



**TIP**

## Transportation Improvement Program - Today . . .

**4a.** Action on the Board Modification

- To the 2024-2029 TIP

**4b.** Action to Recommend the Approval of the 2025-2030 Transportation Improvement Program (TIP) & Corresponding Air Quality Conformity Finding



# 4a - 2024-2029 TIP Board Modification

Trans Com  
August 15, 2024

Ben Wuthrich  
Wasatch Front Regional Council

## 2024-2029 Transportation Improvement Program (TIP) (Amendment Five) Board Modification

### New Project

#### Salt Lake Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Sandy	SR-209 Ped Bridge	22021	SR-209, Quarry Bend Pedestrian Bridge (Sandy)	Construct Grade-separated crossing over 9000 South and connect sidewalk to Sandy Canal Trail	ST_TIF_ACT (Statewide - Transportation Investment Funds - Active Funds)	\$9,982,667		<b><i>New Project / Additional Funding</i></b>	\$5,989,600	2024
						CMAQ_WFRC Congestion Mitigation/ Air Quality (WFRC Area)		\$3,721,592			
						LOCAL_GOV Local Government Funds		\$270,248			

The SR-209;Quarry Bend Pedestrian Bridge project is located adjacent to the Quarry Bend Park in Sandy City. The project includes a grade-separated crossing over SR-209 (9000 S) at Quarry Bend (900 E) and sidewalk to connect into existing Sandy Canal Trail. This will also connect the residential area of the south to the retail and recreational areas north of SR-209.

Salt Lake	UDOT	SR-186	21179	Capitol Hill Roundabout	Reconfigure Intersection at 300 North and State Street (SR-186)	DFCM (Department of Facilities Construction & Management)	\$2,510,000	\$300,000	<b><i>New Project / Additional Funding</i></b>	\$2,210,000	2024
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The scope of the project is to reconfigure the intersection at 300 North and State Street (SR-186). The initial project value provided funding for design and the additional funds are to allow for construction. The project is funded through the Department of Facilities Construction & Management and was approved by the Capitol Preservation Board.

### Additional Funding

#### Salt Lake Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Cottonwood Heights	Bengal Blvd	18816	Bengal Blvd; Highland Dr to 2160 E	Intersection Improvements - Turning movements & Bike Lanes	STP_URB_SL Surface Transportation Program - Urban Area Salt Lake (WFRC)	\$3,100,000	\$1,989,715	<b><i>Additional Funding</i></b>	\$891,092	2024-2029
						LOCAL_GOV Local Government Funds		\$153,324	<b><i>Additional Funding</i></b>	\$65,869	

This project will add a second left turn lane for westbound Bengal Boulevard at the existing intersection with Highland Drive and widen the south side of Bengal Boulevard to accommodate merging traffic from Highland Drive. The project will also construct a 10' ped and bike facility on the northside of Bengal Boulevard and install bypass bike lanes at the intersection to connect Type II Bike Lanes on Highland Drive with Type II Bike Lanes on Bengal Boulevard. The project cost increase is a result of construction costs related to labor and equipment. Cottonwood Heights intends to provide all other resources and funding needed to complete the project.

### New Programs and Program Reset

#### Statewide Programs

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Total Project Estimated Cost	Currently Funded Amount	Action	TTIF FM & LM Funding Amount	Year
Various	UDOT	Various	Various	Various Locations	TTIF First Mile/ Last Mile funding is primarily used to improve active transportation connections to transit stations	ST_TTIF First & Last Mile (Statewide - Transit - Transportation Investment First & Last Mile Fund)	\$21,531,541	\$17,125,233	<b><i>Fund Program Amount</i></b>	\$4,406,308	2024

The State Transportation Commission uses a data-driven model to prioritize projects for funding through the Transit - Transportation Investment First & Last Mile Fund (TTIF First & Last Mile), which funds active transportation projects that connect to transit stations. In the March & May 2024 Programming Workshops,UDOT presented the list of the 2024 TTIF First & Last Mile projects recommended for programming. The recommendation also includes funding additions to previously programmed projects. (For specific projects please refer to the attached TTIF First & Last Mile Projects Prioritized by Commission Table)

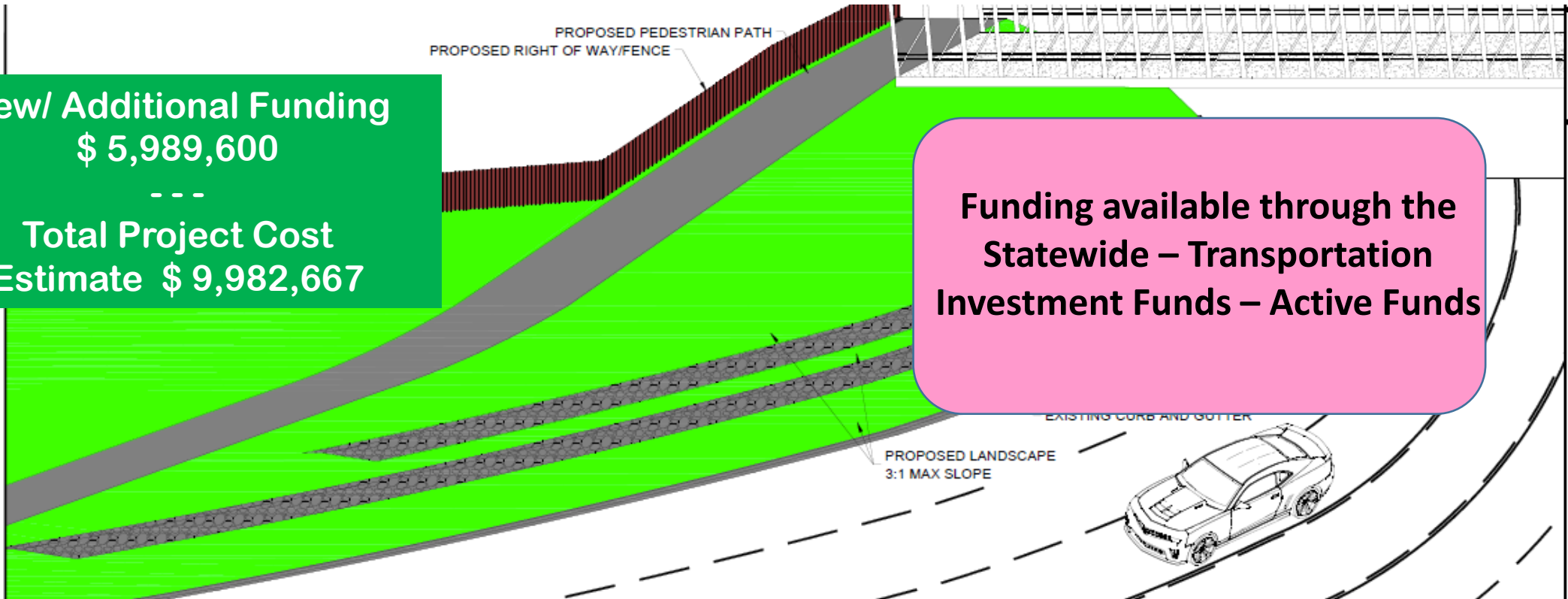
# Salt Lake – Sandy – SR-209. Quarry Bend Bridge – Pedestrian & Bicycle Bridge Construct Grade-separated crossing over 9000 South

New/ Additional Funding  
\$ 5,989,600

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Total Project Cost  
Estimate \$ 9,982,667

Funding available through the  
Statewide – Transportation  
Investment Funds – Active Funds



PROPOSED PEDESTRIAN BRIDGE AND PATH  
ISOMETRIC VIEW FACING NORTHWEST  
N.T.S.



- Project will construct a grade-separated crossing over 9000 South and connect sidewalk to Sandy Canal Trail

