### Vulnerable Road User Safety Assessment



68 pedestrians and cyclists killed out of the 320 total lives lost in 2022 on Utah roads

-*UDOT* 2023 Bicyclists 22%

> Pedestrians 78%

As part of the *Bipartisan Infrastructure Law,* all states are required to complete a **Vulnerable Road User Assessment** (published by Nov.15, 2023) as part of their Highway Safety Improvement Program.

# Definition

"Vulnerable road users are defined in 23 U.S.C. 148(a)(15) as a nonmotorist."

e.g., pedestrians, cyclists, mobility devices (NOT MOTORCYCLES)



# Pedestrian Involved Crashes

Pedestrian Crashes by Year & Severity Suspected Serious Injury Suspected Minor Injury Fatal Possible injury ■ No injury/PDO





# Bicycle Involved Crashes

Bicycle Crashes by Year & Severity







## Wheelchair, Skater, Personal Conveyance Involved Crashes

Other Wheelchair, Skater, Personal Conveyance Crashes by Year & Severity







# **VRU Fatal and Serious Crashes & Injuries**



Fatal and Serious Crashes by Year



Fatal and Serious Injuries by Year



# **High Risk Area Criteria**

Define High Risk Areas with robust data sets that help identify where to focus on improvements

Brainstormed 126 possible criteria, identified out top 50

- Area based
- Segment based





# **Quantitative Analysis Recommendations**

Required Indicator	Suggested Indicators	High Risk Areas	Other Summary Statistics
•Route type	•Volume (AADT)	•Shoulder width	•Driveways/access
•Speed limit	•Bike lane	•Number lanes	•Pedestrian Island
•Estimated travel speed	•Sidewalks	•Work zone	•Intersection/Distance from Intersection
•Crosswalk	•Trail	•Vertical curve	•Weather
•Mid-block Crosswalk	•Transit Stop (Proximity)	•Roadway Junction Type	•DUI Involved
•Month*	<ul> <li>Schools Higher Education</li> </ul>	<ul> <li>Traffic Control</li> </ul>	•Speed Involved
•Day of Week*	•Schools Pre K to 12	•Right turn involved (Facility)	•Drowsy Driving Involved
•Time of Day*	Point of Interest	•Left turn involved (Facility)	•Distracted Driving Involved
•Non-Motorist Location	<ul> <li>Social Vulnerability Index (SVI)</li> </ul>	•Maneuver	•Drugs Suspected
•Hispanic or Latino Origin**	<ul> <li>Smart Location Index (SLI)</li> </ul>		•Speed Differential = estimated speed - speed limit
•Household income**			Non-Motorist Contributing Circumstances
•Non-Motorist Age			•Automobile Access**
•Median Age**			•BAC
•Race**			
Notes:			
* Summaries Only			
** Found in the SVI or SLI			



# **SVI INDEX**

- CDC Created
- 4 types of SVI
- Definition-

### What is Social Vulnerability?

Every community must prepare for and respond to hazardous events, whether a natural disaster like a tornado or a disease outbreak, or an anthropogenic event such as a harmful chemical spill. The degree to which a community exhibits certain social conditions, including high poverty, low percentage of vehicle access, or crowded households, may affect that community's ability to prevent human suffering and financial loss in the event of disaster. These factors describe a community's social vulnerability.

- Measures are gathered from ACS census tracts
- Most updated 2020





# **EPA Smart Location Database (SLD)**

- 3 indexes
  - National Walkability Index characterizes every Census block group in the U.S. based on its relative walkability. Walkability depends upon characteristics of the built environment that influence the likelihood of walking being used as a mode of travel. Ranged from 1.0 (least walkable) to 20 (most walkable)
  - Accessibility Index An index of the relative accessibility of a block group compared to other block groups within the same metropolitan region, as measured by travel time to working-age population via transit. 0-1 range. Values closer to 1 are more accessible.
  - Smart location Index (SLI) Ranges in value from 0-100, where 0 indicates the least location-efficient site in the region, and 100 indicates the most location-efficient site.
- Measures are gathered from ACS census tracts
- Most updated 2020

### C 🔒 slc.gsa.gov/slc/#



### art Location Calculator Measuring the environmental benefits of workplace location efficiency



# **Average Shoulder Width (state routes)**



# **VRU Injury by Functional Classification**



Fatal Injuries by Functional Class



Serious Injuries by Functional Class





# Arterial VRU Injuries with Reported Estimated Speed and Posted Speeds



Keeping Utah Moving

# **Non-Motorist Location**



Keeping Utah Moving

Percentage is for reported non-motorist locations within the right-of-way. The location of 93 fatal and 283 suspected serious injuries were not reported or outside the right-of-way.

