

Mountainland MPO TIP

2019-23 Program



Mountainland AOG

Photo: Curtis Fry

What is the TIP?

The Transportation Improvement Program includes federal, state, and locally funded regional transportation projects and programs within the MPO Area for Federal Fiscal Years 2019-2022, with conceptual projects listed through 2023.

Questions or Comments?

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- Public Comment Period = 07/02/18-08/02/18
- Public Meeting = 07/19/18, 4:00 to 6:00 pm at the Mountainland Office
- Final MPO Board Approval = 08/02/18
- Future Major Amendments = Will Be Advertised, require comment period and public meetings
- Future Minor Modifications = Comment Taken at MPO Board Meeting
- Questions or comments? Contact Bob Allen at 801/229-3813 or ballen@mountainland.org

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1.0 | INTRODUCTION

The Mountainland Metropolitan Planning Organization (MPO) as part of Mountainland Association of Governments has the responsibility of preparing and approving a Transportation Improvement Program (TIP) for the area every four years. The TIP program lists federally funded transportation projects and programs within the MPO for the fiscal years 2019-2022 with conceptual projects listed through 2023. Other regionally significant projects funded with non-federal sources must also be listed in the TIP. The MPO has responsibility for all projects within the MPO boundary, which includes all the incorporated municipalities within Utah County, the unincorporated areas that are adjacent to and between the municipalities, and the area contiguous to Redwood Rd/HWY-68. The fiscal years used in this document correspond to the Federal fiscal years. For example, FY-2019 begins on 1 October 2019 and ends on 30 September 2020.

The TIP is a compilation of regional projects sponsored by municipalities, the county, Utah Department of Transportation, Utah Transit Authority, and others utilizing various federal, state and local funding sources. The first four funding years in the TIP list projects and programs with identified funds that can be obligated for preliminary engineering, construction, and implementation. All capacity increasing projects in the TIP must come from the first phase of MPO Regional Transportation Plan, TransPlan40. Any project not listed in the first phase of the plan must be amended into the plan before being added to the TIP. This requires an analysis of air quality and fiscal conformity.

1.1 | Description of TIP Process

Bi-annually, the MPO staff compiles a list of proposed projects from various sponsors that are eligible for MPO and Utah County transportation tax funds. This list is given to the MPO Technical Advisory Committee (TAC) for further development. The TAC committee reviews project concept reports prepared by sponsors and makes recommendations as to which projects should be funded. Recommendations are forwarded to the MPO Regional Planning Committee for approval of the proposed MPO funded projects. UDOT, UTA, and other local projects using federal and state funds are amended into the TIP on an annual basis. Once every year, an update to the program is done to make sure the goals of the Regional Transportation Plan are being met. This process includes publishing a draft TIP and soliciting public comment about the program. The comment period required by law is 30 days. After this period, if there are no significant comments that require major changes, the Regional Planning Committee approves the final TIP. It is then adopted by the State Transportation Commission and sent to the Federal Highway Administration and the Federal Transit Administration for final approval. Any amendments to the TIP allow for public comment at the Regional Planning Committee as part of their monthly meetings, or if the project is regionally significant and not from the Regional Transportation Plan, a 30-day public comment period for the TIP and plan amendment is required.

2.0 | PROJECT SELECTION PROCESS / CONGESTION MANAGEMENT PROGRAM

The Mountainland MPO is the Metropolitan Planning Organization over the Provo/Orem Urban Area with a planning area that includes all the municipalities within Utah County. The MPO is appropriated federal transportation funds based off the urban populations of the cities from Eagle Mountain through Provo to Santaquin. Utah County Sales Tax funds derived countywide are also used. This funding is programmed by the MPO to eligible applicants including member jurisdictions, UDOT, UTA, state agencies, and private organizations that have a government sponsor. The MPO selects projects through its committees based off congestion relief strategies, mode choice, air quality improvement, and safety.

2.1 | Schedule and Process

The following schedule is used biennially, the last occurring in the spring of 2016. The following are the processes that occur during the projection selection process:

2.1.1 | Kick Off Meeting - November

Biennially (every two years) MPO staff will review with the TAC Committee the process for selecting projects to be funded with MPO federal funds. MPO staff will also compile a draft listing of projects derived from the MPO transportation plan, transportation studies, traffic model, public involvement, and past projects discussed by the TAC Committee. This list can be used by the MPO TAC Committee members or others in compiling their Project Ideas submittals listed in 2.1.3 below.

2.1.2 | MPO TAC Project Ideas Meeting (Municipal, Agency, Private) - January

Suggestions from MPO member jurisdictions, state agencies, the transit district, and private organizations are collected and compiled prior to the TAC Committee reviewing of all proposals. Any projects presented by MPO staff in 2.1.2 above must have a sponsor by this stage. Individual projects should focus on improving the efficiency of the regional transportation system, be associated with corridors or programs identified in the MPO transportation plan, and emphasize the following four areas of concern:

1. Congestion Relief – Spot improvement projects intended to improve Levels of Service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high congestion areas.
2. Mode Choice – projects improving the diversity and/or usefulness of travel mode other than single occupant vehicles.
3. Air Quality Improvements – projects showing demonstrable air quality benefits.
4. Safety – improvements to vehicular, pedestrian, and bicyclist safety.

The TAC Committee will review the proposals and vote which projects should move forward to complete a Concept Report. Each member jurisdiction and agency shall have one vote. All advancing projects must have a sponsor, private sponsored projects should partner with a government agency.

2.1.3 | Transportation Studies

Transportation studies proposed by MPO member jurisdictions, state agencies, the transit district, private organizations, or the MPO shall be submitted and reviewed as part of the Project Idea process mentioned in section 2.1.3. Transportation studies must be regional in nature including; transportation area plans (not a city master transportation plan); trail, pedestrian, and bike plans; congestion relief studies; interchange or freeway studies; major corridor studies; regional ITS plans; regional traffic model development; transit network development; air quality planning. Due to the lower cost of most transportation studies, projects could be proposed annually if funding is available through the TIP modification process. A Concept Report will be required for studies. Most studies will be managed by UDOT, UTA, or the MPO. If the study is to be managed by the MPO, the study will be placed in the Unified Planning Work Program; otherwise it will be placed on the TIP/STIP.

2.1.4 | Project Concept Reports - April

The sponsor of projects advancing from the Project Ideas Meeting shall complete a Concept Report. MPO staff will determine whether projects meet the minimum requirements of the report including:

1. Preliminary Design
2. Right of Way needs
3. Cost Estimates
4. Cost effectiveness (safety improvements, LOS changes over time, average travel time reductions over time, projected air quality benefits.)
5. Project is consistent with the MPO TAC approved projects list.
6. Road project is on a facility identified on the Utah State Functional Class Map.
7. The project is regional in nature.
8. Project scope (total or phase) is an appropriate size to be funded with limited MPO federal funds.
9. Project is consistent with sponsor general or transportation plan
10. Officially supported by political leadership – approved by legislative body
11. Other transportation agencies or municipalities that are affected by the project are in agreement.
12. Local matching funds are approved.
13. Funding is adequate to clear design and completes the project.
14. Phased projects are proposed in logical increments.
15. Sponsor commitment to completion of project within 5 years from date of award.

2.1.5 | Field Review - April

The MPO TAC Committee can attend a field review of the projects. The field review should last one day at the most with each project being hosted by the project sponsors to explain the proposal and allow the participants to get a better understanding of the project. Projects not visible in the field will be presented in the TAC Review of Concept

Reports Meeting listed in 2.1.7 below.

2.1.6 | TAC Review of Concept Reports Meeting - April

MPO staff will submit for TAC review those projects that meet the minimum requirements listed under Project Concept Reports. TAC shall consider each project on its merits, and in relation to the other proposed projects and use the following to aid in their decision of a final project selection list:

1. Field Review
2. TAC Committee members' rankings (submitted at meeting)
3. MPO staff ranking
4. Funding available

During a regularly scheduled MPO TAC Committee meeting, the body, under the direction of the Chair or Vice Chair shall negotiate and vote on a projects list. Once this list is complete and acceptable to the body, the MPO TAC Committee shall determine by vote whether or not to recommend the list to the MPO Regional Planning Committee for approval. Each member jurisdiction and agency shall have one vote.

2.1.7 | TAC Review of Project Funding - July

MPO staff will submit for TAC review the approved project list with funding attached to each project. The type of funding each project received is based on the following factors:

1. Priority based on the ranked selected project list
2. Federal funding eligibility
3. Project sponsor

During a regularly scheduled MPO TAC Committee meeting, the body, under the direction of the Chair or Vice Chair shall negotiate and vote on funding for the projects list. Once this funding list is complete and acceptable to the body, the MPO TAC Committee shall determine by vote whether or not to recommend the list to the MPO Regional Planning Committee for approval. Each member jurisdiction and agency shall have one vote

2.2 | Policies

The following outlines the policies and requirements regarding MPO federally funded projects:

2.2.1 | Project Eligibility

The types of projects that can be funded include spot improvements that mitigate congestion or safety issues, ITS projects, pedestrian/trail projects, transit and park and ride projects, air quality equipment, transportation studies, and other transportation related projects. Capacity increasing highway projects and general shoulder improvement projects can be funded, but due to limited funds must be either small in scope, phased, or have additional matching funds. All roadway type projects must be identified on the Utah State Functional Class Map. They also should correspond with the projects and/or programs of the MPO Metropolitan Transportation Plan.

2.2.1 | Funding

Funding can come from various sources including the MPO federal funds, Utah County sales tax funds, Utah County vehicle registration fees, state funds, UTA funds, local funds supplied by the municipalities or the county and private funds. MPO staff will recommend to the MPO TAC Committee which funds should be used with each proposed project based on available MPO federal funding types and other non-MPO funds pledged by each sponsor. MPO federal funds require a match be paid. The required match is normally 6.77% of the total cost, but the committee can require a higher match. The match shall be paid by the sponsor.

2.2.2 | Contingency Fund / Cost Overruns

The MPO will hold back 10% of each MPO federal funding category each year as a contingency fund for project cost overruns and other needs. At the end of each federal fiscal year, any leftover contingency funds shall be placed into

the general fund of each federal funding category and made available for new projects in the biennial selection process or used for planning studies proposed by the MPO as part of the Unified Planning Work Program. If a project cost escalates above what was awarded by the MPO, the sponsor is required to cover the cost overrun. A project sponsor can request to MPO staff to help cover small cost overruns up to 10% of the approved cost of the project. There is no guarantee the project will receive the additional funds. Any cost overrun over 10% must be recommended by the TAC Committee to the Regional Planning Committee for their approval.

The Utah County sales tax funds are scheduled to receive an annual Build America Bond (BAB) payment that can also be used for contingency funds, when needed. The same process for federal funds will be used for programming contingency funds and placing remaining contingency funds on new projects.

2.2.3 | Project Cost Savings

If a project does not require all MPO federal funding that was programmed to it, any remaining funds shall be returned to the general MPO account to be reallocated in the next biennial selection process. If the sponsor has additional MPO funded projects that require additional funds, MPO staff can transfer remaining funds between these projects. New projects or projects that are not funded with MPO funds must go through the normal biennial selection process to receive funding.

2.2.4 | Project Tracking and Progress

MPO staff will track all projects quarterly to ensure the project is progressing and to help with any problems. Regular updates will be given to the TAC and Regional Planning committees of all projects and programs to show what progress has been made. It is hoped that through project tracking, the MPO and the project sponsor will be able to better coordinate and avoid potential conflicts. This coordination will also help to determine the best years to program the project within the TIP. If a project is found to not be making progress, MPO staff will work with the sponsor to move the project forward. If staff cannot resolve the problem, then the project sponsor will report to the MPO TAC Committee their plan to move forward the project. The committee can recommend to the MPO Regional Planning Committee that a project that is not moving forward be removed from the TIP. Any federal funds expended toward the project shall be required to be reimbursed by the sponsor.

2.2.5 | Scope Change

Minor scope changes to a project are allowed and should be handled through the project tracking process. A major scope change needs to be approved by the MPO TAC Committee. A major change can include changing project limits to a point that a logical terminus is excluded, reducing or expanding capacity, adding components to the projects that were not approved or subtracting components that were approved.

2.2.6 | Regional Project

All projects funded by the MPO must be regional in nature. This include road projects being listed on the Utah State Functional Class System map, and projects being listed on the MPO transportation plan or supporting the goals and programs of the plan (functionally classified collector roads are not individually listed in the plan, but the collector system as a whole is, therefore improvements on these corridors are eligible for MPO funds). If a road project is proposed that is not on the functional class map, the MPO TAC Committee can review and determine that the corridor is regional and recommend to the state that it be included on the functional class map.

2.2.7 | New Projects Outside Biennial Process

The MPO supports funding all new projects through the biennial selection process, but there are instances where a projects need or timing might require approval of funding outside the normal process. A sponsor can request that a project be reviewed by the MPO TAC Committee to seek its approval and to be amended into the program. Generally, the same processes required for all projects will be followed (review by MPO staff for available funding, Project Idea Form, MPO TAC Committee approval to fill out a Concept Report, a Field Review, and final approval).

2.3 | CM/AQ and CM/AQ 2.5 Exempt Projects

Congestion Mitigation/Air Quality (CM/AQ) funds have federal regulations that require funding only go to projects that show a reduction to air pollution. MAP-21 calls for a State with PM 2.5 (fine particulate matter) nonattainment or

maintenance areas to give priority to using funds for projects proven to reduce PM 2.5 emissions in such areas; eligible projects to mitigate PM 2.5 include diesel retrofits. A quantitative or qualitative analysis showing the amount of pollution reduction benefit will occur with the project is required. This process can be quite technical. The MPO has staff that can help with this portion of the Concept Report. All projects except for additional capacity highway projects (widen lanes, shoulders) must fill out the CM/AQ portion of the Concept Report. Listed below are the types of projects that can qualify for CM/AQ funds. The project sponsor must be able to show that a project is an eligible activity from one of the items listed under Safety, Mass Transit, Air Quality, or Other.

