

S
L
C O N N E C T

CITYWIDE TRANSPORTATION PLAN



SLC CONNECT CITYWIDE TRANSPORTATION PLAN

PROCESS

- Public Engagement Driven
- Values Based
- Not a List of Infrastructure Projects
- A 20 Year Vision for Transportation in SLC



SLC CONNECT

CITYWIDE TRANSPORTATION PLAN

WHAT'S IN IT

- Vision
- Getting Around SLC
- Community Engagement
- Values
- Key Moves
- Achieving the Vision





VISION

It is our plan, envisioned by the community, to work toward a future where everyone enjoys equitable, affordable, and reliable transportation choices. Connect SLC sets goals to improve health and safety, expand access to opportunities, and improve air quality. Connect SLC identifies how we move today, what we value, how we want to improve public spaces, and what improvements would make it easier for us to move around Salt Lake City (SLC). Through our transportation programs, policies, and investments, we can directly influence the quality of life for people who live in, work in, and visit our city.

SLC CONNECT

CITYWIDE TRANSPORTATION PLAN

Getting Around SLC

- What is Happening on our Roadways Today
 - Safety
 - Mode Split
 - Trends and Challenges



L
C O N N E C T
 CITYWIDE TRANSPORTATION PLAN

Community Engagement

- Community Advisory Council
- Phase 1: Values
- Phase 2: Big Ideas



CONNECT

CITYWIDE TRANSPORTATION PLAN

VALUES

- Equity
- Health and Safety
- Reliable Options
- Affordability
- Sustainability





KEY MOVES: Authentic and Intentional Engagement

Build lasting relationships with community members to empower diverse voices at the planning table.

- Prioritize underserved populations and marginalized voices
- Redefine engagement and an opportunity for co-creation
- Facilitate long-term ongoing dialogue between the City and local communities



KEY MOVES: Zero Traffic Deaths

Implement a Vision Zero Strategy to improve safety for all.

- Establish a Vision Zero Action Plan
- Create Safer Streets



KEY MOVES: Great Networks for Active Mobility

Invest in our active transportation network to improve connections and health outcomes.

- Improve Pedestrian Safety and Connectivity
- Expand Low-Stress Bicycling Networks and Micromobility Options
- Create Active Spaces



KEY MOVES: Transit Friendly Neighborhoods

Make transit a competitive and attractive mode of travel in Salt Lake City.

- Make Transit Convenient and Reliable
- Nurture Inclusive and Welcoming Transit Spaces
- Enhance the Urban Context to Make Transit an Attractive Option



KEY MOVES: Healing the East-West Divide

Heal past harms by building trust with the community and reinvesting in Westside neighborhoods.

- Develop a Community Driven East-West Transportation Strategy
- Provide Safe and Reliable Connections Across the Freeway and Tracks
- Reclaim Spaces to Serve Community and Function at a Human Scale
- Develop Equitable Connected Neighborhoods where Prosperity is Shared



KEY MOVES: Low Emissions Mobility Options

Expand transportation options to meet our climate goals and efficiently manage our streets.

- Build Awareness and Use of Transportation Options
- Manage Existing Parking Supply
- Communicate and Unified Parking Strategy and Plan
- Develop a Curb Management Strategy



KEY MOVES: Places for People

Leverage community benefits from private investment to create welcoming community gathering places.

- Leverage Private Investment in High Growth Areas
- Promote Connectivity at the Block Level to Create Walkable Districts



KEY MOVES: Operationalize Complete Streets

Design, build, operate, and maintain great streets through effective partnership.

- Develop Shared Goals and Accountability for Complete Streets Design and Management
- Develop Tools to Guide Decision Making
- Use Street Typologies to Guide Complete Streets Development



THANK YOU!

joe.taylor@slcgov.com

<https://www.slc.gov/transportation/plans-studies/tmp/>

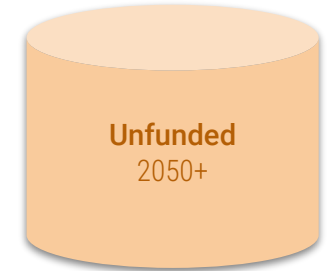
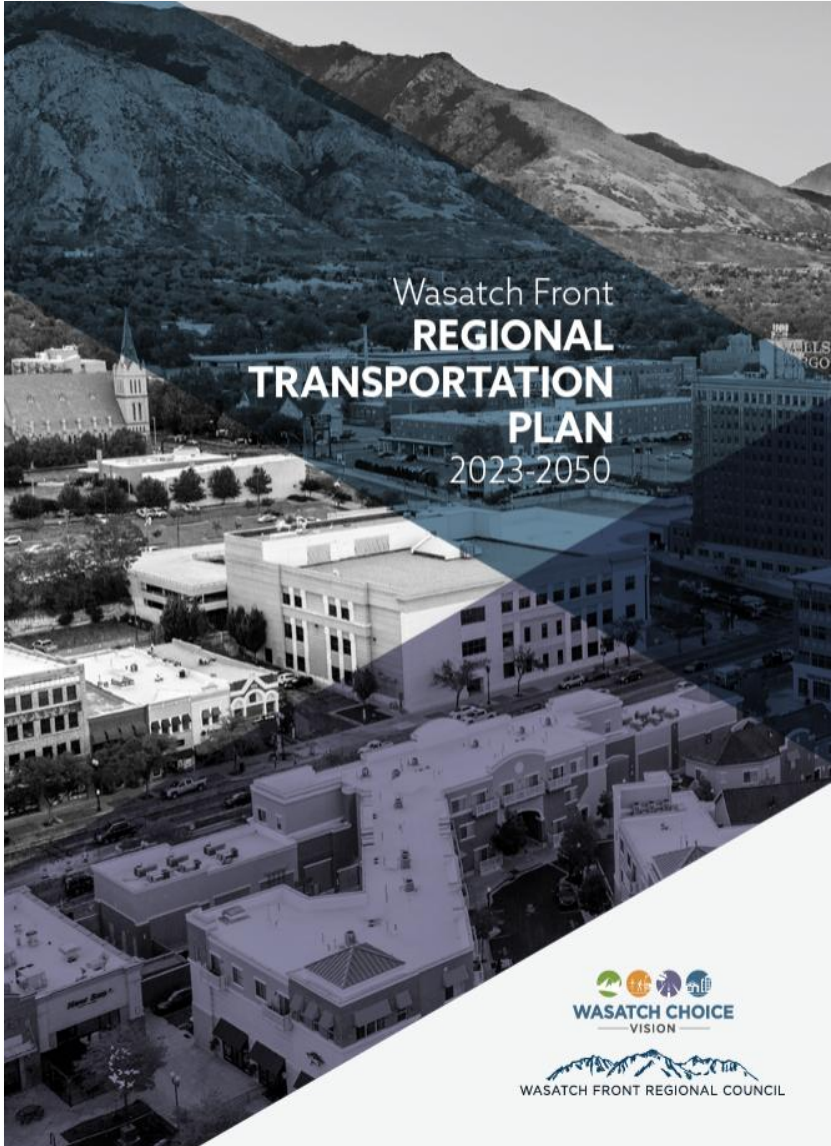
2023-2050 RTP: Amendment 2

