DRAFT 2019-2050 Regional Transportation Plan

Wasatch Front Regional Council

February 26, 2019

Executive Summary

Preface

The Regional Transportation Plan (RTP) is where our region's future transportation system is born. The 2019-2050 RTP sets forth the 30-year strategy (through 2050) for regional-scale transportation investments for all modes of transportation. The plan addresses:

- Desired local growth and infrastructure
- Maintenance of the existing transportation system
- The regional road system
- High-capacity transit opportunities
- Active transportation networks

Updated every four years, the plan also lives within an anticipated budget. Against these constraints, particular transportation projects are prioritized, so we build the most important projects first.

The Wasatch Front Regional Council (WFRC) developed the RTP with residents, local government stakeholders, and partner agencies. The RTP is informed by technical modeling and forecasting to help us understand how it might achieve regional quality of life goals. This includes ensuring that as we invest in transportation we meet important air quality standards.

Wasatch Choice 2050: Our Shared Blueprint

The 2019-2050 RTP is the transportation element of the Wasatch Choice 2050 Vision, our shared blueprint for regional transportation and local land use, and economic development. (http://wfrc.org/vision-plans/wasatch-choice-2050/). This means that the RTP's planned investments and recommended policies seek to help our region achieve the ten regional goals adopted by WFRC:

- Livable and healthy communities;
- Access to economic and educational opportunities;
- Manageable, reliable traffic conditions;
- Quality transportation choices;
- Safe and user friendly streets;
- Clean air;
- Housing choices and affordable living expenses;
- Fiscally responsible communities and infrastructure,

- Sustainable environment including water, agricultural, and other natural resources,
- Ample parks, open spaces, and recreational opportunities.

Therefore, the RTP is considered within a broad perspective of how transportation infrastructure can work with both land and economic development decisions to maximize overall quality of life. Key quality of life issues, such as mobility, affordability, and air quality, are considered through the lens of not just transportation decisions, but also by how growth patterns unfold. For example, questions of where and what type of homes and jobs are developed will in turn affect how far people choose to travel and the modes of transportation they use -- driving alone or carpooling, taking the bus or train, biking or walking, or a combination thereof. In turn, these decisions impact air pollution emissions.

This document details these planned investments, the process used to collaboratively arrive at the RTP, the implications for our region, and mechanisms to implement the RTP.

The Wasatch Front's Challenges and Opportunities

Utah is experiencing rapid growth. This amplifies the weight of the decisions we make now and over the next decades. Here are a few of the key growth-related issues confronting our region that affect how we develop the RTP and to which the RTP seeks to positively impact. All of these issues are affected by growth patterns and how people and goods are transported. For example, how far people choose to travel and the modes they use -- say bicycling or driving alone -- impact air pollution emissions.

Growth

Utah has one of the fastest growing populations of any state - the state's population is almost three million now and, by 2050, it is expected to grow to roughly five million. Utah's growth will largely happen in the greater Wasatch Front where 80% of our population is currently concentrated. Geographically, our area is composed of valleys that are constrained by mountains and lakes which heightens the challenges associated with growth. How should our transportation and land use systems keep up with growth?

Mobility

Today, the average resident on the Wasatch Front spends just shy of an hour commuting to and from work each day. In 2050 if we remain on our current path, we project that could grow to over an hour and forty minutes. This suggests the need to build more road capacity. However, that will not be sufficient partly because new transportation demands grow as a result of the provision of road capacity. Put another way, many will think: "less congestion means I can drive greater distances now." This makes efforts to reduce commuting times a vexing challenge. Therefore, the plan explores a variety of modes of travel and ways to reduce growth of travel demands. How can our region provide transportation choices and maximize the cost effectiveness of the transportation investments we make?

Today

Current Path

Air Quality

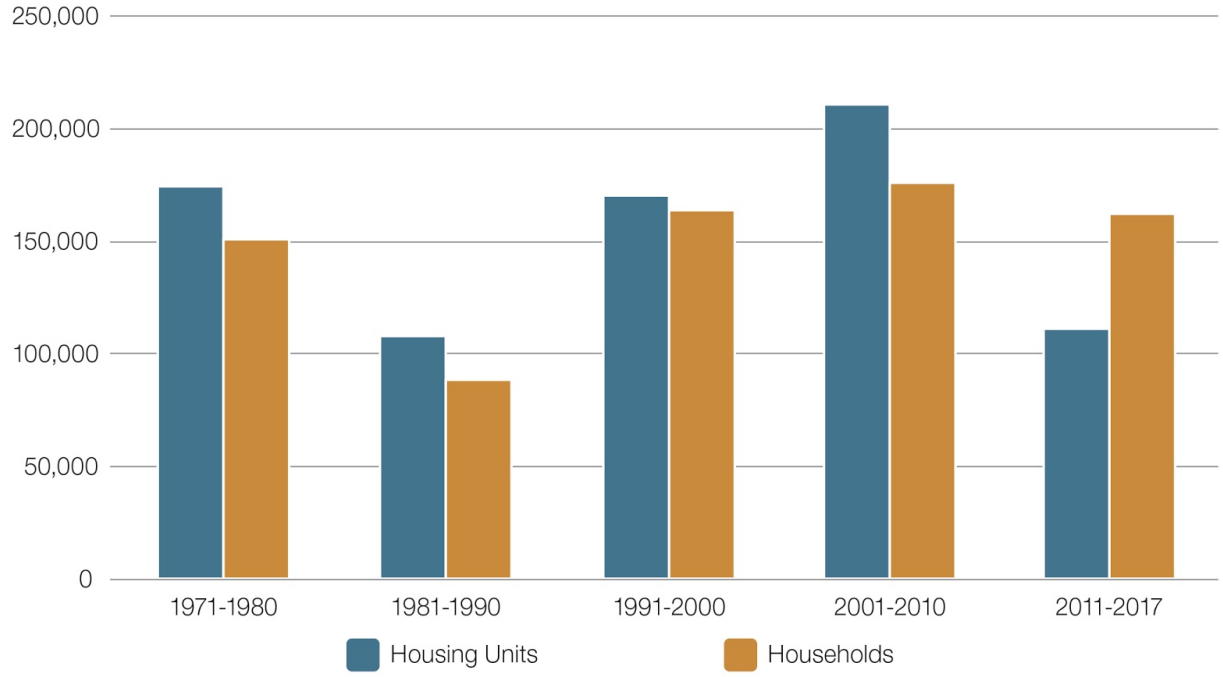
Air quality in Utah affects health, business recruitment / retention and overall quality of life.
Utah is making progress in efforts to improve air quality. Over the past decade we have added 350,000 people along the Wasatch Front while reducing total emissions by 35 percent. But there clearly is a long way to go. In research conducted by Envision Utah, air quality is consistently rated a top three issue - along with water and education - in importance for Utah's future quality of life. Surveys conducted for the Point of the Mountain Commission by Envision Utah show that air quality was the top reason employees of the Silicon Slopes companies and the surrounding area might choose to leave Utah, with 69 percent of survey respondents saying that was their top issue. How should the RTP address transportation-related air emissions which are approximately 50% of overall emissions?

Affordability

Rapid growth has also led to greater expenses for Utahns; housing is one example. The red bars on the chart below show the number of new households being formed in Utah, and the gray bars show the number of housing units being produced (Kem C. Gardner Policy Institute). For the first time in decades, household growth has exceeded new housing units. Greater demand than supply causes home prices to rise. This is exacerbated by labor shortages and rising costs of construction materials. Home prices recently have been increasing between 7 and 8% per year, substantially faster than growth in incomes.

Affordability is also affected by transportation expenses. On average, residents along the Wasatch Front spend 23% of their income on transportation. Together with housing expenses, there is less household income available for other basic necessities. How might the RTP help improve household affordability?

Figure X: Increase is Households Compared to Increase in Housing Units for Utah



Organization of the RTP Document

The process to develop the Regional Transportation Plan (RTP) followed three major stages. After an executive summary, the RTP document begins with the story of these stages.

First, Explore.

Stakeholders explored ideas for how infrastructure might unfold as well as changes to their communities, now through the year 2050.

Second, Choose.

Our region chose a desired future or vision. Ideas explored in the first stage were packaged into three unique land use and transportation scenarios. The scenarios were used to understand the potential implications of different decisions we might start making today, evaluated against the ten regional goals.

Third, Prioritize.

The vision was refined and decisions were made about the timing and prioritization of both infrastructure improvements and land use changes.

This section details the recommendations of the RTP.

Lastly, Implement.

After these three sections are articulated, an implementation section outlines mechanisms to turn the plan into reality.

Afterward appendices provide more detail on various steps and analyses.

Utah's Unified Transportation Plan

The WFRC Regional Transportation Plan comes together with each regional plan in the state to become Utah's Unified Transportation Plan.

Utah's Unified Transportation Plan is a collaborative effort between transportation agencies across the state of Utah including Wasatch Front Regional Council, Utah Department of Transportation (UDOT), Mountainland Association of Governments, Dixie Metropolitan Planning Organization, Cache Metropolitan Planning Organization and Utah Transit Authority. The Unified Plan partners work together to develop common goals, planning time horizons, performance measures and financial assumptions so that their plans are consistent across the state while meeting local needs. Then UDOT, UTA and the MPOs all agree on which projects and needs to include in the Unified Plan, as well as timing, funding and how to measure their effectiveness in meeting shared objectives.

» http://unifiedplan.org/

Goals

The RTP seeks to advance ten regional quality of life goals.

On October 27, 2016, the Wasatch Front Regional Council (WFRC) adopted the Wasatch Choice 2050 (WC2050) goals. This milestone represented the culmination of a year and a half of work to gather input from cities, counties, transportation partners, businesses, and community organizations regarding local and regional priorities for the WC2050 Vision.

WFRC established these goals to inform how future transportation investments will be evaluated, selected, and prioritized, and how those projects will be coordinated with local community priorities regarding the use of land and the pursuit of economic development opportunities.

These goals were utilized in the development of the RTP in each step: Explore, Choose, and Prioritize.

The ten goals are:

1. Livable and Healthy Communities
2. Access to economic and educational opportunities
3. Manageable and reliable traffic conditions
4. Quality transportation choices
5. Safe, user friendly streets
6. Clean air
7. Housing choices and affordable living expenses
8. Fiscally responsible communities and infrastructure
9. Sustainable environment including water,l agricultural, and other natural resources
10. Ample parks, open spaces, and recreational opportunities

In addition, the plan seeks to advance national goals and planning factors, part of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21). The factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operations.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

MAP-21 and its successor legislation the FAST Act also provided a performance management framework for state departments of transportation, 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. The 2019-2050 RTP was developed with focus on progressing toward meeting national goals and agency targets. More detail on our use of a performance-based approach can be found in the Present Impacts and Benefits chapter.

Wasatch Choice 2050 Vision

Our region embarked on a shared process to create a vision for how our region's future might unfold that can improve outcomes on our region's goals. The Visioning process is known as Wasatch Choice 2050.

Wasatch Choice 2050 (WC2050) is a locally driven approach in which cities, counties, community organizations, transportation partners, businesses, the public, and others help to create and implement WC2050 together, creating local solutions with regional significance. The WC2050 process explores future scenarios that articulate the trade-offs associated with different approaches to transportation and land use investments. These trade-offs are evaluated in each part of the region, with stakeholders actively engaged in the process to select the appropriate path forward. WC2050 identifies specific transportation projects and investments, the use of land near those investments, and associated economic development strategies to achieve desired outcomes for local communities and the region as a whole. WC2050 also provides recommendations and resources to help stakeholders achieve those outcomes.

Strategies

The WC2050 Vision is built upon four key strategies.

- Provide transportation choices, offering better access to transit and bicycle facilities.
- Support housing options, responding to market demands and allowing for greater choices.

- Preserve open space, providing unparalleled access to the outdoors, which is key to our quality of life and competitive advantage.
- Link economic development with transportation and housing decisions, thinking about the interplay between them and ultimately the outcomes we want to achieve.

Vision Map

The vision map outlines our collective desired framework for how and where growth, infrastructure, and open space preservation unfold. It represents the point on the horizon that we are working towards. The RTP translates the transportation infrastructure component into an actionable plan. The four key strategies are unifying themes exhibited in the Vision Map.

- https://wfrc.org/rtp-2019-draft/

Key Recommendations

Policies

System Improvements

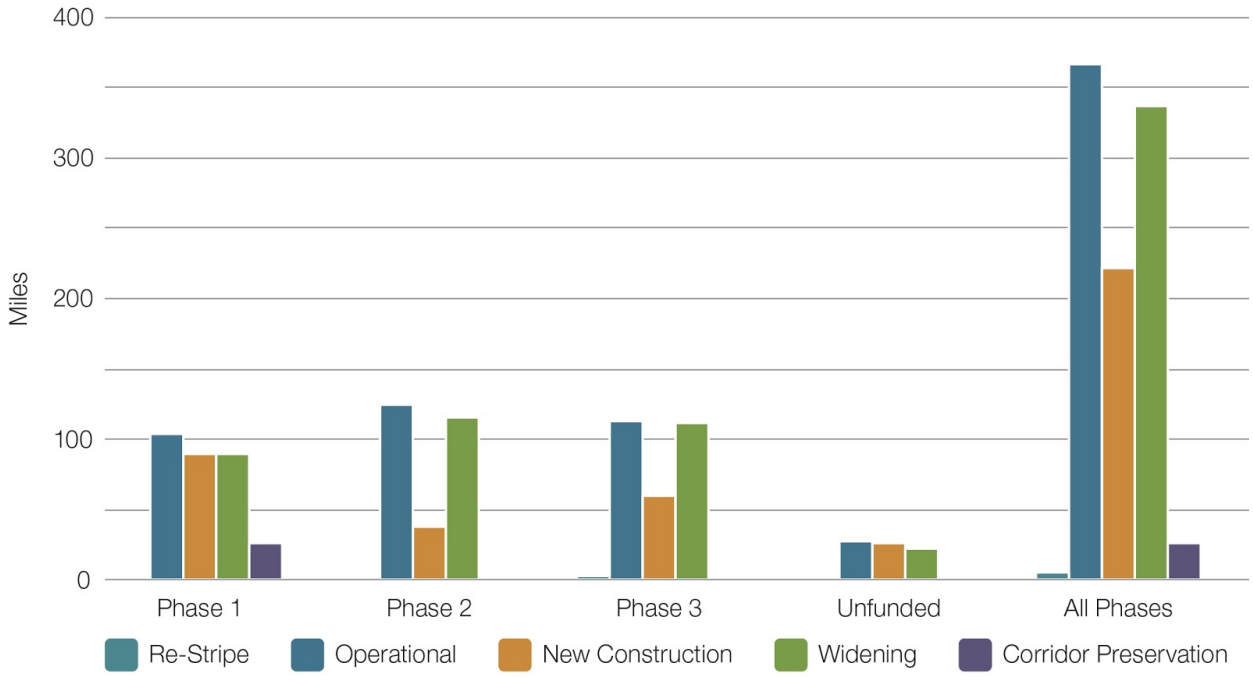
Roadway System Improvements

Programmed roadway improvements in the 2019-2050 RTP include a balance of freeway, highway, arterial, and collector road projects. Freeway and highway projects include widening existing freeways; operational management and ramp metering; two new freeways, the Mountain View Corridor and West Davis Corridor; and two conversions from arterials to freeways, Bangerter Highway and US-89. These large-scale projects will help offset the growing travel demand throughout the region.

The 2019-2050 RTP includes capacity and operational improvements to existing surface roads, such as realigning Midland Drive in Weber County, improving operations on 12600 South and 13400 South in Salt Lake County, and preserving mobility on east/west connectors between West Davis Corridor, I-15, and US-89 in Davis County. The RTP also identifies 23 grade-separated crossing over railroads and interstates to improve mobility and reduce barriers. Improving connectivity is a key component of the 2019-2050 RTP and included are 99 new construction projects that either complete existing gaps or provide greater localized connectivity, or extend the roadway network.

There are approximately 397 roadway projects in the 2019-2050 RTP at an estimated total cost of $18.3 billion (2019 dollars). While funding is projected to be available for the majority of the proposed prioritized projects, there is estimated $2.7 billion of unfunded needs, all on the state roadway system.

Figure X: 2019 - 2050 Miles of Planned Roadway Projects by Type

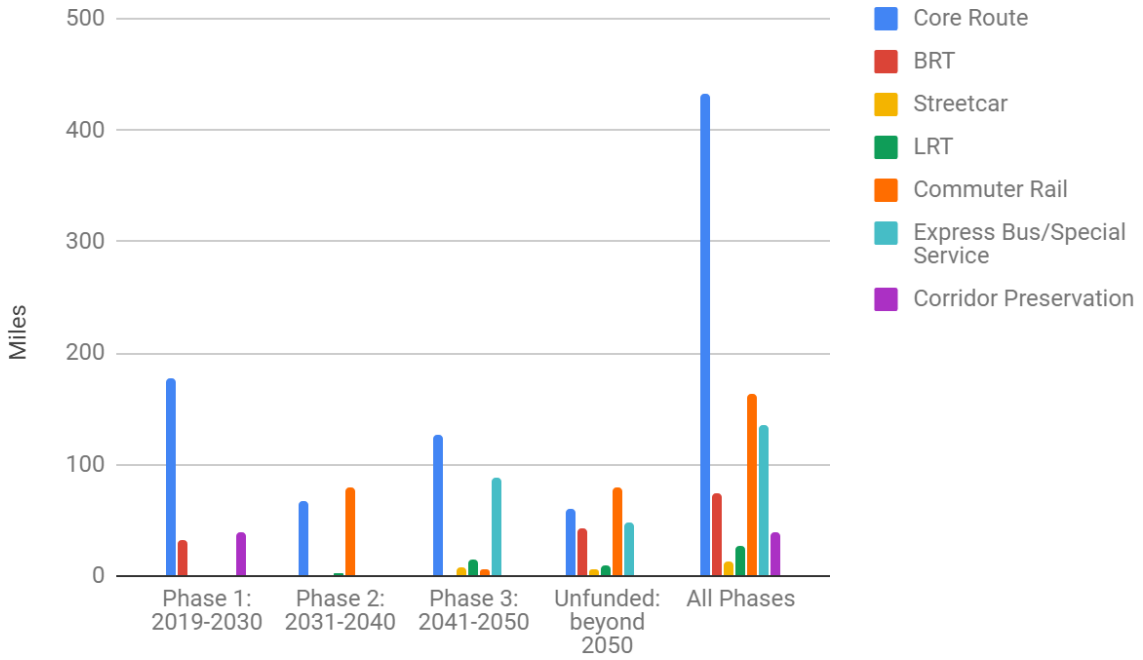


Transit System Improvements and Coordination

The 2019-2050 RTP plans transit service that fits within the context and scale of individual municipalities, centers, and corridors, while enhancing the regional transportation network through providing accessible and reliable public transportation. As such, there are a variety of planned transit projects throughout the Wasatch Front through the year 2050, including a gridded network of frequent and direct east-west and north-south Core Bus routes, a number of high-capacity transit projects serving urban centers such as the Ogden-Weber State University bus rapid transit (BRT) project and a light rail extension to the rapidly growing Point of the Mountain area, improvements to regional commuter rail (FrontRunner), and express and special service bus routes serving key destinations such as from the Tooele Valley to Salt Lake City and to recreational opportunities in Big and Little Cottonwood Canyons.

The approximately 45 prioritized transit projects in the 2019-2050 RTP are estimated to cost $2.2B (2019 dollars) to construct with projected available revenues. The RTP identifies that these projects will be built within one of the three financial phases within the RTP (Phase 1: 2019-2030, Phase 2: 2031-2040, Phase 3: 2041-2050). It is estimated that there will not be available revenues to construct an additional 15 needed transit projects costing approximately $2.3B by the year 2050. These 15 projects are referred to as “unfunded” within the RTP.

Figure X: 2019 - 2050 Miles of Planned Transit Projects

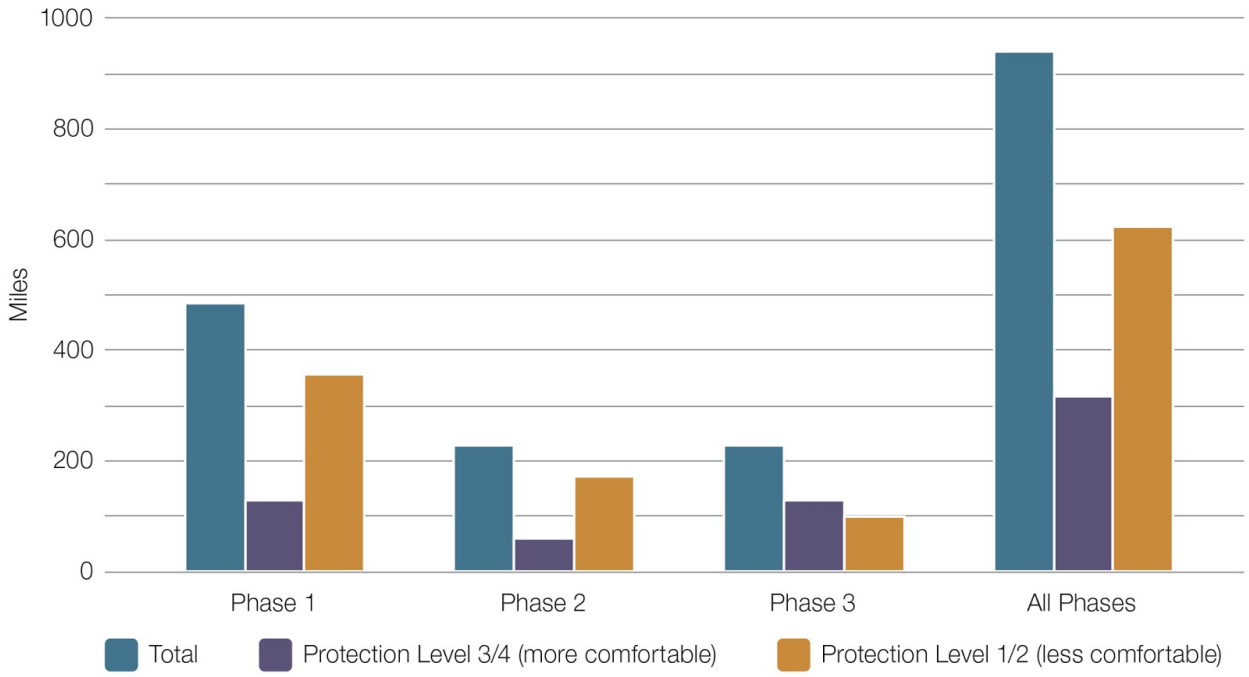


Active Transportation Improvements and Coordination

In all, 534 projects making up over 940 miles of linear regional bicycle infrastructure are planned through 2050 at a cost of about $353 million (2019 dollars). New, safe, family friendly facilities such as the Historic Orchard Pathway in Box Elder County, Wall Avenue protected bike lane in Weber County, North Fork Kays Creek Path in Davis County, and Porter Rockwell Trail in Salt Lake County account for 316 miles of the planned network and are critical to increasing mode split, mobility, and access to opportunity, not to mention the health of our communities. Additionally, the 75 point/intersection projects identified promote accessibility and user safety.

The 2019-2050 RTP phases active transportation projects in 10 year increments as Phase 1, Phase 2, and Phase 3 projects according to the same timeline as transit and roadway projects. However, AT project phasing is not based on revenue assumptions like the other modes, but rather by need and circumstance.

Figure X: 2019 - 2050 Miles of Planned Regional Bicycle Network by Protection



Facility type, such as bike lane, shared lane, overhead crossing, etc. is identified project by project on the online interactive map. However, it is understood the identified solution for certain active transportation facilities on roadways cannot be implemented just with paint or resurfacing until a complete redesign or reconstruction of the roadway facility occurs, and/or additional right-of-way can be acquired. During project development, solutions for the facility based on current context will be identified. At the same time, many studies have made it clear that in order to increase the number of people biking for commuting and utilitarian trips, networks need to provide at least high end Protection Level 2 or Level 3 facilities. Such facilities increase comfort and safety for novice riders of all ages and abilities.

Impacts and Benefits

The Wasatch Front 2019–2050 Regional Transportation Plan was evaluated to determine its social, economic and environmental impacts and how well it would meet the transportation needs of the Region through the year 2050. The goals and objectives for the 2019–2050 RTP, as described earlier, helped form the basis for this evaluation. The 2019–2050 RTP was also analyzed with regard to its conformity with state air quality plans, potential mitigation measures to minimize project impacts, and other factors.

Transportation Modeling and Analysis Tools

The Wasatch Front Regional Council and the Mountainland Association of Governments (MAG) Travel Demand Model (Travel Model) is a tool for analyzing integrated land-use, transportation, and air quality factors. The travel model estimates the travel patterns of people, based on their demographic characteristics, where they reside and are employed, and transportation facilities available to them. The travel model forecasts where people are likely to travel and by what mode, such as single occupancy autos, local bus, light rail, etc., people are likely to use. It assigns these trips to the travel mode that represents the best route for each particular trip. Travel model output is used to evaluate transportation corridors where future travel demand is likely to exceed the capacity of the facilities in the corridor, to

identify and assess projects that meet travel demand, and to analyze air quality impacts of the transportation system.

The model includes several advanced features including improved modeling methodology needed to meet the requirements of federal law, including the FAST Act, MAP-21 and the Clean Air Act. In addition, several features recommended by the Travel Model Improvement Program (TMIP) of the US Department of Transportation, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Environmental Protection Agency (EPA) are incorporated into the model. WFRC uses the model to perform comprehensive regional transportation analyses, and to evaluate various transportation and traffic impacts. Some of the most useful model outputs include: origin-destination flows, directional link vehicle volumes, vehicular travel times and speeds, and transit ridership estimates.

The target area considered by the model includes all of the urbanized areas of Utah, Salt Lake, Davis, Weber, and Box Elder Counties. The model does not consider the canyons and the mountains to the east of the urbanized areas. The model is calibrated to reasonably represent 2015 “base year” travel conditions and patterns, a process in which model output is checked or “validated” against hard data. Trip rates, transit ridership and highway volumes are examples of the types of model outputs that are validated. When the model results do not match the base-year values within an acceptable tolerance, parameters are adjusted until the model is acceptable. For future forecast years, the model output is reviewed for “reasonableness” to validate model results and model sensitivities.

WFRC maintains a Travel Demand Model (TDM) which forecasts travel demand. The user can input different socio-economic assumptions, as well as test a variety of transportation scenarios. The socioeconomic assumptions which were used were developed using land use inputs that were put into the REMM model. REMM is a statistical model that estimates growth and development based on land price and availability. The transportation networks used in the model were derived from the scenario planning process, which iterated between the impacts that the transportation system and land use patterns had on each other.

The TDM is updated on approximately a four-year cycle. Each update results in a new version of the model. A beta Version 8.3 was used in the scenario planning process, for analyzing the phasing of the plan and for subsequent RTP-related modeling. All of the TDM related metrics included in this section were derived using Version 8.3 of the model. A detailed explanation of the WFRC’s transportation modeling process and analytical tools can be found in Appendix X, entitled “Transportation Modeling and Analysis Tools.”

Regional Performance Measures

Performance measures were carefully chosen to give decision makers the opportunity to compare how well the 2019–2050 RTP supports their values and goals. The table below, organized by regional goal, compares today’s conditions with two future scenarios: a future with no additional transportation revenue other than existing revenue sources and no emphasis on centered growth and a future where the Wasatch Choice 2050 Is implemented. More detail about regional performance measures can be found in the Present Impacts and Benefits section of the RTP.

Table X. Regional Performance Measures Summary

Metric	Measure		Today	Current Path to 2050	Wasatch Choice Path to 2050
Goal: Livable and healthy communities					
Walkability	The percent of streets that are walkable.		7%	22%	27%
Goal: Access to economic and educational opportunities					
Destination Access	The number of jobs accessible to the average Wasatch Front household in a reasonable commute.	Auto *Transit*	178,600 40,000	191,000 59,000	196,000 69,000
Freight	The average truck speed on freight corridors in the evening commute.		55 mph	53 mph	53 mph
Goal: Manageable and reliable traffic conditions					
Auto Travel Time	The total time per day that the average person spends in a vehicle.		0:57	1:11	1:10
Goal: Quality transportation choices					
Transportation Choices	The percent of people who are nearby (are within one quarter of a mile) a frequent bus route, transit stop/station, or dedicated bike facility.	Transit Bike	22% 41%	26% 77%	36% 78%
Goal: Clean air					
Air Quality	The number of vehicle trips taken in the region per day.		5.0 M	7.5 M	7.5 M
Goal: Housing choices and affordable living expenses					
Cost of Living	The percent of households whose housing and transportation costs are affordable.		55%	58%	63%
Goal: Fiscally responsible communities and infrastructure					
Local Infrastructure Costs	The total cost to provide streets and infrastructure to serve new development.		-	$10 B	$7.8 B
Goal: Sustainable environment, including water, agricultural, and other natural resources					
Water Use	The number of gallons of water that the average household uses.		519	466	446
Developed Land	The acreage of farmland and open space converted to development.		-	16,700	11,600

Implementation

The implementation of the roadway, transit, and active transportation projects of the 2019-2050 RTP will rely on the close cooperation of all regional and local planning partners and agencies, with funding sources from federal, state, and local sources. Various funding means have been established and include the Transportation Improvement Program (TIP), the Transportation and Land Use Connection (TLC), and general funds from the State of Utah and local communities. These resources have been combined in the past, and will continue to be utilized in the future, to fund needed transportation improvements in accordance with their assigned phasing and priority. In addition to various funding mechanisms, WFRC has established a process to continuously monitor the progress of various transportation projects - both short and long-range improvements. Roadway, transit, and active transportation projects recommended in the 2019-2050 RTP will need to be refined and evaluated for environmental and social impacts and specific funding sources will have to be assigned and programmed. Finally, the RTP will need to be updated every four years to consider changing development patterns, new technologies, and evolving goals and vision for the Wasatch Front Region.

Explore

Establish Goals

Public Involvement Process

The Wasatch Choice 2050 Vision process was accomplished over a three-year period. It was a new approach for laying down an informational base for the creation of a regional transportation plan. It involved many technical planning and public involvement tasks. The collection of regional population, employment, land use, transportation, and socio-economic data; and the conduct of specialized studies, data analyses, and public surveys were essential tasks that needed to be accomplished as part of the process. The public outreach process encouraged local governments to serve as partners in identifying stakeholders who would be willing to participate in the workshop process and respond to the following questions: “What is the future we want to create?” and “what will help us create that future?”

WFRC developed a Communications Plan for the Wasatch Choice 2050 and the 2019-2050 RTP. This process included conducting research, developing a strength, weakness, opportunities, and threats (S.W.O.T.) analysis, set goals, determine key messages, identify audiences, set objectives, determine strategies, identify tactics, and create a timeline. The Communications Plan can be found in Appendix X - Communications Plan Wasatch Choice 2050 and the 2019-2050 RTP.

Stakeholder and Special Interest Group Outreach

Key stakeholders are integral to achieving the vision and plan objectives and goals. They are the primary targets for key messages, strategies and tactics. They are motivated by varying self-interests and persuaded by influential intervening publics and resources.

The success of Wasatch Choice 2050 will depend on delivering messages and important project information to key stakeholders. Intervening publics, and internal audiences or resources help to carry the messages. The following Table X describes the key audiences, intervening audiences, and internal resources for the project.

Table X. Stakeholder Tiers

Tier 1 Stakeholder	Tier 2 Stakeholder	Tier 3 Stakeholder
Participate directly in WC2050 creation	Essential role in long-term implementation	Affected be implementation
Decision makers and planners	Related industry and interest groups	The public and medi
Elected officials, staff, transportation agencies	Trade associations, developers, community groups, chamber	Resident, commuters, new media

Tier 1 Stakeholders – Decision Makers and Planners

Tier 1 audiences are those individuals and groups who need to participate directly in the creation of Wasatch Choice 2050. They are the primary decision-makers in local and regional planning. This is the group that sets policy, establishes priorities and carries out planning. Many groups and individuals in this tier have been engaged with the previous WC2040 process. Others may have been less engaged, but their future participation is still important for the success of WC2050. Research shows this is also the group who can serve as trusted spokespeople to their constituencies about Wasatch Choice 2050 or other similar plans.

- Local elected officials - Mayors, city/county council members, city/county planning commissioners
- City/county staff (managers, planners, technical staff)
- Regional planning organizations (Council of Governments (COGs), Association of Governments (AOGs), other MPOs)
- Partners and other planning agencies/key influencers (UDOT, UTA, SL Chamber, Envision Utah, etc.)
- State elected officials

Tier 2 Stakeholders – Related Industry and Interest Groups

Tier 2 audiences play an essential role in the long-term implementation of the Wasatch Choice 2050. They are involved in the planning process and potentially in the implementation of planning outcomes. They can have a strong influence on Tier 1 audiences and the public.

- National agencies, industry groups, and associations (ULI, APA, etc.)
- Business community (Chambers, EDCU, GOED)
- Community groups
- Federal delegation
- Developers, realtors, lenders

Tier 3 Stakeholders – The Public and Media

Tier 3 audiences span a spectrum of awareness of the Wasatch Choice 2050 Vision. This is a group that will be affected by the rollout of the Vision in the long-term. The support and participation of Tier 3 audiences is important for the success of the implementation of the Vision.

- Residents of Salt Lake, Davis, Weber, Tooele, Morgan, and Box Elder Counties
- News media

Generalized Public Comment Review

Wasatch Choice 2050 represents the most significant update to the shared regional vision since Wasatch Front communities first established it over a decade ago. Building on community values through an extensive public input process, Wasatch Choice established a blueprint for growth that supports a well-functioning economy, improves air quality, and enhances the overall quality of life for Utahns living across the Wasatch Front.

Through feedback from local communities and transportation partners, Wasatch Choice 2050 will plan for the region's future through 2050. This locally driven, regionally significant process will produce the next vision and provide a framework to identify, select, and prioritize projects in the 2019-2050 Regional Transportation Plan.

Regional Goals

Wasatch Choice for 2050

Because development patterns and transportation improvements affect each other, it makes sense for local governments and regional transportation agencies to closely coordinate planning efforts. The important question is, "How can we work together to produce the outcomes that optimize the long-term quality of life for communities and the overall metropolitan area?" This was the impetus behind the development of our Region's shared vision, the Wasatch Choice for 2050.

The type of growth that is occurring, how the Region is served by the transportation system, and the availability of open space, has a big impact on our quality of life. Together, these factors, along with other related conditions, affect our cost of living, time spent commuting, the air we breathe, how we enjoy our time with family and friends, and the neighborliness of the communities in which we live. The Wasatch Choice for 2050 Vision considers how growth, transportation, and open space can be shaped for the next few decades in such a manner as to have positive impacts on the lives of residents in the greater Wasatch Front area. In short, we need to consider our joint goals for the long term, and then we can each individually consider the choices we want to make in the near term. This is especially important in our Region, where we anticipate well over a million more residents by 2050.

Center-Focused Growth

Growth within centers is one of the key strategies of the Vision. As it turns out, strategic changes to a small percent of our metropolitan area - places like metropolitan, urban, city, and neighborhood centers - can yield huge benefits. These centers can become the focus of a strong market for accessible jobs and moderately priced and/or downsized housing units. Thus, these centers will grow where they do the most good for everyone – in centrally located areas and places with great transportation access. Centers have so many benefits. Centers can:

- Help ensure all people have a selection of homes to meet their needs;
- Reduce the time, distance and money it takes for people to reach many of their destinations;
- Enable people to reach more of those destinations by foot, bike and transit in addition to car;
- Help businesses reach more consumers and employees to have a greater selection of jobs;
- Help improve the air quality;
- Create walkable communities;
- Reduce growth pressure on the "Wasatch Back;" and
- Reduce demand for scarce water.

Wasatch Choice 2050 Goals

The Wasatch Front Regional Council uses Council-adopted Regional Goals to inform the work of the organization. WFRC established goals to inform how future transportation investments will be evaluated, selected, and prioritized, and how those projects will be coordinated with local community priorities regarding the use of land and the pursuit of economic development opportunities. For example, Goals did underpin the evaluation criteria that are used to develop the Wasatch Choice 2050 Vision and Regional Transportation Plan. Regional Goals also inform programming of WFRC-administered funds that are part of the Transportation Improvement Program and Transportation Land Use Connection funds. The Regional Goals are intended to be useful for any community or organization that wants to be a partner in the Wasatch Choice for 2050 Vision. In other words, these goals are potentially not just for WFRC, and are written accordingly; they are broader than previous transportation plan goals in that they address issues that relate to many aspects of community development.

The proposed goals were developed over a year and a half time frame utilizing local community input, compared to past Wasatch Choice 2040 Growth Principles, federal transportation legislation (MAP-21 and the FAST Act), and the goals of partner transportation entities, including UDOT and UTA. During the development of these goals they were discussed and reviewed by the Region Growth Committee and its Technical Advisory Committee, transportation partners, businesses, and stakeholders. On October 27, 2016, the Wasatch Front Regional Council (WFRC) adopted the Wasatch Choice 2050 (WC2050) goals.

Develop Scenarios

Visioning Process

WFRC, in close collaboration with local communities and transportation partners, developed three land use and transportation scenarios that articulated the trade-offs associated with different approaches to growth between now and the year 2050.

To kick off the visioning process, WFRC met with groups of communities throughout the region in the spring of 2016 through a series of Vision Workshops. City and county elected and appointed officials, planners, engineers, economic development staff, and city managers were all invited to attend, in order to obtain a holistic, multi-disciplinary view of the issues that face each unique community.

The objective of the workshops was to receive feedback from local communities about their goals and priorities and to understand local critical growth areas and needed transportation investments.

The meetings began with WFRC sharing existing conditions data that was curated to each small area, and provided a snapshot of the community in terms of existing housing stock, amount of vacant or unutilized land, travel behavior, etc.

Keypad polling was then utilized to prioritize WFRC's ten regional goals from most to least important, as well as to gage the way in which communities envisioned growing. The following questions were asked:

1. With regard to the mix of available housing, this area should support:
    a. a greater % of detached, single family homes than today
    b. about the same mix of housing types as today
    c. mostly single-family, but greater % of attached or multi-unit homes than today
    d. a much greater % of attached or multi-unit homes than today
2. Growth in this area should occur:
    a. "Vision A" - all growth occurs on vacant land, existing commercial areas stay the same
    b. Mostly like Vision A
    c. Half Vision A, half Vision B
    d. Mostly like Vision B
    e. "Vision B" - little growth occurs on vacant land, most occurs in existing commercial areas
3. The amount of growth in centers:
    a. "Vision A" - a small amount of growth happens in centers, areas like TODs, downtowns, and main streets
    b. Mostly like Vision A
    c. Half Vision A, half Vision B
    d. Mostly like Vision B
    e. "Vision B" most growth occurs in centers, areas like TODs, downtowns, and main streets

This feedback was captured per small area, and utilized, with the information described below, for the creation of the three regional transportation and land use scenarios.

Through the lens of designing solutions that will address the issues that stakeholders are facing, workshop participants were asked to identify land use "centers," or areas within their communities where higher-intensity growth might occur in the future, and to contemplate the scale and type of development that the community could support in these centers. In tandem to identifying future land use concepts, participants collectively developed a variety of multi-modal transportation ideas that would serve these various development patterns. This feedback was obtained by rolling out maps of each community, and asking participants to use markers, tape, and stickers to identify the aforementioned areas of focus within their communities. The information gathered from this visioning process was used to develop three unique land use and transportation scenarios.

Vision workshop participants identifying future land use and transportation ideas in southern Davis County.

Scenario planning is an important tool used to explore different stories about how the future might unfold. Evaluating growth scenarios allows one to understand the interplay between transportation and land use decisions, and enables decision makers to consider how best to accommodate mobility needs over the coming decades. By analyzing the impacts and benefits of those alternatives, scenario planning allows communities to test how well various future growth patterns meet their goals.

Center-Focused Growth: Wasatch Choice Centers

Wasatch Choice Centers are historic and emerging regional destinations of economic activity and housing.

A variety of centers will develop in the future that are similar to places in our region today – places like downtown Salt Lake City, Provo, Ogden, and emerging downtowns like Sandy City, or transit-oriented developments like Station Park in Farmington or the Fireclay District in Murray. These are examples of concentrated housing and employment opportunities that are growing with market demand for living and working in accessible locations throughout the Wasatch Front. Growth that takes place as infill and redevelopment in these historic and emerging centers is generally able to make better use of existing infrastructure when compared to growth that occurs in greenfield areas. Frequently, the transportation system in these locations is sufficient to handle additional growth, especially in locations where the

historical street grid pattern is still in existence, frequent transit service is already shown to be viable, and considerable roadway and transit investments have been made.

The concept of Wasatch Choice Centers emphasizes that these designated areas should be a) walkable and b) more dense than their surrounding area. By supporting compact development, centers reduce the footprint of urban development and, by bringing some destinations closer together, lend themselves to walking and bicycling. Strategically located centers enable more people to easily use transit, and tend to reduce travel distances in general. Centers should provide a variety of mobility options such as sidewalks, bicycle and trail connections, transit facilities, and strong street connectivity in order to serve pedestrians, bicyclists, and transit-riders, as well as drivers. This transportation infrastructure equips the area to both support and attract higher-density mixed-use developments. The Wasatch Choice 2050 Vision suggests that these centers should absorb some of the expected growth and expand to provide ever-broadening

The Wasatch Choice 2050 Vision identifies four different types and intensity of centers, as described below.

Metropolitan Center

Downtown Salt Lake City is the metropolitan center, serving as the hub of business and cultural activity in the region. Metropolitan Center has the most intensive form of growth and expansion for both employment and housing, with high-rise development common in the central business district. Similar to today, Salt Lake City will continue to draw people from the entire metro area and serves as the finance, commerce, government, educational, retail, tourism, arts, and entertainment center for the region. Buildings range from four to 25 stories tall, with the number of housing units ranging from 20 to 200 per acre. A variety of roadways and major freeways serve the Metropolitan Center, and the area acts as the region's primary transit hub.

Urban Center

Urban centers are the focus of commerce and local government services benefiting a market area of a few hundred thousand people. Urban centers are ideal areas to be served by high-capacity and high-frequency transit and major roads and freeways. They are characterized by four- to 10-story employment and housing options. The number of housing units range from 20 to 100 per acre.

City Center

City centers provide localized services to tens of thousands of people within a two- to three-mile radius. One- to three-story buildings for employment and housing are typical. The number of housing units range from 10 to 50 per acre.

Neighborhood Center

A neighborhood center is usually one to four city blocks in size and draws people from surrounding neighborhoods. The typical building within a neighborhood center may be one to three stories tall with housing types that range between small apartments, townhouses, and small-lot single unit homes. This area typically contains retail destinations located on walkable streets. A neighborhood center is served by major roads and frequent bus service.

Additional Land Use Designations: Employment, Industrial, and Special Districts

The following land use distinctions are significant hubs of employment, economic, and/or educational activity. As such, these areas draw people from throughout the region and are significant trip generators,

including employment and/or freight trips. These areas are distinct from Wasatch Choice centers in that they typically do not have a strong mix of uses or concentrated housing opportunities.

Employment Districts

An Employment District is classified not by size but instead by the number of employees. This area is primarily made up of offices or light industry. An employment district attracts a large number of workers from across the region and is served by major roads, highways and often with high-frequency bus or high-capacity transit.

Industrial Districts

An industrial district can vary in size and is typically focused around both light and heavy industry and warehousing, with some office and retail. This area is not residential and is primarily freight-oriented. An industrial district could be served by bus, shuttle, or vanpool.

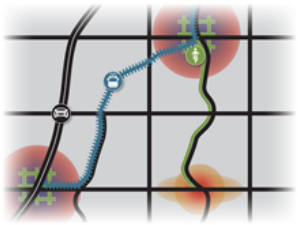
Special Districts

A special district is a regionally significant area that serves a distinct purpose apart from more common land uses such as residential, retail, office, industrial. Examples of “special districts” are airports, educational campuses, and research centers - places that are distinctive and that may attract people from the entire region. The special district is served by a variety of roadway types and transit modes.

Overview of Wasatch Choice 2050 Scenarios

This visioning process explored how growth and transportation might work together to in order to achieve regional goals and support a high quality of life. A key ingredient of the Wasatch Choice 2050 Vision is to encourage robust growth centered in such areas as central business districts, main streets, and major employment areas, and to coordinate centered growth with high-capacity transit, major roadways, and regional bicycle facilities.

The Wasatch Choice 2050 scenarios represent a range of land use and transportation combinations. It is important to note that each scenario was developed using equal population and employment projections, and a comparable amount of revenue spent on regional transportation. Transportation funding was divided differently between roadways, transit, and active transportation depending on the scenario. In general terms, the scenarios can be described as follows:

	1	2	3
			
Land Use	General plans, extrapolated trends	Regional centers	Dispersed village/town centers
Transit	2015-2040 RTP projects	Capital-intensive projects	Service-intensive projects
Roadway	2015-2040 RTP projects	Connectivity and management	Capacity-focused investments
Active Transportation	Priority bicycle routes	Centers-based, Local bicycle connectivity	Separated regional bicycle facilities

Scenario 1: The future based on current plans and trends.

This scenario included all projects within the 2015-2040 RTP and incorporates all currently adopted city and county general plans. Land use was extrapolated from local general plans and zoning out to 2050. Roadway improvements had an emphasis on east-west road widenings and connections. Two new freeways and additional capacity on existing freeways were planned. Transit included a mix of capacity and service projects. All transit routes ran every 15 minutes, except FrontRunner, which ran every 30 minutes during peak times and 60 minutes throughout the day. Active transportation included the build out of the Regional Priority Bicycle network of connected active transportation facilities.

Major Future Travel Corridors

Road System

Scenario 1 includes all regional roadway projects that are included in the 2015-2040 RTP but have not yet be constructed. It places emphasis on east-west road widening and connections. In additional to surface street improvements, additional freeway capacity is added to carry increased regional travel. Existing freeways such as I-15, SR-201, and I-80 have proposed capacity and operational improvements. In addition, US-89 in Davis County and Bangerter Highway in Salt Lake County are converted to limited-access roadways. Two new freeways are also planned - the Mountain View Corridor on Salt Lake County's western edge and the West Davis Corridor, which provides an alternative route to I-15 through Davis County.

Transit System

Scenario 1 includes all major regional transit projects that have been envisioned through the 2015-2040 RTP planning process. This scenario is comprised of several fixed guideway transit routes, including various north/south Bus Rapid Transit (BRT) projects in Salt Lake County, and a continuous BRT line through Weber and Davis Counties adjacent to FrontRunner. Scenario 1 also contemplates extensions of

both the Blue and Red TRAX lines into Utah County and the City of Herriman, respectively, as well as a FrontRunner extension into Box Elder County. Transit lines in Scenario 1 are designed as a "hub and spoke" system, with routes traveling from the periphery and channeling into a few major destinations. Most routes therefore terminate at a hub in downtown Salt Lake City.

Active Transportation System

A key component of Scenario 1 is the distribution of a consistent network of connected active transportation facilities. Proposed bicycle infrastructure is spread evenly throughout the region, but does not include project phasing or identification of bicycle route types.

Projects to highlight in Scenario 1 include a separated bicycle facility on Mountain View Corridor and West Davis Highway, and improved on-street connections between Salt Lake County and Davis County and between Weber County and Box Elder County.

Land Use and Centers

Land use assumptions in Scenario 1 were based mainly on the currently adopted General Plans from each city and county. There were some liberties taken in areas where major growth centers are emerging, but haven't been incorporated into an official plan. These areas would include the site of the existing Utah State Prison in Draper, as well as the Falcon hill development in Davis County.

Scenario 2: Focuses growth in large regional centers and expands local streets and regional rail.

This scenario concentrated future population and employment growth in regional centers strategically placed throughout the region. Because the centers are larger, the transit system improvements are more focused on high-capacity rail and fixed bus lines. All transit routes ran every 15 minutes (including FrontRunner) during peak times and then 30 minutes throughout the remainder of the day. The roadway improvements are focused on linking communities by connecting roadways and improving access over barriers with additional operational improvements. Active transportation focused on bicycle network improvements located within one and a half miles from regional centers and transit stations.

Major Future Travel Corridors

Road System

Additional connectivity improvements in Scenario 2 link communities by connecting roadways and improving access over barriers, such as freeways and railroads, while operational improvements will improve the flow of traffic. For example, Scenario 2 includes nine additional crossings over I-15 in Salt Lake County south of I-215 and increased connectivity west of I-15 along the I-15 corridor. In Weber County, a backbone street network in the western part of the county is proposed. Major roads such as Pioneer Road, Antelope Drive, and Hill Field Road have operational improvements. Existing freeways such as I-15, I-80, and Legacy Parkway have proposed capacity and operational improvements. Similar to Scenario 1, US-89 in Davis County and Bangerter Highway in Salt Lake County are converted to limited-access roadways. Two new freeways are also planned - the Mountain View Corridor on Salt Lake County's western edge and the West Davis Corridor, which provides an alternative route to I-15 through Davis County.

Transit System

Scenario 2 envisions several high capacity, fixed guideway projects in order to support the higher density growth that is focused in large regional centers. A Red Line light rail extension south from Daybreak to Herriman connects east to the Blue Line in Draper, creating a complete light rail loop around southern

Salt Lake County; a spur from the Red Line extends north via the historic Garfield Spur right-of-way at 9000 South to 5600 West, connecting to the Green Line at the Salt Lake City International Airport. The Blue Line also extends to Utah County, supporting large growth in the Point of the Mountain area. BRT routes are planned through Davis and Weber Counties and connect to FrontRunner stations. FrontRunner extends to Box Elder County and double-tracking and electrification of the rail line supports 15 minute commuter rail service. New infill stations along FrontRunner provide rail access to several communities in Salt Lake, Davis, and Weber Counties.

Active Transportation System

Projects to highlight in Scenario 2 include a variety of point projects identified as "First/Last Mile Improvements". These projects are specific improvements for biking and walking that facilitate improved access to fixed guideway transit, and are implemented in conjunction with an expanded high-capacity transit system. Bicycle network improvements are all located within a 1, 2, or 3 mile diameter from the center of the regional centers.

Land Use and Centers

Scenario 2 focused new growth into large centers. The metropolitan center in downtown Salt Lake City, as well as large Urban Centers in Ogden, Layton, West Valley City, and Sandy. This also includes development at the site of the existing Utah State Prison. Scattered smaller centers at transit stations and major interchanges were also included.

Scenario 3: Creates small village and town centers while expanding regional roads and local buses.

This scenario had a focused land use with well-dispersed town and village centers. Roadway improvements included capacity improvements on existing roads both east-west and north-south to reduce travel times and improve traffic flow. Because the centers are more dispersed, the transit system improvements are more focused on bus service, including additional routes, increased frequency, and expanded service throughout the day. All transit routes ran every 10 minutes, except FrontRunner, which ran every 15 minutes. Active transportation focused on trails and protected bike lanes to increase separation from vehicles for bikes and pedestrians and to enhance user safety.

Major Future Travel Corridors

Road System

Scenario 3 focuses on providing capacity improvements on existing roads both east-west and north-south to reduce travel times and improve traffic flow. Scenario 3 also has a focus on freight improvements with new roads and grade-separation in the Northwest Quad. Roads such as Midland Drive and 5600 South in Weber County; SR-193 and University Park Boulevard in Davis County; 3900 South, 4500 South, 7200 South, 7800 South, and 10600 South in Salt Lake County are all proposed to be widen. Similar to Scenario 2, existing freeways such as I-15, Legacy Parkway, and I-80 have proposed capacity and operational improvements. In addition, US-89 in Davis County, 9000 South, and Bangerter Highway in Salt Lake County are converted to limited-access roadways. Two new freeways are also planned - the Mountain View Corridor on Salt Lake County's western edge and the West Davis Corridor, which provides an alternative route to I-15 through Davis County.

Transit System

Scenario 3 focuses on creating a gridded high-frequency, reliable bus network. Transit lines in this bus network are referred to as "Core Routes," and, as possible, are located on blocks spaced 1 mile apart and utilize the east-west and north-south street pattern throughout the Wasatch Front. Capital

improvements provide enhanced stations and stops, and operational efficiencies are gained through queue jumping and/or transit signal priority. Previously proposed light rail extensions are envisioned as Core Route bus service. Bus routes run on 15 minute headways or less and provide early and late night service, seven days a week.

Active Transportation System

Scenario 3 includes fewer active transportation facilities, but those facilities are more separated, and may include grade-separated crossings to make travel by bike faster between dispersed centers.

Projects to highlight in Scenario 3 include point projects to create grade-separated crossings on the existing backbone trail network of Denver and Rio Grande Rail Trail and the Jordan River Trail. Trail projects include a robust network of canal trails in Salt Lake County, along with a separated trail connecting Weber County and Box Elder County.

Land Use and Centers

Land use assumptions in Scenario 3 spread growth into a series of well-spaced town and village centers, as well as some strategic large centers. Growth was still allowed in the metropolitan center in Salt Lake City and the urban centers discussed in Scenario 2, but a network of smaller town and village centers were also allowed to grow. These centers were sited in key locations, including every TRAX and FrontRunner station, as well as neighborhood nodes, such as 2700 North in Plain City, Bountiful Main Street, the Glendale area in Salt Lake City, and 12600 South in Riverton.

Additional Public Involvement

WFRC hosted and participated the National Association of Regional Council (NARC) annual conference, as well as the Wasatch Choice 2050 and Active Transportation and Health Summit of on July 29, 2016. Both events were well-attended by transportation partners and city and county staff and were opportunities to discuss, explore, and refine the three land use and transportation scenarios.

Evaluate Scenarios

In close collaboration with our local communities and transportation partners, the Wasatch Front Regional Council (WFRC) developed formulated specific performance measures to quantify outputs to measure success for most of the adopted regional goals, and analyzed modeling results that assisted in evaluating and comparing each scenario. Three scenarios were developed to show the trade-offs associated with different transportation and land use investments. Project selection criteria was used to evaluate each scenario, and in conjunction with feedback received from the public involvement process, move towards a preferred scenario.

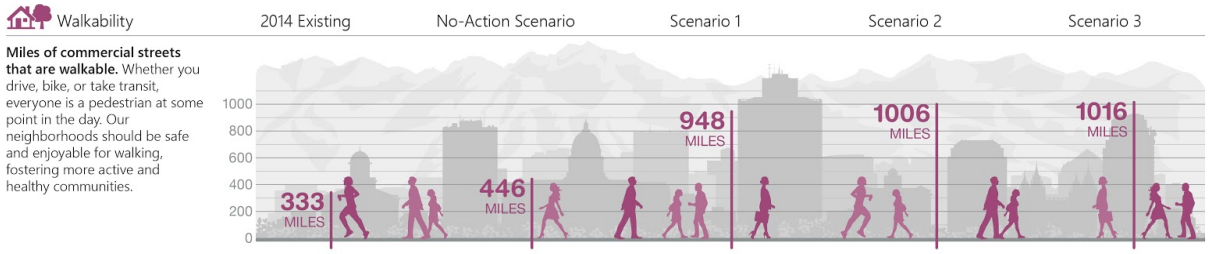
Performance Measures

Each performance measure was compared against five scenarios:

1. 2014 Existing: this scenario represents how our current transportation system and land use are performing today.
2. No-Action Scenario: this scenario demonstrates how our transportation system and land use will perform together in 2050, if we build currently funded transportation projects and then make no additional transportation investment or shift in land use policy through the year 2050.

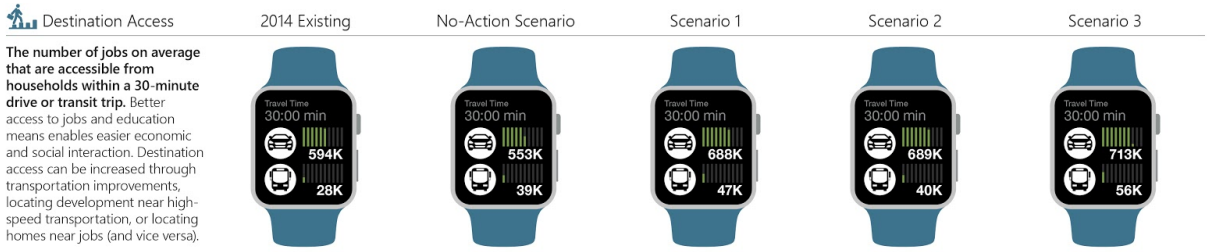
3. Scenario 1: Wasatch Choice 2050 Scenario 1, as described 'Develop Scenarios' section.
4. Scenario 2: Wasatch Choice 2050 Scenario 2, as described 'Develop Scenarios' section.
5. Scenario 3: Wasatch Choice 2050 Scenario 3, as described 'Develop Scenarios' section.