PROPOSED PEDESTRIAN BRIDGE DESIGN STYLE

New/ Additional Funding  
\$ 2,210,000

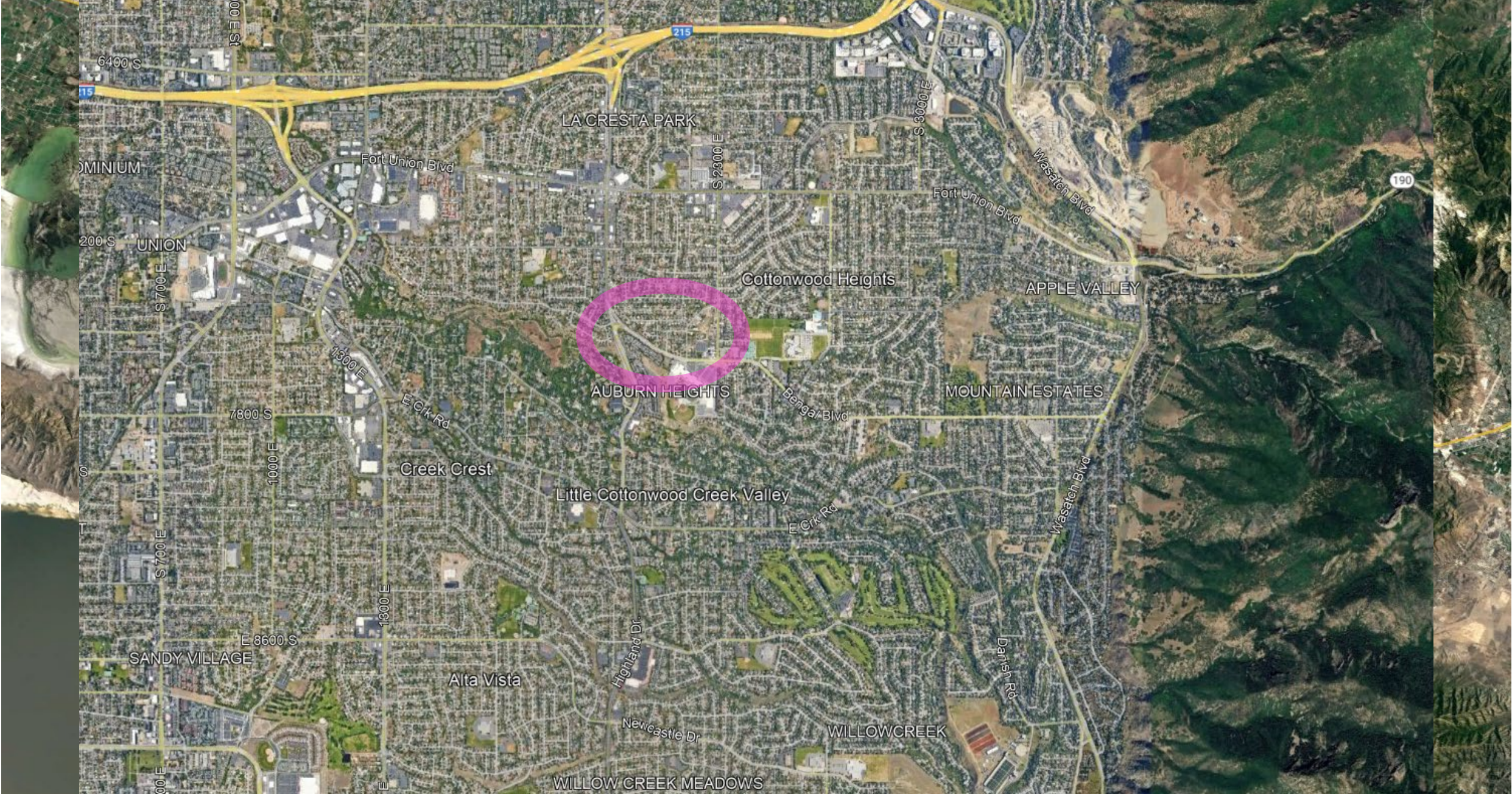
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Total Project Cost  
Estimate \$ 2,510,000

Funding available through the  
Through the State Transportation  
Solutions Program (TSP)

**New  
Project**

- Project will Reconfigure the  
Intersection at 300 North & State Street to  
a Round-about

# Salt Lake – Cottonwood Heights – Bengal Boulevard- Bike/ Pedestrian Facility Project Development, Final Design, Right of Way, & Construction



# Cottonwood Heights – Bengal Blvd. & Highland Dr. - Intersection Improvements

STP & CMAQ

Project Type – Operations

Bengal Boulevard and Highland Drive – (0.25 miles)



**Project Cost –**  
**\$ 1,657,000**  
**Funds Request –**  
**\$ 1,544,821**

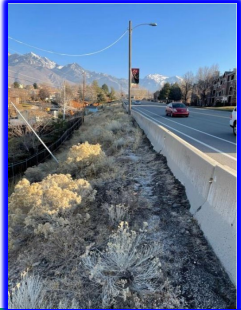
Project will add a second left turn pocket for WB Bengal Boulevard at existing intersection and widen south side of Bengal Boulevard roadway to accommodate merging traffic from Highland Drive. Install bypass bike lanes at intersection to connect Type II Bike Lanes on Highland Drive with Type II Bike Lanes on Bengal Boulevard.



# Cottonwood Heights – Bengal Boulevard – Bike & Pedestrian Walkway

## Project Type – Capital Improvement

Highland Drive to 2680 East – (0.19 miles)



**Project Cost –  
\$ 487,200**

**Funds Request –  
\$ 444,894**

This project represents a major opportunity for active transportation in Cottonwood Heights. Despite being a major thoroughfare, Bengal Blvd's current condition does little to incentivize walking or cycling.

This 10-foot shared-use path will provide dedicated space for pedestrians and cyclists, creating safer conditions for current and future users.



**Engineers Estimate     \$ 3,100,000**

**Current Project Budget     \$ 2,144,200**

**Shortfall     \$ 955,800**

**Additional Funding Request     \$ 891,092**

**Additional Local Contribution     \$ 64,708**

**City Commits to . . . .**

- Provide all other resources and funding needed to complete the project**

# TTIF - First Mile / Last Mile

Project Name	Total Project Cost	Match Amount	TTIF FM/LM Funding
Big Cottonwood Creek Trail (Millcreek)	\$ 555,835	\$ 44,658	\$ 111,197
Midvale Trax Station to Maple Street Multi-Use Path	\$ 841,172	\$ 672,938	\$ 168,234
Salt Lake Canal and East Jordan Canal Trails (Sandy)	\$ 3,455,938	\$ 2,764,760	\$ 691,188
Madison Avenue/Gold Star Shared Use	\$ 959,297	\$ 767,438	\$ 439,824
Cottonwood Street Buffered Bike Lane	\$ 176,560	\$ 141,248	\$ 44,140
Midvale Center Street Project	\$ 2,729,256	\$ 2,183,000	\$ 932,064
Main Street and Holden Street Buffered Bike Lane	\$ 65,730	\$ 52,584	\$ 65,730
4800 West Bike Lanes and Sidepaths	\$ 385,411	\$ 308,329	\$ 385,411
2200 West Bike Lanes & Sidepaths	\$ 939,893	\$ 751,914	\$ 234,973
Main Street / West Temple Bike Lane (South Salt Lake City)	\$ 1,990,789	\$ 1,592,631	\$ 398,158
Magna Downtown Revitalization	\$ 3,727,095	\$ 2,981,676	\$ 745,419
Roy FrontRunner Underground or Aboveground Pedestrian / Bike Crossing - Study	\$ 200,000	\$ 60,000	\$ 140,000
Brian Head Commercial Corridor Shuttle Stops and Crosswalks	\$ 500,000	\$ 150,000	\$ 350,000
	\$ 21,531,541	\$ 17,125,233	\$ 4,406,308

**TTIF\_First/ Last Mile  
 Transportation Investment  
 Total Funds Program  
 \$ 22,031,541 (13 projects)  
 TTIF First/ Last Mile = \$ 4,756,308**  
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**WFRC Area Amount  
 \$ 21,531,541 (12 projects)  
 TTIF First/ Last Mile = \$ 4,406,308**

**2024-2029 Transportation Improvement Program (TIP) (Amendment Nine)  
Board Modification**

**Federal Community Transportation Project Funding**

**Statewide Programs**

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	Various	Various	Various	Various Locations	Various Roadway Enhancements and improvements	Grants for Community Project Funding (CPF)	\$94,464,800	\$7,125,233	<b>Fund Program Amount</b>	<b>\$21,100,000</b>	2024

Grants for Community Project Funding (CPF) (Formerly known as Earmarks) are appropriated and allocated from the General Fund for Transportation Infrastructure Grants on an annual basis. CPF recipients and their allocations are determined by Congress and all recipients are specifically identified in the Appropriations Act corresponding with the applicable fiscal year. (For the 2024 specific projects and funding amounts, please refer to the attached Federal Community Transportation Project Funding Table)

**Utah House Bill 488 (HB-488)**

**Statewide Programs**

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Various	Various	Various	Various Locations	Various Roadway Enhancements and improvements	County of the First Class Highway Projects Fund (CFCHPF)	\$149,700,000	\$47,125,233	<b>Fund Program Amount</b>	<b>\$43,748,000</b>	2024-25 & 2025-26

As part of the Utah 2024 legislative session House Bill 488 included some modifications to transportation funding. One of the modifications provided funding for specific projects from the County of the First Class Highway Projects Fund (CFCHP). The CFCHP includes a portion of the 2nd and 3rd Quarter Local Option Sales Tax revenues within Salt Lake County. Historically, this fund has been subject to legislative appropriation, and is administered by UDOT. The projects listed in the table listed "HB 488" are funded in the bill for fiscal years 24-25 and 25-26, on a reimbursement basis. Due to some of these projects being partially funded from other resources in the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP), it is recommended that all the projects be listed in the TIP/ STIP for transparency and administrative management.

**Change in Project Scope**

**Salt Lake Urban Area**

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Salt Lake City	1300 South	14054	1300 South Bypass; 200 East to 500 West	Provide Safe Bicycle Route - Parallel to 1300 South and Improve Pedestrian Crossings to access Ballpark TRAX	TAP_URB_WFRC Transportation Alternatives Program - Urban Area Salt Lake (WFRC)	\$458,000	\$324,000	<b>Combine with PIN 18837</b>	<b>No Funding Change</b>	2024-2029
						LOCAL_GOVT Local Government Funds		\$134,000			

The intent of this modification is to combine this project with the Kensington project listed below to provide a safe bicycle route to complete a gap in the regional bicycle priority network to make a safe connection between 1300 South bike lanes (east), and California Avenue (1330 S) bike lanes (west).

Salt Lake	Salt Lake City	Kensington	18837	Kensington/ Andrew Avenue from West Temple to 300 East	Provide Safe Pedestrian /Bicycle Route and Create additional Connectivity	TAP_URB_WFRC Transportation Alternatives Program - Urban Area Salt Lake (WFRC)	\$1,126,500	\$650,000	<b>Combine with PIN 14054</b>	<b>No Funding Change</b>	2024-2029
						LOCAL_GOVT Local Government Funds		\$476,500			

Overall the combined project will provide a safe bicycle route to complete a gap in the regional bicycle priority network to provide a high-comfort bicycling alternative (bypass) to 1300 South, east of West Temple, create additional connectivity from the southern and eastern parts of Salt Lake City including critical intersection safety improvements at Main Street, State Street, and 300 East and traffic calming elements that slow vehicle speeds and prioritize safety for cyclists. Salt Lake City request that these projects be combined to minimize project duplication and reduce the project cost shortfall. Salt Lake City commits to utilize other City resources to complete the overall project.