2.3.1 | Safety

1. Railroad/highway crossing.
2. Hazard elimination program.
3. Safer non-Federal-aid system roads.
4. Shoulder improvements.
5. Increasing sight distance.
6. Safety improvement program.
7. Railroad/highway crossing warning devices.
8. Guardrails, median barriers, crash cushions.
9. Pavement resurfacing and/or rehabilitation.
10. Pavement marking demonstration.
11. Emergency relief (23 U.S.C. 125).
12. Fencing
13. Skid treatments.
14. Safety roadside rest areas.
15. Adding medians.
16. Truck climbing lanes outside the urbanized area.
17. Lighting improvements.
18. Emergency truck pullovers.
19. Traffic control devices and operating assistance other than signalization projects.
20. Widening narrow pavements or reconstructing bridges (no additional travel lanes)

2.3.2 | Mass Transit

1. Operating assistance to transit agencies.
2. Purchase of support vehicles.
3. Rehabilitation of transit vehicles.
4. Purchase of office, shop, and operating equipment for existing facilities.
5. Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
6. Construction or renovation of power, signal, and communications systems.
7. Construction of small passenger shelters and information kiosks.
8. Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
9. Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
10. Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1.
11. Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

2.3.3 | Air Quality

1. Continuation of ride-sharing and van-pooling promotion activities at current levels.
2. Bicycle and pedestrian facilities.

2.3.4 | Other

1. Planning and technical studies.
2. Grants for training and research programs.
3. Federal-aid systems revisions.
4. Noise attenuation.

5. Acquisition of scenic easements.
6. Plantings, landscaping, etc.
7. Sign removal.
8. Directional and informational signs.
9. Intersection channelization projects.
10. Intersection signalization projects at individual intersections.
11. Interchange reconfiguration projects.
12. Changes in vertical/horizontal alignment.
13. Truck size and weight inspection stations.
14. Bus terminals and transfer points.
15. Traffic signal synchronization projects.
16. Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
17. Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.
18. Planning activities conducted pursuant to titles 23 and 49 U.S.C.
19. Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
20. Emergency or hardship advance land acquisitions (23 CFR 712.204(d))

2.4.1 | Ranking Matrix for Project Selection Process

General procedure: For each of the 4 categories listed in section 2.1.3, MPO staff assigns an overall score representing their judgment of the project's relative merit based off the Concept Report. The maximum score for each category reflects its relative significance in the ranking process. Rankings are coupled with the following guidelines when selecting projects to fund:

1. The process should be simple.
2. It should recognize the special characteristics of our region.
3. The process should include geographical balance.
4. The process should consider transit, ITS, pedestrian/bike, as well as congestion relief for roads.
6. High priority should be given to projects that SAFETEA-LU requires to be funded.
5. The outcome should not be completely dependent on scoring, but should also allow for each jurisdiction's own priorities.
6. MPO staff review the ranking questions with the MPO TAC Committee prior to the start of a selection cycle and make changes as deemed necessary by the committee.

2.4.2 | MPO Staff Project Ranking

The following categories are addressed in the Concept Report. MPO staff will score the responses in each concept report and give a ranking for each project. MPO staff's recommendations will be made available to the MPO TAC Committee for their use in making final project selection recommendations. MPO staff ranking is a tool to aid the MPO TAC Committee in their final selection. The committee is not required to pick projects solely on MPO staff ranks.

2.4.3 | Congestion Relief (25 Points)

- a) Provides alternate transportation facility that corrects identified congested problem.
- b) Reduces congestion by reducing the number of vehicles.
- c) Reduces need for additional highway lanes for peak hour capacity.
- d) Increases efficiency of transportation system through traffic management measures.
- e) Adds turning movements to relieve congested intersection.

2.4.4 | Mode Choice (25 points)

- a) Benefits multiple transportation systems (transit and highway, pedestrian and transit).
- b) Promotes alternative transportation solution to SOV use.
- c) Creates or improves linkages between transportation modes.

- d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use.
- e) Provides incentives to carpool, bike, walk, or transit use.

2.4.5 | Environmental Quality (15 points)

- a) Provides cost effective emission reductions (amount of reduction justifies cost).
- b) Helps efforts to attain and maintain national air quality standards.
- c) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution).
- d) Enhances the natural, cultural, or historic environment.
- e) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations).

2.4.6 | Safety (20 points)

- a) Corrects/improves a verified or potential safety or accident problem.
- b) Improves information/communications for traffic operations and emergency responders.
- c) Reduces severity of crashes.
- d) Enhances safe movement of pedestrian, bicycle traffic.
- e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian).

2.4.7 | Other Considerations (15 points)

- a) Effectively distributes funding throughout the MPO area.
- b) Phases project in a manner that the MPO can use limited funds efficiently.
- c) Cost effectiveness is appropriate for the amount of improvement made.
- d) Benefits transportation users from adjacent municipalities.
- e) Is supported by elected officials.

3.0 | FUNDING RESPONSIBILITY

The TIP is developed in compliance with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations within the current federal transportation act – Fixing America’s Surface Transportation (FAST) Act). Federally funded projects in the TIP follow these regulations.

3.1 | Funds Programmed by Mountainland MPO

The MPO programs projects using the following federal funds:

3.1.0 | STP - Provo/Orem Urbanized Area Fund

Program funds may be spent on any road that is functionally classified as a collector or higher for roadways within the MPO. Projects include rehabilitation, new construction, corridor and environmental studies and bridge replacement. Eligible non-road projects include planning studies, pedestrian and bike improvements, trails, transit projects, signal coordination, and administrative purposes. The population of the urbanized area is used to allocate the Surface Transportation Program (STP) - Provo/Orem Urban Area funds. This area stretches from Payson to northern Eagle Mountain. These funds can be used on projects anywhere within the MPO area.

3.1.1 | STP - Small Urban MAG Fund

Santaquin and southern Eagle Mountain are not within the Provo/Orem Urbanized area, but are considered an Urban Cluster by the US Census Bureau. UDOT allocates a small percentage of STP - Small Urban funds to the MPO as the STP - Small Urban MAG fund to compensate for the added urban cluster’s population to the MPO. This fund supplements the Provo/Orem Urbanized STP fund and can be used throughout the MPO for projects and planning purposes. These funds have the same regulations that apply to the STP - Provo/Orem Urbanized Area Funds.

3.1.2 | STP - Flex MAG Fund

These funds come from the STP - Any Area fund that funds all Urban Clusters that have 5,000 to 50,000 population (outside Urbanized Areas) throughout the state. The Spanish Fork Urban Cluster includes the cities of Spanish Fork, Salem, and Payson (prior to the 2010 Census). The population of this area was used to calculate the amount of funding to distribute from the STP - Any Area fund to the STP - Flex MAG fund to be administered by the MPO. With the 2010

Census, the Spanish Fork Urban Cluster became urbanized and was dissolved into the Provo/Orem Urbanized Area. This funding category was ended in FY2012.

3.1.3 | Congestion Mitigation/Air Quality (CM/AQ) Fund

Program funds are for projects, which it can be proven to reduce traffic congestion and/or improve air quality in air quality non-attainment areas. Projects such as park and ride lots, signal coordination, trails and pedestrian facilities, and transit and rideshare qualify for these funds. Demonstration of the project's air quality benefit must be shown in order to be eligible for this fund. All municipalities of Utah County, the county, UDOT, UTA, and others are eligible for CM/AQ funds.

3.1.4 | Congestion Mitigation/Air Quality (CM/AQ) PM2.5 Fund

Program funds are for projects, which it can be proven to reduce PM2.5 emissions in air quality non-attainment areas. The same rules and regulations under CM/AQ funds apply.

3.1.5 | FHWA-Metropolitan Planning Funds

Funds are for MPO transportation planning purposes distributed to the MPO based on MPO population estimates.

3.1.6 | FTA-5303 Funds

These funds are for MPO transportation planning purposes distributed to the MPO based on the MPO population estimates.

3.1.7 | Transportation Alternatives Program (TAP) MAG Funds

There are ten types of eligible projects under the federal TAP program. They include trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation; projects and systems that will provide safe routes for non-drivers; conversion and use of abandoned railroad corridors for trails; construction of turnouts, overlooks, and viewing areas; community improvement activities, including, inventory, control, or removal of outdoor advertising, historic preservation and rehabilitation of historic transportation facilities, vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control, and archaeological activities relating to impacts from implementation of a transportation project; any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to, address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, or reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats; the recreational trails program; safe routes to school program; planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

3.1.8 | State TIF Exchange Funds

In 2016, Mountainland entered into agreement with the Utah Department of Transportation to exchange the MPO federal Surface Transportation funds for state Transportation Investment Funds (TIF). This allows the MPO to directly manage the funds, provide project management, with less federal regulations. Typically, projects done at the local level save at least 20% as compared to using federal funds. UDOT exchanges the funding at 85 cents on the dollar exchange rate. The same project eligibility rules from STP requirements apply.

3.2 | Funds Programmed by the Utah Department of Transportation

The Utah Department of Transportation funds projects using the following state and federal funds:

3.2.1 | Surface Transportation Program Funds (STP)

STP federal funds may be spent on roads that are functionally classified as a collector or higher for urban streets and as a major collector or higher for rural areas. They can also be used on bridges, trails, pedestrian and bike projects, transit, etc. Projects may range from rehabilitation to new construction. The federal/local share of STP funds is 93.23/6.77%. The STP fund is sub allocated into several different funding categories as outlined below:

3.2.2 | STP - Bridge Fund

This program provides federal funds for the replacement of substandard bridges, both on and off federal-aid systems. Bridges must have a span of 20 feet in order to be eligible to receive these funds. UDOT evaluates all eligible bridges in the state and bridges with a sufficiency rating less than 50 are eligible to receive funding on a first-come, first-served basis. UDOT re-inventories the bridges about every two years. The State Transportation Commission has established a policy that 65% of these funds are used for bridges on the state system with the remaining 35% being used for bridges under local jurisdiction. Application is made to the Joint Highway Committee for all local jurisdictions.

3.2.3 | STP - Transportation Alternatives Program (TAP) State Funds

There are ten types of eligible projects under the federal TAP program. They include trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation; projects and systems that will provide safe routes for non-drivers; conversion and use of abandoned railroad corridors for trails; construction of turnouts, overlooks, and viewing areas; community improvement activities, including, inventory, control, or removal of outdoor advertising, historic preservation and rehabilitation of historic transportation facilities, vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control, and archaeological activities relating to impacts from implementation of a transportation project; any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to, address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, or reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats; the recreational trails program; safe routes to school program; planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

3.2.4 | STP - Flex Fund

These federal funds, also known as STP-Any Area funds may be spent on any road that is functionally classified as a collector or higher for roadways within the MPO. Projects include rehabilitation, new construction, corridor and environmental studies and bridge replacement. Eligible non-road projects include planning studies, pedestrian and bike improvements, trails, transit projects, signal coordination, and administrative purposes.

3.2.5 | Highway Safety Improvement Program (HSIP) Fund

The Highway Safety Improvement Funds and Safety Funds are federal funds that may be spent on improvements that improve hazardous conditionals or that can show a benefit for overall safety conditions.

3.2.6 | Congressional Earmark Funds (EM-1702 and EM-1934)

These funds were awarded by congress for various transportation projects under previous transportation bills. They provide funding for specific projects identified by Congress (commonly referred to as a demonstration or earmark projects). SAFETY-LU programmed over \$65m to projects within Utah County under these programs with additional funds awarded annually. Federal participation ranges from 100% of costs to 80%. The FAST-ACT does not have any provisions for continuing Congressional Earmark Funds.

3.2.7 | National Highway Performance Program (NHPP) Fund

This federal funding category includes all interstate and other major U.S. routes and state highways. In Utah Valley the roadways that are on the National Highway System are: I-15 Freeway, University Pkwy/HWY-265 (Provo/Orem), 800 North/HWY-52 (Orem), US-6 (Spanish Fork to Price), US-89 (valley wide), US-189 (Provo), HWY-73 (Saratoga Springs to Tooele), Timpanogos HWY/HWY-92, Redwood RD/HWY-68, Pioneer Crossing/HWY-145, Lehi 2100 North/HWY-85, North County BLVD/HWY-129, Bulldog BLVD, Springville 1400 North/HWY-75, Springville 400 South/HWY-77, and Geneva RD. Projects such as commuter parking lots and new interchanges are also eligible to receive NHS funds.

3.2.8 | RR-Hwy Elimination Fund

These federal funds may be spent on railroad crossings statewide for modernization and safety improvements at highway crossings.

3.2.9 | ST-TIF Fund

The Transportation Investment Fund is fuel tax fund money that is allocated directly to transportation projects.

3.2.10 | ST-State Construction Fund

This fund includes motor fuel taxes, special fuel taxes, vehicle registration fees, and drivers' license fees. UDOT programs projects utilizing this fund for resurfacing and rehabilitation to new construction.

3.2.11 | ST- Signals Fund

This fund has the same sources as the State Construction funds and is for UDOT traffic signal projects.

3.2.12 | ST-Corridor Preservation Fund

This is funding set aside by the legislature for preserving future transportation corridors.

3.3 | FUNDS PROGRAMMED BY THE UTAH TRANSIT AUTHORITY

The Utah Transit Authority programs projects using the following local and federal funds:

3.3.1 | UTA FUNDS

These are local funds generated by sales tax, fares, and other local sources.

3.3.2 | FTA - 5307 FUNDS

This fund can be used for capital funds for eligible preventive maintenance costs. The funding is distributed annually by apportionment based on population, population density, and bus revenue miles of service. UTA applies directly to the Federal Transit Administration for these funds.

3.3.3 | FTA - 5309 AND FTA - 5309 BUS FUNDS

These programs provide discretionary funding for capital improvement projects such as the purchase of buses or the construction of operating and maintenance facilities. FTA allocates these funds throughout the country on the basis of need. The Utah Transit Authority applies directly to FTA to receive approval for these funds. This fund is purely discretionary and is usually approved in the fall of each year, after the publication of the TIP. The projects listed in the TIP funded with FTA - 5309 and FTA - 5309 Bus funds are shown for illustrative purposes only. If any of these projects are awarded funding, the TIP will be amended to show these changes.

3.4 | OTHER TRANSPORTATION FUNDS

Municipal, county, and private funds make up a large percentage of the transportation dollars spent in the MPO area.

Much of this funding is allocated toward projects that are regional in nature and are listed in the TIP. These funds include:

3.4.1 | BYWAYS FUND

This federal fund is programmed by the state Scenic Byways Committee for transportation projects on designated as a scenic byway.

3.4.2 | COUNTY FUND

This is general fund monies from Utah County.

3.4.3 | COUNTY SALES TAX

This funding is from sales tax revenue dedicated for transportation projects.

3.4.4 | LO-CORRIDOR PRESERVATION FUND

Local Corridor Preservation funding is generated by a \$10 vehicle registration fee. Funding is used for transportation corridor preservation projects.

