BOUNTIFUL CITY COUNCIL

Tuesday, September 8th, 2026
6:00 p.m. – Work Session
7:00 p.m. - Regular Session

NOTICE IS HEREBY GIVEN on the Utah Public Notice Website, the Bountiful City Website and at Bountiful City Hall not less than 24 hours prior to the meeting that the City Council of Bountiful, Utah will hold its regular Council meeting at City Hall, 795 South Main Street, Bountiful, Utah, at the time and on the date given above. The public is invited to all open meetings. Deliberations will occur in the meetings. Persons who are disabled as defined by the Americans with Disabilities Act may request an accommodation by contacting the Bountiful City Manager at 801.298.6140. Notification at least 24 hours prior to the meeting would be appreciated.

If you are not on the agenda, the Council will not be able to discuss your item of business until another meeting. For most items it is desirable for the Council to be informed of background information prior to consideration at a Council meeting. If you wish to have an item placed on the agenda, contact the Bountiful City Manager at 801.298.6140

The meeting is also available to view online, and the link will be available on the Bountiful City website homepage (www.bountifulutah.gov) approximately one hour prior to the start of the meeting.

AGENDA

6:00 p.m. – Work Session

1. South Davis Greenway Feasibility Study Update – Mr. Francisco Astorga pg. 3
2. Software for Parks and Recreation Reservations Discussion – Mr. Tyson Beck pg. 85

7:00 p.m. – Regular Meeting

1. Welcome, Pledge of Allegiance and Thought/Prayer
2. Public Comment – If you wish to make a comment to the Council, please use the podium and clearly state your name and city of residency, keeping your comments to a maximum of two minutes. Public comment is limited to no more than ten minutes per meeting. Please do not repeat positions already stated. Public comment is a time for the Council to receive new information and perspectives.
3. Consider approval of the minutes of the previous meetings held on August 11th and 25th, 2026 pg. 87
4. BCYC Report
5. Council reports
6. Consider approval of expenditures greater than $1,000 paid on August 19th and 26th, 2026 pg. 101
7. Recognize Lakeview for Its 50th Anniversary – Mayor Kate Bradshaw
8. Consider approval of software for Parks and Recreation reservations – Mr. Tyson Beck
9. Consider approval of the additional $43,300 for ECI to provide engineering services for the UDOT I-15 Reconstruction Project, in the total amount of $207,000 – Mr. Allen Johnson pg. 105
10. Consider approval of the bid from TAPP for transmission steel poles for the UDOT I-15 Reconstruction Project, in the total amount of $138,016 – Mr. Allen Johnson pg. 107
11. Consider approval of the purchase of power poles from Stella-Jones, in the total amount of $33,612 – Mr. Allen Johnson pg. 109
12. Consider approval of the purchase of PMH-9 pad-mounted switchgear, along with the necessary fuse holders, from Irby, in the total amount of $27,500 – Mr. Allen Johnson pg. 115
13. Consider approval of securing and cleaning up the damaged poles on the Echo Line – Mr. Allen Johnson pg. 117
14. Consider approval of the proposal from Jared Strang for the retaining wall contract at Maple Ridge, at the unit prices noted in the bid tabulation – Mr. Lloyd Cheney pg. 121
15. Adjourn

Sophia Ward
City Recorder

City Council Staff Report

Subject: South Davis Greenway Feasibility Study
Author: Francisco Astorga, AICP, Planning Director
Department: Planning
Date: September 8, 2026

Background

Bountiful City, North Salt Lake, Centerville, and Farmington, with coordination and grant support from the Wasatch Front Regional Council (WFRC), worked with Kimley-Horn to prepare the South Davis Greenway Feasibility Study. The study evaluates the feasibility of a continuous shared-use path connecting North Salt Lake to Farmington, with the potential for future connections beyond the study area, and is intended to serve people walking, biking, and rolling for both transportation and recreation. The recommended alignment is approximately 10.8 miles long, including approximately 3.96 miles within Bountiful, generally along Orchard Drive and 200 West.

The study also supports the Bountiful by Design General Plan, including the City's goals for a connected, multimodal transportation system and the specific action to work with neighboring municipalities and regional partners to identify an active transportation corridor between communities.

Analysis

The Final Report identifies a recommended alignment, design guidance, project phasing, preliminary construction cost estimates, potential funding sources, and implementation considerations. The recommendations are conceptual and are intended to guide future project development. Final dimensions, design treatments, engineering details, utility coordination, and site-specific improvements would be refined through future design and engineering, subject to available funding.

The report recommends that each participating city formally accept the study through City Council action to demonstrate regional support and strengthen the project's competitiveness for future Utah Trail Network and other funding opportunities. Each city retains authority over funding, project prioritization, design, and implementation within its jurisdiction.

North Salt Lake accepted the Feasibility Study Final Report on August 18, 2026, followed by Centerville and Farmington on September 1, 2026, with each City Council voting

unanimously and each mayor providing a signed letter documenting the respective City Council's acceptance.

Acceptance of the Final Report does not constitute approval of final engineering or construction, establish a final design for every segment, or commit Bountiful City to any current or future funding. Brent Crowther with Kimley-Horn will present the study findings and recommendations to the City Council, including potential next steps and funding opportunities.

Department Review

This staff report was written by the Planning Director and reviewed by the City Manager.

Significant Impacts

There is no financial impact associated with acceptance of the Final Report. Any future City funding for design, construction, maintenance, local match requirements, or other implementation costs would require separate consideration and approval by the City Council. Acceptance would be consistent with the Bountiful by Design General Plan, including its goals and actions related to regional active transportation connectivity.

Recommendation

No formal action is requested tonight. Staff recommends that the City Council receive the consultant's presentation and discuss the study during the work session. The report will be discussed again at a regular City Council meeting in a few weeks for Council's consideration of acceptance.

Attachments

1. Greenway Feasibility Study Final Report (under separate cover and in online packet)

SOUTH DAVIS GREEN WAY

WALK BIKE ROLL CONNECT

FEASIBILITY STUDY

AUGUST 13, 2026

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.

111 East Broadway
Suite 600
Salt Lake City, Utah 84111

In association with:

» Township+Range
» Dig Studio

Prepared for:

Davis COUNTY

UDOT Keeping Utah Moving

BOUNTIFUL EST. 1847

NSL CITY OF NORTH SALT LAKE UTAH

CENTERVILLE

FARMINGTON 1847 MORE TIME FOR LIVING

WASATCH FRONT REGIONAL COUNCIL

Statutory Notice:

23 U.S.C. § 407: US Code - Section 407: Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144 and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

ACKNOWLEDGMENTS

We thank the project Steering Committee, representing participating cities and partner organizations, for their time, expertise, and contributions in guiding the development of the South Davis Greenway.

BOUNTIFUL CITY

Mayor Kate Bradshaw
Francisco Astorga
Lloyd Cheney
Rachel Coleman
Amber Corbridge
Gary Hill

CENTERVILLE CITY

Councilmember Gina Hirst
Sydney DeWees
Kevin Campbell
Mike Carlson
Michael Eggett
Dave Walker
Mitzi White
Gary Woodward

DAVIS COUNTY

David Mitchell

FARMINGTON CITY

Councilmember Amy Shumway
Chad Boshell
Brandon Federico
Lyle Gibson
Shannon Hansell
Joey Hansen

CITY OF NORTH SALT LAKE

Councilmember Ted Knowlton
Ali Avery
Karyn Baxter
Ken Leetham
Jon Marsh
Sherrie Pace
Peter Wirthlin

UTAH DEPARTMENT OF TRANSPORTATION

Ryan Halverson

WASATCH FRONT REGIONAL COUNCIL

Paulo Aguilera
Meg Padjen
Hugh Van Wagenen

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INTRODUCTION

The communities of Bountiful, Centerville, Farmington, and North Salt Lake, along with Davis County, and Utah Department of Transportation (UDOT) collaborated to prepare the South Davis Greenway Feasibility Study. This study evaluates the feasibility of a new shared-use side path connecting North Salt Lake to Farmington.

The South Davis Greenway will serve people walking, biking, and rolling, whether for commuting or recreation, and fills a critical gap on the east side of I-15 in south Davis County, where no such facility currently exists, while connecting communities to the statewide Utah trail network.

This study is funded through a grant from the WFRC Transportation and Land Use Connection (TLC) Program. Partner cities worked together to identify a preferred alignment and developed a basic concept design for a continuous route.

The preferred alignment was selected because it connects key community destinations, including parks and schools, while following streets that already serve as important walking routes. The planned facility is a 12-foot-wide side path with a landscaped buffer separating trail users from adjacent traffic. The greenway will provide a comfortable and safe facility for families, commuters, and recreational users. The alignment can be constructed largely within existing public right-of-way, while minimizing impacts to adjacent properties, with many segments incorporating existing wide paved shoulders and sidewalks, such as the example shown in the photo to the right.

The proposed 10.8-mile trail begins at the intersection of Highway 89 and Eagle Ridge Drive in North Salt Lake and extends north to Farmington. The route follows Orchard Drive in North Salt Lake, 200 West in Bountiful, 400 West in Centerville, the I-15 Frontage Road through Centerville and Farmington, and 200 West in Farmington. The proposed alignment is shown in Figure 1, and trail lengths by segment are summarized in Table 1.

TABLE 1. SOUTH DAVIS GREENWAY MILEAGE BY JURISDICTION

Jurisdiction	Trail Length
North Salt Lake	1.59 Miles
Bountiful	3.96 Miles
Centerville	3.23 Miles
Farmington	2.01 Miles
Total	10.8 Miles

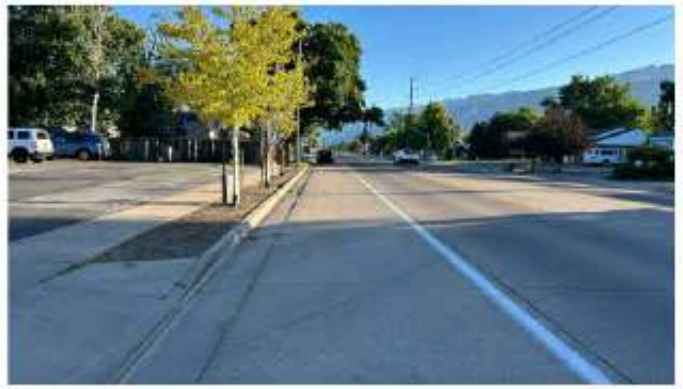


FIGURE 1. SOUTH DAVIS GREENWAY PROPOSED ALIGNMENT

STUDY GOALS

The goals for the South Davis Greenway Feasibility Study were developed in collaboration with participating municipalities through a series of stakeholder meetings and are organized around four key themes.

Together, these goals guide the development of a connected, safe, inclusive, family-friendly, and high-quality greenway that strengthens regional connectivity, improves access to key destinations, and integrates seamlessly with existing and planned trail networks.

NETWORK

- **Connectivity for walking, biking, and rolling:** Address the lack of active transportation options in southern Davis County by creating a north–south "spine" supported by east–west connections.
- **Access to downtowns and destinations:** Improve biking and walking access to each community's downtown and key destinations, supporting walkable, less auto-dependent activity centers.
- **Enhanced trails and recreation:** Connect to existing and planned trail networks in cities that lead to mountains, waterways, and wetlands, leveraging strong community interest in trails.

GREENWAY DESIGN

- **High-quality design:** Optimize width, separation, amenities, and landscaping to create a cohesive experience, adapting design for different segments as needed.
- **Practical and cost-effective:** Develop a fiscally responsible project that considers long-term maintenance, traffic impacts, and acceptable trade-offs within street ROW.

OUTCOMES

- **Family-friendly:** Create a safe pathway experience attractive for multiple generations that families can enjoy together and use both to recreate and to access destinations.
- **Well-used community asset:** Design an amenity that attracts range of user types, that the community is proud of, and positively impacts quality of life.

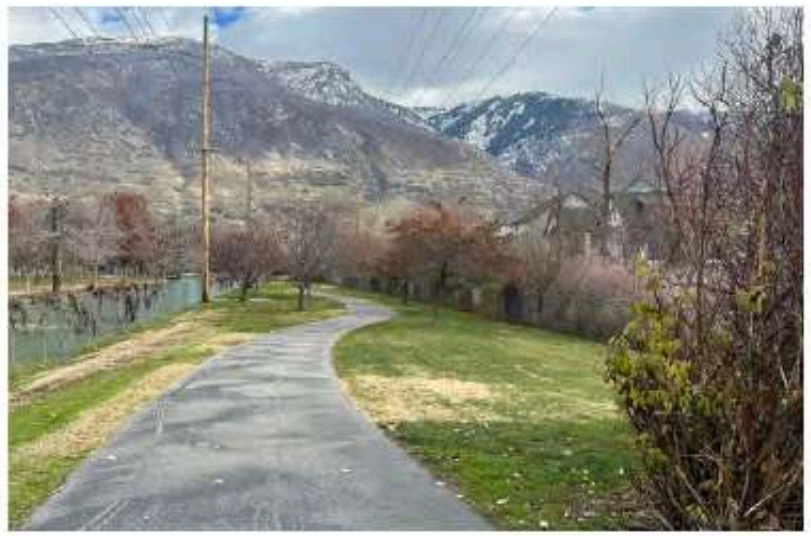
PLANNING PROCESS

- **Broad stakeholders buy-in:** Engage city leadership, incorporate perspectives and needs from a range of City departments, align with General Plans and policies, and build community support through clear communication of the South Davis Greenway vision and its benefits.
- **Funding and construction:** Create a plan that will attract funding and enable timely construction.

ACTIVE TRANSPORTATION FACILITY DEFINITIONS

BIKE LANES

Bike lanes are a designated on-street space for bicycles, typically 4–7 feet wide, marked with 6-inch striping and bike lane symbols. Bike lanes feel comfortable only for confident cyclists, unless they are located on low-speed, low-volume streets.



SHARED USE PATHS

Shared use paths (SUPs) are paved off-street paths, usually 10–12 feet wide, made of asphalt or concrete, accommodating pedestrians, bicyclists, and other non-motorized users. Sometimes called "trails," but distinct from natural surface trails.

SIDE PATHS

Side paths are shared-use paths that run parallel or adjacent to a roadway, serving both pedestrians and bicyclists off-street. Side paths present unique challenges such as driveway crossings, intersections, and adjacent land uses. When designed well, they provide a comfortable alternative for users who prefer not to ride on-street.

EXISTING PLANS

UTAH TRAIL NETWORK

The Utah Trail Network (UTN) is a statewide initiative led by UDOT to develop a connected system of paved active transportation facilities serving communities across Utah. The UTN is envisioned as a backbone network that expands transportation choices by providing safe, comfortable, and accessible routes for users of all ages and abilities.

The UTN is intended to support both transportation and recreation by improving connections to employment centers, schools, commercial areas, transit, and regional destinations. By enhancing regional connectivity and closing key network gaps, the UTN advances statewide goals related to mobility, safety, public health, air quality, and quality of life, while supporting active transportation as a viable travel option.

In fall 2025, the UTN Master Plan was released. The plan identifies the locations of future UTN projects and highlights existing trails that may be incorporated into the network to serve the transportation needs of travelers throughout Utah.

The South Davis Greenway is included in this statewide vision, accessible at https://gis.udot.utah.gov/utn-viewer, through the projects listed in Table 2.

TABLE 2. SOUTH DAVIS GREENWAY / UTN SEGMENTS

Utah Trail Network Project ID	Project Name	Description
R1-093	US-89; North Salt Lake to Bountiful Trail Gap	The US-89; North Salt Lake to Bountiful Trail Gap is 2.9 miles long and is located in UDOT Region 1. It is a Proposed Base Network trail project.
R1-069	SR-106; Bountiful to Farmington Trail Gap	The SR-106; Bountiful to Farmington Trail Gap is 9.0 miles long and is located in UDOT Region 1. It is a Proposed Gap Closure trail project.

The South Davis Greenway Feasibility Study is funded through a grant from the Wasatch Front Regional Council (WFRC)'s Transportation and Land Use Connections program. This funding supports the feasibility study only. There is currently no funding allocated for design or construction; however, because the project is included in the UTN Master Plan Map, it is eligible for consideration for state funding. The South Davis Greenway advances a long-standing trail connection envisioned by local communities for years as shown in the following plans.

UDOT I-15 RECONSTRUCTION PROJECT, FARMINGTON TO SALT LAKE CITY

UDOT is preparing to improve I-15 from Salt Lake City to Farmington. The project includes reconstruction of sidewalks along impacted roadways including the I-15 Frontage Road. The partner cities have been in communication with the I-15 design team to include the segments of the South Davis Greenway that are within the I-15 project limits, into the I-15 project.

Figure 2 shows where planned improvements overlap with the South Davis Greenway in a dotted white line. The entire plan is accessible at: https://i15eis.udot.utah.gov/.

DAVIS COUNTY ACTIVE TRANSPORTATION PLAN (2024)

The South Davis Active Transportation Plan, updated in 2024, establishes a vision for a connected, safe, and comfortable active transportation network throughout Davis County.
The plan identifies 39 regional active transportation routes that improve connectivity between communities and key destinations. Many of these identified regional routes overlap with the South Davis Greenway Corridor including:

- **Route ID 9:** 200 W from 2600 S to Frontage Road/1500S.
- **Route ID 11:** Orchard Drive/400 E from North Canyon Road to Chase Lane
- **Route ID 37:** Highway 89 from Center Street (NSL) to Salt Lake County Line
- **Route ID 39:** 500 West/Orchard Lane from Eagle Ridge Drive/Highway 89 to 1500 S/ 200 W

SOUTH DAVIS ACTIVE TRANSPORTATION PLAN (NOVEMBER 2019)

The South Davis Active Transportation Plan was prepared collaboratively by Bountiful, Centerville, and North Salt Lake. The plan established a Project Vision:

Bountiful, Centerville, and North Salt Lake will work together to improve quality of life, community health, and recreational access in South Davis County by connecting neighborhoods and destinations through safe walking and bicycling facilities.

Recommendations specific to each partner community, as it pertains to the South Davis Greenway Feasibility Study are:

- **Bountiful:** Proposes a buffered bike lane on Orchard Drive south of 2600 South, and on 200 West.
- **Centerville:** Continues the buffered bike lane on 400 West.
- **North Salt Lake:** Proposes a shared-use path along US-89, and a separated bike lane on Orchard Drive.

BOUNTIFUL CITY

The Bountiful by Design General Plan (Adopted December 9, 2025) identifies a connected, multimodal transportation system as a key component of the City's long-term vision. The South Davis Greenway directly supports the Plan by improving regional bicycle and pedestrian connectivity, expanding active transportation opportunities, and strengthening connections between neighborhoods, parks, schools, commercial areas, and neighboring communities.

Guiding Principles, Goals, and Actions in the Plan include

A Connected Community with Complete Networks for Pedestrians, Bicycles, Transit, And Vehicles

- **Goal 1:** Balance travel modes to move people safely and efficiently throughout the city.
- **Goal 2:** Enhance access to and connectivity of non-motorized travel options.
- **Goal 3:** Consider future multimodal transportation projects and initiatives in an updated transportation master plan.
- **Action 1:** Work with neighboring municipalities and regional partners to identify an active transportation corridor between communities.

CENTERVILLE CITY

The Centerville General Plan references the South Davis Active Transportation Plan. The Plan identifies priority projects from the ATP including the 400 West buffered bike lanes. The plan states that implementation of these priority projects will help create continuous, safe corridors for cyclists and pedestrians throughout the region.

FARMINGTON CITY

The Farmington General Plan references the Farmington Active Transportation Plan (2016). The plan also includes a new shared-use path along the I-15 Frontage Road south of Glovers Lane, buffered bike lanes along the I-15 Frontage Road between Glovers Lane and 200 West, and bike lanes and a shared-use path along 200 West from the I-15 Frontage Road to State Street.

CITY OF NORTH SALT LAKE

The North Salt Lake General Plan (2013) is currently being updated in the ongoing Imagine NSL 2046. The General Plan emphasizes active transportation and includes provisions for shared-use paths as part of its Parks, Trails, and Recreation and Transportation chapters. Key elements include:

- Adopted the South Davis Active Transportation Plan as an update to the General Plan in 2020, including a shared-use path connection to the Beck Street Trail at the intersection of Highway 89 and Eagle Ridge Drive.
- Town Center and Highway 89 Corridor (Chapter 7) and the subsequent Town Center Master Plan (2016) envision a multi-modal street network with sidewalks, pathways, and mixed-use paths to create a pedestrian- and bicycle-friendly environment. A shared-use path is proposed along US-89 and within the Town Center to support walkability and connectivity.
- Public engagement for the on-going General Plan update, named Imagine NSL 2046, highlights strong community interest in trail connectivity and enhancements, addressing gaps in bike and pedestrian infrastructure and improving east-west connections across barriers like I-15 and rail lines.

FIGURE 2. I-15 IMPROVEMENTS AND OVERLAP WITH SOUTH DAVIS GREENWAY

COMMUNITY ENGAGEMENT

The project was guided by a Steering Committee that included elected officials, city staff, and representatives from Davis County, UDOT, and WFRC. Community feedback gathered throughout the engagement process also informed project decisions and recommendations.

At the beginning of the project, the project team met with each participating municipality to hear about their current perspectives and receive input on their vision for the South Davis Greenway as well as potential alignment options, opportunities, and constraints.

STEERING COMMITTEE

The Steering Committee convened four times throughout the project to participate in workshops and provide feedback at key milestones. Their input and direction helped guide the project. Workshop summaries are provided below:

- **Steering Committee Workshop #1** was held on November 10, 2025, at the Bountiful Recreation Center in Bountiful Utah. During the workshop, the Steering Committee reviewed and refined the study goals and discussed the desired outcomes of the proposed trail. Committee members also evaluated potential trail alignments and amenities, providing feedback on opportunities, constraints, and key considerations. This input helped establish the project's vision and guided development of the preferred trail alignment.
- **Steering Committee Workshop #2** was held on January 19, 2026, at Bountiful City Hall. During the meeting, the project team shared preliminary trail design criteria that align with the Utah Trail Network (UTN) trail design criteria. During breakout groups, steering committee members discussed potential alignment conflicts such as right-of-way (ROW) or utility conflicts. Additionally, Steering Committee members provided location-specific suggestions for greenway amenity opportunities, helping refine the initial alignment, identify feasibility considerations, and inform future public outreach efforts.
- **Steering Committee Workshop #3** was held on April 15, 2026, at Bountiful City Hall. The Steering Committee received an update on the revised corridor concept, which incorporated feedback from the previous workshop, as well as a preview of upcoming public engagement activities. The primary focus of the workshop was to discuss implementation topics, including maintenance responsibilities, landscaping approaches, funding opportunities, and project phasing. The discussion helped identify key implementation considerations and informed development of the South Davis Greenway's implementation strategy.
- **Steering Committee Workshop #4** was held on May 27, 2026, at Bountiful City Hall. During the workshop, the project team presented the proposed phasing plan, trail segments, and estimated construction costs for each segment. The Steering Committee also discussed upcoming public engagement activities and strategies for advancing the South Davis Greenway toward implementation. Feedback received during the workshop helped refine the recommended phasing plan, funding strategy, and maintenance approach, and informed the study's final recommendations and implementation framework.

PUBLIC INVOLVEMENT

Public involvement strategies were used to introduce the South Davis Greenway concept, educate about greenways, share the planned alignment, and explain how a greenway may benefit community members in the four partnering municipalities.

Public involvement activities focused on online content such as short videos on the project website, and social media posts delivered through City communication channels, encouraging the public to provide comment on the draft alignment concept. In addition, yard signs were posted within each community, and pavement stencils placed on the proposed South Davis Greenway alignment roadway shoulder.

Public Engagement Phase 1, conducted from January 2026 to April 2026, included the elements as illustrated below, in Table 3.

TABLE 3. PHASE 1 PUBLIC ENGAGEMENT

Introducing the project:	» Study website: southdavisgreenway.org » Information mailed to stakeholders along the planned alignment » Onsite decals and signs/displays » Video: longer and shorter versions » City communications and leadership presentations » Indoor display in South Davis Recreation Center
Getting feedback:	» Website comment box » Project email » Short online survey

WHAT DID THE COMMUNITY SAY?

Based on Phase 1 outreach, the study team received 119 survey responses, 45 comments submitted on the website, and 7 emails.

- 45% of comments received expressed support for the project.
- 19% of comments received expressed opposition or concern for the project.

Voices of Support from Survey Responses And Comments:

- "Love this idea."
- This is "a key element missing from our community."
- "A reliable safe bike route through Davis County."
- "Great way to connect the cities and encourage community!"
- "How can I help make it happen?"

Voices of Concern from Survey Responses and Comments:

- "I do not support any tax funds going towards this. There are plenty of road and safety needs already not addressed."
- Prevents "me from being able to park in front of my house."
- "This project is not needed. Just west is a green trail for biking, hiking, and walking."

A summary of comments by theme area is presented in Figure 3, on page 19.

OPEN HOUSE PROJECT INFORMATION BOARDS

HOW PUBLIC FEEDBACK SHAPED THE STUDY

Feedback received through the survey, project website, emails, stakeholder outreach, and public engagement activities generally affirmed the project's goals and overall vision for the South Davis Greenway. Community members expressed support for a safe, family-friendly facility that improves connectivity between neighborhoods, parks, schools, and other destinations throughout southern Davis County. Participants also emphasized the importance of landscaping, separation from traffic, and enhanced roadway crossings, which are reflected in the recommended design guidance and corridor concept presented in this report.

Comments related to parking, roadway operations, property impacts, maintenance responsibilities, and alternative routing options helped inform the evaluation of alignment alternatives and identify corridor constraints and implementation considerations.

DEMONSTRATION OF THE WIDTH AND LOCATION OF THE SOUTH DAVIS GREENWAY ON 200 WEST ADJACENT TO BOUNTIFUL CITY PARK.

PHASE 2 PUBLIC ENGAGEMENT AND DEMONSTRATION EVENT

On June 26, 2026, the project team hosted a public open house and temporary greenway demonstration project in conjunction with a Bountiful City concert at Bountiful City Park. Community members were invited to review the proposed alignment, view project renderings, discuss the project with team members, and experience a temporary installation demonstrating the proposed 12-foot-wide trail and landscaped buffer.

Approximately 50 to 60 people attended the event, and 27 comment cards were submitted. Nearly two-thirds (63%) of comments expressed support for the project. Common themes included improving safety, creating family-friendly active transportation opportunities, enhancing connectivity between communities and destinations, strengthening connections to east-side trail networks, and incorporating landscaping and other aesthetic improvements along the corridor.

Community feedback also identified concerns with the proposed alignment along the south side of Chase Lane in Centerville. In response, the alignment was revised to the north side of Chase Lane between the I-15 Frontage Road and 400 West. This is reflected in the Recommended Alignment described in page 28 of this report. Additional outreach during final design is recommended to continue coordination with adjacent property owners and stakeholders and to address site-specific concerns.

DEMONSTRATION ACTIVITY IN JUNE 2026

SOUTH DAVIS GREENWAY VISION THEMES BY GOAL

● = 1 survey response

SURVEY RESPONSES GREENWAY VISION THEMES

CONNECTION

- Connection among communities (longer distance, regional route) ● ● ● ● ● ● ● ● ● ● ● ● ● ● ●
- Walkability ●
- Bike-friendly ●

ACCESS

- Transportation Alternatives ● ● ● ● ● ● ● ● ● ●
- Access community downtowns and destinations ● ● ● ● ● ● ● ● ● ●
- Commute to SLC ● ●
- Integration with public transit ●
- Convenient / easy ● ●

TRAILS

- Recreation / exercise ● ● ● ● ● ● ●
- Beautiful ● ● ● ● ● ● ●
- Trees / Landscaping ● ● ● ● ● ● ● ● ● ● ● ●
- Water-wise ●
- Nature ● ● ● ●
- Calming, relaxing, mental health ● ● ● ● ● ● ●

COST EFFECTIVE

- Commitment of cities ●
- Implementable ●
- Cost-effective ●
- Adds to property values ●
- Start with temporary improvements ●

FAMILY FRIENDLY

- Family-friendly ● ● ● ● ● ● ● ● ● ● ●
- Safe active transportation route ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ●

RECOMMENDATIONS

DESIGN CRITERIA

Trail design criteria were established using AASHTO's Fifth Edition Guide for the Development of Bicycle Facilities, 2024 and the UTN Quick Reference Design Guide (revised 6/9/2025) as summarized in Table 4.

The recommendations presented in this study are planning-level concepts intended to guide future project development. Final dimensions, design treatments, and engineering details will be refined during subsequent design and engineering phases.

Trail design will reflect context-sensitive conditions, opportunities, and constraints. Where existing sidewalks are replaced, intersections and crossings will be upgraded to meet current ADA accessibility requirements. As a potential trail adopted into the Utah Trail Network, the South Davis Greenway will be a paved, separated side path that meets established safety and comfort expectations for users of all ages and abilities, including children and older adults.

The trail is recommended to be 12-feet wide, consistent with UTN guidance and comparable UDOT facilities. A 12-foot-wide trail can accommodate maintenance vehicles, drive crossings, and comfortably supports:

- Lateral separation between opposing users.
- Room for passing of different user groups.
- Greater shy distance from edges, signs, railings, or vertical elements.
- Reduced need for users to leave the paved surface during passing events.
- Improved comfort for families, children, and older adults.

The design criteria reflect nationally recognized best practices, established engineering guidance, and stakeholder feedback. As UTN standards continue to be refined, the most current approved UTN guidance should be used, and project designs shall conform to those standards during subsequent phases of design.

TABLE 4. SOUTH DAVIS GREENWAY DESIGN CRITERIA

Criteria	Functional Requirement
Total Trail Width	12 ft
Stabilized Shoulder Width	5 ft recommended: 2 ft practical minimum
Park Strip/Buffer	6 ft*
Shy Distance (Continuous Vertical Elements)	2 ft- 3 ft recommended*
Shy Distance (Intermittent Vertical Elements)	2 ft- 3 ft recommended; post-mounted signs must meet 2 ft clearance minimum*
Vertical Clearance from Overhead Elements (e.g. Trees, Tunnels, Signs)	10 ft preferred; 8 ft minimum

TYPICAL SECTIONS

2-Lane configuration

For much of the southern portion of the alignment, the South Davis Greenway runs alongside a two-lane road with travel in both directions, as shown below. This condition is seen along N Orchard Road, where UTA Bus Route 455 operates. This configuration includes a 6' park strip buffer between the 12' trail and roadway. Vegetation must meet utility clearance requirements and maintain access to equipment.

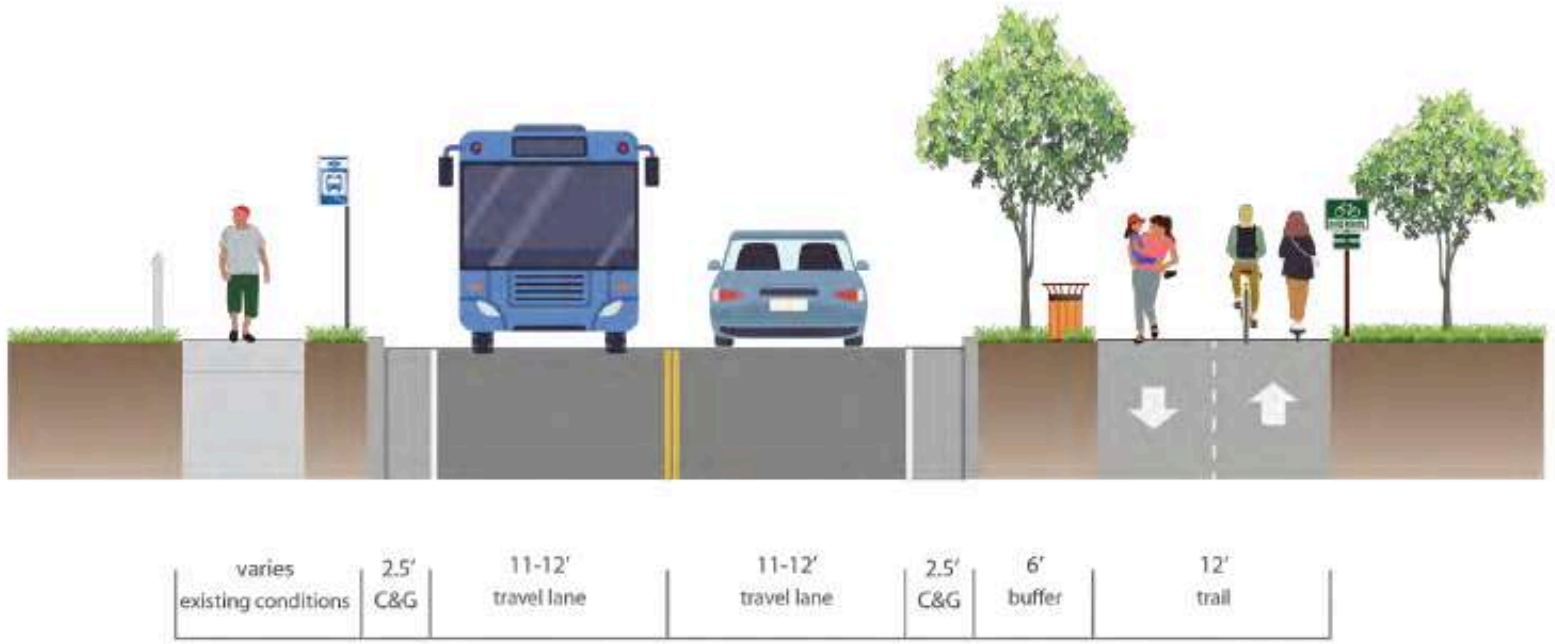


FIGURE 4. TYPICAL SECTION: 2-LANE CONFIGURATION

**Right-of-way limitations may alter the length of shy distances and the width of the park strip in constrained areas. These locations are noted in the concept exhibits in Appendix A.*

3-Lane configuration

In much of the central portion of the alignment, the South Davis Greenway travels alongside a three-lane road, containing a center turn lane, as shown to the right. This condition is seen on a majority of 200 W/400W between 400 N and 850 S. This configuration allows for a 6' park strip buffer between the 12' trail and roadway. Vegetation must meet utility clearance requirements and maintain access to equipment

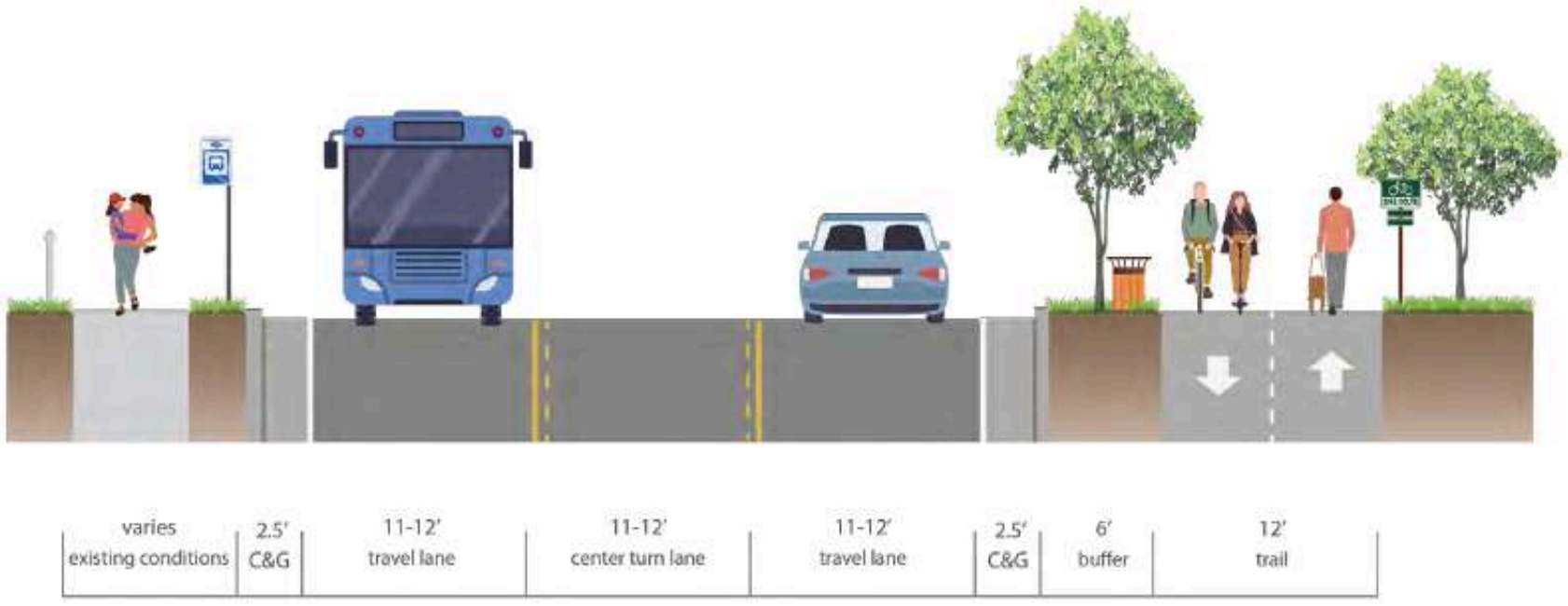


FIGURE 5. TYPICAL SECTION: 3-LANE CONFIGURATION

4-Lane configuration with parking

In the northern portion of the alignment, the South Davis Greenway travels alongside a four-lane road, with space for parallel parking on both sides, as shown to the right. This condition is seen on 200 W between 200 S and State Street. In the next phase of design, narrowing the park strip along portions of the trail by 1-2' may allow the trail to tie into the existing curb and gutter to save on cost. This configuration maintains the existing travel lanes, reducing overall costs.