Livable and healthy communities

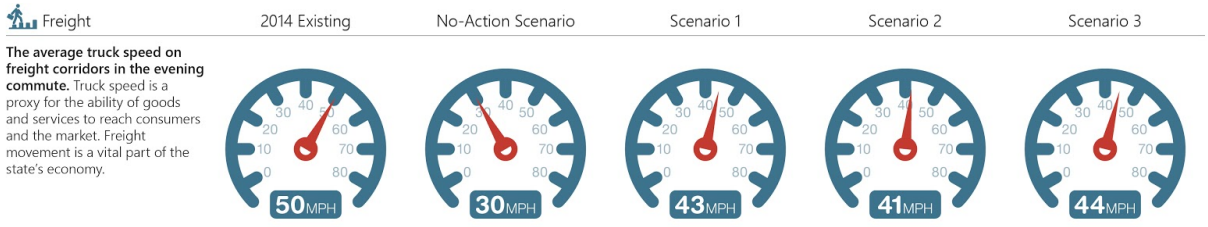


Walkable streets were defined by vehicle speed, land use mix, population and employment densities, proximity to transit, and the access the streets provide to key destinations. By increasing the number of streets that are walkable, people may be more likely to walk to a bus stop, work, or a service where they otherwise might drive. This not only contributes to personal health, but can improve the region's air quality and congestion. All three future scenarios significantly increase the walkability of the region. However, linking transportation and land use, as done in Scenarios 2 and 3, can increase our region's walkability.

Access to economic and educational opportunities



The factors influencing destination accessibility are the proximity of households and employment or education opportunities in relationship to each other, the speed of movement through transportation facilities, and the placement of these facilities to serve the job and higher education commutes. While all future scenarios perform better than a no-action scenario, Scenario 3 provides the best improvement for both auto and transit access. While Scenario 3 provided a small reduction in auto travel time, the significant increase in accessibility by auto and by transit is most likely due to better linking jobs and housing with transportation.



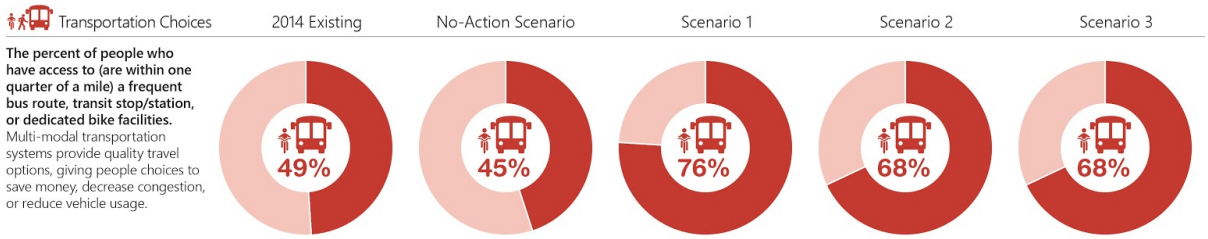
One of the most direct measures of economic vitality is truck freight travel times, and freight speed on major corridors can be an indicator of overall freight travel times. Freight mobility is also one of the Federal performance measures that UDOT and WFRC are mandated to monitor. All three scenarios significantly decrease the average truck speed in the evening commute because these routes were

specifically targeted for both operational and capacity improvements when warranted by delay. Comparatively, the no-action scenario severely limits the mobility of freight in the region and points to the need to continue to invest in our roadway system.

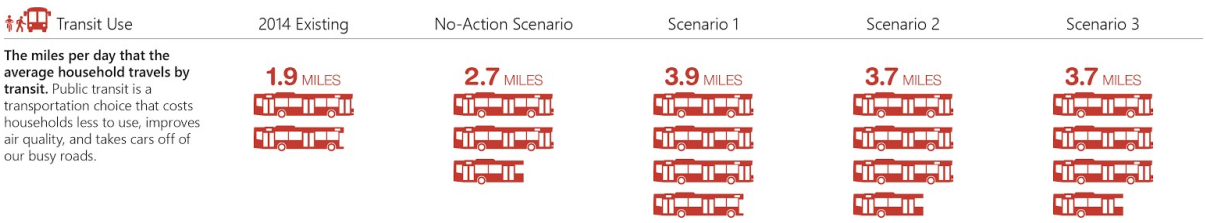
Manageable and reliable traffic conditions

Average travel time by household is the total amount of travel time a household spends driving - including commute trip and non-commute trips. Average travel time by car improves in each of the three Wasatch Choice scenarios over the no-action scenario. In additional, all of the scenarios do not result in significantly increased average travel times for autos as compared with the current year. However, these travel times are the result of an financially unconstrained system and, are therefore, less realistic than the final Wasatch Choice 2050 Vision.

Quality transportation choices

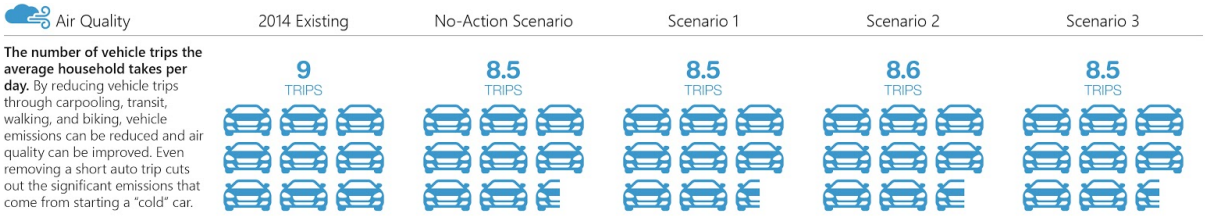


The quality transportation choices measure represents the percentage of the regional population that has access to frequent transit service (routes with a minimum of 15 minute headways) and/or an active transportation facility. This scenario is impacted heavily by the design of the active transportation system. Scenario 1 performs best in this measure for both bicycle and transit routes, as the scenario represents the full build out of a regional bicycle system and a blend of transit projects that are distributed throughout the region. Scenario 2 contains highly localized active transportation projects and high-capacity transit projects that are focused primarily in large centers. These projects therefore do not reach a large percentage of the population that are living in existing neighborhoods and suburban areas. Scenario 3 focuses on connecting smaller centers through commuter-oriented bicycle highways and a system of high-frequency bus routes. This scenario spreads coverage throughout the region, but spreads it thin, resulting in fewer people having multi-modal access.



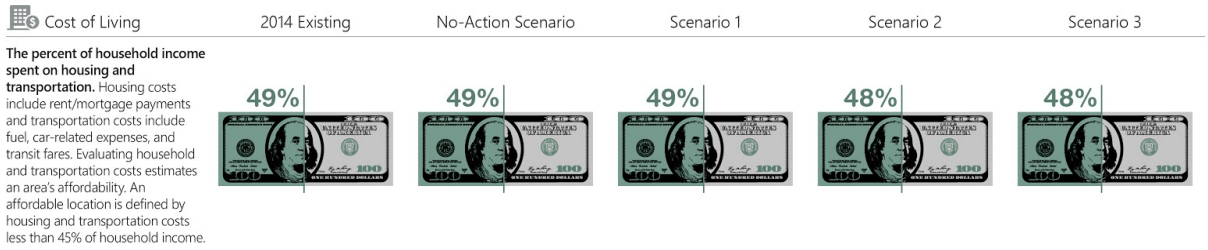
The transit use measure reflects the length of trip the average household takes via transit. This performance measure result reflects the different transit system design approaches between future scenarios. Scenario 1 is designed as a hub-and-spoke, commuter-oriented transit system with all routes terminating in one central location (downtown Salt Lake City), and therefore transit riders must ride the entire length of the route to reach a hub, major transfer point, or destination. This results in transit trips that are lengthier than the other scenarios. Conversely, Scenarios 2 and 3 assume that with growth in dispersed centers throughout the region, all riders are not traveling to the same central destination. These scenarios therefore create a gridded transit network where users may transfer east and west or north and south in order to reach any center or point of interest throughout the network. One tradeoff between these two approaches is riders may be deterred from the gridded network due to forced transfers, but will find that they are able to access more destinations within an equivalent time spent in the hub-and-spoke transit commute (see Access to economic and educational opportunities measure above).

Clean air



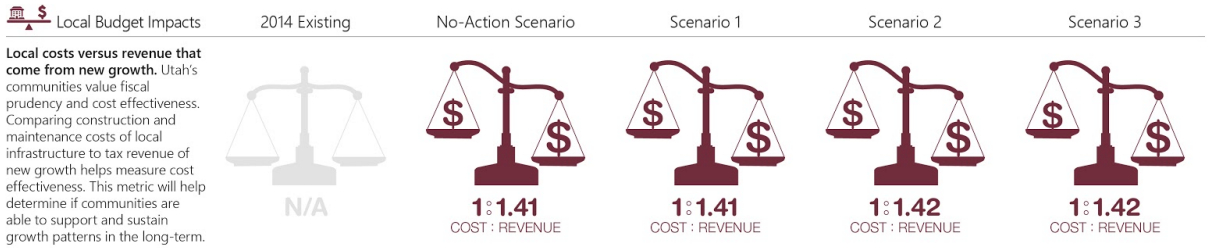
Foremost among causes of auto emissions in the region is the number of auto trips taken regardless of length traveled. The beginning of a trip, when the cars' catalytic converter is not warmed up and functioning, is called a cold start. As much as 80 percent of a trip's emissions can take place in the first few miles after a cold start. Other causes of travel emissions include idling, the number of vehicle miles traveled, travel speed, and stop-and-go driving. As shown above, there is a slight decrease in the number of vehicle trips in the region between the current year and all future year scenarios. Future year scenarios are forecasted to experience a comparatively consistent number of daily vehicle trips between them, most likely due to each scenario containing similar major freeway investments, a still relatively limited transit network, and other policy-driven factors such as free, abundant parking at destinations and no tolls or congestion pricing on roadways.

Housing choices and affordable living expenses



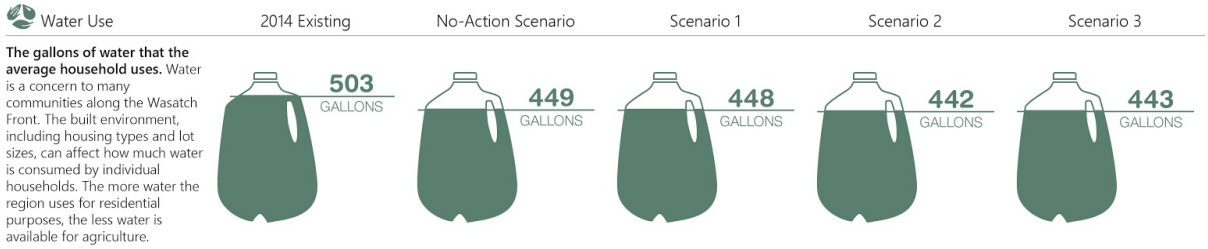
Housing typically takes the biggest portion of our income, and when prices soar, quality of life suffers. Higher monthly rent or mortgage payments leave less money for food, transportation, and health care, and restricts housing options for households with fixed or low-to-moderate incomes. Additionally, cost can often be a barrier to private vehicle ownership among low-income households, making access to public transit important to maintain affordability. Evaluating housing and transportation costs together makes the benefits of multi-modal transportation and housing near transit and destinations more apparent, and provides opportunities to examine relevant strategies to make transportation more affordable for low-income households. An affordable location is defined by housing and transportation costs less than 45% of household income. Scenarios 2 and 3 provide a slight decrease in the total housing and transportation costs partially due to a increased housing mixes of single-family and multifamily housing and locating more jobs and housing near transit. For instance, only 50% of housing and 66% of jobs are near transit in Scenario 1, whereas 63% of housing and 71% of jobs are near transit in Scenario 3.

Fiscally efficient communities and infrastructure

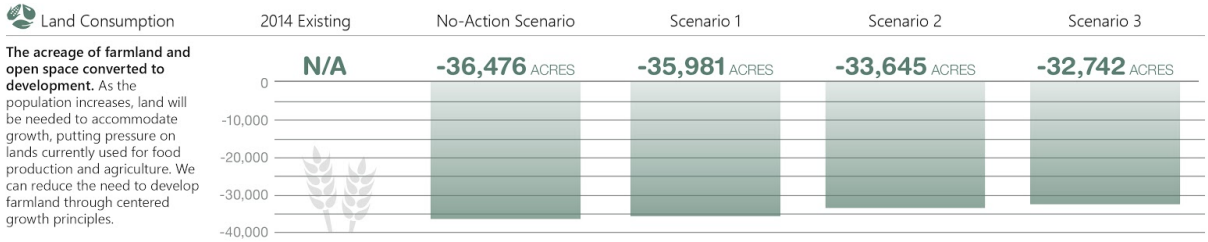


New development can increase a community's tax-generated revenue and improve economic opportunities for new businesses and jobs. However, not all new development has the same construction and maintenance costs. Developing closer to existing development and and in more efficient ways can reduce the amount of new infrastructure needed and, in turn, the cost of long-term maintenance to a community. Scenarios 2 and 3, which focus on centered growth, have the better return on investment for our local communities.

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

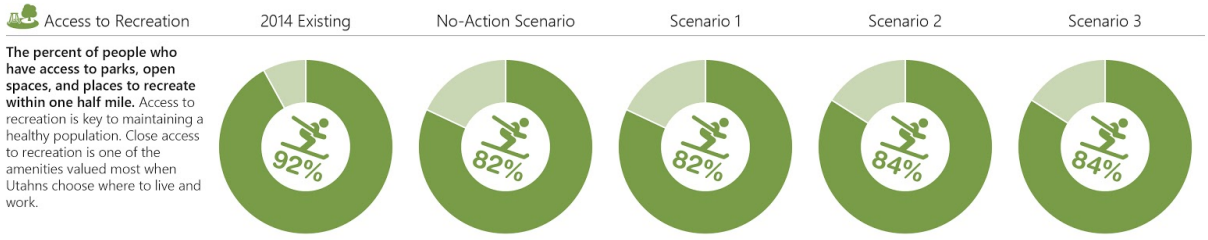


Water availability continues to be a major concern to our local communities. Our land use patterns have a direct affect on our water consumption. Due to the region's geography, our development patterns, such household lot size, will change to accommodate an increasing population, and will result in a reduction in daily household water usage. However, scenario modeling indicates that by concentrating growth in planned centers, as done in Scenarios 2 and 3, the region can be even more efficient in its water usage and provide for a more sustainable environment.



The Wasatch Front continues to be a highly desirable place to live, due in part to our access to the outdoors and our economic vitality. This desirability puts pressure on our undeveloped land, such as farmland and open space, to convert to housing and commercial buildings to provide for a growing population. By striving to reduce land consumption for development we can protect our scenic vistas, reduce our water consumption, reduce our travel times, and provide space for future generations beyond the life of this plan. Similarly to fiscal efficiency and water consumption, Scenarios 2 and 3, which focus on centered growth, provide the greatest benefit to preserving the region's undeveloped land.

Ample parks, open spaces, and recreational opportunities



Access to recreation and the outdoors is a key contributor to the region's quality of life. In the future, that access will change unless our region and our communities work to preserve our existing open space and identify new parks and recreation opportunities. Scenarios 2 and 3, which concentrates activity in nodes of activity, also provide better access compared to other future scenarios because more people are able to locate near existing recreation opportunities and by preserving land for open space and new recreation opportunities.

Public Involvement Process

During February and March of 2017, WFRC staff along with the Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), and key stakeholders met again with local communities at the sub-region level to refine the three scenarios into a shared single preferred alternative. This preferred alternative formed the foundation of both the WC2050 Vision and the 2019-2050 RTP. The workshops focused on gathering input about each scenario's future land use patterns along with specific roadway, transit, and active transportation projects. Each of the scenarios identified potential growth centers, supporting transportation facilities, network connectivity, and critical open space to be preserved. In addition to designing three transportation and land use scenarios, WFRC staff communicated specific performance measures to measure success for most of the adopted regional goals, and analyzed modeling results that assisted in evaluating and comparing each scenario.

Following the small area (or sub-region) meetings with local communities, WFRC staff performed significant partner and stakeholder outreach to gather input on these scenarios from over 50 transportation advocacy organizations, community advisory committees, special interest groups, and a number of individual cities who requested additional information or opportunity to comment. WFRC held two in-person open houses and created an-online visualization tool to present the three scenarios and performance measures to the public and to obtain feedback on general scenarios, individual projects, and vision for the future. Additionally, WFRC offered an informative 45-minute webinar to inform attendees about the three different scenarios, as well as an opportunity to provide feedback.

The collected feedback and information were used to develop the preferred scenario.

Small Area Workshop Summary

The workshops focused on gathering input about each scenario's future land use patterns along with specific roadway, transit, and active transportation projects. Each of the scenarios identified potential growth centers, supporting transportation facilities, network connectivity, and critical open space to be preserved. Maps of each scenario by mode and land use were presented and participants could provide feedback about alignment, project type, and timing. Participants were also engaged in a series of survey questions. Map-based feedback is detailed in Appendix X - Public Comment.

Based on keypad polling results, participants prefered the roadway and transit components of Scenario 2 and the active transportation and growth components of Scenario 3. Overall, Scenario 2 was preferred by just under half of participants, with Scenario 3 preferred by almost 40 percent of participants, and Scenario 1 preferred by less than 20 percent.

Scenario workshop participants reviewing Wasatch Choice scenarios.

Participants also engaged in a survey of active transportation, transit service, and roadway preferences. For active transportation, participants were asked to rank the following improvements:

1. Multi-use paths or trails separated from traffic.
2. On-street bicycle routes with greater separation from traffic.
3. On-street bicycle lanes adjacent to traffic.
4. Bicycle connections to transit stops and stations.
5. Wider multi-use sidewalks.
6. Complete missing sidewalk connections.

Multi-use trails, separated on-street facilities and complete missing sidewalks were the top preferences throughout the region pointing to the need to improve safety for the most vulnerable users. Meanwhile, wider, multi-use sidewalks ranked last as many communities saw the need to complete their sidewalk networks before providing wider sidewalks since they were more expensive to maintain.

For transit, participants were asked to rank the following improvements:

1. Additional bus routes.
2. More frequent bus service on existing routes.
3. Additional fixed-route transit routes (TRAX, BRT)
4. More frequent service on existing fixed routes.
5. Amenities.

Participants preferred additional fixed-guideway transit routes and more frequent bus service on existing routes. Amenities was the least preferred choice among all small areas besides Northwest Salt Lake County and East Weber. Discussions at the small area workshop indicated that communities wanted to strengthen service before investing in amenities, especially if routes were subject to change alignments.

For roads, attendees were asked to rank the following improvements:

1. Widen many roads.
2. Add lanes on the freeway.
3. Widen a few roads.
4. Improve network connectivity.

5. Reduce necessary travel distances (mixing homes and jobs).

Reduce necessary travel distances and improved road network connectivity were the preferred roadway strategies. Linking transportation and land use is a key strategy of the Wasatch Choice 2050 Vision. Improvements to connectivity specifically focus on local connectivity within subdivision and across larger, regional barriers. Attendees least preferred to widen many roads, and although some road widening was needed, the overall discussion pointed to many roads were wide enough and wide streets were difficult to cross as a pedestrian.

Stakeholder and Special Interest Group Outreach Summary

Title VI and Environmental Justice Outreach: Community Organization Workshop

On April 18 and 27, 2017 WFRC held two Community Organization Workshops in Salt Lake and Weber counties. The purpose of these meetings was to receive input from diverse advocates representing low-income, minority, and elderly populations, as well as those who need social services on the three draft land use and transportation scenarios.

The goal of the discussion was to learn how these scenarios might increase the quality of life and opportunities for people who live in the region. The meetings allowed attendees to share existing transportation challenges and ideas to improve access to jobs, services, and educational opportunities. Participants were asked to portray barriers that exist for the constituents that they represent, and how transportation and land use strategies can improve the needs of the communities these groups serve. Similar to the Small Area Workshops with local communities, keypad polling was used to gage participants' feelings about the effectiveness of the current transportation system in helping people get to goods and services and employment and educational opportunities, and how future resources should be used to improve mobility.

Feedback portrayed that the greatest barrier felt by these groups is that transit services do not serve areas that residents need to reach and/or transit doesn't run at times needed in order to get to work and school. The primary outcome these groups would like to see from the Wasatch Choice 2050 Vision is to increase job opportunities within a reasonable commute and to increase transportation choices for getting around.

A total of 30 community members were in attendance in the two workshops, representing 22 organizations throughout the Wasatch Front region (see Appendix X for a complete list of workshop participants).

Key Stakeholder Outreach

WFRC staff members met with a number of important landholding corporations and special interests groups, including Rio Tinto (Kennecott), The Church of Jesus Christ of Latter-day Saints Property Reserve, Inc, (PRI), Suburban Land Reserve (SLR), and Farmland Reserve, Inc. (FRI), Utahns for Better Transportation (UBET), and urban planners and professors at the University of Utah College of Architecture + Planning. Representatives and officials for each of these groups were provided the opportunity to give input on regional transportation needs, the four land use and transportation scenarios and the phasing of roadway, transit, and active transportation projects that formed the basis of the preferred scenario. The input provided by these stakeholders prove invaluable in determining if the transportation needs of the Wasatch Front Region were successfully met. These key stakeholders were identified and utilized throughout the four year planning process due to being key land holding groups, land use and transportation experts, and/or engaged and organized groups interested in land use and

transportation. Each group was provided a hands-on opportunity to listen to a short presentation, review various maps, and provide comments on both land use centers and transportation networks.

In-Person Public Outreach Summary

On July 18 and 20, 2017 public open houses were held at the Ogden Intermodal Station and the Salt Lake Central Station, respectively. These open houses were a joint effort by WFRC, UDOT, and UTA for the 2018-2023 State Transportation Improvement Program (STIP), 2015-2040 RTP Amendment #4, and the WC2050/2019-2050 RTP scenarios. Participants were provided the opportunity to review the RTP scenarios and offer comments on which of the four would best address the growing transportation demand along the Wasatch Front.

Additional outreach presentations and input gathering meetings were held during 2017 and the first half of 2018 with the Union Pacific Railroad, Intermountain Credit Union League, Utah League of Cities and Towns, Urban Land Institute, Davis Health Services Directors Meeting, Salt Lake County Community Organization Workshop, Ogden/ Weber Chamber of Commerce, Weber, Davis, and Box Elder Community Organization Workshop, Utah State Department of Natural Resources Coordinating Committee, UTA Community Transit Advisory Committee, UTA Committee on Accessibility, Jordan River Commission, Wasatch Front Economic Development District Committee, Salt Lake Chamber of Commerce, Utah School and Institutional Trust Lands Administration, Association of General Contractors, Women's Transportation Seminar, National Association for the Advancement of Colored People, Utah Association of Counties, American Planning Association, Disability Law Center, Coalition De La Raza, American Planning Association, Utah Division of Indian Affairs, Utah Community Action Program, Disability Rights Action Coalition, Utah Trucking Association, State Area Authority on Aging, Interim Transportation Committee of the Utah State Legislature, Weber Association of Human Service, UTA Transit Riders Association, Utah State Tourism Department, League of Women Voters, Senior Policy Advisory for the Salt Lake County Council, Neighborhood Works, Breath Utah, Association of Municipal Councils, and the American Public Works Association.

Online and Webinar Public Comment Summary

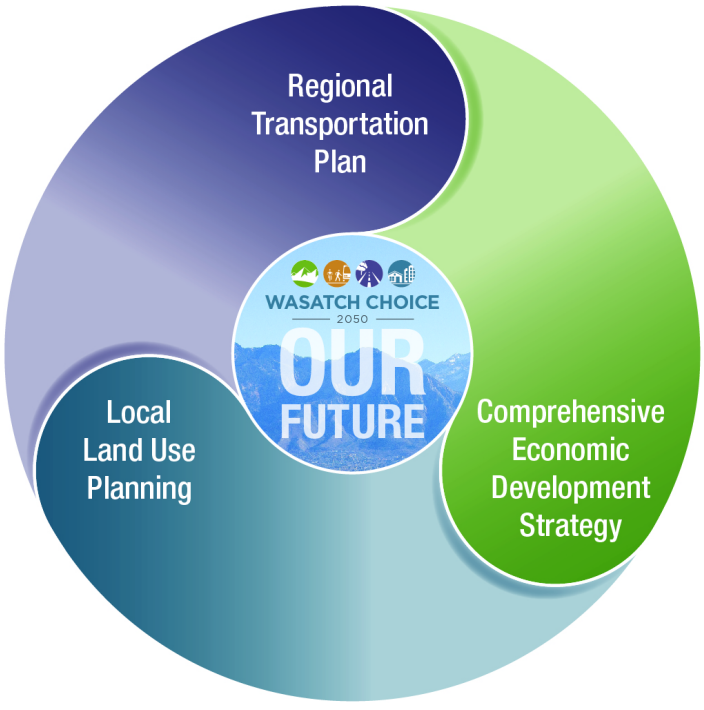
An online visualization tool provided another opportunity to gather public feedback on the Wasatch Choice scenarios. This visualization tool provided a detail map and explanation of key differences in each scenario, performance measures to gauge each scenario's effectiveness, and compared those scenarios to current conditions and a hypothetical future in which no transportation investments occured. The tool gave stakeholders and the public the opportunity to comment directly on the various elements identified on the scenario maps and a way fro them to have their voice heard through a survey with a series of questions deliberately tailored to garner specific and usable feedback. The visualization tool received more than 2,000 page views and over 150 comments from across the region. See Appendix X for comments received via the interactive map.

WFRC held an free, online webinar on May 2, 2017 to explore the three scenarios and receive comments viewers. The webinar was 45 minutes followed by question and answer session.

Choose

Choose Preferred Scenario

The purpose of the 2019-2050 RTP is to address the transportation need for the Wasatch Front Region and help make the Wasatch Choice 2050 Vision a reality. The 2019-2050 RTP planning process produces a list of planned improvements to regional roadway, transit, and active transportation systems designed to meet the travel needs of the Wasatch Front Region for the next 31 years. The RTP process also reviewed the work done in previous Wasatch Choice Visions efforts, including the Preferred Scenario of the Wasatch 2040 Vision and the Wasatch Choice 2040 Vision. The planning process evaluated long-range capacity needs while examining changes in land use, economic activities, and anticipated new growth area. In short the 2019-2050 RTP, along with comprehensive economic development strategies and local land use planning, formed the basis of the Wasatch Choice 2050 Vision. In a reciprocal fashion, the 2019-2050 RTP directly supports the Wasatch Choice 2050 Vision. Wasatch Choice 2050 aims to represent a pattern of growth and transportation solutions that reflects the ten adopted goals of the Wasatch Front Regional Council (WFRC).



Following a series of sub-regional meetings, held in February and March of 2017, the WFRC staff gathered and evaluated comments from planners, engineers, city officials, and transportation partners. The information was used to distill three land use and transportation scenarios into a single preferred regional vision. Local government, transportation agency, stakeholder, and public comments were compiled, and staff examined specific geographic areas for consensus. WFRC staff worked closely with individual city planners, UDOT, and UTA in resolving specific comments.

Project Selection Criteria

The preferred regional vision centers and roadway, transit, and active transportation projects utilized separate methods of determining their relative value. These methods used the adopted goals, as well as a variety of performance factors, to evaluate which improvements should be included as part of the vision.

On June 21, 2017, Wasatch Front Regional Council (WFRC) staff, along with the Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA), met with local planners and engineers during a Wasatch Choice 2050 (WC2050) and 2019-2050 RTP special working session for the technical advisory committees (TAC). The purpose of the meeting was not to make any specific decisions, but rather to ask local planners and engineers to weigh in on the draft preferred scenario and provide comments to help WFRC staff refine land use, green infrastructure, and transportation mode alignments, focusing on how the land use and transportation fit together. WFRC staff provided information on the project selection criteria based on mode, and asked for any feedback regarding the project selection criteria and process.

WFRC created project selection criteria for roadway, transit, and active transportation projects, in close collaboration with transportation partners and local communities, to refine the three scenarios to a preferred scenario.

Roadway

To develop the preferred scenario, there was a three-step roadway project selection process, conducted in close collaboration with UDOT staff.

1. **Stakeholder feedback** was reviewed. Feedback considered included information from the scenario workshops, including map comments and keypad polling results; survey results and map comments from the online visualization tool; and feedback gathered from stakeholder meetings. This feedback informed staff on which projects support livable and healthy community, transportation choices, and fiscally efficient communities and infrastructure goals, as well as those projects that are not needed or desired within the year 2050.
2. **Technical evaluation** using measures based on the WC2050 goals, and influenced by federal goals and performance measures, was conducted. This technical evaluation used a two-tiered screening process followed by an evaluation of potential impacts to communities, the environment, transit and active transportation, and open space. The technical evaluation first utilized screening criteria to include projects that a) mitigate safety issues; b) meet volume thresholds for additional lanes (see Appendix X - Preferred Scenario Project Selection Criteria), increases connectivity, or is identified as a Congestion Management Program project; and/or c) are on the TIP, are part of an environmental study, or have preserved right-of-way. Projects that did not meet this first screening were evaluated through a lends improving access to opportunity and enhancing freight mobility.

3. **Consideration and incorporation of relevant efforts** such as the Wasatch Front Central Corridor Study, Point of the Mountain Study, TIF, environmental reviews, multi-modal reviews, and other planning analyses.

See Appendix X - Preferred Scenario Project Selection Criteria for further details on project selection.

Transit

The transit analysis followed a similar process as the roadway project selection. The three-step transit project selection process occurred as follows:

1. **Stakeholder feedback** as provided by small area meetings held throughout the region. This feedback informed staff on which projects support community mobility goals and those that are not needed or desired within the year 2050.
2. **Technical evaluation** first utilized screening criteria to include projects that a) are considered in municipal planning documents, are part of an environmental study, or have preserved right-of-way and/or b) yield established ridership thresholds (see Appendix X - Preferred Scenario Project Selection Criteria for these thresholds). Projects that did not meet this first screening were evaluated through a set of goal-based performance measures, in order to include transit projects that help achieve regional planning objectives such as improving access to opportunity, serving Vulnerable Communities, and connecting to Wasatch Choice 2050 Centers. Projects were also screened for impacts so as to remove any projects with potential environmental impacts.
3. **Incorporation of relevant efforts** such as the Wasatch Front Central Corridor Study, environmental reviews, and other planning analyses.

See Appendix X - Preferred Scenario Project Selection Criteria for further details on project selection.

Active Transportation

AT project selection criteria used seven of the ten Wasatch Choice 2050 goals to inform three deliverables: (1) GIS Bicycle Map Update, (2) GIS Regional Point Projects Map, and (3) GIS Regional Sidewalk Map. The maps are shown under Transportation System Improvements and are available online. For complete details on project selection see Appendix X - Preferred Scenario Project Selection Criteria.

Transportation System Improvements

Based on the input received and detailed analysis of costs, mobility, transit use, and many other factors, WFRC prepared a new growth and transportation scenario known as the draft preferred scenario. The preferred scenario formed the basis for the recommended transportation improvements found in the 2019–2050 RTP.

Roadway Improvements

The preferred roadway scenario in the 2019-2050 RTP include a balance of freeway, highway, arterial, and collector road projects. These projects add needed connectivity, capacity, and operational improvements throughout the Wasatch Front. Not all of the projects recommended for construction by 2050 can be met by the 2019-2050 RTP. More information about financial constraints is contained with the Prioritize section of the Plan. Project types, functional classification, and right-of-needs are described below.

Roadway Project Types

Corridor preservation projects preserve a corridor for future roadway construction through purchasing property before major development occurs and/or as property becomes available.

Grade-separated crossings physically separate the roadway from a railroad or highway either through an overpass or through an underpass.

Interchange improvements redesign an interchange to improve traffic operations. The redesign could include realignment of ramps, additional ramps, or redesign of the at-grade intersection.

New construction projects are new roadways or interchanges where a roadway or interchange does not currently exist.

Operational projects are enhancements to improve the operations of a roadway without adding physical capacity. These projects may include signal timing optimization, access management, and ramp metering.

Re-stripe projects add lanes to a roadway without adding new pavement or right-of-way by re-striping the existing pavement.

Widening projects increase the number of lanes of an existing roadway. Sometimes this widening can occur in existing right-of-way, while other times additional right-of-way may be needed to accommodate the widening project.

Roadway Functional Classification

The roadway system is composed of a variety of roads that serve different purposes and balance speed and access. Map X shows the region's functional classification.

Freeways are the largest traffic facility built with complete control of access and high design speeds and provide the greatest mobility for regional traffic. Existing freeways with planned improvements in the 2019-2050 RTP are I-15 widening and operational improvements through Salt Lake, Davis, and Weber Counties; I-80 widening and operational improvements in Salt Lake County; I-215 operational improvements in Salt Lake County; Legacy Parkway widening in Davis County; and SR-201 widening in Salt Lake County. There are also new freeways planned, specifically the Mountain View Corridor in Salt Lake County, the West Davis Corridor in Davis County, and the West Weber Corridor in Weber County. Bangerter Highway in Salt Lake County and US-89 in Davis County are also planned to be converted, or finished being converted, to freeways. In addition, collectors and distributors are planned along I-15 and Bangerter Highway and frontage roads are planned along I-15 and I-215. In all, 413 miles of capacity and operational improvements along existing and planned freeways is identified

Principal arterials serve the major centers of activity of a metropolitan area and the longest projected trips. There are 262 miles of principal arterials planned to be constructed or improved. Principal arterials that have operational or widening improvements planned in the 2019-2050 RTP include US-89 in Box Elder County, Harrison Boulevard in Weber County, Antelope Drive in Davis County, and 9000 South in Salt Lake County. The extension of SR-193 to the West Davis Corridor and Oquirrh Boulevard in Salt Lake County are two of the new principal arterials planned.

Minor arterials interconnect with and augment the urban principal arterial system and provide for trips of moderate length at a somewhat lower level of travel mobility than principal arterials. These facilities place more emphasis on land access to adjoining or nearby land use than freeway or major arterials, and offer movement within communities. Roadway facilities that will be constructed or improved include approximately 216 miles of minor arterials. There are a number of new or extensions of minor arterials

included in the 2019-2050 RTP such as South Bench Drive in Davis County, 1200 West in Box Elder County, 7200 West in Salt Lake County, and Monroe Boulevard in Weber County. Existing minor arterials with planned improvements include Hill Field Road in Davis County, Fort Union Boulevard in Salt Lake County, and 24th Street in Weber County.

Collector streets provide for both land access and movement for local traffic within residential, commercial, and industrial areas. These type of facilities can penetrate neighborhoods distributing trips from arterial streets through developed area to ultimate destinations. Conversely, collector roads can also be expected to collect traffic from local street and channel it onto the arterial system. Most improvements to collector streets in the 2019-2050 RTP are new construction or operational improvements. There are 153 miles of collectors planned to be constructed or improved. Examples include extending Perry Street in Box Elder County, Gentile Street in Davis County, 900 East in Salt Lake County, and constructing Skyline Drive in Weber County.

Future Right-of-Way Map

The 2019-2050 RTP also identified future right-of-way, as shown in Map X , that will serve the anticipated travel demand of the Wasatch Front Region through the year 2050. The preferred scenario included planned future right-of-way widths for all existing and proposed freeway, principal arterials, minor arterials, and collector streets within both Urbanized Areas of the Wasatch Front. Recommended right-of-way widths vary from community to community and are shown as a range. For example, principal arterial streets are identified as facilities that will eventually be widened to widths of 126 to 150 feet.

Transit Improvements

A variety of transit system improvements and accompanying types of modes and technologies are included in the 2019-2050 RTP. Please see below for a description of these transit modes and examples of these projects found in the 2019-2050 RTP.

Transit Service Types

Core Routes are high frequency bus routes (15 min or less), that run early in the morning until late in the evening seven days a week. These routes utilize the street grid by operating in end-to-end N/S and E/W service and stop frequently (~¼ mile stop spacing), which enhances familiarity of the route and eases wayfinding. Busses run in mixed traffic and have enhanced stations including shelters, street furniture, and possibly off-board fare collection. These routes could have operational improvements such as transit signal prioritization..

Examples of corridors supporting this service found in the 2019-2050 RTP include Salt Lake County's State Street, Redwood Road, 3300/3500 South, 12300/12600 South, Davis County Main and State Streets, and Weber County's Washington Street and Riverdale Road.

Bus Rapid Transit (BRT) service is a high frequency bus line that runs in dedicated median or curb running transit only lanes for a majority if its route. BRT service has a minimum of 10 minute headways and buses stop along the route less frequently than Core Routes (~½ mile stop spacing). Amenities could include enhanced stations, off-board fare collection, prominent brands or identity, and operational improvements such as intersection treatments and signal prioritization.

Examples of BRT projects found in the 2019-2050 RTP include the Ogden / Weber State University BRT in Ogden, the South Davis BRT in Bountiful, Woods Cross, and North Salt Lake, and the Midvalley Connector in Murray, Taylorsville, and West Valley City.

Streetcar provides local train service at slow speeds (~15 mph). Streetcars have smaller, single-car vehicles and run on tracks embedded in the street that are powered by an electric overhead catenary system. Streetcars typically share the automobile travel lane and provide neighborhood access by stopping frequently and operating in the outermost travel lane adjacent the sidewalk.

There is one streetcar project contemplated in the financially constrained RTP, which would extend and loop the existing Sugarhouse S-Line through downtown Salt Lake City and onto 100 South and South Temple streets.

Light rail provides high-capacity electric train service, typically operating within a compact urban center or utilized to connect centers in a metro region. Light rail systems often link multiple train cars and operate in its own median or curb running right-of-way, and stop less frequently than buses (1+ mile station spacing).

A light rail extension is planned through the Point of the Mountain area to connect the Draper Prison Site to the TRAX Blue Line, the Draper FrontRunner Station, and points north and south. Transportation partners are currently evaluating potential alignments for the light rail investment that will best catalyze economic development opportunities in the area, as well as provide regional connectivity and mobility. The alignments shown for this project in the RTP are illustrative at this point in the process.

Capacity improvements to the existing Salt Lake City TRAX system are contemplated, including an additional TRAX line from Salt Lake Central Station to the University of Utah, and a north-south line configuration. These improvements would require small construction but would mostly utilize existing light rail tracks and stops.

Commuter Rail is high-capacity train service that operates from a central city to outlying cities and suburban areas. This service is busiest during peak travel times and typically serves workers, or people who travel the same route every day. Commuter rail links multiple train cars and station spacing is the longest of all types of transit service (5+ miles), and have automobile parking at most stations.

The RTP plans for double-tracking FrontRunner, the region's commuter rail line, which is the first critical step needed in order to improve service frequencies on the line. Electrification of the rail is unfunded in the RTP, but is a needed operational improvement that would allow for increased frequencies and would increase the speed of rail travel.

Express bus service is tailored toward commuters traveling from outer cities and suburban areas to major employment areas during peak periods. Express routes operate faster than local bus routes by stopping less frequently (5+ miles) and by traveling on major roadways rather than arterials and neighborhood streets. Riders often access this service by driving, and stations are typically located near park and ride lots.

Express bus service is planned from Tooele County to downtown Salt Lake City, and from Box Elder County to the commuter rail and employment opportunities in Ogden City.

Special bus service can be seasonal or reliant upon a specific activity, such as ski or recreational access. Station stops are limited to park and ride areas or other transit hubs and the final destination.

Special bus service is planned (but unfunded) up Little and Big Cottonwood Canyons.

Intelligent Transportation Systems (ITS) refers to electronic applications which aid in management of transit facilities such as vehicles and parking garages and which provide the traveler information in real time with which their behavior can be influenced or their trip can be more pleasant. Potential benefits include better preventative maintenance, more rapid response to vehicle breakdowns, direction to available parking spaces, or real time vehicle arrival information. These types of improvements are planned to be implemented with relevant transit modes in the 2019–2050 RTP.

Innovative mobility solutions is a broad term referring to emerging trends and technologies that impact transportation patterns and behavior. An example of this could be transportation network companies (TNCs) (i.e. ride sharing services such as Uber and Lyft), bike and scooter share programs, autonomous vehicles, etc. WFRC supports cities, counties, UTA, and UDOT as they work to support and further these efforts. One such effort underway is a "Mobility as a Service" program that would combine access to multiple transportation options on one mobile application, allowing for seamless trip planning and payment options all in one place. Users would be able to access the application on their smartphone, which will show the various transportation options (transit, bikeshare, ride hailing, etc.) available to them. The RTP does not allocate assumed funding to these programs, but considers their use in the planning process.

Programmatic line items are any other transportation investments included in the RTP that are not associated with a specific project. An example of a programmatic line item is an increase in local bus service broadly across a service area. The planned investment does not identify a specific corridor or city, but allocates assumed funding for local bus service enhancements county-wide.

Transit Point Projects

Point projects in the 2019–2050 RTP include park and ride lots, transit hubs, maintenance facilities, and light rail and commuter rail infill stations.

Transit Mode Selection Process

As the 2019-2050 RTP took a fresh look at needed regional transportation projects, an iterative process was developed to determine appropriate transit service and capital investments within regional corridors. The primary objective of this process was to determine thresholds for levels of transit investments ranging from Core Route to Light Rail. It should be noted that the RTP process establishes a rough vision for transit corridors but assumes that transit modes and alignments can and will change over time, depending on the built form, community objectives, and funding availability. Please see below for a brief summary of the transit mode selection process, and Appendix X for additional technical details.

Transit System & Corridor Evaluation

1. Utilize chosen transit corridors as developed through Project Selection process.
2. Test all routes "mode-neutrally" (baseline Core Route 15 minute service) on all transit corridors using the Travel Demand Model. Focus on gridded service, tie to fixed-guideway stations and major destinations when possible. (This process did not re-evaluate transit projects that are currently being studied for implementation, i.e. Ogden / Weber State BRT, Taylorsville/Murray BRT, South Davis BRT).
3. Evaluate route-level ridership. For routes with ridership > 3,000-5,000 passengers, increase service to 15 minute BRT service (transit only lane, increased speed, ½ mile station spacing). Routes that did not meet this threshold were left at 15 minute Core Route.

4. For BRT routes with ridership > 400 riders/mile, increase service to 5 minute Core Route service (mixed traffic, ½ mile station spacing).
5. Evaluate route-level ridership impacts from dedicated lanes versus increased frequencies. What difference does frequency make over dedicated lane? When identifying a route for BRT-level investments, consider if a dedicated lane might improve route speeds, total corridor throughput, and/or facilitate greater interaction with land use. Also look at ROW constraints (can the project utilize shoulder, narrow median, etc.).
6. Develop thresholds for determining mode, based on the previous model runs.

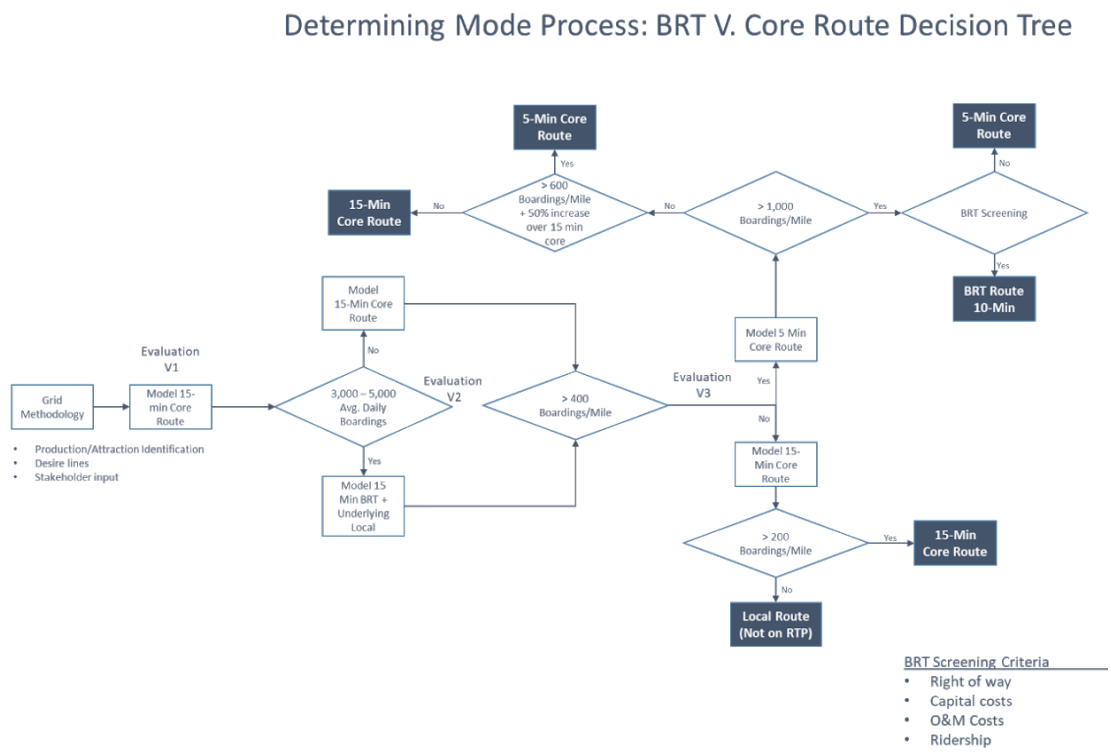
Table X describes the 2050 ridership forecasts (total daily boardings)that have been utilized for mode assignments per project.

Table X. Transit Mode Ridership Thresholds

Transit Mode	Weekday Riders, 2050 forecasts
Core Route 15 Minute Service	200-600 riders per mile
Core Route 5 Minute Service	600-800 riders per mile and 50% increase in ridership over 15 minute service
Bus Rapid Transit	800-1000 riders per mile
Streetcar	1000+ riders per mile
Light Rail	1000 + riders per mile

The following graphic summarizes this methodology:

1.



Active Transportation Improvements

In all, 534 projects making up over 940 miles of linear regional bicycle infrastructure are planned through 2050 at a cost of about $353 million (2019 dollars). New and safe, family friendly facilities such as the Historic Orchard Pathway in Box Elder County, Wall Avenue protected bike lane in Weber County, North Fork Kays Creek Path in Davis County, and Porter Rockwell Trail in Salt Lake County account for 316 miles of the planned network and are critical to increasing mode split, mobility, and access to opportunity, not to mention the health of our communities. Additionally, the 75 point/intersection projects identified are extremely important for accessibility and user safety.

Throughout the 2019-2050 RTP process, the AT plan has been coordinated with local municipalities through Regional Growth Committee Technical Advisory Committees for Salt Lake/West Valley and Ogden/Layton and small area workshops. Transportation partners in Utah Transit Authority and Regions 1 and 2 of the Utah Department of Transportation have collaborated throughout the process as well as the Wasatch Front Regional Council Active Transportation Committee, Weber County Active Transportation Committee, and Davis County Active Transportation Committee. General public outreach was conducted via an online interactive map where lay folks could make comments on individual projects

- Plan identifies barriers and gaps in the network to increase connectivity within the network and to transit (first/last mile).
- Intersection/point projects are shown on the plan as at-grade improvements, underground, or overhead crossings.
- Only regional network considered. Local bike facilities are not shown on the AT RTP.
- Sidewalk inventory was completed in 2018.

Table X. Regional Bicycle Plan Project Summary

	Phase 1	Phase 2	Phase 3	All Phases
Total Miles	485	229	227	941
Protection Level 3/4 Miles (more protection)	130	58	129	317
Protection Level 1/2 Miles (less protection)	355	172	98	624
Cost (Phase $)	$ 206,950,000	$ 140,820,000	$ 316,320,000	$ 664,090,000
Point Projects	36	23	18	77
Cost (Phase $)	$36,110,000	$ 18,710,000	$26,460,000	$ 81,280,000

Facility Types

Bike Lane is a designated space on the roadway for the use of cyclists distinguished through pavement markings and signage, typically adjacent to vehicular travel lanes. Bicycle travel usually follows the directional flow of adjacent vehicle traffic.

Buffered Bike Lane is a bike lane with increased distance between the vehicular travel lane and bike lane but is still located on the roadway. The increased distance, or "buffer," is typically designated through pavement markings indicating a "no use zone" or something similar.

Bike Boulevard is where vehicular volumes and speeds are low enough and speed control measures are in place so that cyclists feel comfortable riding in the roadway, without the need for a specific area in which to operate. Bike Boulevards may have pavement markings and upright signage to identify them.

Neighborhood Byway is another name for a Bike Boulevard.

Protected Bike Lane, also known as a Cycle Track, denotes a level of physical protection and separation beyond painted markings between the bike lane and vehicle travel lanes. This separation can raised curbs, bollards, or even parked vehicles and offers greater comfort and safety for users.

Shared Lane is a facility where bikes and vehicles share the same space on the roadway shown by pavement markings and signage, but differ from Bike Boulevards in that vehicular speeds and volumes may not be low.

Shared Use Path is a paved, off-roadway separated facility that allows bicycle, pedestrian and other non-vehicular uses. User comfort levels are typically high due to the absence of vehicular friction.

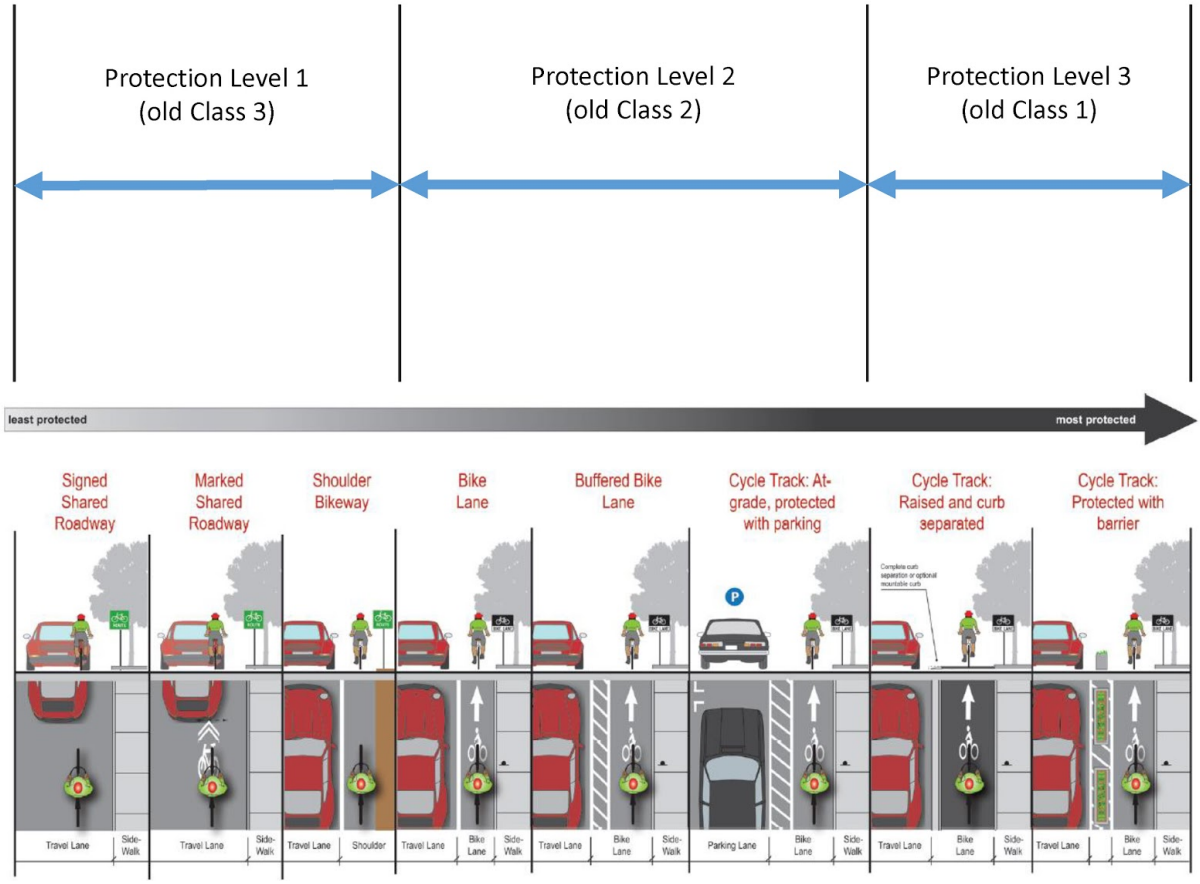
Shoulder Bikeway is a paved roadway shoulder that can be used by cyclists, but not set aside exclusively for bicycle use.

Sidepath is a shared use path immediately adjacent to a roadway.

Trail is a soft surface path typically used for recreational cycling purposes.

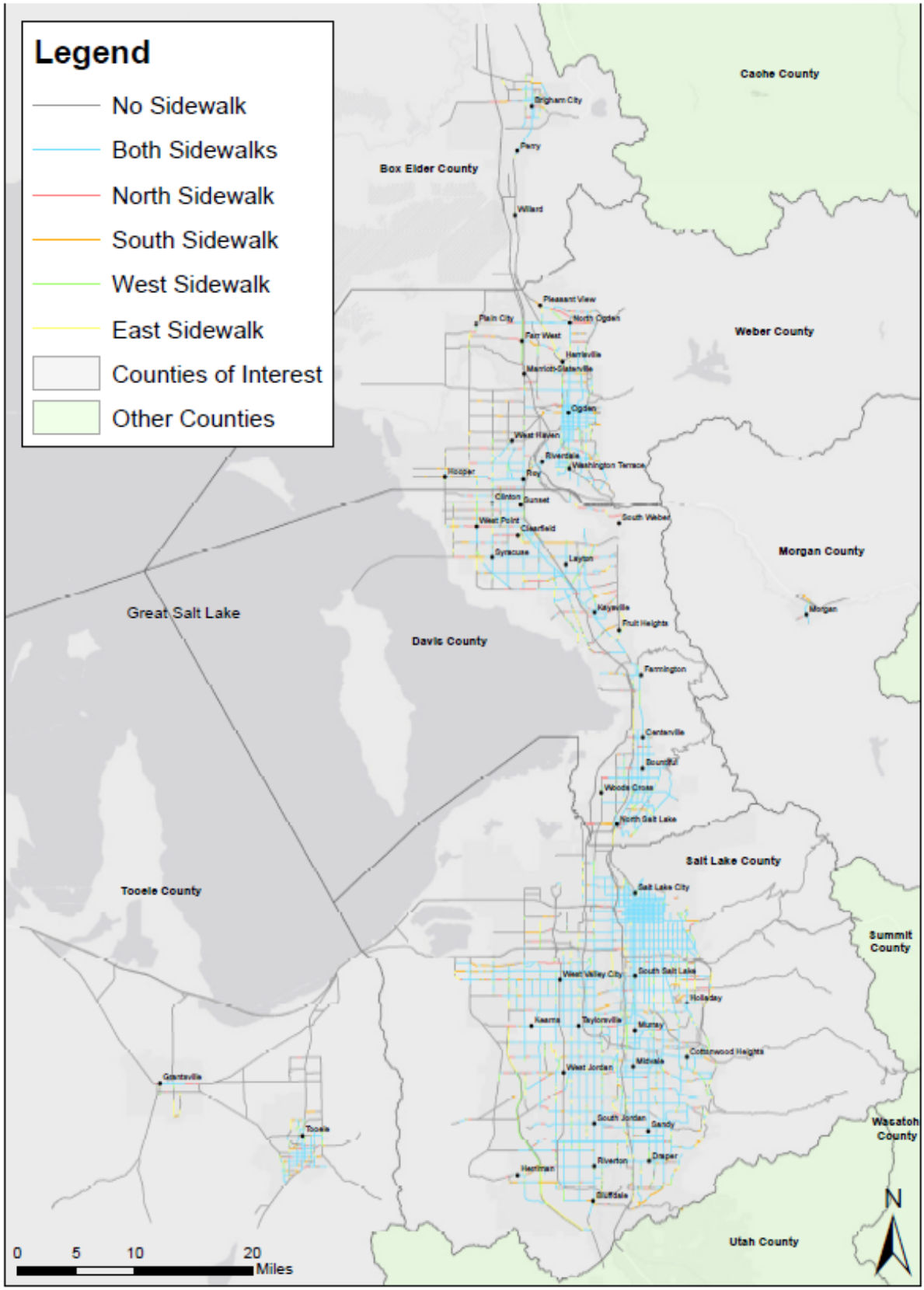
Facility types are identified project by project on the online interactive map. Often, AT projects are built in conjunction roadway projects. However, preferred facilities may not be able to be constructed with the next roadway project due to certain constraints such as lack of right of way or project scope. In these situations, an interim design that is context sensitive should be applied to increase user safety and comfort, even if the prefered facility will be delayed.