Regional Growth Committee Technical Advisory Committee
July 31, 2024

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



Regional Transportation Plan Process Overview



TRANSPORTATION
IMPROVEMENT PROGRAM



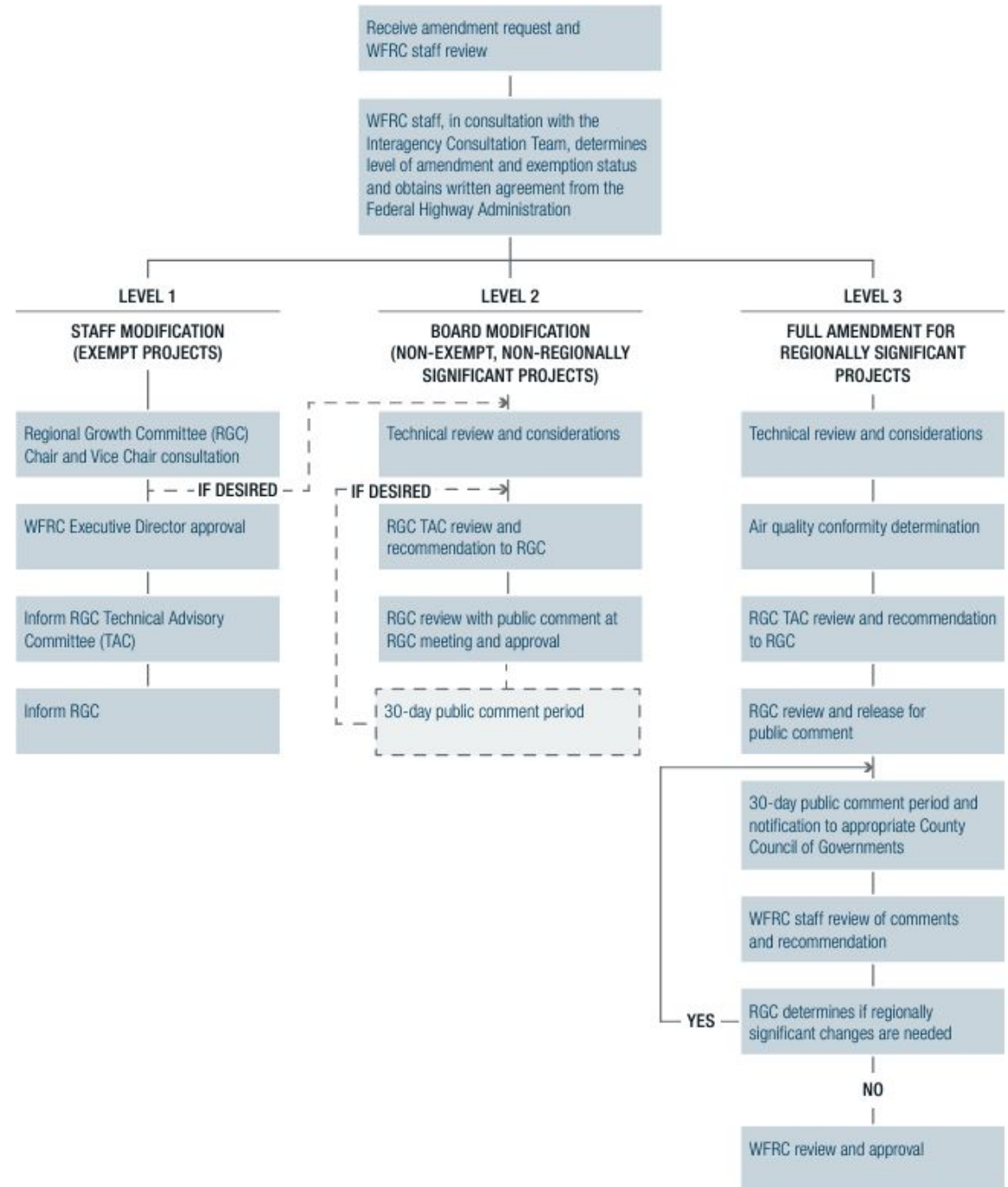
OTHER TOP
PRIORITIES

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

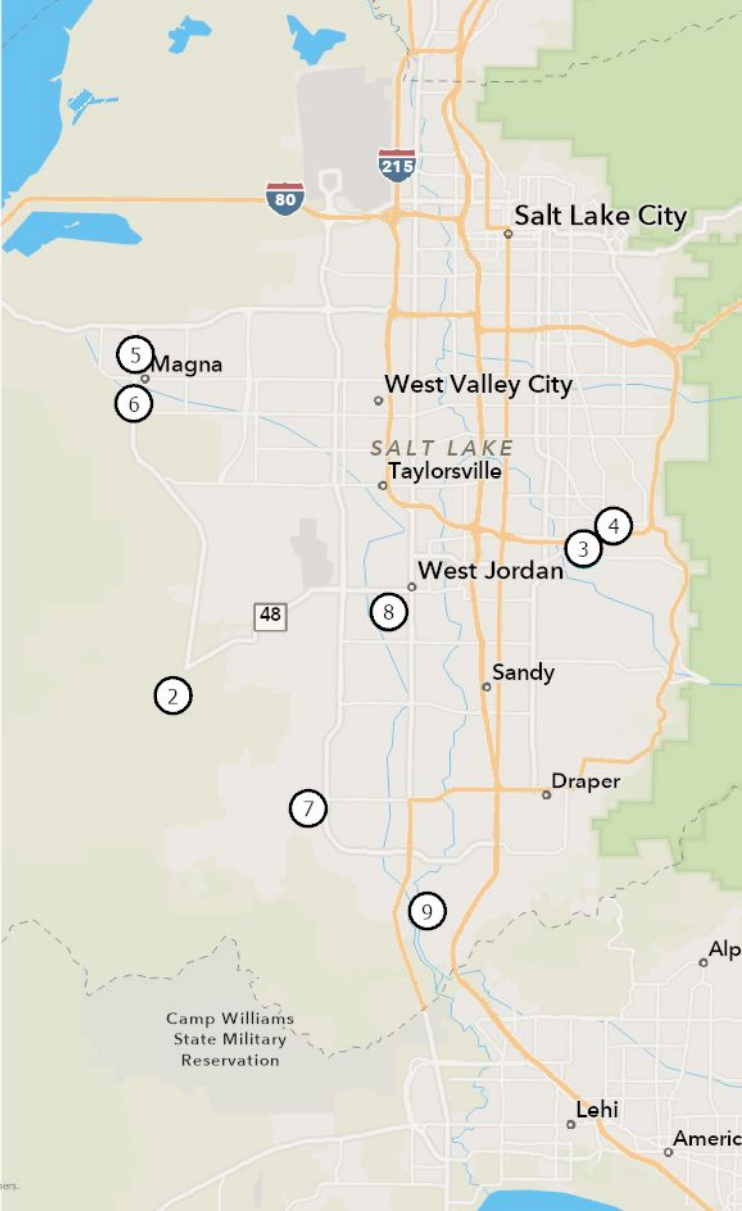
Approved on July 30

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

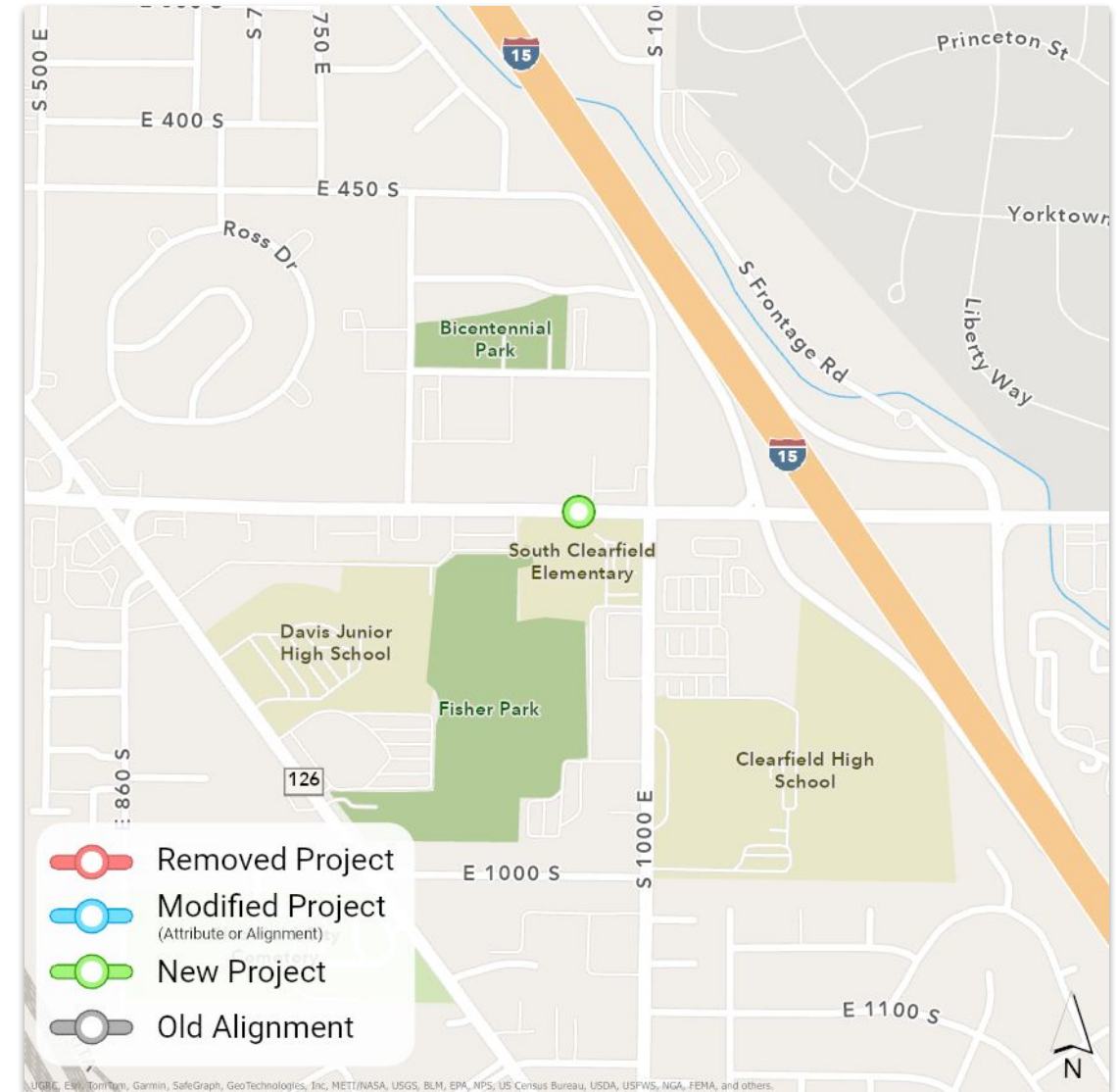
BENEFITS

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)

