concerns about this road widening project in Emigration Canyon. I have been a resident here for eight years, however I also grew up in the state of Utah and in Salt Lake City area specifically the Canyon rim area and attended skyline high school. In my younger years, I traveled many of the trails throughout the Wasatch front. I bring up these personal details about myself, so you can understand that I have a genuine concern for the state of Utah and the canyons and all the mountains. I love them very deeply. In regards to the road, widening and emigration canyon I would like to point out Some of the reasons why I am not in favor of this project. Winding in the road in a cookie cutter fashion definitely takes away from the natural ambience of the original Emigration canyon and the residence that lived there and live there now. In widening the road, it would bring on a sense of commercialization which would bring in more bikers more walkers, more joggers. Which intern brings in more bathrooms, more sewage, more concrete jungle that is not needed in Emigration canyon. Beyond that there's not enough room in Emigration Canyon when you have the creek and all of the hundreds of year-old Trees that line it. There will never be enough room here. And they'll never be enough money to turn it into a cycling extravaganza. I believe there is a much more natural way in general for the bikers to enjoy biking, and that would be in a less populated area with a more natural design and more space. A project that wouldn't invade on an already natural creek with beautiful river trees along it. Specifically East Canyon could be accommodated in a more eco-friendly natural way while still providing a place for bikers to enjoy their activities. On top of this project in a general sense, Emigration Canyon is somewhat of an area of much congestion already as there is a minimum of five modes of traffic in either direction. Number one walkers Number two joggers Number three cyclist and Alpine skiers training Number four motorized vehicles Number five motorcycle motorcycles And even a number six of large semi truck, CDL Vehicle vehicles. I bring up this point because Emigration canyon is already too small, and there will never be an end of not having enough space in this canyon which will continue to infringe on the homeowners that live in this canyon and take away from the whole ambience of the sheep herding and rancher history of this canyon and the Pioneers that settled this Valley came through this canyon. How far will investment "s" ie plural go to "commercialize" biking in The only canyon that exist in the Salt Lake Valley that had residences that lived right on it, when it was an old dirt road. And they still live on it today. That's legacy. That's beauty to see the beautiful leaves in the canyon and the symbolic relationship between those that lived in the canyon and take care of it well and look after it as opposed to bikers that don't even come from this canyon, and sometimes not even From the state of Utah, because it is listed as one of the destinations to go cycling. I believe it's time for a complete U-turn change on cycling up Emigration canyon due to safety concerns with so much traffic, commercialization, destroying the legacy for what the canyon represents, and a bottomless pit of investment in the wrong area. I firmly support not funding this project for the Emigration Canyon widening project as it will be a perpetual uncomplete project. I would recommend another location that could be a Longer-term completed wise goal plan and would be a better investment for Wasatch Front Regional Council.

ID	Open House Comments
1	The Rio Grande Plan is a large project that needs WFRC's support to move it past the citizen advocacy stage. It's spinning its wheels because WFRC hasn't legitimately done anything with it at this point.
2	Does the TIP interact at all with Station Area Plans, or are they entirely separate?
3	Project #19854 for the I-15 project has the cost as about $1.7 billion, but the most recent estimates that I have seen reported are $3.7 billion. Can you please clarify the total project cost? Maybe the rest of the cost is reflected in a different PIN?
4	Is there a TIP for Utah County? Hoping to see TRAX in Provo!
5	Looking at 22072, Main st/West Temple Bike Lane planned for next year, can we anticipate better bike/ped connections to central point station? Any major reason the bike lane bumps to W Temple vs. staying on Main st?
6	Any hope for getting more transit to trails connections in the salt lake valley? Excited about the potential Millcreek shuttle facilitated by Central Wasatch Commission
7	Reading about the FrontRunner Forward project, there's a lot of different costs: ~500 M for 2x on the map, last year I remember it being 1-1.5 B, but now it's over 3B on the UTA fact sheet. Why the changes in costs?
8	Double tracking Frontrunner for increased frequency will be a great improvement. Will Sunday service result from this project? Are we expecting this to be completed by the 2034 Olympics?
9	I would like more investment in public transit so we would have no need for more lanes.
10	Would love to see more connected bike lanes in Herriman. Also, Mountainview needs a protected bike lane. Right now it's just painted.
11	I have connections in Logan, but would never take the Salt Lake Express bus due to the high fares and decentralized stop locations. It would be great to have a subsidized bus service between Ogden and Logan with timed transfers with the FrontRunner.
12	Would love more walkable and bikable options! (we have enough freeways.)

WASATCH FRONT REGIONAL COUNCIL

DATE: August 21, 2025
AGENDA ITEM: **5d**
SUBJECT: **ACTION:** Self-Certification of Planning Process
PREPARED BY: Wayne Bennion, Director of Short Range Planning and Programming

BACKGROUND:

Each year when Trans Com and the WFRC Council approve the Transportation Improvement Program, WFRC and UDOT also need to certify that the regional transportation planning process meets all federal planning requirements. The staff of WFRC, UDOT, and UTA 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.

The self-certification was presented to Trans Com on August 21 2025, and unanimously recommended to the Regional Council for approval.

RECOMMENDATION:

Trans Com and the WFRC staff recommend that the Regional Council make a motion “to adopt the resolution certifying the transportation planning process.”

CONTACT PERSON:

Wayne Bennion, 801 363 4250 ext1112, wayne.bennion@wfrc.utah.gov

EXHIBITS:

Joint resolution certifying the transportation planning process

R E S O L U T I O N
Urban Transportation Planning Process Certification – 2025

WHEREAS, the Governor has designated the Wasatch Front Regional Council as the Metropolitan Planning Organization for the Salt Lake 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 City 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 City 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

CERTIFICATION DETERMINATION for the
WFRC METROPOLITAN PLANNING AREA TRANSPORTATION PLANNING PROCESS
August 2025

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 City 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 southern Box Elder County, 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 southern Box Elder County, 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 in southern Box Elder County, 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 estimates and projections created by the University of Utah's Gardner Policy Institute (UUGPI) in support of the Utah Population Committee, 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

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). WFRC's latest TAZ-level forecasts have been made publicly accessible on WFRC's open data website since May 2019, with the most recent update adopted with the 2023 - 2050 Regional Transportation Plan (RTP) in May 2023. This most recent update is consistent with the 2020 Census and the 2021 baseline published by UUGPI. These forecasts are used as the primary basis for region-wide planning.

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 (Iteris ClearGuide). 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 their buses and rail cars to enhance data collection and improve operational efficiency. Route, stop, and ridership data have been publicly available on UTA's open data website since August 2019.

WFRC uses geographic information systems (GIS) to collect, generate, and serve information that supports the development of plans and programs. Important GIS layers include the road, transit, and active transportation networks; 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. Many GIS layers are publicly accessible in interactive maps cataloged at maps.wfrc.utah.gov and available for download at data.wfrc.utah.gov.

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, organizational 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 ongoing refinement of its travel models. As its models are applied for the Regional Transportation Plan and various studies throughout the region, opportunities for improvement are discovered and assessed. In addition, WFRC continues to research and implement new technologies and methodologies that could improve the accuracy or usability of its models. Modeling-specific policy and technical committees meet regularly with representation from WFRC, MAG, UDOT, and UTA. The same agencies jointly fund shared model-related support services, primarily overseen by WFRC's Analytics group staff. These services intend to ensure coordinated, consistent data development, model enhancements, and use of the model.

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 completed version 1.0 of a trip-based bicycle travel model which was refined in 2022. Current projects seek to update destination and mode choice components of the TDM to better account for new modes, travel patterns, and place types. Travel modeling results are used as important inputs to WFRC's analyses of transportation system performance, such as Access to Opportunities (ATO) and other regional performance monitoring metrics.

WFRC completed a household travel survey in 2023 in cooperation with UDOT, UTA, and the three other MPOs in the State. WFRC uses household travel survey data to update, refine, and calibrate the auto ownership, trip generation, distribution, mode choice, and highway assignment modules of the travel model. UTA conducts an On-Board Survey of transit ridership including origin and destination data every four years, and provides this information to WFRC and the other regional transportation agencies. The most recent survey was conducted in 2024. WFRC and its partners will incorporate the most recent household and on-board survey results into the next release version of its travel model.

In recent years, a variety of improvements have been made to the WFRC model. The most significant recent improvements include:

- Upgrades of the transit module, including enhancements to regional rail results and on-demand microtransit services.
- Heightened sensitivity to urban form when determining walk and bike mode share calculations
- 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 more than 600 additional zones as part of the 2021 updates
- Model recalibration to 2019 conditions and validation to 2019 observed data, including vehicle speeds and volumes, and transit boardings
- Refinement of the TDM and land use models post-processing, and user interfaces for easier, faster communication of results
- Added the ability to model freeway traffic management, such as aggressive, coordinated ramp metering
- Recalibration of high occupancy and tolling lane functionality
- Development of the VizTool suite of semi-automated, map-based tools to display model inputs and outputs, for roadway and transit travel at both the link and segment levels
- Scripted automation for calculating Workplace Access to Opportunities (ATO) measures for auto and transit modes, including a 2025 ATO methodology update to enable the same metric to be used statewide.
- Scripted automation for seamless integration of TDM model outputs for use as inputs to the MOVES air quality analysis software

- Incorporation of controls for travel behavior assumptions for current/future levels of telecommuting, the use of eCommerce delivery applications, and impacts of connected and autonomous vehicles

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. It distributes future growth based on local land conditions and policy assumptions, household and workplace estimates and projections, and future transportation improvements. This model is available in an open-source, web-based code repository and is actively used to determine the regional distribution of important existing and future socioeconomic conditions that, in turn, inform travel modeling, project need, and prioritization for the RTP. All input layers to REMM (as well as the travel model) are in the process of being updated to a 2023 base year to reflect existing conditions, trends, and future land use plans. An extensive, semi-automated re-estimation of model variables was developed in 2025.

In 2018, WFRC began a concerted effort to quantify access to opportunities (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. WFRC's workplace ATO measures are calculated at Traffic Analysis Zone (TAZ) level and also at finer neighborhood/community scales, using travelsheds computed from GIS and travel model-based network analysis. ATO metrics have been used as an important element in WFRC's RTP and TIP project prioritization beginning in 2019.

c. Elements -

(1) Wasatch Choice Vision - Utah's two largest metropolitan planning organizations (MPO), the WFRC and Mountainland Association of Governments (MAG), have for 20 years 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 Vision. The partners behind the Vision include the Utah League of Cities and Towns, UDOT, UTA, and many others. This Vision accommodates anticipated growth in various metropolitan, urban, city, and neighborhood centers which offer a wide range of retail, office, and residential uses. These centers and other regionally significant land uses are coordinated with existing and planned transportation infrastructure. The Wasatch Choice 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 Vision was refined in conjunction with development of the RTP. The Vision was the basis for population and employment projections and was adopted by the WFRC, in conjunction with the RTP, in May 2023.

The Wasatch Choice Vision was developed by working with local governments, asking them for their long-term vision considering regional infrastructure needs and impacts, regional quality of life performance, and their willingness to explore implementation of the Vision. The Wasatch Choice 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.

In partnership with Salt Lake County, UDOT, and UTA, WFRC has created a program called the Transportation and Land Use Connection (TLC). This program supports local governments in their planning efforts, 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 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. Since the program's inception in 2014, 167 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 Infrastructure Investment and Jobs Act (IIJA), 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, and periodically updates these procedures. The conformity analysis for the amended 2023 - 2050 RTP addressing particulate matter (PM10 and PM2.5), and ozone is contained in Air Quality Memorandum 42, which received a public review and comment period.

The conformity analysis for the 2026-2031 TIP is out for public comment at the time of this writing.

The conformity analyses use the latest planning assumptions and the latest version of the MOVES4 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 have also worked 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 have been employed throughout the PM10, PM2.5, and ozone SIP development process. The Interagency Consultation Team met by video conference several times during FY 2025 in addition to numerous communications by email.

WFRC staff reports regularly to the Regional Council and its subcommittees regarding air quality trends and issues.

(3) Energy - Energy-related benefits were considered in the development of the 2023 - 2050 Regional Transportation Plan. 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, 2019, and 2023. 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:

Commitment to Engagement

WFRC is committed to continuous public involvement in all aspects of regional planning, in accordance with federal regulations (23 CFR § 450.316). Our public participation process is designed to ensure early and ongoing engagement with stakeholders and the general public, and to provide opportunities for input into plans, programs, and policies.

WFRC completed a significant update to its Public Participation Plan in 2023, reinforcing our commitment to early, continuous, and meaningful public involvement. The update reflects evolving best practices in digital outreach and broad engagement, and establishes a framework for coordination with affected agencies and public access to information at key decision points.

We are currently developing a new WFRC website, to launch in September 2025, that will enhance public access to planning documents, data tools, and engagement opportunities. The new site will be built with accessibility, mobile responsiveness, and user experience as top priorities.

Regular and Broad Outreach

WFRC engages the public regularly through email newsletters and active social media channels, ensuring stakeholders receive timely updates on plans, funding opportunities, and public meetings. Our communication strategy emphasizes transparency and two-way communication across multiple platforms.

To broaden access, WFRC introduced an online open house for the Transportation Improvement Program (TIP) in 2025, and continued providing materials in both English and Spanish and allowing the public to review and comment on proposed transportation investments in an accessible, user-friendly format.

Formal Public Comment Opportunities

WFRC provides clearly defined public comment periods on key planning documents such as the Regional Transportation Plan (RTP) and the TIP. In 2024, a public review and comment period was held for Amendment #1 to the 2023-2050 RTP, as well as for the Draft 2025-2030 TIP.

Public notices were published in local newspapers in English and Spanish, and notifications were distributed through email, social media, and the WFRC website to ensure widespread awareness. Interactive web maps and online comment forms allowed participants to explore projects and submit feedback easily.

Partner Events and Stakeholder Engagement

WFRC staff actively participate in events hosted by key partners, including:

- American Planning Association – Utah Chapter (APA Utah)
- Utah Department of Transportation (UDOT)
- Utah Transit Authority (UTA)
- Utah League of Cities and Towns (ULCT)
- Utah Association of Counties (UAC)
- Association of Metropolitan Planning Organizations (AMPO)
- National Association of Regional Councils (NARC)

These venues offer valuable opportunities to share the Wasatch Choice Vision, Regional Transportation Plan, and Utah's Unified Transportation Plan with cross-sector audiences and receive real-time input.

WFRC also gives presentations to a variety of stakeholders and community groups, such as chambers of commerce, universities, advocacy organizations, and local planning councils. These engagements are structured to foster dialogue, gather feedback, and respond to community concerns.

Interactive Tools and Innovation

WFRC continues to utilize digital tools to enhance public engagement. For the TIP, we launch an interactive online map with GIS-based project data and a public comment layer to make the information more visual and accessible. We also created a bilingual (English and Spanish) Esri Story Map for the Wasatch Choice Vision, enabling stakeholders to explore draft plans and provide input on proposed land use, economic centers, and transportation strategies.

(5) Community Transportation Services – During fiscal year 2015, the Utah Transit Authority became the FTA 5310 designated recipient and has established a Coordinated Mobility Department, which seeks to further previous efforts to plan for and address the needs of persons with disabilities, older adults, and people with low income. Local Coordinating Councils have been formed to serve the three large urbanized areas along the Wasatch Front. The Councils meet about five times each year, and include representatives from government agencies, non-profit human service transportation providers, private companies, and citizens. In collaboration with the Councils, UTA regularly updates the Human Service Transportation Plans for these three areas, and has developed a proactive 5310 program that helps transportation providers better meet the needs of persons with disabilities, older adults, and people with low income. WFRC staff provides support as UTA leads these Community Transportation efforts. More information is available at:
https://www.rideuta.com/Rider-Info/Accessibility/Accessible-UTA/Coordinated-Mobility/

(6) All Modes - The adopted 2023-2050 Regional Transportation Plan (RTP) is multi-modal and comprises the 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 that considered developing and emerging technologies and policy trends, a complete modeling analysis, and a needs-based and financial phasing review. The 2023-2050 RTP includes roadway capacity and operational improvements, transit network additions, freight movement enhancements, and bicycle and pedestrian network expansions.

The 2023-2050 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, 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 the Salt Lake City International Airport and 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 2023-2050 RTP attempts to collaboratively develop and implement the Wasatch Choice Vision for transportation, land use, and economic development. The 2023-2050 RTP was developed under the guidelines of the Fixing America's Surface Transportation Act (FAST Act) and the Infrastructure Investment and Jobs Act (IIJA).

The WFRC works closely with all partner agencies to develop and implement priority active transportation networks identified via local community plans and in WFRC's Regional Transportation Plan. Funding appropriated from the State Legislature in 2023 includes $45 million in one-time funds and approximately $45 million in ongoing funds for the development of the Utah Trail Network, a paved network focused on transporting people through their communities. This new resource requires additional collaboration between WFRC and UDOT to plan and build the active transportation network, a collaboration that has already begun. Additionally, the state-administered TTIF FLM and TIF Active funds provide an opportunity for WFRC to act as a convener between local communities and UDOT in identifying appropriate projects for those funds. To support these efforts, WFRC led the development of the Beehive Bikeways, a regional, centers-based bicycle and pedestrian network. This network aims to connect Wasatch Choice Vision centers through safe, separated facilities. WFRC collaborated with UDOT, UTA, and Bike Utah to conduct targeted outreach to individual communities throughout the region to help identify the Beehive Bikeway network. With the network identified, efforts have shifted to implementation, with WFRC investigating funding opportunities for local partners.

In 2015, only one community in the Region had a stand-alone active transportation plan. In 2025, only five communities do not have stand-alone active transportation plans, and several have completed updates to previously adopted plans. These local active transportation plans have been collaborations between the communities, WFRC, UDOT, UTA, and other relevant stakeholders.

WFRC, along with partners UDOT, UTA, and MAG, applied for and received a federal discretionary RAISE grant that was awarded in June 2023. The application consisted of 15 projects in ten cities across the Region, with nine cities and 13 projects within the WFRC Region. All projects improve first-/last-mile connections to transit stops and stations, improving access to and from transit. The grant award was approximately $25 million, going towards about $31 million worth of projects in total. The RAISE award is currently under review to determine how the project aligns with the new presidential administration's priorities. Once given the green light to proceed, the award will be put to immediate use in getting the projects constructed.

UDOT recently completed an update to the Utah Freight Plan and has collaborated with transportation partners such as WFRC in its planning efforts. 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 2020, WFRC formed a Freight Stakeholder Committee made up of national, regional, and local freight companies, as well as representatives from key distribution centers, with the intent to better understand our regional and local freight needs and issues. In FY23, WFRC completed an Urban Freight and Local Delivery Study, which looked at a variety of challenges the freight industry is seeing with regards to new technologies, changing delivery landscape and policies, last-mile strategies, and land use changes. This study is a resource for WFRC member communities.

In FY24, WFRC worked with the UDOT Aeronautics Division and 47G to help form the future of Advanced Air Mobility (AAM) in Utah. AAM will play a key role in freight and transportation. Freight will be impacted by changing how first and last mile delivery are handled. Passenger travel will be affected by creating a new way to get to and from destinations. Along with the new travel mode there will also be an impact to Wasatch Choice Vision Centers with the addition of local and regional vertiports where AAM will take off and land from. The incorporation of AAM in Utah transportation has sparked an interest from the public and local city staff. In collaboration with UDOT, WFRC will help inform, educate and receive feedback from planners and elected officials in the Wasatch Front region.

In another effort to address all modes, the Transit Fresh Look effort began early 2024 and will continue through the end of 2025. This project aims to unite communities and agencies in southwestern Salt Lake County and Northwestern Utah County around a shared vision for a desirable and feasible transit future. A steering committee of local elected officials, city staff, local businesses, and legislative stakeholders is working with transportation partners at UDOT, UTA, MAG, and WFRC. Collectively, these partners are developing a new transit vision for South Jordan, West Jordan, Riverton, Herriman, Bluffdale, Lehi, Saratoga Springs, and Eagle Mountain. The TFL effort has identified desired transit corridors and preliminary modes (the type of transit on each corridor), and is working through key options before being finalized in FY26. Outcomes from the study will be integrated into the 2027-2055 Regional Transportation Plan, and a variety of additional implementation activities will follow.

