UTAH'S UNIFIED TRANSPORTATION PLAN

2011 - 2040

WASATCH FRONT REGIONAL COUNCIL

CMPO

DIXIE METROPOLITAN PLANNING ORGANIZATION

UTA

MOUNTAINLAND METROPOLITAN PLANNING ORGANIZATION

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TABLE OF CONTENTS

Introduction 2
- Letter from the Chairs of the Utah Transportation Commission and Utah's Metropolitan Planning Organizations (MPOs)
- Letter from the Directors of the Utah Department of Transportation (UDOT) and Utah's MPOs
- Purpose of Unified Transportation Planning

UDOT's Long Range Plan 8

Utah MPO Long Range Plans 12
- Wasatch Choices 2040 (Weber, Davis, Salt Lake and Utah Counties)
- Envision Cache Valley (Cache County)
- Vision Dixie (Washington County)

Utah's Population Growth Challenge 16

Utah's Project Planning & Funding Process 20
- Project Development Process
- Utah's Transportation Needs and Preferences
- Financial Plan and Assumptions
- Continuous, Cooperative and Comprehensive Planning

Highway Projects by Region 34
Regionally Important Transportation Projects 34
Utah Highway Projects Map 35
Highway Projects Phase One (2011-2020) ..... 36 - 41
Highway Projects Phase Two (2021-2030) 42-46
Highway Projects Phase Three (2031-2040) 47-50
Highway Projects Unfunded ..... 51 - 52
Cache Valley Highway Projects Map 53
Wasatch Front Ogden/Layton Area Highway Projects Map 54
Wasatch Front Salt Lake Valley Highway Projects Map 55
Utah Valley Area Highway Projects Map 56
Dixie Area Highway Projects Map 57

Transit Projects by Region 58
Transit Projects Phase One (2011-2020) 59
Transit Projects Phase Two (2021-2030) 60
Transit Projects Phase Three (2031-2040) 61
Transit Projects Unfunded 62
Cache Valley Transit Projects Map 63
Wasatch Front Ogden/Layton Area Transit Projects Map 64
Wasatch Front Salt Lake Valley Transit Projects Map 65
Utah Valley Area Transit Projects Map 66
Dixie Area Transit Projects Map 67

Interested Transportation Stakeholders:

The Utah Transportation Commission and the Boards of the Metropolitan Planning Organizations, in cooperation with the Utah Department of Transportation, are pleased to release Utah's Unified Transportation Plan 2011-2040.

This coordinated effort provides transportation planning information for the entire state in one document. The statewide project lists included in this Unified Transportation Plan can be used by the general public, local elected officials, the governor and legislature, and the State Transportation Commission as they make decisions about future transportation programs.

Utah's Unified Transportation Plan provides a summary of anticipated 30-year needs for road capacity and maintenance as well as transit improvements and operations for Utah's metropolitan and rural areas. The Unified Plan reflects Utah's approach to providing transportation choices to its residents, responding to the anticipated population and job growth, and maintaining and preserving the systems that we have in place. While Utah's Unified Transportation Plan summarizes the five agencies' plans, the individual agencies have detailed transportation plans that can be found at the websites for each agency.

- Utah Department of Transportation 2011-2040 Long Range Transportation Plan, www.udot.utah.gov/public/ucon/f?p=100:pg:0::::T,V:207
- Cache Metropolitan Planning Organization Regional Transportation Plan 2035, www.cachempo.org
- The Wasatch Front Urban Area Regional Transportation Plan: 2011-2040 (2040 RTP), www.wfrc.org
- Mountainland Association of Governments 2040 Metropolitan Transportation Plan, www.mountainland.org
- Dixie Metropolitan Planning Organization 2011-2040 Regional Transportation Plan, www.dixiempo.wordpress.com

In 2007, Utah became the first state in the nation to compile statewide and regional transportation plans into one document and was nationally recognized by the Federal Highway Administration and others. We hope you find this information valuable.

Jeffrey Holt, Chair
Utah Transportation Commission

P. Bret Millburn, Chair
Wasatch Front Regional Council

James Eardley, Chair
Dixie Metropolitan Planning Organization

Randy Watts, Chair
Cache Metropolitan Planning Organization

Heather Jackson, Chair
Mountainland Regional Planning Committee

Interested Transportation Stakeholders:

The Utah Department of Transportation, in cooperation with the Cache Metropolitan Planning Organization, the Wasatch Front Regional Council, the Mountainland Association of Governments, and the Dixie Metropolitan Planning Organization, is pleased to publish a statewide transportation plan titled Utah's Unified Transportation Plan 2011-2040 (the 2040 Unified Plan). This transportation plan is a compilation of the five transportation plans for our agencies. The 2040 Unified Plan summarizes major capacity improvements for road and transit and also identifies maintenance and operating needs from our five transportation plans. The collaborative 2040 Unified Plan declares that these projects need to be constructed by the year 2040 to meet the projected travel demand. It also commits to maintaining and preserving both the existing infrastructure and the newly built portions of the transportation system.

Our agencies are committed to providing optimum levels of mobility and accessibility on the multimodal transportation network throughout our state. In planning and implementing improvements to Utah's existing transportation system, the crucial issue of population growth and resulting transportation needs must be addressed. Land use decisions and transportation infrastructure needs are directly related. The organizations we represent are responsible for planning for the impacts of growth on the transportation system. Our agencies do not have authority over land use decisions, although we are committed to maintaining an open dialogue with the local jurisdictions holding that responsibility. In this way, land use planning and transportation planning can be coordinated to find the best solutions for both land use development and the preservation of mobility in the transportation system.

Planning for and providing transportation infrastructure in Utah is a complex task and cannot be done by one group or agency alone. Our agencies are committed to working closely with towns, cities, counties, state agencies, the legislature, governor, transit agencies, the federal government, as well as nongovernmental organizations, to determine current and projected transportation needs and to evaluate the best way to meet these needs. It is critical to have a multimodal solution to enhance Utah's mobility. Utah's Unified Transportation Plan examines current and projected transportation conditions statewide and recommends solutions for roads and transit projects that maintain and improve transportation options while increasing safety and mobility.

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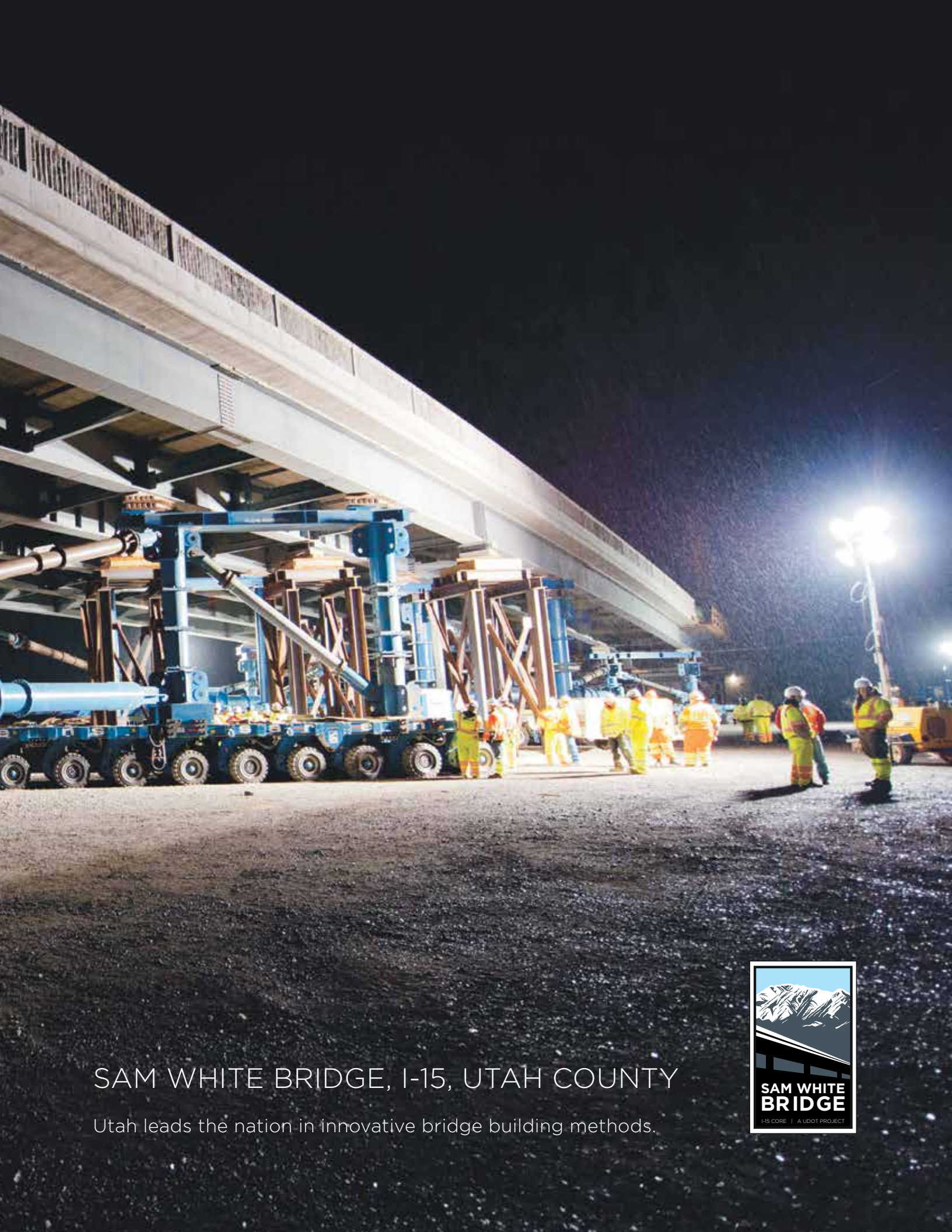

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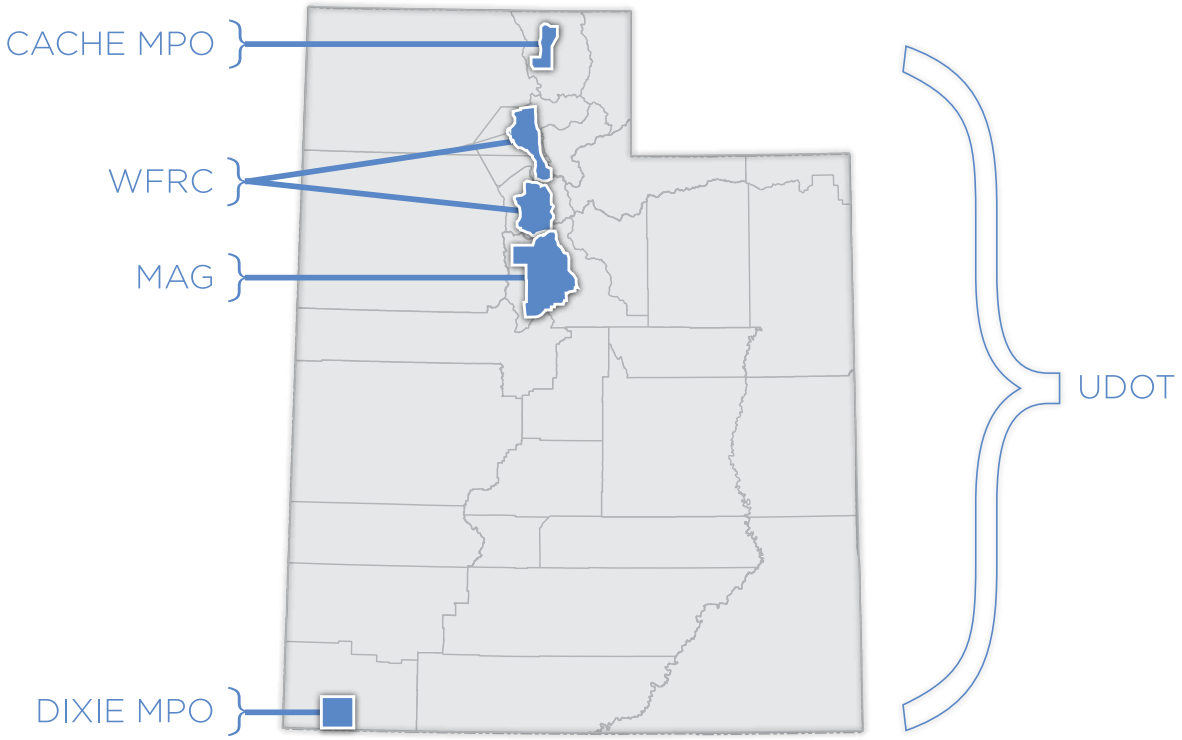
> INTRODUCTION AND PURPOSE

As the state population increases, travel demand in Utah will grow and continue to pose significant demands on the transportation system. Utah faces the substantial challenge of meeting travel demands with limited financial resources to maintain, preserve, improve, and expand transportation infrastructure. To coordinate these demands, the Utah Department of Transportation (UDOT), Cache Metropolitan Planning Organization (Cache MPO), Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG), and the Dixie Metropolitan Planning Organization (Dixie MPO) have developed Utah's Unified Transportation Plan 2011-2040. The planning boundaries for the four MPOs and UDOT encompass the entire state.

PLANNING BOUNDARIES



FEDERAL LEGISLATION

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation that was passed as federal law on August 10, 2005 includes requirements for states and metropolitan planning organizations (MPOs) to prepare transportation plans. The SAFETEA-LU legislation reads, in part:

> *It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between states and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes and encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, state departments of transportation, and public transit operators. (Public Law 109-59, Page 119 STAT. 1840)*

In general, state departments of transportation and MPOs are required by federal legislation to carry out a transportation planning process that provides for consideration and implementation of projects, strategies, and services that will:

1. Support the economic vitality of the United States, the states, non-metropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the 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 throughout the state for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system (Public Law 109-59, Page 119 STAT. 1853)

> UDOT'S LONG RANGE PLAN

UTAH DEPARTMENT OF TRANSPORTATION

The transportation plan for UDOT is the Utah Department of Transportation 2011-2040 Long Range Transportation Plan. It serves as the guiding document for the planning, construction and maintenance of state transportation projects in areas of Utah that are outside the MPO boundaries. Together with the four MPO plans, it comprises the statewide long-range plan as required by federal statute.

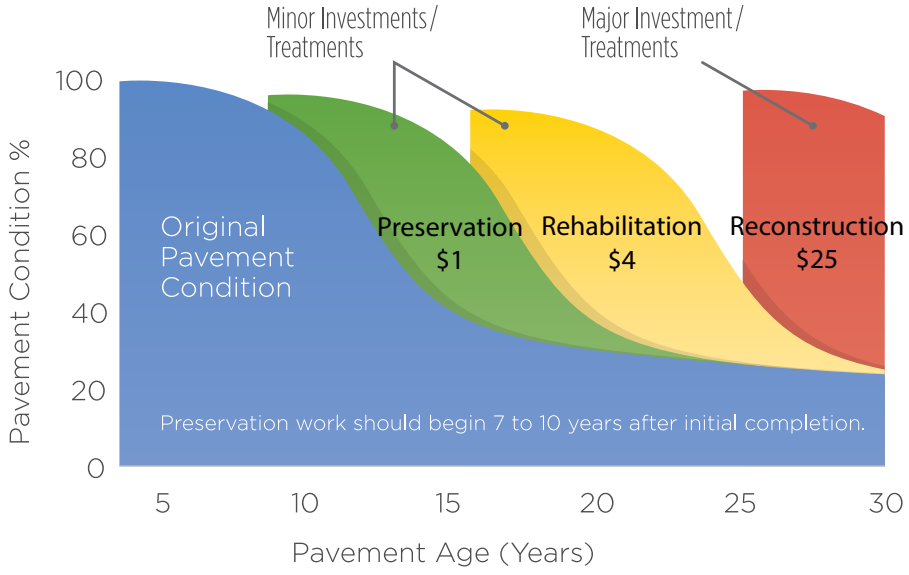
UTAH DEPARTMENT OF TRANSPORTATION'S STRATEGIC GOALS

UDOT has four strategic goals around which their work is centered. The metropolitan planning organizations also support these goals. UDOT's four strategic goals are:

- Preserve Infrastructure
- Optimize Mobility
- Zero Fatalities
- Strengthen the Economy

PRESERVE INFRASTRUCTURE

UDOT maintains nearly 6,000 miles of state highway across Utah, an investment worth tens of billions of dollars. Increased travel and freight are putting more and more pressure on the system, making preservation efforts even more critical. UDOT is committed to the philosophy that "good roads cost less." Through routine maintenance activities and larger scale preservation efforts, UDOT extends the life of the state's roadways and postpones the need to perform more costly complete road reconstruction. Proactively applying well-timed pavement treatments and other technologies to roads will extend their life as shown here. By extending the life of a roadway, costly reconstruction can be postponed with lower cost pavement overlays and other ongoing maintenance projects.



OPTIMIZE MOBILITY

Adding capacity through multimodal solutions is an important part of improving mobility. With inadequate funds for new multimodal transportation facilities, UDOT, UTA and the MPOs cannot build all needed improvements identified in the 2040 Unified Plan. Even if there were no financial constraints, roads are not the only answer to reducing congestion. Public transit projects and non-motorized transportation modes likewise have financial and feasibility limitations yet will continue to be a viable part of the overall transportation system.

An integrated road, transit, and non-motorized network along with travel demand strategies through the TravelWise program, traffic operations and other system improvements will contribute to congestion relief. Proactively managing the transportation system with access

management, traffic signalization, ramp meters, Express Lanes, and incident management teams will help optimize the transportation system. Reversible lanes are another system management technique that Utah is exploring to maximize the capacity of the existing system. The use of public transit and other alternative travel modes support the efficiency of the transportation network in many ways by providing a balanced system, offering transportation choices and reducing reliance on single-occupant vehicles.

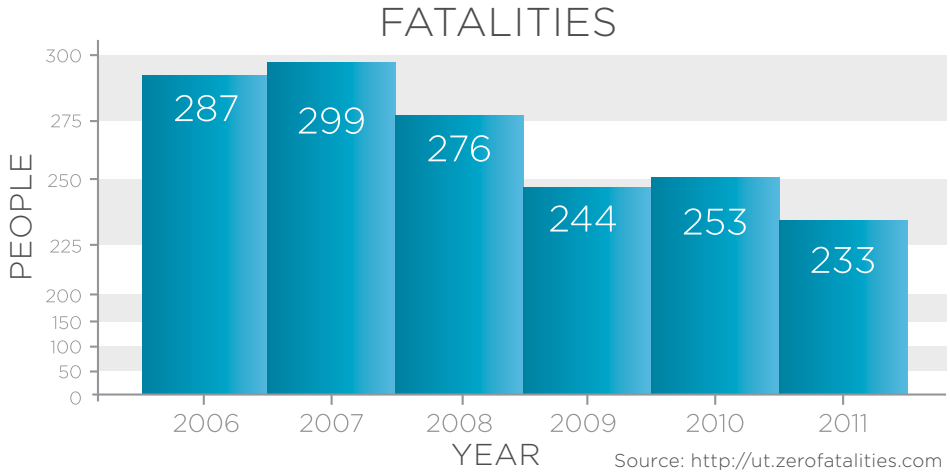
New technologies and design features that are being developed and refined will contribute as much to the efficiency of the transportation system as will new concrete and asphalt. Utah is committed to implementing innovative transportation features and staying on the leading edge of technology in order to optimize the existing system.

UDOT's Traffic Operations Center strives to empower motorists to make wise travel decisions by delivering them the most accurate, current information about transportation conditions. The 511 Travel Information Line and CommuterLink website (www.commuterlink.utah.gov) provide the public with information to make well-informed travel choices that can reduce delay and avoid congestion due to accidents and road construction.

Every minute saved clearing an incident (crashes, stalled vehicles, debris in the road, etc.) saves five minutes of traffic back up and increases safety by preventing secondary accidents. Incident management teams play an integral role in clearing incidents which increases safety and contributes to restoring traffic to free-flow conditions. In the rural areas, strategies such as passing lanes, shoulders and turn lanes provide system efficiency.

IMPROVE SAFETY

The most important mission of UDOT is to safely deliver its customers from one point to another. To emphasize this goal, UDOT has adopted a Zero Fatalities philosophy and created a public education and awareness program to encourage safe driving behaviors. The Zero Fatalities campaign is supported by several partners including the state's MPOs who serve on the statewide safety committee. The Strategic Highway Safety Plan, required by SAFETEA-LU legislation, is a plan that each state adopts to set goals for highway safety. While UDOT sets high standards and has generally been successful as shown below, over the last five years an average of 268 people per year still lost their lives as the result of crashes on Utah's roadways. By identifying safety improvement locations and implementing innovative safety programs, Utah may significantly reduce the number of traffic fatalities and injuries that occur on our highways. Partnerships forged with law enforcement agencies and public education through such programs as Safe Routes to School will also help make Utah a safer place for motorists, pedestrians and bicyclists to travel, conduct business and recreate.



STRENGTHEN THE ECONOMY

An efficiently functioning and well-planned transportation network is vital to maintaining and strengthening Utah's economy. Utah's transportation system provides the foundation for economic growth and plays a large role in the success of Utah companies as well as the decision of those considering locating here. Our transportation system not only brings people to and from their jobs but also allows for the movement of commercial goods and freight within and through the state. Utah has the highest percent of truck traffic of any state, because of our importance to the national freeway system and the shipment of goods across the United States.

> UTAH MPO LONG RANGE PLANS

Through their individual long-range planning efforts, each MPO addresses mobility needs in Utah's metropolitan areas.

TRANSPORTATION PLANS

Each MPO adopts its own regional or metropolitan transportation plan every four years. These plans and their funding programs represent local government priorities for improvements to various transportation systems, including roadway, transit, bicycle and pedestrian, within Utah's urbanized areas. Collectively, these urbanized areas represented approximately 85 percent of Utah's population in 2010. These transportation plans serve as the guiding policy document for planning, programming, and construction of major roads, transit facilities, access to regional airports, regional freight movement and non-motorized transportation. The regional or metropolitan transportation plan for each of Utah's four MPOs is:

- Cache Metropolitan Planning Organization Regional Transportation Plan 2035
- Dixie Metropolitan Planning Organization 2011-2040 Regional Transportation Plan
- Mountainland Association of Governments 2040 Metropolitan Transportation Plan
- The Wasatch Front Urban Area Regional Transportation Plan: 2011-2040 (2040 RTP)

MPO VISIONING ACTIVITIES

The Wasatch Front Regional Council and the Mountainland Association of Governments, with the aid of Envision Utah, created a land use and transportation "vision" for Weber, Davis, Salt Lake and Utah Counties. Known as the Wasatch Choice for 2040 (WC 2040) this blueprint for the future was developed by elected officials, local planners, and the general public in 2004 along with a set of nine Quality Growth Principles. Refinements to WC 2040 have taken place over the years and both the Vision and Growth Principles have served as the basis for this region's land use and socioeconomic projections used in the development of its transportation plan.

GROWTH PRINCIPLES

1. Provide public infrastructure that is efficient and adequately maintained
2. Provide regional mobility through a variety of interconnected transportation choices
3. Integrate local land use with regional transportation systems
4. Provide housing for people in all life stages and incomes
5. Ensure public health and safety
6. Enhance the regional economy
7. Promote regional collaboration
8. Strengthen sense of community
9. Protect and enhance the environment

Drawing upon sound market research and public input showing changing demographics and consumer housing preferences, the WC 2040 assumes that a significant portion of the anticipated population growth within the region over the next 30 years will be accommodated by historic or emerging urban, town, and economic activity centers. These centers, tied together with efficient transportation networks, would provide more housing options close to transit stations, jobs, retail and commercial opportunities. This change in land use would allow residents to live, work, shop and recreate all within a relatively small geographic area, thus reducing vehicle trip frequency and distance.