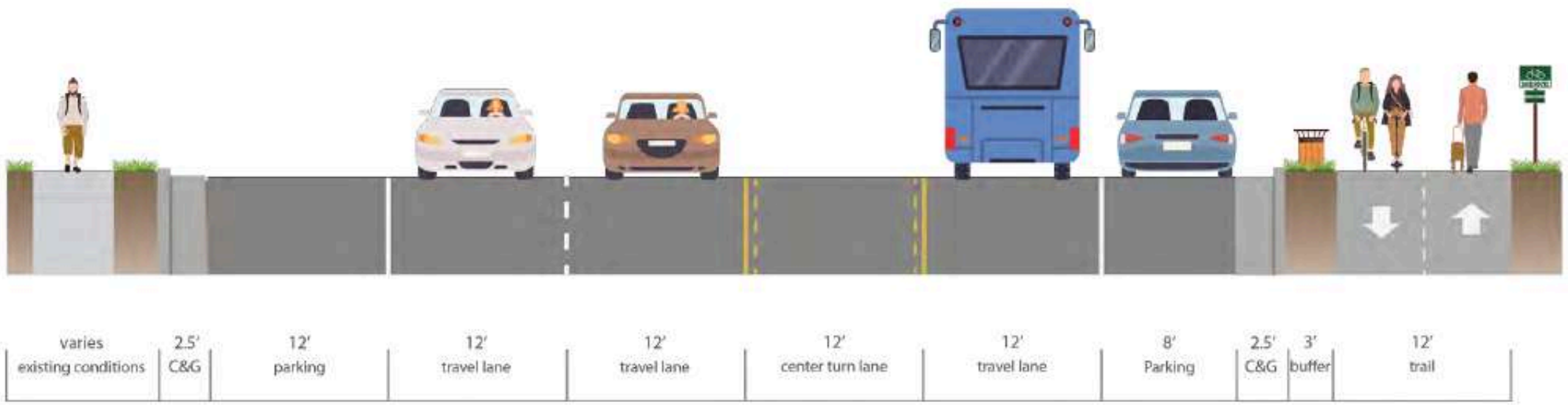


FIGURE 6. TYPICAL SECTION: 4-LANE CONFIGURATION WITH PARKING

LANDSCAPE GUIDANCE

Landscape treatments along the South Davis Greenway should support community identity, long-term sustainability, and operational feasibility, while reinforcing the South Davis Greenway's role as both a transportation and recreational facility.

The following checklist establishes overarching landscape expectations to guide future design and construction. These guidelines are intended to identify priorities, constraints, and coordination needs rather than prescribe final designs.

Community Character and Identity

- Landscape concepts should reflect individual city identity while contributing to a cohesive regional South Davis Greenway experience.
- Local variation is encouraged; uniform landscaping across all cities is not required.
- Identity should be conveyed through plant palettes, materials, and character elements, not high-maintenance features.

Park Strip

- A minimum 6-foot landscaped park strip between curb and trail is a desired condition where right-of-way allows. Park strips should function as:
  - A buffer between trail users and traffic.
  - A space for low-water, salt-tolerant landscaping.
- In constrained areas, alternative buffer strategies may be evaluated, but the loss of a landscaped buffer should be clearly identified as a tradeoff.

Water-Wise Landscaping

- Turf grass between the trail and curb should be avoided due to irrigation consumption and maintenance concerns.
- Landscaping should align with Weber Basin/"Flip your Strip" principles where feasible. Priority should be given to:
  - Drought-tolerant species.
  - Salt-tolerant species.
- Low-maintenance ground covers and shrubs.

Salt, Snow, and Roadway Impacts

- Salt exposure should be assumed in roadway-adjacent segments and addressed through plant selection and layout.
- Landscape concepts should anticipate winter maintenance impacts and avoid sensitive planting in high-salt zones.

Irrigation Strategy

All cities along the South Davis Greenway are encouraged to collaborate and identify an irrigation approach, while avoiding mandates that limit local discretion. Future design and implementation efforts should also evaluate the need for dedicated irrigation meters, water service connections, and other supporting infrastructure required to maintain landscape improvements along the corridor. Observations made by the Steering Committee during discussion of irrigation concepts include:

- A single irrigation system across the corridor is not feasible or required.
- Irrigation approaches may vary by city and by segment.
- Areas with more intensive landscaping may warrant dedicated irrigation systems.
- Tying into residential irrigation systems may present operational challenges and should be evaluated cautiously.
- Irrigation feasibility, including potential meter and service connection requirements, and risks (e.g., winterization, system failures) should be clearly identified.

Utility Coordination

Concept design exhibits identify above-ground utility conflicts with utility poles to the extent feasible within this study. Additional above-ground and below-ground utility conflict identification is required during final design, including water meters, fire hydrants, valve boxes, manholes, storm drainage facilities, communication/fiber infrastructure, transformers, and other utility appurtenances.

WATER-WISE LANDSCAPING EXAMPLES

MAINTENANCE OPTIONS

Long-term maintenance considerations are central to success of the South Davis Greenway. Decisions related to design, amenities, and landscape treatments should be informed by clear expectations for ownership, operations, and ongoing maintenance across the corridor. Establishing a realistic and coordinated maintenance framework early can help avoid deferred upkeep, inconsistent conditions, or system failures experienced in past multi-jurisdictional projects. Cities will be responsible for trail maintenance, including surface asphalt, vegetation management, irrigation, and snow removal.

Maintenance responsibilities for landscaped park strips, trees, irrigation systems, and other landscape improvements should be clearly established during future design and implementation phases. While participating jurisdictions are anticipated to maintain facilities within their respective boundaries, alternative maintenance arrangements may be considered where appropriate.

Long-term success will also depend on each jurisdiction's ability to plan and budget for future rehabilitation and replacement costs, including pavement resurfacing, irrigation system replacement, landscape renewal, and other capital reinvestments that will be required over the life of the facility.

Maintenance & Management Considerations

A comprehensive approach to maintenance and management, should be identified and documented including:

- Clearly defined ownership and maintenance responsibility by segment, facility type, or jurisdiction.
- An agreed-upon approach to system management and oversight to ensure continuity and accountability over time.
- Early identification of long-term operational needs associated with the South Davis Greenway, beyond initial construction or capital investment.
- Consideration of lifecycle costs and future capital needs, including rehabilitation, replacement, and major maintenance required to sustain the facility over time.

Design decisions, including amenities, pavement markings, landscape treatments, and supporting infrastructure, should align with realistic municipal maintenance capacity and available resources to support consistent care over the life of the facility.

Multi-Jurisdictional Coordination

Given that the South Davis Greenway spans multiple cities, coordination on maintenance and management approaches can provide efficiencies while allowing flexibility where local conditions differ. Cities are encouraged to collaborate in identifying where shared approaches add value, while avoiding mandates that limit local discretion. This coordination may include, but is not limited to, alignment on:

- General maintenance expectations and service levels along the corridor.
- Irrigation and utility operations where applicable.
- Assumptions related to upkeep, replacement cycles, and staffing or contractor support.
- Assumptions related to maintenance of landscaped buffers, irrigation systems, and other South Davis Greenway landscape features.

CONCEPTUAL ALIGNMENT

With the completion of UDOT's Beck Street Trail in Salt Lake City, the South Davis Greenway will complete a safe and comfortable path from Farmington to downtown Salt Lake City. A potential future extension through Farmington was also identified to connect the trail to Fruit Heights. Concept plan sheets are included in Appendix A.

RECOMMENDED ALIGNMENT

The recommended alignment is approximately 10.8 miles long, beginning at the terminus of the Beck Street Trail in North Salt Lake on the south side of Eagle Ridge Drive. The trail heads north along the west side of Orchard Drive to the Center Street intersection, where it crosses to the east side of Orchard Drive. It continues north along Orchard Drive/200 West for approximately 2.6 miles to the Five Points Roundabout in Bountiful, then proceeds through the roundabout and continues north on 200 West/400 West for just over 3 miles to Parrish Lane. At that point, the trail crosses to the west side of 200 West/400 West at CenterPoint Theater, where it remains until Chase Lane.

At Chase Lane, the trail turns west and follows the north side of Chase Lane to I-15 Frontage Road. From there, it continues along the east side of Frontage Road, for approximately 3.1 miles to 200 West, where it turns north and continues along the east side of 200 West until terminating at State Street in Farmington.

FUTURE EXTENSIONS

The current study area and South Davis Greenway alignment terminates at State Street in Farmington. A future extension was identified during discussions with City of Farmington, to extend the South Davis Greenway north of State Street and towards Fruit Heights. While Farmington city staff have a general vision for how the trail should continue through their city before connecting to Fruit Heights, the exact alignment has not yet been determined.

The city's initial alignment for the future extension would continue along the east side of Lagoon Drive. Beyond Lagoon, the city has identified two alternatives.

- **Alternative A** would cross Lagoon Drive via a new pedestrian bridge, then continue north to the I-15 off-ramp and pass under Park Lane via a potential tunnel (see Appendix A, Sheets 38 – 40).
- **Alternative B** would follow Lagoon Drive and 950 North until reconnecting with Frontage Road (see Appendix A, Sheets 38-40).

The trail continues north along Frontage Road for about 900 feet before two alternatives are considered.

- **Alternative C** continues north along Frontage Road and turns east at Shepard Lane, crossing north at Foxglove Road (see Appendix A, Sheets 40 and 41).
- **Alternative D** shows the trail passing through Farmington City Park and along 700 West before turning west on Shepard Lane and crossing north at Foxglove Road (see Appendix A, Sheets 40 and 41). From Foxglove Road, both alternatives would continue north past Smith's Grocery Store, turn west on Creek Lane, and proceed north along Frontage Road until reaching Fruit Heights.

I-15 COORDINATION

The recommended trail alignment follows I-15 Frontage Road through Centerville and Farmington. In 2024, UDOT published the I-15 Environmental Impact Statement (EIS), which identifies impacts to Frontage Road and adjacent properties. As part of the Frontage Road reconstruction, UDOT committed to replacing the existing sidewalk trail (8 feet in most locations) and closing trail gaps within the project area.

This commitment presents a partnership opportunity to coordinate with UDOT on upgrading the existing Frontage Road sidewalk/trail to meet the proposed South Davis Greenway design standard of a 12-foot-wide path, consistent with UDOT's Utah Trail Network design guidelines.

The project team and affected communities have engaged UDOT in discussions to increase the trail width currently proposed in the EIS to 12 feet, encouraging a consistent cross-section along the entire South Davis Greenway corridor.

KEY CONSTRAINTS

Several limitations exist throughout the South Davis Greenway corridor leading to deviations in the design through constrained areas. These locations are annotated on concept plan sheets in Appendix A.

These constraints include:

- **Utility Poles:** Impacted utility poles are called out in pink through the alignment sheets.
- **Street Crossings:** There are several street crossings along the corridor. The locations for potential future pedestrian bridges or tunnels are also called out in the sheets.
- **Right-of-way considerations:** These are noted through the plans, including impacts requiring retaining walls, fencing, or relocation.

Elements of the design and key features of each segment such as roadway crossings, utility conflicts, and opportunity areas are noted in the concept plan sheets, Appendix A.

POCKET PARK OPPORTUNITIES

Throughout the South Davis Greenway alignment corridor, there are opportunities for pocket parks (also known as parkettes or mini-parks). These are small-scale green spaces that are publicly accessible and integrated into the surrounding neighborhood fabric.

Pocket parks can be strategically located where the South Davis Greenway intersects residential areas, commercial districts, trailheads, or underutilized parcels. Potential locations for pocket parks and trail amenities have are identified in the concept plan sheets in Appendix A.

Pocket parks represent a meaningful opportunity to enhance the value of the South Davis Greenway for surrounding communities. By providing places to pause, gather, and engage with the landscape, these spaces can serve as informal neighborhood destinations along the corridor. Even modest interventions, such as seating, shade, native landscaping, public art, or interpretive elements, can transform residual or overlooked spaces into welcoming community assets.

From a community perspective, pocket parks can:

- Expand access to green space in areas that may lack larger parks.
- Support everyday use of the South Davis Greenway by offering rest areas and social spaces for walkers, cyclists, and families.
- Create flexible plazas or micro-destinations that can reflect local character and neighborhood identity.
- Improve the overall comfort and appeal of the corridor, encouraging repeat use and stewardship.

Because pocket parks are small and adaptable, they can be phased over time and tailored to site-specific constraints, partnership opportunities, and community priorities. When thoughtfully designed, they offer a high-impact, low-footprint way to deliver visible benefits to neighborhoods while reinforcing the South Davis Greenway as a shared community space rather than solely a pass-through trail.

PROMISE PARK ALONG PARLEY'S TRAIL IN SALT LAKE CITY

CURRENT AND PROPOSED CONDITIONS

EXISTING: BOUNTIFUL NEXT TO SOUTH DAVIS RECREATION CENTER

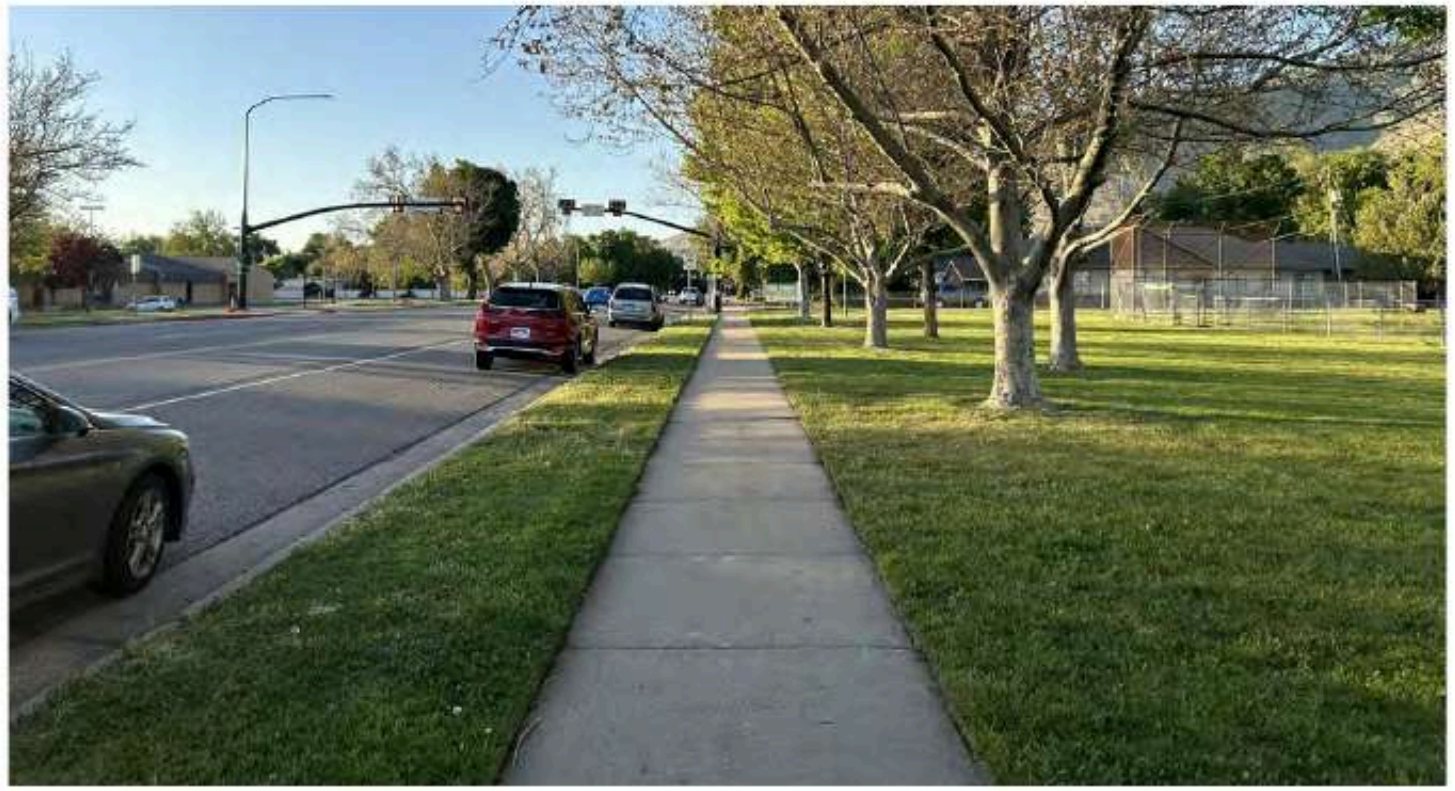
PROPOSED: BOUNTIFUL NEXT TO SOUTH DAVIS RECREATION CENTER

EXISTING: NORTH SALT LAKE SOUTH OF CENTER STREET

PROPOSED: NORTH SALT LAKE SOUTH OF CENTER STREET

EXISTING: CENTERVILLE NEXT TO PORTER-WALTON PARK

PROPOSED: CENTERVILLE NEXT TO PORTER-WALTON PARK



EXISTING: FARMINGTON ACROSS FROM FARMINGTON JR. HIGH SCHOOL

PROPOSED: FARMINGTON ACROSS FROM FARMINGTON JR. HIGH SCHOOL

PROJECT PHASING

The South Davis Greenway will be constructed in phased segments, based on funding availability. Segments can be implemented individually or combined to support flexible funding, prioritization, and delivery. The recommended phasing sequence was developed to prioritize segments that connect to planned I-15 improvements, create logical and usable trail connections, capitalize on near-term implementation opportunities, and deliver meaningful benefits to the community as early as possible. Recommended implementation segments consider construction complexity, logical termini, and the ability to deliver clearly defined, constructible segments.

Table 5 describes the five proposed construction segments, labeled A-E, and their corresponding jurisdictions. Phase "0" will be constructed with the current I-15 widening project. Funding needs to be identified and secured for Phases 1, 2, and 3.

TABLE 5. PROJECT SEGMENTS

Segment	STA Begin	Beginning Point	STA End	Ending Point	Length (miles)	Jurisdiction
A	00+00	US-89/Eagle Ridge Drive	120+00	2600 S	2.27	North Salt Lake/Bountiful
B	120+00	2600 S	249+00	North of 400 N	2.44	Bountiful
C	249+00	North of 400 N (South Davis Recreation Center)	381+00	Chase Lane / I-15 Frontage Road	2.5	Bountiful, Centerville
D	381+00	Chase Lane/I-15 Frontage Road	555+50	200 W/I-15 Frontage Road	3.3	Centerville, Farmington
E	555+50	200 W/I-15 Frontage Road to State Street	571+00	200 W/State Street	0.29	Farmington

RECOMMENDED PHASING

The following is the recommended phasing program for South Davis Greenway implementation.

Phase 0:

- **Segment D**: I-15, Farmington to Salt Lake City Reconstruction project.

Phase 1:

- **Segment A:** US-89/Eagle Ridge Drive to 2600 South.
- **Segment E:** Farmington 200 W/I-15 Frontage Road to State Street.

Phase 2:

- **Segment C:** 400 N/South Davis Recreation Center to Chase Lane/I-15.

Phase 3:

- **Segment B:** 2600 S to 400 N/South Davis Recreation Center.

Early phases prioritize segments that connect to I-15 improvements, either to the I-15 Frontage Road segment of the South Davis Greenway, or to the new Beck Street Shared Use Path which will also be constructed as part of the I-15 project.

Figure 7 illustrates the phasing approach to the five proposed segments.

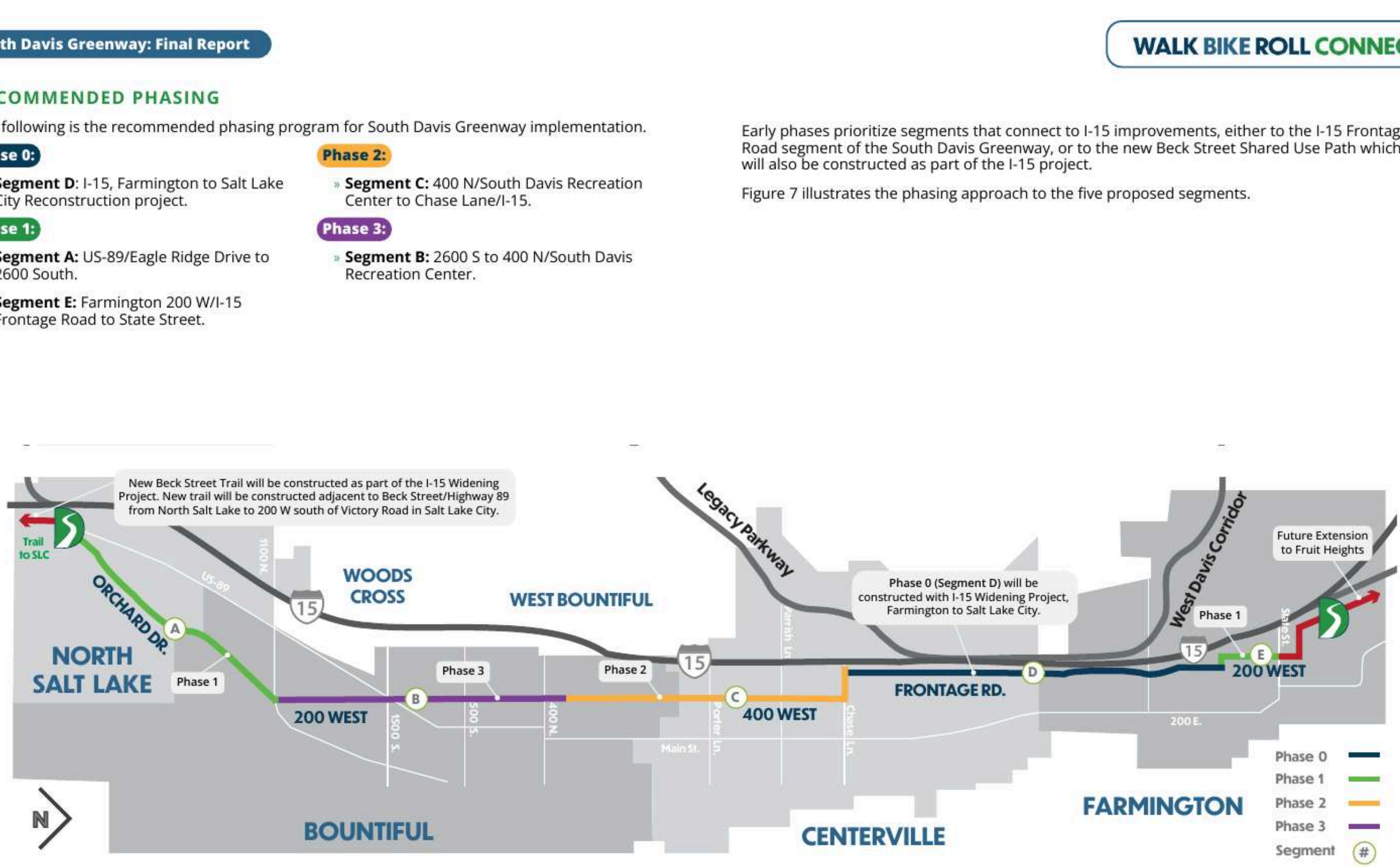


FIGURE 7. RECOMMENDED PHASING

ESTIMATE OF PROBABLE CONSTRUCTION COST

A preliminary, planning-level construction cost estimate was developed for the recommended alignment, consistent with the level of detail appropriate for a feasibility study. The estimate includes major construction elements such as a 12-foot-wide paved side path, 6-foot-wide park strip, roadway reconstruction, driveway connections, retaining walls, and utility relocations.

This estimate provides an initial assessment of potential construction costs and is based on limited design information. As such, it will be refined as survey, engineering, right-of-way, environmental review, and coordination efforts are completed. Actual project costs may vary based on final design, permitting requirements, market conditions, and construction phasing.

The estimate does not include all project elements. Key cost components requiring further evaluation in subsequent phases include drainage design, utility relocations, signage and wayfinding, right-of-way acquisition (beyond preliminary assumptions), and potential environmental mitigation. These elements will be further defined during future design phases and may affect the overall project cost.

The total estimated cost of the trail from North Salt Lake to Centerville, encompassing Segments 1, 2, 3, and 5, is $42.8 million (2026 dollars). Table 6 summarizes costs by segment, and detailed cost estimate worksheets for each segment are provided in Appendix B.

TABLE 6. SEGMENT COSTS (2026 AND 2031)

Segment	STA Begin	Beginning Point	STA End	Ending Point	Estimated Cost (2026)	Estimated Cost (2031)
A	00+00	US-89/Eagle Ridge Drive	120+00	2600 S	$13,110,000	$15,388,000
B	120+00	2600 S	249+00	North of 400 N (South Davis Recreation Center)	$13,072,000	$15,332,000
C	249+00	North of 400 N (South Davis Recreation Center)	381+00	Chase Lane / I-15 Frontage Road	$15,296,000	$17,951,000
D	381+00	Chase Lane/I-15 Frontage Road	555+50	200 W/I-15 Frontage Road	Included with I-15 Reconstruction; separate cost estimate was not prepared.	
E	555+50	200 W/I-15 Frontage Road to State Street	571+00	200 W/State Street	$1,314,000	$1,543,000
Total Construction/Design					**$42.8M**	**$50.2M**

PROBABLE CONSTRUCTION COST BY JURISDICTION

The communities of Bountiful, Centerville, Farmington, North Salt Lake, and Davis County will collaborate to complete construction of the South Davis Greenway Feasibility Study. Table 7 and Table 8 describe the segment cost by jurisdiction for 2026 and 2031, respectively. The cost by phase and jurisdiction is provided to support grant applications to local, state, and federal funding programs. More information about potential funding sources is included in the next section. The South Davis Greenway is well-positioned for state funding since it is part of the Utah Trail Network.

TABLE 7. COST BY PHASE AND JURISDICTION (2026)

Phase	Segment	Total Construction Cost (2026)	Segment Cost by Jurisdiction(2026)			
			NSL	Bountiful	Centerville	Farmington
Phase 0	D	Phase 0 will be constructed with I-15 Widening Project, Farmington to Salt Lake City				
Phase 1	A	$13,110,000	$9,182,775	$3,927,225	-	-
	E	$1,314,000	-	-	-	$1,314,000
Phase 2	C	$15,296,000	-	$5,180,903	$10,115,097	-
Phase 3	B	$13,072,000	-	$13,072,000	-	-
Total		**$42,792,000.00**	**$9,182,775**	**$22,180,128**	**$10,115,097**	**$1,314,000**

TABLE 8. COST BY PHASE AND JURISDICTION (2031)

Phase	Segment	Total Construction Cost (2031)	Segment Cost by Jurisdiction(2031)			
			NSL	Bountiful	Centerville	Farmington
Phase 0	D	Phase 0 will be constructed with I-15 Widening Project, Farmington to Salt Lake City				
Phase 1	A	$15,338,000	$10,743,357	$4,594,643	-	-
	E	$1,543,000	-	-	-	$1,543,000
Phase 2	C	$17,951,000	-	$6,080,177	$11,870,823	-
Phase 3	B	$15,332,000	-	$15,332,000	-	-
Total		**$50,164,000**	**$10,743,357**	**$26,006,821**	**$11,870,823**	**$ 1,543,000**

Cost Estimate Major Cost Components:

- 1.5" Mill and Fill
- Storm drain and drainage improvements
- Construction easements
- Pedestrian ramps
- Removal and reconstruction of concrete pavement
- Undergrounding utilities (selected segments)
- Relocate signal pole and equipment

Cost Estimate Key Assumptions:

- Items not Estimated - 25% of Construction Cost
- Mobilization - 8% of Construction Cost
- Traffic Control - 7% of Construction Cost
- Preliminary Engineering/Design - 12% of Construction, Utilities and ROW
- Construction Engineering - 12% of Construction, Utilities

NEXT STEPS

The following next steps outline the actions needed to advance the South Davis Greenway from planning into implementation.

COUNCIL ADOPTION

It is recommended that each participating community formally accept the South Davis Greenway Feasibility Study through a council action. Formal acceptance will demonstrate unified local support and strengthen the project's competitiveness as UDOT considers future implementation funding through the Utah Trail Network.

SOUTH DAVIS GREENWAY COORDINATING COMMITTEE

To sustain project momentum and ensure effective cross-jurisdictional coordination, the four partner communities should establish a South Davis Greenway Coordinating Committee, with representation from each city. This committee will serve as the primary forum for collaboration, coordination, and advancement of the project, helping ensure that implementation reflects shared regional priorities while recognizing that each participating jurisdiction retains authority over funding, project prioritization, design, and implementation within its own boundaries.

The Steering Committee established for this project should continue to serve as the South Davis Greenway Coordinating Committee. The City of North Salt Lake will take a leadership role to convene the committee on a regular basis.

The Coordinating Committee should focus on securing funding for the South Davis Greenway. The South Davis Greenway is well positioned for consideration in the 2027 UTN programming cycle. This would provide funding for design, State Environmental Study, and construction.

POTENTIAL FUNDING SOURCES

With coordinated local commitment, the South Davis Greenway is well-positioned to be competitive for funding in the **2027 Utah Trail Network** and subsequent programming cycles. Recent funding awards further demonstrate local readiness and the ability to leverage state programs. For example, North Salt Lake received a 3rd Quarter award of $196,000 for a new trail and buffered bike lane along Orchard Drive, with an additional $49,000 locally committed match, representing a $245,000 funding allocation toward the southernmost section of the South Davis Greenway. To support this effort, partner communities should:

- Coordinate local funding commitments and identify matching funds to strengthen grant applications.
- Continue coordination with UDOT and WFRC to ensure the project reflects regional priorities and programming timelines.

Early and sustained coordination through the South Davis Greenway Coordinating Committee will demonstrate regional consensus, project readiness, and the ability to deliver, each of which are key factors in securing state and regional implementation funding. In addition to **Utah Trail Network** funding, the project may pursue federal, state, and local funding sources, including competitive grant programs such as BUILD and CMAQ.

Table 9 on the next page summarizes potential funding sources including the Utah Trail Network.

I-15 COORDINATION

A near-term priority is continued coordination with UDOT to include the South Davis Greenway within the I-15 Environmental Impact Statement (EIS) project area. This represents a critical opportunity to deliver a substantial portion of the South Davis Greenway through Farmington and Centerville as part of a larger transportation investment.

Coordination began during the Feasibility Study in partnership with Centerville City and Farmington City and should continue as the I-15 project advances. Ongoing coordination will help ensure the South Davis Greenway is integrated into project design, maintains continuity of the regional corridor, and leverages construction efficiencies associated with the I-15 improvements.

IMPLEMENTATION RESPONSIBILITIES

Advancing the South Davis Greenway will require coordinated, sustained action across all jurisdictions along the corridor. Each city will play a key role in championing the project within its boundaries, preserving right-of-way, integrating the South Davis Greenway into local plans, and securing matching funds to position each phase for implementation.

UDOT is a critical partner given the South Davis Greenway's relationship to the I-15 corridor and its designation within the Utah Trail Network.

The South Davis Greenway Coordinating Committee will oversee a unified phasing and funding strategy, including a proposal to the Utah Trail Network team for consideration in 2027 programming cycle, and pursuit of other state and local grants. The project should be proposed to be included in WFRC plans and project lists.

POTENTIAL NORTHBOUND EXTENSION

While this planning study established the recommended alignment and design framework for the South Davis Greenway, additional studies will further advance the project. A future extension alignment study is needed to evaluate alignment alternatives north of Lagoon and select a preferred alignment through Farmington to Fruit Heights. This segment may include a new tunnel at Park Lane; detailed feasibility analysis is required.

Farmington may consider requesting WFRC Transportation and Land Use Connections program funds to prepare a feasibility study to extend the South Davis Greenway to Fruit Heights. Fruit Heights should be considered as a project partner.

