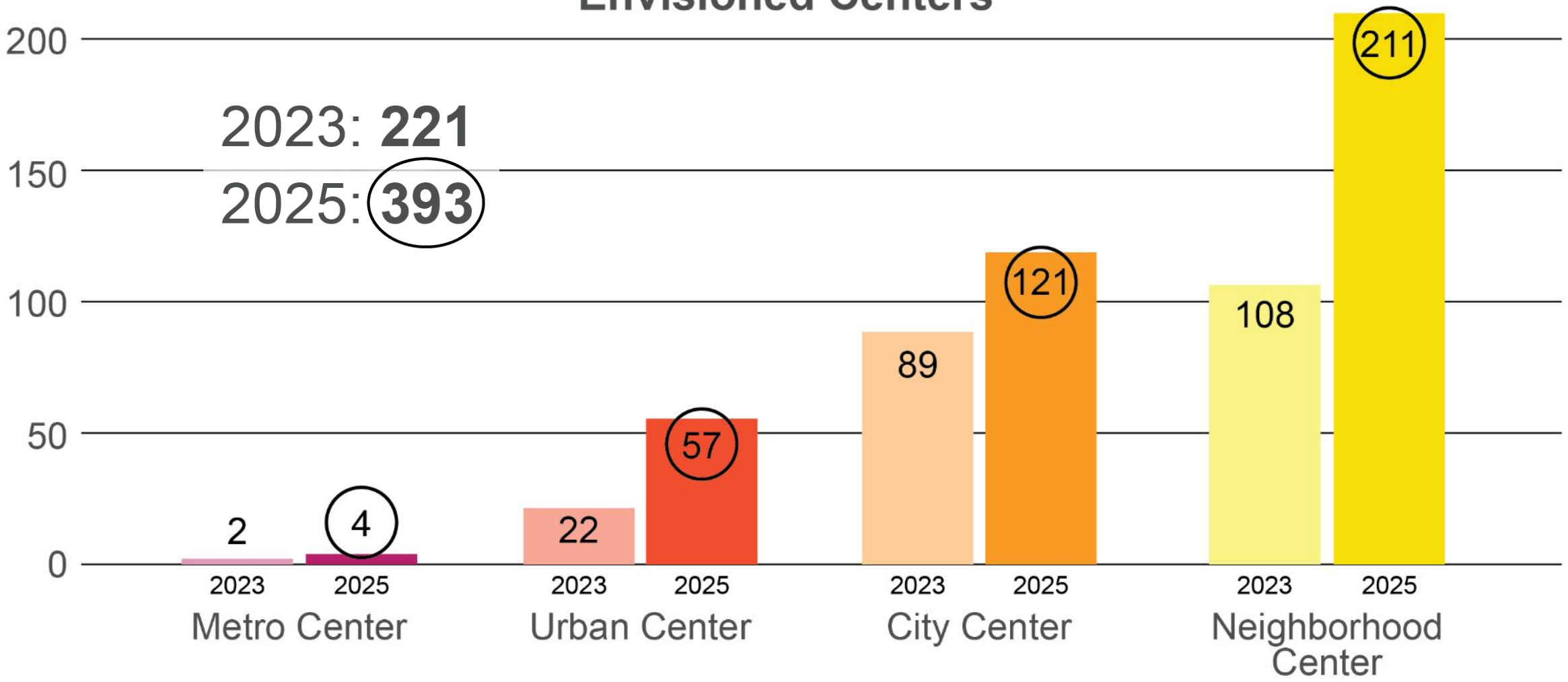

SATCH CHOICE
CENTERS
WORK!
VISION

REAL PROGRESS

WASATCH FRONT REGIONAL COUNCIL

WASATCH CHOICE VISION

Envisioned Centers



Across the Wasatch Choice Vision in WFRC and MAG Areas

WASATCH FRONT REGIONAL COUNCIL

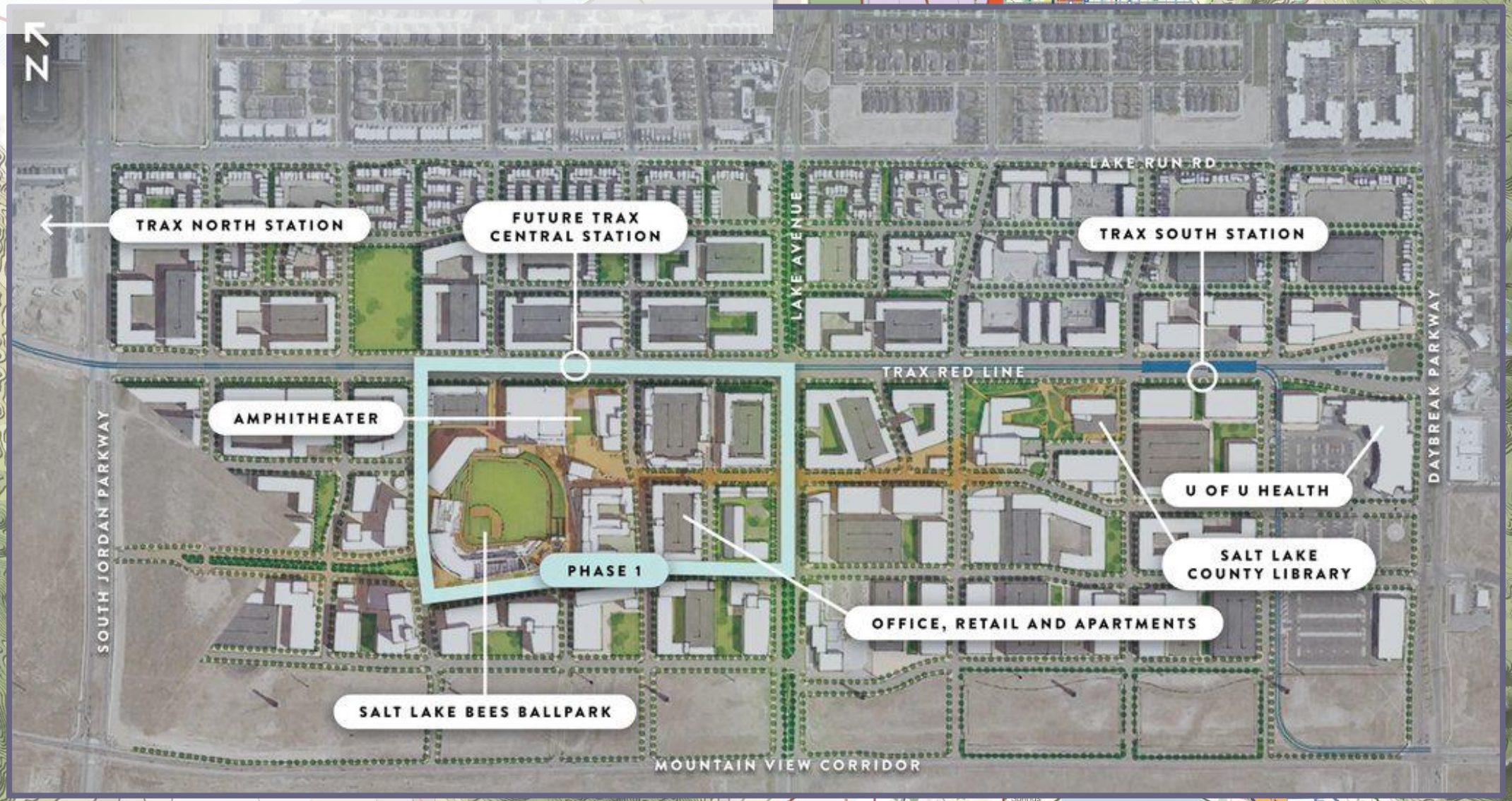
WASATCH CHOICE VISION

REAL PLACES

WASATCH FRONT REGIONAL COUNCIL

WASATCH CHOICE VISION

Downtown Daybreak, South Jordan



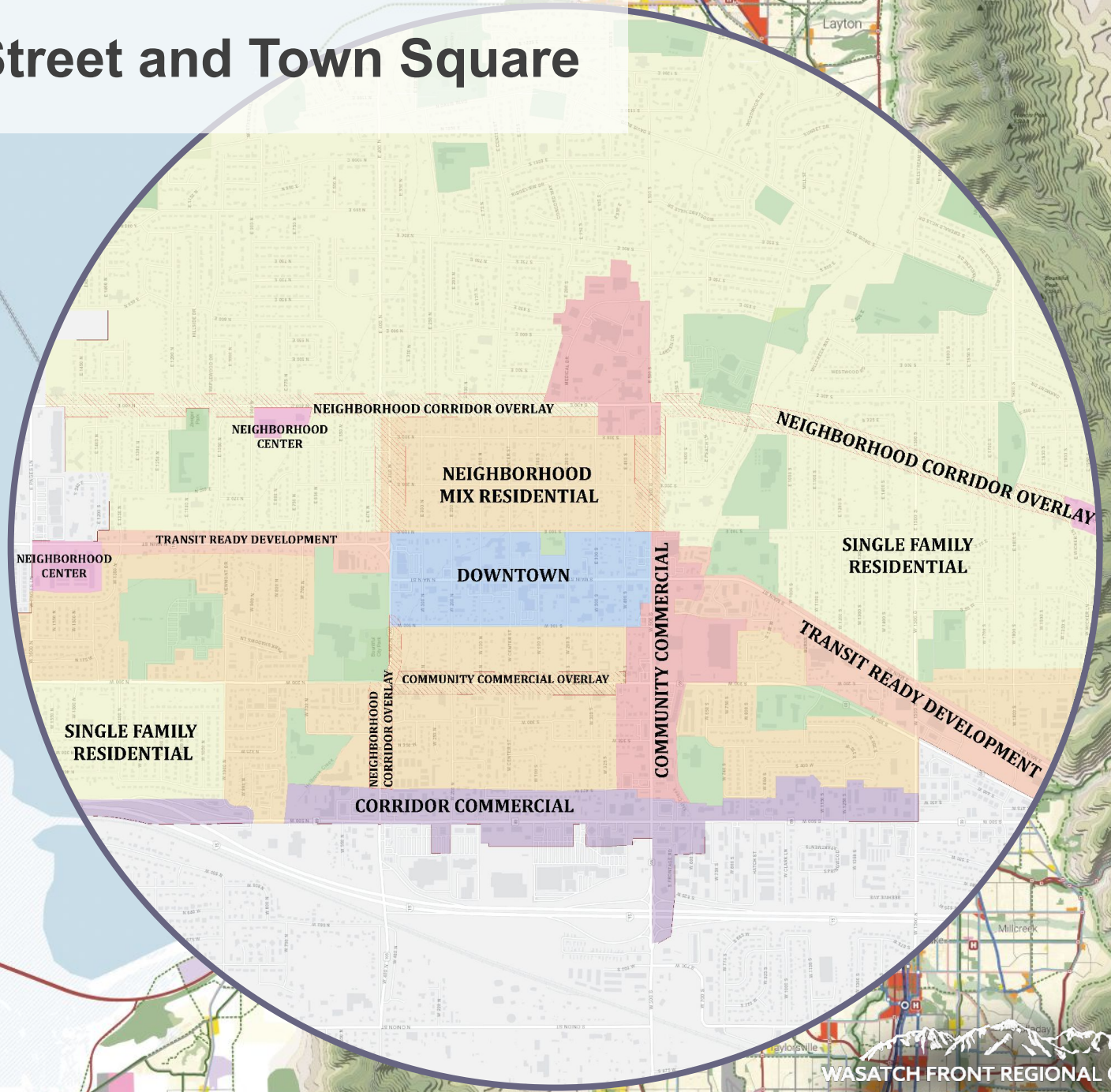
WASATCH FRONT REGIONAL COUNCIL

WASATCH CHOICE VISION

Downtown Daybreak, South Jordan



Bountiful Main Street and Town Square



WASATCH FRONT REGIONAL COUNCIL

WASATCH CHOICE VISION

Bountiful Main Street and Town Square



WASATCH FRONT REGIONAL COUNCIL

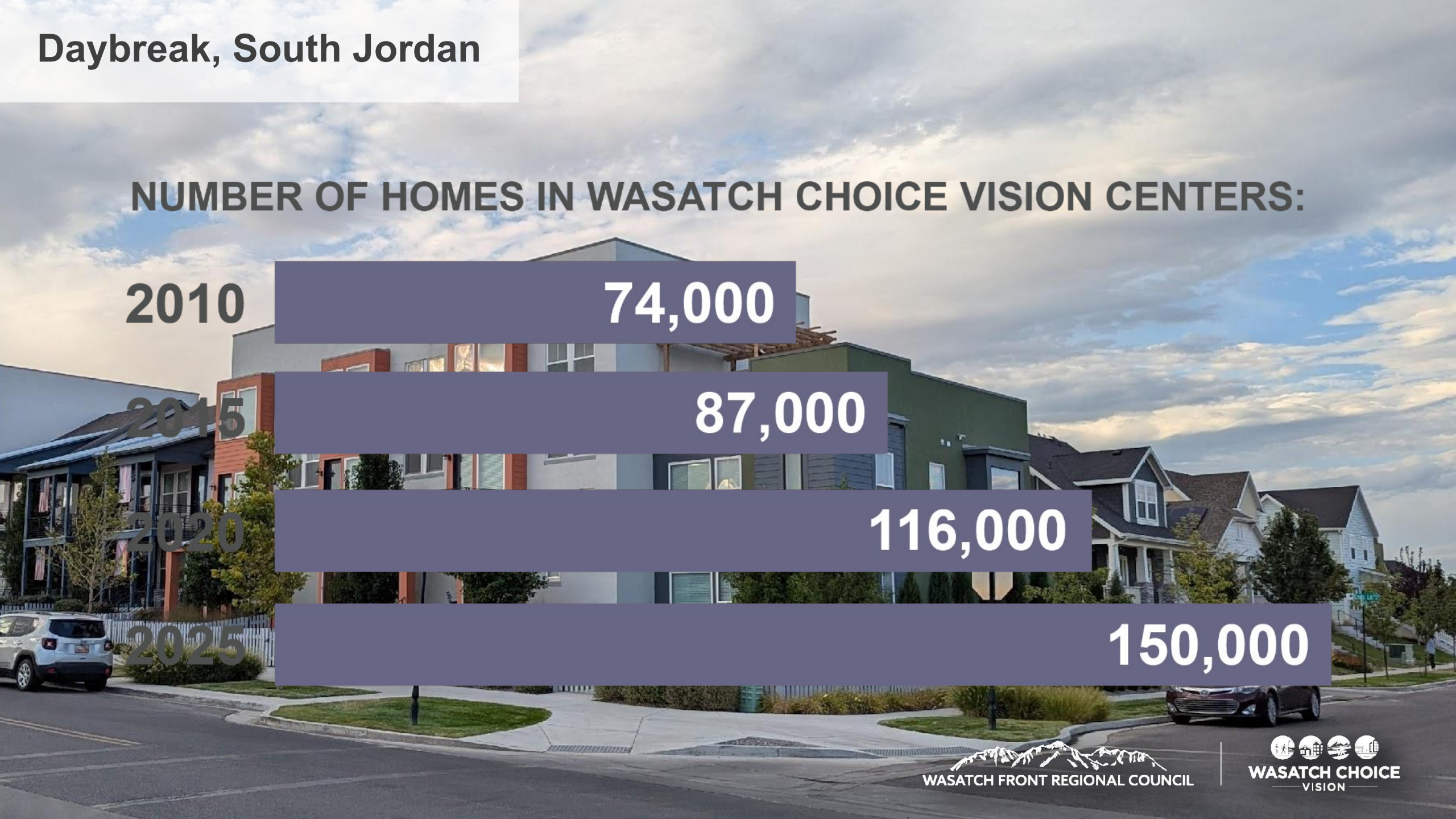
WASATCH CHOICE
VISION

REAL BENEFITS

WASATCH FRONT REGIONAL COUNCIL

WASATCH CHOICE VISION

Daybreak, South Jordan



WASATCH FRONT REGIONAL COUNCIL

WASATCH CHOICE VISION


Access to
360,000
job opportunities
Rail
Roads
Bus Service
Amenities & Service
Transit Service
Wasatch Choice Centers
Other Centers



WASATCH FRONT REGIONAL COUNCIL

WASATCH CHOICE VISION


We have
40 square miles
more farmland and open space