Cache Valley also developed overarching goals to guide the implementation of the Cache Valley Vision identified during the Envision Cache Valley process. Inclusion of these goals in the Cache RTP indicates general endorsement of these principles in guiding transportation planning and prioritization.

1. Enhance existing towns and cities and maintain individual community identity by encouraging inward growth and more compact development and buffering community boundaries with agrarian and natural lands
2. Encourage mixed-use neighborhoods and town centers that include a variety of housing options and that allow individuals and families to live close to where they shop, obtain services, go to school, work and play
3. Develop clean and sustainable industry and good-paying jobs close to home
4. Provide a balanced transportation network with improved roadway connections, enhanced public transportation options, and streets that encourage bicyclist and pedestrian mobility
5. Invest in efficient infrastructure systems to serve existing communities and future growth. These systems manage such services as water, sewer, waste disposal, and energy.
6. Protect, preserve and improve air quality, water quality, wildlife habitat, agricultural land and the scenic beauty of Cache Valley
7. Maintain and improve access to recreation by connecting local recreational amenities to a regional network
8. Expand local recreation systems, providing small parks located near where people live and linked by trails for walking and biking
9. Encourage close coordination among local governments, school districts, universities, businesses, and places of worship to address growth issues and implement the Cache Valley Vision

Through Vision Dixie, over 3,000 Washington County residents created a framework in which future development and transportation can work together to create communities and a region that preserves southern Utah's quality of life. The Vision looks forward to an affordable, sustainable, and livable future. Public preferences are summarized in a series of Vision Dixie principles and in a Vision scenario – a picture that illustrates one way growth might occur if there are cooperative efforts to adopt the principles that were identified through the process. The Vision Dixie principles provide a framework for voluntary implementation. Local officials have committed to work with residents to determine how these principles fit with local plans for the future. The principles related to transportation were:

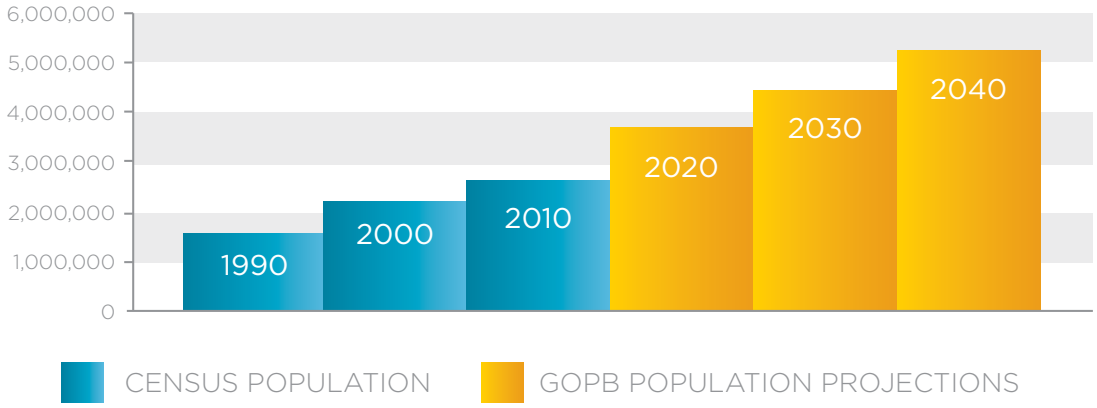
1. Build balanced transportation that includes a system of public transportation, connected roads and meaningful opportunities to bike and walk
2. Get centered by focusing growth on walk-able, mixed-use centers
3. Direct growth inward
4. Provide a broad range of housing types to meet the needs of all income levels, family types, and stages of life

VISION DIXIE
Making a Better Washington County

> UTAH'S POPULATION GROWTH CHALLENGE

The 2010 Census put Utah's population at 2,763,885. This represents a population increase of nearly 24 percent from 2000, ranking Utah third among states in the rate of population growth. Utah's growth rate was more than twice as fast as the U.S. (9.7 percent) during this ten-year period.

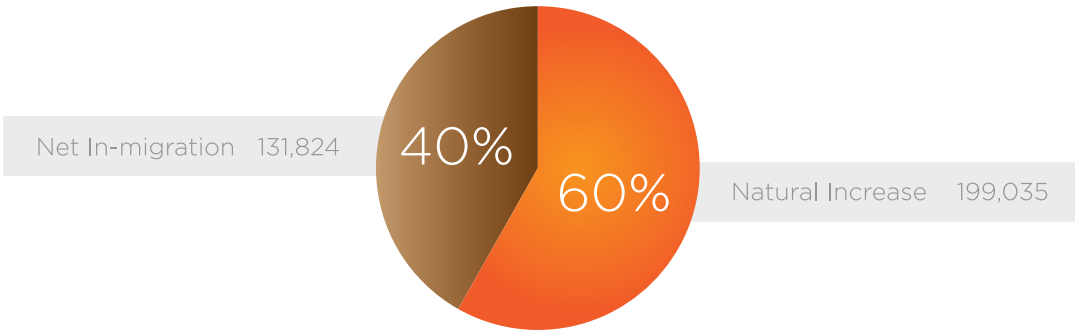
UTAH'S POPULATION GROWTH



Sources: Governor's Office of Planning and Budget (GOPB), 2008 Baseline Projections and the U.S. Census Bureau, 1990, 2000, 2010

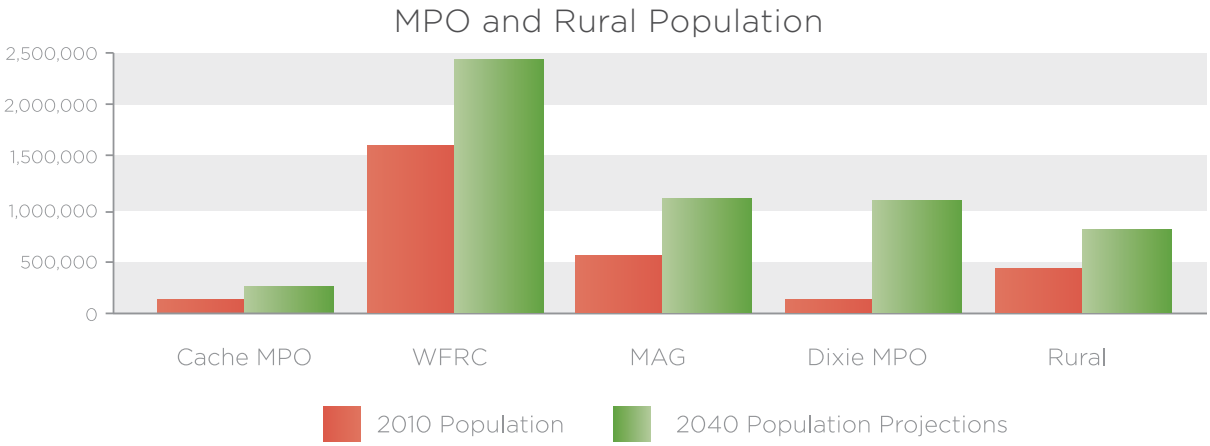
Utah's population growth is not due to natural increase (number of births – number of deaths) alone. Net in-migration contributes to Utah's population growth too, due to its quality of life and strong economy. From 2005 to 2009, 40 percent of Utah's population growth was due to net in-migration and 60 percent was due to natural increase.

2005-2009 UTAH'S POPULATION GROWTH



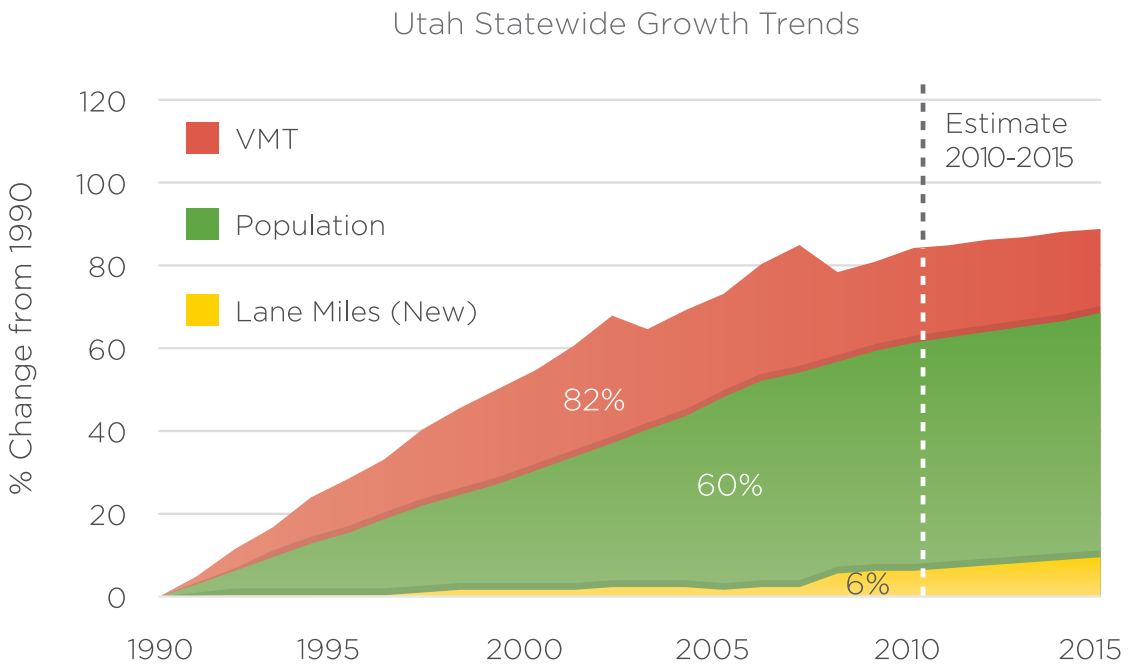
Source: Governor's Office of Planning and Budget, Utah Population Estimates Committee

Because nearly 85 percent of Utah's population resides within MPO boundaries, much of the state's growth is concentrated in urban areas.



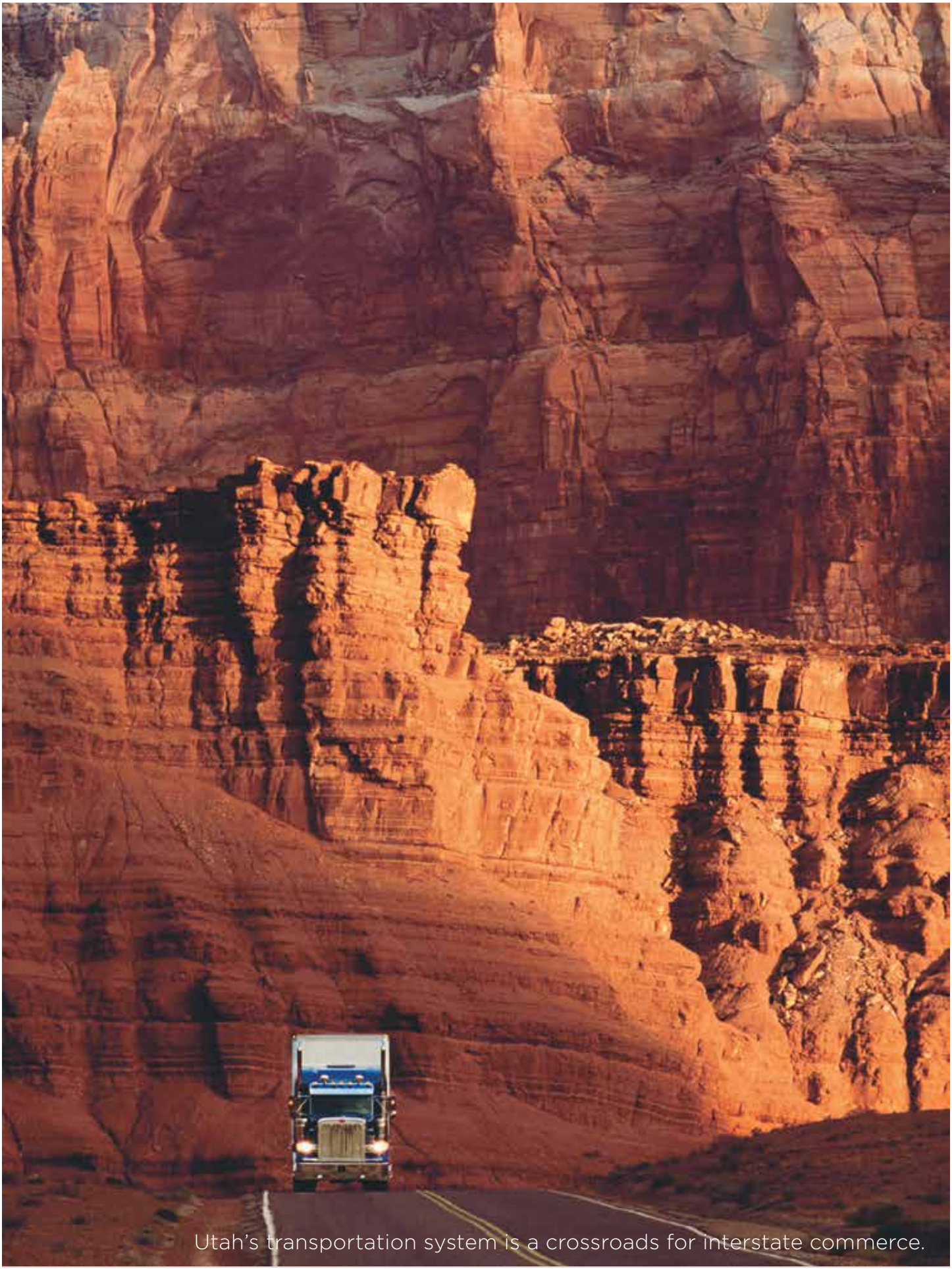
Source: Governor's Office of Planning and Budget, 2008 Baseline Projections and Cities and Counties of Utah

There are also a number of counties outside the MPO boundaries experiencing high population growth. Transportation issues can be very different in rural areas than in metropolitan areas. In metropolitan areas (dense populations of more than 50,000), the responsibility for planning lies with the designated metropolitan planning organizations; in small communities and rural areas, no one official body is so designated. Wasatch, Tooele, Iron and eastern Washington Counties have implemented rural planning organizations (RPOs) to assist in the identification of and planning for transportation needs in coordination with UDOT.



Source: Governor's Office of Planning and Budget, UDOT Traffic Statistics, and HPMS Data

Between 1990 and 2010, Utah experienced a 78 percent increase in travel, measured by vehicle miles traveled (VMT). During the same time, Utah's population increased 61 percent. However, in that same 20-year period, total lane miles in Utah only increased by six percent. To meet this growing demand, additional measures such as HOV/HOT lanes, intelligent transportation systems and travel demand management strategies are needed to improve the performance of our existing transportation system. Multimodal travel options will be an important part of meeting future travel demand.



Utah's transportation system is a crossroads for interstate commerce.

> PROJECT PLANNING & FUNDING PROCESS

UDOT, in consultation with the Federal Highway Administration (FHWA) and in cooperation with the local MPOs, is the agency responsible for identifying, planning, designing and constructing federal and state roads in Utah. Additionally, cities and counties are responsible for the local streets and roads that serve neighborhoods and connect to collector and arterial streets. Maintaining, preserving and improving these facilities is an important part of providing multimodal transportation options and quality of life in the region. Before federal dollars can be used to construct a project, the project must be consistent with the transportation plan for that area—UDOT's plan in the rural areas or an MPO plan in the urban areas.

Each MPO is required by federal statute to develop a transportation improvement program (TIP). These MPO TIPs include highway, local road and transit projects that must be in the MPO's transportation plans, cover a period of four years, are updated at least every four years and conform to the state implementation plan (SIP) for air quality.

UDOT is also required by federal statute to develop a statewide transportation improvement program (STIP) that incorporates the MPO TIPs and projects in the rural or non-urban areas of the state. This program must also cover a period of four years and be updated at least every four years. This multi-year, statewide program must contain projects that are consistent with and defined in the statewide long-range transportation plan and/or the MPOs' transportation plans.

The transportation improvement program must also be in conformance with the SIP developed by the Utah Department of Environmental Quality (DEQ) under the Clean Air Act for any project in an area designated as non-attainment for ozone, particulate matter or carbon monoxide. When a project is placed on the STIP, the process begins by establishing funding sources, completing environmental review processes, designing the project, securing right-of-way and other permits, and initiating construction.

Once a project is constructed, ongoing maintenance and preservation activities will help preserve this new transportation asset in the most cost-effective manner.

HOW A PROJECT IS DEVELOPED

UTAH'S TRANSPORTATION NEEDS AND PREFERENCES

Utah and its many communities are constantly growing and changing, as are their transportation opportunities and challenges. Tomorrow's well-planned and designed transportation system must be flexible enough to adapt to the ever-changing needs of our communities. In order to meet current and future travel demand in Utah and maintain overall mobility, we must provide a multimodal system of transportation that may reduce the growth of vehicle miles traveled per person. Currently, single-occupant vehicles make up the largest single mode. To be successful into 2040, the Utah transportation system will need to enhance individual mobility, provide multimodal choices, and limit the growth in travel demand.
The state and MPO transportation plans are important to mobility because they address multimodal transportation systems. The plans recognize that the mobility expectations of Utah residents will continue to change and may include increased interest in new mode choices. For Utah, a multimodal transportation system would include:

- Expanded road system
- Expanded bus system
- Expanded light rail system
- Commuter rail, intercity rail, and interstate passenger rail
- Bus rapid transit
- Bicycle and pedestrian networks
- Carpool travel
- Passenger and freight intermodal connections

The state highway system's primary purpose is to provide enhanced regional and statewide mobility. These highways also provide right-of-way to allow travel by transit, carpool, bicycle and on foot. Local roads, streets and transit service also provide access to property, goods, and services. While most of the traffic congestion is found in urban areas of Utah, rural areas have roadway needs such as access, mobility, safety and economic development. As such, UDOT's priority is to maintain the existing highway system and reduce areas of congestion. Similar priorities exist for MPOs as they plan the transportation network for the urban areas.

Transit can provide alternative transportation for those who may not be able to drive such as younger persons, senior citizens, persons with disabilities and those who do not have access to a car or who choose to use transit for other reasons. In addition, transit can help relieve congestion in major corridors during peak period travel. There are five separate public transit systems that provide transit service around the state: Cache Valley Transit District, Park City Transit, SunTran in the St. George region and the Utah Transit Authority (UTA) serving the Wasatch Front. UTA is the largest transit agency in the state serving Salt Lake, Davis, Weber, Utah and parts of Box Elder, Tooele and Summit Counties. These transit systems provide service through bus, light rail, commuter rail, van pools and paratransit services within their respective service areas.

TRANSPORTATION PLANNING PROCESS

Key elements of UDOT's and the MPOs' transportation planning process are providing for public involvement in the development and review of proposed plans and for considering the need to maintain and preserve the existing systems while also considering the need for future system expansion. These elements are discussed below.

PUBLIC PARTICIPATION

UDOT, the MPOs, and the transit agencies conduct extensive public participation efforts with residents, special interest groups, transportation disadvantaged groups, freight shippers, environmental groups, resource management agencies, minority groups and other interested parties prior to, during, and after the development of the transportation plans. The goals for the public participation efforts are to:

- Engage in community dialogue that leads to identifying long-term mobility needs, issues, concerns, and opportunities for regional and statewide transportation users
- Communicate at key decision points and at appropriate levels with people most affected by regional and statewide transportation solutions
- Develop a process that will ultimately lead to informing all Utah communities about future regional and statewide transportation systems

To accomplish these goals, UDOT, the MPOs, and transit agencies conduct and provide a myriad of public involvement and public education activities. The use of uPlan, a web-based mapping tool, has greatly improved the ability to engage public comment and participation in the planning process. These community outreach efforts provide an opportunity for residents to comment on transportation and growth data and supply transportation planning agencies with community information about regional growth principles, future transportation visions, congested areas, road connectivity, and corridor preservation for the state highway and transit system. This meaningful and extensive public participation process enhances all the plans and proposals and is directly reflected in the final decisions for future projects. Public involvement remains an ongoing focus of UDOT's and each MPO and does not end with the completion of any specific transportation plan.

DEFINING TRANSPORTATION NEEDS

Long Range Plan and Regional Transportation Plan project lists address surface transportation "needs" by providing a list of "projects" that will allow the agency to meet travel demand in future years. While defining need consistently across agencies is difficult because it is determined somewhat differently in each plan, there is a standard practice for identifying need and the plans generally are based on quantifiable deficiencies or perception of inadequate service. Most of the plans have detailed project lists for new road and transit capacity needs.

Needs for operations, maintenance, and preservation are based on more general programs or historic estimates and may vary from agency to agency. The following are definitions of need based on the categories shown in the subsequent financial assumption table. While the details of what is or is not included in each category across the MPOs and UDOT may differ slightly, these definitions offer a general understanding of how elements such as capital, maintenance, operations, expanding fleet, etc. are included in the financial summary.

New Highway and Local Road Capacity Needs

New capacity needs are those anticipated deficiencies between 2011 and 2040 that are necessary to maintain level of service (LOS) standards identified by the American Association of State Highway Transportation Officials (AASHTO). LOS standards for urban areas are typically "D" or better while LOS standards for rural areas are typically "C" or better. Utah's MPOs follow the AASHTO guidelines but also apply local judgment where necessary. Local roads as well as regionally significant roads are included in here, although to a great extent, new capacity at the local level is funded using other tools available to local governments. Most cities and counties in Utah anticipate population increases over the next few decades. Recent history has shown vehicle miles traveled (VMT) increasing at a faster rate than population has grown. Future population, jobs, and land use are modeled on the existing transportation network to determine deficiencies or where the transportation network cannot meet travel demand at an acceptable level of service. Projects that allow level of service standards to be met or exceeded are identified as new capacity "needs."

New Transit Capital Needs

For urbanized areas, transit capital needs include new infrastructure that will increase mode choice. This new infrastructure is important in connecting jobs and activity centers with residential areas. The regional travel demand model quantifies transit demand and helps to identify feasible transit service options. In addition, based on MPO public outreach efforts, consumers have expressed a desire for transportation choices. Transit capital needs also include such investments as new maintenance facilities and new fleet vehicles such as light rail cars, commuter rail cars, and buses.

In rural areas, transit needs reflect those of the general public as well as the disadvantaged populations including the low income, elderly, and disabled. These groups are typically more transit dependent and rely on public transportation service to access schools, healthcare, shopping and other necessary tasks. Transit capital needs in rural areas include infrastructure to provide mode choice, new equipment, transit vehicles and funding for feasibility studies for fixed route service.

Highway and Local Road Operations, Maintenance, and Preservation Needs

Needs in this category are those related to keeping the existing transportation network in good condition and operating and maintaining it so that it functions as efficiently and safely as possible. It includes not only regionally significant roads but the maintenance and preservation of local infrastructure as well. Pavement preservation, maintenance activities and all operational needs are included in this category and were reviewed in coordination with the Utah League of Cities and Towns. Preservation activities include minor treatments intended to extend the life of both pavement and bridges, and also periodic rehabilitation activities, up to and including reconstruction. Maintenance activities include a range of smaller improvements from landscaping and snow plowing to pothole repair. Operational activities include safety programs, intelligent transportation systems, and related services. The level of these operational services varies greatly by jurisdiction (state and local) and preservation costs can also vary based on the existing level of disrepair.