Grants for Community Project Funding (CPF)				
PROJECT	Estimated Cost	Amount	Funding Source	Project Description
Electric Bus Implementation, UTA	\$20,000,000	\$2,000,000	Department of Transportation, Transit Infrastructure Grants	Electric Bus Implementation
Clearfield Gateway/Pedestrian Bridges, Clearfield City Corporation	\$12,000,000	\$2,000,000	DOHHD, Community Development Programs	<p><u>Pedestrian bridges at:</u></p> <ul style="list-style-type: none"> <li>- Center St, crossing over Main St,</li> <li>- Below 350 S crossing over Main St.</li> <li>- 1000 E crossing over State St</li> <li>- 700 S crossing over Main St.</li> <li>- 1000 E crossing over State St</li> </ul>
Highland Drive Reconstruction and Complete Streets Project, Salt Lake City	\$30,000,000	\$3,000,000	DOT, Highway Infrastructure Programs	Highland Drive Reconstruction and Complete Street Implementation
Ogden City Gateway Trail Access Phase, Ogden	\$6,000,000	\$2,000,000	DOT, Highway Infrastructure Programs	Trail Access Phase (Phase Two) will provide a safe pathway to travel around the Ogden Canyon waterfall and continue East to some of the most beautiful areas in Ogden Canyon (SR-39).
Harrisville City Complex Roadway, Harrisville City	\$11,000,000	\$2,000,000	DOT, Highway Infrastructure Programs	1750 South; US-89 and Harrisville Road, new road going through the new city complex, where the new fire/police/city offices will be.
West Jordan 1300 West Reconstruction Project	\$20,500,000	\$4,500,000	DOT, Highway Infrastructure Programs	1300 West; 6600 So to 7800 So (Phase 3) - Widen to include center turn lane, bike lanes, curb & gutter, and sidewalk.
Mormon Trail Road Reconstruction Project, Rush Valley	\$8,400,000	\$5,000,000	DOT, Highway Infrastructure Programs	Roadway Reconstruction
Totals	\$107,900,000	\$21,100,000		

**Grants for Community Project Funding (CPF) Program**  
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**WFRC Area Amount**  
**\$107,900,000 (7 projects)**  
**CPF = \$ 21,100,000**



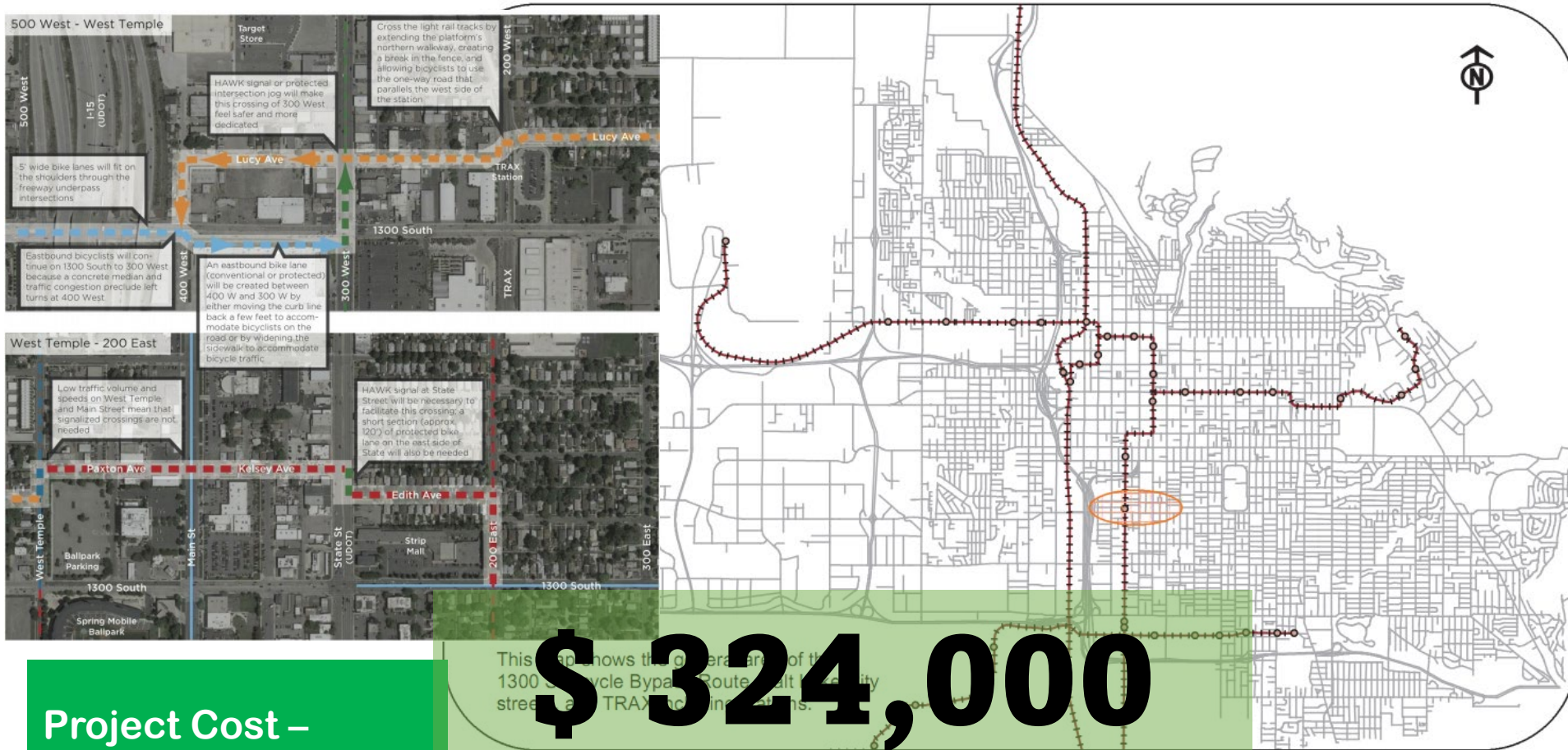
**CFCHP**  
**County of the**  
**First Class Highway Projects Fund**  
**Program Amount**  
**\$43,780,000**  
 - - - -  
**Total Estimated Project Costs**  
**\$167,639,000**

**County of the First Class Highway Projects Fund (CFCHPF)**

<b>PROJECT</b>	<b>Estimated Cost</b>	<b>Amount</b>	<b>Funding Source</b>	<b>Project Description</b>
South Jordan Bingham Rim Road From Grandville Avenue to Mountain View Corridor	\$3,500,000	\$3,200,000	County of the First Class Highway Projects Fund (CFCHPF)	Minor Collector - New Construction of a 2-Lane facility with curb, gutter, and sidewalk, bike lanes, and on street parking
South Jordan U-111 and Old Bingham Highway arterials (Crismon Dr; Wire Grass Dr to SR-111)	\$1,000,000	\$1,000,000	County of the First Class Highway Projects Fund (CFCHPF)	Collector - New Construction of a 3-Lane facility with curb and gutter
Midvale Center Street between State Street and 700 West	\$5,400,000	\$1,960,000	County of the First Class Highway Projects Fund (CFCHPF)	Road Diet from 5-lanes to 3-lanes to implement a "Complete Street" facility for all users. Expanding the alternative transportation improvements for pedestrian and bicyclist
Salt Lake First/Last Mile public transit improvements throughout the city	\$3,500,000	\$3,500,000	County of the First Class Highway Projects Fund (CFCHPF)	First and last mile connections to public transit Salt Lake City
Cottonwood Heights Fort Union Blvd. and 2300 East	\$1,500,000	\$1,500,000	County of the First Class Highway Projects Fund (CFCHPF)	Intersection Safety and Pedestrian Improvements for the future Town Center/ Plaza development
Draper Bangerter Highway between 13800 S. and I-15	\$5,000,000	\$3,450,000	County of the First Class Highway Projects Fund (CFCHPF)	Widen Bangerter Highway with an additional lane between east bound between 150 East to I-15 as well as adding additional turn lanes.
Herriman U-111 to 13200 S. road construction	\$13,800,000	\$10,500,000	County of the First Class Highway Projects Fund (CFCHPF)	Major collector - New Construction of a 3-lane facility with buffered bike lanes, including sidewalk, curb & gutter, asphalt path, landscaping, a bridge over Butterfield Creek for a trail crossing.
West Jordan improvements to 1300 W	\$20,500,000	\$3,000,000	County of the First Class Highway Projects Fund (CFCHPF)	This is phase 3 on 1300 West between 6600 So and 7800 So. Project will Widen to allow a two way left turn lane, bike lanes, curb & gutter, and sidewalk through the corridor
Riverton Welby Jacob Canal Trail between 11800S. and 13800S.	\$9,000,000	\$1,050,000	County of the First Class Highway Projects Fund (CFCHPF)	New Construction of the Welby Jacob Canal paved pedestrian trail. The final trail will extend from 11800 South (Riverton's north boundary) to 13800 South (Riverton's south boundary).
Murray Murray Blvd. improvements between 4800 & 5300 S.	\$1,500,000	\$1,250,000	County of the First Class Highway Projects Fund (CFCHPF)	Murray Blvd will be re-striped to accommodate bike lanes
West Valley 5400S. to U-111 road construction	\$5,400,000	\$1,450,000	County of the First Class Highway Projects Fund (CFCHPF)	Collector - New Construction of a 3-lane facility between 5400 South and 6200 South with curb, gutter, and sidewalk
Magna construction and improvements 8400 W and 4100 S.	\$3,200,000	\$1,840,000	County of the First Class Highway Projects Fund (CFCHPF)	Extension (~1/3 mile) of 4100 W, west of U-111 (8400 W). This new section will have 4 lanes (2 through, 2 turn lanes) and connect to new local roads New 4-way signalized intersection at 4100 S and U-111 intersection
Millcreek 2000E. reconstruction and improvements between 3000S. and Atkin Ave.	\$8,500,000	\$1,200,000	County of the First Class Highway Projects Fund (CFCHPF)	Project will add bike lanes and sidewalk over the soon to be piped open ditch - but travel lanes will actually narrow.
Holladay Highland Drive between Van Winkle and Arbor Lane	\$30,000,000	\$1,230,000	County of the First Class Highway Projects Fund (CFCHPF)	Operational Improvements on Highland Drive
1. West Valley 4000. W. between 4100 S. 2. 4700 S and West Valley improvements to 4700 S; 4000 W. to Bangerter Hwy	\$10,500,000	\$1,800,000	County of the First Class Highway Projects Fund (CFCHPF)	Reconstruction project, on 4000 West between 4100 South and 4700 South West Valley
Taylorsville Bangerter Highway and 4700 S.	\$4,700,000	\$3,500,000	County of the First Class Highway Projects Fund (CFCHPF)	To expand bike and pedestrian improvements along the Bangerter Highway including a separate bike path farside of the sidewalk
Taylorsville 4700 S at the I-215 interchange	\$32,639,000	\$1,000,000	County of the First Class Highway Projects Fund (CFCHPF)	New Construction of Frontage Road and connectors to 2700 West
Taylorsville Additional Funding (no specified project)	\$500,000	\$300,000	County of the First Class Highway Projects Fund (CFCHPF)	Various operational improvements
South Jordan Daybreak TRAX Station Construction	\$7,500,000	\$1,050,000	County of the First Class Highway Projects Fund (CFCHPF)	New Construction of Daybreak TRAX Station
<b>CFCHPF Total</b>	<b>\$167,639,000</b>	<b>\$43,780,000</b>		