(7) 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. In FY23, WFRC created a resiliency tool to understand potential impact of projects in the RTP on agricultural lands, cultural resources, floodplains and other hydrological features, geological hazards, habitat areas, hazardous materials, steep slopes, and open spaces and recreation. This tool also allowed WFRC to understand the resiliency of the RTP. These impacts are documented in the 2023-2050 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. WFRC also consults with

state and federal resource agencies on the projects needed by 2050 and potential impacts to the natural and built environment. Projects in the RTP may affect the programs, lands, or policies over which these various agencies administer. WFRC conducted outreach to about 50 resource agencies, which was key to identifying the potential impacts that projects may have on natural and cultural resources and to provide early identification of key concerns, mitigation strategies, and solutions development. 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). The WFEDD supports economic development plans, promotes long-term economic competitiveness, and assists in attracting federal monies in order to implement local plans. The WFEDD 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 parks and public spaces 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, helped identify and provide understanding of priority parks and public spaces and network connections within the region. Since then, parks, with the addition of public spaces, have become a critical focus of the Wasatch Choice Vision (WCV). Centered around convenient access to ample parks and public spaces, the WCV has several strategies to prioritize green space, such as centered, mixed-use development to conserve open lands or develop new ones. The Transportation and Land Use Connection Program (TLC) helps implement the WCV’s recommendations through technical assistance and has funded the planning of numerous parks and trails that benefit local communities. WFRC currently maintains a Wasatch Front Access to Parks and Trails Map, showing how accessible park spaces are within a ten-minute walk. Parks and public space elements were used in the evaluation of projects and phasing in the 2023-2050 RTP with the understanding that additional environmental review will take place during project development (NEPA process).

(8) The Infrastructure Investment and Jobs Act identifies ten planning factors that must be considered in the development of long-range plans and transportation improvement programs. The 2023-2050 RTP, adopted in May 2023, addresses all ten planning factors such as improving transportation system management, mobility, connectivity, safety, and security, as well as all IIJA requirements, including the coordination of integration of housing, transportation, and economic development strategies.

In addition to identifying planning factors to guide MPO planning work, MAP-21, the FAST Act, and the IIJA, 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 2023-2050 RTP should help the DOT and transit agency make progress toward achieving performance targets. WFRC incorporated the national goals into the Wasatch Choice Vision goals and aligned project selection and prioritization to improving the performance of the regional transportation system. In the 2023-2050 RTP, both project selection and prioritization were revised to enhance and strengthen the connection to both national and regional performance measures. The 2023-2050 RTP includes targets and reporting for each applicable national performance measure and enhanced this performance reporting over the 2019-2050 RTP with the inclusion of a System Performance Report. WFRC has continued to coordinate with UDOT and UTA to update targets for the next four-year reporting period.

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

(9) 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 update and apply this process. The WFRC encourages congestion mitigation strategies through the Congestion Management Process (CMP) required by the IIJA. 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.

(10) 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 transportation planning process and of the Transportation Improvement Program. Private providers were given an opportunity to comment on the draft 2025-2030 Transportation Improvement Program 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.

(11) Since the enactment of ISTEA, the Regional Transportation Plans have included a Financial Plan which identifies how the transportation projects identified in the Plan are anticipated to be funded, and demonstrates fiscal constraint. In preparing the 2023-2050 RTP, WFRC staff, working closely with UDOT, UTA, and the three other MPOs in the State, reviewed existing revenue and project costs and made reasonable revenue and cost assumptions for a statewide financial model. For the first time, funding for Active Transportation has been accounted for in Utah’s Unified Transportation Plans financial model on the same level as roadways and transit. The financial model takes into account the latest actions by Congress, the Utah State Legislature, and local communities. WFRC is leading the effort to update Utah's Unified Transportation Plan financial model for the 2027-2055 RTP to reflect changes in transportation funding policies, economic conditions, and recent programming. This updated model will also strengthen modeling of transit revenues and expenditures. This work began in the fall of 2024 and will continue through plan adoption.

The 2025-2030 Transportation Improvement Program (TIP) includes a Financial Plan, which identifies revenues and programmed funding for each highway and transit program. 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.

(12) 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). Eligible project types have remained largely intact through the Infrastructure Investment and Jobs Act.

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 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.

(13) Intelligent Transportation System - UDOT is in the process of updating 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 traffic management subcommittee under 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 continues to expand the use of automated traffic signal performance metrics.

3. Products

a. Regional Transportation Plan - The Wasatch Front 2023-2050 Regional Transportation Plan (2023-2050 RTP) reflects a continuous effort by the Wasatch Front 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. A

28-year planning horizon was selected for the 2023-2050 RTP effort and covers the planning period from the year 2023 to 2050. The planning policies and recommendations of the 2023-2050 RTP were prepared under the guidelines of the FAST Act and IIJA and developed in close cooperation with representatives from UDOT, UTA, MAG, local communities, stakeholders, and the general public. The 2023-2050 RTP includes recommendations for roadway, transit, and active transportation improvements, as well as policy recommendations. As the 2023-2050 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 Transportation Plan: 2023-2050, and are based on the Wasatch Choice 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 2023-2050 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. And for the first time, active transportation projects were also constrained based on projected costs and anticipated revenue. To coincide with anticipated financing and revenue streams, the implementation of the 2023-2050 RTP was divided into three separate phases: Phase 1 (2023-2032); Phase 2 (2033-2042); and Phase 3 (2043-2050).

A key focus area for the 2023-2050 RTP was 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 was to elevate the discussion of these factors and understand impacts statewide, regionally, and locally. Needs based phasing was completed in FY22 and fiscally constrained phasing was completed in FY23. The 2023-2050 RTP was adopted in May of 2023.

b. Congestion Management Process (CMP) - Since 1997, short range transportation needs have been identified through the CMP. An overview of the CMP is available on the WFRC website at this link. The congestion management process (CMP) is an analysis tool to support development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) for the Wasatch Front Regional Council (WFRC). The CMP identifies congestion reduction needs and provides information and suggestions to decision-makers, in an effort to meet those needs. Demand management and system management strategies are evaluated with the intent to reduce the congestion without increasing highway capacity, or to maximize efficient traffic operations when additional capacity is warranted. The results of the CMP contribute to an efficient and effective transportation system, increased mobility and accessibility, and maximized utility from limited resources.

The CMP defines a number of performance measures and strategies to relieve congestion. Analyzing modeled and actual data facilitates the identification of congested locations and evaluation of congestion relief strategies. The CMP evaluates various system management and demand management strategies and suggests appropriate strategies by functional class of highway, as well as Urban Surface Transportation Program (STP) projects identified in the TIP.

Another role of the CMP is to determine if additional capacity is warranted by demonstrating whether anticipated congestion can be relieved by transportation demand management (TDM) and transportation system management (TSM) strategies alone. In the event additional capacity is needed, the CMP recommends TSM and TDM strategies to be incorporated into the new capacity projects. Corridors where TDM and TSM strategies can postpone or eliminate the need to add capacity are also identified.

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 presented in 2021, 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 2025-2030 TIP at its August 2024 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, WFRC has again been preparing annual work programs. The Council approved the UPWP for fiscal year 2026 in May 2025. 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.

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 southern Box Elder County, Brigham City, Perry City, and Willard City. The WFRC updated its governing documents to include these local units of government. This action officially incorporated these new areas in the transportation planning process and ensured they are eligible and can compete for STP, CMAQ, TAP, and CRP funds administered through WFRC. Updated urban boundaries released by the Census Bureau in December, 2022, included much of this area in the Brigham City Urban Area. In subsequent discussions with these local governments, UDOT, and FHWA, this area will continue to remain in the WFRC Metropolitan Planning Area, and these local governments will be able to participate fully in the regional transportation planning process.

b. Approval of the federal transportation authorization bill - In November 2021 the Infrastructure Investment and Jobs Act (IIJA) was signed as the new transportation bill with an expiration date of September 30, 2026. The WFRC has adapted its transportation planning process to correspond with and address the requirements identified in the IIJA.

WASATCH FRONT REGIONAL COUNCIL

DATE: August 21, 2025
AGENDA ITEM: **6a**
SUBJECT: WFRC funding and technical assistance opportunities for local governments
PREPARED BY: Christy Dahlberg, Community Planner

BACKGROUND:

WFRC administers or assists with nine programs that provide resources or technical assistance for local governments, totaling approximately $50 million annually. At the August 28 Council meeting, WFRC staff will provide a brief overview of these programs, to increase awareness of funding and resource opportunities, including upcoming deadlines.

These programs include:

1. Surface Transportation Program (STP)
2. Congestion Mitigation and Air Quality (CMAQ)
3. Transportation Alternatives Program (TAP)
4. Carbon Reduction Program (CRP)
5. Transportation and Land Use Connection (TLC)
6. Station Area Plan Technical Assistance (SAP)
7. Community Development Block Grant (CDBG)
8. Community Impact Board (CIB)
9. Wasatch Front Economic Development District (WFEDD)

RECOMMENDATION:

This is an information item only.

CONTACT PERSON:

Christy Dahlberg, 801-808-8758, christy.dahlberg@wfrc.utah.gov
Ben Wuthrich, 801-647-3228, ben.wuthrich@wfrc.utah.gov

Wasatch Front Regional Council
Zions Operating
Bank Reconciliation - 04/01/2025 to 04/30/2025

Bank Statement Balance:	**$0.00**
Calculated Book Balance:	**$0.00**
General Ledger Balance:	**$0.00**
Calculated Book Balance vs General Ledger Balance:	**$0.00**

Wasatch Front Regional Council
Zions Operating
Bank Reconciliation - 04/01/2025 to 04/30/2025

Bank Statement Start Balance: **$0.00**

Reconciled Deposits & Transfers

Type	Reference	Date	Amount
Transfer		04/01/2025	-26,000.00
Deposit		04/01/2025	26,000.00
Transfer		04/02/2025	105,600.94
Transfer		04/04/2025	78,282.14
Transfer		04/07/2025	99,167.79
Transfer		04/09/2025	300,000.00
Transfer		04/10/2025	-299,510.68
Transfer		04/10/2025	100,000.00
Transfer		04/11/2025	-100,000.00
Transfer		04/15/2025	-7,500.00
Deposit		04/15/2025	7,500.00
Transfer		04/16/2025	103,543.39
Transfer		04/18/2025	17,449.35
Transfer		04/21/2025	-4,269.22
Deposit		04/21/2025	75,000.00
Transfer		04/23/2025	-27,559.38
Deposit		04/23/2025	13,228.19
Deposit		04/23/2025	14,331.19
Transfer		04/24/2025	396,957.07
Transfer		04/28/2025	473.55
Transfer		04/30/2025	-451,207.77
Deposit		04/30/2025	555,124.05

Reconciled Deposits & Transfers Total: **$976,610.61**

Reconciled Checks & Withdrawals

Payee Name	Reference	Date	Amount
Utah Local Governments Trust (ULGT)	EFT	03/04/2025	489.32
EMI Health	EFT	04/01/2025	170.00
Utah Local Governments Trust (ULGT)	EFT	04/01/2025	473.55
Lincoln Financial Life Ins Co	EFT	04/01/2025	3,113.89
Utah State Tax Commission	EFT.0403251124.82	04/04/2025	5,562.44
Health Equity	EFT.0403251124.258	04/04/2025	5,807.00
Internal Revenue Service	EFT.0403251124.38	04/04/2025	18,134.44
Utah Retirement Systems (URS)	EFT.0403251351.80	04/04/2025	54,340.70
Payroll DD	0404251200	04/04/2025	102,317.05
PEHP FLEX Benefits	ACH.0407250937.54	04/08/2025	174.99
R6 Regional Council (Six County)	ACH.0407250937.289	04/08/2025	1,071.43
Pelorus Methods	ACH.0407250937.55	04/08/2025	1,550.00
WTS - Northern Utah Chapter	ACH.0407250937.85	04/08/2025	2,000.00
Penna Powers Inc	ACH.0407250937.56	04/08/2025	3,267.50
Alta Planning and Design	ACH.0407250937.2	04/08/2025	3,420.70
FFKR Architects	ACH.0407250937.25	04/08/2025	3,825.00
Onward Technology, LLC	ACH.0407250937.326	04/08/2025	4,060.90
Horrocks Engineers, LLC	ACH.0407250937.34	04/08/2025	7,376.76
Design Workshop, Inc	ACH.0407250937.20	04/08/2025	7,612.50
Logan Simpson Design, Inc	ACH.0407250937.183	04/08/2025	11,197.50
Arcadis, a California Partnership	ACH.0407250937.310	04/08/2025	12,128.00
Logan Simpson Design, Inc	ACH.0407250937.183	04/08/2025	15,465.07
Penna Powers Inc	ACH.0407250937.56	04/08/2025	20,455.00
Health Equity	EFT	04/17/2025	48.30
Utah State Tax Commission	EFT.0418251056.82	04/18/2025	90.00
Utah State Tax Commission	EFT.0417251424.82	04/18/2025	5,432.10
Health Equity	EFT.0417251438.258	04/18/2025	5,647.16
Utah Department of Workforce Services (DWS)	EFT	04/18/2025	6,289.44
Internal Revenue Service	EFT.0417251424.38	04/18/2025	17,449.35
Utah Retirement Systems (URS)	EFT.0418250813.80	04/18/2025	52,974.70
Payroll DD	0418251200	04/18/2025	103,543.39
Mountainland Association of Governments (MA	ACH.0424250734.51	04/28/2025	94.89
Les Olson Company	ACH.0424250734.44	04/28/2025	117.01
UNUM Life Insurance Co.	ACH.0424250734.72	04/28/2025	156.00
PEHP FLEX Benefits	ACH.0424250734.54	04/28/2025	174.99
PGI Services	ACH.0424250734.159	04/28/2025	230.02
Utah Division of Finance	ACH.0424250734.81	04/28/2025	834.84
Utah Division of Finance	ACH.0424250734.81	04/28/2025	946.45
Jordan River Commission	ACH.0424250734.39	04/28/2025	1,000.00

Parametrix, Inc	ACH.0424250734.53	04/28/2025	1,286.08	
Utah Clean Air Partnership (UCAIR, Inc)	ACH.0424250734.202	04/28/2025	2,500.00	
Fehr & Peers	ACH.0424250734.24	04/28/2025	2,530.80	
SmartMouth Communications	ACH.0424250734.248	04/28/2025	2,850.00	
RRJ Consulting	ACH.0424250734.62	04/28/2025	3,000.00	
Onward Technology, LLC	ACH.0424250734.326	04/28/2025	4,057.86	
Onward Technology, LLC	ACH.0424250734.326	04/28/2025	5,151.97	
Utah Division of Finance	ACH.0424250734.81	04/28/2025	6,603.21	
Barker Leavitt, PLLC	ACH.0424250734.6	04/28/2025	8,000.00	
MHTN Architects	ACH.0424250734.49	04/28/2025	8,217.50	
High Street Consulting Group, LLC	ACH.0424250734.33	04/28/2025	11,507.00	
Better City LLC	ACH.0424250734.172	04/28/2025	15,000.00	
Design Workshop, Inc	ACH.0424250734.20	04/28/2025	17,449.92	
Avenue Consultants	ACH.0424250734.4	04/28/2025	22,475.00	
Wall Consultant Group (WCG)	ACH.0424250734.291	04/28/2025	27,833.66	
WSP USA Inc	ACH.0424250734.401	04/28/2025	28,847.80	
Fielding Group, LLC	ACH.0424250734.26	04/28/2025	38,222.58	
Township + Range LLC	ACH.0424250734.70	04/28/2025	43,532.50	
Kimley Horn	ACH.0424250734.41	04/28/2025	44,678.90	
PEHP Public Employees Health Program	ACH.0424250734.59	04/28/2025	47,852.09	
Kimley Horn	ACH.0424250734.41	04/28/2025	51,806.00	
WFRC	x999	04/30/2025	103,916.28	
			Reconciled Checks & Withdrawals Total:	**$976,361.53**

Charges & Interest

Description	Date	Amount		
bank fees	04/21/2025	-249.08		
			Charges & Interest Total:	**($249.08)**
			Bank Statement End Balance:	**$0.00**

Wasatch Front Regional Council
Zions Sweep
Bank Reconciliation - 04/01/2025 to 04/30/2025

Bank Statement Balance:	**$672,854.65**
Calculated Book Balance:	**$672,854.65**
General Ledger Balance:	**$672,854.65**
Calculated Book Balance vs General Ledger Balance:	**$0.00**

Wasatch Front Regional Council
Zions Sweep
Bank Reconciliation - 04/01/2025 to 04/30/2025

			Bank Statement Start Balance:	**$556,913.35**

Reconciled Deposits & Transfers

Type	Reference	Date	Amount	
Transfer		04/01/2025	26,000.00	
Transfer		04/02/2025	-105,600.94	
Transfer		04/04/2025	-78,282.14	
Transfer		04/07/2025	-99,167.79	
Transfer		04/10/2025	299,510.68	
Transfer		04/11/2025	100,000.00	
Transfer		04/15/2025	7,500.00	
Transfer		04/16/2025	-103,543.39	
Transfer		04/18/2025	-17,449.35	
Transfer		04/21/2025	4,269.22	
Transfer		04/23/2025	27,559.38	
Transfer		04/24/2025	-396,957.07	
Transfer		04/28/2025	-473.55	
Transfer		04/30/2025	451,207.77	
			Reconciled Deposits & Transfers Total:	**$114,572.82**

Charges & Interest

Description	Date	Amount		
Interest	04/30/2025	1,368.48		
			Charges & Interest Total:	**$1,368.48**
			Bank Statement End Balance:	**$672,854.65**

Wasatch Front Regional Council
Check Register
All Bank Accounts - 04/01/2025 to 04/30/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Adobe Inc.	Pcard-AP	04262025	04/26/2025	04/26/2025	714.32	Creative Cloud Subscription -Analytics	105670.99.999000 - Software: Indirect	
					$714.32			
Alta Planning and Design	ACH.04072509	304.0002025.021	03/13/2025	04/08/2025	3,420.70	Porter Rockwell Trail - Feb	105340.30.353020 - Consult Serv: Midv	
					$3,420.70			
Amazon	Pcard-JC	04172025	04/17/2025	04/17/2025	200.00	Gift card for CAC participant	105610.10.301200 - Supplies: Local Fu	
Amazon	Pcard-JC	04172025	04/17/2025	04/17/2025	250.00	Gift card for CAC participant	105610.10.301200 - Supplies: Local Fu	
Amazon	Pcard-JC	111-1047006-183	04/27/2025	04/27/2025	173.20	Wellness	105610.10.301000 - Supplies: Miscella	
					$623.20			
American Planning Association (APA	Pcard-JC	04112025	04/11/2025	04/11/2025	1,000.00	APA Utah Chapter _ Bronze Sponsorship	105610.20.322210 - Supplies: CPG - A	
American Planning Association (APA	Pcard-JC	3132	04/03/2025	04/03/2025	460.00	APA Spring Conf - TW&BH	105330.30.330200 - Training: TLC Adm	
American Planning Association (APA	Pcard-JC	3143	04/07/2025	04/07/2025	280.00	APA Spring Conf - CD	105330.30.330200 - Training: TLC Adm	
					$1,740.00			
American Planning Association (APA	Pcard-Jc	3245	04/23/2025	04/23/2025	230.00	APA Spring Conf - TK	105330.20.322210 - Training: CPG - Ad	
American Planning Association (APA	Pcard-JC	CC3DF7320001	04/14/2025	04/14/2025	500.00	APA Utah Chapter _ Bronze Sponsorship	105610.20.322210 - Supplies: CPG - A	
					$2,470.00			
Arcadis, a California Partnership	ACH.04072509	36015209	03/13/2025	04/08/2025	12,128.00	Woods Cross SAP - Feb	105340.50.360211 - Consult Serv: SAP	
					$12,128.00			
Avenue Consultants	ACH.04242507	11819	03/31/2025	04/28/2025	6,172.50	WJordan Safe Street - Jan	105340.30.353017 - Consult Serv: Wes	
Avenue Consultants	ACH.04242507	12011	03/31/2025	04/28/2025	16,302.50	WJordan Safe Street - Feb	105340.30.353017 - Consult Serv: Wes	
					$22,475.00			
					$22,475.00			
Barker Leavitt, PLLC	ACH.04242507	110-0325	03/31/2025	04/28/2025	8,000.00	Legislative Consulting - Mar	105340.50.341200 - Consult Serv: Legi	
					$8,000.00			
Better City LLC	ACH.04242507	2071	03/31/2025	04/28/2025	15,000.00	Layton Econ Dev - FINAL	105340.30.351039 - Consult Serv: Layt	
					$15,000.00			
Bluehost	Pcard-AP	04032025	04/03/2025	04/03/2025	7.79	website domain -WFRC - monthly	105670.99.999000 - Software: Indirect	
					$7.79			
Constant Contact	Pcard-RH	04302025	04/30/2025	04/30/2025	173.20	monthly billing - APR	105670.99.999000 - Software: Indirect	
					$173.20			
Delta Airlines	Pcard-AP	04252025	04/25/2025	04/25/2025	35.00	MATT_Bag Check for the MATT Host gift bags and	105580.20.322210 - Travel: CPG - Adm	
					$35.00			
Design Workshop, Inc	ACH.04072509	0080437	03/13/2025	04/08/2025	6,982.50	SAP Draper Jan	105340.50.360217 - Consult Serv: SAP	
Design Workshop, Inc	ACH.04072509	80661	03/13/2025	04/08/2025	630.00	SAP West Jordan Old Bingham Hwy - Feb	105340.50.360207 - Consult Serv: SAP	
					$7,612.50			
Design Workshop, Inc	ACH.04242507	0080913	03/31/2025	04/28/2025	17,449.92	SAP Draper Feb	105340.50.360217 - Consult Serv: SAP	
					$25,062.42			
EMI Health	EFT	507020250401	04/01/2025	04/01/2025	170.00	Telemed - Apr	105210.99.998000 - Fringe Benefits: In	
					$170.00			
Eno Center for Transportation	Pcard-AG	04022025	04/02/2025	04/02/2025	900.00	Transportation Leader- Annual, AG	105311.20.322210 - Subscriptions: CP	
					$900.00			