STEERING COMMITTEE MEETING

TABLE 9. FUNDING OPTIONS

Program	Eligible Activities	Match Required	Eligible Applicants
State of Utah and UDOT Programs			
Utah Trail Network (UTN)	The Transportation Investment Fund allocates $45 million annually to support the Utah Trail Network; trail projects are run through a prioritization model and reviewed before recommending for funding.	No match required.	UDOT, reviews projects with local communities
TTIF - First/Last Mile (TTIF-FLM)	Active transportation projects that make direct connections or improve connections to transit stops.	30%	Transit districts, cities, counties
TIF-Active Transportation	Supports construction of bicycle and pedestrian infrastructure such as trails, shared-use paths, bike lanes, and enhanced crossings.	40%	Cities, counties
Utah Outdoor Recreation (Tier 1 and Regional Asset Tier) Grants	The Utah Outdoor Recreation Grant is for new outdoor recreation infrastructure projects and helps communities build recreation amenities that support local economic development, tourism, and quality of life improvements for Utah's residents. Funding Amounts: Regional Asset Tier - $500,001 - $1,000,000.	All UORG programs use a Suggested County Based Sliding Scale (minimum 20%). Federal and State entities require a 50/50 match.	Municipalities, state agencies, federal agencies, public educational institutions, non-profits and tribal governments
Wasatch Front Regional Council – Programmed Federal Funds			
Surface Transportation Block Grant (STBG)	Flexible funding for roadway, bridge, transit, and bike/ped improvements on Federal-Aid eligible routes, 13.5% local match	6.77%	WFRC, cities
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	Funds projects that reduce transportation-related emissions and improve air quality. Includes bike/ped commuter infrastructure	6.77%	Cities, UTA
Transportation Alternatives Program (TAP)	Funds planning and construction of bicycle and pedestrian facilities, ADA upgrades, Safe Routes to School infrastructure, traffic calming, and nonmotorized trail projects	6.77%	Cities, UDOT
Carbon Reduction Program (CRP)	Funds low-emission transportation projects such as EV charging stations, bike/ped infrastructure, micromobility programs, and smart traffic systems that reduce greenhouse gas emissions	6.77%	WFRC, cities
WFRC Transportation and Land Use Connection (TLC) Program Grants	For extension alignment studies (e.g. Farmington extension to Fruit Heights)	6.77% min; higher match is generally provided to improve competitiveness.	Cities, counties
Davis County Programs			
Davis County Prop 1 "3rd Quarter" Sales Tax Transportation Grant	This grant has an annual cycle and cam be be used for mobility projects on collector and arterial roadways.	20%	Cities, Davis County
Davis County Prop 1 "4th Quarter" Sales Tax Active Transportation Funding	This funding is available for building regional active transportation facilities.	20-50%	Cities, Davis County
Federal Discretionary Grant Programs			
Better Utilizing Investments to Leverage Development (BUILD) Grant Program	Funds multimodal surface transportation projects that improve safety, accessibility, environmental sustainability, and quality of life. Eligible uses include complete streets, transit stations, rail improvements, bicycle and pedestrian improvements and intermodal connections.	20%	Public agencies
Congressionally Directed Spending (CDS)	Federally earmarked funding through annual appropriations bills for specific projects identified by members of Congress.	Typically none (varies by year and project)	Public agencies via Congressional delegation
Recreational Trails Program	The Recreational Trails Program (RTP) provides federal funding for the construction, restoration, and educational promotion of motorized, non-motorized, and diverse-use trails and trailside facilities, funding amount of $10,000 - $200,000. Program is administered by State of Utah, Division of Outdoor Recreation.	To be determined; contact Division of Outdoor Recreation.	Municipalities, state agencies, federal agencies, non-profits and tribal governments

SOUTH DAVIS GREEN WAY

WALK BIKE ROLL CONNECT

APPENDIX A

CONCEPT PLAN EXHIBITS

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **1**

SOUTH DAVIS GREEN WAY

NORTH

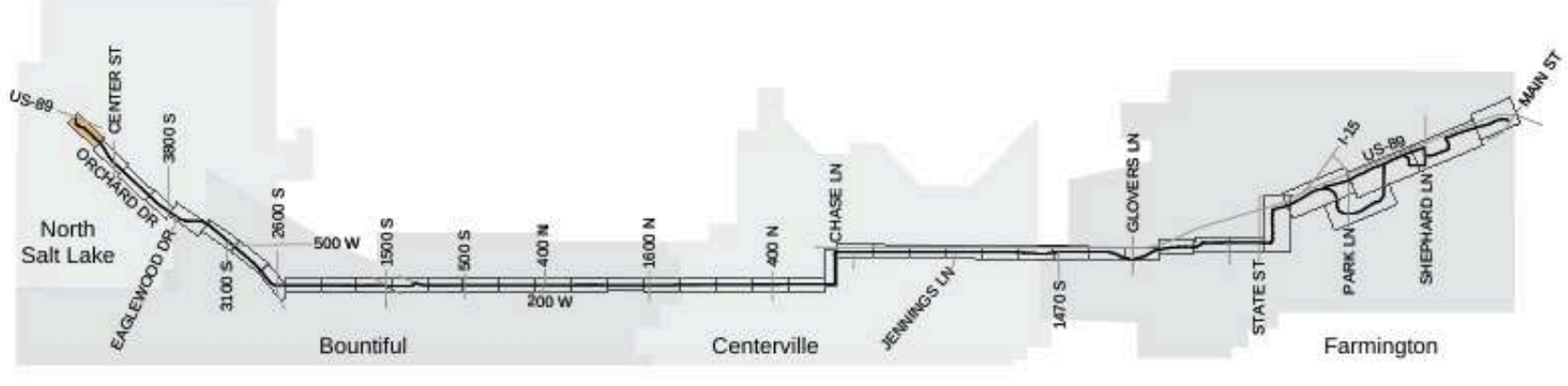
Driveway tie-in to be designed in future design phase

SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

APPROXIMATE PROPERTY LINE



GRAPHIC SCALE IN FEET

0 50 100 200

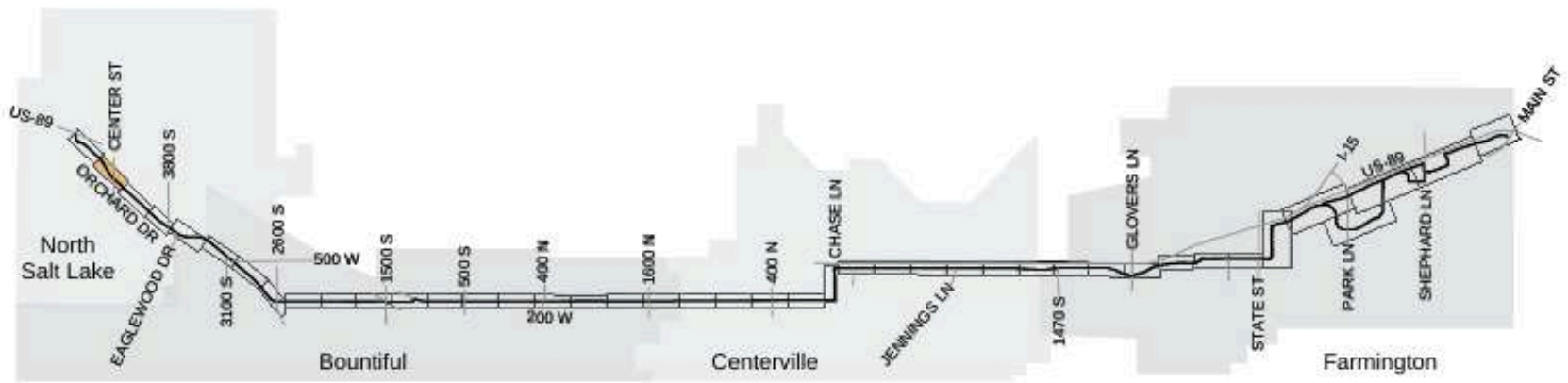
WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **2**

SOUTH DAVIS GREEN WAY

NORTH

- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase



- SHARED-USE PATH
- PARK STRIP
- CURB AND GUTTER
- APPROXIMATE PROPERTY LINE

GRAPHIC SCALE IN FEET

0 50 100 200

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **3**

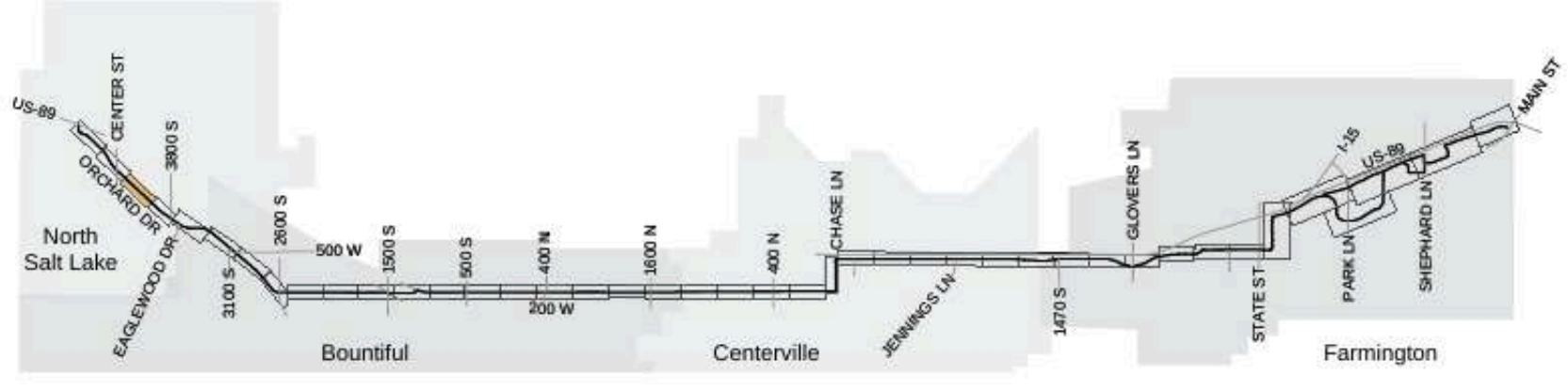
SOUTH DAVIS GREEN WAY

NORTH

MATCHLINE SHEET 2

MATCHLINE SHEET 4

- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase

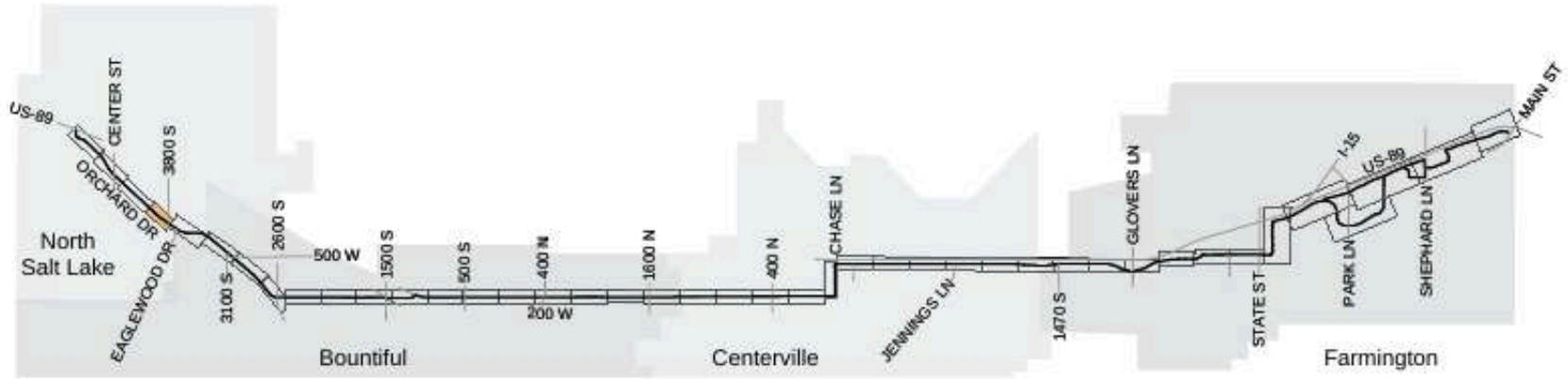


- SHARED-USE PATH
- PARK STRIP
- CURB AND GUTTER

GRAPHIC SCALE IN FEET

0 50 100 200

- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase



SHARED-USE PATH
PARK STRIP
CURB AND GUTTER

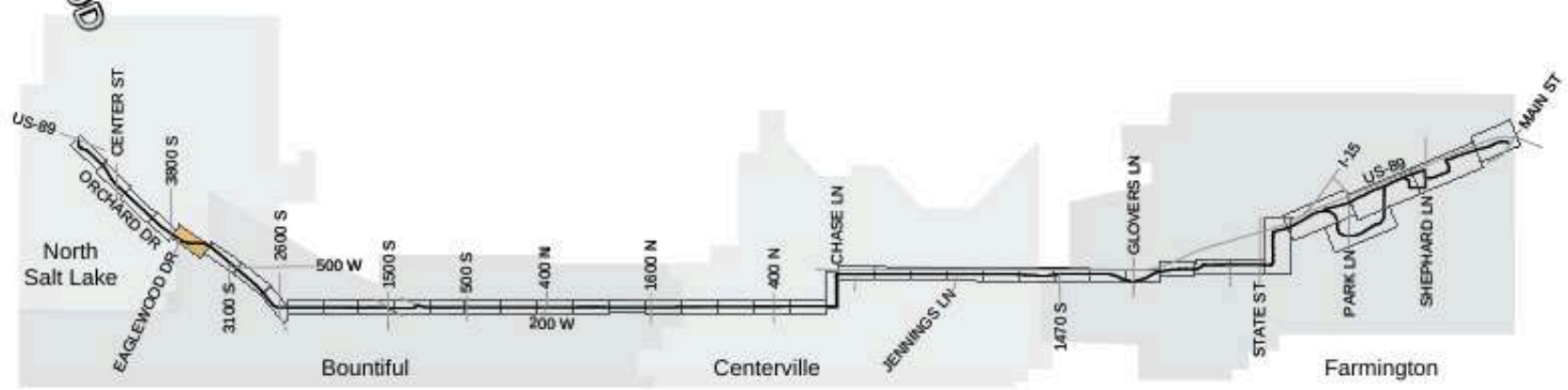
GRAPHIC SCALE IN FEET
0 50 100 200

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **5**

SOUTH DAVIS GREEN WAY

NORTH



SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

0 50 100 200

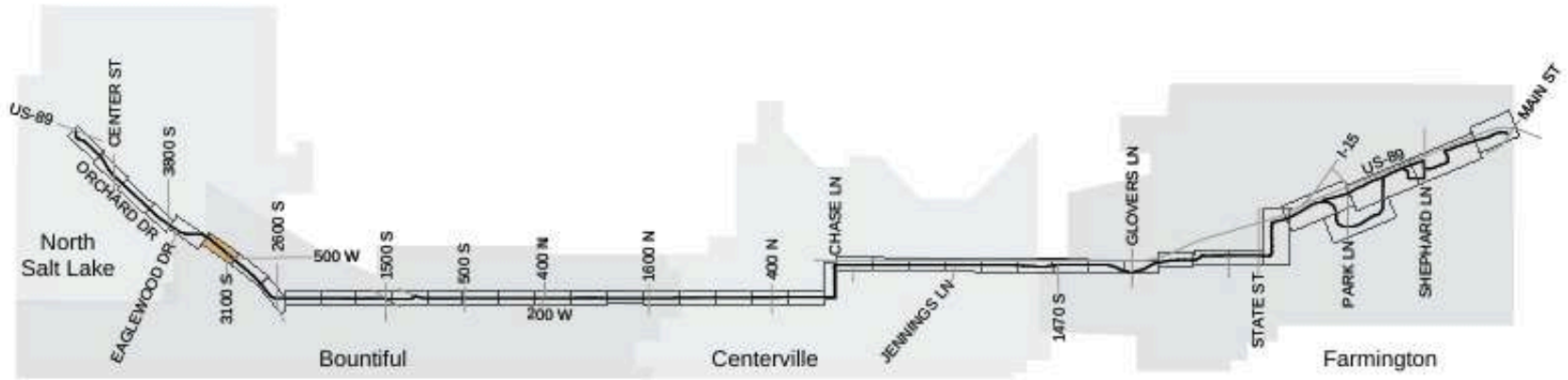
WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **6**

SOUTH DAVIS GREEN WAY

NORTH

- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase



SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

0 50 100 200

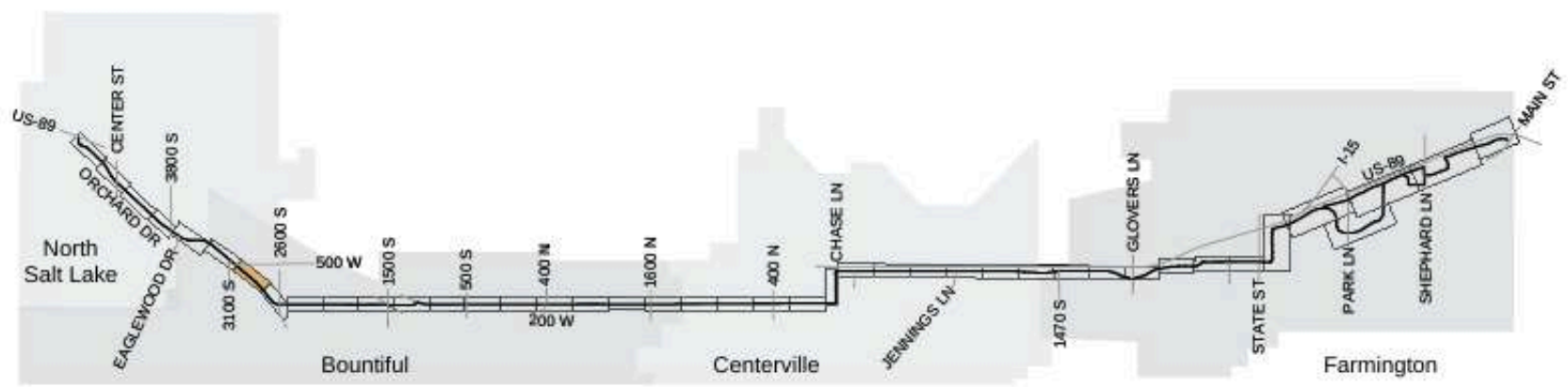
WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **7**

SOUTH DAVIS GREEN WAY

NORTH

- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase



SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

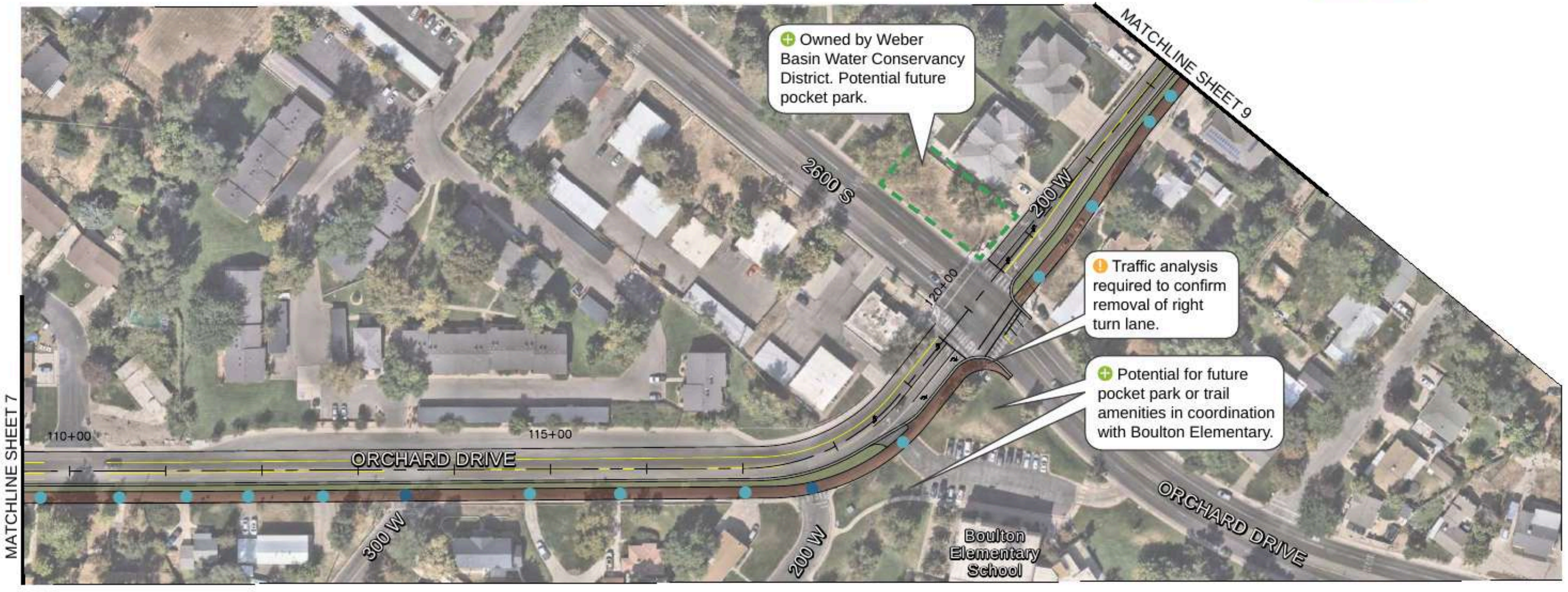
0 50 100 200

WALK BIKE ROLL CONNECT

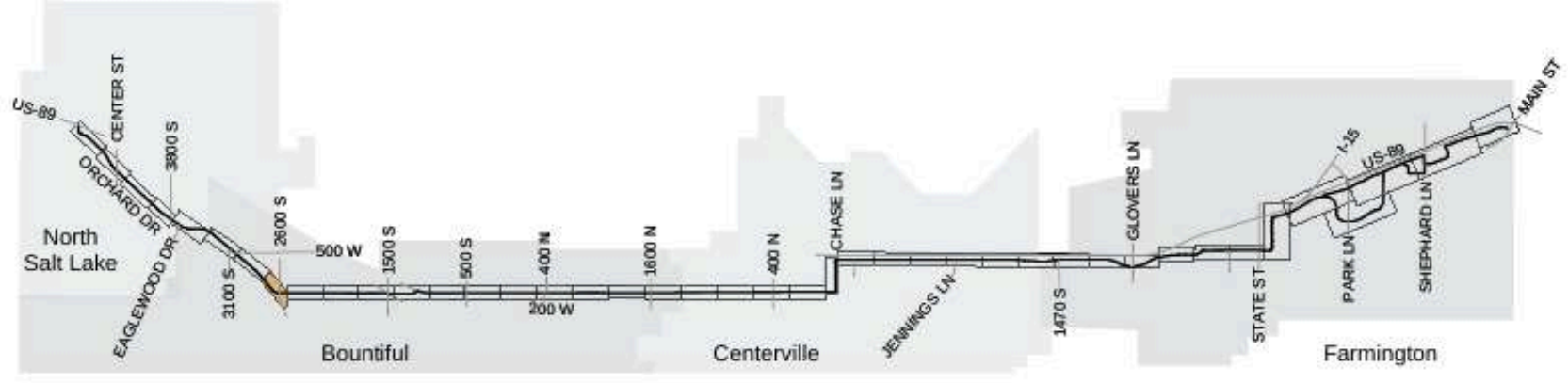
Recommended Alignment - Sheet **8**

SOUTH DAVIS GREEN WAY

NORTH



- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase



SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

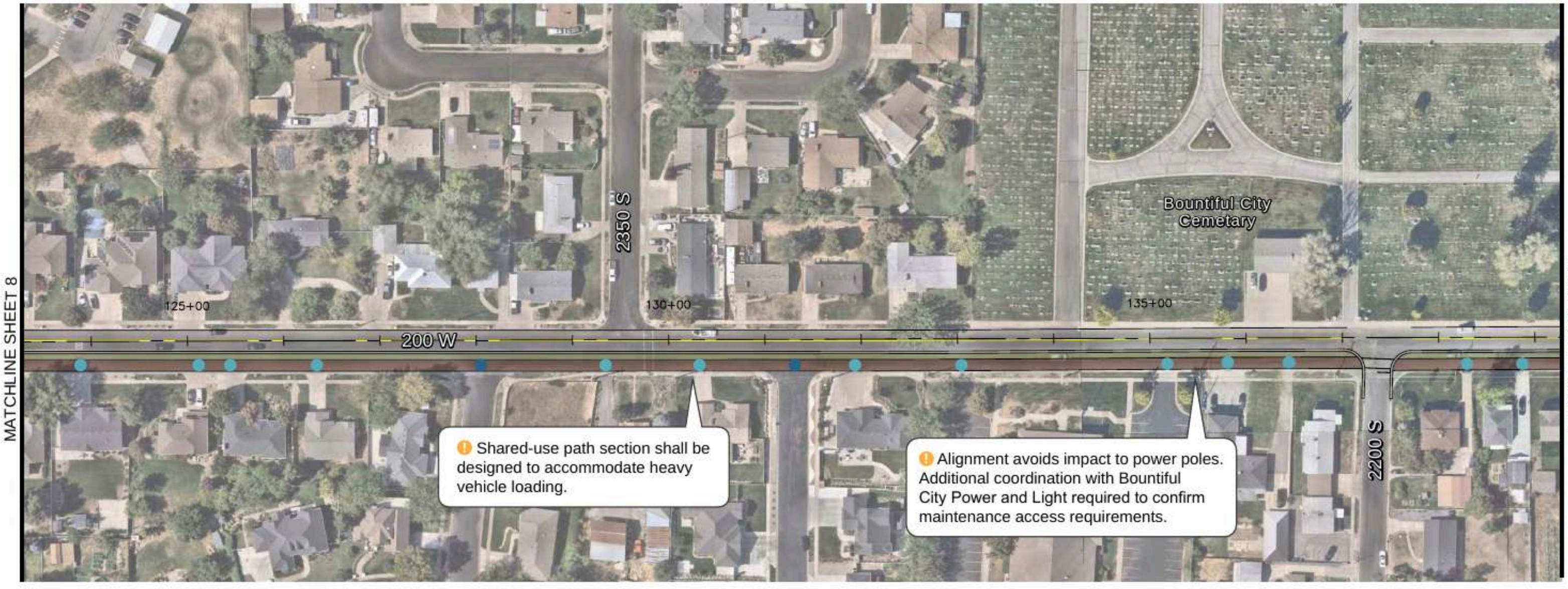
0 50 100 200

WALK BIKE ROLL CONNECT

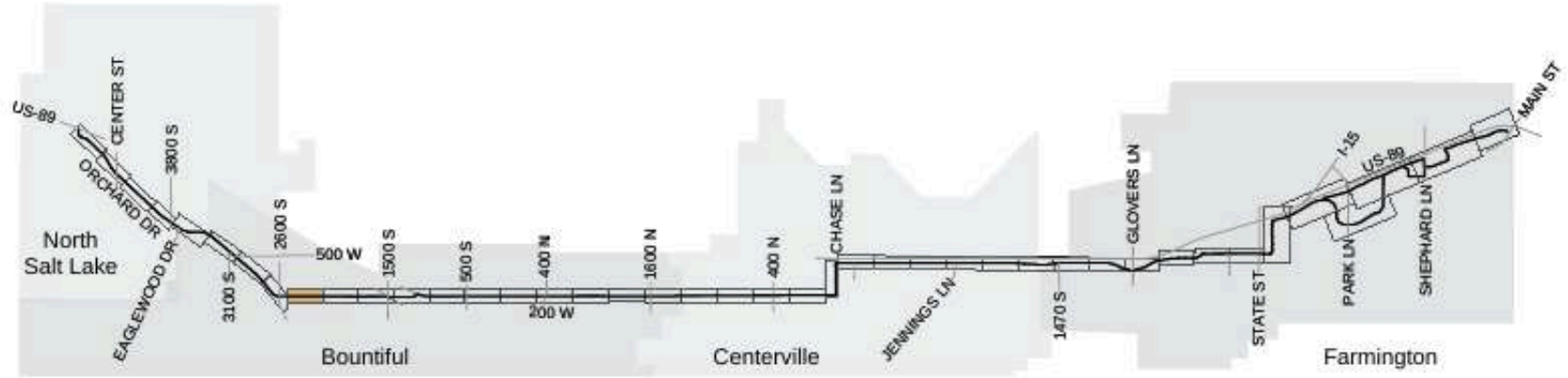
Recommended Alignment - Sheet **9**

SOUTH DAVIS GREEN WAY

NORTH



- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase



- SHARED-USE PATH
- PARK STRIP
- CURB AND GUTTER

GRAPHIC SCALE IN FEET

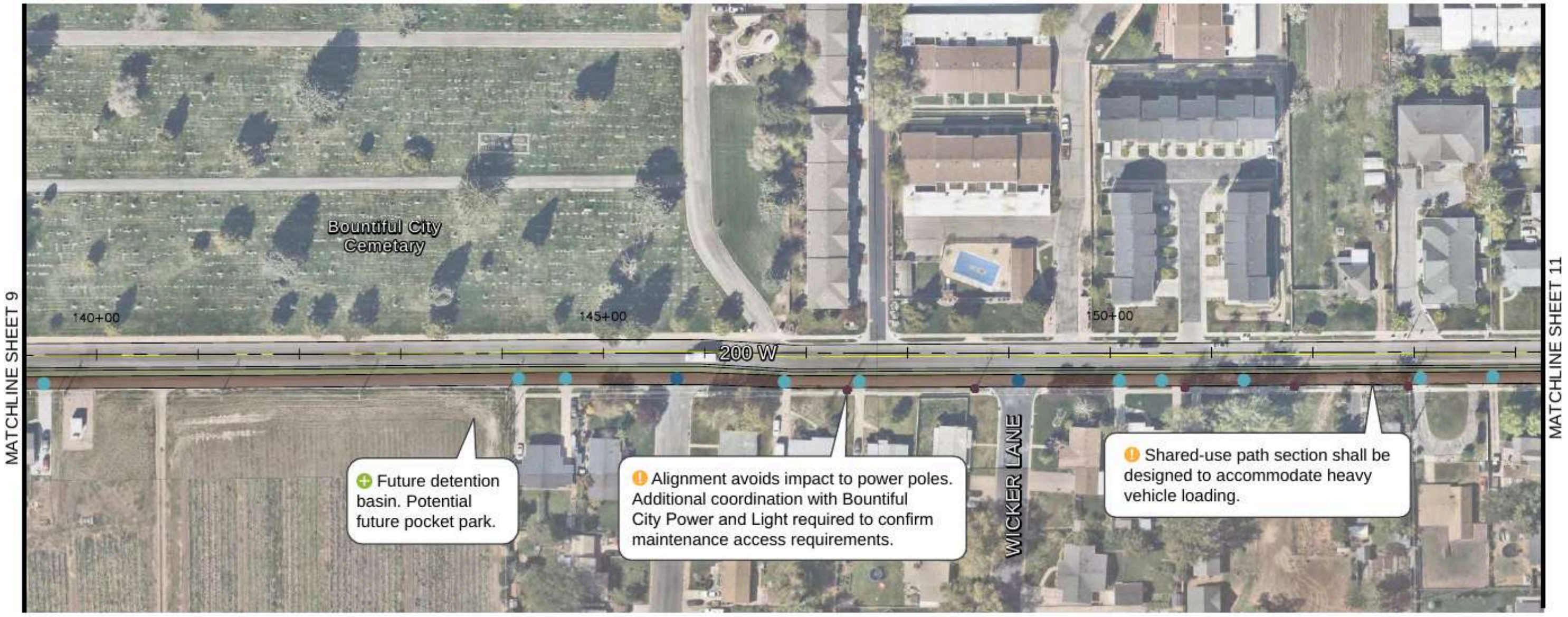
0 50 100 200

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **10**

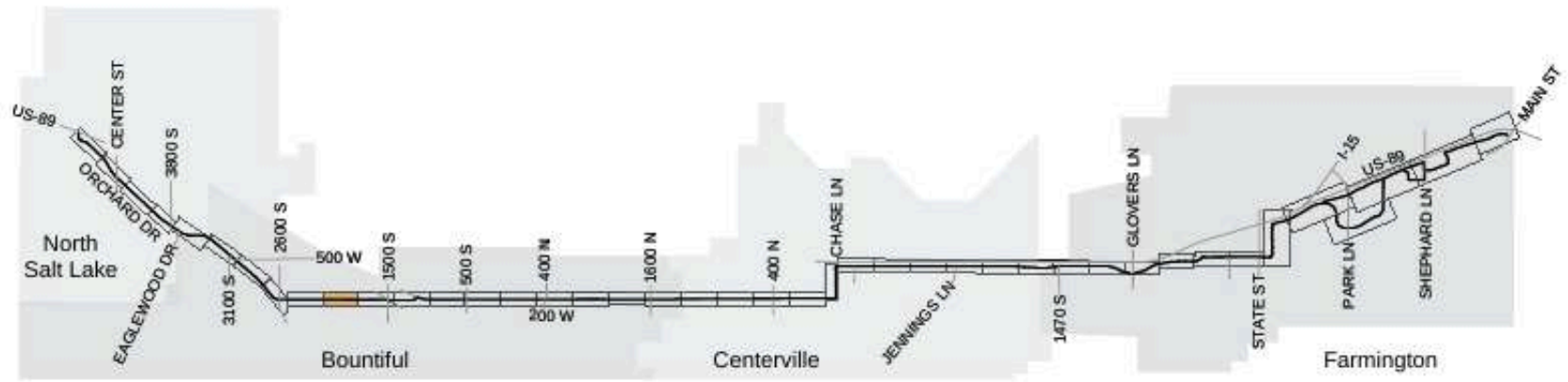
SOUTH DAVIS GREEN WAY

NORTH



- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase

SHARED-USE PATH
PARK STRIP
CURB AND GUTTER
NON-IMPACTED UTILITY POLE <6' FROM EDGE OF PATH



GRAPHIC SCALE IN FEET
0 50 100 200

WALK BIKE ROLL CONNECT

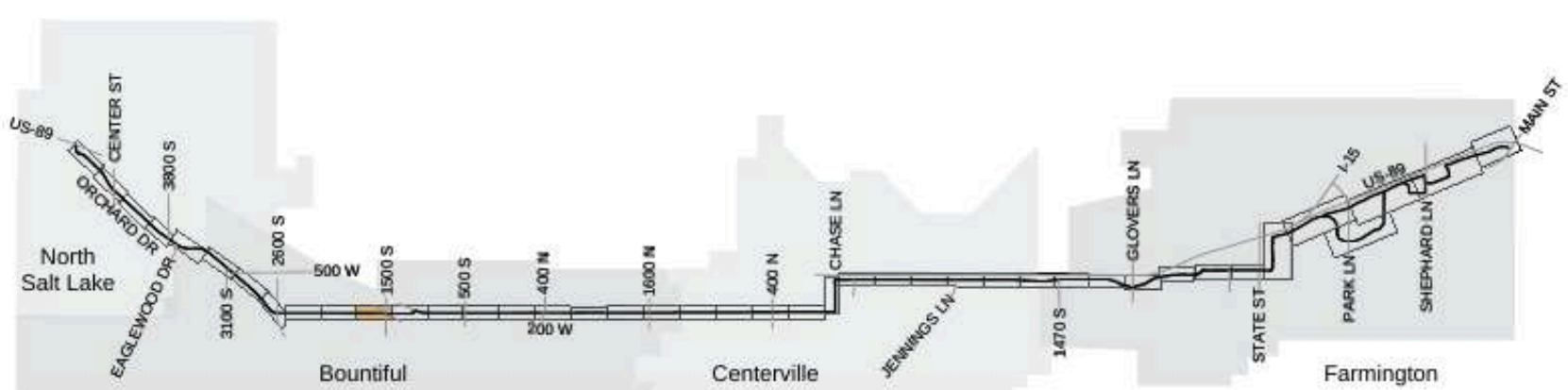
Recommended Alignment - Sheet **11**

SOUTH DAVIS GREEN WAY

NORTH

- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase

- SHARED-USE PATH
- PARK STRIP
- CURB AND GUTTER
- NON-IMPACTED UTILITY POLE <6' FROM EDGE OF PATH
- IMPACTED UTILITY POLE



GRAPHIC SCALE IN FEET

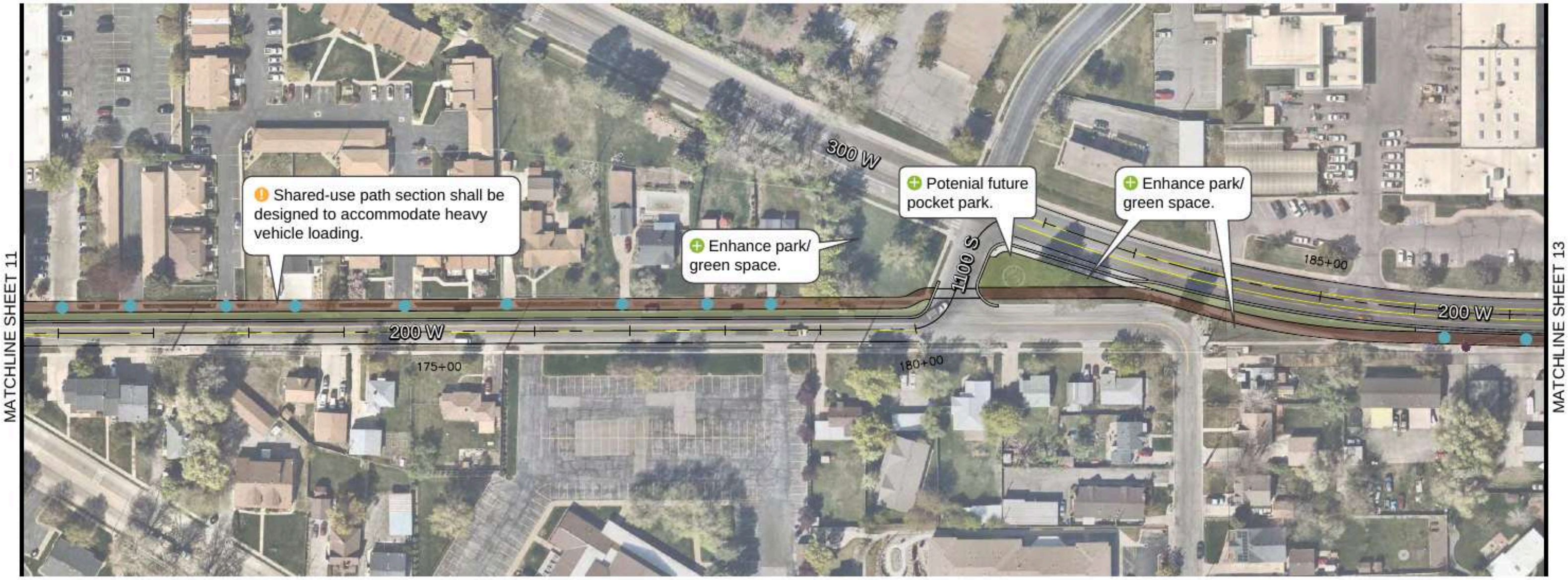
0 50 100 200

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **12**

SOUTH DAVIS GREEN WAY

NORTH



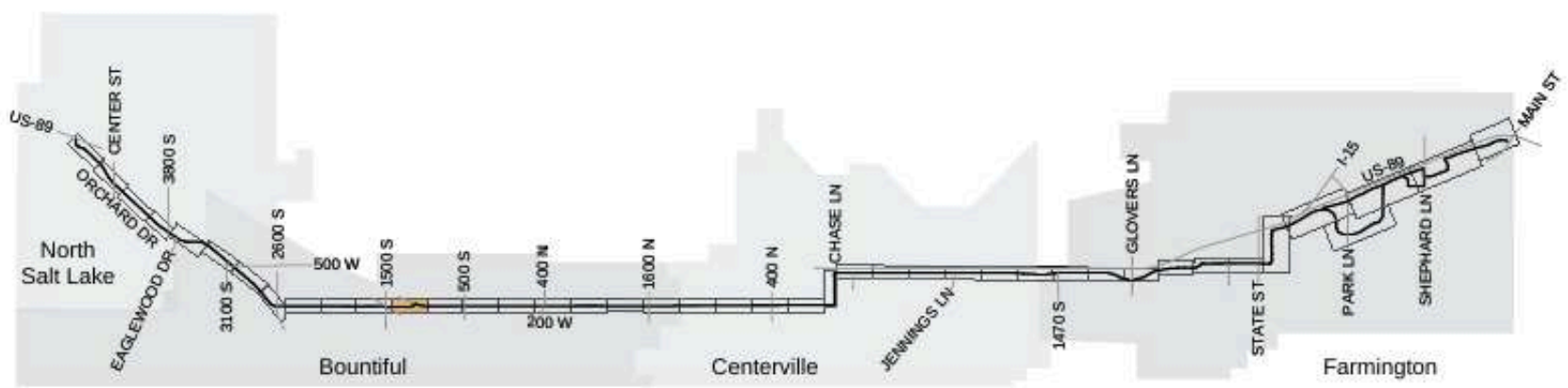
Driveway tie-in to be designed in future design phase

SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

NON-IMPACTED UTILITY POLE <6' FROM EDGE OF PATH



GRAPHIC SCALE IN FEET

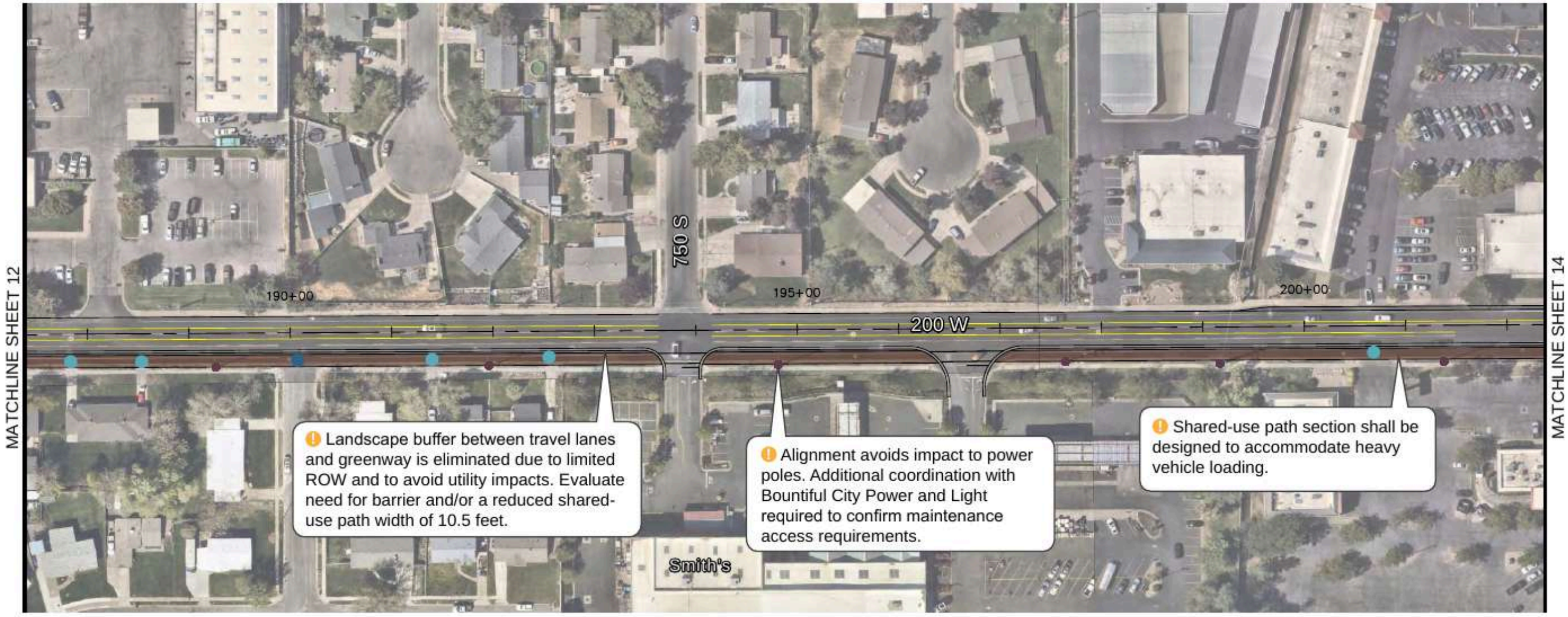
0 50 100 200

WALK BIKE ROLL CONNECT

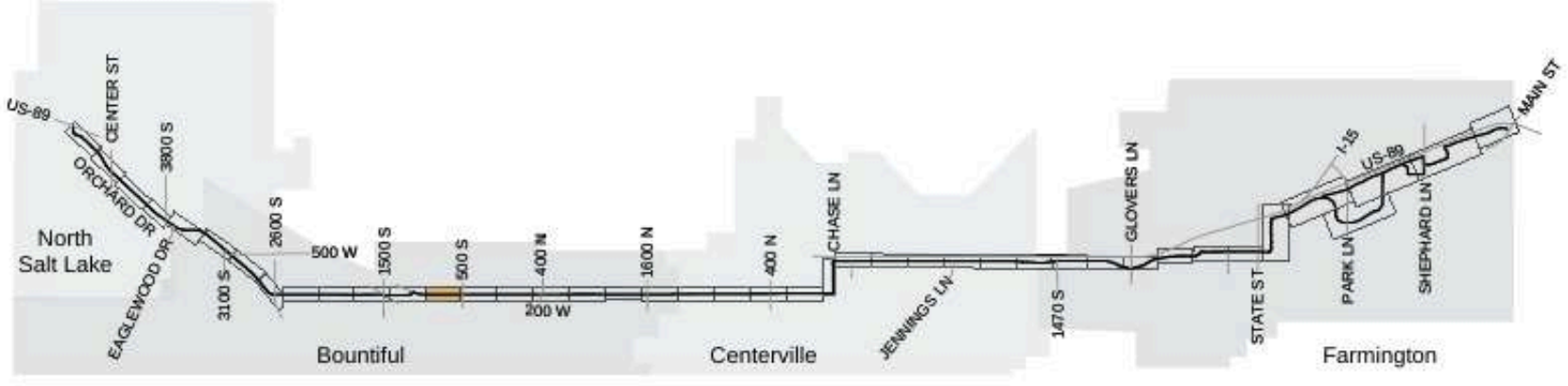
Recommended Alignment - Sheet **13**

SOUTH DAVIS GREEN WAY

NORTH



- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase



- SHARED-USE PATH
- PARK STRIP
- CURB AND GUTTER
- NON-IMPACTED UTILITY POLE <6' FROM EDGE OF PATH

GRAPHIC SCALE IN FEET
0 50 100 200

WALK BIKE ROLL CONNECT

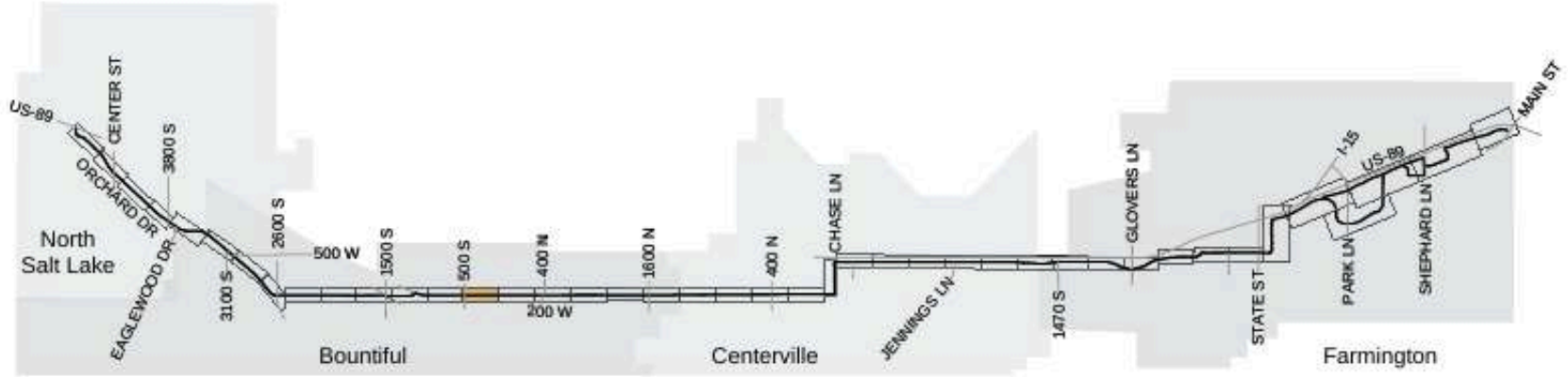
Recommended Alignment - Sheet **14**

SOUTH DAVIS GREEN WAY

NORTH

- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase

- SHARED-USE PATH
- PARK STRIP
- CURB AND GUTTER
- NON-IMPACTED UTILITY POLE <6' FROM EDGE OF PATH
- NON-IMPACTED UTILITY POLE >6' FROM EDGE OF PATH



GRAPHIC SCALE IN FEET

0 50 100 200

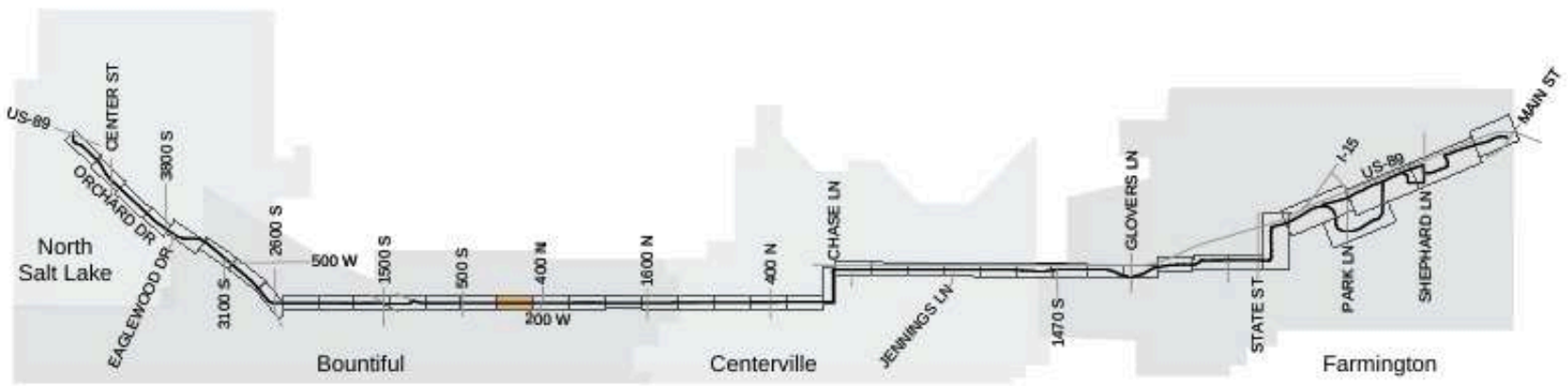
WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **15**

SOUTH DAVIS GREEN WAY

NORTH

- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase



- SHARED-USE PATH
- PARK STRIP
- CURB AND GUTTER
- NON-IMPACTED UTILITY POLE <6' FROM EDGE OF PATH

GRAPHIC SCALE IN FEET

0 50 100 200

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **16**

SOUTH DAVIS GREEN WAY

NORTH

MATCHLINE SHEET 15

MATCHLINE SHEET 17

400 N

200 W

235+00

240+00

245+00

250+00

Alignment avoids impact to power poles. Additional coordination with Bountiful City Power and Light required to confirm maintenance access requirements.

Potential future trail amenities.

Bountiful City Park

Shared-use path section shall be designed to accommodate heavy vehicle loading.

South Davis Recreation Center

Driveway tie-in to be designed in future design phase

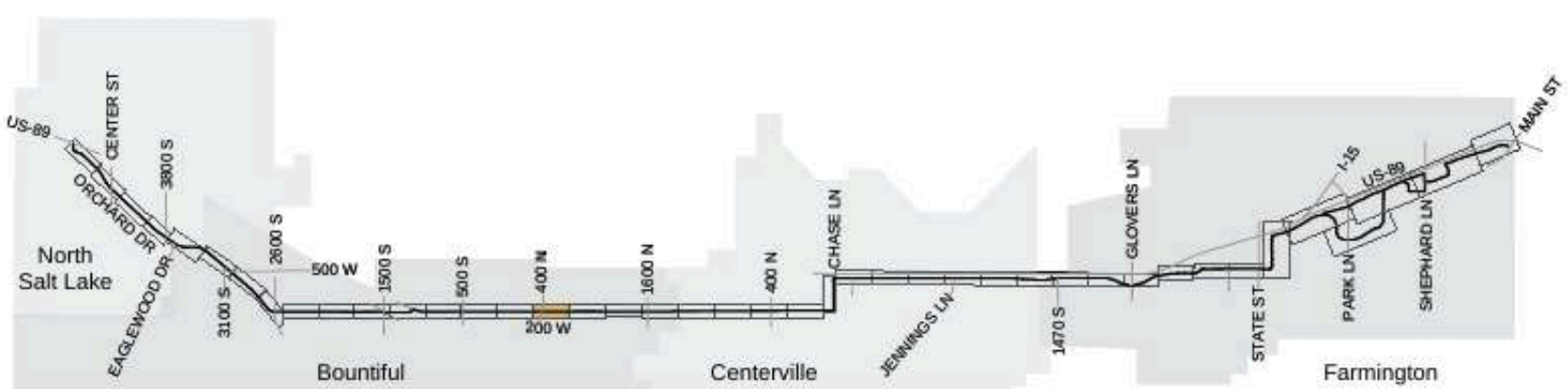
SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

NON-IMPACTED UTILITY POLE <6' FROM EDGE OF PATH

NON-IMPACTED UTILITY POLE >6' FROM EDGE OF PATH



GRAPHIC SCALE IN FEET

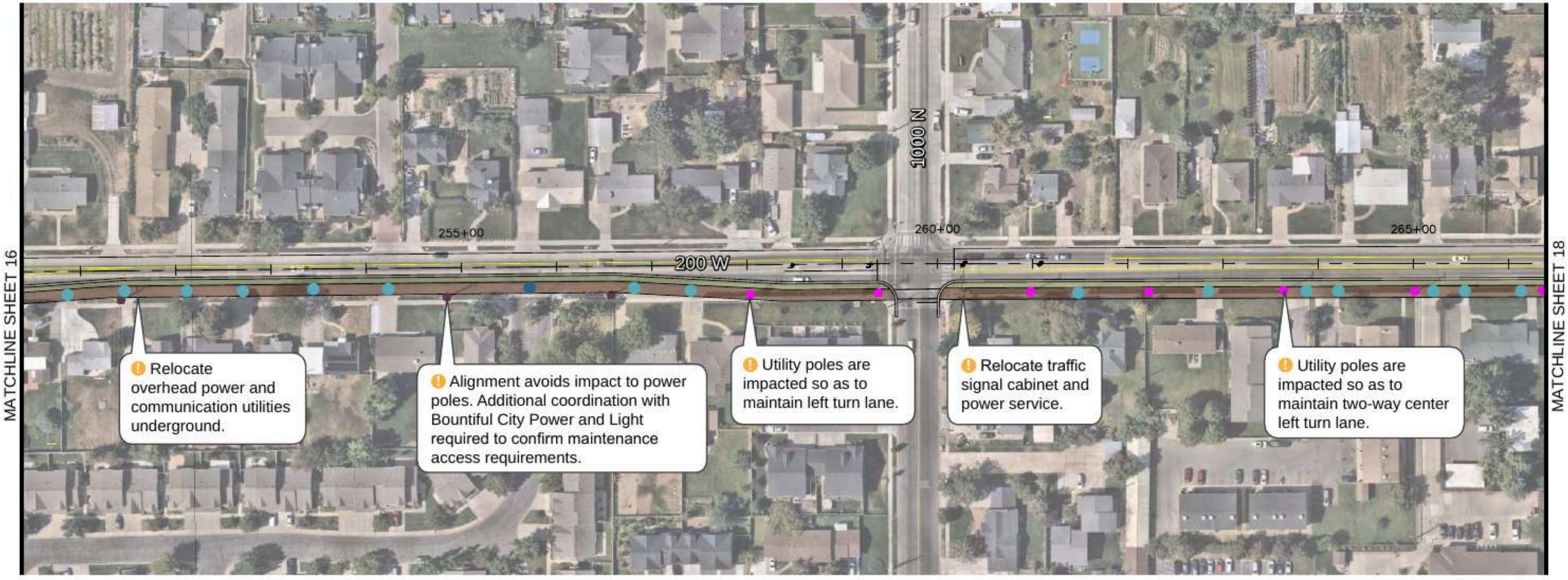
0 50 100 200

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **17**

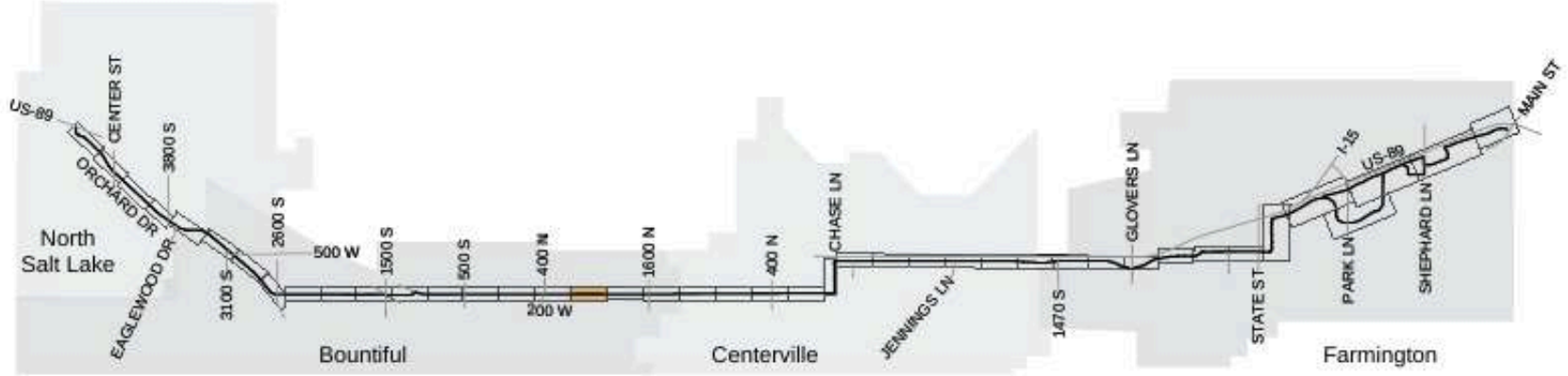
SOUTH DAVIS GREEN WAY

NORTH



- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase

- SHARED-USE PATH
- PARK STRIP
- CURB AND GUTTER
- NON-IMPACTED UTILITY POLE <6' FROM EDGE OF PATH
- IMPACTED UTILITY POLE



GRAPHIC SCALE IN FEET

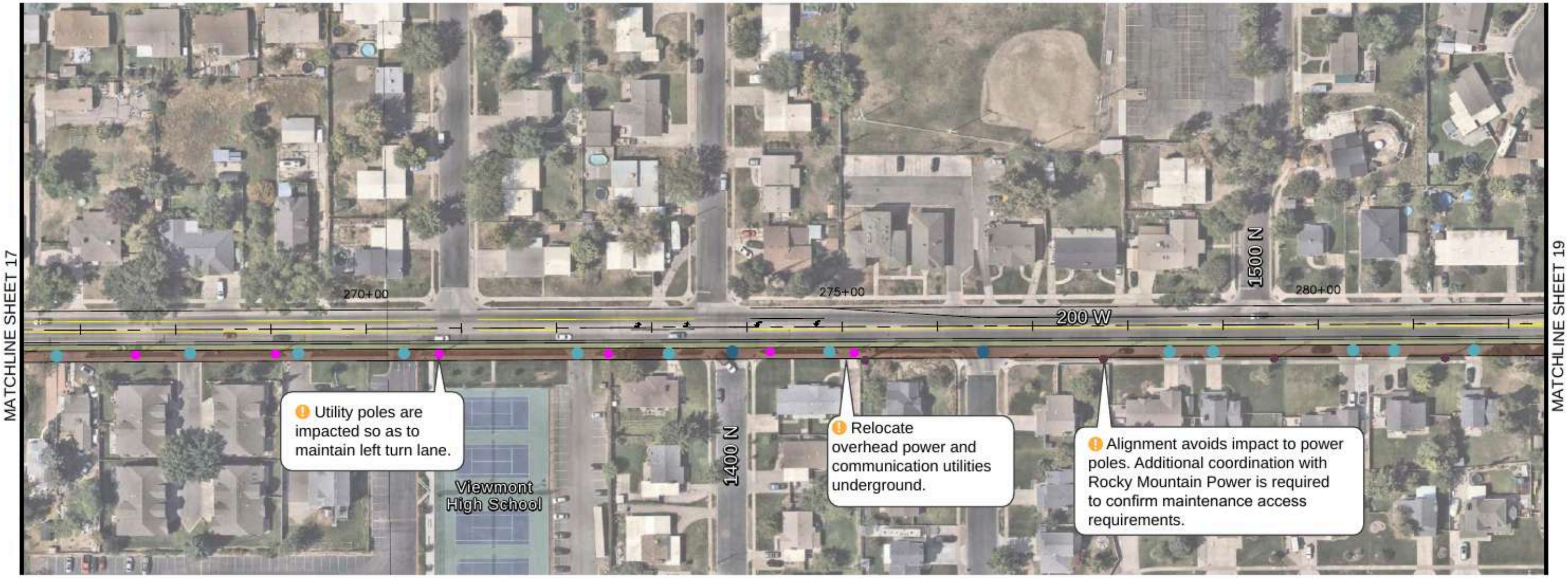
0 50 100 200

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **18**

SOUTH DAVIS GREEN WAY

NORTH



Minor street tie-in to be designed in future design phase

Driveway tie-in to be designed in future design phase

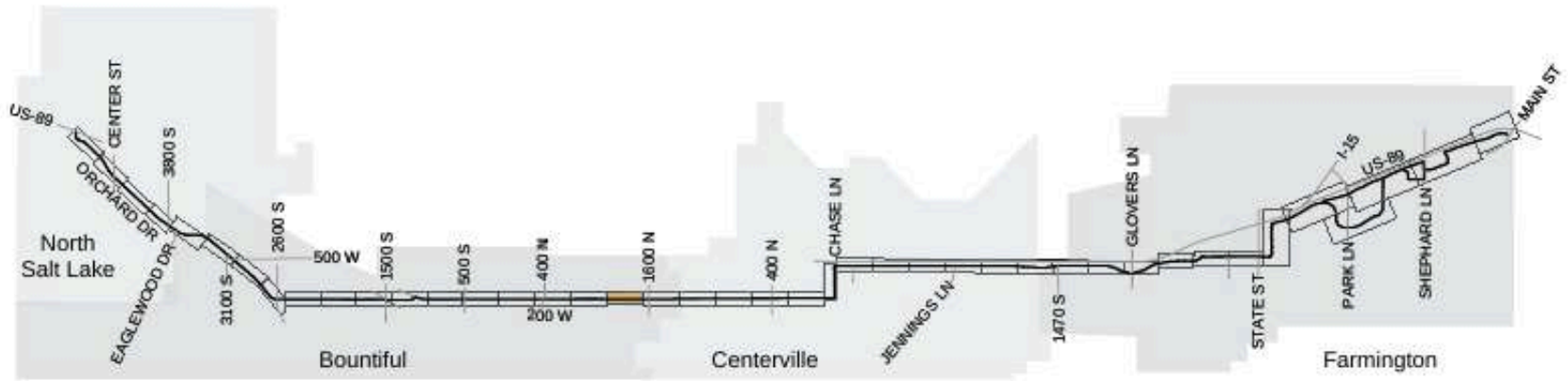
SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

NON-IMPACTED UTILITY POLE <6' FROM EDGE OF PATH

IMPACTED UTILITY POLE



GRAPHIC SCALE IN FEET

0 50 100 200

WALK BIKE ROLL CONNECT

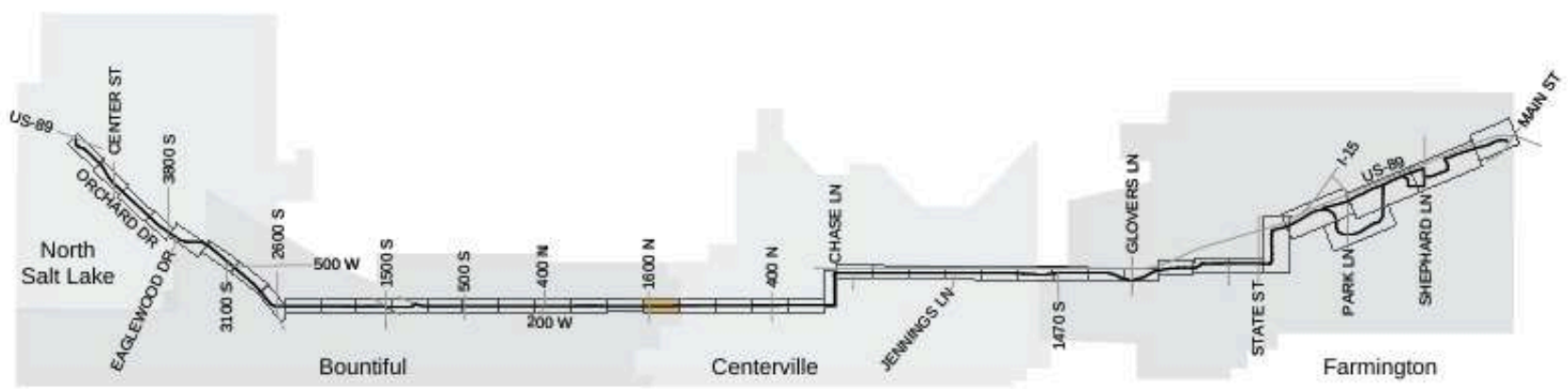
Recommended Alignment - Sheet **19**

SOUTH DAVIS GREEN WAY

NORTH

- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase

- SHARED-USE PATH
- PARK STRIP
- CURB AND GUTTER
- NON-IMPACTED UTILITY POLE <6' FROM EDGE OF PATH
- IMPACTED UTILITY POLE



GRAPHIC SCALE IN FEET

0 50 100 200

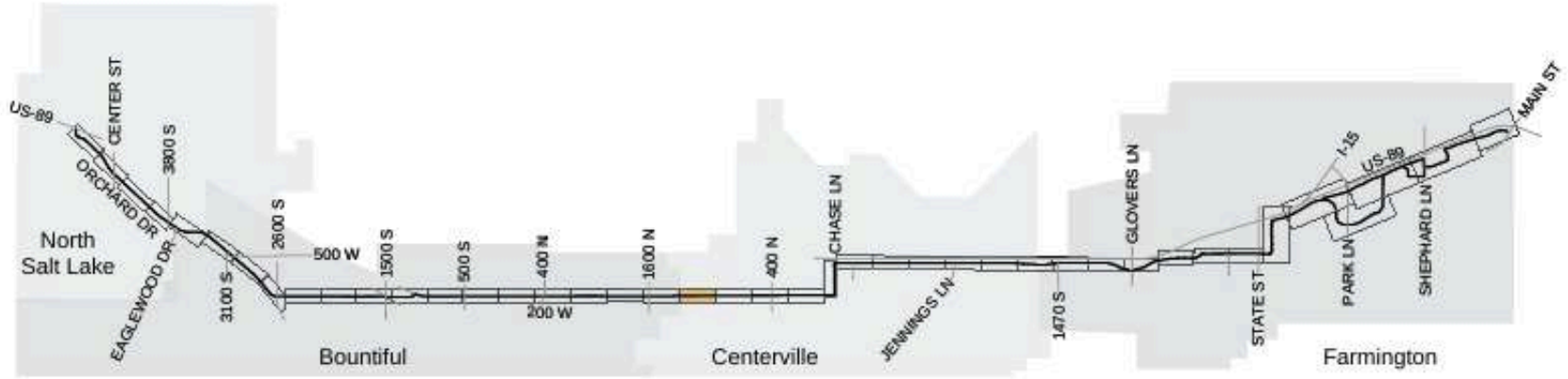
WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **20**

SOUTH DAVIS GREEN WAY

NORTH

- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase



- SHARED-USE PATH
- PARK STRIP
- CURB AND GUTTER
- IMPACTED UTILITY POLE

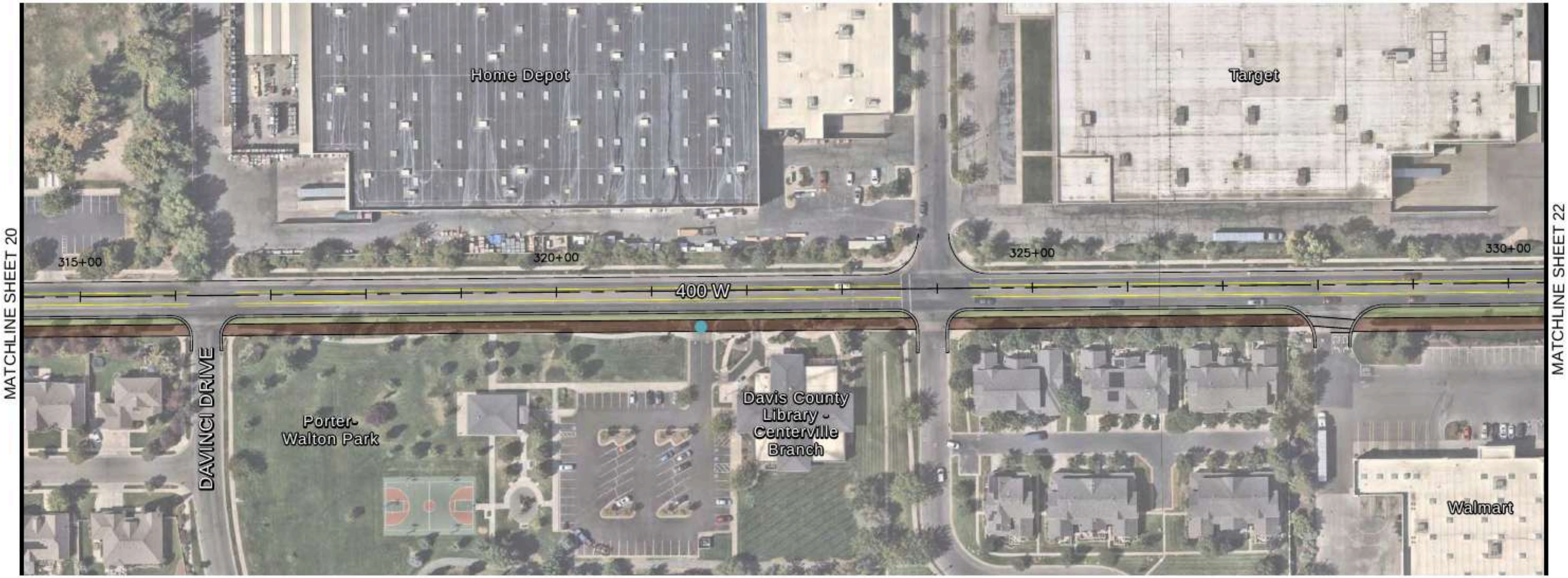
GRAPHIC SCALE IN FEET
0 50 100 200

WALK BIKE ROLL CONNECT

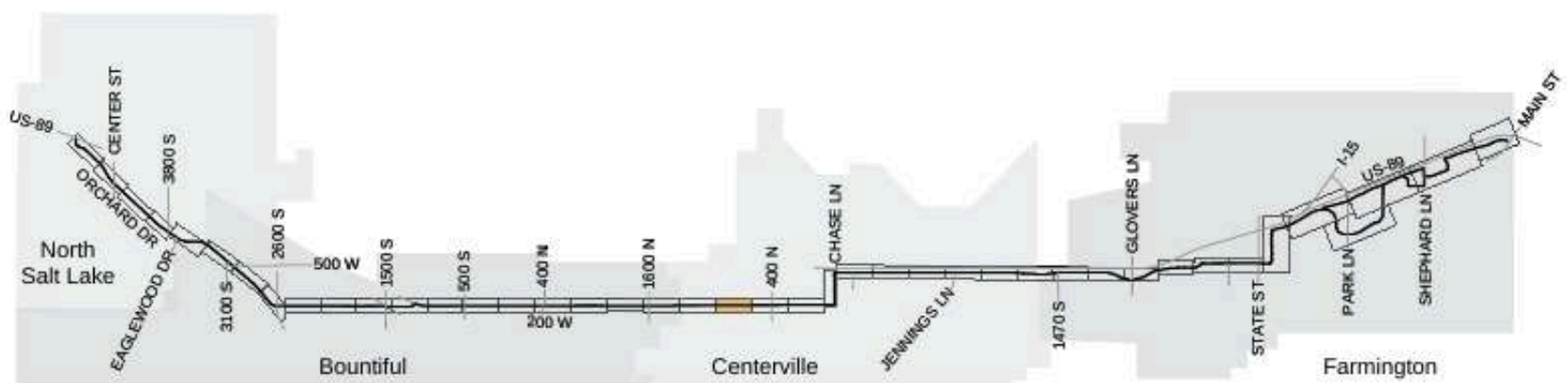
Recommended Alignment - Sheet **21**

SOUTH DAVIS GREEN WAY

NORTH



Driveway tie-in to be designed in future design phase



SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

0 50 100 200

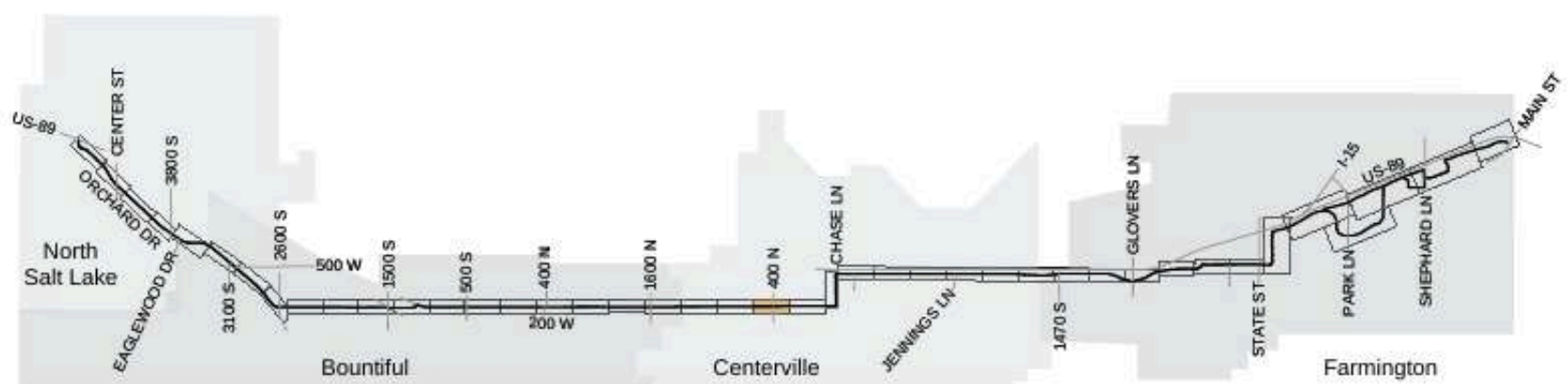
WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **22**

SOUTH DAVIS GREEN WAY

NORTH

Driveway tie-in to be designed in future design phase



SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

0 50 100 200

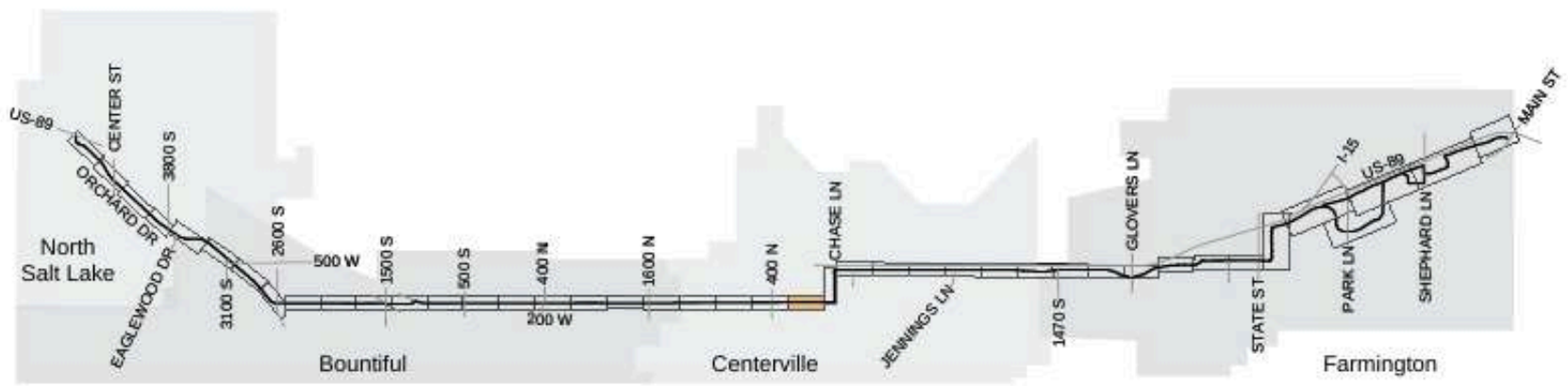
WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **23**