# Vehicle Maneuver



### **Percent of Suspected Serious Injuries**

# Vehicle Type



### Percent of Fatal Injuries



### **Percent of Suspected Serious Injuries**



# **VRU Injuries by Poverty**



■ Fatal ■ Suspected Serious Injury



Fatal Suspected Serious Injury



# **VRU Injuries by Poverty**

Block Groups with 14.8%+ Households Below Poverty Level by County







# **VRU Injuries by Census Race**



■ Q1 - Fewer People ■ Q2 ■ Q3 ■ Q4 ■ Q5 - More People



■Q3 ■Q4 ■Q5 - More People

Q1 - Fewer People

**Q**2

Suspected Serious Injuries

Keeping Utah Moving

# **VRU Injuries by Hispanic or Latino Origin**







# **Teenage Drivers**



- Suspected Serious Injuries
- Teenage Licensed Drivers as % of All Drivers (2021)





# **Quantitative Analysis Recommendations**

Required Indicator	Suggested Indicators	High Risk Areas	Other Summary Statistics
•Route type	•Volume (AADT)	•Shoulder width	•Driveways/access
•Speed limit	•Bike lane	•Number lanes	•Pedestrian Island
•Estimated travel speed	•Sidewalks	•Work zone	•Intersection/Distance from Intersection
<ul> <li>Crosswalk</li> </ul>	•Trail	•Vertical curve	•Weather
•Mid-block Crosswalk	•Transit Stop (Proximity)	•Roadway Junction Type	•DUI Involved
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•Median Age**			•BAC
•Race**			
Notes:			
* Summaries Only			
** Found in the SVI or SLI			



### 





### **Questions?**

### Thomas McMurtry tmcmurtry@avenueconsultants.com



# The American Heart Association

## Noah Miterko

### **Government Relations Director**

Noah.Miterko@heart.org 385-433-9221





# AHA MISSION "To be a relentless force for a world of longer, healthier lives."

American Heart Association

# AHA Public Policy Agenda Areas of Focus





### Criteria

- Strategic Alignment with AHA Mission & Priorities
- Supported by the Science and Evidence
- Health Impact, with emphasis on Equity
- AHA involvement will have an impact – likelihood of success

# **American Heart Association in Utah**

- •Research
- •Partnerships and programs
- Education and Awareness
- •Policy and Advocacy





# **AHA Issue Areas**

- Tobacco Free
- Quality Systems of Care
- Healthy Eating
- Access to Care
- Health Equity
- Active Living





# Advocacy

- State Legislature
- Local Government
- Metropolitan Planning Organizations/Associations of Governments
- State Agencies
- Local Health Departments



# **Active Living**

•We all want and deserve to live in safe, healthy communities. People who live in neighborhoods where it is easier and safer to walk around are more active and have reduced risk of heart disease and diabetes. That is why the American Heart Association enthusiastically supports community-led efforts to pass policies that promote active living.

•From investments in bicycle and pedestrian safety projects, to comprehensive Complete Streets policies, policy change can create more livable and safe neighborhoods for everyone to walk, bike, roll and use transit.





# **Healthy Living and Complete Streets**

- Establishes commitment and vision
- •Prioritizes underinvested and underserved communities
- •Applies to all projects and phases
- •Allows only clear exceptions
- Mandates coordination
- •Adopts excellent design guidance
- •Requires proactive land-use planning
- Measures progress
- •Sets criteria for choosing projects
- •Creates a plan for implementation





Complete Streets Policy Framework 2023, Smart Growth America

# THANK YOU

Noah Miterko Government Relations Director <u>Noah.Miterko@westernalum.org</u> 385-433-9921

### **Copperton Active Transportation Plan**

WFRC Active Transportation Committee | June 14, 2023







GREATER SALT LAKE Municipal Services District



## **PROJECT OVERVIEW**

The Copperton Active Transportation Plan presents the opportunity to holistically address a series of active transportation community goals established through the General Plan. There are three primary objectives for this effort:



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- Active transportation connections, infrastructure, and promotion within the community.
- Street and pathway connectivity for future growth.
- Regional active transportation connections, especially along Bingham Highway and to key destinations such as the TRAX Red Line in Daybreak.



