



Wasatch Choice Vision: Identifying Aspirations

Regional Growth Committee, 14 August 2024

High Level Process and Goals for the Wasatch Choice Vision and 2027-2050 Regional Transportation Plan (RTP)

Key process and substantive goals for the Wasatch Choice Vision and 2027-2050 RTP:

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

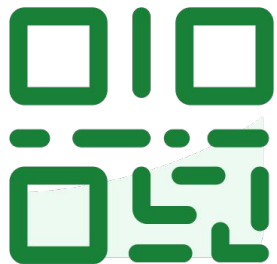


High Level Process and Goals for the Wasatch Choice Vision and 2027-2050 Regional Transportation Plan (RTP)

Explore aspirational opportunities for multimodal transportation choices for state and local roads, transit, and active transportation, balanced with pragmatic consideration of context and costs.



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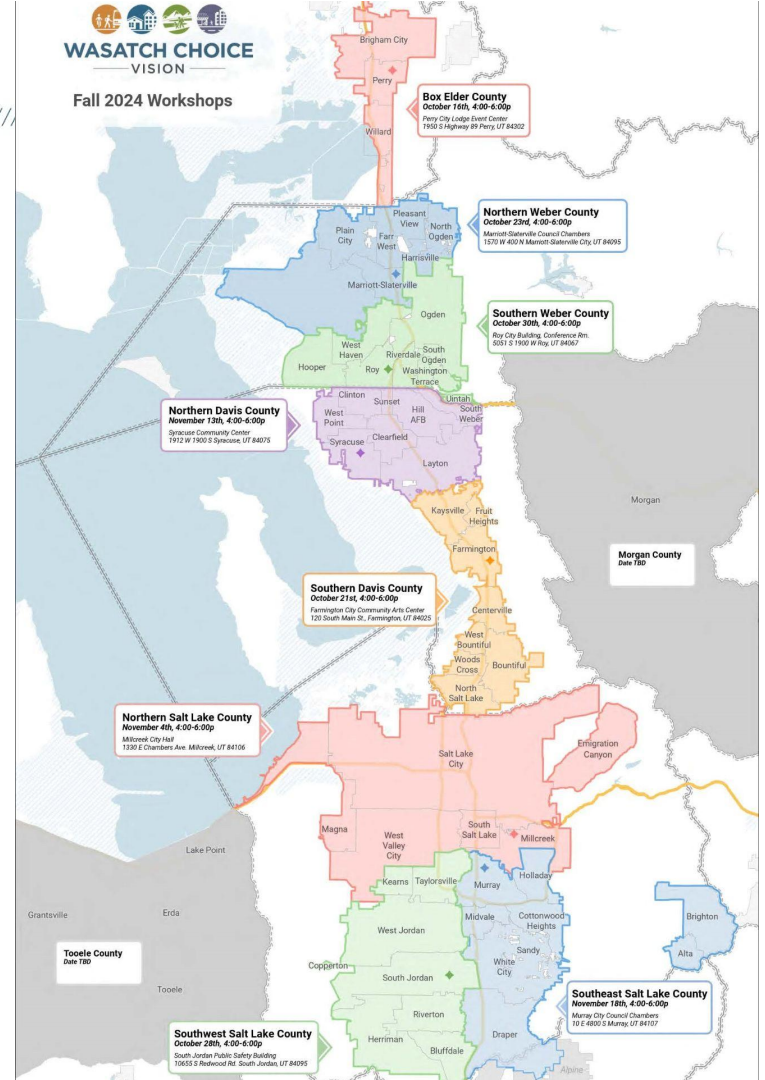
Process of Identifying Aspirations

DRAFT

Audience	When	What
General Public	Fall 2024	Online idea collection
Local Gov Stakeholders	Fall 2024	Workshops
Private Sector	TBD	TBD
Agency Partners	Ongoing	Worksessions
Refinement of ideas in 2025		

Wasatch Choice Fall Workshops

- Local elected officials
- Key local staff
- County officials
- UDOT
- UTA
- Others



Workshop Objectives

- 1** Put ideas on the table to improve our transportation system & Identify our eventual aspirations for roads and transit
- 2** Explore updates to our Wasatch Choice city and town centers.
- 3** Provide input on a draft in-town trail system map that is based on workshop results from a year ago. (Beehive Bikeways)

Process of Identifying Aspirations

DRAFT

Audience	When	What
General Public	Fall 2024	Online idea collection
Local Gov Stakeholders	Fall 2024	Workshops
Private Sector	TBD	TBD
Agency Partners	Ongoing	Worksessions
Refinement of ideas in 2025		

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Aspirational ideas to share?

ⓘ Click **Present with Slido** or install our [Chrome extension](#) to activate this poll while presenting.



Wasatch Choice Vision: Identifying Aspirations

Regional Growth Committee, 14 August 2024



A stylized orange icon consisting of a hexagon with a vertical line extending upwards from its top-left corner, resembling a rising sun or a building.

Utah Rising

A Free Enterprise Vision for Utah's Economy

Demographic & Economic Shifts



Small State ➤ Mid-size State

Population rank 34th (1990, 2000, 2010)

Population rank 30th (2020)

Internal Growth (births) ➤ External Growth (migration)

34% of growth from migration (2000-2020)

61% of growth from migration (2021 and 2022)

Less Multicultural ➤ More Multicultural

10% minority (1990)

23% minority (2021) (30+% in 2040)

Young ➤ Older

11.5% are 65+ (2020)

20% are 65+ (2050)

Strong Economy ➤ Elite Economy

Utah job growth strong, but ebbs and flows

Utah job growth consistently best in nation and COVID outcomes

Affordable Housing ➤ Unaffordable Housing

Utah housing costs to wages highly competitive

Utah housing costs represent major economic risk

Business Drives the Economy



A Free Enterprise Vision
for Utah's Economy

**Road
Improvements**
Main Street/500-600 So.
1907



**Lincoln Highway/
Parley's Canyon**
1918



**Civilian
Conservation
Corps**
1933



**Love at
First Flight**
1962



Utah Jazz
1979



**General Electric
Achievement City**



**Downtown
Rising**
2016




2002 Winter Games
1994

**Prosperity
2020**
2010

Photos provided by:
Utah Historical Society
Salt Lake Chamber

Challenges & Opportunities

 Housing Affordability

 Natural Resources/
Water/Energy

 Transportation

 Major League Sports

 Growth/Congestion

 Artificial Intelligence

 Division

 Workforce

 Immigration

 Homeless Services

Guiding Principles

- **Common ground and collaboration for a shared vision** of sustainable growth and statewide prosperity.
- **Bold vision and pragmatic action** to harness market forces and achieve results that reimagine the possible.
- **Quality of life and upward mobility** that creates opportunity for all Utahns.
- **Culture of service and community building** that give Utah a distinct competitive advantage.
- **Private sector innovation and public sector support** to unleash the power of free enterprise.

Pistons of Utah's Economic Engine

- **Quality of Life:** Utah is a place where families and communities can thrive.
- **Workforce & Education:** Utah is home to people who are talented, educated, industrious and trustworthy.
- **Business Environment:** Utah has a diverse private sector that is entrepreneurial, supported by efficient government that is business friendly.
- **Natural Resources:** Utah is rich with resources and unsurpassed beauty which require wise stewardship.
- **Infrastructure & Connectivity:** Utah is the Crossroads of the West and provides access to opportunity for all residents.

A stylized orange icon consisting of a hexagon with a vertical line extending upwards from its top-left corner, resembling a rising sun or a building structure.

Utah Rising

A Free Enterprise Vision for Utah's Economy

STATION AREA PLANNING

ACTIONS–Certify:

- **Station Area Plan in Clearfield**
- **Station Area Plan in Murray & Millcreek**
- **Resolution in West Bountiful**

Regional Growth Committee | August 15, 2024

Meg Townsend, CED Director
Byron Head, Community Planner



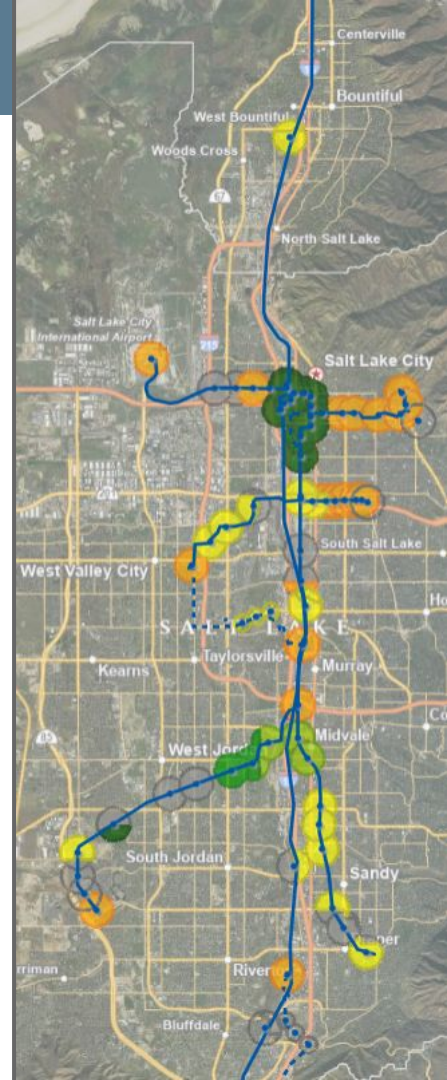
WASATCH FRONT REGIONAL COUNCIL

GOALS:

- Increase the availability and affordability of housing
- Promote sustainable environmental conditions
- Enhance access to opportunities
- Increase transportation choices and connections

$\frac{1}{2}$ mile around Rail stations

$\frac{1}{4}$ mile around BRT stations



Station Area Planning Requirements

SAP COMPONENTS

1. Vision
2. Map (rail: ½ mile radius, or BRT: ¼ mile radius)
3. 5-Year Implementation Plan
4. Statement describing how 4 objectives are met
5. Public / Stakeholder Engagement

MPOs administer technical assistance in partnership with UTA | \$5M from GOEO, shared with MAG



Of the 127 station areas*



26

Stations where station area planning has not begun



21

Stations with planning that pre-dates HB462



52

SAPs being prepared for adoption



4

SAPs submitted for certification review



24

SAPs certified by MPO
see list of stations/plans below

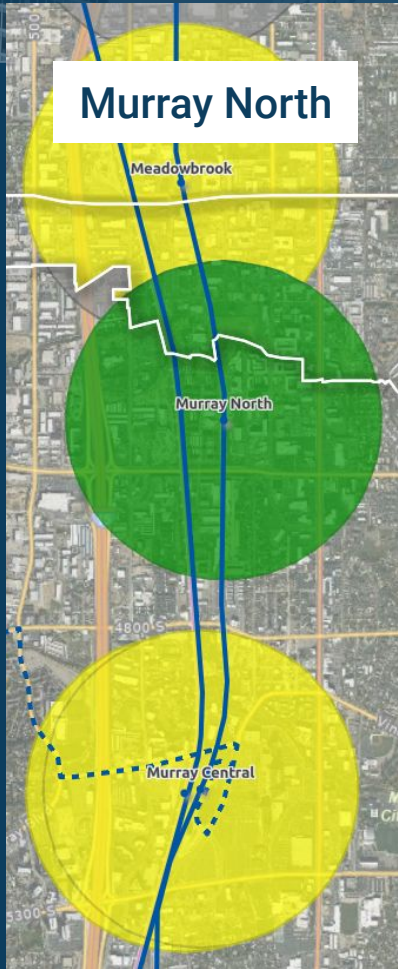


25 applications for SAP technical assistance received

Clearfield



Murray North



Woods Cross



CLEARFIELD CONNECTED 2024

STATION AREA PLAN + DESIGN GUIDELINES

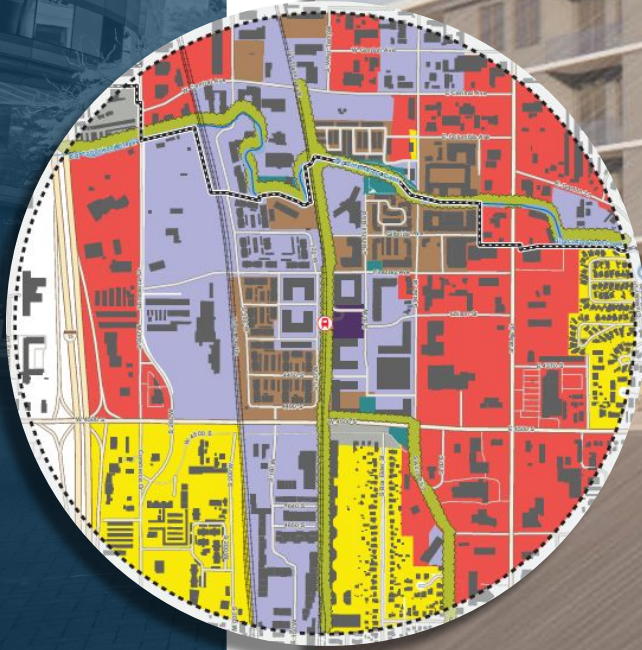
Adopted May 28, 2024



SUGGESTED MOTION:

“I move to recommend certification of the Station Area Plan covering the Clearfield FrontRunner Station.”