3.4.5 | MUNICIPAL FUNDS

These funds come generally from municipal general fund, bonding, or other means. They are usually used as a local match for federal funds, betterments (landscaping, lighting, etc.) for state and federal projects, and for some larger municipal projects.

3.5 | LOCAL SHARE

As the sponsor of a federally funded project, Mountainland, UDOT, UTA, and municipalities generally have to pay a percentage of the projects total cost. This is referred to in the TIP as the Local Share. Different funds have different cash match percentages and are listed below. All state funds used by UDOT do not have a match.

<u>80/20% Federal/Local Share</u>	<u>93.23/6.77% Federal/Local Share</u>	<u>94.18/5.82 Federal/Local Share</u>
FTA 5303	Byways	NHPP
FTA 5307	Congestion Mitigation/Air Quality & CMAQ 2.5	
FTA 5309	FHWA-Planning	
STP-Bridge	HSIP	
	STP-Small Urban MAG	
	STP - Provo/Orem Urban Area	
	STP-Flex	
	RR-HWY Elimination	
	Transportation Alternatives Program	
	Utah County Transportation Sales Tax Funds	

4.0 | FINANCIAL PLAN

The revenue less expenditures is demonstrated within the Financial Plan. MPO federal funding and Utah County sales transportation taxes are budgeted based off past funding revenues for the area. UDOT and UTA funds are not constrained at the MPO level since these agencies do not specify amounts of funding distributed to the MPO, the totals funding table show the total expenditures made in the MPO area.

4.1 | MPO Funding Plan

The Mountainland MPO Federal and State Funds table lists the six federal funds programmed by the MPO. All projects are fiscally constrained through the planning period. MPO administered funds are constrained using appropriated funds for FY2017 and projecting those funds through 2020. Federal funds growth rate is based off the federal transportation bill planned apportionments through the life of the bill to 2020.

Annual YE Balance (cumulative)						
	FFY18	FFY19	FFY20	FFY21	FFY22	BAL
CM/AQ	4,106,665	1,713,744	(374,195)	1,379,663	516,640	464,976
CM/AQ-PM2.5	907,636	283,080	191,852	543,331	169,123	152,211
County-VehRegFee	12,019,296	14,552,525	17,154,195	19,819,003	22,551,884	20,296,695
County-TransTax	8,836,301	2,285,971	3,736,607	1,344,793	1,849,022	1,664,120
MAG-Exchange	3,034,812	2,054,381	1,127,024	8,082,391	4,680,656	4,212,590
STP-Flex MAG	-	-	-	-	-	-
STP-Provo/Orem	0	0	0	0	0	0
STP-Small Urban MAG	(342,019)	46,826	478,463	215,103	46,272	41,644
TAP-MAG	2,045,183	67,288	12,485	485,987	72,914	65,622
TAP-MAGSU	46,658	64,732	83,438	102,796	66,400	59,760
Total	30,654,531	21,068,547	22,409,869	31,973,067	29,952,910	26,957,619
	18,635,235	6,516,022	5,255,674	12,154,064	7,401,027	6,660,924
			Total less VRF			6,660,924
			Total VRF			20,296,695

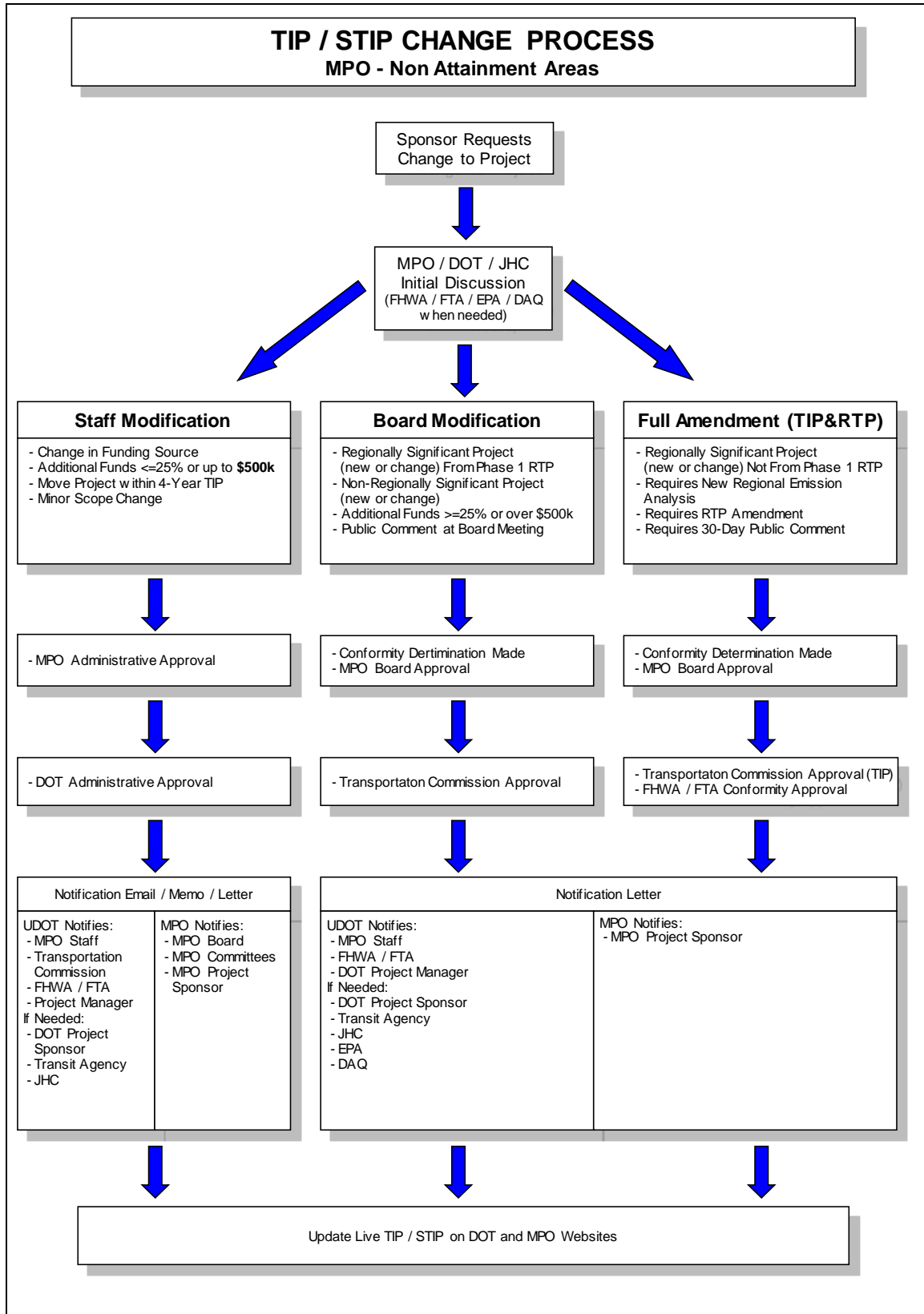
4.2 | Totals Funding Table

This is a table that lists the total funds budgeted to be used to fund all the projects and programs within the TIP to 2021.

Total Funding within the MPO

5.0 | TIP MODIFICATION / AMENDMENT PROCESS

The TIP is updated annually. Modifications and amendments to the TIP can occur by administrative action, board action, or an amendment to the Regional Transportation Plan as shown in the following chart:



6.0 | PERFORMANCE MEASURES

Each project within this document are developed to help MAG and UDOT to meet or exceed the performance measures required by FHWA and FTA. Many of these projects are so small that it is not feasible to measure each project and its effects. Below is the targets that are set by UDOT and agreed upon by MAG.

	FHWA Measures Targets Due Safety 8/31/17	Threshold (level of performance)	UDOT's Target (FHWA)
Safety	Number of fatalities	5 Year Average	2018 Target 271
	Rate of fatalities per 100M VMT	5 Year Average	2018 Target 0.91
	Number of serious injuries	5 Year Average	2018 Target 1,445
	Rate of serious injuries per 100M VMT	5 Year Average	2018 Target 4.87
	Number of non-motorized fatalities	5 Year Average	2018 target 46
	Number of non-motorized serious injuries		2018 target 162
Infrastructure Condition Pavement Pavement	GOOD/ INTERSTATE Percentage of pavement (lane miles) condition using Smoothness (IRI), Cracking, Rutting or Faulting		Target 2 year: 60% Target 4 year: 60%
	POOR/ INTERSTATE Percentage of pavement (lane miles) condition using Smoothness (IRI), Cracking, Rutting or Faulting	not to exceed 5%	Target 2 year: 5% Target 4 year: 5%
	GOOD/ NHS- Non interstate Percentage of pavement (lane miles) condition using Smoothness (IRI), Cracking, Rutting or Faulting		Target 2 year: 35% Target 4 year: 35%
	POOR/ NHS- Non interstate Percentage of pavement (lane miles) condition using Smoothness (IRI), Cracking, Rutting or Faulting		Target 2 year: 5% Target 4 year: 5%
Infrastructure Condition Bridges Bridge	Percentage of bridge deck area (sq) in good condition (NHS)		Target 2 year: 40% Target 4 year: 40%
	Percentage of bridge deck area in poor condition (NHS)	not to exceed 10%	Target 2 year: 10% Target 4 year: 10%
Congestion Reduction	Peak Hour of Excessive Delay (PHED) - Annual Hours of Peak hour Excessive Delay per Capita Entire system	travel times @20 mph or 60% of posted SL in segment or whichever is greater (.5 mile segments)	Target: 12.4
	Non- Single Occupancy Vehicle Travel -Percent of Non SOV travel, urbanized area		Target: 1.7
System Reliability 2018 Salt Lake/ Utah	Travel Time Reliability - Percent of person miles traveled that are reliable, INTERSTATE	LOTTR < 1.50 for the reporting segment	2 year target: 85 4 year target: 90

2022 Add Layton/ Ogden & Provo/ Orem	Travel Time Reliability - Percent of person miles traveled that are reliable, NON INTERSTATE NHS	LOTTR < 1.50 for the reporting segment	2 year target: 80 4 year target: 75
Freight Movement and Economic Vitality	Truck Travel Time Reliability - The sum of max TTTR for each segment, divided by total interstate miles	There is no threshold to determine reliability - instead using an overall performance index	2 year target: 1.2 4 year target: 1.2

6.1 | GOVERNOR’S APPROVAL / INCLUSION INTO THE STATE TRANSPORTATION IMPROVEMENT PROGRAM

Pursuant to the provisions of 23 CFR 450.324(a), this Transportation Improvement Program must be approved by the MPO and the Governor of the State of Utah. The Governor has formally designated the Utah Transportation Commission to act as his agent in this matter, Mountainland submits the TIP to the Utah Transportation Commission for approval on behalf of the Governor.

Then, pursuant to 23 CFR 450.328(b), after approval by the MPO and the Governor, the TIP shall be included without modification, directly or by reference, in the State Transportation Improvement Program (STIP) required under 23 U.S.C. 135 and consistent with [23 CFR] 450.220, except that in non-attainment and maintenance areas, a conformity finding by the Federal Highway Administration and the Federal Transit Administration must be made before it is included in the STIP

Mountainland MPO, the Utah Department of Transportation, and the Utah Transit Authority previously exchanged copies of the draft TIP and STIP for the purpose of cooperation and coordination in order to avoid potential conflicts.

7.0 | CERTIFICATION

Mountainland MPO certifies that the metropolitan planning process addresses the major transportation related issues in the area in conformance with all applicable requirements of:

- Section 134 of title 23, U.S.C., Section 5303 of the Federal Transit Act (49 U.S.C. app. 1607)
- Sections 174 and 176(c) and (d) of the Clean Air Act [42 U.S.C. 7504, 7506(c) and (d)]
- Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794
- Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240) regarding the involvement of disadvantaged business enterprise in FHWA and FTA funded planning projects [Pub. L. 97-424, Section 105(f); 49 CFR part 231
- The provisions of the Americans with Disabilities Act (Pub. L. 101-366, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37, and 38)

Mountainland MPO certifies that the TIP contains only projects that are consistent with TransPlan40 (the Mountainland MPO Regional Transportation Plan) - June 2015. The MPO also certifies that the air quality conformity is attained with the projects listed in the TIP. A conformity analysis is done for the Utah County Particulate Matter - 10 (PM10) non-attainment area and the city of Provo Carbon Monoxide (CO) non-attainment area. All regionally significant projects in the TIP are derived from the conforming Regional Transportation Plan.

8.0 | PUBLIC INVOLVEMENT

The public comment period commenced on 07/02/2018 and ran for 30 days until 08/02/2018. A public meeting was held on 07/19/2018 at the Mountainland office between 4:00 and 6:00pm. The meeting and comment period were advertised

as per the Mountainland Public Involvement Program in Provo Daily Herald Newspaper, on the Mountainland.org website as well as the UDOT website with copies available at the UDOT regional offices and headquarters. Also, post cards were sent to persons that have attended previous transportation related meetings to solicit comment and meeting attendance. Over 30 people attended the public meeting. The main topics of discussion at the meeting were information on specific projects. No comments that require significant changes regarding the program were received. No comments were received through the mail, phone, or other means prior to the end of public comment period on 08/02/2018. Subsequent project modifications to the program are presented to the MPO Regional Planning Committee monthly. Public are welcome to ask questions or make comment about any modification at these meetings.