Wasatch Front Regional Council
Check Register
All Bank Accounts - 04/01/2025 to 04/30/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Envision Utah	Pcard-JC	991788829	04/23/2025	04/23/2025	500.00	Envision Utah Registrations	105610.20.322210 - Supplies: CPG - A	
					$500.00			
Everything Utah	Pcard-JC	04222025	04/22/2025	04/22/2025	238.27	MATT Host Gift Bags	105610.10.301200 - Supplies: Local Fu	
					$238.27			
Fehr & Peers	ACH.04242507	183271	03/31/2025	04/28/2025	2,530.80	SLC 1300 E Study Jan	105340.30.353006 - Consult Serv:SLC	
					$2,530.80			
FFKR Architects	ACH.04072509	23081.09	03/17/2025	04/08/2025	2,575.00	Clearfield Gen Plan - Jan	105340.30.351017 - Consult Serv: Clea	
FFKR Architects	ACH.04072509	23081.10	03/17/2025	04/08/2025	1,250.00	Clearfield Gen Plan - Feb	105340.30.351017 - Consult Serv: Clea	
					$3,825.00			
					$3,825.00			
Fielding Group, LLC	ACH.04242507	627	04/01/2025	04/28/2025	38,222.58	Building Lease - April	105441.99.999000 - Building Lease Co	
					$38,222.58			
First Digital	Pcard-AP	04152025	04/15/2025	04/15/2025	400.41	Internet - Apr	105530.99.999000 - Telephone/Data: In	
					$400.41			
Flip Builder	Pcard-RH	04232025	04/23/2025	04/23/2025	322.17	PDF editor _ Communications	105670.99.999000 - Software: Indirect	
					$322.17			
Flower Patch	Pcard-JC	04232025	04/23/2025	04/23/2025	137.34	Board Chair, sympathy flowers	105610.10.301000 - Supplies: Miscella	
					$137.34			
Google LLC	Pcard-RH	04012025	04/01/2025	04/01/2025	56.24	Cloud Storage - March	105670.99.999000 - Software: Indirect	
					$56.24			
Health Equity	EFT	9cs6j6f	04/01/2025	04/17/2025	48.30	HSA fees - Apr	105210.99.998000 - Fringe Benefits: In	
Health Equity	EFT.040325112	14kgpo8	03/17/2025	04/04/2025	48.30	HSA fees - Mar	105210.99.998000 - Fringe Benefits: In	
Health Equity	EFT.040325112	PR032825-258	04/04/2025	04/04/2025	5,758.70	HSA	1022500 - HSA W/H Payable	
					$5,807.00			
Health Equity	EFT.041725143	PR041125-258	04/18/2025	04/18/2025	5,647.16	HSA	1022500 - HSA W/H Payable	
					$11,502.46			
High Street Consulting Group, LLC	ACH.04242507	8986	03/31/2025	04/28/2025	220.33	Unified plan financial model - Feb Cache	105340.40.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.04242507	8986	03/31/2025	04/28/2025	329.11	Unified plan financial model - Feb Dixie	105340.40.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.04242507	8986	03/31/2025	04/28/2025	1,122.20	Unified plan financial model - Feb MAG	105340.40.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.04242507	8986	03/31/2025	04/28/2025	2,876.75	Unified plan financial model - Feb UTA	105340.40.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.04242507	8986	03/31/2025	04/28/2025	2,931.16	Unified plan financial model - Feb WFRC	105340.20.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.04242507	8986	03/31/2025	04/28/2025	4,027.45	Unified plan financial model - Feb UDOT	105340.40.322215.3422 - Consult Serv	
					$11,507.00			
					$11,507.00			
Horrocks Engineers, LLC	ACH.04072509	92996	03/13/2025	04/08/2025	7,376.76	Millcreek Master Trail - Feb	105340.30.353014 - Consult Serv: Millc	
					$7,376.76			
Hyatt Hotels	Pcard-AG	04182025	04/18/2025	04/18/2025	345.96	UAC Conf - AG	105580.20.322210 - Travel: CPG - Adm	
					$345.96			
Internal Revenue Service	EFT.040325112	PR032825-38	04/04/2025	04/04/2025	3,942.68	Medicare Tax	1021000 - Federal Tax W/H Payable	
Internal Revenue Service	EFT.040325112	PR032825-38	04/04/2025	04/04/2025	14,191.76	Federal Income Tax	1021000 - Federal Tax W/H Payable	
					$18,134.44			

Wasatch Front Regional Council
Check Register
All Bank Accounts - 04/01/2025 to 04/30/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Internal Revenue Service	EFT.041725142	PR041125-38	04/18/2025	04/18/2025	3,858.96	Medicare Tax	1021000 - Federal Tax W/H Payable	
Internal Revenue Service	EFT.041725142	PR041125-38	04/18/2025	04/18/2025	13,590.39	Federal Income Tax	1021000 - Federal Tax W/H Payable	
					$17,449.35			
					$35,583.79			
ISSUU	Pcard-RH	04102025	04/10/2025	04/10/2025	2,445.37	Annual Subscription	105670.20.322210 - Software: CPG - A	
ISSUU	Pcard-RH	CREDIT	04/25/2025	04/25/2025	-2,445.37	Annual Subscription - Refund for cancellation	105670.20.322210 - Software: CPG - A	
					$0.00			
					$0.00			
JImmy Johns	Pcard-JC	04152025	04/15/2025	04/15/2025	257.99	CAC meeting snacks	105610.10.301200 - Supplies: Local Fu	
					$257.99			
Jordan River Commission	ACH.04242507	2025-20	04/01/2025	04/28/2025	1,000.00	2025 Golden Spoke Sponsor	105610.10.301200 - Supplies: Local Fu	
					$1,000.00			
Kimley Horn	ACH.04242507	30953558	03/31/2025	04/28/2025	11,169.72	SWSLCO - Jan UTA	105340.40.322215.0033 - Consult Serv	
Kimley Horn	ACH.04242507	30953558	03/31/2025	04/28/2025	11,169.72	SWSLCO - Jan WFRC	105340.20.322215.0033 - Consult Serv	
Kimley Horn	ACH.04242507	30953558	03/31/2025	04/28/2025	11,169.73	SWSLCO - Jan MAG	105340.40.322215.0033 - Consult Serv	
Kimley Horn	ACH.04242507	30953558	03/31/2025	04/28/2025	11,169.73	SWSLCO - Jan UDOT	105340.40.322215.0033 - Consult Serv	
Kimley Horn	ACH.04242507	31228903	04/10/2025	04/28/2025	51,806.00	Power District - Feb	105340.50.334500 - Consult Serv: Pow	
					$96,484.90			
					$96,484.90			
Les Olson Company	ACH.04242507	EA1528126	03/31/2025	04/28/2025	117.01	Copier Usage Mar	105610.99.999000 - Supplies: Indirect	
					$117.01			
Lincoln Financial Life Ins Co	EFT	4822343442	04/01/2025	04/01/2025	3,113.89	Life, LTD, STD - Apr	1022300 - Lincoln Life Insurance W/H	
					$3,113.89			
Logan Simpson Design, Inc	ACH.04072509	36245	03/13/2025	04/08/2025	11,197.50	Ogden SAP - Jan	105340.50.360212 - Consult Serv: SAP	
Logan Simpson Design, Inc	ACH.04072509	36453	03/17/2025	04/08/2025	15,465.07	Ogden Citywide Zoning - Feb	105340.30.351035 - Consult Serv: Og	
					$26,662.57			
					$26,662.57			
Metropolis	Pcard-JC	427BB863-0001	04/01/2025	04/01/2025	691.00	Parking Validation for WFRC Meeting attendees (Ma	105610.20.322210 - Supplies: CPG - A	
					$691.00			
MHTN Architects	ACH.04242507	31430	03/31/2025	04/28/2025	8,217.50	Midvale Parks & Open Space - Feb	105340.30.353019 - Consult Serv: Midv	
					$8,217.50			
Mountainland Association of Govern	ACH.04242507	5	04/09/2025	04/28/2025	94.89	Transit Fresh Look Meeting snacks	105610.10.301200 - Supplies: Local Fu	
					$94.89			
National Association of Regional Co	Pcard_AP	04112025	04/11/2025	04/11/2025	755.00	NARC Annual Conference - JB	105330.20.322210 - Training: CPG - Ad	
					$755.00			
NY Times	0	04172025	04/14/2025	04/14/2025	20.00	NY Times monthly subscription	105610.10.301200 - Supplies: Local Fu	
					$20.00			
Onward Technology, LLC	ACH.04072509	82720	03/03/2025	04/08/2025	12.00	NCE Power Bi Pro - Mar KB	105670.20.322210 - Software: CPG - A	
Onward Technology, LLC	ACH.04072509	82720	03/03/2025	04/08/2025	1,026.00	Google Workspace -Mar	105670.99.999000 - Software: Indirect	
Onward Technology, LLC	ACH.04072509	82720	03/03/2025	04/08/2025	3,022.90	Maintenance - Mar	105430.99.999000 - Maintenance: Indir	
					$4,060.90			

Wasatch Front Regional Council
Check Register
All Bank Accounts - 04/01/2025 to 04/30/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Onward Technology, LLC	ACH.04242507	82857	04/07/2025	04/28/2025	12.00	NCE Power Bi Pro - Apr KB	105670.20.322210 - Software: CPG - A	
Onward Technology, LLC	ACH.04242507	82857	04/07/2025	04/28/2025	1,053.00	Google Workspace -Apr	105670.99.999000 - Software: Indirect	
Onward Technology, LLC	ACH.04242507	82857	04/07/2025	04/28/2025	2,992.86	Maintenance - Apr	105430.99.999000 - Maintenance: Indir	
Onward Technology, LLC	ACH.04242507	ONWQ48632	04/08/2025	04/28/2025	5,151.97	Laptos - MJC, WB, BW	105610.10.301200 - Supplies: Local Fu	
					$9,209.83			
					$13,270.73			
Parametrix, Inc	ACH.04242507	65456	03/31/2025	04/28/2025	1,286.08	Shield's Lane - FINAL	105340.30.353015 - Consult Serv: Sout	
					$1,286.08			
PEHP FLEX Benefits	ACH.04072509	PR031425-54	03/21/2025	04/08/2025	174.99	Flex Spend Acct	1022400 - Flexible Spending Account	
PEHP FLEX Benefits	ACH.04242507	PR032825-54	04/04/2025	04/28/2025	174.99	Flex Spend Acct	1022400 - Flexible Spending Account	
					$349.98			
PEHP Public Employees Health Pro	ACH.04242507	506629	04/01/2025	04/28/2025	47,852.09		1022000 - PEHP Insurance W/H Payab	
					$47,852.09			
Pelorus Methods	ACH.04072509	250401	04/01/2025	04/08/2025	1,550.00	Qtr billing 4/1 - 6/30	105670.99.999000 - Software: Indirect	
					$1,550.00			
Penna Powers Inc	ACH.04072509	029552	03/17/2025	04/08/2025	35.00	Creative Support - Dec	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.04072509	029552	03/17/2025	04/08/2025	610.00	Website redesign - Dec	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.04072509	029552	03/17/2025	04/08/2025	2,622.50	Strategic Communications -Dec	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.04072509	029653	03/14/2025	04/08/2025	1,025.00	Creative Support - Jan	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.04072509	029653	03/14/2025	04/08/2025	1,240.00	Website redesign - Jan	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.04072509	029653	03/14/2025	04/08/2025	6,305.00	Strategic Communications -Jan	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.04072509	029779	03/14/2025	04/08/2025	3,330.00	Website redesign - Feb	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.04072509	029779	03/14/2025	04/08/2025	3,572.50	Creative Support - Feb	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.04072509	029779	03/14/2025	04/08/2025	4,982.50	Strategic Communications - Feb	105340.20.322224 - Consult Serv: CP	
					$23,722.50			
					$23,722.50			
PGI Services	ACH.04242507	MI14194	04/08/2025	04/28/2025	230.02	Kitchen supplies - drinks	105610.10.301200 - Supplies: Local Fu	
PGI Services	Pcard-JC	MI13574	04/28/2025	04/28/2025	161.86	Kitchen supplies - drinks	105610.10.301200 - Supplies: Local Fu	
					$391.88			
Posit Software/ShinyApps	Pcard-Jc	04132025	04/13/2025	04/13/2025	53.04	RAM Subscription - Analytics Group	105670.20.322210 - Software: CPG - A	
					$53.04			
R6 Regional Council (Six County)	ACH.04072509	1414	03/17/2025	04/08/2025	1,071.43	2025 ULCT Bronze Sponsorship	105610.20.322210 - Supplies: CPG - A	
					$1,071.43			
RRJ Consulting	ACH.04242507	WFRC202504	04/01/2025	04/28/2025	3,000.00	Legislative Consulting - Apr	105340.50.341200 - Consult Serv: Legi	
					$3,000.00			
SmartMouth Communications	ACH.04242507	2441	04/09/2025	04/28/2025	2,850.00	Staff training - Communications	105330.20.322210 - Training: CPG - Ad	
					$2,850.00			
Smith's	Pcard-JC	04082025	04/08/2025	04/08/2025	12.23	ATC refreshments	105610.10.301200 - Supplies: Local Fu	203
					$12.23			
State of Utah	Pcard-AP	04032025	04/03/2025	04/03/2025	25.00	Entity Registration	105810.99.999000 - Dues: Indirect	
					$25.00			

Wasatch Front Regional Council
Check Register
All Bank Accounts - 04/01/2025 to 04/30/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Target	Pcard-JC	04172025	04/17/2025	04/17/2025	50.00	gift card for CAC participant	105610.10.301200 - Supplies: Local Fu	
					$50.00			
The Events Calendar	Pcard-AP	04102025	04/10/2025	04/10/2025	96.34	Website Calendar Events aggregator - annual	105670.99.999000 - Software: Indirect	
					$96.34			
The Store	Pcard-JC	04032025	04/03/2025	04/03/2025	28.38	Wellness Movie - Refreshments	105610.10.301000 - Supplies: Miscella	201
					$28.38			
Township + Range LLC	ACH.04242507	2409-04	03/31/2025	04/28/2025	43,532.50	Draper Town Center SAP - Feb	105340.50.360217 - Consult Serv: SAP	
					$43,532.50			
Uber Trip	Pcard-AP	04272025	04/27/2025	04/27/2025	135.51	Per Diem	105580.20.322210 - Travel: CPG - Adm	
Uber Trip	Pcard-AP	04272025.2	04/27/2025	04/27/2025	20.86	Per Diem	105580.20.322210 - Travel: CPG - Adm	
					$156.37			
					$156.37			
UNUM Life Insurance Co.	ACH.04242507	040125	04/01/2025	04/28/2025	156.00	LTC - Apr	105210.99.998000 - Fringe Benefits: In	
					$156.00			
Urban Land Institute (ULI)	Pcard-Jc	ULI251:9703	04/11/2025	04/11/2025	635.00	ULI Spring Conference - Tim Watkins	105330.30.330200 - Training: TLC Adm	
					$635.00			
UT Govt Finance Officers Assoc (UG	Pcard-JC	04242025	04/24/2025	04/24/2025	25.00	MF - Membership Dues	105810.99.999000 - Dues: Indirect	
					$25.00			
Utah Association of Counties UAC	Pcard-JC	1FnlY	04/03/2025	04/03/2025	470.00	UAC Management Conf. 2025	105330.20.322210 - Training: CPG - Ad	
Utah Association of Counties UAC	Pcard-JC	1FXqr	04/10/2025	04/10/2025	470.00	UAC Management Conf. 2025 - MW	105330.20.322210 - Training: CPG - Ad	
					$940.00			
					$940.00			
Utah Clean Air Partnership (UCAIR, I	ACH.04242507	2025-014	04/08/2025	04/28/2025	2,500.00	Annual Summit Sponsorship	105610.20.322210 - Supplies: CPG - A	
					$2,500.00			
Utah Department of Workforce Servi	EFT	04182025	03/31/2025	04/18/2025	6,289.44	UI Q12025	105210.99.998000 - Fringe Benefits: In	
					$6,289.44			
Utah Division of Finance	ACH.04242507	25030710721004	04/01/2025	04/28/2025	2,083.99	Pcard - AP	1020190 - P-Card Clearing	
Utah Division of Finance	ACH.04242507	25030710721011	04/01/2025	04/28/2025	946.45	Pcard - RH	1020190 - P-Card Clearing	
Utah Division of Finance	ACH.04242507	25030710721037	04/01/2025	04/28/2025	834.84	Pcard - AG	1020190 - P-Card Clearing	
Utah Division of Finance	ACH.04242507	25030710721048	04/01/2025	04/28/2025	4,519.22	Pcard - JC	1020190 - P-Card Clearing	
					$8,384.50			
					$8,384.50			
Utah Geographic Information Council	Pcard-JC	(CREDIT)	04/29/2025	04/29/2025	-200.00	UGIC Conference registration - Sarah - Refund for a	105330.20.322210 - Training: CPG - Ad	
					($200.00)			
Utah Local Governments Trust (ULG	EFT	1618750	04/01/2025	04/01/2025	473.55	WC - Apr	105131.99.997000 - Wages: Indirect C	
					$473.55			
Utah Retirement Systems (URS)	EFT.040325135	PR032825-80	04/04/2025	04/04/2025	508.40	Loan	1023300 - Loan Payment W/H Payable	
Utah Retirement Systems (URS)	EFT.040325135	PR032825-80	04/04/2025	04/04/2025	1,223.32	Roth IRA	1023200 - Roth IRA W/H Payable	
Utah Retirement Systems (URS)	EFT.040325135	PR032825-80	04/04/2025	04/04/2025	2,597.65	URS 401(k) Tier 2	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.040325135	PR032825-80	04/04/2025	04/04/2025	6,837.86	401(k) DC	1023000 - 401(k) W/H Payable	

Wasatch Front Regional Council
Check Register
All Bank Accounts - 04/01/2025 to 04/30/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Utah Retirement Systems (URS)	EFT.040325135	PR032825-80	04/04/2025	04/04/2025	7,013.76	457(b)	1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS)	EFT.040325135	PR032825-80	04/04/2025	04/04/2025	15,979.26	401(k) EE & Match	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.040325135	PR032825-80	04/04/2025	04/04/2025	20,180.45	URS State Retirement	1023000 - 401(k) W/H Payable	
					$54,340.70			
Utah Retirement Systems (URS)	EFT.041825081	PR041125-80	04/18/2025	04/18/2025	173.10	Loan	1023300 - Loan Payment W/H Payable	
Utah Retirement Systems (URS)	EFT.041825081	PR041125-80	04/18/2025	04/18/2025	1,073.32	Roth IRA	1023200 - Roth IRA W/H Payable	
Utah Retirement Systems (URS)	EFT.041825081	PR041125-80	04/18/2025	04/18/2025	2,597.65	URS 401(k) Tier 2	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.041825081	PR041125-80	04/18/2025	04/18/2025	6,680.96	401(k) DC	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.041825081	PR041125-80	04/18/2025	04/18/2025	7,075.66	457(b)	1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS)	EFT.041825081	PR041125-80	04/18/2025	04/18/2025	15,670.26	401(k) EE & Match	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.041825081	PR041125-80	04/18/2025	04/18/2025	19,703.75	URS State Retirement	1023000 - 401(k) W/H Payable	
					$52,974.70			
					$107,315.40			
Utah State Tax Commission	EFT.040325112	PR032825-82	04/04/2025	04/04/2025	5,562.44	State Income Tax	1021200 - State Tax W/H Payable	
Utah State Tax Commission	EFT.041725142	PR041125-82	04/18/2025	04/18/2025	5,432.10	State Income Tax	1021200 - State Tax W/H Payable	
Utah State Tax Commission	EFT.041825105	041824	03/31/2025	04/18/2025	90.00		1015800 - Suspense	
					$11,084.54			
Utah Transit Authority (UTA)	Pcard-AP	04082025	04/08/2025	04/08/2025	400.00	UTA Farepay Cards Reloads	105580.20.322210 - Travel: CPG - Adm	
Utah Transit Authority (UTA)	Pcard-AP	04242025	04/24/2025	04/24/2025	500.00	UTA Farepay Cards Reloads	105580.20.322210 - Travel: CPG - Adm	
					$900.00			
					$900.00			
Wall Consultant Group (WCG)	ACH.04242507	15811	03/31/2025	04/28/2025	13,882.56	Clearfield Master Plan - Jan	105340.30.351041 - Consult Serv: Clea	
Wall Consultant Group (WCG)	ACH.04242507	16024	03/31/2025	04/28/2025	13,951.10	Clearfield Master Plan - Feb	105340.30.351041 - Consult Serv: Clea	
					$27,833.66			
					$27,833.66			
Walmart	Pcard_JC	04172025	04/17/2025	04/17/2025	100.00	CAC Gift Cards_4.15.2025 meeting	105610.10.301200 - Supplies: Local Fu	
					$100.00			
WFRC	x999	05152025a	04/30/2025	04/30/2025	103,916.28	Adjustment for payroll date	1015800 - Suspense	
					$103,916.28			
WSP USA Inc	ACH.04242507	40167797	04/01/2025	04/28/2025	28,847.80	SAP West Valley - Feb	105340.50.360213 - Consult Serv: SAP	
					$28,847.80			
WTS - Northern Utah Chapter	ACH.04072509	03062025	03/17/2025	04/08/2025	2,000.00	Gold Chapter Sponsorship - WTS	105610.20.322210 - Supplies: CPG - A	
					$2,000.00			
Zoom Video Communications Inc.	Pcard-RH	04082025	04/08/2025	04/08/2025	2,548.92	Q4 FY25 Fees (Annual 3/31/25 - 3/30/26)	105530.99.999000 - Telephone/Data: In	
Zoom Video Communications Inc.	Pcard-RH	04082025	04/08/2025	04/08/2025	7,646.77	Q1 - Q3 FY26 Fees (Annual 3/31/25 - 3/30/26)	1013600 - Prepaid Supplies/Services	
					$10,195.69			
					$10,195.69			
					$791,838.57			