## **Project Team**

- Township + Range
- Alta Planning + Design







### **Community Stakeholder Committee**

- Focused on Copperton residents and community leadership
- Kickoff meeting / walking tour held in April



### **DRAFT Project goals**

- **1) Infrastructure:** Build safe walking, biking, and other active transportation infrastructure to better connect the existing Copperton community and ensure calm, people-oriented environments.
- 2) Sense of place and history: Respect and enhance the sense of place and community history within Copperton's public spaces.
- 3) Bingham Highway: Reduce the barrier that Bingham Highway poses to active transportation and enhance its role as Copperton's Main Street.
- 4) Surrounding open space: Create connections, mining and development buffers, and recreational spaces in the open land around Copperton.
- 5) Destination connections: Link Copperton to nearby regional destinations by walking, biking, rolling, and other methods of active transportation.
- 6) Community capital: Build strong relationships, collaboration, and community empowerment in Copperton among residents and with other stakeholders.

Ultimately, the project will provide:

- A vision for improving active transportation in Copperton.
- A network of planned improvements.
- A prioritized list of projects that the range of stakeholders can begin implementing.

## **CONNECTIVITY ORDINANCE**

## **Connectivity Ordinance recap**

- December January worked with team to develop a connectivity ordinance for Copperton.
- Included:
  - Vision for community street and trail connections
  - Standards for areas both within existing Copperton boundaries largely constrained and/or designated as open space in the General Plan and for potential annexation areas.
  - Implications for community design ordinance included standards for lot frontage, open spaces, and trails.
- Connectivity ordinance applied to property largely owned by Rio Tinto – ordinance presented to Rio Tinto.

### **CONNECTIVITY ORDINANCE**



A

3 Connected streets: Four way intersections and discouraged cul-de-sacs

• Central park/open space with streets and trails and smaller open spaces radiating out

**5** Master trail network linking open spaces and destinations and connecting to regional trails

6 Collector-level street creates public edge along open space and connects north part of Copperton

- 9 Parks and other destinations are framed by streets
- District / Bingham Highway corridor network needs to accommodate larger commercial/institutional land uses
  - Preserve ability for Historic Copperton area street ends to connect to future growth areas

0 250 500 1000

### **CONNECTIVITY ORDINANCE**

edge



corridors

easements

### **ACTIVE TRANSPORTATION NETWORK**



### **Existing Pedestrian Network**

— No Sidewalk

- -- Existing Dirt Roads and Paths
- Historic 12' Sidewalk with park strip
- New Neighborhoods 8-9' Sidewalk
- Bingham Highway 8' Sidewalk with park strip
- 6-7' Monolithic Sidewalk
- Park Paths

- Existing Stop Sign
- ▲ Existing Yield Sign
- Crosswalk
- ADA Plate and Ramp
- Ramp Only



## **ACTIVE TRANSPORTATION NETWORK**



### Safety

### LEGEND

- □ □ Municipal Boundary
- 50 MPH Speed Limit
- 40 MPH Speed Limit
- 30 MPH Speed Limit

### CRASH DATA

- No Injury
- Possible Injury
- Mild Injury
- Serious Injury



### **REGIONAL CONNECTIONS**



### **Regional Network**

- □ □ Municipal Boundary
- Trail
- --- Potential Bingham Creek Trail Alignment
- TRAX Red Line
- Existing Dirt Roads and Paths
- --- Planned Bingham Highway Bike Lanes

- WESTERN BONNEVILLE SHORELINE TRAIL (BST) ALIGNMENT ALTERNATIVES
- ---- Alternate BST Alignment Option
- ---- Preferred BST Alignment Option
- --- Oquirrh View Trail Alignment
- ----- Wasatch Front Regional Council Regional Transportation Plan Alignment



### **NEXT STEPS**

- Community BBQ scheduled for July 17 to introduce project and Draft Goals, obtain initial feedback
- Interactive map