# Salt Lake City – 1300 South Bypass Bicycle Boulevard Project Type – Capital Improvement

200 East to 500 West



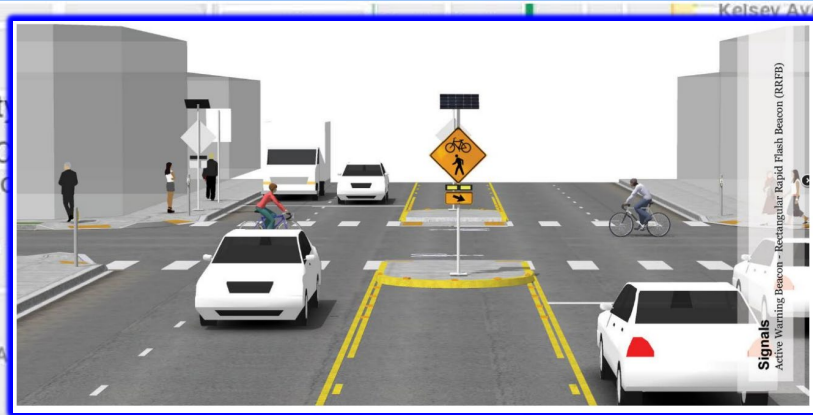
Project Cost –  
\$ 458,000

Funds Request –  
\$ 325,000

This project will provide a safe bicycle route to complete a gap in the regional bicycle priority network to make a safe connection between 1300 South bike lanes (east), and California Avenue (1330 S) bike lanes (west). The project will also improve pedestrian crossings, including access to Ballpark TRAX.

# Salt Lake City – Kensington East-West Byway – Ped & Bike Project Type – Capital Improvement

West Temple to 600 East – (1.1 miles)



**\$ 300,000**

This project will enhance bike /ped use of and connectivity on low volume local streets as a through route, improving crossings at larger streets. The all ages & abilities route is in SLC's ATIP and SLC's Ped Bike Master Plan. An east-west route is needed as parallel arterial routes are not comfortable walking or biking.

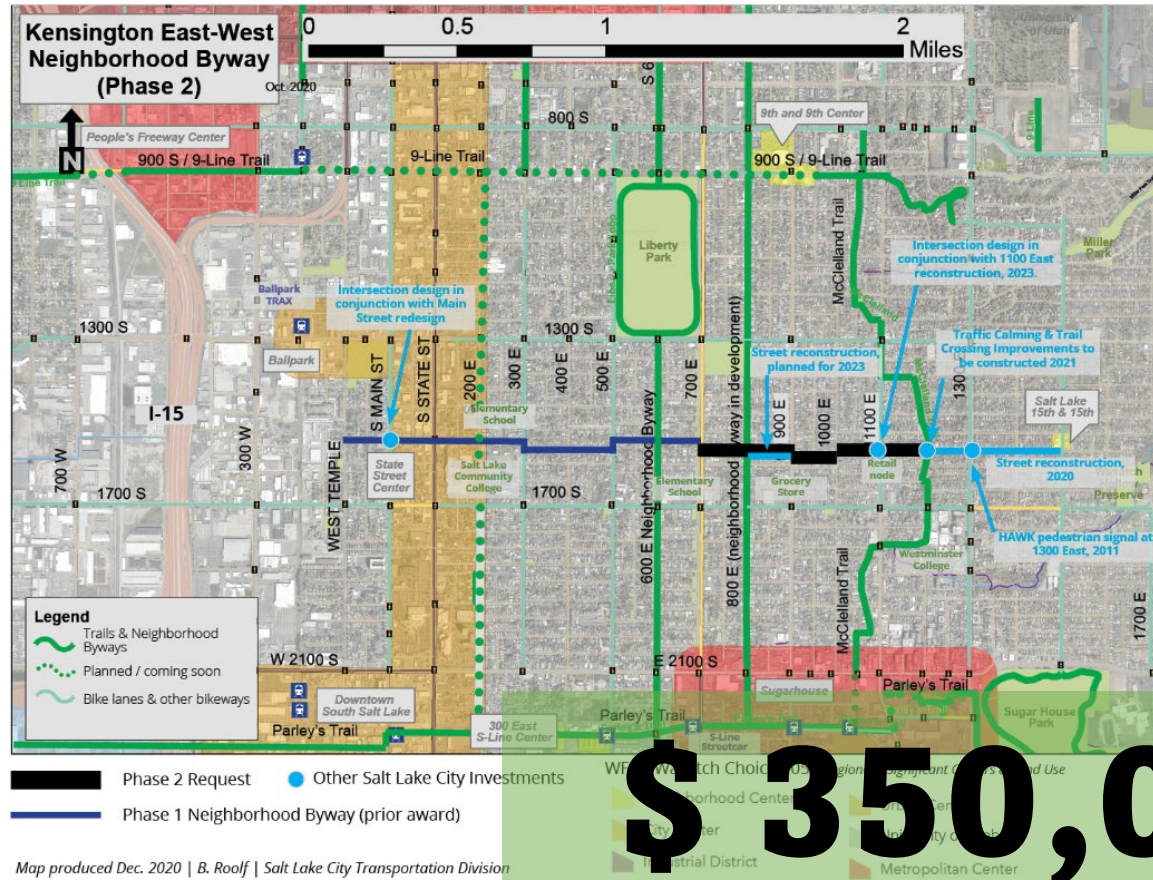
**Project Cost –  
\$ 538,600**

**Funds Request –  
\$ 502,137**



# Salt Lake City – Kensington East-West Byway Phase II – Ped & Bike Project Type – Capital Improvement

600 East to McClelland Trail – (1.0 mile)



**\$ 350,000**



Crossing treatments such as Rectangular Rapid Flashing Beacons (RRFBs) will be added along the neighborhood byway. Pictured here, a crossing on the 600 East neighborhood byway. Motorists are yielding to the bicyclist who has activated the RRFBs.



pedestrian and bicycle crossing signal will be needed at 700 East. This example on the 600 East Neighborhood Byway gives an idea of the type of treatment. The design will be somewhat different with the offset intersection.

This project will enhance bike /ped use of and connectivity on low volume local streets as a through route, improving crossings at larger streets. The all ages & abilities route is in SLC's ATIP and SLC's Ped Bike Master Plan. An east-west route is needed as parallel arterial routes are not comfortable walking or biking.