ZIONS BANK®

PO BOX 26547
SALT LAKE CITY, UT 84126-0547

Statement of Accounts

This Statement: April 30, 2025
Last Statement: March 31, 2025

Primary Account: [redacted]

Direct Inquiries to:
800-789-2265
WWW.ZIONSBANK.COM

0000803 1487-06-0000-ZFN-PG0007-00002

WASATCH FRONT REGIONAL COUNCIL
WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT
41 N RIO GRANDE ST STE 103
SALT LAKE CITY, UT 84101-1385

WE HAVEN'T FORGOTTEN WHO KEEPS US IN BUSINESS. ®

SUMMARY OF ACCOUNT BALANCE

Account Type	*Account Number*	*Account Ending Balance*
BUSINESS INSPIRE CHECKING	[redacted]	$0.00

BUSINESS INSPIRE CHECKING 0984425983

0151

	Previous Balance	*Deposits/Credits*	*Withdrawals/Debits*	*Checks Processed*	*Ending Balance*
Count:		15	27	0	
Amount:	0.00	1,892,657.66	1,892,657.66-	0.00	0.00

DEPOSITS/CREDITS

Posting Date	*Effective Date*	*Amount*	*Description*
04/01	04/01	26,000.00	RDC DEPOSIT - MOBILE
04/02	04/02	105,600.94	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 002997373
04/04	04/04	78,282.14	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 003402785
04/07	04/07	99,167.79	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 005245791
04/10	04/10	300,000.00	Utah State Treas MIXED REF # 02509 9002469112 Utah State Tre
04/11	04/11	100,000.00	Utah State Treas MIXED REF # 02510 0003728682 Utah State Tre
04/15	04/15	7,500.00	RDC DEPOSIT - MOBILE
04/16	04/16	103,543.39	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 002874363
04/18	04/18	17,449.35	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 003051384
04/21	04/21	75,000.00	Salt Lake County NET PAY REF # 02510 7010210113 Salt Lake Co
04/23	04/23	13,228.19	MOUNTAINLAND ASC 4.22.25 REF # 02511 2003359474 MOUNTAINLAND
04/23	04/23	14,331.19	ASAP GRANT PAY REF # 02511 3004084919 ASAP 9051036803GRANT P
04/24	04/24	396,957.07	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 002612121
04/28	04/28	473.55	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 004985229
04/30	04/30	555,124.05	FINET EFT 8019577760 REF # 02512 0000488644 FINET EFT 200000

CHARGES/DEBITS

Posting Date	*Effective Date*	*Amount*	*Description*
04/01	04/01	26,000.00-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 003276595
04/02	04/02	3,113.89-	+Lincoln Nationa EDI PYMNTS REF # 02509 1003779812 +Lincoln
04/02	04/02	170.00-	EMI HEALTH INS PREM REF # 02509 2004955993 EMI HEALTH 938945
04/02	04/02	102,317.05-	ACH OFFSET WASATCH FRONT PAYROLL REF # 02509 2005838109 WASA
04/04	04/04	18,134.44-	IRS USATAXPYMT REF # 02509 3006532558 IRS 3387702000USATAXPY
04/04	04/04	5,807.00-	HEALTHEQUITY INC HealthEqui REF # 02509 3006679486 HEALTHEQU
04/04	04/04	54,340.70-	UTAH STATE RETIR URS PAYMNT REF # 02509 4007459000 UTAH STAT
04/07	04/07	5,562.44-	UTAH801/297-7703 TAX PAYMNT REF # 02509 7008512770 UTAH801/2
04/07	04/07	93,605.35-	ACH OFFSET WASATCH FRONT PAYABLES REF # 02509 7009325643 WAS
04/10	04/10	489.32-	UT LOCAL GOVT TR INSURANCE REF # 02509 9001512784 UT LOCAL G
04/10	04/10	299,510.68-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 002836228
04/11	04/11	100,000.00-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 003260650
04/15	04/15	7,500.00-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 002995232
04/16	04/16	103,543.39-	ACH OFFSET WASATCH FRONT PAYROLL REF # 02510 6008221289 WASA

ZIONS BANK®

April 30, 2025
WASATCH FRONT REGIONAL COUNCIL
[redacted]

PO BOX 26547
SALT LAKE CITY, UT 84126-0547

Continued ...

Posting Date	Effective Date	Amount	Description
04/18	04/18	17,449.35-	IRS USATAXPYMT REF # 02510 8000588629 IRS 3387702000USATAXPY
04/21	04/21	249.08-	ANALYSIS SERVICE FEE
04/21	04/21	6,289.44-	WORKFORCE SERVIC UTAH UITAX REF # 02510 8001206792 WORKFORCE
04/21	04/21	5,432.10-	UTAH801/297-7703 TAX PAYMNT REF # 02511 1001358766 UTAH801/2
04/21	04/21	90.00-	UTAH801/297-7703 TAX PAYMNT REF # 02511 1001358859 UTAH801/2
04/21	04/21	52,974.70-	UTAH STATE RETIR URS PAYMNT REF # 02511 1001526157 UTAH STAT
04/21	04/21	5,695.46-	HEALTHEQUITY INC HealthEqui REF # 02511 1001546734 HEALTHEQU
04/21	04/21	4,269.22-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 004799855
04/23	04/23	27,559.38-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 002667191
04/24	04/24	396,957.07-	ACH OFFSET WASATCH FRONT PAYABLES REF # 02511 4005729061 WAS
04/28	04/28	473.55-	UT LOCAL GOVT TR INSURANCE REF # 02511 8007361733 UT LOCAL G
04/30	04/30	103,916.28-	ACH OFFSET WASATCH FRONT PAYROLL REF # 02512 0000848561 WASA
04/30	04/30	451,207.77-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 002917720

CHECKS PROCESSED

There were no transactions this period.

ACTIVITY COUNT

	During this period
Total Items	42

AGGREGATE OVERDRAFT AND RETURNED ITEM FEES

	Total for This Period	Total Year-to-Date
Total Overdraft Fees	$0.00	$0.00
Total Returned Item Fees	$0.00	$0.00

To learn more about our other products and services that may lower the cost of managing account overdrafts or to discuss removing overdraft coverage from your account, please contact Customer Service or visit your local branch.

DAILY BALANCE

Date	Balance
04/01	$0.00

INTEREST

Interest Earned This Statement Period	$0.00	Number Of Days This Statement Period	30
Interest Paid Year-To-Date 2025	$0.00		

Current interest rate is 0.0000% with no rate change this statement period

ZIONS BANK®

PO BOX 26547
SALT LAKE CITY, UT 84126-0547

Statement of Accounts

This Statement: April 30, 2025
Last Statement: March 31, 2025

Primary Account: [redacted]

0006643 1487-06-0000-ZFN-PG0007-00000

WASATCH FRONT REGIONAL COUNCIL
41 N RIO GRANDE ST STE 103
SALT LAKE CITY, UT 84101-1385

Direct Inquiries to:
800-789-2265
WWW.ZIONSBANK.COM

WE HAVEN'T FORGOTTEN WHO KEEPS US IN BUSINESS. ®

SUMMARY OF ACCOUNT BALANCE

Account Type	*Account Number*	*Account Ending Balance*
GOLD BUSINESS SWEEP	[redacted]	$672,854.65

GOLD BUSINESS SWEEP 0984438077

0291

	Previous Balance	*Deposits/Credits*	*Withdrawals/Debits*	*Checks Processed*	*Ending Balance*
Count:		8	7	0	
Amount:	556,913.35	917,415.53	801,474.23-	0.00	672,854.65

DEPOSITS/CREDITS

Posting Date	*Effective Date*	*Amount*	*Description*
04/01	04/01	26,000.00	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 003276595
04/10	04/10	299,510.68	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 002836228
04/11	04/11	100,000.00	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 003260650
04/15	04/15	7,500.00	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 002995232
04/21	04/21	4,269.22	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 004799855
04/23	04/23	27,559.38	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 002667191
04/30	04/30	451,207.77	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 002917720
04/30	04/30	1,368.48	INTEREST PAYMENT

CHARGES/DEBITS

Posting Date	*Effective Date*	*Amount*	*Description*
04/02	04/02	105,600.94-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 002997373
04/04	04/04	78,282.14-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 003402785
04/07	04/07	99,167.79-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 005245791
04/16	04/16	103,543.39-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 002874363
04/18	04/18	17,449.35-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 003051384
04/24	04/24	396,957.07-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 002612121
04/28	04/28	473.55-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 004985229

CHECKS PROCESSED

There were no transactions this period.

ACTIVITY COUNT

	During this period
Total Items	15

ZIONS BANK®

April 30, 2025
WASATCH FRONT REGIONAL COUNCIL
[redacted]

PO BOX 26547
SALT LAKE CITY, UT 84126-0547

AGGREGATE OVERDRAFT AND RETURNED ITEM FEES

	Total for This Period	*Total Year-to-Date*
Total Overdraft Fees	$0.00	$0.00
Total Returned Item Fees	$0.00	$0.00

To learn more about our other products and services that may lower the cost of managing account overdrafts or to discuss removing overdraft coverage from your account, please contact Customer Service or visit your local branch.

DAILY BALANCE

Date	*Balance*	*Date*	*Balance*	*Date*	*Balance*
04/01	$582,913.35	04/11	$699,373.16	04/23	$617,709.02
04/02	$477,312.41	04/15	$706,873.16	04/24	$220,751.95
04/04	$399,030.27	04/16	$603,329.77	04/28	$220,278.40
04/07	$299,862.48	04/18	$585,880.42	04/30	$672,854.65
04/10	$599,373.16	04/21	$590,149.64		

INTEREST

Interest Earned This Statement Period	$1,368.48	Number Of Days This Statement Period	30
Interest Paid Year-To-Date 2025	$5,721.82		
Interest Paid Last Year 2024	$3,430.20		

Current interest rate is 3.4600%
Interest rate changes this period:

Date	*Rate*	*Date*	*Rate*	*Date*	*Rate*	*Date*	*Rate*
04/01	3.4400%	04/07	3.4300%	04/11	3.4400%	04/15	3.4600%
04/16	3.4500%	04/21	3.4700%	04/23	3.4300%	04/28	3.4600%
04/30	3.4600%						

STATEMENT OF ACCOUNT

P T I F

U T A H P U B L I C T R E A S U R E R S ' I N V E S T M E N T F U N D

Marlo M. Oaks, Utah State Treasurer, Fund Manager
PO Box 142315
350 N State Street, Suite 180
Salt Lake City, Utah 84114-2315
Local Call (801) 538-1042 Toll Free (800) 395-7665
www.treasurer.utah.gov

WASATCH FRONT REGIONAL COUNCIL
CFO
41 NO. RIO GRANDE ST., STE 103
SALT LAKE CTY UT 84101

Account	Account Period
533	April 01, 2025 through April 30, 2025

Summary

Beginning Balance	$ 4,199,567.81	Average Daily Balance	$ 3,922,901.14
Deposits	$ 14,467.69	Interest Earned	$ 14,467.69
Withdrawals	$ 400,000.00	360 Day Rate	4.4256
Ending Balance	$ 3,814,035.50	365 Day Rate	4.4871

Date	Activity	Deposits	Withdrawals	Balance
04/01/2025	FORWARD BALANCE	$ 0.00	$ 0.00	$ 4,199,567.81
04/10/2025	payroll	$ 0.00	$ 300,000.00	$ 3,899,567.81
04/11/2025	payroll	$ 0.00	$ 100,000.00	$ 3,799,567.81
04/30/2025	REINVESTMENT	$ 14,467.69	$ 0.00	$ 3,814,035.50
04/30/2025	ENDING BALANCE	$ 0.00	$ 0.00	$ 3,814,035.50

STATEMENT OF ACCOUNT

P T I F

U T A H P U B L I C T R E A S U R E R S ' I N V E S T M E N T F U N D

Marlo M. Oaks, Utah State Treasurer, Fund Manager
PO Box 142315
350 N State Street, Suite 180
Salt Lake City, Utah 84114-2315
Local Call (801) 538-1042 Toll Free (800) 395-7665
www.treasurer.utah.gov

WASATCH FRONT REG COUNS/BLDG FD
CFO
41 NORTH RIO GRANDE ST., STE 103
SALT LAKE CTY UT 84101

Account	Account Period
8761	April 01, 2025 through April 30, 2025

Summary

Beginning Balance	$ 1,330,019.25	Average Daily Balance	$ 1,330,019.25
Deposits	$ 4,905.12	Interest Earned	$ 4,905.12
Withdrawals	$ 0.00	360 Day Rate	4.4256
Ending Balance	$ 1,334,924.37	365 Day Rate	4.4871

Date	Activity	Deposits	Withdrawals	Balance
04/01/2025	FORWARD BALANCE	$ 0.00	$ 0.00	$ 1,330,019.25
04/30/2025	REINVESTMENT	$ 4,905.12	$ 0.00	$ 1,334,924.37
04/30/2025	ENDING BALANCE	$ 0.00	$ 0.00	$ 1,334,924.37

Wasatch Front Regional Council
Zions Operating
Bank Reconciliation - 05/01/2025 to 05/31/2025

Bank Statement Balance:	**$0.00**

Outstanding Checks & Withdrawals

Payee Name	Reference	Paid Date	Void Date	Amount
Utah Local Governments Trust (ULGT)	EFT	05/01/2025		489.32

Outstanding Checks & Withdrawals Total:	**$489.32**
Calculated Book Balance:	**($489.32)**
General Ledger Balance:	**($489.32)**
Calculated Book Balance vs General Ledger Balance:	**$0.00**

Wasatch Front Regional Council
Zions Operating
Bank Reconciliation - 05/01/2025 to 05/31/2025

Bank Statement Start Balance: **$0.00**

Reconciled Deposits & Transfers

Type	Reference	Date	Amount
Transfer		05/01/2025	-30,000.00
Deposit		05/01/2025	30,000.00
Deposit		05/02/2025	9,843.75
Transfer		05/02/2025	16,305.40
Transfer		05/05/2025	-89,578.27
Deposit		05/05/2025	95,000.00
Deposit		05/06/2025	889.91
Deposit		05/06/2025	1,329.25
Transfer		05/07/2025	-200,000.00
Transfer		05/07/2025	323,311.85
Transfer		05/08/2025	52,029.15
Transfer		05/09/2025	-4,532.49
Deposit		05/09/2025	4,532.49
Deposit		05/14/2025	8,998.75
Transfer		05/14/2025	99,681.08
Transfer		05/16/2025	292,676.54
Transfer		05/19/2025	-88,750.24
Transfer		05/19/2025	100,000.00
Deposit		05/21/2025	7,000.00
Transfer		05/21/2025	49,419.38
Transfer		05/22/2025	-3,150.00
Transfer		05/23/2025	-414,611.20
Deposit		05/23/2025	414,611.20
Transfer		05/27/2025	-6,551.00
Deposit		05/27/2025	6,551.00
Transfer		05/28/2025	103,760.80

Reconciled Deposits & Transfers Total: **$778,767.35**

Reconciled Checks & Withdrawals

Payee Name	Reference	Date	Amount
EMI Health	EFT	05/01/2025	170.00
Lincoln Financial Life Ins Co	EFT	05/01/2025	3,113.89
WFRC	x999	05/02/2025	-103,916.28
Utah State Tax Commission	EFT.0501250929.82	05/02/2025	5,421.73
Health Equity	EFT.0501250929.258	05/02/2025	5,779.20
Internal Revenue Service	EFT.0501250929.38	05/02/2025	17,086.06
Payroll DD	0502251200	05/02/2025	103,916.28
Utah Retirement Systems (URS)	EFT.0507250808.80	05/07/2025	53,027.77
Les Olson Company	ACH.0507251057.44	05/08/2025	171.09
PEHP FLEX Benefits	ACH.0507251057.54	05/08/2025	174.99
Intermountain Healthcare EAP	ACH.0507251057.37	05/08/2025	800.00
Department of Technology Services (DTS)	ACH.0507251057.19	05/08/2025	3,999.60
Avenue Consultants	ACH.0507251057.4	05/08/2025	6,630.00
MHTN Architects	ACH.0507251057.49	05/08/2025	10,471.25
Kimley Horn	ACH.0507251057.41	05/08/2025	11,559.10
Wall Consultant Group (WCG)	ACH.0507251057.291	05/08/2025	12,293.41
Logan Simpson Design, Inc	ACH.0507251057.183	05/08/2025	18,266.50
Design Workshop, Inc	ACH.0507251057.20	05/08/2025	28,659.67
Utah Division of Finance	ACH.0507251057.81	05/08/2025	31,506.78
Utah State Tax Commission	EFT.0516251123.82	05/16/2025	5,422.26
Internal Revenue Service	EFT.0516251123.38	05/16/2025	17,087.34
Payroll DD	0516251200	05/16/2025	108,679.83
Health Equity	EFT	05/19/2025	48.30
UNUM Life Insurance Co.	ACH.0516251033.72	05/19/2025	153.30
PEHP FLEX Benefits	ACH.0516251033.54	05/19/2025	174.99
PGI Services	ACH.0516251033.159	05/19/2025	248.05
Township + Range LLC	ACH.0516251033.70	05/19/2025	657.78
Sunrise Engineering, LLC	ACH.0516251033.438	05/19/2025	1,125.50
BYU	ACH.0516251033.308	05/19/2025	1,200.00
RRJ Consulting	ACH.0516251033.62	05/19/2025	3,000.00
Onward Technology, LLC	ACH.0516251033.326	05/19/2025	4,090.66
Landmark Design	ACH.0516251033.42	05/19/2025	4,410.00
Department of Technology Services (DTS)	ACH.0516251033.19	05/19/2025	4,848.26
Kimley Horn	ACH.0516251033.41	05/19/2025	5,134.00
Health Equity	EFT.0530250948.258	05/19/2025	5,779.20

Barker Leavitt, PLLC	ACH.0516251033.6	05/19/2025	8,000.00		
Arcadis, a California Partnership	ACH.0516251033.310	05/19/2025	16,037.28		
Resource Systems Group, Inc (RSG)	ACH.0516251033.61	05/19/2025	21,009.90		
Fielding Group, LLC	ACH.0516251033.26	05/19/2025	38,222.58		
PEHP Public Employees Health Program	ACH.0516251033.59	05/19/2025	46,464.87		
Psomas	ACH.0516251033.58	05/19/2025	52,310.00		
Wall Consultant Group (WCG)	ACH.0516251033.291	05/19/2025	68,502.03		
Utah Retirement Systems (URS)	EFT.0520251317.80	05/20/2025	53,011.12		
Payroll DD	0530251200	05/30/2025	103,760.80		
				Reconciled Checks & Withdrawals Total:	**$778,509.09**

Charges & Interest

Description	Date	Amount		
Bank fees	05/21/2025	-258.26		
			Charges & Interest Total:	**($258.26)**
			Bank Statement End Balance:	**$0.00**

Wasatch Front Regional Council
Zions Sweep
Bank Reconciliation - 05/01/2025 to 05/31/2025

Bank Statement Balance:	**$373,937.16**
Calculated Book Balance:	**$373,937.16**
General Ledger Balance:	**$373,937.16**
Calculated Book Balance vs General Ledger Balance:	**$0.00**