because of centers
WASATCH FRONT REGIONAL COUNCIL
WASATCH CHOICE
VISION


Centers save
30 million gallons
of water per day
WASATCH FRONT REGIONAL COUNCIL
WASATCH CHOICE
VISION


REAL SUPPORT

Centers at Different Scales

From a small neighborhood center that makes connecting with neighbors at a local café a reality to a metro center that becomes the region's employment powerhouse and cultural core, centers can fit a variety of contexts. Maybe you're in a mid-sized city that could focus on some neighborhood centers to improve quality of life for residents. Or maybe you're in a suburban area that lacks a historic downtown and would benefit from a new city center with more housing options and job opportunities. Centers can be right-sized and adaptable to fit the needs of today...and tomorrow.

Neighborhood Center



City Center



Urban Center



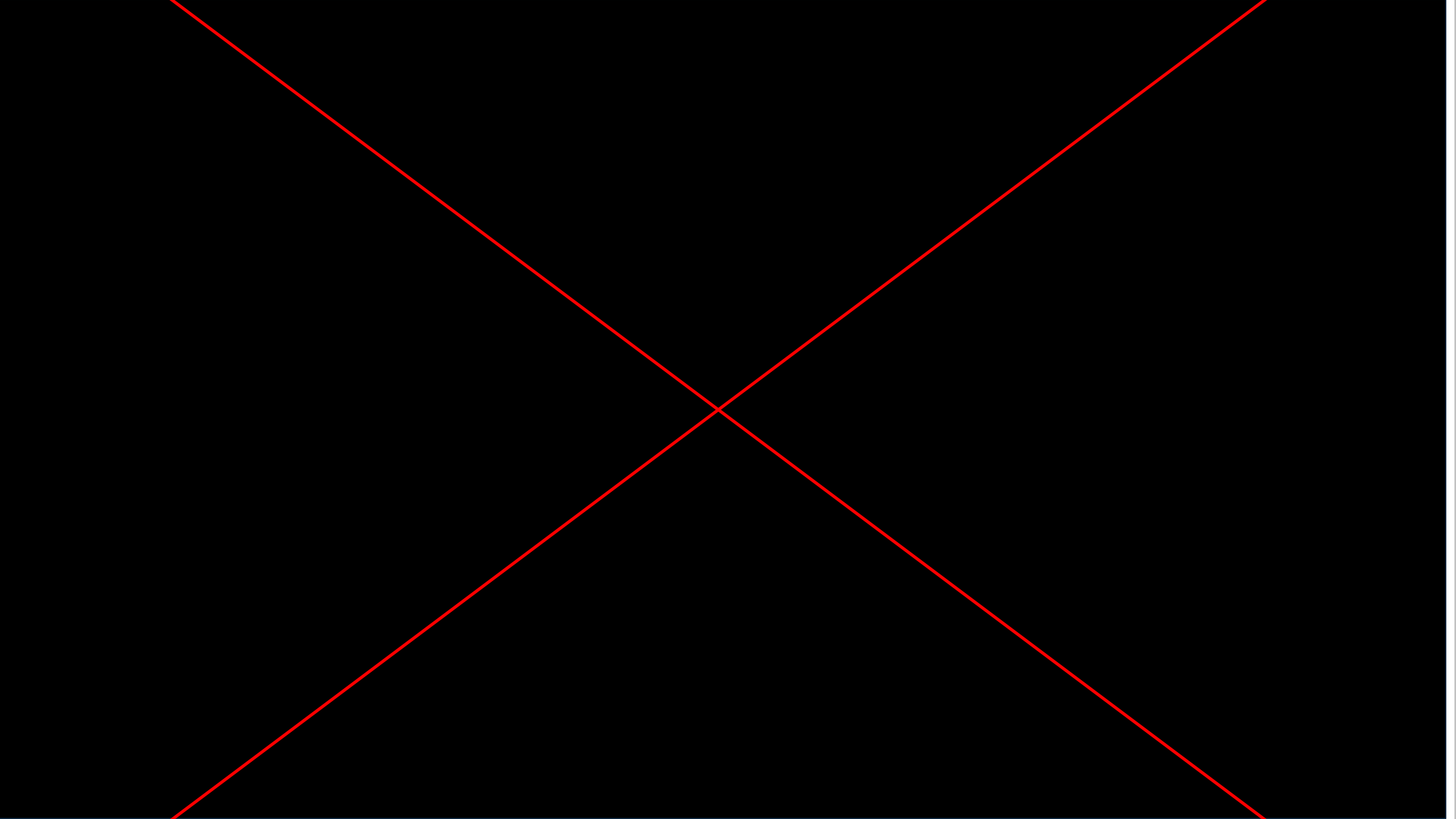
Metro Center



The Wasatch Choice Vision features the centers above.

wasatchchoice.org/centers


ENTERS
PANORAMA LIST



Housing Toolkit

Governor Spencer Cox introduces Utah's Missing Middle Housing Toolkit, designed to support Utah communities in addressing their housing needs

Housing?