MURRAY NORTH STATION AREA PLAN



SUGGESTED MOTION:

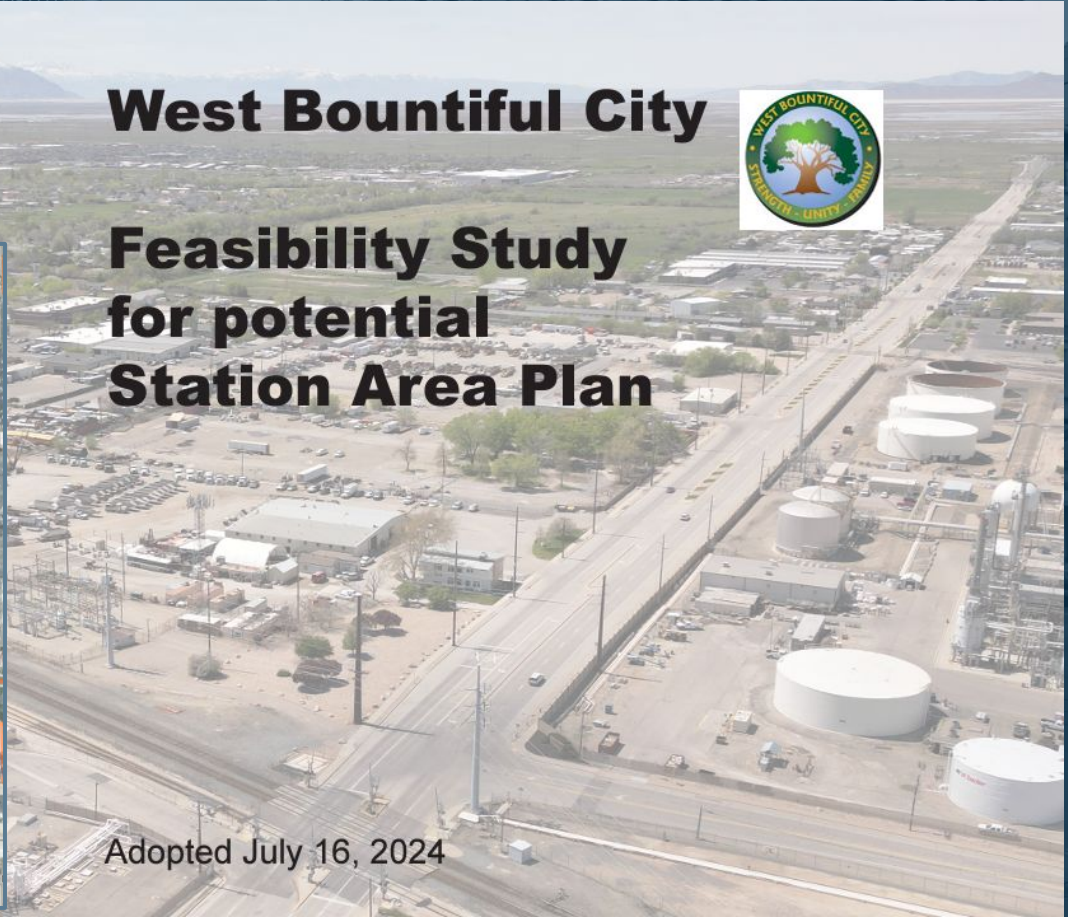
“I move to recommend certification of the Murray North Station Area Plan, including both Murray City and Millcreek.”



West Bountiful City



Feasibility Study for potential Station Area Plan



Adopted July 16, 2024



SUGGESTED MOTION:

“I move to recommend certification of the Station Area Plan covering the West Bountiful portion of the Woods Cross FrontRunner Station.”

2023-2050 RTP: Amendment 2

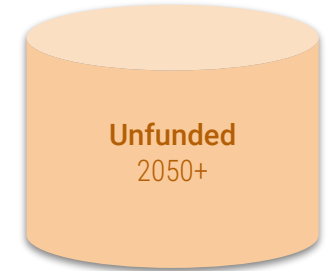
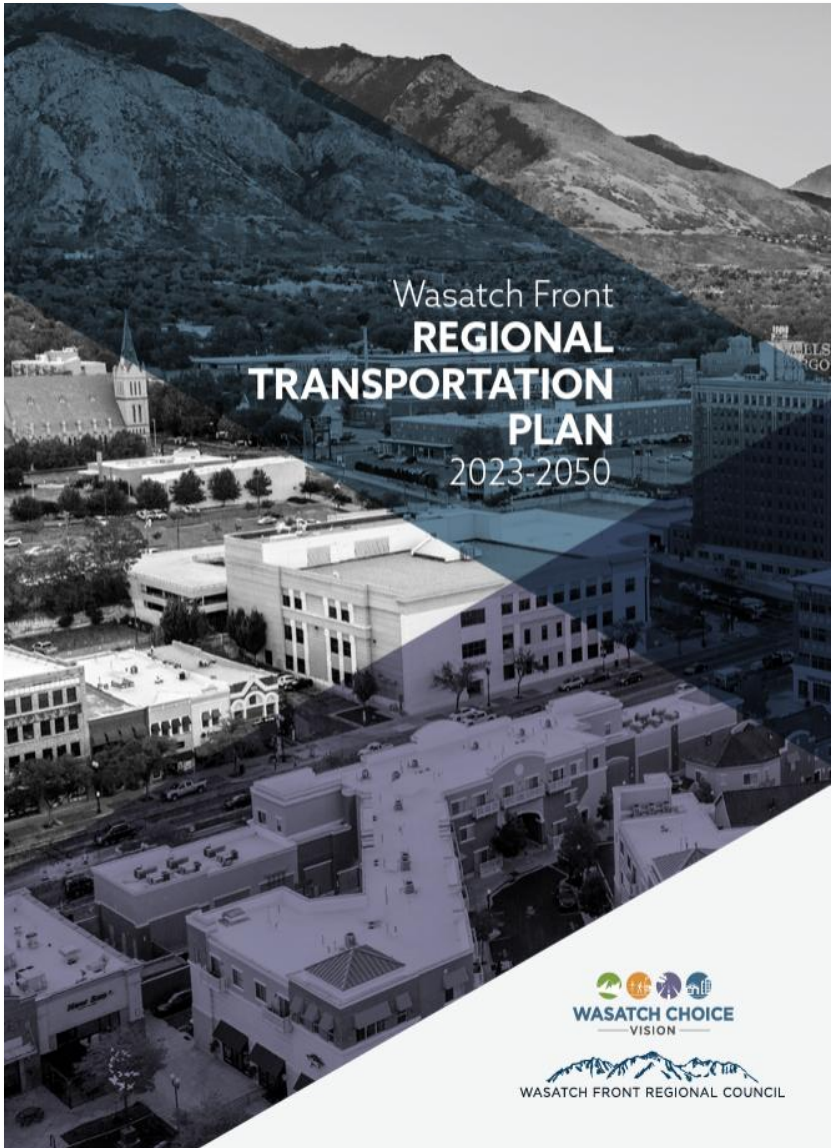
Regional Growth Committee

August 15, 2024

Wasatch Front
**REGIONAL
TRANSPORTATION
PLAN**
2023-2050



Regional Transportation Plan Process Overview



TRANSPORTATION
IMPROVEMENT PROGRAM



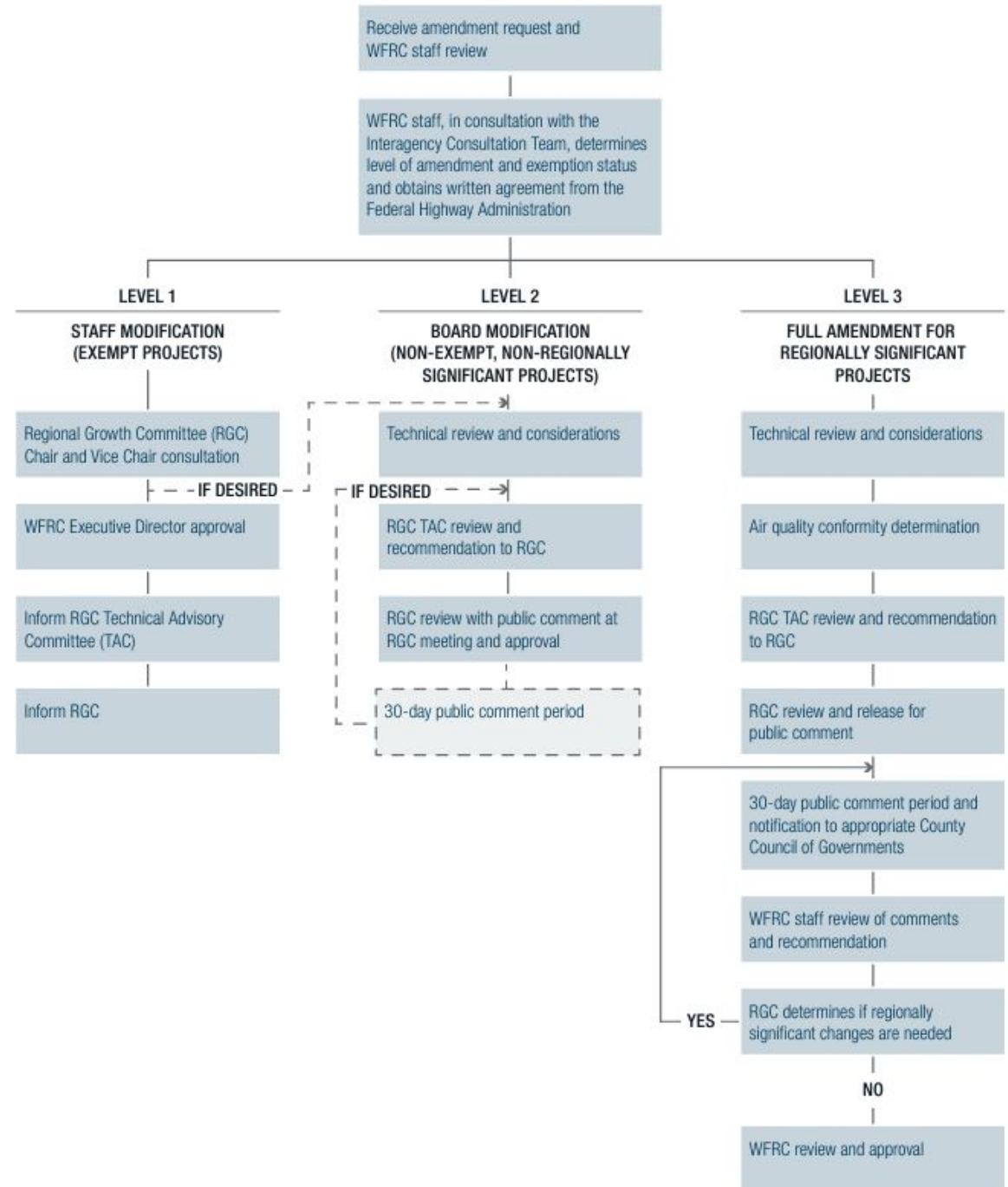
OTHER TOP
PRIORITIES

RTP Amendment Process Overview

Periodic adjustments are needed between adoption cycles

WFRC's RTP amendment process:

- Consultation with project applicants, Interagency Consultation Team, and FHWA
- Review financial constraints
- Modeling and air quality conformity
- Public review and input



		LEVEL 1 STAFF MODIFICATION (EXEMPT PROJECTS)	LEVEL 2 BOARD MODIFICATION (NON-EXEMPT, NON- REGIONALLY SIGNIFICANT)	LEVEL 3 FULL AMENDMENT (NON-EXEMPT, REGIONALLY SIGNIFICANT)
		Staff or Regional Growth Committee Chair/Vice Chair could recommend elevating to Level 2	Regional Growth Committee or the Interagency Consultation Team could recommend 30-day public comment period	-
Roadway	Ownership change	All ownership changes	-	-
	Functional classification change	-	Collectors and minor arterials	Principal arterials and freeways
	Needs-based phasing	All changes that only modify needs-based phasing	-	-
	Corridor preservation	-	All corridor preservation projects	-
	Operational projects	Operational projects without modifications to signalized intersections	Operational projects with modifications to signalized intersections	-
	New construction or widening projects	-	Collectors and minor arterials	Principal arterials and freeways, including new intersection and interchanges
Transit	Needs-based phasing	All changes that only modify needs-based phasing	-	-
	Corridor preservation	-	All corridor preservation projects	-
	New construction, operational, or point projects	-	Non-fixed guideway transit	Fixed guideway transit facilities and stations
Active Transportation		Any active transportation project	-	-
Land Use		Wasatch Choice Vision land use centers	-	-