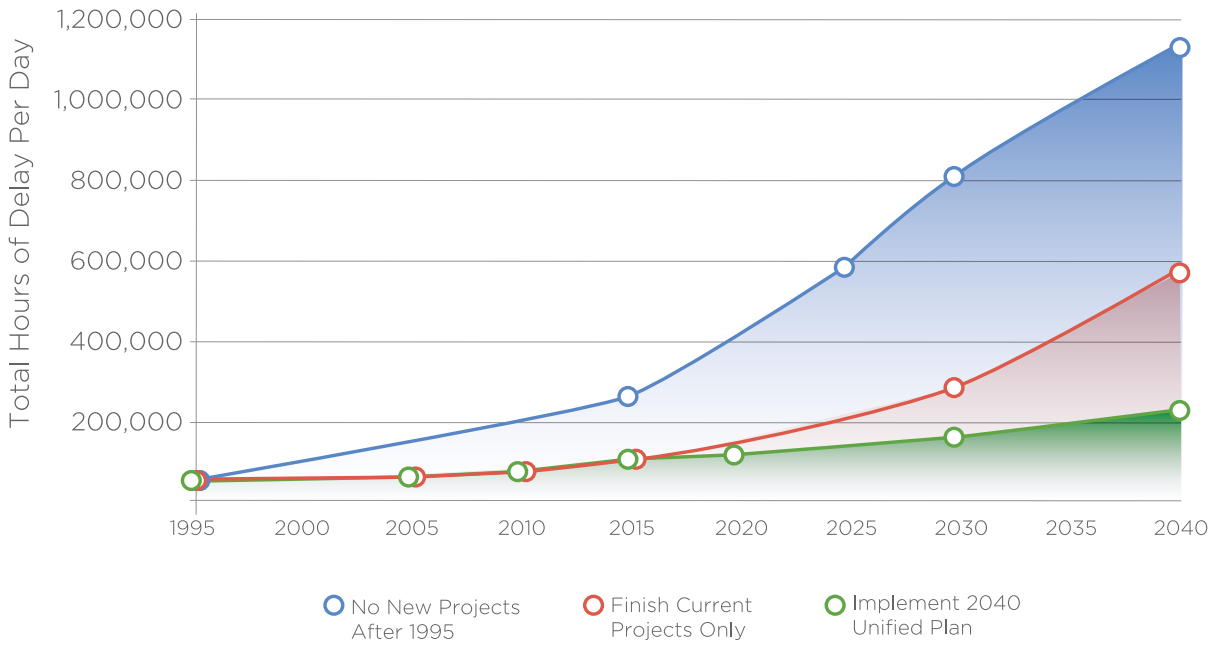
Transit Operations, Maintenance and Preservation Needs

Transit operations, maintenance and preservation include all the work necessary to keep the transit system functioning in a state of good repair including drivers and operators as well as vehicle maintenance. This category includes a range of vehicle replacement, capacity/service expansion to reach new growth areas, bond payments and interest costs, and other transit costs not associated with new capital expansion.

PAST TRANSPORTATION INVESTMENTS

Historically, Utah has done an exceptional job of accommodating travel demand and minimizing delay in the urbanized areas. Past investments in transportation have significantly reduced congestion such that without previous transportation investments, current vehicle hours of delay would have been more than two times higher than they are today. Transportation investments offer a strong return on investment in terms of user benefit. If no new capacity investments are made, the vehicle hours of delay in 2040 will be about 2.5 times higher than with the projects in the Unified Transportation Plan.

IMPACT OF TRANSPORTATION CAPACITY PROJECTS ON DELAY ALONG THE WASATCH FRONT, WEBER, DAVIS, SALT LAKE AND UTAH COUNTIES



FINANCIAL PLAN AND ASSUMPTIONS

No one can predict with certainty how much money will be available for transportation over the next few decades; however, MPO plans make reasonable financial assumptions allowing for the development of long-range plans that are realistic. This section describes the cooperation in developing a unified financial plan and related assumptions as well as the distribution of revenue between UDOT and the four MPOs. In practice, capacity projects identified in the long-range transportation plans are brought forward and incorporated into the MPO's transportation improvement program (TIP). The TIPs are then included in the statewide transportation improvement program (STIP). This may result in allocations that vary from the Unified Plan revenue distribution assumptions.

Revenues dedicated to transportation projects are generally categorized by federal, state, and local funds. These funds come from federal and state fuel tax, state vehicle registration and permit fees, state general funds, sales tax, and other sources. Local taxes provide funds that can also be used as directed by local government officials for road improvements. Local sales taxes also provide funding for public transit agencies.

By assuming increases in the current funding streams to account for inflation and growth along with new sources of revenue, UDOT and the MPOs projected transportation funding through 2040.

MAJOR REVENUE ASSUMPTIONS

Future revenue increases are needed if we are to maintain, preserve, and expand our state and local road and transit systems. It is important to note that the Unified Transportation Plan cannot be implemented with only the future revenue stream from existing funding sources. The legislature, local communities, and the public will decide how to raise this revenue. The following specific strategies were assumed but will likely vary at the discretion of Utah's state and local elected officials:

- Increase statewide fuel tax or equivalent
  > 5 cents every 10 years starting by 2014 (30 percent to B&C Funds)
- Increase statewide vehicle registration fee
  > $10 every 10 years starting by 2018 (30 percent to B&C Funds)
- Add local-option taxes (varies by MPO and county)
  > Additional local option fuel tax
  > Additional local option sales tax
  > Additional vehicle registration fees

The following table displays the estimated cost of the transportation system as the net present value (2010-2011 dollars) of the cumulative cost from 2011 to 2040. Approximately $70.1 billion is needed to build, operate and maintain the transportation system to safely and efficiently get Utah residents to work, school, shopping and other destinations. The estimated $28 billion of new road capacity projects and the $8.7 billion of new transit capacity projects are listed at the end of this Unified Plan. Funding needs for new capacity projects on local government roads were based on estimates from the Utah League of Cities and Towns and cover municipal and county needs. Because those projects are generally not "regionally significant" improvements, they are not individually listed in this Unified Plan.

UTAH ASSOCIATION OF COUNTIES
A Unifying Voice for County Government

UTAH LEAGUE OF CITIES AND TOWNS

Maintaining, operating and preserving both the existing transportation system plus the new capacity that is being planned also represents a significant challenge including needs for approximately $21 billion for road operations, maintenance, and preservation and $12.4 billion for transit operations, maintenance and preservation. Despite an anticipated cost of $70.1 billion over the next 30 years, projected revenue from today's revenue sources will only total $43.4 billion. The gap between transportation needs ($70.1 billion) and revenues ($43.4 billion) is $26.7 billion over the next 30 years.

The financial assumptions highlighted on this page represent a plan for closing the gap between transportation needs and transportation revenues. In addition to the $43.4 billion of revenue from existing revenue sources, the Unified Plan represents common assumptions

UTAH'S STATEWIDE TRANSPORTATION NEEDS AND REVENUES

Transportation Need	Estimated Cost
Highway Capacity Needs	$28.0 Billion
Transit Capacity Needs	$8.7 Billion
Highway Maintenance, Operations, Preservation	$21.0 Billion
Transit Maintenance, Operations, Preservation	$12.4 Billion
Total Transportation Needs	$70.1 Billion
Transportation Revenue	
- Current Funding Sources	$43.4 Billion
- Projected New Revenue (e.g. user fees, fuel, vehicle registration, local-option sources)	$11.3 Billion
Unified Plan Total Revenue	$54.7 Billion

for new transportation revenue sources that may be enacted in the future. These revenue assumptions may vary based on actual decisions of our elected leaders but represent new transportation revenue totaling $11.3 billion over the next 30 years. A comprehensive transportation solution is vitally important to the State of Utah and even with the implementation of new revenue sources worth $11.3 billion, Utah will still need an additional $15.4 billion over the next 30 years to fully close the gap between needs and existing and planned revenue.

CONTINUOUS, COOPERATIVE, AND COMPREHENSIVE PLANNING

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federal legislation requires state DOTs and MPOs to create and update their long-range transportation plans. The legislation does not require the plans to be updated at the same time nor that they use the same planning and financial assumptions. However, UDOT and the MPOs in Utah have worked together to produce a statewide, prioritized project list. Because of the cooperation between UDOT and the MPOs, all the transportation plans are not only being updated at the same time, but also contain coordinated growth assumptions, financial assumptions and other data to facilitate a statewide understanding of the plans.

The MPOs work closely with towns, cities, counties, transit providers and UDOT to recommend regionally significant improvements as part of their long-range transportation plans. The local governments adopt general plans that contain a transportation and circulation element for local transportation systems. These general plans are often updated and/or amended to reflect new policy. Each update incorporates major public participation from local residents and other interest groups. UDOT and the MPOs are committed to seeing that the local, regional, and state concerns are considered as these plans are updated. The UDOT and MPO long-range plans were all adopted in 2011. The next projected updates to the transportation plans are scheduled for 2015.

PLANNING COORDINATION TOOLS AND RESOURCES

uPlan is a geographic information system (GIS) tool which provides individuals access to information for transportation discussions. uPlan also facilitates synchronized planning efforts with other state agencies, federal agencies, MPOs, local governments, utility companies and amongst UDOT's many divisions. uPlan can be used to view maps of UDOT and MPO projects and additional contextual information in a project's area. The project lists from this Unified Transportation Plan with additional information for each planned project are just one example of the kinds of information that can more easily be shared between agencies and accessed by decision-makers and other interested parties.

uPLAN | *UtahPlanning.org*

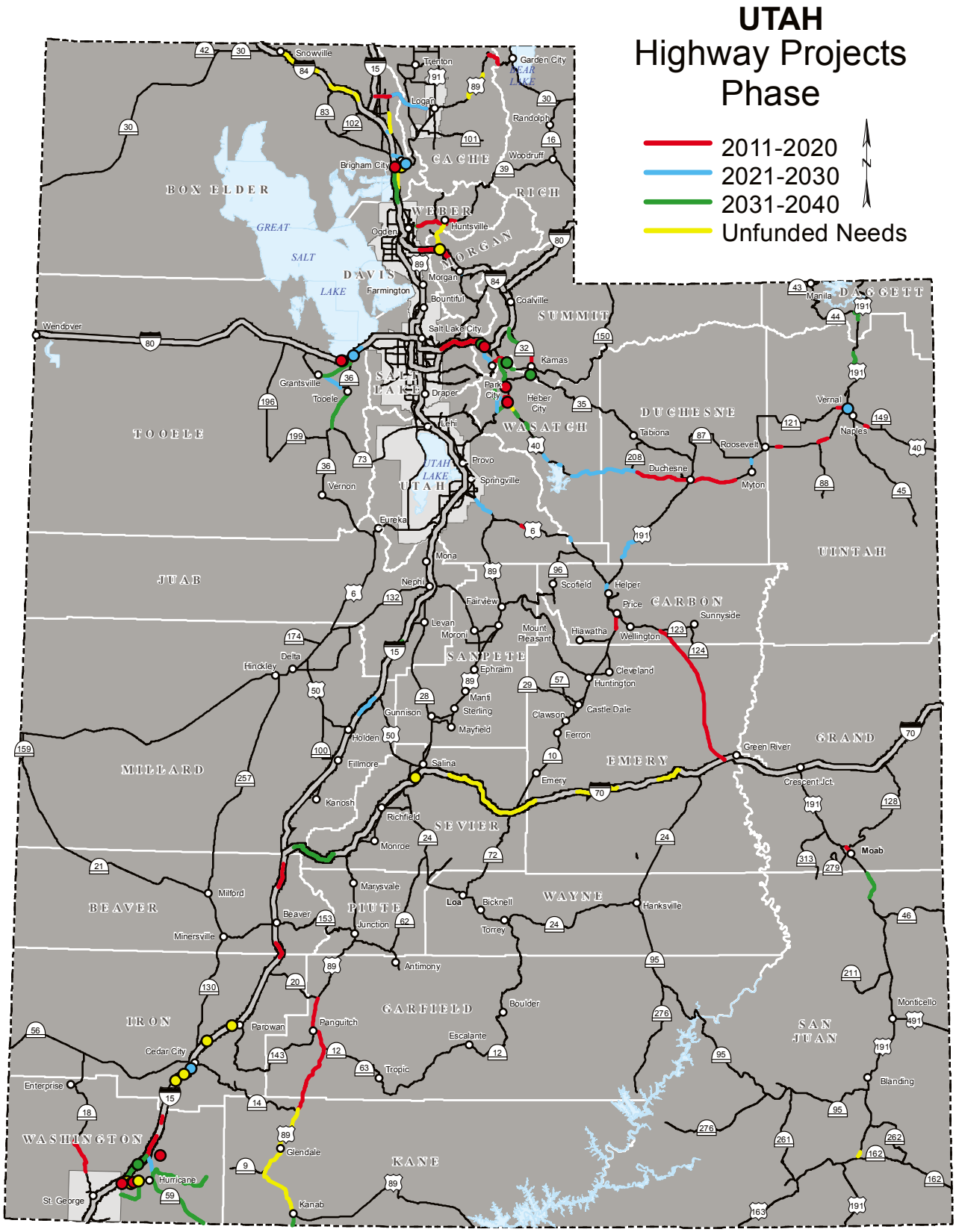
> HIGHWAY PROJECTS BY REGION

REGIONALLY IMPORTANT TRANSPORTATION PROJECTS

Having made reasonable assumptions about future revenue, transportation decision-makers are able to define, prioritize and coordinate projects to meet transportation needs. Regionally important mobility projects include projects to construct new or upgrade existing roads including new highways, principal arterial streets, or other facilities as designated by each MPO. Regionally important projects also include fixed guideway and other major transit capacity improvements. These projects carry large volumes of traffic and transit riders while connecting communities.

This Unified Plan contains a list of capacity-improving projects for state-owned rural roads and regionally important mobility projects for the MPO plans. Examples of capacity and mobility improvements include new roads, additional travel lanes, passing lanes and other operations improvements, interchanges, bike and pedestrian facilities, and rail and bus transit capital projects.

The following pages include priority project lists and maps that represent UDOT and the MPO's Phase One (2011-2020), Two (2021-2030), Three (2031-2040) and Unfunded regionally important projects. Please refer to individual transportation plans for more detail on road and transit plans. In addition, bike/pedestrian plans and other priority project needs can be found in the individual transportation plans.



Note: For further detailed information please refer to the UDOT Long Range Transportation Plan 2011-2040, which can be found at www.udot.utah.gov

HIGHWAY PHASE ONE 2011-2020 CONTINUED

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Beaver	UDOT	I-15	I-15, NB/SB from 2 lanes to 3 lanes from MP 121.7 to MP 129	7.3	Passing Lanes	$29
Box Elder	UDOT	I-15	I-15, Interchange at MP 362, US-91 (1100 South), Brigham City STIP CD	NA	Upgrade	$45
Box Elder	UDOT	SR-30	*SR-30, MP 90.7 to MP 95.1, I-15 to SR-38, Collinston	4.4	Widening	$15
Box Elder/Cache	UDOT	SR-30	SR-30, MP 95 to MP 108	NA	Planning Study	$1
Cache	UDOT	US-89	US-89, EB/WB from MP 487 to MP 492, STIP CD	5.0	Passing Lanes	$9
Cache	CMPO	SR-252	10th West, US 89/91 to 2500 North and portion of 2500 North, Logan	6.8	Widening	$56
Cache	CMPO	SR-30	SR-30, 1400 West to Main Street, Logan	2.6	Widening	$42
Cache	CMPO		200 East, 300 South to Center Street, Logan	0.4	Widening	$12
Cache	CMPO		200 East, Center Street to 1400 North, Logan	1.8	Operational	$9
Cache	CMPO		600 West (South), US-89/91 to 400 North, Logan	2.5	Widening	$17
Cache	CMPO		100 West, 600 South to SR-165, Logan	1.0	Widening	$8
Cache	CMPO		200 East, 2200 North to 2500 North, North Logan	0.4	Widening	$3
Cache	CMPO		1700 South, US-89/91 to SR-165, Logan	0.9	Widening	$5
Cache	CMPO		3200 South, US-89/91 to 1600 West, Nibley	0.6	Widening	$2
Carbon	UDOT	SR-10	SR-10, MP 64.3 to MP 67.9, from Ridge Road to US-6	3.6	Widening	$22
Carbon/Emery	UDOT	US-6	US-6, EB/WB from 1 lane to 2 lanes from MP 256 to MP 300.4 (I-70)	44.4	Passing Lanes	$10
Davis	WFRC	SR-37	1800 North, 2000 West to SR-126	2.0	Widening	$22
Davis	WFRC	SR-193	SR-193, Extension, 2000 West to State Street	2.9	New Construction	$75
Davis	WFRC	SR-193	SR-193, I-15 to US-89	5.0	Operational	$15
Davis	WFRC	SR-127	Syracuse Road, West Davis Corridor to 2000 West	1.0	Widening	$12
Davis	WFRC		Antelope Drive, Oak Forest Drive (2500 East) to US-89	0.3	New Construction	$4
Davis	WFRC		Layton Parkway, West Davis Corridor to Flint Street	2.6	New Construction	$37
Davis	WFRC		2600 South/1100 North, Redwood Road to I-15	1.4	Operational	$4
Davis	WFRC		Center Street, Redwood Road to US-89	1.1	Operational	$3
Davis	WFRC	SR-67	West Davis Corridor, Syracuse Road to I-15/US-89/Legacy Parkway	11.8	New Construction	$434
Davis	WFRC	SR-67	West Davis Corridor, Weber County Line to Syracuse Road	4.8	Corridor Preservation	$30
Davis	WFRC		3000 West, 6000 South (Weber County) to 2300 North	0.5	New Construction	$4
Davis	WFRC	SR-108	2000 West, Weber County Line to Syracuse Road	4.4	Widening	$118
Davis	WFRC	I-15	I-15, Weber County Line to Hill Field Road	6.3	Widening	$84
Davis	WFRC	I-15	I-15, US-89 (Farmington) to I-215	10.6	Widening	$122
Davis	WFRC	SR-37	1800 North, Overpass at 500 West Railroad Crossing	NA	New Construction	$24
Davis	WFRC	I-15	I-15, Interchange at 1800 North	NA	New Construction	$73
Davis	WFRC	I-15	I-15, Interchange at Shepard Lane	NA	New Construction	$73
Davis	WFRC	US-89	US-89, Interchange at Antelope Drive	NA	New Construction	$73
Davis	WFRC	US-89	US-89, Interchange at 400 North (Fruit Heights)	NA	New Construction	$73
Duchesne	UDOT	US-40	US-40, MP 70.1 to MP 100, Duchesne Urban Area STIP CD	29.9	Passing Lanes	$18
Garfield	UDOT	US-89	US-89, NB/SB from 1 lane to 2 lanes at various locations from MP 104 (SR-14) to MP 141 (SR-20)	37.0	Passing Lanes	$12
Grand	UDOT	US-191	US-191, MP 126.3 to MP 128.4 from Moab (existing 4-lanes) to Colorado River Bridge	2.1	Widening	$12

HIGHWAY PHASE ONE 2011-2020 CONTINUED

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Iron/Beaver	UDOT	I-15	I-15, NB from 2 lanes to 3 lanes from MP 100 to MP 105	5.0	Passing Lanes	$15
Salt Lake	WFRC		Sports Complex Boulevard (2400 North), I-215 East Frontage Road to Redwood Road	0.5	New Construction	$5
Salt Lake	WFRC		2100 South, I-15 to 1300 East	2.7	Operational	$8
Salt Lake	WFRC	SR-171	3300 South/3500 South, I-215 (West) to Highland Drive	2.7	Operational	$8
Salt Lake	WFRC	SR-171	3500 South, Mountain View Corridor to 4000 West	2.3	Widening	$105
Salt Lake	WFRC		4700 South, 4000 West to 2700 West	1.5	Widening	$15
Salt Lake	WFRC	SR-173	5400 South, Mountain View Corridor to Bangerter Highway	2.5	Widening	$33
Salt Lake	WFRC	SR-173	5400 South, 5600 West to Bangerter Highway	2.3	Operational	$7
Salt Lake	WFRC	SR-173	5400 South, Redwood Road to I-15	2.0	Operational	$6
Salt Lake	WFRC		6200 South, SR-111 to Mountain View Corridor	1.6	New Construction	$28
Salt Lake	WFRC		6200 South, Mountain View Corridor to 5600 West	0.3	Widening/New Construction	$5
Salt Lake	WFRC	SR-48	7000 South/7200 South, Bingham Junction Boulevard to I-15	0.6	Widening	$56
Salt Lake	WFRC		Fort Union Boulevard, Union Park Boulevard to 3000 East	2.8	Operational	$9
Salt Lake	WFRC		7800 South, SR-111 to New Bingham Highway	3.7	Widening	$45
Salt Lake	WFRC		9000 South, SR-111 to 5600 West	1.7	New Construction	$29
Salt Lake	WFRC		10200 South, SR-111 to Mountain View Corridor	2.6	Widening	$28
Salt Lake	WFRC		10400 South/10800 South, Mountain View Corridor to 4800 West	1.2	New Construction	$19
Salt Lake	WFRC	SR-151	10600 South/10400 South, Bangerter Highway to I-15	4.2	Operational	$13
Salt Lake	WFRC		10600 South, 1300 East to Highland Drive	0.9	Widening	$8
Salt Lake	WFRC		11400 South, 11800 South/5600 West to Valdania Street (5200 West)	1.0	Widening	$11
Salt Lake	WFRC		Riverton Boulevard, 4570 West to 13400 South	0.6	New Construction	$9
Salt Lake	WFRC		13400 South, Mountain View Corridor to Bangerter Highway	1.7	Widening	$23
Salt Lake	WFRC		Juniper Crest, 4800 West to Mountain View Corridor	1.0	New Construction	$17
Salt Lake	WFRC		Juniper Crest/14400 South, Mountain View Corridor to 3600 West	0.9	New Construction	$10
Salt Lake	WFRC		Porter Rockwell Road, Redwood Road to 14600 South	3.0	New Construction	$112
Salt Lake	WFRC		7200 West, SR-201 to 3500 South	2.5	Widening	$25
Salt Lake	WFRC	SR-85	Mountain View Corridor, SR-201 to 4100 South	3.0	New Construction	$499
Salt Lake	WFRC	SR-85	Mountain View Corridor, 4100 South to 5400 South	2.2	New Construction	$462
Salt Lake	WFRC	SR-85	Mountain View Corridor, 5400 South to Redwood Road	14.4	New Construction	$530
Salt Lake	WFRC	SR-172	5600 West, I-80 to SR-201	3.1	Widening	$39
Salt Lake	WFRC	SR-172	5600 West, 2700 South to 6200 South	5.0	Operational	$15
Salt Lake	WFRC		5600 West, 6200 South to New Bingham Highway	3.1	Widening/New Construction	$49
Salt Lake	WFRC		5600 West, Old Bingham Highway to 10400 South/10800 South	1.7	New Construction	$24
Salt Lake	WFRC		5600 West, 11800 South to 13100 South	2.7	New Construction	$31
Salt Lake	WFRC		5600 West Connection, 5600 West to 11800 South	0.7	New Construction	$7
Salt Lake	WFRC		4800 West, Skye Drive to Mountain View Corridor	2.7	New Construction	$31
Salt Lake	WFRC		4570 West, 12600 South to 13400 South	1.0	New Construction	$15
Salt Lake	WFRC		4200 West/Riverton Boulevard, 13400 South to 14400 South	1.5	New Construction	$19