Learn about the background and history of Missing Middle Housing (MMH) and how the many product types associated with it serve our communities.

Learn More →

& Home Ownership

Learn about the additional home ownership options that MMH products may accommodate for residents within your community.

Learn More →



Missing Middle Housing in My Utah Community

Learn the steps to analyze, understand, and implement missing middle housing and how it can benefit your community's citizens.

Get Started →



Missing Middle Housing Resources & Downloads

Download and access documentation, tools, resources, and additional information about Missing Middle Housing.

Access Resources →



Contact the Utah Missing Middle Housing Toolkit Team

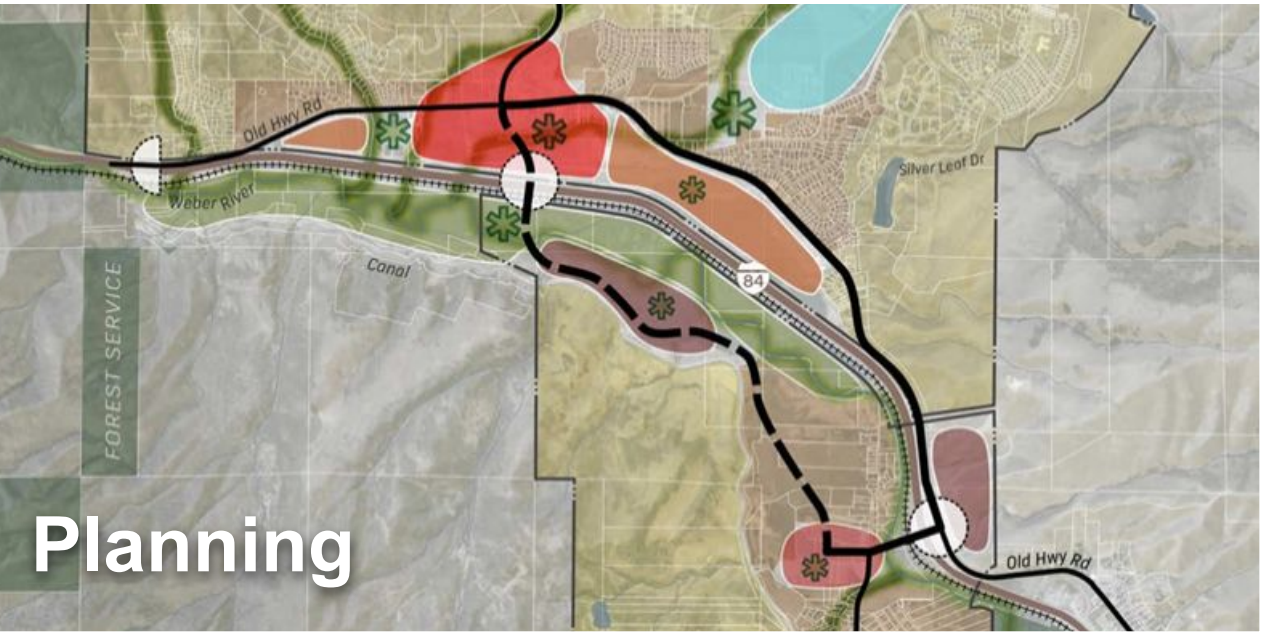
Connect with the Utah MMH Toolkit Team to learn more about MMH, engage in activities, and provide feedback to improve the toolkit.

Connect →

Utah MMH Toolkit Basics and Background

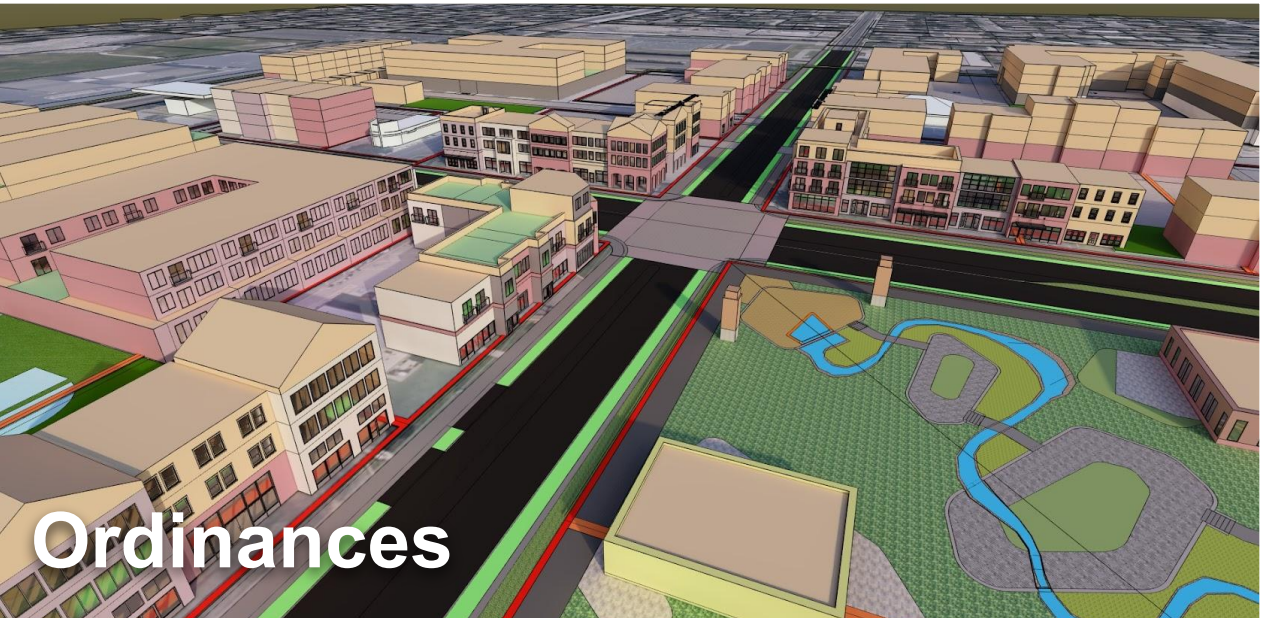
© State of Utah

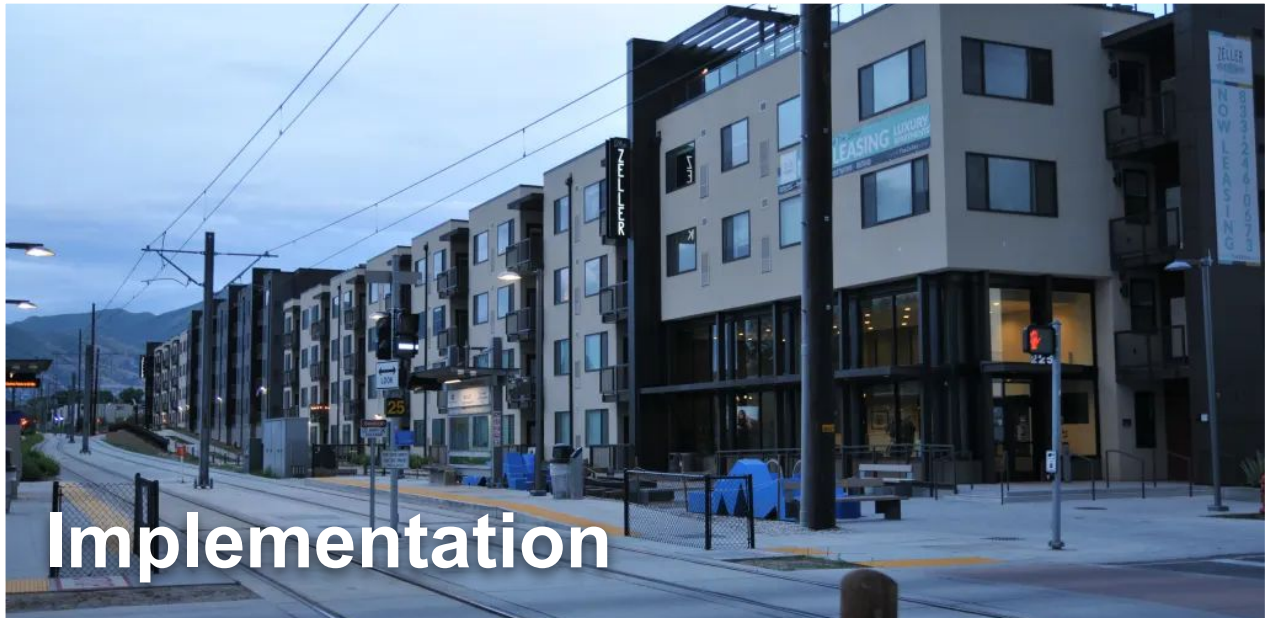
TECHNICAL ASSISTANCE



Planning


Design


Ordinances


Implementation


WASATCH CHOICE
VISION
CENTERS
WORK!
WasatchChoice.org

STATION AREA PLANNING

ITEM 4B | ACTION: Certification of...