9.0 | PROJECTS

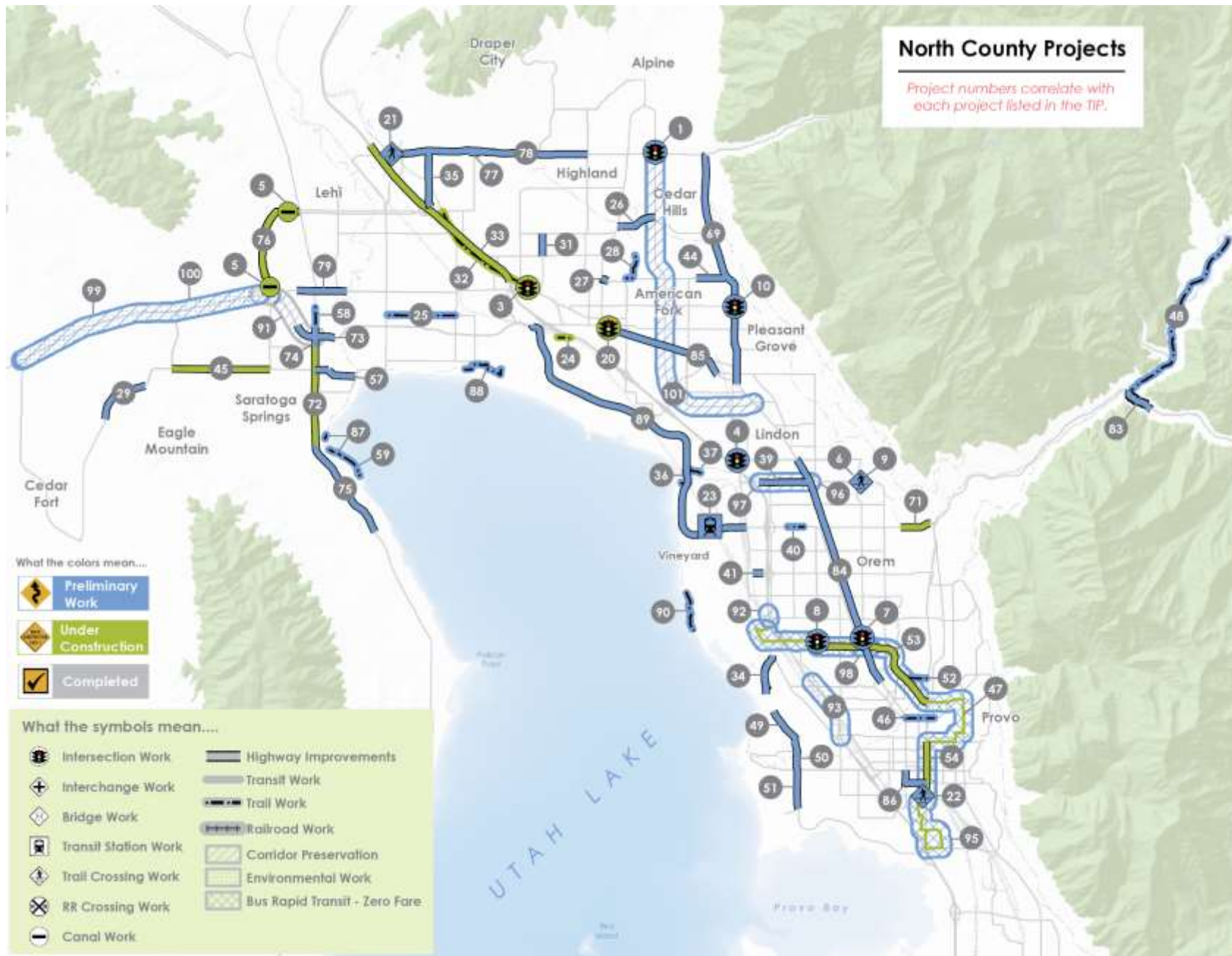
Project #	Project Name	Total Cost
1	Highland 4800 W/SR-92 Intersection	\$328,000
2	I-15; Payson Main Interchange	\$3,894,879
3	Lehi Main St/State St. Intersection Area	\$6,000,000
4	Lindon Geneva Rd/200 S Intersection Improvements	\$613,913
5	Mountain View Corridor Canal Work Saratoga Springs	\$1,150,000
6	Murdock Canal Trail Improvements	No Cost
7	Orem 1150 S/State St Intersection Relocation	\$1,468,696
8	Orem 1200 S/400 W Roundabout Improvements	\$2,300,000
9	Orem 1600 N/400 E Roundabout	\$1,391,304
10	Pleasant Grove 1800 N/100 E Intersection Improvements	\$330,435
11	SF 1100 East Trailhead	\$465,760
12	Spanish Fork 800 N/800 E Intersection Improvements	\$2,434,783
13	Spanish Fork Pkwy RR Crossing	\$875,000
14	Spanish Fork US-6/Center St Undercrossing	\$1,790,435
15	Springville 2900 E/Canyon Rd Trailhead	\$607,000
16	SR-115 & SR-75; 2 Locations Payson & Springville	\$5,799,000
17	SR-115 & SR-75; 2 Locations Payson & Springville	\$5,799,000
18	US-6 & SR-198 Intersection, Spanish Fork	\$375,000
19	US-6/Summit Pkwy. Intersection Improvements	\$751,400
20	US-89 at Main St/200 E, American Fork	\$2,459,509
21	UTA Lehi SR-92 Ped Crossing	\$888,503
22	UTA Provo Rail Ped Bridge	\$1,286,024
23	Vineyard Commuter Rail Station	\$4,000,000
24	200 S Multimodal Improvements, American Fork	\$4,877,000
25	700 South Cycle Track, Lehi	\$3,283,550
26	Alpine Hwy to No. County Blvd; Connector Road	\$4,170,000
27	American Fork 700 N Connection	\$1,100,000
28	American Fork Art Dye Trail	\$637,000
29	Eagle Mountain Pony Express Pkwy Phase 3	\$1,443,439
30	Elk Ridge DR; SR-198 to 8000 S, Salem	\$12,285,611
31	Highland 6800 W, AF 1120 N to 9600 N	\$2,300,000
32	Historic Utah Southern Rail Trail - via UPRR, Lehi	\$1,748,356

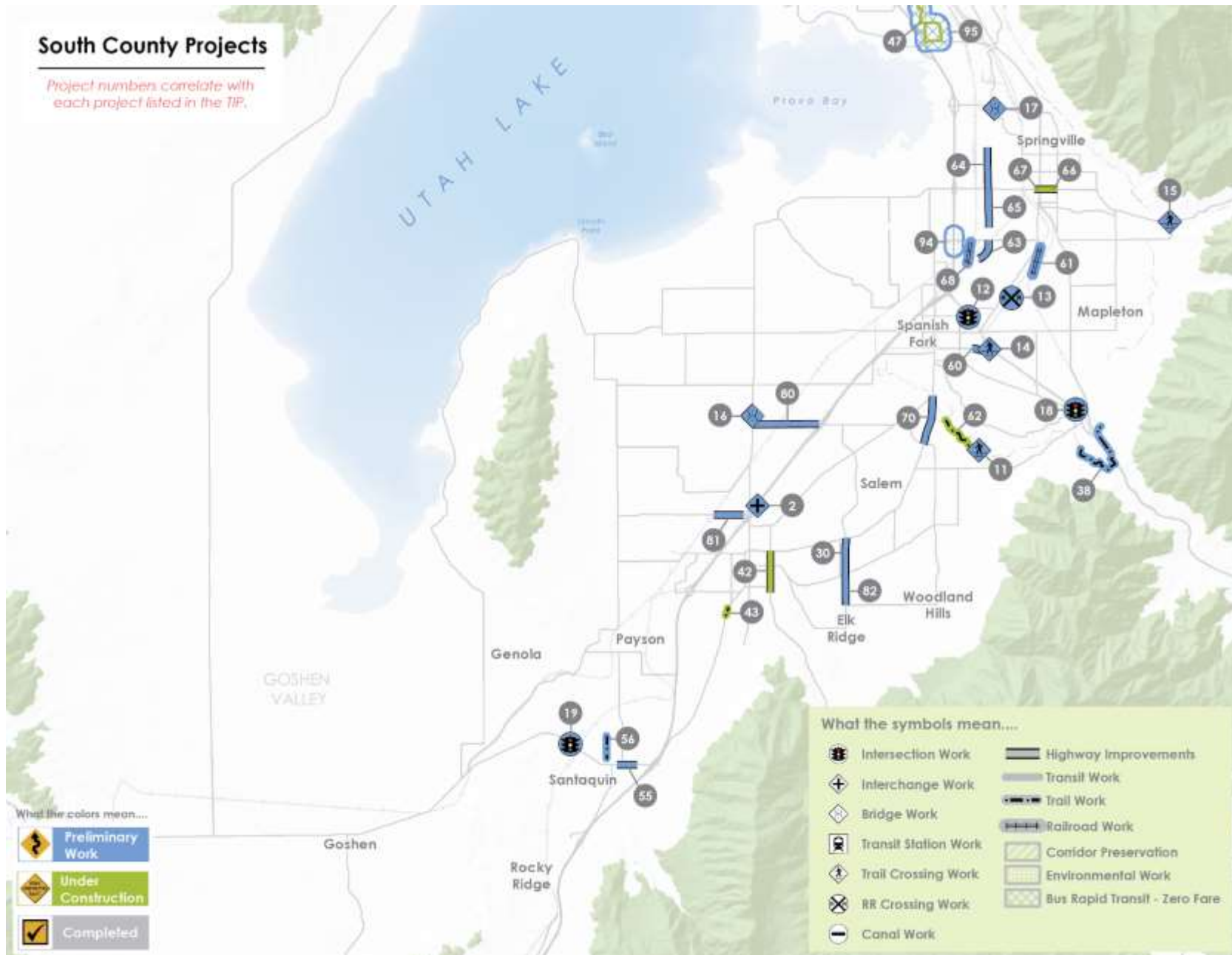
33	I-15; Lehi Main to SR-92, Technology Corridor	\$450,011,021
34	Lakeview Parkway, Orem	\$340,000
35	Lehi 1200 W/2100 N to Timp. Hwy.	\$5,400,000
36	Lindon Heritage Trail - Pioneer LN to Utah Lake	\$332,699
37	Lindon Heritage Trail Phase 5	\$1,257,153
38	Mapleton Lateral Canal Trail Phase 3	\$3,982,000
39	Orem 1600 North	\$839,800
40	Orem 800 North Trail 600 W-900 W	\$134,150
41	Orem Center Street; Geneva Road to I-15	\$1,514,000
42	Payson 600 East	\$226,000
43	Payson SR-198 Sidewalk	\$473,095
44	Pleasant Grove 2600 N Improvements Phase 1	\$2,342,130
45	Pony Express PKWY, Eagle Mountain	\$9,801,350
46	Protected Bike Lanes / Raised Median Bulldog Blvd	\$4,500,000
47	Provo/Orem Bus Rapid Transit	\$149,927,986
48	Provo Canyon Pkwy. Trail Gap	\$1,500,000
49	Provo Lakeview Pkwy Phase 3	\$1,600,000
50	Provo Lakeview Pkwy Phase 4	\$4,260,870
51	Provo Lakeview Pkwy, Phase 2	\$6,617,000
52	Provo River Pkwy Trail	\$3,095,700
53	Provo/Orem Transportation Improvement Project	\$47,041,000
54	Provo/Orem Transportation Improvement Project	\$47,041,000
55	Santaquin Main St Improvements Phase 4	\$3,869,565
56	Santaquin Safe Routes to School	\$588,000
57	Saratoga Springs Pony Express Pkwy Phase 2	\$3,880,870
58	Saratoga Springs Redwood Rd Trail Phase 2	\$314,000
59	Saratoga Springs Utah Lakeshore Trail Phase 3	\$581,000
60	Spanish Fork Center St., US-6 to 900 E	\$4,100,000
61	Spanish Fork Provo Sub Railroad Consolidation	\$582,417
62	Spanish Fork River Trail Phase 2	\$2,941,850
63	Springville 1200 W - 1600 S to Canyon Creek Pkwy Phase 3	\$2,067,826
64	Springville 1200 W - 400 S to 550 N Phase 2	\$2,320,000
65	Springville 1200 W - 400 S to 1300 S	\$2,319,012
66	Springville 400 S - Main St to 400 E	\$1,559,472
67	Springville 400 S - Main St to 400 E	\$1,559,472
68	Springville Sharp/Tintic RR Connection	\$5,553,000
69	SR-146 Canyon RD, Pleasant Grove	\$7,469,000
70	SR-198; Woodland Hills Dr to Arrowhead Trail in SF	\$8,102,435
71	SR-52, 1100 E to Provo River Roadway Improvements	\$2,618,001
72	SR-68; Centennial Blvd to Pioneer Crossing	\$16,154,195
73	SR-68; Village Pkwy. to Grandview in Saratoga Spgs	\$26,235,399
74	SR-68; Village Pkwy. to Grandview in Saratoga Spgs	\$26,235,399
75	SR-68; Village Pkwy. to Grandview in Saratoga Spgs	\$26,235,399
76	SR-85; Mountain View Corridor, SR-73 to 2100 North	\$41,533,900

77	SR-92 Center Street Access	\$2,254,866
78	SR-92; Miscellaneous Repairs	\$1,747,099
79	SS Crossroads Blvd/Lehi Main St	\$12,397,000
80	UC 8000 South	\$1,656,522
81	UC 9600 South	\$1,466,000
82	UC Elk Ridge Dr; HYW 198 to Elk Ridge	\$4,708,440
83	UC South Fork Rd Improvements and Trail	\$3,874,000
84	US-89; Improve Mobility/Safety in Orem City Limits	\$3,700,002
85	US-89; State St., 220 So P.G. to 500 East A.F.	\$19,824,599
86	US-89; University Ave to 500 West, Provo	\$8,000,000
87	Utah Lakeshore Trail Hotpots and Amanda Lane	\$996,000
88	Utah Lakeshore Trail Spring Creek Area	\$1,100,000
89	Vineyard Connector	\$38,010,000
90	Vineyard Utah Lakeshore Trail	\$6,607,920
91	Corridor Preservation for Pioneer Crossing Connector	\$7,645,878
92	I-15; Orem 800 S HOT Interchange	\$491,147
93	I-15; Provo North Interchange Study	\$2,000,000
94	I-15; Springville/SpanishFork Interchange Study-ROW	\$7,000,000
95	MAG Zero Fare BRT	\$1,921,860
96	Orem 1600 N ROW Phase 2	\$2,608,696
97	Orem 1600 N/State St. to I-15	\$4,250,000
98	SR-265/US-89; Pkwy. / State St. Grade Sep. Env.	\$300,000
99	SR-73 Corridor Preservation	\$7,927,180
100	SR-73; Eagle Mt. to Saratoga Springs Environmental	\$2,000,000
101	Corridor Preservation for North County Blvd	\$200,000

Project not Mapped

	North Lake Major Highways Corridor Study	\$300,000
	Salem Active Transportation Master Plan	\$45,000
	SR-92 North Regional Traffic Study	\$75,000
	State ST Transit Study	\$375,000
	UVU Area Transportation Study	\$300,000
	UTA ADA Bus Stop Improvements	\$675,000
	UTA Front Runner Locomotives Diesel Retrofit	\$1,000,000
	UTA Rideshare Program	\$406,000
	UDOT Bicycle Education	\$11,972