Amendment 2 Projects: Level 1 - Staff Modifications

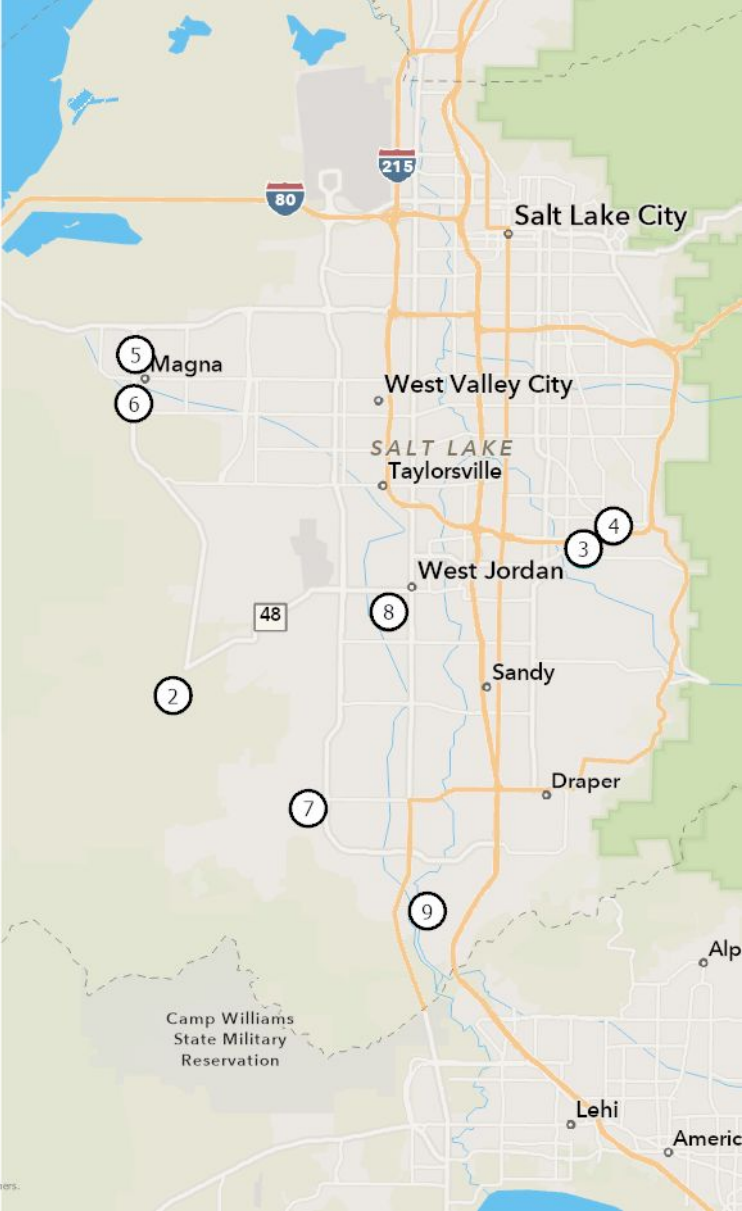
Approved on July 30

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	AMENDMENT TYPE
LEVEL 1			
Clearfield	1000 East and SR-93	Pedestrian crossing at intersection	New grade-separated crossing
Copperton	Bingham Creek Trail	Copperton to SR-111	New alignment of Bingham Creek Trail
Cottonwood Heights	East Jordan Canal Trail	North side of I-215 to Fort Union Boulevard	New shared use path
Cottonwood Heights	East Jordan Canal Trail @ I-215	Trail crossing over I-215	New grade-separated crossing
Magna	SR-111	Ritter Canal to 4100 South	New section of shared use path
Magna	SR-111 and Cordero Drive	Pedestrian crossing at intersection	Modified to at-grade crossing, cost update, Fiscal Constrained phase 2 to 1
UDOT/Riverton	Provo Reservoir Canal/Welby Jacobs Canal	11800 South to 138000 South	Fiscal Constrained phase 2 to 1
UDOT/Salt Lake Co.	Bingham Creek Trail	Bingham Creek Regional Park to Jordan River Parkway	New project extent, cost update
UDOT/Bluffdale	1300 West Jordan River Parkway	Jordan River Parkway to Cinch Way	New shared use path

Amendment 2 Projects: Level 2 - Board Modification

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	AMENDMENT TYPE
LEVEL 2			
SLC/UTA	900 South	Grade-Separated Crossing over FrontRunner	New grade separated crossing
Millcreek	2000 East	Atkin Avenue to 3300 South	Fiscal Constrained phase 2 to 1
Magna	4100 South	4100 South Extension	New road project
West Valley	6800 West	5400 South to 6200 South	New road project
South Jordan	Bingham Rim Road	5600 West to 11800 South	Needs-based phasing from 3 to 1 and Fiscally Constrained phasing from unfunded to 1
Draper	Bangerter Parkway	150 East to 13800 South	New operational project

Level 1 Amendments



UGRC, Esri, TomTom, Garmin, SafeCrest, GeoTechnologies, The, METI/NASA, USGS, BLM, EPA, NPS, US Census Bureau, USDA, USFWS, NOAA, FEMA, and others.

1000 East and SR-193 Overhead Pedestrian Crossing

Level 1 Request // Clearfield

SCOPE

New grade-separated pedestrian bridge; recipient of federal funding

COST (2023)

\$2 Million

FUNDING SOURCES

Project has receive federal funds through Congressionally directed spending. Potential additional funding sources include Federal funds, City funds, County funds, STP, CMAQ, TAP, CRP, and/or TIF Active

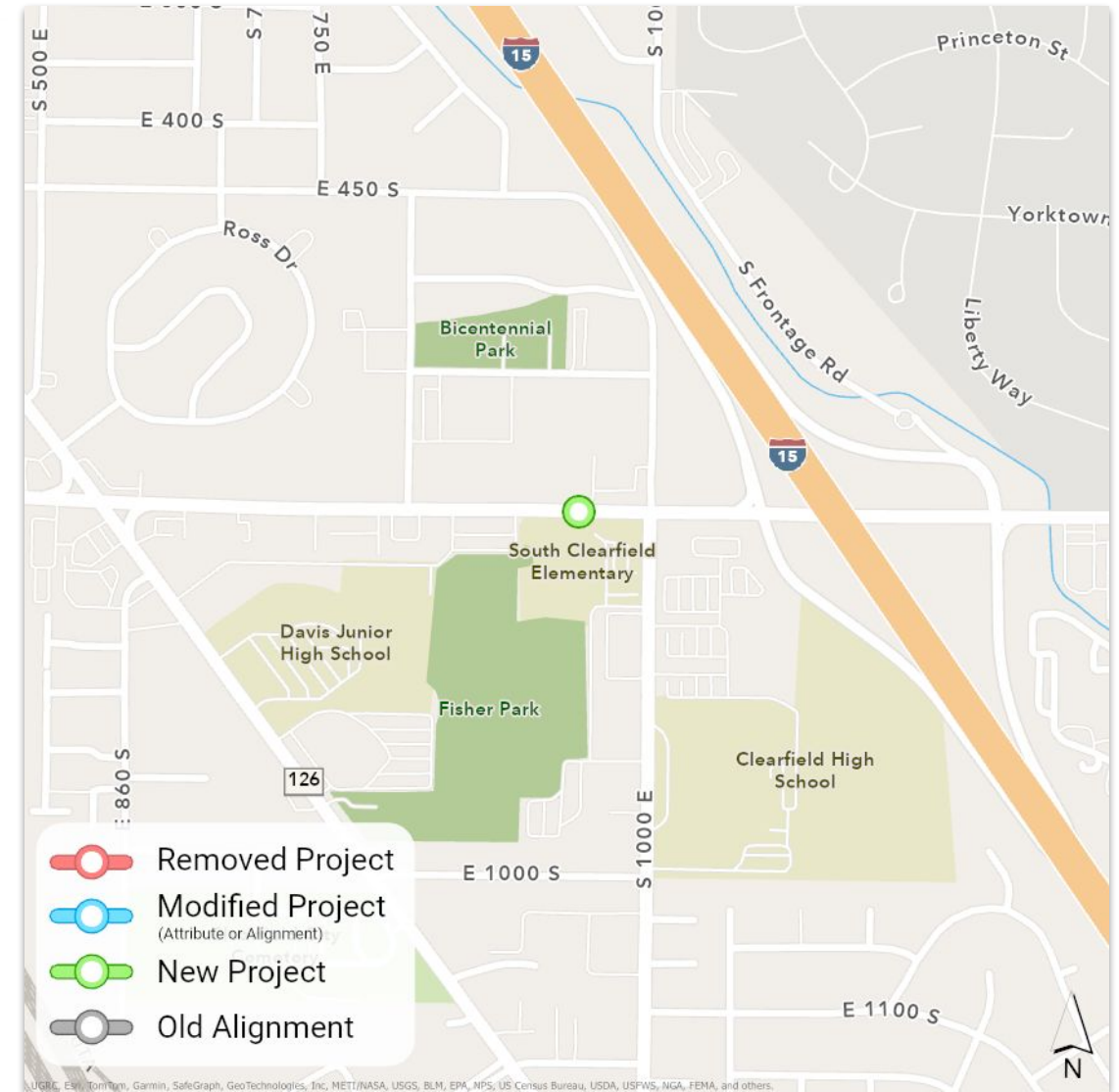
BENEFITS

Provides a safer crossing for pedestrians over SR-193

Provides connectivity within Clearfield Downtown Center

Provides safe route to South Clearfield Elementary

Allows for efficient movement of vehicles.



Bingham Creek Trail Shared Use Path

Level 1 Request // Copperton

SCOPE

Realign western extent of A-S-249 from Copperton to SR-111.

New alignment from Copperton Active Transportation Master Plan.

COST (2023)

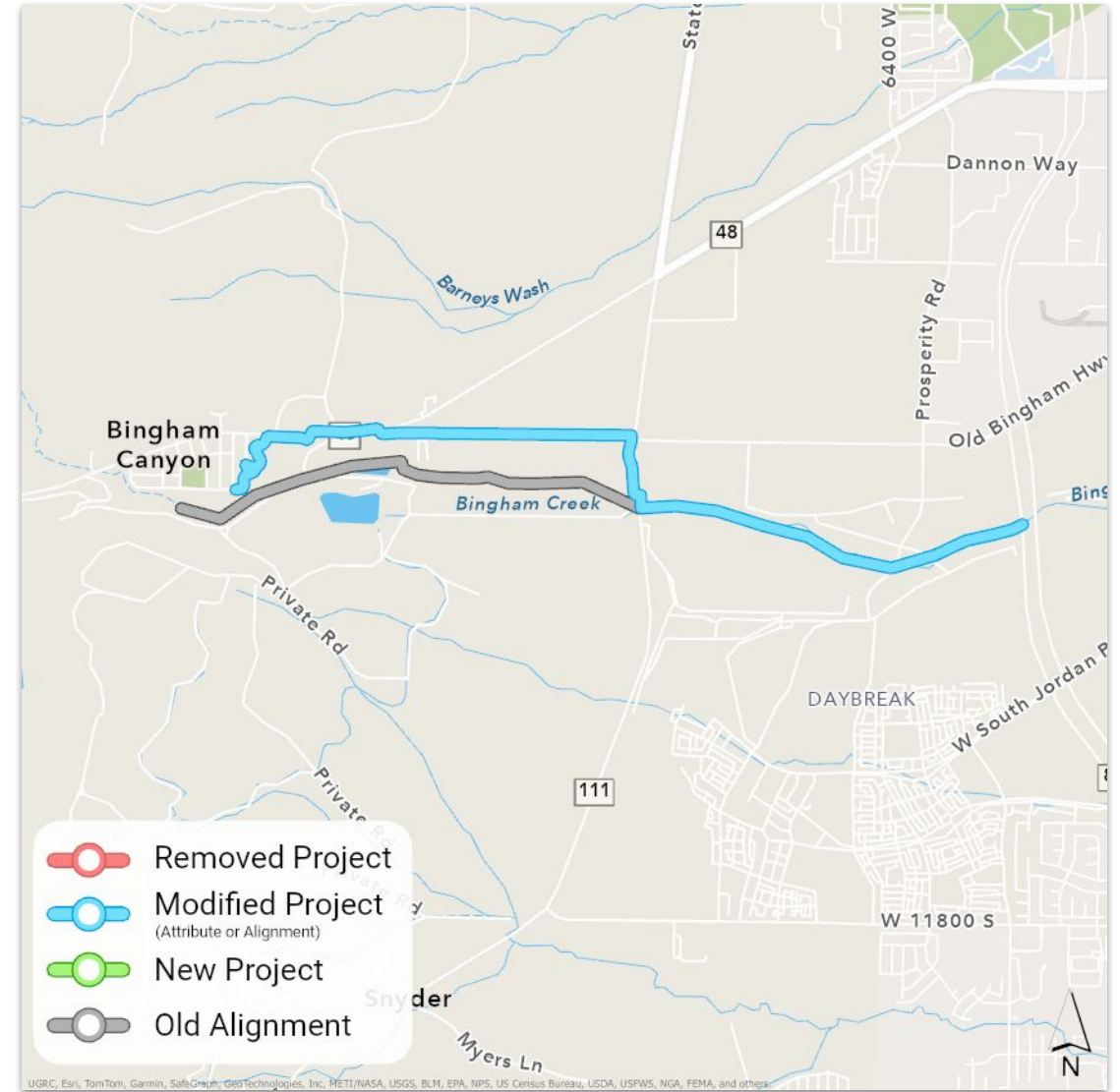
\$4 Million

FUNDING SOURCES

Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, and/or TIF Active.