West Haven - Roy FrontRunner
Herriman - Daybreak Parkway TRAX
Layton - Clearfield FrontRunner
Layton - Layton FrontRunner
South Jordan - South Jordan FrontRunner

Wasatch Front Regional Council Meeting | August 28th, 2025

Byron Head, Community Planner

WASATCH FRONT REGIONAL COUNCIL

STATION AREA PLANNING, "SAP"

½ mile around
Rail stations

¼ mile around
BRT stations



WFRC

For more information on SAP objectives and requirements, visit our website

SAP PROGRESS TO DATE

Of the 127 station areas*

11	18	49	5	44
Stations where station area planning has not begun	Stations with planning that pre-dates HB462	SAPs being prepared for adoption	SAPs submitted for certification	SAPs certified by MPO

WFRC

SAP PROGRESS TO DATE

Including the plans being considered today…

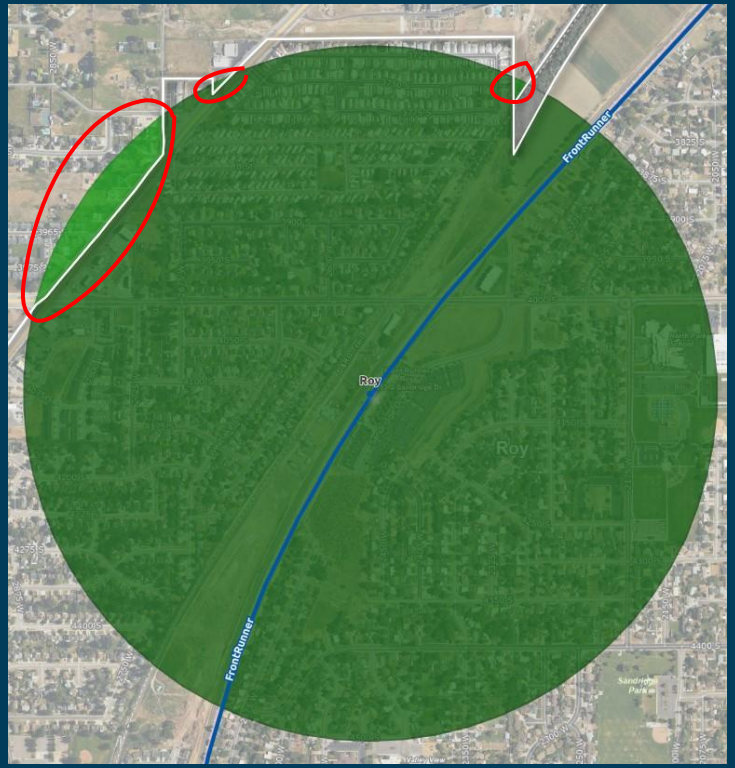
50,700 new housing units in

Station Area Plans completed to date

WFRC

West Haven - Roy FrontRunner

- Total area - 8.2 acres, split across 3 separate areas
- Either already developed or currently entitled



WFRC

Herriman - Daybreak Parkway TRAX

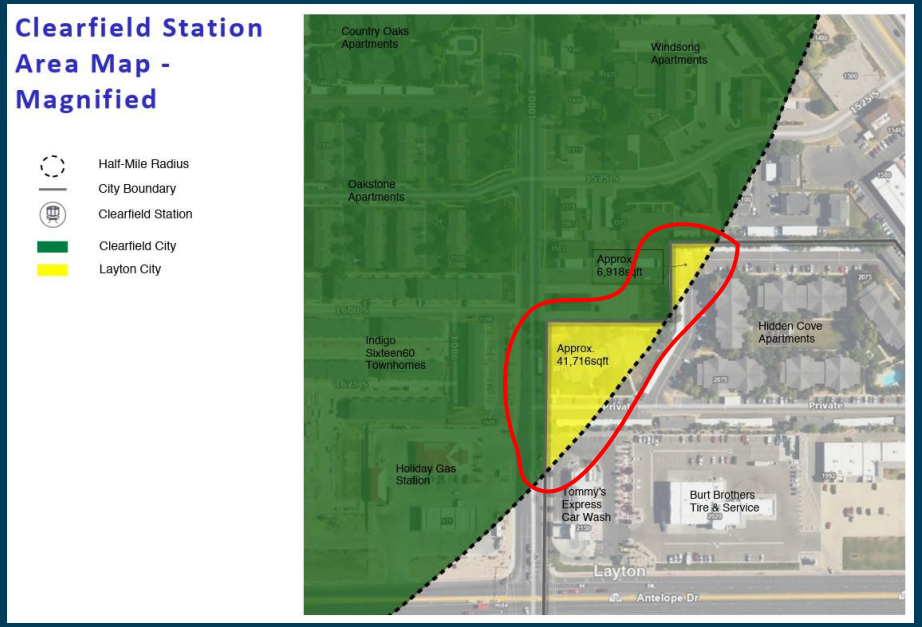
- Total area - 1.1 acres
- Part of Mountain View Corridor ROW



WFRC

Layton - Clearfield FrontRunner

- Total area - 1.1 acres
- Existing apartments and corner of car wash



WFRC

Layton - Layton FrontRunner

- ~950 new homes
- Builds off existing general plan for urban center in downtown area
- Pedestrian bridge over tracks at the station
- Working with UDOT to redesign Main St in the downtown area



WFRC

South Jordan - South Jordan FrontRunner

- Complements Sandy's portion, which we certified earlier this year
- A lot of existing employment
- ~595 new homes planned for on vacant parcels
- Calls for bridge over tracks and I-15



FIGURE 18: Recommended Future Land Use

WFRC

Suggested Motion

"I move to certify the resolutions, and Station Area Plans if applicable, for West Haven's portion of Roy FrontRunner Station, Herriman's portion of Daybreak Parkway TRAX Station, Layton's portion of Clearfield FrontRunner Station, Layton's FrontRunner Station Area Plan, and South Jordan's FrontRunner Station Area Plan."

WFRC

Resolutions of Impracticability

- HB462 allows a resolution stating the conditions that make fulfilling the SAP requirements “impracticable”
  - Existing developments or entitlements
  - Environmental limitations
  - Land ownership
  - Other similar conditions

WFRC


WASATCH FRONT REGIONAL COUNCIL

5b - 2025-2030 TIP Board Modification

Trans Com

August 21, 2025

Ben Wuthrich

Wasatch Front Regional Council

2025-2030 Transportation Improvement Program (TIP) (Amendment Eight)

Board Modification

Action	Project Name	Concept/ Type of Improvement	Project Estimated Cost	Currently Funded Amount	New Funding Amount	Year
Scope Change	TechLink TRAX; Salt Lake International Airport to UofU Research Park	Proposed - Improve TRAX operations & capacity, enhance access & mobility. (Environmental/ Design)	$6,000,000	$6,000,000	Same	2025
New Project	Coordinated Adaptive Ramp Metering	To Build a Coordinated Adaptive Ramp Metering System	$49,444,000	$0	$49,444,000	2025
New Project	Bangerter Highway (SR-154); Railroad Overpass (MP 1.655) to South Jordan Canal (MP 2.600)	Barrier Replacement - Remove precast median barrier and replace it with cast-in-place median barrier	$1,500,000	$0	$1,500,000	2025
New Project	3200 W; 6175 S to Summit Vista Blvd - Sidewalk	Install a sidewalk along the west side of 3200 West from 6175 S to Summit Vista Boulevard.	$133,334	$0	$133,334	2026
New Project	Fireclay Ave; Ped Crossing Improvements at Trax	Install a sidewalk and appropriate pedestrian at-grade railroad crossing elements on the north side of Fireclay Avenue	$116,667	$0	$116,667	2026
New Project	7000 South; 2659 West to 2477 West - Sidewalk	Install a sidewalk along the south side of 7000 South from 2659 West to 2477 West	$304,000	$0	$340,000	2026
New Project	9 ADA Ramps in various locations in the City	The project will add 9 new ADA ramps and sidwalk at various locations in the City	$243,334	$0	$243,330	2026

Salt Lake – UTA – TechLink (Orange Line/ Red Line) – Environmental and Design
Salt Lake International Airport to UofU Research Park

UTA – TechLink TRAX Environmental & Concept Design
Project Type - Other

Salt Lake International Airport to U of U Research Park

Scope Change

- Original Scope for design and development

- Proposed Scope for Environmental and Project Design

TTIF Funds
$ 4,000,000

Project Estimated Cost
$ 6,000,000

Project Funding available through the Statewide – Transit-Transportation Investment Funds (TTIF) and WFRC's Surface Transportation Program (STP) Funds

Improve TRAX operations & capacity, enhance access, support the long range transportation growth demand, and provide sustainable transportation options that minimize impacts to environment.