Wasatch Front Regional Council
Zions Sweep
Bank Reconciliation - 05/01/2025 to 05/31/2025

			Bank Statement Start Balance:	**$672,854.65**

Reconciled Deposits & Transfers

Type	Reference	Date	Amount	
Transfer		05/01/2025	30,000.00	
Transfer		05/02/2025	-16,305.40	
Transfer		05/05/2025	89,578.27	
Transfer		05/07/2025	-323,311.85	
Transfer		05/08/2025	-52,029.15	
Transfer		05/09/2025	4,532.49	
Transfer		05/14/2025	-99,681.08	
Transfer		05/16/2025	-292,676.54	
Transfer		05/19/2025	88,750.24	
Transfer		05/21/2025	-49,419.38	
Transfer		05/22/2025	3,150.00	
Transfer		05/23/2025	414,611.20	
Transfer		05/27/2025	6,551.00	
Transfer		05/28/2025	-103,760.80	
			Reconciled Deposits & Transfers Total:	**($300,011.00)**

Charges & Interest

Description	Date	Amount		
interest	05/30/2025	1,093.51		
			Charges & Interest Total:	**$1,093.51**
			Bank Statement End Balance:	**$373,937.16**

Wasatch Front Regional Council
Check Register
All Bank Accounts - 05/01/2025 to 05/31/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Amazon	Pcard-Jc	111-0670475-694	05/13/2025	05/13/2025	215.59	Speaker phone for Zoom Rooms - GoldenSpoke	105610.20.322210 - Supplies: CPG - A	
Amazon	Pcard-JC	111-1292787-547	05/10/2025	05/10/2025	59.19	Office Supples & Cooling Fan for JN Laptop	105610.10.301200 - Supplies: Local Fu	
Amazon	Pcard-JC	111-2251400-910	05/21/2025	05/21/2025	129.52	Laptop Bag - TK	105610.10.301200 - Supplies: Local Fu	
					$188.71			
					$404.30			
Arcadis, a California Partnership	ACH.05162510	36026587	05/01/2025	05/19/2025	16,037.28	Woods Cross SAP - Mar	105340.50.360211 - Consult Serv: SAP	
					$16,037.28			
Avenue Consultants	ACH.05072510	12117	04/22/2025	05/08/2025	6,630.00	WJordan Safe Street - Mar	105340.30.353017 - Consult Serv: Wes	
					$6,630.00			
Barker Leavitt, PLLC	ACH.05162510	110-0425	04/30/2025	05/19/2025	8,000.00	Legislative Consulting - Apr	105340.50.341200 - Consult Serv: Legi	
					$8,000.00			
Bike Utah	pcard-JC	05292025	05/29/2025	05/29/2025	110.00	Bike Utah 2025 Summit Registrations - Christy, BH	1013600 - Prepaid Supplies/Services	
Bike Utah	pcard-JC	05292025	05/29/2025	05/29/2025	330.00	Bike Utah 2025 Summit Registrations - JN, TK, AG,	1013600 - Prepaid Supplies/Services	
					$440.00			
					$440.00			
Bluehost	Pcard-AP	05282025	05/28/2025	05/28/2025	17.76	WCV Website - Annual Protection	105670.99.999000 - Software: Indirect	
Bluehost	Pcard-JC	05032025	05/03/2025	05/03/2025	9.09	website domain -WFRC - monthly	105670.99.999000 - Software: Indirect	
					$26.85			
BYU	ACH.05162510	402399-4	05/08/2025	05/19/2025	300.00	UTRAC Research - MAG	105340.40.322215.3429 - Consult Serv	
BYU	ACH.05162510	402399-4	05/08/2025	05/19/2025	900.00	UTRAC Research - WFRC	105340.20.322219 - Consult Serv: CP	
					$1,200.00			
					$1,200.00			
Constant Contact	Pcard-RH	05302025	05/30/2025	05/30/2025	173.20	Monthly billing - May	105670.99.999000 - Software: Indirect	
					$173.20			
Delta Airlines	Pcard JC	0062331173170	05/13/2025	05/13/2025	653.96	MOMO2025 - Chris Day - Flights	105580.20.322210 - Travel: CPG - Adm	
Delta Airlines	Pcard JC	0062331191133	05/13/2025	05/13/2025	513.96	MOMO2025 - Bill Hereth - Flights	105580.20.322210 - Travel: CPG - Adm	
Delta Airlines	Pcard JC	05132025	05/13/2025	05/13/2025	653.96	MOMO2025 - Suzie Swim - Flights	105580.20.322210 - Travel: CPG - Adm	
					$1,821.88			
					$1,821.88			
Department of Technology Services (	ACH.05072510	2506R003000004	04/25/2025	05/08/2025	181.80	GIS Technical Support Dec	105340.20.322222 - Consult Serv: CP	
Department of Technology Services (	ACH.05072510	2507R035000004	04/25/2025	05/08/2025	303.00	GIS Technical Support Jan	105340.20.322222 - Consult Serv: CP	
Department of Technology Services (	ACH.05072510	2508R063000004	04/25/2025	05/08/2025	363.60	GIS Technical Support Feb	105340.20.322222 - Consult Serv: CP	
Department of Technology Services (	ACH.05072510	2509R092000005	04/25/2025	05/08/2025	3,151.20	GIS Technical Support Mar	105340.20.322222 - Consult Serv: CP	
					$3,999.60			
Department of Technology Services (	ACH.05162510	2510R125000004	05/08/2025	05/19/2025	4,848.26	GIS Technical Support Apr	105340.20.322222 - Consult Serv: CP	
					$8,847.86			
Design Workshop, Inc	ACH.05072510	0080088	04/21/2025	05/08/2025	7,530.00	SL County SW Waterways - Final	105340.30.353007 - Consult Serv:SLC	
Design Workshop, Inc	ACH.05072510	0080968	04/21/2025	05/08/2025	20,999.67	SAP Draper Mar	105340.50.360217 - Consult Serv: SAP	
Design Workshop, Inc	ACH.05072510	0080975	04/21/2025	05/08/2025	130.00	SAP West Jordan Old Bingham Hwy - FINAL	105340.50.360207 - Consult Serv: SAP	
					$28,659.67			
					$28,659.67			

Wasatch Front Regional Council
Check Register
All Bank Accounts - 05/01/2025 to 05/31/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
EMI Health	EFT	05012025	05/01/2025	05/01/2025	170.00	telemed - May	105210.99.998000 - Fringe Benefits: In	
					$170.00			
Fielding Group, LLC	ACH.05162510	632	05/01/2025	05/19/2025	38,222.58	building lease - May	105441.99.999000 - Building Lease Co	
					$38,222.58			
First Digital	Pcard-AP	05152025	05/15/2025	05/15/2025	412.42	Internet - May	105530.99.999000 - Telephone/Data: In	
					$412.42			
From You Flowers	Pcard-Jc	05292025	05/29/2025	05/29/2025	77.34	Sympathy Flowers- Chris Peak	105610.10.301200 - Supplies: Local Fu	
From You Flowers	Pcard-JC	432554962	05/22/2025	05/22/2025	77.20	Sympathy Flowers- Mayor Nadolski, Council	105610.10.301200 - Supplies: Local Fu	
					$154.54			
Google LLC	Pcard-RH	05012025	05/01/2025	05/01/2025	55.93	Cloud Storage - Apr	105670.99.999000 - Software: Indirect	
					$55.93			
Grammarly	Pcard-RH	05022025	05/02/2025	05/02/2025	155.88	Grammarly - Annual - Communications	105670.99.999000 - Software: Indirect	
					$155.88			
Health Equity	EFT	k420k3y	05/16/2025	05/19/2025	48.30	HSA fees - May	105210.99.998000 - Fringe Benefits: In	
Health Equity	EFT.050125092	PR042525-258	05/02/2025	05/02/2025	5,779.20	HSA	1022500 - HSA W/H Payable	
Health Equity	EFT.053025094	PR050925-258	05/16/2025	05/19/2025	5,779.20	HSA	1022500 - HSA W/H Payable	
					$11,606.70			
High Value Marking and Engraving	Pcard-JC	331	05/19/2025	05/19/2025	18.95	Name Plate - IT Services Rep	105610.10.301200 - Supplies: Local Fu	
					$18.95			
Hilton Hotels	Pcard-AP	05022025	05/02/2025	05/02/2025	518.91	2025 MATT_ Admin Support_AP	105580.20.322210 - Travel: CPG - Adm	
					$518.91			
Hotel Zena	Pcard-AG	05142025	05/14/2025	05/14/2025	860.74	Hotel_NARC Conference, DC	105580.20.322210 - Travel: CPG - Adm	
					$860.74			
Intermountain Healthcare EAP	ACH.05072510	EAP-05419	04/22/2025	05/08/2025	800.00	EAP Quarterly billing	105210.99.998000 - Fringe Benefits: In	
					$800.00			
Internal Revenue Service	EFT.050125092	PR042525-38	05/02/2025	05/02/2025	3,853.68	Medicare Tax	1021000 - Federal Tax W/H Payable	
Internal Revenue Service	EFT.050125092	PR042525-38	05/02/2025	05/02/2025	13,232.38	Federal Income Tax	1021000 - Federal Tax W/H Payable	
					$17,086.06			
Internal Revenue Service	EFT.051625112	PR050925-38	05/16/2025	05/16/2025	3,853.44	Medicare Tax	1021000 - Federal Tax W/H Payable	
Internal Revenue Service	EFT.051625112	PR050925-38	05/16/2025	05/16/2025	13,233.90	Federal Income Tax	1021000 - Federal Tax W/H Payable	
					$17,087.34			
					$34,173.40			
Kimley Horn	ACH.05072510	31147109	04/22/2025	05/08/2025	2,889.76	SWSLCO - Feb UTA	105340.20.322215.0033 - Consult Serv	
Kimley Horn	ACH.05072510	31147109	04/22/2025	05/08/2025	2,889.78	SWSLCO - Feb MAG	105340.40.322215.0033 - Consult Serv	
Kimley Horn	ACH.05072510	31147109	04/22/2025	05/08/2025	2,889.78	SWSLCO - Feb UDOT	105340.40.322215.0033 - Consult Serv	
Kimley Horn	ACH.05072510	31147109	04/22/2025	05/08/2025	2,889.78	SWSLCO - Feb UTA	105340.40.322215.0033 - Consult Serv	
					$11,559.10			
Kimley Horn	ACH.05162510	30183297	05/07/2025	05/19/2025	5,134.00	Perry Hwy 89 - FINAL	105340.30.351040 - Consult Serv: Perr	
					$16,693.10			

Wasatch Front Regional Council
Check Register
All Bank Accounts - 05/01/2025 to 05/31/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Landmark Design	ACH.05162510	202420-01	05/07/2025	05/19/2025	4,410.00	Cottonwood Heights General Plan Nov	105340.30.330254 - Consult Serv: Cott	
					$4,410.00			
Les Olson Company	ACH.05072510	EA1540318	04/25/2025	05/08/2025	171.09	Copier Usage Apr	105610.99.999000 - Supplies: Indirect	
					$171.09			
Lincoln Financial Life Ins Co	EFT	4833367283	05/01/2025	05/01/2025	3,113.89	Life, LTD, STD - May	1022300 - Lincoln Life Insurance W/H	
					$3,113.89			
Logan Simpson Design, Inc	ACH.05072510	36493	04/22/2025	05/08/2025	4,077.50	Ogden SAP Feb	105340.50.360212 - Consult Serv: SAP	
Logan Simpson Design, Inc	ACH.05072510	36678	04/22/2025	05/08/2025	10,806.00	Ogden Citywide Zoning - Mar	105340.30.351035 - Consult Serv: Og	
Logan Simpson Design, Inc	ACH.05072510	36712	04/22/2025	05/08/2025	3,383.00	Ogden SAP Mar	105340.50.360212 - Consult Serv: SAP	
					$18,266.50			
					$18,266.50			
Metropolis	Pcard-JC	05012025	05/01/2025	05/01/2025	573.00	Parking Validation for WFRC Meeting attendees (ap	105610.20.322210 - Supplies: CPG - A	
					$573.00			
MHTN Architects	ACH.05072510	31506	04/25/2025	05/08/2025	10,471.25	Midvale Parks & Open Space - Mar	105340.30.353019 - Consult Serv: Midv	
					$10,471.25			
myCoke	Pcard-JC	05052025	05/05/2025	05/05/2025	125.85	Drinks for Conference Rooms	105610.10.301200 - Supplies: Local Fu	
					$125.85			
Onward Technology, LLC	ACH.05162510	82987	05/07/2025	05/19/2025	16.80	NCE Power Bi Pro - May KB	105670.20.322210 - Software: CPG - A	
Onward Technology, LLC	ACH.05162510	82987	05/07/2025	05/19/2025	1,026.00	Google Workspace -May	105670.99.999000 - Software: Indirect	
Onward Technology, LLC	ACH.05162510	82987	05/07/2025	05/19/2025	3,047.86	Maintenance - May	105430.99.999000 - Maintenance: Indir	
					$4,090.66			
					$4,090.66			
Parchment-UNIV Docs	Pcard-JC	05132025	05/13/2025	05/13/2025	6.00	Transcript Transfer - Chris Day	105330.20.322210 - Training: CPG - Ad	
					$6.00			
Parking	Pcard-AG	05122025	05/12/2025	05/12/2025	5.00	Parking- AG	105580.20.322210 - Travel: CPG - Adm	
					$5.00			
PEHP FLEX Benefits	ACH.05072510	PR041125-54	04/18/2025	05/08/2025	174.99	Flex Spend Acct	1022400 - Flexible Spending Account	
PEHP FLEX Benefits	ACH.05162510	PR042525-54	05/02/2025	05/19/2025	174.99	Flex Spend Acct	1022400 - Flexible Spending Account	
					$349.98			
PEHP Public Employees Health Pro	ACH.05162510	524554	05/01/2025	05/19/2025	46,464.87	Health, Dental & Vision - May	1022000 - PEHP Insurance W/H Payab	
					$46,464.87			
PGI Services	ACH.05162510	MI14500	05/09/2025	05/19/2025	248.05	breakroom supplies	105610.10.301200 - Supplies: Local Fu	
					$248.05			
Posit Software/ShinyApps	Pcard-JC	05132025	05/13/2025	05/13/2025	53.04	RAM Subscription - Analytics Group	105670.20.322210 - Software: CPG - A	
					$53.04			
Psomas	ACH.05162510	219465	05/08/2025	05/19/2025	23,875.00	Clinton Gen & Small Area Plans - Feb	105340.30.351042 - Consult Serv: Clint	
Psomas	ACH.05162510	220496	05/08/2025	05/19/2025	28,435.00	Clinton Gen & Small Area Plans - Mar	105340.30.351042 - Consult Serv: Clint	
					$52,310.00			
					$52,310.00			

Wasatch Front Regional Council
Check Register
All Bank Accounts - 05/01/2025 to 05/31/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Quench USA Inc	Pcard-AP	05062025	05/06/2025	05/06/2025	207.90	Water filter Service and filter replacements	105430.99.999000 - Maintenance: Indir	
					$207.90			
Resource Systems Group, Inc (RSG)	ACH.05162510	53322	05/01/2025	05/19/2025	5,252.47	WFRC Mode Choice Model Update - Dec MAG	105340.40.322215.3429 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.05162510	53322	05/01/2025	05/19/2025	15,757.43	WFRC Mode Choice Model Update - Dec WFRC	105340.20.322219 - Consult Serv: CP	
					$21,009.90			
					$21,009.90			
RRJ Consulting	ACH.05162510	WFRC202505	05/01/2025	05/19/2025	3,000.00	Legislative Consulting - May	105340.50.341200 - Consult Serv: Legi	
					$3,000.00			
Smith's	Pcard-JC	05152025	05/15/2025	05/15/2025	8.73	RGC Refreshments	105610.10.301200 - Supplies: Local Fu	
Smith's	Pcard-JC	05222025	05/22/2025	05/22/2025	10.28	Council Refreshments	105610.10.301200 - Supplies: Local Fu	
					$19.01			
Society for Human Resource Manag	Pcard-JC	CS2696561	05/22/2025	05/22/2025	299.00	Employment Law Symposium - KW	105330.99.999000 - Training: Indirect C	
					$299.00			
Sunrise Engineering, LLC	ACH.05162510	0148702	05/09/2025	05/19/2025	1,125.50	Stockton GP - Nov	105340.30.352017 - Consult Serv: Stoc	
					$1,125.50			
Towneplace Suites	Pcard-JC	05162025	05/16/2025	05/16/2025	303.94	UGIC Conference, Sarah Lawless - hotel	105580.20.322210 - Travel: CPG - Adm	
					$303.94			
Township + Range LLC	ACH.05162510	2409-05	05/07/2025	05/19/2025	657.78	Draper Town Center SAP - FINAL	105340.50.360217 - Consult Serv: SAP	
					$657.78			
U of M Content Learning (UMN)	Pcard-JC	05132025.1	05/13/2025	05/13/2025	575.00	2025 Modeling Mobility Conf. - S. Swim	105330.20.322210 - Training: CPG - Ad	
U of M Content Learning (UMN)	Pcard-JC	05292025	05/29/2025	05/29/2025	375.00	2025 Modeling Mobility Conf. - B. Hereth	105330.20.322210 - Training: CPG - Ad	
U of M Content Learning (UMN)	Pcard-JC	940180	05/13/2025	05/13/2025	525.00	2025 Modeling Mobility Conf. - C. Day	105330.20.322210 - Training: CPG - Ad	
					$1,475.00			
					$1,475.00			
UNUM Life Insurance Co.	ACH.05162510	0501	05/01/2025	05/19/2025	153.30	LTC - May	105210.99.998000 - Fringe Benefits: In	
					$153.30			
Utah Correctional Industries (UCI)	Pcard-JC	001460	05/15/2025	05/15/2025	80.82	New Hire Apparel - JN	105610.10.301200 - Supplies: Local Fu	
					$80.82			
Utah Division of Finance	ACH.05072510	25041011143004	04/18/2025	05/08/2025	6,800.83	Pcard - AP	1020190 - P-Card Clearing	
Utah Division of Finance	ACH.05072510	25041011143010	04/18/2025	05/08/2025	12,887.50	Pcard - RH	1020190 - P-Card Clearing	
Utah Division of Finance	ACH.05072510	25041011143038	04/18/2025	05/08/2025	1,431.06	Pcard - AG	1020190 - P-Card Clearing	
Utah Division of Finance	ACH.05072510	25041011143048	04/18/2025	05/08/2025	10,387.39	Pcard - JC	1020190 - P-Card Clearing	
					$31,506.78			
					$31,506.78			
Utah Local Governments Trust (ULG	EFT	1619159	05/01/2025	05/01/2025	489.32	WC - May	105210.99.998000 - Fringe Benefits: In	
					$489.32			
Utah Retirement Systems (URS)	EFT.050725080	PR042525-80	05/02/2025	05/07/2025	173.10	Loan	1023300 - Loan Payment W/H Payable	
Utah Retirement Systems (URS)	EFT.050725080	PR042525-80	05/02/2025	05/07/2025	1,073.32	Roth IRA	1023200 - Roth IRA W/H Payable	
Utah Retirement Systems (URS)	EFT.050725080	PR042525-80	05/02/2025	05/07/2025	2,607.65	URS 401(k) Tier 2	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.050725080	PR042525-80	05/02/2025	05/07/2025	6,686.19	401(k) DC	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.050725080	PR042525-80	05/02/2025	05/07/2025	7,100.66	457(b)	1023100 - 457(b) W/H Payable	

Wasatch Front Regional Council
Check Register
All Bank Accounts - 05/01/2025 to 05/31/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Utah Retirement Systems (URS)	EFT.050725080	PR042525-80	05/02/2025	05/07/2025	15,677.91	401(k) EE & Match	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.050725080	PR042525-80	05/02/2025	05/07/2025	19,708.94	URS State Retirement	1023000 - 401(k) W/H Payable	
					$53,027.77			
Utah Retirement Systems (URS)	EFT.052025131	PR050925-80	05/16/2025	05/20/2025	173.10	Loan	1023300 - Loan Payment W/H Payable	
Utah Retirement Systems (URS)	EFT.052025131	PR050925-80	05/16/2025	05/20/2025	1,073.32	Roth IRA	1023200 - Roth IRA W/H Payable	
Utah Retirement Systems (URS)	EFT.052025131	PR050925-80	05/16/2025	05/20/2025	2,597.65	URS 401(k) Tier 2	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.052025131	PR050925-80	05/16/2025	05/20/2025	6,686.19	401(k) DC	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.052025131	PR050925-80	05/16/2025	05/20/2025	7,075.66	457(b)	1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS)	EFT.052025131	PR050925-80	05/16/2025	05/20/2025	15,685.56	401(k) EE & Match	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.052025131	PR050925-80	05/16/2025	05/20/2025	19,719.64	URS State Retirement	1023000 - 401(k) W/H Payable	
					$53,011.12			
					$106,038.89			
Utah State Tax Commission	EFT.050125092	PR042525-82	05/02/2025	05/02/2025	5,421.73	State Income Tax	1021200 - State Tax W/H Payable	
Utah State Tax Commission	EFT.051625112	PR050925-82	05/16/2025	05/16/2025	5,422.26	State Income Tax	1021200 - State Tax W/H Payable	
					$10,843.99			
Utah Transit Authority (UTA)	Pcard-AP	05192025	05/19/2025	05/19/2025	100.00	UTA Farepay Cards Reloads	105580.20.322210 - Travel: CPG - Adm	
					$100.00			
Wall Consultant Group (WCG)	ACH.05072510	16026	04/21/2025	05/08/2025	5,741.84	Bluffdale ATP Feb	105340.30.353018 - Consult Serv: Bluff	
Wall Consultant Group (WCG)	ACH.05072510	16152	04/22/2025	05/08/2025	6,551.57	Clearfield Master Plan - Mar	105340.30.351041 - Consult Serv: Clea	
					$12,293.41			
Wall Consultant Group (WCG)	ACH.05162510	16023	05/07/2025	05/19/2025	9,207.73	S Jordan SAP - Feb	105340.50.360214 - Consult Serv: SAP	
Wall Consultant Group (WCG)	ACH.05162510	16151	05/07/2025	05/19/2025	59,294.30	S Jordan SAP - Mar	105340.50.360214 - Consult Serv: SAP	
					$68,502.03			
					$80,795.44			
WFRC	x999	05152025b	05/02/2025	05/02/2025	-103,916.28	Adjustment for payroll date	1015800 - Suspense	
					($103,916.28)			
					$470,933.66			

ZIONS BANK®

PO BOX 26547
SALT LAKE CITY, UT 84126-0547

Statement of Accounts

This Statement: May 30, 2025
Last Statement: April 30, 2025

[redacted]

Direct Inquiries to:
800-789-2265
WWW.ZIONSBANK.COM

0000804 1509-06-0000-ZFN-PG0007-00004

WASATCH FRONT REGIONAL COUNCIL
WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT
41 N RIO GRANDE ST STE 103
SALT LAKE CITY, UT 84101-1385

WE HAVEN'T FORGOTTEN WHO KEEPS US IN BUSINESS. ®

Effective July 1, 2025, the Deposit Account Agreement will be amended. You can access the current version of the Deposit Account Agreement and a list of upcoming changes by visiting the Agreement Center at www.zionsbank.com.