BENEFITS

Reflects latest thoughts on the mid-term alignment of Bingham Creek Trail in this area. Near- and long-term alignments may be considered, but mid-term is reflected in the RTP as it avoids active mining sites while offering user separation from Bingham and Bacchus Highways.



East Jordan Canal Shared Use Path

Level 1 Request // Cottonwood Heights

SCOPE

New project from Highland Drive to Mountview Park

COST (2023)

\$1.1 Million

FUNDING SOURCES

Potential funding sources include City funds, County funds, TAP, Recreational Trails Program, and/or Utah Outdoor Recreation grants

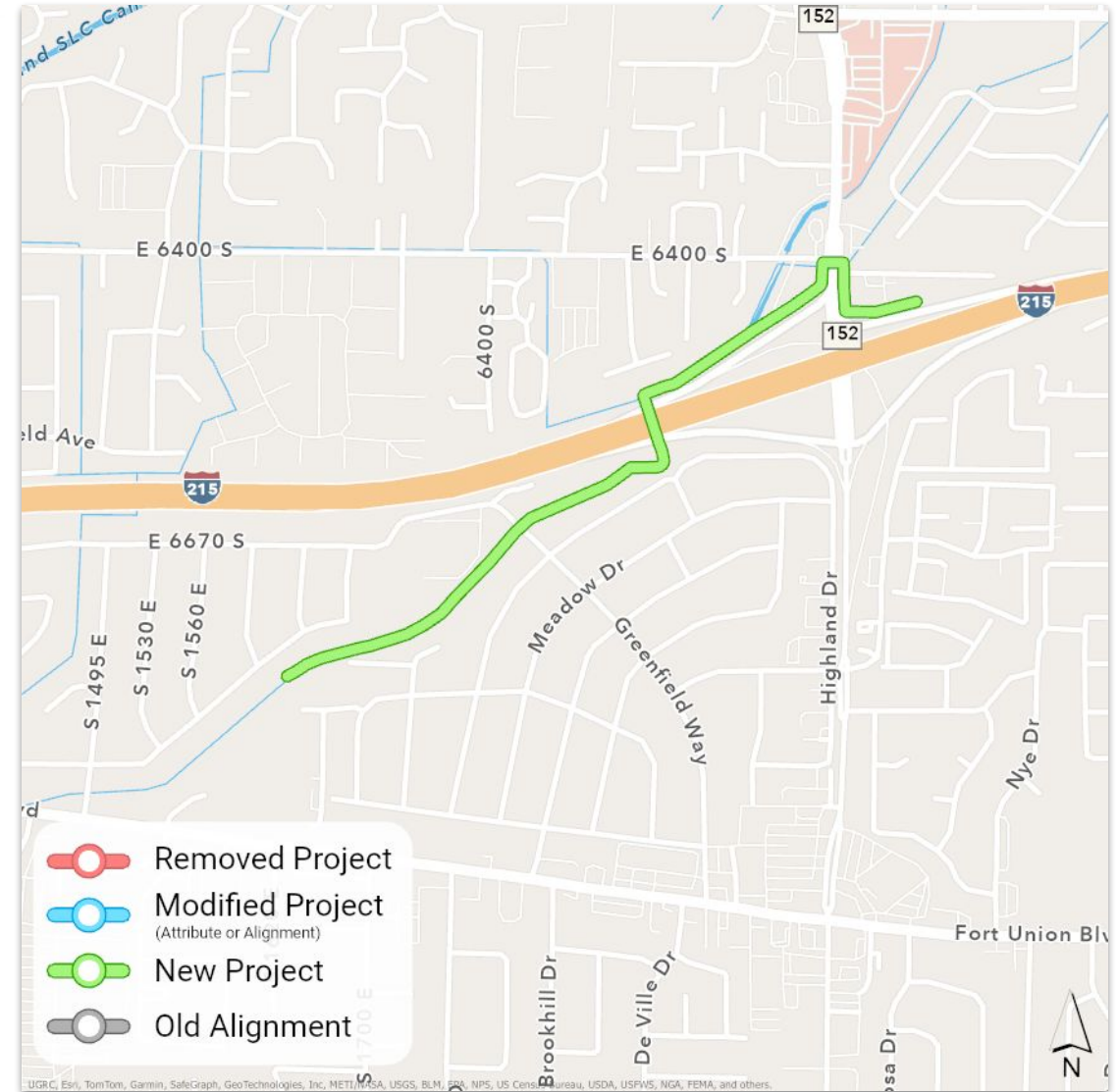
BENEFITS

Extends existing canal trail to neighboring city.

Increases access to parks and open space

Improves access to Union Park City Center.

Ties into planned I-215 Trail.



East Jordan Canal Overhead Crossing @ I-215

Level 1 Request // Cottonwood Heights

SCOPE

New East Jordan Canal overhead crossing just west of Highland Drive.

COST (2023)

\$6.3 Million

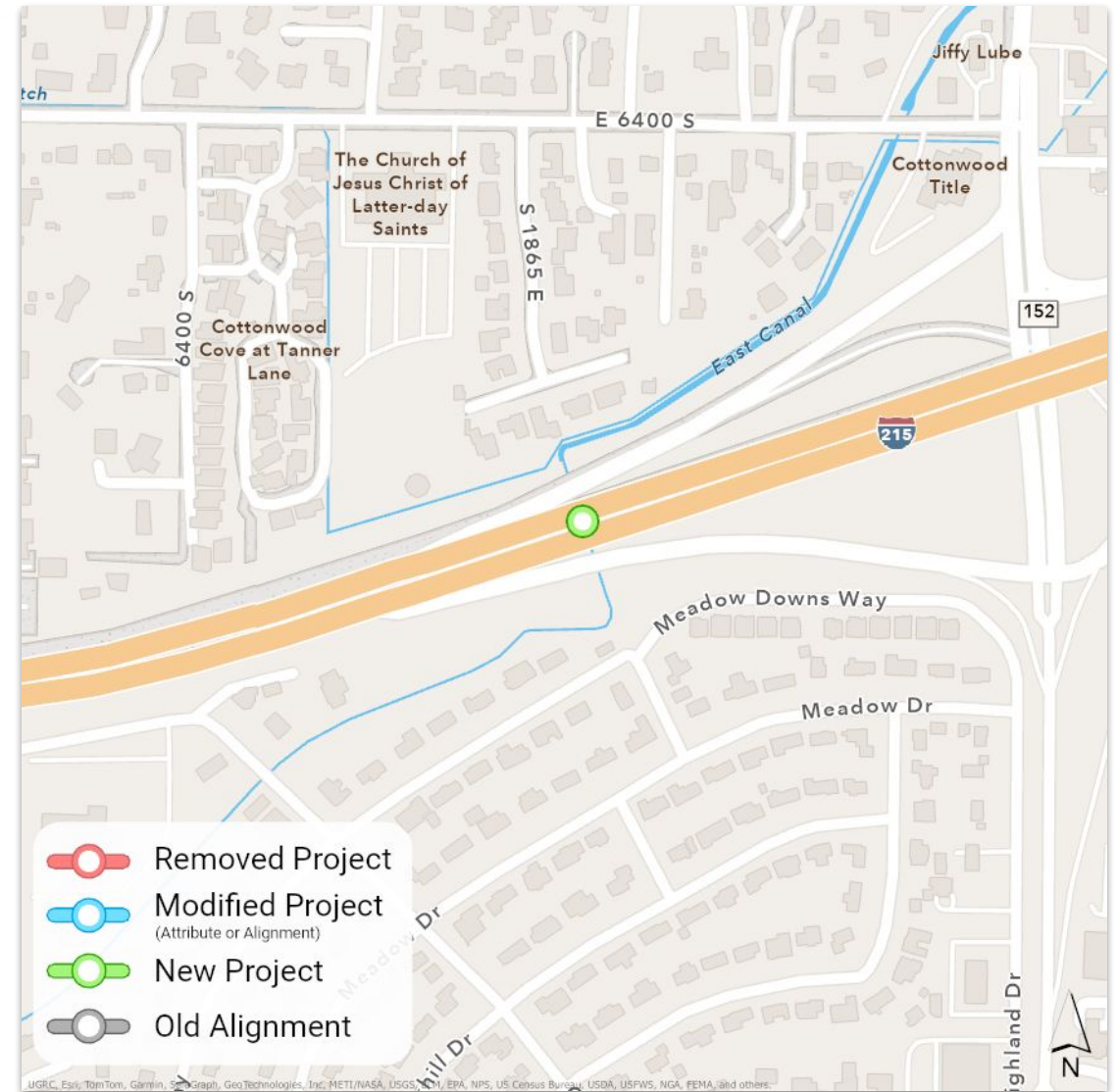
FUNDING SOURCES

Potential funding sources include City funds, County funds, TAP, Recreational Trails Program, and/or Utah Outdoor Recreation grants

BENEFITS

Increased safety with avoidance of interchange.

Overcome major barrier of I-215.



SR-111 Shared Use Path

Level 1 Request // Magna

SCOPE

Combines projects A-S-107 and A-S-96 into one project showing single shared use path from Ritter Canal to 4100 South. A-S-107 (bike lane) will be removed and A-S-96 will remain with new extents.

Combines projects into fiscally constrained phase 1.

COST (2023)

\$2.9 Million

FUNDING SOURCES

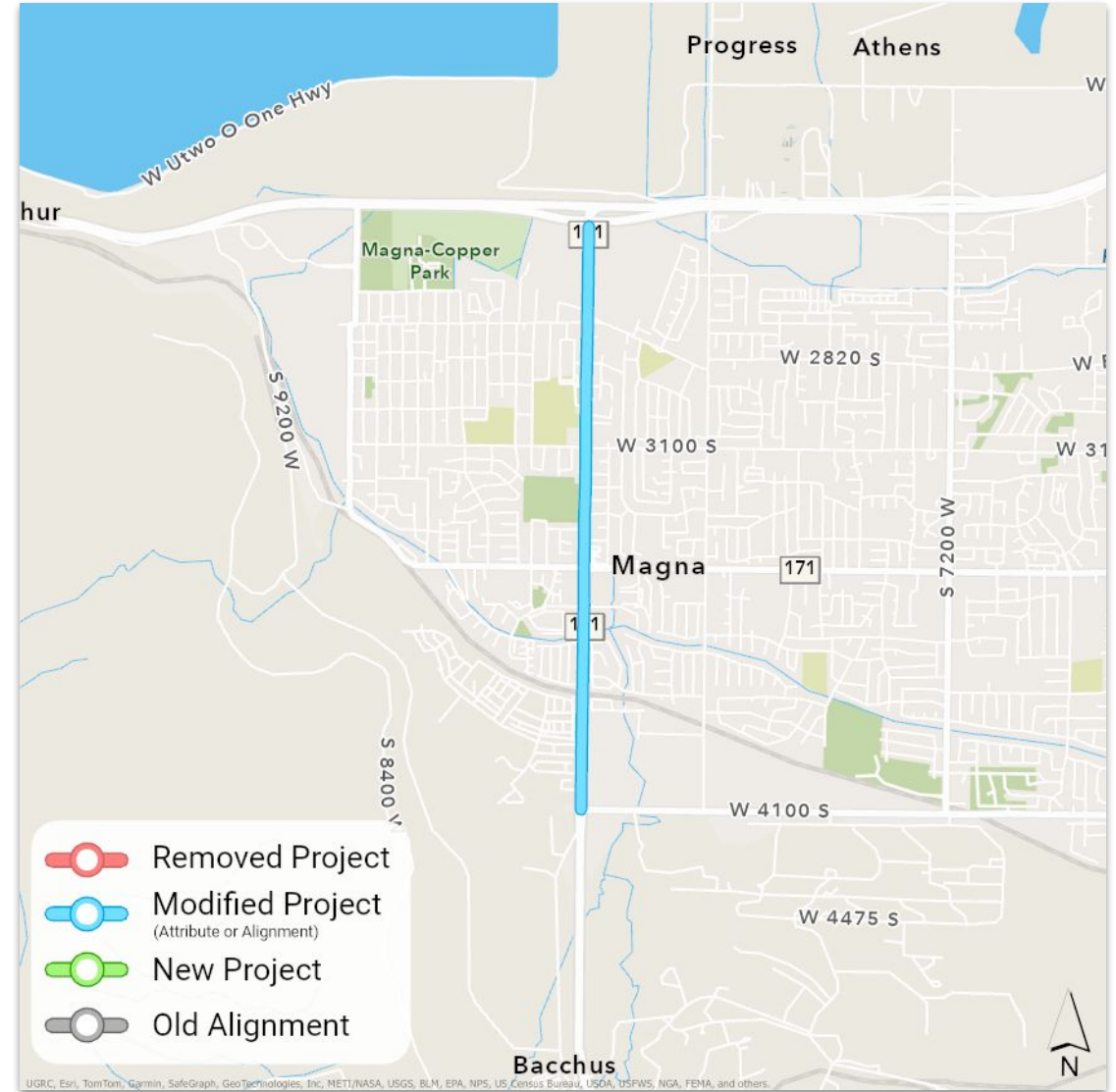
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, and/or TIF Active.