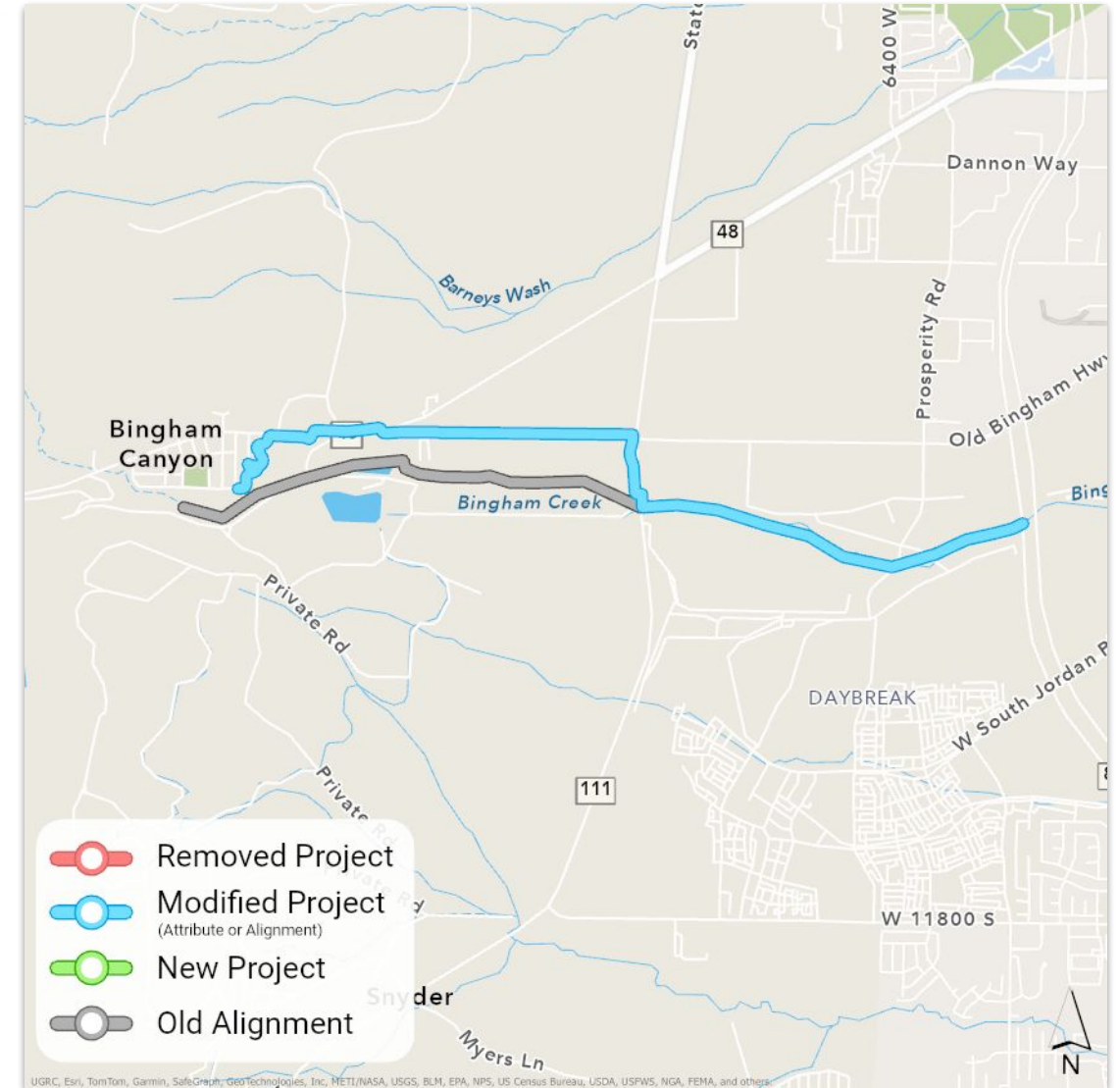
\$4 Million

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

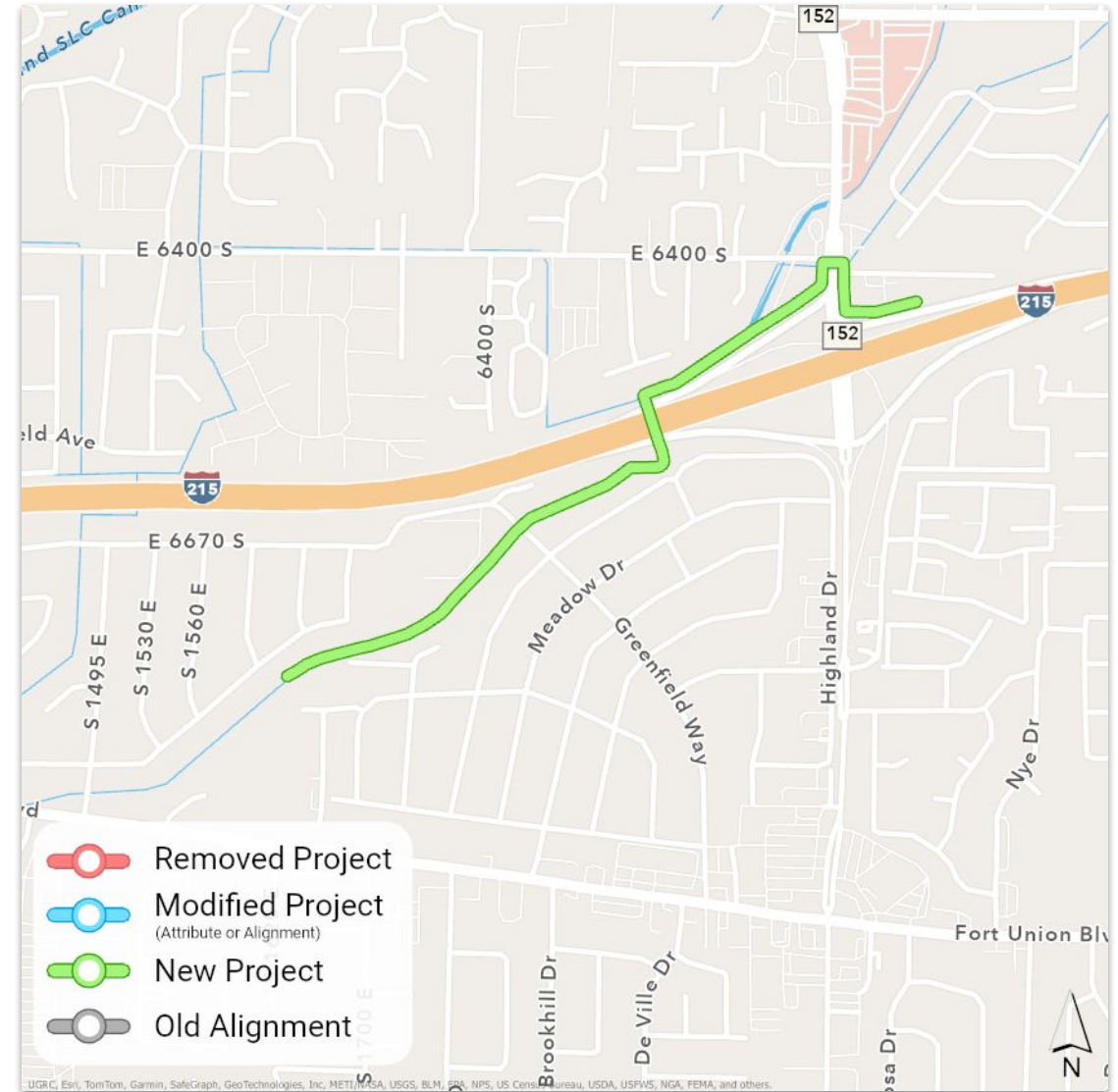
BENEFITS

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

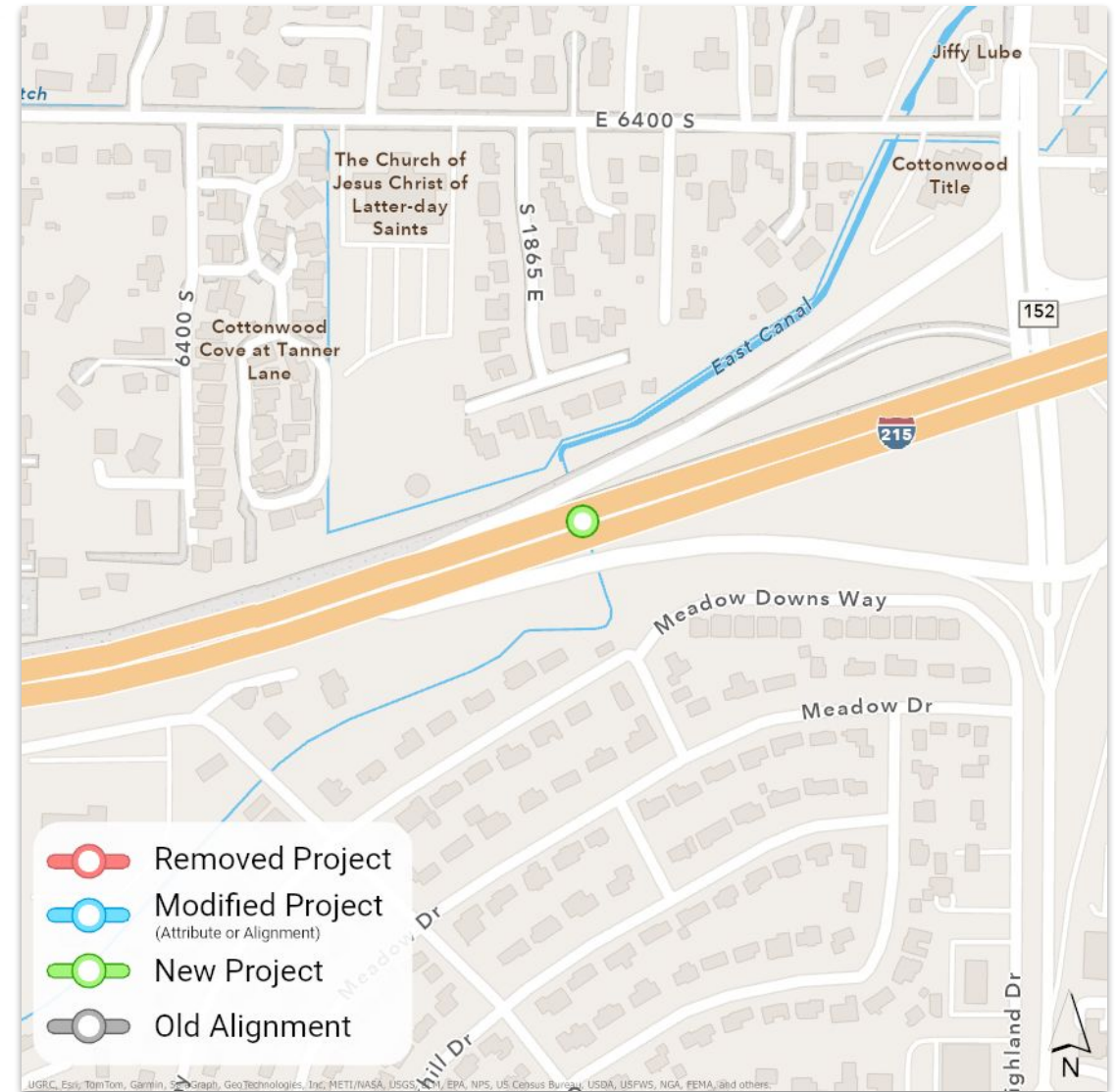
FUNDING SOURCES

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

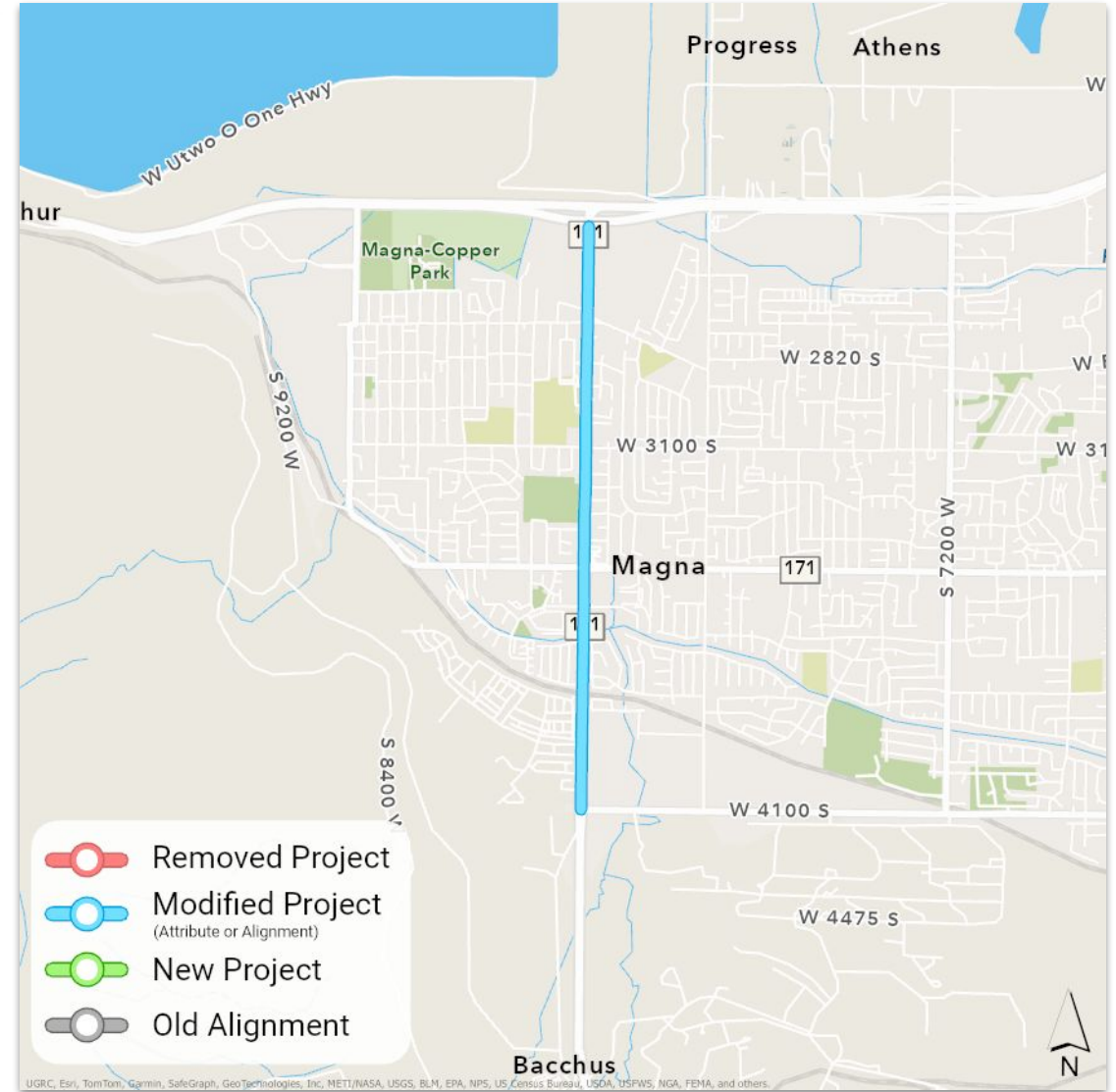
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, and/or TIF Active.

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

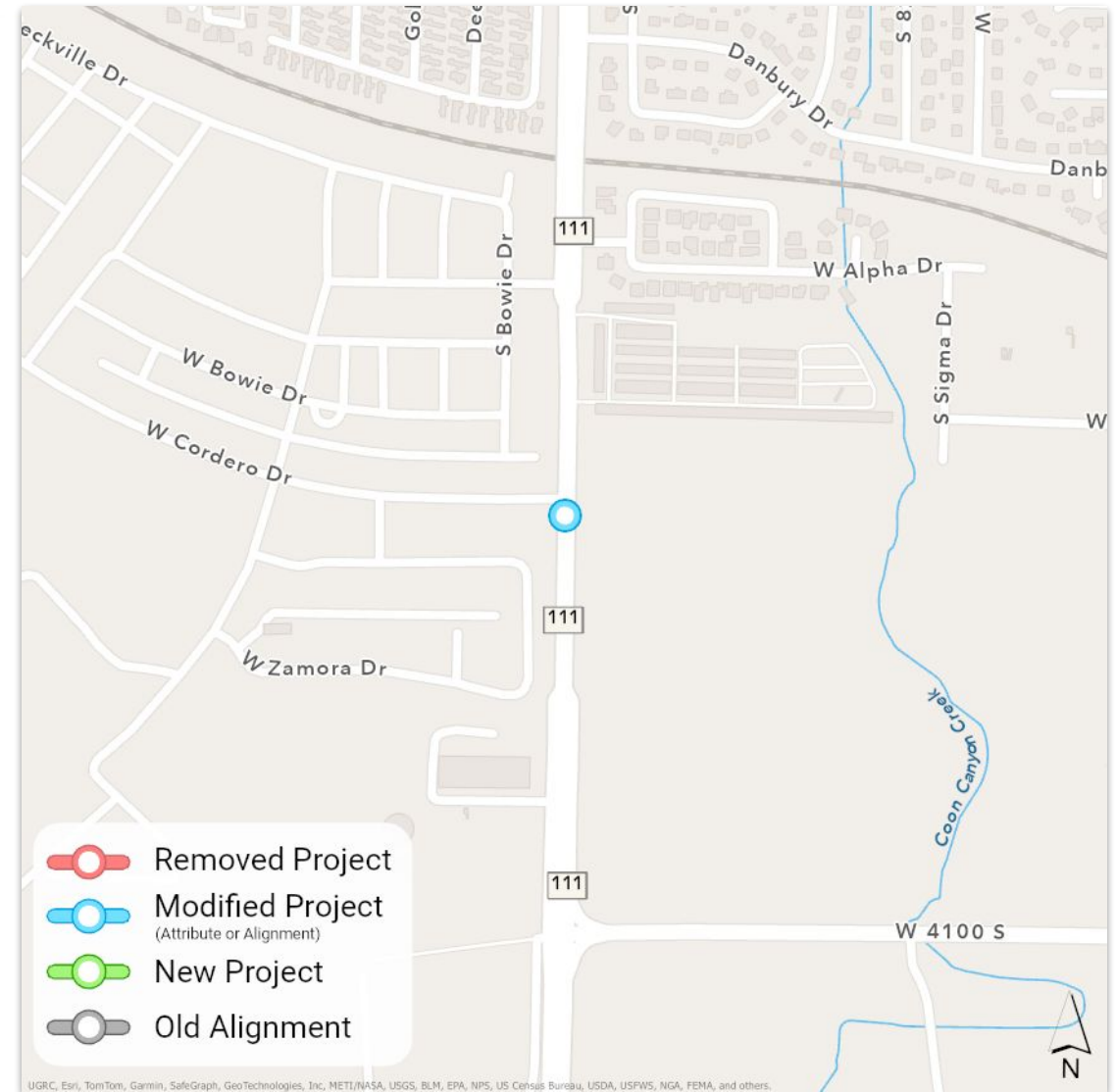
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF

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

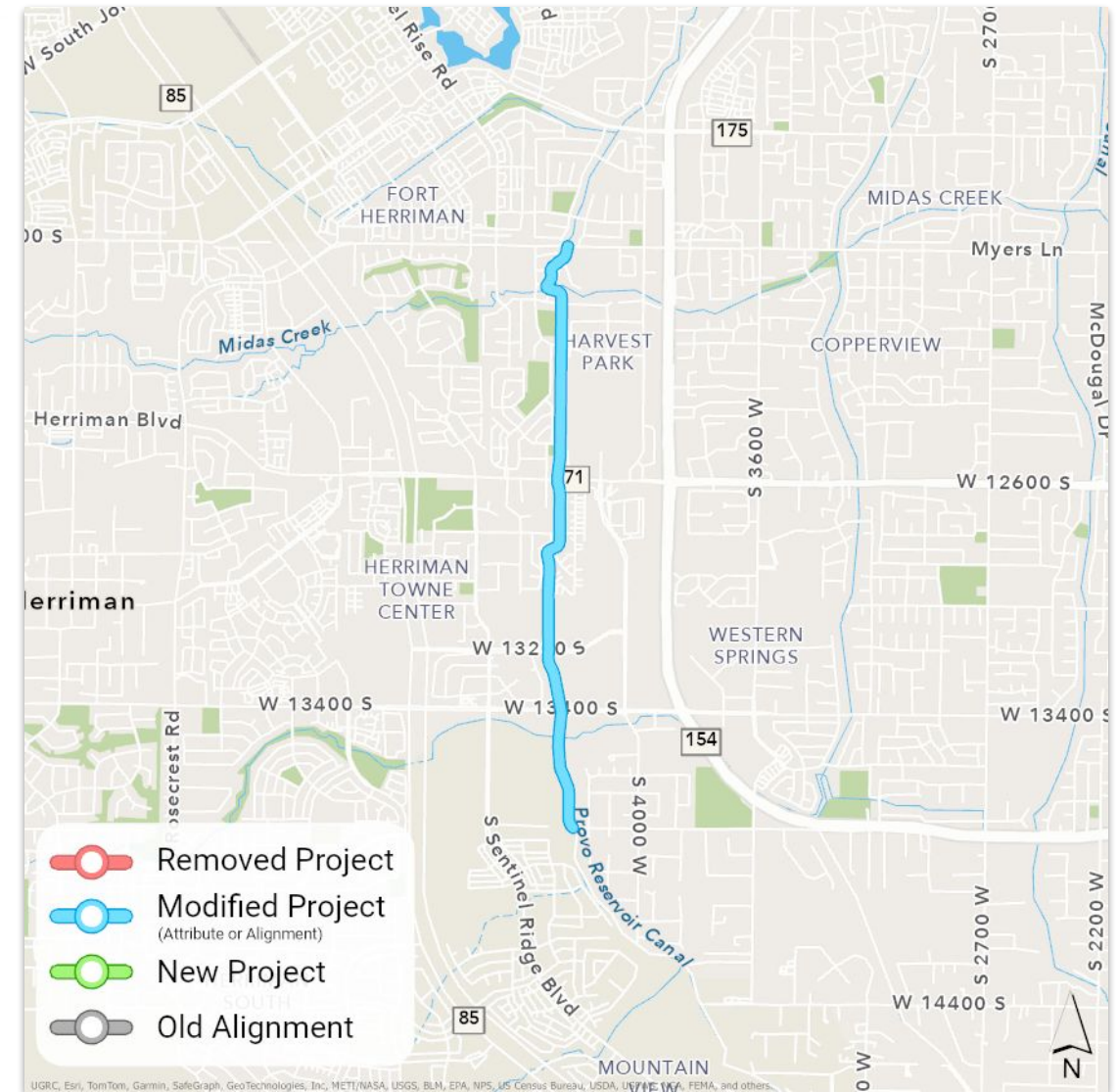
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF

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

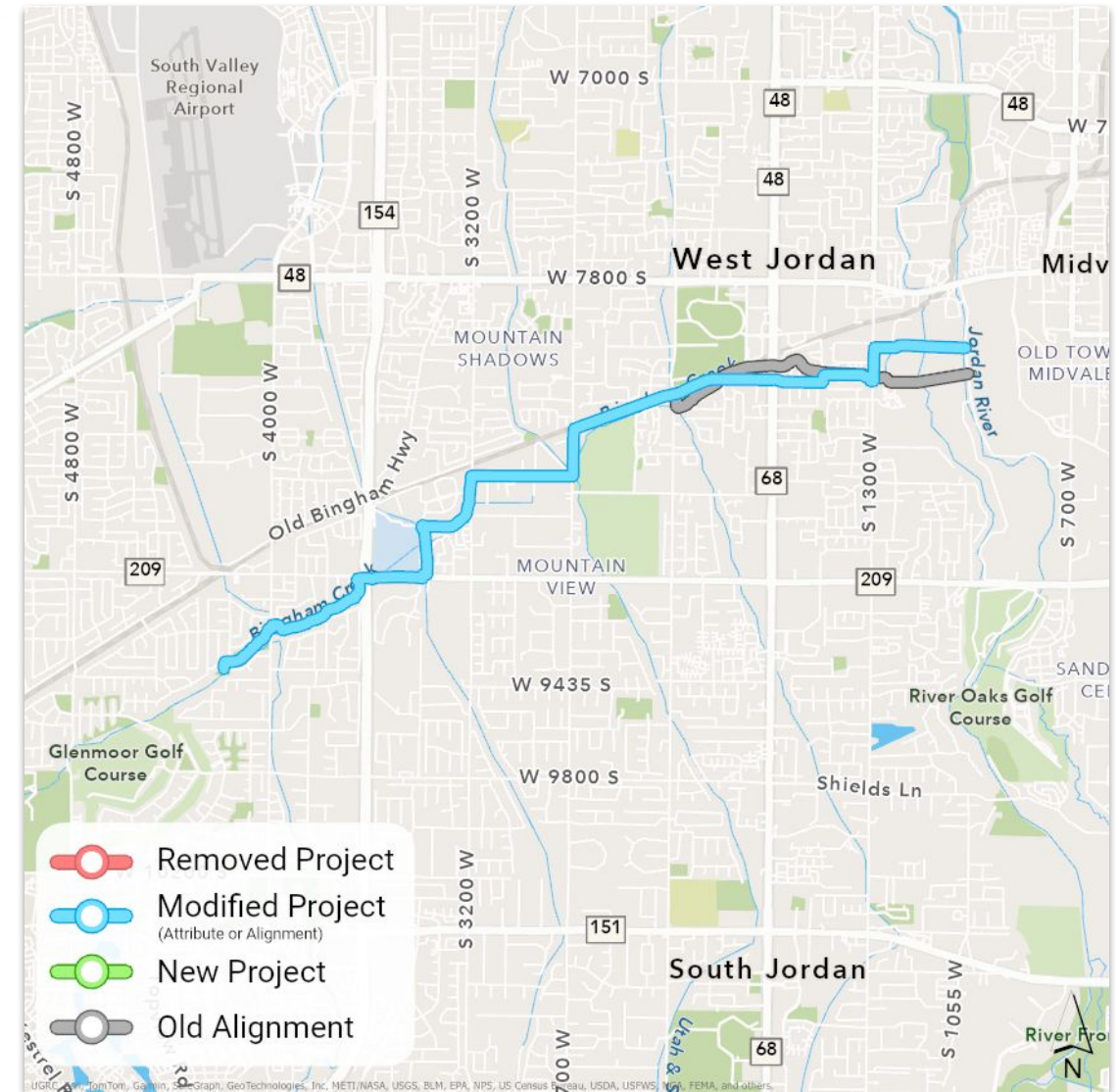
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF

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

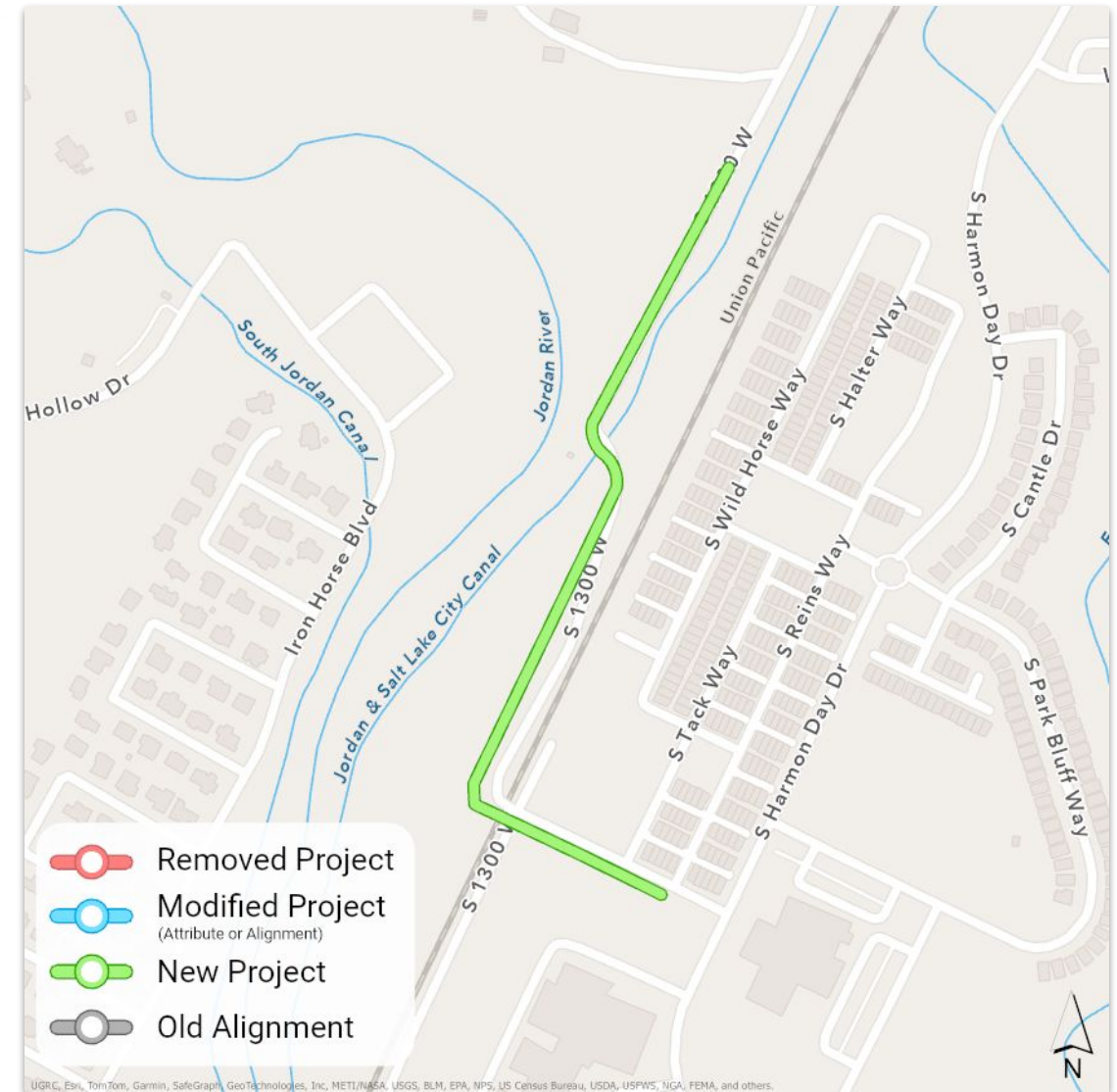
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, and/or TTIF FLM