**Project Cost –  
\$ 587,900**

**Funds Request –  
\$ 410,119**

## **Combining Projects. . . .**

- **Would expand the geographical reach of the project**
- **Enhance access for all users**
- **Add key bicycle infrastructure along 1300 So. & Kensington/ Andrew Avenue**
- **Include critical Intersection Safety Improvements on Main St., State St., and 300 East**
- **Traffic Calming Elements**
- **Signing, striping and pavement markings**

**\$ 1,044,728**

## 2024-2029 Transportation Improvement Program (TIP) (Amendment Nine)

### Board Modification

#### Additional Funding and Scope Change

##### Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	SR-37	20465	SR-37; SR-108 to 250 W.	Reconstruct and Widening	ST_TIF (Statewide - Transportation Investment Funds)	\$384,861,371	\$110,000,000	<i>Combine Project Additional Funds</i>		2024
Davis	UDOT	I-15	15682	I-15; 1800 North Interchange and Corridor Widening	Construct New Interchange and Corridor Widening	ST_TIF (Statewide - Transportation Investment Funds)		\$69,998,237		\$196,000,000	
						LOCAL_GOVT (Local Government Funds)		\$8,863,134			

The scope of the I-15; 1800 North Interchange project will relocate I-15 east onto property that is currently owned by Hill Air Force Base (HAFB). The Department is in negotiations with HAFB to complete the land transfer that will allow the State of Utah to take ownership of the property and allow for a new interchange at Sunset. HAFB and Military Installation Development Authority (MIDA) are installing a new Base Gate that will align with the new interchange. This project will also widen 2 miles of 1800 North into a 5-lane facility, add a grade separation of FrontRunner rail and Union Pacific Railroad (UPRR), and construct a trail system between HAFB that will connect to the D&RG Trail, Clinton City Trail, and the 3 Gates Trail. An update to the Engineers Estimate shows cost increases on the original scope items and costs associated with removing utilities located on the land currently owned by HAFB, the relocation of Davis Weber Canal, other Right of Way costs, and a grade separation for a future trail connection. The local funds will include improvements for the Davis Weber County Canal Company, Enbridge Gas, North Davis Sewer District, MIDA, the Weber Basin Water Conservancy District, Sunset City, and Clinton City.

Davis	UDOT	I-15	15684	I-15 & Shepard Lane	Shepard Lane Interchange & Pedestrian Overpass to Accommodate the Widening of I-15 and FrontRunner Double Tracking	ST_TIF (Statewide - Transportation Investment Funds)	\$151,122,525	\$141,786,240	<i>Additional Funds</i>	\$3,643,630	2024
						ST_APPROP (State Appropriated Budget)		\$213,761			
						LOCAL_BETTERMENT (Local Government - Betterment CO-OP)		\$5,478,894			

This project includes accommodation of future FrontRunner double tracking. This will lead to savings of impacting I-15 travelers only once, as well as designing and placing the drainage system in the correct location and not having to tear out and rebuild in the area. A major portion of this coordination was to construct a wall that would be able to accommodate the current I-15 widening and also future FrontRunner double tracking. The total amount for work to accommodate future FrontRunner double tracking came in at a higher price than estimated. There are also adjustments on the local betterments based on actual bid value. And Central Davis Sewer District removed some of their scope of work which reduced the total amount of local funding needed.

Weber	UDOT	SR-126	20803	SR-126 (1900 West) & 700 South	Add Turn Lanes at 700 South	STP_FLX_ST (Surface Transportation Program - Flexible - (Any Area) Statewide)	\$2,650,000	\$2,000,000			2024
						ST_SIGNALS (State Construction - Signal Program)		\$50,000			
						R1_TSP (Region 1 - Transportation Solutions Program)			\$600,000		

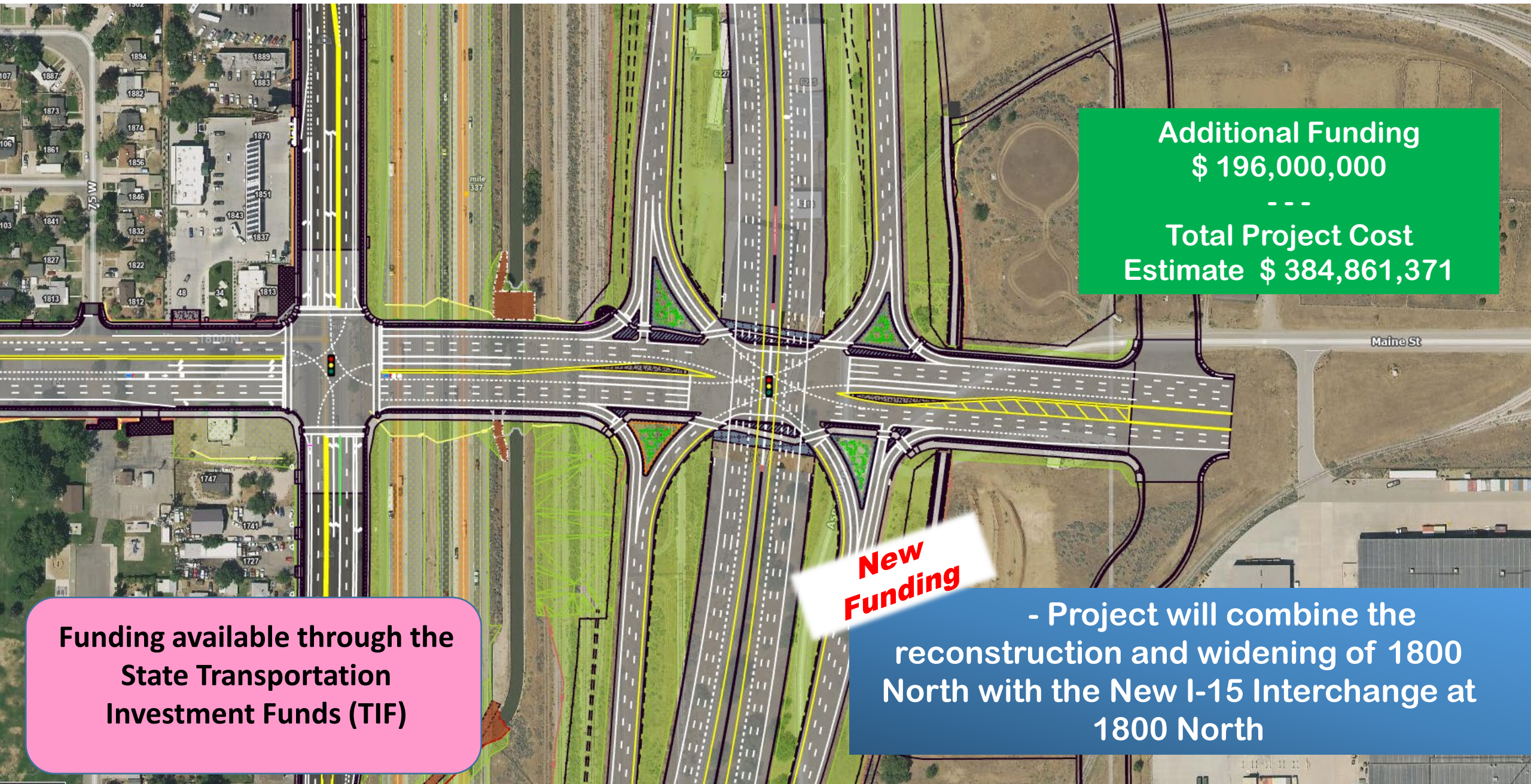
The scope of the SR-126; Add Turn Lanes at 700 South project is to add left turn lanes at this intersection. This area of Weber County continues to expand and grow at an increasing pace. Improvements at this intersection will both decrease congestion and improve safety for the traveling public. An update to the Engineers Estimate has shown additional funds are needed to cover construction materials and Right of Way project costs.

##### Box Elder

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Box Elder	UDOT	US-89	15677	US-89; SR-126 to Perry	Reconstruct Pavement	R1_TSP (Region 1 - Transportation Solutions Program)	\$58,000,000	\$54,000,000	<i>Additional Funds</i>	\$4,000,000	2024

The scope of the US-89; SR-126 to Perry project is to reconstruct the pavement, provide shoulders, improve accesses, and add drainage features to keep water off the travel way. The project team has updated the Engineers Estimate and identified the need for additional funding. This project is ready to advertise. These additional funds will allow the project to begin construction at the end of this year.

**Davis – UDOT – Combine the 1800 North (SR-37) – Reconstruct & Widening and the  
New Construction of the I-15; 1800 North Interchange**



**Additional Funding**  
**\$ 196,000,000**  
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**Total Project Cost**  
**Estimate \$ 384,861,371**

**Funding available through the  
State Transportation  
Investment Funds (TIF)**

**New  
Funding**

**- Project will combine the  
reconstruction and widening of 1800  
North with the New I-15 Interchange at  
1800 North**

**Davis – UDOT – I-15; Shepard Lane Interchange & Pedestrian Overpass  
Construct New Interchange on I-15 & Pedestrian Overpass**

**Additional  
Funding**

Additional Funding due to increased cost to accommodate the Widening of I-15 and FrontRunner Double Tracking

Funding is available via the State Transportation Investment Funds (TIF) Program

Additional Funding  
\$ 3,643,630  
---  
Total Project Cost  
Estimate \$ 151,122,525



**Weber – UDOT – SR-126 (1900 West) & 700 South - Operations Improvement  
Add Left Turn Lanes at 700 South**

**Funding available through the  
Region One Transportation  
Solutions Program (R1-TSP)**

**Additional  
Funding**

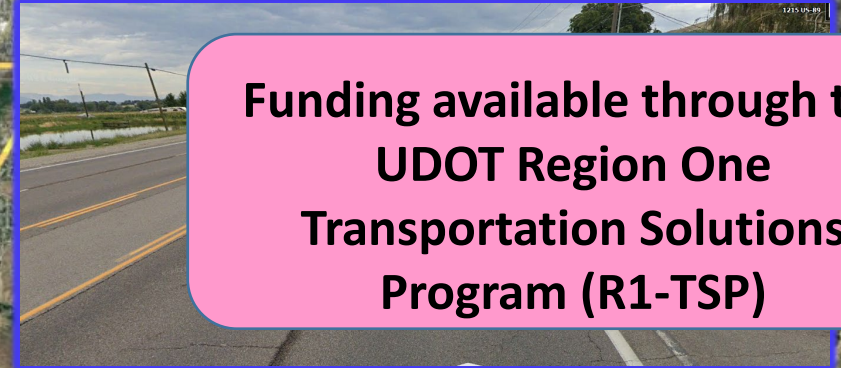
**- Project will add left turn lanes at  
1900 West (SR-126) on to 700 South –  
Additional funding necessary to cover  
construction materials & Right of way**