BENEFITS

Increased connectivity

Increased safety

Increased access to the regional AT network



SR-111 and Cordero Drive At-Grade Crossing

Level 1 Request // Magna

SCOPE

Modifies project A-S-357 to an at-grade crossing based on new traffic signal being installed.

Update to fiscally constrained phase 1 and update cost.

COST (2023)

\$200 Thousand

FUNDING SOURCES

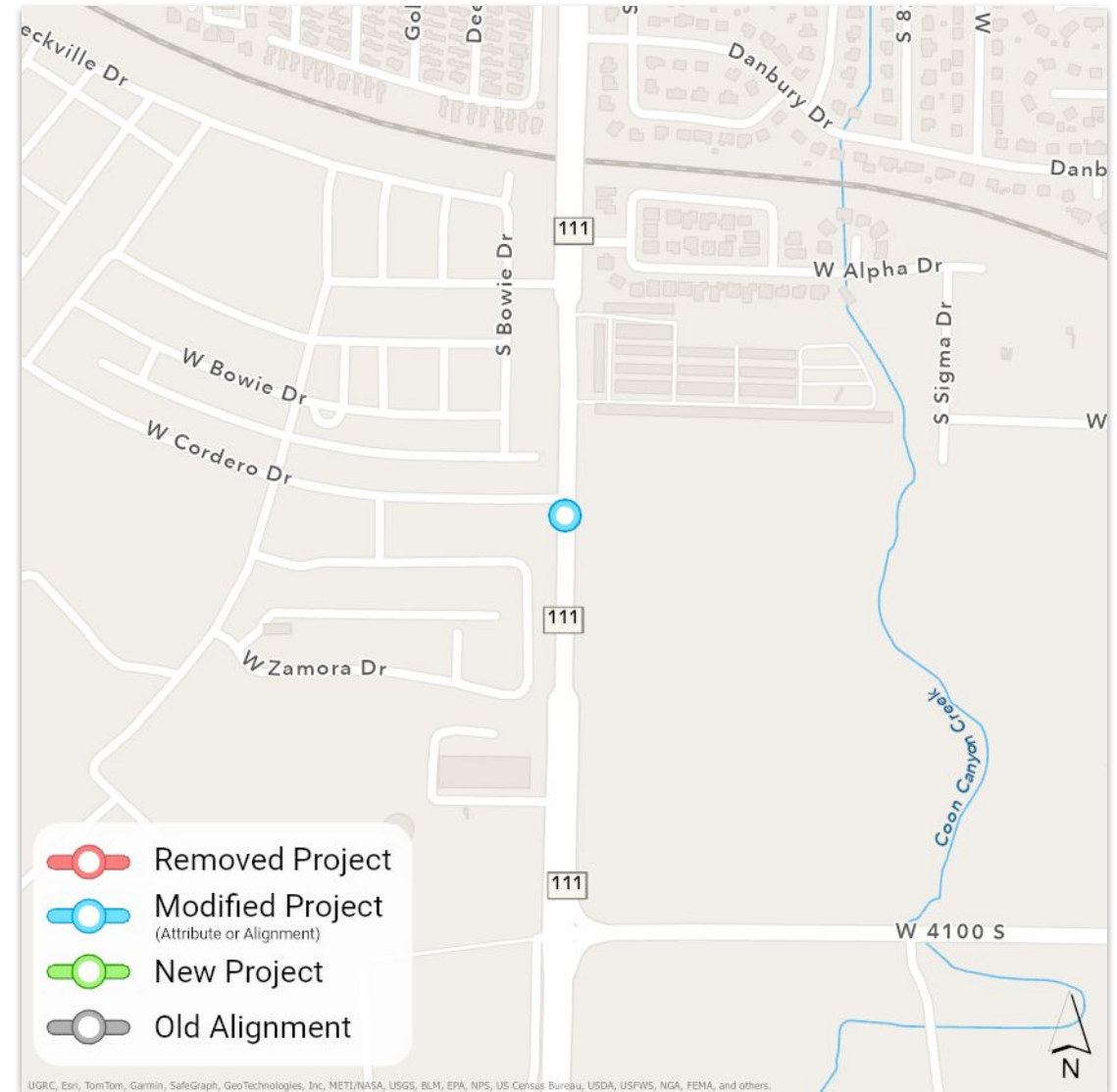
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF

BENEFITS

Increased safety

Increased access to the regional AT network

Improve access to new high school



Provo Reservoir Canal/Welby Jacobs Canal Shared Use Path

Level 1 Request // UDOT/Riverton

SCOPE

Modifies project A-S-273 from fiscally constrained phase 2 to 1 based on state funding received via Utah Trail Network.

COST (2023)

\$7 Million

FUNDING SOURCES

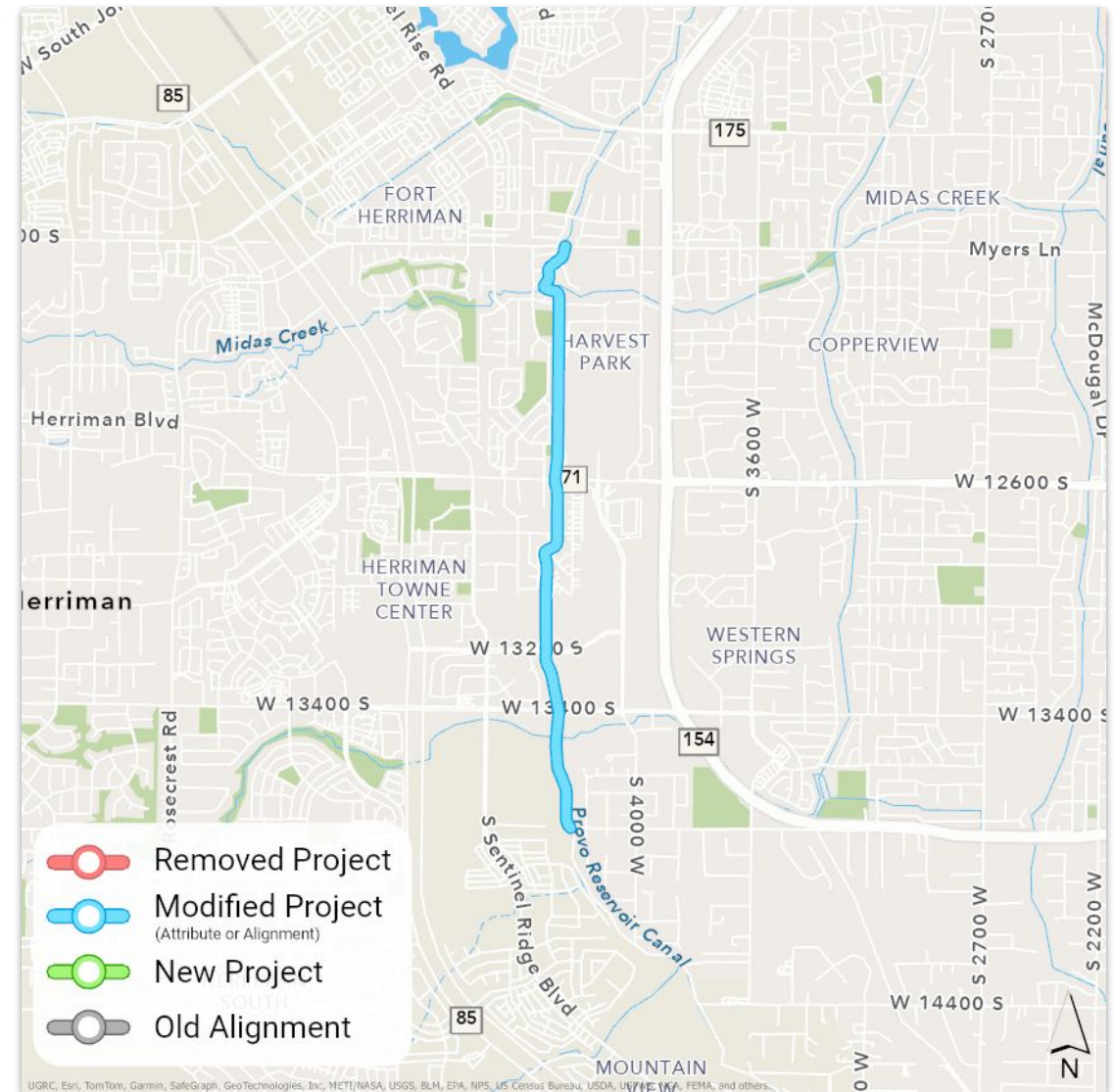
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF

BENEFITS

Increased connectivity

Increased safety

Increased access to the regional AT network



Bingham Creek Trail Shared Use Path

Level 1 Request // UDOT/Salt Lake County

SCOPE

Modifies project A-S-211 by extending western extent to Bingham Creek Regional Park based on state funding from Utah Trail Network.

Cost and mileage update.

COST (2023)

\$12 Million

FUNDING SOURCES

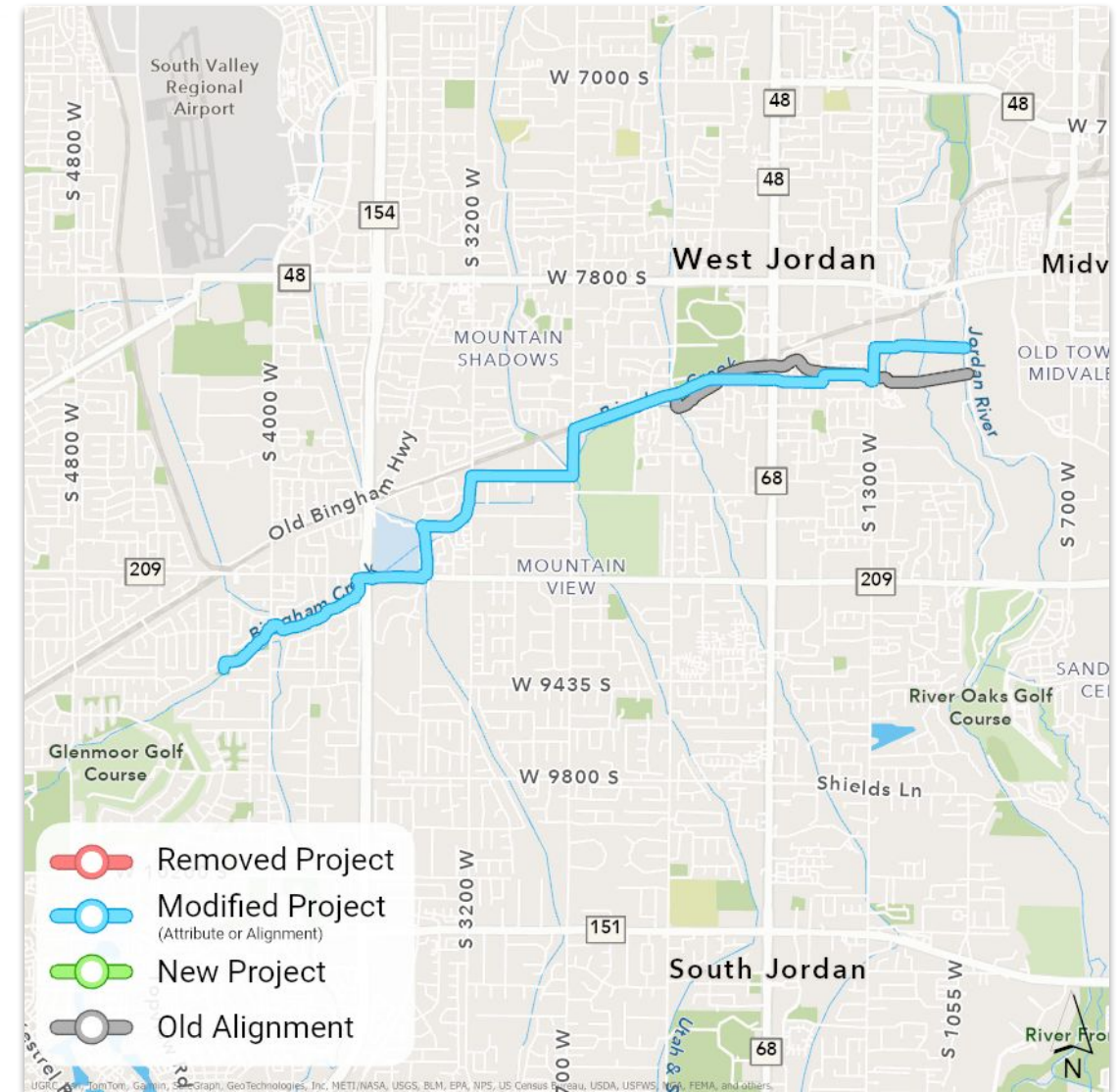
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF

BENEFITS

Increased connectivity

Increased safety

Increased access to the regional AT network



1300 West Jordan River Parkway Extension Shared Use Path

Level 1 Request // UDOT/Bluffdale City

SCOPE

New shared use path connecting new pedestrian overpass to Cinch Way on east side of tracks to existing Jordan River Parkway Trail at 1300 West based state funding from Utah Trail Network.