10.0 | HWY/PED/ITS PROJECT LISTINGS



PIN	PIN Status	PIN Description	Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Concept	Total
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PIN	PIN Status	PIN Description	Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Total CD	Totals
6691	Active	Vineyard Connector	ST_GF_CHN	\$0	\$38,010,000	\$0	\$0	\$0	\$0	\$38,010,000
9227	Active	US-6 & SR-198 Intersection, Spanish Fork	ST_CORR_PRES	\$0	\$375,000	\$0	\$0	\$0	\$0	\$375,000
9994	Scoping	US-89; State St., 220 So P.G. to 500 East A.F.	NHPP_NHS	\$1,440,000	\$8,125,000	\$0	\$0	\$0	\$0	\$9,565,000
			NHS	\$2,275,000	\$999,000	\$0	\$0	\$0	\$0	\$3,274,000
			STP_FLX_ST	\$0	\$6,709,000	\$0	\$0	\$0	\$0	\$6,709,000
			ST_ATMS	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000
			ST_RET_ROW	\$0	\$151,599	\$0	\$0	\$0	\$0	\$151,599
			Totals	\$3,715,000	\$16,109,599	\$0	\$0	\$0	\$0	\$0
10263	Active	I-15; Payson Main Interchange	STP_URB_P/O	\$466,150	\$368,146	\$0	\$0	\$0	\$0	\$834,296
			ST_GF_HB173	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
			ST_MATCH	\$0	\$60,583	\$0	\$0	\$0	\$0	\$60,583
			Totals	\$466,150	\$3,428,729	\$0	\$0	\$0	\$0	\$3,894,879
10265	Active	SR-198; Woodland Hills Dr to Arrowhead Trail in SF	STP_FLX_ST	\$1,045,000	\$1,611,000	\$0	\$0	\$0	\$0	\$2,656,000
			STP_UB_P/O_U	\$0	\$5,244,000	\$0	\$0	\$0	\$0	\$5,244,000
			ST_CONCPT_D3	\$0	\$2,435	\$0	\$0	\$0	\$0	\$2,435
			ST_SIGNALS	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
			Totals	\$1,045,000	\$7,057,435	\$0	\$0	\$0	\$0	\$8,102,435
10266	Active	Provo/Orem Transportation Improvement Project	NHPP_NHS	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			NHS	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			ST_TIF	\$0	\$13,941,000	\$0	\$0	\$0	\$0	\$13,941,000

10.0 | HWY/PED/ITS PROJECT LISTINGS



PIN	PIN Status	PIN Description	Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Concept	Total
			ST_TIF_SB229	\$32,614,012	\$485,988	\$0	\$0	\$0	\$0	\$33,100,000
			Totals	\$32,614,012	\$14,426,988	\$0	\$0	\$0	\$0	\$47,041,000
10689	Undr Const	SR-68; Centennial Blvd to Pioneer Crossing	EM_RNZ9	\$4,037	\$0	\$0	\$0	\$0	\$0	\$4,037
			EM_RPF9@80	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			EM_RPF9@93.2	\$392,222	\$0	\$0	\$0	\$0	\$0	\$392,222
			EM_RPS9@80	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			EM_RPS9@93.2	\$742	\$0	\$0	\$0	\$0	\$0	\$742
			L_BETTERMENT	\$541,261	\$0	\$0	\$0	\$0	\$0	\$541,261
			MAG_EXCHANGE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			STP_FLX_ST	\$5,449,911	\$0	\$0	\$0	\$0	\$0	\$5,449,911
			STP_TAP_ST	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			STP_URB_P/O	\$6,042,229	\$0	\$0	\$0	\$0	\$0	\$6,042,229
			ST_CONCPT_D3	\$0	\$62,244	\$0	\$0	\$0	\$0	\$62,244
			ST_CONT_R3	\$0	\$75,000	\$0	\$0	\$0	\$0	\$75,000
			ST_EXCH_MAG	\$138,780	\$0	\$0	\$0	\$0	\$0	\$138,780
			ST_MATCH	\$29,148	\$0	\$0	\$0	\$0	\$0	\$29,148
			ST_SIGNALS	\$366,814	\$0	\$0	\$0	\$0	\$0	\$366,814
			ST_TIF	\$3,026,806	\$0	\$0	\$0	\$0	\$0	\$3,026,806
			ST_TIFEX_MAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			ST_TIF_EXCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Totals	\$15,991,950	\$137,244	\$0	\$0	\$0	\$0	\$16,129,195
10952	Scoping		CMAQ_PM2.5	\$0	\$368,758	\$0	\$0	\$0	\$0	\$368,758

10.0 | HWY/PED/ITS PROJECT LISTINGS



PIN	PIN Status	PIN Description	Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Concept	Total
		Historic Utah Southern Rail Trail - via UPRR, Lehi	STP_FLX_MAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			STP_URB_P/O	\$900,000	\$479,599	\$0	\$0	\$0	\$0	\$1,379,599
			Totals	\$900,000	\$848,356	\$0	\$0	\$0	\$0	\$1,748,356
10956	Scoping	Orem Center Street; Geneva Road to I-15	LOCAL_GOVT	\$0	\$66,198	\$0	\$0	\$0	\$0	\$66,198
			LOCAL_INKIND	\$0	\$36,300	\$0	\$0	\$0	\$0	\$36,300
			STP_URB_P/O	\$141,150	\$1,270,352	\$0	\$0	\$0	\$0	\$1,411,502
			Totals	\$141,150	\$1,372,850	\$0	\$0	\$0	\$0	\$1,514,000
10997	Scoping	Corridor Preservation for Pioneer Crossing Connect	ST_CORR_PRES	\$0	\$7,645,878	\$0	\$0	\$0	\$0	\$7,645,878
11475	Scoping	SR-115 & SR-75; 2 Locations Payson & Springville	NHPP_BR	\$425,000	\$290,000	\$0	\$0	\$0	\$0	\$715,000
			STP_FLX_ST	\$85,000	\$3,399,000	\$0	\$0	\$0	\$0	\$3,484,000
			ST_BRIDGE	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000
			Totals	\$510,000	\$5,289,000	\$0	\$0	\$0	\$0	\$5,799,000
11625	Scoping	Lindon Heritage Trail - Pioneer LN to Utah Lake	LOCAL_INKIND	\$0	\$22,526	\$0	\$0	\$0	\$0	\$22,526
			STP_URB_P/O	\$167,814	\$142,359	\$0	\$0	\$0	\$0	\$310,173
			Totals	\$167,814	\$164,885	\$0	\$0	\$0	\$0	\$332,699
11982	Advertised	SR-85; Mountain View Corridor, SR-73 to 2100 North	L_BETTERMENT	\$133,433	\$0	\$0	\$0	\$0	\$0	\$133,433
			ST_CONCPT_D3	\$0	\$467	\$0	\$0	\$0	\$0	\$467
			ST_TIF	\$18,557,000	\$22,843,000	\$0	\$0	\$0	\$0	\$41,400,000
			Totals	\$18,690,433	\$22,843,467	\$0	\$0	\$0	\$0	\$41,533,900
12158	Undr Const	I-15; Lehi Main to SR-92, Technology Corridor	ST_CONCPT_D3	\$0	\$1,021	\$0	\$0	\$0	\$0	\$1,021
			ST_GF_HB173	\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000
			ST_TIF	\$97,766,000	\$102,719,000	\$110,800,000	\$138,715,000	\$0	\$0	\$450,000,000

10.0 | HWY/PED/ITS PROJECT LISTINGS



PIN	PIN Status	PIN Description	Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Concept	Total	
			Totals		\$97,766,000	\$102,730,021	\$110,800,000	\$138,715,000	\$0	\$0	\$450,011,021
13009	Undr Const	Springville 400 S - Main ST to 400 E	L_BETTERMENT	\$0	\$138,543	\$0	\$0	\$0	\$0	\$0	\$138,543
			STP_URB_P/O	\$960,933	\$0	\$0	\$0	\$0	\$0	\$0	\$960,933
			ST_CONT_R3	\$0	\$305,934	\$0	\$0	\$0	\$0	\$0	\$305,934
			ST_MATCH	\$0	\$4,062	\$0	\$0	\$0	\$0	\$0	\$4,062
			ST_SPOT_SFTY	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
			Totals	\$960,933	\$598,539	\$0	\$0	\$0	\$0	\$0	\$0
13061	Undr Const	US-89 at Main St/200 E, American Fork	CMAQ_MAG	\$425,000	\$0	\$0	\$0	\$0	\$0	\$0	\$425,000
			CMAQ_PM2.5	\$1,318,297	\$0	\$0	\$0	\$0	\$0	\$0	\$1,318,297
			L_BETTERMENT	\$209,069	\$0	\$0	\$0	\$0	\$0	\$0	\$209,069
			STP_FLX_MAG	\$101,852	\$0	\$0	\$0	\$0	\$0	\$0	\$101,852
			STP_URB_P/O	\$233,075	\$0	\$0	\$0	\$0	\$0	\$0	\$233,075
			ST_MATCH	\$0	\$16,925	\$0	\$0	\$0	\$0	\$0	\$16,925
			ST_SIGNALS	\$0	\$5,291	\$0	\$0	\$0	\$0	\$0	\$5,291
			ST_SPOT_SFTY	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
			ST_TIFEX_MAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			ST_TIF_EXCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Totals	\$2,287,293	\$172,216	\$0	\$0	\$0	\$0	\$0	\$0
13062	Advertised	SR-52, 1100 E to Provo River Roadway Improvements	LOCAL_GOVVT	\$0	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000
			STP_FLX_ST	\$850,001	\$0	\$0	\$0	\$0	\$0	\$0	\$850,001
			STP_URB_P/O	\$1,205,464	\$0	\$0	\$0	\$0	\$0	\$0	\$1,205,464
			ST_CONT_R3	\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000

10.0 | HWY/PED/ITS PROJECT LISTINGS



PIN	PIN Status	PIN Description	Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Concept	Total
			ST_MATCH	\$0	\$87,536	\$0	\$0	\$0	\$0	\$87,536
			Totals	\$2,055,465	\$562,536	\$0	\$0	\$0	\$0	\$2,618,001
13065	Awarded	Payson SR-198 Sidewalk	LOCAL_GOV'T	\$26,205	\$0	\$0	\$0	\$0	\$0	\$26,205
			ST_CONT_R3	\$0	\$36,290	\$0	\$0	\$0	\$0	\$36,290
			ST_MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			ST_PVMT	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
			ST_SAFE_SIDE	\$0	\$78,000	\$0	\$0	\$0	\$0	\$78,000
			TAP_URB_MAG	\$182,600	\$0	\$0	\$0	\$0	\$0	\$182,600
			Totals	\$358,805	\$114,290	\$0	\$0	\$0	\$0	\$473,095
13067	Scoping	*Orem 800 North Trail 600 W-900 W	LOCAL_GOV'T	\$0	\$5,697	\$0	\$0	\$0	\$0	\$5,697
			STP_URB_P/O	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			ST_MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			ST_SAFE_SIDE	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
			ST_TIFEX_MAG	\$0	\$78,453	\$0	\$0	\$0	\$0	\$78,453
			ST_TIF_EXCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Totals	\$0	\$134,150	\$0	\$0	\$0	\$0	\$134,150
13068	Scoping	*SR-146 Canyon RD, Pleasant Grove	LOCAL_GOV'T	\$0	\$6,059,000	\$0	\$0	\$0	\$0	\$6,059,000
			ST_PVMT	\$0	\$1,410,000	\$0	\$0	\$0	\$0	\$1,410,000
			Totals	\$0	\$7,469,000	\$0	\$0	\$0	\$0	\$7,469,000
13069	Scoping	*Pony Express PKWY, Eagle Mountain	LOCAL_GOV'T	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			L_PASS_MATCH	\$0	\$663,551	\$0	\$0	\$0	\$0	\$663,551
			STP_URB_P/O	\$0	\$0	\$0	\$0	\$0	\$0	\$0

10.0 | HWY/PED/ITS PROJECT LISTINGS



PIN	PIN Status	PIN Description	Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Concept	Total
			ST_TIFEX_MAG	\$0	\$9,137,798	\$0	\$0	\$0	\$0	\$9,137,798
			ST_TIF_EXCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Totals	\$0	\$9,801,350	\$0	\$0	\$0	\$0	\$9,801,350
13070	Scoping	*Lakeview Parkway,Orem	LOCAL_GOVT	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			L_PASS_MATCH	\$0	\$23,018	\$0	\$0	\$0	\$0	\$23,018
			STP_URB_P/O	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			ST_TIFEX_MAG	\$0	\$316,982	\$0	\$0	\$0	\$0	\$316,982
			ST_TIF_EXCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Totals	\$0	\$340,000	\$0	\$0	\$0	\$0	\$340,000
13072	Scoping	*Spanish Fork River Trail Phase 2	LOCAL_GOVT	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			L_PASS_MATCH	\$0	\$199,163	\$0	\$0	\$0	\$0	\$199,163
			STP_SU_MAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			STP_URB_P/O	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			ST_TIFEX_MAG	\$0	\$2,742,687	\$0	\$0	\$0	\$0	\$2,742,687
			ST_TIF_EXCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Totals	\$0	\$2,941,850	\$0	\$0	\$0	\$0	\$2,941,850
13073	Scoping	*Orem 1600 North	LOCAL_GOVT	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			L_PASS_MATCH	\$0	\$56,854	\$0	\$0	\$0	\$0	\$56,854
			STP_URB_P/O	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			ST_TIFEX_MAG	\$0	\$782,946	\$0	\$0	\$0	\$0	\$782,946
			ST_TIF_EXCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Totals	\$0	\$839,800	\$0	\$0	\$0	\$0	\$839,800