SOUTH DAVIS GREEN WAY

NORTH

- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase



SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

0 50 100 200

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **24**

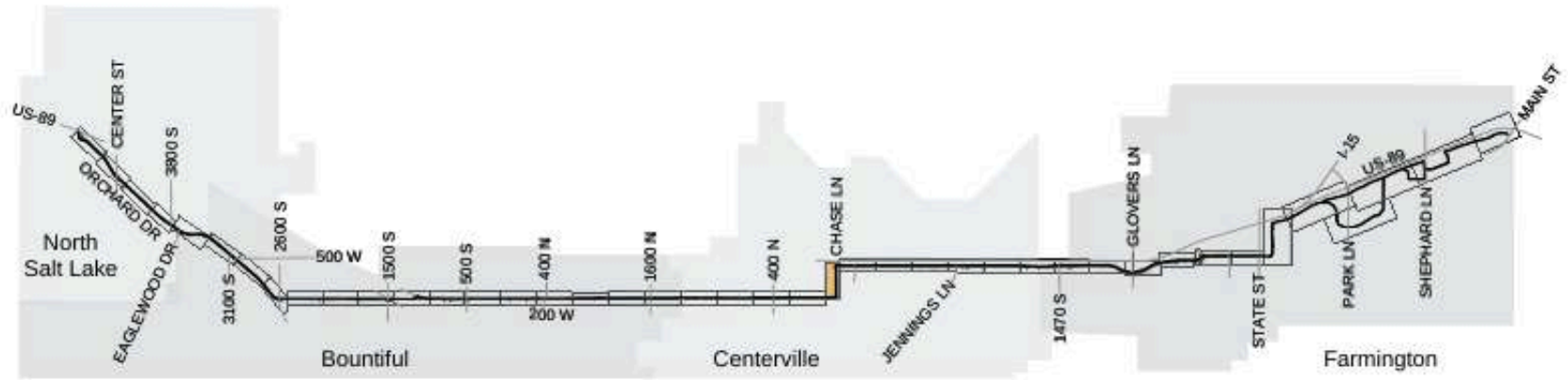
SOUTH DAVIS GREEN WAY

NORTH

MATCHLINE SHEET 25

MATCHLINE SHEET 23

- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase



SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

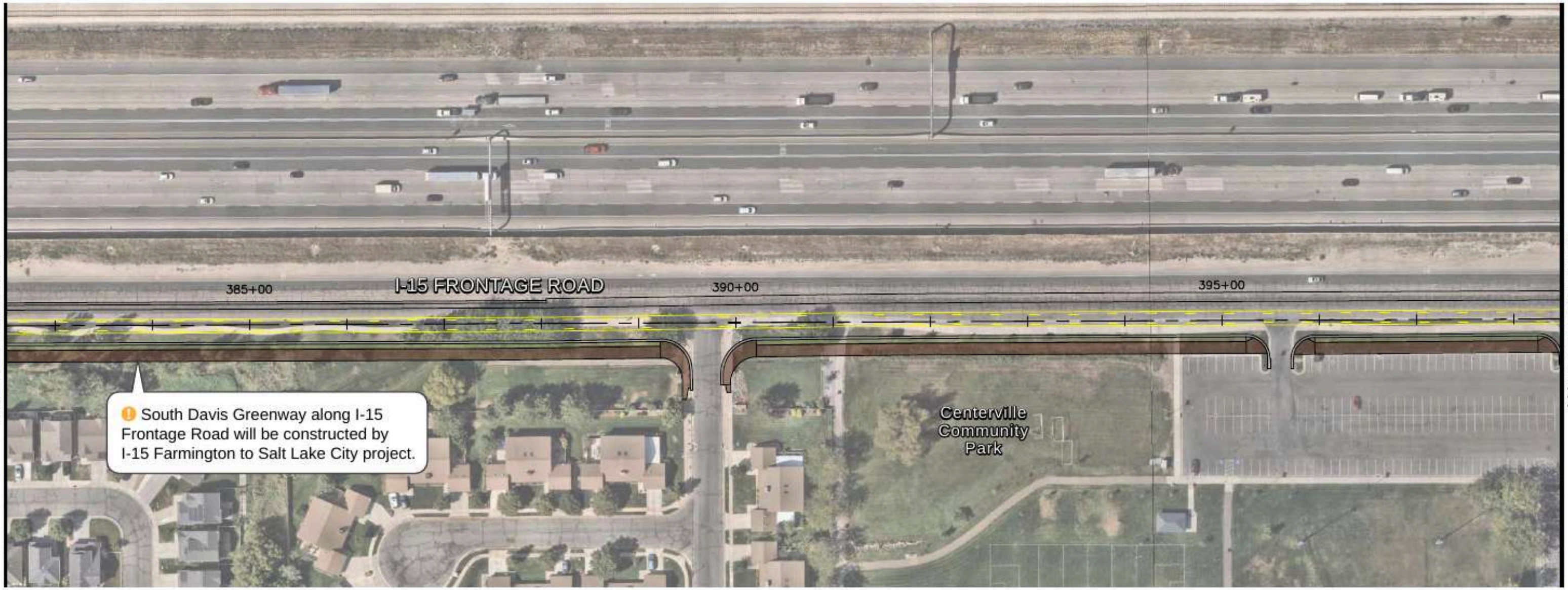
0 50 100 200

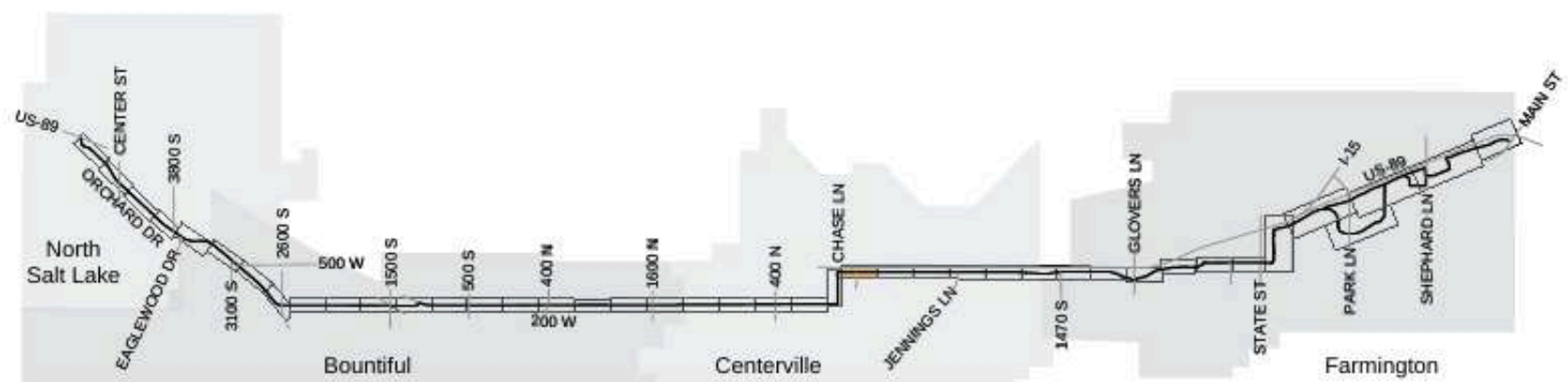
WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **25**

SOUTH DAVIS GREEN WAY

NORTH





SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

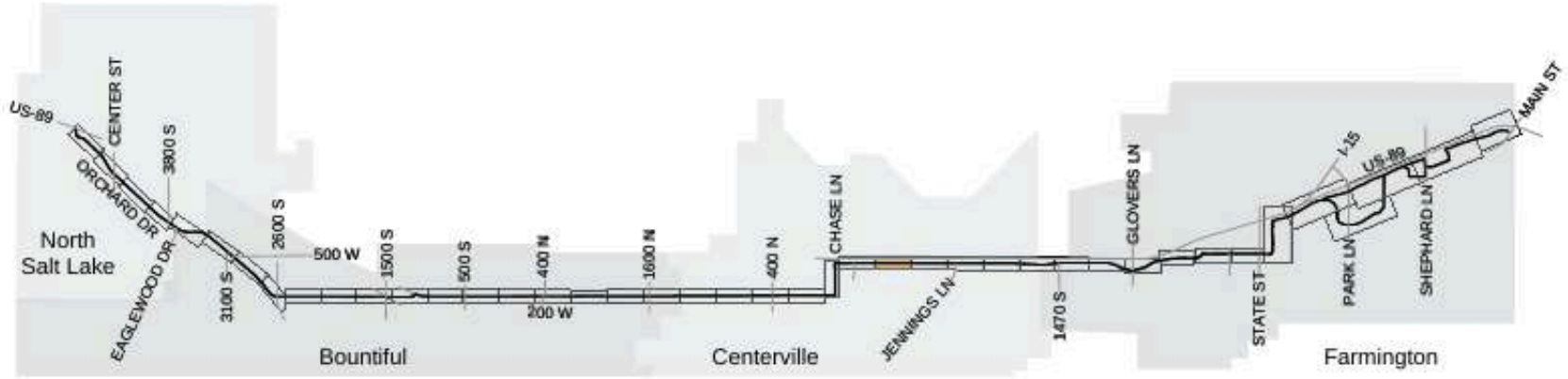
0 50 100 200

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **26**

SOUTH DAVIS GREEN WAY

NORTH



SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

0 50 100 200

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **27**

SOUTH DAVIS GREEN WAY

NORTH

MATCHLINE SHEET 26

MATCHLINE SHEET 28

415+00

420+00

I-15 FRONTAGE ROAD

425+00

430+00

WILLOW WOOD DRIVE

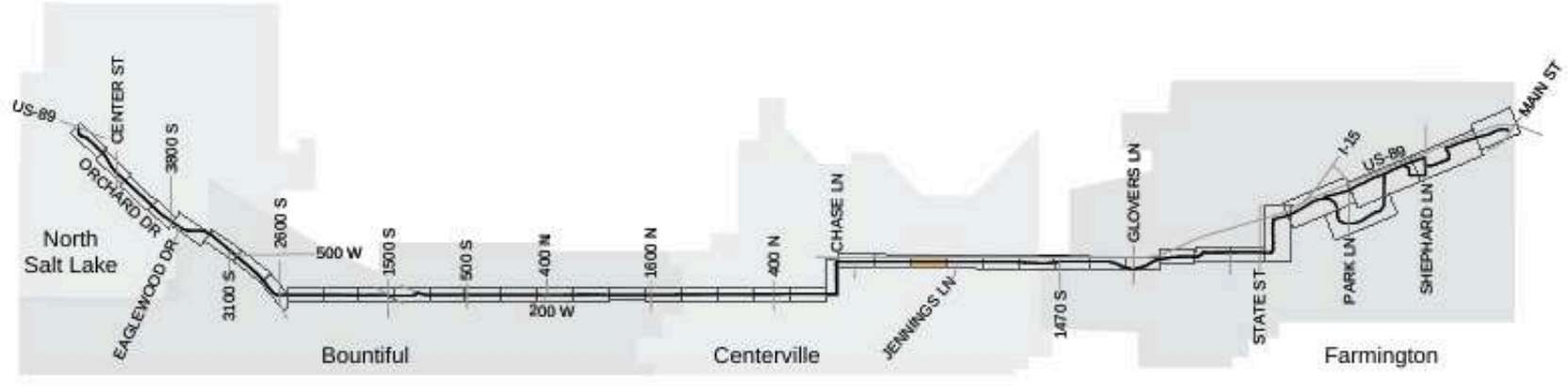
1625 N

South Davis Greenway along I-15 Frontage Road will be constructed by I-15 Farmington to Salt Lake City project.

SHARED-USE PATH

PARK STRIP

CURB AND GUTTER



GRAPHIC SCALE IN FEET

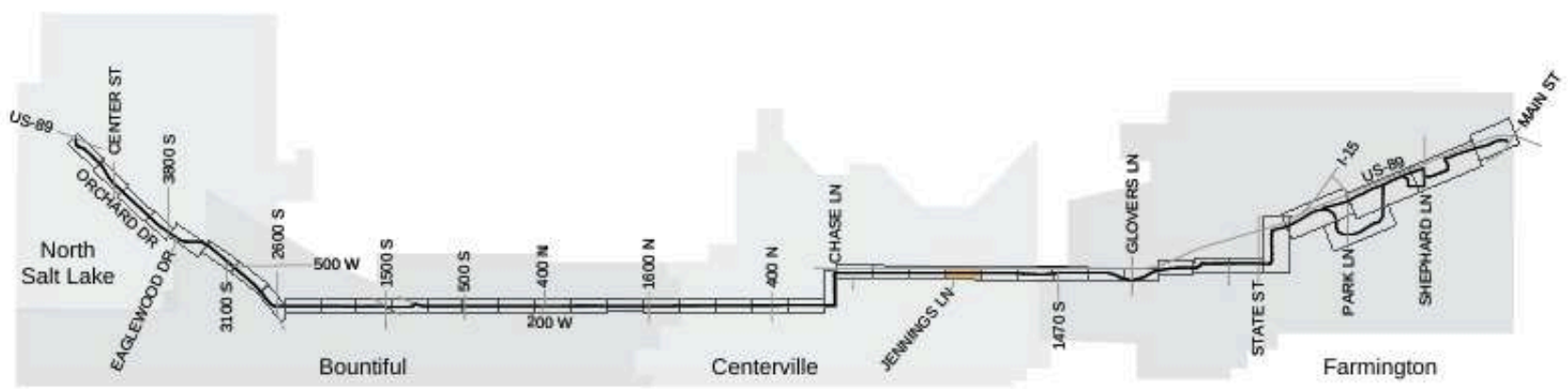
0 50 100 200

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **28**

SOUTH DAVIS GREEN WAY

NORTH



SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

0 50 100 200

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **29**

SOUTH DAVIS GREEN WAY

NORTH

MATCHLINE SHEET 28

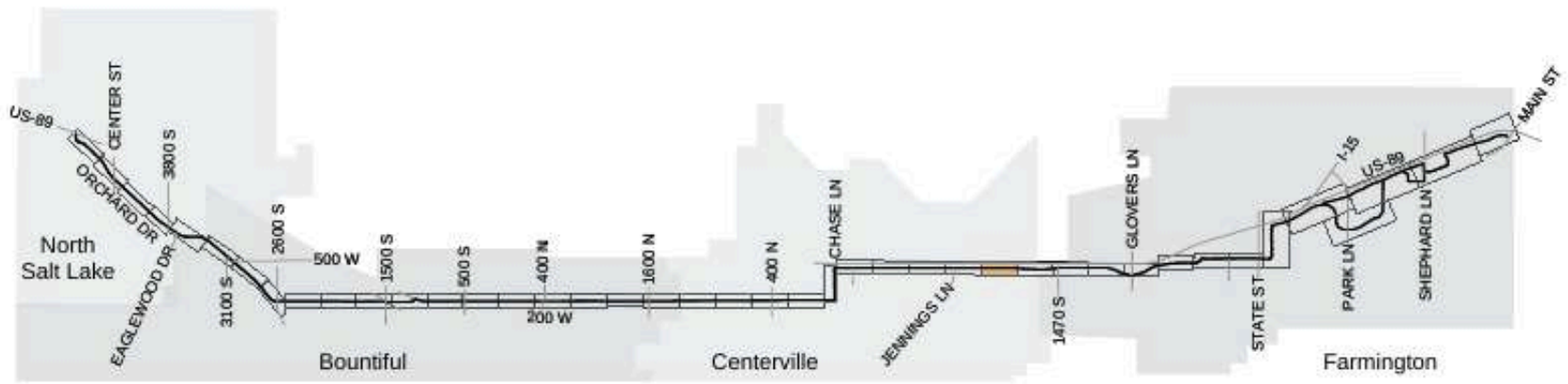
MATCHLINE SHEET 30

Driveway tie-in to be designed in future design phase

SHARED-USE PATH

PARK STRIP

CURB AND GUTTER



GRAPHIC SCALE IN FEET

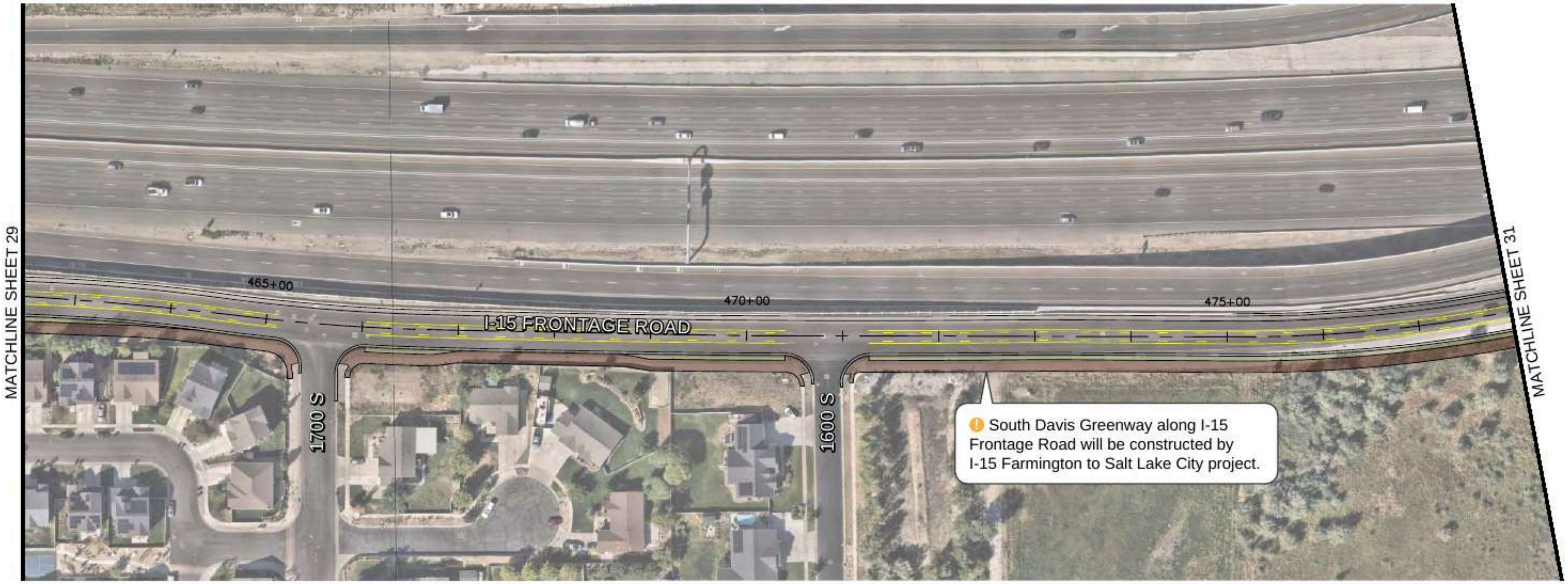
0 50 100 200

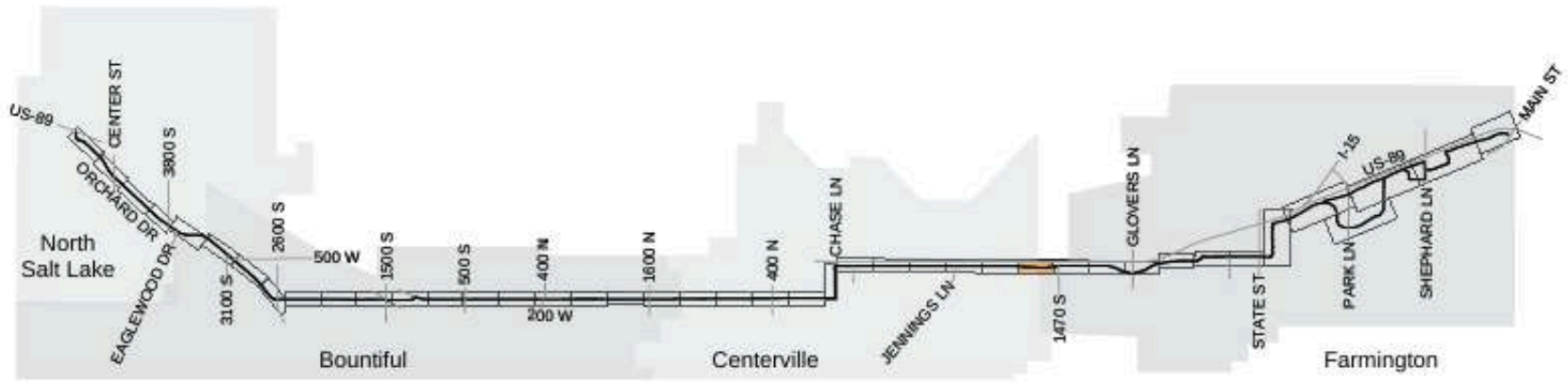
WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **30**

SOUTH DAVIS GREEN WAY

NORTH





SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

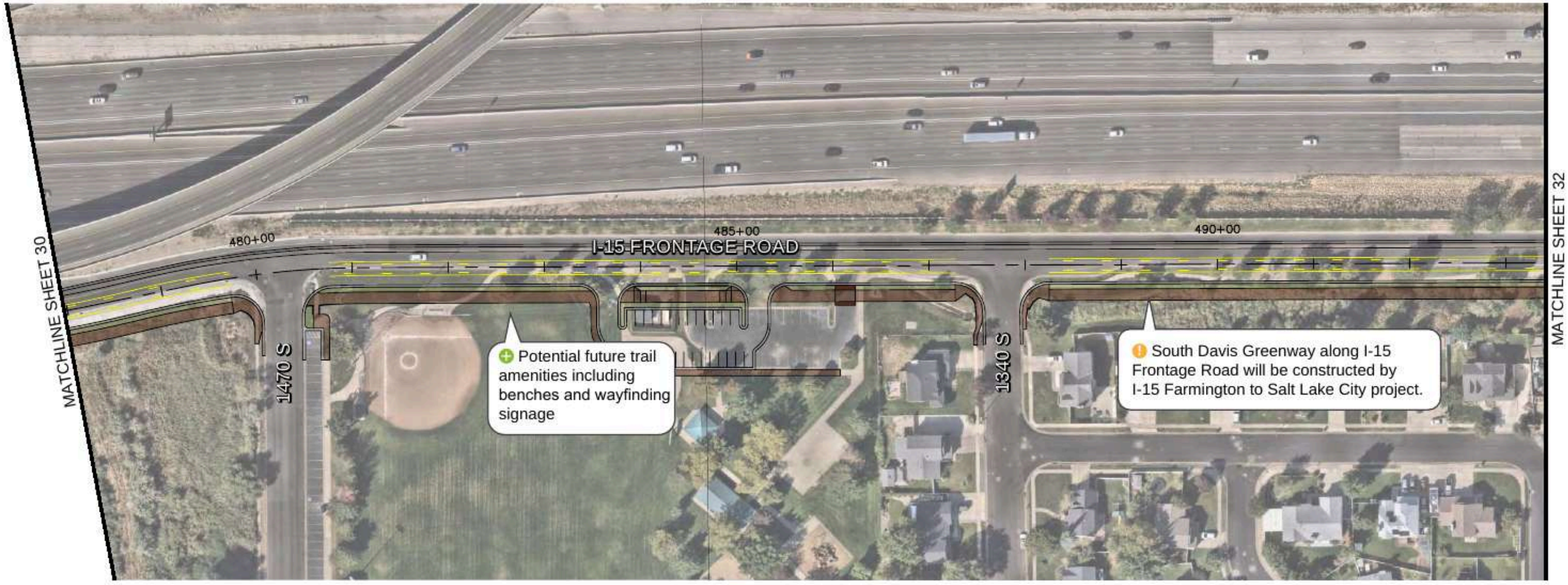
0 50 100 200

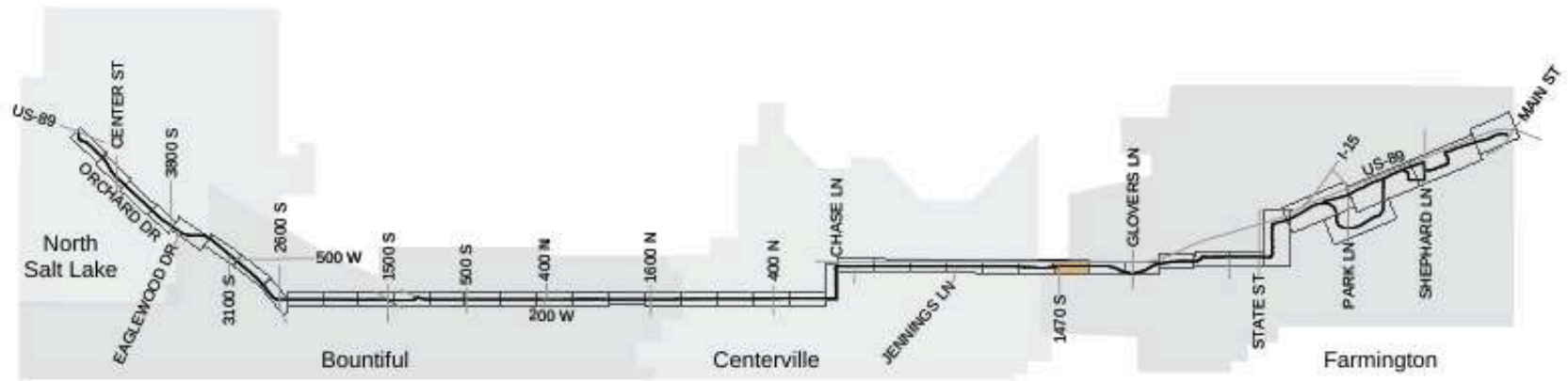
WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **31**

SOUTH DAVIS GREEN WAY

NORTH





SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

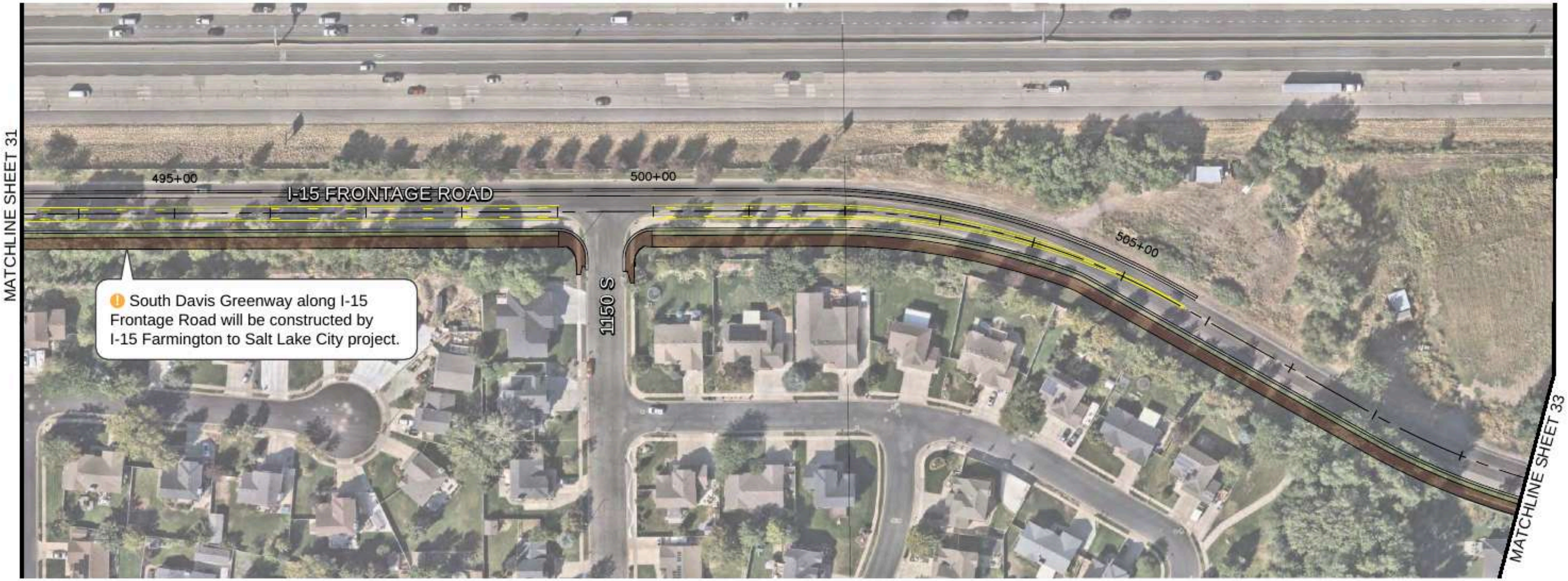
0 50 100 200

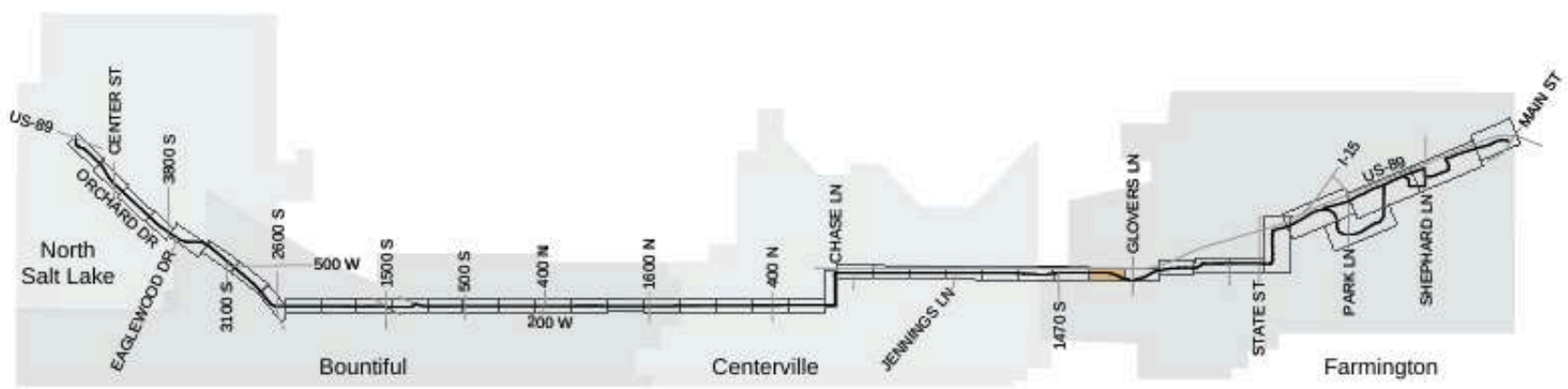
WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **32**

SOUTH DAVIS GREEN WAY

NORTH





SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

0 50 100 200

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **33**

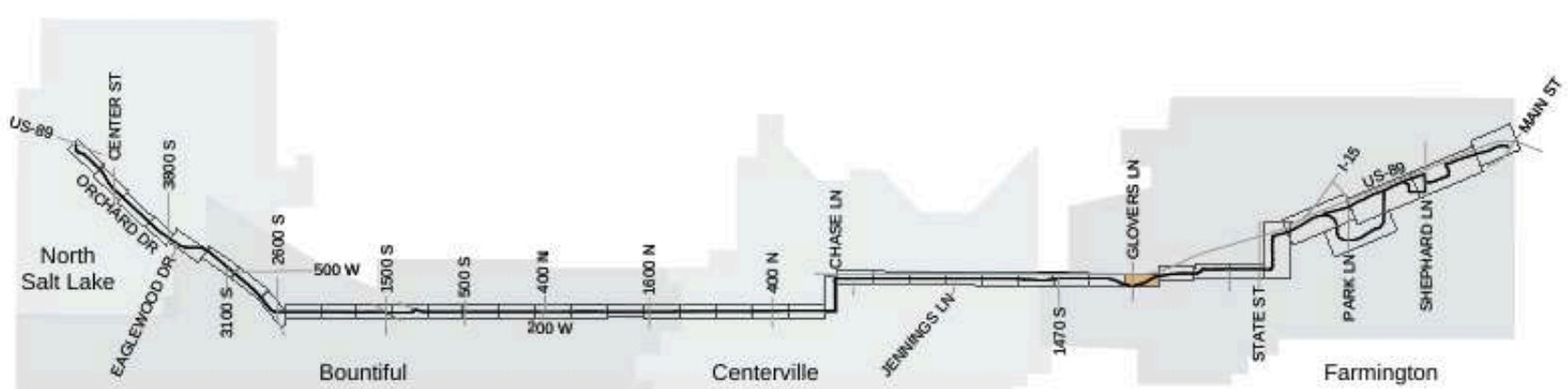
SOUTH DAVIS GREEN WAY

NORTH

SHARED-USE PATH

PARK STRIP

CURB AND GUTTER



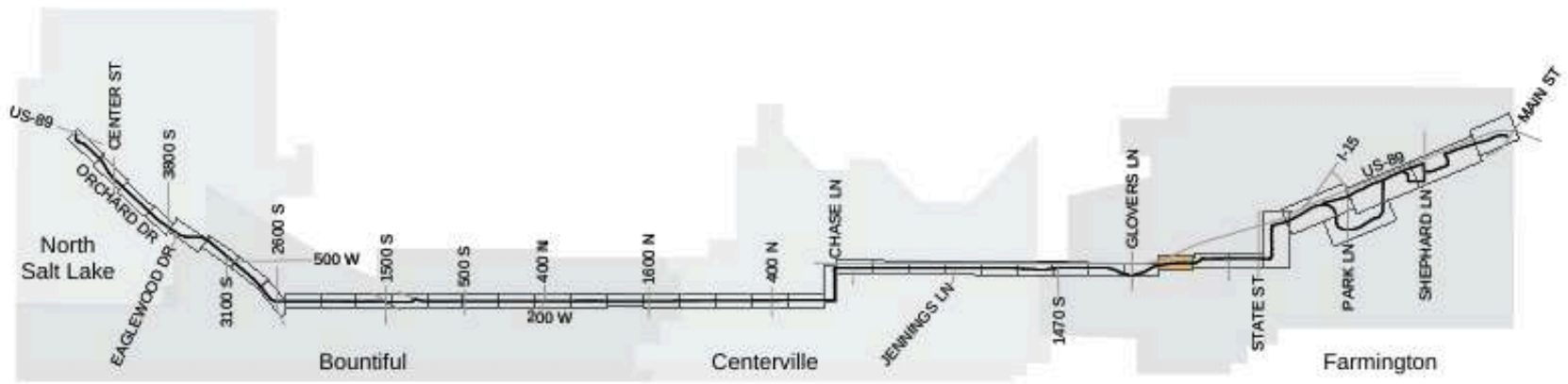
GRAPHIC SCALE IN FEET

0 50 100 200

SOUTH DAVIS GREEN WAY

NORTH

Driveway tie-in to be designed in future design phase



SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

0 50 100 200

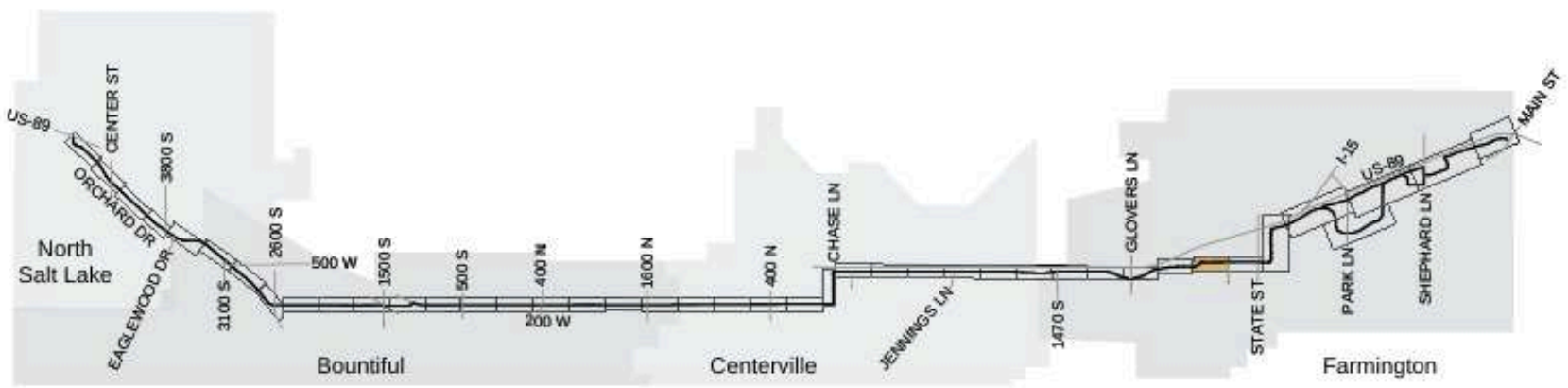
WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **35**

SOUTH DAVIS GREEN WAY

NORTH

Driveway tie-in to be designed in future design phase



SHARED-USE PATH

PARK STRIP

CURB AND GUTTER

GRAPHIC SCALE IN FEET

0 50 100 200

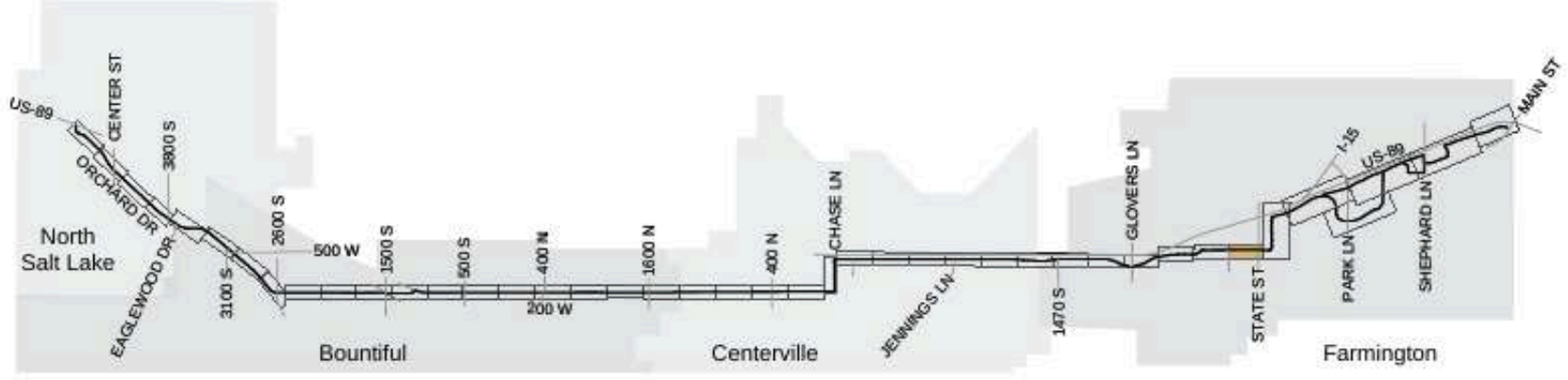
WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **36**

SOUTH DAVIS GREEN WAY

NORTH

- Minor street tie-in to be designed in future design phase
- Driveway tie-in to be designed in future design phase



- SHARED-USE PATH
- PARK STRIP
- CURB AND GUTTER
- FUTURE OPPORTUNITY ALIGNMENT

GRAPHIC SCALE IN FEET

0 50 100 200

WALK BIKE ROLL CONNECT

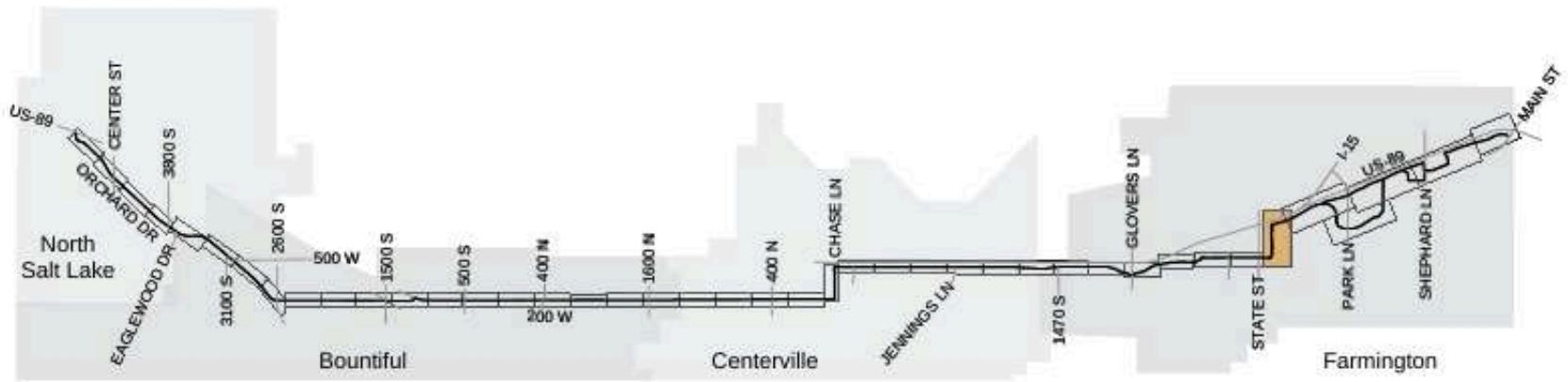
Recommended Alignment - Sheet **37**

SOUTH DAVIS GREEN WAY

NORTH

MATCHLINE SHEET 38

MATCHLINE SHEET 36



FUTURE OPPORTUNITY ALIGNMENT

GRAPHIC SCALE IN FEET

0 100 200 400

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **38**

SOUTH DAVIS GREEN WAY

NORTH

MATCHLINE SHEET 37

MATCHLINE SHEET 40

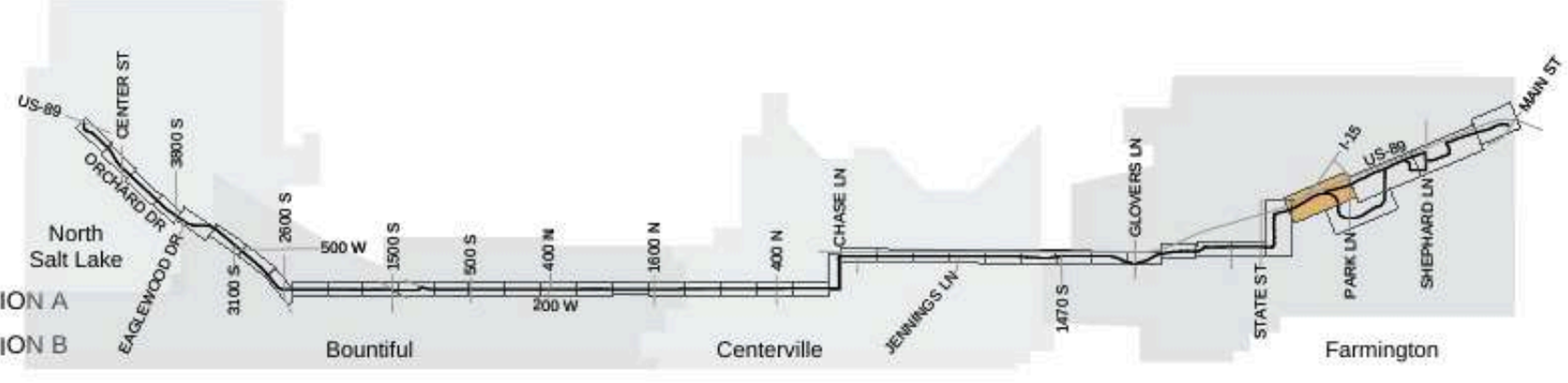
LAGOON DRIVE

PARK LANE

Consider grade separated crossing of Lagoon Drive.