COST (2023)

\$600 Thousand

FUNDING SOURCES

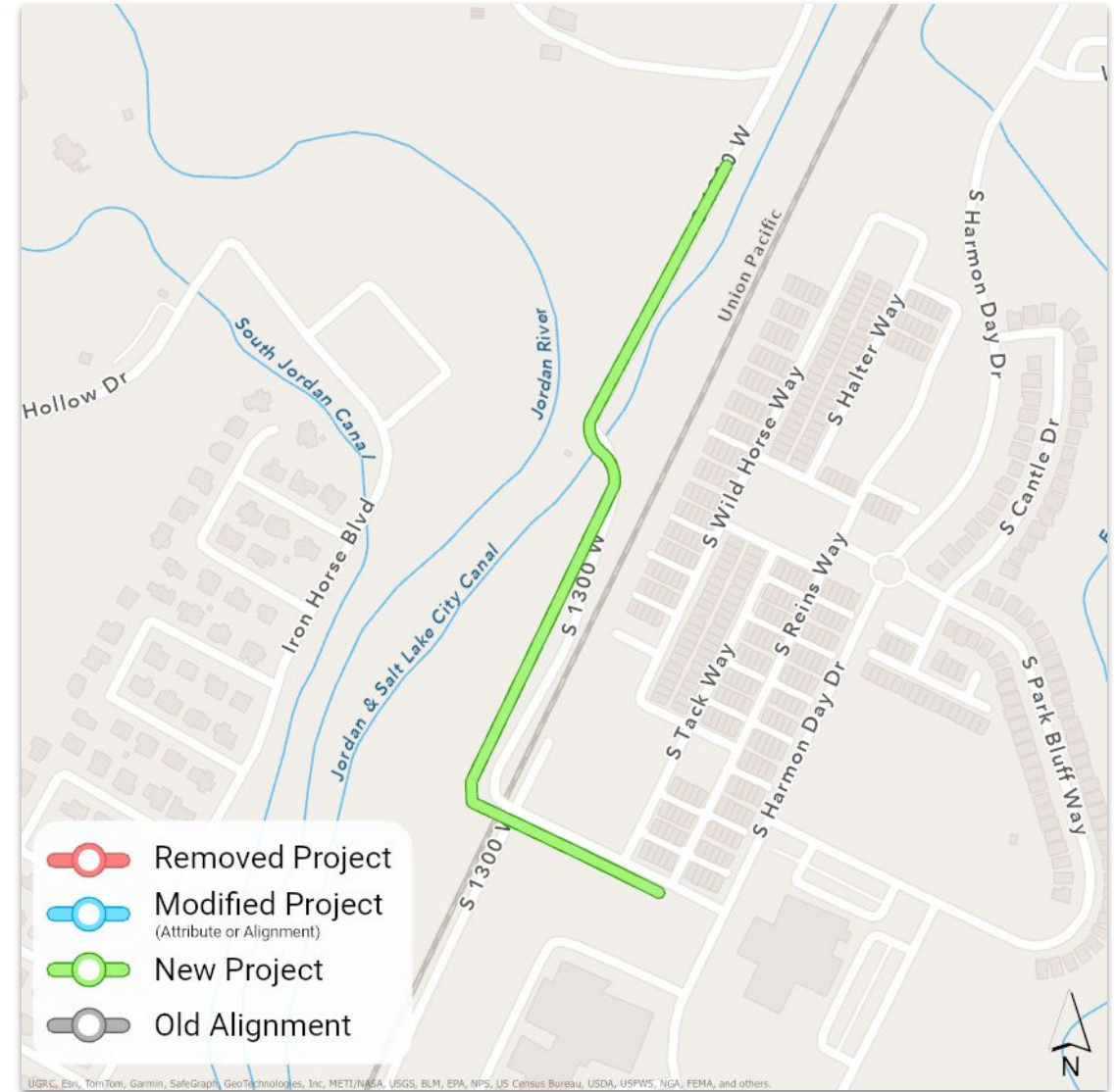
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, and/or TTIF FLM

BENEFITS

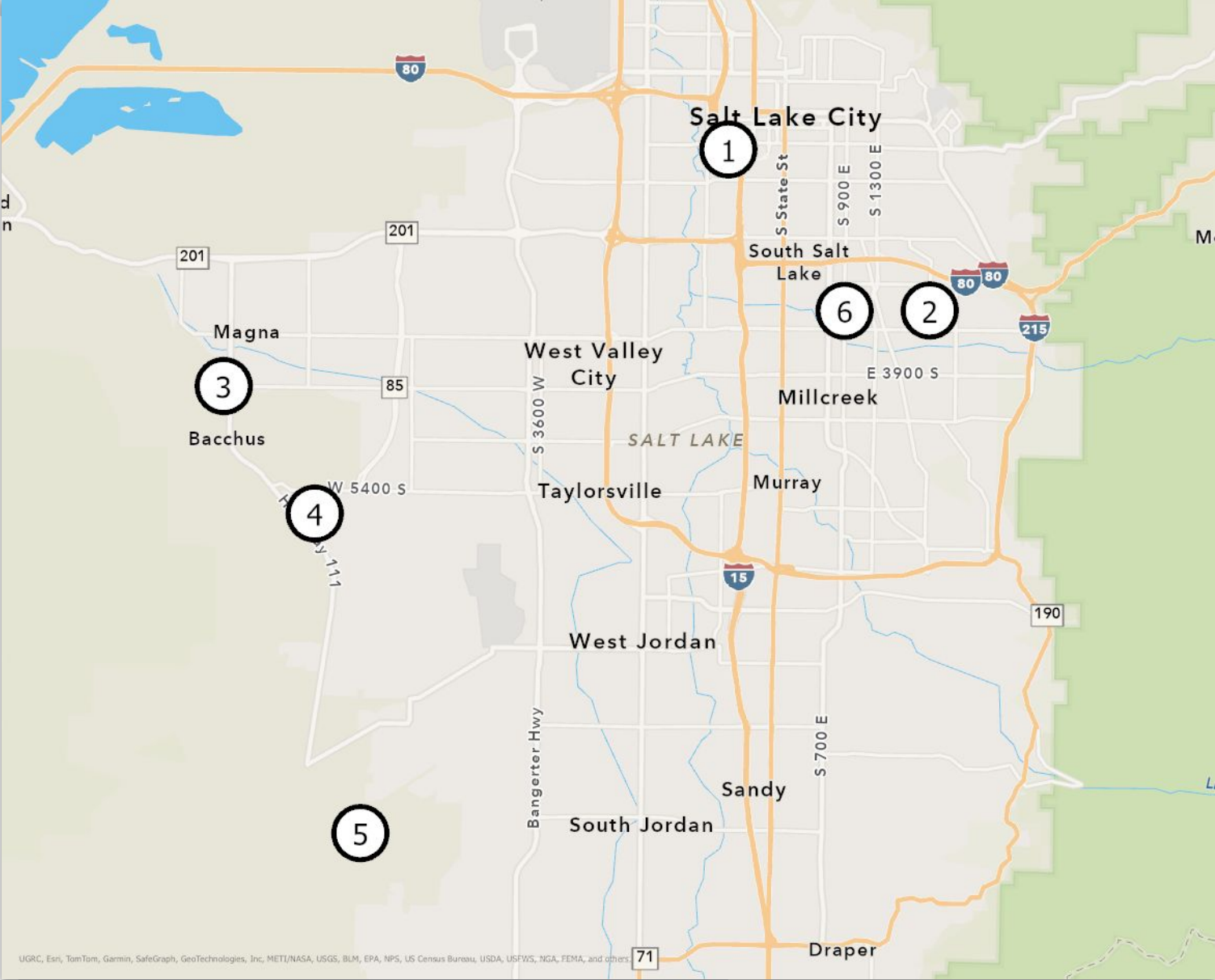
Increased connectivity

Increased safety

Increased access to the regional AT network



Level 2 Amendments



UGRC, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, BLM, EPA, NPS, US Census Bureau, USDA, USFWS, INGA, FEMA, and others

FrontRunner Crossing at 900 South

Level 2 Request // UTA/SLC

SCOPE

New grade-separated crossing project in Salt Lake City on 900 South. This project is a part of the FrontRunner Forward Study. Project recommended in needed and fiscally constrained phase 1.

COST (2023)

\$32 Million

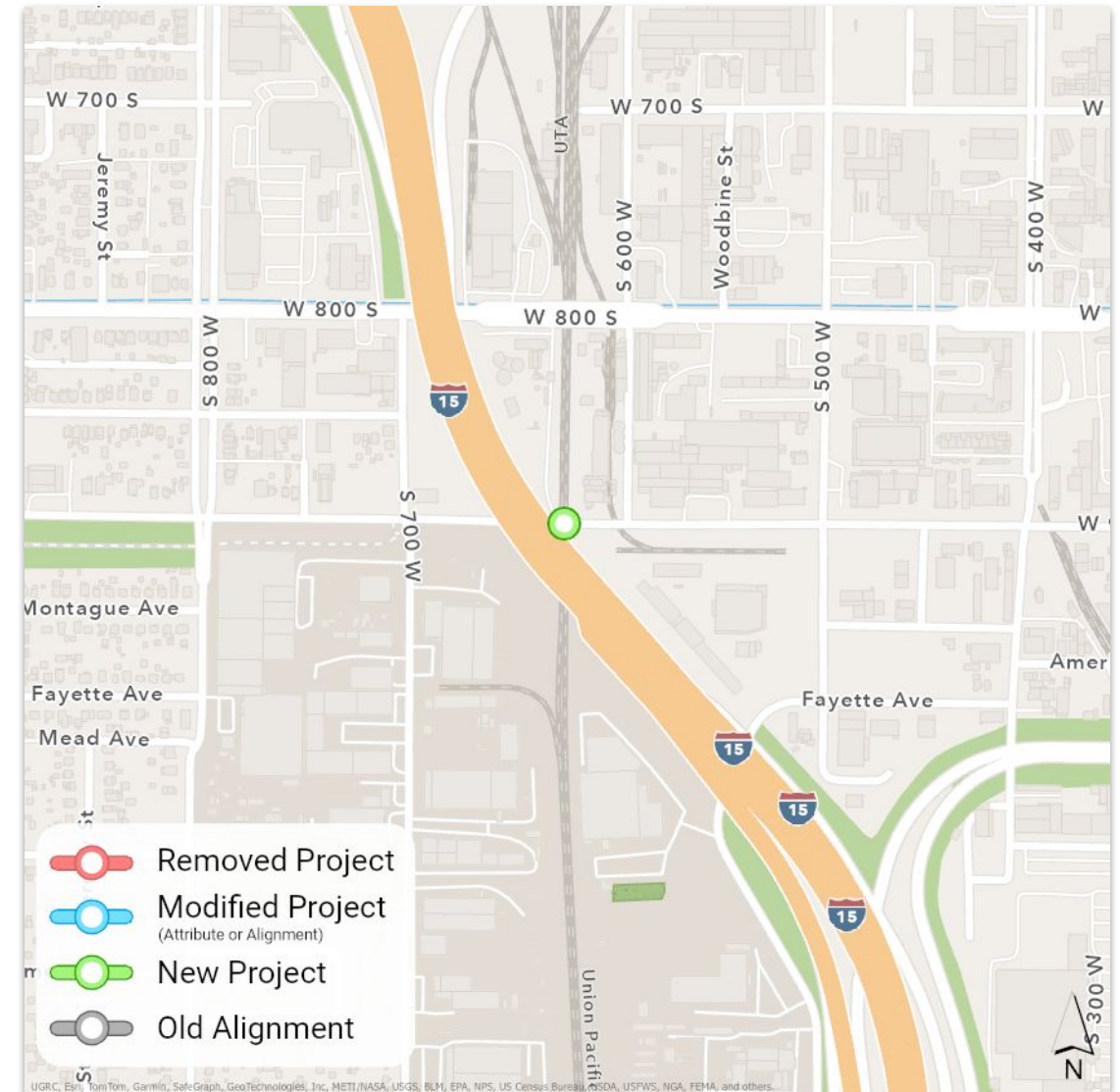
FUNDING SOURCES

Potential funding sources include City funds, County funds, and/or federal funds.

BENEFITS

Increases mobility

Increases safety for all travel modes



2000 East

Level 2 Request // Millcreek

SCOPE

Project R-S-63 is an operational project from Atkin Avenue to 3300 South. This project will reconstruct sidewalks, ADA ramps, storm drains, bus stops as well as creating new bike lane over a soon to be piped irrigation ditch.