BENEFITS

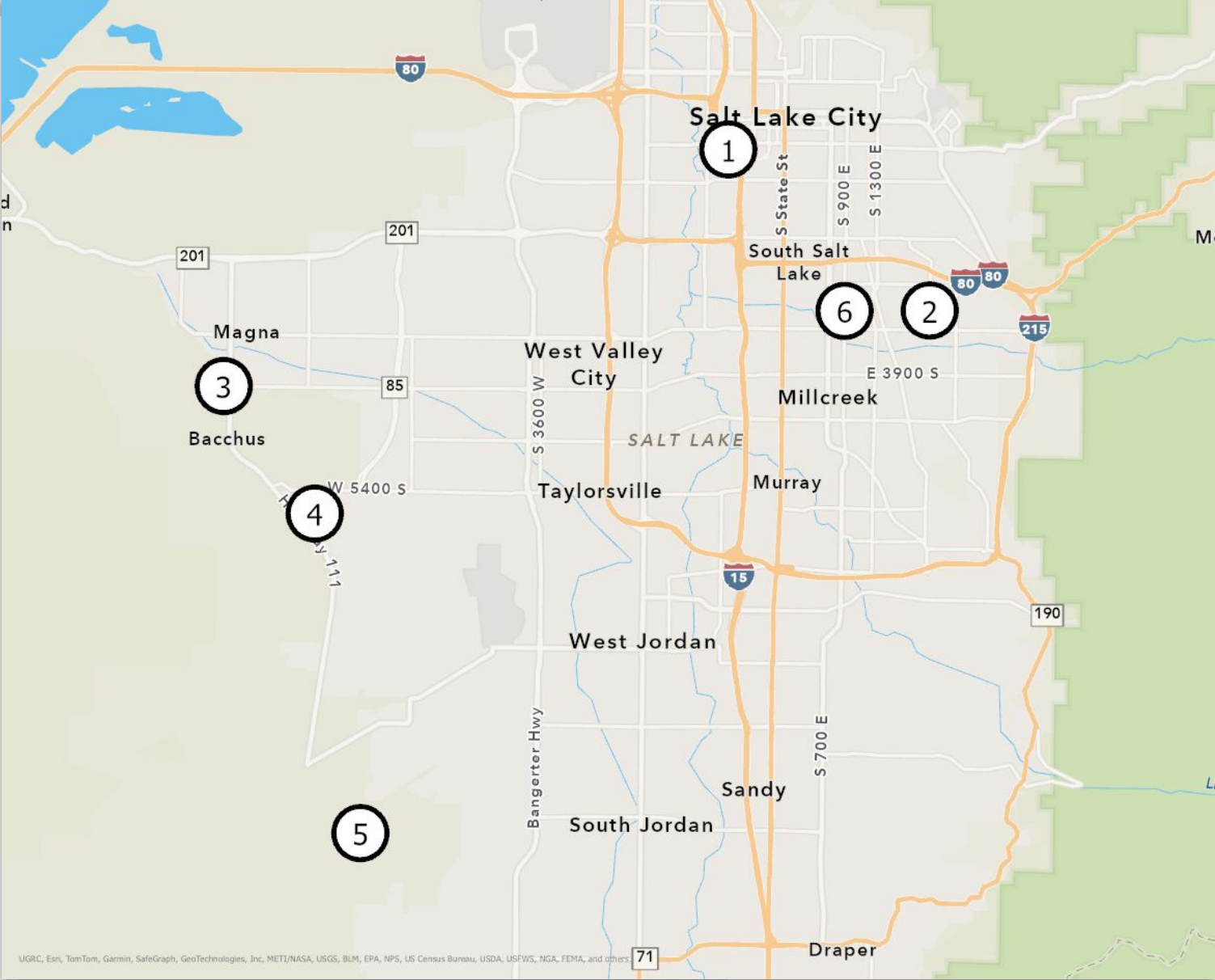
Increased connectivity

Increased safety

Increased access to the regional AT network



Level 2 Amendments



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

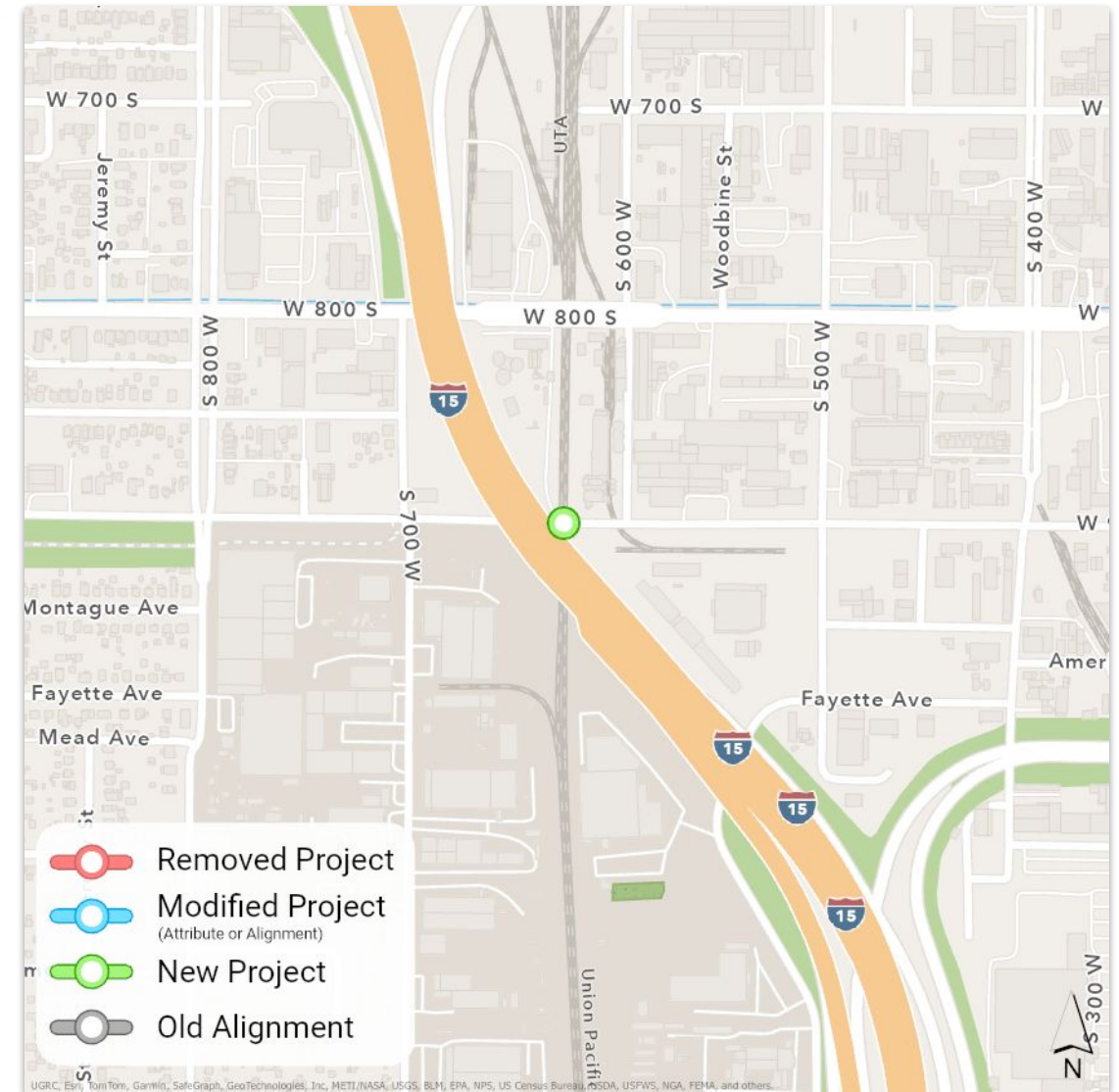
FUNDING SOURCES

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

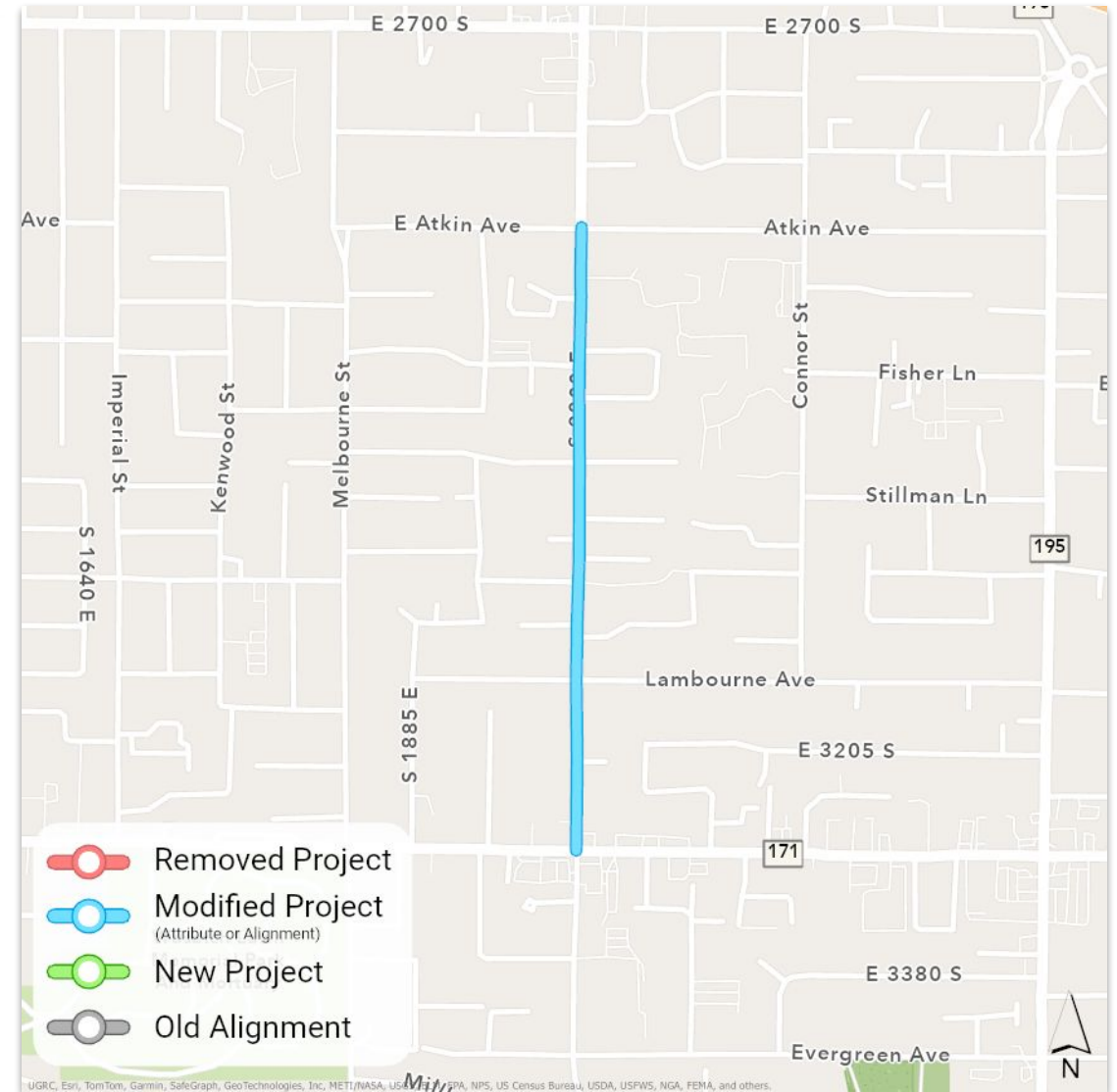
STP funds and local match

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.

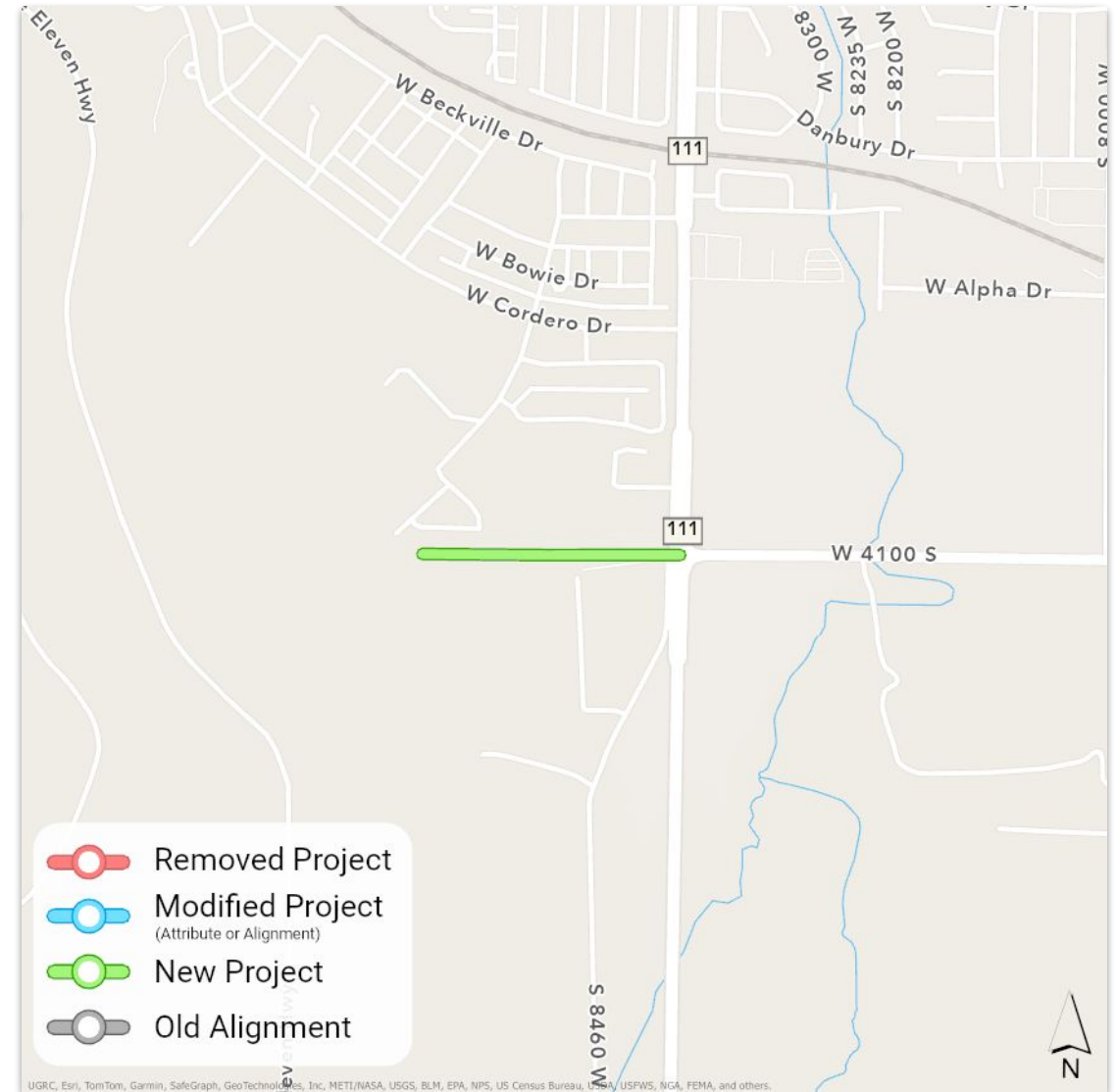
Additional funds could come from city, county, and STP funds.