**Additional Funding  
\$ 600,000**

**---**

**Total Project Cost  
Estimate \$ 2,650,000**

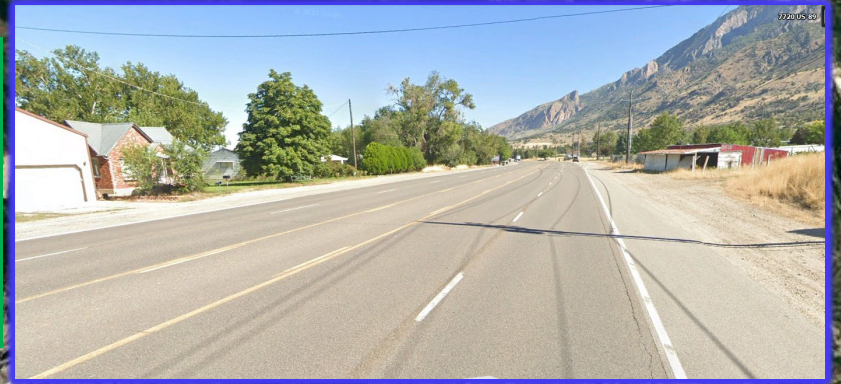
# Box Elder – UDOT – US-89 Pavement Reconstruction - Reconstruct and Widen SR-126 to Perry



Funding available through the UDOT Region One Transportation Solutions Program (R1-TSP)



Additional Funding  
\$ 4,000,000  
---  
Total Project Cost  
Estimate \$ 58,000,000



**Additional Funding**

- Project will reconstruct the pavement, provide shoulder, improve accesses, and add drainage features to keep water off the travel way



## 2024-2029 Transportation Improvement Program (TIP) (Amendment Nine)

### Board Modification

#### Project / Funding Adjustments

##### Salt Lake County

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	Emigration Canyon	21203	5655 Emigration Cyn to 9698 Emigration Cyn	Strategic Minor widening and Safety Improvements	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$6,518,900	\$3,000,000	<b>Funding Adjustments/ New Funding</b>		2024-2029
			20416			LOCAL_GOV (Local Government Funds)		\$3,157,260		\$361,640	
						TIFF_ACTIVE (Transportation Investment Funds - For Active Transportation)		\$0		\$3,157,260	

The project will widen Emigration Canyon Road at strategic locations to improve safety for a bike lane in both directions, going from 5655 to 9698 East. The project was approved by WFRC. A TIF Active project has also been approved in this location. These projects overlap scope and result in being able to be combined and funding adjusted.

Salt Lake	UDOT	SR-71 (12300 South)	22092	SR-71 at Lone Peak Pkwy	Widen the intersection to include dual left turns in both east-west directions and create an auxiliary lane westbound between the I-15 southbound off-ramp to Lone Peak Parkway Intersection	CMAQ_WFRC (Congestion Mitigation/ Air Quality - Urban Area Salt Lake (WFRC))	\$6,375,000	\$1,500,000	<b>Additional Funds</b>		2024-2029
						CRP_WFRC (Carbon Reduction Program - Urban Area Salt Lake (WFRC))		\$1,000,000			
						R2-TSP (Region 2 - Transportation Solutions Program)		\$0		\$3,875,000	

The scope of the SR-71 at Lone Peak Parkway project will widen the intersection to include dual left turns in both east-west directions and create an auxiliary lane westbound between the I-15 southbound off-ramp to Lone Peak Parkway. This project will coordinate with Draper City's modification of Lone Peak Parkway on the south leg of the intersection.

Davis	UDOT	I-15	19854	I-15 Reconstruction; Farmington to Salt Lake City	I-15 Reconstruction	ST_TIF (Statewide - Transportation Investment Funds)	\$1,766,200,000	\$1,767,200,000	<b>Transfer Funds From</b>	\$1,000,000	2024-2029
		SR-105	15917	Parrish Ln (SR105) 400 West Inters Centerville	Improve Intersection Geometry (Thru Lanes and Turn Lanes)	CMAQ_WFRC (Congestion Mitigation/ Air Quality - Urban Area Salt Lake (WFRC))	\$4,667,102	\$2,738,390	<b>Transfer Funds To</b>	\$1,000,000	
						STP_COVID_OL (CRRSAA Fund for 2021-Ogden/ Layton)		\$441,652			
LOCAL_GOV (Local Government Funding)	\$487,060										

The intent of this project funded through WFRC is to improve all four legs of the Parrish Lane (SR-105)/ 400 West intersection. The design and construction of the intersection has been coordinated to also align with the work associated with the I-15 reconstruction project. Due to inflation of Right of Way and materials costs, the project is short of funding. The 400 West intersection project is ready to advertise and construct in 2025. The additional funds would allow the intersection to be built before the I-15 project and minimize impacts during the I-15 project.

##### Tooele

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Tooele	UDOT	I-80	17626	EB Auxiliary Lane and SR-36 NB Lane	Add an Auxiliary Lane on I-80 and one travel lane on northbound SR-36	ST_TIF (Statewide - Transportation Investment Funds)	\$37,900,000	\$27,900,000	<b>Additional Funds</b>	\$10,000,000	2024

The scope of this project is to add an Auxiliary Lane Eastbound I-80 from Lake Point to SR-201 and one travel lane on northbound SR-36 from Stansbury Parkway to I-80. The original project concept that was developed in 2021, focused primarily on the pavement component of the additional third lane and did not account for all required roadway elements. In addition, several roadway features have been installed that have to be relocated in order to add a third lane. Additional funds are for: - New Drainage Pipe EB and WB I-80 to deal with Natural Spring run off at rest area, - Additional drainage systems to prevent flooding on adjacent owners' properties. (pipes, gutters, inlets), - 3 Overhead Cantilever Signs, - Relocate VMS on SR-36 NB outside of Widening, - Extra shoulder width to improve sight distance on EB I-80, - Reconfiguration of signalized intersections, - Increase of Pavement Costs



# Salt Lake – Emigration Canyon City – Emigration Canyon - Safety Improvements Emigration Canyon Road from 5655 East to 9698 East



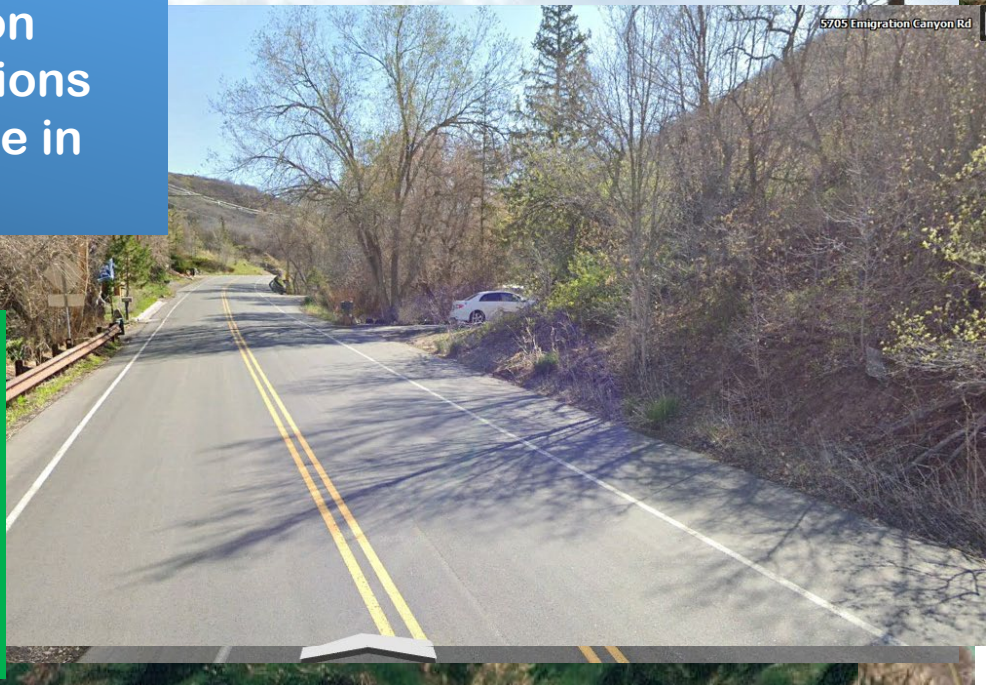
**Additional Funding Available from  
the Transportation Investment Funds  
for Active Transportation and  
Emigration Canyon City**

**Project/  
Funding  
Adjustments**

**Project will widen Emigration  
Canyon Road at strategic locations  
to improve safety for a bike lane in  
both directions**



**New Project Funding  
\$ 3,157,260 (TTIF-Active)  
\$ 361,640 (Local Match)  
---  
Total Project Cost Estimate  
\$ 6,518,900**



# Salt Lake – UDOT – 12300 South (SR-71) at Lone Peak Parkway - Operational Improvements Intersection and West Bound Off Ramp Improvements

**Project / Funding Adjustment**

Project will widen the intersection to include dual lefts turns in both east-west directions & create an auxiliary lane westbound between I-15 & Lone Peak Parkway

**New Project Funding  
\$ 3,875,000 (R2-TSP)**

**Total Project Cost Estimate  
\$ 6,375,000**

**Funding Available from the  
UDOT Region Two Transportation  
Solutions Program (R2-TSP)**

320' TAPER  
 $320 = ((12)(40)^2/60)$   
DM 3.1 TABLE 1  
 $\frac{1}{2}D = 170$

11' T  
11' T  
11' T  
3.667' MEDIAN B2B B5  
11' L  
11' L  
11' T  
11' T  
11' T  
11' R  
TOTAL = 102.667'  
EXISTING CURB TO CURB