Change fiscally constrained phases from 2 to 1.

COST (2023)

\$12.4 Million

FUNDING SOURCES

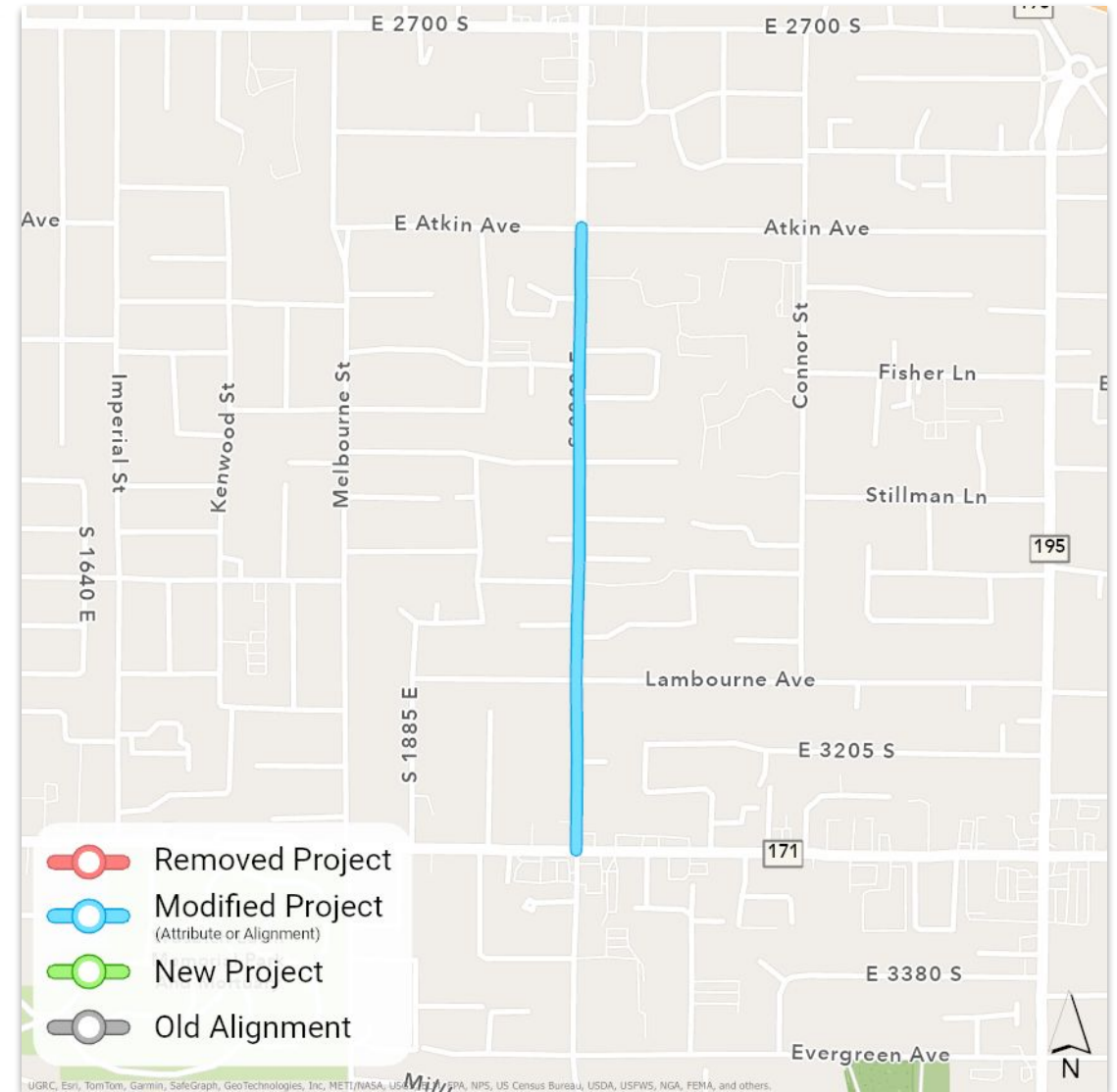
STP funds and local match

BENEFITS

Safer environment

Reconstruction of dysfunctional facilities

Updated facilities and more alternatives to car travel



4100 South

Level 2 Request // Magna

SCOPE

New project extending 4100 South approximately 0.3 miles with two through lanes, turn lanes at the intersections, and a signalized four-way intersection.

COST (2023)

\$3 Million

FUNDING SOURCES

This project has an approved one-time Counties of the First Class Highway Projects Fund.

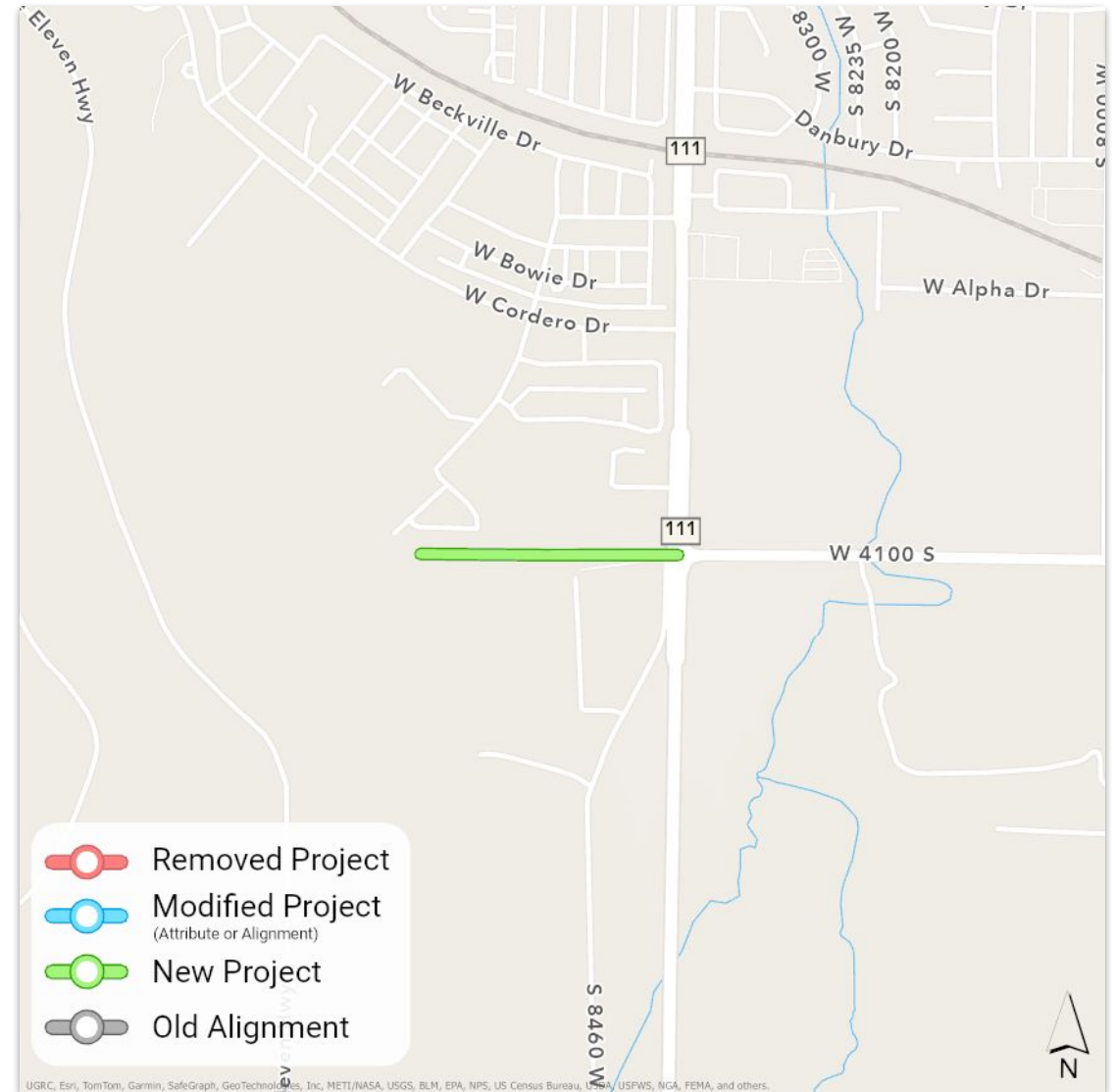
Additional funds could come from city, county, and STP funds.

BENEFITS

Connection to new local roads

New signalized intersection

Improved connectivity



6800 West

Level 2 Request // West Valley

SCOPE

New project is 66' collector construction project on 6800 West from 5400 South to 6200 South. This project is on West Valley's Major Street Plan.

COST (2023)

\$18 Million

FUNDING SOURCES

This project has an approved one-time Counties of the First Class Highway Projects Fund.

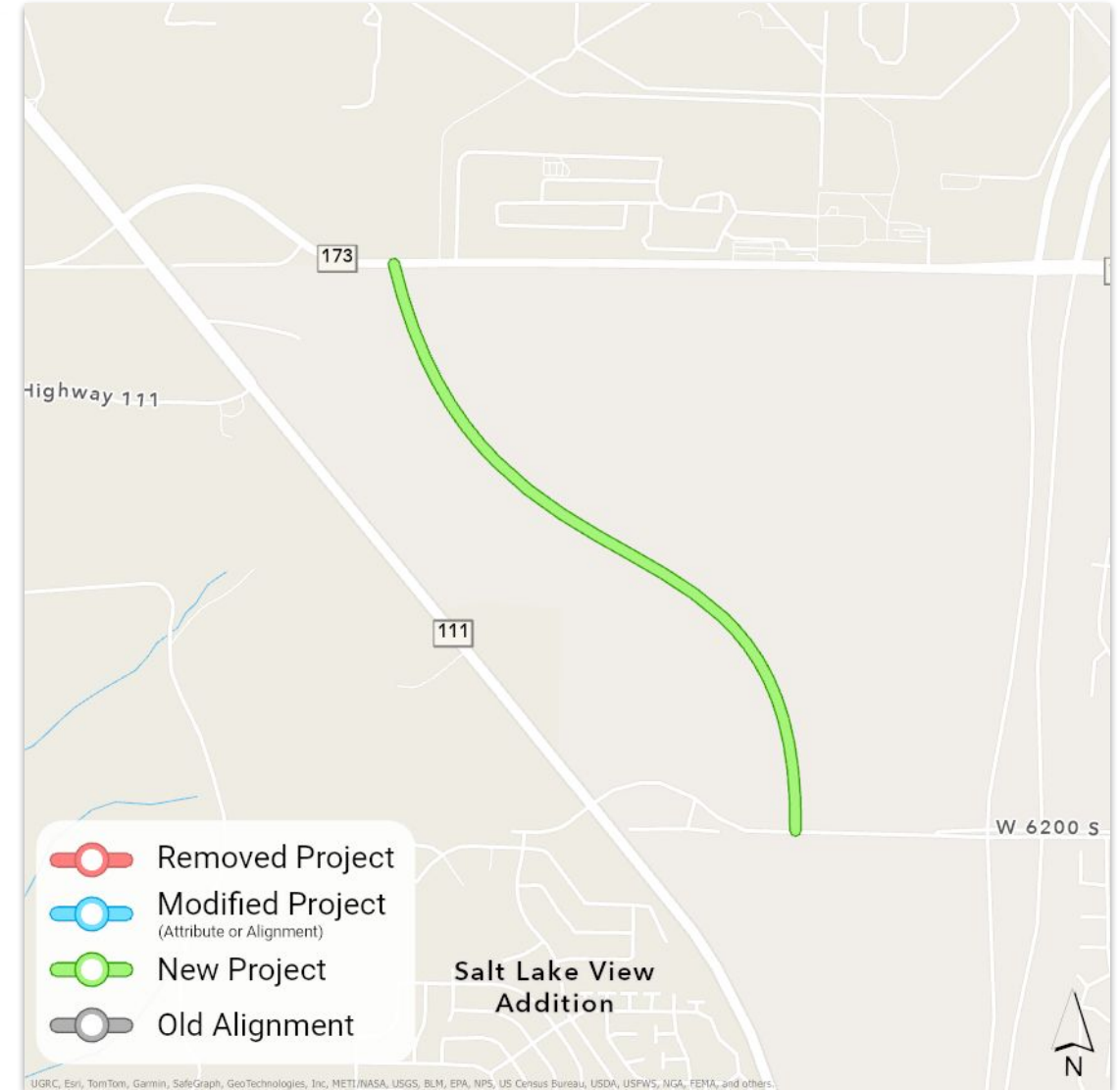
Additional funds could come from city, county, and STP funds.

BENEFITS

Improved Connectivity

Reduced travel times

Alternate Route



Bingham Rim Road

Level 2 Request // South Jordan

SCOPE

Project R-S-153 is a collector on Bingham Rim Road from 5600 West to 11800 South. This is a new construction project.

Changes needed phase from 3 to 1 and fiscally constrained phase from unfunded to 1.