Figure X. Bicycle Infrastructure Protection Levels



Source: Salt Lake County Best Bicycle Practices

Sidewalk Presence In The Wasatch Front Region



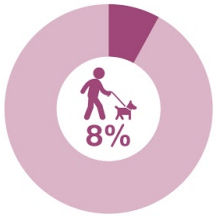
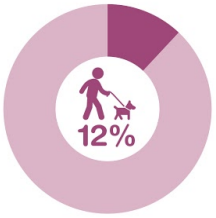
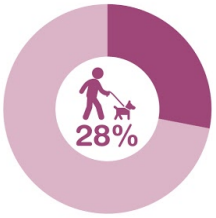
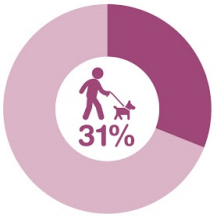
Performance Measures

The performance measures used to assess the three Wasatch Choice scenarios were also used to determine the performance of the Preferred Scenario. Some criteria and methodologies were refined between the two evaluation periods, and therefore may not be directly comparable to the performance measures as shown in the Evaluate Scenarios chapter.

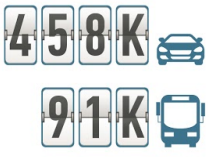
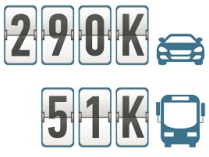
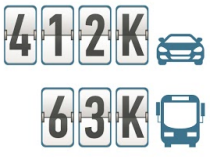
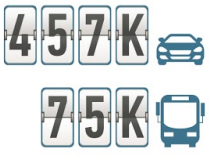
Each measure below compares existing conditions to three future scenarios:

1. **Existing plans funded through 2024:** this scenario demonstrates how our transportation system and land use will perform together in 2050, if we build currently funded transportation projects and then make no additional transportation investment or shifts in land use policy through the year 2050.
2. **Existing plans funded through 2050:** this scenario demonstrates how our transportation system and land use will perform together in 2050, if we fund and build all phases of the 2015-2040 RTP and continue existing land use policies through 2050.
3. **Draft WC2050 Vision:** this scenario demonstrates how our transportation system and land use will perform together in 2050, if we fund and build transportation projects through 2050 that are responsive to an updated approach to land use policy.

Livable and healthy communities

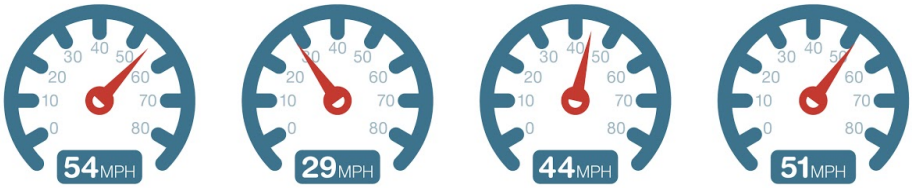
Performance Measure	2015	2050		
Walkability	Existing Conditions	Existing Plans Funded through 2024	Existing Plans Funded through 2050	Draft WC2050 Vision
Percent of commercial streets that are walkable. Whether you drive, bike, or take transit, everyone is a pedestrian at some point in the day. Our neighborhoods should be safe and enjoyable for walking, fostering more active and healthy communities.				

Access to economic and educational opportunities

Performance Measure	2015	2050		
Destination Access	Existing Conditions	Existing Plans Funded through 2024	Existing Plans Funded through 2050	Draft WC2050 Vision
The number of jobs on average that are accessible from households within a 30-minute drive or transit trip. Better access to jobs and education means enables easier economic and social interaction. Destination access can be increased through transportation improvements, locating development near high-speed transportation, or locating homes near jobs (and vice versa).				

Performance Measure	2015	2050		
Freight	Existing Conditions	Existing Plans Funded through 2024	Existing Plans Funded through 2050	Draft WC2050 Vision

The average truck speed on freight corridors in the evening commute. Truck speed is a proxy for the ability of goods and services to reach consumers and the market. Freight movement is a vital part of the state's economy.



Manageable and reliable traffic conditions

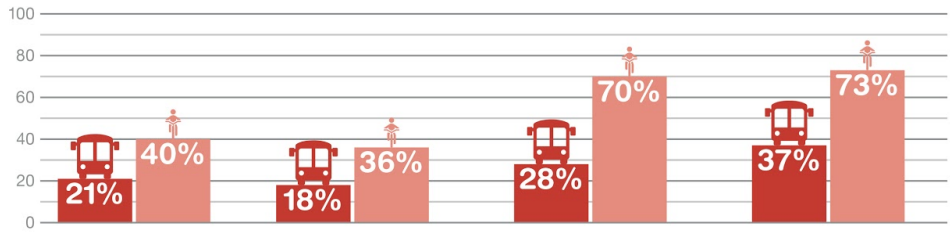
Performance Measure	2015	2050		
Auto Travel Time	Existing Conditions	Existing Plans Funded through 2024	Existing Plans Funded through 2050	Draft WC2050 Vision

The total time per day that the average person spends in a vehicle. Auto travel time increases with added congestion and delay. Shorter travel times mean we spend less time driving and have more time for leisure and recreation.

Quality transportation choices

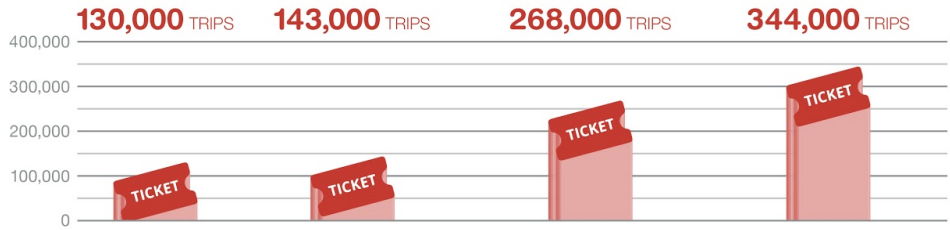
Performance Measure	2015	2050		
Transportation Choices	Existing Conditions	Existing Plans Funded through 2024	Existing Plans Funded through 2050	Draft WC2050 Vision

The percent of people who have access to (are within one quarter of a mile) a frequent bus route, transit stop/station, or dedicated bike facility. Multi-modal transportation systems provide quality travel options, giving people choices to save money, decrease congestion, or reduce vehicle usage.



Performance Measure	2015	2050		
Transit Use	Existing Conditions	Existing Plans Funded through 2024	Existing Plans Funded through 2050	Draft WC2050 Vision

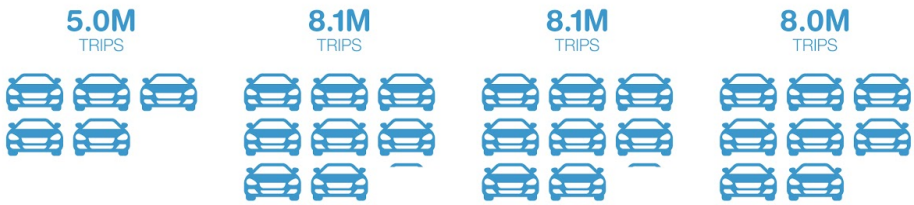
The number of trips per day that residents travel by transit. Public transit is a transportation choice that costs households less to use, improves air quality, and takes cars off of our busy roads.



Clean air

Performance Measure	2015	2050		
Air Quality	Existing Conditions	Existing Plans Funded through 2024	Existing Plans Funded through 2050	Draft WC2050 Vision

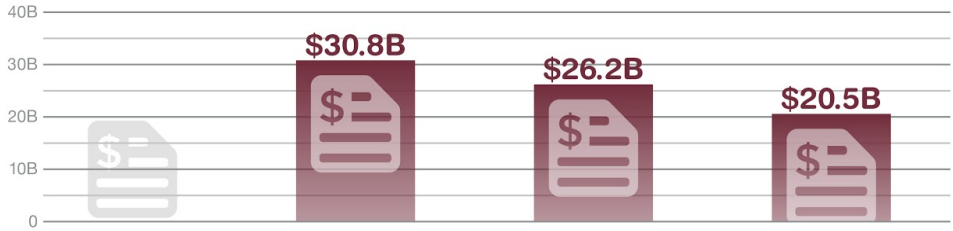
The number of vehicle trips the region takes per day. By reducing vehicle trips through carpooling, transit, walking, and biking, vehicle emissions can be reduced and air quality can be improved. Even removing a short auto trip cuts out the significant emissions that come from starting a "cold" car.



Fiscally responsible communities and infrastructure

Performance Measure	2015	2050		
Local Infrastructure Costs	Existing Conditions	Existing Plans Funded through 2024	Existing Plans Funded through 2050	Draft WC2050 Vision

The total cost to provide streets and infrastructure to serve new development. New development brings economic growth, but also creates fiscal impacts. Roads and utilities supporting development are costs incurred by cities and their residents. Redevelopment and infill of developed areas, and higher intensity development, can lower the fiscal impact on a community.



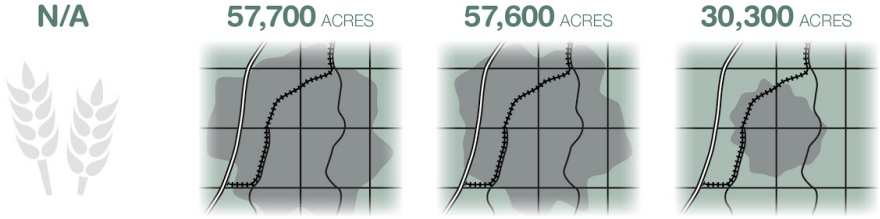
Sustainable environment, including water, agricultural, and other natural resources

Performance Measure	2015	2050		
Water Use	Existing Conditions	Existing Plans Funded through 2024	Existing Plans Funded through 2050	Draft WC2050 Vision

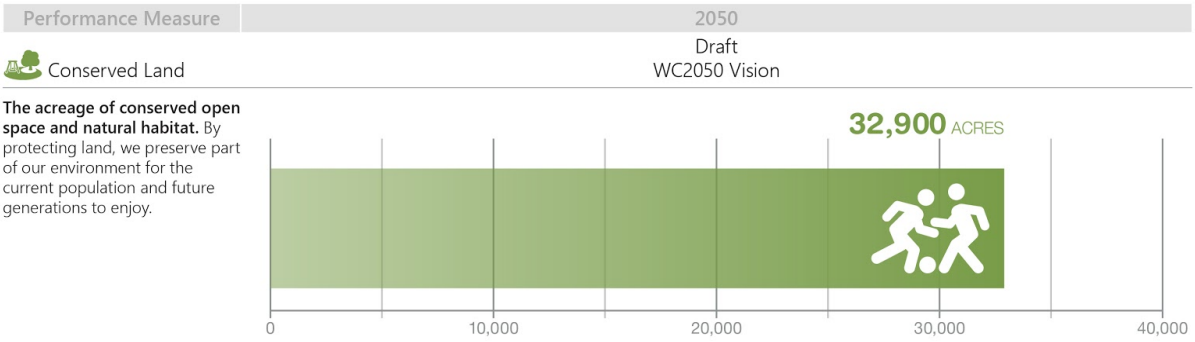
The gallons of water that the average household uses. Water is a concern to many communities along the Wasatch Front. The built environment, including housing types and lot sizes, can affect how much water is consumed by individual households. The more water the region uses for residential purposes, the less water is available for agriculture.

Performance Measure	2015	2050		
Land Consumption	Existing Conditions	Existing Plans Funded through 2024	Existing Plans Funded through 2050	Draft WC2050 Vision

The acreage of farmland and open space converted to development. As the population increases, land will be needed to accommodate growth, putting pressure on lands currently used for food production and agriculture. We can reduce the need to develop farmland through centered growth principles.



Ample parks, open spaces, and recreational opportunities



System Management Review

Freight Needs

The efficient movement of freight is a critical component of a health economy and a key indicator of a well-planned transportation system. As the "Crossroads of the West" for several transportation modes, the Wasatch Front Region plays a major role in the movement of freight across the United States. Each year, approximately 96.4 million tons of freight valued at $42.3 billion is shipped from Utah via all modes of transportation. Conversely, a a total of 87.7 million tons of freight arrives in Utah with a value of $54.4 billion. This makes for a yearly total of 184.1 billion tons of freight shipped to and from Utah valued at 96.7 billion. Trucks account for along 70 percent of the Region's freight tonnage, with railroads hauling approximately 25 percent. Pipelines move about four percent of the remainder. Air cargo, including parcel and courier service, accounts for less than one percent of the total freight volume moved to and from Utah.

The Wasatch Front Regional Council worked in close cooperation with UDOT in developing the "Utah Freight Plan (UFP)," which was adopted in December 2017. The UFP was funded by UDOT and subject to approval by the United State Department of Transportation (USDOT) through the Federal HIghway Administration (FHWA). A specific list of Highway projects for the Wasatch Front Region can be found in Table 9.2 (Phase 1 projects), Table 9.3 (Phase 2 projects), and Table 9.4 (Phase 3 projects) of the UFP. An electronic copy of the UFP can be accessed at https://www.udot.utah.gov/main/uconowner.gf?n=23980801691013244

The agency developed a freight plan that is complaint with the requirements enacted the "Fixing America's Surface Transportation (FAST) Act. USDOT provided a list of ten required elements below for the development of freight plans with the addition of other elements as needed based on the variation of needs.

- An identification of significant freight system trends, needs, and issues.
- A description of freight policies, strategies, and performance measures.
- Critical urban and rural freight facilities and corridors.
- A description of how the UFP will meet national multimodal freight goals.
- A description of how innovative technologies and operational strategies were consider.
- A description of facility improvements that may be required to reduce or impede the deterioration of roadways used by heavy vehicles.

- An inventory of facilities with freight mobility issues, such as bottlenecks, and a description of strategies to be employed to address these issues.
- Consideration of any significant congestion or delay caused by freight movement
- A freight investment plan that includes a list of priority projects and a description of how funding would be matched and invested.
- The formation and utilization of a freight advisory committee to the Utah State Transportation Commission.

The railroad industry continues to play a vital role in the movement of freight to and through Utah. Currently, local and national railroads are the number two freight carrier in Utah, behind trucking and ahead of pipelines. The Wasatch Front is a hub for six railroad routes, all of which are owned and operated by the Union Pacific Railroad. Utah sits astride both Union Pacific Railroad central corridor routes linking northern California and the Midwest, with other routes radiating out from northern Utah rail terminals to Pocatello, Idaho and the Pacific Northwest as well as Southern California. Two additional railroad companies, the Burlington Northern Santa Fe (BNSF) and Utah Railway, a Genesse & Wyoming short line railroad, also operate in Utah. Finally there are two passenger rail services that operate in Wasatch Front Region - Amtrak, for cross country travel, and UTA's FrontRunner, a regional commuter service train that operates from Ogden to Provo City. Finally, the Salt Lake City Intermodal Terminal (SLCIT), built in 2006, receives about 500 trailer and container lifts per day, mostly from the Ports of Los Angeles, Long Beach, and Oakland. The SLCIT is located directly adjacent to the City's westside warehousing and distribution center and in close proximity to three of Utah's primary freight network highways and the Salt Lake City International Airport. An electronic copy of the Utah State Rail Plan, adopted in April 2015, can be access at https://www.udot.utah.gov/main/uconowner.gf?n=22029103377080492

Safety Issues and Concerns

The Utah Department of Transportation (UDOT) collected data on highway crashes from 2013-2015 and reported this in the form of a "safety index" which incorporates the severity of the crash and highlights those areas that have a higher rate of crashes into a single numeric value. The Safety Index provides a starting point for identifying where safety improvements are needed. The safety index for the Wasatch Front area is shown in map form in Figure X. The needs analysis emphasizes highway segments with a safety index ranging from 7.0-10.0 shown in black.

The Safety Index is a useful tool to track where the most serious and most frequent crashes are occurring. However, since the overwhelming majority of crashes can be attributed to driver error, a map of crash locations begins to indicate traffic volume (or crash opportunities) more than it indicates safety needs in the system.

The UDOT is pursuing a new approach to identifying safety needs in the highway system called the Roadway Assessment Program, or usRAP, to distinguish it from the British model on which it is based. The usRAP model makes a thorough inventory of roadway assets by video inspection. The State and local road inventory for the Wasatch Front was scheduled to be completed in 2018. Based on the roadway assets, traffic volumes, and historical crashes, the usRAP program can evaluate the benefit/cost of various crash mitigation strategies and even estimate the number of lives that can be saved.

This asset based approach to safety improvements is a much better fit with the transportation planning process. The usRAP program will facilitate the identification of safety improvement needs in the highway system rather than unwittingly assigning priority to projects with the highest volumes or the most intersections.

For this RTP, the usRAP model was not yet available so safety needs relied on the safety index to identify locations with the greatest need of safety improvement.

A visual inspection focusing on the black segments (SI 7.1 – 10.0) of the Safety Index map shown in Figure X reveals some interesting patterns about highway safety. In general, higher volume arterial facilities with unrestricted access tend to have the highest Safety Index. This is to be expected because these facilities have the most conflict points with at-grade intersections and unrestricted commercial and residential access along the route. I-80 and SR-201 are the only east-west oriented freeways so all other east-west traffic must use arterial roads with their inherent safety issues. An inspection of Figure X reveals that several of the east-west arterials in the Salt Lake area have the highest safety index. A few high volume north-south arterials such as State Street and Redwood Road in Salt Lake also have a high safety index.

Conflict points increase even more where arterials intersect with a freeway. As can be expected, the arterial segments at freeway interchanges tend to have a higher Safety Index than other portions of the arterial.

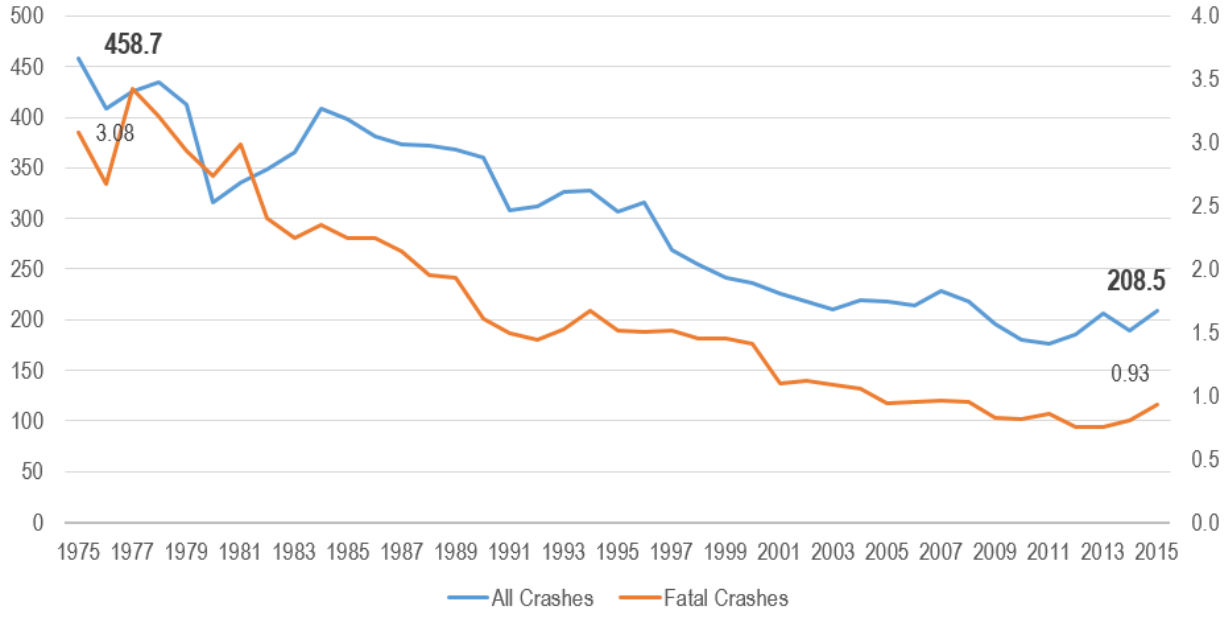
Canyon roads also show up on the Safety Index map. Parley's Canyon (I-80) and Big Cottonwood Canyon in particular have elevated Safety Index scores. The narrow, winding canyon roads make these facilities more dangerous to drive during winter weather conditions. On I-80 in Parley's Canyon, UDOT has recently installed variable speed limit signs linked to weather conditions. Initial indications are that this measure is helping to improve safety.

The I-15 freeway, which carries the greatest traffic volumes, shows a safety index in black or red throughout much of the region. The crash rate is lower in general on freeways, but the heavy volume of traffic and the congestion patterns on I-15 result in a net high number of crashes.

In addition to project selection and prioritization, WFRC also addresses safety concerns at the project implementation phase. The Transportation Improvement Program also evaluates crash history among other factors in the process for selecting projects to be funded for construction in the next five years. When these projects are ready to be implemented, WFRC invites UDOT traffic and safety engineers to the project orientation meeting to recommend and coordinate crash mitigation strategies to be included in the project.

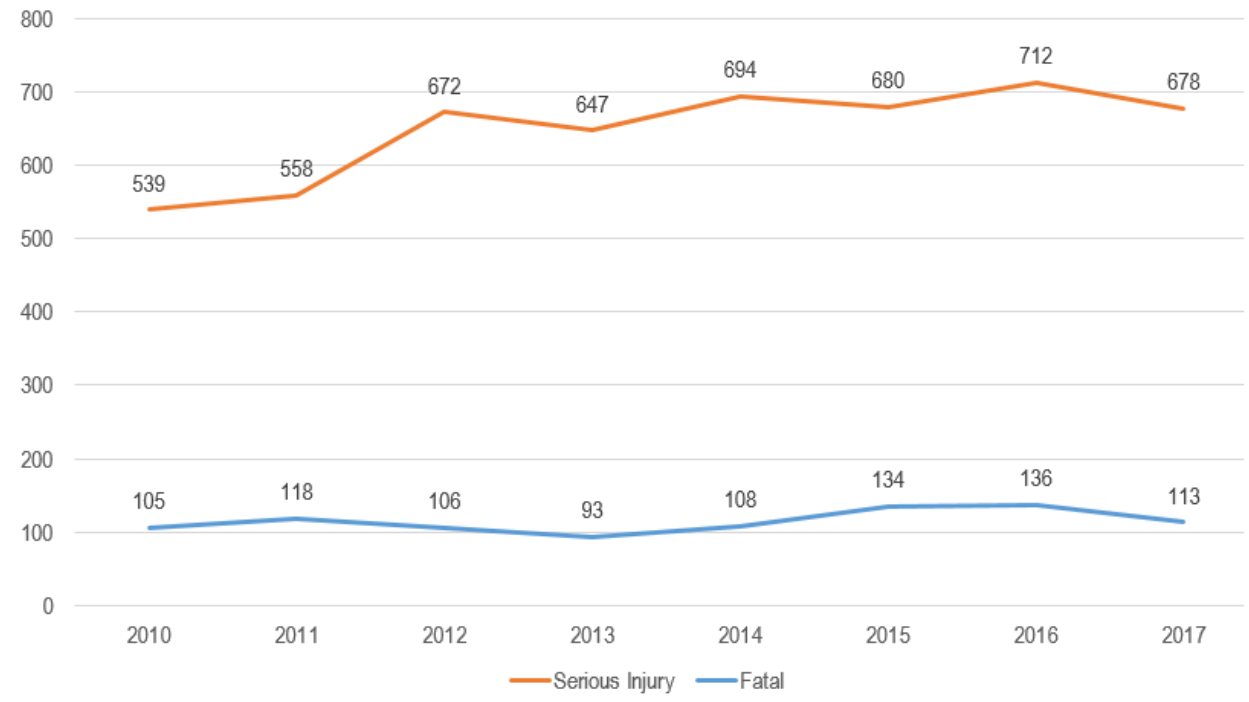
Figure X below shows the trend of highway crashes per million vehicle miles (or crash rate) for the State of Utah. This is encouraging that the crash rate is on a declining trend. Fatal and serious injury crashes for the State of Utah is also on a declining trend for the last ten years as shown in Figure X. These improvements are a result of a combination of efforts including safer roads, safer vehicles, and improved driver performance.

Table X. Highway Crashes per Million Vehicle Miles



This data is protected under 23 USC 409. Source: UDOT, Jan 1, 2010 through July 31, 2018.

Table X. Fatal and Serious Injury Crashes

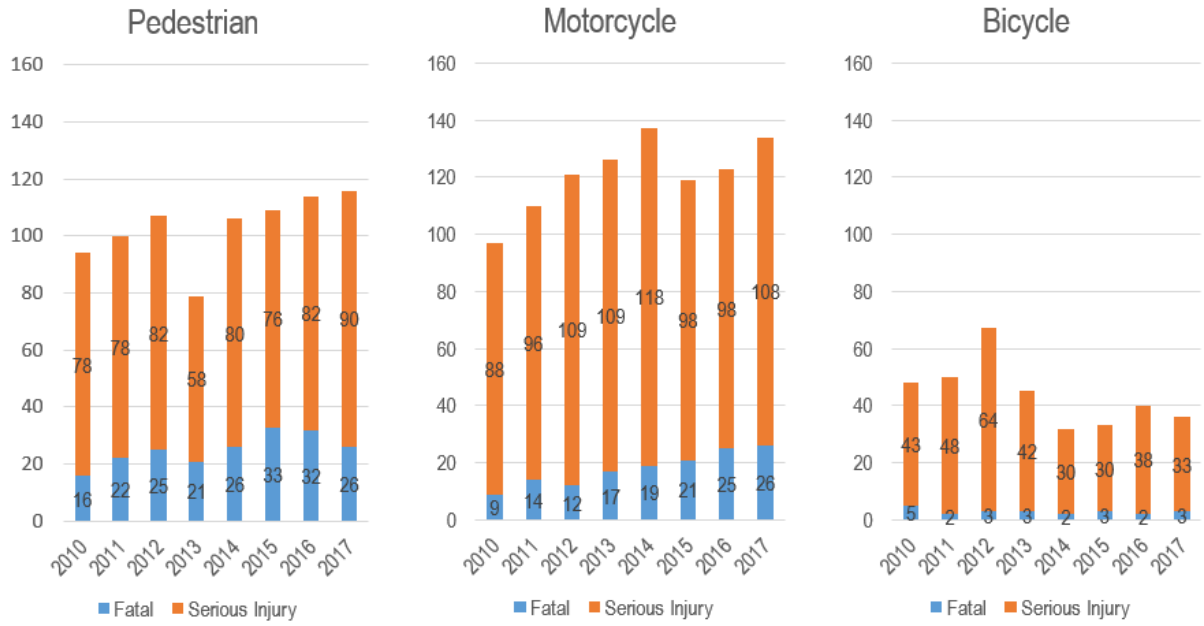


This data is protected under 23 USC 409. Source: UDOT, Jan 1, 2010 through July 31, 2018.

Pedestrians, bicycles, and motorcycles are the most vulnerable modes of transportation. Increased investments and emphasis on transit use and non-motorized travel has produced more pedestrian and bicycle travel. Coupled with an ever growing volume of traffic, there is increased exposure to these

vulnerable travel modes. Safer facilities to accommodate non-motorized travel will need greater emphasis throughout the implementation of this RTP.

Table X. Fatal and Serious Injury Crashes by Mode, 2000-2015



This data is protected under 23 USC 409. Source: UDOT, Jan 1, 2010 through July 31, 2018.

Homeland Security Needs

The Wasatch Front Region is often times referred to as the "Crossroads of the West". Because the Rocky Mountains bisect the entire western portion of the United States (north-south), there are only five interstate facilities that allow east-west travel across this portion of the country. Of those facilities, I-80 is the most centrally located running through Salt Lake City and connecting New York - Chicago - Omaha - Salt Lake and San Francisco. Similarly, I-15 is one of only three north-south interstate facilities west of the Mississippi River, which extends to the northern and southern borders of the United States. Designated the Canadian - Mexican (CanaMex) Transportation Corridor, I-15's regional impacts along the Wasatch Front are ever increasing. Paralleling the Rocky Mountains, it too passes through the Wasatch Front Region intersecting I-80 in the Salt Lake Valley.

In developing a regional transportation plan, the distinctive topography of the Region must be taken into account. I-15, I-80 and I-84 all enter and exit the Region through narrow corridors constrained by the natural topography. These constrained corridors both north-south and east-west, include one freeway (I-15, I-80 or I-84), railroad lines (freight and passenger), a power corridor, frontage road(s) and one or two parallel arterials. The east-west corridors are similarly constrained by high mountain passes and the Great Salt Lake.

The distinctive regional topography constraining the transportation network has a conspicuous impact on the entire Wasatch Front Region in the form of natural hazards. Potential hazards include earthquakes, landslides, wildfires, dam failures, flood and severe weather. With a prominent geological fault paralleling the foothills of the Wasatch Mountains throughout the Region, the effects of an earthquake or other

natural disasters including severe weather condition on the transportation system must also be taken into consideration.

The air corridors are also severely restricted as access to the Salt Lake International Airport is limited to north-south approaches. These approaches are further impacted by the confined air space bounded by mountains on the east and west. The restrictive natural topography or "pinch points" affecting surface transportation in all cardinal directions from Salt Lake City and the availability of limited air space are the basis of the need for more redundancy within the transportation system throughout the Region.

In considering the convergence of two interstate highways, the Transcontinental Railroad and an international airport along the Wasatch Front, it becomes very evident that the regional transportation facilities have national significance. This importance is further increased when consideration is given to the physical constraints of the topography and potential for natural disasters. These conditions quickly raise awareness and concerns about the possible impact disruptions in the Region's transportation systems could have not only on local and regional populations but the national transportation industry and security interests as well.

The national significance of this "Crossroads of the West," coupled with restrictive topography, potential for natural disasters and demonstrated need for additional regional transportation facilities to serve increasing regional travel demands. It bolsters the rationale for long range transportation planning, adding new capacity and improvement of current facilities, and elimination of choke points in transportation corridors. In order to effectively address regional security needs, a concerted effort must continue at all levels of government and industry within the Wasatch Front Region to develop an awareness of the potential dangers that exist to transportation systems. A consensus must be reached on what elements of security incident prevention and mitigation, including consideration and implementation of specific projects, strategies, and services will best address the security needs of the transportation system for motorized and non-motorized users. Well defined and agreed upon strategies should be incorporated into the state and metropolitan area's transportation planning processes.

Regional security goals at the metropolitan planning level are based, in-part, on improved communication and coordination between the increasing number of agencies involved with security and emergency preparedness. As a component of the coordination effort, several plans should be considered for review and update. These plans include but are not limited to a public transit emergency management operations and recovery plan, a fuel shortage plan, emergency operations plans at local, regional and state levels, and the communications plans. Conducting simulations and exercising these plans is needed to determine their operational benefits and shortfalls.

At the operational level, intelligent transportation systems should be improved to facilitate the expansion and responsiveness of the Utah Department of Transportation (UDOT) Traffic Operations Center (TOC) and the Tran Transit Authority (UTA) Dispatch Operations. These major components would help to preserve the reliability, robustness, and resiliency of the transportation infrastructure system and to maintain essential services needed to preserve confidence in the transportation system in the event of a man caused or natural disaster.

System Resiliency

Resiliency is the ability to anticipate, prepare for, adapt to, withstand, and recover from disruptions and changing conditions. At its basic, the resiliency of the transportation infrastructure system allows the region to maintain essential services in the event of a human-caused or natural disaster, such as an

earthquake. But a resilient system can also withstand not only a single event, but also a series of events or a permanent change in the environment.

The distinctive regional topography constraining the transportation network has a conspicuous impact on the entire Wasatch Front Region in the form of natural hazards. The steep slopes of the Wasatch Mountain Range were created by the Wasatch Fault, which runs the entire length of the Urbanized Area. The Wasatch Fault and other nearby faults highlight the potential for earthquakes in the area and the need to consider their possible impact on transportation facilities. These same mountains provide a winter wonderland for outdoor enthusiasts, but snowfall can also impact the area in more harmful ways. A winter of heavy snowfall followed by a spring of quick melting can overwhelm the area's creeks, streams, and rivers and cause widespread flooding. Lack of snowfall and rain can also provide the perfect conditions for destructive wildfires, resulting in losses to life and property. Dam failures and landslides can also impact development and transportation in the region.

See Appendix X - Resiliency for more information about how the region's transportation system is prepared for resiliency.

Public Involvement

Small Area Workshop Summary

The WFRC staff organized and held the third in a series of regional workshops from January 30 through March 6, 2018. As with previous small area workshops, invited participants included elected and appointed community officials, planners, engineers, and representatives from UTA, UDOT, and Envision Utah. The focus of this particular work was to highlight the key challenges that the Wasatch Front Region faces, the purpose of the Wasatch Choice 2050 Vision and a tabletop activity. Participants were invited to examine roadway, transit, and active transportation projects, and the Region's supporting land use for the preferred scenario transportation networks. The tabletop activity involved modifying the shape, location, and type of regionally significant land uses and identified centers, provide a score for each center according to the level of local interest to implement such, consider the fit of land use with transportation, and to determine the proper transportation mode, type, and alignment for each mode. All ten of these workshops were well attended providing 64 maps that contained invaluable feedback that helped further refine both the WC2050 Vision and the preferred 2019-2050 RTP scenario.

Stakeholder and Special Interest Group Outreach

Title VI and Environmental Justice outreach: Community Organization Workshop

The goal of the 2018 Community Organization Workshop was to reflect on the input received the previous year, and to continue dialogue on the ongoing growth challenges we face as a region. WFRC and partners provided maps to show the Draft Wasatch Choice 2050 Vision that was developed from integrating feedback from these groups and other stakeholders, and through distilling the three land use and transportation scenarios into a preferred vision. WFRC described the strategies the Draft Vision contemplates to address regional challenges in housing, mobility, economic development and open space protection. The meetings allowed representatives to provide specific input on transportation projects, and to describe how and if the Draft Vision will improve access to jobs, services, and educational opportunities for the communities they serve.

Through dialogue and feedback on transportation and land use maps, participants expressed a need to create strategies to increase the share of non-automobile trips throughout the region, and underscored

that poor air quality continues to be a public health and economic development issue residents face throughout the Wasatch Front. Specific map comments portrayed that community members on the outskirts of cities have a difficult time reaching jobs and services within centers and business districts, yet there is a tradeoff as these areas lack the critical mass needed to employ effective and reliable transit service. The group discussed the possibility of innovative mobility solutions that may be utilized to help these populations reach necessary destinations.

A total of 25 community members were in attendance at this workshop, representing 23 organizations along the Wasatch Front.

Please see Appendix X - Public Comment for a full report capturing the feedback received through these meetings.

Generalized Public Comment Review

WFRC in partnership with Salt Lake County, the University of Utah City and Metropolitan Planning Department, the Mountainlands Association of Governments, and Envision Utah held a Wasatch Choice 2050 and Mayor's Metro Solution Event on January 23, 2018. The combined WC2050 and Mayor's Metro Solutions event brings together stakeholders from across the region to discuss how to increase access to jobs and educational opportunities - Access to Opportunity - through the development of the WC2050 Preferred Scenario.

Endorse Vision

In early 2018, communities refined the draft Vision Map through sub-region meetings and consultation with local city planners. All told, the Vision has been built through extensive engagement with local governments, stakeholders, and the public.

In May of 2018, the Wasatch Front Regional Council (WFRC) endorsed the Vision. Below are the elements of the Vision that were considered for endorsement.

ABCs of the Vision

A. The regional goals were adopted by WFRC in 2016 and are the desired outcomes to be achieved. The goals inform future transportation investment decisions, as well as local community considerations regarding the use of land and the pursuit of economic development opportunities.

B. The WC2050 Vision Map is a blueprint for regional transportation, land use, and open space, and explicitly considers how these elements should work together geographically. Overall, the Vision Map represents the long-term vision of the communities along the Wasatch Front and Back. Communities have expressed the desire to implement the Vision within their local plans and ordinances in conversations with residents and business owners.

C. The key strategies represent the overarching themes in the WC2050 Vision and help achieve the Regional Goals. The key strategies are as follows.

Provide Transportation Choices

Help us have real options in how we choose to get around and increase the number of easily reached destinations.

Support Housing Options

Support housing types and locations that we can both afford and work best for our lives.

Preserve Open Space

Preserve sufficient and easily accessible open lands that provide us recreational opportunities.

Link Economic Development with Transportation and Housing Decisions

Create a synergy between these three key building blocks. Enable shorter and less expensive travel to afford us more time and money. Efficiently utilize infrastructure to save taxpayer dollars. Provide housing options and increase housing affordability. Improve the air we breathe by reducing auto emissions.

The ABCs of the Vision are the foundation for the 2019-2050 RTP, 2019 CEDS, and will be considered for local land use and economic development implementation.

Emphasis On Growth Centers

On average, 40 percent of all new residential development in the WC2050 Vision is in the form of a mixed-land uses, such as a village, town center, or city centers. The Vision also endorses a desire to have a series of employment centers in each part of the region; a desire to have a focal point, or "heart" for each community; and / or an interest in a walkable form of development that mixes jobs, shopping and housing.

Desire For Land Recycling

In addition to having more centers in the communities, the Vision has these centers located in existing commercial areas adjacent to major transportation facilities. Approximately 50 percent of proposed new housing and 45 percent of proposed new employment would take place on land that is currently occupied. This signifies an interest in the gradual evolution of some commercial areas.

Preference For A Variety Of Housing

The WC2050 Vision advocates that neighborhoods maintain much of their current ambience, but with a notable increase in the variety of housing options. Residential chips place on workshop maps averaged 60 percent detached, stand-alone homes, 25 percent townhouses, and 15 percent apartments or condominiums (urbanized portion of the region currently consists of 67 percent single family dwellings). Individuals throughout the Wasatch Front Region expressed an interest in a greater variety of housing, they still desired detached single-family residences to predominate in future communities.

Emphasis On Bike And Pedestrian Routes

Thirty percent of all transportation routes placed on workshop maps represented bike and pedestrian routes, indicating the popularity of these options. The WC2050 Vision includes an extensive system of bike and pedestrian routes should be encouraged to promote flexibility in transportation choices and to encourage healthy recreational activities.

Prioritize

Assess Financial Considerations

Federal regulations require long-range transportation plans developed by metropolitan planning organizations (MPOs) include a financial plan to demonstrate how recommended roadway and transit facility improvements would be funded. Long-range plans must also be "fiscally constrained," meaning that only those new facilities and recommended improvements which could be funded using existing and reasonably anticipated revenue streams could be included in MPO long-range transportation plans. The purpose of these requirements is to ensure that planned improvements included in the Regional Transportation Plan (RTP) can reasonably be assumed to be funded and that air quality benefits assumed with the implementation of the plan are realistic.

Projects that are needed but are not able to be funded with existing or reasonably anticipated revenues streams can be included as part of a regional long-range transportation plan as "unfunded." The Wasatch Front's 2019–2050 RTP includes a number of unfunded projects that are not covered by current funding sources identified in this financial plan. However, if prospective regional funding sources can be identified to pay for these projects in the future, they will then be included as part of future regional transportation plans.

Potential funding sources for the 2019-2050 RTP are summarized in this section, with more detailed information about these sources and expenditures contained within Appendix X entitled, "Revenue and Cost Assumptions." Cost estimates not only include the amount of funding that will be required to pay for each improvement project, but also the operation, maintenance, and preservation of the existing transportation network.

Overview of Revenue Sources and Assumptions

Revenue sources and assumptions for the 2019-2050 RTP are based on coordination between Utah MPOs (Cache MPO, Dixie MPO, MAG, and WFRC), UDOT, and UTA. This coordination leads to a joint financial model that includes estimates of potential revenues based on projected sources for transportation improvements through the year 2050 and is used by each agency when financially constraining their respective plans. A more detailed description of potential federal, state, and local revenue sources for the 2019-2050 RTP has been provided in Appendix X entitled, "Potential Federal, State, And Local Revenue Sources."

Roadway Revenue Sources

WFRC assumed that federal, state, and local government revenues will be available for the recommended roadway improvements in the 2019-2050 RTP. Separate estimates have been made for funds available for state roadways and local government roadways.

Revenue sources were estimated using available data such as tax revenues, federal grants, registration fees, and current expenditures and then grown based on historic trends. More information about these assumptions and growth rates can be found in Appendix X entitled, “Revenue and Cost Assumptions.”

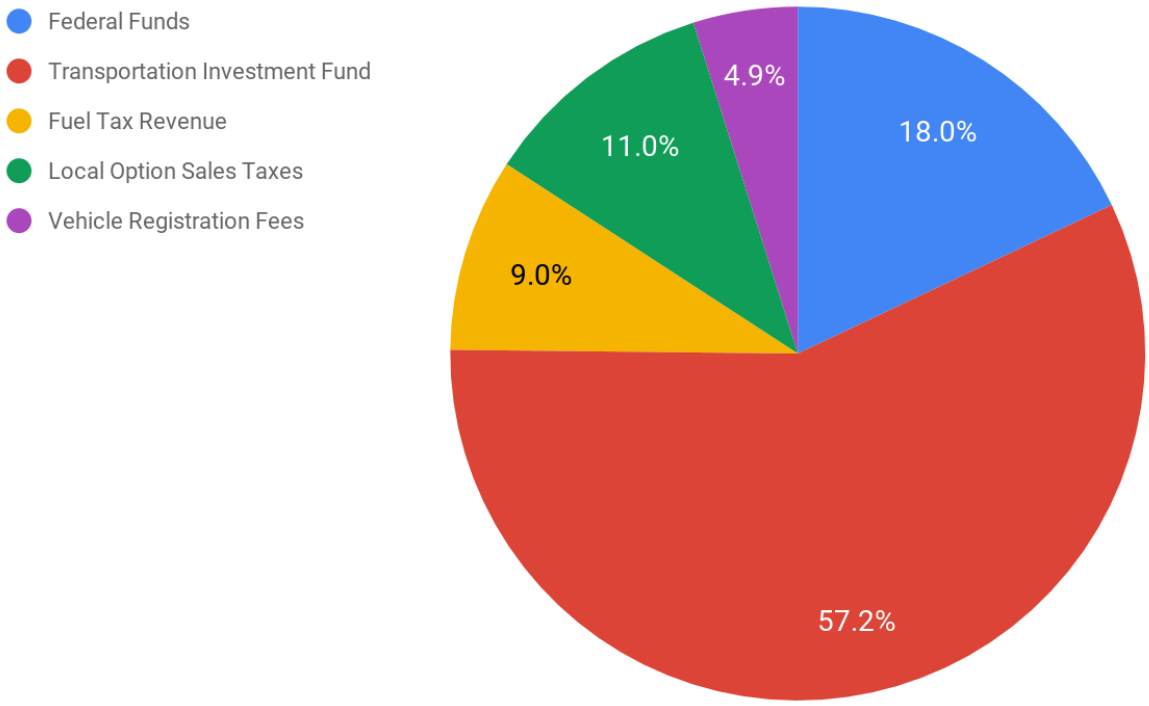
Revenue sources for state road estimates include both federal and state funds, such as motor fuel taxes, special fuel taxes, vehicle registration, and the Transportation Investment Fund (TIF). The TIF is the main source of funding for state-owned capacity-increasing roadway projects and is mostly funded using a portion of Utah State auto-related sales tax up to 17 percent.

For local roads of regional significance, the main sources of assumed revenue available for projects are:

- Federal funds from the Ogden – Layton Urbanized Area and Salt Lake City – West Valley City Urbanized Area Surface Transportation Programs (STP) and the Congestion Mitigation / Air Quality Programs (CMAQ);
- Class B and C Funds allocated to municipalities and counties from state highway user revenues;
- Local option sales taxes in Box Elder, Davis, Salt Lake, and Weber Counties;
- Local option vehicle registration fees for corridor preservation in Box Elder, Davis, Salt Lake, and Weber Counties;
- Allocations from the general funds of local governments;
- Future increases in local option sales taxes for transportation projects in Box Elder, Davis, Salt Lake, and Weber Counties in 2020, 2023, 2030, and 2040;
- Future vehicle registration fees in Box Elder, Davis, Salt Lake, and Weber Counties in 2026, 2036, and 2046; and
- Future raising of the gas tax ceiling in 2030 and 2040.

Chart X below show the breakdown of roadway revenue assumptions for both the state and local systems.

Chart X. Roadway Revenue Sources



State Roadway Revenues

In partnership with UDOT, UTA, and the state's MPOs, a Unified Plan Financial Model was developed with estimates of projected revenues that will be available to UDOT between 2019 and 2050. These existing and assumed new revenues come from federal and state transportation funds, as presented below.

Federal Revenue

A number of federal transportation acts, beginning with ISTEA and continuing through the FAST Act, outlined written guidelines for the use of federal funds for highway improvements sponsored by UDOT. These programs include the National Highway Performance, Surface Transportation Block Grant, Highway Safety Improvement, and Bridge Replacement programs. A growth rate of 3.9 percent per year for the first four years and 1.5 percent per year through 2050 for each program was assumed. WFRC's urbanized area is expected to receive approximately $1,467,000,000 in current dollars for UDOT federal expenditures related to preservation and other non-capacity programs and $1,150,000,000 in capacity programs.

State Revenue

Revenues provided by the State of Utah for transportation are primarily generated through highway user fees, such as fuel taxes, registrations, and permits, but also includes additional funding such as federal contracts and grants, Department collections, and investment income. In the past, the Utah State Legislature has also programmed state general funds to support UDOT projects. Revenue was projected from each various source listed above based on historical growth rates (more information about these assumptions and growth rates can be found in Appendix X entitled, "Revenue and Cost Assumptions"). From these various sources, the State will generate approximately $4,586,000,000, in current dollars,

between 2019 and 2050 for use in the WFRC urbanized areas. It should be noted that these funds will be used for preservation, capacity, operations, and a variety of other uses.

The major source of funding for UDOT capacity projects is the TIF. This fund receives 17 percent of the total state general funds, which is equivalent to the amount of transportation-related sales tax collected. Although TIF is distributed through a prioritization process, for the purposes of the long-range planning process, MPOs assume TIF is distributed based on population and historic distribution. It is expected TIF will generate approximately $10,710,000,000 for use in the WFRC urbanized areas, in current dollars, from 2019 to 2050 for future transportation projects, not including current TIF allocations.

State revenue projections also assume future increases in State of Utah motor fuel and special fuel tax. In 2015, the State of Utah passed legislation that reformed the fuel tax from 24.5 cents per gallon to a 12 percent tax on motor and special (diesel) fuels. The conversion to a percentage tax went into effect January 1, 2016 and equates to an immediate 4.9 cents per gallon increase in the state fuel tax, with potential growth overtime as the price of fuel rises. To limit price volatility the rate the tax is calculated has a floor set at $2.45 and a ceiling set at $3.33 on the wholesale price of fuel. This rate is recalculated annually based on the three year average of the wholesale price of fuel.

During the development of the 2019 – 2050 RTP, current trends indicate that it is reasonable to expect the Utah State Legislature to continue to raise revenues for highways every five to ten years. The 2019 – 2050 RTP assumes the ceiling for fuel tax will raise at the equivalent of a tens cents per gallon of gasoline and special fuel in the years 2030 and 2040. An increase in vehicle registration fee is assumed in 2021,2031,and 2041. These new revenues are estimated to generate approximately $928,000,000 statewide in current dollars for the WFRC urbanized areas.

Table X summarizes the amount of statewide highway revenue projected through the year 2050.

Table X. Projected UDOT Highway Revenue for the WFRC Urbanized Area, 2019-2050

Source	Amount (in current dollars)
Federal Revenue	
UDOT federal expenditures related to preservation and other non-capacity projects	$1,467,000,000
UDOT federal expenditures related to capacity projects	$1,150,000,000
State Revenue	
Highway user funds	$4,586,000,000
Transportation Investment Fund (TIF)	$10,710,000,000
New Revenue	$928,000,000
Total Statewide Revenue Available	**$18,841,000,000**

Local Highway Revenues

The main sources of local revenues for transportation projects are:

1. Federal funds allocated for the Ogden – Layton and Salt Lake City – West Valley City Urbanized Areas Surface Transportation Program (STP) and the Congestion Mitigation / Air Quality Program (CMAQ);
2. Class B and C funds from Utah State highway user revenues designated for counties and municipalities;
3. Local entity general funds; and
4. Local option taxes.

The following section describes the various funds that are available to local municipalities within the Wasatch Front Region.

Federal Revenue

WFRC administers federal spending programs to fund highway improvements in urban areas. These programs are the Ogden – Layton and Salt Lake City – West Valley City Urbanized Areas STP and CMAQ. As with the other federal program revenues, a growth rate of 3.49 percent per year from 2019-2023 and a 1.5 percent per year after 2023 for each program was assumed. These funds can be used for projects on the state highway system, as well as on local streets. Based on past trends, the 2019–2050 RTP assumes that approximately 60 percent of STP and CMAQ funds will be used for state facilities and the other 40 percent will be used for locally owned facilities of regional significance. The STP funds, based on historical trends, assumed 43 percent will be used for capacity improvements, 28 percent for preservation costs, and the remaining 29 percent for operations and miscellaneous projects. The CMAQ funding, based on historical trends, assumes all the funding will be used for operations and other types of projects. Approximately $717,000,000 is projected to be available for STP and approximately $170,000,000 is projected to be available for CMAQ between 2019 and 2050 for the WFRC urban area, in current dollars.

Class B and C Revenue

Class B and C road funds are allocated from the State's highway user fees revenue. Currently, 70 percent of the highway user fees are directed to UDOT and 30 percent are diverted to the Class B and C funds. These monies are then divided between counties and municipalities based on a formula that uses population and road miles for calculations. The distribution of Class B and C funds assumed 85 percent for system preservation and 15 percent for operations and other types of projects, with no funds used towards capacity improvements. Although the allocation formula may change in the future, the current percentage was used for the projection of funding from this category for the implementation of the 2019–2050 RTP. Approximately $2,690,000,000, in current dollars, is projected to be generated between 2019 and 2050 for the WFRC urban area.

General Fund Revenue

Counties and municipalities along the Wasatch Front program a significant amount of their general funds for local road maintenance and improvements. Many of these roads are part of the Region's highway system. Current and past general fund spending on regionally significant roadways was examined to project future revenues. Local governments in the Wasatch Front urbanized area are projected to spend about $2,301,000,000 on highway improvements between 2019-2050.

Local Option Sales Tax Revenue

At the county level, there are two additional funding sources that locals have the option to enact - sales taxes and vehicle registration fees.

The State Legislature has authorized the use of local option sales taxes for both roadways and transit. Currently, counties have the option to adopt four quarter-cent sales taxes, with a fifth quarter-cent authorized by 2023 if a county already has adopted the first four quarter-cent sale taxes. Local officials have not designated an amount or percentage that will be spent on highway or transit projects, but the majority is currently to be used on local and state roadways. Table X provides information regarding allocation and assumptions of the local option sales tax. Revenues from the local option sales taxes in the WFRC urbanized areas are projected to grow at 3.81 percent per year. Local option sales taxes are expected to generate approximately $4,581,000,000, in current dollars, between 2019 and 2050 for the WFRC urban area.

Table X. Local Option Sales Tax Split by Mode

Quarters	Year Assumed	Planning-level Percentage of the Quarter		Rate	
		Roadway	Transit	Roadway	Transit
Box Elder County					
1st	Existing	0%	100%	0.00%	0.30%
2nd	Existing	0%	100%	0.00%	0.25%
3rd	2023	80%	20%	0.20%	0.05%
4th	2030	60%	40%	0.15%	0.10%
5th	2040	0%	100%	0.00%	0.20%
			Total	0.35%	0.90%
Davis County					
1st	Existing	0%	100%	0.00%	0.30%
2nd	Existing	0%	100%	0.00%	0.25%
3rd	Existing	80%	20%	0.20%	0.05%
4th	Existing	60%	40%	0.15%	0.10%
5th	2023	0%	100%	0.00%	0.20%
6th	2030	60%	40%	0.15%	0.10%
7th	2040	60%	40%	0.15%	0.10%
			Total	0.65%	1.10%
Salt Lake County					

1st	Existing	0%	100%	0.00%	0.30%
2nd	Existing	25%	75%	0.0625%	0.1875%
3rd	Existing	20%	80%	0.05%	0.20%
4th	Existing	60%	40%	0.15%	0.10%
5th	2023	0%	100%	0.00%	0.20%
6th	2030	60%	40%	0.15%	0.10%
7th	2040	60%	40%	0.15%	0.10%
			Total	0.5625%	1.1875%
Weber County					
1st	Existing	0%	100%	0.00%	0.30%
2nd	Existing	0%	100%	0.00%	0.25%
3rd	Existing	80%	20%	0.20%	0.05%
4th	Existing	60%	40%	0.15%	0.10%
5th	2023	0%	100%	0.00%	0.20%
6th	2030	60%	40%	0.15%	0.10%
7th	2040	60%	40%	0.15%	0.10%
			Total	0.65%	1.10%

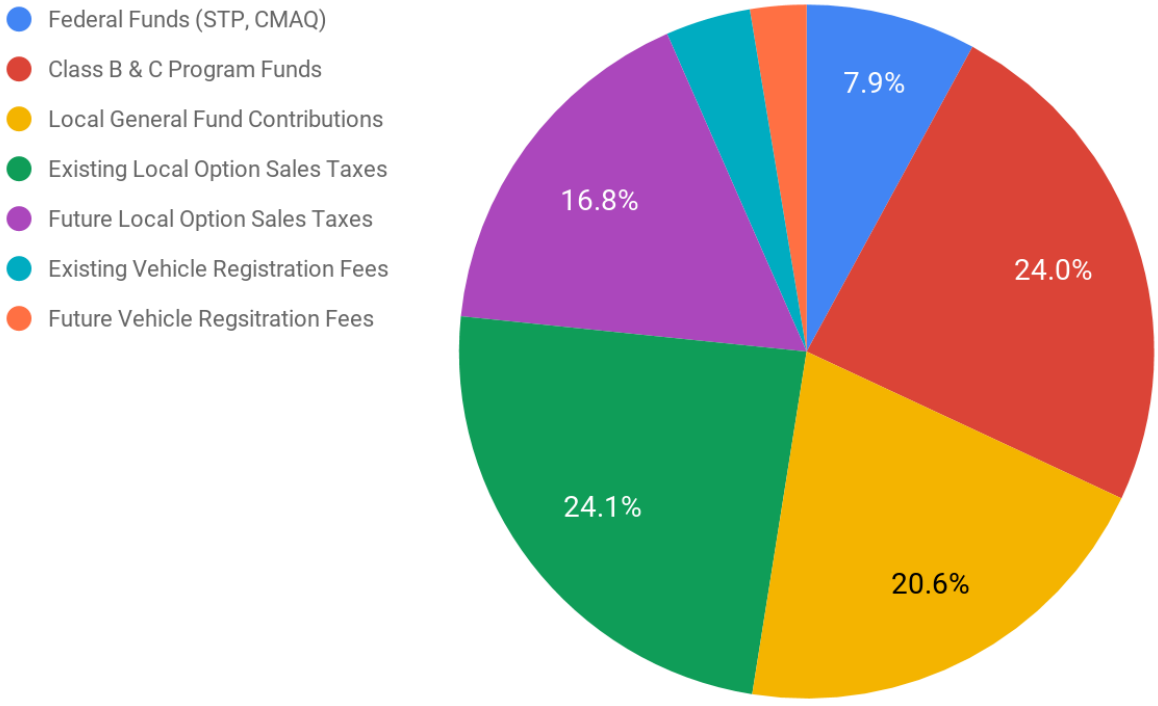
Additionally, a portion of the $10 vehicle registration fee for corridor preservation could be used for Utah state and local facilities. Vehicle registrations were projected to grow at about 3.03 percent per year through 2050, existing local option vehicle registrations will generate approximately $280,000,000 in Salt Lake County; $82,000,000 in Davis County; $64,000,000 in Weber County; and $18,000,000 in Box Elder County, all in current dollars. The local option vehicle registration fee is assumed to be increased by $5 per vehicle in 2026, 2036, and 2046. This new local option vehicle registration fee could generate approximately $185,000,000 in Salt Lake County; $54,000,000 in Davis County; $42,000,000 in Weber County; and $12,000,000 in Box Elder County in current dollars.