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.

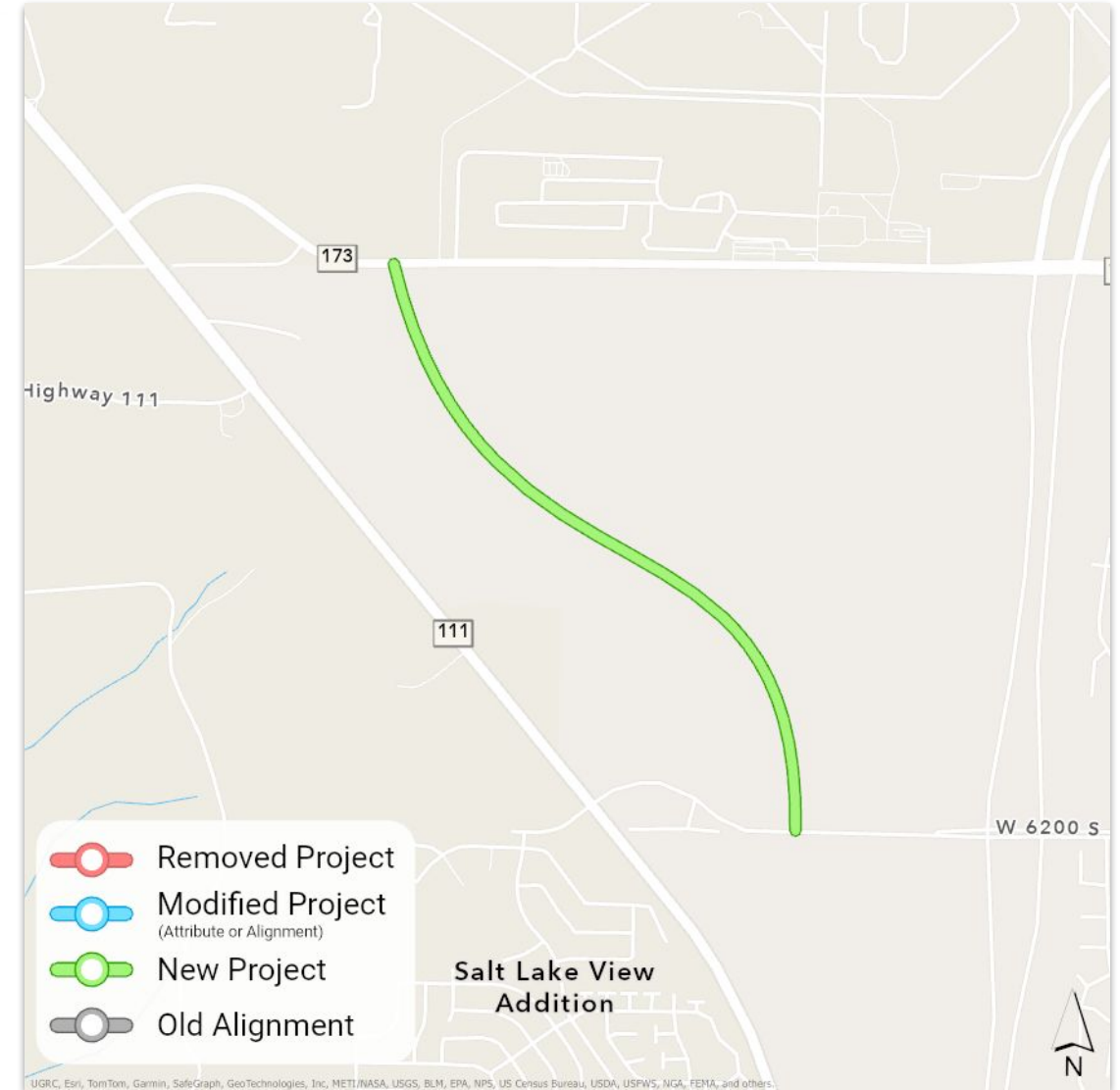
Additional funds could come from city, county, and STP funds.

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

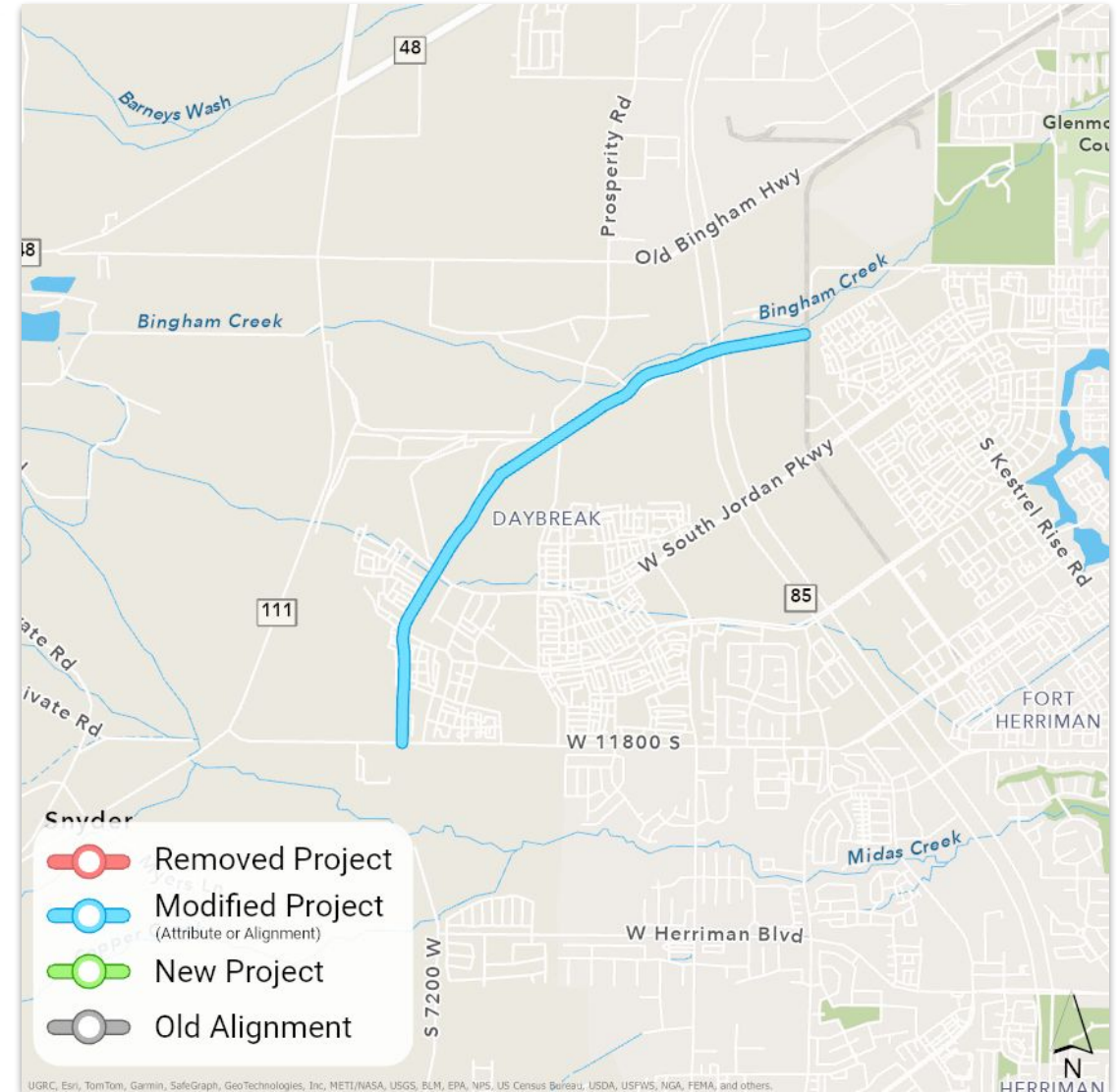
This project has an approved one-time Counties of the First Class Highway Projects Fund.

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

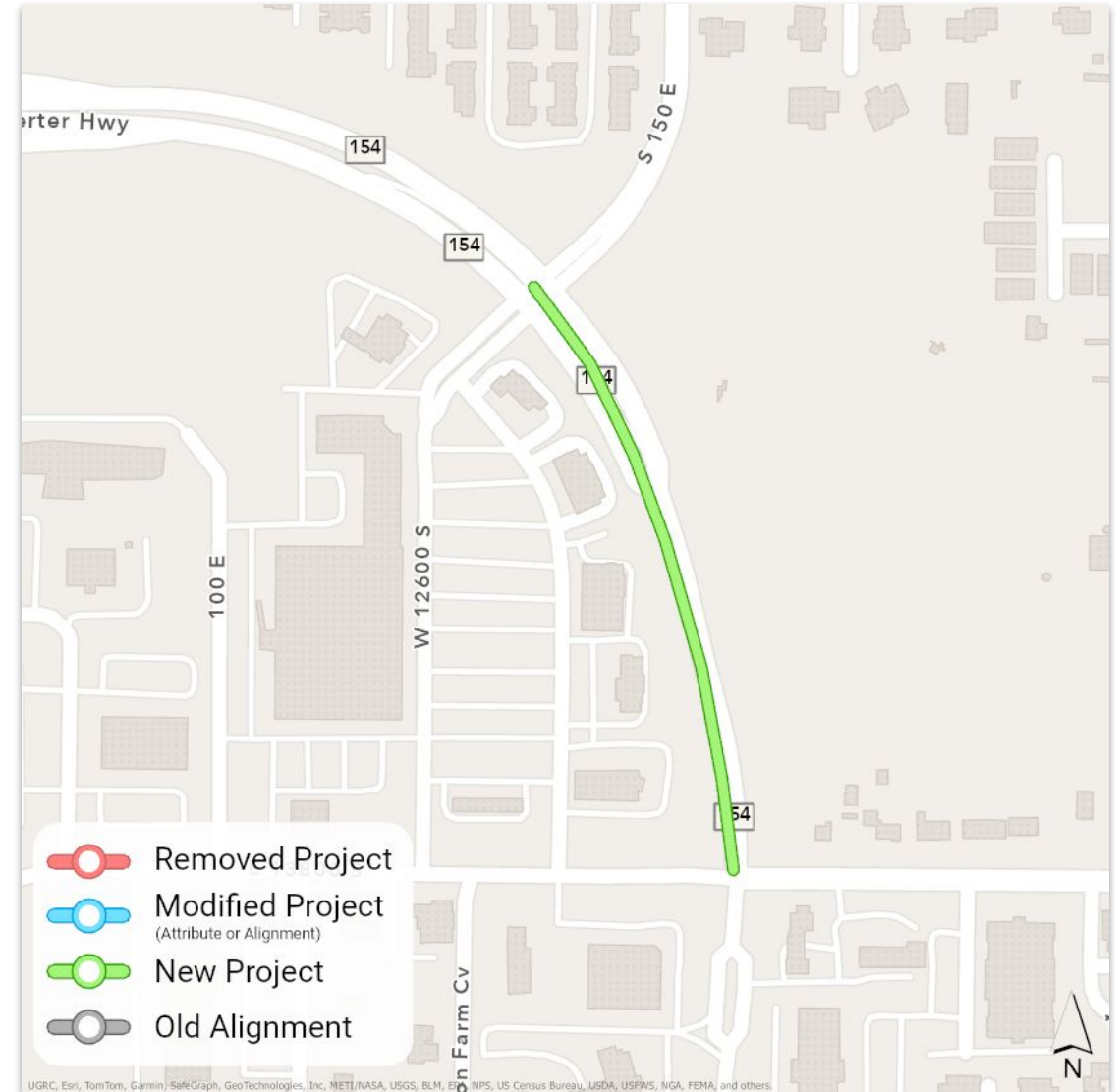
This project has an approved one-time Counties of the First Class Highway Projects Fund.