COST (2023)

\$51.2 Million

FUNDING SOURCES

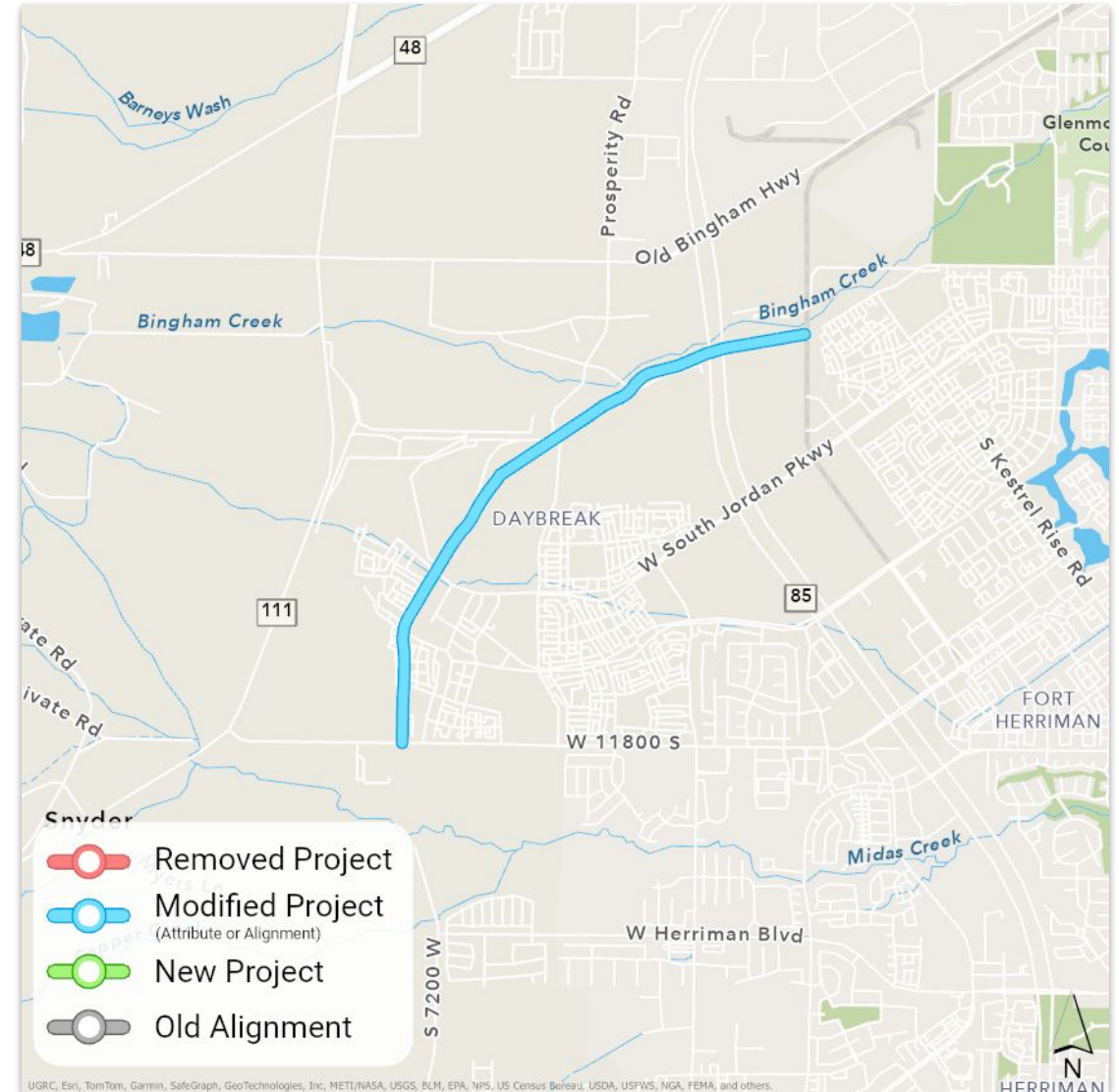
This project has an approved one-time Counties of the First Class Highway Projects Fund.

Additional funds could come from city, county, STP funds, and developer funds.

BENEFITS

Connection to TRAX on Grandville Ave

New and improved connectivity



Bangerter Parkway

Level 2 Request // Draper

SCOPE

New project at the end of Bangerter Parkway from 150th East to 13800 South. This operational project will add turn lanes

COST (2023)

\$3.45 Million

FUNDING SOURCES

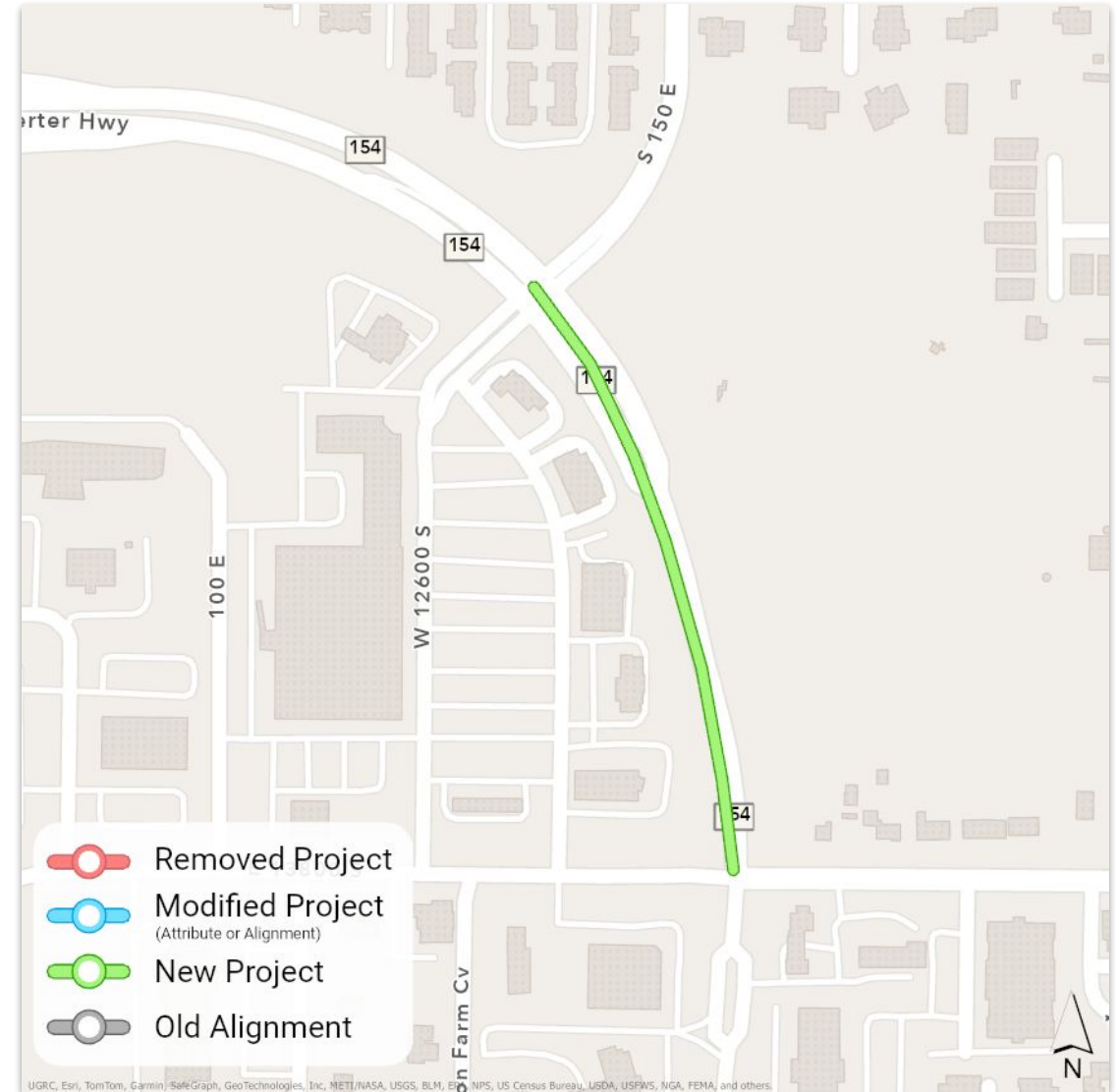
This project has an approved one-time Counties of the First Class Highway Projects Fund.

Additional funds could come from city, county, and STP funds.

BENEFITS

More turn lanes






Reduced travel times





Technical Considerations

Impacts of the Amendment

TECHNICAL CONSIDERATION	900 SOUTH	2000 EAST	4100 SOUTH	6800 WEST	BINGHAM RIM ROAD	BANGERTER PARKWAY
 Safety benefits	New grade-separated crossing	Enhanced multi-modal facilities	New road eliminates turning movements and improves existing intersections	Provides alternative route to SR-111	Connection to MVC frontage roads and eventual grade separation at MVC	New turn lanes offer greater protection
 Vehicle hours traveled	Similar modeled VHT, benefit is increased reliability	NB 367 VHT <u>Build 367 VHT</u> similar VHT	NB 63 VHT <u>Build 62 VHT</u> -1 VHT	NB 683 VHT <u>Build 652 VHT</u> - 31 VHT	NB 750 VHT <u>Build 642 VHT</u> -108 VHT	NB 863 VHT <u>Build 813 VHT</u> -50 VHT
 Connectivity improvements	Increased connectivity due to decreased train delays Allows for additional transit service	Increased AT connectivity with new bike lanes	Project extends street network to serve new development areas	Provides additional connectivity in a limited-access area	Provides improved access in a fast-growing area	Project increases access to local communities
 Project readiness	Included in FrontRunner Forward Study	Approved STP funding	Approved funding from the Counties of the First Class Highway Projects Fund	Approved funding from the Counties of the First Class Highway Projects Fund	Approved funding from the Counties of the First Class Highway Projects Fund	Approved funding from the Counties of the First Class Highway Projects Fund
 Provides improved access to urban, town, or job centers	Enhanced multi-modal connections to multiple urban and city centers, parks, and trails	Enhanced multi-modal connections to neighborhood center, park, and trails	Improved access to Magna, industrial areas, and regional transportation options	Improved access to industrial areas and regional transportation options	Will improve access to multiple urban and city centers and employment and industrial districts	Does not directly tie to urban, town, or job centers

“I make a motion to recommend approval of the Level 2 - Board Modifications for Amendment #2 to the 2023-2050 RTP.”

2023-2050 RTP: Amendment 2

Regional Growth Committee

August 15, 2024

Wasatch Front
**REGIONAL
TRANSPORTATION
PLAN**
2023-2050





FUNDING & TECHNICAL ASSISTANCE PROGRAMS FISCAL YEAR 2024



WASATCH FRONT REGIONAL COUNCIL

Capital Transportation Improvement Programs

- Surface Transportation Program (STP) **\$29M - \$33M**
- Congestion Mitigation Air Quality (CMAQ) **\$7M - \$8M**
- Carbon Reduction Program (CRP) **\$3M - \$4M**
- Transportation Alternatives Program (TAP) **\$2M - \$3M**

Planning Assistance Programs

- Transportation & Land Use Connection Program (TLC) **\$2M**
- Station Area Plan Technical Assistance (SAP) **\$5M over 2 years.**

Other Federal Grants

- Community Development Block Grant Program (CDBG) **\$1M**
 - Mandatory How to Apply Workshop held each fall
- Community Impact Board (CIB) **N/A**
 - Ongoing application cycle
- Wasatch Front Economic Development District (WFEDD) **\$100K+**
 - Ongoing application cycle

WFRC Funding Program Deadlines

Deadlines apply to:

Surface Transportation Program - **STP**

Congestion Mitigation Air Quality - **CMAQ**

Carbon Reduction Program - **CRP**

Transportation Alternatives Program - **TAP**

Transportation & Land Use Connection Program - **TLC**

We're Here



August 2024



August 2024



September 2024




December 2024



Spring 2025

For more information...



WFRC Funding Programs

The Wasatch Front Regional Council is responsible for administering and assisting with nine programs that provide funding and resources for local governments. These are briefly described below, with additional detail on timelines, eligibility, etc. shown on the following pages.

The [Surface Transportation Program \(STP\)](#) provides funding that may be used for projects on Federal-aid eligible highways, transit capital improvements, and active transportation projects.

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

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

The [Carbon Reduction Program \(CRP\)](#) provides funding for transportation projects that reduce on-road carbon dioxide emissions.

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

[Station Area Plan Technical Assistance \(SAP\)](#) is available through WFRC on a rolling basis from 2022 to 2024, in partnership with the Governor's Office of Economic Opportunity, the Utah Transit Authority, and the Mountainland Association of Governments. As of 2022 cities with a fixed-guideway public transit station (rail or BRT) must develop a Station Area Plan for that station and update their general plan and zoning to implement the Station Area Plan.

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

The [Community Impact Board](#) Program provides grants and low interest loans to communities that have federally leased land used for mineral extraction to help make up for a loss of tax revenue that cannot be collected on that leased land.

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

General application milestones for the first five programs are:

Letter of intent due September 26, 2024

Application due December 12, 2024

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