SUMMARY OF ACCOUNT BALANCE

Account Type	*Account Number*	*Account Ending Balance*
BUSINESS INSPIRE CHECKING	[redacted]	$0.00

[redacted] 0151

	Previous Balance	*Deposits/Credits*	*Withdrawals/Debits*	*Checks Processed*	*Ending Balance*
Count:		17	23	0	
Amount:	0.00	1,615,940.55	1,615,940.55-	0.00	0.00

DEPOSITS/CREDITS

Posting Date	*Effective Date*	*Amount*	*Description*
05/01	05/01	30,000.00	RDC DEPOSIT - MOBILE
05/02	05/02	9,843.75	MOUNTAINLAND ASC 5.1.25 REF # 02512 1002991835 MOUNTAINLAND
05/02	05/02	16,305.40	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 003587628
05/05	05/05	95,000.00	FINET EFT 8019577760 REF # 02512 5005694335 FINET EFT 200000
05/06	05/06	2,219.16	RDC DEPOSIT - MOBILE
05/07	05/07	323,311.85	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 002766835
05/08	05/08	52,029.15	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 002708185
05/09	05/09	4,532.49	MOUNTAINLAND ASC 5.8.25 REF # 02512 8000633148 MOUNTAINLAND
05/14	05/14	8,998.75	FINET EFT 8019577760 REF # 02513 4005078072 FINET EFT 200000
05/14	05/14	99,681.08	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 002731780
05/16	05/16	292,676.54	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 003170603
05/19	05/19	100,000.00	Utah State Treas MIXED REF # 02513 9008885436 Utah State Tre
05/20	05/20	7,000.00	RDC DEPOSIT - MOBILE
05/21	05/21	49,419.38	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 002760960
05/23	05/23	414,611.20	FINET EFT 8019577760 REF # 02514 3004007461 FINET EFT 200000
05/27	05/27	6,551.00	RDC DEPOSIT - MOBILE
05/28	05/28	103,760.80	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 002981768

ZIONS BANK®

May 30, 2025
WASATCH FRONT REGIONAL COUNCIL
[redacted]

PO BOX 26547
SALT LAKE CITY, UT 84126-0547

CHARGES/DEBITS

Posting Date	Effective Date	Amount	Description
05/01	05/01	30,000.00-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 003186879
05/02	05/02	17,086.06-	IRS USATAXPYMT REF # 02512 1002834011 IRS 3387702000USATAXPY
05/02	05/02	3,113.89-	+Lincoln Nationa EDI PYMNTS REF # 02512 1004028801 +Lincoln
05/02	05/02	5,779.20-	HEALTHEQUITY INC HealthEqui REF # 02512 1004022938 HEALTHEQU
05/02	05/02	170.00-	EMI HEALTH INS PREM REF # 02512 2004972657 EMI HEALTH 938945
05/05	05/05	5,421.73-	UTAH801/297-7703 TAX PAYMNT REF # 02512 5005597510 UTAH801/2
05/05	05/05	89,578.27-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 005562162
05/07	05/07	200,000.00-	Utah State Treas MIXED REF # 02512 6008615707 Utah State Tre
05/07	05/07	124,532.39-	ACH OFFSET WASATCH FRONT PAYABLES REF # 02512 7009404629 WAS
05/08	05/08	53,027.77-	UTAH STATE RETIR URS PAYMNT REF # 02512 8000311685 UTAH STAT
05/09	05/09	4,532.49-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 003201837
05/14	05/14	108,679.83-	ACH OFFSET WASATCH FRONT PAYROLL REF # 02513 4005409521 WASA
05/16	05/16	275,589.20-	ACH OFFSET WASATCH FRONT PAYABLES REF # 02513 6008306103 WAS
05/16	05/16	17,087.34-	IRS USATAXPYMT REF # 02513 6008369400 IRS 3387702000USATAXPY
05/19	05/19	5,422.26-	UTAH801/297-7703 TAX PAYMNT REF # 02513 9008661861 UTAH801/2
05/19	05/19	5,827.50-	HEALTHEQUITY INC HealthEqui REF # 02513 9008914598 HEALTHEQU
05/19	05/19	88,750.24-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 004952956
05/21	05/21	258.26-	ANALYSIS SERVICE FEE
05/21	05/21	53,011.12-	UTAH STATE RETIR URS PAYMNT REF # 02514 0001152106 UTAH STAT
05/22	05/22	3,150.00-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 002700339
05/23	05/23	414,611.20-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 004130970
05/27	05/27	6,551.00-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 007222750
05/28	05/28	103,760.80-	ACH OFFSET WASATCH FRONT PAYROLL REF # 02514 8007601934 WASA

CHECKS PROCESSED

There were no transactions this period.

ACTIVITY COUNT

	During this period
Total Items	44

AGGREGATE OVERDRAFT AND RETURNED ITEM FEES

	Total for This Period	Total Year-to-Date
Total Overdraft Fees	$0.00	$0.00
Total Returned Item Fees	$0.00	$0.00

To learn more about our other products and services that may lower the cost of managing account overdrafts or to discuss removing overdraft coverage from your account, please contact Customer Service or visit your local branch.

DAILY BALANCE

Date	Balance	Date	Balance	Date	Balance
05/01	$0.00	05/08	$0.00	05/21	$3,150.00
05/06	$2,219.16	05/20	$7,000.00	05/22	$0.00
05/07	$998.62				

INTEREST

Interest Earned This Statement Period	$0.00	Number Of Days This Statement Period	30
Interest Paid Year-To-Date 2025	$0.00		

Current interest rate is 0.0000% with no rate change this statement period

ZIONS BANK®

PO BOX 26547
SALT LAKE CITY, UT 84126-0547

Statement of Accounts

This Statement: May 30, 2025
Last Statement: April 30, 2025

[redacted]

Direct Inquiries to:
800-789-2265
WWW.ZIONSBANK.COM

0002275 1509-06-0000-ZFN-PG0007-00000

WASATCH FRONT REGIONAL COUNCIL
41 N RIO GRANDE ST STE 103
SALT LAKE CITY, UT 84101-1385

WE HAVEN'T FORGOTTEN WHO KEEPS US IN BUSINESS. ®

Effective July 1, 2025, the Deposit Account Agreement will be amended. You can access the current version of the Deposit Account Agreement and a list of upcoming changes by visiting the Agreement Center at www.zionsbank.com.

SUMMARY OF ACCOUNT BALANCE

Account Type	*Account Number*	*Account Ending Balance*
GOLD BUSINESS SWEEP	[redacted]	$373,937.16

[redacted] 0291

	Previous Balance	*Deposits/Credits*	*Withdrawals/Debits*	*Checks Processed*	*Ending Balance*
Count:		8	7	0	
Amount:	672,854.65	638,266.71	937,184.20-	0.00	373,937.16

DEPOSITS/CREDITS

Posting Date	*Effective Date*	*Amount*	*Description*
05/01	05/01	30,000.00	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 003186879
05/05	05/05	89,578.27	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 005562162
05/09	05/09	4,532.49	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 003201837
05/19	05/19	88,750.24	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 004952956
05/22	05/22	3,150.00	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 002700339
05/23	05/23	414,611.20	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 004130970
05/27	05/27	6,551.00	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 007222750
05/30	05/30	1,093.51	INTEREST PAYMENT

CHARGES/DEBITS

Posting Date	*Effective Date*	*Amount*	*Description*
05/02	05/02	16,305.40-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 003587628
05/07	05/07	323,311.85-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 002766835
05/08	05/08	52,029.15-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 002708185
05/14	05/14	99,681.08-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 002731780
05/16	05/16	292,676.54-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 003170603
05/21	05/21	49,419.38-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 002760960
05/28	05/28	103,760.80-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 002981768

CHECKS PROCESSED

There were no transactions this period.

ZIONS BANK®

May 30, 2025
WASATCH FRONT REGIONAL COUNCIL
[redacted]

PO BOX 26547
SALT LAKE CITY, UT 84126-0547

ACTIVITY COUNT

	During this period
Total Items	15

AGGREGATE OVERDRAFT AND RETURNED ITEM FEES

	Total for This Period	Total Year-to-Date
Total Overdraft Fees	$0.00	$0.00
Total Returned Item Fees	$0.00	$0.00

To learn more about our other products and services that may lower the cost of managing account overdrafts or to discuss removing overdraft coverage from your account, please contact Customer Service or visit your local branch.

DAILY BALANCE

Date	Balance	Date	Balance	Date	Balance
05/01	$702,854.65	05/09	$405,319.01	05/22	$55,442.25
05/02	$686,549.25	05/14	$305,637.93	05/23	$470,053.45
05/05	$776,127.52	05/16	$12,961.39	05/27	$476,604.45
05/07	$452,815.67	05/19	$101,711.63	05/28	$372,843.65
05/08	$400,786.52	05/21	$52,292.25	05/30	$373,937.16

INTEREST

Interest Earned This Statement Period	$1,093.51	Number Of Days This Statement Period	30
Interest Paid Year-To-Date 2025	$6,815.33		
Interest Paid Last Year 2024	$3,430.20		

Current interest rate is 3.4400%
Interest rate changes this period:

Date	Rate	Date	Rate	Date	Rate	Date	Rate
05/01	3.4400%	05/02	3.4300%	05/08	3.4200%	05/16	3.4400%
05/22	3.4200%	05/23	3.4300%	05/27	3.4400%		

STATEMENT OF ACCOUNT

P T I F

U T A H P U B L I C T R E A S U R E R S ' I N V E S T M E N T F U N D

Marlo M. Oaks, Utah State Treasurer, Fund Manager
PO Box 142315
350 N State Street, Suite 180
Salt Lake City, Utah 84114-2315
Local Call (801) 538-1042 Toll Free (800) 395-7665
www.treasurer.utah.gov

WASATCH FRONT REGIONAL COUNCIL
CFO
41 NO. RIO GRANDE ST., STE 103
SALT LAKE CTY UT 84101

Account	Account Period
533	May 01, 2025 through May 31, 2025

Summary

Beginning Balance	$ 3,814,035.50	Average Daily Balance	$ 3,933,390.34
Deposits	$ 214,940.00	Interest Earned	$ 14,940.00
Withdrawals	$ 100,000.00	360 Day Rate	4.4109
Ending Balance	$ 3,928,975.50	365 Day Rate	4.4721

Date	Activity	Deposits	Withdrawals	Balance
05/01/2025	FORWARD BALANCE	$ 0.00	$ 0.00	$ 3,814,035.50
05/07/2025	funds tr	$ 200,000.00	$ 0.00	$ 4,014,035.50
05/19/2025	funds tr	$ 0.00	$ 100,000.00	$ 3,914,035.50
05/31/2025	REINVESTMENT	$ 14,940.00	$ 0.00	$ 3,928,975.50
05/31/2025	ENDING BALANCE	$ 0.00	$ 0.00	$ 3,928,975.50

STATEMENT OF ACCOUNT

P T I F

U T A H P U B L I C T R E A S U R E R S ' I N V E S T M E N T F U N D

Marlo M. Oaks, Utah State Treasurer, Fund Manager
PO Box 142315
350 N State Street, Suite 180
Salt Lake City, Utah 84114-2315
Local Call (801) 538-1042 Toll Free (800) 395-7665
www.treasurer.utah.gov

WASATCH FRONT REG COUNS/BLDG FD
CFO
41 NORTH RIO GRANDE ST., STE 103
SALT LAKE CTY UT 84101

Account	Account Period
8761	May 01, 2025 through May 31, 2025

Summary

Beginning Balance	$ 1,334,924.37	Average Daily Balance	$ 1,334,924.37
Deposits	$ 5,070.38	Interest Earned	$ 5,070.38
Withdrawals	$ 0.00	360 Day Rate	4.4109
Ending Balance	$ 1,339,994.75	365 Day Rate	4.4721

Date	Activity	Deposits	Withdrawals	Balance
05/01/2025	FORWARD BALANCE	$ 0.00	$ 0.00	$ 1,334,924.37
05/31/2025	REINVESTMENT	$ 5,070.38	$ 0.00	$ 1,339,994.75
05/31/2025	ENDING BALANCE	$ 0.00	$ 0.00	$ 1,339,994.75

Wasatch Front Regional Council
Zions Operating
Bank Reconciliation - 06/01/2025 to 06/30/2025

Bank Statement Balance:	**$0.00**

Outstanding Checks & Withdrawals

Payee Name	Reference	Paid Date	Void Date	Amount
Utah Department of Workforce Services (D	EFT	06/30/2025		5,485.76
Health Equity	EFT.0630251406.258	06/30/2025		6,595.27
Utah State Tax Commission	EFT.0630251406.82	06/30/2025		8,725.55
Internal Revenue Service	EFT.0630251406.38	06/30/2025		35,587.51
Utah Retirement Systems (URS)	EFT.0630251406.80	06/30/2025		105,766.67

Outstanding Checks & Withdrawals Total:	**$162,160.76**
Calculated Book Balance:	**($162,160.76)**
General Ledger Balance:	**($162,160.76)**
Calculated Book Balance vs General Ledger Balance:	**$0.00**

Wasatch Front Regional Council
Zions Operating
Bank Reconciliation - 06/01/2025 to 06/30/2025

Bank Statement Start Balance: **$0.00**

Reconciled Deposits & Transfers

Type	Reference	Date	Amount
Transfer		06/02/2025	17,027.86
Transfer		06/03/2025	8,482.30
Transfer		06/04/2025	52,443.75
Transfer		06/05/2025	179.20
Deposit		06/05/2025	5,600.00
Transfer		06/11/2025	97,928.92
Transfer		06/12/2025	-19,874.15
Deposit		06/13/2025	19,874.15
Transfer		06/16/2025	-600,000.00
Transfer		06/16/2025	600,000.00
Deposit		06/18/2025	2,000.00
Transfer		06/18/2025	20,425.85
Transfer		06/20/2025	686,587.64
Transfer		06/23/2025	249.44
Transfer		06/24/2025	-43,141.78
Deposit		06/25/2025	25,000.00
Deposit		06/25/2025	43,141.78
Transfer		06/25/2025	143,502.87
Transfer		06/25/2025	300,000.00
Transfer		06/26/2025	-311,250.00
Transfer		06/27/2025	-3,723.50
Deposit		06/27/2025	6,770.00
Transfer		06/30/2025	-3,046.50

Reconciled Deposits & Transfers Total: **$1,048,177.83**

Reconciled Checks & Withdrawals

Payee Name	Reference	Date	Amount
Utah Local Governments Trust (ULGT)	EFT	05/01/2025	489.32
EMI Health	EFT	06/01/2025	170.00
Lincoln Financial Life Ins Co	EFT	06/01/2025	3,113.89
Utah State Tax Commission	EFT.0603251327.82	06/03/2025	5,368.41
Health Equity	EFT.0603251544.258	06/03/2025	5,779.20
Internal Revenue Service	EFT.0603251327.38	06/03/2025	16,857.86
Utah Retirement Systems (URS)	EFT.0603251326.80	06/03/2025	52,443.75
Payroll DD	0613251200	06/13/2025	97,917.40
Utah Local Governments Trust (ULGT)	EFT	06/17/2025	473.55
Utah State Tax Commission	EFT.0617251412.82	06/17/2025	5,268.55
Health Equity	EFT.0617251412.258	06/17/2025	5,737.71
Internal Revenue Service	EFT.0617251412.38	06/17/2025	16,679.50
Utah Retirement Systems (URS)	EFT.0619250937.80	06/19/2025	51,880.98
Utah Division of Finance	ACH.0620251028.81	06/24/2025	-1,718.19
Les Olson Company	ACH.0620251028.44	06/24/2025	84.14
Utah Division of Finance	ACH.0620251028.81	06/24/2025	345.96
PEHP FLEX Benefits	ACH.0620251028.54	06/24/2025	349.98
PGI Services	ACH.0620251028.159	06/24/2025	495.81
Avenue Consultants	ACH.0620251028.4	06/24/2025	625.75
Zions Bank Public Finance	ACH.0620251028.86	06/24/2025	812.50
R6 Regional Council (Six County)	ACH.0620251028.289	06/24/2025	1,071.43
Horrocks Engineers, LLC	ACH.0620251028.34	06/24/2025	2,027.21
Wall Consultant Group (WCG)	ACH.0620251028.291	06/24/2025	2,694.80
Landmark Design	ACH.0620251028.42	06/24/2025	2,730.00
RRJ Consulting	ACH.0620251028.62	06/24/2025	3,000.00
Landmark Design	ACH.0620251028.42	06/24/2025	3,038.25
Utah Division of Finance	ACH.0620251028.81	06/24/2025	3,297.00
Onward Technology, LLC	ACH.0620251028.326	06/24/2025	4,070.66
Dig Studio Inc	ACH.0620251028.445	06/24/2025	4,102.50
Resource Systems Group, Inc (RSG)	ACH.0620251028.61	06/24/2025	4,151.93
Alta Planning and Design	ACH.0620251028.2	06/24/2025	4,316.80
MGB+A, Inc.	ACH.0620251028.48	06/24/2025	4,432.50
Penna Powers Inc	ACH.0620251028.56	06/24/2025	4,578.75
Utah Division of Finance	ACH.0620251028.81	06/24/2025	5,539.74
Penna Powers Inc	ACH.0620251028.56	06/24/2025	5,930.00
Avenue Consultants	ACH.0620251028.4	06/24/2025	6,165.00
Wall Consultant Group (WCG)	ACH.0620251028.291	06/24/2025	7,378.15
Barker Leavitt, PLLC	ACH.0620251028.6	06/24/2025	8,000.00