Table X shows the projected regional and local highway revenues between 2019 and 2050 in current dollars.

Table X. Projected Regional and Local Highway Revenue for the WFRC Urbanized Area, 2019-2050

Source	Amount (in current dollars)
Regional and Local Revenue	
Federal Funds (STP, CMAQ)	$887,000,000
Class B & C Program Funds	$2,690,000,000
Local General Fund Contributions	$2,301,000,000
Existing Local Option Sales Taxes	$2,700,000,000
Future Local Option Sales Taxes	$1,881,000,000
Existing Vehicle Registration Fees	$443,000,000
Future Vehicle Registration Fees	$293,000,000
Total Statewide Revenue Available	**$11,195,000,000**

Chart X. Project Regional and Local Highway Revenue



Transit Revenue Sources

WFRC assumes that federal, state, and local government revenues will be available for the recommended transit improvements in the 2019-2050 RTP. Revenue sources were estimated using available data such as tax revenues, federal grants, and current expenditures and then grown based on historic trends. More information about these assumptions and growth rates can be found in Appendix X entitled, "Revenue and Cost Assumptions."

It is important to note that revenues sourced from existing funding mechanisms are anticipated only to cover the costs of operating, maintaining and administering the system as it exists today. The proposed 2019–2050 RTP projects cannot be funded with existing revenue streams and will require new sources of revenue, such as the following:

- Transit Transportation Investment Fund (TTIF)
- Local option sales taxes or its equivalent in Box Elder, Davis, Salt Lake, and Weber Counties;
- Future increases in local option sales taxes or its equivalent for transportation projects in Box Elder, Davis, Salt Lake, and Weber Counties in 2020, 2023, 2030, and 2040;
- Fares forecasted from the increased transit ridership tied to transit investments proposed in the RTP
- Competitive federal grants awarded to noteworthy projects
- Increases in federal formula grants that are tied in part to the proposed service increases

Chart X shows the projected transit revenues from major sources between 2019 and 2050 in current dollars.

With the exception of federal formula grants, each source will be discussed below. All values are shown in current dollars rather than year of expenditure dollars unless otherwise stated.

Transit Transportation Investment Fund

The Transit Transportation Investment Fund (TTIF), is provided by the State of Utah for transit capital projects statewide and prioritized by the state transportation commission. These funds are subject to legislative appropriation yearly and require a 40 percent local match.

Revenue amounts provided to the TTIF are determined based on 35 percent of the increase in the amount of tax revenue that is collected in the fiscal year on motor and special fuels that exceeds 29.4 centers per gallon. The State will begin transferring approximately $5M to the TTIF beginning July 1, 2019 and annual contributions to the fund are expected to grow over time due to indexing of the motor and special fuel taxes to the Consumer Price Index (CPI) per HB 362. This is assumed to occur in 2021, with the tax per gallon increasing to 30.3 cents per gallon, thus generating a $0.09 cent increment. The RTP financial analysis assumes that motor fuel prices will grow by four percent annually, and that motor fuel gallons sold is assumed to grow by 2.40% annually from the years 2019 to 2022, and then reduce to a 1.48% growth rate through the year 2050. Special fuel gallons sold is assumed to grow by 3.02% annually through 2050. More information about these assumptions and growth rates can be found in Appendix X entitled, "Revenue and Cost Assumptions"). The TTIF will generate approximately $634M (in current dollars), or 11.2 percent of assumed transit revenues, between 2019 and 2050 for use in the WFRC urbanized areas.

Local Option Sales Tax Revenue

Local option sale tax revenue, or the equivalent, represents 64 percent of anticipated new transit funding for the 2019–2050 RTP. In the recent past, support for additional transit funding by local governments, the business community, citizens, and the Utah State legislators have resulted in significant new local option sales tax being approved for transit expansion. As of January 2019, Salt Lake, Davis, and Weber Counties have enacted all four local option transportation sales tax "quarters." By enacting of all four transportation "quarters," these counties are now eligible to impose a fifth "quarter" that would provide a 0.20 percent sales tax increase for the use of transit projects, as authorized by SB136. The RTP assumes that Salt Lake, Weber, and Davis will impose this fifth "quarter" by the year 2023, as well as a sixth and seventh "quarter" in years 2030 and 2040, respectively. See Table X for sales tax assumptions by county split by mode. These revenues are assumed to grow in line with UTA forecasts for current sales tax revenues. Overall, an average annual growth rate of 3.81 percent is anticipated. See

Future receipts from the increased local sales tax rates for this period are projected to be $3.46B, again representing 64 percent of all RTP revenue.

Table X summarizes the total transit revenue amounts derived from local option sales tax funds for the period between 2019 and 2050.

Fare Revenue

WFRC anticipates that 10.7 percent of the new revenues called for in the 2019–2050 RTP will be generated from fares which patrons will pay to use new transit services. These estimates of future fare revenues are based on the WFRC travel model, the regionally and federally recognized computer model which is used to forecast roadway and transit use.

UTA's ridership will increase as transit projects proposed in the 2019–2050 RTP are implemented and service is improved. New fare revenues generated from ridership on UTA services are projected to net $602M over the next 31 years.

Project Construction Bonds

Currently, UTA does not anticipate additional bonding beyond that which has already been administered within the WFRC planning area within the time frame of the 2019-2050 RTP. UTA has the authority to bond, provided that the total anticipated net agency revenues available for debt service and capital purchases exceed the bond payments by at least 14.5 percent. Additionally, UTA requires that its debt load not exceed three percent of its total asset value. The cost of bonding is dependent upon how attractive a bond offer is to investors. The municipal bond market traditionally offers low risk, tax free income for investors.

Federal Competitive Grants

Federal competitive grants are applied for on a nationwide basis and have traditionally paid between 50-80 percent of the capital costs of awarded light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects. The award selection process is guided by a rigorous planning process and a set of selection criteria. As of 2018, the U.S. Congress appropriates roughly $2.3B each budget year for the New Starts, Small Starts, Core Capacity, and Program of Interrelated Projects programs.

WFRC anticipates that 10.6 percent of new revenues (or $598M) for the 2019 – 2050 RTP could come from federal grants awarded to the following noteworthy projects within the plan horizon:

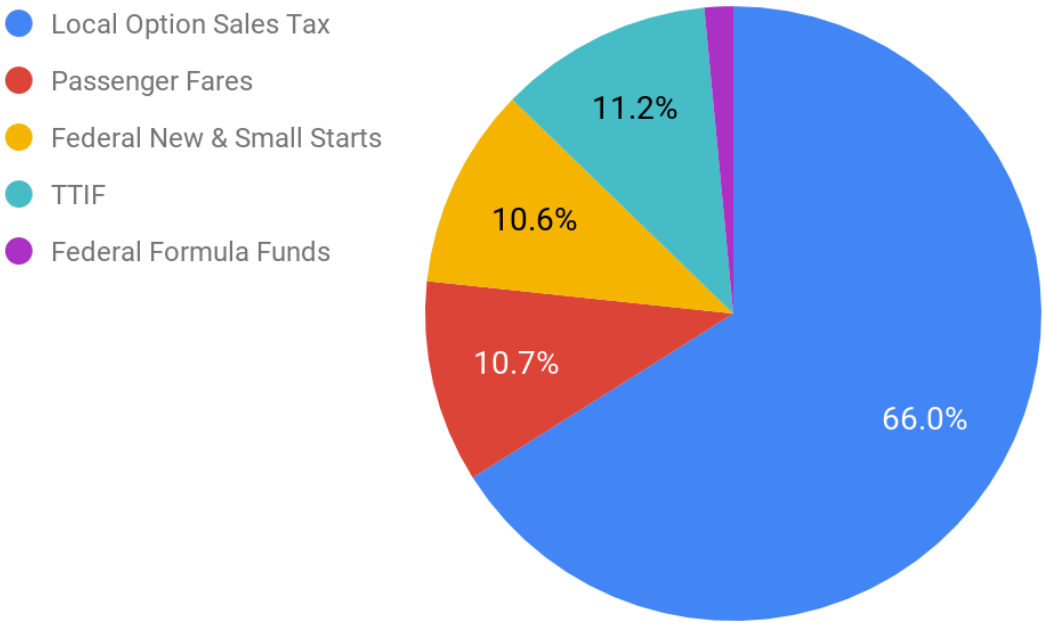
- Ogden/WSU BRT,
- Davis-Salt Lake Community Connector BRT,
- TRAX Green Line reconfiguration and Salt Lake Central to University of Utah new TRAX Line,
- Salt Lake City Streetcar Loop, and
- Double-tracking FrontRunner.

Table X shows the projected transit revenues between 2019 and 2050 in current dollars.

Table X. Projected Transit Revenue for the WFRC Urbanized Area, 2019-2050

Source	Amount (in current dollars)
Transit Revenue	
Local Option Sales Tax (or equivalent)	$3,730,000,000
Passenger Fares	$602,000,000
Federal New & Small Starts	$598,000,000
Bond Revenue	$0
TTIF	$634,000,000
Federal Formula Funds	$85,000,000
Total Transit Revenue Available	$5,650,000,000

Table X. Transit Revenues



Active Transportation Revenue Sources

Although increasing in recent years, revenue for active transportation within the MPO area has limited dedicated funding sources. There are several funding sources that can fund active transportation but are not dedicated to it.

Dedicated AT revenue sources include:

- UDOT Region Transportation Alternatives Program (TAP) fund
- Salt Lake County Active Transportation Fund
- Federal Transportation Alternatives Program (TAP) fund
- Utah Safe Routes to School (SRTS) Program administered through UDOT

Other revenue sources include:

- Federal funds from the Ogden – Layton Urbanized Area and Salt Lake City – West Valley City Urbanized Area Surface Transportation Programs (STP) and the Congestion Mitigation / Air Quality Programs (CMAQ)
- One time federal assistance grants (TIGER/BUILD)
- Local option 4th Quarter cent sales tax available in:
  - Davis County
  - Weber County
  - Salt Lake County
- Utah Outdoor Recreation Grant
- State Transportation Investment Fund (TIF)? (This may be available following 2019 legislative session; stay tuned)
- Highway Safety Fund
- Local entity general funds

Project Cost Estimates

The RTP must be cost constrained. With the exception of active transportation, only projects tied to reasonable funding assumptions can be included in the RTP. Costs were estimated for roadway and transit new construction, operations, and maintenance in order to determine which projects could be included in each of the RTP's three funded phases. The costs for making needed improvements for roadways, transit, and active transportation, as identified by the 2019 – 2050 RTP, were analyzed by the WFRC, UDOT, UTA and the other local MPOs. Costs include those required to meet the specific system needs identified in the 2019–2050 RTP, as well as cost estimates for general administration, operations, maintenance, and preservation of the existing transportation system. Projected costs for roadway improvements have been adjusted at an annual four percent inflation rate, while the projected costs for transit construction and operations and maintenance have been adjusted at an annual four and two and three-quarters percent inflation rate, respectively.

Roadway

Project Costs: Capacity and Operational Improvements

Table X. Roadway Unit Costs

Type	Unit	2019 Cost
Right-of-Way Costs		
Right-of-Way	per SF	$9.28
Bridge Costs		
Simple Bridge	per	$12,000,000
Complex Bridge	per	$22,000,000
Spot Improvement Costs		
System Interchange	per	$126,000,000
Simple Interchange	per	$40,000,000
Complex Interchange	per	$60,000,000
Interchange Upgrade	per	$18,000,000
Overpass	per	$22,000,000
Operational Costs		
Operational	per mile	$3,000,000
Restriping Costs		
Restripe	per mile	$15,000
New Construction/Widening Costs		
Collector	per mile	$7,000,000
Arterial - Urban	per mile	$15,000,000
Arterial - Rural	per mile	$7,000,000
Expressway - Urban	per mile	$35,000,000
Expressway - Rural	per mile	$11,000,000
Freeway - Complex	per mile	$70,000,000
Freeway - Simple	per mile	$40,000,000
Freeway - Add a lane urban	per mile	$9,000,000
Freeway - Add a lane rural	per mile	$2,500,000

Statewide Roadway Cost Estimates: Operations, Maintenance, Preservation, and Other

For purposes of the 2019–2050 RTP, UDOT has estimated the current costs to operate, maintain and preserve, and administer the Utah State highway system. In addition, through its asset management program, UDOT has estimated the future level of funding needed to maintain UDOT's system. For planning purposes the Unifies Plan assumes that future construction projects will include system maintenance and preservation, with an annual growth rate of 4.5 percent for both categories.

Though UDOT's asset management program, interstate rehab, interstate preservation, National Highway System (NHS) Rehab, NHS Preservation, Surface Transportation Program Rehab, and STP Preservation costs were identified using the current condition of the roadway, maintenance and preservation requirements, and other factors. Costs were based on conditions of individual facilities and then summarized by planning area. It is projected that $1,423,000,000 is needed for all UDOT pavement needs in the WFRC urbanized areas.

UDOT has identified various "other costs" categories including pipe culvert replacement, traffic signal maintenance, traffic management replacement, barrier replacement, lighting, sign modification, safety spot improvement, traffic signals replacement, and maintenance spot improvement. Based on UDOT assumptions, about $132,000,000 will be required for other expenditures from 2019 through 2050 in the WFRC urbanized areas.

As part of the planning process, UDOT estimated its statewide costs for bridge maintenance and replacement activities. Based on UDOT assumptions, about $438,000,000 is needed for bridge preservation and replacements between 2019 and 2050 in the WFRC urbanized areas.

UDOT's expenditures include support services, engineering services, maintenance management (operations), construction management, region management, equipment management, aeronautics, share-the-road, B and C distribution, safe sidewalks, mineral lease, corridor preservation, toll way, counties of the 1st and 2nd class, highway projects within counties, and non-appropriated. Transfers and diversions of UDOT funds include sales of capital assets, transfers to and from the Transportation Investment Fund, and other transfers. These operations and other expenses total $11,001,000,000 over the next 31 years, in current dollars for the WFRC urbanized area. For the planning purposes of the 2019–2050 RTP, some of these expenditures and transfers were not specifically allocated to the WFRC, but were kept at a statewide level. The majority of these funds is simply passed through to other state agencies or is not specific to Wasatch Front region. Thus, they are more suited to be kept at a statewide level. UDOT estimates that the future amount of diversions to other government agencies will continue at the same rate as in previous years – approximately 3.24 percent. Table X summarizes the amount of statewide roadway operation and preservation costs projected from 2019 to 2050.

Table X. Projected Statewide Roadway Costs, 2019-2050

UDOT Expenditures	Amount (in current dollars)
Roadway preservation needs	$1,968,000,000
Other needs	$132,000,000
Bridge needs	$438,000,000
Operations and various needs	$11,001,000,000
Capacity needs	$14,203,000,000
Total UDOT costs, expenditures, and transfers	**$28,064,000,000**

The total UDOT projected needs for the Wasatch Front Region totals $22,094,000,000. All costs are projected to grow at 4.5 percent per year, including 4 percent for construction inflation and .5 percent for growth in the roadway system.

Local Roadway Cost Estimates: Operations, Maintenance, Preservation, and Other

Estimates were made for municipalities and counties with assistance from the Utah League of Cities and Towns (ULCT), the Utah Association of Counties (UAC), the Utah Foundation, and the Utah Local Technical Assistance Program (Utah LTAP). These assumptions are based on a survey of local agency roadway expenses, various studies, and available data. Growth and inflation assumptions were applied to these cost totals for the period 2019 through 2050. Table X summarizes the amount of local roadway operation and preservation costs projected from 2019 to 2050.

Table X. Projected Local Roadway Costs, 2019-2050

Local Expenditures	Amount (in current dollars)
Administration/traffic operations and safety/other needs	$458,000,000
Maintenance and preservation needs	$3,659,000,000
Capacity needs	$3,739,000,000
Total UDOT costs, expenditures, and transfers	**$7,856,000,000**

Administration, Traffic Operations, Safety, and Other Costs

Administration costs are expenditures associated with managing transportation agencies and the transportation divisions of larger local public works departments. These costs include expenditures for staff, planning activities, preliminary engineering, etc. Traffic operations activity includes signing, marking, and signal installation and maintenance. Safety improvements include hazard elimination, intersection upgrades, railroad crossing improvements, and similar projects. It is estimated that these items will cost about $458,000,000 between 2019 and 2050, in current dollars.

Maintenance and Preservation Needs

Local highway maintenance activities include snow removal, sweeping, weed control, crack sealing, pothole repair, etc. Pavement preservation actions are surface treatments for streets and highways, which are more extensive than routine maintenance. These treatments range from chip seal work to full reconstruction and major resurfacing. It is estimated that during the period 2019 – 2050, local governments maintenance and preservation need will be approximately $3,659,000,000 on maintenance and preservation activities.

All costs are projected to grow at 4.5 percent per year, including 4 percent for construction inflation and 0.5 percent for growth in the roadway system.

Transit

For purposes of the 2019–2050 RTP, UTA has estimated the current costs to operate, maintain and preserve the UTA transit system based on the agency's experience building and operating the existing transit system; cost estimates are updated with every RTP cycle and include the latest studies and/or construction experience when possible. Transit costs in the 2019–2050 RTP were initially estimated in 2015 dollars and then inflated to year of expenditure dollars using a 4 percent annual rate for capital costs and a 2.75 percent annual rate for operating costs. This rate of inflation was derived from the national Consumer Price Index and is consistent with UTA's Transit Financial Plan that accounts for the existing transit system. All project costs are represented in current dollars unless otherwise stated.

This chapter will outline total transit capital operating and preservation needs, and then detail transit cost assumptions on a per mile basis, as well as summarize the total cost of building the proposed new transit service by mode. The project list, located in Chapter 7 – Finalize Planned Projects, provides planning-level capital and operating cost estimates for each project. A more detailed breakdown of the unit costs is provided in Appendix I entitled, "Transit Costs Breakdown."

Project Costs: Capital, Operations, and State of Good Repair

Capital Costs

Capital cost estimates include the construction of stations, right-of way and track or rail (when applicable), parking lots, vehicles, vehicle maintenance facilities, and operational investments. There is an estimated $3,299,000,000 in financially constrained capital costs in the 2019-2050 RTP, in current dollars.

Operating Costs

Operating costs include the price to employ transit service and is reflective of the length of the project and the frequency and span of service (hours per day and days per week) that is assumed. Frequencies and service hours are generally assumed on a per mode basis. Vehicle replacement is also accounted for in the operating costs. It is estimated that it will cost approximately $1,393,000,000 to operate the planned transit system between 2019 and 2050, in current dollars.

State of Good Repair

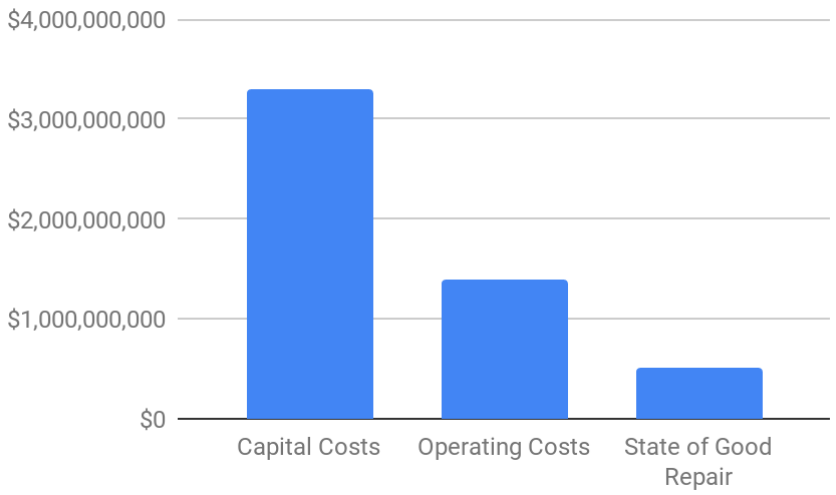
State of Good Repair (SOGR) refers to the maintenance, overhaul, and replacement of assets like rail, bus, and vanshare vehicles, train control software and hardware, railroad track and BRT lanes, railroad crossings and bridges, bus shelters, and station platforms. In order to receive federal transit funds, transit agencies are required to develop an asset management plan that accounts for the upkeep and

maintenance of the transit system's assets. As such, SOGR is accounted for in the 2019–2050 RTP for the management of future planned assets, and is a substantial portion of total future transit costs.

It should be noted that SOGR for the existing transit systems is not included in the 2019-2050 RTP, but is planned and accounted for by UTA's Budget and Financial Department, and recorded annually in the agency's Comprehensive Annual Report.

Table X summarizes the amount of WFRC transit capital, operation, and SOGR costs projected from 2019 to 2050.

Table X. Estimated Planning-Level Transit Costs, 2019-2050, in current dollars



Administration, Safety, and Other Costs

Administration costs are expenditures associated with managing transportation agencies and the transportation divisions of larger local public works departments. These costs include expenditures for staff, planning activities, preliminary engineering, etc. It is estimated that these items associated with planned new transit projects will cost about $150,000,000 between 2019 and 2050, in current dollars.

Project Costs by Mode

Transit capital and operating costs are estimated on a per mile basis, and include the cost of the transit vehicles, right-of-way preservation, track or rail, stops and stations, maintenance facilities, fuel, operator costs, and the number of hours per day and days per week that the transit service is assumed to run. Transit capital and operating costs are represented in Table X in current dollars, but are inflated to the year of construction (by a rate of 4.0 percent and 2.85 percent annually, respectively) when financially constraining the RTP.

Table X. Estimated Planning-Level Transit Costs per Mile, 2019

Transit Mode	Capital Cost Amount (per mile, in current dollars)	Operating Cost Amount (per mile per year, in current dollars)
Core Route Service	$1,660,000-3,000,000*	$130,000-330,000*
Bus Rapid Transit	$16,190,000	$390,000
Streetcar	$48,450,000	$500,000
Light Rail	$68,890,000	$1,180,000
Commuter Rail	$12,000,000-32,000,000**	$750,000
Express Bus / Special Service	$510,000	$130,000

*cost varies depending on frequency of service

**commuter rail capital costs vary depending on the type of investment. Cost estimates could include line upgrades such as electrification or construction of new rail. For more information regarding needed commuter rail investments, see Future of FrontRunner.

Transit Point Projects

Transit point projects in the 2019–2050 RTP include park and ride lots, transit hubs, and vehicle maintenance facilities or garages. The total cost of 2019 – 2050 RTP point project construction is $200,000,000. Table X depicts planning-level point project costs for the RTP. As with transit line projects, it is assumed that these costs will become further refined as they are studied and engineering work is complete prior to implementation.

Table X. Estimated Planning-Level Transit Point Project Costs

Point Project Type	Cost per Project (in current dollars)	Total Costs for Planned Point Projects (in current dollars))
Transit Hub	$14,000,000	$196,000,000*
Park & Ride Lot (structured)	$1,800,000-4,500,000	$36,000,000
Maintenance Facility (Bus)	$5,000,000-7,500,000	$10,000,000
Commuter Rail Station	$2,500,000-4,000,000	$10,000,000 (unfunded)
Light Rail Station	$2,000,000	$4,000,000 (unfunded)

Cost Summary

Costs associated with projects in the 2019–2050 RTP by mode are listed in Table X and graphically displayed in Chart X.

Table X. Projected WFRC Total Transit Costs by Mode, Financially Constrained Projects, 2019-2050

Transit Mode	Total Capital Cost Amount (in current dollars)	Total Operating Cost Amount (2019-2050, in current dollars)
Core Route Service	$696,000,000	$794,000,000
Bus Rapid Transit	$399,000,000	$196,000,000
Light Rail & Streetcar	$1,688,000,000	$161,000,000
Commuter Rail	$421,000,000	$4,000,000
Express Bus / Special Service, Local Bus*	$94,000,000*	$89,000,000*
Total transit costs	**$3,299,000,000**	**$1,393,000,000****

*Local bus expansion is also planned in all three phases of the RTP in Davis, Tooele, and Box Elder Counties, as a programmatic line item. The capital cost figure also accounts for necessary bus replacements.

**Administrative support services are also accounted for in operation costs, totalling $150,000,000 over the life of the plan.

Chart X. Projected WFRC Total Transit Operating Costs by Mode, Financially Constrained Projects, 2019-2050

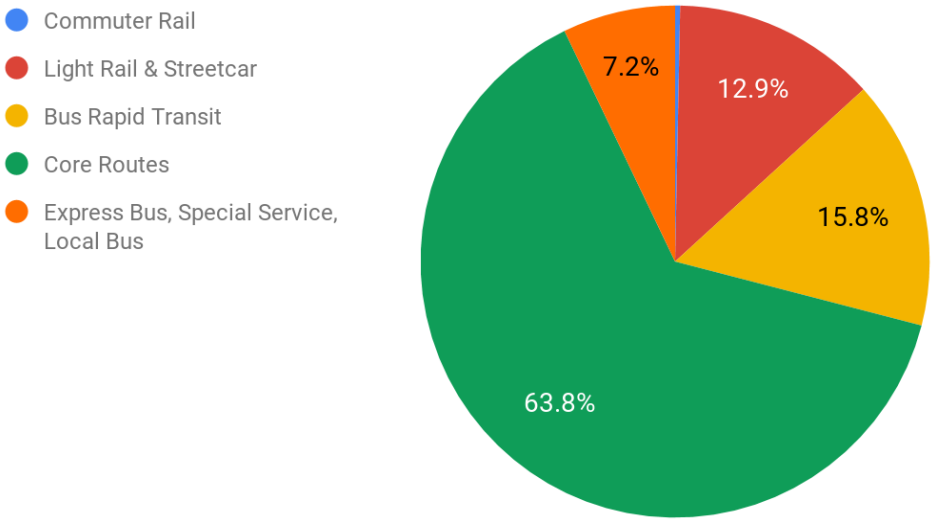
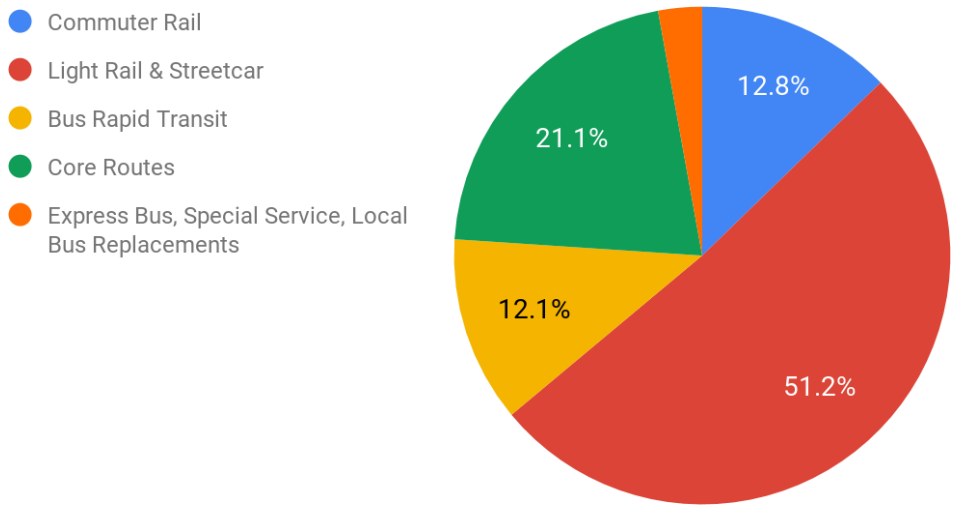


Chart X. Projected WFRC Total Transit Capital Costs by Mode, Financially Constrained Projects, 2019-2050



Active Transportation

Linear active transportation projects were based on cost per mile while point projects were based on a lump sum per project for at-grade projects, square footage for overhead projects, and linear footage for underground projects . Costs per unit were determined in consultation with local transportation planning firms (Alta Planning & Design, Fehr & Peers) along with Utah Transit Authority first/last mile funding cost estimates developed for the received Transportation Investment Generating Economic Recovery (TIGER) grant. Using a yearly inflation rate of 4% with 2019 as the base year, projects identified in Phase 1 were estimated on a 2025 year cost, projects in Phase 2 on a 2035 year cost, and Phase 3 on a 2045 year cost. Thus, the Phase 1 year of 2025 would be counted as six years of inflation, that is, 2020 is year one, 2021 is year two, 2022 is year three, 2023 is year four, 2024 is year five, and 2025 is year six. The Phase 2 year of 2035 is 16 years of inflation with Phase 3 at 26 years of inflation.

Point projects were estimated based on UDOT provided costs for overhead and underground crossings. Overhead crossings cost $250 per square foot based on a 14-foot wide bridge. Underground crossings cost $6,000 a lineal foot based on a 10’x16’ concrete culvert.

Table X. Active Transportation Unit Costs

Type	Unit	2019 Cost
Bike boulevard	Mile	$18,000
Bike lane	Mile	$100,000
Buffered bike lane	Mile	$150,000
Protected bike lane	Mile	$1,000,000
Shared lane	Mile	$18,000
Shared use path	Mile	$1,000,000
Shoulder bikeway	Mile	$50,000
Sidepath	Mile	$528,000
Trail	Mile	$205,300
Neighborhood byway	Mile	$50,000
Phased implementation	Mile	$100,000
At-grade crossing	Each	$100,000
Overhead crossing	Square foot	$250
Underground crossing	Lineal foot	$6,000

Phase Projects

Overview of Phasing Process

WFRC developed a two-tiered phasing process in which WFRC, in consultation with UDOT, UTA, and local communities, first identified the phase a project is needed, and then assessed financial constraints for the three phases.

A project is considered to be in a certain "phase" when its construction start date is placed into a funded time horizon or an unfunded list of projects. The three phases of the 2019-2050 RTP are

- Phase 1: 2019 to 2030
- Phase 2: 2031 to 2040
- Phase 3: 2041 to 2050

Funding is not projected to be available for all projects and a few projects will end up being placed in the unfunded portion of the plan – although they are still considered needed by 2050.

Needs-Based Approach

The needs-based phasing of the 2019-2050 RTP roadway, transit, and active transportation projects was guided by the WC2050 regional goals. These goals informed the criteria, weighting, and methodology used to phase projects, and differ slightly by transportation mode.

WFRC uses a variety of tools to forecast the timing and impact of anticipated growth, such as the regional Travel Demand Model (TDM) and the Real Estate Market Model (REMM). Socioeconomic and travel-related forecasts from these models are used to assign points to each transportation project in the near- and long-term time horizon. Projects are phased using technical data and input from WFRC's partners, including UDOT, UTA, and local communities.

The specific goal-centered criteria used by WFRC for phasing differ by mode. Each criterion listed a specific measure, methodology, and data requirement. The RTP's project selection and phasing criteria within the community, community-to-region, and region-to-region by mode are as follows:

Roadway

- Safe, user-friendly streets
- Manageable and reliable traffic conditions
- Access to economic and educational opportunities
- Fiscally efficient communities and infrastructure
- Livable and healthy communities
- Quality transportation choices
- Housing choices and affordable living

See website for additional information regarding roadway phasing.

Transit

- Safe, user-friendly streets
- Access to economic and educational opportunities
- Fiscally efficient communities and infrastructure
- Livable and healthy communities
- Quality transportation choices
- Housing choices and affordable living
- Clean air

See website for additional information regarding transit phasing.

Active Transportation

As the first ever effort to divide all of the needed AT projects into three phases, the initial phasing of projects split the projects evenly into Phase 1, Phase 2, and Phase 3 using a spreadsheet formula based upon the scores each project received from the evaluation criteria. Evaluation criteria was based on the Wasatch Choice 2050 goals of:

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

» Housing choices and affordable living

This initial cut placed an even number of projects in each phase. Phasing was further refined through coordination with UDOT, local technical advisory committees, and the local area workshops held for community elected officials and staff.

Active Transportation is not required to be financially constrained and therefore, phasing was not further refined following the above exercises.

See website for additional information regarding active transportation phasing.

Project Phasing Based on Financial Constraints

After roadway and transit projects are prioritized and ranked based on need, they are then assigned phases based upon the amount of funding that is forecasted to be available within each phase time frame. Active transportation facilities were ranked and phased based on need, but were not financially constrained as a dedicated funding source for these projects has yet to be identified. The roadway and transit financial plan, including revenue and costs assumptions within 2019 to 2050, can be reviewed in the chapter titled Assess Financial Considerations.

Data and Scores

Further details on project scores can be viewed in appendix xx.

Roadway Projects and Phasing

The 2019-2050 RTP roadway projects list identified segments of corridors which will require new construction, widening or upgrades, or operational improvements. Each project description includes the project number, project name, project length, type of improvement, number of lanes, proposed 2050 right-of-way width, functional classification, length of improvement, facility owner, when the project is needed, financially constrained phase, current cost, and phased cost.The 2019-2050 RTP roadway projects list can also be accessed via the interactive map by clicking on the project, and viewing the information in the pop up box.

Table X. 2019-2050 RTP Roadway Project List

ID	Project	Description	Phase[1]	Cost
Box Elder County Projects				
R-B-1	**Wilson Lane (1500 North)** Promontory Road to 950 West	New construction: 0 to 3 lanes, 1.0 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: $11,200,000 Funded: $31,100,000
R-B-2	**400 South** 1200 West to 900 West	Operational: 2 to 2 lanes, 0.7 miles Local collector, 2050 ROW: 75 ft.	Needed: 3 Funded: 3	2019: $6,200,000 Phased: $17,200,000
R-B-3	1500 South Commerce Way to US-89	New Construction: 0 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: $5,100,000 Phased: $14,200,000
R-B-4	**I-15** 3000 North to US-91	Widening: 2 NB/2 SB to 3 NB/3 SB lanes, 5.4 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 2 Funded: 2	2019: $60,600,000 Phased: $113,500,000
R-B-5	**I-15 Frontage Road** Perry Street to 750 North (SR-315)	New Construction: 0 to 3 lanes, 3 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: $52,700,000 Phased: $146,100,000
R-B-6	**1200 West** Forest Street to US-91	New Construction: 0 to 3 lanes, 1.8 miles Local minor arterial, 2050 ROW: 106 ft.	Needed: 1 Funded: 1	2019: $43,900,000 Phased: $55,600,000
R-B-7	**1200 West** Promontory Road to Forest Street	Operational: 2 to 3 lanes, 1.7 miles Local collector, 2050 ROW: 106 ft.	Needed: 3 Funded: 3	2019: $5,100,000 Phased: $14,100,000

R-B-8	**Perry Street** 3600 South to 750 North (SR-315)	New Construction: 0 to 3 lanes, 1.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $15,400,000 Phased: $19,400,000
R-B-9	**Perry Street** US-91 to 3600 South	Operational/New Construction: 2 to 3 lanes, 4.8 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $33,600,000 Phased: $62,900,000
R-B-10	**US-89** US-91 to 8700 South	Operational: 5 to 5 lanes, 5.1 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 3	2019: $15,300,000 Phased: $42,400,000
R-B-11	**Skyline/US-89 Connector** 480 West to Skyline Drive	Corridor Preservation, 2.2 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $7,100,000 Phased: $9,000,000
R-B-12	**Highland Boulevard** Main Street to Karleen Drive	Operational: 2 to 2 lanes, 1.9 miles Local collector, 2050 ROW: 80 ft.	Needed: 3 Funded: 3	2019: $5,700,000 Phased: $15,800,000
R-B-13	**Highland Boulevard** Karleen Drive to US-89 / US-91	New Construction: 0 to 3 lanes, 0.8 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: $8,200,000 Phased: $22,700,000
R-B-14	**I-15 Interchange** @ Promontory Road (SR-13)	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: $18,000,000 Phased: $22,800,000
R-B-15	**Forest Street Overpass** @ 900 West Railroad Crossing	Grade-Separated Crossing Local minor arterial	Needed: 3 Funded: 3	2019: $22,000,000 Phased: $61,000,000
R-B-16	**US-89/US-91 Interchange** @ 200 South (SR-90)	Interchange Improvements UDOT freeway	Needed: 2 Funded: 3	2019: $40,000,000 Phased: $110,900,000
R-B-17	**I-15 Interchange** @ SR-126	Interchange Improvements UDOT freeway	Needed: 3 Funded: 3	2019: $18,000,000 Phased: $49,900,000
Weber County Projects				
R-W-1	**Skyline Drive** US-89 to 500 West	New Construction: 0 to 3 lanes, 2.1 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $23,500,000 Phased: $29,800,000
R-W-2	**3300 North** SR-126 to US-89	New Construction: 0 to 5 lanes, 0.6 miles Local collector, 2050 ROW: 70 ft.	Needed: 3 Funded: 3	2019: $40,300,000 Phased: $111,600,000
R-W-3	**2800 North/North Plain City Road** 4200 West to SR-126	Operational: 2 / 3 to 2 / 3 lanes, 0.8 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $7,400,000 Phased: $9,400,000
R-W-4	**2700 North** West Weber Corridor to 4650 West	Corridor Preservation, 2 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $6,500,000 Phased: $8,200,000
R-W-5	**2700 North** 4650 West to I-15	Operational: 2 / 3 to 2 / 3 lanes, 3.3 miles UDOT minor arterial, 2050 ROW: 80 ft.	Needed: 2 Funded: 3	2019: $9,900,000 Phased: $27,400,000
R-W-6	**2600 North** Washington Blvd to Fruitland Drive	Widening: 2 to 4 lanes, 0.7 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 2	2019: $13,000,000 Phased: $24,300,000
R-W-7	**2550 North** US-89 to Washington Blvd/ 400 East	Operational: 2 to 3 lanes, 1.8 miles Local collector, 2050 ROW: 86 ft.	Needed: 2 Funded: 3	2019: $5,400,000 Phased: $15,000,000
R-W-8	**Harrisville Road** 1200 West to US-89	Operational: 2 to 3 lanes, 1.4 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $4,200,000 Phased: $7,900,000
R-W-9	**Pioneer Road (400 North)** 4700 West to I-15	Operational: 2 to 3 lanes, 3.9 miles Local collector, 2050 ROW: 88 ft.	Needed: 3 Funded: 3	2019: $11,700,000 Phased: $32,400,000
R-W-10	**North Street** 530 West to Monroe Boulevard	Operational: 2 / 3 to 3 lanes, 1.7 miles Local collector, 2050 ROW: 70 ft.	Needed: 2 Funded: 2	2019: $5,100,000 Phased: $9,600,000
R-W-11	**North Street** 1200 West to 530 West	Operational: 3 to 3 lanes, 1 miles Local collector, 2050 ROW: 68 ft.	Needed: 2 Funded: 3	2019: $6,300,000 Phased: $17,600,000
R-W-12	**2nd Street** Wall Avenue to Monroe Boulevard	Operational: 2 to 2 lanes, 0.7 miles Local collector, 2050 ROW: 64 ft.	Needed: 1 Funded: 1	2019: $4,000,000 Phased: $5,100,000
R-W-13	**1200 South (SR-39)** 4700 West to SR-126	Widening: 2 / 5 to 5 lanes, 4 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: $56,700,000 Phased: $106,100,000
R-W-14	**1200 South (SR-39)** SR-126 to Wall Avenue	Widening: 5 to 7 lanes, 2 miles UDOT principal arterial, 2050 ROW: 120 ft.	Needed: 2 Funded: 2	2019: $16,000,000 Phased: $29,900,000
R-W-15	**1200 South** 11000 West to West Weber Corridor	Operational: 2 to 3 lanes, 4.9 miles Local principal arterial, 2050 ROW: 110 ft.	Needed: 3 Funded: 3	2019: $14,700,000 Phased: $40,800,000
R-W-16	**1200 South** West Weber Corridor to 4700 West	Re-stripe: 2 to 5 lanes, 2.3 miles Local principal arterial, 2050 ROW: 110 ft.	Needed: 3 Funded: 3	2019: $27,900,000 Phased: $77,300,000

R-W-17	**17th Street** 1200 West to Wall Avenue	Operational: 2 to 3 lanes, 1.6 miles Local collector, 2050 ROW: 70 ft.	Needed: 1 Funded: 1	2019: $4,800,000 Phased: $6,100,000
R-W-18	**17th Street** Wall Avenue to Washington Boulevard	Operational: 2 to 3 lanes, 0.4 miles Local collector, 2050 ROW: 70 ft.	Needed: 1 Funded: 1	2019: $3,000,000 Phased: $3,800,000
R-W-19	**Valley Drive** 20th Street to SR-39	Operational: 2 to 2 lanes, 1.3 miles Local collector, 2050 ROW: 30 ft.	Needed: 1 Funded: 1	2019: $5,000,000 Phased: $6,300,000
R-W-20	**2100 South** 1800 South to 1900 West	New Construction: 0 to 3 lanes, 1.1 miles UDOT collector, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: $12,300,000 Phased: $34,200,000
R-W-21	**20th Street** Wall Avenue to Harrison Boulevard	Operational: 2 / 3 / 4 to 3 / 4 lanes, 1.6 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $4,800,000 Phased: $6,100,000
R-W-22	**21st Street** Wall Avenue to Harrison Boulevard	Operational: 2 / 3 to 3 lanes, 1.6 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: $4,800,000 Phased: $13,300,000
R-W-23	**24th Street** I-15 to Lincoln Avenue	Widening: 2 / 3 to 5 lanes, 1.6 miles UDOT minor arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 2	2019: $47,900,000 Phased: $89,700,000
R-W-24	**2550 South Extension** West Weber Corridor to 5100 West	Corridor Preservation, 0.7 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $2,300,000 Phased: $2,900,000
R-W-25	**2550 South** 5100 West to I-15	Operational: 2 to 3 lanes, 5.1 miles Local collector, 2050 ROW: 89 ft.	Needed: 1 Funded: 1	2019: $15,300,000 Phased: $19,400,000
R-W-26	**26th Street** Wall Avenue to Washington Boulevard	Operational: 3 to 3 lanes, 0.4 miles Local collector, 2050 ROW: 93 ft.	Needed: 1 Funded: 1	2019: $4,000,000 Phased: $5,100,000
R-W-27	**30th Street** Washington Blvd to Harrison Blvd	Re-stripe: 3 to 4 lanes, 1.2 miles UDOT minor arterial, 2050 ROW: 88 ft.	Needed: 2 Funded: 2	2019: $0 Phased: $0
R-W-28	**I-15 EB Exit Ramps Realignment** 31st Street to 32nd Street	New Construction: 0 to 2 lanes, 0.4 miles UDOT minor arterial, 2050 ROW: 60 ft.	Needed: 3 Funded: 3	2019: $29,200,000 Phased: $80,900,000
R-W-29	**3300 South** 4700 West to Midland Drive	Operational: 2 to 2 lanes, 3.3 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 3	2019: $9,900,000 Phased: $27,400,000
R-W-30	**36th Street** Washington Blvd to Harrison Blvd	Operational: 2 to 2 lanes, 1.2 miles Local collector, 2050 ROW: 60 ft.	Needed: 2 Funded: 2	2019: $3,600,000 Phased: $6,700,000
R-W-31	**Hinckley Drive/3600 South** 3500 West to Midland Drive	New Construction/Widening: 0 / 2 to 5 lanes, 1.4 miles Local principal arterial, 2050 ROW: 106 ft.	Needed: 3 Funded: 3	2019: $29,100,000 Phased: $80,600,000
R-W-32	**4000 South (SR-37)** West Weber Corridor to 4700 West	Widening: 2 to 5 lanes, 0.5 miles UDOT minor arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: $16,100,000 Phased: $20,400,000
R-W-33	**4000 South (SR-37)** Midland Drive to 1900 West (SR-126)	Operational: - to - lanes, 1.2 miles UDOT minor arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: $3,600,000 Phased: $6,700,000
R-W-34	**40th Street/Chimes View Drive** Riverdale Road to US-89	Operational: 2 to 2 lanes, 0.8 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $2,400,000 Phased: $4,500,000
R-W-35	**4400 South** 1900 West (SR-126) to 700 West	Operational: 2 / 3 to 3 lanes, 1.7 miles Local collector, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: $5,100,000 Phased: $9,600,000
R-W-36	**4800 South** 3500 West to 1700 West	Operational: 2 / 3 to 2 / 3 lanes, 2.3 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 3	2019: $6,900,000 Phased: $19,100,000
R-W-37	**5600 South / 5500 South** West Weber Corridor to 3500 West	Widening: 2 / 3 to 5 lanes, 2 miles UDOT principal arterial, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: $32,000,000 Phased: $88,600,000
R-W-38	**5600 South** 3500 West to 1900 West (SR-126)	Widening: 2 / 3 to 5 lanes, 2 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: $78,300,000 Phased: $99,100,000
R-W-39	**5600 South** 1900 West (SR-126) to I-15	Widening: 4 to 6 lanes, 0.2 miles UDOT principal arterial, 2050 ROW: 106 ft.	Needed: 1 Funded: 1	2019: $8,000,000 Phased: $10,100,000
R-W-40	**5500 West** 3500 South to 5500 South	Operational: 2 to 3 lanes, 2.6 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $3,900,000 Phased: $4,900,000
R-W-41	**West Weber Corridor** I-15 (North) to 1200 South (SR-39)	Corridor Preservation, 9.99 miles UDOT principal arterial, 2050 ROW: 220 ft.	Needed: 1 Funded: 1	2019: $0 Phased: $0
R-W-42	**West Weber Corridor** 1200 South to Davis County Line	Corridor Preservation 7.482078 miles UDOT principal arterial, 2050 ROW: 220 ft.	Needed: 1 Funded: 1	2019: $0 Phased: $0

R-W-43	**West Weber Corridor** I-15 (North) to 1200 South (SR-39)	New Construction: 0 to 2 lanes, 9.99 miles UDOT principal arterial, 2050 ROW: 220 ft.	Needed: 3 Funded: U	2019: $177,600,000 Phased: $492,400,000
R-W-44	**West Weber Corridor** 1200 South to Davis County Line	New Construction: 0 to 2 lanes, 7.377068 miles UDOT principal arterial, 2050 ROW: 220 ft.	Needed: 2 Funded: U	2019: $131,200,000 Phased: $363,600,000
R-W-45	**West Weber Corridor** 1200 South to Davis County Line	Widening: 2 to 4 lanes, 7.377068 miles UDOT principal arterial, 2050 ROW: 220 ft.	Needed: 3 Funded: U	2019: $51,600,000 Phased: $143,200,000
R-W-46	**4700 West** 2700 North to 2200 North	Corridor Preservation, 0.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $1,600,000 Phased: $2,000,000
R-W-47	**4700 West** 2200 North to 1150 South	Operational: 2 to 2 lanes, 3.6 miles UDOT minor arterial, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: $12,600,000 Phased: $34,800,000
R-W-48	**4700 West** 1150 South to 4000 South	Operational: 2 / 3 to 2 / 3 lanes, 3.8 miles UDOT minor arterial, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: $13,300,000 Phased: $36,800,000
R-W-49	**4700 West** 4800 South to 5500 South	Operational: 2 to 3 lanes, 0.8 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: $2,400,000 Phased: $6,700,000
R-W-50	**3600 West** 2600 North to 1975 North	Operational: 2 to 2 lanes, 0.8 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $2,400,000 Phased: $3,000,000
R-W-51	**3600 West** 1975 North to 250 North	New Construction: 0 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: $29,100,000 Phased: $80,700,000
R-W-52	**3500 West / Midland Drive (SR-108)** 4275 South to Davis County Line	Widening: 3 to 5 lanes, 2.5 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: $65,500,000 Phased: $82,900,000
R-W-53	**Midland Drive (SR-108)** 1900 West (SR-126) to Hinckley Drive	Widening: 3 to 5 lanes, 0.9 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 2	2019: $23,600,000 Phased: $44,200,000
R-W-54	**2575 West** 3000 North to 2825 North	New Construction: 0 to 3 lanes, 0.2 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: $2,000,000 Phased: $5,700,000
R-W-55	**2000 West (SR-126) (realignment)** 2900 North to 2225 North	New Construction: 0 to 3 lanes, 1.4 miles UDOT principal arterial, 2050 ROW: 68 ft.	Needed: 1 Funded: 1	2019: $14,500,000 Phased: $18,300,000
R-W-56	**1900 West / 2000 West (SR-126)** 2225 North to 1200 South	Operational: 2 / 3 / 5 to 5 lanes, 4.1 miles UDOT principal arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 3	2019: $12,300,000 Phased: $34,100,000
R-W-57	**Main Street / State Street (SR-126)** Riverdale Road to Davis County Line	Operational: 5 / 6 to 5 / 6 lanes, 1.1 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 2 Funded: 3	2019: $3,300,000 Phased: $9,100,000
R-W-58	**Midland Drive (SR-108)** 1900 West (SR-126) to I-15	New Construction: 0 to 5 lanes, 1.4 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $26,900,000 Phased: $34,000,000
R-W-59	**I-15 Managed Motorways** Box Elder Co. Line to Davis Co. Line	Operational: 3 NB/SB to 3 NB/SB lanes, 13.6 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 2	2019: $80,000,000 Phased: $149,800,000
R-W-60	**I-15** I-84 to Weber County Line	Widening: 6+2 HOT to 8+2 HOT lanes, 2.8 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: U	2019: $269,500,000 Phased: $747,300,000
R-W-61	**Rulon White Boulevard** Skyline Drive to 2700 North (SR-134)	New Construction: 0 to 3 lanes, 2.2 miles Local collector, 2050 ROW: 60 ft.	Needed: 3 Funded: 3	2019: $21,900,000 Phased: $60,600,000
R-W-62	**1200 West** 17th Street to 21st Street	New Construction: 0 to 3 lanes, 0.6 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $18,700,000 Phased: $23,700,000
R-W-63	**1200 West** 2700 North to 17th Street	Operational: 2 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: $1,500,000 Phased: $4,200,000
R-W-64	**900 West/River Park Drive Extension** Weber River Drive to 900 West	New Construction: 0 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: $4,400,000 Phased: $12,100,000
R-W-65	**Skyline Drive** 500 West to 2600 North	New Construction: 0 to 3 lanes, 4 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $44,900,000 Phased: $56,800,000
R-W-66	**Washington Boulevard** 12th Street to Riverdale Road	Operational: 5 / 6 / 7 to 5 / 6 / 7 lanes, 3 miles UDOT principal arterial, 2050 ROW: 150 ft.	Needed: 2 Funded: 3	2019: $9,000,000 Phased: $25,000,000

R-W-67	**450 East / 400 East** Skyline Drive to 3700 North	New Construction: 0 to 3 lanes, 0.4 miles Local collector, 2050 ROW: 70 ft.	Needed: 3 Funded: 3	2019: $4,200,000 Phased: $11,600,000
R-W-68	**Monroe Boulevard** 3100 North to 1300 North	New Construction: 0 to 5 lanes, 2.5 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: $28,000,000 Phased: $77,700,000
R-W-69	**Glasmann Way Extension** 42nd Street to 4525 South	New Construction: 2 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: $4,400,000 Phased: $12,100,000
R-W-70	**Harrison Boulevard / Mountain Road** 2600 North to 12th Street	Operational: 2 / 3 / 4 to 3 / 4 lanes, 4.7 miles Local collector, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: $14,100,000 Phased: $39,100,000
R-W-71	**Harrison Boulevard** 12th Street to Country Hills Drive	Operational: 4 / 5 / 6 to 4 / 5 / 6 lanes, 3.9 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 3	2019: $11,700,000 Phased: $32,400,000
R-W-72	**Harrison Boulevard** Country Hills Drive to US-89	Widening: 5 to 7 lanes, 2.3 miles UDOT principal arterial, 2050 ROW: 123 ft.	Needed: 2 Funded: 3	2019: $37,200,000 Phased: $103,100,000
R-W-73	**US-89** Harrison Boulevard to I-84	Widening: 5 to 7 lanes, 1.7 miles UDOT freeway, 2050 ROW: 150 ft.	Needed: 1 Funded: 2	2019: $62,000,000 Phased: $116,100,000
R-W-74	**2700 North Overpass** @ 1200 West Railroad Crossing	Grade-Separated Crossing UDOT principal arterial	Needed: 1 Funded: 2	2019: $22,000,000 Phased: $41,200,000
R-W-75	**I-15 Interchange** @ Pioneer Road	Interchange Improvements UDOT freeway	Needed: 3 Funded: 3	2019: $18,000,000 Phased: $49,900,000
R-W-76	**I-15 Interchange** @ 24th Street	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: $96,000,000 Phased: $121,500,000
R-W-77	**I-15 Interchange** @ 5600 South	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: $18,000,000 Phased: $22,800,000
R-W-78	**400 North Overpass** @ 530 West Railroad Crossing	Grade-Separated Crossing Local collector	Needed: 2 Funded: 2	2019: $22,000,000 Phased: $41,200,000
R-W-79	**1200 South Overpass** @ 500 West Railroad Crossing	Grade-Separated Crossing UDOT principal arterial	Needed: 2 Funded: 2	2019: $22,000,000 Phased: $41,200,000
R-W-80	**4000 South Overpass** @ 2500 West Railroad Crossing	Grade-Separated Crossing Local minor arterial	Needed: 3 Funded: 3	2019: $22,000,000 Phased: $61,000,000
R-W-81	**4800 South Overpass** @ 2700 West Railroad Crossing	Grade-Separated Crossing Local collector	Needed: 3 Funded: 3	2019: $22,000,000 Phased: $61,000,000
R-W-82	**US-89 Interchange** @ I-84	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: $126,000,000 Phased: $159,400,000

Davis County Projects

R-D-1	**South Weber Drive** SR-168 to 2100 East	Operational: 2 / 3 to 2 / 3 lanes, 5.5 miles Local collector, 2050 ROW: 60 ft.	Needed: 3 Funded: 3	2019: $16,500,000 Phased: $45,700,000
R-D-2	**1800 North** 2000 West to SR-126	Widening: 2 / 3 to 5 lanes, 2 miles UDOT principal arterial, 2050 ROW: 120 ft.	Needed: 1 Funded: 1	2019: $35,300,000 Phased: $44,700,000
R-D-3	**1800 North** West Davis Corridor to 2000 West	Widening: 2 to 4 lanes, 2 miles UDOT principal arterial, 2050 ROW: 120 ft.	Needed: 2 Funded: 3	2019: $29,900,000 Phased: $83,000,000
R-D-4	**300 North** 4500 West to 2000 West	Operational: 2 to 2 lanes, 2.5 miles Local minor arterial, 2050 ROW: 53 ft.	Needed: 3 Funded: 3	2019: $7,500,000 Phased: $20,800,000
R-D-5	**SR-193 Extension** West Davis Corridor to 3000 West	New Construction: 0 to 5 lanes, 0.7 miles UDOT minor arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: $8,700,000 Phased: $11,000,000
R-D-6	**SR-193 Extension** 4500 West to West Davis Corridor	New Construction: 0 to 3 lanes, 1 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 2	2019: $12,400,000 Phased: $23,200,000
R-D-7	**SR-193** 1000 West to I-15	Widening: 5 to 7 lanes, 2.4 miles UDOT principal arterial, 2050 ROW: 150 ft.	Needed: 2 Funded: 3	2019: $40,700,000 Phased: $112,900,000