Salt Lake – UDOT – Coordinated Adaptive Ramp Metering (CARM) - New Construction
Freeway to Freeway Ramp Meters

New Funding
$ 39,555,200 - CRG
$ 9,888,800 - TIF
- - -
Total Project Cost Estimate $ 49,444,000



- "CARM's superpower is its ability to 'communicate' with itself about current travel conditions,"

- Utilizing numerous vehicle detection sensors at multiple locations
- Assess conditions across the entire corridor and make real-time changes to ramp meter wait times.
- Ramp wait times will be balanced throughout the system and monitored to not affect local streets

Funding available through a Congestion Relief Grant and Transportation Investment Program (TIF) funds

New Project

- Project will install a "Coordinated Adaptive Ramp Metering System" to maximize the capacity of the freeway

Salt Lake – UDOT – Bangerter Highway (SR-154) - Barrier Replacement
Railroad Overpass (MP 1.655) to South Jordan Canal (MP 2.600)

New Funding
$ 1,500,000
- - -
Total Project Cost Estimate $ 1,500,000



Funding available through the UDOT Region 2 Transportation Solutions Program (R2-TSP)

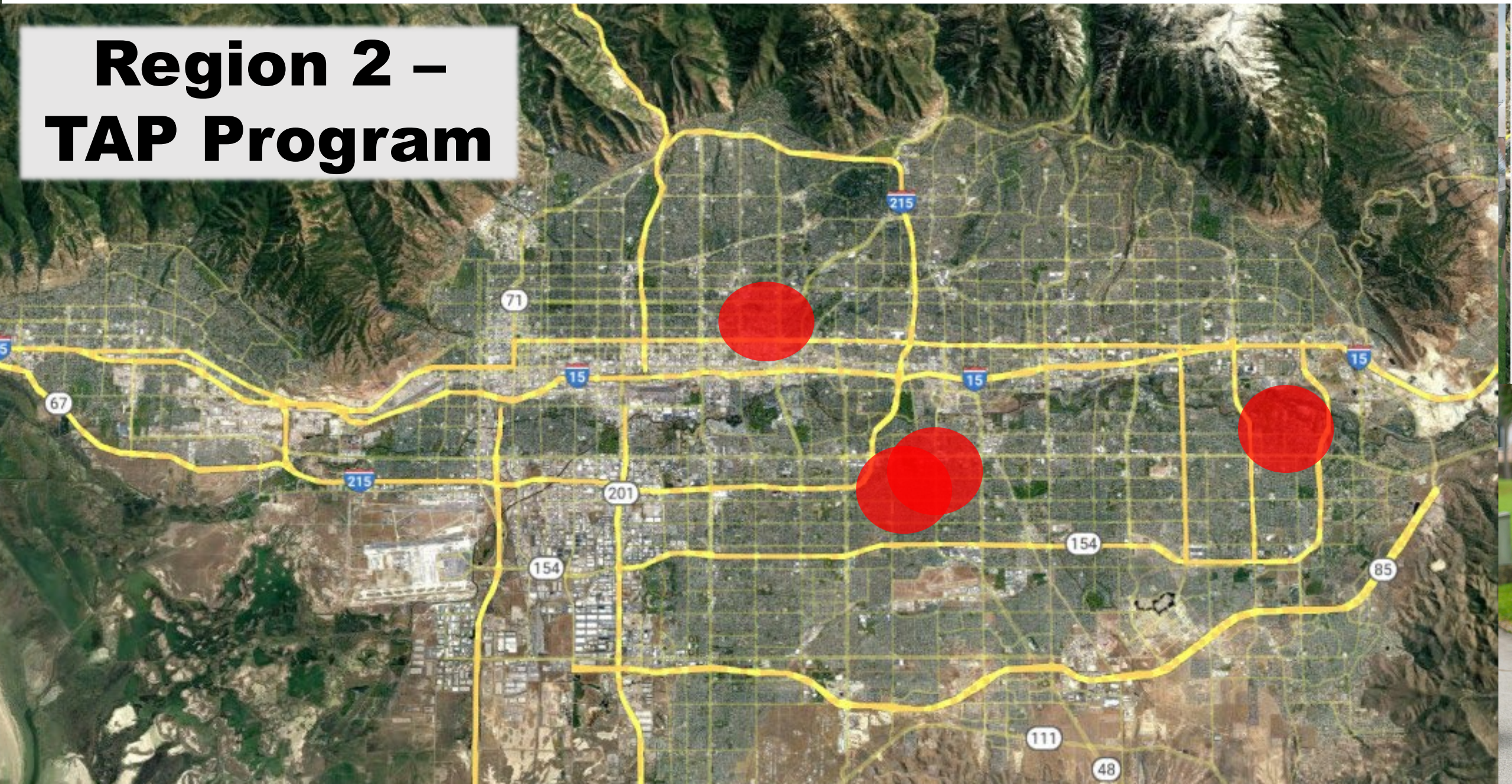




New Project

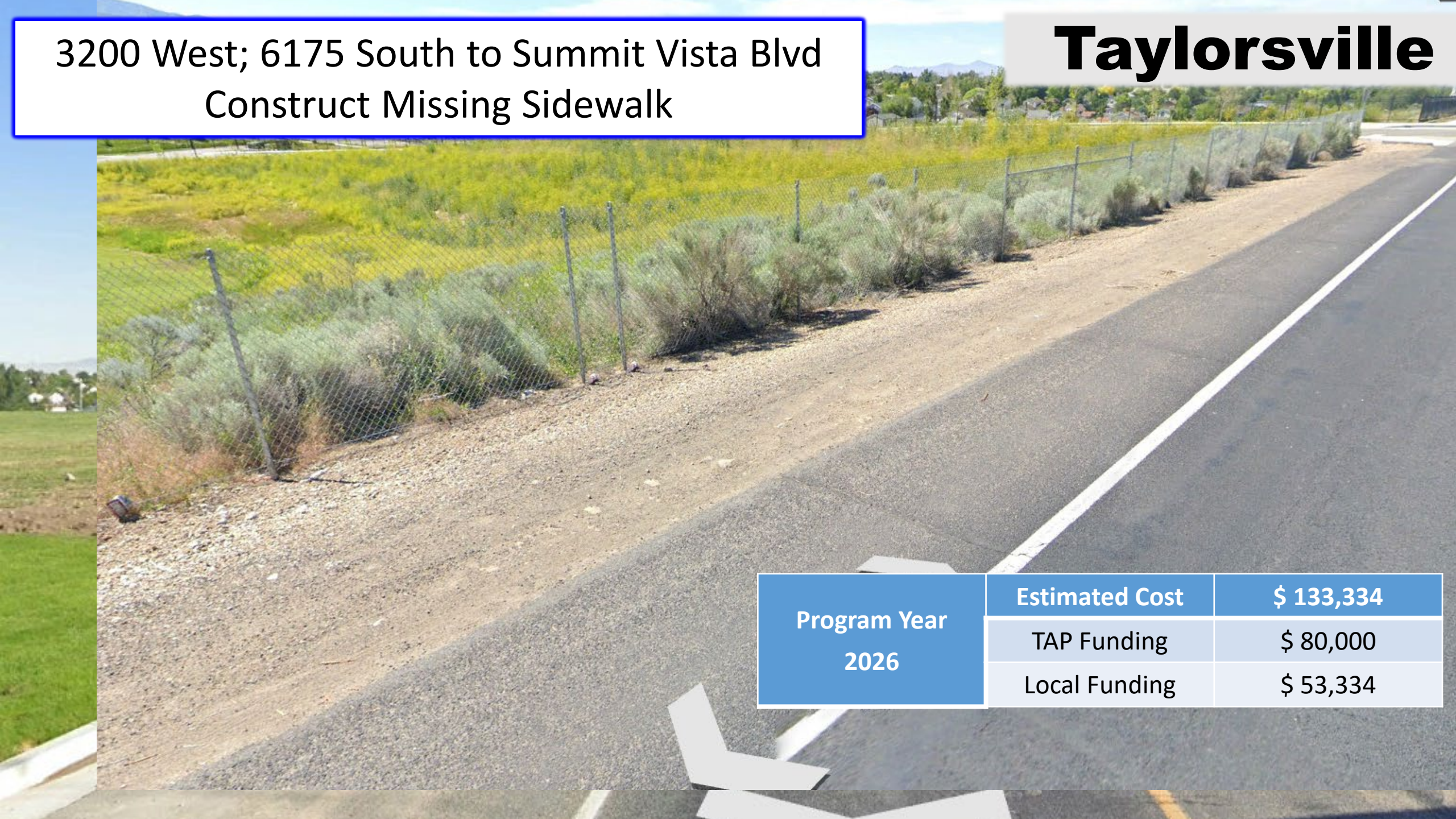
- Project will remove precast median barrier and replace with Cast-in-place median barrier

Transportation Alternative Program (TAP)



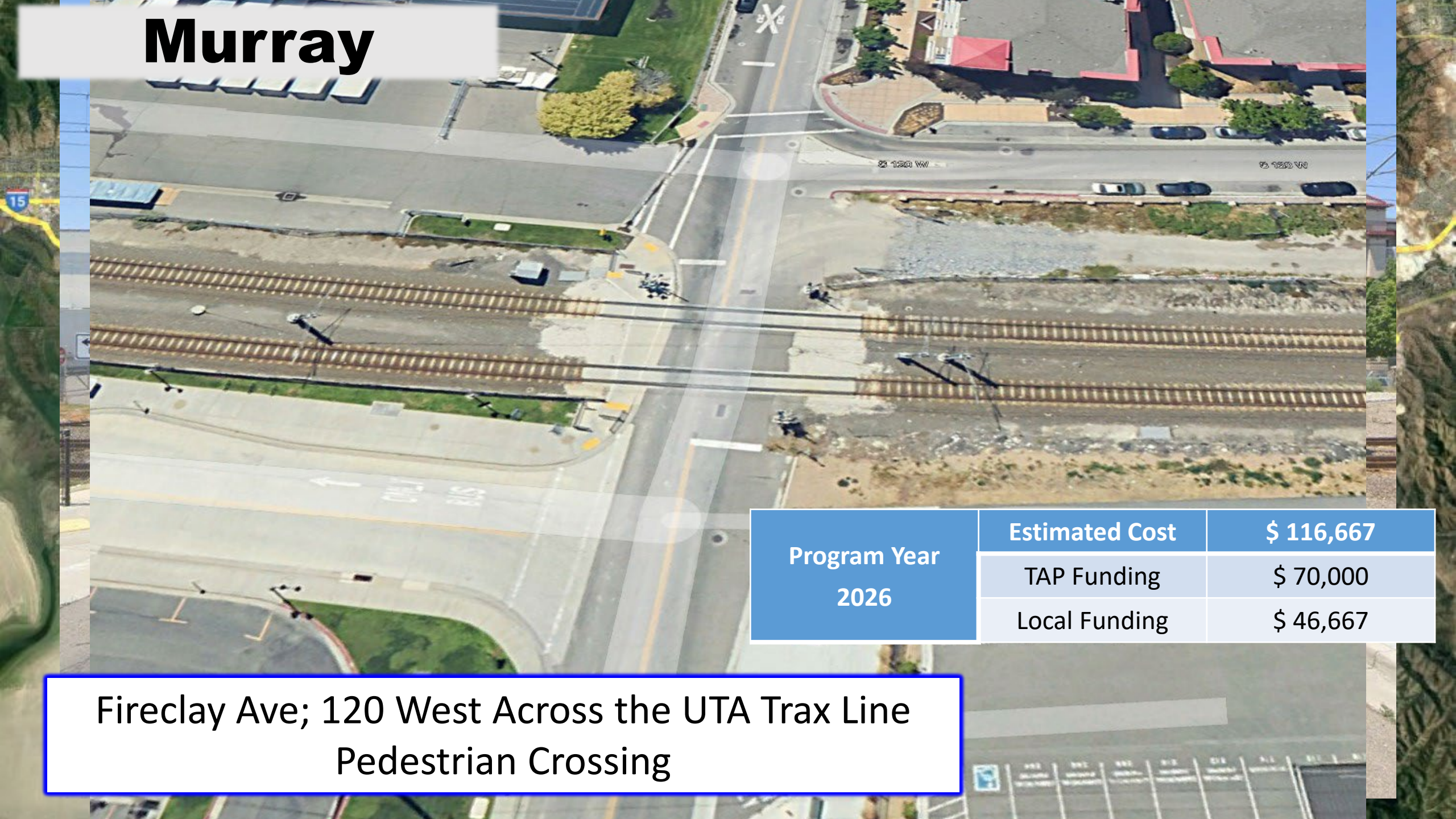
3200 West; 6175 South to Summit Vista Blvd
Construct Missing Sidewalk