Future extension alignment.

Consider grade separated crossing of Park Lane, through a tunnel or a pedestrian overpass.



FUTURE OPPORTUNITY ALIGNMENT - OPTION A

FUTURE OPPORTUNITY ALIGNMENT - OPTION B

GRAPHIC SCALE IN FEET

0 100 200 400

WALK BIKE ROLL CONNECT

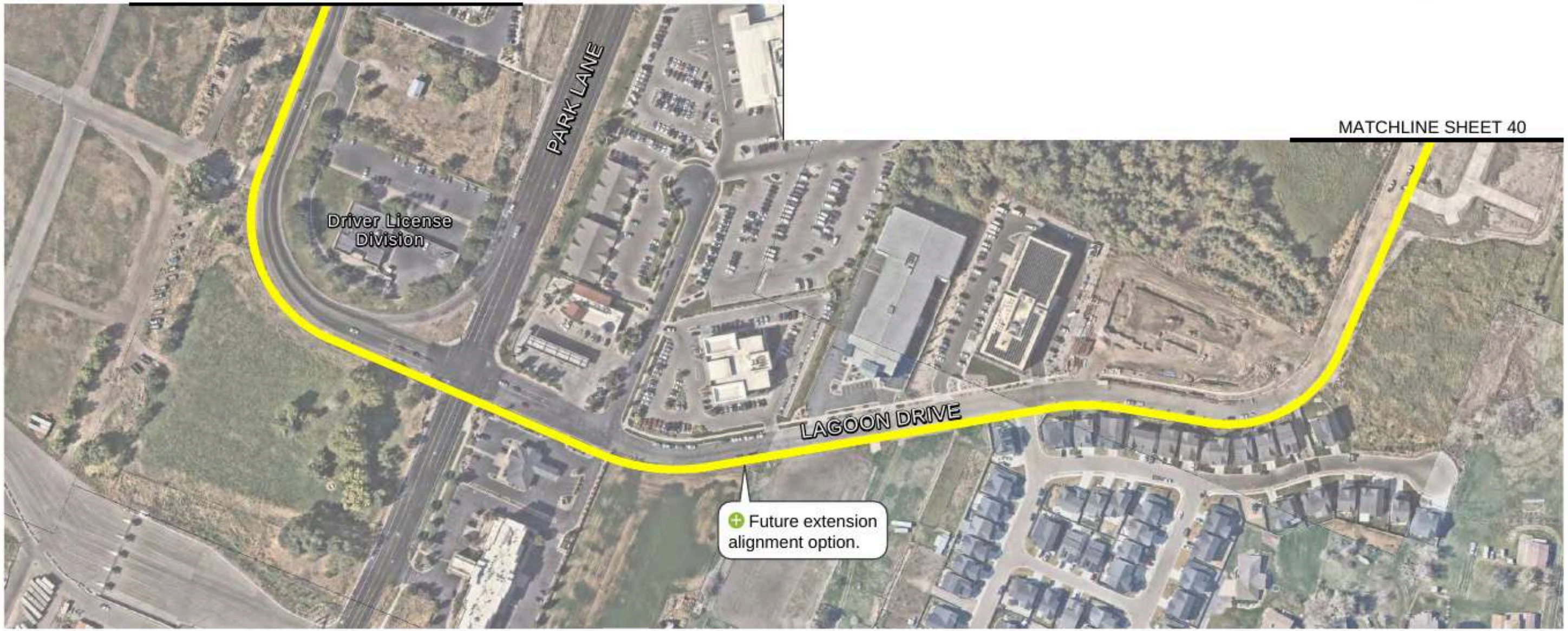
Recommended Alignment - Sheet **39**

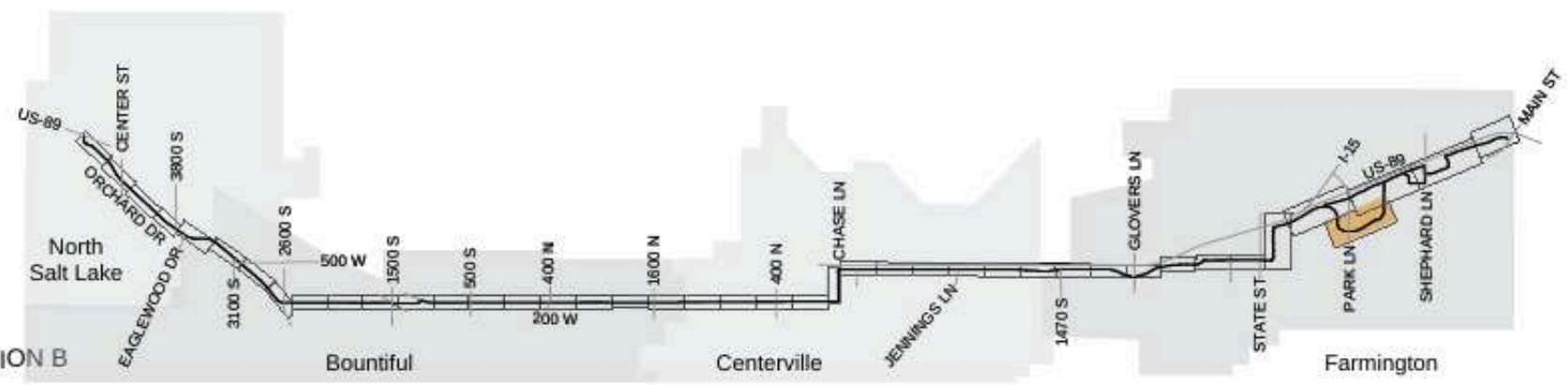
SOUTH DAVIS GREEN WAY

NORTH

MATCHLINE SHEET 38

MATCHLINE SHEET 40





FUTURE OPPORTUNITY ALIGNMENT - OPTION B

GRAPHIC SCALE IN FEET

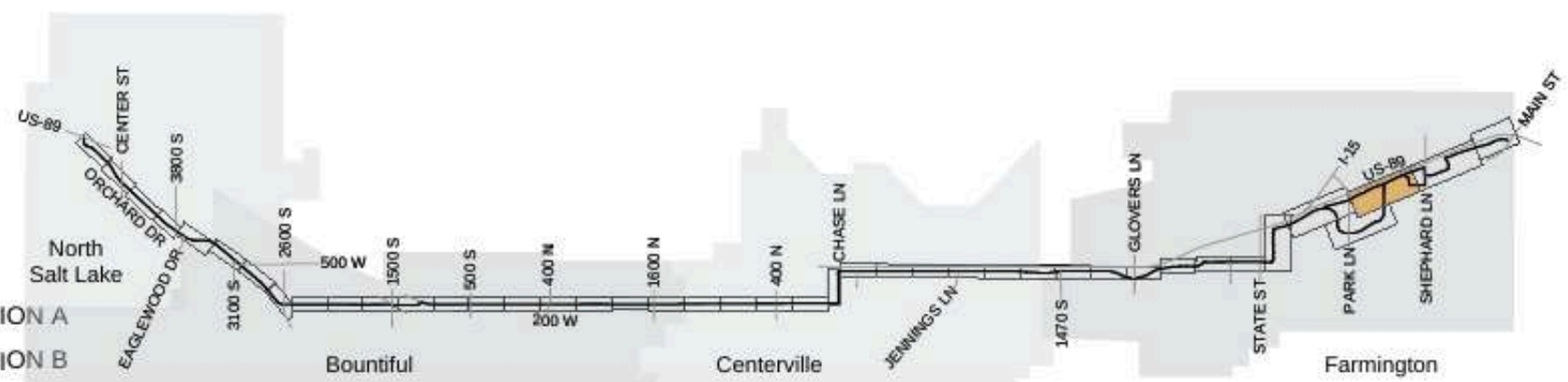
0 100 200 400

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **40**

SOUTH DAVIS GREEN WAY

NORTH



FUTURE OPPORTUNITY ALIGNMENT - OPTION A

FUTURE OPPORTUNITY ALIGNMENT - OPTION B

GRAPHIC SCALE IN FEET

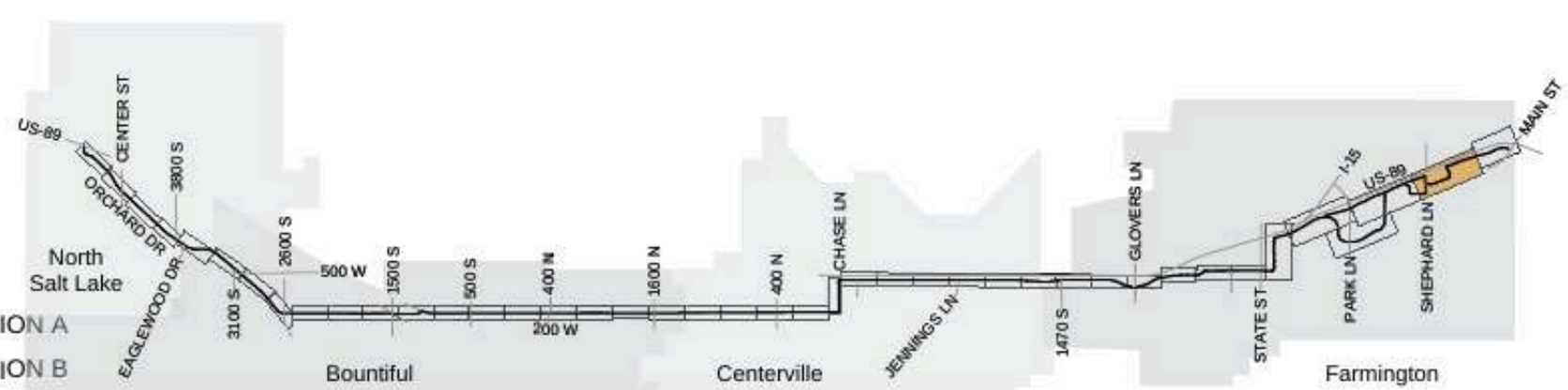
0 100 200 400

WALK BIKE ROLL CONNECT

Recommended Alignment - Sheet **41**

SOUTH DAVIS GREEN WAY

NORTH



FUTURE OPPORTUNITY ALIGNMENT - OPTION A

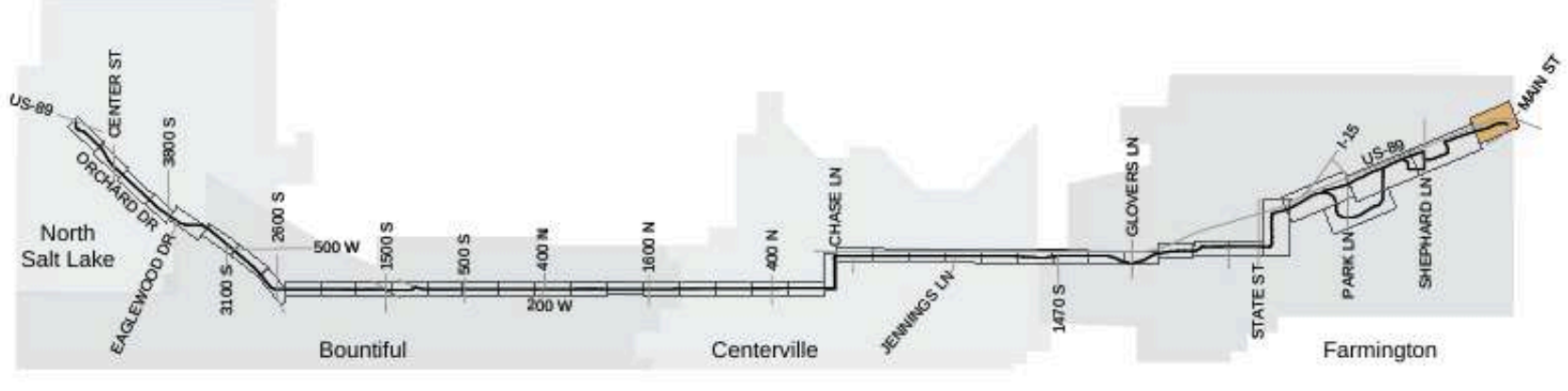
FUTURE OPPORTUNITY ALIGNMENT - OPTION B

GRAPHIC SCALE IN FEET

0 100 200 400

SOUTH DAVIS GREEN WAY

NORTH



FUTURE OPPORTUNITY ALIGNMENT

GRAPHIC SCALE IN FEET

0 100 200 400

SOUTH DAVIS GREEN WAY

WALK BIKE ROLL CONNECT

APPENDIX B

PLANNING LEVEL ESTIMATE OF PROBABLE CONSTRUCTION COST

SEGMENT A - CONCEPT LEVEL COST ESTIMATE

PROJECT NAME: South Davis Greenway - Segment A
Segment Limits: US-89/Main Street to 2600 South
Cost Estimate - Concept Level

Prepared By: Brent Crowther **Date** 5/30/2026

Proposed Project Scope: Construct new paved shared use path.

Station (BEGIN) =	00+00	(END) =	120+00
Project Length =	2.273	miles	12,000 ft
Current Year =	2026		
Assumed Construction Year =	2031		
Construction Items Inflation Factor =	1.16	5 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	4.0%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	25.0%		

Construction Items		Cost
Public Information Services		$25,000
Roadway and Drainage		$5,592,919
Traffic and Safety		$548,000
Structures		$78,000
Environmental Mitigation		$931,250
ITS		$0
	Subtotal	$7,175,169
	Items not Estimated (25%)	$1,793,792
	Construction Subtotal	**$8,968,961**
P.E. Cost	**P.E. Subtotal**	**$1,187,520**
C.E. Cost	**C.E. Subtotal**	**$1,076,280**
Right of Way	**Right of Way Subtotal**	$927,000
Utilities	**Utilities Subtotal**	$0
Incentives	**Incentives Subtotal**	$70,402
Miscellaneous	**Miscellaneous Subtotal**	**$0**

Cost Estimate (ePM screen 505)		2026		2031	
	P.E.		$1,188,000		$1,445,000
	Right of Way		$927,000		$1,128,000
	Utilities		$0		$0
	Construction		$8,969,000		$10,404,000
	C.E.		$1,076,000		$1,309,000
	Incentives		$70,000		$81,000
	Aesthetics	0.75%	$67,000		$78,000
	Change Order Contingency	9.00%	$813,000		$943,000
	UDOT Oversight		$0		$0
	Miscellaneous		$0		$0
		TOTAL	$13,110,000	TOTAL	$15,388,000

PROPOSED COMMISSION REQUEST	TOTAL	$13,110,000	TOTAL	$15,388,000

Project Assumptions/Risks

1	Trail section - 8" UTBC, 4" HMA	8	
2	Roadway Section - 12" GB, 8" UTBC, 7" HMA	9	
3	Assumes 1.5" mill and fill.	10	
4	Drainage 9% of construction to account for new inlets, laterals to trunkline, bringing manholes to grade	11	
5	Potential underground utility relocations (fiber, sanitary sewer, culinary water) included in items not estimated	12	
6		13	

Roadway and Drainage

PROJECT NAME: South Davis Greenway - Segment A

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	Lump	$750,000.00	$750,000.00	Usually 7-10% of construction
015547005	Traffic Control	1	Lump	$650,000.00	$650,000.00	Usually 3-5% of construction
017217010	Survey	1	Lump	$90,000.00	$90,000.00	Usually 1% of construction
020567015	Granular Borrow (Plan Quantity)	1,821	cu yd	$65.00	$118,365.00	
029617025	Rotomilling - 1 1/2 inch	36,377	sq yd	$3.00	$109,130.00	
022217110	Remove Concrete Sidewalk	3,880	sq yd	$15.00	$58,200.00	
022217125	Remove Concrete Curb and Gutter	12,200	ft	$12.00	$146,400.00	
022217165	Remove Asphalt Pavement	25,157	sq yd	$14.00	$352,202.67	
023167020	Roadway Excavation (Plan Quantity)	9,563	cu yd	$45.00	$430,335.00	
027217020	Untreated Base Course (Plan Quantity)	1,118	cu yd	$75.00	$83,850.00	
027767040	Concrete Flatwork, 6 inch Thick	22,800	sq ft	$15.00	$342,000.00	76 driveways, 20'x15'
027417050	HMA - 1/2 Inch	8,791	Ton	$130.00	$1,142,830.00	
027767025	Concrete Curb and Gutter Type B1	12,200	ft	$42.00	$512,400.00	
Roadway Subtotal					**$4,785,713**	
Drainage						
#N/A	Drainage	1	Lump	$807,206.49	$807,206.49	
Drainage Subtotal					**$807,206**	
PI						
015407010	Public Information Services	1	Lump	$25,000.00	**$25,000**	Usually 0.25% of construction

Cost estimate includes an "Items not Estimated" line item of 25% of construction cost. This line item accounts for variation in minor street and driveway tie-ins, drainage modifications and other items not evaluated in detail in this feasibility study.

Traffic, Safety & ITS

PROJECT NAME: South Davis Greenway - Segment A

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
	Signing and Striping	1	Lump	$300,000.00	$300,000.00	
027657050	Pavement Marking Paint		gal	$100.00		
028447030	Cast-In-Place Concrete Constant Slope Barrier - 42 Inch		ft	$275.00		
028437005	Crash Cushion Type A		Each	$20,000.00		
027717058	Single Diagonal Corner Pedestrian Access Ramp	31	Each	$8,000.00	$248,000.00	
Signals						
Lighting						
Traffic and Safety Subtotal					**$548,000**	
ITS						
ITS Subtotal					**$0**	

Structures

PROJECT NAME: South Davis Greenway - Segment A

Item #	Item	Quantity	Units	Price	Cost	Remarks
Bridges						
	Ped/Bike Bridge		Lump	$378,000.00		
Walls						
	Retaining Cut Wall		sq ft	$230.00		Assumed LxH (wall area)
	Retaining Fill Wall	390	sq ft	$200.00	$78,000.00	Near home on Orchard Dr 65'x6'
Sign Structures						
Hydraulics						
Geotech						
Structures Subtotal					**$78,000**	

Environmental and Landscaping

PROJECT NAME: South Davis Greenway - Segment A

Item #	Item	Quantity	Units	Price	Cost	Remarks
Environmental						
Temporary Erosion Control						
Landscaping						
	Park Strip	93,125	Sq ft	$10.00	$931,250.00	
Environmental Mitigation Subtotal					**$931,250**	

Utilities, Right of Way, and Incentives

PROJECT NAME: South Davis Greenway - Segment A

Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities	Relocate Utility Pole					
Utilities Subtotal					**$0**	
Right-of-way						
	Temporary Construction Easement	92,700	Sq ft	$10.00	$927,000.00	30'x15' for TCE at driveways plus 5' the entire length of the segment
Right-of-Way Subtotal					**$927,000**	
Incentives						
Incentives Subtotal					**$70,402**	

SEGMENT B - CONCEPT LEVEL COST ESTIMATE

Segment Limits: 2600 South to North of 400 North (South Davis Recreation Center)
Cost Estimate - Concept Level

Prepared By: Brent Crowther **Date** 5/30/2026

Proposed Project Scope: Construct new paved shared use path.

Station (BEGIN) =	120+00	(END) =	249+00
Project Length =	2.443	miles	12,900 ft
Current Year =	2026		
Assumed Construction Year =	2031		
Construction Items Inflation Factor =	1.16		5 yrs for inflation
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	4.0%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	25.0%		

Construction Items		Cost
Public Information Services		$25,000
Roadway and Drainage		$5,835,750
Traffic and Safety		$748,000
Structures		$0
Environmental Mitigation		$674,000
ITS		$0
	Subtotal	$7,282,750
	Items not Estimated (25%)	$1,820,688
	Construction Subtotal	**$9,103,438**
P.E. Cost	**P.E. Subtotal**	**$1,180,800**
C.E. Cost	**C.E. Subtotal**	**$1,094,760**
Right of Way	**Right of Way Subtotal**	$716,500
Utilities	**Utilities Subtotal**	$20,000
Incentives	**Incentives Subtotal**	$63,395
Miscellaneous	**Miscellaneous Subtotal**	**$0**

Cost Estimate (ePM screen 505)		2026		2031	
	P.E.		$1,181,000		$1,437,000
	Right of Way		$717,000		$872,000
	Utilities		$20,000		$23,000
	Construction		$9,103,000		$10,559,000
	C.E.		$1,095,000		$1,332,000
	Incentives		$63,000		$73,000
	Aesthetics	0.75%	$68,000		$79,000
	Change Order Contingency	9.00%	$825,000		$957,000
	UDOT Oversight		$0		$0
	Miscellaneous		$0		$0
		TOTAL	$13,072,000	TOTAL	$15,332,000

PROPOSED COMMISSION REQUEST	TOTAL	$13,072,000	TOTAL	$15,332,000

Project Assumptions/Risks

1 Trail section - 8" UTBC, 4" HMA

2 Roadway Section - 12" GB, 8" UTBC, 7" HMA

3 Assumes 1.5" mill and fill.

4 Drainage 9% of construction to account for new inlets, laterals to trunkline, bringing manholes to grade

5 Potential underground utility relocations (fiber, sanitary sewer, culinary water) included in items not estimated

6

7

8

9

10

11

12

13

14

Roadway and Drainage

Segment Limits: 2600 South to North of 400 North (South Davis Recreation Center)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	Lump	$750,000.00	$750,000.00	Usually 7-10% of construction
015547005	Traffic Control	1	Lump	$650,000.00	$650,000.00	Usually 3-5% of construction
017217010	Survey	1	Lump	$90,000.00	$90,000.00	Usually 1% of construction
020567015	Granular Borrow (Plan Quantity)	1,917	cu yd	$65.00	$124,605.00	
029617025	Rotomilling - 1 1/2 inch	22,167	sq yd	$3.00	$66,500.00	
022217110	Remove Concrete Sidewalk	5,702	sq yd	$15.00	$85,533.33	
022217125	Remove Concrete Curb and Gutter	12,830	ft	$12.00	$153,960.00	
022217150	Remove Concrete Pavement	9,711	sq yd	$25.00	$242,777.78	
022217165	Remove Asphalt Pavement	27,759	sq yd	$14.00	$388,624.44	
023167020	Roadway Excavation (Plan Quantity)	8,402	cu yd	$45.00	$378,090.00	
027217020	Untreated Base Course (Plan Quantity)	1,168	cu yd	$75.00	$87,600.00	
027527010	Portland Cement Concrete Pavement 9 inch Thick	2,142	sq yd	$180.00	$385,560.00	
027767040	Concrete Flatwork, 6 inch Thick	10,600	sq ft	$15.00	$159,000.00	
027417050	HMA - 1/2 Inch	7,041	Ton	$130.00	$915,330.00	
027767025	Concrete Curb and Gutter Type B1	12,830	ft	$42.00	$538,860.00	
Roadway Subtotal					**$5,016,441**	
Drainage						
#N/A	Drainage	1	Lump	$819,309.42	$819,309.42	
Drainage Subtotal					**$819,309**	
PI						
015407010	Public Information Services	1	Lump	$25,000.00	**$25,000**	Usually 0.25% of construction

Cost estimate includes an "Items not Estimated" line item of 25% of construction cost. This line item accounts for variation in minor street and driveway tie-ins, drainage modifications and other items not evaluated in detail in this feasibility study.

Traffic, Safety & ITS

Segment Limits: 2600 South to North of 400 North (South Davis Recreation Center)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
	Signing and Striping	1	Lump	$300,000.00	$300,000.00	
027657050	Pavement Marking Paint		gal	$100.00		
028447030	Cast-In-Place Concrete Constant Slope Barrier - 42 Inch		ft	$275.00		
028437005	Crash Cushion Type A		Each	$20,000.00		
027717058	Single Diagonal Corner Pedestrian Access Ramp	56	Each	$8,000.00	$448,000.00	
Signals						
Lighting						
Traffic and Safety Subtotal					**$748,000**	
ITS						
ITS Subtotal					**$0**	

Structures

Segment Limits: 2600 South to North of 400 North (South Davis Recreation Center)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Bridges						
	Ped/Bike Bridge		Lump	$378,000.00		
Walls						
	Retaining Cut Wall		sq ft	$230.00		Assumed LxH (wall area)
	Retaining Fill Wall		sq ft	$200.00		
Sign Structures						
Hydraulics						
Geotech						
Structures Subtotal					**$0**	

Environmental and Landscaping

Segment Limits: 2600 South to North of 400 North (South Davis Recreation Center)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Environmental						
Temporary Erosion Control						
Landscaping						
	Park Strip	67,400	Sq ft	$10.00	$674,000.00	
Environmental Mitigation Subtotal					**$674,000**	

Utilities, Right of Way, and Incentives

Segment Limits: 2600 South to North of 400 North (South Davis Recreation Center)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities						
	Relocate Utility Pole	1	Each	$20,000.00	$20,000.00	At Roundabout
Utilities Subtotal					**$20,000**	
Right-of-way						
	Temporary Construction Easement	71,650	Sq ft	$10.00	$716,500.00	
Right-of-Way Subtotal					**$716,500**	
Incentives						
Incentives Subtotal					**$63,395**	

SEGMENT C - CONCEPT LEVEL COST ESTIMATE

Segment Limits: 400 N (South Davis Rec. Center) to Chase Ln/I-15 Frontage Rd
Cost Estimate - Concept Level

Prepared By: Brent Crowther **Date** 7/29/2026

Proposed Project Scope: Construct new paved shared use path.

Station (BEGIN) =	249+00	(END) =	381+00
Project Length =	2.500	miles	13,200 ft
Current Year =	2026		
Assumed Construction Year =	2031		
Construction Items Inflation Factor =	1.16	5 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	4.0%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	25.0%		

Construction Items		Cost
Public Information Services		$25,000
Roadway and Drainage		$6,365,916
Traffic and Safety		$456,000
Structures		$0
Environmental Mitigation		$757,750
ITS		$0
	Subtotal	$7,604,666
	Items not Estimated (25%)	$1,901,167
	Construction Subtotal	**$9,505,833**
P.E. Cost	**P.E. Subtotal**	**$1,397,280**
C.E. Cost	**C.E. Subtotal**	**$1,279,920**
Right of Way	**Right of Way Subtotal**	$978,000
Utilities	**Utilities Subtotal**	$1,160,000
Incentives	**Incentives Subtotal**	$42,136
Miscellaneous	**Miscellaneous Subtotal**	**$0**

Cost Estimate (ePM screen 505)		2026		2031	
	P.E.		$1,397,000		$1,700,000
	Right of Way		$978,000		$1,190,000
	Utilities		$1,160,000		$1,346,000
	Construction		$9,506,000		$11,027,000
	C.E.		$1,280,000		$1,557,000
	Incentives		$42,000		$49,000
	Aesthetics	0.75%	$71,000		$82,000
	Change Order Contingency	9.00%	$862,000		$1,000,000
	UDOT Oversight		$0		$0
	Miscellaneous		$0		$0
		TOTAL	$15,296,000	TOTAL	$17,951,000

PROPOSED COMMISSION REQUEST	TOTAL	$15,296,000	TOTAL	$17,951,000

Project Assumptions/Risks

1. Trail section - 8" UTBC, 4" HMA
2. Roadway Section - 12" GB, 8" UTBC, 7" HMA
3. Assumes 1.5" mill and fill.
4. Drainage 9% of construction to account for new inlets, laterals to trunkline, bringing manholes to grade
5. Potential underground utility relocations (fiber, sanitary sewer, culinary water) included in items not estimated
6.
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Roadway and Drainage

PROJECT NAME: South Davis Greenway - Segment C

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	Lump	$790,000.00	$790,000.00	Usually 7-10% of construction
015547005	Traffic Control	1	Lump	$685,000.00	$685,000.00	Usually 3-5% of construction
017217010	Survey	1	Lump	$100,000.00	$100,000.00	Usually 1% of construction
020567015	Granular Borrow (Plan Quantity)	2,554	cu yd	$65.00	$166,010.00	
029617025	Rotomilling - 1 1/2 inch	32,562	sq yd	$3.00	$97,685.00	
022217110	Remove Concrete Sidewalk	5,556	sq yd	$15.00	$83,333.33	
022217125	Remove Concrete Curb and Gutter	12,500	ft	$12.00	$150,000.00	
022217150	Remove Concrete Pavement	7,867	sq yd	$25.00	$196,666.67	
022217165	Remove Asphalt Pavement	18,511	sq yd	$14.00	$259,155.56	
023167020	Roadway Excavation (Plan Quantity)	9,030	cu yd	$45.00	$406,350.00	
027217020	Untreated Base Course (Plan Quantity)	1,298	cu yd	$75.00	$97,350.00	
027527010	Portland Cement Concrete Pavement 9 inch Thick	3,496	sq yd	$180.00	$629,280.00	
027767040	Concrete Flatwork, 6 inch Thick	16,700	sq ft	$15.00	$250,500.00	
027417050	HMA - 1/2 Inch	8,262	Ton	$130.00	$1,074,060.00	
027767025	Concrete Curb and Gutter Type B1	12,500	ft	$42.00	$525,000.00	
Roadway Subtotal					**$5,510,391**	
Drainage						
#N/A	Drainage	1	Lump	$855,524.97	$855,524.97	
Drainage Subtotal					**$855,525**	
PI						
015407010	Public Information Services	1	Lump	$25,000.00	**$25,000**	Usually 0.25% of construction

Cost estimate includes an "Items not Estimated" line item of 25% of construction cost. This line item accounts for variation in minor street and driveway tie-ins, drainage modifications and other items not evaluated in detail in this feasibility study.

Traffic, Safety & ITS

PROJECT NAME: South Davis Greenway - Segment C

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
	Signing and Striping	1	Lump	$300,000.00	$300,000.00	
027657050	Pavement Marking Paint		gal	$100.00		
028447030	Cast-In-Place Concrete Constant Slope Barrier - 42 Inch		ft	$275.00		
028437005	Crash Cushion Type A		Each	$20,000.00		
027717058	Single Diagonal Corner Pedestrian Access Ramp	57	Each	$8,000.00	$456,000.00	
Signals						
Lighting						
Traffic and Safety Subtotal					**$456,000**	
ITS						
ITS Subtotal					**$0**	

Structures

PROJECT NAME: South Davis Greenway - Segment C

Item #	Item	Quantity	Units	Price	Cost	Remarks
Bridges						
	Ped/Bike Bridge		Lump	$378,000.00		
Walls						
	Retaining Cut Wall		sq ft	$230.00		Assumed LxH (wall area)
	Retaining Fill Wall		sq ft	$200.00		
Sign Structures						
Hydraulics						
Geotech						
Structures Subtotal					**$0**	

Environmental and Landscaping

PROJECT NAME: South Davis Greenway - Segment C

Item #	Item	Quantity	Units	Price	Cost	Remarks
Environmental						
Temporary Erosion Control						
Landscaping						
	Park Strip	75,775	Sq ft	$10.00	$757,750.00	
Environmental Mitigation Subtotal					**$757,750**	

Utilities, Right of Way, and Incentives

PROJECT NAME: South Davis Greenway - Segment C

Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities						
	Relocate Overhead Utilities	1	Lump	$120,000.00	$120,000.00	6 poles on Chase Lane
	Underground Overhead Utilities	1	Lump	$1,040,000.00	$1,040,000.00	
Utilities Subtotal					**$1,160,000**	
Right-of-way						
	Urban/Suburban Commercial	1,600	sq ft	$80.00	$128,000.00	Chipotle Drive Thru
	Temporary Construction Easement	85,000	sq ft	$10.00	$850,000.00	
Right-of-Way Subtotal					**$978,000**	
Incentives						
Incentives Subtotal					**$42,136**	

SEGMENT E - CONCEPT LEVEL COST ESTIMATE

Segment Limits: 200 W/I-15 Frontage Road to 200 W/State Street
Cost Estimate - Concept Level

Prepared By: Brent Crowther **Date** 5/30/2026

Proposed Project Scope: Construct new paved shared use path.