HIGHWAY PHASE ONE 2011-2020 CONTINUED

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Salt Lake	WFRC		4150 West, 12600 South to Riverton Boulevard	0.6	New Construction	$6
Salt Lake	WFRC		I-215 Frontage Road, 2700 South to 4100 South	2.1	New Construction	$22
Salt Lake	WFRC	SR-68	Redwood Road, SR-201 to 4700 South	3.9	Operational	$12
Salt Lake	WFRC	SR-68	Redwood Road, 9000 South to 11400 South	3.0	Operational	$9
Salt Lake	WFRC	SR-68	Redwood Road, 12600 South to Bangerter Highway	1.5	Widening	$21
Salt Lake	WFRC		1200 West, 3100 South to 3300 South	0.5	New Construction	$7
Salt Lake	WFRC		Bingham Junction Boulevard, 7800 South to 8400 South	2.8	New Construction	$36
Salt Lake	WFRC		Galena Park Boulevard, 12300 South to 13490 South	1.8	New Construction	$26
Salt Lake	WFRC		Lone Peak Parkway, 12300 South to Bangerter Highway	2.0	New Construction	$30
Salt Lake	WFRC	I-15	I-15, 12300 South to Bangerter Highway	1.6	Widening	$68
Salt Lake	WFRC	I-15	I-15, Bangerter Highway to Utah County Line	3.9	Widening	$49
Salt Lake	WFRC	US-89	State Street, I-215 to 12300 South	7.2	Operational	$22
Salt Lake	WFRC	US-89	State Street, 6200 South to 9000 South	3.3	Widening	$36
Salt Lake	WFRC		900 East, 3300 South to 4500 South	1.7	Operational	$5
Salt Lake	WFRC	SR-71	700 East, 11400 South to 12300 South	1.2	Widening	$15
Salt Lake	WFRC		Union Park Boulevard/1300 East, Fort Union Boulevard to 7800 South	1.2	Operational	$4
Salt Lake	WFRC	SR-186	500 South/Foothill Drive, 1300 East to 2300 East	2.4	Operational	$7
Salt Lake	WFRC	SR-111	SR-111, Railroad Structure at 4300 South	NA	Widening	$24
Salt Lake	WFRC	SR-172	5600 West, Railroad Crossing at 750 South	NA	New Construction	$24
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at 7800 South	NA	New Construction	$73
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at 600 West	NA	New Construction	$73
Salt Lake/Summit	UDOT	I-80	I-80, EB from 3 lanes to 4 lanes from MP 129.3 to MP 134.5, from mouth of Parleys to Mountain Dell	5.2	Passing Lanes	$21
Salt Lake/Summit	UDOT	I-80	I-80, EB from 3 lanes to 4 lanes from MP 134.5 to MP 139.5, from Mountain Dell to Summit	5.0	Passing Lanes	$20
Salt Lake/Summit	UDOT	I-80	I-80, WB from 3 lanes to 4 lanes from MP 139 to MP 142, from Summit to Jeremy Ranch	3.0	Passing Lanes	$12
Summit	UDOT	SR-32	SR-32, MP 10.4 to MP 16.8, from SR-35 to New Lane	6.4	Widening/Bike	$38
Summit	UDOT	I-80	I-80, Interchange at MP 144.2, Kimball Junction	NA	Upgrade	$25
Summit/Wasatch	UDOT	SR-248	SR-248, MP 1.2 to MP 3, from Park City to US-40	1.8	Widening	$11
Summit/Wasatch	UDOT	SR-248	SR-248, MP 3.3 to MP 4.5, from Rail Trail to Wasatch/Summit CL	1.2	Widening	$2
Tooele	UDOT	SR-36	SR-36, MP 62.9 to MP 65.8, from SR-138 to I-80	2.9	Widening	$17
Tooele	UDOT	I-80	*I-80, Interchange at MP 94.5, Midvalley Highway	NA	New Construction	$10
Uintah	UDOT	SR-121	SR-121, MP 37.3 to MP 40.3	3.0	Widening	$5
Uintah	UDOT	US-40	US-40, EB/WB from 1 lane to 2 lanes from MP 130.3 to MP 133.4	3.1	Passing Lanes	$5
Uintah	UDOT	US-40	US-40, MP 152 to MP 153, Eastern Limit of Naples	1.0	Passing Lanes	$4
Uintah	UDOT	US-40	US-40, EB/WB from MP 117.8 to MP 119.4, Roosevelt and Ballard Urban Areas	1.6	Passing Lanes	$10
Utah	UDOT	US-6	US-6, MP 195 to MP 197 (existing 5-lanes) STIP CD	2.0	Widening	$8
Utah	MAG	I-15	I-15, Main Street, Lehi to Spanish Fork River, Spanish Fork	24.5	Reconstruction	$1,594
Utah	MAG	I-15	I-15, Draper to Main Street, Lehi	6.1	Reconstruction	$480
Utah	MAG	I-15	I-15, Spanish Fork River, Spanish Fork to 800 South, Payson	6.3	Reconstruction	$61

HIGHWAY PHASE ONE 2011-2020 CONTINUED

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Utah	MAG	I-15	I-15, Interchange at Benjamin	NA	Upgrade	$49
Utah	MAG	I-15	I-15, Interchange at 800 South, Orem	NA	New Construction	$124
Utah	MAG	I-15	I-15, Interchange at Main Street, Payson	NA	Upgrade	$49
Utah	MAG	I-15	I-15, Interchange at Main Street, Santaquin	NA	Upgrade	$37
Utah	MAG	SR-85	2100 North, Lehi, Redwood Road to I-15	2.8	New Construction	$121
Utah	MAG	SR-92	Timpanogos Highway, I-15 to Alpine Highway, Highland	5.6	Widening	$144
Utah	MAG	SR-114	Geneva Road, 2000 South to 1600 North, Orem	4.9	Widening	$114
Utah	MAG	SR-114	Geneva Road/Pleasant Grove 100 East, Connection at State Street	0.2	New Construction	$6
Utah	MAG	SR-73	SR-73, Redwood Road, Saratoga Springs to Ranches Parkway, Eagle Mountain	3.0	Widening	$9
Utah	MAG	SR-198	SR-198, Arrowhead Trail Road, Spanish Fork to 1500 South, Payson	8.1	Widening	$76
Utah	MAG		North County Boulevard (4800 West), SR-92, Highland to State Street, American Fork	4.3	Widening	$72
Utah	MAG	SR-52	800 North, Geneva Road to 400 West, Orem	1.5	Widening	$13
Utah	MAG	SR-145	Pioneer Crossing Extension, Redwood Road to SR-73, Saratoga Springs	1.6	New Construction	$17
Utah	MAG		Pony Express Parkway, Redwood Road, Saratoga Springs to Smith Ranch Road, Eagle Mountain	2.8	Widening	$22
Utah	MAG		500 West, 300 South to Westside Connector Road, Provo	1.5	Widening	$12
Utah	MAG	SR-68	Redwood Road, 400 North to Stillwater Parkway, Saratoga Springs	4.1	Widening	$29
Utah	MAG	US-6	Main Street, I-15 to 500 West, Santaquin	1.1	Widening	$10
Utah	MAG	US-89	State Street, 1800 North, Orem to Geneva Road, Pleasant Grove	2.5	Widening	$6
Utah	MAG	US-89	State Street, 200 South, Pleasant Grove to 100 East, American Fork	2.8	Widening	$27
Utah	MAG	US-89	State Street, Main Street, American Fork to Main Street, Lehi	1.2	Widening	$10
Utah	MAG	SR-265	University Parkway, State Street, Orem to University Avenue, Provo	2.0	Widening	$34
Utah	MAG		Westside Connector Road, I-15/University Avenue Interchange to Center Street, Provo	4.1	New Construction	$29
Utah	MAG		Elk Ridge Drive, SR-198, Salem to 8000 South, Utah County	2.5	New Construction	$10
Utah	MAG		Lehi 2300 West, SR-92 to Pony Express Parkway	4.6	Widening	$78
Utah	MAG		Meadows Connection Road, 200 South to State Street, American Fork	1.1	New Construction	$50
Utah	MAG		1600 North, 1200 West to 400 West, Orem	1.0	Widening	$6
Utah	MAG		Center Street, Geneva Road to I-15, Orem	0.4	Widening	$3
Utah	MAG		Pleasant Grove Boulevard, I-15 to State Street, Pleasant Grove	1.5	Widening	$11
Utah	MAG	SR-114	Center Street, I-15 to 3110 West, Provo	1.3	Widening	$12
Utah	MAG		Northwest Connector Road, Westside Connector Road to Geneva Road, Provo	1.7	New Construction	$35
Utah	MAG		Center Street, 900 East to US-6, Spanish Fork	0.3	Widening	$2
Utah	MAG	SR-75	1400 North, I-15 to Main Street, Springville	1.7	Widening	$49
Wasatch	UDOT	US-40	US-40, MP 13.2, SR-32, Midway STIP CD	NA	Upgrade from Signal	$25
Wasatch	UDOT	US-189	US-189, MP 28.9, US-40 Heber Hub intersection STIP CD	NA	Intersection Improvement	$14
Wasatch	UDOT	US-40	US-40 Heber Western Bypass	NA	Planning Study	$1
Washington	UDOT	SR-18	*SR-18, MP 9.5 to MP 20.1, Winchester Drive to Veyo	10.6	Widening/Safety	$32
Washington	UDOT	SR-9	*SR-9, MP 0 to 6.5, I-15 to Southern Corridor	6.5	Corridor Improvements	$21
Washington	UDOT	SR-9	*SR-9, Interchange at MP 1.1, Telegraph (6300 West)	NA	New Construction	$10

HIGHWAY PHASE ONE 2011-2020 CONTINUED

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Washington	UDOT	SR-9	*SR-9, Interchange at MP 4.9, 3700/3400 West	NA	New Construction	$10
Washington	UDOT	I-15	I-15, NB from 2 lanes to 3 lanes from MP 27.3 to MP 34	6.7	Passing Lanes	$15
Washington	UDOT	I-15	I-15, NB from 2 lanes to 3 lanes from MP 38 to MP 40	2.0	Passing Lanes	$25
Washington	UDOT		Eastern Washington County, Various Connector and Bypass Studies	NA	Planning Study	$1
Washington	DMPO	SR-8	Sunset Boulevard, Improve to 6 lanes, St. George	1.5	Widening/Reconstruction	$1
Washington	DMPO	I-15	I-15, Brigham Road Interchange at MP4, St. George	0.5	Reconstruction	$1
Washington	DMPO		Washington Parkway, MP 13 to SR-18, St. George	NA	Planning Study	$1
Washington	DMPO		Center Street, Streetscape Improvements, Ivins	1.3	New Construction	$1
Washington	DMPO		4200 South, 20 East to West Airport Road, Washington	0.2	New Construction	$1
Washington	DMPO		Airport Road, Old Airport to Blackridge Drive, St. George	0.3	New Construction	$2
Washington	DMPO		1000 East, Red Hills Parkway to Industrial Road, St. George	0.3	Widening/Reconstruction	$2
Washington	DMPO		1575 North Bridge, Sand Hollow Wash, St. George	0.2	New Construction	$2
Washington	DMPO		200 East, Old Highway 91 to Center Street, Ivins	1.5	Reconstruction	$2
Washington	DMPO		400 South Trail/Underpass, DSC 700 East to DSC Health Science Building, St. George	0.5	New Construction	$2
Washington	DMPO		Center Street and Snow Canyon Drive, Intersection Improvements, Ivins	0.4	Reconstruction	$3
Washington	DMPO		840 South, Washington, 59 North to 300 East, St. George	0.6	New Construction	$4
Washington	DMPO		1450 South, Improve to 5-lanes, St. George	0.8	Widening/Reconstruction	$5
Washington	DMPO		Washington Dam Road, 1900 East to Southern Parkway Interchange, Washington	1.6	New Construction	$6
Washington	DMPO		Santa Clara Drive, Santa Clara, Swiss Village to 200 East, Ivins	1.0	Reconstruction	$7
Washington	DMPO		Traffic Control Center, ITS, St. George	1.0	New Construction	$7
Washington	DMPO		M.P. 10 Tru-U Turns at Green Springs Intersection	NA	Reconstruction	$8
Washington	DMPO		River Road, Improve to 5-lanes, Painted Desert to Brigham Road, St. George	1.3	Widening/Reconstruction	$9
Washington	DMPO		Red Hills Parkway and Red Cliffs Drive Connection, St. George	0.2	New Construction	$14
Washington	DMPO		Dixie Drive, New Bridge to Mathis Bridge, St. George	2.0	Widening/Reconstruction	$15
Washington	DMPO		3000 East, 900 South to 2450 South, St. George	2.0	Widening/Reconstruction	$15
Washington	DMPO		Washington Fields Road, 3650 South to Airport Access, Washington	9.0	New Construction	$18
Washington	DMPO	SR-18	Bluff Street, St. George Boulevard to Red Hills Parkway Intersection, St. George	2.0	Widening/Reconstruction	$18
Washington	DMPO		Washington Fields Road, Lost Ridge Drive to 3650 South, Washington	2.0	Widening/Reconstruction	$18
Washington	DMPO		Riverside Drive, Convention Center Drive to 3050 East, St. George	2.5	Widening/Reconstruction	$18
Washington	DMPO	I-15	I-15, Interchange at MP 8, St. George	1.0	Reconstruction	$19
Washington	DMPO	SR-18	Bluff Street, Grade Separated Interchange w/Red Hills Parkway, St. George	1.0	New Construction	$19
Washington	DMPO		Mall Drive, Bridge and Legs, St. George	1.0	New Construction	$23
Washington	DMPO	SR-18	Bluff Street, Southbound Flyover at Sunset Boulevard, St. George	1.0	New Construction	$25
Washington	DMPO	SR-9	Southern Parkway, Segment VI, I-15 to Telegraph, Hurricane	2.0	New Construction	$37
Washington	DMPO	SR-7	Southern Parkway, Segment IIIb, Warner Valley Road to Washington Dam Road (1st Barrel)	4.0	New Construction	$49
Washington	DMPO	I-15	I-15, MP 0 to MP 13	13.0	Widening/Reconstruction	$58
Washington	DMPO		Washington Parkway Northern Corridor, Red Hills Parkway to MP 13, St. George	8.0	New Construction	$97

HIGHWAY PHASE ONE 2011-2020 CONTINUED

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Weber	UDOT	SR-39	SR-39, MP 9 to MP 22, Ogden Canyon	NA	Planning Study	$1
Weber	WFRC		Skyline Drive (North), US-89 to 450 East	3.6	New Construction	$66
Weber	WFRC		Pioneer Road (400 North), I-15 to 1200 West	1.0	Upgrade	$0
Weber	WFRC		20th Street, Wall Avenue to Harrison Boulevard	1.6	Operational	$5
Weber	WFRC		21st Street, Wall Avenue to Adams Avenue	0.6	Operational	$2
Weber	WFRC		Country Hills Drive, Adams Avenue to Gramercy Avenue	1.0	Widening	$11
Weber	WFRC	SR-108	Midland Drive, 3500 West to SR-126 (1900 West)	2.9	Widening	$84
Weber	WFRC	SR-26	Riverdale Road, SR-126 (1900 West) to I-84	1.0	Widening	$39
Weber	WFRC	SR-67	North Legacy Corridor, I-15 (North) to 4000 South	15.6	Corridor Preservation	$66
Weber	WFRC	SR-67	North Legacy Corridor, 4000 South to Davis County Line	3.3	Corridor Preservation	$14
Weber	WFRC		4700 West, 4600 South to 4800 South	0.3	New Construction	$3
Weber	WFRC	SR-108	3500 West, Midland Drive to Davis County Line	1.6	Widening	$46
Weber	WFRC	SR-126	1900 West, Riverdale Road to 5600 South	0.4	Widening	$4
Weber	WFRC	I-15	I-15, I-84 to Davis County Line	2.8	Widening	$38
Weber	WFRC		450 East/400 East, 3300 North to 2600 North	0.8	Widening	$8
Weber	WFRC	SR-203	Harrison Boulevard, 12th Street to Country Hills Drive	4.7	Operational	$14
Weber	WFRC		Skyline Drive, 1. Fern Drive/2. Ogden City Limits to 1. 4600 South/2. Eastwood Boulevard	0.6	New Construction	$7
Weber	WFRC	I-15	I-15, Interchange at SR-26 (Riverdale Road)	NA	Upgrade	$18
Weber/Davis/Morgan	UDOT	I-84	I-84, MP 88 to MP 98, Weber Canyon Regional Traffic Study	NA	Planning Study	$1

HIGHWAY PHASE TWO 2021-2030 CONTINUED

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Box Elder	UDOT	SR-240	SR-240, MP 0 to MP 1.2, I-15 to SR-38	1.1	Widening	$7
Box Elder	UDOT	US-89	US-89, Interchange at MP 435, US-90, Brigham City	NA	Upgrade	$25
Box Elder	UDOT	SR-13	SR-13, MP 2.9 to MP 5.7, SR-38 Junction to I-15	2.8	Widening	$27
Box Elder/Cache	UDOT	SR-30	*SR-30, MP 90.7 to MP 107.6, SR-38 to Cache MPO Boundary at 1900 West	16.9	Widening	$106
Cache	CMPO		200 East, 300 South to 100 East, Logan	0.4	Widening	$7
Cache	CMPO		Western Art, US-89/91 to SR-218, Logan to Smithfield	11.7	Widening	$157
Cache	CMPO	SR-101	SR-101, US-89/91 to 200 West, Hyrum	2.8	Widening	$38
Cache	CMPO		Canyon Road, 300 South to 400 North, Logan	1.0	Widening	$23
Cache	CMPO		200 East (North), 1400 North to 1800 North, Logan	0.5	Widening	$7
Cache	CMPO		200 East (North), 2500 North to Hyde Park Lane, Hyde Park	1.5	Widening	$16
Cache	CMPO	SR-30	SR-30, Rural UDOT Cache County Line to 1900 West	8.5	Widening	$106
Cache	CMPO	US-89/91	US-89/91, 3200 South to Y Intersection, Logan	4.0	Widening	$63
Cache	CMPO		1200 East, US-89 to 600 South, Smithfield	4.4	Widening	$39
Carbon	UDOT	US-6	US-6, MP 230 to MP 232.5, US-191 to Helper	2.5	Widening/Bike	$15
Davis	WFRC	SR-37	1800 North, West Davis Corridor to 2000 West	2.0	Widening	$30
Davis	WFRC	SR-193	SR-193 Extension, West Davis Corridor to 2000 West	2.2	New Construction	$56
Davis	WFRC		Gordon Avenue (1000 North), Fairfield Road to 1600 East	0.7	Widening	$10
Davis	WFRC		Gordon Avenue (1000 North), 1600 East to US-89	1.3	New Construction	$28
Davis	WFRC	SR-67	West Davis Corridor, Weber County Line to Syracuse Road	4.8	New Construction	$217
Davis	WFRC	SR-68	Redwood Road, 500 South to 2600 South	1.7	Widening	$23
Davis	WFRC	US-89	US-89, I-84 to Antelope Drive	3.2	Widening	$147
Davis	WFRC	I-15	I-15, Interchange at Hill Field Road	NA	Upgrade	$108
Davis	WFRC		2600 South/1100 North at 1150 West Railroad Crossing	NA	New Construction	$36
Davis	WFRC	US-89	US-89, Interchange at Gordon Avenue	NA	New Construction	$108
Davis	WFRC	US-89	US-89, Interchange at SR-109 (Oakhills Drive)	NA	New Construction	$108
Duchesne	UDOT	US-40	US-40, MP 107.6 to 108.8, Eastern Limit of Duchesne to Western Limit of Roosevelt	1.2	Passing Lanes	$2
Duchesne	UDOT	US-191	US-191, NB/SB from 1 lane to 2 lanes, MP 262.2 to MP 271.8	9.6	Passing Lanes	$14
Iron	UDOT	I-15	I-15, MP 57.0, Cross Hollow Road, Cedar City	NA	Upgrade	$40
Millard	UDOT	I-15	I-15, NB/SB from 2 lanes to 3 lanes, MP 180.2 to MP 187.1	6.9	Passing Lanes	$28
Morgan	UDOT	SR-66	SR-66, MP 12.7 to MP 13.6, from Morgan City to I-84	0.9	Widening	$5
Salt Lake	WFRC	I-80	I-80, 1300 East to I-215 (East)	3.5	Widening	$441
Salt Lake	WFRC	SR-201	SR-201, SR-111 Bypass to Mountain View Corridor	4.0	Widening	$180
Salt Lake	WFRC	SR-201	SR-201, Mountain View Corridor to I-15	7.0	Widening	$315
Salt Lake	WFRC	SR-171	3500 South, 7200 West to Mountain View Corridor	1.7	Widening	$33
Salt Lake	WFRC		4700 South, 6400 West to 4000 West	2.3	Widening	$41
Salt Lake	WFRC	SR-173	5400 South, SR-111 to Mountain View Corridor	2.4	Widening	$43
Salt Lake	WFRC		7000 South, Bangerter Highway to Redwood Road	1.9	Widening	$32
Salt Lake	WFRC	SR-209	9000 South, Bangerter Highway to I-15	4.0	Widening	$89

HIGHWAY PHASE TWO 2021-2030 CONTINUED

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Salt Lake	WFRC		10400 South/10800 South, SR-111 to Mountain View Corridor	2.0	New Construction	$47
Salt Lake	WFRC		11800 South, SR-111 to 5600 West	2.4	Widening	$39
Salt Lake	WFRC		12600 South, Mountain View Corridor to Bangerter Highway	1.6	Widening	$27
Salt Lake	WFRC	SR-71	12300 South/12600 South, Redwood Road to 700 East	2.0	Widening	$55
Salt Lake	WFRC	SR-111/Local	SR-111, 5400 South to 11800 South	8.5	Widening	$129
Salt Lake	WFRC	SR-85	Mountain View Corridor, Redwood Road to Utah County Line	2.9	New Construction	$189
Salt Lake	WFRC	SR-85	Mountain View Corridor, SR-201 to 4100 South	3.0	Widening/Interchange	$387
Salt Lake	WFRC	SR-85	Mountain View Corridor, 4100 South to 5400 South	2.2	Widening/Interchange	$126
Salt Lake	WFRC	SR-85	Mountain View Corridor, 5400 South to 9000 South	4.5	Widening/Interchange	$352
Salt Lake	WFRC	SR-85	Mountain View Corridor, Redwood Road to Utah County Line	2.9	Widening/Interchange	$90
Salt Lake	WFRC		5600 West, 6200 South to New Bingham Highway	3.1	Operational	$14
Salt Lake	WFRC		5600 West, New Bingham Highway to Old Bingham Highway	1.5	Widening	$26
Salt Lake	WFRC		4800 West, SR-201 to Lake Park Boulevard (2700 South)	0.9	New Construction	$16
Salt Lake	WFRC		3200 West, California Avenue to 1820 South	0.7	New Construction	$16
Salt Lake	WFRC		3200 West, 1820 South to Parkway Boulevard (2700 South)	1.3	Widening	$31
Salt Lake	WFRC		I-15 Collectors, 10000 South to 10600 South	0.7	New Construction	$11
Salt Lake	WFRC	I-15	I-15, Bangerter Highway to Utah County Line	3.9	Widening	$492
Salt Lake	WFRC		Cottonwood Street, 4500 South to Vine Street	0.9	New Construction	$16
Salt Lake	WFRC	SR-89	State Street, 600 South to I-215	8.6	Operational	$39
Salt Lake	WFRC		Highland Drive, Murray Holladay Boulevard to Van Winkle Expressway	2.0	Operational	$9
Salt Lake	WFRC		Highland Drive, 9400 South to 9800 South	0.5	Widening	$8
Salt Lake	WFRC	SR-201	SR-201, Interchange at I-80	NA	Upgrade	$108
Salt Lake	WFRC	SR-201	SR-201, Interchange at 8400 West	NA	New Construction	$108
Salt Lake	WFRC	SR-201	SR-201, Interchange at 7200 West	NA	New Construction	$108
Salt Lake	WFRC		4800 West, Overpass at SR-201	NA	New Construction	$36
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at 13400 South	NA	New Construction	$108
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at I-15	NA	Upgrade	$180
Salt Lake	WFRC	I-15	I-15, Interchange at 14600 South	NA	Upgrade	$27
Salt Lake	WFRC	I-80	I-80, Interchange at I-215/Foothill Drive	NA	Upgrade	$180
Summit	UDOT	SR-224	SR-224, MP 6.1 to MP 11.5, SR-248 to I-80	5.4	Widening	$33
Tooele	UDOT	SR-112	SR-112, MP 0 to MP 5.9, SR-138 to Industrial Loop Road	5.9	Widening/Safety	$35
Tooele	UDOT	I-80	*I-80, Midvalley Highway Interchange at MP 94.5	NA	New Construction	$30
Tooele	UDOT	I-80	I-80, Interchange at MP 98, SR-36	NA	Upgrade	$25
Tooele	UDOT	I-80	I-80, MP 94.5 to MP 101.2, Midvalley Highway to SR-201	6.7	Widening/Safety	$161
Uintah	UDOT		Vernal Bypass Study	NA	Planning Study	$1
Utah	UDOT	US-6	US-6, MP 178 to MP 184.1, US-89 to Diamond Fork Road (existing 5-lanes)	6.1	Widening/Safety/Bike	$100
Utah	MAG		Hidden Valley Expressway, Mountain View Freeway to Lake Mountain Expressway	5.9	New Construction	$185
Utah	MAG	I-15	I-15, Interchange at 4000 North, Lehi	NA	New Construction	$81