R-D-8	**SR-193** I-15 to Fort Lane	Widening: 5 to 7 lanes, 2.2 miles UDOT principal arterial, 2050 ROW: 150 ft.	Needed: 2 Funded: 3	2019: $37,300,000 Phased: $103,400,000
R-D-9	**SR-193** Fort Lane to US-89	Operational: 5 to 5 lanes, 2.8 miles UDOT principal arterial, 2050 ROW: 150 ft.	Needed: 2 Funded: 3	2019: $8,400,000 Phased: $23,300,000
R-D-10	**Antelope Drive (SR-127)** West Davis Corridor to 2000 West	Widening: 2 / 3 to 5 lanes, 0.8 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: $13,700,000 Phased: $17,400,000
R-D-11	**Antelope Drive (SR-127)** 2000 West to I-15	Operational: 5 / 7 to 5 / 7 lanes, 3.8 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 2	2019: $11,400,000 Phased: $21,400,000
R-D-12	**Antelope Drive (SR-127)** 4500 West to West Davis Corridor	Operational: 2 to 2 lanes, 1.7 miles UDOT principal arterial, 2050 ROW: 60 ft.	Needed: 2 Funded: 3	2019: $5,100,000 Phased: $14,100,000
R-D-13	**Gordon Avenue (1000 North)** 1600 East to US-89	New Construction: 0 to 3 lanes, 1.3 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $9,000,000 Phased: $11,400,000
R-D-14	**Gordon Avenue (1000 North)** Fairfield Road to Emerald Drive	Operational: 3 to 3 lanes, 0.75 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $2,300,000 Phased: $4,200,000
R-D-15	**West Hill Field Road** 3650 West to 2200 West	Operational: 2 / 3 to 3 lanes, 1.5 miles Local minor arterial, 2050 ROW: 60 ft.	Needed: 3 Funded: 3	2019: $4,500,000 Phased: $12,500,000
R-D-16	**Gentile Street** 2000 West to Bluff Road	Operational: 2 to 3 lanes, 1.2 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $3,600,000 Phased: $4,600,000
R-D-17	**Gentile Street** Main Street to Fairfield Road	Widening: 3 to 5 lanes, 1.1 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 2 Funded: 2	2019: $17,600,000 Phased: $32,900,000
R-D-18	**Bluff Road Extension** Bluff Road to Layton Parkway	New Construction: 0 to 3 lanes, 1.4 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: $15,700,000 Phased: $43,500,000
R-D-19	**Layton Parkway** 2700 West to 1700 West	New Construction: 0 to 3 lanes, 1 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $11,200,000 Phased: $14,200,000
R-D-20	**200 North (Kaysville)** West Davis Corridor to I-15	Operational: 2 / 3 / 4 to 2 / 5 lanes, 2.3 miles Local minor arterial, 2050 ROW: 60 ft.	Needed: 3 Funded: 3	2019: $6,900,000 Phased: $19,100,000
R-D-21	**Shepard Lane** West Davis Corridor to I-15	New Construction: 0 to 5 lanes, 1.2 miles Local minor arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: $14,300,000 Phased: $18,100,000
R-D-22	**Park Lane** Station Parkway to Lagoon Drive	Operational: 5 to 5 lanes, 0.8 miles Local principal arterial, 2050 ROW: 120 ft.	Needed: 1 Funded: 1	2019: $15,000,000 Phased: $19,000,000
R-D-23	**500 South** I-15 to Main Street	Operational: 5 to 5 lanes, 1 miles Local principal arterial, 2050 ROW: 67 ft.	Needed: 2 Funded: 2	2019: $3,000,000 Phased: $5,600,000
R-D-24	**Center Street** Legacy Parkway to US-89	Operational: 2 to 2 lanes, 1.6 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $4,800,000 Phased: $6,100,000
R-D-25	**5000 West** Weber County Line to 1800 North	Operational: 2 to 2 lanes, 0.6 miles Local minor arterial, 2050 ROW: 53 ft.	Needed: 3 Funded: 3	2019: $1,800,000 Phased: $5,000,000
R-D-26	**4500 West** Weber Co. Line to Antelope Drive	Operational: 2 to 2 lanes, 4.4 miles Local minor arterial, 2050 ROW: 55 ft.	Needed: 3 Funded: 3	2019: $13,200,000 Phased: $36,600,000
R-D-27	**West Davis Corridor** Weber County Line to 1800 North	Corridor Preservation, 0.9 miles UDOT freeway, 2050 ROW: 320 ft.	Needed: 1 Funded: 1	2019: $0 Phased: $0
R-D-28	**West Davis Corridor** Weber County Line to 1800 North	New Construction: 0 to 2 lanes, 0.9 miles UDOT principal arterial, 2050 ROW: 320 ft.	Needed: 2 Funded: 2	2019: $45,600,000 Phased: $85,400,000
R-D-29	**West Davis Corridor** Weber County Line to 3000 West	Widening: 2 to 4 lanes, 3.8 miles UDOT principal arterial, 2050 ROW: 320 ft.	Needed: 2 Funded: 3	2019: $26,600,000 Phased: $73,700,000
R-D-30	**West Davis Corridor** 1800 North to I-15/US-89/Legacy	New Construction: 0 to 2 / 4 lanes, 20.9 miles UDOT freeway, 2050 ROW: 320 ft.	Needed: 1 Funded: 1	2019: $650,000,000 Phased: $822,500,000
R-D-31	**2000 West (SR-108)** Weber County Line to 300 North	Widening: 3 to 5 lanes, 2.5 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: $65,500,000 Phased: $82,900,000
R-D-32	**2000 West** Antelope Drive to West Davis Corridor	Widening: 2 / 3 to 5 lanes, 1.4 miles Local minor arterial, 2050 ROW: 99 ft.	Needed: 2 Funded: 2	2019: $23,300,000 Phased: $43,600,000
R-D-33	**1000 West** 800 North to Bluff Road	Operational: 2 to 2 lanes, 4.3 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 2 Funded: 3	2019: $12,900,000 Phased: $35,800,000

R-D-34	**500 West** C Street to 1980 South	New Construction: 0 to 3 lanes, 0.1 miles Local collector, 2050 ROW: 84 ft.	Needed: 1 Funded: 1	2019: $1,100,000 Phased: $1,400,000
R-D-35	**3650 West (Layton)** 700 North to Gentile Street	New Construction: 0 to 3 lanes, 0.8 miles Local minor arterial, 2050 ROW: 99 ft.	Needed: 2 Funded: 2	2019: $9,500,000 Phased: $17,800,000
R-D-36	**Main Street / State Street (SR-126)** Weber County Line to Layton Parkway	Operational: 5 to 5 lanes, 7.9 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: $23,700,000 Phased: $30,000,000
R-D-37	**Depot Street** SR-193 to Clearfield FrontRunner Sta.	New Construction: 0 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $2,000,000 Phased: $2,500,000
R-D-38	**2700 West (Layton)** 2550 West to West Davis Corridor	New Construction: 0 to 3 lanes, 1.3 miles Local collector, 2050 ROW: 99 ft.	Needed: 1 Funded: 1	2019: $15,400,000 Phased: $19,500,000
R-D-39	**1000 East** SR-193 to Antelope Drive	Operational: 2 / 3 to 2 / 3 lanes, 1 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $3,000,000 Phased: $5,600,000
R-D-40	**I-15 Managed Motorways** Weber Co. Line to Salt Lake Co. Line	Operational: 6/8+2 HOT to 6/8+2 HOT lanes, 25.6 mi. UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 2	2019: $76,800,000 Phased: $143,800,000
R-D-41	**I-15** Weber County Line to Farmington	Widening: 6+2 HOT to 8+2 HOT lanes, 12.1 miles UDOT freeway, 2050 ROW: 200 ft.	Needed: 1 Funded: U	2019: $1,093,400,000 Phased: $3,031,400,000
R-D-42	**Legacy Parkway** I-15/US-89 to I-215	Widening: 2 NB/SB to 2+HOT NB/SB lanes, 13.4 miles UDOT freeway, 2050 ROW: 140 ft.	Needed: 1 Funded: 2	2019: $67,000,000 Phased: $125,500,000
R-D-43	**Hill Field Road (SR-232)** SR-193 to I-15	Operational: 5 to 5 lanes, 2.1 miles UDOT minor arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 3	2019: $6,300,000 Phased: $17,500,000
R-D-44	**South Bench Drive** I-84 to South Weber Drive	New Construction: 0 to 3 lanes, 1.3 miles Local minor arterial, 2050 ROW: 78 ft.	Needed: 1 Funded: 1	2019: $14,100,000 Phased: $17,800,000
R-D-45	**Main Street** Layton Pwy to 300 West (Kaysville)	Re-stripe: 3 / 5 to 5 lanes, 1.4 miles Local minor arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: $0 Phased: $0
R-D-46	**Redwood Road** 500 South to 2600 South	Widening: 2 / 3 to 5 lanes, 1.6 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 3	2019: $24,800,000 Phased: $68,700,000
R-D-47	**South Bench Drive** South Weber Drive to Fairfield Road	New Construction: 0 to 3 lanes, 2.9 miles Local minor arterial, 2050 ROW: 78 ft.	Needed: 3 Funded: 3	2019: $43,400,000 Phased: $120,300,000
R-D-48	**Fairfield Road** SR-193 to 200 North	Operational: 2 / 3 to 2 / 3 lanes, 4.6 miles Local minor arterial, 2050 ROW: 80 ft.	Needed: 2 Funded: 2	2019: $13,800,000 Phased: $25,800,000
R-D-49	**Main Street** 300 West (Kaysville) to US-89	Operational: 5 to 5 lanes, 2.8 miles Local minor arterial, 2050 ROW: 100 ft.	Needed: 3 Funded: 3	2019: $8,400,000 Phased: $23,300,000
R-D-50	**Church Street Extension** South Bench Drive to SR-193	New Construction: 0 to 3 lanes, 1.4 miles Local collector, 2050 ROW: 78 ft.	Needed: 3 Funded: 3	2019: $15,200,000 Phased: $42,000,000
R-D-51	**I-15** 2600 South to Salt Lake County Line	Widening: 6+2 HOT to 8+2 HOT lanes, 3 miles UDOT freeway, 2050 ROW: 200 ft.	Needed: 1 Funded: 1	2019: $18,500,000 Phased: $23,400,000
R-D-52	**1250 West / 650 West** Glovers Lane to 1275 North	New Construction: 0 to 3 lanes, 2.3 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $23,500,000 Phased: $29,800,000
R-D-53	**I-15** Farmington to Salt Lake County Line	Widening: 8+2 HOT to 8+4 HOT lanes, 12.2 miles UDOT freeway, 2050 ROW: 383 ft.	Needed: 1 Funded: 3	2019: $1,338,800,000 Phased: $3,711,800,000
R-D-54	**Farmington Frontage Rd. Connection** Lagoon Drive to 200 West (SR-227)	New Construction: 0 to 3 lanes, 0.1 miles Local collector, 2050 ROW: 70 ft.	Needed: 3 Funded: 3	2019: $1,000,000 Phased: $2,900,000
R-D-55	**US-89** I-84 to Antelope Drive	Widening: 5 / 6 to 7 lanes, 5.5 miles UDOT freeway, 2050 ROW: 150 ft.	Needed: 1 Funded: 1	2019: $0 Phased: $0
R-D-56	**US-89** Antelope Drive to I-15 (Farmington)	Widening: 4 / 5 to 6 lanes, 8.9 miles UDOT freeway, 2050 ROW: 150 ft.	Needed: 1 Funded: 1	2019: $275,000,000 Phased: $348,000,000
R-D-57	**500 West (US-89)** I-15 to 2600 South	Operational: 5 to 5 lanes, 2.6 miles UDOT principal arterial, 2050 ROW: 80 ft.	Needed: 1 Funded: 2	2019: $7,800,000 Phased: $14,600,000
R-D-58	**Davis Boulevard Extension** Davis Boulevard to 400 North	New Construction: 0 to 3 lanes, 0.1 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: $1,000,000 Phased: $2,800,000
R-D-59	**1800 North Overpass** @ 500 West Railroad Crossing	Grade-Separated Crossing UDOT principal arterial	Needed: 1 Funded: 1	2019: $22,000,000 Phased: $27,800,000
R-D-60	**I-15 Interchange** @ 1800 North	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $90,000,000 Phased: $113,900,000
R-D-61	**I-15 Interchange** @ 650 North	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: $18,000,000 Phased: $22,800,000

R-D-62	**I-15 Interchange** @ SR-193	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: $60,000,000 Phased: $75,900,000
R-D-63	**I-15 Interchange** @ Antelope Drive	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: $18,000,000 Phased: $22,800,000
R-D-64	**I-15 Interchange** @ 200 North	Interchange Improvements UDOT freeway	Needed: 1 Funded: 2	2019: $18,000,000 Phased: $33,700,000
R-D-65	**I-15 Interchange** @ Shepard Lane	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $47,000,000 Phased: $59,500,000
R-D-66	**Hill Field Road Overpass** @ FrontRunner Railroad Crossing	Grade-Separated Crossing Local principal arterial	Needed: 2 Funded: 2	2019: $22,000,000 Phased: $41,200,000
R-D-67	**US-89 Interchange** @ Antelope Drive	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $0 Phased: $0
R-D-68	**US-89 Interchange** @ Gordon Avenue	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $0 Phased: $0
R-D-69	**US-89 Interchange** @ Oak Hills Drive (SR-109)	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $0 Phased: $0
R-D-70	**Crestwood Road Overpass** @ US-89	Grade-Separated Crossing Local collector	Needed: 1 Funded: 1	2019: $22,000,000 Phased: $27,800,000
R-D-71	**US-89 Interchange** @ 400 North (Fruit Heights)	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $60,000,000 Phased: $75,900,000
R-D-72	**US-89 Interchange** @ Nicholl's Road	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $40,000,000 Phased: $50,600,000
R-D-73	**I-15 Interchange** @ Parrish Lane	Interchange Improvements UDOT freeway	Needed: 2 Funded: 2	2019: $18,000,000 Phased: $33,700,000
R-D-74	**Porter Lane Overpass** @ I-15	Grade-Separated Crossing Local collector	Needed: 1 Funded: 2	2019: $22,000,000 Phased: $41,200,000
R-D-75	**500 South Overpass** @ 800 West Railroad Crossing	Grade-Separated Crossing Local minor arterial	Needed: 1 Funded: 1	2019: $22,000,000 Phased: $27,800,000
R-D-76	**1500 South Overpass** @ 900 West Railroad Crossing	Grade-Separated Crossing Local collector	Needed: 2 Funded: 2	2019: $22,000,000 Phased: $41,200,000
R-D-77	**2600 South / 1100 North Overpass** @ 1050 West Railroad Crossing	Grade-Separated Crossing Local minor arterial	Needed: 1 Funded: 1	2019: $22,000,000 Phased: $27,800,000
R-D-78	**Center Street Overpass** @ 300 West Railroad Crossing	Grade-Separated Crossing Local collector	Needed: 1 Funded: 1	2019: $22,000,000 Phased: $27,800,000
R-D-79	**I-215 Interchange** @ I-15 / US-89	Interchange Improvements UDOT freeway	Needed: 3 Funded: U	2019: $126,000,000 Phased: $349,300,000
R-D-80	**I-215 Interchange** @ Legacy Parkway	Interchange Improvements UDOT freeway	Needed: 3 Funded: U	2019: $126,000,000 Phased: $349,300,000

Salt Lake County Projects

R-S-1	**1700 North** 8000 West to 7600 West	New Construction: 0 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $5,100,000 Phased: $9,600,000
R-S-2	**1400 North** 8000 West to 7200 West	New Construction: 0 to 3 lanes, 0.9 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $2,500,000 Phased: $3,100,000
R-S-3	**1200 North** 8400 West to 6600 West	New Construction: 0 to 3 lanes, 2.2 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $22,500,000 Phased: $42,200,000
R-S-4	**700 North** 8400 West to 5600 West	New Construction: 0 to 3 lanes, 3.5 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $9,500,000 Phased: $12,100,000
R-S-5	**400 North** 8000 West to 6600 West	New Construction: 0 to 3 lanes, 1.7 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $17,400,000 Phased: $32,600,000
R-S-6	**I-80** Tooele County Line to I-15	Widening: 2/3 EB/WB to 3/4 EB/WB lanes, 15.9 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 2 Funded: 3	2019: $167,100,000 Phased: $463,300,000
R-S-7	**700 South (Realignment)** 5600 West to 5300 West	New Construction: 0 to 3 lanes, 0.4 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $4,100,000 Phased: $5,200,000
R-S-8	**700 South** 5300 West to Bangerter Highway	Operational: 2 / 3 to 2 / 3 lanes, 1.6 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $4,800,000 Phased: $9,000,000

R-S-9	**700 South** 7200 West to 6400 West	New Construction: 0 to 3 lanes, 1 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 3	2019: $10,200,000 Phased: $28,400,000
R-S-10	**California Avenue** Mountain View Corridor to 4800 West	Widening: 2 / 3 to 5 lanes, 1.3 miles Local minor arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: $9,100,000 Phased: $17,000,000
R-S-11	**1300 South** 7200 West to Mountain View Corridor	New Construction: 0 to 5 lanes, 2.7 miles Local minor arterial, 2050 ROW: 123 ft.	Needed: 2 Funded: 3	2019: $29,100,000 Phased: $80,600,000
R-S-12	**2100 South** I-15 to 1300 East	Operational: 4 / 5 / 6 to 5 / 6 lanes, 2.6 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $7,800,000 Phased: $9,900,000
R-S-13	**SR-201** Tooele Co. Line to Rio Tinto Driveway	Widening: 3 / 4 to 5 lanes, 1.1 miles UDOT freeway, 2050 ROW: 88 ft.	Needed: 2 Funded: 1	2019: $11,100,000 Phased: $14,000,000
R-S-14	**SR-201** Mountain View Corridor to I-15	Widening: 3 EB/WB to 3+HOT EB/WB lanes, 6 miles UDOT freeway, 2050 ROW: 375 ft.	Needed: 2 Funded: 2	2019: $232,000,000 Phased: $434,600,000
R-S-15	**SR-201** SR-111 Bypass to Mountain View Cor.	Widening: 2 EB, 2 WB to 3 EB, 3 WB lanes, 4.6 miles UDOT freeway, 2050 ROW: 300 ft.	Needed: 2 Funded: 2	2019: $69,000,000 Phased: $129,200,000
R-S-16	**2400 South** 7200 West to 6750 West	New Construction: 0 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $5,600,000 Phased: $7,100,000
R-S-17	**2400 South** 6400 West to 5600 West	New Construction: 0 to 3 lanes, 1.3 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $4,000,000 Phased: $5,100,000
R-S-18	**2400 South** 3200 West to 2700 West	New Construction: 0 to 5 lanes, 0.5 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $9,000,000 Phased: $11,400,000
R-S-19	**I-80** 1300 East to I-215 (East)	Widening: 3 EB, 3 WB to 4 EB, 4 WB lanes, 3.3 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 1	2019: $29,700,000 Phased: $37,600,000
R-S-20	**I-80** I-215 (East) to Lambs Canyon	Widening: 3 EB, 3 WB to 4 EB, 4 WB lanes, 8 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 2	2019: $44,900,000 Phased: $84,100,000
R-S-21	**I-80** I-15 to I-215 (East)	Operational: 3/4 NB/SB to 3/4 NB/SB lanes, 8.2 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 2 Funded: 3	2019: $24,600,000 Phased: $68,200,000
R-S-22	**2550 South** Isis Circle to 7200 West	New Construction: 0 to 3 lanes, 0.9 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $10,100,000 Phased: $12,800,000
R-S-23	**Parkway Boulevard (2700 South)** 7200 West to 5600 West	Widening: 2 to 5 lanes, 2 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $5,000,000 Phased: $6,300,000
R-S-24	**3300 South / 3500 South** I-215 (West) to Highland Drive	Operational: 5 / 6 to 5 / 6 lanes, 5.2 miles UDOT principal arterial, 2050 ROW: 126 ft.	Needed: 1 Funded: 2	2019: $15,600,000 Phased: $29,200,000
R-S-25	**3500 South** 7200 West to Mountain View Corridor	Widening: 3 to 5 lanes, 1.8 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 3 Funded: 3	2019: $30,000,000 Phased: $83,200,000
R-S-26	**3500 South** Mountain View Corridor to 4000 West	Widening: 5 to 7 lanes, 2.2 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 2 Funded: 3	2019: $35,200,000 Phased: $97,500,000
R-S-27	**4100 South** Mountain View Cor. to Redwood Road	Operational: 5 / 7 to 5 / 7 lanes, 4.8 miles Local minor arterial, 2050 ROW: 75 ft.	Needed: 1 Funded: 2	2019: $14,400,000 Phased: $27,000,000
R-S-28	**4500 South** 900 East to Highland Drive	Widening: 3 / 4 to 5 lanes, 1.3 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 3 Funded: 3	2019: $21,400,000 Phased: $59,400,000
R-S-29	**4700 South** 5600 West to 4000 West	Widening: 3 / 4 to 5 lanes, 2 miles Local principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: $15,000,000 Phased: $19,000,000
R-S-30	**4700 South** 4000 West to I-215	Widening/Operational: 5 / 6 to 7 lanes, 1.8 miles Local principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: $27,000,000 Phased: $34,200,000
R-S-31	**4700 South** SR-111 to 5600 West (SR-172)	New Construction/Widening: 0 / 3 to 5 lanes, 3.5 miles Local principal arterial, 2050 ROW: 99 ft.	Needed: 2 Funded: 3	2019: $61,800,000 Phased: $171,200,000
R-S-32	**5400 South** SR-111 to Mountain View Corridor	Widening: 2 / 4 to 5 lanes, 1.6 miles UDOT minor arterial, 2050 ROW: 100 ft.	Needed: 2 Funded: 3	2019: $13,600,000 Phased: $37,600,000
R-S-33	**5400 South** Redwood Road to State Street	Operational: 5 / 7 to 5 / 7 lanes, 2.7 miles UDOT minor arterial, 2050 ROW: 100 ft.	Needed: 2 Funded: 3	2019: $8,100,000 Phased: $22,500,000
R-S-34	**Vine Street** 900 East to Van Winkle Expressway	Widening/Operational: 2 / 3 to 2 / 3 lanes, 0.9 miles Local collector, 2050 ROW: 80 ft.	Needed: 1 Funded: 1	2019: $6,700,000 Phased: $8,500,000
R-S-35	**6200 South** I-215 to Wasatch Boulevard	Widening: 5 to 7 lanes, 0.9 miles UDOT principal arterial, 2050 ROW: 125 ft.	Needed: 1 Funded: 1	2019: $3,900,000 Phased: $4,900,000
R-S-36	**6200 South** SR-111 to Mountain View Corridor	Widening: 3 to 5 lanes, 0.7 miles Local minor arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: $8,700,000 Phased: $16,200,000

R-S-37	**6200 South** Mountain View Cor. to Redwood Road	Widening: 4 / 5 to 7 lanes, 5.6 miles Local minor arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: $90,600,000 Phased: $169,700,000
R-S-38	**Fort Union Boulevard** 3000 East to Wasatch Boulevard	Widening: 3 / 5 to 5 / 7 lanes, 1 miles Local minor arterial, 2050 ROW: 80 ft.	Needed: 1 Funded: 1	2019: $3,600,000 Phased: $4,600,000
R-S-39	**Fort Union Boulevard** **900 East to 3000 East**	Operational: 5 / 7 to 5 / 7 lanes, 3.2 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 2 Funded: 2	2019: $9,600,000 Phased: $18,000,000
R-S-40	**7000 South** Bangerter Highway to Redwood Road	Widening: 4 to 5 lanes, 2 miles Local minor arterial, 2050 ROW: 99 ft.	Needed: 1 Funded: 1	2019: $31,900,000 Phased: $40,300,000
R-S-41	**7000 South / 7200 South** Redwood to Bingham Junction Blvd	Widening: 5 to 7 lanes, 1.3 miles UDOT principal arterial, 2050 ROW: 123 ft.	Needed: 1 Funded: 2	2019: $33,000,000 Phased: $61,700,000
R-S-42	**Bengal Boulevard** Highland Drive to 2325 East	Operational: 3 / 5 to 3 / 5 lanes, 0.5 miles Local minor arterial, 2050 ROW: 70 ft.	Needed: 1 Funded: 1	2019: $2,600,000 Phased: $3,300,000
R-S-43	**7800 South** 5600 West to Redwood Road	Operational: 5 to 5 lanes, 3.5 miles Local principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: $10,500,000 Phased: $13,300,000
R-S-44	**7800 South** Redwood to Bingham Junction Blvd	Widening: 5 to 7 lanes, 1.2 miles Local minor arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: $19,100,000 Phased: $35,700,000
R-S-45	**7800 South** Bingham Junction Blvd to 900 East	Operational: 2 / 3 / 5 to 2 / 3 / 5 lanes, 9.7 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $29,100,000 Phased: $54,500,000
R-S-46	**7800 South** SR-111 to 5600 West	Widening: 3 to 5 lanes, 1.6 miles Local minor arterial, 2050 ROW: 100 ft.	Needed: 3 Funded: 3	2019: $11,200,000 Phased: $31,100,000
R-S-47	**Princeton Drive** 700 West to 415 West	New Construction: 0 to 3 lanes, 0.4 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $26,100,000 Phased: $48,900,000
R-S-48	**9000 South** SR-111 to New Bingham Highway	New Construction: 0 to 5 lanes, 1.3 miles Local principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: $16,100,000 Phased: $20,400,000
R-S-49	**9000 South** Redwood Road to I-15	Widening: 5 / 7 to 7 lanes, 2 miles UDOT principal arterial, 2050 ROW: 123 ft.	Needed: 1 Funded: 1	2019: $34,000,000 Phased: $43,000,000
R-S-50	**9000 South** New Bingham Hwy to Bangerter Hwy	Widening: 5 to 7 lanes, 2.5 miles Local principal arterial, 2050 ROW: 123 ft.	Needed: 2 Funded: 2	2019: $40,300,000 Phased: $75,500,000
R-S-51	**9000 South** Bangerter Highway to Redwood Road	Widening: 5 to 7 lanes, 2 miles UDOT principal arterial, 2050 ROW: 123 ft.	Needed: 2 Funded: 2	2019: $44,300,000 Phased: $82,900,000
R-S-52	**Little Cottonwood Canyon Road** Wasatch Boulevard to End of Canyon	Operational: 2 / 3 to 2 / 3 lanes, 10.2 miles UDOT minor arterial, 2050 ROW: 50 ft.	Needed: 1 Funded: 1	2019: $30,600,000 Phased: $38,700,000
R-S-53	**Little Cottonwood Canyon Road** Wasatch Boulevard to End of Canyon	Widening: 2 / 3 to 3 lanes, 10.2 miles UDOT minor arterial, 2050 ROW: 70 ft.	Needed: 2 Funded: 3	2019: $81,400,000 Phased: $225,700,000
R-S-54	**New Bingham Highway** 10200 South to 9000 South	Operational: 2 - 4 to 2 - 4 lanes, 3 miles UDOT principal arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 3	2019: $9,000,000 Phased: $25,000,000
R-S-55	**9400 South** Monroe Street to State Street	Widening: 3 / 4 to 5 lanes, 0.4 miles Local collector, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: $3,500,000 Phased: $6,500,000
R-S-56	**Little Cottonwood Road** Eastdale Drive to Wasatch Boulevard	Operational: 2 to 2 lanes, 1.6 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 2 Funded: 2	2019: $4,800,000 Phased: $9,000,000
R-S-57	**10200 South** Prosperity Rd to Mountain View Cor.	Widening: 2 to 4 lanes, 0.5 miles Local collector, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: $4,200,000 Phased: $7,800,000
R-S-58	**10600 South / 10400 South** Bangerter Highway to Redwood Road	Widening: 5 to 7 lanes, 2 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: $42,000,000 Phased: $78,700,000
R-S-59	**10600 South** Union Park Boulevard to 2000 East	Operational: 2 / 5 to 2 / 5 lanes, 1 miles Local minor arterial, 2050 ROW: 110 ft.	Needed: 3 Funded: 3	2019: $3,000,000 Phased: $8,300,000
R-S-60	**South Jordan Parkway (11000 South)** SR-111 to Mountain View Corridor	New Construction: 0 to 5 lanes, 1.8 miles Local minor arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: $22,300,000 Phased: $28,200,000
R-S-61	**11000 South** Jordan Gateway to Automall Drive	New Construction: 0 to 3 lanes, 0.3 miles Local collector, 2050 ROW: 110 ft.	Needed: 3 Funded: 3	2019: $25,700,000 Phased: $71,300,000
R-S-62	**11400 South** Mountain View Cor. to Redwood Rd.	Operational: 4 / 5 to 4 / 5 lanes, 4.4 miles UDOT minor arterial, 2050 ROW: 105 ft.	Needed: 2 Funded: 3	2019: $13,200,000 Phased: $36,600,000
R-S-63	**11800 South** Bacchus Highway to 6000 West	Widening: 2 to 4 lanes, 2 miles Local minor arterial, 2050 ROW: 99 ft.	Needed: 1 Funded: 1	2019: $17,200,000 Phased: $21,800,000
R-S-64	**11800 South** Lone Peak Parkway to State Street	New Construction: 0 to 3 lanes, 0.3 miles Local collector, 2050 ROW: 80 ft.	Needed: 3 Funded: 3	2019: $25,300,000 Phased: $70,100,000

R-S-65	**12300 South / 12600 South** Redwood Road to I-15	Widening: 5 to 7 lanes, 2.6 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 2 Funded: 2	2019: $73,000,000 Phased: $136,700,000
R-S-66	**Herriman Parkway (12600 South)** Bacchus Highway to 6800 West	New Construction: 0 to 3 lanes, 2.14 miles Local minor arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: $26,500,000 Phased: $33,500,000
R-S-67	**12600 South** Mountain View Cor. to Bangerter Hwy	Widening: 5 to 7 lanes, 1.2 miles Local principal arterial, 2050 ROW: 123 ft.	Needed: 1 Funded: 1	2019: $18,000,000 Phased: $22,800,000
R-S-68	**12600 South (Reversible Lanes)** Mountain View Cor. to Bangerter Hwy	Operational: 5 / 7 to 5 / 7 lanes, 1.1 miles Local principal arterial, 2050 ROW: 123 ft.	Needed: 1 Funded: 1	2019: $3,300,000 Phased: $4,200,000
R-S-69	**12600 South** Bangerter Highway to Redwood Road	Operational: 5 to 5 lanes, 2.4 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 2 Funded: 3	2019: $7,200,000 Phased: $20,000,000
R-S-70	**Butterfield Canyon Road** Tooele Co. Line to Bacchus Highway	New Construction: 0 to 3 lanes, 6.9 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: $70,600,000 Phased: $195,800,000
R-S-71	**Herriman Main Street** 7300 West to 6200 West	Operational: 2 to 3 lanes, 1.4 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $4,200,000 Phased: $5,300,000
R-S-72	**13200 South** 4150 West to 3600 West	New Construction: 0 to 3 lanes, 0.9 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: $31,200,000 Phased: $86,500,000
R-S-73	**13400 South** 6400 West to 6000 West	Widening: 2 / 3 to 5 lanes, 0.5 miles Local minor arterial, 2050 ROW: 80 ft.	Needed: 1 Funded: 1	2019: $7,500,000 Phased: $9,500,000
R-S-74	**13400 South (Boulevard)** Mountain View Cor. to Bangerter Hwy	Widening: 6 to 4 Exp + 2 GP lanes, 1.1 miles Local Expressway, 2050 ROW: 120 ft.	Needed: 1 Funded: 1	2019: $16,500,000 Phased: $20,900,000
R-S-75	**13800 South** Mountain View Corridor to 4170 West	New Construction: 0 to 3 lanes, 0.7 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $7,200,000 Phased: $9,100,000
R-S-76	**14000 South** 3600 West to 2950 West	New Construction: 0 to 3 lanes, 0.8 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $4,500,000 Phased: $5,700,000
R-S-77	**14600 South** Redwood Road to Heritage Crest Way	Operational: 2 to 3 lanes, 1.6 miles Local minor arterial, 2050 ROW: 76 ft.	Needed: 1 Funded: 1	2019: $6,100,000 Phased: $7,700,000
R-S-78	**Porter Rockwell Road** Mtn. View Cor. to Geneva Connector	Widening: 5 to 7 lanes, 1.81129 miles Local principal arterial, 2050 ROW: 167 ft.	Needed: 2 Funded: 2	2019: $33,100,000 Phased: $62,000,000
R-S-79	**Oquirrh Boulevard** SR-201 to SR-111	New Construction: 0 to 5 lanes, 3.1 miles Local principal arterial, 2050 ROW: 113 ft.	Needed: 2 Funded: 2	2019: $60,900,000 Phased: $114,000,000
R-S-80	**Oquirrh View Boulevard** Oquirrh Blvd. to Butterfield Cyn Rd	New Construction: 0 to 3 lanes, 15.5 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: $158,600,000 Phased: $439,800,000
R-S-81	**8400 West** 1200 North to 700 North	New Construction: 0 to 3 lanes, 0.6 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $6,100,000 Phased: $11,500,000
R-S-82	**SR-111 / 8400 West** 2700 South to 3500 South	Widening: 3 to 5 lanes, 1 miles UDOT principal arterial, 2050 ROW: 113 ft.	Needed: 2 Funded: 3	2019: $17,000,000 Phased: $47,200,000
R-S-83	**8000 West** 1700 North to N I-80 Frontage Road	New Construction: 0 to 3 lanes, 1.9 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $15,000,000 Phased: $19,000,000
R-S-84	**8000 West** SR-201 to 3100 South	Operational: 2 / 3 to 3 lanes, 1 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $2,000,000 Phased: $2,500,000
R-S-85	**7600 West** 1400 North to I-80 Frontage Road	New Construction: 0 to 3 lanes, 2.4 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $24,600,000 Phased: $46,000,000
R-S-86	**7200 West** 1400 North to 700 North	New Construction: 0 to 3 lanes, 1.1 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $3,000,000 Phased: $3,800,000
R-S-87	**7200 West** 700 North to SR-201	New Construction: 0 to 5 lanes, 5.4 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 2 Funded: 2	2019: $207,000,000 Phased: $387,700,000
R-S-88	**7200 West** 4100 South to SR-111	New Construction: 0 to 3 lanes, 3 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $30,700,000 Phased: $57,500,000
R-S-89	**SR-111 / Bacchus Highway** 5400 South to South Jordan Parkway	Widening: 2 to 4 lanes, 7.6 miles Local principal arterial, 2050 ROW: 113 ft.	Needed: 1 Funded: 1	2019: $55,800,000 Phased: $70,600,000
R-S-90	**7300 West** 12600 South to Herriman Main Street	New Construction: 0 to 3 lanes, 0.9 miles Local principal arterial, 2050 ROW: 113 ft.	Needed: 1 Funded: 1	2019: $11,300,000 Phased: $14,300,000
R-S-91	**7300 West** Herriman Main St. to Rose Canyon Rd.	New Construction/Widening: 0 / 2 to 5 lanes, 1.3 miles Local principal arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $2,500,000 Phased: $4,700,000
R-S-92	**Prosperity Road** Crimson View Drive to 11800 South	New Construction: 0 to 3 lanes, 1.8 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $20,200,000 Phased: $25,500,000

R-S-93	**6400 West** 11800 South to Herriman Main Street	New Construction: 0 to 3 lanes, 1.6 miles Local collector, 2050 ROW: 80 ft.	Needed: 1 Funded: 1	2019: $17,500,000 Phased: $22,100,000
R-S-94	**6600 West** 1200 North to I-80 Frontage Road	New Construction: 0 to 3 lanes, 1.5 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $15,400,000 Phased: $28,800,000
R-S-95	**6000 West** Herriman Pwy to Herriman Main St.	Widening: 2 to 5 lanes, 0.8 miles Local collector, 2050 ROW: 74 ft.	Needed: 1 Funded: 1	2019: $2,500,000 Phased: $3,200,000
R-S-96	**Main Street Extension (Herriman)** 12150 South to 12600 South	New Construction: 0 to 5 lanes, 0.6 miles Local collector, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: $7,400,000 Phased: $9,400,000
R-S-97	**Mountain View Corridor** 13400 South to Utah County Line	Widening: 2 NB, 2 SB to 3 NB, 3 SB lanes, 6.8 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 1	2019: $320,000,000 Phased: $404,900,000
R-S-98	**Mountain View Corridor** Porter Rockwell Rd. to Utah Co. Line	New Construction: 0 to 2 NB, 2 SB lanes, 2.39 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 1	2019: $120,000,000 Phased: $151,800,000
R-S-99	**Mountain View Corridor** I-80 to SR-201	New Construction: 0 to 2 NB, 2 SB lanes, 3.3 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 2 Funded: 2	2019: $360,000,000 Phased: $674,300,000
R-S-100	**Mountain View Corridor** I-80 to SR-201	Widening: 2 NB/SB to 2+HOT NB,/SB lanes, 3.3 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 2 Funded: 2	2019: $345,000,000 Phased: $646,200,000
R-S-101	**Mountain View Corridor** SR-201 to Old Bingham	Widening: 2 NB/SB to 3+HOT NB/SB lanes, 11.5 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 2 Funded: 2	2019: $345,000,000 Phased: $646,200,000
R-S-102	**Mountain View Corridor** Old Bingham Hwy to 13400 South	Widening & Intrchngs: 4 NB/SB to 4Fr+4Fwy, 4.5 mi. UDOT freeway, 2050 ROW: 328 ft.	Needed: 2 Funded: 2	2019: $345,000,000 Phased: $646,200,000
R-S-103	**Mountain View Corridor** Old Bingham Hwy to 13400 South	Widening: 4Fr+4Fwy to 4Fr+6Fwy+2HOT, 4.5 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 2 Funded: 3	2019: $320,000,000 Phased: $887,200,000
R-S-104	**Mountain View Corridor** 13400 South to Utah County Line	Widening: 3 NB/SB to 3+HOT NB/SB lanes, 6.8 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 3 Funded: 3	2019: $61,200,000 Phased: $169,700,000
R-S-105	**5600 West** Old Bingham Hwy to S. Jordan Pwy	New Construction: 0 to 3 lanes, 1.2 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $12,300,000 Phased: $15,500,000
R-S-106	**5600 West** 3500 South to 4700 South	Operational: 5 to 5 lanes, 2.0 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 2	2019: $6,000,000 Phased: $11,200,000
R-S-107	**4570 West** 12600 South to 13400 South	New Construction/Widening: 0/3 to 5 lanes, 1.0 miles Local collector, 2050 ROW: 89 ft.	Needed: 1 Funded: 1	2019: $11,400,000 Phased: $14,400,000
R-S-108	**4800 West** I-80 to SR-201	New Construction: 0 to 3 lanes, 3.1 miles Local collector, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: $78,800,000 Phased: $218,400,000
R-S-109	**4150 West** 12600 South to 13400 South	New Construction: 0 to 3 lanes, 1 miles Local collector, 2050 ROW: 89 ft.	Needed: 1 Funded: 1	2019: $11,400,000 Phased: $14,400,000
R-S-110	**4000 West / 4150 West** 11800 South to 12600 South	Widening: 2 to 4 lanes, 1.1 miles Local collector, 2050 ROW: 89 ft.	Needed: 2 Funded: 2	2019: $12,500,000 Phased: $23,400,000
R-S-111	**4000 West** 9000 South to 11400 South	Operational: 3 to 3 lanes, 5 miles Local collector, 2050 ROW: 80 ft.	Needed: 2 Funded: 2	2019: $15,000,000 Phased: $28,100,000
R-S-112	**Bangerter Hwy C-D System** SR-201 to 4100 South	New Construction: 0 to 4 lanes, 3.3 miles UDOT freeway, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: $131,700,000 Phased: $166,600,000
R-S-113	**2700 West** 4700 South to 10400 South	Operational: 2 / 4 to 2 / 4 lanes, 7.3 miles Local minor arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: $21,900,000 Phased: $27,700,000
R-S-114	**I-215 Frontage Road (SB)** 3500 South to 4700 South	New Construction: 0 to 1 SB lanes, 1.0 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $10,400,000 Phased: $13,100,000
R-S-115	**I-215** SR-201 to 4700 South	Operational: 4 NB, 4 SB to 4 NB, 4 SB lanes, 3.1 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 1	2019: $9,300,000 Phased: $11,800,000
R-S-116	**I-215** Redwood Road to I-80	Widening/Operational: 8/10 to 10/12 lanes, 4.8 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 2	2019: $188,300,000 Phased: $352,600,000
R-S-117	**I-215 Frontage Road (SB)** SR-201 to 3500 South	New Construction: 0 to 1 SB lanes, 3.2 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 3	2019: $32,400,000 Phased: $89,800,000
R-S-118	**I-215 Frontage Road (NB)** SR-201 to 4700 South	New Construction: 0 to 1 NB lanes, 4.3 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 3	2019: $43,600,000 Phased: $120,800,000
R-S-119	**Redwood Road** 6200 South to 9000 South	Operational: 7 to 7 lanes, 3.5 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: $10,500,000 Phased: $13,300,000
R-S-120	**Redwood Road** Davis County Line to 1000 North	Widening: 2 / 3 / 5 to 5 / 7 lanes, 2.1 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 2	2019: $43,500,000 Phased: $81,500,000

R-S-121	**Redwood Road** 1000 North to 6200 South	Operational: 5 - 7 to 5 - 7 lanes, 10.5 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 2	2019: $31,500,000 Phased: $59,000,000
R-S-122	**Redwood Road** Bangerter Hwy to Porter Rockwell Rd	Widening: 5 to 7 lanes, 2.7 miles UDOT principal arterial, 2050 ROW: 123 ft.	Needed: 2 Funded: 3	2019: $43,500,000 Phased: $120,700,000
R-S-123	**Geneva/West Point Connector** Porter Rockwell Rd to Utah Co. Line	New Construction: 0 to 5 lanes, 1.7 miles Local minor arterial, 2050 ROW: 80 ft.	Needed: 1 Funded: 1	2019: $18,600,000 Phased: $23,500,000
R-S-124	**Porter Rockwell Road** Geneva Connector to 14600 S. / I-15	Widening: 3 to 7 lanes, 1.627331 miles Local principal arterial, 2050 ROW: 167 ft.	Needed: 1 Funded: 1	2019: $29,800,000 Phased: $37,600,000
R-S-125	**Riverfront Parkway** 11050 South to 11400 South	Widening: 3 to 5 lanes, 0.4 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $1,800,000 Phased: $2,300,000
R-S-126	**Riverboat Road** Meadowbrook Exp to Taylorsville Exp	New Construction: 0 to 3 lanes, 1 miles Local collector, 2050 ROW: 50 ft.	Needed: 3 Funded: 3	2019: $9,400,000 Phased: $26,200,000
R-S-127	**700 West** 3300 South to Carlisle Avenue	Operational: 2 to 2 lanes, 0.8 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $2,400,000 Phased: $4,500,000
R-S-128	**Noell Nelson Drive** Porter Rockwell Road to I-15	New Construction: 0 to 5 lanes, 1.1 miles Local minor arterial, 2050 ROW: 80 ft.	Needed: 3 Funded: 3	2019: $20,800,000 Phased: $57,700,000
R-S-129	**600 West** Bangerter Highway to 14600 South	New Construction: 0 to 3 lanes, 1.4 miles Local minor arterial, 2050 ROW: 70 ft.	Needed: 1 Funded: 1	2019: $25,800,000 Phased: $32,600,000
R-S-130	**Galena Park Boulevard** 12300 South to 13490 South	Widening: 2 / 3 to 5 lanes, 1.6 miles Local collector, 2050 ROW: 89 ft.	Needed: 2 Funded: 3	2019: $12,700,000 Phased: $35,200,000
R-S-131	**Lone Peak Parkway** 11400 South to 12650 South	Widening: 2 - 5 to 5 lanes, 1.6 miles Local minor arterial, 2050 ROW: 99 ft.	Needed: 1 Funded: 1	2019: $26,700,000 Phased: $33,700,000
R-S-132	**I-15 Managed Motorways** Davis County Line to Utah County Line	Operational: 8+2 HOT to 8+2 HOT lanes, 26.5 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 1	2019: $66,000,000 Phased: $83,500,000
R-S-133	**I-15 (Northbound)** 2100 South to Bangerter Highway	Widening: 4+HOT NB to 5+HOT NB lanes, 15.7 miles UDOT freeway, 2050 ROW: 375 ft.	Needed: 1 Funded: 1	2019: $177,500,000 Phased: $224,500,000
R-S-134	**I-15 C-D System (Northbound)** I-215 to Bangerter Highway	New Construction: 0 to 2 lanes, 9.2 miles UDOT freeway, 2050 ROW: 70 ft.	Needed: 2 Funded: 1	2019: $169,600,000 Phased: $214,500,000
R-S-135	**I-15 Frontage Roads (NB & SB)** Bangerter Hwy to Utah County Line	New Construction: 0 to 4 lanes, 3.97 miles UDOT freeway, 2050 ROW: 100 ft.	Needed: 1 Funded: 2	2019: $69,300,000 Phased: $129,800,000
R-S-136	**I-15 HOT-Ramps & Reversible Lanes** Davis County Line to Utah County Line	Widening: 8+2 HOT to 8+4 HOT NB, 26.5 miles UDOT freeway, 2050 ROW: 375 ft.	Needed: 1 Funded: 3	2019: $299,500,000 Phased: $830,400,000
R-S-137	**I-15** Davis County Line to 600 North	Widening: 6/8+2 HOT to 8+4 HOT lanes, 3.0 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 3	2019: $329,200,000 Phased: $912,700,000
R-S-138	**I-15 Variable-priced Freeway Lanes** Davis County Line to Utah County Line	Operational: 8+2 HOT to 8+2 HOT lanes, 26.5 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: U	2019: $79,500,000 Phased: $220,400,000
R-S-139	**I-15 C-D System (Southbound)** I-215 to Bangerter Highway	New Construction: 0 to 2 lanes, 8.4 miles UDOT freeway, 2050 ROW: 70 ft.	Needed: 2 Funded: U	2019: $154,800,000 Phased: $429,200,000
R-S-140	**Draper Gravel Pit Road** Marion Vista Drive to Utah Co. Line	Corridor Preservation, 1.96 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: $6,300,000 Phased: $8,000,000
R-S-141	**300 West** 400 South to 2100 South	Operational: 5 / 7 to 5 / 7 lanes, 2.4 miles Local minor arterial, 2050 ROW: 95 ft.	Needed: 2 Funded: 2	2019: $7,200,000 Phased: $13,500,000
R-S-142	**Monroe Street** 9000 South to Towne Ridge Parkway	New Construction: 0 to 3 lanes, 1 miles Local collector, 2050 ROW: 70 ft.	Needed: 1 Funded: 1	2019: $10,400,000 Phased: $13,200,000
R-S-143	**Cottonwood Street** 4500 South to Vine Street	New Construction: 0 to 3 lanes, 0.9 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $10,100,000 Phased: $12,800,000
R-S-144	**State Street** I-215 to 12300 South	Operational: 5 / 6 to 5 / 6 lanes, 7.3 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: $21,900,000 Phased: $27,700,000
R-S-145	**State Street** 8000 South to 9000 South	Widening: 5 to 7 lanes, 1.2 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: $18,000,000 Phased: $22,800,000
R-S-146	**State Street** 600 South to I-215	Operational: 6 to 6 lanes, 8.6 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 2	2019: $25,800,000 Phased: $48,300,000
R-S-147	**Highland Drive** Draper City Limit to 14600 South	Widening: 2 / 3 to 5 lanes, 5.6 miles Local principal arterial, 2050 ROW: 114 ft.	Needed: 2 Funded: 2	2019: $86,200,000 Phased: $161,400,000
R-S-148	**Highland Drive Connection** 13800 South to Traverse Ridge Road	Widening: 2 to 5 lanes, 1.3 miles Local principal arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 3	2019: $19,800,000 Phased: $54,800,000

R-S-149	**700 East** 11400 South to 12300 South	Widening: 3 to 5 lanes, 1.2 miles UDOT principal arterial, 2050 ROW: 125 ft.	Needed: 2 Funded: 2	2019: $44,600,000 Phased: $83,600,000
R-S-150	**900 East / 700 East** Fort Union Boulevard to 9400 South	Widening: 5 to 7 lanes, 3 miles UDOT principal arterial, 2050 ROW: 123 ft.	Needed: 1 Funded: 2	2019: $47,500,000 Phased: $89,000,000
R-S-151	**700 East** I-80 to Murray Holladay Road	Operational: 6 - 8 to 6 - 8 lanes, 4.0 miles UDOT principal arterial, 2050 ROW: 130 ft.	Needed: 2 Funded: 3	2019: $12,000,000 Phased: $33,300,000
R-S-152	**900 East** 3300 South to 3900 South	Operational: 3 to 3 lanes, 0.9 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: $2,700,000 Phased: $5,100,000
R-S-153	**Union Park Boulevard / 1300 East** Fort Union Boulevard to 10600 South	Operational: 4 / 5 to 4 / 5 lanes, 4.8 miles Local principal arterial, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $14,400,000 Phased: $18,200,000
R-S-154	**1300 East** 1300 South to I-80	Operational: 2 / 3 to 2 / 3 lanes, 1.5 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: $4,500,000 Phased: $5,700,000
R-S-155	**Highland Drive** 9400 South to 9800 South	Widening: 2 / 5 to 5 lanes, 0.6 miles Local principal arterial, 2050 ROW: 114 ft.	Needed: 1 Funded: 1	2019: $9,000,000 Phased: $11,400,000
R-S-156	**Highland Drive** 1300 East to Fort Union Boulevard	Operational: 4 / 5 to 4 / 5 lanes, 6.2 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 2 Funded: 2	2019: $18,600,000 Phased: $34,800,000
R-S-157	**2000 East** Fort Union Boulevard to 9400 South	Widening: 4 / 5 / 7 to 7 lanes, 3.1 miles Local principal arterial, 2050 ROW: 114 ft.	Needed: 1 Funded: 2	2019: $46,500,000 Phased: $87,100,000
R-S-158	**Highland Drive** 9800 South to Draper City Limit	New Construction: 0 to 5 lanes, 2.9 miles Local principal arterial, 2050 ROW: 114 ft.	Needed: 2 Funded: 2	2019: $81,700,000 Phased: $153,000,000
R-S-159	**500 South / Foothill Boulevard** Mario Capecchi Drive to Sunnyside	Widen./Oper.: 7 to 7+HOT/transit(SB) lanes, 0.5 miles UDOT principal arterial, 2050 ROW: 135 ft.	Needed: 1 Funded: 2	2019: $8,400,000 Phased: $15,700,000
R-S-160	**500 South / Foothill Boulevard** Sunnyside Avenue to 2300 East	Operational: 6 to 4+HOT/transit lanes, 0.9 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 2	2019: $2,700,000 Phased: $5,100,000
R-S-161	**Foothill Boulevard** 2300 East to I-80	Widen./Oper.: 4 to 4+HOT/transit lanes, 1.5 miles UDOT principal arterial, 2050 ROW: 135 ft.	Needed: 1 Funded: 2	2019: $25,100,000 Phased: $47,000,000
R-S-162	**3000 East** 6200 South to 7000 South	Widening: 3 to 5 lanes, 0.8 miles Local collector, 2050 ROW: 100 ft.	Needed: 3 Funded: 3	2019: $5,600,000 Phased: $15,500,000
R-S-163	**Wasatch Boulevard** Bengal Blvd to Little Cottonwood Cyn	Widening: 2 / 3 to 5 lanes, 2.7 miles Local principal arterial, 2050 ROW: 150 ft.	Needed: 1 Funded: 1	2019: $40,500,000 Phased: $51,200,000
R-S-164	**SR-201 Interchange** @ I-80	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: $18,000,000 Phased: $22,800,000
R-S-165	**I-80 Interchange** @ 7200 West	Interchange Improvements UDOT freeway	Needed: 2 Funded: 2	2019: $18,000,000 Phased: $33,700,000
R-S-166	**I-80 Interchange** @ 5600 West	Interchange Improvements UDOT freeway	Needed: 2 Funded: 3	2019: $18,000,000 Phased: $49,900,000
R-S-167	**I-80 Interchange** @ Wright Brothers Drive	Interchange Improvements UDOT freeway	Needed: 3 Funded: 3	2019: $18,000,000 Phased: $49,900,000
R-S-168	**I-80 Interchange** @ I-215	Interchange Improvements UDOT freeway	Needed: 3 Funded: 3	2019: $126,000,000 Phased: $349,300,000
R-S-169	**700 South Overpass** @ 4800 West Railroad Crossing	Grade-Separated Crossing Local minor arterial	Needed: 1 Funded: 1	2019: $22,000,000 Phased: $27,800,000
R-S-170	**California Avenue Overpass** @ Fortune Railroad Crossing	Grade-Separated Crossing Local minor arterial	Needed: 3 Funded: 3	2019: $22,000,000 Phased: $61,000,000
R-S-171	**Mountain View Corridor Interchange** @ 1300 South	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: $40,000,000 Phased: $74,900,000
R-S-172	**Mountain View Corridor Interchange** @ SR-201	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: $126,000,000 Phased: $236,000,000
R-S-173	**Mountain View Corridor Interchange** @ 3500 South	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: $40,000,000 Phased: $74,900,000
R-S-174	**Mountain View Corridor Interchange** @ 4100 South	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: $40,000,000 Phased: $74,900,000
R-S-175	**Mountain View Corridor Interchange** @ 5400 South	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: $40,000,000 Phased: $74,900,000
R-S-176	**Mountain View Corridor Interchange** @ 6200 South	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: $40,000,000 Phased: $74,900,000

R-S-177	**Mountain View Corridor Interchange** @ 7800 South	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: $40,000,000 Phased: $74,900,000
R-S-178	**Mountain View Corridor Interchange** @ 9000 South	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: $40,000,000 Phased: $74,900,000
R-S-179	**Mountain View Corridor Interchange** @ Old Bingham Hwy	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: $40,000,000 Phased: $74,900,000
R-S-180	**SR-201 Interchange** @ Oquirrh Boulevard	New Construction UDOT freeway	Needed: 3 Funded: 3	2019: $40,000,000 Phased: $110,900,000
R-S-181	**SR-201 Interchange** @ 8400 West	New Construction UDOT freeway	Needed: 3 Funded: 3	2019: $40,000,000 Phased: $110,900,000
R-S-182	**SR-201 Interchange** @ 7200 West	New Construction UDOT freeway	Needed: 1 Funded: 2	2019: $40,000,000 Phased: $74,900,000
R-S-183	**4800 West Overpass** @ SR-201	Grade-Separated Crossing Local minor arterial	Needed: 3 Funded: 3	2019: $22,000,000 Phased: $61,000,000
R-S-184	**2700 West Overpass** @ SR-201	Grade-Separated Crossing Local collector	Needed: 2 Funded: 2	2019: $22,000,000 Phased: $41,200,000
R-S-185	**SR-201 Interchange** @ I-215	Interchange Improvements UDOT freeway	Needed: 1 Funded: U	2019: $400,000,000 Phased: $1,109,000,000
R-S-186	**Bangerter Highway Interchange** @ California Avenue	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $60,000,000 Phased: $75,900,000
R-S-187	**Bangerter Hwy Interchange (System-to-System)** @ SR-201	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: $126,000,000 Phased: $159,400,000
R-S-188	**Bangerter Hwy Intrchnge (Upgrade)** @ SR-201	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: $18,000,000 Phased: $22,800,000
R-S-189	**Bangerter Highway Interchange** @ Lake Park Boulevard (2700 South)	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $40,000,000 Phased: $50,600,000
R-S-190	**Bangerter Highway Overpass** @ 3100 South	Grade-Separated Crossing UDOT freeway	Needed: 1 Funded: 1	2019: $22,000,000 Phased: $27,800,000
R-S-191	**Bangerter Highway Interchange** @ 3500 South	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $40,000,000 Phased: $50,600,000
R-S-192	**Bangerter Highway Interchange** @ 4100 South	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $40,000,000 Phased: $50,600,000
R-S-193	**Bangerter Highway Interchange** @ 4700 South	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $44,300,000 Phased: $56,100,000
R-S-194	**Bangerter Highway Interchange** @ 9800 South	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $43,100,000 Phased: $54,500,000
R-S-195	**Bangerter Highway Interchange** @ 10400 South	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $40,000,000 Phased: $50,600,000
R-S-196	**Bangerter Highway Interchange** @ 12600 South	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $49,200,000 Phased: $62,300,000
R-S-197	**Bangerter Highway Interchange** @ 13400 South	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $43,200,000 Phased: $54,700,000
R-S-198	**Bangerter Highway Interchange** @ 2700 West	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: $40,000,000 Phased: $50,600,000
R-S-199	**I-15 Interchange** @ North Temple (HOT Ramps)	New Construction UDOT freeway	Needed: 3 Funded: U	2019: $60,000,000 Phased: $166,300,000
R-S-200	**I-15 Interchange** @ SR-201 / I-80	Interchange Improvements UDOT freeway	Needed: 3 Funded: 3	2019: $126,000,000 Phased: $349,300,000
R-S-201	**I-15 Interchange** @ I-215 (South)	Interchange Improvements UDOT freeway	Needed: 1 Funded: 2	2019: $126,000,000 Phased: $236,000,000
R-S-202	**I-15 Interchange** @ 7200 South	Interchange Improvements UDOT freeway	Needed: 3 Funded: 3	2019: $18,000,000 Phased: $49,900,000
R-S-203	**I-15 Interchange** @ 9400 South	New Construction UDOT freeway	Needed: 2 Funded: 3	2019: $60,000,000 Phased: $166,300,000

R-S-204	**Bangerter Highway Interchange** @ I-15	Interchange Improvements UDOT freeway	Needed: 2 Funded: 2	2019: $126,000,000 Phased: $236,000,000
R-S-205	**13800 South Overpass** @ I-15	Grade-Separated Crossing Local collector	Needed: 3 Funded: 3	2019: $22,000,000 Phased: $61,000,000
R-S-206	**Southfork Drive Overpass** @ I-15	Grade-Separated Crossing Local collector	Needed: 3 Funded: 3	2019: $22,000,000 Phased: $61,000,000
R-S-207	**I-15 Interchange** @ 16000 South	New Construction UDOT freeway	Needed: 3 Funded: U	2019: $60,000,000 Phased: $166,300,000
R-S-208	**I-80 Interchange** @ State Street	Interchange Improvements UDOT freeway	Needed: 2 Funded: 3	2019: $18,000,000 Phased: $49,900,000
R-S-209	**I-80 Interchange** @ I-215 / Foothill Drive	Interchange Improvements UDOT freeway	Needed: 1 Funded: 2	2019: $400,000,000 Phased: $749,200,000
R-S-210	**I-215 Interchange** @ 3300 South	Interchange Improvements UDOT freeway	Needed: 1 Funded: 2	2019: $18,000,000 Phased: $33,700,000
R-S-211	**I-215 Interchange** @ 3900 South	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: $18,000,000 Phased: $22,800,000
R-S-212	**I-215 Interchange** @ 4500 South	Interchange Improvements UDOT freeway	Needed: 1 Funded: 3	2019: $18,000,000 Phased: $49,900,000
R-S-213	**I-215 Interchange** @ 6200 South	Interchange Improvements UDOT freeway	Needed: 2 Funded: 3	2019: $18,000,000 Phased: $49,900,000
R-S-214	**I-215 Interchange** @ Redwood Road (South)	Interchange Improvements UDOT freeway	Needed: 2 Funded: 3	2019: $18,000,000 Phased: $49,900,000
R-S-215	**I-215 Interchange** @ Highland Drive	Interchange Improvements UDOT freeway	Needed: 3 Funded: 3	2019: $18,000,000 Phased: $49,900,000
R-S-216	**Avalanche snow shed over LCC Road** @ Whitepine Chutes	New Construction UDOT minor arterial	Needed: 1 Funded: 3	2019: $22,000,000 Phased: $61,000,000
R-S-217	**14600 South Railroad Structure** @ D&RGW	Grade-Separated Crossing Local minor arterial	Needed: 1 Funded: 1	2019: $22,000,000 Phased: $27,800,000
R-S-218	**Porter Rockwell Road Bridge** @ Jordan Canal/FrontRunner	Grade-Separated Crossing Local principal arterial	Needed: 1 Funded: 1	2019: $22,000,000 Phased: $27,800,000

Footnotes:
1. Phases of the plan are Phase 1: 2019-2030, Phase 2: 2031-2040, Phase 3: 2041-2050, Unfunded (U).