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

Suggested Motion

“I make a motion to recommend that the Regional Growth Committee review and approve the Level 2 - Board Modifications for Amendment #2 to the 2023-2050 RTP.”

Next Steps

MEETING DATE	LEVEL1	LEVEL 2
July 31 Regional Growth Committee Technical Advisory Committees	Inform RGC TACs	RGC TAC review and recommendation to RGC
August 15 Regional Growth Committee	Inform RGC	RGC review (public comment at meeting) and approval

2023-2050 RTP: Amendment 2

Regional Growth Committee Technical Advisory Committee
July 31, 2024

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





2027-2055 RTP: Strategies Testing

Regional Growth Committee

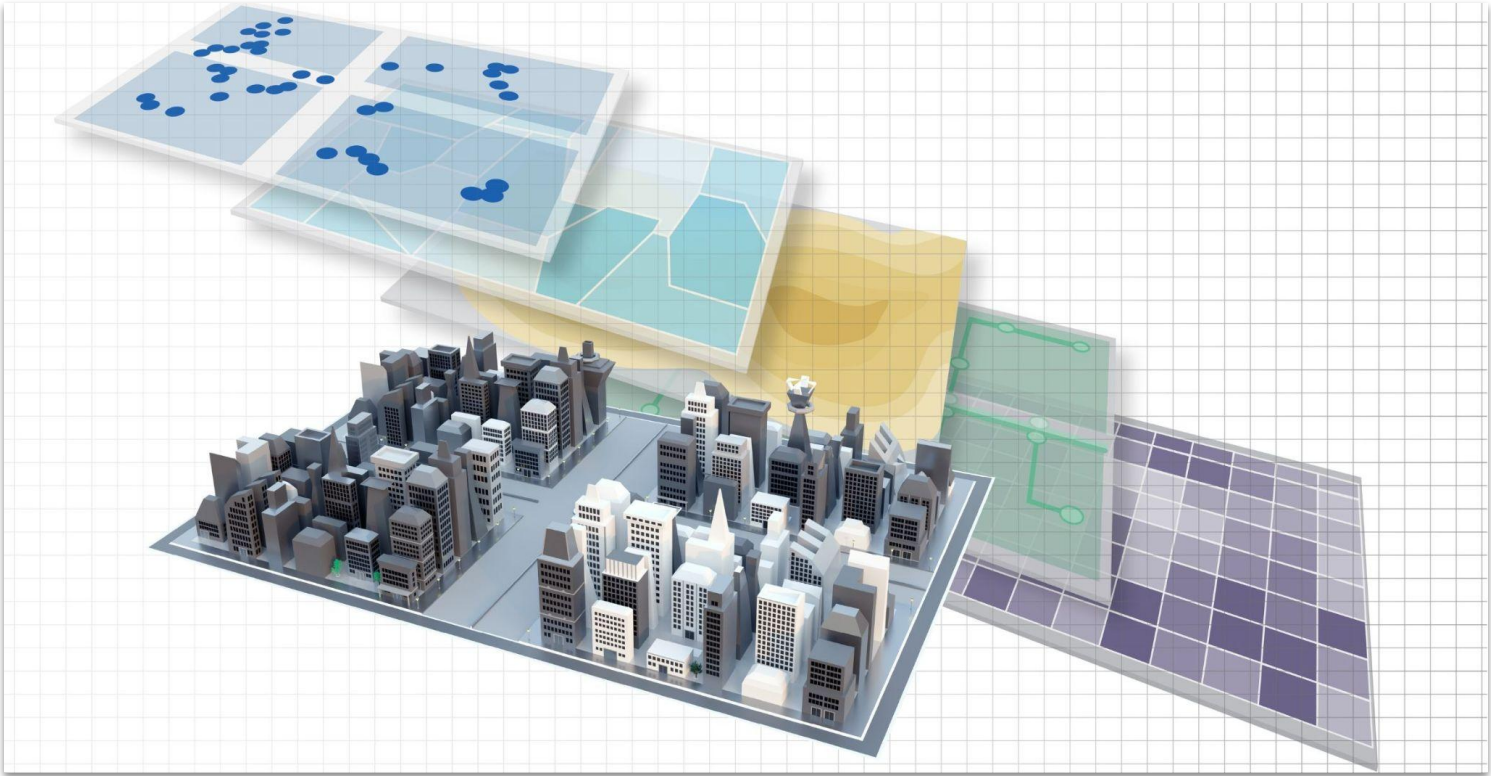
Technical Advisory Committee

July 31, 2024

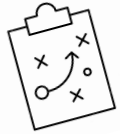
Overview

- 1** RTP Process
- 2** Whats and whys for scenarios testing
- 3** Strategy testing process
- 4** Strategies by mode
- 5** Next steps

What and Why?



Why We Test Strategies



EXPLORING IDEAS TO BETTER OUR TRANSPORTATION NETWORK



- 1 The future is not certain, strategies help prepare for it

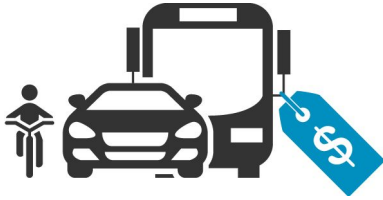


- 2 Examine potential decisions and consequences



- 3 Explore active transportation, road, and transit strategies

FOCUS AREAS + STRATEGIES



1

Provide transportation
choices



2

Optimization and
enhancement



3

Local and regional
connectivity

Strategy Testing Process

Summer 2024	Fall & Winter 2024	Spring 2025
<ul style="list-style-type: none">● Create initial strategies plan● Run strategies through the Travel Demand and Bike Models● Outreach to local communities and transportation agencies● Perform additional modeling iterations to test strategies	<ul style="list-style-type: none">● Gather feedback at workshops to test additional ideas● Run revised plans in the Travel Demand and Bike Models● Combine strategies and ideas to start forming a preferred scenario	<ul style="list-style-type: none">● Create a draft preferred scenario● Outreach to local communities, transportation agencies, and other stakeholders

Roadway Strategy

Highway Optimization

Exploring different congestion management practices to reduce VMT and VHT on highway systems.



Local Connectivity and Optimization

Looking for connectivity over highways, safer streets in centers, options for less congested arterials and collectors.



Transit Strategy

Fixed Guideway Network

Testing extensive Bus Rapid Transit, Street Car, and Light Rail enhancements



Bus Network

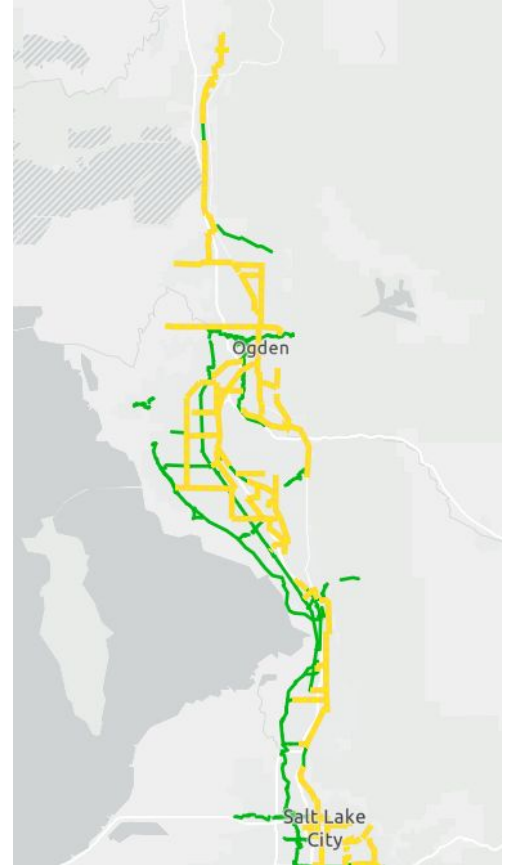
Testing extensive Core Routes and Local Bus networks



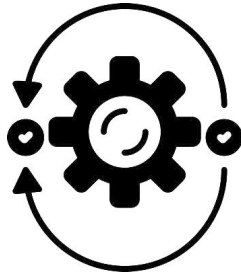
Active Transportation Strategy

Beehive Bikeways

Difference in number of bicycle trips between 2023 RTP and 2023 RTP + Beehive Bikeways.



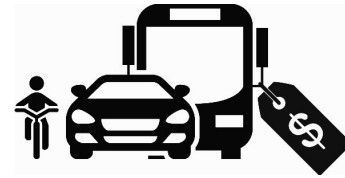
Looking Ahead



1 Strategy Testing



2 Preferred Scenario



3 Needs based and fiscally constrained phasing

Discussion

- New projects
- Innovative Ideas
- Rooted in reality
- Transportation Networks
- Connectivity between communities
- Phasing of current projects for the future



Contact Information

Long Range Planning Group - **longrange@wfrc.org**

Google Form - found both on wfrc.org and in the follow up email.



RTP Strategies Testing 2027-2055

RGC TAC // July 31, 2024



PLANNING TECHNICAL ASSISTANCE

Transportation and Land Use Connection

- ❑ TLC ideas and upcoming funding

Station Area Planning

- ❑ SAP map review, and technical assistance

Regional Growth Committee TACs

JULY 31, 2024

Meg Townsend, Community and Economic Development Director



Technical Assistance for...



PLANS, STUDIES



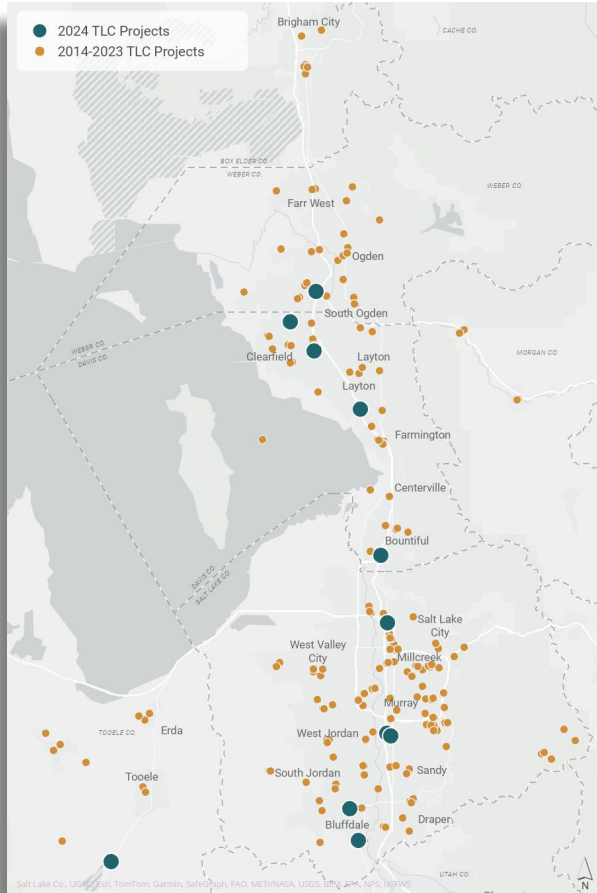
POLICIES, ORDINANCES



IMPLEMENTATION STRATEGIES



...implementing the Wasatch Choice Vision and achieving community objectives



\$1,767k *in project funds!*

\$1,552k *tlc*

\$214k *local match*

11 PROJECTS

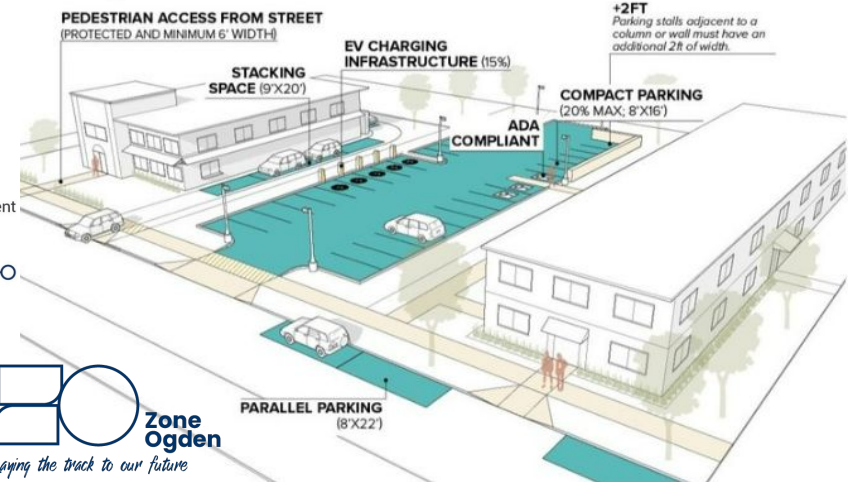
- 5 Salt Lake - West Valley Urbanized Area
- 5 Ogden - Layton Urbanized Area
- 1 Rural Planning Organization Area