HIGHWAY PHASE TWO 2021-2030 CONTINUED

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Utah	MAG	I-15	I-15, Interchange at Nebo Beltway Expressway, Payson	NA	New Construction	$72
Utah	MAG	I-15	I-15, Interchange at Center Street, Spanish Fork	NA	New Construction	$81
Utah	MAG	I-15	I-15, Interchange at 1600 South, Springville, 2700 North Spanish Fork	NA	New Construction	$54
Utah	MAG	I-15	I-15, Interchange at 12400 South, Utah County	NA	New Construction	$54
Utah	MAG		Lake Mountain Expressway, SR-73 to Eagle Mountain Boulevard, Eagle Mountain	5.2	New Construction	$90
Utah	MAG		Lake Mountain Freeway, Mountain View Freeway, Saratoga Springs to Eagle Mountain	6.9	New Construction	$666
Utah	MAG		2100 North Expressway, Mountain View Freeway, Saratoga Springs to I-15, Lehi	3.4	New Construction	$269
Utah	MAG		Mountain View Freeway, Utah County Line to Hidden Valley Expressway, Saratoga Springs	5.0	New Construction	$450
Utah	MAG		Nebo Beltway Expressway, I-15, Payson to Woodland Hills Drive, Woodland Hills	5.4	Widening	$82
Utah	MAG	SR-92	Timpanogos Highway, 1200 East, Lehi to Alpine Highway, Highland	2.3	Add Express Lanes	$127
Utah	MAG	US-6	US-6, I-15 to Center Street, Spanish Fork	1.3	Widening	$22
Utah	MAG		Arrowhead Trail/8000 South, Main Street, Spanish Fork to 3200 West, Benjamin	4.2	Widening	$46
Utah	MAG	SR-73	SR-73, Ranches Parkway to 3400 North, Eagle Mountain	10.2	Widening	$135
Utah	MAG	SR-115	Main Street, I-15 to 100 North, Payson	0.6	Widening	$8
Utah	MAG	SR-146	100 East, Canyon Road, State Street to SR-92, Highland	5.3	Widening	$35
Utah	MAG		Pony Express Parkway, Ruby Valley Drive to 2500 North, Eagle Mountain	2.4	Widening	$84
Utah	MAG		Pony Express Parkway, Redwood Road, Saratoga Springs to I-15 Interchange, Pleasant Grove	8.3	Widening	$164
Utah	MAG		Provo 800/820 North/700 North, Geneva Road to 900 East, Provo	2.9	Widening	$51
Utah	MAG	SR-68	Redwood Road, Stillwater Parkway to Mountain View Freeway, Saratoga Springs	3.4	Widening	$41
Utah	MAG	SR-77	400 South, Springville, I-15 to Palmyra	4.0	Widening	$45
Utah	MAG	SR-189	University Avenue, 900 South to 400 South, Provo	0.4	Reconstruction	$54
Utah	MAG	US-6	US-6, 500 West, Santaquin to Redwood Road, Elberta	9.3	Widening	$53
Utah	MAG	US-89	US-89, 1200 North to 1600 South, Mapleton	1.7	Widening	$24
Utah	MAG	SR-74	Alpine Highway/100 East, Main Street, American Fork to SR-92, Highland	3.8	Widening	$43
Utah	MAG		Canyon Crest Drive, SR-92 to Alpine Highway	1.2	Widening	$14
Utah	MAG		Eagle Mountain Boulevard, SR-73 to Lake Mountain Freeway	5.7	Widening	$64
Utah	MAG	SR-73	Main Street, Redwood Road to 500 West, Lehi	3.1	Widening	$52
Utah	MAG		1600 North/800 East, 400 West to 800 South, Orem	4.4	Widening	$51
Utah	MAG		800 South/3700 North, 800 East, Orem to University Avenue, Provo	0.9	Widening	$20
Utah	MAG		Orem Center Street, I-15 to State Street	1.6	Widening	$23
Utah	MAG		Pacific Avenue Bypass Road, State Street to 500 East to State Street, American Fork	1.9	Widening	$40
Utah	MAG		Ranches Parkway, SR-73 to Lake Mountain Freeway, Eagle Mountain	0.8	New Construction	$12
Utah	MAG		1600 South/2700 North, Main Street, Spanish Fork to US-89, Springville	2.7	Widening	$93
Utah	MAG		12400 South, SR-198, Santaquin to US-6, Genola	6.4	Widening	$97
Utah	MAG		Woodland Hills Drive, SR-198, Salem to 11200 South, Utah County	3.7	Widening	$41
Wasatch	UDOT	SR-113	SR-113, MP 0 to MP 7.1, from US-189 to Main Street, Heber	7.1	Corridor Improvements	$11
Wasatch	UDOT	US-6	US-6, WB from 1 lane to 2 lanes from MP 211.4 to MP 212.4	1.0	Passing Lanes	$2
Wasatch/Duchesne	UDOT	US-40	US-40, EB/WB from MP 37.5 to MP 69.2, Daniels Summit to Western Limit of Duchesne	31.7	Passing Lanes	$22

HIGHWAY PHASE TWO 2021-2030 CONTINUED

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Washington	UDOT	SR-17	SR-17, MP 0 to MP 6.1, La Verkin to I-15	6.1	Widening	$36
Washington	UDOT	SR-18	*SR-18, MP 9.5 to MP 20.1, Winchester Drive to Veyo	10.6	Widening/Safety	$30
Washington	UDOT	SR-9	*SR-9, MP 0 to 6.5, I-15 to Southern Corridor	6.5	Corridor Improvements	$60
Washington	UDOT	SR-9	*SR-9, Interchange at MP 1.1, Telegraph (6300 West)	NA	New Construction	$30
Washington	UDOT	SR-9	*SR-9, Interchange at MP 4.9, 3700/3400 West	NA	New Construction	$30
Washington	DMPO		1800 North Bridge, Sand Hollow Wash, St. George	0.2	New Construction	$4
Washington	DMPO		Temple Trail Drive, Phase 2 - Construct new road from Indian Hills Drive to Dixie Drive, St. George	0.5	New Construction	$5
Washington	DMPO		Main Street, I-15 Frontage Road to Northern Belt Route, Washington	0.6	New Construction	$6
Washington	DMPO		Red Hills Parkway, Green Springs to St George City Limits, St. George	0.5	Widening/Reconstruction	$6
Washington	DMPO		Main Street, Main Street to 100 East, south of 400 South, Washington	0.7	New Construction	$6
Washington	DMPO		Commerce Drive, St. George	0.6	New Construction	$8
Washington	DMPO		Airport Drive Loop, Washington Fields Road to Southern Corridor, Washington	0.9	New Construction	$9
Washington	DMPO		Temple Trail Drive, Phase I, Airport Road to Indian Hills Drive, St. George	1.1	New Construction	$9
Washington	DMPO		West Airport Road, Western City Limit to Washington Fields Road, Washington	1.1	New Construction	$14
Washington	DMPO		2000 South, Washington Fields Road to Western City Limits, Washington	1.6	Widening/Reconstruction	$14
Washington	DMPO		Washington Fields Road, Warner Valley Road to the Southern Corridor and Airport, Washington	1.1	New Construction	$14
Washington	DMPO		Little Valley Road, Extend road to Price City Hills Road and widen, St. George	1.8	New Construction	$16
Washington	DMPO	SR-7	Southern Parkway, Segment II, Interchange 6 to Airport Access (2nd barrel), St. George	1.0	New Construction	$18
Washington	DMPO		400 East, Under/overpass, 1000 South and I-15, St. George	1.0	New Construction	$18
Washington	DMPO		Indian Hills Drive, Improve to 3 lanes, St. George	2.3	Widening/Reconstruction	$20
Washington	DMPO		Horseman Park Road, Extend road and improve from River Road to Price City Hills Road, St. George	1.7	Widening/Reconstruction	$22
Washington	DMPO		1450 South, Extend over the Virgin River to Riverside Drive, St. George	0.5	New Construction	$23
Washington	DMPO		2450 South, Extend and improve road to Price City Hills Road, St. George	2.2	New Construction	$24
Washington	DMPO		3650 South, Western City Limit to Southern Corridor, Washington	2.3	New Construction	$24
Washington	DMPO		1450 South, River Road to 3000 East, St. George	2.0	Widening/Reconstruction	$26
Washington	DMPO		1630 East, 3950 South to Southern Parkway, St. George	2.2	New Construction	$28
Washington	DMPO	SR-18	Bluff Street, St. George Boulevard to Main Street, St. George	2.0	Widening/Reconstruction	$30
Washington	DMPO		Plantations Drive, Sunbrook Drive to Dixie Drive, St. George	3.0	New Construction	$32
Washington	DMPO		Hidden Valley Drive Frontage Road, I-15 from MP 2 to MP 4, St. George	2.7	New Construction	$35
Washington	DMPO		Price City Hills Road Phase 1, 2450 South to River Road, St. George	2.7	New Construction	$35
Washington	DMPO		Old Highway 91, 200 East to Shivwits Reservation, Ivins	3.0	Reconstruction	$39
Washington	DMPO		Western Corridor North, Old Highway 91 to Snow Canyon Parkway, Ivins	3.0	New Construction	$53
Washington	DMPO	I-15	I-15, Brigham Road eastbound flyover, MP 4 Interchange, St. George	1.0	New Construction	$63
Washington	DMPO	SR-7	Southern Parkway, Segment IIIa, Airport to Warner Valley Road (2nd Barrel), St. George/Washington	4.0	New Construction	$71
Washington	DMPO	SR-7	Southern Parkway, Segment IIIb, Warner Valley Road to Washington Dam Road (2nd Barrel)	4.0	New Construction	$71
Washington	DMPO		White Dome Frontage Road, Southern Parkway to Airport, St. George	8.0	New Construction	$104
Washington	DMPO	SR-18	Bluff Street, Red Hills Parkway to Winchester Hills, St. George	6.0	Widening/Reconstruction	$106
Washington	DMPO	I-15	I-15, MP 13 to MP 16, Washington	3.0	Widening/Reconstruction	$135

HIGHWAY PHASE TWO 2021-2030 CONTINUED

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Weber	WFRC		Skyline Drive (North), 450 East to 2600 North	3.1	New Construction	$80
Weber	WFRC	SR-39	1200 South, 4700 West to I-15	4.8	Widening	$81
Weber	WFRC	SR-53	24th Street, I-15 to Lincoln Avenue	1.6	Widening	$205
Weber	WFRC	SR-37	4000 South, SR-67 (North Legacy Corridor) to SR-126 (1900 West)	3.9	Widening	$60
Weber	WFRC	SR-97	5600 South/5500 South, 5900 West, Hooper to 3500 West	3.1	Widening	$46
Weber	WFRC	SR-97	5600 South, 3500 West to SR-126 (1900 West)	2.0	Widening	$32
Weber	WFRC	SR-67	North Legacy Corridor, 5500 South to Davis County Line	0.8	New Construction	$36
Weber	WFRC		3500 West, 1200 South to Midland Drive	4.6	Operational	$21
Weber	WFRC		600 West, Elberta Drive to 2600 North	0.9	Operational	$4
Weber	WFRC		Adams Avenue, US-89/Washington Boulevard to Washington Terrace City Limits	0.6	Widening	$9
Weber	WFRC		Harrison Boulevard, 2600 North to 12th Street	3.8	Operational	$17
Weber	WFRC	US-89	US-89, Harrison Boulevard to I-84	2.0	Widening	$90
Weber	WFRC	I-15	I-15 Interchange at 24th Street	NA	Upgrade	$108

HIGHWAY PHASE THREE 2031-2040

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Box Elder	UDOT	I-15	*I-15, MP 351.5 to MP 362, Box Elder/Weber CL to Brigham City south Interchange	10.5	Widening/Safety/Rest Area	$100
Cache[3]	CMPO		455 West, 100 North to 2300 South, Providence	1.4	Widening	$14
Cache[3]	CMPO		1200 West, Nibley, 300 North, Hyrum to Hwy 89/91 Logan	4.0	Widening	$52
Cache[3]	CMPO		Mendon Road, 10th West to 100 East, Mendon	6.2	Widening	$115
Cache[3]	CMPO	US-91	US-91, 2500 North to 600 South, Smithfield	4.3	Widening	$80
Davis	WFRC		Hill Field Road Extension, 3650 West to 2200 West, Layton	1.5	Widening	$39
Davis	WFRC		200 North, Kaysville, West Davis Corridor to I-15	2.1	Widening	$52
Davis	WFRC		2000 West, SR-108 (Syracuse Road) to West Davis Corridor	1.5	Widening	$31
Davis	WFRC		3650 West, Layton, 700 North to Gentile Street	0.7	New Construction	$11
Davis	WFRC		2700 West, Layton, Gordon Avenue to Layton Parkway	1.8	New Construction	$42
Davis	WFRC	US-89	US-89, Antelope Drive to I-15, Farmington	7.4	Widening	$503
Davis	WFRC	I-15	I-15, Interchange at 650 North	NA	Upgrade	$40
Davis	WFRC	I-15	I-15, Interchange at Syracuse Road	NA	Upgrade	$40
Davis	WFRC	I-15	I-15, Interchange at Parrish Lane	NA	Upgrade	$40
Davis	WFRC	I-15	I-15, Interchange at 400 North/500 West	NA	Upgrade	$160
Davis	WFRC	I-15	I-15, Interchange at 500 South	NA	Upgrade	$40
Davis	WFRC	I-15	I-15, Interchange at 2600 South	NA	Upgrade	$40
Davis	WFRC	SR-67	Legacy Parkway at Center Street	NA	New Construction	$160
Davis	WFRC		Nicholl's Road, Overpass at US-89	NA	New Construction	$53
Iron	UDOT	SR-143	SR-143 MP 0 to MP 2.4, I-15 to Parowan	2.4	Widening	$15
Juab	UDOT	I-15	I-15, SB 2 lanes to 3 lanes from MP 205.2 to MP 206.2	1.0	Passing Lanes	$21
Kane	UDOT	US-89	US-89A, MP 0 to MP 2.9, from Arizona/Utah State Line to Kanab	2.9	Widening	$4
Millard/Sevier	UDOT	I-70	I-70, EB/WB from 2 lanes to 3 lanes from MP 3 to MP 18	15.0	Passing Lanes	$60
Salt Lake	WFRC		700 South/500 South, 5600 West to 2700 West	3.6	Widening	$94
Salt Lake	WFRC		California Avenue, Mountain View Corridor to 4800 West	1.0	Widening	$19
Salt Lake	WFRC	I-80	I-80, I-215 (East) to Summit County Line	11.0	Widening	$160
Salt Lake	WFRC	SR-201	SR-201, I-80 (West) to SR-111 Bypass	6.6	Widening	$440
Salt Lake	WFRC		Parkway Boulevard (2700 South), 7200 West to 5600 West	2.0	Widening	$40
Salt Lake	WFRC		3500 South, SR-111 Bypass to 7200 West	1.3	Widening	$37
Salt Lake	WFRC		4100 South, SR-111 to Mountain View Corridor	4.3	Widening	$97
Salt Lake	WFRC	SR-266	4500 South/4700 South, Redwood Road to I-15	2.0	Widening	$77
Salt Lake	WFRC	SR-266	4500 South, 900 East to 2300 East	2.2	Widening	$59
Salt Lake	WFRC	SR-173	5400 South, SR-111 to Mountain View Corridor	2.4	Widening	$72
Salt Lake	WFRC	SR-48	7000 South/7200 South, Redwood Road to Bingham Junction Boulevard	2.0	Widening	$86
Salt Lake	WFRC	SR-209	9000 South, 5600 West to Bangerter Highway	2.5	Widening	$62
Salt Lake	WFRC		11400 South, 1300 East to Highland Drive	1.2	Widening	$26
Salt Lake	WFRC		Herriman Parkway (12600 South), 8000 West to 6000 West	1.5	New Construction	$57
Salt Lake	WFRC		13400 South, 8000 West to Mountain View Corridor	3.0	Widening/New Construction	$76

HIGHWAY PHASE THREE 2031-2040 CONTINUED

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Salt Lake	WFRC		Traverse Ridge Road, Highland Drive to Mike Weir Drive	1.3	Widening	$27
Salt Lake	WFRC	SR-111	SR-111 Bypass, SR-201 to SR-111	2.5	Widening/New Construction	$89
Salt Lake	WFRC		8000 West, 11800 South to 13400 South	1.8	New Construction	$61
Salt Lake	WFRC	SR-85	Mountain View Corridor, 9000 South to 10200 South	1.5	Widening/Interchange	$174
Salt Lake	WFRC	SR-85	Mountain View Corridor, 10200 South to Redwood Road	8.4	New Construction/Interchange	$972
Salt Lake	WFRC	SR-85	Mountain View Corridor, SR-201 to Utah County Line	22.5	Widening	$200
Salt Lake	WFRC		3600 West, 13400 South to 14400 South	1.3	Widening	$28
Salt Lake	WFRC	I-215	I-215, 2100 North to I-80	3.3	Widening	$220
Salt Lake	WFRC	SR-68	Redwood Road, I-215 (North) to 1000 North	3.0	Widening	$90
Salt Lake	WFRC	SR-68	Redwood Road, 9000 South to Bangerter Highway	6.0	Widening	$183
Salt Lake	WFRC	SR-68	Redwood Road, Bangerter Highway to Porter Rockwell Road	2.7	Widening	$67
Salt Lake	WFRC		Lone Peak Parkway, 11400 South to 12300 South	1.2	Widening	$29
Salt Lake	WFRC	SR-71	900 East/700 East, Fort Union Boulevard to 9400 South	3.0	Widening	$74
Salt Lake	WFRC		2000 East, Fort Union Boulevard to 9400 South	3.1	Widening	$77
Salt Lake	WFRC		Highland Drive, 9800 South to Draper City Limit	2.8	New Construction	$161
Salt Lake	WFRC		Highland Drive, Draper City Limit to 14600 South	5.8	Widening	$136
Salt Lake	WFRC		Highland Drive Connection, Traverse Ridge Road to 13800 South	1.8	Widening	$42
Salt Lake	WFRC	SR-186	Foothill Boulevard, 2300 East to I-80	2.4	Widening	$54
Salt Lake	WFRC	SR-201	SR-201, Interchange at SR-111 Bypass	NA	New Construction	$160
Salt Lake	WFRC	SR-201	SR-201, Interchange at I-215	NA	Upgrade	$267
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at SR-201	NA	Upgrade	$267
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at 6200 South	NA	New Construction	$160
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at 7000 South	NA	New Construction	$160
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at 9000 South	NA	New Construction	$160
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at 9800 South	NA	New Construction	$160
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at 10400 South	NA	New Construction	$160
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at 11400 South	NA	New Construction	$160
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at 12600 South	NA	New Construction	$160
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at 2700 West	NA	New Construction	$160
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at Redwood Road	NA	New Construction	$160
Salt Lake	WFRC	I-215	I-215, Interchange at 5400 South	NA	New Construction	$160
Salt Lake	WFRC	I-215	I-215, Interchange at Redwood Road (South)	NA	Upgrade	$40
Salt Lake	WFRC	I-15	I-15, Interchange at 100 South (HOV Ramps)	NA	New Construction	$160
Salt Lake	WFRC	I-15	I-15, Interchange at I-215 (South)	NA	Upgrade	$267
Salt Lake	WFRC		13800 South, Overpass at I-15	NA	New Construction	$53
Salt Lake	WFRC	SR-210	Avalanche snow shed over Little Cottonwood Canyon Road, Whitepine Chutes	NA	New Construction	$53
Salt Lake/Summit	UDOT	I-80	*I-80, MP 129 to MP 144.2, mouth of Parleys to Kimball Junction	15.2	Widening	$60
San Juan	UDOT	US-191	US-191, MP 110.1 to MP 118.2, south of San Juan/Grand County line to existing 4-lane	8.1	Widening	$49