Transit Projects and Phasing

The 2019-2050 RTP transit projects list identifies planned transit routes. Each project description includes the project name, project length, transit mode, when the project is needed, the financially constrained phase, current cost, and phased cost. The 2019-2050 RTP transit project list can also be accessed via the interactive map by clicking on the project, and viewing the information in the pop up box.

Table X. 2019-2050 RTP Transit Project List

Project	Description	Phase	2019 Cost	Phased Cost
Box Elder County Projects				
Project: **Box Elder express bus** Mode: Express Bus	From: American Way, Brigham City To: Ogden FrontRunner Station Length: 22.17 miles	Needed: 3 Funded: 3	Capital Cost: $11,307,000 Operating Cost: $1,973,000	Capital Cost: $21,487,000 Operating Cost: $5,470,000
Project: **Pleasant View - Brigham City Corridor** Mode: Corridor Preservation	From: 300 N, Brigham City To: Ogden FrontRunner Station Length: 21.2 miles	Needed: 1 Funded: 1	Capital Cost: $10,600,000 Operating Cost: $0	Capital Cost: $12,293,000 Operating Cost: $0

Weber and Davis County Projects

Project: **Pleasant View to Clearfield** Mode: Core Service 15	From: Pleasant View Station To: Clearfield Station Length: 20 miles	Needed: 1 Funded: 1	Capital Cost: $33,200,000 Operating Cost: $6,600,000	Capital Cost: $38,502,000 Operating Cost: $8,351,000
Project: **Ogden - Weber State University Corridor** Mode: Bus Rapid Transit	From: Ogden Station To: WSU / McKay-Dee Medical Center Length: 5.1 miles	Needed: 1 Funded: 1	Capital Cost: $82,569,000 Operating Cost: $1,990,000	Capital Cost: $95,755,000 Operating Cost: $2,518,000
Project: **Hinckley Airport to Ogden** Mode: Core Service 15	From: Roy Station To: Ogden Station Length: 14.5 miles	Needed: 2 Funded: 3	Capital Cost: $24,070,000 Operating Cost: $4,785,000	Capital Cost: $45,740,000 Operating Cost: $13,266,000
Project: **Roy Station to WSU** Mode: Core Service 15	From: Roy Station To: WSU Campus Length: 6 miles	Needed: 2 Funded: 3	Capital Cost: $9,960,000 Operating Cost: $1,980,000	Capital Cost: $18,927,000 Operating Cost: $5,489,000
Project: **East Davis** Mode: Express Bus	From: WSU Campus To: Woods Cross Station Length: 24 miles	Needed: 3 Funded: 0	Capital Cost: $12,240,000 Operating Cost: $2,136,000	Capital Cost: $0 Operating Cost: $0
Project: **Roy Station to Clearfield Station via 2000 W.** Mode: Core Service 15	From: Roy Station To: Clearfield Station Length: 13 miles	Needed: 2 Funded: 3	Capital Cost: $21,580,000 Operating Cost: $4,290,000	Capital Cost: $41,008,000 Operating Cost: $11,894,000
Project: **Midtown Trolley** Mode: Core Service 15	From: Clearfield Station To: Layton Station Length: 6.75 miles	Needed: 3 Funded: 0	Capital Cost: $11,205,000 Operating Cost: $2,228,000	Capital Cost: $11,205,000 Operating Cost: $0
Project: **Clearfield to Woods Cross** Mode: Core Service 15	From: Clearfield Station To: Woods Cross Station Length: 20.79 miles	Needed: 1 Funded: 2	Capital Cost: $34,511,000 Operating Cost: $6,861,000	Capital Cost: $51,232,000 Operating Cost: $12,851,000
Project: **Davis - SLC Connector** Mode: Bus Rapid Transit	From: Salt Lake Central To: Woods Cross Station Length: 11.9 miles	Needed: 1 Funded: 1	Capital Cost: $192,661,000 Operating Cost: $4,642,000	Capital Cost: $223,428,000 Operating Cost: $5,874,000
Project: **North Redwood (Davis County) Corridor** Mode: Core Service 15	From: 500 S/Orchard Drive To: N. Temple/Power Sta. Trax Stop Length: 9.73 miles	Needed: 1 Funded: 2	Capital Cost: $16,152,000 Operating Cost: $3,211,000	Capital Cost: $23,978,000 Operating Cost: $6,014,000
Project: **Mt. Ogden Maintenance Facility**		Needed: 1 Funded: 1	Capital Cost: $5,000,000	Capital Cost: $6,600,000
Project: **Ogden Valley Park & Ride**		Needed: 2 Funded: 2	Capital Cost: $3,600,000	Capital Cost: $7,000,000
Project: **Ogden Canyon Mouth Park & Ride**		Needed: 2 Funded: 2	Capital Cost: $3,600,000	Capital Cost: $7,000,000
Project: **Layton Park & Ride Lot Expansion**		Needed: 1 Funded: 1	Capital Cost: $3,600,000	Capital Cost: $4,700,000
Project: **Ogden BDO FrontRunner Station**		Needed: 2 Funded 0	Capital Cost: $2,500,000	Capital Cost:
Project: **Bluffdale FrontRunner Station**		Needed: 2 Funded 0	Capital Cost: $2,500,000	Capital Cost:
Project: **Centerville FrontRunner Station**		Needed: 2 Funded 0	Capital Cost: $2,500,000	Capital Cost:
Project: **Weber State University Transit Hub**		Needed: 1 Funded: 1	Capital Cost: $14,000,000	Capital Cost: $18,400,000

Salt Lake County Projects

Project: **5600 West Corridor** Mode: Core Service 15	From: 200 S Transit Hub To: Daybreak TRAX Station Length: 32.17 miles	Needed: 1 Funded: 1	Capital Cost: $53,402,000 Operating Cost: $10,616,000	Capital Cost: $61,930,000 Operating Cost: $13,433,000
Project: **2700 West Corridor** Mode: Core Service 15	From: 200 South & 200 East To: Sugar Factory Rd TRAX Station Length: 15 miles	Needed: 2 Funded: 3	Capital Cost: $24,900,000 Operating Cost: $4,950,000	Capital Cost: $47,317,000 Operating Cost: $13,724,000
Project: **Redwood Road Corridor** Mode: Core Service 5	From: N. Temple Bridge TRAX/FR To: Sandy Civic Center TRAX Station Length: 20.2 miles	Needed: 1 Funded: 1	Capital Cost: $60,600,000 Operating Cost: $2,628,000	Capital Cost: $70,277,000 Operating Cost: $3,325,000
Project: **Redwood Road Corridor** Mode: Core Service 15	From: South Jordan Station To: Salt Lake County Line Length: 14.6 miles	Needed: 1 Funded: 1	Capital Cost: $24,236,000 Operating Cost: $4,818,000	Capital Cost: $35,978,000 Operating Cost: $9,024,000
Project: **900 West** Mode: Core Service 15	From: Redwood Road & 1000 North To: Central Pointe Station Length: 6.73 miles	Needed: 3 Funded: 3	Capital Cost: $11,172,000 Operating Cost: $2,221,000	Capital Cost: $21,230,000 Operating Cost: $6,158,000
Project: **300 West Corridor** Mode: Core Service 15	From: 600 North & 300 West To: Central Pointe Station Length: 3.45 miles	Needed: 1 Funded: 3	Capital Cost: $5,727,000 Operating Cost: $1,139,000	Capital Cost: $10,883,000 Operating Cost: $3,158,000
Project: **State Street BRT** Mode: Bus Rapid Transit	From: North Temple Bridge TRAX/FR To: Draper FrontRunner Station Length: 19.58 miles	Needed: 1 Funded: 0	Capital Cost: $317,000,000 Operating Cost: $7,638,000	Capital Cost: $0 Operating Cost: $0
Project: **State Street Core Route** Mode: Core Service 5	From: North Temple Bridge TRAX/FR To: Draper FrontRunner Station Length: 19.58 miles	Needed: 1 Funded: 1	Capital Cost: $58,740,000 Operating Cost: $2,547,000	Capital Cost: $68,120,000 Operating Cost: $3,223,000
Project: **500 East Corridor (Grid)** Mode: Core Service 15	From: South Temple To: Murray Central Station Length: 8.49 miles	Needed: 1 Funded: 1	Capital Cost: $14,093,000 Operating Cost: $2,802,000	Capital Cost: $16,344,000 Operating Cost: $3,545,000
Project: **900 East Corridor (Grid**) Mode: Core Service 15	From: South Temple To: Midvale TRAX Station Length: 12.59 miles	Needed: 1 Funded: 1	Capital Cost: $20,899,000 Operating Cost: $4,155,000	Capital Cost: $24,236,000 Operating Cost: $5,257,000
Project: **1300 East Corrido**r Mode: Core Service 15	From: South Temple To: Bingham Junction TRAX Station Length: 13.4 miles	Needed: 2 Funded: 3	Capital Cost: $22,244,000 Operating Cost: $4,422,000	Capital Cost: $42,270,000 Operating Cost: $12,260,000
Project: **SLC - Foothill Drive - Wasatch Blvd. Corridor North** Mode: Core Service 15	From: Salt Lake Central To: 3900 South Length: 7.03 miles	Needed: 1 Funded: 1	Capital Cost: $11,670,000 Operating Cost: $2,320,000	Capital Cost: $13,534,000 Operating Cost: $2,936,000
Project**: SLC - Foothill Drive - Wasatch Blvd. Corridor South Mode: Express Bus**	From: 3900 South To: LCC Park and Ride Length: 9.09 miles	Needed: 3 Funded: 3	Capital Cost: $4,636,000 Operating Cost: $809,000	Capital Cost: $8,810,000 Operating Cost: $2,243,000
Project: **Foothill Drive - 2100 S Loop** Mode: Core Service 15	From: South Campus Way Trax Sta. To: Central Pointe Station Length: 6.56 miles	Needed: 1 Funded: 1	Capital Cost: $10,890,000 Operating Cost: $2,165,000	Capital Cost: $12,629,000 Operating Cost: $2,739,000
Project: **200 South** Mode: Bus Rapid Transit	From: Salt Lake Central Station To: 1300 East Length: 4.2 miles	Needed: 1 Funded: 0	Capital Cost: $67,998,000 Operating Cost: $1,638,000	Capital Cost: $0 Operating Cost: $0
Project: **201 South** Mode: Core Service 5	From: Salt Lake Central Station To: 1300 East Length: 4.2 miles	Needed: Funded: 1	Capital Cost: $12,600,000 Operating Cost: $546,000	Capital Cost: $14,612,000 Operating Cost: $691,000
Project: **400 South Corridor** Mode: Core Service 15	From: Redwood Road To: South Campus Length: 6.1 miles	Needed: 1 Funded: 1	Capital Cost: $10,126,000 Operating Cost: $2,013,000	Capital Cost: $11,743,000 Operating Cost: $2,547,000

Project: **900 South** Mode: Core Service 15	From: Redwood Road To: Guardsman Way Length: 6.9 miles	Needed: 1 Funded: 1	Capital Cost: $11,454,000 Operating Cost: $2,277,000	Capital Cost: $13,283,000 Operating Cost: $2,881,000
Project: **1300 South** Mode: Core Service 15	From: Redwood Road To: 2100 East Length: 5.7 miles	Needed: 2 Funded: 0	Capital Cost: $9,462,000 Operating Cost: $1,881,000	Capital Cost: $0 Operating Cost: $0
Project: **1700 South** Mode: Core Service 15	From: Redwood Road To: Wasatch Boulevard Length: 6.4 miles	Needed: 1 Funded: 1	Capital Cost: $10,624,000 Operating Cost: $2,112,000	Capital Cost: $12,321,000 Operating Cost: $2,672,000
Project: **Lake Park** Mode: Core Service 15	From: Central Pointe TRAX Station To: 5600 W & Lake Park Length: 8.9 miles	Needed: 2 Funded: 0	Capital Cost: $14,774,000 Operating Cost: $2,937,000	Capital Cost: $14,774,000 Operating Cost: $0
Project: **3300 S / 3500 S Corridor** Mode: Core Service 15	From: Magna Main Street To: Wasatch Boulevard Length: 17.79 miles	Needed: 1 Funded: 1	Capital Cost: $29,531,000 Operating Cost: $5,871,000	Capital Cost: $34,247,000 Operating Cost: $7,429,000
Project: **3300 S / 3500 S Corridor** Mode: Bus Rapid Transit	From: Magna Main Street To: Wasatch Boulevard Length: 17.79 miles	Needed: 2 Funded: 0	Capital Cost: $288,020,000 Operating Cost: $6,940,000	Capital Cost: $0 Operating Cost: $0
Project: **3900 S / 4100 S Corridor** Mode: Core Service 15	From: 5600 West To: Wasatch Boulevard Length: 16 miles	Needed: 1 Funded: 2	Capital Cost: $26,560,000 Operating Cost: $5,280,000	Capital Cost: $39,428,000 Operating Cost: $9,889,000
Project: **4500 S/4700 S Corridor** Mode: Bus Rapid Transit	From: West Valley Station To: 4800 South Length: 7.85 miles	Needed: 1 Funded: 1	Capital Cost: $127,092,000 Operating Cost: $3,062,000	Capital Cost: $147,388,000 Operating Cost: $3,874,000
Project: **5400 S Corridor** Mode: Core Service 15	From: 5600 West To: I-215 OR Wasatch Boulevard? Length: 14.5 miles	Needed: 1 Funded: 1	Capital Cost: $24,070,000 Operating Cost: $4,785,000	Capital Cost: $27,914,000 Operating Cost: $6,055,000
Project: **6200 South** Mode: Core Service 15	From: 5600 West To: Big Cottonwood Canyon Park and Ride Length: 7.32 miles	Needed: 2 Funded: 0	Capital Cost: $12,151,000 Operating Cost: $2,416,000	Capital Cost: $0 Operating Cost: $0
Project: **6200 South - West** Mode: Core Service 15	From: 5600 West & 6200 South To: Fashion Place West TRAX Length: 7 miles	Needed: 2 Funded: 0	Capital Cost: $11,620,000 Operating Cost: $2,310,000	Capital Cost: $0 Operating Cost: $0
Project: **Cottonwood Midvale Corridor** Mode: Core Service 15	From: Bingham Junction TRAX Sta. To: LCC Park and Ride Length: 7 miles	Needed: 1 Funded: 2	Capital Cost: $11,620,000 Operating Cost: $2,310,000	Capital Cost: $17,250,000 Operating Cost: $4,327,000
Project: **Cottonwood Midvale Corridor** Mode: Core Service 15	From: 5600 W To: Bingham Junction TRAX Station Length: 6.25 miles	Needed: 2 Funded: 3	Capital Cost: $10,375,000 Operating Cost: $2,063,000	Capital Cost: $19,716,000 Operating Cost: $5,720,000
Project: **9000 South** Mode: Core Service 15	From: 5600 West To: Historic Sandy TRAX Station Length: 7.28 miles	Needed: 1 Funded: 3	Capital Cost: $12,085,000 Operating Cost: $2,402,000	Capital Cost: $22,965,000 Operating Cost: $6,659,000
Project: **South Jordan / Sandy Circulator** Mode: Core Service 15	From: Sandy Expo Center TRAX To: South Jordan FrontRunner Length: 2.6 miles	Needed: 1 Funded: 1	Capital Cost: $4,316,000 Operating Cost: $858,000	Capital Cost: $5,005,000 Operating Cost: $1,086,000
Project: **Shields Lane / Sego Lily Drive** Mode: Core Service 15	From: Old Bingham Hwy TRAX Sta. To: Sandy Civic Center TRAX Station Length: 8.13 miles	Needed: 1 Funded: 0	Capital Cost: $13,496,000 Operating Cost: $2,683,000	Capital Cost: $0 Operating Cost: $0
Project: **Draper Town Center - Riverton Corridor** Mode: Core Service 15	From: PRI Property To: Draper Town Center TRAX Length: 7.92 miles	Needed: 3 Funded: 3	Capital Cost: $13,147,000 Operating Cost: $2,614,000	Capital Cost: $24,983,000 Operating Cost: $7,247,000

Project: **East Sandy Daybreak Corridor** **Mode: Core** Service 15	From: South Jordan Pwy TRAX Sta. To: LCC Park and Ride Length: 16.6 miles	Needed: 1 Funded: 3	Capital Cost: $27,556,000 Operating Cost: $5,478,000	Capital Cost: $52,364,000 Operating Cost: $15,188,000
Project: **11800 S. to Olympia Hills** Mode: Core Service 15	From: Olympia Hills Development To: Daybreak Parkway TRAX Station Length: 3.5 miles	Needed: 3 Funded: 0	Capital Cost: $5,810,000 Operating Cost: $1,155,000	Capital Cost: $0 Operating Cost: $0
Project: **Bluffdale Transit Connector** Mode: Core Service 15	From: S.J. Pwy / Daybreak TRAX Sta. To: Draper FR Station Length: 12.7 miles	Needed: 3 Funded: 0	Capital Cost: $21,082,000 Operating Cost: $4,191,000	Capital Cost: $0 Operating Cost: $0
Project: **Transit Boulevard in Draper** Mode: Core Service 15	From: Bangerter To: Salt Lake County Line Length: 3.5 miles	Needed: 3 Funded: 3	Capital Cost: $5,810,000 Operating Cost: $1,155,000	Capital Cost: $11,041,000 Operating Cost: $3,202,000
Project: **Ogden to Pleasant View FrontRunner** Mode: Commuter Rail	From: Pleasant View FR Station To: Ogden Station Length: 6.16 miles	Needed: 2 Funded: 3	Capital Cost: $197,674,000 Operating Cost: $	Capital Cost: $375,638,000 Operating Cost: $
Project: **FrontRunner Doubletrack (Low Investment)** Mode: Commuter Rail Upgrade	From: Draper FrontRunner Station To: Pleasant View FR Station Length: 79 miles	Needed: 1 Funded: 2	Capital Cost: $199,461,000 Operating Cost: $0	Capital Cost: $296,101,000 Operating Cost: $0
Project: **FrontRunner Electrify (Medium Investment)** Mode: Commuter Rail Upgrade	From: Draper FrontRunner Station To: Pleasant View FR Station Length: 79 miles	Needed: 2 Funded: 0	Capital Cost: $709,405,000 Operating Cost: $45,750,000	Capital Cost: $0 Operating Cost: $0
Project: **FrontRunner Electrify (High Investment)** Mode: Commuter Rail Upgrade	From: Draper FrontRunner Station To: Pleasant View FR Station Length: 79 miles	Needed: 2 Funded: 0	Capital Cost: $948,000,000 Operating Cost: $45,750,000	Capital Cost: $0 Operating Cost: $0
Project: **Tooele Corridor** Mode: Express Bus	From: Tooele (Vine St) To: 200 South Transit Hub Length: 56.34 miles	Needed: 3 Funded: 3	Capital Cost: $28,733,000 Operating Cost: $5,014,260	Capital Cost: $54,601,000 Operating Cost: $13,902,000
Project: **Black Line** Mode: Light Rail (on existing ROW)	From: Salt Lake International Airport To: University of Utah Transit Hub Length: 9.981 miles	Needed: 1 Funded: 0	Capital Cost: $515,718,000 Operating Cost: $11,777,580	Capital Cost: $515,718,000 Operating Cost: $11,778,000
Project: **Green TRAX Line Reconfiguration** Mode: Light Rail (ex. ROW)	From: 700 South To: Gateway Plaza Length: 1.7 miles	Needed: 2 Funded: 2	Capital Cost: $87,839,000 Operating Cost: $2,006,000	Capital Cost: $130,397,000 Operating Cost: $3,757,000
Project: **Draper TRAX Line (South)** Mode: Light Rail (ex.ROW)	From: Draper TRAX Station To: Salt Lake/Utah County Line Length: 7 miles	Needed: 1 Funded: 3	Capital Cost: $361,690,000 Operating Cost: $8,260,000	Capital Cost: $687,317,000 Operating Cost: $22,901,000
		or		
Project: **TRAX Line West Alignment** Mode: Light Rail	From: Pending To: Salt Lake/Utah County Line Length: 14 miles	Needed: 1 Funded: 3	Capital Cost: $964,460,000 Operating Cost: $16,520,000	Capital Cost: $1,832,756,000 Operating Cost: $45,801,000
Project: **Salt Lake Loop (S Line Extensions)** Mode: Street Car	From: Central Pointe Station To: University of Utah Length: 6.548 miles	Needed: 2 Funded: 3	Capital Cost: $317,251,000 Operating Cost: $3,274,000	Capital Cost: $602,870,000 Operating Cost: $9,077,000
Project: **S Line extension to 400 South** Mode: Street Car	From: McClelland St. S Line Station To: 900 E. TRAX Station Length: 3.05 miles	Needed: 2 Funded: 0	Capital Cost: $147,773,000 Operating Cost: $1,525,000	Capital Cost: $0 Operating Cost: $0
Project: **S Line extension to Millcreek** Mode: Street Car	From: McLelland Station To: 1300 East & 3900 South Length: 2.65 miles	Needed: 2 Funded: 0	Capital Cost: $128,393,000 Operating Cost: $1,325,000	Capital Cost: $0 Operating Cost: $0
Project: **S Line extension to Millcreek**	From: McLelland Station To: 1300 East & 3900 South	Needed: 1 Funded: 1	Capital Cost: $1,325,000 Operating Cost: $0	Capital Cost: $1,537,000 Operating Cost: $0

Mode: Corridor Preservation	Length: 2.65 miles			
Project: **Mid-Jordan Extension + Draper Town Center - Riverton Corridor** Mode: Core Service 15	From: Daybreak Parkway TRAX Station To: 12600 South/Bangerter Highway Length: 12.7 miles	Needed: 3 Funded: 3	Capital Cost: $21,082,000 Operating Cost: $4,191,000	Capital Cost: $40,062,000 Operating Cost: $11,619,000
Project: **Mid-Jordan Extension** Mode: Corridor Preservation	From: Daybreak Parkway TRAX Sta. To: 12600 South/Bangerter Highway Length: 12.7 miles	Needed: 1 Funded: 1	Capital Cost: $6,350,000 Operating Cost: $0	Capital Cost: $7,364,000 Operating Cost: $0
Project: **Corridor Preservation for Transit Ext. to University** Mode: Corridor Preservation	From: South Sandhill View Way To: Autumn Crest Blvd Length: 3 miles	Needed: 1 Funded: 1	Capital Cost: $1,500,000 Operating Cost: $0	Capital Cost: $1,740,000 Operating Cost: $0
Project: **400 South Connection (TRAX)** Mode: Light Rail	From: Salt Lake Central To: Main Street & 400 South Length: 1.1 miles	Needed: 1 Funded: 2	Capital Cost: $75,779,000 Operating Cost: $1,298,000	Capital Cost: $112,494,000 Operating Cost: $2,431,000
Project: **Big Cottonwood Corridor** Mode: Special Service Bus	From: Mouth of Big Cottonwood Canyon To: Brighton Ski Resort Length: 14.94 miles	Needed: 3 Funded: 0	Capital Cost: $7,619,000 Operating Cost: $1,329,660	Capital Cost: $0 Operating Cost: $0
Project: **Little Cottonwood Corridor** Mode: Special Service Bus	From: Mouth of LCC To: Alta Ski Resort Length: 8.57 miles	Needed: 3 Funded: 0	Capital Cost: $4,371,000 Operating Cost: $762,730	Capital Cost: $0 Operating Cost: $0
Project: **North Temple FrontRunner / TRAX Transit Hub**		Needed: 1 Funded: 1	Capital Cost: $14,000,000	Capital Cost: $18,400,000
Project: **Power Station Transit Hub**		Needed: 1 Funded: 1	Capital Cost: $14,000,000	Capital Cost: $18,400,000
Project: **University of Utah Transit Hub South**		Needed: 1 Funded: 1	Capital Cost: $14,000,000	Capital Cost: $18,400,000
Project: **200 South Transit Hub**		Needed: 1 Funded: 1	Capital Cost: $14,000,000	Capital Cost: $18,400,000
Project: **Salt Lake Central Park & Ride Lot Expansion**		Needed: 2 Funded: 2	Capital Cost: $3,600,000	Capital Cost: $7,000,000
Project: **Central Pointe Station Transit Hub**		Needed: 1 Funded: 1	Capital Cost: $14,000,000	Capital Cost: $18,400,000
Project: **1700 South TRAX Stop**		Needed: 2 Funded: 0	Capital Cost: $2,000,000	
Project: **2700 South TRAX Station**		Needed: 2 Funded: 0	Capital Cost: $2,000,000	
Project: **Murray Central Station Transit Hub**		Needed: 1 Funded: 1	Capital Cost: $14,000,000	Capital Cost: $18,400,000
Project: **Murray Central Station Park & Ride Lot Expansion**		Needed: 2 Funded: 2	Capital Cost: $3,600,000	Capital Cost: $7,000,000
Project: **3900 South Park & Ride**		Needed: 1 Funded: 2	Capital Cost: $3,600,000	Capital Cost: $7,000,000
Project: **SLCC Transit Hub**		Needed: 1 Funded: 1	Capital Cost: $14,000,000	Capital Cost: $18,400,000
Project: **Cottonwood Canyons Transit Hub**		Needed: 1 Funded: 3	Capital Cost: $14,000,000	Capital Cost: $40,000,000
Project: **Fort Union Transit Hub**		Needed: 1 Funded: 2	Capital Cost: $14,000,000	Capital Cost: $27,300,000

Project: **Big Cottonwood Canyon Park & Ride Expansion**	Needed: 3 Funded: 3	Capital Cost: $3,600,000	Capital Cost: $10,400,000
Project: **Little Cottonwood Canyon Park & Ride**	Needed: 3 Funded: 3	Capital Cost: $3,600,000	Capital Cost: $10,400,000
Project: **5600 West Park & Ride**	Needed: 1 Funded: 1	Capital Cost: $3,600,000	Capital Cost: $4,700,000

Active Transportation Projects and Phasing

The 2019-2050 RTP active transportation projects list identifies planned active transportation routes and point projects. Each project description includes the project name, project length, facility type, when the project is needed, current cost, and phased cost. The 2019-2050 RTP active transportation project list can also be accessed via the interactive map by clicking on the project, and viewing the information in the pop up box.

Table X. 2019-2050 RTP Active Transportation Project List - Routes

Project	Facility	Phase	Cost
Box Elder County Projects			
SR 13 I-15 to Main Street	Bike Lane Length 2.639274 miles	2	2019: $260,000 Phased: $490,000
Rockwell Dr / 2400 South US 89 to Lower Bench Trail	Bike Lane Length 0.559614 miles	3	2019: $60,000 Phased: $160,000
2950 South FrontRunner Trail to Perry St	Bike Lane Length 0.399667 miles	3	2019: $40,000 Phased: $110,000
3000 South Perry St to Lower Bench Trail	Bike Lane Length 0.641171 miles	3	2019: $60,000 Phased: $180,000
750 North SR 315 to Bonneville Shoreline Trail	Shared Use Path Length 2.090484 miles	2	2019: $2,090,000 Phased: $3,920,000
Center St 200 East to Haul Road	Trail Length 0.249276 miles	3	2019: $50,000 Phased: $140,000
Center St FrontRunner Trail to 100 West	Bike Lane Length 0.533264 miles	3	2019: $50,000 Phased: $150,000
Center St US 89 to Center St	Bike Lane Length 0.307417 miles	3	2019: $30,000 Phased: $90,000
Center St 100 West to Center St	Bike Lane Length 0.124032 miles	3	2019: $10,000 Phased: $30,000
6850 South US 89 to Bonneville Shoreline Trail	Trail Length 0.537471 miles	3	2019: $110,000 Phased: $310,000
6850 South Historic Orchard Pathway to US 89	Bike Lane Length 0.399873 miles	3	2019: $40,000 Phased: $110,000
400 East to 700 North 600 North to Highland Blvd	Shared Use Path Length 0.508574 miles	2	2019: $510,000 Phased: $950,000
8300 South Trail US 89 to Lower Bench Trail	Trail Length 0.843548 miles	1	2019: $170,000 Phased: $220,000
8300 South Historic Orchard Pathway to US 89	Bike Lane Length 0.32662 miles	1	2019: $30,000 Phased: $40,000

8700 South 2000 West to US 89	Shared Use Path Length 1.503259 miles	1	2019: $1,500,000 Phased: $1,900,000
500 West / Medical Drive 1500 North to 1100 South	Bike Lane Length 3.473199 miles	1	2019: $350,000 Phased: $440,000
Main St 1500 North to 900 North	Bike Lane Length 0.520108 miles	3	2019: $50,000 Phased: $140,000
Watery Ln SR 13 to 1200 West	Bike Lane Length 2.70079 miles	3	2019: $270,000 Phased: $750,000
100 East to 200 East 900 North to 600 North	Bike Lane Length 0.453434 miles	2	2019: $50,000 Phased: $80,000
600 East / 200 South 600 North to 350 South	Bike Lane Length 1.601724 miles	1	2019: $160,000 Phased: $200,000
800 West / Georgia Drive Forest St to Medical Dr	Shared Use Path Length 1.643615 miles	2	2019: $1,640,000 Phased: $3,080,000
Historic Orchard Pathway 1200 West to Perry St	Shared Use Path Length 1.304419 miles	3	2019: $1,300,000 Phased: $3,620,000
600 North 1200 West to 600 East	Bike Lane Length 2.050304 miles	2	2019: $210,000 Phased: $380,000
FrontRunner Trail Historic Orchard Pathway North to Historic Orchard Pathway South	Shared Use Path Length 7.17708 miles	3	2019: $7,180,000 Phased: $19,900,000
Historic Orchard Pathway 3800 South to 1100 South	Shared Use Path Length 3.237284 miles	1	2019: $3,240,000 Phased: $4,100,000
Historic Orchard Parkway 750 North to 8700 South	Shared Use Path Length 4.98263 miles	1	2019: $4,980,000 Phased: $6,300,000
2000 West 8700 South to 4000 North	Shared Use Path Length 1.096022 miles	1	2019: $1,100,000 Phased: $1,390,000
US 89 8700 South to Weber County Line	Bike Lane Length 1.113969 miles	2	2019: $110,000 Phased: $210,000
SR 126 US 89 to US 89	Shared Use Path Length 0.225102 miles	3	2019: $230,000 Phased: $620,000
SR 126 2000 West to US 89	Bike Lane Length 0.603488 miles	3	2019: $60,000 Phased: $170,000
100 North to Beecher Avenue 600 East to Highland Blvd	Bike Lane Length 0.614864 miles	3	2019: $60,000 Phased: $170,000
Forest Street Bear River Bird Refuge to 600 East	Shared Use Path Length 3.39364 miles	1	2019: $3,390,000 Phased: $4,290,000
400 South 1200 West to 600 West	Bike Lane Length 1.007114 miles	1	2019: $100,000 Phased: $130,000
Eagle Mountain Trail FrontRunner Trail to 200 South	Shared Use Path Length 3.353659 miles	1	2019: $3,350,000 Phased: $4,240,000
700 South / 700 South Trail 1200 West to Eagle Mountain Trail	Shared Use Path Length 2.564485 miles	1	2019: $2,560,000 Phased: $3,240,000
Davis St FrontRunner Trail to US 89	Bike Lane Length 0.981197 miles	3	2019: $100,000 Phased: $270,000
Davis County Projects			
South Weber Dr / Cornia Dr Weber County Line to East Frontage Road	Bike Lane Length 5.298271 miles	1	2019: $530,000 Phased: $670,000

700 South SR 193 to 1180 West	Bike Lane Length 2.003877 miles	1	2019: $200,000 Phased: $250,000
Burton Lane SW Corner of USU Property to Main Street	Shared Use Path Length 0.41849 miles	3	2019: $420,000 Phased: $1,160,000
Burton Lane Denver & Rio Grande Western Rail Trail to 50 W.	Shared Use Path Length 0.462502 miles	3	2019: $460,000 Phased: $1,280,000
Sunset Drive Burton Lane to Emigrant Trail	Bike Lane Length 0.553974 miles	3	2019: $60,000 Phased: $150,000
Gentile Trail Legacy Parkway Trail to Preserve Park Trail	Shared Use Path Length 0.352529 miles	1	2019: $350,000 Phased: $450,000
Lagoon Dr Park Lane to Clark Lane	Shared Use Path Length 0.81463 miles	1	2019: $810,000 Phased: $1,030,000
600 North / Main Street 200 West to State Street	Buffered Bike Lane Length 0.908628 miles	1	2019: $140,000 Phased: $170,000
400 West Lagoon Drive to State Street	Bike Lane Length 0.144697 miles	1	2019: $10,000 Phased: $20,000
Buffalo Ranch Road West Davis Corridor School Access to Buffalo Ranch Development	Bike Lane Length 0.1834 miles	1	2019: $20,000 Phased: $20,000
200 West State Street to Frontage Road	Bike Lane Length 0.487819 miles	1	2019: $50,000 Phased: $60,000
185 East / 200 East State Street to 1700 South	Buffered Bike Lane Length 1.978074 miles	1	2019: $300,000 Phased: $380,000
Kays Creek Parkway 3025 North to Hobbs Creek Drive	Shared Use Path Length 0.239012 miles	3	2019: $240,000 Phased: $660,000
Farmington Creek Denver & Rio Grande Western Rail Trail to West Davis Corridor Trail	Shared Use Path Length 0.592426 miles	1	2019: $590,000 Phased: $750,000
Main St Lund Lane to Chase Lane	Bike Lane Length 1.615836 miles	1	2019: $160,000 Phased: $200,000
1250 W Legacy Parkway Trail to Porter Ln	Shared Use Path Length 1.424884 miles	2	2019: $1,420,000 Phased: $2,670,000
Frontage Rd 1175 N to Pages Ln	Bike Lane Length 1.11 miles	2	2019: $110,000 Phased: $210,000
400 East 1000 North to 500 South	Bike Lane Length 3.106969 miles	2	2019: $310,000 Phased: $580,000
400 West to 200 West Porter Lane to Main Street	Bike Lane Length 2.642339 miles	1	2019: $260,000 Phased: $330,000
1100 West 1600 North to 1100 North	Buffered Bike Lane Length 3.104217 miles	1	2019: $470,000 Phased: $590,000
800 West 400 North to 500 South	Bike Lane Length 0.677434 miles	1	2019: $70,000 Phased: $90,000
700 West to 800 West 500 South to 1500 South	Bike Lane Length 0.780385 miles	1	2019: $80,000 Phased: $100,000
Redwood Rd 500 South to Salt Lake County Line	Bike Lane Length 4.357945 miles	2	2019: $440,000 Phased: $820,000
SR 193 1180 West to Harriger Way	Shared Use Path Length 1.204236 miles	1	2019: $1,200,000 Phased: $1,520,000

800 West Extension 500 South to 700 South	Shared Use Path Length 0.147324 miles	1	2019: $150,000 Phased: $190,000
Orchard Dr 500 South to 150 West	Bike Lane Length 1.750002 miles	2	2019: $180,000 Phased: $330,000
Main St 200 West to 500 West	Bike Lane Length 0.706581 miles	1	2019: $70,000 Phased: $90,000
500 West Main Street to Orchard Drive	Bike Lane Length 0.739007 miles	2	2019: $70,000 Phased: $140,000
Main St 1100 North to US 89	Bike Lane Length 1.563164 miles	1	2019: $160,000 Phased: $200,000
200 West to Orchard Dr 2600 South to 200 West	Bike Lane Length 1.059161 miles	1	2019: $110,000 Phased: $130,000
Emigrant Trail Extension Weber/Davis County Line to 1300 N	Shared Use Path Length 1.547 miles	1	2019: $1,550,000 Phased: $1,960,000
Emigrant Trail Weber County Line to 1800 North	Shared Use Path Length 0.89 miles	2	2019: $890,000 Phased: $1,670,000
2050 North Clinton Drain Trail Extension Emigrant Trail Extension to 3000 West	Shared Use Path Length 1.49 miles	1	2019: $1,490,000 Phased: $1,890,000
Davis-Weber Canal 1200 West to Fort Lane	Shared Use Path Length 1.623179 miles	2	2019: $1,620,000 Phased: $3,040,000
Great Salt Lake Shoreline Trail 4500 W to 1700 S	Shared Use Path Length 0.59385 miles	3	2019: $590,000 Phased: $1,650,000
Antelope Dr Oak Forest Drive to Valley View Drive	Bike Lane Length 0.523055 miles	2	2019: $50,000 Phased: $100,000
Great Salt Lake Shoreline Trail Antelope Dr to Gentile St Trail	Shared Use Path Length 4.401989 miles	3	2019: $4,400,000 Phased: $12,200,000
Antelope Dr Antelope Island Payment Booth to 2000 West	Bike Lane Length 2.92 miles	1	2019: $290,000 Phased: $370,000
Antelope Dr 1000 West to Fairfield Road	Bike Lane Length 4.969592 miles	1	2019: $500,000 Phased: $630,000
1800 North 3000 West to Aspen Avenue	Bike Lane Length 3.284169 miles	1	2019: $330,000 Phased: $420,000
Emigrant Trail Access Syracuse Trail to Bluff Road	Shared Use Path Length 0.221263 miles	3	2019: $220,000 Phased: $610,000
Gordon Ave Pathway 1000 N to US 89 Bike Route	Shared Use Path Length 1.200909 miles	1	2019: $1,200,000 Phased: $1,520,000
Bluff Road Roundabout Bluff Road to Syracuse Trail	Shared Use Path Length 0.044452 miles	2	2019: $40,000 Phased: $80,000
Gordon Ave Fort Lane to 1000 N	Bike Lane Length 1.380252 miles	2	2019: $140,000 Phased: $260,000
Oak Hills Drive Gentile St to US 89	Shared Use Path Length 1.61534 miles	1	2019: $1,620,000 Phased: $2,040,000
3700 South / Gentile Street Bluff Road to 1350 East	Bike Lane Length 5.241768 miles	1	2019: $520,000 Phased: $660,000
West Davis Corridor Trail Gentile Street to Legacy Parkway Trail	Shared Use Path Length 11.552971 miles	1	2019: $11,550,000 Phased: $14,620,000
Angel Street Gentile Street to West Davis Corridor	Bike Lane Length 4.205878 miles	2	2019: $420,000 Phased: $790,000

Mutton Hollow Rd Fairfield Road to US 89	Bike Lane Length 2.417173 miles	2	2019: $240,000 Phased: $450,000
Kays Creek Layton Parkway to Layton Parkway	Shared Use Path Length 0.76078 miles	2	2019: $760,000 Phased: $1,420,000
Weber River Parkway 2225 East to Weber River Parkway	Shared Use Path Length 0.121167 miles	3	2019: $120,000 Phased: $340,000
Layton Pkwy Great Salt Lake Shoreline Trail to 1700 West	Bike Lane Length 1.300939 miles	3	2019: $130,000 Phased: $360,000
Main St Fort Lane to 200 North	Bike Lane Length 1.397026 miles	1	2019: $140,000 Phased: $180,000
Kays Creek Angel Street to Abbey Way	Shared Use Path Length 0.341655 miles	1	2019: $340,000 Phased: $430,000
400 North Hampton Court Lane to US 89	Bike Lane Length 0.155044 miles	1	2019: $20,000 Phased: $20,000
200 North 2950 West to Hampton Court Lane	Protected Bike Lane Length 4.255293 miles	1	2019: $4,260,000 Phased: $5,380,000
Schick Ln 2950 West to 200 North	Shared Use Path Length 0.139982 miles	3	2019: $140,000 Phased: $390,000
Nicholls Road US 89 to Mountain Road	Bike Lane Length 0.371734 miles	3	2019: $40,000 Phased: $100,000
Nicholls Road Main Street to US 89	Buffered Bike Lane Length 0.982148 miles	3	2019: $150,000 Phased: $410,000
Burton Lane 50 West to SW Corner of USU Property	Bike Lane Length 0.419725 miles	3	2019: $40,000 Phased: $120,000
Burton Lane Sunset Drive to Denver & Rio Grande Western Rail Trail	Bike Lane Length 0.388037 miles	3	2019: $40,000 Phased: $110,000
1300 North D&RGW Trail to I-15	Bike Lane Length 0.9689 miles	1	2019: $100,000 Phased: $120,000
Emigrant Trail Great Salt Lake Shoreline Trail to Denver & Rio Grande Western Rail Trail	Shared Use Path Length 1.247022 miles	3	2019: $1,250,000 Phased: $3,460,000
Shepard Ln Shepard Lane Connector to Main Street	Bike Lane Length 1.295912 miles	1	2019: $130,000 Phased: $160,000
Legacy Parkway Trail Shepard Lane to Red Barn Lane	Shared Use Path Length 0.884087 miles	1	2019: $880,000 Phased: $1,120,000
Shepard Lane Connector Shepard Lane to West Davis Corridor	Bike Lane Length 1.052109 miles	1	2019: $110,000 Phased: $130,000
Park Lane Clark Lane to Main Street	Shared Use Path Length 1.301668 miles	1	2019: $1,300,000 Phased: $1,650,000
Clark Lane Buffalo Ranch Development to Denver & Rio Grande Western Rail Trail	Buffered Bike Lane Length 0.967674 miles	1	2019: $150,000 Phased: $180,000
Clark Ln Denver & Rio Grande Western Rail Trail to Park Lane	Shared Use Path Length 0.060704 miles	1	2019: $60,000 Phased: $80,000
Clark Ln Park Lane to Station Parkway	Buffered Bike Lane Length 0.507496 miles	1	2019: $80,000 Phased: $100,000
State St	Bike Lane	1	2019: $100,000

100 North to 185 East	Length 1.035397 miles		Phased: $130,000
West Davis Corridor School Access West Davis Corridor Trail to Buffalo Ranch Road	Shared Use Path Length 0.159344 miles	1	2019: $160,000 Phased: $200,000
650 N Clearfield Canal Trail to Cedar Lane	Bike Lane Length 0.202417 miles	1	2019: $20,000 Phased: $30,000
Glovers Ln West Davis Corridor Trail to 200 East	Buffered Bike Lane Length 1.355646 miles	1	2019: $200,000 Phased: $260,000
2025 North Frontage Road to Main Street	Bike Lane Length 0.479215 miles	3	2019: $50,000 Phased: $130,000
Sunset View Dr 400 West to Main Street	Bike Lane Length 0.344483 miles	3	2019: $30,000 Phased: $100,000
Chase Ln Frontage Road to Hillside Drive	Bike Lane Length 1.128659 miles	2	2019: $110,000 Phased: $210,000
Parrish Ln Legacy Parkway to 400 East	Bike Lane Length 1.474453 miles	1	2019: $150,000 Phased: $190,000
Porter Ln Legacy Parkway Trail to 400 W	Bike Lane Length 1.27893 miles	2	2019: $130,000 Phased: $240,000
Pages Ln Legacy Parkway to 400 East	Bike Lane Length 2.277398 miles	1	2019: $230,000 Phased: $290,000
Millcreek Canal / 400 N Legacy Parkway Trail to 1100 W	Shared Use Path Length 1.130521 miles	2	2019: $1,130,000 Phased: $2,120,000
400 North Howard Street to Main Street	Bike Lane Length 1.676524 miles	1	2019: $170,000 Phased: $210,000
400 North Main Street to 1300 East	Bike Lane Length 1.371089 miles	1	2019: $140,000 Phased: $170,000
Center St SR 193 to State Street	Bike Lane Length 0.479302 miles	1	2019: $50,000 Phased: $60,000
Bountiful Blvd 1300 East to Viewcrest Drive	Bike Lane Length 0.579612 miles	3	2019: $60,000 Phased: $160,000
500 South 500 West to Davis Boulevard	Bike Lane Length 1.720159 miles	1	2019: $170,000 Phased: $220,000
1250 South to Mountain View Blvd Legacy Parkway Trail to 1500 South	Bike Lane Length 0.331984 miles	1	2019: $30,000 Phased: $40,000
1500 South Redwood Road to Main Street	Bike Lane Length 2.513005 miles	1	2019: $250,000 Phased: $320,000
1500 South Main Street to Orchard Drive	Bike Lane Length 0.549404 miles	2	2019: $50,000 Phased: $100,000
1800 South Main Street to Mueller Park Road	Bike Lane Length 1.962613 miles	2	2019: $200,000 Phased: $370,000
Mueller Park Rd 1800 South to Bountiful Boulevard	Bike Lane Length 0.304257 miles	2	2019: $30,000 Phased: $60,000
1100 North Main Street to 1100 West	Bike Lane Length 0.827 miles	2	2019: $80,000 Phased: $150,000
2600 South Main Street to 150 West	Bike Lane Length 0.623716 miles	2	2019: $60,000 Phased: $120,000
Center St US 89 to Orchard Drive	Bike Lane Length 0.252015 miles	1	2019: $30,000 Phased: $30,000
200 South	Bike Lane	2	2019: $10,000

Denver & Rio Grande Western Rail Trail to Center St	Length 0.106996 miles		Phased: $20,000
Orchard Dr Eagle Ridge Drive to Center Street	Bike Lane Length 0.438377 miles	1	2019: $40,000 Phased: $60,000
Layton Canal 1300 North to Midland Drive	Shared Use Path Length 3.795532 miles	3	2019: $3,800,000 Phased: $10,520,000
1050 West Ritter Drive to River Park Drive	Bike Lane Length 0.4687 miles	2	2019: $50,000 Phased: $90,000
3000 West Weber County Line to 1700 South	Bike Lane Length 4.38106 miles	2	2019: $440,000 Phased: $820,000
2000 West Weber County Line to 300 North	Buffered Bike Lane Length 2.388804 miles	1	2019: $360,000 Phased: $450,000
475 East South Weber Drive to Cottonwood Drive	Bike Lane Length 0.777338 miles	1	2019: $80,000 Phased: $100,000
US 89 Frontage Road Bike Route South Weber Dr to Main St	Shared Lane Length 8.580094 miles	1	2019: $150,000 Phased: $200,000
4000 West 300 North to 1200 South	Shared Lane Length 1.558783 miles	3	2019: $30,000 Phased: $80,000
Main St Weber County Line to Center Street	Bike Lane Length 0.293973 miles	1	2019: $30,000 Phased: $40,000
SR 193 Fairfield Rd to US 89 Frontage Road	Shared Use Path Length 2.270965 miles	2	2019: $2,270,000 Phased: $4,250,000
State St / Main St Center Street to Layton Parkway	Bike Lane Length 5.191693 miles	1	2019: $520,000 Phased: $660,000
1000 West SR 193 to Bluff Road	Bike Lane Length 3.346918 miles	2	2019: $330,000 Phased: $630,000
SR 193 Center Street to 700 South	Bike Lane Length 0.566385 miles	1	2019: $60,000 Phased: $70,000
Emigrant Trail Bluff Road to Syracuse Trail	Shared Use Path Length 4.52 miles	1	2019: $4,520,000 Phased: $5,720,000
1000 East SR 193 to Antelope Drive	Bike Lane Length 0.993175 miles	1	2019: $100,000 Phased: $130,000
Fairfield Rd 3000 North to 200 North	Bike Lane Length 3.594 miles	1	2019: $360,000 Phased: $450,000
4500 West 1200 South to 1700 South	Bike Lane Length 0.497429 miles	3	2019: $50,000 Phased: $140,000
Clearfield FrontRunner Trail Clearfield FrontRunner Station to Antelope Drive	Shared Use Path Length 0.521289 miles	1	2019: $520,000 Phased: $660,000
Kays Creek Parkway Antelope Drive to Hidden Hollow Drive	Shared Use Path Length 0.293071 miles	2	2019: $290,000 Phased: $550,000
2000 West Antelope Dr to 2700 South	Buffered Bike Lane Length 0.985014 miles	1	2019: $150,000 Phased: $190,000
Great Salt Lake Shoreline Trail 4000 W to St Andrews Dr	Shared Use Path Length 0.529206 miles	3	2019: $530,000 Phased: $1,470,000
2200 West Antelope Drive to Gentile Street	Bike Lane Length 1.999685 miles	1	2019: $200,000 Phased: $250,000
Fort Ln Antelope Drive to Main Street	Bike Lane Length 2.673043 miles	1	2019: $270,000 Phased: $340,000

North Fork Kays Creek Golden Avenue to Antelope Drive	Shared Use Path Length 1.782151 miles	2	2019: $1,780,000 Phased: $3,340,000
Kays Creek Connection Gentile Street to 100 West	Shared Use Path Length 0.266603 miles	3	2019: $270,000 Phased: $740,000
Bonneville Shoreline Trail / Trailhead 650 North to Bair Creek	Trail Length 1.598491 miles	3	2019: $330,000 Phased: $910,000
50 West to 300 West Main Street to Frontage Road	Bike Lane Length 2.388677 miles	2	2019: $240,000 Phased: $450,000
West Davis Corridor Trail Access West Davis Corridor Trail to Weaver Lane	Shared Use Path Length 0.171186 miles	3	2019: $170,000 Phased: $470,000
200 East 200 North to Main Street	Bike Lane Length 0.578195 miles	1	2019: $60,000 Phased: $70,000
Bonneville Shoreline Trail	Trail Length 1.653602 miles	3	2019: $340,000 Phased: $940,000
Main St 350 South to 600 North	Bike Lane Length 3.533684 miles	1	2019: $350,000 Phased: $450,000
Salt Lake County Projects			
Davis Blvd 425 W to Eaglewood Drive	Bike Lane Length 0.140699 miles	3	2019: $10,000 Phased: $40,000
California Ave 5600 West to Redwood Road	Bike Lane Length 4.579908 miles	1	2019: $460,000 Phased: $580,000
Rose Creek Mountain View Corridor to Provo Reservoir Canal	Shared Use Path Length 0.774905 miles	2	2019: $770,000 Phased: $1,450,000
Stokes Ave 300 East to Fort Street	Bike Lane Length 0.593404 miles	3	2019: $60,000 Phased: $160,000
13800 South Welby Jacobs Canal to 2800 West	Buffered Bike Lane Length 2.1 miles	2	2019: $320,000 Phased: $590,000
Rose Creek 2800 West to Almaden Cove	Shared Use Path Length 2.089109 miles	3	2019: $2,090,000 Phased: $5,790,000
600 W. Interchange Connection to 13775 S. 14600 South to Pony Express Road	Bike Lane Length 1.9491 miles	3	2019: $190,000 Phased: $540,000
13800 South 200 East to Fort Street	Bike Lane Length 0.735624 miles	2	2019: $70,000 Phased: $140,000
PoM Canal 2 13800 South to Minuteman Drive	Shared Use Path Length 0.961631 miles	2	2019: $960,000 Phased: $1,800,000
Real Vista Dr Juniper Crest Road to 14400 South	Bike Lane Length 1.091451 miles	2	2019: $110,000 Phased: $200,000
14400 South to 14600 South 2700 West to Pony Express Road	Bike Lane Length 3.310142 miles	1	2019: $330,000 Phased: $420,000
Porter Rockwell Blvd Camp Williams Road to 14600 South	Shared Use Path Length 2.781741 miles	1	2019: $2,780,000 Phased: $3,520,000
1300 South 1300 East to Wasatch Drive	Bike Lane Length 1.733286 miles	1	2019: $170,000 Phased: $220,000
Juniper Crest Rd Juniper Crest Trailhead to Mountain View Corridor	Bike Lane Length 0.910911 miles	3	2019: $90,000 Phased: $250,000
Bonneville Shoreline Connector Juniper Crest Road to Porter Rockwell Blvd	Trail Length 3.81501 miles	1	2019: $780,000 Phased: $990,000

Porter Rockwell Blvd Mountain View Corridor to Camp Williams Road	Bike Lane Length 0.636391 miles	1	2019: $60,000 Phased: $80,000
Jordan River Center Street Path Center St to Davis County Border	Shared Use Path Length 0.97237 miles	1	2019: $970,000 Phased: $1,230,000
Redwood Rd Davis County Line to 1000 N	Bike Lane Length 2.122507 miles	2	2019: $210,000 Phased: $400,000
Canal Trail 1700 N to North Temple St	Shared Use Path Length 2.347876 miles	1	2019: $2,350,000 Phased: $2,970,000
8000 West 1400 North to North Temple St	Bike Lane Length 1.871242 miles	1	2019: $190,000 Phased: $240,000
7200 West 700 North to 2100 South	Shared Use Path Length 4.299 miles	2	2019: $4,300,000 Phased: $8,050,000
5600 West 700 North to Amelia Earhart Dr	Bike Lane Length 0.516761 miles	2	2019: $50,000 Phased: $100,000
Columbus St to State Street Zane Avenue to North Temple	Bike Lane Length 0.779353 miles	1	2019: $80,000 Phased: $100,000
1300 South 700 West to 700 East	Bike Lane Length 2.100638 miles	1	2019: $210,000 Phased: $270,000
Mountain View Corridor Trail Extension Amelia Earhart Dr to 1225 North	Shared Use Path Length 2.57666 miles	2	2019: $2,580,000 Phased: $4,830,000
Fairfax Rd to Wolcott St Virginia St to 100 South	Bike Lane Length 0.876112 miles	1	2019: $90,000 Phased: $110,000
Virginia St / University St Fairfax Rd to 100 South	Bike Lane Length 0.686905 miles	1	2019: $70,000 Phased: $90,000
Wasatch Dr/Student Life Way North Campus Drive to George S. Eccles Student Life Center	Bike Lane Length 0.49 miles	2	2019: $50,000 Phased: $90,000
University of Utah - On-Campus Route 100 South to Foothill Drive	Bike Lane Length 0.725624 miles	1	2019: $70,000 Phased: $90,000
University of Utah - On-Campus Route George S. Eccles Student Life Center to George S. Eccles 2002 Legacy Bridge	Shared Use Path Length 0.060453 miles	1	2019: $60,000 Phased: $80,000
Chipeta Way Wakara Way to Arapeen Drive	Bike Lane Length 0.528999 miles	1	2019: $50,000 Phased: $70,000
1300 E 500 S to 600 S	Bike Lane Length 0.149758 miles	1	2019: $10,000 Phased: $20,000
4800 West 1100 South to 1300 South	Bike Lane Length 0.347471 miles	2	2019: $30,000 Phased: $70,000
2100 South 3200 West to Milestone Drive	Bike Lane Length 0.154214 miles	2	2019: $20,000 Phased: $30,000
3800 West California Avenue to Directors Row	Bike Lane Length 0.283648 miles	2	2019: $30,000 Phased: $50,000
Mountain View Corridor Trail 1225 North to 4100 South	Shared Use Path Length 4.535269 miles	1	2019: $4,540,000 Phased: $5,740,000
1300 E 1300 S to 2700 S	Bike Lane Length 1.998545 miles	1	2019: $200,000 Phased: $250,000
900 East to 700 East 1700 South to 7800 South	Bike Lane Length 8.675112 miles	1	2019: $870,000 Phased: $1,100,000