September letter of intent deadline



- Community gathering spaces/centers—the core of downtown
- Ordinance to increase interest in a center

Parking Standards



3

ADOPTION

JANUARY - APRIL 2025



- Final Document Refinement
- **Final Public Outreach**
- **Adoption Hearings**

2

DRAFTING

SEPTEMBER 2023 - DECEMBER 2024



- Drafting the Unified Development Ordinance
- **Community Advisory Committee Meetings**
- **Community Forums and/or Workshops**
- **PC and CC Work Sessions**

1

ASSESSMENT

JUNE - SEPTMEBER 2023



- Branding and Website Launch
- Project Kickoff and **Community Listening Sessions**
- Review Existing Code
- **PC and CC Joint Work Session**
- Code Assessment Report

Wasatch Choice Great Streets Typology



Wasatch Choice Great Streets

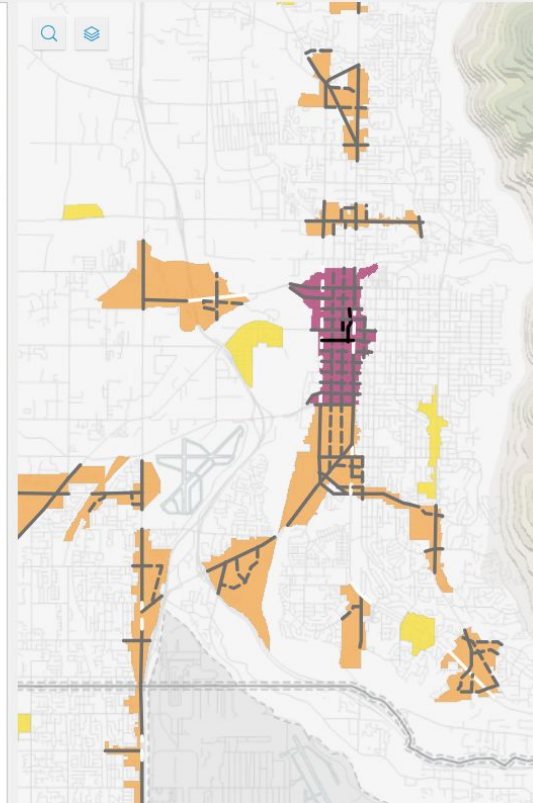
Is a framework to improve the fit between regional transportation planning decisions and the places they serve. When streets and their context complement one another, the benefits include better safety, quality of places, stronger economies, and better access to opportunities. Each typology will provide starting guidance about the role of that type of street based on function and context.

For more information about Complete Streets, visit [Wasatch Choice: Complete Streets](#).

If you would like to provide general feedback, please use the button below and fill out the attached form.

For other questions, contact
Julie Bjornstad (julieb@wfric.org)
or Ted Knowlton (ted@wfric.org)

[Leave Feedback](#)




- Beehive Bikeways
- Street Connectivity
- Parking study or ordinance
- Great Streets Framework



INSTRUCTIONS

Use the filters below to filter the data seen in the map. To view a project area in the map, select that project from the list to the right.

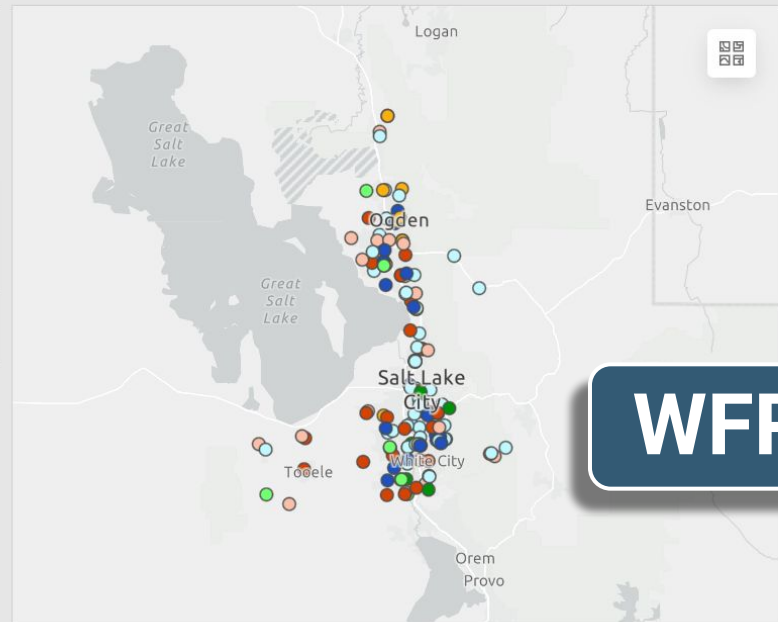
Select a Project Status
All Statuses

 Select a Project Type
All Types

LEGEND

- Active Transportation Plan
- General Plan Update
- Ordinance
- Parks and Open Space Plan
- Station/Small Area Plan
- Study
- Transportation Master Plan
- Vision

Last Updated: March 2024



Esri, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Managemen... Powered by Esri

To view project information and area, select the coordinating project from the project

Funded 15	Under Contract 25	Complete 113
----------------------------	------------------------------------	-------------------------------

All Projects

SELECTION LIST

Select a project from this list to view the area on the map. To view another area, deselect your previous selection, and click on a new project.

- Alta
Core Active Transportation Implementation Plan

WFRC.ORG/TLC

Complete: Downtown Form-Based Code

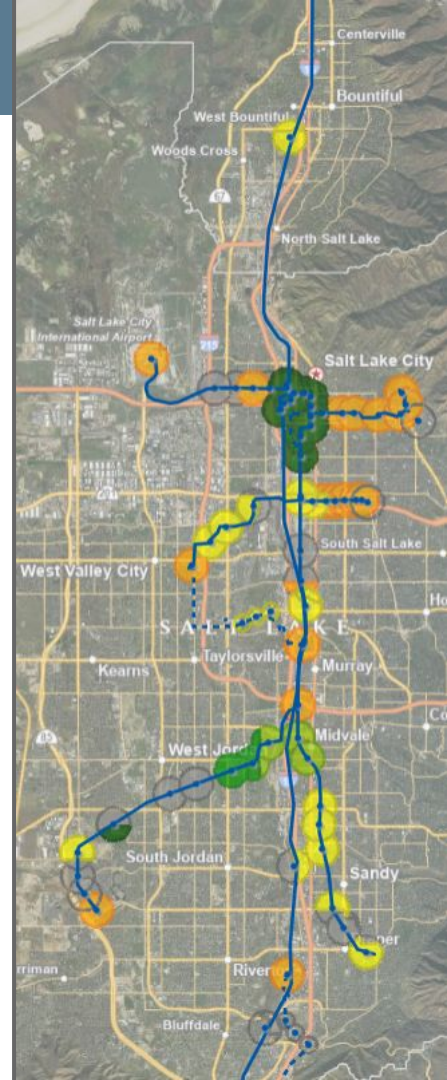
Project Status	Complete
Project Name	Downtown Form-Based Code
Project Type	Ordinance
Year	2017
Community	Clearfield
Plan Link	View

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*



27

Stations where station area planning has not begun



24

Stations with planning that pre-dates HB462



48

SAPs being prepared for adoption



4

SAPs submitted for certification review

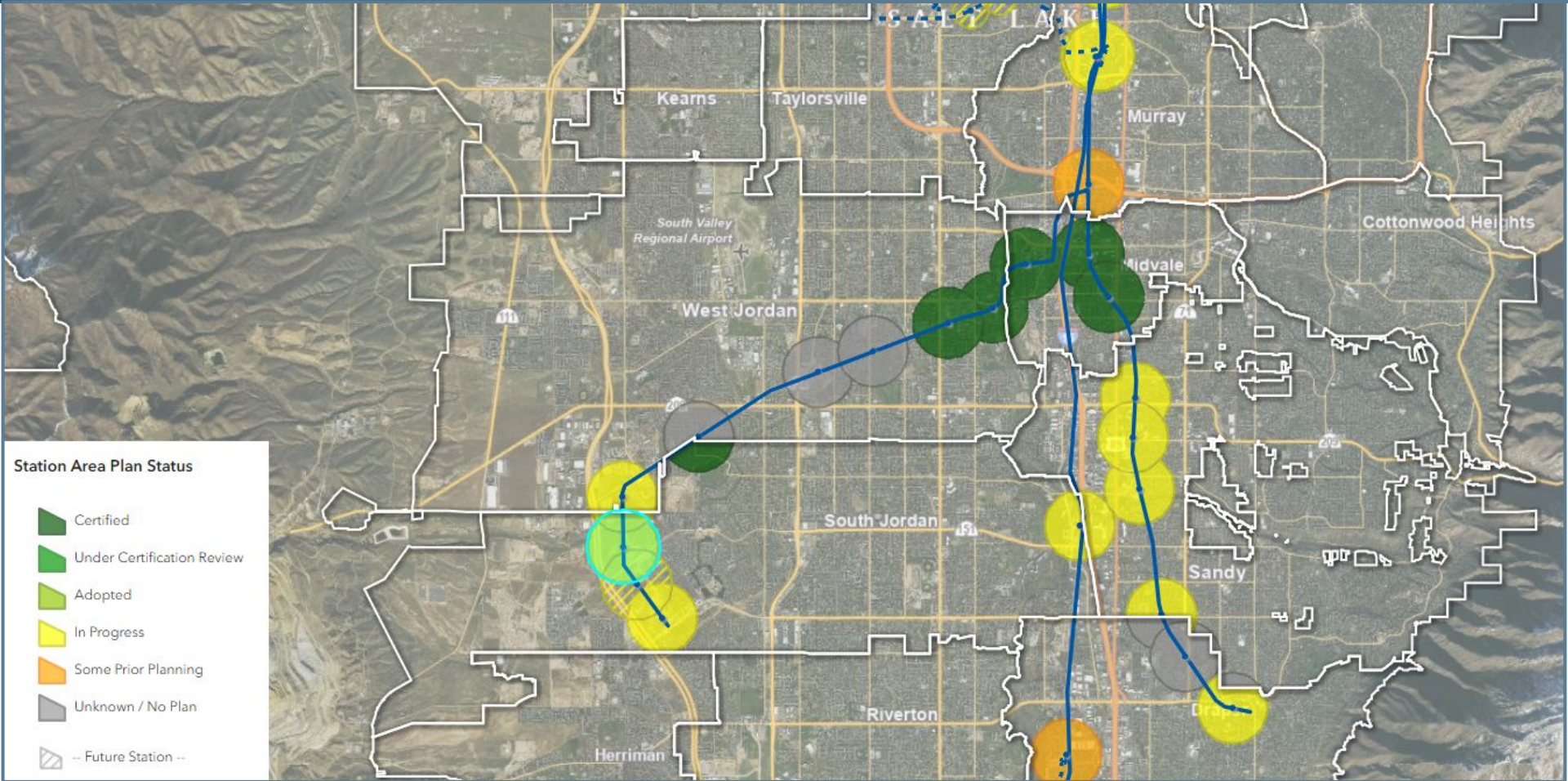


24

SAPs certified by MPO
see list of stations/plans below



22 applications approved and projects awarded



Apply for technical assistance!

- No local match requirement
- Rolling application
- Up to 4 SAPs need to be certified by December 2025
- WFRC staff admin support
- <\$2 million remaining

 Application for SAP Technical Assistance

Meg Townsend
mtownsend@wfrc.org

Byron Head
bhead@wfrc.org