Citta Designs (Citi Design)	ACH.0620251028.364	06/24/2025	8,167.08	
KGRW & Associates, LLC	ACH.0620251028.318	06/24/2025	8,677.73	
Wall Consultant Group (WCG)	ACH.0620251028.291	06/24/2025	8,983.02	
Dig Studio Inc	ACH.0620251028.445	06/24/2025	9,182.50	
Logan Simpson Design, Inc	ACH.0620251028.183	06/24/2025	10,617.75	
People + Place	ACH.0620251028.402	06/24/2025	10,950.00	
Landmark Design	ACH.0620251028.42	06/24/2025	13,023.75	
National Association of Regional Councils (NAR	ACH.0620251028.52	06/24/2025	13,938.00	
Logan Simpson Design, Inc	ACH.0620251028.183	06/24/2025	14,118.10	
Wall Consultant Group (WCG)	ACH.0620251028.291	06/24/2025	14,256.62	
Citta Designs (Citi Design)	ACH.0620251028.364	06/24/2025	14,383.16	
Logan Simpson Design, Inc	ACH.0620251028.183	06/24/2025	15,930.10	
People + Place	ACH.0620251028.402	06/24/2025	16,175.00	
High Street Consulting Group, LLC	ACH.0620251028.33	06/24/2025	16,357.50	
GSBS PC	ACH.0620251028.31	06/24/2025	17,500.00	
WSP USA Inc	ACH.0620251028.401	06/24/2025	17,601.00	
MHTN Architects	ACH.0620251028.49	06/24/2025	17,932.75	
Avenue Consultants	ACH.0620251028.4	06/24/2025	18,000.00	
High Street Consulting Group, LLC	ACH.0620251028.33	06/24/2025	19,200.00	
GSBS PC	ACH.0620251028.31	06/24/2025	23,750.00	
Logan Simpson Design, Inc	ACH.0620251028.183	06/24/2025	25,976.00	
Design Workshop, Inc	ACH.0620251028.20	06/24/2025	32,565.61	
Fielding Group, LLC	ACH.0620251028.26	06/24/2025	38,384.19	
PEHP Public Employees Health Program	ACH.0620251028.59	06/24/2025	46,464.87	
Kimley Horn	ACH.0620251028.41	06/24/2025	118,840.00	
Payroll DD	0627251200	06/27/2025	157,252.87	
			Reconciled Checks & Withdrawals Total:	**$1,047,928.39**

Charges & Interest

Description	Date	Amount		
Bank fees	06/23/2025	-249.44		
			Charges & Interest Total:	**($249.44)**
			Bank Statement End Balance:	**$0.00**

Wasatch Front Regional Council
Zions Sweep
Bank Reconciliation - 06/01/2025 to 06/30/2025

Bank Statement Balance:	**$329,088.96**
Calculated Book Balance:	**$329,088.96**
General Ledger Balance:	**$329,088.96**
Calculated Book Balance vs General Ledger Balance:	**$0.00**

Wasatch Front Regional Council
Zions Sweep
Bank Reconciliation - 06/01/2025 to 06/30/2025

			Bank Statement Start Balance:	**$373,937.16**

Reconciled Deposits & Transfers

Type	Reference	Date	Amount	
Transfer		06/02/2025	-17,027.86	
Transfer		06/03/2025	-8,482.30	
Transfer		06/04/2025	-52,443.75	
Transfer		06/05/2025	-179.20	
Transfer		06/11/2025	-97,928.92	
Transfer		06/12/2025	19,874.15	
Transfer		06/16/2025	600,000.00	
Transfer		06/18/2025	-20,425.85	
Transfer		06/20/2025	-686,587.64	
Transfer		06/23/2025	-249.44	
Transfer		06/24/2025	43,141.78	
Transfer		06/25/2025	-143,502.87	
Transfer		06/26/2025	311,250.00	
Transfer		06/27/2025	3,723.50	
Transfer		06/30/2025	3,046.50	
			Reconciled Deposits & Transfers Total:	**($45,791.90)**

Charges & Interest

Description	Date	Amount		
interest	06/30/2025	943.70		
			Charges & Interest Total:	**$943.70**
			Bank Statement End Balance:	**$329,088.96**

Wasatch Front Regional Council
Check Register
All Bank Accounts - 06/01/2025 to 06/30/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Alta Planning and Design	ACH.06202510	304.0002025.021	05/29/2025	06/24/2025	4,316.80	Porter Rockwell Trail - Apr	105340.30.353020 - Consult Serv: Midv	
					$4,316.80			
Amazon	Pcard-JC	111-6711546-336	06/10/2025	06/10/2025	19.59	Certificate Frames - CD, BH	105610.10.301200 - Supplies: Local Fu	
Amazon	Pcard-JC	113-0578652-301	06/27/2025	06/27/2025	15.77	lightbulbs for backbathroom and ice cream scoop	105610.10.301200 - Supplies: Local Fu	
Amazon	Pcard-JC	113-6228451-611	06/24/2025	06/24/2025	450.00	Gift card for CAC participant - 6.17.2025	105610.10.301200 - Supplies: Local Fu	
Amazon	Pcard-JC	113-8360953-397	06/25/2025	06/25/2025	199.99	Replacement Battery Pack for Server Room	105610.10.301200 - Supplies: Local Fu	
Amazon	Pcard-JC	113-9218616-091	06/30/2025	06/30/2025	278.10	Wellness Supplies	105610.10.301000 - Supplies: Miscella	
Amazon	Pcard-JC	113-9288068-802	06/30/2025	06/30/2025	134.99	Wellness Supplies	105610.10.301000 - Supplies: Miscella	
					$1,098.44			
Apple Spice Junction	Pcard-JC	72557	06/03/2025	06/03/2025	365.66	Lunch - Wellness Picnic	105610.10.301200 - Supplies: Local Fu	
					$365.66			
Avenue Consultants	ACH.06202510	12167	05/29/2025	06/24/2025	625.75	NTemple Econ Dev FINAL (printing)	105340.30.353016 - Consult Serv: SLC	
Avenue Consultants	ACH.06202510	12168	05/28/2025	06/24/2025	6,165.00	WJordan Safe Street - Apr	105340.30.353017 - Consult Serv: Wes	
Avenue Consultants	ACH.06202510	12307	06/04/2025	06/24/2025	18,000.00	Riverton AT & Master Plan - May	105340.30.353021 - Consult Serv: Rive	
					$24,790.75			
					$24,790.75			
Barker Leavitt, PLLC	ACH.06202510	110-0525	05/31/2025	06/24/2025	8,000.00	Legislative Consulting - May	105340.50.341200 - Consult Serv: Legi	
					$8,000.00			
Bluehost	Pcard-AP	06032025	06/03/2025	06/03/2025	9.09	website domain -WFRC - monthly	105670.99.999000 - Software: Indirect	
					$9.09			
Citta Designs (Citi Design)	ACH.06202510	2025-43	05/28/2025	06/24/2025	14,383.16	Morgan Downtown - Feb	105340.30.352013 - Consult Serv: Mor	
Citta Designs (Citi Design)	ACH.06202510	2025-44	05/13/2025	06/24/2025	8,167.08	Morgan Downtown - Mar	105340.30.352013 - Consult Serv: Mor	
					$22,550.24			
					$22,550.24			
Constant Contact	Pcard-RH	06302025	06/30/2025	06/30/2025	187.28	Monthly billing - June	105670.99.999000 - Software: Indirect	
					$187.28			
Design Workshop, Inc	ACH.06202510	0081297	05/28/2025	06/24/2025	32,565.61	SAP Draper Apr	105340.50.360217 - Consult Serv: SAP	
					$32,565.61			
Dig Studio Inc	ACH.06202510	24145-004	06/04/2025	06/24/2025	4,102.50	Grand Blvds - Apr	105340.30.353022 - Consult Serv: SLC	
Dig Studio Inc	ACH.06202510	24145-005	06/04/2025	06/24/2025	9,182.50	Grand Blvds - Mar	105340.30.353022 - Consult Serv: SLC	
					$13,285.00			
					$13,285.00			
EMI Health	EFT	507020250601	06/01/2025	06/01/2025	170.00	Telemed - Julne	105210.99.998000 - Fringe Benefits: In	
					$170.00			
Fairfield Inn & Suites	Pcard-AG	06172025	06/17/2025	06/17/2025	123.88	AOG Retreat - Hotel - AG	105580.20.322210 - Travel: CPG - Adm	
Fairfield Inn & Suites	Pcard-AG	06172025	06/17/2025	06/17/2025	123.88	AOG Retreat - Hotel - MF	105580.20.322210 - Travel: CPG - Adm	
Fairfield Inn & Suites	Pcard-AG	06172025	06/17/2025	06/17/2025	123.88	AOG Retreat - Hotel - MP	105580.30.330200 - Travel: TLC Admin	
					$371.64			
					$371.64			
Fielding Group, LLC	ACH.06202510	641	06/01/2025	06/24/2025	38,384.19	Building lease - June	105441.99.999000 - Building Lease Co	
					$38,384.19			

Wasatch Front Regional Council
Check Register
All Bank Accounts - 06/01/2025 to 06/30/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
First Digital	Pcard-AP	06162025	06/16/2025	06/16/2025	412.79	Internet - June	105530.99.999000 - Telephone/Data: In	
					$412.79			
Google LLC	Pcard-RH	06012025	06/01/2025	06/01/2025	73.64	Cloud Storage - May	105670.99.999000 - Software: Indirect	
Google LLC	Pcard-RH	07012025	06/30/2025	06/30/2025	181.71	Cloud Storage - Jun	105670.99.999000 - Software: Indirect	
					$255.35			
					$255.35			
GSBS PC	ACH.06202510	44249	05/28/2025	06/24/2025	17,500.00	Kaysville Center - Mar	105340.30.351043 - Consult Serv: Kay	
GSBS PC	ACH.06202510	44375	05/28/2025	06/24/2025	23,750.00	Kaysville Center - Apr	105340.30.351043 - Consult Serv: Kay	
					$41,250.00			
					$41,250.00			
Health Equity	EFT.060325154	PR052325-258	05/30/2025	06/03/2025	5,779.20	HSA	1022500 - HSA W/H Payable	
Health Equity	EFT.061725141	PR060625-258	06/13/2025	06/17/2025	5,691.51	HSA	1022500 - HSA W/H Payable	
Health Equity	EFT.061725141	yvdmy8g	06/17/2025	06/17/2025	46.20	HSA fees - June	105210.99.998000 - Fringe Benefits: In	
					$5,737.71			
Health Equity	EFT.063025140	PR062025-258	06/27/2025	06/30/2025	6,595.27	HSA	1022500 - HSA W/H Payable	
					$18,112.18			
High Street Consulting Group, LLC	ACH.06202510	9087	05/28/2025	06/24/2025	367.64	Unified plan financial model -Mar Cache	105340.40.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.06202510	9087	05/28/2025	06/24/2025	549.13	Unified plan financial model -Mar Dixie	105340.40.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.06202510	9087	05/28/2025	06/24/2025	1,872.44	Unified plan financial model -Mar MAG	105340.40.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.06202510	9087	05/28/2025	06/24/2025	4,800.00	Unified plan financial model -Mar UTA	105340.40.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.06202510	9087	05/28/2025	06/24/2025	4,890.79	Unified plan financial model -Mar WFRC	105340.20.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.06202510	9087	05/28/2025	06/24/2025	6,720.00	Unified plan financial model -Mar UDOT	105340.40.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.06202510	9139	06/05/2025	06/24/2025	313.21	Unified plan financial model -Apr Cache	105340.40.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.06202510	9139	06/05/2025	06/24/2025	467.83	Unified plan financial model -Apr Dixie	105340.40.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.06202510	9139	06/05/2025	06/24/2025	1,595.23	Unified plan financial model -Apr MAG	105340.40.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.06202510	9139	06/05/2025	06/24/2025	4,089.38	Unified plan financial model -Apr UTA	105340.40.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.06202510	9139	06/05/2025	06/24/2025	4,166.72	Unified plan financial model -Apr WFRC	105340.20.322215.3422 - Consult Serv	
High Street Consulting Group, LLC	ACH.06202510	9139	06/05/2025	06/24/2025	5,725.13	Unified plan financial model -Apr UDOT	105340.40.322215.3422 - Consult Serv	
					$35,557.50			
					$35,557.50			
Horrocks Engineers, LLC	ACH.06202510	93743	04/22/2025	06/24/2025	2,027.21	Millcreek Master Trail - FINAL	105340.30.353014 - Consult Serv: Millc	
					$2,027.21			
Internal Revenue Service	EFT.060325132	PR052325-38	05/30/2025	06/03/2025	3,814.86	Medicare Tax	1021000 - Federal Tax W/H Payable	
Internal Revenue Service	EFT.060325132	PR052325-38	05/30/2025	06/03/2025	13,043.00	Federal Income Tax	1021000 - Federal Tax W/H Payable	
					$16,857.86			
Internal Revenue Service	EFT.061725141	060625	06/10/2025	06/17/2025	11.52	balance owing	105210.99.998000 - Fringe Benefits: In	
Internal Revenue Service	EFT.061725141	PR060625-38	06/13/2025	06/17/2025	3,746.28	Medicare Tax	1021000 - Federal Tax W/H Payable	
Internal Revenue Service	EFT.061725141	PR060625-38	06/13/2025	06/17/2025	12,921.70	Federal Income Tax	1021000 - Federal Tax W/H Payable	
					$16,679.50			
Internal Revenue Service	EFT.063025140	PR062025-38	06/27/2025	06/30/2025	6,691.50	Medicare Tax	1021000 - Federal Tax W/H Payable	
Internal Revenue Service	EFT.063025140	PR062025-38	06/27/2025	06/30/2025	28,896.01	Federal Income Tax	1021000 - Federal Tax W/H Payable	
					$35,587.51			
					$69,124.87			
JImmy Johns	Pcard-JC	06172025	06/17/2025	06/17/2025	247.81	CAC meeting snacks	105610.10.301200 - Supplies: Local Fu	
					$247.81			

Wasatch Front Regional Council
Check Register
All Bank Accounts - 06/01/2025 to 06/30/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
KGRW & Associates, LLC	ACH.06202510	2878	06/05/2025	06/24/2025	8,677.73	SAP Taylorsville - FINAL	105340.50.360208 - Consult Serv: SAP	
					$8,677.73			
Kimley Horn	ACH.06202510	3138024	05/30/2025	06/24/2025	55,320.00	Power District - Mar	105340.50.334500 - Consult Serv: Pow	
Kimley Horn	ACH.06202510	31751013	06/01/2025	06/24/2025	63,520.00	Power District - Apr	105340.50.334500 - Consult Serv: Pow	
					$118,840.00			
					$118,840.00			
Landmark Design	ACH.06202510	202420-04	05/29/2025	06/24/2025	2,730.00	Cottonwood Heights General Plan Feb	105340.30.330254 - Consult Serv: Cott	
Landmark Design	ACH.06202510	202420-05	05/29/2025	06/24/2025	13,023.75	Cottonwood Heights General Plan Mar	105340.30.330254 - Consult Serv: Cott	
Landmark Design	ACH.06202510	202420-06	05/29/2025	06/24/2025	3,038.25	Cottonwood Heights General Plan Apr	105340.30.330254 - Consult Serv: Cott	
					$18,792.00			
					$18,792.00			
Les Olson Company	ACH.06202510	EA1553441	05/28/2025	06/24/2025	84.14	Copier Usage May	105610.99.999000 - Supplies: Indirect	
					$84.14			
Lincoln Financial Life Ins Co	EFT	4845238839	06/01/2025	06/01/2025	505.07	Life, LTD, STD - June	105210.99.998000 - Fringe Benefits: In	
Lincoln Financial Life Ins Co	EFT	4845238839	06/01/2025	06/01/2025	2,608.82	Life, LTD, STD - June	1022300 - Lincoln Life Insurance W/H	
					$3,113.89			
					$3,113.89			
Logan Simpson Design, Inc	ACH.06202510	36508	04/30/2025	06/24/2025	15,930.10	Holladay General Plan - Feb	105340.30.353012 - Consult Serv: Holl	
Logan Simpson Design, Inc	ACH.06202510	36731	04/30/2025	06/24/2025	14,118.10	Holladay General Plan - Mar	105340.30.353012 - Consult Serv: Holl	
Logan Simpson Design, Inc	ACH.06202510	36908	05/29/2025	06/24/2025	25,976.00	Ogden Citywide Zoning - Apr	105340.30.351035 - Consult Serv: Og	
Logan Simpson Design, Inc	ACH.06202510	36943	05/29/2025	06/24/2025	10,617.75	Ogden SAP Apr	105340.50.360212 - Consult Serv: SAP	
					$66,641.95			
					$66,641.95			
Metropolis	Pcard-JC	06012025	06/01/2025	06/01/2025	630.00	Parking Validation for WFRC Meeting attendees - M	105610.20.322210 - Supplies: CPG - A	
Metropolis	Pcard-JC	06302025	06/30/2025	06/30/2025	530.00	Parking Validation for WFRC Meeting attendees JU	105610.20.322210 - Supplies: CPG - A	
					$1,160.00			
					$1,160.00			
MGB+A, Inc.	ACH.06202510	2025-212	05/29/2025	06/24/2025	4,432.50	Cottonwood Heights TC Jan - May	105340.30.353010.1 - Consult Serv: Co	
					$4,432.50			
MHTN Architects	ACH.06202510	31576	05/29/2025	06/24/2025	17,932.75	Midvale Parks & Open Space - Apr	105340.30.353019 - Consult Serv: Midv	
					$17,932.75			
National Association of Development	Pcard-JC	06272025	06/27/2025	06/27/2025	250.00	Analytics Job Posting	105311.20.322210 - Subscriptions: CP	
					$250.00			
National Association of Regional Co	ACH.06202510	2192	05/19/2025	06/24/2025	13,938.00	Annual Dues	105810.20.322210 - Dues: CPG - Admi	
					$13,938.00			
Onward Technology, LLC	ACH.06202510	83113	06/04/2025	06/24/2025	16.80	NCE Power Bi Pro - June KB	105670.20.322210 - Software: CPG - A	
Onward Technology, LLC	ACH.06202510	83113	06/04/2025	06/24/2025	1,026.00	Google Workspace -June	105670.99.999000 - Software: Indirect	
Onward Technology, LLC	ACH.06202510	83113	06/04/2025	06/24/2025	3,027.86	Maintenance -June	105430.99.999000 - Maintenance: Indir	
					$4,070.66			
					$4,070.66			
PEHP FLEX Benefits	ACH.06202510	PR050925-54	05/16/2025	06/24/2025	174.99	Flex Spend Acct	1022400 - Flexible Spending Account	

Wasatch Front Regional Council
Check Register
All Bank Accounts - 06/01/2025 to 06/30/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
PEHP FLEX Benefits	ACH.06202510	PR052325-54	05/30/2025	06/24/2025	174.99	Flex Spend Acct	1022400 - Flexible Spending Account	
					$349.98			
					$349.98			
PEHP Public Employees Health Pro	ACH.06202510	542557	06/01/2025	06/24/2025	9,430.87	Health, Dental & Vision - June	105210.99.998000 - Fringe Benefits: In	
PEHP Public Employees Health Pro	ACH.06202510	542557	06/01/2025	06/24/2025	37,034.00	Health, Dental & Vision - June	1022000 - PEHP Insurance W/H Payab	
					$46,464.87			
					$46,464.87			
Penna Powers Inc	ACH.06202510	029891	05/19/2025	06/24/2025	1,385.00	Website redesign - Mar	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.06202510	029891	05/19/2025	06/24/2025	1,548.75	Creative Support - Mar	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.06202510	029891	05/19/2025	06/24/2025	1,645.00	Strategic Communications -Mar	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.06202510	030016	05/19/2025	06/24/2025	35.00	Creative Support - Apr	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.06202510	030016	05/19/2025	06/24/2025	2,725.00	Strategic Communications -Apr	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.06202510	030016	05/19/2025	06/24/2025	3,170.00	Website redesign - Apr	105340.20.322224 - Consult Serv: CP	
					$10,508.75			
					$10,508.75			
People + Place	ACH.06202510	050125	06/04/2025	06/24/2025	16,175.00	Mixed Use Centers - Apr	105340.50.324100 - Consult Serv: Mixe	
People + Place	ACH.06202510	060125	06/04/2025	06/24/2025	10,950.00	Mixed Use Centers - May	105340.50.324100 - Consult Serv: Mixe	
					$27,125.00			
					$27,125.00			
PGI Services	ACH.06202510	MI14733	06/04/2025	06/24/2025	243.56	Coffee, tea for office	105610.10.301200 - Supplies: Local Fu	
PGI Services	ACH.06202510	MI14965	06/04/2025	06/24/2025	252.25	breakroom supplies	105610.10.301200 - Supplies: Local Fu	
					$495.81			
PGI Services	Pcard-JC	MI15015	06/23/2025	06/23/2025	75.00	Coffee Machine Service and Filters	105610.10.301200 - Supplies: Local Fu	
					$570.81			
Posit Software/ShinyApps	Pcard-JC	06132025	06/13/2025	06/13/2025	53.04	RAM Subscription - Analytics Group	105670.20.322210 - Software: CPG - A	
					$53.04			
R6 Regional Council (Six County)	ACH.06202510	060325	06/04/2025	06/24/2025	1,071.43	One Summit Sponsorship 2025	105610.20.322210 - Supplies: CPG - A	
					$1,071.43			
Renaissance Hotel	Pcard-AG	06112025	06/11/2025	06/11/2025	881.46	NARC Annual Conference, AG - Hotel	105580.20.322210 - Travel: CPG - Adm	
					$881.46			
Resource Systems Group, Inc (RSG)	ACH.06202510	53684	05/30/2025	06/24/2025	1,037.98	WFRC Mode Choice Model Update - Feb-Apr MAG	105340.40.322215.3429 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.06202510	53684	05/30/2025	06/24/2025	3,113.95	WFRC Mode Choice Model Update - Feb-Apr WFR	105340.20.322219 - Consult Serv: CP	
					$4,151.93			
					$4,151.93			
Restaurant	Pcard-JC	06062025	06/06/2025	06/06/2025	169.90	LRP Team Building Activity	105610.10.301000 - Supplies: Miscella	
					$169.90			
RRJ Consulting	ACH.06202510	WFRC202506	06/01/2025	06/24/2025	3,000.00	Legislative Consulting - June	105340.50.341200 - Consult Serv: Legi	
					$3,000.00			
Salt & Olive	Pcard-JC	06062025	06/06/2025	06/06/2025	130.55	OrgOps Team Building Activity	105610.10.301000 - Supplies: Miscella	
					$130.55			
Society for Human Resource Manag	Pcard-AP	06102025	06/10/2025	06/10/2025	165.00	Employment Law Symposium - KW	105330.99.999000 - Training: Indirect C	
					$165.00			