Pioneer Rd 1900 South to 2100 South	Bike Lane Length 0.166443 miles	2	2019: $20,000 Phased: $30,000
4800 West to 2400 South 2100 South to England Court	Bike Lane Length 0.736873 miles	3	2019: $70,000 Phased: $200,000
5370 West 2100 South to 2400 South	Bike Lane Length 0.483633 miles	3	2019: $50,000 Phased: $130,000
Redwood Rd 2100 S to 2200 S	Bike Lane Length 0.217755 miles	2	2019: $20,000 Phased: $40,000
Constitution Blvd 2100 South to 3100 South	Bike Lane Length 1.471251 miles	1	2019: $150,000 Phased: $190,000
Main St 2100 South to 4500 South	Bike Lane Length 3.522334 miles	1	2019: $350,000 Phased: $450,000
SR 201 11500 West to 7200 West	Bike Lane Length 10.70501 miles	2	2019: $1,070,000 Phased: $2,010,000
Parley's Trail Jordan River to Roper Rail Yard	Shared Use Path Length 0.351227 miles	1	2019: $350,000 Phased: $440,000
Redwood Rd 2200 S to Parkway Blvd	Sidepath Length 0.395912 miles	2	2019: $210,000 Phased: $390,000
300 West Andy Avenue to 3900 South	Bike Lane Length 2.570695 miles	1	2019: $260,000 Phased: $330,000
900 West Parley's Trail to 3300 S	Bike Lane Length 1.495887 miles	1	2019: $150,000 Phased: $190,000
7200 West 2400 South to 2100 South	Bike Lane Length 0.140259 miles	2	2019: $10,000 Phased: $30,000
9180 West 2400 South to 2600 South	Bike Lane Length 0.370322 miles	3	2019: $40,000 Phased: $100,000
SR 111 SR 201 to 2700 South	Shared Use Path Length 0.652552 miles	2	2019: $650,000 Phased: $1,220,000
4800 West 2400 South to Lake Park Boulevard	Bike Lane Length 0.428885 miles	2	2019: $40,000 Phased: $80,000
Redwood Rd Whitlock Ave to 3100 South	Shared Use Path Length 0.900174 miles	2	2019: $900,000 Phased: $1,690,000
Bonneville Shoreline Trail West 2400 S to Bonneville Shoreline Trail West	Trail Length 19.908874 miles	3	2019: $4,090,000 Phased: $11,330,000
Parley's Canyon Trail Wasatch Boulevard to Pharaohs Glen	Shared Use Path Length 2.166795 miles	3	2019: $2,170,000 Phased: $6,010,000
Corporate Park Dr Lake Park Boulevard to 3100 South	Bike Lane Length 0.632529 miles	1	2019: $60,000 Phased: $80,000
SR 111 2700 South to 4100 South	Bike Lane Length 2.014399 miles	1	2019: $200,000 Phased: $250,000
1300 East to Richmond St 2700 South to 3300 South	Bike Lane Length 0.925062 miles	1	2019: $90,000 Phased: $120,000
4800 West 3100 South to 4715 South	Buffered Bike Lane Length 2.525769 miles	1	2019: $380,000 Phased: $480,000
4000 West 3100 South to 4700 South	Bike Lane Length 2.506049 miles	2	2019: $250,000 Phased: $470,000
Redwood Rd 3100 South to 4100 South	Shared Use Path Length 1.506161 miles	2	2019: $1,510,000 Phased: $2,820,000

300 East 3300 South to 3900 South	Buffered Bike Lane Length 0.8828 miles	1	2019: $130,000 Phased: $170,000
1200 W/ 1300 W 3300 S to Atherton Dr	Buffered Bike Lane Length 1.717802 miles	1	2019: $260,000 Phased: $330,000
1300 East 3300 South to Murray Holladay Road	Bike Lane Length 2.35858 miles	1	2019: $240,000 Phased: $300,000
Constitution Blvd 3800 South to 4700 South	Buffered Bike Lane Length 1.500636 miles	1	2019: $230,000 Phased: $280,000
South Frontage Rd 5370 West to 2700 West	Bike Lane Length 3.427177 miles	1	2019: $340,000 Phased: $430,000
SR 111 4100 South to New Bingham Highway	Shared Use Path Length 8.112025 miles	3	2019: $8,110,000 Phased: $22,490,000
7200 W 4100 N to SR 111	Bike Lane Length 2.783327 miles	2	2019: $280,000 Phased: $520,000
Redwood Rd 4100 South to 6200 South	Shared Use Path Length 3.006803 miles	2	2019: $3,010,000 Phased: $5,630,000
1300 W Atherton Dr to 4700 S	Neighborhood Byway Length 0.373294 miles	1	2019: $20,000 Phased: $20,000
2700 East to Wander Lane 4430 South to Murray Holladay Road	Shared Lane Length 0.374696 miles	1	2019: $10,000 Phased: $10,000
Box Elder St 4500 South to Vine Street	Shared Lane Length 0.79 miles	1	2019: $10,000 Phased: $20,000
4015 West to 4000 West 4700 South to 6200 South	Bike Lane Length 2.005427 miles	2	2019: $200,000 Phased: $380,000
3200 West 4700 South to Royalwood Drive	Bike Lane Length 0.942622 miles	1	2019: $90,000 Phased: $120,000
Westsams Blvd to Northwest Ave 4865 South to 5415 South	Bike Lane Length 1.213746 miles	2	2019: $120,000 Phased: $230,000
South Frontage Rd/ 2400 South 7200 West to 5370 West	Bike Lane Length 2.820738 miles	2	2019: $280,000 Phased: $530,000
2700 West 4700 South to Utah and Salt Lake Canal	Buffered Bike Lane Length 2.465853 miles	1	2019: $370,000 Phased: $470,000
Redwood Rd 4700 South to Murray Taylorsville Road	Shared Use Path Length 0.243924 miles	1	2019: $240,000 Phased: $310,000
Vanwinkle Expressway 4800 S to 6200 South	Bike Lane Length 4.654833 miles	2	2019: $470,000 Phased: $870,000
Canal St Murray Taylorsville Rd to 5770 S	Bike Lane Length 1.346011 miles	1	2019: $130,000 Phased: $170,000
Walker Ln to Cottonwood Ln Cottonwood Lane to Holladay Blvd	Shared Lane Length 0.919336 miles	1	2019: $20,000 Phased: $20,000
Cottonwood St 300 West to Vine Street	Buffered Bike Lane Length 0.611628 miles	1	2019: $90,000 Phased: $120,000
Murray Blvd 5300 South to Vine Street	Buffered Bike Lane Length 0.626365 miles	1	2019: $90,000 Phased: $120,000
300 West 5400 South to I-215	Buffered Bike Lane Length 1.328266 miles	2	2019: $200,000 Phased: $370,000
Cougar Ln 5400 South to 7000 South	Buffered Bike Lane Length 2.036725 miles	2	2019: $310,000 Phased: $570,000

East Jordan Canal Trail Walker Lane to 6200 South	Shared Use Path Length 1.33 miles	1	2019: $1,330,000 Phased: $1,680,000
Parleys Way 2100 S to Foothill Dr	Bike Lane Length 1.018792 miles	1	2019: $100,000 Phased: $130,000
Canal St / 1300 West / Temple Dr 5770 S to Four B Ln	Buffered Bike Lane Length 4.569909 miles	1	2019: $690,000 Phased: $870,000
2300 E Fardown Ave to 6200 S	Bike Lane Length 0.256755 miles	3	2019: $30,000 Phased: $70,000
Redwood Rd 6200 South to 7800 South	Shared Use Path Length 2.001941 miles	2	2019: $2,000,000 Phased: $3,750,000
Highland Dr 6200 South to Parkridge Drive	Protected Bike Lane Length 1.5977 miles	1	2019: $1,600,000 Phased: $2,020,000
Cottonwood St Winchester Street to I-215	Buffered Bike Lane Length 0.162602 miles	1	2019: $20,000 Phased: $30,000
Porter Rockwell Trail Winchester Street to Pioneer Avenue	Shared Use Path Length 2.717991 miles	1	2019: $2,720,000 Phased: $3,440,000
1300 East Union Park Avenue to Hollow Dale Drive	Bike Lane Length 0.407746 miles	1	2019: $40,000 Phased: $50,000
4800 West 7000 South to Opal Hill Drive	Bike Lane Length 0.386384 miles	3	2019: $40,000 Phased: $110,000
Union Park Ave South Union Avenue to 1300 East	Bike Lane Length 0.316705 miles	1	2019: $30,000 Phased: $40,000
2600 South to Spencer Ave 9180 West to 3100 South	Bike Lane Length 1.06967 miles	2	2019: $110,000 Phased: $200,000
4000 West 7800 South to Westland Drive	Bike Lane Length 1.965644 miles	1	2019: $200,000 Phased: $250,000
Redwood Rd 7800 South to 9000 South	Shared Use Path Length 1.506765 miles	2	2019: $1,510,000 Phased: $2,820,000
Danish Road Bengal Blvd to Wasatch Blvd	Bike Lane Length 1.890808 miles	1	2019: $190,000 Phased: $240,000
3500 East Creek Road to Wasatch Boulevard	Shared Lane Length 0.46 miles	1	2019: $10,000 Phased: $10,000
4800 West to Silver Mine Rd New Bingham Highway to South Jordan Parkway	Buffered Bike Lane Length 2.774763 miles	1	2019: $420,000 Phased: $530,000
Highland Dr 9800 South to East Creek Road	Bike Lane Length 2.17 miles	1	2019: $220,000 Phased: $270,000
5600 West / Hawley Park Rd New Bingham Highway to Old Bingham Highway	Bike Lane Length 1.511888 miles	1	2019: $150,000 Phased: $190,000
Harvard Park Dr Quarry Bend Trail to 8600 South	Shoulder Bikeway Length 0.502389 miles	2	2019: $30,000 Phased: $50,000
Redwood Rd 9000 South to 11400 South	Shared Use Path Length 3.004069 miles	2	2019: $3,000,000 Phased: $5,630,000
700 East 9000 South to 9400 South	Bike Lane Length 0.515277 miles	1	2019: $50,000 Phased: $70,000
1400 North 8000 West to 7200 West	Bike Lane Length 0.948205 miles	1	2019: $90,000 Phased: $120,000
Parkway Blvd 2700 West to Decker Lake Boulevard	Shared Use Path Length 0.604389 miles	1	2019: $600,000 Phased: $760,000

2700 West Meadow Ridge Drive to 14000 South	Buffered Bike Lane Length 5.838594 miles	1	2019: $880,000 Phased: $1,110,000
Bacchus Hwy New Bingham Hwy to Butterfield Canyon Road	Bike Lane Length 5.057622 miles	2	2019: $510,000 Phased: $950,000
2700 East to 9800 South 10000 South to Mt. Jordan Road	Shared Lane Length 0.310447 miles	2	2019: $10,000 Phased: $10,000
Jordan Gateway 10000 South to 11400 South	Buffered Bike Lane Length 1.936306 miles	1	2019: $290,000 Phased: $370,000
Provo Reservoir Canal South Jordan High Pointe Park to 13800 South	Shared Use Path Length 3.828691 miles	2	2019: $3,830,000 Phased: $7,170,000
3600 West 11400 South to 13400 South	Bike Lane Length 2.510222 miles	1	2019: $250,000 Phased: $320,000
3180 West / 3200 West 11400 South to 11800 South	Bike Lane Length 0.5084 miles	3	2019: $50,000 Phased: $140,000
Redwood Rd 11400 South to 12800 South	Shared Use Path Length 1.757895 miles	2	2019: $1,760,000 Phased: $3,290,000
Lone Peak Pkwy 11400 South to 12300 South	Bike Lane Length 1.21709 miles	1	2019: $120,000 Phased: $150,000
700 East / Charger Way 11400 South to Carlquist Drive	Bike Lane Length 2.186136 miles	1	2019: $220,000 Phased: $280,000
Decker Lake Blvd Parkway Boulevard to Research Way	Bike Lane Length 0.226531 miles	2	2019: $20,000 Phased: $40,000
1300 W 11740 S to Bluffdale City Boundary	Buffered Bike Lane Length 2.694508 miles	1	2019: $400,000 Phased: $510,000
970 E 12300 S to Pioneer Rd	Shared Use Path Length 0.153503 miles	2	2019: $150,000 Phased: $290,000
Vista Station Blvd 12300 South to FrontRunner Boulevard	Buffered Bike Lane Length 0.531029 miles	2	2019: $80,000 Phased: $150,000
125 West / Lone Peak Pkwy 12300 South to 13775 South	Bike Lane Length 1.877694 miles	1	2019: $190,000 Phased: $240,000
FrontRunner Blvd Vista Station Boulevard to Vista Station Boulevard	Buffered Bike Lane Length 0.689127 miles	2	2019: $100,000 Phased: $190,000
Redwood Rd 12800 South to Bangerter Hwy	Shared Use Path Length 1.242494 miles	2	2019: $1,240,000 Phased: $2,330,000
Point of the Mountain Transit Extension 2 POTM Extension to FrontRunner Stop	Bike Lane Length 0.919762 miles	2	2019: $90,000 Phased: $170,000
Rose Canyon Rd 13100 South to 13400 South	Buffered Bike Lane Length 0.400538 miles	2	2019: $60,000 Phased: $110,000
300 East Smith Fields Park to Stokes Avenue	Bike Lane Length 0.269542 miles	2	2019: $30,000 Phased: $50,000
Hamilton View Rd 13400 South to 13800 South	Buffered Bike Lane Length 0.639847 miles	1	2019: $100,000 Phased: $120,000
2700 South to 8000 West 8400 West to Parkway Blvd	Bike Lane Length 0.585048 miles	2	2019: $60,000 Phased: $110,000
Point of the Mountain Transit Extension Bangerter Hwy to I-15	Shared Use Path Length 1.503229 miles	2	2019: $1,500,000 Phased: $2,820,000
600 West Interchange Connection Vista Station Boulevard to 14600 South	Bike Lane Length 1.54 miles	1	2019: $150,000 Phased: $190,000

East Jordan Canal Minuteman Drive to Jordan River	Shared Use Path Length 6.402619 miles	3	2019: $6,400,000 Phased: $17,750,000
10200 South Centennial Parkway to Jordan Gateway	Buffered Bike Lane Length 0.46 miles	2	2019: $70,000 Phased: $130,000
7200 South 700 North to 1400 North	Bike Lane Length 1.02 miles	1	2019: $100,000 Phased: $130,000
Galena Creek Trail FrontRunner Blvd to Jordan River Parkway	Shared Use Path Length 0.36 miles	1	2019: $360,000 Phased: $460,000
Corner Canyon Creek Trail FrontRunner Blvd to Jordan River Parkway	Shared Use Path Length 0.29 miles	1	2019: $290,000 Phased: $370,000
Highland Drive 9800 South to Draper City Line	Bike Lane Length 2.89 miles	2	2019: $290,000 Phased: $540,000
Highland Drive Sandy City Line to Bangerter Parkway	Bike Lane Length 4.74 miles	1	2019: $470,000 Phased: $600,000
Sego Lily Drive 1300 East to 700 East	Bike Lane Length 1 miles	1	2019: $100,000 Phased: $130,000
2700 South 300 West to 500 East	Buffered Bike Lane Length 1.19747 miles	1	2019: $180,000 Phased: $230,000
Parkway Blvd Bangerter Highway to Vespa Drive	Shared Use Path Length 0.493539 miles	1	2019: $490,000 Phased: $620,000
Parkway Blvd 7200 West to 5600 West	Bike Lane Length 2.018206 miles	1	2019: $200,000 Phased: $260,000
Parkway Park Trail Vespa Drive to 2700 West	Shared Use Path Length 0.739987 miles	2	2019: $740,000 Phased: $1,390,000
2820 South 8000 West to 7200 West	Bike Lane Length 1.007026 miles	2	2019: $100,000 Phased: $190,000
Mill Creek Trail 300 W to 500 E	Shared Use Path Length 1.231088 miles	1	2019: $1,230,000 Phased: $1,560,000
Brud Dr 6240 West to 5600 West	Buffered Bike Lane Length 0.826644 miles	1	2019: $120,000 Phased: $160,000
700 North 8000 West to 5600 West	Bike Lane Length 2.93591 miles	1	2019: $290,000 Phased: $370,000
3100 South 8800 West to Brud Drive	Buffered Bike Lane Length 3.206156 miles	1	2019: $480,000 Phased: $610,000
3100 South 5600 West to Redwood Road	Buffered Bike Lane Length 4.512423 miles	1	2019: $680,000 Phased: $860,000
Rosa Parks Dr Redwood Road to Lester St	Bike Lane Length 0.141739 miles	2	2019: $10,000 Phased: $30,000
Rosa Parks Dr Lester St to Cultural Center Dr	Buffered Bike Lane Length 0.23225 miles	2	2019: $30,000 Phased: $70,000
Utah and Salt Lake Canal 8400 West to 5600 West	Shared Use Path Length 3.682385 miles	1	2019: $3,680,000 Phased: $4,660,000
3800 South / Millcreek Canyon Rd Wasatch Boulevard to Millcreek Canyon	Shoulder Bikeway Length 1.188769 miles	2	2019: $60,000 Phased: $110,000
Upland Dr Virginia Street to I-215	Shoulder Bikeway Length 0.113197 miles	1	2019: $10,000 Phased: $10,000
Meadow Brook Expy Redwood Road to 500 West	Protected Bike Lane Length 1.808476 miles	1	2019: $1,810,000 Phased: $2,290,000

3900 South 500 West to 2000 East	Protected Bike Lane Length 3.756113 miles	1	2019: $3,760,000 Phased: $4,750,000
3900 South 2300 East to Wasatch Boulevard	Protected Bike Lane Length 1.495596 miles	1	2019: $1,500,000 Phased: $1,890,000
4100 South 8400 West to Redwood Road	Bike Lane Length 8.03164 miles	1	2019: $800,000 Phased: $1,020,000
Taylorsville Expy Redwood Road to Jordan River	Shared Use Path Length 1.721697 miles	1	2019: $1,720,000 Phased: $2,180,000
Murray Holladay Rd Van Winkle Expressway to Wander Lane	Protected Bike Lane Length 2.601042 miles	1	2019: $2,600,000 Phased: $3,290,000
4700 S Shared Use Path 1300 W to North Jordan Canal	Shared Use Path Length 0.51385 miles	2	2019: $510,000 Phased: $960,000
Utah and Salt Lake Canal Midway Drive to 6200 South	Shared Use Path Length 3.015932 miles	2	2019: $3,020,000 Phased: $5,650,000
4700 S SR 111 to 6400 W	Bike Lane Length 2.513917 miles	3	2019: $250,000 Phased: $700,000
4700 South / 4715 South 6400 West to Redwood Road	Bike Lane Length 5.521623 miles	1	2019: $550,000 Phased: $700,000
4800 South 500 West to Van Winkle Expressway	Bike Lane Length 2.186444 miles	2	2019: $220,000 Phased: $410,000
Murray Taylorsville Rd Redwood Road to 500 West	Buffered Bike Lane Length 1.731015 miles	1	2019: $260,000 Phased: $330,000
600 North 800 West to 300 West	Bike Lane Length 0.750493 miles	2	2019: $80,000 Phased: $140,000
Little Cottonwood Creek Trail Arrowhead Park to Vine Street	Shared Use Path Length 0.915886 miles	2	2019: $920,000 Phased: $1,720,000
Vine Street Murray Boulevard to Box Elder St	Buffered Bike Lane Length 0.72661 miles	1	2019: $110,000 Phased: $140,000
5400 South / 5300 South 1070 West to 700 West	Bike Lane Length 0.62623 miles	1	2019: $60,000 Phased: $80,000
5415 South Cougar Lane to Northwest Avenue	Bike Lane Length 0.117422 miles	2	2019: $10,000 Phased: $20,000
5600 South Vine Street to 900 East	Bike Lane Length 0.280453 miles	1	2019: $30,000 Phased: $40,000
Bullion St to Greenoaks Dr 1300 West to 700 West	Bike Lane Length 1.214918 miles	2	2019: $120,000 Phased: $230,000
5900 South 700 West to 900 East	Bike Lane Length 2.335775 miles	2	2019: $230,000 Phased: $440,000
Vine St 900 East to Van Winkle Expressway	Buffered Bike Lane Length 1.601953 miles	1	2019: $240,000 Phased: $300,000
6200 S / Bennion Blvd SR 111 to Jordan River Parkway Access	Bike Lane Length 7.333255 miles	1	2019: $730,000 Phased: $930,000
Fort Union Blvd 900 East to 3000 East	Protected Bike Lane Length 2.15 miles	1	2019: $2,150,000 Phased: $2,720,000
Alta St to Wasatch Dr Alta Street to Wasatch Dr	Bike Lane Length 0.582871 miles	1	2019: $60,000 Phased: $70,000
Center St to State St Jordan River Parkway to 7800 South	Bike Lane Length 1.66489 miles	1	2019: $170,000 Phased: $210,000

7800 South SR 111 to 4000 West	Bike Lane Length 3.696387 miles	1	2019: $370,000 Phased: $470,000
Sandy Parkway to 500 W Center Street to 10000 S	Bike Lane Length 3.155448 miles	1	2019: $320,000 Phased: $400,000
New Bingham Hwy 5600 West to 7800 South	Protected Bike Lane Length 2.168223 miles	1	2019: $2,170,000 Phased: $2,740,000
7800 South 1140 West to Center Street	Protected Bike Lane Length 0.268582 miles	1	2019: $270,000 Phased: $340,000
7800 South Redwood Road to Temple Drive	Bike Lane Length 0.502562 miles	1	2019: $50,000 Phased: $60,000
7800 South State Street to Unionwood Drive	Shoulder Bikeway Length 0.663106 miles	1	2019: $30,000 Phased: $40,000
Creek Rd 2050 Creek Road to 3500 East	Bike Lane Length 1.961371 miles	1	2019: $200,000 Phased: $250,000
Cy's Rd Harvard Park Drive to Quarry Bend Trail	Bike Lane Length 0.155529 miles	2	2019: $20,000 Phased: $30,000
9000 South Bacchus Highway to 5600 West	Bike Lane Length 1.87227 miles	1	2019: $190,000 Phased: $240,000
University of Utah - On-Campus Route Fort Douglas Blvd to Wakara Way	Shared Use Path Length 0.59666 miles	1	2019: $600,000 Phased: $750,000
Quarry Bend Dr Harvard Park Drive to Quarry Bend Park	Bike Lane Length 0.083378 miles	2	2019: $10,000 Phased: $20,000
9000 South 1300 West to Sandy Parkway	Protected Bike Lane Length 1.314733 miles	1	2019: $1,310,000 Phased: $1,660,000
Provo Reservoir Canal Westland Drive to Sage Meadow Drive	Shared Use Path Length 1.627415 miles	3	2019: $1,630,000 Phased: $4,510,000
9400 South Jordan River Parkway Access to 300 West	Bike Lane Length 0.844456 miles	2	2019: $80,000 Phased: $160,000
9400 South 255 West to 9400 South	Protected Bike Lane Length 2.008468 miles	1	2019: $2,010,000 Phased: $2,540,000
9400 South to Little Cottonwood Rd 9000 South to North Little Cottonwood Road	Buffered Bike Lane Length 4.714986 miles	1	2019: $710,000 Phased: $890,000
Skye Dr 4800 West to Dunsinane Drive	Buffered Bike Lane Length 1.404649 miles	2	2019: $210,000 Phased: $390,000
Old Bingham Hwy Bacchus Highway to Hawley Park Road	Shared Use Path Length 2.429076 miles	2	2019: $2,430,000 Phased: $4,550,000
9800 South to Old Wasatch Blvd Mt Jordan Road to Little Cottonwood Road	Shared Lane Length 0.678455 miles	2	2019: $10,000 Phased: $20,000
9800 South Dunsinane Drive to Bangerter Hwy	Bike Lane Length 0.289853 miles	1	2019: $30,000 Phased: $40,000
700 S 4400 W to Bangerter Hwy	Bike Lane Length 0.500155 miles	2	2019: $50,000 Phased: $90,000
Shields Ln to Sego Lily Dr 1300 West to Porter Rockwell Trail	Shoulder Bikeway Length 2.495288 miles	1	2019: $120,000 Phased: $160,000
Mt. Jordan Rd 9800 South to 9800 South	Bike Lane Length 0.055855 miles	2	2019: $10,000 Phased: $10,000
10000 South Granite Crest Lane to 2700 East	Shoulder Bikeway Length 0.246976 miles	2	2019: $10,000 Phased: $20,000

Old Bingham Hwy to Copperton Bonneville Shoreline Trail West to SR 111	Bike Lane Length 1.915069 miles	3	2019: $190,000 Phased: $530,000
Dry Creek 240 West to East Jordan Canal	Shared Use Path Length 0.91204 miles	1	2019: $910,000 Phased: $1,150,000
South Jordan Pkwy SR 111 to Oquirrh Lake Road	Bike Lane Length 4.354133 miles	1	2019: $440,000 Phased: $550,000
Oquirrh Lake Rd South Jordan Parkway to Daybreak View Parkway	Shared Lane Length 1.108773 miles	2	2019: $20,000 Phased: $40,000
Daybreak Parkway Roundabout Oakmond Road to Daybreak Parkway	Shoulder Bikeway Length 0.126661 miles	2	2019: $10,000 Phased: $10,000
11400 South State Street to Camden Park Lane	Protected Bike Lane Length 0.74188 miles	1	2019: $740,000 Phased: $940,000
Utility Corridor California Ave to Pioneer Road	Shared Use Path Length 1.553635 miles	2	2019: $1,550,000 Phased: $2,910,000
11800 South SR 111 to Rushmore Park Lane	Bike Lane Length 2.551554 miles	1	2019: $260,000 Phased: $320,000
11800 South 3600 West to 3200 West	Buffered Bike Lane Length 0.513154 miles	2	2019: $80,000 Phased: $140,000
Midas Creek Mountain View Corridor to 4985 West	Shared Use Path Length 0.158231 miles	3	2019: $160,000 Phased: $440,000
Pioneer Rd 700 East to Highland Drive	Buffered Bike Lane Length 2.018315 miles	1	2019: $300,000 Phased: $380,000
12600 South Main Street to 400 West	Buffered Bike Lane Length 1.252735 miles	1	2019: $190,000 Phased: $240,000
12800 South Redwood Road to 1100 West	Shared Lane Length 0.757557 miles	1	2019: $10,000 Phased: $20,000
Herriman Main St Rosecrest Road to Elementary Drive	Bike Lane Length 0.133118 miles	2	2019: $10,000 Phased: $20,000
13100 South Rose Canyon Road to 5600 West	Buffered Bike Lane Length 1.007563 miles	2	2019: $150,000 Phased: $280,000
Herriman Hwy SR 111 to Rose Canyon Road	Bike Lane Length 2.613131 miles	3	2019: $260,000 Phased: $720,000
13400 South Rose Canyon Road to Redwood Road	Bike Lane Length 5.519412 miles	1	2019: $550,000 Phased: $700,000
Weber County Projects			
4000 N 2000 W to US 89	Shared Use Path Length 0.559054 miles	2	2019: $560,000 Phased: $1,050,000
2600 North / 2700 North 4200 West to 1000 West	Bike Lane Length 4.083792 miles	2	2019: $410,000 Phased: $760,000
2900 West 1200 South to 1800 South	Bike Lane Length 0.750678 miles	3	2019: $80,000 Phased: $210,000
Union Pacific Railroad Trail 1200 South to 17th Street	Trail Length 0.556097 miles	1	2019: $110,000 Phased: $140,000
Grant Ave 12th Street to 20th Street	Bike Lane Length 0.909345 miles	1	2019: $90,000 Phased: $120,000
Ogden City Cemetery Park Boulevard to 20th Street	Trail Length 0.359844 miles	2	2019: $70,000 Phased: $140,000

Jackson Ave Monroe Boulevard to Eccles Avenue	Bike Boulevard Length 3.055048 miles	1	2019: $50,000 Phased: $70,000
2700 West 1800 South to Midland Drive	Bike Lane Length 2.810315 miles	3	2019: $280,000 Phased: $780,000
River Parkway Trail 1800 South to Hinckley Dr	Shared Use Path Length 3.291639 miles	1	2019: $3,290,000 Phased: $4,160,000
Washington Blvd Park Boulevard to 22nd Street	Buffered Bike Lane Length 0.456209 miles	1	2019: $70,000 Phased: $90,000
Valley Dr 20th Street to Traverse Lane	Bike Lane Length 0.220411 miles	2	2019: $20,000 Phased: $40,000
Madison Ave 20th Street to 30th Street	Bike Boulevard Length 1.442826 miles	1	2019: $30,000 Phased: $30,000
Hooper Slough Trail 5100 South to 2350 West	Shared Use Path Length 6.676416 miles	3	2019: $6,680,000 Phased: $18,510,000
Rainbow Loop Connection Fillmore Avenue to 22nd Street	Trail Length 0.574215 miles	3	2019: $120,000 Phased: $330,000
Harrison Blvd 3850 S to 26th St	Phased Implementation Length 2.420101 miles	1	2019: $240,000 Phased: $310,000
Tyler Ave 20th Street to 30th Street	Bike Boulevard Length 0.869053 miles	2	2019: $20,000 Phased: $30,000
Grant Ave 22nd Street to 36th Street	Buffered Bike Lane Length 2.012209 miles	1	2019: $300,000 Phased: $380,000
Adams Ave 22nd Street to Burch Creek Drive	Bike Boulevard Length 3.361374 miles	1	2019: $60,000 Phased: $80,000
Fillmore Ave 22nd Street to 29th Street	Bike Lane Length 1.015327 miles	3	2019: $100,000 Phased: $280,000
Pennsylvania Ave to 24th Street 2250 South to Grant Avenue	Bike Lane Length 2.794049 miles	2	2019: $280,000 Phased: $520,000
Taylor Ave 29th Street to 32nd Street	Bike Lane Length 0.43087 miles	2	2019: $40,000 Phased: $80,000
North Legacy Trail 3100 South to Hooper Canal	Trail Length 3.837771 miles	3	2019: $790,000 Phased: $2,180,000
2550 North 2700 North to 400 East	Bike Lane Length 1.971107 miles	2	2019: $200,000 Phased: $370,000
Quincy Ave 30th Street to 36th Street	Bike Boulevard Length 0.85 miles	2	2019: $20,000 Phased: $30,000
Denver & Rio Grande Western Rail Trail Midland Drive to Hinckley Dr	Shared Use Path Length 0.669882 miles	1	2019: $670,000 Phased: $850,000
Tyler Ave 30th Street to 36th Street	Bike Boulevard Length 0.588197 miles	2	2019: $10,000 Phased: $20,000
Airport Rd 31st Street to 4400 South	Bike Lane Length 1.953826 miles	3	2019: $200,000 Phased: $540,000
Parker Dr 4400 South to Weber River Parkway	Bike Lane Length 1.587615 miles	2	2019: $160,000 Phased: $300,000
Washington Blvd 36th Street to Adams Avenue	Buffered Bike Lane Length 1.929367 miles	2	2019: $290,000 Phased: $540,000
Harrison Blvd 36th Street to Combe Rd / 5600 South	Protected Bike Lane Length 2.611577 miles	1	2019: $2,610,000 Phased: $3,300,000

Skyline Pkwy/ Skyline Dr Edvalson Street to US 89	Bike Lane Length 3.688546 miles	1	2019: $370,000 Phased: $470,000
Eccles Ave Jackson Avenue to Country Hills Drive	Bike Lane Length 0.328538 miles	3	2019: $30,000 Phased: $90,000
5100 West 4000 South to 4600 South	Bike Lane Length 0.825585 miles	3	2019: $80,000 Phased: $230,000
2600 North / 2700 North Washington Blvd to Mountain Road	Bike Lane Length 1.689898 miles	2	2019: $170,000 Phased: $320,000
4300 West 4000 South to 5500 South	Bike Lane Length 1.86182 miles	3	2019: $190,000 Phased: $520,000
Sandridge Dr to 2675 West 4000 South to 4800 South	Bike Lane Length 1.150659 miles	2	2019: $120,000 Phased: $220,000
Club Heights Park Trail/Palmer Drive Washington Terrace Road to 40th Street	Bike Lane Length 0.36 miles	3	2019: $40,000 Phased: $100,000
300 West Riverdale Road to Ridgeline Drive	Bike Lane Length 1.773295 miles	2	2019: $180,000 Phased: $330,000
Hospital Access Trail Country Hills Drive to Glassman Way	Trail Length 0.48531 miles	3	2019: $100,000 Phased: $280,000
Cozy Dale Dr 1500 West to 4400 South	Bike Lane Length 0.524687 miles	3	2019: $50,000 Phased: $150,000
Glasmann Way Mckay Dee Hospital to US 89	Bike Lane Length 1.174782 miles	2	2019: $120,000 Phased: $220,000
Burch Creek Dr to Sunset Dr Edgewood Drive to US 89	Bike Lane Length 0.792849 miles	3	2019: $80,000 Phased: $220,000
Midland Drive Connection Midland Drive to Layton Canal	Shared Use Path Length 0.340637 miles	3	2019: $340,000 Phased: $940,000
1975 North 4425 West to 1900 North	Bike Lane Length 1.551119 miles	3	2019: $160,000 Phased: $430,000
1500 West Cozy Dale Drive to Ritter Drive	Bike Lane Length 0.622492 miles	2	2019: $60,000 Phased: $120,000
South Pointe Dr 5000 South to 5250 South	Bike Lane Length 0.344493 miles	2	2019: $30,000 Phased: $60,000
Adams Ave Spring Street to 5250 South	Bike Lane Length 0.175995 miles	2	2019: $20,000 Phased: $30,000
Adams Ave Pkwy 5250 South to 5550 South	Shared Use Path Length 0.327499 miles	2	2019: $330,000 Phased: $610,000
South Weber Dr 1050 West to Davis County Line	Bike Lane Length 1.347086 miles	3	2019: $130,000 Phased: $370,000
850 East US 89 to 5875 South	Bike Lane Length 0.549814 miles	2	2019: $50,000 Phased: $100,000
4300 West 5500 South to Davis County Line	Bike Lane Length 0.764347 miles	3	2019: $80,000 Phased: $210,000
Adams Ave Pkwy 5550 South to 500 East	Bike Lane Length 1.000459 miles	2	2019: $100,000 Phased: $190,000
US 89 Adams Avenue to South Weber Dr / Cornia Dr	Shared Use Path Length 3.676001 miles	1	2019: $3,680,000 Phased: $4,650,000
3500 West 5600 South to Davis County Line	Bike Lane Length 0.613524 miles	1	2019: $60,000 Phased: $80,000

1900 North 1975 North to 2300 West	Bike Lane Length 1.138255 miles	3	2019: $110,000 Phased: $320,000
Combe Rd to Wasatch Dr Harrison Boulevard to 5700 South	Bike Lane Length 0.189049 miles	3	2019: $20,000 Phased: $50,000
Combe Rd Regency Drive to US 89	Bike Lane Length 1.275912 miles	3	2019: $130,000 Phased: $350,000
Bonneville Shoreline Trail 6450 South to Weber River	Trail Length 0.648824 miles	3	2019: $130,000 Phased: $370,000
West Ogden Rail Trail Connection Weber River Parkway to DR&GW Rail Trail	Shared Use Path Length 2.46 miles	3	2019: $2,460,000 Phased: $6,820,000
1850 North\1800 North 2300 West to 2000 West	Bike Lane Length 0.43 miles	3	2019: $40,000 Phased: $120,000
Harrisville Rd 2000 West to US 89	Bike Lane Length 2.347181 miles	2	2019: $230,000 Phased: $440,000
Fourmile Creek Weber River Parkway to 2000 W	Shared Use Path Length 3.942733 miles	3	2019: $3,940,000 Phased: $10,930,000
4000 North 3900 West to 2350 West	Bike Lane Length 1.884792 miles	2	2019: $190,000 Phased: $350,000
Pioneer Rd to 400 North 1500 North to 1140 West	Bike Lane Length 4.153331 miles	3	2019: $420,000 Phased: $1,150,000
1500 North 4700 West to Pioneer Road	Bike Lane Length 0.749858 miles	3	2019: $70,000 Phased: $210,000
Weber River Parkway 1900 W to Fourmile Creek	Shared Use Path Length 5.555459 miles	3	2019: $5,560,000 Phased: $15,400,000
1100 North US 89 to Mountain Road	Bike Lane Length 1.708786 miles	2	2019: $170,000 Phased: $320,000
2200 West to 200 S Pioneer Road to 2700 West	Bike Lane Length 1.256843 miles	3	2019: $130,000 Phased: $350,000
North St Wall Avenue to Jackson Avenue	Bike Lane Length 1.307089 miles	2	2019: $130,000 Phased: $240,000
Jackson Ave to 425 North North Street to Harrison Blvd	Bike Lane Length 0.298323 miles	2	2019: $30,000 Phased: $60,000
2nd St 1140 West to Harrison Boulevard	Bike Lane Length 3.081854 miles	1	2019: $310,000 Phased: $390,000
Ogden Canyon Rd Valley Drive to Ogden River Scenic Byway	Shared Use Path Length 5.111793 miles	1	2019: $5,110,000 Phased: $6,470,000
700 South 1900 West to Golden Spoke Extension South	Bike Lane Length 0.61068 miles	3	2019: $60,000 Phased: $170,000
Skyline Dr to Lakeview Dr US 89 to Lakeview Drive	Bike Lane Length 2.615281 miles	3	2019: $260,000 Phased: $730,000
1200 South 4700 West to 1900 West	Bike Lane Length 3.529889 miles	3	2019: $350,000 Phased: $980,000
12th St 1900 West to Canyon Road	Protected Bike Lane Length 4.073799 miles	1	2019: $4,070,000 Phased: $5,150,000
Canyon Rd 12th Street to Maxfield Drive	Buffered Bike Lane Length 0.836316 miles	1	2019: $130,000 Phased: $160,000
17th St 1200 West to Wall Avenue	Bike Lane Length 1.641559 miles	1	2019: $160,000 Phased: $210,000

1800 South 4700 West to 1900 West	Bike Lane Length 3.51266 miles	3	2019: $350,000 Phased: $970,000
Hooper Slough Trail Extension River Parkway Trail to 1800 South	Shared Use Path Length 0.268915 miles	3	2019: $270,000 Phased: $750,000
20th St Traverse Lane to 1330 East	Bike Lane Length 0.106261 miles	2	2019: $10,000 Phased: $20,000
22nd St Grant Avenue to Buchanan Avenue	Bike Lane Length 2.169727 miles	1	2019: $220,000 Phased: $270,000
23rd St Ogden Station to Grant Avenue	Buffered Bike Lane Length 0.343607 miles	1	2019: $50,000 Phased: $70,000
2550 South 4700 West to Pennsylvania Avenue	Bike Lane Length 4.555689 miles	3	2019: $460,000 Phased: $1,260,000
Mountain Rd 125 W to North Ogden Canyon Rd	Bike Lane Length 2.454225 miles	1	2019: $250,000 Phased: $310,000
26th St Grant Avenue to Washington Boulevard	Bike Lane Length 0.147312 miles	1	2019: $10,000 Phased: $20,000
Midland Drive Bypass Midland Drive to Pennsylvania Avenue	Bike Lane Length 1.067331 miles	1	2019: $110,000 Phased: $140,000
29th St Tyler Avenue to Buchanan Avenue	Bike Lane Length 0.719297 miles	2	2019: $70,000 Phased: $130,000
30th St Wall Avenue to Jackson Avenue	Bike Lane Length 1.313682 miles	2	2019: $130,000 Phased: $250,000
Patterson St Quincy Avenue to Jackson Avenue	Bike Lane Length 0.143786 miles	2	2019: $10,000 Phased: $30,000
31st St Pennsylvania Avenue to Grant Avenue	Buffered Bike Lane Length 1.754231 miles	1	2019: $260,000 Phased: $330,000
Midland Dr 3500 West to Midland Drive Bypass	Bike Lane Length 3.159957 miles	1	2019: $320,000 Phased: $400,000
3300 South 4700 West to Midland Drive	Bike Lane Length 3.828056 miles	3	2019: $380,000 Phased: $1,060,000
32nd St to Van Buren Ave Taylor Avenue to Chatelain Road	Bike Boulevard Length 0.663053 miles	1	2019: $10,000 Phased: $20,000
Chatelain Rd Jackson Avenue to Van Buren Avenue	Bike Boulevard Length 0.162204 miles	1	2019: $0 Phased: $0
Pleasant View Dr US 89 to 550 W	Shared Use Path Length 2.375712 miles	2	2019: $2,380,000 Phased: $4,450,000
Hinckley Dr Midland Drive to Pennsylvania Avenue	Buffered Bike Lane Length 1.864244 miles	1	2019: $280,000 Phased: $350,000
36th St Stephens Avenue to Edvalson Street	Bike Lane Length 2.31937 miles	1	2019: $230,000 Phased: $290,000
40th St / Country Hills Dr Riverdale Road to Skyline Pkwy	Bike Lane Length 2.533552 miles	1	2019: $250,000 Phased: $320,000
Riverdale Rd 700 West to 40th Street	Shared Use Path Length 1.229808 miles	1	2019: $1,230,000 Phased: $1,560,000
4000 South West Weber Corridor to 1900 West	Bike Lane Length 4.013435 miles	1	2019: $400,000 Phased: $510,000
4400 South 2675 West to Parker Drive	Bike Lane Length 1.871305 miles	1	2019: $190,000 Phased: $240,000

Edgewood Dr Burch Creek Drive to Glassman Way	Bike Lane Length 0.791376 miles	3	2019: $80,000 Phased: $220,000
4800/ 4825 South North Legacy Trail to 2675 West	Bike Lane Length 3.040459 miles	2	2019: $300,000 Phased: $570,000
5000 South Ridgeline Dr to South Pointe Dr	Bike Lane Length 0.800343 miles	2	2019: $80,000 Phased: $150,000
Bluff Trail Rohmer Park to US 89	Shared Use Path Length 4.444163 miles	3	2019: $4,440,000 Phased: $12,320,000
2800 North to Higley Road 4200 West to 2000 West	Bike Lane Length 3.532737 miles	3	2019: $350,000 Phased: $980,000
Spring St to Ben Lomond Ave Adams Avenue to Chambers Street	Bike Lane Length 0.370982 miles	3	2019: $40,000 Phased: $100,000
Ritter Dr Freeway Park Drive to South Weber Drive	Bike Lane Length 0.692903 miles	3	2019: $70,000 Phased: $190,000
Chambers St Ben Lomond Drive to Harrison Blvd	Bike Lane Length 0.660909 miles	2	2019: $70,000 Phased: $120,000
Ridgeline Dr Highland Drive to 5250 South	Bike Lane Length 0.838914 miles	2	2019: $80,000 Phased: $160,000
5350 South 400 East to 5th Street	Shared Use Path Length 0.196749 miles	2	2019: $200,000 Phased: $370,000
5500 South / 5600 South 4700 West to 1900 West	Bike Lane Length 4.014625 miles	1	2019: $400,000 Phased: $510,000
Chambers St to 5600 South US 89 to Harrison Blvd	Bike Lane Length 0.748955 miles	3	2019: $70,000 Phased: $210,000
Woodland Dr Skyline Parkway to Regency Drive	Bike Lane Length 0.447698 miles	3	2019: $40,000 Phased: $120,000
5700 South / 5875 South Adams Avenue Parkway to 850 East	Bike Lane Length 0.602451 miles	3	2019: $60,000 Phased: $170,000
Golf Center Trail Centennial Trail to Adams Avenue Parkway	Shared Use Path Length 0.417989 miles	3	2019: $420,000 Phased: $1,160,000
North Ogden Canyon Rd Mountain Road to North Ogden Lookout Point	Bike Lane Length 0.488101 miles	3	2019: $50,000 Phased: $140,000
Eastwood Blvd Wastach Drive to Skyline Drive	Bike Lane Length 0.55104 miles	3	2019: $60,000 Phased: $150,000
Jennifer Dr to Regency Dr Skyline Drive to Woodland Drive	Bike Lane Length 0.666973 miles	3	2019: $70,000 Phased: $180,000
Bonneville Shoreline Trail 6200 South to 6450 South	Trail Length 1.281917 miles	3	2019: $260,000 Phased: $730,000
Weber River Parkway Centennial Trail to Weber Canyon Bike Path	Shared Use Path Length 4.255649 miles	3	2019: $4,260,000 Phased: $11,800,000
Union Pacific Railroad Trail Weber River Parkway to Bonneville Shoreline Trail	Shared Use Path Length 1.555861 miles	3	2019: $1,560,000 Phased: $4,310,000
Weber Canyon Bike Path Weber River Parkway to Morgan County Line	Shared Use Path Length 2.270088 miles	3	2019: $2,270,000 Phased: $6,290,000
West Weber Corridor 2350 W to Bluff Rd	Shared Use Path Length 18.7 miles	3	2019: $18,700,000 Phased: $51,850,000
Golden Spoke Extension Central West Weber Corridor to 1900 West	Shared Use Path Length 4.209777 miles	3	2019: $4,210,000 Phased: $11,670,000

US 89 Box Elder County Line to Wall Avenue	Bike Lane Length 5.22745 miles	2	2019: $520,000 Phased: $980,000
3900 West / 4200 West 4000 North to 2575 North	Bike Lane Length 2.283598 miles	3	2019: $230,000 Phased: $630,000
3100 North 750 East to Mountain Road	Bike Lane Length 0.941661 miles	2	2019: $90,000 Phased: $180,000
2800 West to 2575 West 4000 North to 3300 North	Bike Lane Length 1.859632 miles	3	2019: $190,000 Phased: $520,000
Lakeview Dr / Washington Blvd Mountain Rd to 2nd Street	Bike Lane Length 5.2 miles	1	2019: $520,000 Phased: $660,000
1100 West Pleasant View Drive to 4050 North	Bike Lane Length 0.597324 miles	2	2019: $60,000 Phased: $110,000
800 E Mountain Rd to 3100 N	Bike Lane Length 0.867135 miles	3	2019: $90,000 Phased: $240,000
Mountain Rd North Ogden Canyon Road to 900 North	Bike Lane Length 3.331658 miles	2	2019: $330,000 Phased: $620,000
Monroe Blvd 1100 N to 3100 N	Buffered Bike Lane Length 2.92876 miles	2	2019: $440,000 Phased: $820,000
Rulon White Blvd 2700 North to Harrisville Heights	Bike Lane Length 1.523051 miles	2	2019: $150,000 Phased: $290,000
2575 North to 4425 West 4200 West to 1975 North	Shared Use Path Length 1.002429 miles	3	2019: $1,000,000 Phased: $2,780,000
4425 West / 4400 West 1975 North to 1500 North	Bike Lane Length 0.629058 miles	3	2019: $60,000 Phased: $170,000
4700 West 1500 North to 4000 South	Bike Lane Length 6.51737 miles	3	2019: $650,000 Phased: $1,810,000
Pleasant View Dr Hillsborough Drive to Washington Boulevard	Shared Use Path Length 0.69 miles	2	2019: $690,000 Phased: $1,290,000
2000 West / 1900 West Golden Spoke Extension Central to Main Street	Bike Lane Length 5.838743 miles	1	2019: $580,000 Phased: $740,000
Golden Spoke Extension South 1900 West to Weber River	Bike Lane Length 3.517621 miles	3	2019: $350,000 Phased: $980,000
Monroe Blvd 1100 North to Park Boulevard	Buffered Bike Lane Length 3.045604 miles	1	2019: $460,000 Phased: $580,000
Harrison Blvd 900 North to 20th Street	Bike Lane Length 1.810454 miles	1	2019: $180,000 Phased: $230,000
Wall Ave Harrisville Road to Riverdale Road	Protected Bike Lane Length 5.440579 miles	1	2019: $5,440,000 Phased: $6,880,000
1140 West 400 North to 2nd Street	Trail Length 0.633679 miles	3	2019: $130,000 Phased: $360,000
2700 West 200 South to 1200 South	Bike Lane Length 1.04 miles	3	2019: $100,000 Phased: $290,000
Harrison Blvd 900 North to 20th Street	Protected Bike Lane Length 1.267813 miles	1	2019: $1,270,000 Phased: $1,600,000
3500 West 1250 South to 5600 South	Bike Lane Length 5.709569 miles	2	2019: $570,000 Phased: $1,070,000

Table X. 2019-2050 RTP Active Transportation Project List - Points

Project	Description	Phase	Cost
Box Elder County Projects			
Brigham City HWY 89 Crossing Eagle Mountain Trail at Highway 89	Overhead	Phase 1	2019: $1,050,000 Phased: $1,330,000
Historic Orchard Pathway Hwy 91 Crossing Historic Orchard Pathway @ Highway 91	At-Grade	Phase 1	2019: $100,000 Phased: $130,000
1850 S Ped/Bike Crossing 1850 S @ Highway 89	At-Grade	Phase 2	2019: $100,000 Phased: $190,000
2250 S Ped/Bike Crossing 2250 S @ Highway 89	At-Grade	Phase 2	2019: $100,000 Phased: $190,000
White Street Ped/Bike Crossing White St @ Highway 89	Overhead	Phase 3	2019: $612,500 Phased: $1,700,000
3000 S Ped/Bike Crossing 3000 S @ Highway 89	At-Grade	Phase 3	2019: $100,000 Phased: $280,000
750 N Ped/Bike Crossing 750 N @ Highway 89	At-Grade	Phase 2	2019: $100,000 Phased: $190,000
Willard Highway 89 Crossing Highway 89 @ Center St	Overhead	Phase 2	2019: $612,500 Phased: $1,150,000
South Willard Highway 89 Crossing Highway 89 @ 8300 S	At-Grade	Phase 3	2019: $100,000 Phased: $280,000
Davis County Projects			
Clinton Railroad Crossing 1800 N @ Clinton Railroad Crossing	Overhead	Phase 1	2019: $437,500 Phased: $550,000
Gordon Ave Trail Extension Gordon Ave @ Highway 89	Overhead	Phase 1	2019: $875,000 Phased: $1,110,000
Syracuse Bluff Trail Crossing Bluff Trail at Gentile St.	Underground	Phase 1	2019: $900,000 Phased: $1,140,000
Layton D&RGW Trail Crossing D&RGW Trail at Gentile St.	Underground	Phase 1	2019: $900,000 Phased: $1,140,000
Downtown Layton Crossing Kays Creek @ FrontRunner	Overhead	Phase 2	2019: $875,000 Phased: $1,640,000
Oak Hills Dr Future Trail Crossing Oak Hills Dr @ Highway 89	Overhead	Phase 1	2019: $875,000 Phased: $1,110,000
Layton D&RGW Trail Crossing D&RGW Trail @ Layton Pkwy	Underground	Phase 3	2019: $900,000 Phased: $2,500,000
West Kaysville Safe Route to School Crossing 200 N @ Bonneville Ln	At-Grade	Phase 1	2019: $100,000 Phased: $130,000
West Kaysville D&RGW Trail Crossing D&RGW Trail @ 200 N	Underground	Phase 1	2019: $900,000 Phased: $1,140,000
Burton Ln Bridge Improvements Burton Ln @ Interstate 15	Overhead	Phase 3	2019: $1,750,000 Phased: $4,850,000
West Davis Trail Access Sunset Drive West Davis Corridor @ Sunset Dr	Underground	Phase 1	2019: $900,000 Phased: $1,140,000
South Weber Trail Connector	Overhead	Phase 3	2019: $2,450,000

1375 E @ Interstate 84			Phased: $6,790,000
Shepard Ln Trail Crossing D&RGW Trail @ Shepard Ln	Underground	Phase 2	2019: $660,000 Phased: $1,240,000
Shepard Ln Bridge Improvements Shepard Ln @ Interstate 15	Overhead	Phase 1	2019: $2,100,000 Phased: $2,660,000
Farmington Interstate 15 Ped Bridge Improvements Park Ln @ Interstate 15	Overhead	Phase 1	2019: $9,450,000 Phased: $11,960,000
Farmington Highway 89 Ped Bridge Improvements Park Ln @ Highway 89	Overhead	Phase 1	2019: $5,250,000 Phased: $6,640,000
Farmington Legacy Pkwy Ped Bridge Improvements State St @ Legacy Pkwy	Overhead	Phase 1	2019: $1,750,000 Phased: $2,210,000
2025 N Crossing 2025 N @ Frontage Road	Overhead	Phase 3	2019: $2,712,500 Phased: $7,520,000
Porter Overpass Porters Lane @ Interstate 15	Overhead	Phase 2	2019: $437,500 Phased: $820,000
Bonneville Shoreline Trail Crossing Bonneville Shoreline Trail @ Interstate 84	Underground	Phase 3	2019: $1,350,000 Phased: $3,740,000
Clearfield D&RGW Trail Crossing D&RGW Trail @ Center St	At-Grade	Phase 3	2019: $100,000 Phased: $280,000
Kays Creek Crossing Kays Creek Parkway @ Highway 89	At-Grade	Phase 3	2019: $100,000 Phased: $280,000
1700 S Ped/Bike Crossing 1700 S @ 2500 W	At-Grade	Phase 1	2019: $100,000 Phased: $130,000
2000 W Ped/Bike Crossing 2000 W @ 1900 S	At-Grade	Phase 1	2019: $100,000 Phased: $130,000
Layton D&RGW Trail Crossing D&RGW Trail @ 2200 W	Underground	Phase 2	2019: $900,000 Phased: $1,690,000
Layton D&RGW Trail Crossing D&RGW Trail @ Gordon Ave	Underground	Phase 2	2019: $900,000 Phased: $1,690,000
Salt Lake County Projects			
Beck St Highway 89 Pathway Beck St @ Staker Parsons	At-Grade	Phase 2	2019: $100,000 Phased: $190,000
1700 S 1700 S @ Union Pacific Rail	Overhead	Phase 2	2019: $612,500 Phased: $1,150,000
2100 S 2100 S @ Highway 89	At-Grade	Phase 1	2019: $100,000 Phased: $130,000
8400 W Ped/Blke Crossing 8400 W @ 3500 S	Overhead	Phase 1	2019: $437,500 Phased: $550,000
3100 S Ped/Bike Crossing 3100 S @ Bangerter Hwy	Overhead	Phase 1	2019: $700,000 Phased: $890,000
4100 S Ped/Blke Crossing 4100 S @ Bangerter Hwy	Overhead	Phase 1	2019: $700,000 Phased: $890,000
4700 S Ped/Bike Crossing 4700 S @ Bangerter Hwy	Overhead	Phase 1	2019: $700,000 Phased: $890,000
Little Cottonwood Creek Trail Little Cottonwood Creek Trail @ Interstate 15	Underground	Phase 2	2019: $1,800,000 Phased: $3,370,000
Little Cottonwood Creek Trail	Underground	Phase 3	2019: $1,050,000

Little Cottonwood Creek Trail @ Rail Yard			Phased: $2,910,000
5400 S Ped/Bike Crossing 5400 S @ Bangerter Hwy	Underground	Phase 2	2019: $1,800,000 Phased: $3,370,000
Mountain View Corridor I-80 Crossing Mountain View Corridor @ Interstate 80	Overhead	Phase 3	2019: $700,000 Phased: $1,940,000
Jordan River Trail Crossing Jordan River Pkwy @ Bullion St	Underground	Phase 3	2019: $900,000 Phased: $2,500,000
7000 S/Jordan Landing Blvd Ped/Bike Crossing 7000 S/Jordan Landing Blvd @ Bangerter Hwy	Overhead	Phase 2	2019: $1,050,000 Phased: $1,970,000
3500 E Ped/Bike Crossing 3500 E @ Wasatch Blvd	Overhead	Phase 2	2019: $437,500 Phased: $820,000
9000 S Ped/Bike Crossing 9000 S @ Bangerter Hwy	Overhead	Phase 1	2019: $1,225,000 Phased: $1,550,000
10400 Ped/Bike Crossing 10400 S @ Bangerter Hwy	Overhead	Phase 1	2019: $700,000 Phased: $890,000
PoM Transit Extension Overpass @ Bangerter Hwy	Overhead	Phase 3	2019: $875,000 Phased: $2,430,000
300 N 300 N @ North Temple FrontRunner	Overhead	Phase 2	2019: $437,500 Phased: $820,000
13800 S Crossing 13800 S @ Interstate 15	Overhead	Phase 3	2019: $1,225,000 Phased: $3,400,000
Point of the Mountain Connection @ FrontRunner	Overhead	Phase 3	2019: $1,225,000 Phased: $3,400,000
Jordan River Trail Crossing Jordan River Pkwy @ 14600 S	Underground	Phase 3	2019: $1,050,000 Phased: $2,910,000
Sandy 10200 S I-15 Crossing Jordan Gateway at Monroe	Overhead	Phase 2	2019: $2,345,000 Phased: $4,390,000
East Jordan Canal I-15 Crossing East Jordan Canal at Interstate 15	Overhead	Phase 3	2019: $2,030,000 Phased: $5,630,000
Parley's Trail Crossing 900 West Parley's Trail at 900 West	At-Grade	Phase 1	2019: $100,000 Phased: $130,000
9400 S I-15 Crossing 9400 S at Interstate 15	Overhead	Phase 3	2019: $1,925,000 Phased: $5,340,000
East Jordan Canal Jordan River Crossing East Jordan Canal at Jordan River Parkway	Overhead	Phase 3	2019: $1,575,000 Phased: $4,370,000
9 Line Rail Trail Overpass 900 S @ Union Pacific Rail	Overhead	Phase 1	2019: $630,000 Phased: $800,000
700 E Crosswalk 700 E @ Yale Ave	At-Grade	Phase 2	2019: $100,000 Phased: $190,000
Campus Crossing 500 S @ Guardsman Way	At-Grade	Phase 1	2019: $100,000 Phased: $130,000
Red Butte Creek Underpass Red Butte Creek @ Foothill Drive	Underground	Phase 1	2019: $900,000 Phased: $1,140,000
Sunnyside Ped/Bike Crossing Sunnyside Ave @ Foothill Drive	Overhead	Phase 1	2019: $350,000 Phased: $440,000
Emigration Creek Underpass Emigration Creek @ Foothill Drive	Underground	Phase 2	2019: $750,000 Phased: $1,400,000

Weber County Projects			
4000 N I-15 Crossing 4000 N @ Interstate 15	Overhead	Phase 2	2019: $1,575,000 Phased: $2,950,000
I-15 Golden Spoke Extension South Golden Spoke Extension Extension South Interstate 15	Overhead	Phase 3	2019: $1,960,000 Phased: $5,430,000
West Haven Trail Crossing Midland Dr @ 3300 S	Overhead	Phase 1	2019: $1,050,000 Phased: $1,330,000
31st Street Railroad Crossing 31st Street @ Union Pacific Railroad	Overhead	Phase 1	2019: $1,050,000 Phased: $1,330,000
Roy D&RGW Trail Crossing D&RGW Trail @ 4000 S	Underground	Phase 1	2019: $900,000 Phased: $1,140,000
Roy FrontRunner Crosswalk @ 2675 W	Overhead	Phase 2	2019: $2,100,000 Phased: $3,930,000
Roy D&RGW Trail Crossing D&RGW Trail @ 4800 S	Underground	Phase 2	2019: $900,000 Phased: $1,690,000
Roy FrontRunner Crosswalk @ 5525 S	Overhead	Phase 3	2019: $700,000 Phased: $1,940,000
Roy D&RGW Trail Crossing D&RGW Trail @ 5600 S	Underground	Phase 1	2019: $660,000 Phased: $840,000
Rohmer Park Connector Trail Rohmer Park @ Union Pacific Railroad Crossing	Overhead	Phase 3	2019: $1,050,000 Phased: $2,910,000

Public Involvement Process

Vision Workshops

During October and November of 2018, WFRC, in coordination with UDOT, UTA, the Utah League of Cities and Towns, and Utah Association of Counties (UAC), hosted the final round of Vision Workshops for the 2019-2050 RTP. This meeting, titled the Wasatch Choice Phasing Workshop, was designed specifically to receive feedback on the draft phased RTP from city and county planners, engineers, managers, economic development staff, city council members, planning commissioners, mayors, and county commissioners. Neighboring 4-5 communities at a time were brought together to provide input on the prioritized transportation plan. There were seven total Phasing Workshops held throughout the region.