10.0 | HWY/PED/ITS PROJECT LISTINGS



PIN	PIN Status	PIN Description	Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Concept	Total
13074	Scoping	200 S Multimodal Improvements, Amercian Fork	CMAQ_MAG	\$0	\$3,178,000	\$0	\$0	\$0	\$0	\$3,178,000
			CMAQ_PM2.5	\$0	\$0	\$0	\$0	\$0	\$0	
			STP_URB_P/O	\$0	\$0	\$0	\$0	\$0	\$0	
			TAP_SU_MAG	\$0	\$60,000	\$0	\$0	\$0	\$60,000	
			TAP_URB_MAG	\$0	\$1,639,000	\$0	\$0	\$0	\$1,639,000	
			Totals	\$0	\$4,877,000	\$0	\$0	\$0	\$0	\$4,877,000
13076	Scoping	*700 South Cycle Track, Lehi	CMAQ_MAG	\$0	\$0	\$0	\$0	\$0	\$0	
			CMAQ_PM2.5	\$0	\$0	\$0	\$0	\$0	\$0	
			LOCAL_GOVT	\$0	\$0	\$0	\$0	\$0	\$0	
			L_PASS_MATCH	\$0	\$0	\$222,296	\$0	\$0	\$222,296	
			STP_URB_P/O	\$0	\$0	\$0	\$0	\$0	\$0	
			ST_TIFEX_MAG	\$0	\$0	\$3,061,254	\$0	\$0	\$3,061,254	
			ST_TIF_EXCH	\$0	\$0	\$0	\$0	\$0	\$0	
			TAP_URB_MAG	\$0	\$0	\$0	\$0	\$0	\$0	
			Totals	\$0	\$0	\$3,283,550	\$0	\$0	\$0	\$3,283,550
13077	Scoping	*Provo River PKWY Trail	LOCAL_GOVT	\$0	\$0	\$0	\$0	\$0	\$0	
			L_PASS_MATCH	\$0	\$209,579	\$0	\$0	\$0	\$209,579	
			STP_SU_MAG	\$0	\$0	\$0	\$0	\$0	\$0	
			STP_URB_P/O	\$0	\$0	\$0	\$0	\$0	\$0	
			ST_TIFEX_MAG	\$0	\$2,886,121	\$0	\$0	\$0	\$2,886,121	
			ST_TIF_EXCH	\$0	\$0	\$0	\$0	\$0	\$0	
			Totals	\$0	\$3,095,700	\$0	\$0	\$0	\$0	\$3,095,700

10.0 | HWY/PED/ITS PROJECT LISTINGS



PIN	PIN Status	PIN Description	Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Concept	Total
13078	Active	Orem ITS Phase II	CMAQ_MAG	\$1,398,450	\$0	\$0	\$0	\$0	\$0	\$1,398,450
			CMAQ_PM2.5	\$0	\$0	\$0	\$0	\$0	\$0	
			LOCAL_GOV	\$0	\$73,431	\$0	\$0	\$0	\$73,431	
			LOCAL_INKIND	\$0	\$28,119	\$0	\$0	\$0	\$28,119	
			Totals	\$1,398,450	\$101,550	\$0	\$0	\$0	\$0	\$1,500,000
13082	Scoping	*SS Crossroads BLVD/Lehi Main ST	LOCAL_GOV	\$0	\$12,397,000	\$0	\$0	\$0	\$12,397,000	
13084	Scoping	*Provo Lakeview PKWY, Phase 2	LOCAL_GOV	\$0	\$6,617,000	\$0	\$0	\$0	\$6,617,000	
13086	Scoping	*Utah Lakeshore Trail Spring Creek Area	LOCAL_GOV	\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000	
13087	Scoping	*Payson 600 East	LOCAL_GOV	\$0	\$226,000	\$0	\$0	\$0	\$226,000	
13181	Scoping	SR-92 Center Street Access	ST_CONCPT_D3	\$0	\$54,866	\$0	\$0	\$0	\$0	\$54,866
			ST_GF_TIF	\$0	\$0	\$0	\$0	\$0	\$0	
			ST_TIF_HB377	\$0	\$2,200,000	\$0	\$0	\$0	\$2,200,000	
			Totals	\$0	\$2,254,866	\$0	\$0	\$0	\$0	\$2,254,866
13253	Scoping	SR-73 Corridor Preservation	L_CORR_UTCO	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
			ST_CORR_PRES	\$0	\$6,727,180	\$0	\$0	\$0	\$6,727,180	
			Totals	\$0	\$7,927,180	\$0	\$0	\$0	\$0	\$7,927,180
13608	Active	SR-73; Eagle Mt. to Saratoga Springs Environmental	ST_TIF	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	
13668	Undr Const	Lehi Main & State St. Intersection Area	NHPP_NHS	\$4,700,000	\$0	\$0	\$0	\$0	\$0	\$4,700,000
			STP_FLX_ST	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000	
			Totals	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$6,000,000
13933	Scoping	SR-265 & US-89; Pkwy. & State St. Grade Sep. Env.	ST_TIF	\$0	\$300,000	\$0	\$0	\$0	\$300,000	
14087	Scoping	*Elk Ridge DR; SR 198 to 8000 S, Salem	LOCAL_GOV	\$0	\$12,285,611	\$0	\$0	\$0	\$12,285,611	

10.0 | HWY/PED/ITS PROJECT LISTINGS



PIN	PIN Status	PIN Description	Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Concept	Total
14088	Scoping	*Alpine Hwy to No. County Blv; Connector Road	LOCAL_GOV'T	\$0	\$4,170,000	\$0	\$0	\$0	\$0	\$4,170,000
			ST_CONT_R3	\$0	\$0	\$0	\$0	\$0	\$0	
			Totals	\$0	\$4,170,000	\$0	\$0	\$0	\$0	\$4,170,000
14109	Scoping	Protected Bike Lanes & Raised Median Bulldog Blvd	CMAQ_MAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			CMAQ_PM2.5	\$0	\$0	\$0	\$0	\$0	\$0	
			HSIP	\$500,000	\$1,000,000	\$0	\$0	\$0	\$1,500,000	
			LOCAL_GOV'T	\$0	\$203,100	\$0	\$0	\$0	\$203,100	
			STP_URB_P/O	\$0	\$419,535	\$0	\$0	\$0	\$419,535	
			ST_EXCH_MAG	\$0	\$2,377,365	\$0	\$0	\$0	\$2,377,365	
			Totals	\$500,000	\$4,000,000	\$0	\$0	\$0	\$0	\$4,500,000
14338	Active	Santaquin Safe Routes to School	LOCAL_GOV'T	\$0	\$23,933	\$0	\$0	\$0	\$0	\$23,933
			LOCAL_INKIND	\$0	\$15,875	\$0	\$0	\$0	\$15,875	
			TAP_FLEX	\$548,192	\$0	\$0	\$0	\$0	\$548,192	
			Totals	\$548,192	\$39,808	\$0	\$0	\$0	\$0	\$588,000
14497	Active	I-15; Orem 800S HOT Interchange	ST_CORR_PRES	\$0	\$491,147	\$0	\$0	\$0	\$0	\$491,147
14557	Scoping	I-15; Provo North Interchange Study	ST_TIF	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
14983	Active	Continous Count Stations	MAG_EXCHANGE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			STP_URB_P/O	\$40,000	\$73,400	\$0	\$0	\$0	\$113,400	
			ST_EXCH_MAG	\$0	\$599,096	\$0	\$0	\$0	\$599,096	
			ST_MATCH	\$0	\$43,504	\$0	\$0	\$0	\$43,504	
			ST_TIFEX_MAG	\$0	\$0	\$0	\$0	\$0	\$0	
			Totals	\$40,000	\$716,000	\$0	\$0	\$0	\$0	\$756,000

10.0 | HWY/PED/ITS PROJECT LISTINGS



PIN	PIN Status	PIN Description	Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Concept	Total
14985	Scoping	*Springville 1200 W, 400 S to 1300 S	LOCAL_GOVT	\$0	\$156,997	\$0	\$0	\$0	\$0	\$156,997
			STP_URB_P/O	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			ST_TIFEX_MAG	\$0	\$2,162,015	\$0	\$0	\$0	\$0	\$2,162,015
			Totals	\$0	\$2,319,012	\$0	\$0	\$0	\$0	\$2,319,012
14986	Scoping	*US-6/Summit Pkwy. Intersection Improvements	LOCAL_GOVT	\$0	\$50,870	\$0	\$0	\$0	\$0	\$50,870
			STP_URB_P/O	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			ST_TIFEX_MAG	\$0	\$700,530	\$0	\$0	\$0	\$0	\$700,530
			Totals	\$0	\$751,400	\$0	\$0	\$0	\$0	\$751,400
14987	Scoping	Utah Lakeshore Trail Hotpots and Amanda Lane	TAP_URB_MAG	\$135,000	\$861,000	\$0	\$0	\$0	\$0	\$996,000
14988	Scoping	Springville Sharp/Tintic RR Connection	CMAQ_MAG	\$0	\$260,000	\$4,493,000	\$0	\$0	\$0	\$4,753,000
			CMAQ_PM2.5	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			R/H_HZ_ELM90	\$0	\$0	\$800,000	\$0	\$0	\$0	\$800,000
			STP_URB_P/O	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Totals	\$0	\$260,000	\$5,293,000	\$0	\$0	\$0	\$5,553,000
14989	Scoping	UTA Rideshare	CMAQ_PM2.5	\$0	\$202,000	\$203,000	\$0	\$0	\$0	\$405,000
14990	Scoping	*Orem 1600 N, State St. to I-15	LOCAL_GOVT	\$0	\$67,700	\$220,025	\$0	\$0	\$0	\$287,725
			STP_URB_P/O	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			ST_TIFEX_MAG	\$0	\$932,300	\$3,029,975	\$0	\$0	\$0	\$3,962,275
			Totals	\$0	\$1,000,000	\$3,250,000	\$0	\$0	\$0	\$4,250,000
14991	Scoping	*Highland 4800 W/SR-92 Intersection	LOCAL_GOVT	\$0	\$328,000	\$0	\$0	\$0	\$0	\$328,000
14992	Scoping	*Spanish Fork Center St., US-6 to 900 E	LOCAL_GOVT	\$0	\$4,100,000	\$0	\$0	\$0	\$0	\$4,100,000
14993	Scoping	*Murdock Canal Trail Improvements	LOCAL_GOVT	\$0	\$0	\$0	\$0	\$0	\$0	\$0

10.0 | HWY/PED/ITS PROJECT LISTINGS



PIN	PIN Status	PIN Description	Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Concept	Total	
			L_PASS_MATCH	\$3,724	\$0	\$0	\$0	\$0	\$0	\$3,724	
			ST_TIFEX_MAG	\$51,277	\$0	\$0	\$0	\$0	\$0	\$51,277	
			Totals	\$55,001	\$0	\$0	\$0	\$0	\$0	\$55,001	
14994	Scoping	*Lehi 1200 W, 2100 N to Timp. Hwy.	LOCAL_GOV	\$0	\$5,400,000	\$0	\$0	\$0	\$0	\$5,400,000	
14995	Scoping	*American Fork 700 N Connection	LOCAL_GOV	\$0	\$1,100,000	\$0	\$0	\$0	\$0	\$1,100,000	
14996	Scoping	*Highland 6800 W, AF 1120 N to 9600 N	LOCAL_GOV	\$0	\$0	\$2,300,000	\$0	\$0	\$0	\$2,300,000	
14997	Scoping	*Orem 1200 S 400 W Roundabout Improvements	LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			L_PASS_MATCH	\$155,710	\$0	\$0	\$0	\$0	\$0	\$155,710	
			ST_TIFEX_MAG	\$2,144,290	\$0	\$0	\$0	\$0	\$0	\$2,144,290	
			Totals	\$2,300,000	\$0	\$0	\$0	\$0	\$0	\$2,300,000	
15153	Scoping	I-15;Springville/SpanishFork Interchange Study-ROW	ST_TIF	\$200,000	\$800,000	\$6,000,000	\$0	\$0	\$0	\$7,000,000	
15275	Awarded	SR-68; Village Pkwy. to Grandview in Saratoga Spgs	L_BETTERMENT	\$483,642	\$0	\$0	\$0	\$0	\$0	\$0	\$483,642
			STP_FLX_ST	\$4,742,282	\$93	\$0	\$0	\$0	\$0	\$0	\$4,742,375
			STP_TAP_ST	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
			STP_URB_P/O	\$16,366,030	\$0	\$0	\$0	\$0	\$0	\$0	\$16,366,030
			ST_EXCH_MAG	\$134,617	\$0	\$0	\$0	\$0	\$0	\$0	\$134,617
			ST_TIF	\$4,381,655	\$0	\$0	\$0	\$0	\$0	\$0	\$4,381,655
			ST_TOLL_CR	\$27,080	\$0	\$0	\$0	\$0	\$0	\$0	\$27,080
			Totals	\$26,235,306	\$93	\$0	\$0	\$0	\$0	\$0	\$26,235,399
15541	Active	R3 Bicycle Education FY17	L_PASS_MATCH	\$811	\$0	\$0	\$0	\$0	\$0	\$811	
			OTHER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			TAP_URB_MAG1	\$11,161	\$0	\$0	\$0	\$0	\$0	\$11,161	

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PIN	PIN Status	PIN Description	Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Concept	Total
			Totals		\$11,972	\$0	\$0	\$0	\$0	\$11,972
15732	Scoping	US-89; University Ave to 500 West, Provo	NHPP_NHS	\$0	\$100,000	\$0	\$0	\$0	\$7,900,000	\$8,000,000
15853	Active	FY 2018 MAG MPO CPG	FTA_5303	\$296,285	\$0	\$0	\$0	\$0	\$0	\$296,285
			L_PASS_MATCH	\$126,503	\$0	\$0	\$0	\$0	\$0	\$126,503
			PL_MAG	\$1,393,930	\$0	\$0	\$0	\$0	\$0	\$1,393,930
			STP_URB_P/O	\$51,866	\$0	\$0	\$0	\$0	\$0	\$51,866
			Totals	\$1,868,584	\$0	\$0	\$0	\$0	\$0	\$1,868,584
15870	Scoping	*Provo Lakeview PKWY Phase 3	LOCAL_GOV	\$0	\$1,600,000	\$0	\$0	\$0	\$1,600,000	
15871	Scoping	*SF 1100 East Trailhead	LOCAL_GOV	\$0	\$0	\$467,760	\$0	\$0	\$467,760	
15872	Scoping	*UC Elk Ridge DR; HYW 198 to Elk Ridge	LOCAL_GOV	\$0	\$0	\$4,708,440	\$0	\$0	\$4,708,440	
16179	Undr Const	Mountain View Corridor Canal Work Saratoga Springs	ST_TIF	\$0	\$1,150,000	\$0	\$0	\$0	\$1,150,000	
16282	Scoping	SR-92; Miscellaneous Repairs	EM_HPP_1702	\$0	\$1,747,099	\$0	\$0	\$0	\$1,747,099	
16721	STIP	Corridor Preservation for North County Blvd	ST_CORR_PRES	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
16790	Scoping	Vineyard Commuter Rail Station	ST_TIF	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
16848	Active	FY 2019 MAG MPO CPG	FTA_5303	\$239,931	\$0	\$0	\$0	\$0	\$0	\$239,931
			L_PASS_MATCH	\$73,891	\$0	\$0	\$0	\$0	\$0	\$73,891
			PL_MAG	\$0	\$777,630	\$0	\$0	\$0	\$777,630	
			Totals	\$313,822	\$777,630	\$0	\$0	\$0	\$0	\$1,091,452
	New	Future Mountainland UPWP	MAG_EXCHANGE	\$1,223,593				\$1,223,593	\$0	\$2,447,186
	New	North Lake Major Highways Corridor Study	STP_SU_MAG	\$300,000					\$0	\$300,000
	New	Salem Active Transportation Master Plan	TAP_SU_MAG	\$45,000					\$0	\$45,000