HIGHWAY PHASE THREE 2031-2040 CONTINUED

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Summit	UDOT	SR-32	SR-32, MP 16.8 to MP 28.4, New Lane to I-80	11.6	Widening/Safety/Bike	$69
Summit	UDOT	I-80	I-80, MP 143, View Area to High Ute Interchange	NA	New Construction	$40
Summit	UDOT	SR-32	SR-32, MP 10.2, Hilltop Road, Francis	NA	Intersection Improvement	$4
Tooele	UDOT	SR-36	SR-36, MP 42.6 to MP 53.6, Tooele to SR-73	11.0	Widening/Safety	$67
Tooele	UDOT	SR-138	SR-138, MP 11.2 to MP 20.4, Grantsville (existing 5-lanes) to SR-36	9.2	Widening	$55
Uintah/Daggett	UDOT	US-191	US-191, NB/SB from 1 lane to 2 lanes from MP 363.6 to MP 392.6	29.0	Passing Lanes	$44
Utah	MAG	I-15	I-15, 800 South, Payson to Main Street, Santaquin	4.0	Widening	$718
Utah	MAG		Mountain View Freeway (Foothill), Pony Express Parkway to Utah Lake Crossing	7.7	New Construction	$1,033
Utah	MAG	SR-145	Pioneer Crossing/Vineyard Expressway, Mountain View Freeway, to South Wasatch Freeway	17.1	Widening	$377
Utah	MAG		South Wasatch Freeway, I-15, Payson to Provo/Orem	13.5	New Construction	$1,786
Utah	MAG	SR-73	SR-73, Mountain View Freeway, Saratoga Springs to Lake Mountain Freeway, Eagle Mountain	4.9	Widening	$108
Utah	MAG	SR-198	SR-198, 1500 South, Payson to Main Street, Santaquin	3.5	Widening	$51
Utah	MAG	SR-52	800 North, 1000 East, Orem to University Avenue, Provo	0.9	Widening	$73
Utah	MAG	SR-52	800 North, Geneva Road, Orem to Pioneer Crossing/Vineyard Expressway	1.4	New Construction	$26
Utah	MAG	SR-189	University Avenue, University Parkway, Provo to 800 North, Orem	3.9	Widening	$91
Utah	MAG		3400 North, SR-73 to Lake Mountain Freeway, Eagle Mountain	5.4	New Construction	$94
Utah	MAG		5600 North, SR-73 to Lake Mountain Freeway, Eagle Mountain	5.2	New Construction	$96
Utah	MAG		Main Street, Spanish Fork/500 West Connector Road, Provo, I-15 to Westside Connector Road	6.1	Widening	$169
Wasatch	UDOT	SR-248	SR-248, MP 6.3, Deer Mountain Boulevard, Hideout	NA	Intersection Improvement	$4
Wasatch	UDOT	SR-222	SR-222, MP 0.2 to MP 3.3, Main Street to end of pavement, Midway	3.1	Widening	$19
Wasatch	UDOT	US-189	US-189, MP 24.9 to MP 28.9, Charleston to US-40	4.0	Widening/Safety	$24
Wasatch	UDOT	US-40	US-40, MP 21 to MP 32.6, Daniel to Daniels Canyon	11.6	Passing Lanes	$10
Wasatch	UDOT	US-40	US-40, MP 4.7 to MP 13.2, Richardson Flat Road to SR-32 (River Road)	8.5	Passing Lanes	$37
Wasatch/Summit	UDOT	SR-248	SR-248, MP 6.5 to MP 9.4, Deer Mountain Boulevard to Tuhaye Park Drive	2.8	Widening	$4
Washington	UDOT	I-15	*I-15, MP 15.9 to MP 27.3, Hurricane (exit 16) to Toquerville (exit 27)	11.4	Widening	$100
Washington	UDOT	SR-9	SR-9, MP 9.9 to MP 32.6, Hurricane to Zion National Park	22.7	Widening/Bike	$136
Washington	UDOT	SR-59	SR-59, MP 20.9 to MP 22.1, Big Plain Junction to SR-9	1.2	Widening	$4
Washington	UDOT	SR-59	SR-59, MP 0 to MP 20.9, Arizona state line to Big Plain	20.9	Corridor Improvements	$32
Washington	UDOT	SR-7	SR-7, Southern Corridor, Hurricane	24.0	New Construction	$275
Washington	UDOT	I-15	I-15, Interchange at MP 23.7, Leeds	NA	Upgrade	$25
Washington	DMPO		Sandia Farms Road, Western City Limit to West Airport Road, Washington	1.0	New Construction	$12
Washington	DMPO		Kwavasa Drive, Kayenta, Ivins	1.1	New Construction	$15
Washington	DMPO		Washington Parkway, I-15 to Telegraph, Washington	1.1	Widening/Reconstruction	$21
Washington	DMPO		Navajo Drive, Extend road to Western Corridor, St. George	1.9	New Construction	$22
Washington	DMPO		Warner Valley Road, Washington Fields Road to the road through Warner Valley, Washington	1.7	New Construction	$23
Washington	DMPO		Red Hills Parkway, SR-18 and Northern Corridor, St. George	1.2	Widening/Reconstruction	$23
Washington	DMPO		Pioneer Parkway, Lava Flow Drive to Red Mountain Drive, Santa Clara	1.5	Widening/Reconstruction	$25
Washington	DMPO		Plantation Drive, Sunbrook to Western Corridor, St. George	1.5	New Construction	$25

HIGHWAY PHASE THREE 2031-2040 CONTINUED

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Washington	DMPO		Bloomington Hills/Riverside Drive Connection, Bloomington Hills to Riverside Drive, St. George	0.6	New Construction	$30
Washington	DMPO		Brigham Road, River Road to I-15, St. George	1.6	Widening/Reconstruction	$31
Washington	DMPO		Long Valley Road, Washington	2.9	New Construction	$33
Washington	DMPO		Washington Fields Road, West Airport Road to 3650 South, Washington	2.0	Widening/Reconstruction	$39
Washington	DMPO		Green Valley Drive, Extend road to Western Corridor, St. George	2.6	New Construction	$44
Washington	DMPO		Roadway through Warner Valley, Warner Valley Road to Southern Corridor, Washington	4.3	New Construction	$72
Washington	DMPO		Washington Parkway, Extension, Telegraph Road to Washington Dam Road, Washington	1.4	New Construction	$74
Washington	DMPO		Fairgrounds Road/Eastern Virgin River Crossing, Washington	5.5	New Construction	$75
Washington	DMPO	SR-18	SR-18, Red Hills Parkway to 4 miles North, St. George	4.0	Widening/Reconstruction	$91
Washington	DMPO	SR-7	Southern Parkway, Segment IIIb, Warner Valley Road to Washington Dam Road	4.0	Widening/Reconstruction	$91
Washington	DMPO	SR-7	Southern Parkway, Eastbound Flyover at MP 2, St. George	1.0	New Construction	$116
Washington	DMPO	SR-9	Southern Parkway, Segment VI, Telegraph to I-15, Hurricane	7.5	Widening/Reconstruction	$171
Washington	DMPO		Western Corridor, MP 2 to Old Highway 91 (1st Barrel), St. George	10.0	New Construction	$228
Washington	DMPO		Western Corridor, MP 2 to Old Highway 91 (2nd Barrel), St. George	10.0	Widening/Reconstruction	$228
Washington	DMPO		River Road/Red Cliffs/Telegraph, SR-9 to Southern Parkway, St. George/Washington	17.5	Widening/Reconstruction	$342
Weber	UDOT	SR-39	SR-39, MP 8.6 to MP 21.9, Wasatch National Forest Boundary to 9900 East, Huntsville	13.3	Widening	$64
Weber	WFRC		1700 North, US-89 to 400 East	1.2	New Construction	$27
Weber	WFRC		Larsen Lane, US-89/Wall Avenue to 400 East	0.5	Widening	$12
Weber	WFRC	SR-39	1200 South, SR-67 (North Legacy Corridor) to 4700 West	2.1	Widening	$57
Weber	WFRC		2550 South, I-15 to 3500 West	3.0	Widening	$69
Weber	WFRC	SR-67	North Legacy Corridor, 4000 South to 5500 South	2.5	New Construction	$168
Weber	WFRC		4700 West, 1200 South to 4000 South	3.8	Widening	$73
Weber	WFRC	SR-126	1900 West/2000 West, 2700 North to 1200 South	4.3	Widening	$115
Weber	WFRC	I-15	I-15, Box Elder County Line to 2700 North	2.2	Widening	$411
Weber	WFRC		Monroe Boulevard, 3100 North to 1300 North	2.3	New Construction	$72
Weber	WFRC	SR-203	Harrison Boulevard, Country Hills Drive to US-89	4.8	Widening	$124
Weber	WFRC	I-15	I-15, Interchange at 5600 South	NA	Upgrade	$40
Weber	WFRC	US-89	US-89, Interchange at I-84	NA	Upgrade	$267

HIGHWAY UNFUNDED PHASE

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Box Elder	UDOT	I-15	*I-15, MP 351.5 to MP 362, Box Elder/Weber County Line to Brigham City south Interchange	10.5	Widening/Safety/Rest Area	$165
Box Elder	UDOT	I-84	I-84, EB/WB from MP 6.8 to MP 35.6	NA	Passing Lanes	$87
Box Elder	UDOT	US-89	US-89, MP 427.1 to MP 433.6, 600 South, Willard to US-91	6.5	Widening/Bike	$39
Box Elder	UDOT	SR-38	SR-38, MP 8.3 to MP 14, SR-240 to SR-102	5.7	Widening	$34
Box Elder	UDOT	US-89	US-89, MP 433.6, SR-13, Brigham City	NA	Upgrade from Signal	$25
Cache	UDOT	US-89	US-89, MP 470.5 to MP 480.9, Cowley Canyon to Tony Grove	9.6	Widening	$58
Cache	CMPO3		100 East, 300 South to 400 North, Logan	0.9	Widening	$10
Cache	CMPO3		Old 238, 100 North to 200 South, Millville	2.2	Widening	$24
Cache	CMPO3		400 North Wells, US-89/91 to Center, Wellsville	1.2	Widening	$13
Cache	CMPO3		Center Street, US-91 to 400 East, Hyde Park	1.2	Widening	$11
Cache	CMPO3		600 South, 800 West to East Smithfield	1.2	Widening	$13
Cache	CMPO3		3100 North, 1200 East to US-91, North Logan	1.5	Widening	$17
Cache	CMPO3		Airport Road, 1000 West to 3400 North, Logan	2.1	Widening	$28
Cache	CMPO3		200 West, 400 North to 2500 North, Logan	2.7	Widening	$29
Cache	CMPO3		600 West, 400 North to 2500 North, Logan	2.7	Widening	$29
Cache	CMPO3		600 East, 400 North to 2500 North, Logan	2.7	Widening	$30
Cache	CMPO3		100 North, SR-165 to 300 East, Providence	1.4	Widening	$15
Cache	CMPO3		200 West, 2500 North, Logan to 600 South, Smithfield	2.2	Widening	$29
Cache	CMPO3		200 East, 1800 North to 2200 North, North Logan	0.5	Widening	$7
Cache	CMPO3		200 East, 2200 North to 2500 North, North Logan	0.4	Widening	$5
Cache	CMPO3		455 West, 2300 South to Mill Road, Millville	1.0	Widening	$9
Davis	WFRC	SR-193	SR-193, Extension, 2000 West to I-15	3.4	Widening	$146
Davis	WFRC		Fairfield Road Extension, I-84 to SR-193	2.4	New Construction	$204
Davis	WFRC		1200 North, Overpass at I-15, Layton	NA	New Construction	$53
Davis	WFRC	I-215	I-215, Interchange at Legacy Parkway	NA	Upgrade	$267
Davis	WFRC	I-215	I-215, Interchange at I-15/US-89	NA	Upgrade	$267
Emery	UDOT	I-70	I-70, EB from 2 lanes to 3 lanes from MP 109.9 to MP 122.8	12.9	Passing Lanes	$52
Emery	UDOT	I-70	I-70, WB from 2 lanes to 3 lanes from MP 135.5 to MP 143	7.5	Passing Lanes	$25
Iron	UDOT	I-15	I-15, Interchange at MP 51.1, 4000 South, Kanarraville	NA	Upgrade	$25
Iron	UDOT	I-15	I-15, Interchange at MP 54.3, 2700 South, Cedar City	NA	New Construction	$40
Iron	UDOT	I-15	I-15, Interchange at MP 57 Cross Hollow Road, Cedar City	NA	Upgrade	$40
Iron	UDOT	I-15	I-15, Interchange at MP 66.7, Ravine Road, Enoch	NA	New Construction	$40
Iron	UDOT	I-15	I-15, Interchange at MP 75.2, SR-143, Parowan	NA	Upgrade	$25
Kane	UDOT	US-89	US-89, NB/SB from 1 lane to 2 lanes from MP 65, Kanab to MP 104, SR-14	NA	Passing Lanes	$13
Morgan	UDOT	I-84	I-84, Interchange at MP 94, southern extension of SR-167	NA	New Construction	$40
Morgan/Weber	UDOT	SR-167	SR-167, MP 1.6 to MP 11.1, I-84 Interchange to SR-39 Junction	9.5	Widening	$57
Salt Lake	WFRC		6200 South, SR-111 to Mountain View Corridor	1.6	Widening	$36
Salt Lake	WFRC	SR-48	New Bingham Highway, 10200 South to 9000 South	2.9	Widening	$74

HIGHWAY UNFUNDED PHASE CONTINUED

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost[1] in Millions
Salt Lake	WFRC	SR-175	11400 South, Bangerter Highway to I-15	4.7	Widening	$149
Salt Lake	WFRC	SR-85	Mountain View Corridor, I-80 to SR-201	3.3	New Construction	$1,760
Salt Lake	WFRC	SR-85	Mountain View Corridor, I-80 to SR-201	3.3	Widening/Interchange	$520
Salt Lake	WFRC		600 West, Bangerter Highway to 14600 South	1.4	New Construction	$36
Salt Lake	WFRC	I-80	I-80, Interchange at 5600 West	NA	Upgrade	$160
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at California Avenue	NA	New Construction	$160
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at Lake Park Boulevard (2700 South)	NA	New Construction	$160
Salt Lake	WFRC	SR-154	Bangerter Highway, Overpass at 3100 South	NA	New Construction	$53
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at 3500 South	NA	New Construction	$160
Salt Lake	WFRC	SR-154	Bangerter Highway, Overpass at 4100 South	NA	New Construction	$53
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at 4700 South	NA	New Construction	$160
Salt Lake	WFRC	SR-154	Bangerter Highway, Interchange at 5400 South	NA	New Construction	$160
Salt Lake	WFRC		2700 West, Overpass at SR-201	NA	New Construction	$53
Salt Lake	WFRC	SR-140	14600 South, Railroad Structure at D&RGW	NA	Upgrade	$53
Salt Lake	WFRC	I-215	I-215, Interchange at 4500 South (East)	NA	Upgrade	$160
Salt Lake/Summit	UDOT	I-80	*I-80, MP 129 to MP 144.2, mouth of Parleys to Kimball Junction	15.2	Widening	$426
San Juan	UDOT	US-191	US-191, NB from 1 lane to 2 lanes from MP 26.5 to MP 28	1.5	Passing Lanes	$5
Sevier	UDOT	I-70	I-70, Interchange at MP 53.1, Lost Creek Road	NA	New Construction	$40
Sevier/Emery	UDOT	I-70	I-70, EB/WB from 2 lanes to 3 lanes from MP 64.1 to MP 97.2	33.1	Passing Lanes	$132
Utah	MAG		Cedar Valley Freeway, Lake Mountain Freeway, Eagle Mountain to I-15 Santaquin	43.7	New Construction	TBD
Utah	MAG		Lake Mountain Expressway, Eagle Mountain Boulevard to Cedar Valley Freeway	12.2	New Construction	TBD
Utah	MAG		Nebo Beltway Expressway, Woodland Hills to Spanish Fork	5.7	New Construction	TBD
Utah	MAG	I-15	I-15 Frontage Road System/Provo 820 North Interchange, 900 South, Provo to 800 South, Orem	5.1	New Construction	TBD
Utah	MAG		Point of the Mountain Freeway, I-15 to Mountain View Freeway, Lehi	1.4	New Construction	TBD
Utah	MAG		Utah Lake Crossing, Mountain View Freeway, Saratoga Springs to I-15, Provo/Orem (2 options)	16.2	New Construction	TBD
Wasatch	UDOT	US-40	US-40, MP 18 to MP 19.5, US-189 to Mill Road	1.5	Widening	$8
Wasatch	UDOT	US-40	US-40, MP 19.5 to MP 20.5, Mill Road to 3600 South	1.0	Widening	$4
Washington	UDOT	I-15	*I-15, MP 15.9 to MP 27.3, Hurricane (exit 16) to Toquerville (exit 27)	11.4	Widening	$265
Washington	UDOT	SR-9	SR-9, Interchange at MP 2.8 at 5300 West	NA	New Construction	$40
Washington	UDOT	SR-9	SR-9, Interchange at MP 4 at 4300 West	NA	New Construction	$40
Washington	UDOT	SR-9	SR-9, Interchange at MP 6.5 at Southern Parkway	NA	New Construction	$40
Weber	WFRC		4400 South, SR-126 (1900 West) to Cozy Dale Drive (1300 West)	0.7	Operational	$62
Weber	WFRC	I-15	I-15, Interchange at US-89, Pleasant View	NA	Upgrade	$267

*These projects are listed in multiple phases with cost split.

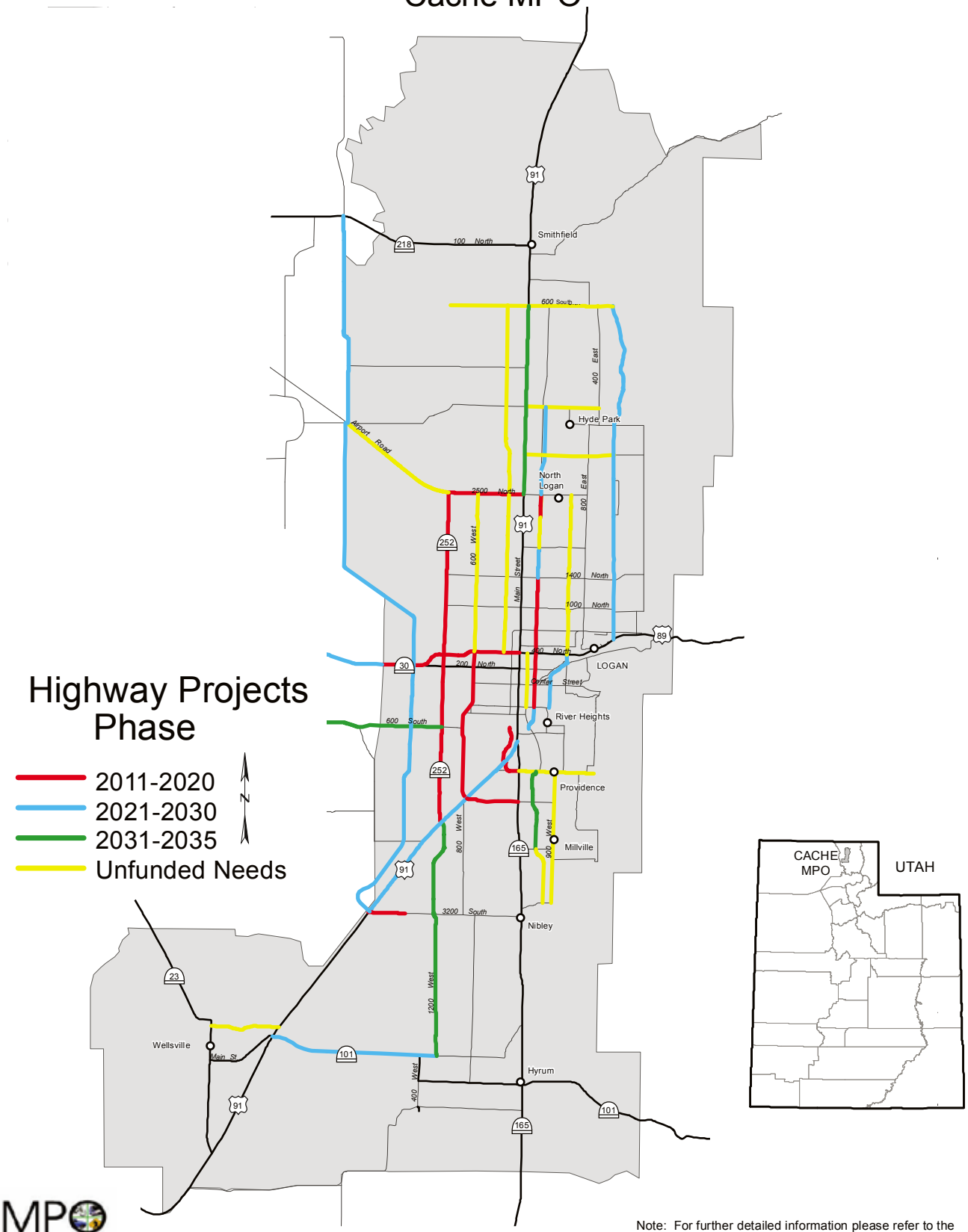
[1] Unidentified routes are local projects, interchanges, passing lanes, or future state routes.

[2] Estimated costs reflect future year cost estimates adjusted for inflation and construction cost increases except for projects under the Planning Jurisdiction of UDOT, which are presented in 2010 cost estimates. All cost estimates represent planning level estimates and will vary.

[3] Cache MPO phase three includes only the years 2031-2035.

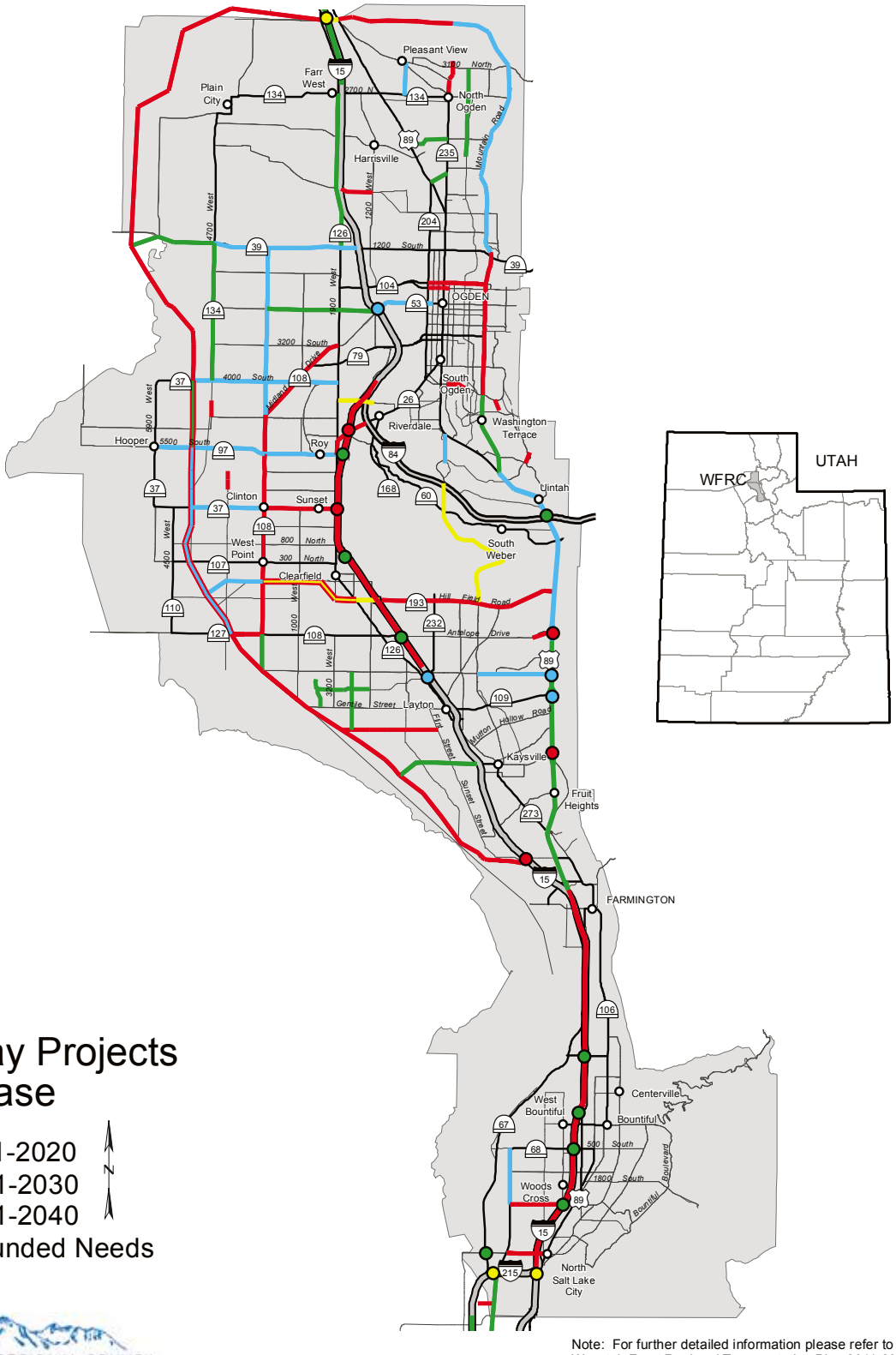
NA=Not Applicable TBD=To Be Determined

Cache MPO



Note: For further detailed information please refer to the Cache MPO Regional Transportation Plan 2011-2040, which can be found at www.cachempo.org.