Taylorsville



Program Year 2026	Estimated Cost	$ 133,334
	TAP Funding	$ 80,000
	Local Funding	$ 53,334

Murray



Program Year 2026	Estimated Cost	$ 116,667
	TAP Funding	$ 70,000
	Local Funding	$ 46,667

Fireclay Ave; 120 West Across the UTA Trax Line Pedestrian Crossing

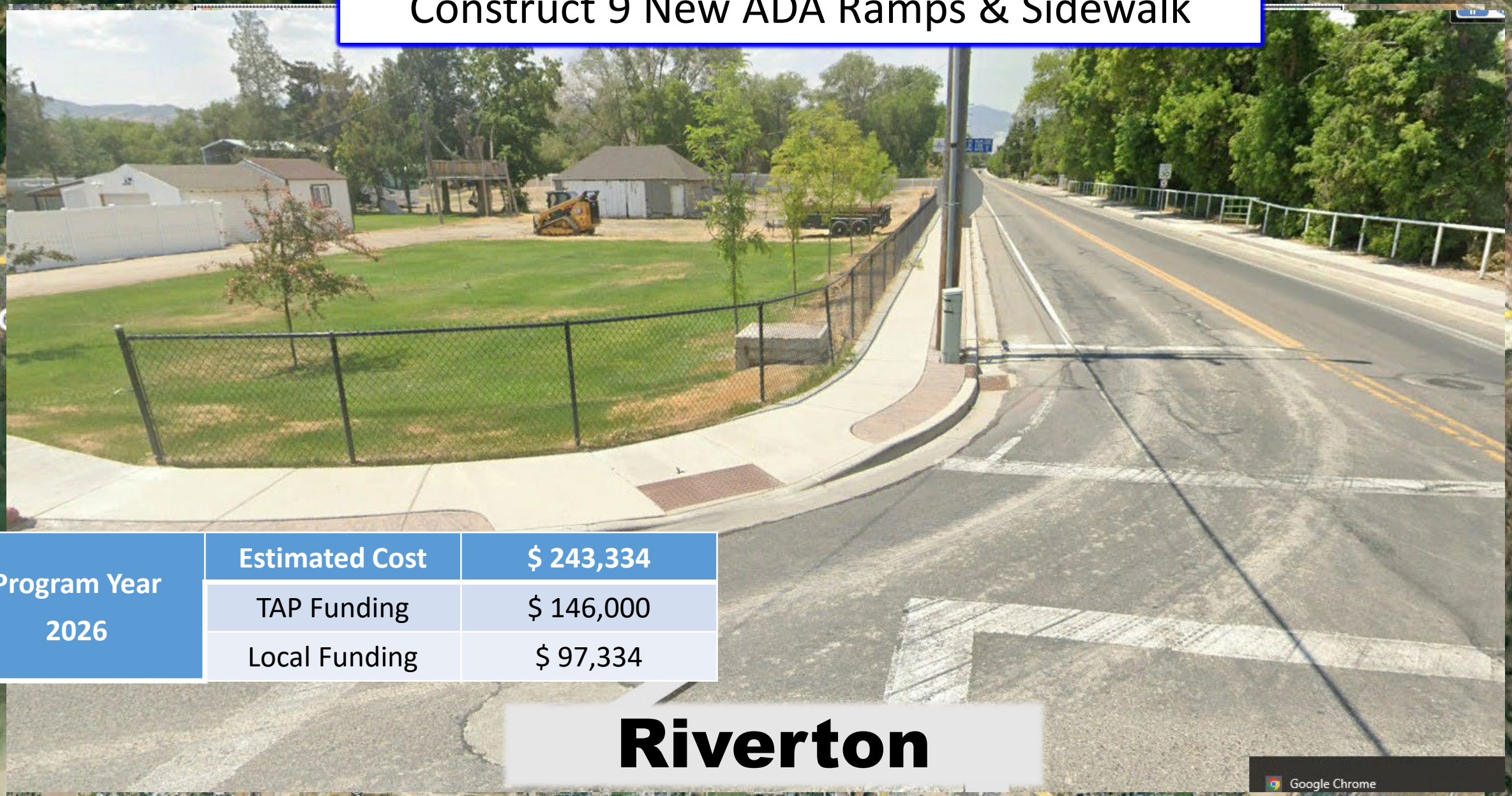
7000 South; 2659 West to 2477 West
Construct Missing Sidewalk on South side



West Jordan

Program Year 2026	Estimated Cost	$ 340,000
	TAP Funding	$ 204,000
	Local Funding	$ 136,000

ADA Ramps in Various locations in the City
Construct 9 New ADA Ramps & Sidewalk



Program Year 2026	Estimated Cost	$ 243,334
	TAP Funding	$ 146,000
	Local Funding	$ 97,334

Riverton





Conformity Finding


TIP
2026-2031

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 - Ogden/ Layton
3. Funded by
    - Federal, State, & Local Programs
4. For All Cities, Counties, UDOT & UTA

TIP 2026-2031

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

TIP 2026-2031

Transportation Improvement Program Contains . . .