11' R  
11' T  
11' T  
11' T  
11' L  
11' L  
3.667' MEDIAN B2B B5  
11' T  
11' T  
11' T  
TOTAL = 102.667'  
EXISTING = 94'

12' L  
12' L  
12' L  
12' R  
12' R  
TOTAL = 90'

Davis – UDOT – Parrish Lane (SR-105) & 400 West - Intersection Improvements  
Improve Intersection Geometry (Thru Lanes and Turn Lanes)

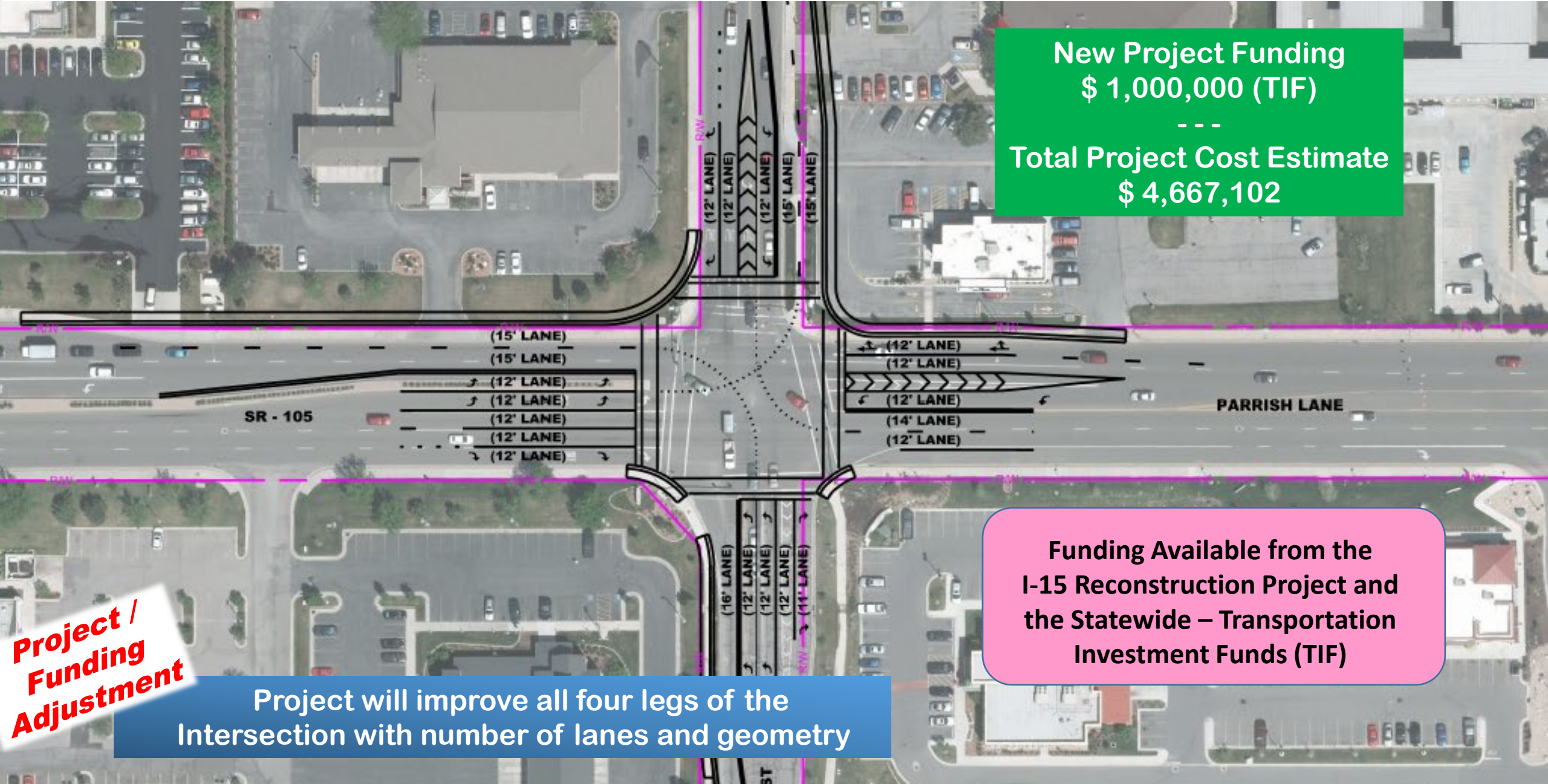
New Project Funding  
\$ 1,000,000 (TIF)

---  
Total Project Cost Estimate  
\$ 4,667,102

Funding Available from the  
I-15 Reconstruction Project and  
the Statewide – Transportation  
Investment Funds (TIF)

Project will improve all four legs of the  
Intersection with number of lanes and geometry

**Project /  
Funding  
Adjustment**



**Tooele – UDOT – EB Auxiliary Lane and SR-36 NB Lane**  
**Add an Auxiliary Lane on I-80 and one travel lane on northbound SR-36**

**Funding Available from the  
Statewide – Transportation  
Investment Funds (TIF)**

**New Project Funding  
\$ 10,000,000 (TIF)**

**---  
Total Project Cost Estimate  
\$ 37,900,000**

**Additional  
Funding**

**The project will add an Auxiliary Lane Eastbound  
I-80 from Lake Point to SR-201 and one travel  
lane on northbound SR-36 from Stansbury  
Parkway to I-80**







# 410

**Action on the 2025-2030 Transportation Improvement &  
Corresponding Air Quality Conformity Finding**

**TIP**   
**2025-2030**

## Transportation Improvement Program is . . .

1. Six Year Program of Highway, Transit and Active Transportation Projects
  - Four Years Funded - Two Years Concept
2. In the Urban Areas
  - Salt Lake/ West Valley - Ogden/ Layton
3. Funded by
  - Federal, State, & Local Programs
4. For All Cities, Counties, UDOT & UTA



## Transportation Improvement Program will . . .

1. Implement the Long Range Plans
  - Highway/ Transit & Active Transportation Projects for the Region
2. Help Meet the Short Range Needs
  - Of the Wasatch Front Area
3. Provide for the Maintenance
  - Of the Existing Transportation System



## Transportation Improvement Program Contains . . . .

- Lists of Projects
- Including;
  - New Construction
  - Rehab & Maintenance
  - Safety/ ITS
  - Transit, O & M
  - Pedestrian & Bike



## **Projects in the TIP:**

- **Represent \$ Millions**
- **Thousands of Jobs**
- **Economic Growth & Development**
- **Mobility/ Access**
- **Preservation of Life**
- **And Promote the Quality Of Life**



# **Federal Law Requires:**

- **Financially Constrained**
- **Conform To Air Quality**
- **Reviewed By the Public**
- **Approved by Regional Council**

# Air Quality Memorandum

REPORT NO. 42a  
DATE June 20, 2024  
SUBJECT *DRAFT* - CONFORMITY ANALYSIS FOR THE WFRC 2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM.

**ABSTRACT** The Infrastructure Investment and Jobs Act (IIJA) and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a “conforming” Regional Transportation Plan and Transportation Improvement Program. A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within the emission limits established in the State Implementation Plan (SIP) or within guidelines established by the Environmental Protection Agency (EPA) until such time that a SIP is approved. This conformity analysis is made by the Wasatch Front Regional Council (WFRC), as the Metropolitan Planning Organization for the region, and submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their concurrence. This conformity analysis is being prepared according to the transportation conformity rulemakings promulgated by the Environmental Protection Agency (EPA) as of April 2012 and according to FHWA guidelines found in the IIJA legislation.

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform “... without new regional emissions analysis if the previous regional emissions analysis also applies to the ... TIP.” Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the WFRC 2025-2030 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in southern Box Elder, eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the 2025-2030 TIP are found to conform.

Wasatch Front Regional Council

41 North Rio Grande Street, Suite 103  
Salt Lake City, Utah 84101

# 2024

January		
Su	M	Tu
	1	2
7	8	9
14	15	16
21	22	23
28	29	30

February						

March						

April		
Th	F	Sa
4	5	6
11	12	13
18	19	20
25	26	27



# 2025-2030

Su	M	Tu
5	6	7
12	13	14
19	20	21
26	27	28

Th	F	Sa
1	2	3
8	9	10
15	16	17
22	23	24
29	30	31

Next Round

Su	M	Tu	We	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

20	21	22	23	24	25	26
27	28	29	30	31		

17	18	19	20	21	22	23
24	25	26	27	28	29	30

22	23	24	25	26	27	28
29	30	31				

Projects for the 2026 – 2031 TIP Process



## TRANSPORTATION IMPROVEMENT PROGRAM

To comment on a project:

Click on a project on the map.

Click the 'Leave Comment' button and complete the form.