10.0 | HWY/PED/ITS PROJECT LISTINGS



PIN	PIN Status	PIN Description	Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Concept	Total
	New	SR92 North Regional Traffic Study	MAG_EXCHANGE	\$75,000					\$0	\$75,000
	New	State ST Transit Study	CMAQ_MAG	\$375,000					\$0	\$375,000
	New	UVU Area Transportation Study	MAG_EXCHANGE	\$300,000					\$0	\$300,000
14702	New	Lehi SR92 Ped Crossing (Tiger Match)	MAG_EXCHANGE	\$0	\$888,503				\$0	\$888,503
16995	New	Springville 1200 W - 1600 S to Canyon Creek PKWY Phase 3	County-TransTax	\$0			\$2,067,826		\$0	\$2,067,826
16996	New	UTA Provo Rail Ped Bridge (Tiger Match)	CMAQ_MAG	\$0			\$1,286,024		\$0	\$1,286,024
15349	New	Lindon Geneva Rd / 200 S Intersection Improvements	County-TransTax	\$0			\$613,913		\$0	\$613,913
16997	New	Pleasant Grove 1800 N / 100 E Intersection Improvements	County-TransTax	\$0			\$330,435		\$0	\$330,435
16994	New	Spanish Fork Provo Sub RR Consolidation	MAG_EXCHANGE	\$0			\$582,417		\$0	\$582,417
14990	New	Orem 1600 N ROW Phase 2	County-TransTax	\$0			\$2,608,696		\$0	\$2,608,696
16998	New	Saratoga Springs Pony Express PKWY Phase 2	County-TransTax	\$0			\$3,880,870		\$0	\$3,880,870
16999	New	Spanish Fork US 6 / Center ST Undercrossing	County-TransTax	\$0			\$1,790,435		\$0	\$1,790,435
17000	New	Spanish Fork 800 N / 800 E Intersection Improvements	County-TransTax	\$0			\$2,434,783		\$0	\$2,434,783
17050	New	MAG Zero Fare BRT	CMAQ_PM2.5	\$0	\$640,620	\$640,620	\$640,620		\$0	\$1,921,860
17051	New	Provo Lakeview PKWY Phase 4	County-TransTax	\$0			\$4,260,870		\$0	\$4,260,870
17052	New	UTA ADA Bus Stop Improvements	STP_SU_MAG	\$0			\$675,000		\$0	\$675,000
17056	New	Orem 1600 N / 400 E Roundabout	County-TransTax	\$0			\$1,391,304		\$0	\$1,391,304
17059	New	Lindon Heritage Trail Phase 5	County-TransTax	\$0			\$1,257,153		\$0	\$1,257,153
17060	New	UC 8000 South	County-TransTax	\$0			\$1,656,522		\$0	\$1,656,522
17061	New	Eagle Mountain Pony Express PKWY Phase 3	County-TransTax	\$0			\$1,443,439		\$0	\$1,443,439
17062	New	Springville 1200 W - 400 S to 550 N Phase 2	County-TransTax	\$0			\$2,320,000		\$0	\$2,320,000

10.0 | HWY/PED/ITS PROJECT LISTINGS



PIN	PIN Status	PIN Description	Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Concept	Total
17063	New	Mapleton Lateral Canal Trail Phase 3	CMAQ_MAG	\$0				\$3,982,000	\$0	\$3,982,000
17064	New	Saratoga Springs Redwood RD Trail Phase 2	TAP_URB_MAG	\$0				\$214,000	\$0	\$214,000
			TAP_SU_MAG	\$0				\$100,000	\$0	\$100,000
			Totals	\$0	\$0	\$0	\$0	\$314,000	\$0	\$314,000
17066	New	UTA Front Runner Locomotives Diesel Retrofit	CMAQ_PM2.5	\$0			\$1,000,000	\$0	\$1,000,000	
17067	New	Springville 2900 E / Canyon RD Trailhead	TAP_URB_MAG	\$0			\$607,000	\$0	\$607,000	
17068	New	American Fork Art Dye Trail	STP_SU_MAG	\$0			\$637,000	\$0	\$637,000	
17069	New	Pleasant Grove 2600 N Improvements Phase 1	MAG_EXCHANGE	\$0			\$2,342,130	\$0	\$2,342,130	
	New	UTA Rideshare Program	CMAQ_PM2.5	\$0			\$406,000	\$0	\$406,000	
17057	New	Orem 1150 S / State ST Intersection Relocation	MAG_EXCHANGE	\$0			\$1,468,696	\$0	\$1,468,696	
17058	New	Santaquin Main ST Improvements Phase 4	MAG_EXCHANGE	\$0			\$3,869,565	\$0	\$3,869,565	

11.0 | TRANSIT PROJECT LISTINGS



PROVO-OREMUZA TRANSPORTATION IMPROVEMENT PROGRAM												
PUBLIC TRANSIT PROGRAM												
Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5307 Funds Obligated in FY 2018	Estimated Federal Share and Phasing (Fiscal Year)							
					2019	2020	2021	2022	2023	2024		
PROVO / OREM URBANIZED AREA FORMULA - SECTION 5307												
UTA	Preventive Maintenance of Buses, Rail Vehicles and Facilities	63,749,265	12,749,853	6,824,406	6,888,231	7,124,850	7,182,847	7,273,670	7,182,847	8,522,560		
UTA	ADA Operating Assistance for Paratransit Service	16,022,463	3,204,493	1,706,102	1,744,764	1,781,212	1,818,418	1,818,418	1,818,418	2,130,640		
UTA	Planning	340,586	68,117		90,823		90,823		90,823			
SUBTOTAL: PROVO/OREM URBANIZED AREA FORMULA - SECTION 5307		80,112,315	16,022,463	8,530,508	8,723,818	8,906,062	9,092,088	9,092,088	9,092,088	10,653,200		
Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5307 Related LOCAL Funds Obligated in FY 2018	Estimated Planned LOCAL Amount and Phasing (Fiscal Year)							
					2019	2020	2021	2022	2023	2024		
PROVO / OREM URBANIZED AREA FORMULA - SECTION 5307 RELATED LOCALLY FUNDED TRANSIT ENHANCEMENTS												
UTA	LOCALLY FUNDED Security Equipment	640,899	640,899	85,305	87,238	89,061	90,921	90,921	90,921	106,532		
UTA	LOCALLY FUNDED Transit Enhancements (Street Furniture, Stop / Station Amenities, Signage, Bike Racks, Transit Access Improvements)	581,938	581,938	37,000	90,823	90,823	90,823	90,823	90,823	90,823		
Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	5309 Funds Obligated Through FY 2018	Estimated Federal Funding and Phasing (Fiscal Year)					
							2019	2020	2021	2022	2023	2024
CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS												
	2015	Provo/Orem Bus Rapid Transit	Section 5309 Small Starts	149,927,986	74,963,675	7,964,311						
TOTAL: PROVO/OREM URBANIZED AREA CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS				149,927,986	74,963,675	7,964,311						

11.0 | TRANSIT PROJECT LISTINGS



Sponsor	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	5310 Funds Obligated in FY 2017	Estimated Federal Share and Phasing					
						2019	2020	2021	2022	2023	2024
SPECIAL NEEDS FOR THE ELDERLY INDIVIDUALS WITH DISABILITIES - SECTION 5310											
	Provo / Orem ADMINISTRATION	5310	229,465	-	24,693	25,186	25,690	26,204	26,728	27,263	27,808
	Provo / Orem TRADITIONAL 5310 CAPITAL (Vehicles, Mobility Management, ITS)	5310	1,728,099	345,620	185,960	189,679	193,473	197,342	201,289	205,315	209,421
	Provo / Orem OTHER 5310 CAPITAL (Infrastructure etc.)	5310	285,457	57,091	30,718	31,332	31,959	32,598	33,250	33,915	34,593
	Provo / Orem 5310 OPERATIONS	5310	82,487	41,244	5,548	5,659	5,772	5,887	6,005	6,125	6,248
MAG TOTAL: OREM/PROVO URBANIZED AREAS - SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES			2,325,508	443,955	246,919	251,856	256,894	262,031	267,272	272,618	278,070

12.0 | MAJOR PROJECTS YEAR END STATUS REPORT

Annually, the MPO compiles tracking data on each major project within the TIP. This listing shows these projects and their status in the program at the end of federal fiscal year 2013 through 2015.

Federal Fiscal Year 2017 Activity Report

PIN	Project Location	FMIS No.	Total Obl.	TOTAL	Activity
13061	US-89; MP 347.49 - 347.97	F010506	\$1,229,048.02	\$3,227,416.12	The remaining work to be completed includes: Landscaping, Island flatwork, Micro Surfacing and striping. It is unknown at this time (5/23/2018) whether Hidden Peak will be returning this summer to complete the work.
13062	SR-52; MP 3.43 - 4.12	F010507	\$1,196,140.90	\$1,196,140.90	Project will be readvertised in the fall.
10954	Mapleton Lateral Canal Parkway Trail	F008574	\$664,709.87	\$1,498,870.55	In close out
13009	Cnty:FA-3080; MP .00 - .38 & SR-77; MP 8.94 - 9.07 & Springville 400 S From Main St. to 400 E	F010454	\$785,892.04	\$785,892.04	Under Construction
13078	Multiple locations in Orem	F010523	\$74,584.00	\$74,584.00	Active
14983	County Wide	F012373	\$37,292.00	\$40,000.00	Active
10954	Mapleton Lateral Canal Parkway Trail	F008574	\$59,905.39		
8567	JORDAN RIVER/MURDOCK CONNECTOR TRAIL, LEHI	F006994	\$46,710.07	\$50,101.97	In close out
8573	Mapleton Lateral Parkway Trail - Phase 1	F006995	(\$0.03)	(\$0.03)	Closed
10961	Cnty:FA-3062; MP 1.15 - 1.22 & US-6; MP 174.78 - 174.92 & Spanish Fork Center Street/ US-6 Intersection	F008581	\$94,206.12		
8573	Mapleton Lateral Parkway Trail - Phase 1	F006995	(\$280,516.23)	(\$300,886.23)	Closed
10263	I-15; MP 251.00 to MP 251.50	F007968	\$326,305.00	\$326,305.00	Active Study
10961	Cnty:FA-3062; MP 1.15 - 1.22 & US-6; MP 174.78 - 174.92 & Spanish Fork Center Street/ US-6 Intersection	F008581	\$34,000.00	\$461,468.95	In Close Out

13061	US-89; MP 347.49 - 347.97	F010506	\$396,227.50		
13061	US-89; MP 347.49 - 347.97	F010506	\$94,956.62		
10962	Spanish Fork River Trail	F008582	(\$27,939.42)	(\$27,939.42)	Closed
13064	SR-51; MP 2.32 - 2.58	F010509	\$162,648.21	\$405,046.21	In close out
13064	SR-51; MP 2.32 - 2.58	F010509	\$242,398.00		
13065	SR-198; MP 3.75 - 3.95	F010510	\$62,514.70	\$62,514.70	Under Construction
14149	I-15; MP 242.43 - 251.05	F011574	\$270,180.54	\$289,800.00	In close out
10689	SR-68; MP 28.80 - 31.81	F008343	\$5,994,241.00	\$5,994,241.00	Should be physically complete by June 29.
10959	Saratoga Springs Utah Lakeshore Trail	F008579	\$2,572.47	\$2,572.47	Is in close out, nothing to update.
13069	Pony Express Parkway	F010514	(\$339,357.19)	(\$363,999.99)	Under construction.
14790	Not location-based	F012190	\$8,148.30	\$8,148.30	In close out
15275	SR-68; MP 26.93 - 29.30 & SR-145; MP .64 - 1.58 & SR-68; MP 31.49 - 31.92	F012676	\$6,747,987.34	\$7,237,999.94	Bid opening was May 24th. We hopefully will be able to award it and have them start in July.
15541	Various schools in R3	F012916	\$4,370.00	\$4,370.00	Is active and is up to Bike Utah on when the spending occurs. It is a pass through.