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


I-15 Sh
CAT

Rehab and Maintenance













Operations and Safety





zero®
Fatalities

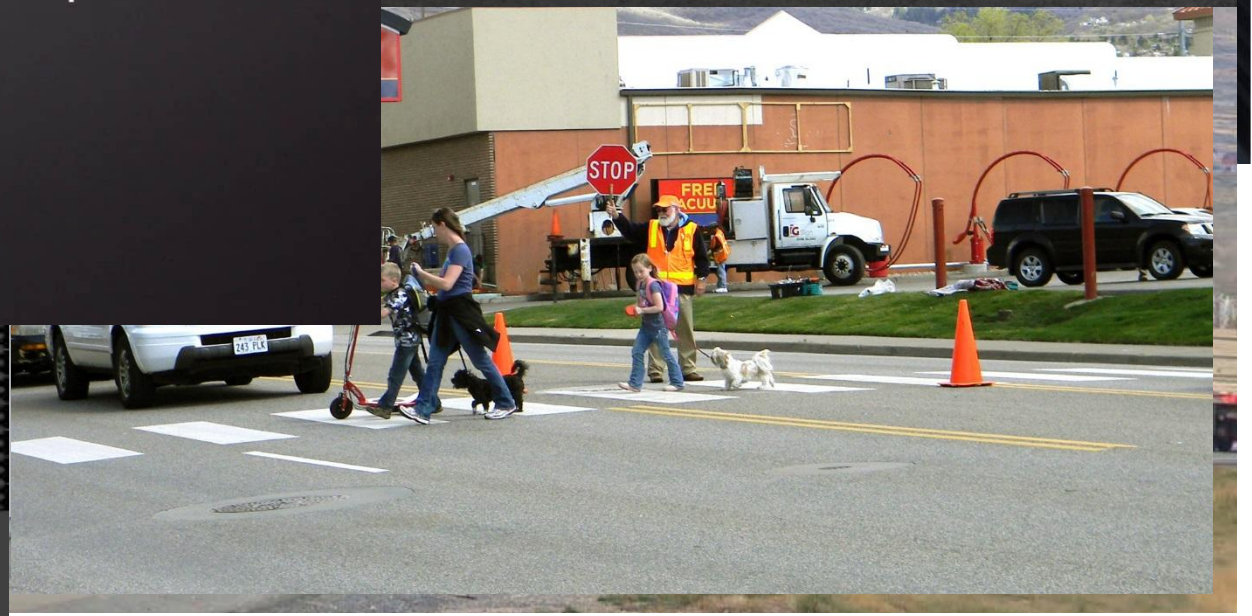
A Goal We Can All Live With

Everyone Buckle Up

ZeroFatalities.com

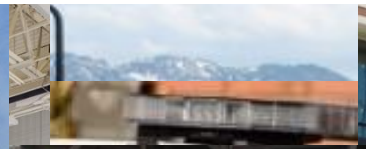
A UDOT & DPS Program

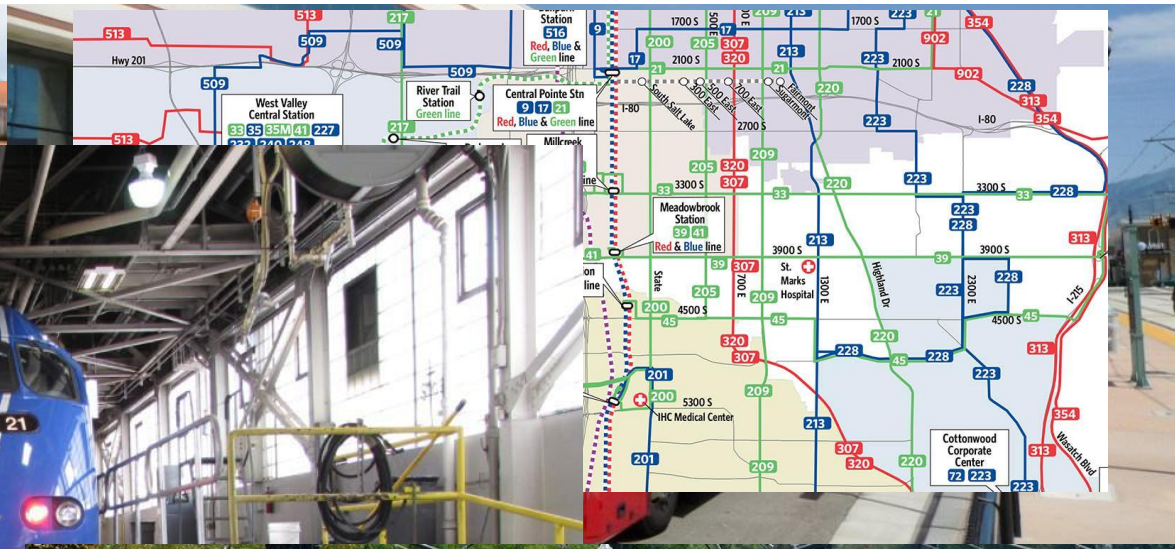




Transit
Capital Improvements & Operations/ Maintenance





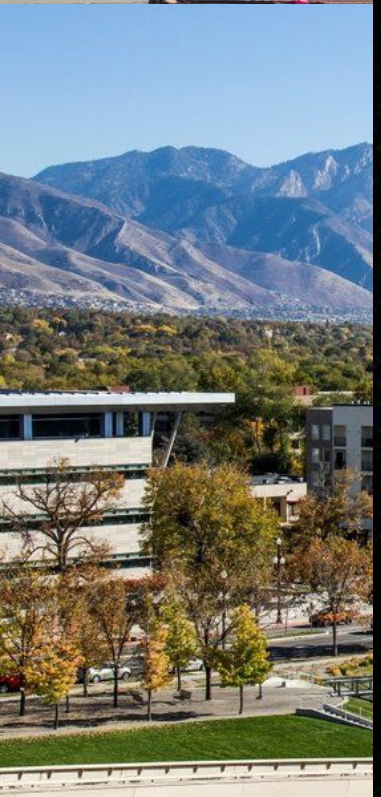


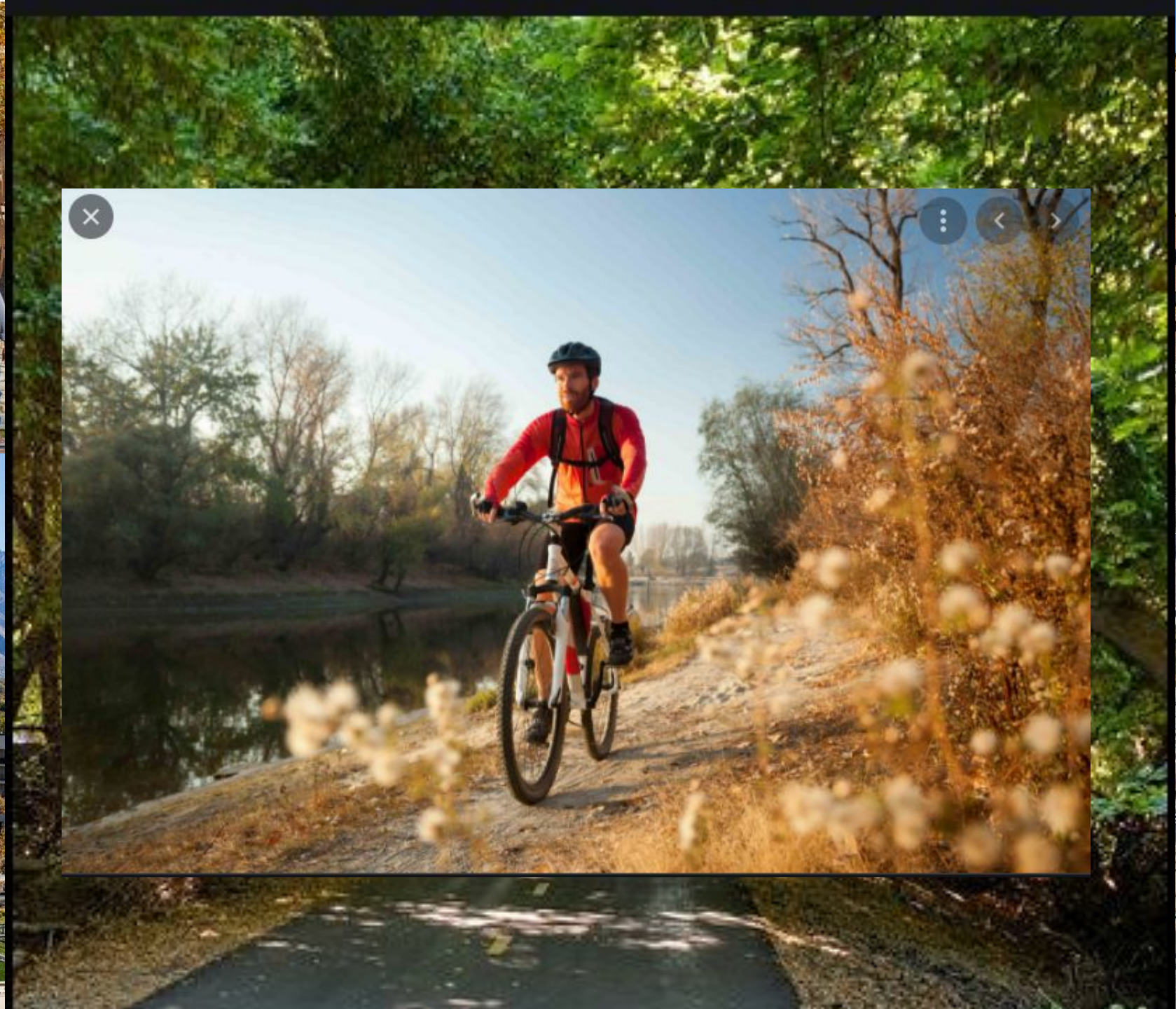













20TH Street


Salt Lake Roasting Co.

Projects in the TIP:

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

TIP 2026-2031

Federal Law Requires:

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

Air Quality Memorandum - *draft*

REPORT NO. 42b

DATE June 28, 2025

SUBJECT CONFORMITY ANALYSIS FOR THE WFRC 2026-2031 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 2026-2031 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 2026-2031 TIP are found to conform.

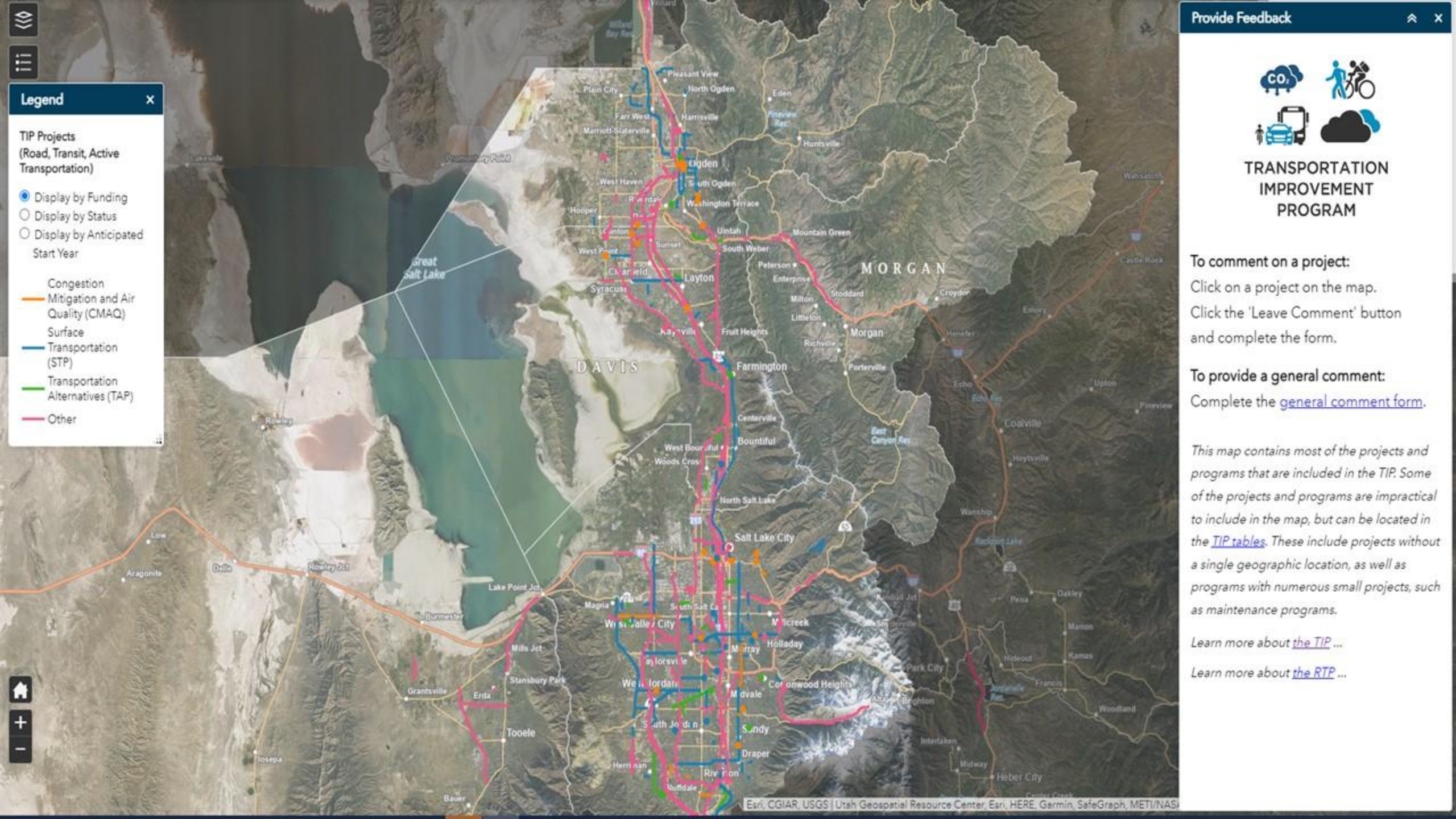
Wasatch Front Regional Council
41 North Rio Grande Street, Suite 103
Salt Lake City, Utah 84101