Wasatch Front Regional Council
Check Register
All Bank Accounts - 06/01/2025 to 06/30/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Urban Land Institute (ULI)	Pcard-JC	6119240	06/02/2025	06/02/2025	30.00	ULI Across the Divide - JN	105330.20.322210 - Training: CPG - Ad	
					$30.00			
Utah Department of Commerce	Pcard-JC	14226945-2202	06/04/2025	06/04/2025	121.00	CDAY - PE Licensing	105330.20.322210 - Training: CPG - Ad	
					$121.00			
Utah Department of Workforce Servi	EFT	063025	06/30/2025	06/30/2025	5,485.76	Q2 2025 UI	105210.99.998000 - Fringe Benefits: In	
					$5,485.76			
Utah Division of Finance	ACH.06202510	25051330802004	05/10/2025	06/24/2025	3,297.00	Pcard AP	1020190 - P-Card Clearing	
Utah Division of Finance	ACH.06202510	25051330802011	05/10/2025	06/24/2025	-1,718.19	Pcard RH	1020190 - P-Card Clearing	
Utah Division of Finance	ACH.06202510	25051330802038	05/10/2025	06/24/2025	345.96	Pcard AG	1020190 - P-Card Clearing	
Utah Division of Finance	ACH.06202510	25051330802048	05/10/2025	06/24/2025	5,539.74	Pcard JC	1020190 - P-Card Clearing	
					$7,464.51			
					$7,464.51			
Utah Local Governments Trust (ULG	EFT	1619526	06/17/2025	06/17/2025	473.55	WC - June	105210.99.998000 - Fringe Benefits: In	
					$473.55			
Utah Retirement Systems (URS)	EFT.060325132	PR052325-80	05/30/2025	06/03/2025	173.10	Loan	1023300 - Loan Payment W/H Payable	
Utah Retirement Systems (URS)	EFT.060325132	PR052325-80	05/30/2025	06/03/2025	1,073.32	Roth IRA	1023200 - Roth IRA W/H Payable	
Utah Retirement Systems (URS)	EFT.060325132	PR052325-80	05/30/2025	06/03/2025	2,545.91	URS 401(k) Tier 2	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.060325132	PR052325-80	05/30/2025	06/03/2025	6,604.20	401(k) DC	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.060325132	PR052325-80	05/30/2025	06/03/2025	7,075.66	457(b)	1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS)	EFT.060325132	PR052325-80	05/30/2025	06/03/2025	15,445.68	401(k) EE & Match	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.060325132	PR052325-80	05/30/2025	06/03/2025	19,525.88	URS State Retirement	1023000 - 401(k) W/H Payable	
					$52,443.75			
Utah Retirement Systems (URS)	EFT.061925093	PR060625-80	06/13/2025	06/19/2025	173.10	Loan	1023300 - Loan Payment W/H Payable	
Utah Retirement Systems (URS)	EFT.061925093	PR060625-80	06/13/2025	06/19/2025	1,079.68	Roth IRA	1023200 - Roth IRA W/H Payable	
Utah Retirement Systems (URS)	EFT.061925093	PR060625-80	06/13/2025	06/19/2025	2,526.26	URS 401(k) Tier 2	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.061925093	PR060625-80	06/13/2025	06/19/2025	6,517.97	401(k) DC	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.061925093	PR060625-80	06/13/2025	06/19/2025	7,108.86	457(b)	1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS)	EFT.061925093	PR060625-80	06/13/2025	06/19/2025	15,174.30	401(k) EE & Match	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.061925093	PR060625-80	06/13/2025	06/19/2025	19,300.81	URS State Retirement	1023000 - 401(k) W/H Payable	
					$51,880.98			
Utah Retirement Systems (URS)	EFT.063025140	PR062025-80	06/27/2025	06/30/2025	173.10	Loan	1023300 - Loan Payment W/H Payable	
Utah Retirement Systems (URS)	EFT.063025140	PR062025-80	06/27/2025	06/30/2025	1,543.29	Roth IRA	1023200 - Roth IRA W/H Payable	
Utah Retirement Systems (URS)	EFT.063025140	PR062025-80	06/27/2025	06/30/2025	4,853.52	URS 401(k) Tier 2	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.063025140	PR062025-80	06/27/2025	06/30/2025	11,477.79	401(k) DC	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.063025140	PR062025-80	06/27/2025	06/30/2025	18,246.08	457(b)	1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS)	EFT.063025140	PR062025-80	06/27/2025	06/30/2025	33,613.54	URS State Retirement	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.063025140	PR062025-80	06/27/2025	06/30/2025	35,859.35	401(k) EE & Match	1023000 - 401(k) W/H Payable	
					$105,766.67			
					$210,091.40			
Utah State Tax Commission	EFT.060325132	PR052325-82	05/30/2025	06/03/2025	5,368.41	State Income Tax	1021200 - State Tax W/H Payable	
Utah State Tax Commission	EFT.061725141	PR060625-82	06/13/2025	06/17/2025	5,268.55	State Income Tax	1021200 - State Tax W/H Payable	
Utah State Tax Commission	EFT.063025140	PR062025-82	06/27/2025	06/30/2025	8,725.55	State Income Tax	1021200 - State Tax W/H Payable	
					$19,362.51			
Utah Transit Authority (UTA)	Pcard-AP	06052025	06/05/2025	06/05/2025	1,050.00	UTA Farepay Cards Reloads	105580.20.322210 - Travel: CPG - Adm	
					$1,050.00			

Wasatch Front Regional Council
Check Register
All Bank Accounts - 06/01/2025 to 06/30/2025

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Wall Consultant Group (WCG)	ACH.06202510	16154	05/29/2025	06/24/2025	7,378.15	Bluffdale ATP Mar	105340.30.353018 - Consult Serv: Bluff	
Wall Consultant Group (WCG)	ACH.06202510	16319	05/29/2025	06/24/2025	8,983.02	Bluffdale ATP Apr	105340.30.353018 - Consult Serv: Bluff	
Wall Consultant Group (WCG)	ACH.06202510	16339	05/29/2025	06/24/2025	14,256.62	Clearfield Master Plan - Apr	105340.30.351041 - Consult Serv: Clea	
Wall Consultant Group (WCG)	ACH.06202510	16352	05/29/2025	06/24/2025	2,694.80	S Jordan SAP - Apr	105340.50.360214 - Consult Serv: SAP	
					$33,312.59			
					$33,312.59			
Walmart	Pcard-JC	06242025	06/24/2025	06/24/2025	50.00	CAC Gift Cards_6/17.2025 meeting	105610.10.301200 - Supplies: Local Fu	
					$50.00			
WSP USA Inc	ACH.06202510	40177595	05/29/2025	06/24/2025	17,601.00	SAP West Valley - Mar	105340.50.360213 - Consult Serv: SAP	
					$17,601.00			
Zions Bank Public Finance	ACH.06202510	7832	06/04/2025	06/24/2025	812.50	HTRZ White Paper - May	105340.20.322215.3424 - Consult Serv	
					$812.50			
					$961,513.57			

ZIONS BANK®

PO BOX 26547
SALT LAKE CITY, UT 84126-0547

Statement of Accounts

This Statement: June 30, 2025
Last Statement: May 30, 2025

Primary Account: [redacted]

Direct Inquiries to:
800-789-2265
WWW.ZIONSBANK.COM

0006119 1529-06-0000-ZFN-PG0007-00002

WASATCH FRONT REGIONAL COUNCIL
WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT
41 N RIO GRANDE ST STE 103
SALT LAKE CITY, UT 84101-1385

WE HAVEN'T FORGOTTEN WHO KEEPS US IN BUSINESS. ®

SUMMARY OF ACCOUNT BALANCE

Account Type	*Account Number*	*Account Ending Balance*
BUSINESS INSPIRE CHECKING	[redacted]	$0.00

BUSINESS INSPIRE CHECKING [redacted] 0151

	Previous Balance	*Deposits/Credits*	*Withdrawals/Debits*	*Checks Processed*	*Ending Balance*
Count:		16	23	0	
Amount:	0.00	2,029,213.76	2,029,213.76-	0.00	0.00

DEPOSITS/CREDITS

Posting Date	*Effective Date*	*Amount*	*Description*
06/02	06/02	17,027.86	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 005612043
06/03	06/03	8,482.30	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 003276016
06/04	06/04	52,443.75	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 002850254
06/05	06/05	5,600.00	UTAH TRANSIT AUT UTA EFT REF # 02515 5006165855 UTAH TRANSIT
06/05	06/05	179.20	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 002954682
06/11	06/11	97,928.92	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 002759263
06/12	06/12	19,874.15	ASAP GRANT PAY REF # 02516 3003806723 ASAP 9051036803GRANT P
06/16	06/16	600,000.00	Utah State Treas MIXED REF # 02516 7005699487 Utah State Tre
06/18	06/18	2,000.00	FINET EFT 8019577760 REF # 02516 9008585823 FINET EFT 200000
06/18	06/18	20,425.85	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 002834427
06/20	06/20	686,587.64	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 004542908
06/23	06/23	249.44	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 005116194
06/24	06/24	68,141.78	RDC DEPOSIT - MOBILE
06/25	06/25	143,502.87	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 8077 002715551
06/26	06/26	300,000.00	Utah State Treas MIXED REF # 02517 6005211116 Utah State Tre
06/26	06/26	6,770.00	RDC DEPOSIT - MOBILE

CHARGES/DEBITS

Posting Date	*Effective Date*	*Amount*	*Description*
06/02	06/02	16,857.86-	IRS USATAXPYMT REF # 02515 3002530328 IRS 3387702000USATAXPY
06/02	06/02	170.00-	EMI HEALTH INS PREM REF # 02515 3002560134 EMI HEALTH 938945
06/03	06/03	3,113.89-	+Lincoln Nationa EDI PYMNTS REF # 02515 3002762530 +Lincoln
06/03	06/03	5,368.41-	UTAH801/297-7703 TAX PAYMNT REF # 02515 4003953304 UTAH801/2
06/04	06/04	52,443.75-	UTAH STATE RETIR URS PAYMNT REF # 02515 5005320926 UTAH STAT
06/05	06/05	5,779.20-	HEALTHEQUITY INC HealthEqui REF # 02515 5006309642 HEALTHEQU
06/11	06/11	11.52-	IRS USATAXPYMT REF # 02516 2002037782 IRS 3387702000USATAXPY
06/11	06/11	97,917.40-	ACH OFFSET WASATCH FRONT PAYROLL REF # 02516 2002914081 WASA
06/12	06/12	19,874.15-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 002681204
06/16	06/16	600,000.00-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 005069398
06/18	06/18	489.32-	UTAH LOCAL GOVER SALE REF # 02516 9008531934 UTAH LOCAL GOVE
06/18	06/18	5,268.55-	UTAH801/297-7703 TAX PAYMNT REF # 02516 9008540276 UTAH801/2
06/18	06/18	16,667.98-	IRS USATAXPYMT REF # 02516 9008697269 IRS 3387702000USATAXPY

ZIONS BANK®

June 30, 2025
WASATCH FRONT REGIONAL COUNCIL
[redacted]

PO BOX 26547
SALT LAKE CITY, UT 84126-0547

Continued ...

Posting Date	Effective Date	Amount	Description
06/20	06/20	473.55-	UTAH LOCAL GOVER SALE REF # 02517 1009762636 UTAH LOCAL GOVE
06/20	06/20	5,737.71-	HEALTHEQUITY INC HealthEqui REF # 02517 1009942254 HEALTHEQU
06/20	06/20	51,880.98-	UTAH STATE RETIR URS PAYMNT REF # 02517 1010208429 UTAH STAT
06/20	06/20	628,495.40-	ACH OFFSET WASATCH FRONT PAYABLES REF # 02517 1010818905 WAS
06/23	06/23	249.44-	ANALYSIS SERVICE FEE
06/24	06/24	43,141.78-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 002791703
06/25	06/25	157,252.87-	ACH OFFSET WASATCH FRONT PAYROLL REF # 02517 6005406196 WASA
06/26	06/26	311,250.00-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 002643348
06/27	06/27	3,723.50-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 003103396
06/30	06/30	3,046.50-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 8077 005297249

CHECKS PROCESSED

There were no transactions this period.

ACTIVITY COUNT

	During this period
Total Items	42

AGGREGATE OVERDRAFT AND RETURNED ITEM FEES

	Total for This Period	Total Year-to-Date
Total Overdraft Fees	$0.00	$0.00
Total Returned Item Fees	$0.00	$0.00

To learn more about our other products and services that may lower the cost of managing account overdrafts or to discuss removing overdraft coverage from your account, please contact Customer Service or visit your local branch.

DAILY BALANCE

Date	Balance	Date	Balance	Date	Balance
05/31	$0.00	06/25	$11,250.00	06/27	$3,046.50
06/24	$25,000.00	06/26	$6,770.00	06/30	$0.00

INTEREST

Interest Earned This Statement Period	$0.00	Number Of Days This Statement Period	31
Interest Paid Year-To-Date 2025	$0.00		

Current interest rate is 0.0000% with no rate change this statement period

ZIONS BANK®

PO BOX 26547
SALT LAKE CITY, UT 84126-0547

Statement of Accounts

This Statement: June 30, 2025
Last Statement: May 30, 2025

Primary Account: [redacted]

Direct Inquiries to:
800-789-2265
WWW.ZIONSBANK.COM

0005488 1529-06-0000-ZFN-PG0007-00000

WASATCH FRONT REGIONAL COUNCIL
41 N RIO GRANDE ST STE 103
SALT LAKE CITY, UT 84101-1385

WE HAVEN'T FORGOTTEN WHO KEEPS US IN BUSINESS. ®

SUMMARY OF ACCOUNT BALANCE

Account Type	*Account Number*	*Account Ending Balance*
GOLD BUSINESS SWEEP	[redacted]	$329,088.96

GOLD BUSINESS SWEEP [redacted] 0291

	Previous Balance	*Deposits/Credits*	*Withdrawals/Debits*	*Checks Processed*	*Ending Balance*
Count:		7	9	0	
Amount:	373,937.16	981,979.63	1,026,827.83-	0.00	329,088.96

DEPOSITS/CREDITS

Posting Date	*Effective Date*	*Amount*	*Description*
06/12	06/12	19,874.15	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 002681204
06/16	06/16	600,000.00	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 005069398
06/24	06/24	43,141.78	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 002791703
06/26	06/26	311,250.00	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 002643348
06/27	06/27	3,723.50	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 003103396
06/30	06/30	3,046.50	INVESTMENT SWEEP FROM WASATCH FRONT REGIONAL 5983 005297249
06/30	06/30	943.70	INTEREST PAYMENT

CHARGES/DEBITS

Posting Date	*Effective Date*	*Amount*	*Description*
06/02	06/02	17,027.86-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 005612043
06/03	06/03	8,482.30-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 003276016
06/04	06/04	52,443.75-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 002850254
06/05	06/05	179.20-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 002954682
06/11	06/11	97,928.92-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 002759263
06/18	06/18	20,425.85-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 002834427
06/20	06/20	686,587.64-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 004542908
06/23	06/23	249.44-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 005116194
06/25	06/25	143,502.87-	INVESTMENT SWEEP TO WASATCH FRONT REGIONAL CO 5983 002715551

CHECKS PROCESSED

There were no transactions this period.

ACTIVITY COUNT

	During this period
Total Items	16

ZIONS BANK®

June 30, 2025
WASATCH FRONT REGIONAL COUNCIL
[redacted]

PO BOX 26547
SALT LAKE CITY, UT 84126-0547

AGGREGATE OVERDRAFT AND RETURNED ITEM FEES

	Total for This Period	*Total Year-to-Date*
Total Overdraft Fees	$0.00	$0.00
Total Returned Item Fees	$0.00	$0.00

To learn more about our other products and services that may lower the cost of managing account overdrafts or to discuss removing overdraft coverage from your account, please contact Customer Service or visit your local branch.

DAILY BALANCE

Date	*Balance*	*Date*	*Balance*	*Date*	*Balance*
05/31	$373,937.16	06/12	$217,749.28	06/24	$153,628.13
06/02	$356,909.30	06/16	$817,749.28	06/25	$10,125.26
06/03	$348,427.00	06/18	$797,323.43	06/26	$321,375.26
06/04	$295,983.25	06/20	$110,735.79	06/27	$325,098.76
06/05	$295,804.05	06/23	$110,486.35	06/30	$329,088.96
06/11	$197,875.13				

INTEREST

Interest Earned This Statement Period	$943.70	Number Of Days This Statement Period	31
Interest Paid Year-To-Date 2025	$7,759.03		
Interest Paid Last Year 2024	$3,430.20		

Current interest rate is 3.4400%
Interest rate changes this period:

Date	*Rate*	*Date*	*Rate*	*Date*	*Rate*	*Date*	*Rate*
06/02	3.4300%	06/03	3.4200%	06/16	3.4300%	06/25	3.4300%
06/26	3.4400%						

STATEMENT OF ACCOUNT

P T I F

U T A H P U B L I C T R E A S U R E R S ' I N V E S T M E N T F U N D

Marlo M. Oaks, Utah State Treasurer, Fund Manager
PO Box 142315
350 N State Street, Suite 180
Salt Lake City, Utah 84114-2315
Local Call (801) 538-1042 Toll Free (800) 395-7665
www.treasurer.utah.gov

WASATCH FRONT REGIONAL COUNCIL
CFO
41 NO. RIO GRANDE ST., STE 103
SALT LAKE CTY UT 84101

Account	Account Period
533	June 01, 2025 through June 30, 2025

Summary

Beginning Balance	$ 3,928,975.50	Average Daily Balance	$ 3,666,475.50
Deposits	$ 138,499.46	Interest Earned	$ 13,499.46
Withdrawals	$ 900,000.00	360 Day Rate	4.4182
Ending Balance	$ 3,167,474.96	365 Day Rate	4.4796

Date	Activity	Deposits	Withdrawals	Balance
06/01/2025	FORWARD BALANCE	$ 0.00	$ 0.00	$ 3,928,975.50
06/10/2025	CONTRIBUTION	$ 125,000.00	$ 0.00	$ 4,053,975.50
06/16/2025	funds tr	$ 0.00	$ 600,000.00	$ 3,453,975.50
06/26/2025	funds tr	$ 0.00	$ 300,000.00	$ 3,153,975.50
06/30/2025	REINVESTMENT	$ 13,499.46	$ 0.00	$ 3,167,474.96
06/30/2025	ENDING BALANCE	$ 0.00	$ 0.00	$ 3,167,474.96

STATEMENT OF ACCOUNT

P T I F

U T A H P U B L I C T R E A S U R E R S ' I N V E S T M E N T F U N D

Marlo M. Oaks, Utah State Treasurer, Fund Manager
PO Box 142315
350 N State Street, Suite 180
Salt Lake City, Utah 84114-2315
Local Call (801) 538-1042 Toll Free (800) 395-7665
www.treasurer.utah.gov

WASATCH FRONT REG COUNS/BLDG FD
CFO
41 NORTH RIO GRANDE ST., STE 103
SALT LAKE CTY UT 84101

Account	Account Period
8761	June 01, 2025 through June 30, 2025

Summary

Beginning Balance	$ 1,339,994.75	Average Daily Balance	$ 1,339,994.75
Deposits	$ 4,933.68	Interest Earned	$ 4,933.68
Withdrawals	$ 0.00	360 Day Rate	4.4182
Ending Balance	$ 1,344,928.43	365 Day Rate	4.4796

Date	Activity	Deposits	Withdrawals	Balance
06/01/2025	FORWARD BALANCE	$ 0.00	$ 0.00	$ 1,339,994.75
06/30/2025	REINVESTMENT	$ 4,933.68	$ 0.00	$ 1,344,928.43
06/30/2025	ENDING BALANCE	$ 0.00	$ 0.00	$ 1,344,928.43