### **Questions?**







GREATER SALT LAKE Municipal Services District



### Thank you!







GREATER SALT LAKE Municipal Services District



# **AT Funding**

Active Transportation Committee 14 June 2023

### **Construction Funding Sources**

- State UDOT Active Transportation Funding Matrix
  - Active Transportation Investment Fund (ATIF)
  - <u>Transportation Investment Fund (TIF) Active funds</u>
  - Transit Transportation Investment Fund (TTIF) First-/Last-Mile funds
  - UDOT Region Transportation Alternatives Program (TAP)
  - Safe Sidewalk Fund
  - Recreational Trails Program (RTP)
  - Outdoor Recreation Grants
  - Federal (MPO administered included)
    - Surface Transportation Program (STP)
    - Carbon Reduction Program (CRP)
    - <u>Congestion Mitigation / Air Quality (CMAQ)</u>
    - Transportation Alternatives Program (TAP)
    - <u>Various discretionary grants</u> (such as <u>RAISE</u>)
- Local
  - City "3rd/4th quarter" local sales tax funds
  - County "3rd/4th quarter" local sales tax funds (MAG programs for Utah County)

Program / Fund	Purpose	Funding	Project Identification / Selection	Requirements						
Active Transportation Investment Fund (ATIF)	Paved pedestrian or non-motorized trail projects that serve a regional purpose	\$45M One-Time FY24, \$45M Ongoing	Prioritized by the Utah Transportation Commission (UTC)	<u>72-1-124</u>						
Transportation Investment Fund (TIF) - Active Transportation Projects	Paved pedestrian or non-motorized projects that mitigate traffic congestion on the state highway system	Determined by the Utah Transportation Commission	Generally nomination based (by Local Government or District). Prioritized by the UTC	72-1-124 40% of project cost provided by political subdivision Part of an active transportation plan approved by UDOT						
Transit Transportation Investment Fund (TTIF) - First / Last Mile Projects	Pedestrian or non-motorized projects that provide connection to the public transit system	Determined by the Utah Transportation Commission	Nomination based (by Local Government or District). Prioritized by the UTC	72-1-12430% of project cost provided by publictransit district or political subdivision						
<u>Transportation</u> <u>Alternatives (TA)</u>	Smaller-scale pedestrian / bicycle projects	Region TA ~\$2M / yr	UDOT Regions / UTC							
	Safe routes to school projects (SRTS)	SRTS ~\$2.2M / yr	UDOT Traffic & Safety / UTC							
	Recreational trails projects	Rec Trails ~\$1.5M / yr	DNR / UTC							
Safe Sidewalk	New sidewalks adjacent to state routes where they don't currently exist or where roadway construction/reconstruction isn't planned for 10 or more years	\$500K / yr	UDOT Traffic & Safety							

### OTHER INFORMATION:

- Bicycle and Pedestrian Planning, Program, and Project Development Guidance
- Deleties & Director English Comparison

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### Federal Eligibility Matrix

#### Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

September 9, 2022

This table indicates potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

	Pedestrian and Bicycle Key: \$ = Activity may be eligi									le Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds ligible. Restrictions may apply, see program notes and guidance\$ = Eligible, but not competitive unless part of a larger project.																			
	1	OST Programs					Fe	dera	I Tra	insit	NH	TSA		Federal Highway Administration								100							
Activity or Project Type		INFRA	RCP	SS4A	Thrive	RRIF	UF TIFIA		ATI	TOD Aol		P 402 4	405	BFP	CRP	CMAQ	HSIP	RHCP	NHPP	PRO	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF
														BIP BRR						TECT									
Access enhancements to public transportation (benches, bus pads)		\$	\$	Ś		-\$	-\$	Ś	\$		-\$				\$	\$			Ś	\$	Ś	\$		1		\$	\$	\$	
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan				Ś	TA					\$	\$				\$						ŝ	\$	\$		\$		\$	\$	
Barrier removal for ADA compliance	\$	\$	\$	\$		-\$	-\$	Ś	\$	-\$	-\$			\$	\$				Ś	\$	Ś	\$	\$	Ś		\$	\$	Ś	
Bicycle plans			-\$	\$				Ś		\$	\$				\$				1.1	\$	ŝ	\$		\$	\$		\$	\$	\$
Bicycle helmets (project or training related)		()				1		1.1				\$									Ś	\$SRTS		Ś				Ś	
Bicycle helmets (safety promotion)					2			15 2				15					1	1			ŝ	\$SRTS		\$				\$	
Bicycle lanes on road	-\$	-\$	\$	Ś		-\$	-\$	Ś	\$		-\$	3.3			\$	\$	\$	\$	Ś	\$	Ś	\$		Ś	- š		\$	Ŝ	\$
Bicycle parking (see Bicycle Parking Solutions)	-\$	-\$	\$	Ŝ		-\$	\$	Ś	\$	()	-\$	1.0			\$	\$			Ś		Ś	\$	\$	Ś		\$	\$	\$	
Bike racks on transit	-\$		\$	-\$			-\$	\$	\$		-\$				\$	\$				2	Ś	\$					\$	\$	
Bicycle repair station (air pump, simple tools)	-\$		\$	-\$		-\$	-\$	Ś	\$						\$						ŝ	\$					\$	\$	
Bicycle share (capital and equipment; not operations)	-\$	-\$	\$	-\$		-\$	-\$	Ś	\$						\$	\$			ŝ		Ś	\$					\$	Ś	
Bicycle storage or service centers (example: at transit hubs)	-\$		\$	-\$		-\$	\$	ŝ	\$						\$	\$					ŝ	\$					\$	\$	
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	Ś		-\$	-\$	Ś	\$					\$	\$	\$	\$	\$	ŝ	\$	ŝ	\$	\$	Ś			\$	Ś	\$
Bus shelters and benches	\$	\$	\$	-\$	2	-\$	-\$	ŝ	\$			100			\$	\$	1 8	1	ŝ	\$	ŝ	\$		1		\$	\$	\$	
Coordinator positions (State or local) (limits on CMAQ and STBG)	1			ŝ		8	2	2-3			\$	12-3				\$	1 - 5				Ś	\$SRTS		\$	-			Ŝ	
Community Capacity Building (develop organizational skills/processes)				Ś	TA					\$	\$	18.3													\$			\$	
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	Ŝ		-\$	-\$	\$	\$						\$	-\$	\$	\$	ŝ	\$	Ś	\$	\$	Ś		\$	\$	Ś	\$
Curb ramps	\$	\$	\$	Ś		-\$	-\$	\$	\$					\$	\$	-\$	\$	\$	Ś	\$	Ŝ	\$	\$	Ś		\$	\$	\$	\$
Counting equipment		\$	\$	\$			-\$	Ś	\$								\$		Ś		Ŝ	\$	\$	Ś	\$		\$	Ś	\$
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	\$			-\$	ŝ	\$	\$	\$				\$		\$		Ś		Ŝ	\$	\$	\$	\$		\$	\$	\$
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	-\$	· · · · · ·		\$	Ś	\$	-\$	-\$	- (C)			\$				ŝ	\$	Ŝ	\$	\$	Ś			\$	Ŝ	
Historic preservation (pedestrian and bicycle and transit facilities)	-\$	-	-\$	-\$	1	-\$	-\$	ŝ	\$		-\$	1000			\$					1	Ś	\$		· · · · · · ·		\$	\$	\$	
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	-\$	-\$	-\$	-\$		-\$	-\$	Ś	\$	-\$	-\$	8-8			\$				-\$	\$	ŝ	\$					\$	\$	
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	Ś		-Š	-\$	ŝ	\$		-\$				\$	-\$	\$	\$	ŝ	\$	Ś	\$	\$	Ś		\$	\$	Ś	\$
Maps (for pedestrians and/or bicyclists)			-	Ś				Ś	Ś	\$	-\$	-			\$	\$					Ś	\$		Ś	\$	\$		ŝ	
Micromobility projects (including scooter share)	\$		\$	-\$		-\$	-\$				-\$		1		\$	\$					Ś	\$					\$	\$	
Paved shoulders for pedestrian and/or bicyclist use	\$	-\$	Ś	Ś		-\$	-\$					-		\$	\$	\$	\$	\$	ŝ	\$	Ś	\$		Ś		\$	\$	Ś	\$
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Ratl at-grade crossings	\$	\$	\$	-\$		\$	\$	Ś	\$						\$		\$	\$	Ś	\$	Ś	\$	\$	Ś	-		\$	Ś	\$
Recreational trails	\$		\$	-\$			-\$	12				1000	1							\$	Ś	\$	\$		8	\$	\$	\$	
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Road Diets (pedestrian and bicycle portions)	\$	\$	\$	Ś	6	-\$	\$								\$	\$	\$		Ś	\$	Ś	\$		Ś			\$	\$	\$



### **Planning Funding Sources**

- MPO
  - MAG Technical Assistance to Governments Program (TAG)
  - WFRC Transportation and Land Use Connection Program (TLC) (funded by Salt Lake County, UDOT, UTA, WFRC)
- State
  - Technical Planning Assistance (TPA)
- Other
  - National Park Service Rivers, Trails, and Conservation Assistance Program (RTCA)
  - Bike Utah 1,000 Miles Program