ONAL COUNCIL

2025



Projects for the 2027 – 2032 TIP Process


Legend
TIP Projects
(Road, Transit, Active Transportation)
Display by Funding
Display by Status
Display by Anticipated Start Year
Congestion Mitigation and Air Quality (CMAQ)
Surface Transportation (STP)
Transportation Alternatives (TAP)
Other
Provide Feedback
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 ...
DAVIS
MORGAN
Ogden
Layton
Farmington
Bountiful
Centerville
Salt Lake City
West Valley City
Murray
Holladay
Sandy
Draper
Riverton
Tooele
Grantsville
Stansbury Park
Lake Point Jct
Kowley Jct
Aragonite
Rowley
Coalville
Heber City
Park City
Morgan
Esri, CGIAR, USGS | Utah Geospatial Resource Center, Esri, HERE, Garmin, SafeGraph, METI/NASA

	Transportation Improvement Program 2026-2031 Public Comment List	
	Interactive Map - Project-specific Comments	
ID	Comment	Project Name
1	Now that plans are moving ahead to double-track Frontrunner, we need to be honest about what that means for downtown Salt Lake City. Running more trains through a busy surface-level corridor where they already clash with streets, pedestrians, bikes, and cars is not just inefficient. It is dangerous. The best and most common-sense way to handle this is to separate the trains from everything else. That is exactly what the Rio Grande Plan does. It gives us a grade-separated rail corridor through the heart of the city, and it is something people have been asking for again and again.	FrontRunner 2X Project (Double Tracking)
2	Would love to see this happen! I keep seeing it referenced in plans, but no word on actual implementation. There's no good, safe route to bike here currently.	Bicycle Lanes up Capitol Hill
3	I live on this block and am excited to see that the location of the transit hub would be here. I hope that the hub has facilities, public gathering space, and the integration of some businesses and cafes. This area has sat undeveloped and could use help. It's a great location to spur development, along with the redevelopment of the public safety building across the street.	East Downtown 200 So Transit Hub (400 E to 300 E)
4	Please continue to provide funding for the Green Loop! Central City doesn't have a great north/South bike connection and we have a severe lack of green space and park amenities. It would be great to have a safe and comfortable public space in this area.	STATE STREET (GREEN LOOP) SHARED USE PATH
5	Direct, fast, long range transit options will be perfect here with the connection to the U and the improved bus lanes.	Davis-SLC Connector - Corridor Based BRT
6	Glad the north section is being built. The existing section has been a game changer to help me get around by bike in this area. There are so many services and businesses that I can access. I wish the path had continued to 300 South to connect to the bike lanes there and Pioneer Park	300 W; 400 S to 2100 S - Separated Bike Lanes
7	Safe biking connections are greatly needed between Salt Lake City and South Salt Lake!	Main Street / West Temple Bike Lane
8	Love to see it! 900 West is a dangerous road. I hope to see protected or fully separated bike lanes and full fledged bus platforms like on 200 South. And landscaping/shade trees.	900 West; North Temple to 600 North
9	Glad to see Green Bike expansion outside of downtown. This will provide more mobility options throughout the city and make use of the brand new trails.	Salt Lake Green Bike Share Expansion
10	An enhanced bus system is exactly what we need! I'd love to see it run outside of ski season more too. There's a lot of demand in the summer and you're putting outdoor recreation out of reach for those who don't own a car. Plus parking is always an issue, bus is the solution!	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
11	Please make the bike lane more consistent here or put in traffic calming where there's not space. People walking also have to share the road in spots near residences, so safety is very important.	5655 Emigration Cyn to 9698 Emigration Cyn
12	This intersection has a lot of bike traffic on both streets. Definitely take that into account as this is being designed.	Sunnyside Ave at Crestview Drive Roundabout
13	Improve signage to show trail maps and how to get to other nearby trails.	Kay's Creek Trail: Main Street to Hawthorne Drive
14	Pedestrian access to Lagoon. Right now there are no sidewalks on Lagoon Drive and there is no pedestrian access at the north entrance to Lagoon.	Davis/ Salt Lake Connector Design
15	Also review needs around 2700 North and 2000 West as there is limited space between here at the freeway for turning movements.	ROW; 400 N Bridge/ N Str Expansion & Rail Facility
16	I want to commend WFRC and UTA for selecting 400 West as the alignment for the future TechLink Orange Line. That decision makes a lot of sense and positions the project for successful integration with the Rio Grande Plan down the road. Having regional rail and future high-capacity transit running just a block apart opens the door for real connectivity. With thoughtful planning, we could eventually shift or extend the Orange Line to Rio Grande Street itself, creating an easy and intuitive connection between the restored Depot and the TRAX system. It is encouraging to see choices being made today that support the kind of integrated, future-ready system the public wants.	TechLink TRAX; SL International Airport - U of U
17	Review existing bus bays and possible mid platform entrance. Allow for the ability to have busses exit left or right at new traffic light.	Kay's Creek Trail Overpass @ Layton FrontRunner
18	The S-Line should be continued across Highland Drive!	S-Line Extension from McClelland Stn to Highland
19	Dead ending the S-line into the shopping center after crossing Highland Drive doesn't make any sense. Having it continue forward rather than swerve makes sense then stopping it until UTA can decide if it goes south to Milcreek/Holladay, or north back toward the University of Utah.	S-Line Extension from McClelland Stn to Highland
20	It is a mistake to stop this short or making it completely into the city. UDOT needs to extend it to the delta center!	300 W; 400 S to 2100 S - Separated Bike Lanes
21	Right now, the active railroad corridor through Salt Lake City divides communities and creates serious safety risks. People are routinely seen crossing the tracks where they shouldn't, simply because they need to get to work, school, or the store. In some tragic cases, those crossings have ended in injury or death. This is not just a transportation issue. It is a human one. The Rio Grande Plan solves this by burying the rails through the urban core, eliminating dangerous at-grade crossings and finally reconnecting neighborhoods that have been split apart for decades. That means safer streets, fewer delays, and the chance to knit our city back together. The federal Reconnecting Communities program exists for exactly this kind of project. One that addresses historic transportation barriers, improves safety, and delivers long-term public benefit. WFRC, UDOT, and UTA should be actively working to align the Rio Grande Plan with this funding opportunity.	Salt Lake City's Reconnecting Communities Study
22	Skip BRT and put in Trax and watch ridership rise faster	Davis-SLC Connector - Corridor Based BRT
23	Trax extension please	Point of the Mountain Transit

Public Comment





Project Management Meetings



Appropriate Project Action


TIP
2026-2031



FUNDING & TECHNICAL ASSISTANCE PROGRAMS

FISCAL YEAR 2026

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**

TRANSPORTATION AND LAND USE CONNECTION

- Station Area Plan Technical Assistance (SAP) **$5M**
  - Ongoing application cycle

Other Federal Grants

- Community Development Block Grant Program (CDBG) **$1M**
  - Mandatory How to Apply Workshop held each fall



Other Federal Grants

- Community Impact Board (CIB) **Grant/Low Interest Loans**
  - Ongoing application cycle

- Wasatch Front Economic Development District (WFEDD) **$100K+**
  - Ongoing application cycle

WFRC Funding Program Deadlines

Deadlines apply to:

Surface Transportation Program - **STP**

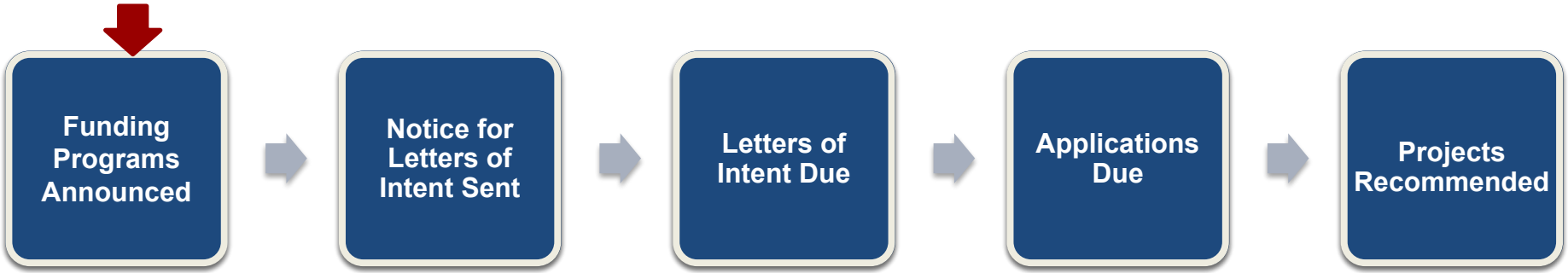
Congestion Mitigation Air Quality - **CMAQ**

Carbon Reduction Program - **CRP**

Transportation Alternatives Program - **TAP**

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

We're Here



For more information…



WASATCH FRONT REGIONAL COUNCIL

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 roadways, 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 planning and construction of bicycle and pedestrian facilities.

The **Carbon Reduction Program (CRP)** provides funding for transportation projects that reduce on-road carbon dioxide (CO_2) 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, 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 established to promote regional economic development and support eligible entities in developing competitive grant applications for the U.S. Department of Commerce Economic Development Administration.

General application milestones for the first five programs are:

Letter of Intent due September 25, 2025

Application due December 11, 2025

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