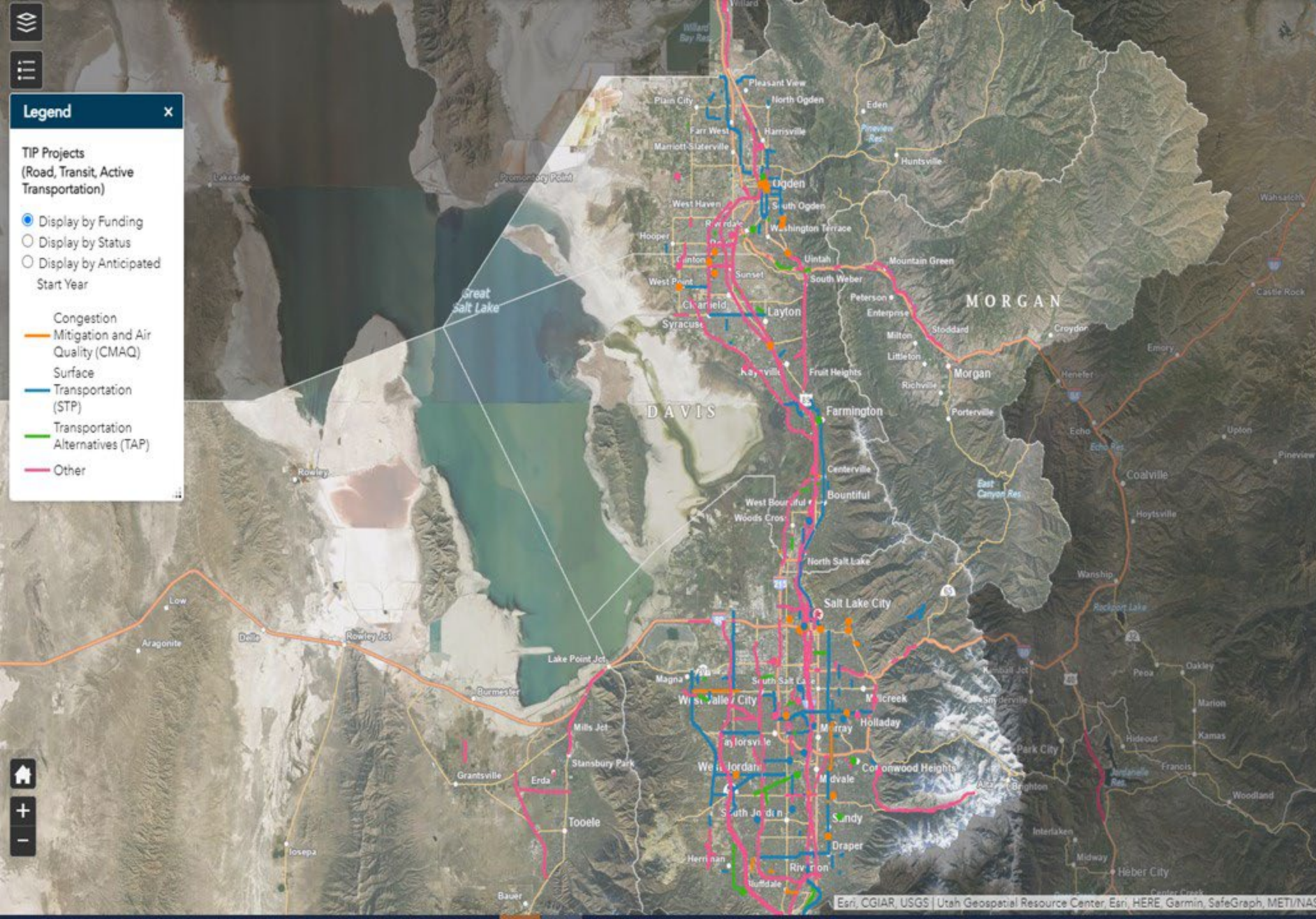
To provide a general comment:

Complete the [general comment form](#).

*This map contains most of the projects and programs that are included in the TIP. Some of the projects and programs are impractical to include in the map, but can be located in the [TIP tables](#). These include projects without a single geographic location, as well as programs with numerous small projects, such as maintenance programs.*

*Learn more about [the TIP](#) ...*

*Learn more about [the RTP](#) ...*



## TIP 2025-2030 Public Comment List

### Interactive Map Comments - Project Specific

ID	Comment	Project Location
1	I want to voice my opposition to any EV charging stations. We should be building transit not supporting more <u>car based</u> infrastructure.	Riverton City Electric Vehicle Charging Stations
2	The S Line is amazing and should be expanded all the way to Holladay. <del>Isnt</del> that a great slogan?? The S Line should also be duplicated around the valley.	S-Line Extension
3	Yes, let's keep extending the <del>S Line</del> on the East side!	S-Line Extension
4	I love the S-Line! Use it often, should be extended as far as possible into sugarhouse. With the proposed changes to 2100 S in this area, public transit is more important <u>than ever!</u>	S-Line Extension
5	Extend the S-Line South toward Millcreek and North toward Westminster.	S-Line Extension
6	Please extend the streetcar south into <u>mill creeks</u> new center and north along 1100E/900E. I lived along 1100E for many years and now live along 900E and it would be <u>life changing</u>	S-Line Extension
7	Extending the S-Line would be so great! Building up the ability for it to continue along Highland drive would <u>open up</u> the transit network to so many people! It would also be <u>a great way</u> <del>was</del> to interconnect any future transit plans in the area!	S-Line Extension
8	Adding another frontrunner station down here will just slow down the frontrunner times unless we convert to overhead electrification.	<del>FrontRunner</del> Station at Point of the Mountain
9	Decide <u>if and when</u> <del>FrontRunner</del> will go electric to determine how much refurbishment will be needed.	UTA Locomotive Rebuild
19	The forecasted start year should be earlier. There are plans to use this in providing bus access to Hogle Zoo.	Sunnyside Ave at Crestview Drive Roundabout
11	This is great, but please consider adding better bike infrastructure to Sunnyside Avenue. This area is frequented by tons of cyclists during the warmer months. Bike paths <u>should be</u> separated from cars with physical barriers, especially since cars drive quite fast on Sunnyside. Additionally, the intersection at Foothill is a joke if you're a cyclist heading <u>west on</u> Sunnyside. If you don't believe me, go ride it. The bike traffic is directed to merge into the right car lane after the intersection, which is a horrible idea (it's basically asking for <u>road</u> rage and near passes). Green paint and signs don't make roads safer for cyclists - physical barriers do. There's more than enough cycling traffic in this whole area to <u>justify substantial</u> improvements.	Sunnyside Ave at Crestview Drive Roundabout
12	<u>Hopefully this</u> will be used to give the Trax trains signal priority through the city.	Salt Lake City Traffic Signal Synchronization
13	Please give Trax and BRT signal priority!!	Salt Lake City Traffic Signal Synchronization
14	It seems like there are a lot of stand-alone projects. Is there an overarching digital strategy? Smart infrastructure projects are not standalone, they are all one part of a <u>bigger whole</u> . And that's <u>actually what</u> I specialize in. Digital transformation, smart infrastructure/ smart manufacturing, and connected enterprises. The city needs a <u>Unified Namespace</u> <del>Unifed</del> <u>for all smart devices and infrastructure to communicate to one-another.</u>	Salt Lake City Traffic Signal Synchronization
15	89 should be reduced to one lane in each direction under the bridge, with exit only lanes on the northbound and southbound sides to reduce the probability of vehicle collisions. Further, when the bridge is <u>rebuilt</u> it should have priority pedestrian access so students can get to school safely on foot. The current crosswalk on Hwy 89 at 1500 South is a <u>death</u> trap that drivers completely ignore.	Parkin Overpass/ Bamberger Railroad Bridge; 500 W
16	The death crosswalk is at 1875 South and 500 west/Hwy 89, pardon. No one is stopping for pedestrians when the avg road speed is 45 mph.	Parkin Overpass/ Bamberger Railroad Bridge; 500 W
17	Thank you for protecting and preserving the access and amenities at this trailhead. It is my children's favorite!	Neffs Canyon Trailhead Improvements



**Public Comment**



**Project  
Management  
Meetings**



**Appropriate  
Project  
Action**





# FUNDING & TECHNICAL ASSISTANCE PROGRAMS FISCAL YEAR 2024



WASATCH FRONT REGIONAL COUNCIL

# Capital Transportation Improvement Programs

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- 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

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

## Other Federal Grants

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- 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

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*Deadlines apply to:*

Surface Transportation Program - **STP**

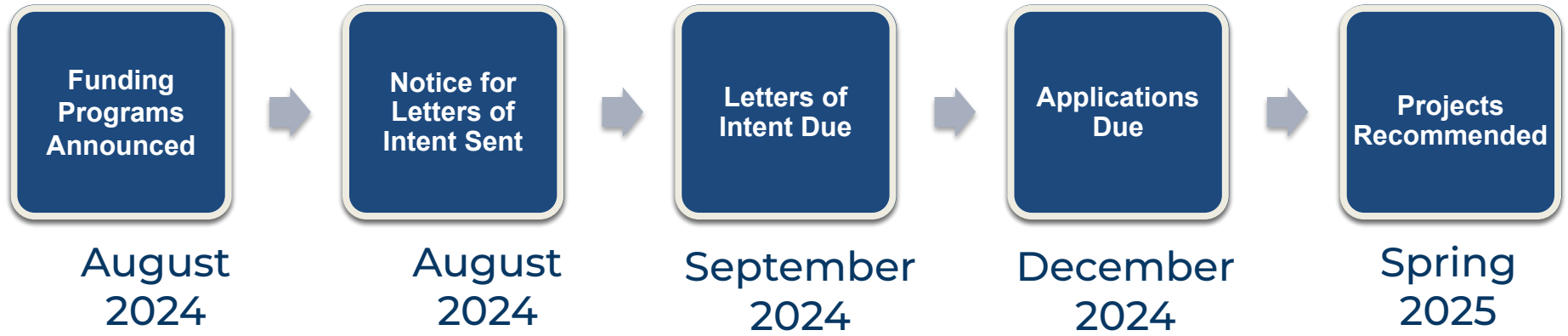
Congestion Mitigation Air Quality - **CMAQ**

Carbon Reduction Program - **CRP**

Transportation Alternatives Program - **TAP**


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

**We're Here**



# For more information...

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**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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