Federal Fiscal Year 2016 Activity Report

PIN	Project Location	Plan Fund Desc.	TOTAL	Activity
5506	Murdock Canal Trail	EARMARK - HIGH PRIOR PROJ - SECTION 1702 EM_HPP_1702	-\$7,171.57	Closed 11/19/15
7010	SR-265, University Parkway: State Street to 800 East in Orem	STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	-\$54,904.24	Closed 12/28/15
7867	SR-52; OREM 800 NORTH TRAIL - 1000 EAST TO PALISADE DR	STP - URBAN AREA PROVO/OREM (MAG) STP_URB_P/O	-\$34,045.61	Closed 12/28/15
8061	SR-114; GENEVA ROAD, PROVO TO OREM	STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$146,506.93	Final Acceptance 2/26/14, waiting on ROW
		STP - FLEXIBLE SOUTH UTAH CO (MAG) STP_FLX_MAG	-\$147,329.72	
8086	US-6; MP 201 TO 203; SKYVIEW TO TUCKER	NAT'L HIGHWAY PERFORM PROG. NHS ROUTES NHPP_NHS	-\$972,055.66	Region 4
8509	I-15; 1200 WEST TO UTAH COUNTY LINE	INTERSTATE MAINTENANCE IM	-\$46,733.86	Closed 12/3/15
8567	JORDAN RIVER/MURDOCK CONNECTOR TRAIL, LEHI	CMAQ REDUCE PM 2.5 EMISSIONS CMAQ_PM2.5	\$619,999.55	Sub. Complete
		STP - SMALL URBAN SOUTH UTAH CO (MAG) STP_SU_MAG	\$70,000.45	
		STP - URBAN AREA PROVO/OREM (MAG) STP_URB_P/O	\$15,819.47	
8571	Non LRS Route added	CMAQ REDUCE PM 2.5 EMISSIONS CMAQ_PM2.6	\$81,669.13	Construction Should be complete in a couple of weeks
		CONGESTION MITIGATION/AIR QUALITY (MAG) CMAQ_MAG	\$745,775.00	
		STP - URBAN AREA PROVO/OREM (MAG) STP_URB_P/O	\$500,000.00	

8573	Mapleton Lateral Parkway Trail - Phase 1	STP - URBAN AREA PROVO/OREM (MAG) STP_URB_P/O	-\$283,203.34	In close out
8978	I-15; Bridge Rehab; between MP 279.5 TO MP 282.5	INTERSTATE MAINTENANCE IM	-\$465,529.40	Closed 12/31/15
9260	2300 West between 1900 South and I-15 West Frontage Rd. Lehi	STP-URBAN STEA 03 FUNDS STP_UR_P/O@1	-\$101,208.71	Closed 1/14/16
9622	State Route: I-15 from: 278.60 to: 380.00 for: 101.40	NAT'L HIGHWAY PERFORM PROGRAM - IM NHPP_IM	-\$5,781.47	Region 2
		STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$565,412.51	
9976	State Route: SR-156 from: .00 to: 1.40 for: 1.40	STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$1,690,307.46	3/1/17 waiting on comptrollers to close
10020	I-15; MP 264.00 - 325.00	NATL INFRA INVEST TIGER VI TIGER_VI	\$820,000.00	Regin 2
10034	US-89; MP 327.78 - 333.46	NATIONAL HIGHWAY SYSTEM NHS	-\$849,322.50	Closed 1/26/16
10085	US-6; MP 176.91 - 177.60	RAIL / HWY ELIM @90/10 R/H_HZ_ELM90	\$10,732.38	In closeout waiting on RR bill
		RAIL/HIGHWAY DEVICES @90/10 R/H_DEVIC90	-\$277,211.17	
10216	SR-147; MP 11.43 - 17.18	STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	-\$628,310.99	3/9/17 waiting on comptrollers to close
10217	US-6; MP 196.72 - 201.12	NAT'L HIGHWAY PERFORM PROG. NHS ROUTES NHPP_NHS	\$80,000.00	Construction summer summer 2017
		NATIONAL HIGHWAY SYSTEM NHS	\$420,000.00	
		STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$5,334,153.83	
10694	I-15; MP 243.84 - 248.86	NAT'L HIGHWAY PERFORM PROGRAM - IM NHPP_IM	-\$494,760.01	Closed 1/14/16
10954	Mapleton Lateral Canal Parkway Trail	CONGESTION MITIGATION/AIR QUALITY (MAG) CMAQ_MAG	\$125,000.00	Construction started 6/19/17
10955	Cnty_FA-2946; MP 4.98 - 5.26 & Orem 1600 North; State Street to 275 West	STP - URBAN AREA PROVO/OREM (MAG) STP_URB_P/O	\$594,168.35	2/9/17 waiting on comptrollers to close
10959	Saratoga Springs Utah Lakeshore Trail	CMAQ MAG @ 100 % CMAQ_MAG_100	\$474,764.13	Construction complete - starting close out
10960	SR-198; MP 14.59 - 15.01 & Cnty:FA-3035; MP .08 - .12 & Spanish Fork Canyon Road/2550 East Intersection	STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$250,000.00	2/27/17 waiting on comptrollers to close
		STP - URBAN AREA PROVO/OREM (MAG) STP_URB_P/O	\$652,000.00	
10961	Cnty:FA-3062; MP 1.15 - 1.22 & US-6; MP 174.78 - 174.92 & Spanish Fork Center Street/ US-6 Intersection	STP - URBAN AREA PROVO/OREM (MAG) STP_URB_P/O	-\$97,477.12	9/2/16 Final acceptance
10962	Spanish Fork River Trail	STP-URBAN STEA 03 FUNDS STP_UR_P/O@2	-\$139,845.00	Closed 1/4/2017
11053	US-6; MP 177.47 - 177.94	EARMARK - HWY FOR LIFE (2012) EM_2012_HFL	-\$0.02	Closed 1/5/17
		NAT'L HIGHWAY PERFORM PROG. BRIDGE ON NHPP_BR	-\$166,679.96	
11332	US-89; MP 344.55 - 347.34	NAT'L HIGHWAY PERFORM PROG. NHS ROUTES NHPP_NHS	-\$311,447.86	Closed 11/23/15
11394	SR-68; MP 16.90 - 25.35	HIGHWAY SAFETY IMPROVEMENT PROGAM HSIP	\$23,000.00	Will combine with 11394 once ROW is done
11411	US-6; MP 192.56 - 192.82	HIGHWAY SAFETY IMPROVEMENT PROGAM HSIP	\$900,832.52	fixing spots on the concrete and applying sealer 7/17
11475	SR-75; MP 1.47 - 1.54 & SR-75; MP .55 - .60	NAT'L HIGHWAY PERFORM PROG. BRIDGE ON NHPP_BR	\$200,000.00	This project has been moved to 2019 constrution season
		STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$85,000.00	
11960	Various Locations in Utah County	STP - URBAN AREA PROVO/OREM (MAG) STP_URB_P/O	-\$7,523.84	Closed 9/19/16
12060	SR-73; MP 27.85 - 30.80	NAT'L HIGHWAY PERFORM PROG. NHS ROUTES NHPP_NHS	\$15,913.06	Closed 6/8/17

12106	I-15; MP 280.84 - 280.91	CONGESTION MITIGATION/AIR QUALITY (MAG) CMAQ_MAG	-\$15,428.57	Closed 2/16/16
12120	US-6; MP 173.60 - 300.30	NAT'L HIGHWAY PERFORM PROG. NHS ROUTES NHPP_NHS	-\$4,694.60	Closed 11/19/15
12196	SR-73; MP 15.79 - 25.00	STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$235,000.00	Construction will be summer of 2017
12245	SR-77; MP .00 - 5.69 & SR-198; MP 11.41 - 12.34 & US-6; MP 173.42 - 178.00	STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$1,359,188.00	Project complete
12246	SR-52; MP 1.54 - 4.12 & ON RAMP FROM US-189 TO SR-52; MP .00 - .09 & OFF RAMP TO US-189; MP .00 - .31 & TO US-189; MP .00 - .11	STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$2,175,247.24	Project moved to 2018, due to drainage project
12383	Study area is South Provo Sub rail line between 400 S in Springville and the merge with North Provo Sub rail line near US-6/US-89 junction	RAIL / HWY ELIM @90/10 R/H_HZ_ELM93	\$5,416.00	Closed 1/23/17
12984	I-15; MP 248.74 - 248.84 & I-15; MP 247.43 - 247.53 & I-15; MP 246.93 - 247.03 & I-15; MP 247.33 - 247.43 & I-15; MP 246.83 - 246.93 & I-15; MP 232.07 - 232.17 & I-15; MP 232.17 - 232.27 & I-15; MP 263.00 - 263.10 & I-15; MP 259.65 - 259.75 & I-15; M	HIGHWAY SAFETY IMPROVEMENT PROGRAM HSIP	-\$45,294.06	Closed 1/4/16
12985	I-15; MP 280.20 - 283.30	HIGHWAY SAFETY IMPROVEMENT PROGRAM HSIP	\$68,342.50	Closed 1/4/17
13009	Cnty:FA-3080; MP .00 - .38 & SR-77; MP 8.94 - 9.07 & Springville 400 S From Main St. to 400 E	STP - URBAN AREA PROVO/OREM (MAG) STP_URB_P/O	\$44,518.77	Construction starts in July
13063	SR-147; MP 13.05 - 13.17	TRANS ALT PROGRAM - MAG TAP_URB_MAG	\$128,250.51	Closed 5/11/17
13064	SR-51; MP 2.32 - 2.58	STP - URBAN AREA PROVO/OREM (MAG) STP_URB_P/O	\$37,126.98	Construction starts in July
13065	SR-198; MP 3.75 - 3.95	TRANS ALT PROGRAM - MAG TAP_URB_MAG	\$103,485.30	Project will re-advertise this fall
13069	Pony Express Parkway	STP - URBAN AREA PROVO/OREM (MAG) STP_URB_P/O	\$64,000.00	This is an exchange project
13244	Utah County Wide	CONGESTION MITIGATION/AIR QUALITY (MAG) CMAQ_MAG	\$406,000.00	Finishing construction 7/17
13421	SR-77; MP 6.63 - 7.20	STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$440,000.00	Project will advertise this fall
13528	Various locations in Region 3	RAIL / HWY ELIM @90/10 R/H_HZ_ELM97	\$243,013.07	Waiting on program finance to close epm 6/13/17
13621	US-6; MP 189.34 - 193.25	NAT'L HIGHWAY PERFORM PROG. NHS ROUTES NHPP_NHS	\$455,375.99	Construction summer of 2017
13645	US-89; MP 339.76 - 340.71	NAT'L HIGHWAY PERFORM PROG. NHS ROUTES NHPP_NHS	\$20,000.00	Construction summer of 2017
		STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$323,432.31	
13647	US-189; MP .18 - 1.45	STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$1,074,232.10	Construction summer of 2017
13648	SR-129; MP .00 - 1.49	EQUITY BONUS / MINIMUM GUARANTY EQ_BONUS(MG)	\$1,011,816.33	Construction summer of 2017
		STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$2,183,280.31	
13668	Cnty:FA-2932; MP .00 - .14 & US-89; MP 349.91 - 350.29 & SR-73; MP 35.85 - 36.15	STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$1,300,000.00	Will be re-advertised construction 2018
13722	US-6; MP 183.90 - 189.39	NAT'L HIGHWAY PERFORM PROG. NHS ROUTES NHPP_NHS	\$20,000.00	Closed 6/8/17

		STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$580,000.00	
13724	SR-198; MP 1.41 - 1.64	STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST	\$165,000.00	construction to begin in Oct. 2017
13741	I-15; MP 280.00 - 282.89	NAT'L HIGHWAY PERFORM PROGRAM - IM NHPP_IM	\$110,000.00	This is contingency money for potential repairs prior tto the start of the Techology corridor project
13801	US-6; MP 202.08 - 202.17 & US-6; MP 177.69 - 178.03	NAT'L HIGHWAY PERFORM PROG. BRIDGE ON NHPP_BR	\$216,554.98	Construction complete received in region 5/20/17
13831	I-15; MP 282.00 - 307.00	FEDERAL AID MISCELLANEOUS FA_MISC	\$200,000.00	Region 2
13898	FY 2016 MAG CPG	FTA-MPO (CPG) FUNDS @ 93.23 % PRORATA FTA_5303	\$236,569.90	Closed 6/5/17
		PLANNING MPO (MAG) PL_MAG	\$264,147.37	
		STP - URBAN AREA PROVO/OREM (MAG) STP_URB_P/O	\$57,265.90	
14149	I-15; MP 242.43 - 251.05	CONGESTION MITIGATION/AIR QUALITY (MAG) CMAQ_MAG	\$60,000.00	Construction complete this summer
14338	300 W from 100 N to 560 N	TRANSPORTATION ALTERNATIVE PROGRAM TAP_FLEX	\$65,261.00	Project should advertise this winter
14968	FY 2017 MAG MPO CPG	FTA-MPO (CPG) FUNDS @ 93.23 % PRORATA FTA_5304	\$207,973.71	Balance of \$820,554 that's not spent
		PLANNING MPO (MAG) PL_MAG	\$700,079.92	
		STP - URBAN AREA PROVO/OREM (MAG) STP_URB_P/O	\$619,059.32	

Federal Fiscal Year 2015 Activity Report

PIN	Description	Fund	Federal Fund Amt.	FY 2015 Activity
10216	SR-147; MP 11.43 - 17.18	STP_FLX_ST	3,737,519	Construction to begin May 31st
10263	I-15; MP 251.00 to MP 251.50	STP_URB_P/O	139,845	Enviro doc. Should be done in November
10952	Historic Southern Rail Trail, North Lehi	STP_URB_P/O	885,685	Designed waiting on ROW
10955	Orem 1600 North; State ST to 275 West	STP_URB_P/O	675,918	Awarded to contractor. Construction this year.
10956	Orem Center Street; Geneva Road to I-15	STP_URB_P/O	141,150	Project on hold until RR crossing is eliminated and construction funding
10959	Saratoga Springs Utah Lakeshore Trail	CMAQ_MAG_100	98,824	Awaiting ROW acquisition. Under construction in July 2016
10960	Spanish Fork Canyon Road/2550 East Intersection	STP_URB_P/O	139,845	Construction starts in June 2016
10961	Spanish Fork Center Street/ US-6 Intersection	STP_SU_MAG	325,329	Will be finished soon
10961	Spanish Fork Center Street/ US-6 Intersection	STP_URB_P/O	53,467	
11219	SR-74; MP 0.00 - 1.02	STP_FLX_ST	289,945	Finalizing scope. May be smaller project than currently proposed. Some funding
11342	SR-198; MP .00 - 3.30 & US-6; MP 160.16 - 160.38	EQUITY BONUS / MIN. GUARANTY	338,150	In closeout
11394	SR-68; MP 16.90 - 25.35	HIGHWAY SAFETY IMP.PROGAM	151,033	Combined with PIN 10689. In design and will be constructed in 2017.
11977	Highland City; 10400 North Mitchell Hollow Trailhead	STP_ENH_EAC	126,890	In closeout
12060	SR-73; MP 27.85 - 30.80	NHPP_NHS	392,042	In closeout
12241	SR-115; MP .77 - 2.30 & SR-68; MP 4.75 - 9.80	STP_FLX_ST	610,657	In closeout
12245	SR-77; MP .00 - 5.69 & SR-198; MP 11.41 - 12.34 & US-6; MP 173.42 - 178.00	STP_FLX_ST	130,522	Construction to begin June 1st
12985	I-15; MP 280.20 - 283.30	HSIP	189,092	In closeout
12985	I-15; MP 280.20 - 283.30	SEC164_HSIP	23,308	
13009	Springville 400 S From Main St. to 400 E	STP_URB_P/O	130,522	Awaiting ROW, meeting with city on MOT, may force the construction into 2017
13061	US-89; MP 347.75 - 347.83	STP_URB_P/O	233,075	Under design. Construction still planned for 2017.
13062	SR-52; MP 3.42 - 4.04	STP_FLX_ST	316,982	Under design. Some construction may happen in 2016, could also be in 2017.
13062	SR-52; MP 3.42 - 4.04	STP_URB_P/O	9,323	Waiting for Orem City to provide drainage information so we can refine scope.
13063	SR-147; MP 13.05 - 13.17	TRANS ALT PROGRAM - MAG	117,749	Under construction this year
13064	SR-51; MP 2.32 - 2.58	STP_URB_P/O	93,230	In design