Station (BEGIN) =	555+50	(END) =	571+00
Project Length =	0.294	miles	1,550 ft
Current Year =	2026		
Assumed Construction Year =	2031		
Construction Items Inflation Factor =	1.16		5 yrs for inflation
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	4.0%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	25.0%		

Construction Items		Cost
Public Information Services		$2,000
Roadway and Drainage		$557,155
Traffic and Safety		$85,500
Structures		$0
Environmental Mitigation		$43,200
ITS		$0
	Subtotal	$687,855
	Items not Estimated (25%)	$171,964
	Construction Subtotal	**$859,819**
P.E. Cost	**P.E. Subtotal**	**$120,360**
C.E. Cost	**C.E. Subtotal**	**$106,800**
Right of Way	**Right of Way Subtotal**	$113,000
Utilities	**Utilities Subtotal**	$30,000
Incentives	**Incentives Subtotal**	$0
Miscellaneous	**Miscellaneous Subtotal**	**$0**

Cost Estimate (ePM screen 505)		2026		2031	
	P.E.		$120,000		$146,000
	Right of Way		$113,000		$137,000
	Utilities		$30,000		$35,000
	Construction		$860,000		$998,000
	C.E.		$107,000		$130,000
	Incentives		$0		$0
	Aesthetics	0.75%	$6,000		$7,000
	Change Order Contingency	9.00%	$78,000		$90,000
	UDOT Oversight		$0		$0
	Miscellaneous		$0		$0
		TOTAL	$1,314,000	TOTAL	$1,543,000

PROPOSED COMMISSION REQUEST	TOTAL	$1,314,000	TOTAL	$1,543,000

Project Assumptions/Risks

1. Trail section - 8" UTBC, 4" HMA
2. Roadway Section - 12" GB, 8" UTBC, 7" HMA
3. Assumes relocation of mid-block signal pole and associated equipment
4. Relocate mid-block crossing signal, cabinet, meter, and boxes
5. Drainage 9% of construction to account for new inlets, laterals to trunkline, bringing manholes to grade
6. Potential underground utility relocations (fiber, sanitary sewer, culinary water) included in items not estimated
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Roadway and Drainage

PROJECT NAME: South Davis Greenway - Segment E

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	Lump	$75,000.00	$75,000.00	Usually 7-10% of construction
015547005	Traffic Control	1	Lump	$60,000.00	$60,000.00	Usually 3-5% of construction
01557001*	Maintenance of Traffic	1	lump	$9,000.00	$9,000.00	Usually 1% of construction
017217010	Survey	1	Lump	$10,000.00	$10,000.00	
020567015	Granular Borrow (Plan Quantity)	244	cu yd	$65.00	$15,860.00	
022217110	Remove Concrete Sidewalk	656	sq yd	$15.00	$9,833.33	
022217125	Remove Concrete Curb and Gutter	1,540	ft	$12.00	$18,480.00	
022217165	Remove Asphalt Pavement	1,356	sq yd	$14.00	$18,977.78	
023167020	Roadway Excavation (Plan Quantity)	1,230	cu yd	$45.00	$55,350.00	
027217020	Untreated Base Course (Plan Quantity)	142	cu yd	$75.00	$10,650.00	
027767040	Concrete Flatwork, 6 inch Thick	2,400	sq ft	$15.00	$36,000.00	
027417050	HMA - 1/2 Inch	738	Ton	$130.00	$95,940.00	
027767025	Concrete Curb and Gutter Type B1	1,540	ft	$42.00	$64,680.00	
Roadway Subtotal					**$479,771**	
Drainage						
#N/A	Drainage	1	Lump	$77,383.71	$77,383.71	
Drainage Subtotal					**$77,384**	
PI						
015407010	Public Information Services	1	Lump	$2,000.00	**$2,000**	Usually 0.25% of construction

Cost estimate includes an "Items not Estimated" line item of 25% of construction cost. This line item accounts for variation in minor street and driveway tie-ins, drainage modifications and other items not evaluated in detail in this feasibility study.

Traffic, Safety & ITS

PROJECT NAME: South Davis Greenway - Segment E

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
	Signing and Striping	1	Lump	$37,500.00	$37,500.00	
027657050	Pavement Marking Paint		gal	$100.00		
028447030	Cast-In-Place Concrete Constant Slope Barrier - 42 Inch		ft	$275.00		
028437005	Crash Cushion Type A		Each	$20,000.00		
027717058	Single Diagonal Corner Pedestrian Access Ramp	6	Each	$8,000.00	$48,000.00	
Signals						
Lighting						
Traffic and Safety Subtotal					**$85,500**	
ITS						
ITS Subtotal					**$0**	

Structures

PROJECT NAME: South Davis Greenway - Segment E

Item #	Item	Quantity	Units	Price	Cost	Remarks
Bridges						
	Ped/Bike Bridge		Lump	$378,000.00		
Walls						
	Retaining Cut Wall		sq ft	$230.00		Assumed LxH (wall area)
	Retaining Fill Wall		sq ft	$200.00		
Sign Structures						
Hydraulics						
Geotech						
Structures Subtotal					**$0**	

Environmental and Landscaping

PROJECT NAME: South Davis Greenway - Segment E

Item #	Item	Quantity	Units	Price	Cost	Remarks
Environmental						
Temporary Erosion Control						
Landscaping						
	Park Strip	4,320	Sq ft	$10.00	$43,200.00	
Environmental Mitigation Subtotal					**$43,200**	

Utilities, Right of Way, and Incentives

PROJECT NAME: South Davis Greenway - Segment E

Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities						
	Relocate Water/Irrigation/Sewer Lines	1	Lump			
	Relocate Gas Line	1	Lump			
	Relocate Power Line	1	Lump			
	Relocate Fiber Optic	1	Lump			
	Relocate Phone	1	Lump			
	Relocate Ped Signal System	1	Lump	$30,000.00	$30,000.00	Includes signal, meter, cabinet, junction boxes
Utilities Subtotal					**$30,000**	
Right-of-way						
	Temporary Construction Easement	11,300	Sq ft	$10.00	$113,000.00	
Right-of-Way Subtotal					**$113,000**	
Incentives						
Incentives Subtotal						

City Council Staff Report

Subject: Parks & Recreation Software - Pavilion Reservations
Author: Tyson Beck
Department: Executive
Date: September 8, 2026

Background

The City has eight park pavilions that are eligible to be reserved with the reservation season spanning from April 15th to October 15th. Resident pricing is $25/$50 (small/large pavilion) for a half-day reservation and $50/$100 for a full day. Nonresident pricing is $50/$100 for half day and $100/$200 for a full day.

The current process to reserve a pavilion requires the individual to call or visit the utilities staff at City Hall to check availability followed by arriving in-person to make the payment. There are no online or over-the-phone scheduling or payment options currently. The calendar year reservations are open for booking beginning the first business day of January.

City staff and elected officials were hopeful that this reservation process could be improved as a part of the City's recent website upgrade. The City's upgrade vendor (CivicPlus) did offer a very basic scheduling tool along with the basic upgrade package purchased; however, it did not offer online payments, and its functionality was more limited than our reservation process requires (e.g., no half-day rentals, no review/approval process, etc.).

Staff has since gone through software demonstrations and received quotes from CivicPlus for their Recreation Management software and Tyler Technologies for their Parks & Recreation software.

Analysis

Here are some data points to give some concept of the City's annual pavilion reservations:

	YTD Calendar 2026	Calendar 2025	Calendar 2024
Quantity of reservations	303	357	370
Total dollar amount of reservations	$ 13,305	$ 18,775	$ 19,110

If the City were to pursue either of the recreation software packages it would permit online scheduling and payments to take place. Here are the quoted prices for each of the software packages:

- CivicPlus - $9,748 for the first year and $4,740 in ongoing annual maintenance, increasing 5% each year.
- Tyler Technologies – a not-to-exceed cost of $45,009 ($20,700 billed-as-incurred estimate of implementation) and $3,708 in ongoing annual maintenance with no stipulated inflation. The implementation is likely to take far less than the full $20,700, however, that is yet to be determined.

If purchased, the recreation software could be used for reservations of:

- pavilions
- farmer's market booths
- playing fields
- City-Hall rooms

Staff reviewed the current reservation process, anticipated customer service benefits, software functionality, implementation requirements, annual maintenance costs, and the two proposals received. The review and software demonstrations focused on whether the software would improve the public reservation experience while also providing staff with better tools to manage availability, general ledger tracking, payments, reporting, and future reservation types.

Staff will be looking to receive policy direction for the following items:

1. Should reservation software be purchased vs. remain with current processes
2. Should adjustments be made to the reservation pricing structure
    a. Pricing level
    b. Resident vs. nonresident pricing
        i. Should the resident discount remain, and if so, is the current discount sufficient

If the City Council desires to move forward with a software purchase, staff has included an agenda item during tonight's regular session for the authorization of that purchase. Although the Tyler Technologies proposal has a higher first-year cost than CivicPlus, staff believes it provides the stronger long-term platform, would be more efficient to meet the customer reservation needs, provides significant staff-time efficiencies, and has the lower annual maintenance fee.

Department Review

This report has been prepared by the Assistant City Manager and reviewed by the City Manager.

Significant Impacts

Possible financial impact of an unbudgeted software purchase, resident customer service, and staff operational tasks.

Recommendation

Staff recommends that the City Council consider current reservation practices and these software options and provide direction on desired level of service to our community's needs.

If the City Council desires to move forward with a software purchase, staff recommends the purchase of the Tyler Technologies recreation software package, including related implementation and ongoing maintenance. This would be a cost not-to-exceed $45,009.

Attachments

None. Proposals/quotes provided by Tyler Technologies and CivicPlus are available upon request.

Minutes of the

BOUNTIFUL CITY COUNCIL

August 11, 2026 – 6:00 p.m.

Official notice of the City Council Meeting was given by posting an Agenda at City Hall and on the Bountiful City Website and the Utah Public Notice Website and by providing copies to the following newspapers of general circulation: The City Journal and Standard Examiner.

Work Session – 6:00 p.m.
City Council Chambers

Present:	Mayor	Kate Bradshaw
	Councilmembers	Mille Segura Bahr, Dan Bell, Beth Child, Richard Higginson, Matt Murri
	City Manager	Gary Hill
	Asst City Manager	Tyson Beck
	City Attorney	Brad Jeppsen
	City Engineer	Lloyd Cheney
	Planning Director	Francisco Astorga
	SDMFD Chief	Jeff Larsen
	Chief of Police	Ed Biehler
	Asst Chief of Police	David Gill
	Recording Secretary	Maranda Hilton

Mayor Bradshaw called the meeting to order at 6:03 pm and welcomed those in attendance.

SOUTH DAVIS METRO FIRE POLICY CHANGES – MR. GARY HILL

Mr. Gary Hill gave a presentation about the history and creation of the South Davis Metro Fire District and the factors involved in how their governance structure and financial operations were set up. He explained the conditions placed upon the district when it became a taxing entity in December 2015, and how those have evolved over time. He explained that this is being discussed now because the district has grown, they now have their own finance staff, and some feel the current governance structure should be changed to accommodate them better, and to reduce unnecessary stress to leadership and employees. He asked the Council for their thoughts on how the member cities can still maintain some oversight with the district, but create a culture that helps them attract and keep the best talent, ensures that the district has reliable funding, and that they can offer a high level of service to our residents.

Mayor Bradshaw offered her perspective as someone who was tasked with investigating the district after the tragic death of Chief Stewart, and how she felt that the current governance structure was contributing to unnecessary stress for leadership and dissuading people from working there. She said her committee spoke to many other districts and found that South Davis is the only district that is set up with both an Administrative Committee and a Board of Directors, and she felt it should be further examined.

Councilmember Higginson said that he felt the unique nature of the structure of the district alone was not enough of a reason to change anything and asked if Mayor Bradshaw felt it was out of balance and needed to be changed. She answered that she does think it should be changed, especially if they can find a way to keep benefiting from the budgetary expertise of the city managers without

PENDING

needing to rotate the chair of the Admin Committee every year. Councilmember Higginson asked what Bountiful would gain if it makes certain concessions, or if it will just lose some of the control it fought for when the District was established. Mayor Bradshaw said she felt Bountiful's residents would gain better service from Chiefs who stay longer and a bigger hiring pool for firefighters and other District staff.

Mr. Hill explained that in 2015 Bountiful's top interests were to:

i. Enjoy the economies of scale of a regional service but maintain meaningful influence over the District's finances
ii. Ensure each city's financial position and needs are considered in the development of the budget, not just during its consideration by the Board
iii. Incentivize a meaningful connection between each member's city council and the District
iv. Build a governance structure that will protect Bountiful beyond today's leaders

Mr. Hill asked the Council if these interests were still important and relevant to them now.

Councilmember Murri said he still feels these issues are relevant, but he thinks the Council should investigate changing the practical application of them if it can help the district. He pointed to the City's relationship with the Recreation District as an example.

Councilmember Child said she felt similarly to Councilmember Murri, and that they should try to make changes that would alleviate the strain of an annual change in budget officer while still letting city managers be key players.

Mr. Hill said he felt that rotating the chair over a three-year period could be a beneficial change that could help alleviate some of that strain, similar to how the Handcart Days Committee functions.

Councilmember Bahr said she feels that the onus of making sure tax dollars are being spent wisely at the District should be placed on the elected officials rather than on city employees, and since the Board of Directors has representatives from each city council, that may be enough; the Administrative Committee could be dissolved. The District could use their own finance staff to create their budget, like other districts do.

Councilmember Bell said he agreed with Councilmember Higginson, that we should carefully consider what Bountiful will gain or lose with any of the proposed changes. He acknowledged that the District has grown since 2015, and has greater abilities, but he would like to be surer about what they are actually capable of doing for themselves. He also said he was open to looking at ways the District can be improved but cautioned that any new structure put into place will need to be able to accommodate new "versions" of the Board as people come and go and have differing amounts of time and energy to devote to that assignment.

Mr. Hill thanked everyone for having a good conversation.

Mayor Bradshaw said she has appreciated her time getting to know Chief Larsen and apologized for running out of time before they could hear from him on this subject. She expressed her appreciation for the people who are so willing to do these very big jobs in our community.

The work session ended at 7: 06 pm.

PENDING

Regular Meeting – 7:00 p.m.
City Council Chambers

Present:	Mayor	Kate Bradshaw
	Councilmembers	Mille Segura Bahr, Dan Bell, Beth Child, Richard Higginson, Matt Murri
	City Manager	Gary Hill
	Asst City Manager	Tyson Beck
	City Attorney	Brad Jeppsen
	City Engineer	Lloyd Cheney
	Planning Director	Francisco Astorga
	Parks Director	Brock Hill
	Power Director	Allen Johnson
	Senior Planner	Amber Corbridge
	Electrical Engineer	Luke Veigel
	SDMFD Chief	Jeff Larsen
	Chief of Police	Ed Biehler
	Asst Chief of Police	David Gill
	Recording Secretary	Maranda Hilton

WELCOME, PLEDGE OF ALLEGIANCE AND THOUGHT/PRAYER

Mayor Bradshaw called the meeting to order at 7:09 pm and welcomed those in attendance. Mr. Francisco Astorga led the Pledge of Allegiance and Mr. Pete Shay offered a thought encouraging people to be involved in their local governments.

PUBLIC COMMENT

The time for public comment was opened at 7:12 pm.

Mr. Michael Christensen (Syracuse resident) introduced himself as the director of the non-profit "Go Unite" and explained that they work to foster civic engagement in Davis and Salt Lake counties.

Mr. Ron Mortensen (resident) said he thinks the governance structure of the Fire District needs to be completely revised, allowing the district to be fully independent, with a voter-elected Board of Directors. He said the Board would hold the Chief accountable for operations and the budget and everything.

Mr. Gary Davis (resident) offered "No Name Committee" as a suggestion.

The time for public comment was closed at 7:15 pm.

CONSIDER APPROVAL OF THE MINUTES OF THE PREVIOUS MEETINGS HELD ON JUNE 23RD, 2026

Councilmember Bell asked if "land use code" on page one, line 43 of the minutes should be corrected to "city code." Mr. Brad Jeppsen confirmed that it should be "city code."

Councilmember Bell made a motion to approve the minutes with the edit on line 43 as noted, and Councilmember Higginson seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

PENDING

BCYC REPORT

No one was present to give a report.

Councilmember Murri said the BCYC will have their new officers in place after their next meeting.

COUNCIL REPORTS

Councilmember Higginson did not have a report.

Councilmember Murri did not have a report.

Councilmember Child (Mayor Bradshaw thanked Councilmember Child and her husband, Matt, for the hours of work they put into the Handcart Days events this year, saying it was an incredible 2-day festival.) Councilmember Child said thank you, and expressed her gratitude for both the City staff and the many volunteers who made it all possible. She reported that the BDAC's Summerfest event took place and announced that the Freedom's Light Festival will take place in September. She announced the Toast fundraising concert happening at WXHS on September 4th, and thanked Mr. Richard Watson for all he does to facilitate the summer concerts.

Councilmember Bahr did not have a report.

Councilmember Bell reported that the Main Street Merchants are already planning their Christmas season, and announced that the Tree Lighting Festival will take place on November 23rd this year, along with the grand opening of the Ice Ribbon at Town Square. He reported that the SDRD had 55 participants in their Handcart Days Race, and their next event will be the Labor Day Triathlon. He reported that the SDRD movie nights in the park have concluded and it was a successful program thanks to their sponsor, Lucky Slice Pizza, and the RAP Tax grant. He reported that unfortunately the interlocal agreement with the school district is still not in place, but they are still hopeful it will happen before the first day of school. He announced that the 50th anniversary of the Copper Cup ice-skating competition is taking place at the recreation center this week.

Mayor Bradshaw updated the Council about a new local sales tax resource at the county level (5th 5th), which, if adopted by Davis County, would allow the flow of funds to its cities, and could help fund some of the regional projects that Bountiful has been involved with, like the Greenway Project and the Bamberger Bridge Project. She encouraged the Council to engage with the County Commissioners about it. The Councilmembers voiced their support of sending the County Commission a letter

CONSIDER APPROVAL OF:

a. **EXPENDITURES GREATER THAN $1,000 PAID ON JULY 8TH, 15TH, 22ND, AND 29TH, 2026**
b. **JUNE 2026 FINANCIAL REPORTS**

Councilmember Bahr made a motion to approve the expenditures and the June 2026 Financial Report, and Councilmember Child seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

CONSIDER APPROVAL OF THE ARCHITECTURAL AND SITE PLAN REVIEW FOR ALPHAGRAPHICS LOCATED AT 1579 N MAIN STREET – MS. AMBER CORBRIDGE

Ms. Amber Corbridge explained that this is for a new building for AlphaGraphics to be located at 1579 N Main Street, currently a vacant lot. The Planning Commission reviewed this application on July 21st and forwarded a 5-1 positive recommendation. The applicant will need to

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comply with lighting and signage standards in the code for final approval, and the Planning Commission suggested the applicant remove 3-4 parking stalls in the NE corner to add more landscaping there, and add an East-facing entrance to the building.

Councilmember Higginson made a motion to approve the architectural and site plan review for AlphaGraphics located at 1579 N Main Street, including the three conditions of approval and the two suggestions from the Planning Commission, and Councilmember Murri seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

CONSIDER APPROVAL OF THE ARCHITECURAL AND SITE PLAN REVIEW FOR THE BOUNTIFUL LIBRARY REMODEL LOCATED AT 725 S MAIN STREET – MS. AMBER CORBRIDGE

Ms. Corbridge explained that this is a request to remodel the library in Bountiful, including improvements to the building and landscaping and changes to site access. The plan was reviewed and forwarded with a positive recommendation by the Planning Commission on August 4th. The plan meets all code requirements and adheres to the objectives of the general plan.

Mayor Bradshaw expressed her excitement that this important building was being updated and will be able to serve our residents in new ways for many year.

Architect Trent Smith talked about some of the changes being made to the building and the site.

County Commissioner Lorene Kamalu expressed her excitement for this project and her pride in the team who made it happen, and thanked the City Council for their support during the this process.

Councilmember Bahr made a motion to approve the architectural and site plan review for the Bountiful library remodel and Councilmember Bell seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

CONSIDER APPROVAL OF THE PURCHASE OF FOUR POLICE VEHICLES FROM YOUNG AUTOMOTIVE GROUP AND EUROSPORTS UTAH IN THE TOTAL AMOUNT OF $208,326 – ASST CHIEF DAVID GILL

Assistant Chief Gill clarified that this item is for the purchase of five total vehicles; two (2) Dodge Durango's, one (1) Chevy Travers, one (1) Ford F150, and one (1) BMW motorcycle R1300. The first 4 vehicles will be purchased from Young Automotive Group, and the motorcycle will be purchased from Eurosports Utah. The Police Department plans to sell 4 of its older vehicles through auction, but will keep the 2013 BMW motorcycle and upgrade it for training purposes.

Councilmember Higginson asked what upgrades will be added to the 2013 BMW motorcycle. Assistant Chief Gill answered that the plastic parts on the sides of the motorcycle will be removed, and they will add metal braces to the frame that help protect it from damage.

Councilmember Higginson made a motion to approve the purchase of five police vehicles from both Young Automotive Group and Eurosports Utah, and Councilmember Murri seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

CONSIDER APPROVAL OF THE PURCHASE OF TWO CREW WORK TRUCKS FROM YOUNG FORD IN THE TOTAL AMOUNT OF $119,750 – MR. BROCK HILL

Mr. Brock Hill explained that one of these trucks is for use in the Parks Department and the other is for the Government Buildings Department. The Parks Department truck will replace a 2009

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Dodge and the Government Buildings truck will replace a 2015 Dodge 2500. Those vehicles will go to auction. He added that staff sought bids from Young Automotive Group, who has the state contract, and they were able to find Ford 150's that met our needs. The Parks truck will need to have work boxes added at a later date, but they are planned for in the budget as well.

Councilmember Bahr made a motion to approve the purchase of two trucks from Young Ford and Councilmember Child seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

Councilmember Higginson asked Mr. Brock Hill if the London Plain Trees at Town Square are savable or not. Mr. Brock Hill answered that they are savable, and that staff has an arborist working on a plan for those trees.

CONSIDER APPROVAL OF THE PURCHASE OF A VARIABLE FREQUENCY DEVICE FROM CODALE ELECTRIC IN THE TOTAL AMOUNT OF $25,884 – MR. ALLEN JOHNSON

Mr. Allen Johnson explained that the Variable Frequency Drive (VFD) is the starter motor for the Taurus Generator; it gets the generator up to speed slowly and slows it down slowly ensuring that the generator shaft does not warp from the heat. He added that the VFD failed at a critical generation time, so staff got approval from the City manager to purchase a new VFD and get it installed immediately.

Councilmember Bell made a motion to ratify the purchase of a VFD and Councilmember Murri seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

At the request of the City manager, Mr. Johnson gave an update about the Echo Hydro transmission line. He showed a map of the area affected by the wildfire, saying that roughly 48 structures (about 70 poles) have been burned so far. He said crews are hopeful they will be able to hold the line at Franklin.

Chief Larsen gave an update about which fires the SDMFD firefighters have been dispatched to help with lately, listing the Rocky Canyon Fire which was moving toward Henefer, a fire in Box Elder County, and fires in eastern Washington State.

CONSIDER APPROVAL OF THE AWARD OF SCHEDULES 1 THROUGH 5 OF THE 2026 STORM DRAIN PROJECTS TO MC GREEN & SONS AT THE UNIT PRICES IDENTIFIED IN THE BID TABBULATION – MR. LLOYD CHENEY

Mr. Lloyd Cheney explained that this is for schedules 1-5 of the 2026 storm drain project. It will include two projects that did not get done in the last fiscal year and need to be completed. Staff recommends awarding the contract to MC Green & Sons.

Councilmember Higginson made a motion to award schedules 1-5 of the 2026 storm drain projects to MC Green & Sons, and Councilmember Murri seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

CONSIDER APPROVAL OF THE TRAFFIC SAFETY COMMITTEE RECCOMMENDATIONS FOR MAIN STREET – MR. LLOYD CHENEY

Mr. Cheney explained that following staff investigations into the conditions on Main Street via a speed study and an accident review, the Traffic Safety Committee met and discussed recommendations for increasing safety in the downtown zone. The committee is recommending the installation of painted "25 MPH" pavement messages located at 200 S (northbound lane) and 200 N

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(southbound lane), and the installation of Rectangular Rapid Flashing Beacons (RRFBs) to the pedestrian crosswalks located in the blocks between 200 S and 100 S. They also recommend upgrading those crosswalk markings to diagonal "zebra style" markings.

Councilmember Higginson asked how many accidents have occurred at those mid-block crossings. Mr. Cheney answered that no accidents have occurred there. Mayor Bradshaw asked if these upgrades are to help encourage more people to use the crossings and hopefully decrease the number of accidents happening at other locations. Mr. Cheney said that was correct. Councilmember Bahr added that the committee feels adding the RRFBs at these locations will help alert drivers to be more careful the entire length of downtown Main Street.

Councilmember Bell said that having a social media campaign is part of the committee's' recommendations as well.

Mayor Bradshaw asked if Mr. Cheney thought we could get a grant from the County for these RRFBs like we are receiving for the ones being installed at 400 N and 500 S. Mr. Cheney answered that he is not confident we can get additional funding for these, but that he would ask.

Councilmember Child voiced her support of these recommendations, saying she believes they will be a comfort to the family of one of the accident victims.

Councilmember Higginson said although he does not see any data that supports the midblock crossing updates, he would be happy to vote for them.

Councilmember Bahr made a motion to approve the recommendations of the Traffic Safety Committee for Main Street and Councilmember Bell seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

CONSIDER APPROVAL OF ORDINANCE NO. 2026-07, AMENDING TITLE 5 OF THE BOUNTIFUL CITY CODE – MR. BRADLEY JEPPSEN

Mr. Bradley Jeppsen recapped what was discussed in the work session that took place on July 14, 2026. He noted the changes that were made at the request of the Councilmembers and explained that this ordinance was approved by the Planning Commission, the City manager and the Planning Director.

Councilmember Bell asked if streetside stands (selling lemonade, vegetables, flowers or pets, for example) were businesses as defined in the city code, and if they needed to have business licenses or not. Mr. Jeppsen answered that according to the current code, they do require a business license to operate, but he said that staff will look into that when they review Chapter 12 which deals with temporary licenses, and probably make the suggestion to change that rule. Councilmember Bell and Mayor Bradshaw said they were glad it will be looked st soon.

Councilmember Bell made a motion to approve Ordinance No. 2026-07 and Councilmember Higginson seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

ADJOURN

Councilmember Murri made a motion to adjourn the meeting and Councilmember Child seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

The meeting was adjourned at 9:07 pm.

PENDING

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Mayor Kate Bradshaw

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City Recorder

PENDING

Minutes of the
BOUNTIFUL CITY COUNCIL
August 25th, 2026 – 5:30 p.m.

Official notice of the City Council Meeting was given by posting an Agenda at City Hall and on the Bountiful City Website and the Utah Public Notice Website and by providing copies to the following newspapers of general circulation: The City Journal and Standard Examiner.

Work Session – 5:30 p.m.
City Council Chambers

Present:	Mayor	Kate Bradshaw
	Councilmembers	Mille Segura Bahr, Dan Bell, Beth Child, Richard Higginson, Matt Murri
	City Manager	Gary Hill
	City Attorney	Brad Jeppsen
	City Engineer	Lloyd Cheney
	Planning Director	Francisco Astorga
	Finance Director	David Burgoyne
	Streets Director	Charles Benson
	Water Director	Kraig Christensen
	Electrical Engineer	Luke Veigel
	Power Superintendent	Jess Pearce
	Parks Director	Brock Hill
	Chief of Police	Ed Biehler
	City Recorder	Sophia Ward
	Recording Secretary	Maranda Hilton

Mayor Bradshaw called the meeting to order at 5:31 pm and welcomed those in attendance, saying she was happy to have the chambers so full of happy people there for the BCYC swearing-in ceremony.

BOUNTIFUL CITY YOUTH COUNCIL INDUCTION CEREMONY – MS. SOPHIA WARD

Mayor Bradshaw asked Councilmember Murri to share some thoughts about the BCYC.

Councilmember Murri expressed his gratitude that Bountiful has so many youth who are willing to give of their time to serve their community and contribute to something bigger than themselves. He explained that the BCYC organization runs several important events each year that have become staples of the community, and they also participate in a lot of community service. He said that through their participation in BCYC they will learn important life skills, like budgeting, speaking in front of adults, and leading their peers. He thanked them for their willingness to take on this commitment to serve and to care for their community, and he congratulated them on their membership in the BCYC this year. He also thanked Mr. John Cook and Ms. Taylor Cook, the BCYC advisors, for the time and energy they put in to make each meeting and event outstanding.

Mayor Bradshaw expressed how much value the BCYC adds to our community, saying that many of the community service organizations request their help knowing they will heed the call. She also thanked the Cooks and said they do an amazing job.

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Mr. Johnny Alley, BCYC Mayor, addressed the youth, encouraging them to get involved in the community and to become civically engaged. He congratulated them on their membership in the BCYC, saying their participation shows that they are taking ownership of their hometown, and expressing his belief that this type of local involvement is what keeps America a great place to live.

Ms. Taylor Cook introduced each of this year's BCYC members.

Ms. Sophia Ward, City Recorder, led the swearing-in ceremony.

PROJECT PRIORITIZATION DISCUSSION – MR. GARY HILL

Mr. Gary Hill presented the master list of current and upcoming capital projects and said staff would like to know if the Council agrees with how they have been prioritized. He explained that they were listed by fiscal year and sorted into three categories; "Must Complete", "May Complete", and "May Not be Completed". He added that if the Council wanted to move any of the items to a higher level, then another project would need to be moved down to balance the capacity of staff time and other resources.

Mr. Lloyd Cheney, Mr. Brock Hill, Mr. Kraig Christensen, Mr. Luke Veigel, Mr. Jess Pearce, and Mr. Gary Hill gave details about each of the projects on the list and answered any questions that arose.

Mayor Bradshaw noted how many projects require a lot of engineering staff time and asked if it was time to discuss adding another full-time employee to that department. Mr. Gary Hill said that the upcoming Fall Council Retreat would be a good time to address it, as well as during budgeting process, since adding another employee would also mean proposing a property tax increase.

Mayor Bradshaw said she would like to see the pedestrian crossings at 400 North and 500 South moved higher up on the priority list. Mr. Gary Hill said, if that was the case, the Council would need to find another project to move down the list, but said that they will have ongoing discussions about this.

Councilmember Child said she would like to see the upgrades to the stage at Bountiful Park moved higher up as well. Mr. Gary Hill suggested moving the greenhouse reconstruction lower to accommodate that change.

Councilmember Bahr asked if the Council could please receive an updated list from staff, and if it could include descriptions of each project. Mr. Gary Hill said they would get that to the Council.

The work session ended at 6:56 pm.

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Regular Meeting – 7:00 p.m.
City Council Chambers

Present:	Mayor	Kate Bradshaw
	Councilmembers	Mille Segura Bahr, Dan Bell, Beth Child, Richard Higginson, Matt Murri
	City Manager	Gary Hill
	City Attorney	Brad Jeppsen
	City Engineer	Lloyd Cheney
	Planning Director	Francisco Astorga
	Finance Director	David Burgoyne
	Streets Director	Charles Benson
	Water Director	Kraig Christensen
	Parks Director	Brock Hill
	Chief of Police	Ed Biehler
	City Recorder	Sophia Ward
	Recording Secretary	Maranda Hilton

WELCOME, PLEDGE OF ALLEGIANCE AND THOUGHT/PRAYER

Mayor Bradshaw called the meeting to order at 7:01 pm and welcomed those in attendance. Ms. Amelia Rose led the Pledge of Allegiance and Mr. Johnny Alley offered a thought expressing gratitude for the many departments that keep the city running; Power, Landfill, Parks, Police, Fire, Streets, Sanitation and Recycling, Water, and all other utilities. He thanked each of the Councilmembers and the Mayor for volunteering their time to serve the community and being excellent examples of leadership.

PUBLIC COMMENT

The time for public comment was opened at 7:04 pm.

Ms. Linda Meldrum (resident) pleaded with the Council to change the annual Handcart Days parade back to the evening of July 24th, saying that it was one of her favorite family traditions to attend the parade, but her sensitivity to the heat keeps her from going now that it's in the morning. She expressed her belief that the evening parade made Bountiful a leader among small Utah towns and it was a great way to show appreciation for our heritage.

Mr. Danny Naylor (resident) shared his concern that Bountiful Police have been issuing traffic tickets for behavior that is technically against the law, but is actually safe behavior; e.g. stopping before the line of the intersection, then creeping up to see cross-traffic better. He argued that Police and official City responses to the Facebook discussion on this topic will result in a lose-lose situation that will ultimately sew distrust in our police officers. He suggested that the City would be better served by putting out an information campaign than by issuing tickets to drivers who are trying to be safe.

Mr. Ron Mortensen (resident) expressed his opposition to the County adopting the new "5th 5th" local option sales tax. He said residents already pay numerous taxes for transportation and mass transit, and that sales taxes are inflationary and thus raise the prices of household goods. He stated that if this new tax is approved each person will end up paying an additional $32 each year in transit taxes. He asked the Council to not ask the County Commissioners to increase transit taxes.

Mr. Garrie McLaws (resident) said he often hears gunfire in his neighborhood when he walks

PENDING

his dog during the day. He also sees people firing weapons up on Skyline Drive. He asked the Council if they could do anything to encourage people to use the gun range and stop firing weapons in other locations.

Ms. Morgan Nelson (resident) voiced her concern that the new crosswalk approved for installation at 400 North/200 East will eliminate the left turn access onto 200 East which serves as the primary thru street for many of the houses in her neighborhood. She said she believes this change will redirect more traffic onto residential streets that were never meant to be feeder, thus decreasing the safety of a neighborhood where many young children live. She believes this change will also send more traffic through the triangle intersection at 400 N/Main Street, which she feels is already dangerous. She asked the Council what data was used to determine that traffic in her neighborhood would not be impacted. She said she and her neighbors agree that a safer crosswalk is needed, but they feel other options should be explored to find one that will not require the elimination of the left turn lane.

The time for public comment was closed at 7:15 pm.

CONSIDER APPROVAL OF THE MINUTES OF THE PREVIOUS MEETINGS HELD ON JULY 14TH, 2026

Councilmember Murri made a motion to approve the minutes of the previous meeting held on July 14th, 2026, and Councilmember Higginson seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

COUNCIL REPORTS

Councilmember Bell presented data on the Recreation District youth sports programs, showing that children from Bountiful make up the majority of participants in each of the programs offered.

Councilmember Bahr did not have a report.

Councilmember Child thanked Mr. Richard Watson for organizing another successful series of summer concerts and encouraged everyone to buy tickets to the fundraising concert on September 4th at 7 pm at WXHS to see Toast. She announced that the CERT program will begin on October 10th and take place on Thursday evenings. She announced that the 9/11 Day of Service is coming up, and the City will oversee a food drive and a cleanup of Creekside Park. The Veterans Park will also have a cleanup that day. She reported that Planning staff has been doing a great job walking the Planning Commission through the Land Use Code at each meeting as they do the work of cleaning it up.

Councilmember Murri said he is trying to have a representative from the Sewer District come give them an update on the latest sewer issues. Mayor Bradshaw said she would like to have a tour of their facility.

Councilmember Higginson reported that Bountiful is not currently receiving any power from the Echo Hydro facility, due to the damage to the transmission line caused by the Rocky Canyon fire. He said that the Power Commission discussed the options to either repair the line and bear the liability of any future disasters, or pay to connect to Rocky Mountain Power's transmission line and let them bear the liability.

Mayor Bradshaw reported that another blood drive took place, hosted by the Bountiful Community Service Council, and Bountiful has now donated 128 pints of blood toward its goal of collecting 250 pints as part of the America250 celebration. She announced that there are a few more drives planned through the fall. She read comments on behalf of Ms. Kelly Chapman, who asked the Council to make the intersection at 1800 South/Bountiful Blvd into a 4-way stop with warning lights

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in advance of the intersection. Ms. Chapman was involved in an automobile/bicycle collision at that location, and said that the cyclist's unfamiliarity with the intersection was a contributing factor in the collision, which luckily was not fatal.

CONSIDER APPROVAL OF EXPENDITURES GREATER THAN $1,000 PAID ON AUGUST 5TH AND 12TH, 2026

Councilmember Higginson made a motion to approve the expenditures paid August 5th and 12th, and Councilmember Bell seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

CONSIDER APPROVAL OF THE PURCHASE OF TWO TORO WORKMAN HDX 4WD HEAVY-DUTY WORK CARTS FROM TURF EQUIPMENT IN THE TOTAL AMOUNT OF $85,324 – MR. BROCK HILL

Mayor Bradshaw moved this item earlier than what was posted on the agenda.

Mr. Brock Hill explained that these two work carts will be replacing three carts currently in the fleet that are very old. He said that staff reached out to two equipment companies who provide this type of equipment and recommend accepting the low bid from Turf Equipment.

Mayor Bradshaw said that the Ukrainian delegation asked if the City would be willing to donate old equipment to them that we no longer need, and asked Mr. Brock Hill if these carts still had some life left in them and could be donated. Mr. Gary Hill explained that in order to donate equipment to anyone, the City would need to review our excess property policy and probably amend it to allow for that. Mayor Bradshaw said she would like to do that. Mr. Brock Hill said he was happy to donate the old carts if the policy allowed it.

Councilmember Higginson expressed his amazement that the old carts lasted so long and thanked Mr. Brock Hill for prolonging their life to save money. Mr. Brock Hill gave credit to the great mechanics at the golf course for that.