Wasatch Front Regional Council
Ogden/Layton Area



Highway Projects Phase

- 2011-2020
- 2021-2030
- 2031-2040
- Unfunded Needs

WASATCH FRONT REGIONAL COUNCIL

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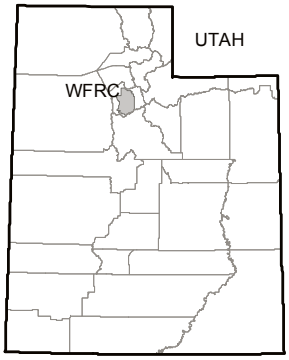
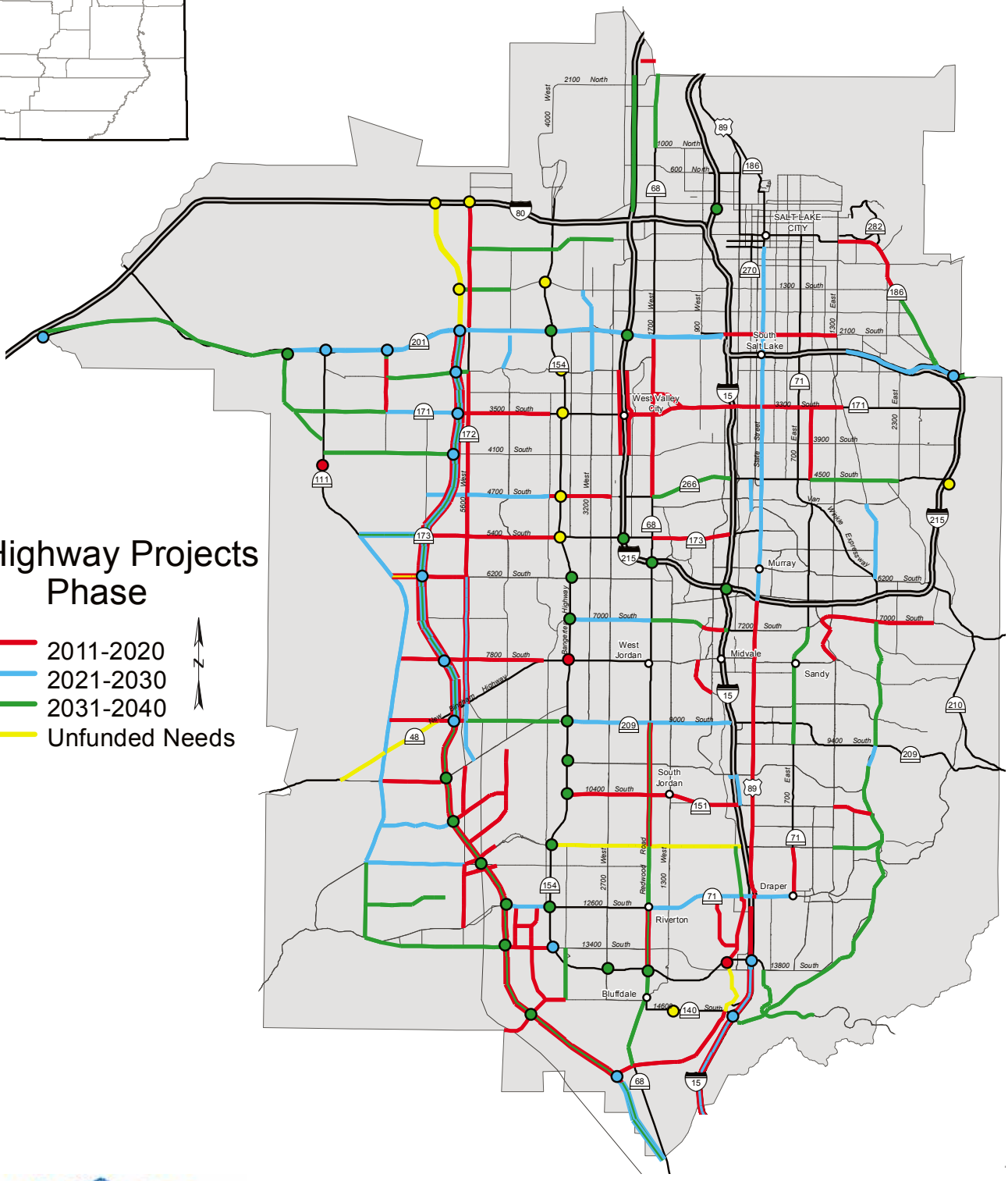


Wasatch Front Regional Council
Salt Lake Area



WASATCH FRONT REGIONAL COUNCIL

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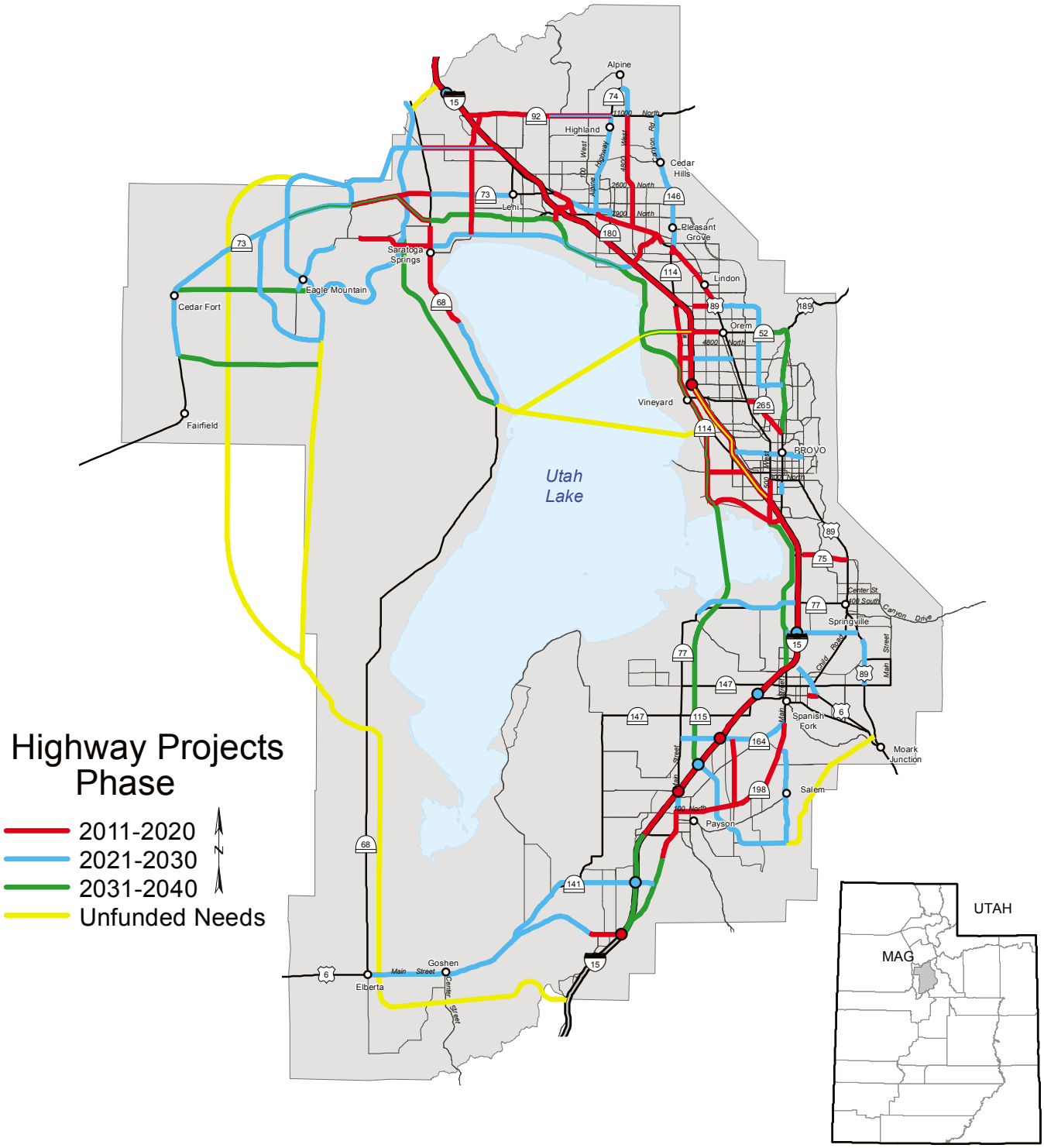
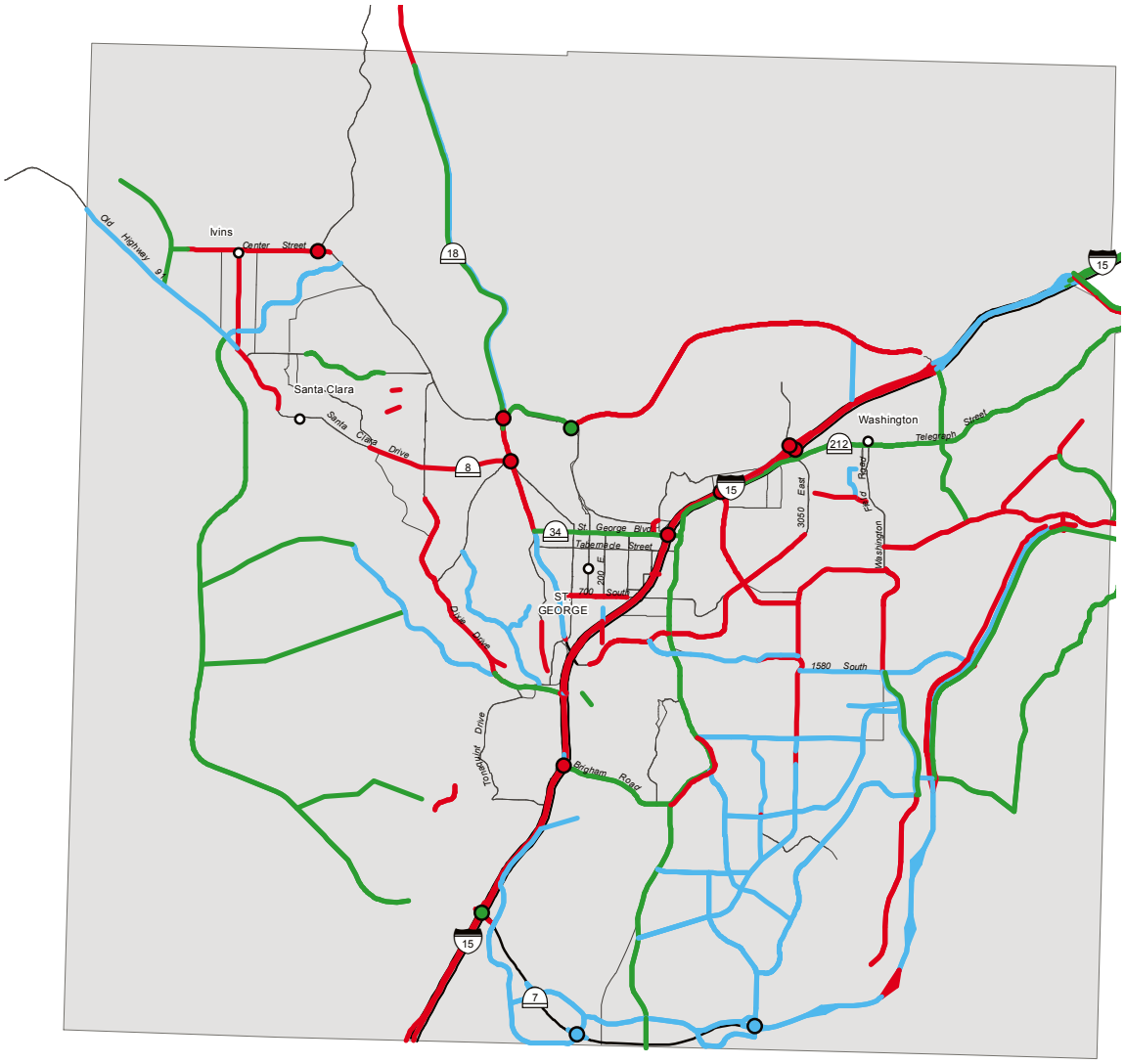
Mountainland MPO
Utah Valley Area



MOUNTAINLAND
METROPOLITAN PLANNING ORGANIZATION

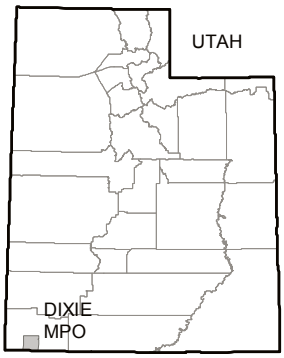
Note: For further detailed information please refer to the Mountainland Association of Governments MPO Regional Transportation Plan 2011-2040, which can be found at www.mountainland.org.

DIXIE MPO



Highway Projects Phase

- 2011-2020
- 2021-2030
- 2031-2040
- Unfunded Needs



Note: For further detailed information please refer to the Dixie MPO 2011-2040 Regional Transportation Plan, which can be found at www.dixiempo.org.

> TRANSIT PROJECTS BY REGION

TRANSIT PHASE ONE 2011-2020

County	Planning Jurisdiction	Project Name, Location, and (Phasing)	Proposed Improvement(s)	Est. Cost[1] in Millions
Davis	WFRC	Falcon Hill - Hill AFB West Transit Center — Near Hill AFB West Gate	Transit Hub	$2
Davis/Salt Lake	WFRC	North Ogden - Salt Lake Corridor (South Davis) — Farmington to Salt Lake (1st of 3 Phases)	BRT/Enhanced Bus	$36
Salt Lake	WFRC	200 South — Salt Lake Central to Downtown Salt Lake	Streetcar and EnhBus	$67
Salt Lake	WFRC	SLC - Foothill Drive - Wasatch Drive Corridor — SLC to Little Cottonwood Canyon (1st of 3 phases)	Enhanced Bus/BRT	$18
Salt Lake	WFRC	State Street Bus Rapid Transit — Salt Lake Central to Draper FrontRunner (1st of 3 Phases)	Enhanced Bus	$57
Salt Lake	WFRC	Draper Line TRAX Extension (South) — 10000 South TRAX Station to 12600 South TRAX Station	Light Rail	$253
Salt Lake	WFRC	Redwood Road Bus Rapid Transit — Downtown SL to Draper FrontRunner (1st of 3 Phases)	CorPres/BRT/EnhBus	$58
Salt Lake	WFRC	5600 West Corridor — Downtown Salt Lake to Daybreak	CorPres/BRT	$50 to $142
Salt Lake	WFRC	West Bench Corridor Preservation (11400 South)	CorPres	Local Contribution
Salt Lake	WFRC	Sugarhouse Streetcar (1st Phase) — 2100 South TRAX to Highland Drive/Sugarmont	Streetcar	$67
Salt Lake	WFRC	3900 South/3500 South Corridor (west) — Meadowbrook TRAX Station to West Bench (2nd of 4 Phases)	Bus Rapid Transit	$31
Salt Lake	WFRC	Taylorsville Murray Central Segment — Murray Downtown to SLCC Redwood (1st of 2 Phases)	Enhanced Bus	$12
Salt Lake	WFRC	Taylorsville Murray West Valley Segment — SLCC Redwood to W.V. Intermodal (1st of 2 Phases)	Enhanced Bus	$8
Salt Lake/Summit	WFRC	Park City Corridor — Downtown Salt Lake City to Park City	Operations only	$3
Utah	MAG	FrontRunner Commuter Rail - Salt Lake City to Provo Line (UT County Portion)	Commuter Rail	$455
Utah	MAG	Bus Rapid Transit - Provo to Orem Line	Bus Rapid Transit	$125
Utah	MAG	Bus Maintenance Facility Expansion, Orem	Other Transit	$3
Utah	MAG	Orem Intermodal Center	Other Transit	$12
Utah	MAG	Provo Intermodal Center	Other Transit	$18
Weber	WFRC	Ogden - Weber State University (1st of 2 Phases)	BRT/Enhanced Bus	$57
Weber	WFRC	Ogden Valley Park and Ride — Near Pineview Dam	Park and Ride	$2
Weber/Davis	WFRC	West Weber - West Davis Enhanced Bus — Ogden to Layton FrontRunner (1st of 2 Phases)	Enhanced Bus	$15
Weber/Davis	WFRC	North Ogden - Salt Lake Corridor (North) — North Ogden to Farmington Station (1st of 3 Phases)	CorPres/BRT/EnhBus	$41

TRANSIT PHASE TWO 2021-2030

County	Planning Jurisdiction	Project Name, Location, and (Phasing)	Proposed Improvement(s)	Est. Cost[1] in Millions
Davis	WFRC	Hill AFB South Transit Center — Near Hill AFB South Gate	Transit Hub	$4
Davis	WFRC	Antelope Drive Park and Ride — Antelope Drive and US-89	Park and Ride	$4
Davis/Salt Lake	WFRC	North Ogden - Salt Lake Corridor (South Davis) — Farmington to Salt Lake (2nd of 3 Phases)	BRT/Enhanced Bus	$239
Davis/Salt Lake	WFRC	North Redwood Enhanced Bus -- Bountiful Bench to Salt Lake via Woods Cross (1st of 2 Phases)	Enhanced Bus	$43
Salt Lake	WFRC	University TRAX Line to SL Central TRAX Connection	Enhanced Bus	$97
Salt Lake	WFRC	Salt Lake Downtown Bus Transit Center — Near 200 South State Street	Transit Hub	$4
Salt Lake	WFRC	Insterstate-80 Transit Only Freeway Ramps — Near 900 West/200 South	Transit Only Freeway Ramps	$36
Salt Lake	WFRC	SLC - Foothill Drive - Wasatch Drive Corridor — SLC to Little Cottonwood Canyon (2nd of 3 phases)	BRT/Enhanced Bus	$149
Salt Lake	WFRC	State Street Bus Rapid Transit — Salt Lake Central to Draper FrontRunner (2nd of 3 Phases)	BRT/Enhanced Bus	$344
Salt Lake	WFRC	Redwood Road Bus Rapid Transit — Downtown SL to Draper FrontRunner (2nd of 3 Phases)	BRT/Enhanced Bus	$489
Salt Lake	WFRC	3900 South/3500 South Corridor (West & East) — East Mill Creek to West Bench (3rd of 4 Phases)	BRT/Enhanced Bus	$147
Salt Lake	WFRC	Taylorsville Murray Holladay Extension, Enhanced Bus — Downtown Murray to Wasatch Boulevard	Enhanced Bus	$38
Salt Lake	WFRC	Taylorsville Murray Central Segment — Murray Downtown to SLCC Redwood (2nd of 2 Phases)	Bus Rapid Transit	$76
Salt Lake	WFRC	Taylorsville Murray West Valley Segment — SLCC Redwood to W.V. Intermodal (2nd of 2 Phases)	Bus Rapid Transit	$47
Salt Lake	WFRC	5400 South Corridor — Murray FrontRunner to West Bench (1st of 2 Phases)	BRT/Enhanced Bus	$55
Salt Lake	WFRC	7000 So./7800 S. Enhanced Bus — Murray FrontRunner to West Bench (1st of 2 Phases)	Corridor Preservation	$3
Salt Lake	WFRC	12300/12600 S. Bus Rapid Transit — Draper TRAX to Daybreak TRAX Station (2nd of 3 Phases)	CorPres/EnhBus	$54
Salt Lake	WFRC	East Airport Transit Hub — Near 1950 West North Temple	Transit Hub	$4
Utah	MAG	FrontRunner Commuter Rail - Provo to Payson Line	Commuter Rail	$495
Utah	MAG	Enhanced Bus - Lehi to Lindon Line	Enhanced Bus	$69
Utah	MAG	Enhanced Bus - American Fork to Eagle Mountain Line	Enhanced Bus	$71
Utah	MAG	Enhanced Bus - American Fork to Provo Line	Enhanced Bus	$49
Utah	MAG	Enhanced Bus Route - Provo to Spanish Fork Line	Enhanced Bus	$37
Weber	WFRC	Ogden - Pleasant View Commuter Rail Improvements	Commuter Rail	$113
Weber	WFRC	Ogden - Weber State University (2nd of Two Phases)	Streetcar	$197
Weber/Davis	WFRC	North Ogden - Salt Lake Corridor (North) — North Ogden to Farmington (2nd of 3 Phases)	BRT/Enhanced Bus	$280