Generalized Public Comment Review

A formal public comment period occurred between October 22 and November 30, 2018. The public was invited to provide feedback to the draft financially constrained RTP via an online interactive map, and notices were distributed via the newspaper, WFRC's email distribution list, and through a social media campaign. The interactive map and notices were also provided in Spanish and, because Utah's primary Spanish newspaper *El Periodico* no longer exists, the public comment period was advertised in Spanish on radio station Latino 106.3.

Stakeholder and Special Interest Group Outreach

Community-based organizations were notified via email about the draft financially constrained plan and invited to provide feedback via the online interactive map. Once again, WFRC staff members met with a

number of important landholding corporations and special interests groups, including Rio Tinto (Kennecott), The Church of Jesus Christ of Latter-day Saint's Property Reserve, Inc, (PRI), Suburban Land Reserve (SLR), and Farmland Reserve, Inc. (FRI), Utahns for Better Transportation (UBET), and urban planners and professors at the University of Utah College of Architecture + Planning. Representatives for each of these groups were provided the opportunity to give input on the phasing of roadway, transit, and active transportation projects that formed the basis of the preferred scenario. The input provided by these stakeholders prove invaluable in determining if the transportation needs of the Wasatch Front Region were successfully met.

Present Impacts and Benefits

Performance Measures

The performance measures used to assess the three Wasatch Choice scenarios and the Preferred Scenario were also used to determine the performance of the phased, financially constrained system. Criteria and methodologies were further refined, when needed, and therefore may not be directly comparable to the performance measures as shown in previous chapters.

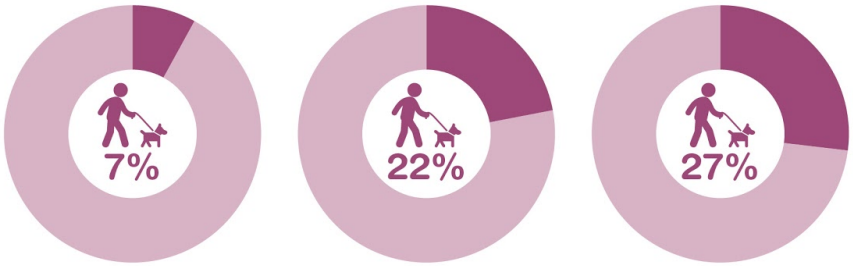
Each measure below compares existing conditions to two future scenarios:

1. **Current path to 2050:** this scenario demonstrates how our transportation system and land development patterns will perform together through the year 2050, if we fund and build only the transportation projects using revenue sources currently in place and if we continue existing land use policies through 2050.
2. **Draft WC2050 Vision:** this scenario demonstrates how our transportation system and land development patterns will perform together through the year 2050, if we fund and build transportation projects using revenue sources currently in place along with specific additional revenue streams, couple with the Vision's proposed land use policies through 2050.

Livable and healthy communities

Performance Measure	2015	2050	
Walkability	Today	Current Path to 2050	Wasatch Choice Path to 2050

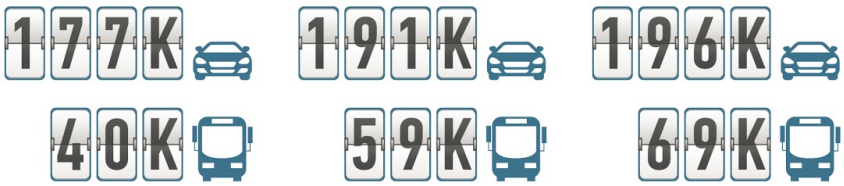
The percent of streets that are walkable. Whether you drive, bike, or take transit, everyone is a pedestrian at some point in the day. This measures how safe and enjoyable streets are for walking.



Access to economic and educational opportunities

Performance Measure	2015	2050	
Destination Access	Today	Current Path to 2050	Wasatch Choice Path to 2050

The number of jobs accessible to the average Wasatch Front household. Better access means a bigger labor pool for businesses and opportunities for employment and interaction with friends and family for residents. Access can be increased through transportation improvements, locating development near high-speed transportation, and locating homes near jobs (and vice versa).



Performance Measure	2015	2050	
Freight	Today	Current Path to 2050	Wasatch Choice Path to 2050

The average truck speed on freight corridors in the evening commute. Truck speed is a proxy for the ability of goods and services to reach consumers and the market. Freight movement is a vital part of the state's economy.

Manageable and reliable traffic conditions

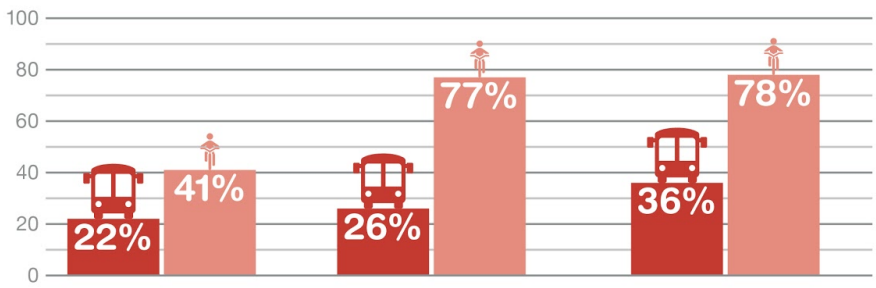
Performance Measure	2015	2050	
Auto Travel Time	Today	Current Path to 2050	Wasatch Choice Path to 2050

The total time per day that the average person spends in a vehicle. Auto travel time increases with added congestion and greater distances between homes and jobs. Shorter travel times mean we spend less time driving and have more time for leisure and recreation.

Quality transportation choices

Performance Measure	2015	2050	
Transportation Choices	Today	Current Path to 2050	Wasatch Choice Path to 2050

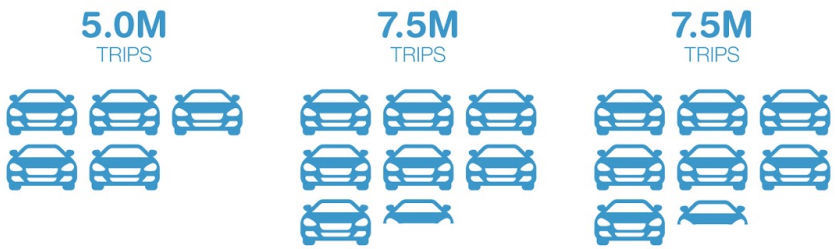
The percent of people who are nearby (are within one quarter of a mile) a frequent bus route, transit stop/station, or dedicated bike facility. Multi-modal transportation systems provide transportation choices which may reduce consumer expenses, decrease congestion, or improve air quality.



Clean air

Performance Measure	2015	2050	
Air Quality	Today	Current Path to 2050	Wasatch Choice Path to 2050

The number of vehicle trips the region takes per day. By reducing vehicle trips through carpooling, transit, walking, and biking, congestion and emissions are reduced and air quality is improved. Even removing a short auto trip cuts out the significant emissions that come from starting a "cold" car.



Housing choices and affordable living expenses

Performance Measure	2015	2050	
Cost of Living	Today	Current Path to 2050	Wasatch Choice Path to 2050

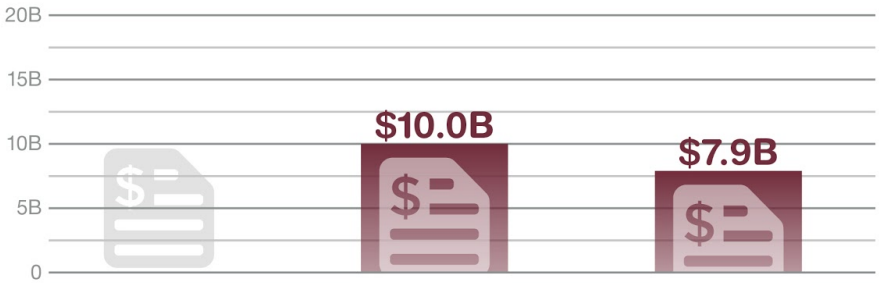
The percent of households whose housing and transportation costs are affordable. Housing costs include rent/mortgage payments, and transportation costs include fuel, car-related expenses, and transit fares. Evaluating these costs together estimates an overall household affordability. An affordable location is defined as a place in which housing and transportation cost less than 45% of household income.

The Wasatch Front is one of the fastest growing regions in the country and this growth pressure has resulted in an housing affordability crisis and increases in associated issues, such as homelessness.

Fiscally responsible communities and infrastructure

Performance Measure	2015	2050	
Local Infrastructure Costs	Today	Current Path to 2050	Wasatch Choice Path to 2050

The total cost to provide streets and infrastructure to serve new development. New development brings economic growth, but also creates fiscal impacts. Roads and utilities supporting development are costs incurred by cities and their residents. Redevelopment and infill of developed areas, and higher intensity development, can lower the fiscal impact on a community.



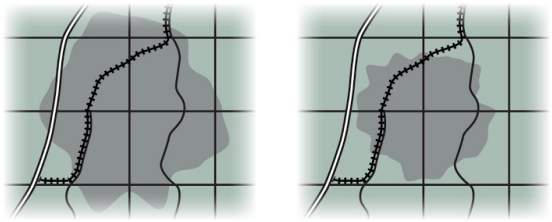
Sustainable environment, including water, agricultural, and other natural resources

Performance Measure	2015	2050	
Water Use	Today	Current Path to 2050	Wasatch Choice Path to 2050

The number of gallons of water that the average household uses. Water is a key concern along the Wasatch Front. The built environment, including housing types and lot sizes, affects how much water is consumed by households. The more water we use for residential purposes, the less water is available for agriculture and other uses.

Ample parks, open spaces, and recreational opportunities

Performance Measure	2015	2050	
Developed Land	Today	Current Path to 2050	Wasatch Choice Path to 2050
The acreage of farmland and open space converted to development. As the population increases, land will be needed to accommodate growth, putting pressure on lands currently used for food production and agriculture. We can reduce the need to develop farmland through centered growth principles.	N/A	16,700 ACRES	11,600 ACRES



Federal Performance Measures

In addition to identifying planning factors to guide MPOs, MAP-21 and the FAST Act also provided a performance management framework for state Departments of Transportation, 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. Each DOT, transit agency, and MPO is required to coordinate together to set performance targets and report on progress toward meeting national goals and agency targets. Table X and X provide each of the national goal areas, performance measures, targets, and reported progress.

The RTP should help the DOTs and transit agencies make progress toward achieving performance targets. WFRC incorporated the national goals into the WC2050 goals:

- Manageable and reliable traffic conditions
- Access to economic and educational opportunities
- Safe, user-friendly streets
- Clean air
- Fiscally responsible communities and infrastructure

These goals were the basis of the creation of the RTP, from scenario development to project selection to project phasing. More detail about how the RTP supports the national goal areas is incorporated throughout the document.

Table X. Federally Required Highway Performance Measures and Targets

Performance Measure	Statewide Target	Reported
Safety[1]		
Number of fatalities	≤ 271	262
Fatality rate per 100 million vehicle miles traveled	≤ 0.91	1.34
Number of serious injuries	≤ 1,445	1,412
Serious injury rate per 100 million vehicle miles traveled	≤ 4.87	7.03

Number of non-motorized fatalities	≤ 46	46
Number of non-motorized serious injuries	≤ 162	166
Pavement Condition[2]		
Percent of pavement on Interstate System in good condition	> 60%	62%
Percent of pavement on Interstate System in poor condition	< 5%	3%
Percent of pavement on non-Interstate NHS in good condition	> 35%	41%
Percent of pavement on non-Interstate NHS in poor condition	< 5%	3%
Bridge Condition		
Percent of NHS bridges classified as in good condition	> 40%	55%
Percentage of NHS bridges classified in poor condition	< 10%	<1%
Reliability		
Percent of person miles traveled on Interstate System that are reliable	> 85% (two-year target); > 90% (four-year target)	82%[3]
Percent of person miles traveled on the non-Interstate NHS that are reliable	> 80% (two-year target); > 75% (four-year target)	75%[3]
Truck travel time reliability index	1.2	1.21
Congestion[4]		
Annual hours of peak-hour excessive delay per capita	≤12.4	13.6
Percent of non-single-occupant vehicle travel	1.7	20.5
Air Quality		
Total emissions reduction	≤ 4.871 kg/day VOC ≤ 8.649 kg/day NOX ≤ 0.697 kg/day PM 10 ≤ 0.504 kg/day PM 2.5	Forth-coming

Footnotes:
1. Targets set on a rolling five-year average.
2. Targets are two- and four-year targets.
3. The reported percentages apply only to the Wasatch Front Regional Council planning area.
4. Measure only applies to urbanized areas with a population greater than 1 million. In Utah, the only urbanized area with a population greater than 1 million is the Salt Lake City-West Valley City Urbanized Area.

Table X. Federally Required Transit Performance Measures and Targets

Performance Measure	Mode	UTA Target	Reported
State of Good Repair[1]			
Rolling stock: % of revenue vehicles within a particular asset	Bus Cutaway bus	60% 60%	19% 18%

class that have met or exceeded their Useful Life Benchmark	Light rail vehicle Commuter rail locomotive Commuter rail passenger coach Van	60% 60% 60% 60%	0% 0% 0% 0%
Facilities: % of facilities with a condition rating below 3.0 on the FT Transit Economic Requirements Model scale	Passenger facilities Passenger parking facilities Maintenance facilities Administrative facilities	60% 60% 60% 60%	0% 0% 17% 4%
Infrastructure: % guideway directional route miles with performance restrictions by class	Commuter rail Light rail Streetcar rail	40% 40% 40%	5% 27% 0%
Equipment: % of service vehicles that have met or exceeded their Useful Life Benchmark	Automobile Trucks & other rubber tire vehicles Steel wheel vehicles	40% 40% 40%	0% 0% 0%
Safety[2]			
Fatalities: Total number of reportable fatalities and rate per total unlinked passenger trip	Commuter Rail Light Rail Streetcar Bus	Forthcoming	Forthcoming
Injuries: Total number of reportable injuries and rate per total unlinked passenger trips by mode	Commuter Rail Light Rail Streetcar Bus	Forthcoming	Forthcoming
Safety events: Total number of reportable events and rate per total vehicle miles, by mode	Commuter Rail Light Rail Streetcar Bus	Forthcoming	Forthcoming
System reliability: Mean distances between failures by mode	Commuter Rail Light Rail Streetcar Bus	< 23,300 miles < 15,500 miles < 17,200 miles < 22,700 miles	Forthcoming

Footnotes:
1. RY 2017 targets and annual performance.
2. YTD October 2018.

Social Impacts and Benefits

Transit, highway, and active transportation projects and facilities identified in the RTP are socially beneficial. Such improvements help people travel to destinations they want to reach while providing choices in how trips are made. However, the construction of projects does have the potential, without proper implementation, of having adverse social effects on existing urban areas and on future development. Negative social impacts include increased noise, neighborhood disruption, and residential and commercial dislocations.

Economic Impacts and Benefits

Consistent with the Wasatch Choice 2050 Vision, the Wasatch Front Regional Council believes in a transportation network that enhances the regional economy. To this end, the WFRC seeks to improve mobility and make transportation investment and land use decisions that retain and recruit businesses, labor, and keep the region an affordable place to live and do business.

The WFRC sought feedback from the WFEDD in order to gain a better understanding of transportation related economic needs, impacts, and benefits. The Comprehensive Economic Development Strategy (CEDS) is one of the three legs upon which the Wasatch Choice 2050 Vision is based. One of the WFEDD objectives is to encourage development near transportation hubs and along public transit corridors. Another objective is to promote multi-modal transportation options, especially those that encourage and promote existing corridors. The State of Utah has worked hard to improve its transportation infrastructure in order to allow Utah to better support large consumer markets and population centers.

Access to Opportunity

Improving the ability of residents to travel to job sites in a reasonable amount of time can be thought of as the basic purpose of transportation - to help people go to desired destinations and return. It is also one important measure of how well the transportation system helps the economy thrive. Improving job accessibility for homes is similar to improving labor and patron accessibility to businesses – a better score means a broader pool of potential employees, more patrons that can access a business easily and also relates to freight movement considerations. Analysis was done on a composite network and assumed the current average travel time of 50-minutes, with a single score developed. It was determined that implementation of the transportation and land use in the RTP improves job accessibility for both roads and transit when compared to today, with an additional 48,000 jobs accessible.

Redevelopment

The center-based land use assumptions for the RTP include growth of housing units and commercial space through infill and redevelopment. Over the past few years, up to 25 percent of the Region's housing growth has occurred through infill and redevelopment. The transportation plan supports this pattern of infill and redevelopment and it is consistent with the feedback received through the planning process. Growth in infill and redevelopment helps cities and towns to remain viable while also protecting against deterioration as buildings age and become obsolete. Infill or redevelopment takes growth pressure off vacant areas and puts people and jobs close to existing infrastructure. Infill/redevelopment reduces the need to build new infrastructure, reduces average driving distances, and tends to enable more people to use transit. Fundamentally, it also improves job accessibility helping residents more easily and effectively participate in the economy.

Impacts to Title VI and Environmental Justice Populations

WFRC considered and utilized demographic information throughout the entire RTP process, including screening roadway projects that may adversely impact vulnerable populations, and planning transit and active transportation projects that would provide transportation choices in critical neighborhoods. WFRC is in the process of evaluating system-wide impacts to minority, low-income, and zero-car households through the implementation of the RTP. This information is forthcoming.

Environmental Impacts and Benefits

NEPA Principles and Requirements

During the preparation of the RTP, certain aspects and principles derived from the National Environmental Policy Act were considered and incorporated into the planning process. In total these actions meet and exceed the federal planning and environmental requirements found in 23 CFR Part 450.316 & 318. A number of the environmental factors, or categories to be considered, and types of analyses required by NEPA were utilized, such as the manner of describing project purpose and need, safety and security, economic development, land use, alternatives analysis, and core system performance measures. Systems proposed for and projects selected for inclusion in the RTP were evaluated for their potential impact on the environment.

With the retirement of the uPlan tool at UDOT, the analysis of the RTP projects was limited in scope. The linkage between planning and the NEPA process, is in the accessibility of datasets, maintained by various resource agencies. As they are maintained by the responsible agencies, they are authoritative, mature, and highly available. Many of these datasets are included in the interactive map. Datasets such as archaeological resources and threatened and endangered species are access restricted by the public, and, therefore, not included in the interactive map or analysis.

Projects included in the RTP have been analyzed using a high-level process in the project selection stage, as well as in the phasing stage of the plan development. These projects will still be subjected to the rigors of a full NEPA process before design and construction can commence.

Climate Change

Local emission impacts from mobile, area, and point sources can affect climate change. By investing in transit and active transportation network development, as will as encouraging center based land use development, has the effect of reducing emissions per capita, which can affect climate change, at least at the local and regional levels.

Green Infrastructure

Green Infrastructure is an interconnected network of natural systems that provide a diverse range of environmental, social, recreational, psychological, public health, and economic benefits. The natural systems that make up green infrastructure include features such as forest preserves, historic sites, agricultural lands, rivers, wetlands, parks, and nature reserves. The term “green infrastructure” originated in the strategic conservation planning field led by The Conservation Fund and the U.S. Forest Service. Their emphasis was primarily on forests, wetlands, and large natural areas. These agencies propose that natural systems are identified as infrastructure because they support essential ecosystem functions upon which all life depends. Large protected and connected areas are the foundation for a sustainable green infrastructure network.

Connectivity is important in planning for and upgrading man-made infrastructure (gray infrastructure) such as roads, storm drains, sewers, utilities and levees. This large scale connected approach is just as important in understanding and improving green infrastructure. An interconnected system allows for greater vitality, value and function of ecological, hydrological, recreational, and agricultural networks, promoting the economy and contributing to the health and quality of life of residents.

Benefits of Green Infrastructure

Green Infrastructure benefits a large number of people in the Wasatch Front in numerous ways. It enhances public health and safety through increased access or availability of parks, trails, walking paths, trees, recreation areas, and even wildfire suppression. It can provide a natural method for capturing and cleansing drinking water and stormwater. It can promote healthy food production through increased community supported agriculture, pocket gardens, and the protection or preservation of agricultural lands and prime farmland soil. Green infrastructure can also mitigate flood hazards through the implementation of natural storm water detention basins.

Some green infrastructure benefits, such as water purification, nutrient storage and cycling, flood attenuation, soil generation, and carbon sequestration are necessary functions that otherwise would be ignored or provided by construction expensive gray infrastructure systems. The ecosystem benefits provided by green infrastructure have considerable financial value when compared with the costs of generating equivalent benefits from gray infrastructure.

Green Infrastructure and Transportation Planning

If green infrastructure and gray infrastructure are considered as two different systems within the same overarching network, then green infrastructure planning and transportation planning are simply two strategies for assessing and improving the same interconnected regional network. The tenets of green infrastructure can help transportation planners more fully understand the benefits of an integrated planning approach and vice versa. In other words, green and gray infrastructure function together; they are inherently connected, and planners should be able to draw from both fields to understand the complexities of the urban landscape and the potential benefits afforded by increased connectivity.

Air Quality Conformity Determination

Davis, and Salt Lake Counties, Salt Lake City, Ogden City and portions of Weber, Box Elder, and Tooele Counties are designated as non-attainment (or maintenance) areas for one or more air pollutants. An analysis of projected vehicle related emissions from the transportation network as defined in the RTP shows that vehicle emissions will pass the conformity tests for each non-attainment area along the Wasatch Front. The analysis demonstrating conformity is contained in "Air Quality Memorandum 39", and is available for public comment on WFRC's webpage.

Federal Highway Administration Planning Factors

The United States Congress, through the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST Act), identified ten planning factors for consideration in the development of regional transportation plans. These factors are designed to assist planners in developing comprehensive solutions to area transportation needs. The FAST Act planning factors for improving transportation system management, operation, efficiency, and safety are consistent with the goals and objectives of the 2019–2050 RTP. The following paragraphs list the ten planning factors and describe how the 2019–2050 RTP has considered each requirement.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

The 2019–2050 RTP provides a network of improved transportation facilities - roadway, transit, and active transportation - which are essential to the economic vitality of the Region. The 2019–2050 RTP calls for the modernization of a critical portion of the local interstate freeway system, an improved regional highway network, more efficient regional commuter rail, the extension of the light rail system, strategic bus rapid transit, a core network of bus service, and robust, safe active transportation system. This plan pays increased attention to access to opportunity and the linkages between land use, economic development, and transportation. In doing so, the plan improves the ability of both the workforce to reach a higher proportion of jobs within typical commute times and businesses to reach higher proportion of the workforce and potential patrons. This improved accessibility benefits both individuals who rely on private automobiles and for persons using public transportation. Improved local and regional accessibility and connections to large employment centers, business districts, commercial developments, industrial parks, educational institutions, neighborhoods, and area airports will promote the Wasatch Front Region's competitiveness, productivity, and efficiency.

2. Increase the safety of the transportation system for motorized and non-motorized users.

The WFRC participates as a member of UDOT's Safety Leadership Team and is a sponsor of UDOT's "Zero Fatalities" campaign. The roadway, transit, and active transportation facilities proposed in the 2019–2050 RTP will increase the safety of motorized and non-motorized users through new construction and other improvement projects. Safety was a key project selection and phasing criteria across all three modes discussed in the 2019-2050 RTP. While safety-related improvements, because of their relatively small scale, are not specifically listed or mapped, safety issues are given due consideration through the WFRC's Transportation Improvement Plan (TIP) project selection criteria. Controlling facility access, managing congestion, reducing traffic choke points, and modernizing the design of facilities improves overall network safety. The 2019–2050 RTP also includes a Regional Bicycle Facilities Plan. Improved bike routes from bike lanes to separated facilities will increase the ability to bicycle safely. One of the goals of the regional Bicycle Facilities Plan is to identify improvements that enhance the safety of bicycle travel and increase the appeal for the general population.

3. Increase security of the transportation system for motorized and non-motorized users.

The WFRC continues to coordinate its planning processes with the Utah State Division of Public Safety and Homeland Security and with the Utah Local Governments Association for Emergency Services and Security in an effort to identify security issues regarding the transportation system. Both UDOT and UTA have established plans that address emergency and security issues. The roadway, transit, and active transportation recommendations in the 2019–2050 RTP will increase security for motorized and non-motorized users through maintenance and preservation, new construction, improvement projects, and the expansion of the Intelligent Transportation System (ITS) that will help to provide alternative routes and modes, especially through confined regional corridors and area choke points and thereby decreasing the likelihood of a catastrophic system failure.

Security is an important consideration in designing and operating UTA's public transportation services. UTA employs security personnel to ensure the safety of its patrons, and has installed security cameras at stations, on all UTA buses and on most trains. Park-and-ride lots and station platforms are well lit and frequently patrolled and finally, emergency call boxes are installed at every station.

UDOT also continues to embraces security of the transportation system through improvements to their incident management practices, the UHP, and ITS program. Recommended improvements for

the ITS including "Commuter Link" which provides valuable information to users. ITS will continue to be improved with additional sensors, and use of the 511 Travel Information Line. Integrally linked to the ITS system, the UDOT Traffic Operations Center (TOC) is able to monitor smaller traffic control centers in Salt Lake City, Salt Lake County, and UTA to improve the security of critical motorways along the Wasatch Front.

4. Increase the accessibility and mobility of people and freight.

Accessibility and mobility are at the heart of three goals of the 2019–2050 RTP:"access to economic and educational opportunities," "manageable and reliable traffic conditions," and "quality transportation choices." The roadway, transit, and active transportation improvements recommended in the 2019–2050 RTP will help improve mobility and enhance destination accessibility. Increased mobility is provided by a variety of travel options including new or widened highways, primary arterial streets, and connections across barriers; new and expanded light rail, BRT, core route bus service, more efficient regional commuter rail service, and additional mobility hubs and transit amenities, such as park-and-ride lots; and additional active transportation underpasses, overpasses, and trails. The 2019–2050 RTP anticipates an increase in the number of miles of bus service, including expansion of weekend and night routes, and additional paratransit service to major travel demand generators. Freight movement, both interstate and intrastate, will benefit from the reconstruction and modernization of the local interstate system, improvements to the regional highway network, conversion of at-grade intersection to interchanges, and other access enhancements. The region's highway system will continue to provide convenient access to air cargo facilities. Access to opportunity played a key role in developing and prioritizing the 2019-2050 RTP and is also integrated into the prioritization process for the TIP.

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

The Wasatch Choice for 2050 process, which developed a Vision and key strategies for future growth, included a significant amount of input on what kind of future development the public would like to see. One of the purposes of this effort was to identify quality of life issues and establish approaches to enhance quality of life. The WFRC developed the 2019–2050 RTP's recommendations for roadway, transit, and active transportation improvements consistent with the WC2050 growth principles and growth concepts to support a high quality of life throughout the Region. State and local plans for growth and economic development are part of the foundation of the 2019–2050 RTP transportation recommendations. The WFRC staff met with elected and appointed officials of every municipality and county to ensure that socioeconomic projections developed by the WFRC are consistent with local plans and WC2050.

Concern for the environment of the Wasatch Front Urbanized Area is an integral part of the 2019–2050 RTP planning process. Recommended facilities are considered with respect to environmental impacts at the system level, utilizing maps and other information identifying environmental concerns. As facilities are brought forward through the planning, design, and construction process, appropriate environmental reviews will be conducted. By attempting to maximize destination accessibility and minimize travel time, energy conservation is promoted through successful congestion management strategies, increased system capacity, the provision of transit alternatives, and the provision of active transportation facilities. The 2019–2050 RTP provides a number of recommendations for improved regional transit in key corridors and centers, and supports future collaborative actions to decrease single occupancy vehicle (SOV) trips such as transit fare programs, roadway tolling, and dockless active transportation programs, as well as growth strategies such as compact, centered development. These efforts combine to enhance

mobility and accessibility to home and work, while minimizing impacts on the natural environment and reducing energy use.

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

One of the 2019–2050 RTP's goals is "quality transportation choices," and as such the RTP promotes shared opportunities for multimodal transportation by planning east-west and north-south Core Route and BRT service to existing light and commuter rail infrastructure, and light rail capacity and track expansions in key dense, high-growth areas. Future transit routes are coordinated in and to metro, urban, city, and village centers and industry clusters and pedestrian and bicycle connections are planned to provide safe first/last mile connections to transit facilities. The RTP recommends the development of intermodal centers, transit hubs, and park-and-ride lots at optimum locations to improve transfers and connectivity of the regional transportation. The RTP also recommends improvements to major freight corridors, as well build out of surface streets and railroad crossing near freight centers, to improve mobility of goods within and to outside our region.

7. Promote efficient system management and operations.

The WFRC conducts a congestion management process that encourages implementation of transportation demand management and transportation system management strategies developed to promote efficient system management and operations. These strategies rely on specific recommendations to be implemented regionally, as well as within individual highway and transit facilities. Each facility type identified in the 2019 – 2050 RTP is accompanied by a list of specific methods to improve system efficiency. These lists include techniques such as access management improvements, signal coordination, and travel demand concepts designed to promote the efficient use and management of the existing and proposed transportation network.

8. Emphasize the preservation of the existing transportation system.

The financial analysis section of the 2019–2050 RTP assures that adequate funding for maintenance, operation, and preservation of roadway and transit facilities is provided. This is a priority of UDOT, UTA, and local governments. UDOT has recently updated its asset management program that identifies funding levels needed to maintain and preserve UDOT's pavements and structures, and to improve the safety of its system. These new projections of funding needed to preserve the existing system show an increase from previous estimates and are included in the financial plan. This program, combined with proper access management, incident management, and the updating of signal timing, will help preserve the existing transportation system.

The 2019-2050 RTP also recommends the future transit system maintain a state of good repair (SOGR), and accounts for the costs associated with constructing and maintaining new transit facilities, and the replacement of all vehicles, operational systems, stations, and guideway or track, when relevant, on a regular schedule. Funding projections for transit preservation and maintenance have been developed in conjunction with UTA, and are accounted for as project lifecycle costs through the RTP's planning year horizon. The transit portion of the 2019–2050 RTP assumes replacement of buses every 12-13 years and new rail cars every 16 years. The financial plan also recommends and accounts for the construction of additional maintenance facilities with the construction of transit projects.

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

The distinctive regional topography and associated climates have a conspicuous impact on the entire Wasatch Front Region in the form of natural hazards - earthquakes, landslides, flooding, heavy snowfall, wildfires, to name a few. The transportation system needs to be able to withstand and provide support when a man-made or natural disaster occurs. The 2019 - 2050 RTP takes a comprehensive looks at resiliency in the area and where the system may fail during a disaster. In addition to disasters, a resilient system should be able to react to changes in travel patterns and influxes of users. For example, conferences, sporting events, or other large events where many people who do not normally congregate, come together all at once. The managed motorway projects, better street connectivity, a gridded transit network, and safe bicycling facilities are some of the projects planned for the future that can provide resiliency and redundancy in the system and allow the region's communities to handle anomalies of higher travel demand.

10. Enhance travel and tourism.

Utah is a destination for business and thought leaders as well as recreators and thrill seekers. Travel and tourism accounted for $1.34 billion in state and local tax revenue in 2017. Over 19 million visitors annually travel to the state with many of those visits beginning in Wasatch Front region, especially at the Salt Lake City International Airport. Numerous cultural events, convention centers, industry hubs, universities, professional and amateur sporting events, and outdoor recreation opportunities, including many of Utah's notable ski resorts, are available within the region.

A visitor's ability to easily navigate, use, and be efficiently moved by the multi-modal transportation system in place is crucial to the visitor experience. The 2019-2050 RTP considers primarily intra-regional travel to ensure that visitors to the area have not only great access to local attractions, but also a choice in how they arrive. This is reflected in the road, transit, and active transportation systems that used the identified Wasatch Choice 2050 centers as a factor in prioritizing future transportation investment. Additionally, the financial analysis provides adequate funding for maintenance, operation, and upkeep of roads and transit. In certain cases, the transportation system itself is the reason for the visit. Such is the case with the Golden Spoke Network which is a series of off-street, paved pathways that make up over 100 miles of trail, the longest such trail system west of the Mississippi and can be used for both commuting and recreational activities.

Implement Plan

Implementation of the 2019-2050 RTP

Regional transportation planning, to be effective, is a continuous process. The transportation system needs to be monitored to determine its condition and operating efficiency. Implementation of the 2019-2050 RTP is a cooperative effort of local, state, and federal officials. In addition to working with various agencies and partnerships throughout the Region, the WFRC has established a process to continuously monitor the progress of various transportation improvement projects. The WFRC also work with other agencies to address short-range congestion, pavement preservation, and bridge replacement and rehabilitation needs. Various corridor and environmental studies for major highways and transit project help to refine and implement the recommendations of the 2019-2050 RTP.

Implementation Strategies

Municipalities and counties in the Wasatch Front Region, UDOT, and UTA are primarily responsible for implementing of the projects in the 2019-2050 RTP. The WFRC staff works with these agencies to encourage them to pursue the facility capital improvements identified in the RTP. The WFRC is responsible for administering six programs that provide funding and resources for local governments which, in turn, help to fund and build roadway, transit, and active transportation project found in the 2019-2050 RTP. These programs are briefly described below.

Surface Transportation Plan

The Surface Transportation Program (STP) provides funding that may be used for projects on federal-aid highways and bridges, transit capital improvements and projects, and active transportation projects.

Program Description

Provides funding that may be used for projects on federal-aid highways and bridges, transit capital projects, and intracity and intercity bus terminals and facilities.

Program Eligibility

An eligible project sponsor must be a local government in the Ogden/ Layton or Salt Lake/ West Valley Urbanized Area, the department of transportation, or the transit authority, or submit a letter in cooperation with one of these entities.

Eligible Activities

STP funds may be used for constructing new streets or widening, improving, or reconstructing existing streets classified as Federal Aid Eligible (FAE) freeways, highways, arterials or collectors (click here for the latest version of the FAE facilities map in your Urban Area). In addition, STP funds can be used for bridge replacement, intersection improvements, projects which reduce traffic demand, such as transit capital improvements and active transportation, and other projects as provided for in federal legislation. Major highway and transit capacity improvements must be identified in the first phase of the 2019-2050 RTP.

Funding

By population formula, the federal government currently apportions approximately $9,000,000 - $10,000,000 in Urban STP funds each year to the Ogden/ Layton Urbanized Area, and approximately $18,000,000 - $19,000,000 to the Salt Lake/ West Valley Area. Funds are programmed over a six-year period and applicants currently will be competing for funds available in the federal fiscal year 2025.

Congestion Mitigation Air Quality

The Congestion Mitigation Air Quality (CMAQ) provides funding for transportation projects that improve air quality.

Program Description

CMAQ funds are intended to fund transportation projects that improve air quality, except they are not eligible for through travel lanes.

Program Eligibility

An eligible project sponsor must be a local government in the Ogden/ Layton or Salt Lake/ West Valley Urbanized Area, the department of transportation, or the transit authority, or submit a letter in cooperation with one of these entities.

Eligible Activities

Funds must be used for projects which improve air quality. Eligible projects include transportation activities in the State Air Quality Implementation Plan (SIP); construction/ purchase of public transportation facilities and equipment; construction of bicycle or pedestrian facilities serving transportation needs; promotion of alternative modes, including ridesharing; Intelligent Transportation Systems (ITS), and certain traffic control measures, such as traffic signal coordination, intersection improvements, and incident management. The funds may not be used for major road widening.

Funding

By population formula, the federal government currently apportions approximately $2,000,000 - $3,000,000 in CMAQ funds each year to the Ogden/ Layton Urbanized Area and approximately $5,000,000 to the Salt Lake/ West Valley Urbanized Area. Funds are programmed over a six-year period and applicants currently will be competing for funds available in the federal fiscal year 2025.

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) funds construction and planning of bicycle and pedestrian facilities.

Program Description

TAP funds are for the construction and planning of bicycle and pedestrian facilities.

Program Eligibility

An eligible project sponsor must be a local government in the Ogden- Layton or Salt Lake City-West Valley City Urbanized Area, the department of transportation, or the transit authority, or submit a letter in cooperation with one of these entities.

Eligible Activities

Funds may be used for construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure that will provide safe routes for non- drivers, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. Funding eligibility includes Safe Routes to School infrastructure projects.

Funding

By population formula, the federal government currently apportions approximately $400,000 - $500,000 in TAP funds each year to the Ogden/ Layton Urbanized Area and approximately $800,000 - $900,000 to the Salt Lake City-West Valley City Urbanized Area. Applicants will be competing for funds available in the federal fiscal year 2021.

Transportation and Land Use Connection

The Transportation and Land Use Connection (TLC) supports local governments with technical assistance to integrate land use planning and regional transportation, implementing the Wasatch Choice Vision. The TLC program is made available through a partnership with Salt Lake County, the Utah Transit Authority, and the Utah Department of Transportation.

Program Description

The Transportation and Land Use Connection (TLC) program is a partnership between the Wasatch Front Regional Council (WFRC), Salt Lake County, Utah Department of Transportation (UDOT), and Utah Transit Authority (UTA). The TLC program provides technical assistance to local communities to help them achieve their goals and plan for growth. 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.

Program Eligibility

An eligible project sponsor must be a local government in Davis, Morgan, Salt Lake, Southern Box Elder, Tooele, or Weber Counties. Multi-jurisdictional projects and letters of support from other agencies are encouraged.

Eligible Activities

Funds may be used to provide technical assistance to complete visioning efforts, produce plans, conduct studies, amend policy, or engage in any pre-development activities that support the program goals. The TLC program encourages innovative projects that meet the needs of local governments.

Funding

Program funds have grown to $1,450,000. The program is funded by the Wasatch Front Regional Council ($850,000), Salt Lake County ($200,000), the Utah Department of Transportation ($300,000), and the Utah Transit Authority ($100,000). Funds are allocated by urbanized area. Our partners have an active voice in the program and are integral to the successful implementation of TLC projects.

Community Development Block Grant

The Community Development Block Grant (CDBG) Small Cities Program provides funding to local governments and public service providers for a variety of housing, infrastructure, public service, and community development projects that principally benefit low to moderate-income persons in Morgan, Tooele, and Weber counties, excluding the entitlement city of Ogden.

Program Description

CDBG is funded under the Housing and Community Development Act of 1974 by the U.S. Department of Housing and Urban Development. The Governor elects to administer the program and delegates the administration to the Department of Workforce Services, Housing and Community Development Division. The purpose of the CDBG program is to assist in developing viable urban communities by providing decent housing, a suitable living environment, and expanding economic opportunities, principally for persons of low and moderate income.

Program Eligibility

Cities with a population of 50,000 or less and counties with a population of 200,000 or less qualify for the small cities program. Eligible entities in the Wasatch Front region include Morgan, Tooele, and Weber Counties and the cities within (excluding Ogden City). Nonprofits and Special Service Districts in these counties are eligible provided they are sponsored by an eligible city or county.

Eligible Activities

The following activities are eligible for funding: public services; planning; assistance to not-for-profits for community development activities; removal of barriers that restrict the accessibility of the elderly or handicapped; property acquisition for public purposes; construction or reconstruction of streets, water and sewer facilities, construction or reconstruction of parks and other public works in low income areas; demolition of buildings and improvements; rehabilitation of public and private buildings; and slum and blight removal.

Funding

The Wasatch Front region will receive approximately $871,000 dollars of CDBG funds in fiscal year 2019. The program is a competitive grant program; all applicants are required to submit an application for funding. In Utah, project prioritization is delegated to the local elected officials that make up a Regional Review Committee (RRC). This local rating and ranking process provides for maximum involvement of the public and local governments. In the Wasatch Front, the RRC is made up of two members from each county, nominated by their respective County Council of Governments. The RRC

determines project eligibility, project ranking, and funding recommendations to the Utah Division of Housing and Community Development.

Wasatch Front Economic Development District

The Wasatch Front Economic Development District (WFEDD) is a federally recognized Economic Development District created to foster regional economic developments and assist eligible entities in developing competitive grant applications from the U.S. Department of Commerce Economic Development Administration.

Project Description

The Wasatch Front Economic Development District undertakes a regional approach to economic development with support of its member counties including Davis, Morgan, Salt Lake, Tooele, and Weber. The District operates under the auspice of the Wasatch Front Regional Council. The District received designation as the region's Economic Development District (EDD) from the U.S. Department of Commerce Economic Development Administration (EDA) in August 2014. The Wasatch Front Economic Development District is one of seven federally recognized economic development districts in Utah - every county in the State of Utah is now represented by a Regional Economic Development District.

Mission and Focus

The District's mission is to support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans. The District implements its mission through six regional economic goals that include:

1. Attract businesses that offer higher wages,
2. Retain and expand existing Utah businesses,
3. Build on and improve the region's growth centers,
4. Encourage entrepreneurship and innovation,
5. Increase economic development capacity, and
6. Maintain and improve our high quality of life.

The District's focus is to further regional economic development activities through coordination of long-term planning activities, collaboration and partnerships, and the implementation of the region's regional economic development strategy known as a Comprehensive Economic Development Strategy (CEDS). The CEDS analyzes the region's strengths, weaknesses, opportunities, and challenges. This analysis allows the District to foster and implement local and regional goals that further comprehensive planning, economies of scale, capital investment, and regional competitiveness.

Program Eligibility

Eligible applicants include the state, political subdivisions of the state, Indian tribes, institutions of higher education, non-profit organizations acting in coordination with political subdivisions of the state, areas that are economically distressed, or import-impacted U.S. firms.

Investment Programs

The District assists entities in coordinating and developing competitive grant applications for the Economic Development Administration's investment programs. EDA is the only federal government agency focused exclusively on economic development. The EDD in partnership with EDA can play a critical role in fostering local and regional economic development efforts across the Wasatch Front region

by supporting strategic investments that foster job creation and attract private investment particularly in economically distressed areas. EDA's investment programs:

1. Help distressed communities attract new industry and encourage business expansion;
2. Build local and regional knowledge base;
3. Assist in planning efforts;
4. Analyze feasibility of potential economic developments;
5. Fund market and/or environmental studies, planning / construction grants, revolving loan funds; and
6. Develop and implement business recovery strategies for the global marketplace.

In addition to the various implementation programs described above, the WFRC works closely with UDOT, UTA, and local communities on alternative analysis, environmental studies, corridor studies, general plan updates, small area studies, zoning codes, and special area plans to help refine and assist in the implementations of the 2019-2050 RTP. These studies help achieve several goals by better defining project scopes, identifying needed rights-of-way for projects, and allow local communities to purse corridor preservation funding. Studies also assist in identifying specific transit facility alignments and station locations so that local communities can begin planning for transit oriented development, implementing urban centers, and providing the interconnections needed for a multimodal and complete transportation network.

Transportation Improvement Program

The WFRC's Transportation Improvement Program is a short-range planning that allocates approximately $35 million in federal transportation funding for local communities. The TIP matches funding with specific Phase 1 projects found in the RTP. An MPO-approved TIP is required by federal legislation for a region to receive federal highway, transit, and active transportation funding. The purpose of the TIP is to prioritize and list transportation projects for which funding will be made available over a four-year period. The TIP should reflect the Region's priorities, represent a consensus among state and regional officials, show a direct relationship to the regional transportation plan, be financially constrained, conform with federal air quality regulations as they relate to transportation. Finally the TIP must be subject to a thorough public review during development and prior to adoption.

The WFRC develops the TIP in cooperation with UDOT, UTA, and other agencies for all highway, transit, and other modal projects in the Salt Lake - West Valley City and Ogden - Layton Urbanized Areas. The WFRC, UDOT, and UTA have developed methods and procedures for selecting, evaluating, and prioritizing projects to be included in the TIP. The WFRC has also developed policies to guide the approval of the TIP and the project selection process required by the Fixing America's Surface Transportation (FAST) Act. The WFRC TIP is a six-year process, which includes four funded years plus two years of projects in concept development. The adoption of the TIP each year allows the WFRC to monitor the implementation of recommended RTP projects and evaluate the needs of the Region's two Urbanize Areas.

The WFRC is continuously reviewing and identifying methods to improve the evaluation and ranking of projects eligible for Surface Transportation Program (STP) and Congestion Mitigation / Air Quality (CMAQ) programs. The prioritization of CMAQ projects considers air quality benefits in terms of emission reductions, congestion relief, cost benefits, length of effectiveness, and degree of congestion. The TIP process and criteria has been revised in the past and will continue to undergo change as needed so that the prioritization of STP project consider system efficiency, benefits and costs, congestion relief, safety

needs, economic benefits, system preservation, environmental impacts, and system and demand management strategies.

The WFRC staff works with UTA to help identify transit projects to include in the TIP . Projects are selected, based on the priorities and needs established the the TIP and the RTP process. The WFRC also compiles lists of projects funded by local governments and includes them in the TIP. Once projects in the TIP are determined, the WFRC conducts an analysis to determine if the TIP conforms with state air quality plans. This conformity analysis is made available to the State Division of Air Quality and the public for review and comment. The FHWA and FTA must concur in this finding. The final conforming TIP is then recommended to the Regional Council for approval. The executive director of UDOT, as the governor's designess, must review and approve the TIP. Following UDOT's approval, the Utah State Transportation Commission must include the TIP without modification in the Statewide Transportation Program.

For other federal aid and state highway funds, a series of workshops are held annually in each UDOT Region to review the progress being made on projects in the current TIP and to identify project to add to the program. In preparation for these workshops, each Region holds a monthly Pavement Management or Roadway Management committee meeting to discuss the needs, concerns, and priorities of the roadway network throughout their Region. Pavement preservation and maintenance needs, safety,

Systems Monitoring and Management

The WFRC annually publishes socioeconomic information for the Region including population projections for each community. The State of Utah provides both population and economic forecasts and the WFRC then divide and allocates these projections for both Regional cities and the Urbanized Areas. UDOT highway traffic surveillance data, published every two years, along with periodic UTA ridership updates, also contribute information needed to update the RTP. In addition, as part of the continuing planning process, the WFRC and the Salt Lake City - West Valley City and Ogden-Layton Transportation Advisory Committees (TACs) continue to identify and respond to transportation issues which impact their respective Urbanized Areas.

Future Plan Updates

As previously mentioned, transportation planning is a continuous process. Changing development patterns resulting from continued growth in the Region, a gradual shift toward higher density urban centers, fluctuating economic conditions, and shifting energy and environmental concerns all impact transportation needs along the Wasatch Front. The types of transportation responses needed to successfully address these changes are constantly reviewed and evaluated. In order to keep the RTP current, the WFRC reviews the current RTP itself, along with the process to develop the next RTP at least every four years providing necessary changes to its updating. The next revision to the Region's RTP is scheduled to being in May 2019, with anticipated adoption of the 2023-2050 RTP taking place in May 2023.

During the next four years, the WFRC will build upon the regional transportation planning work that has been completed. As part of the planning process, each RTP builds upon its predecessor. The future RTP planning process will include continued emphasis on understanding and linking land use with transportation and using information to refine the Region's vision. The WFRC will monitor changing land use patterns and major new developments, including job, industrial, and special district centers. Future financial projections will depend on the U.S. Congress, the Utah State Legislature, local officials, and voters. As always, the WFRC continues to update its planning capabilities through improvements to the

Region's travel models. Incorporating National Environmental Protection Act provision into the planning process will be another area the WFRC will continue to emphasize. Finally, the WFRC will remain open to new ideas and the "best practices" available to address the future transportation issues in the most effective manner possible.

Ongoing Visioning

The WFRC developed a vision for the Region, entitled Wasatch Choice 2050, which served as the foundation for 2019-2050 RTP. The Wasatch Choice 2050 Vision, based on 10 adopted Regional goals, identified growth centers, transportation networks, and open spaces to be preserved. This effort included a number of workshops, open houses, and meeting with with municipal councils members, local planners and engineers, and elected officials throughout the Region. Future RTP updates will include revisions to this Vision. The WFRC will work closely with its partners to further refine the Vision and will continue to seek strategies and programs designed to help implement this response to anticipated growth. Discussions will focus on how the transportation system can support local and regional land use and how land use type and intensity can, in turn, support regional transportation improvements.

Changing Growth Patterns

Over the next several decades, nw development and redevelopment will take place and such will need to be considered in future transportation plans. Among the factors that will have be considered are the location, size, and intensity of existing and planned urban, city, and town centers. Activity and job centers will continue to be of interest in future plans. New development will occur around light and commuter rail transit stations. Areas that have not experienced a great deal of growth, such as western Weber County, will begin to do so. Future RTP's will need to address a changing urban environment as growth takes place.

Funding Sources

The WFRC will continue to monitor funding levels for transportation improvements. Over the several years, the Utah Legislature has significantly increased state funding for highway improvements. Recently adopted legislation also allow greater flexibility in allocating state funding for transit. In addition, the Legislature has authorized new local option sales taxes and vehicle registration fees for highway, transit, and airport improvements. These funds can be used for congestion mitigation, new capacity, and corridor preservation. Future planning efforts and update to the RTP will need to track the change in funding sources in order to take advantage of all available revenue.

New Technologies

In the summer of 2018, the Salt Lake City area was introduced to new shared, dockless mobility devices. The first devices were electric scooters which were later joined by electric bikes in the fall. Shared mobility is not new to the region, with docked bike sharing having been in use for a number of years. Although there has been much discussion among regional partners on appropriate regulation of the new dockless devices, it's clear they are being used (data is being provided by the device deployment companies). Currently, the prevailing thought is that such devices will be accommodated within existing and planned bicycle infrastructure, rather than providing new infrastructure or encouraging them to mingle with pedestrians on sidewalks. Such dockless devices do have great potential to improve convenience for first/last-mile connectivity to transit in addition to providing an alternative to short vehicular trips. Also, the devices can provide additional access to opportunity by providing mobility

options to underprivileged populations. The WFRC fully expects the deployment of these devices to expand to the greater Wasatch Front region in the coming years.

The spread of connected and autonomous vehicles, and the use of transportation network companies, like Uber and Lyft, have the potential to dramatically affect transportation and urban form decisions. This RTP addresses these uncertainties by exploring resiliency scenarios. The next RTP will more fully flesh-out the implications and appropriate policy and investments responses to these technologies. The purpose will be to improve the utility and mitigate the negative impacts.

Travel Demand Modeling

The WFRC uses travel forecasting models to project future highway traffic and transit ridership based on existing and proposed transportation networks and forecasted land uses. These travel forecasts are used to identify need highway and transit improvements. The WFRC will continue to upgrade its traffic modeling capabilities in order to better represent freight traffic in the travel demand modeling process and to allow for more comprehensive planning for freight demand. It is anticipated that improvement in freight modeling will be able to test the effect of different policies on freight movement throughout the Region. Other planned improvements to the travel demand models include incorporating market segmentation into trip distribution and further enhancements in the traffic assignment process.

NEPA and Planning

The utilization of the National Environmental Protection Act in its planning process helps to ensure that specific federal guidelines and requirements are met. The WFRC will continue to identify and evaluate multi-modal alternative in major corridors, address environmental factors in the evaluation process, and prepare a draft purpose and need statements to be used in preparing necessary environmental studies.