Councilmember Bahr made a motion to approve the purchase of two work carts from Turf Equipment and Councilmember Child seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

CONSIDER APPROVAL OF THE PURCHASE OF TWO TRUCKS FROM SALT LAKE VALLEY RAM AND ONE TRUCK FROM YOUNG FORD OF OGDEN IN THE TOTAL AMOUNT OF $50,197 – MR. KRAIG CHRISTENSEN

Mr. Kraig Christensen explained that as part of their 5-year capital plan replacement program, they are asking to purchase three work trucks (2 supervisor trucks and 1 staff truck). Staff recommends accepting the low bid from Salt Lake Valley Ram for the supervisor trucks ($53,385 each, $106,770 total) and the low bid from Young Ford of Ogden for the staff truck ($50,197).

Councilmember Bell made a motion to approve the truck purchases as presented, noting the total for the supervisor trucks was $106,770 and the staff truck totaled $50,197. Councilmember Murri seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

CONSIDER APPROVAL OF THE RELEASE OF THE PUBLIC UTILITY EASEMENTS ALONG THE COMMON LOT LINE OF 1466 E. 250 NORTH – MR. LLOYD CHENEY

Mr. Lloyd Cheney explained that the owner of three vacant lots adjacent to their property located at 1466 East 250 North, is proposing the easements between Lots 15 (Pheasant Ridge) & 6

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(Johnson-Murray), and Lots 5 (Johnson-Murray) & 4 (Johnson-Murray) be released to accommodate a new configuration for the Pheasant Ridge and Johnson-Murray Subdivisions. He explained that the new configuration will provide adequate easements along the new side property lines, so staff recommends approving the releases.

Councilmember Higginson made a motion to approve the release of the easements as presented and Councilmember Bell seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, and Murri voting "aye."

ADJOURN

Councilmember Higginson made a motion to adjourn the meeting and Councilmember Child seconded the motion. The motion passed with Councilmembers Bahr, Bell, Child, Higginson, and Murri voting "aye."

The meeting was adjourned at 7:40 pm.

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Mayor Kate Bradshaw

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City Recorder

PENDING

City Council Staff Report

Subject: Expenditures for Invoices > $1,000 paid August 19 & 26, 2026
Author: David Burgoyne, Finance Director
Department: Finance
Date: September 8, 2026

Background

This report is prepared following the weekly accounts payable run. It includes payments for invoices hitting expense accounts equaling or exceeding $1,000.

Payments for invoices affecting only revenue or balance sheet accounts are not included. Such payments include: those to acquire additions to inventories, salaries and wages, the remittance of payroll withholdings and taxes, employee benefits, utility deposits, construction retention, customer credit balance refunds, and performance bond refunds. Credit memos or return amounts are also not included.

Analysis

Unless otherwise noted and approved in advance, all expenditures are included in the current budget. Answers to questions or further research can be provided upon request.

Department Review

This report was prepared and reviewed by the Finance Department.

Significant Impacts

None

Recommendation

Council should review the attached expenditures.

Attachments

Weekly report of expenses/expenditures for invoices equaling or exceeding $1,000, paid August 19 & 26, 2026.

Expenditure Report for Invoices (limited to those outlined in staff report) >$1,000.00
Paid August 19, 2026

VENDOR	VENDOR NAME	DEPARTMENT	ACCOUNT	ACCOUNT DESC	AMOUNT	CHECK NO	INVOICE	DESCRIPTION
1035	ADS, LLC	Light & Power	535300 474520	M&E PineView	8,008.33	252561	54108.080626	Flow Meter - Cust # C-10742
1425	BOUNTIFUL HISTORICAL	Legislative	104110 492070	Contr-Btfl Historical Soc	25,000.00	252565	08172026	FY27 Museum Operating Grant
1393	BTS RECYCLING & MANU	Landfill Operations	585820 462400	Contract Equipment	27,410.00	252567	130	Green waste grinding
1720	CODALE ELECTRIC SUPP	Light & Power	535300 448614	Power Plant Equipment Repairs	1,027.31	252575	S010110497.001	Taurus VFD Cord
9982	DIAMOND TREE EXPERTS	Light & Power	535300 448632	Distribution	12,191.28	252578	76671	Tree Trimming
2055	ELECTRICAL CONSULTAN	Light & Power	535300 474790	CIP 09 Dist Sub NW Substation	10,129.50	252556	148184	NW Sub for June 2026
2164	FERGUSON ENTERPRISES	Water	515100 448400	Dist Systm Repair & Maint	1,307.36	252582	1294465-1	Misc. Parts/Supplies - Cust # 48108
2164	FERGUSON ENTERPRISES	Water	515100 448400	Dist Systm Repair & Maint	1,607.81	252582	1294470	Misc. Parts/Supplies - Cust # 48108
2164	FERGUSON ENTERPRISES	Water	515100 448400	Dist Systm Repair & Maint	2,101.20	252582	1294224-1	Misc. Parts/Supplies - Cust # 48108
2164	FERGUSON ENTERPRISES	Water	515100 448400	Dist Systm Repair & Maint	5,659.90	252582	1294465	Misc. Parts/Supplies - Cust # 48108
8701	FOREUP GOLF SOFTWARE	Golf Course	555500 431000	Profess & Tech Services	8,245.78	252585	07-2026-72720	Point of Sale Yearly Payment - Cust ID 18950
2350	GREEN SOURCE, L.L.C.	Golf Course	555500 426000	Bldg & Grnd Suppl & Maint	2,044.20	252588	26404	Turf Supplies
2350	GREEN SOURCE, L.L.C.	Cemetery	595900 426000	Bldg & Grnd Suppl & Maint	4,550.50	252588	26284	Misc. Parts/Supplies
2510	HOLLAND EQUIPMENT CO	Landfill Operations	585820 425000	Equip Supplies & Maint	2,344.24	252589	46623	Hitachi Loader Parts
2517	HOME DEPOT CREDIT SE	Light & Power	535300 448636	Special Equipment	1,098.00	252557	2930966	Misc. Parts/Supplies
2517	HOME DEPOT CREDIT SE	Light & Power	535300 448636	Special Equipment	2,499.00	252557	5320880	Utility Crimper
2613	INTERMOUNTAIN FUSE S	Light & Power	535300 448614	Power Plant Equipment Repairs	2,753.64	252593	3055038	Fuses - Cust ID 10516
6959	JANI-KING OF SALT LA	Light & Power	535300 424002	Office & Warehouse	1,883.10	252596	SLC08260032	August 2026 Janitorial Service
8137	LAKEVIEW ASPHALT PRO	Streets	104410 441200	Road Matl Patch/ Class C	1,195.56	252597	17008	Paving - Cust # BOUN02610
8137	LAKEVIEW ASPHALT PRO	Streets	104410 441200	Road Matl Patch/ Class C	9,073.08	252597	17022	Paving - Cust # BOUN02610
8137	LAKEVIEW ASPHALT PRO	Streets	104410 473200	Road Materials - Overlay	7,496.82	252597	17036	Paving - Cust # BOUN02610
8137	LAKEVIEW ASPHALT PRO	Streets	104410 473200	Road Materials - Overlay	14,348.88	252597	16996	Paving - Cust # BOUN02610
8137	LAKEVIEW ASPHALT PRO	Streets	104410 473200	Road Materials - Overlay	23,606.10	252597	17081	Paving - Cust # BOUN02610
2886	LAKEVIEW ROCK PRODUC	Water	515100 461300	Street Opening Expense	2,851.80	252598	448480	Road base - Cust # BCTY07399
13018	ONTERRIS, INC	Light & Power	535300 448614	Power Plant Equipment Repairs	7,597.00	252612	CINV-532030	Emissions Testing - Cust ID C-009431
15715	PAVION CORP	Computer Maintenance	616100 429200	Computer Software	2,430.83	252614	PSE-PSI-67333	Avigilon Software Upgrade - Cust # 70198
3549	PREMIER VEHICLE INST	Police	104210 425430	Service & Parts	16,230.93	252559	49560	Police Vehicle equipment
4775	ROCKY MOUNTAIN VALVE	Water	515100 448400	Dist Systm Repair & Maint	6,497.52	252622	INV-02492	Misc. Parts/Supplies
9407	SPECIALTY ELECTRICS,	Light & Power	535300 474790	CIP 09 Dist Sub NW Substation	14,049.74	252626	2516-4	Relay Panel
4051	STATE OF UTAH	Landfill Operations	585820 431300	Environmental Monitoring	4,489.00	252630	08172026	Landfill Solid Waste Quarterly Fee 2Q2026
4229	TOM RANDALL DIST. CO	Streets	104410 425000	Equip Supplies & Maint	35,851.21	252636	0422258	Fuel - Acct # 000275
4229	TOM RANDALL DIST. CO	Golf Course	555500 425000	Equip Supplies & Maint	4,707.72	252636	0421773	Fuel - Acct # 000276
16159	TRAFFIC PARTS	Streets	104410 441300	Street Signs	1,520.80	252637	591306	School Signs - Cust # 1492
4273	TURF EQUIPMENT CO	Golf Course	555500 426000	Bldg & Grnd Suppl & Maint	2,182.60	252638	3042985-01	Misc. Parts/Supplies
5000	U.S. BANK CORPORATE	Parks	104510 426000	Bldg & Grnd Suppl & Maint	1,503.73	252648	08102026BH	Misc. Parts/Supplies - Acct #4246-0445-5571-8851
5000	U.S. BANK CORPORATE	PSAP - E911	104219 423000	Travel & Training	1,521.38	252648	08102026DG	Parade Supplies, Train - Acct #4246-0445-5571-8851
5000	U.S. BANK CORPORATE	Light & Power	535300 423000	Travel & Training	1,588.41	252648	08102026AJ	Training & Misc. - Acct #4246-0445-5571-8851
5000	U.S. BANK CORPORATE	Water	515100 431000	Profess & Tech Services	1,623.36	252648	08102026GW	Misc. Parts/Supplies - Acct #4246-0445-5571-8851
5000	U.S. BANK CORPORATE	Landfill Operations	585820 429200	Computer Software	1,800.00	252648	08102026JE	Misc. Parts/Supplies - Acct #4246-0445-5571-8851
5000	U.S. BANK CORPORATE	Police	104210 422000	Public Notices	2,459.67	252648	08102026DG	Parade Supplies, Train - Acct #4246-0445-5571-8851
4331	USA BLUE BOOK	Water	515100 426000	Bldg & Grnd Suppl & Maint	2,509.95	252640	INV01129609	Wall Mount Panel - Cust # 228844
4450	VERIZON WIRELESS	Light & Power	535300 448641	Communication Equipment	3,701.07	252641	6149980160	Account # 371517689-00001
8325	WESTERN WATER WORKS	Water	515100 448400	Dist Systm Repair & Maint	1,704.20	252644	2113769-00	Misc. Parts/Supplies - Cust # 100743
7732	WINGFOOT CORP	Police	104210 426000	Bldg & Grnd Suppl & Maint	2,995.00	252645	26-01058	Janitorial Services
10488	YOUNG FORD	Government Buildings	454160 474500	Machinery & Equipment	60,622.00	252646	11N3407	2026 F150 Vin # FB29024
10488	YOUNG FORD	Parks	454510 474500	Machinery & Equipment	58,825.00	252646	11D3394	2026 F150 Vin # FB87614
13321	ZOHO CORP	Computer Maintenance	616100 429200	Computer Software	1,461.00	252647	5020050924	Self Service Plus w2/MFA
13321	ZOHO CORP	Computer Maintenance	616100 429200	Computer Software	3,410.00	252647	5020050925	UE & Gateway
				TOTAL:	419,715.51			

Expenditure Report for Invoices (limited to those outlined in staff report) >$1,000.00
Paid August 26, 2026

VENDOR	VENDOR NAME	DEPARTMENT	ACCOUNT	ACCOUNT DESC	AMOUNT	CHECK NO	INVOICE	DESCRIPTION
1164	ANIXTER, INC.	Light & Power	535300 448632	Distribution	1,276.00	252653	6858866-01	Misc. Parts/Supplies - Cust # 6000052
1164	ANIXTER, INC.	Light & Power	535300 448632	Distribution	2,620.00	252653	6810296-03	Mini Wedges - Cust # 6000052
4806	CHEMTECH-FORD, INC	Water	515100 431000	Profess & Tech Services	1,095.00	252664	26G1858	Lab Fees
1815	CROFT POWER EQUIPMEN	Landfill Operations	585820 426000	Bldg & Grnd Suppl & Maint	1,799.99	252670	213191	Misc. Parts/Supplies - Cust # 1728
13599	DAVIS PARK CAFE	Golf Course	555500 448240	Items Purchased - Resale	1,910.00	252672	192	Men's Club Championship lunch
9982	DIAMOND TREE EXPERTS	Light & Power	535300 448632	Distribution	12,392.32	252676	76673	Tree Trimming
2009	DURK'S PLUMBING SUPP	Parks	104510 426000	Bldg & Grnd Suppl & Maint	3,512.97	252678	03145385	Misc. Parts/Supplies - Acct # 512
2055	ELECTRICAL CONSULTAN	Light & Power	535300 474790	CIP 09 Dist Sub NW Substation	8,934.48	252679	149595	NW Sub Eng
5281	ENBRIDGE GAS UTAH	Light & Power	53 213100	Accounts Payable	79,998.75	252680	08012026L	Account # 6056810000
2229	FRODSHAM BETTER LAWN	Parks	104510 426000	Bldg & Grnd Suppl & Maint	1,045.00	252685	165806	Lawn Treatments - Cust # 38730
2229	FRODSHAM BETTER LAWN	Parks	104510 426000	Bldg & Grnd Suppl & Maint	2,500.00	252685	165807	Lawn Treatments - Cust # 38730
2537	HOSE & RUBBER SUPPLY	Storm Water	494900 425000	Equip Supplies & Maint	1,127.72	252694	02238285	Misc. Parts/Supplies - Cust # B1580
15574	ISLAND VIEW PLUMBING	Redevelopment Agency	737300 426100	Special Projects	1,080.50	252698	4337	New sink install and supplies
8137	LAKEVIEW ASPHALT PRO	Streets	104410 441200	Road Matl Patch/ Class C	1,509.84	252703	17117	Paving - Cust # BOUN02610
8137	LAKEVIEW ASPHALT PRO	Streets	104410 473200	Road Materials - Overlay	21,474.82	252703	17133	Paving - Cust # BOUN02610
2886	LAKEVIEW ROCK PRODUC	Water	515100 461300	Street Opening Expense	3,639.02	252704	448538	Road Base - Cust # BCTY07399
2913	LAYTON CITY CORP	Storm Water	494900 422000	Public Notices	5,546.00	252706	2026DCSWC-BOU	Annual Coalition Membership Dues
15622	LEGER, ANDY	Legislative	104110 492080	Community Events-BntflComServC	3,500.00	252707	08242026	Performance on July 31st summer concert
2931	LES OLSON COMPANY	Streets	104410 424000	Office Supplies	1,132.49	252708	EA1722074	Maintenance - Cust # 01-BOUCI
15535	M STREET BRIDGE	Legislative	104110 492080	Community Events-BntflComServC	2,500.00	252710	260821	Bountiful Concert Series
3200	MOUNTAIN WEST TRUCK	Streets	104410 425000	Equip Supplies & Maint	2,975.79	252716	XA101133051:01	Fuel Tank
3195	MOUNTAINLAND SUPPLY	Water	515100 448400	Dist Systm Repair & Maint	6,888.20	252717	S108095631.002	Misc. Parts/Supplies - Cust # 18498
3195	MOUNTAINLAND SUPPLY	Water	515100 448400	Dist Systm Repair & Maint	9,152.31	252717	S108095631.001	Misc. Parts/Supplies - Cust # 18498
16379	NATIONAL BUSINESS FU	Legal	104120 425000	Equip Supplies & Maint	1,123.75	252650	MK627342-TDQ	Office Desk
15142	OLYMPUS REFUSE	Recycle Collection Operations	585810 425000	Equip Supplies & Maint	3,101.74	252723	627286	Recycle Truck Parts
3458	PETERBILT OF UTAH, I	Streets	104410 425000	Equip Supplies & Maint	1,821.38	252737	1127946PU	Misc. Parts/Supplies - Acct # 457
6148	PLANT, CHRISTENSEN &	Liability Insurance	636300 431000	Profess & Tech Services	1,020.00	252739	98793	Boulter v. Bountiful City - Acct # 1415-23385
5553	PURCELL TIRE AND SER	Refuse Collection Operations	585800 425000	Equip Supplies & Maint	4,627.82	252745	280151453	Tire Service - Cust # 2801867
13267	SLATE ROCK FR LLC	Light & Power	535300 445202	Uniforms	4,220.76	252757	106253	FR Clothing
5603	STANDARD RESTAURANT	Water	515100 426000	Bldg & Grnd Suppl & Maint	5,577.47	252762	SLC2418548	Ice Machine repair
16167	TAYLOR ELECTRIC	Streets	104410 473400	Concrete Repairs	24,823.36	252766	08242026	Sidewalk repairs & ect. for Bountiful CIty
16167	TAYLOR ELECTRIC	Storm Water	494900 441260	Wtrway Replcment-Concrete Rpr	37,364.65	252766	08242026	Sidewalk repairs & ect. for Bountiful CIty
16167	TAYLOR ELECTRIC	Light & Power	535300 448632	Distribution	4,835.86	252766	08242026	Sidewalk repairs & ect. for Bountiful CIty
4229	TOM RANDALL DIST. CO	Streets	104410 425000	Equip Supplies & Maint	38,997.75	252768	0422837	Fuel - Acct # 000275
4341	UTAH ASSOCIATED MUNI	Light & Power	53 213130	UAMPS Accrual	3,029,548.94	252773	08252026	July 2026 payment for Power Resource
16377	UTAH METAL WORKS	Light & Power	535300 448614	Power Plant Equipment Repairs	1,050.70	252774	131276	Battery Disposal - Acct # 45283
8034	WASATCH SOUND	Legislative	104110 492080	Community Events-BntflComServC	7,250.00	252776	10279	Sound & Lighting for Bountiful Concert series
				TOTAL:	3,342,975.38			

City Council Staff Report

Subject: ECI Engineering Services for Transmission Relocation Change Order Agreement approval for the UDOT Reconstruction for I-15
Author: Allen Ray Johnson, Director
Department: Light & Power
Date: September 8, 2026

Background

The Utah Department of Transportation (UDOT) plans to reconstruct I-15 from 600 North in Salt Lake City to Farmington, with construction scheduled to begin in 2027. As part of this initiative, transmission poles located along the Centerville frontage road must be relocated to accommodate the new bridge and interstate widening.

Several existing poles will be moved to the east side of the frontage road to ensure compliance with project requirements and maintain system reliability. All relocations are to be completed prior to the commencement of UDOT's reconstruction activities.

Analysis

Electrical Consultants Inc. (ECI) is an engineering firm that we have worked with in the past and they have an office in Woods Cross. They have worked with us on several other transmission and distribution projects including the rebuilding of our transmission line from 400 North to the Northwest Substation completed in 2017, and the distribution line on 3100 South Feeder 575 completed in 2021. Both these projects included several steel and wood poles. We have a very good working relationship with ECI and have been pleased with the past services they have provided.

The original scope of work included engineering, specification development, and procurement support for the reroute of the transmission line, consisting of three steel poles, two switch wood poles, three tangent wood poles, and approximately 0.4 miles of new conductor. ECI provided a fee proposal of $163,700 to complete these engineering services. During design development, however, additional work was required beyond the original scope, including elevation changes, identifying and coordinating freeway signs and streetlight locations that conflict with existing power lines. Due to these changes, ECI is requesting a change order in the amount of $43,300. This adjustment reflects the additional engineering, drafting, and coordination effort necessary to complete the project.

Department Review

This has been reviewed by the Power Department Staff and the City Manager.

Significant Impacts

We have budgeted $804,097 for this item in the 2026-27 fiscal budget under Transmission, account number 535300-474730.

Although UDOT will reimburse the City, we may need to open the budget to allow for the additional engineering and purchases required to meet the scope of this design-build project within the current budget year.

Recommendation

The Power Commission and Staff recommends the approval of the additional $43,300 for a total of $207,000, for ECI to provide engineering services for the UDOT I-15 reconstruction project.

Attachments

Map

Map:

Transmission Line Shown in red.
Structures associated with this project are shown in blue.

City Council Staff Report

Subject: Transmission Steel Pole Purchase from TAPP for the UDOT Reconstruction for I-15
Author: Allen Ray Johnson, Director
Department: Light & Power
Date: September 8, 2026

Background

This equipment is required as part of the rebuild of the Transmission Line Relocation Project located along the Centerville, Utah frontage road. The project will support the Utah Department of Transportation's planned reconstruction and widening of I-15.

This project includes the installation of ten new transmission poles, five of which will be steel structures. Construction is tentatively scheduled to begin in September 2027.

Analysis

The invitation to bid for the steel poles was sent out to seven vendors and we received three bids. The results of the bid opening are as follows.

Company / Location	Bid Price	Delivery Date
TAPP, Inc., Houston, Texas	$138,016	October 2027
Klute, Inc., York, Nebraska	$180,965	August 2028
SI Utility, LLC, Midland, Texas	$242,816	May 2027
Nello Industries, South Bend, Indiana	No Bid	No Bid
Techline, Inc, Austin, Texas	No Bid	No Bid
DIS-TRAN, Pineville, Louisiana	No Bid	No Bid
Gulf South Poles, Fort Lauderdale, Florida	No Bid	No Bid

Electrical Consultants, Inc. (ECI), the electrical engineering firm that we have hired to assist us with this project have reviewed the bids and verified that the bid from TAPP meets the specifications.

Department Review

This has bid has been reviewed by the ECI, Power Department Staff, and the City Manager.

Significant Impacts

We have budgeted $804,097 for this item in the 2026-27 fiscal budget under Transmission, account number 535300-474730.

Although UDOT is going to reimburse the City, we may need to open the budget to fund the additional engineering and purchases to meet the scope of this project within the current budget year.

Recommendation

The Power Commission and Staff recommend the approval of the bid from TAPP for the Transmission Steel Poles for the sum of $138,016, for the UDOT I-15 reconstruction project.

Attachments

Map

Map:

Existing poles to remain shown in blue.
New wood poles shown in yellow.
New steel poles shown in red.

City Council Staff Report

Subject: Power Poles Purchase from Stella-Jones
Author: Allen Ray Johnson, Director
Department: Light & Power
Date: September 8, 2026

Background

Our Inventory of distribution wood power poles is running low, and we need to replenish it. The poles will be used to replace damaged or rotten poles on the system and for new construction projects throughout the city.

Analysis

We have received quotes for these poles from Stella-Jones in Tacoma, Washington. They are a single source item because no other supplier provides butt treated poles.

Quantity	Description	Price Each	Total	Delivery
20	45 foot class 1	$1,680.67	$33,612	2 weeks

Total Purchase price of $33,612

Department Review

This has been reviewed by the Power Department Staff and the City Manager.

Significant Impacts

These poles will be purchased and placed into inventory until they are used.

Recommendation

The Power Commission and Staff recommend approval of the power pole purchase from Stella-Jones for the total amount of $33,612.

Attachments

None

City Council Staff Report

Subject: S&C PMH-9 Pad Mounted Switchgear Purchase from Irby
Author: Allen Ray Johnson, Director
Department: Light & Power
Date: September 8, 2026

Background

We need to purchase a S&C PMH-9 underground pad mounted switchgear. This is to replace our inventory for a can which failed earlier this summer. We always keep at least one of each type of switchgear in inventory as a backup for emergencies.

Analysis

We have standardized our S&C pad mounted switchgear so we can change them in an emergency or due to routine maintenance without needing to pull in new cables. Using a single footprint allows us to disconnect and connect the internal cables should the switchgear need to be replaced. This helps us keep our inventory costs lower.

This gear is a single source item and is only available from one vendor.

The price for the PMH-9 pad mounted switchgear and the necessary fuse holders is $27,500.

Department Review

This was reviewed by the Power Department and the City Manager.

Significant Impacts

This switchgear will be purchased and placed into inventory until it is installed on the system.

Recommendation

The Power Commission and Staff recommend the purchase of the PMH-9 Pad Mounted Switchgear along with the necessary fuse holders from Irby for the sum of **$27,500**

Attachments

Pictures

City Council Staff Report

Subject: Echo Transmission Line Fire Damage Clean-up
Author: Allen Ray Johnson, Director
Department: Light & Power
Date: September 8, 2026

Background

On August 7, 2026, there was a fire on the mountain that involved our 46KV transmission line which runs from Bountiful to our Echo Hydro project. The fire burned approximately 16,000 acres.

The fire damaged approximately 6.5 miles (an estimated 88 power poles) in an area that has limited access and steep ridges. We are still in the process of determining the feasibility to rebuild the line or to connect our hydroelectric plant to PacifiCorp's line.

We are working to get pricing and availably for the materials and equipment to repair the line. It is looking like it could possibly be 6 to 8 months before we can get all of the necessary materials to rebuild the line. The damaged line is a safety hazard to the area should someone should need to access this area. The State has already reached out to us to find out what our plans are because they want to get people in to reseed and to repair their fences etc.

Analysis

We have contacted three (3) power line contractors to provide the necessary manpower and equipment to go through the area and remove the damaged poles, conductor, and equipment from the damaged area of the line.

We are currently taking the contractors on a field trip to look at the line and will get the actual bid results on Tuesday, September 8, 2026. We will provide you with the summary of the costs and results as soon as possible on Tuesday.

Department Review

This has been reviewed by the Power Department Staff and the City Manager.

Significant Impacts

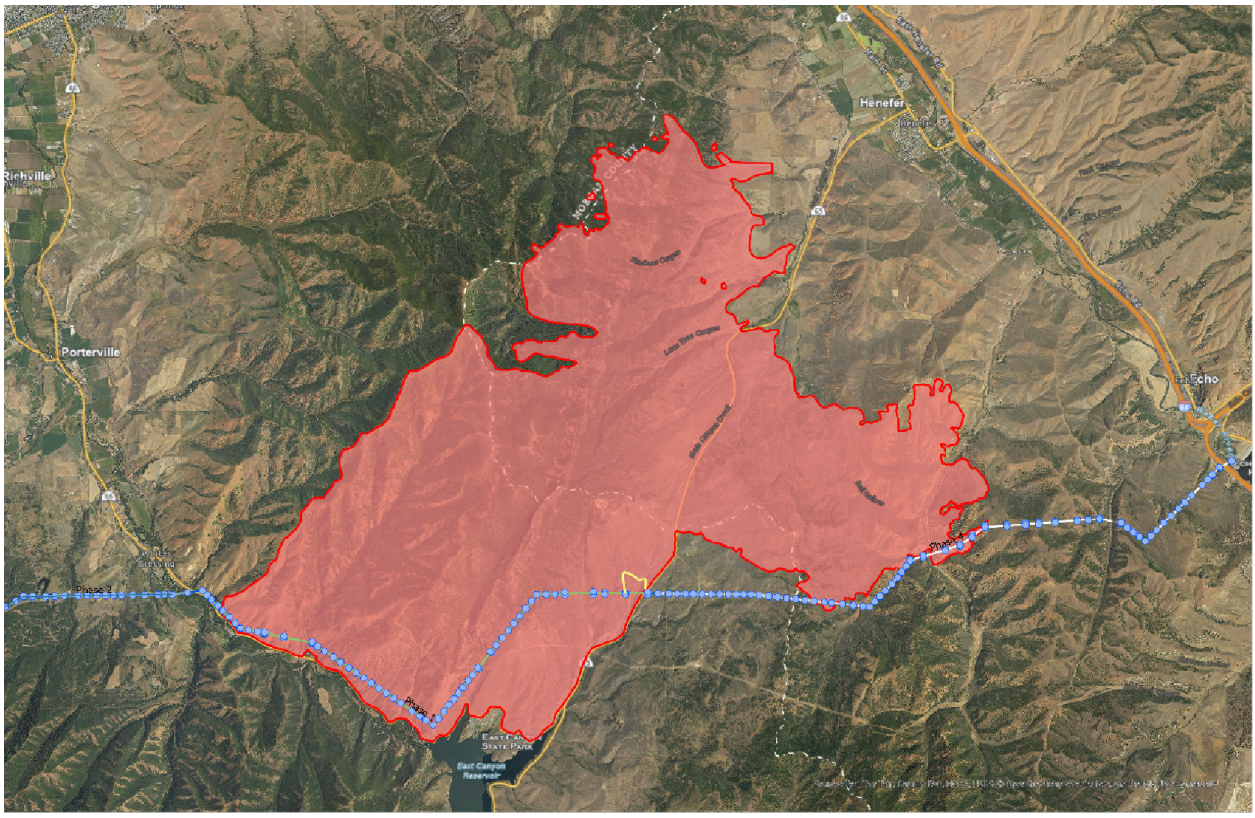
The costs for the repair will be paid out from the power department Echo Hydro Transmission line account. This repair has not budgeted and will exceed the budget and will require us to open our budget at the end of the year.

Recommendation

Staff will bring a recommendation for the cost to secure and clean up the damaged line on Tuesday evening.

Attachments
Pole Line Map
Damage Pole Pictures

Picture of the Burned Area
Blue Dots are our Power Line



City Council Staff Report

Subject: 2026 Maple Ridge Dr
Retaining Wall Project
Author: Lloyd Cheney, City Engineer
Department: Engineering, Streets
Date: September 8, 2026

Background

Last year the City completed a retaining wall installation project for a short section of Mueller Park Road west of the intersection with Bountiful Blvd that experienced a gradual shallow slope failure. A similar condition exists on Maple Ridge Dr., resulting in the settlement and separation of the curb, gutter and sidewalk from the roadway. Currently the area has been barricaded with concrete barriers, and the sidewalk has been closed to pedestrians. In October of 2024, a geotechnical engineering firm confirmed the likely source of the failure being related to the placement of fill materials on the steep slope on the South side of the road. The geotechnical analysis also recommended two options for retaining systems to restore the area and support the roadway improvements.

Figure 1 Project Location on Maple Ridge Dr

Analysis

After reviewing the suggested retaining wall systems, the Engineering Department prepared construction plans based on the gabion wall system option. A gabion wall consists

of heavy-duty wire “baskets” that are filled with rock. Gabion walls have many advantages such as simple construction, require no specialized materials and do not require complicated drainage systems. Gabions also have a more natural aesthetic when compared to cast-in-place concrete or modular block wall retaining systems. The retaining system installed on Mueller Park Road appears to be functioning as intended, and staff is confident that the problems on Maple Ridge Dr. will be resolved by the construction of this retaining wall.

Figure 2 Mueller Park Rd Gabion Wall Construction

A Bid Opening was held on August 18, 2026 and proposals were received from **14** companies. The prices received from all Bidders are included on the attached Bid Tabulation. The 3 lowest cost proposals are as follows:

Engineer’s Estimate	$390,775.00
Jared Strang	$337,861.86
Phillips	$343,084.11
Marathon Maintenance	$345,000.00

Jared Strang has provided references and demonstrated that they are experienced with heavy civil construction. The Engineering Department is comfortable with their ability and will closely supervise the construction to ensure that requirements and expectations are met.

Department Review

This memo has been reviewed by the City Engineer and the Street Dept. Director.

Significant Impacts

The Street Department’s Capital Project budget for FY2027 includes $400,000 for this project. Construction is anticipated to begin this fall.

Recommendation

- It is recommended that the City Council accept the proposal of Jared Strang and award the contract at the unit prices noted in the Bid Tabulation.

Attachments

Bid Tabulation

Bountiful City Corporation
2026 Retaining Walls
Bid Tabulation

				Engineer's Estimate		Jared Strang		Phillips		Marathon Maintenance		Trico		Pronghorn		Bowen		Life Is Good Investments	
Item No.	Description	Unit	Qty	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1	Mobilization	LS	1	30,000.00	30,000.00	10,100.00	10,100.00	5,000.00	5,000.00	24,910.00	24,910.00	29,235.00	29,235.00	49,000.00	49,000.00	15,000.00	15,000.00	23,625.00	23,625.00
2	Remove Curb and Gutter	LFt	325	10.00	3,250.00	13.88	4,511.00	14.00	4,550.00	10.00	3,250.00	8.11	2,635.75	10.59	3,441.75	5.75	1,868.75	12.00	3,900.00
3	Construct New 24" Curb and Gutter	LFt	325	40.00	13,000.00	56.86	18,479.50	30.92	10,049.00	65.00	21,125.00	41.44	13,468.00	35.00	11,375.00	37.00	12,025.00	60.00	19,500.00
4	Remove Concrete Sidewalk	SqFt	1625	4.00	6,500.00	4.44	7,215.00	3.00	4,875.00	3.00	4,875.00	1.67	2,713.75	7.08	11,505.00	2.00	3,250.00	3.00	4,875.00
5	Construct New 4" Sidewalk	SqFt	1625	14.00	22,750.00	25.00	40,625.00	8.50	13,812.50	15.00	24,375.00	7.01	11,391.25	9.50	15,437.50	8.00	13,000.00	12.00	19,500.00
6	Remove Existing Asphalt Pavement	SqFt	1300	10.00	13,000.00	3.88	5,044.00	4.00	5,200.00	4.50	5,850.00	1.84	2,392.00	3.40	4,420.00	2.50	3,250.00	5.00	6,500.00
7	Unclassified Excavation	Cyd	1749	25.00	43,725.00	33.33	58,294.17	44.00	76,956.00	40.00	69,960.00	8.85	15,478.65	22.67	39,649.83	17.25	30,170.25	45.00	78,705.00
8	Gabion Retaining Wall Installed	Cyd	443	500.00	221,500.00	333.88	147,908.84	408.59	181,005.37	300.00	132,900.00	498.34	220,764.62	395.19	175,069.17	525.00	232,575.00	325.00	143,975.00
9	Granular Backfill	Ton	1000	30.00	30,000.00	41.65	41,650.00	32.00	32,000.00	45.00	45,000.00	44.27	44,270.00	30.43	30,430.00	30.00	30,000.00	55.00	55,000.00
10	Road Base	Ton	65	30.00	1,950.00	35.05	2,278.25	41.38	2,689.70	55.00	3,575.00	56.98	3,703.70	36.16	2,350.40	34.00	2,210.00	45.00	2,925.00
11	4" Asphalt Pavement	Ton	34	150.00	5,100.00	51.65	1,756.10	204.31	6,946.54	270.00	9,180.00	110.00	3,740.00	220.00	7,480.00	208.00	7,072.00	225.00	7,650.00
	Total				390,775.00		337,861.86		343,084.11		345,000.00		349,792.72		350,158.65		350,421.00		366,155.00

				Acme		Cowdin		Taylor Electric		Beck		JLR		MSCI		Pride	
Item No.	Description	Unit	Qty	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1	Mobilization	LS	1	21,500.00	21,500.00	68,000.00	68,000.00	11,652.00	11,652.00	40,963.11	40,963.11	90,000.00	90,000.00	33,391.00	33,391.00	82,675.00	82,675.00
2	Remove Curb and Gutter	LFt	325	10.00	3,250.00	25.00	8,125.00	6.47	2,102.75	6.53	2,122.25	16.00	5,200.00	10.02	3,256.50	7.00	2,275.00
3	Construct New 24" Curb and Gutter	LFt	325	40.00	13,000.00	55.00	17,875.00	67.86	22,054.50	27.37	8,895.25	45.00	14,625.00	47.51	15,440.75	83.00	26,975.00
4	Remove Concrete Sidewalk	SqFt	1625	3.00	4,875.00	5.00	8,125.00	1.91	3,103.75	3.19	5,183.75	5.00	8,125.00	1.52	2,470.00	1.85	3,006.25
5	Construct New 4" Sidewalk	SqFt	1625	8.00	13,000.00	9.25	15,031.25	16.16	26,260.00	7.76	12,610.00	14.00	22,750.00	9.89	16,071.25	15.50	25,187.50
6	Remove Existing Asphalt Pavement	SqFt	1300	4.00	5,200.00	4.00	5,200.00	2.93	3,809.00	3.20	4,160.00	4.50	5,850.00	3.12	4,056.00	2.00	2,600.00
7	Unclassified Excavation	Cyd	1749	45.00	78,705.00	35.00	61,215.00	36.99	64,695.51	53.53	93,623.97	24.00	41,976.00	36.35	63,576.15	139.00	243,111.00
8	Gabion Retaining Wall Installed	Cyd	443	425.00	188,275.00	300.00	132,900.00	493.93	218,810.99	381.88	169,172.84	670.00	296,810.00	892.34	395,306.62	338.00	149,734.00
9	Granular Backfill	Ton	1000	32.00	32,000.00	45.00	45,000.00	20.47	20,470.00	24.08	24,080.00	38.00	38,000.00	37.13	37,130.00	55.00	55,000.00
10	Road Base	Ton	65	75.00	4,875.00	38.00	2,470.00	23.13	1,503.45	40.00	2,600.00	48.00	3,120.00	72.71	4,726.15	66.00	4,290.00
11	4" Asphalt Pavement	Ton	34	200.00	6,800.00	350.00	11,900.00	252.84	8,596.56	953.52	32,419.68	245.00	8,330.00	152.55	5,186.70	225.00	7,650.00
	Total				371,480.00		375,841.25		383,058.51		395,830.85		534,786.00		580,611.12		602,503.75