TRANSIT PHASE THREE 2031-2040

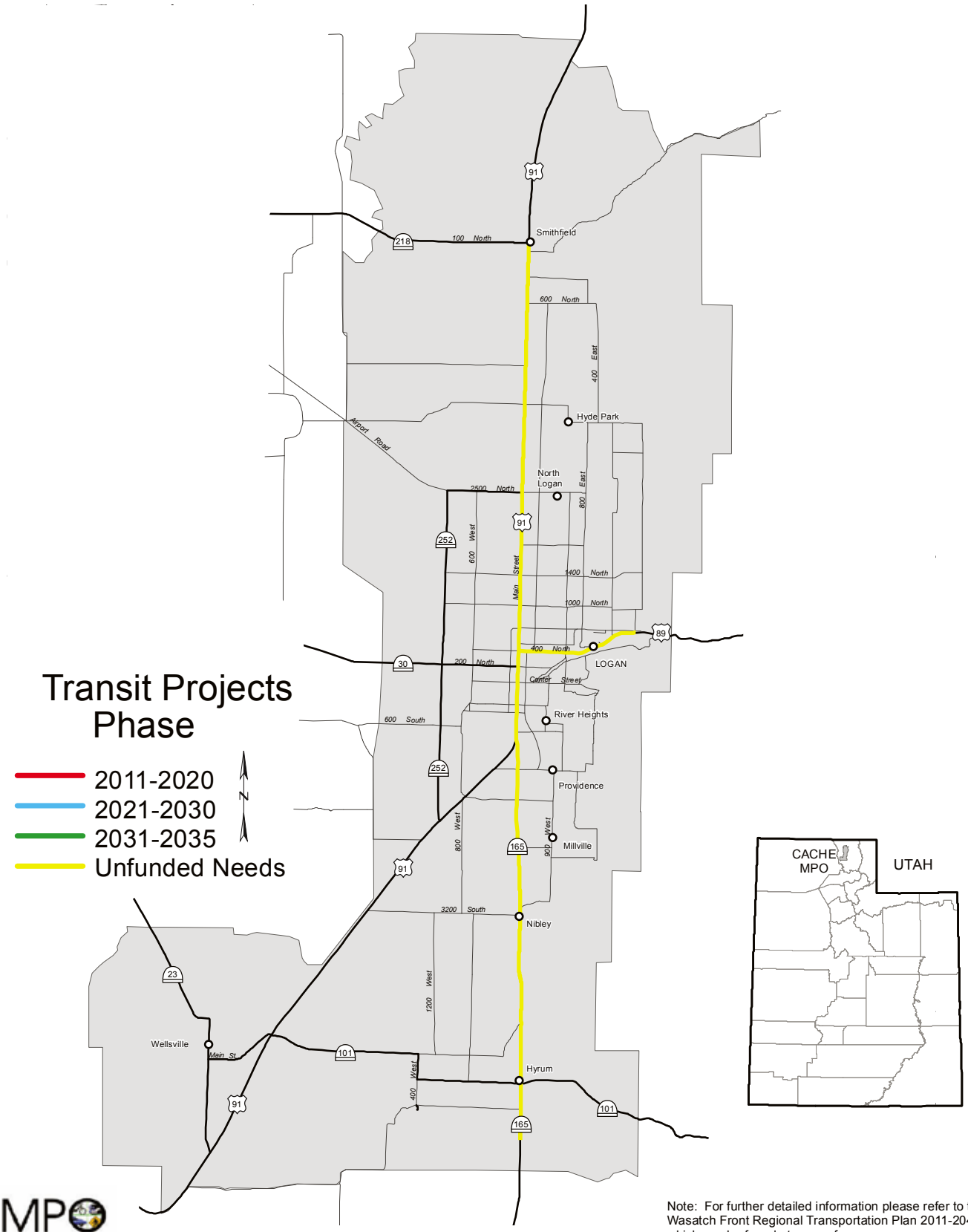
County	Planning Jurisdiction	Project Name, Location, and (Phasing)	Proposed Improvement(s)	Est. Cost[1] in Millions
Davis/Salt Lake	WFRC	North Redwood Enhanced Bus — Bountiful Bench to Salt Lake via Woods Cross (2nd of 2 Phases)	Enhanced Bus	$31
Salt Lake	WFRC	SLC - Foothill Drive - Wasatch Drive Corridor — SLC to Little Cottonwood Canyon (3rd of 3 phases)	BRT/Enhanced Bus	$361
Salt Lake	WFRC	1300 East (North) Bus Rapid Transit — U. Medical Center to Fort Union (1st of 2 Phases)	Enhanced Bus	$82
Salt Lake	WFRC	1300 East (South) Bus Rapid Transit — Murray FrontRunner to Draper	Enhanced Bus	$373
Salt Lake	WFRC	700 East Bus Rapid Transit — Salt Lake City Central to Fort Union	Bus Rapid Transit	$524
Salt Lake	WFRC	State Street Bus Rapid Transit — Salt Lake City Central to Draper FrontRunner (3rd of 3 Phases)	Bus Rapid Transit	$336
Salt Lake	WFRC	Draper Line TRAX Extension (South) — 12600 South TRAX Station to Utah County Line	Light Rail	$1,047
Salt Lake	WFRC	Redwood Road Bus Rapid Transit — Downtown SL to Draper FrontRunner (3rd of 3 Phases)	Bus Rapid Transit	$284
Salt Lake	WFRC	5600 West Corridor — Downtown Salt Lake to Daybreak	Bus Rapid Transit	$256
Salt Lake	WFRC	Sugarhouse Streetcar (Westminster Segment) — Westminster College to N/S TRAX Line	Streetcar	$80
Salt Lake	WFRC	Parkway Boulevard Bus Rapid Transit — Downtown Salt Lake City to Kearns	Bus Rapid Transit	$212
Salt Lake	WFRC	3900 South/3500 South Corridor (West & East) — East Mill Creek to West Bench (3rd of 3 Phases)	BRT/Enhanced Bus	$378
Salt Lake	WFRC	5400 South Corridor — Murray FrontRunner to West Bench (2nd of 2 Phases)	BRT/Enhanced Bus	$371
Salt Lake	WFRC	Ft Union Boulevard Corridor — Big Cottonwood Canyon to Fashion Place West TRAX	Bus Rapid Transit	$261
Salt Lake	WFRC	7000 So/7800 So Enhanced Bus — Murray Front Runner to West Bench (2nd of 2 Phases)	Enhanced Bus	$56
Salt Lake	WFRC	9000 South West Side Corridor — Sandy/South Jordan FrontRunner to Mid-Jordan TRAX	Enhanced Bus	$146
Salt Lake	WFRC	9400 South Corridor — Little Cottonwood Canyon to South Jordan FrontRunner	Bus Rapid Transit	$320
Salt Lake	WFRC	10200/10400 South Enhanced Bus — South Jordan FrontRunner to Daybreak TRAX	Enhanced Bus	$58
Salt Lake	WFRC	12300/12600 S. Bus Rapid Transit — Draper TRAX to Daybreak TRAX Station (2nd of 3 Phases)	Bus Rapid Transit	$308
Salt Lake	WFRC	5400 South Redwood Rd Park and Ride	Park and Ride	$5
Salt Lake	WFRC	3100 South/5600 West Park and Ride	Park and Ride	$5
Salt Lake	WFRC	6200 South/5600 West Park and Ride	Park and Ride	$5
Salt Lake	WFRC	5400 South/5600 West Park and Ride	Park and Ride	$5
Salt Lake	WFRC	Fort Union Transit Hub — Near Union Park Avenue/Ft Union Boulevard	Transit Hub	$5
Salt Lake	WFRC	Little Cottonwood Canyon Park and Ride — Mouth of Little Cottonwood Canyon	Park and Ride	$5
Salt Lake	WFRC	Big Cottonwood Canyon Park and Ride — Mouth of Big Cottonwood Canyon	Park and Ride	$5
Salt Lake	WFRC	3500 South Redwood Road Park and Ride	Park and Ride	$5
Utah	MAG	FrontRunner Commuter Rail - Payson to Santaquin Line	Commuter Rail	$331
Utah	MAG	TRAX Light Rail - Draper to Orem Line	Light Rail	$2,300
Utah	MAG	Enhanced Bus - Spanish Fork to Payson Line	Enhanced Bus	$41
Washington	DMPO	Bus Rapid Transit Corridor - St. George to Hurricane	Bus Rapid Transit	$177
Weber	WFRC	Ogden Downtown Streetcar Circulator — Ogden FrontRunner to Downtown Ogden	Streetcar	$161
Weber/Box Elder	WFRC	Pleasant View - Brigham City - Corridor Preservation	Corridor Preservation	$6
Weber/Davis	WFRC	West Weber - West Davis Enhanced Bus — Ogden to Layton FrontRunner	Enhanced Bus	$108
Weber/Davis	WFRC	North Ogden - Salt Lake Corridor (North) — North Ogden to Farmington Station (3rd of 3 Phases)	Bus Rapid Transit	$753

TRANSIT UNFUNDED PHASE

County	Planning Jurisdiction	Project Name, Location, and (Phasing)	Proposed Improvement(s)	Est. Cost[1] in Millions
Cache	CMPO	Bus Rapid Transit - East	Bus Rapid Transit	TBD
Cache	CMPO	Bus Rapid Transit - North	Bus Rapid Transit	TBD
Cache	CMPO	Bus Rapid Transit - South	Bus Rapid Transit	TBD
Davis/Salt Lake	WFRC	North Ogden - Salt Lake Corridor (South Davis) — Farmington to Salt Lake (3rd of 3 Phases)	Rail	$861
Salt Lake	WFRC	Downtown Salt Lake City Branded Bus — 200 West, 400 South, 500 South	Enhanced Bus	$24
Salt Lake	WFRC	S.W. Downtown SLC Streetcar (Granary Line) — 800 S./400 W. to Salt Lake City Central	Streetcar	$182
Salt Lake	WFRC	SLC - Foothill Drive - Wasatch Drive Corridor —SLC to Little Cottonwood Canyon (4th of 4 phases)	Bus Rapid Transit	$202
Salt Lake	WFRC	1300 East (North) Bus Rapid Transit — U. Medical Center to Fort Union (1st of 2 Phases)	Bus Rapid Transit	$283
Salt Lake	WFRC	State Street Bus Rapid Transit — Salt Lake Central to Draper FrontRunner (4th of 4 Phases)	Bus Rapid Transit	$28
Salt Lake	WFRC	Bangerter Highway Corridor — Downtown Salt Lake to Mid-Jordan TRAX	BRT/Enhanced Bus	$737
Salt Lake	WFRC	5600 West Corridor — Downtown Salt Lake to Daybreak	Rail	$2,434
Salt Lake	WFRC	West Bench Corridor Preservation (North of 11800 South)	Corridor Preservation	$87
Salt Lake	WFRC	Northwest Quadrant Corridor — Downtown Salt Lake to Northwest Quadrant	Rail/Bus Rapid Transit	$187
Salt Lake	WFRC	Big Cottonwood Canyon Corridor — Brighton Ski Resort to Mouth of Canyon	Enhanced Bus	$123
Salt Lake	WFRC	Little Cottonwood Canyon Corridor — Alta to Mouth of Canyon	TBD	TBD
Salt Lake	WFRC	12300/12600 S. Bus Rapid Transit — Draper TRAX to Daybreak TRAX Station (3rd of 3 Phases)	Bus Rapid Transit	$195
Utah	MAG	FrontRunner Commuter Rail - American Fork to Santaquin Line (via Cedar Valley)	Commuter Rail	TBD
Utah	MAG	TRAX Light Rail - Lehi To Eagle Mountain Line	Light Rail	TBD
Weber	WFRC	Pleasant View – Brigham City Commuter Rail	Commuter Rail	$107

*Estimated costs reflect future year cost estimates adjusted for inflation and construction cost increases. All cost estimates represent planning level estimates and will vary.
TBD=To Be Determined

Cache MPO



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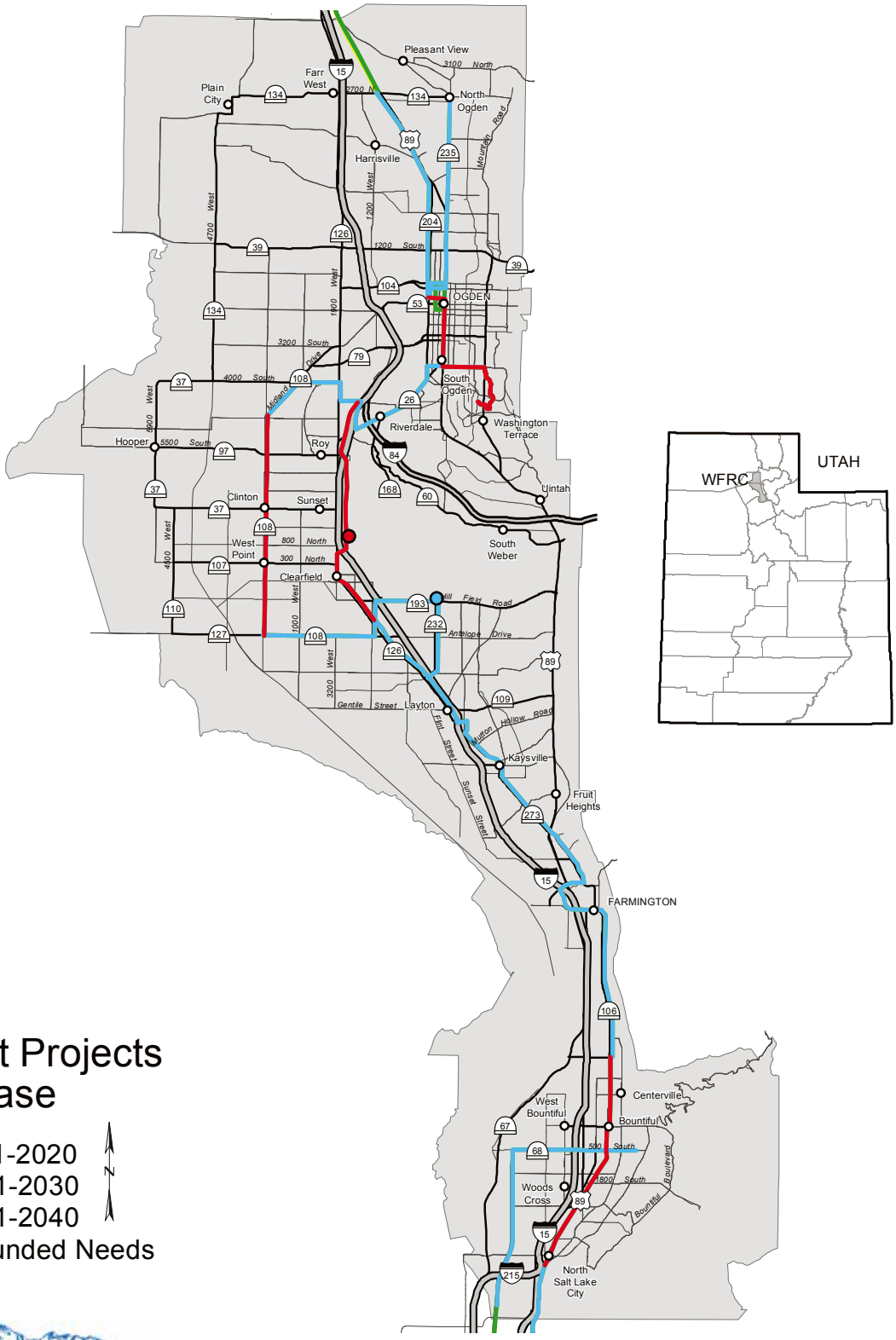
Wasatch Front Regional Council
Ogden/Layton Area



Transit Projects Phase

- 2011-2020
- 2021-2030
- 2031-2040
- Unfunded Needs

WASATCH FRONT REGIONAL COUNCIL

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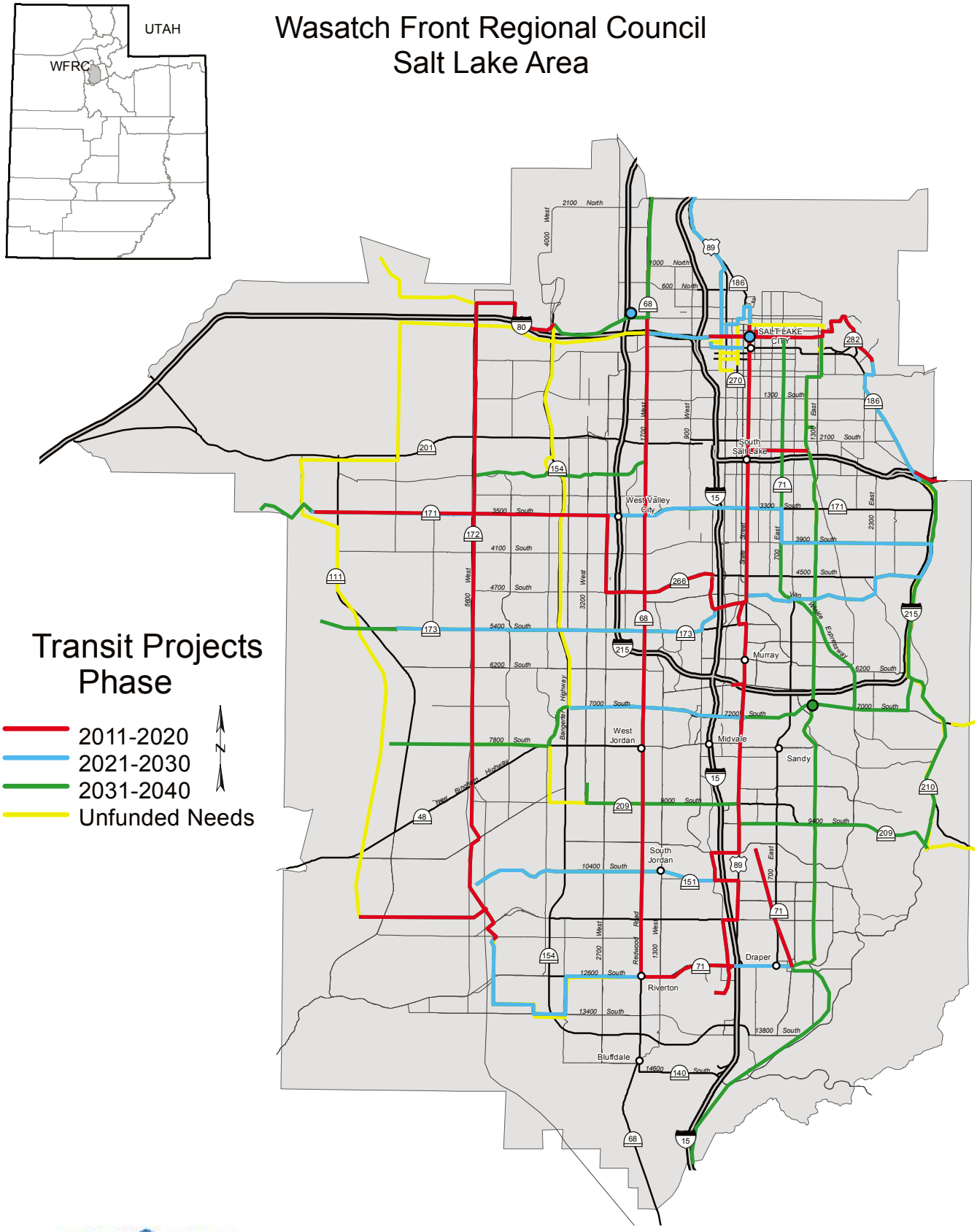

WASATCH FRONT REGIONAL COUNCIL

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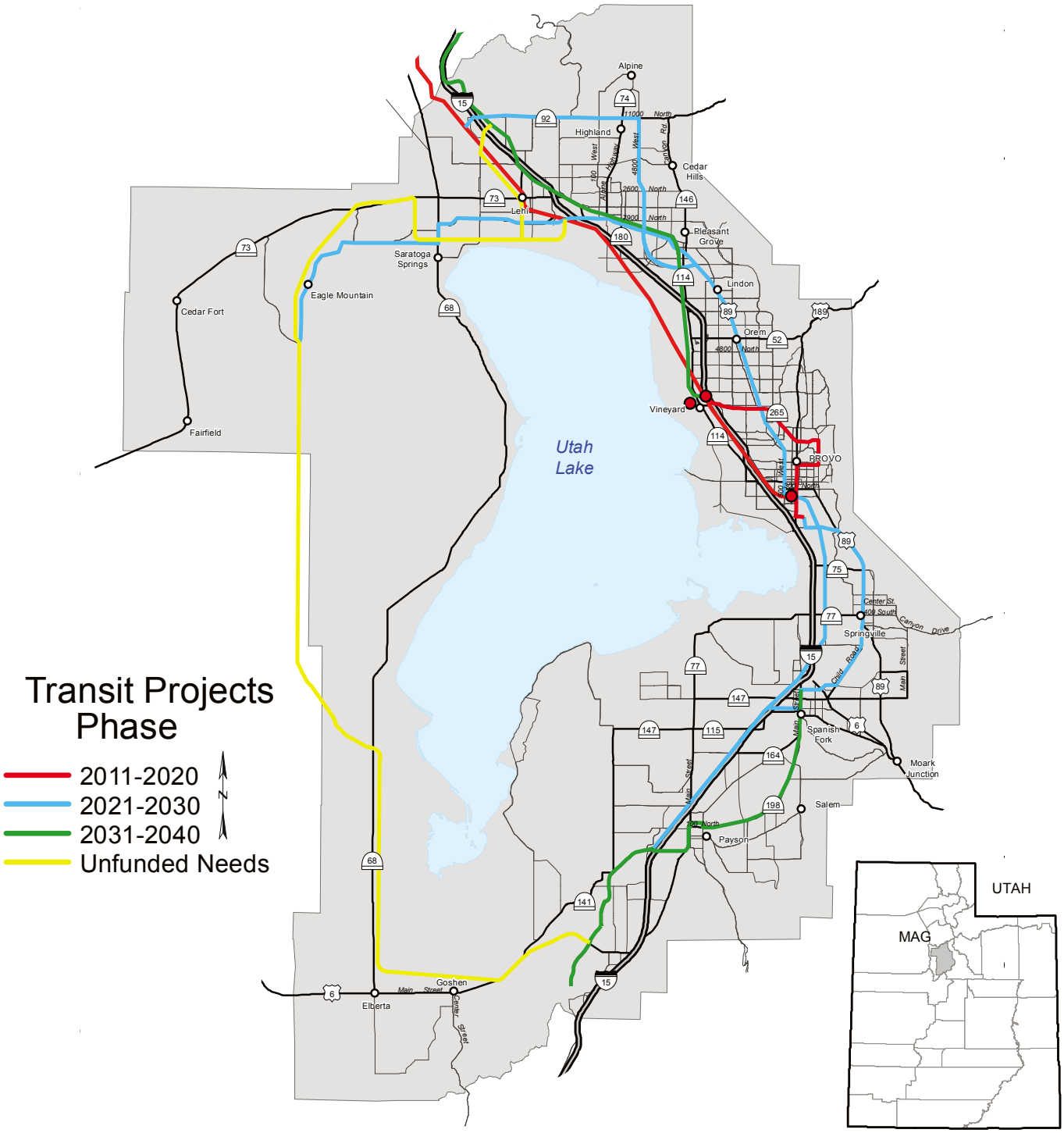
Mountainland MPO
Utah Valley Area



MOUNTAINLAND METROPOLITAN PLANNING ORGANIZATION

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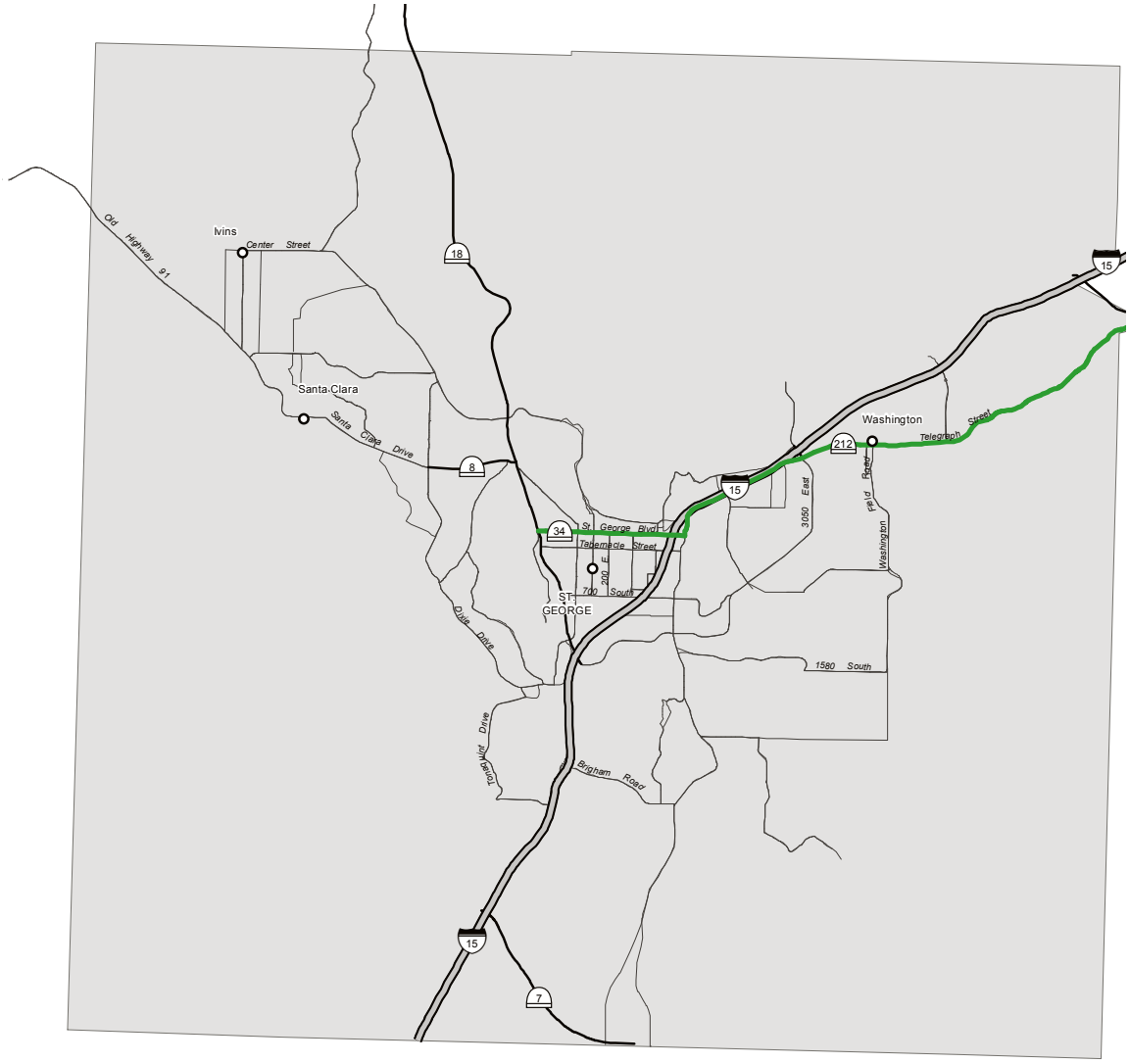
DIXIE MPO



Transit Projects Phase

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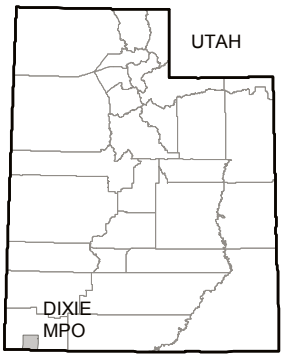

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Utah Department of Transportation | Utah Transit Authority | Wasatch Front Regional Council
Cache MPO | Dixie MPO | Mountainland Association of Governments