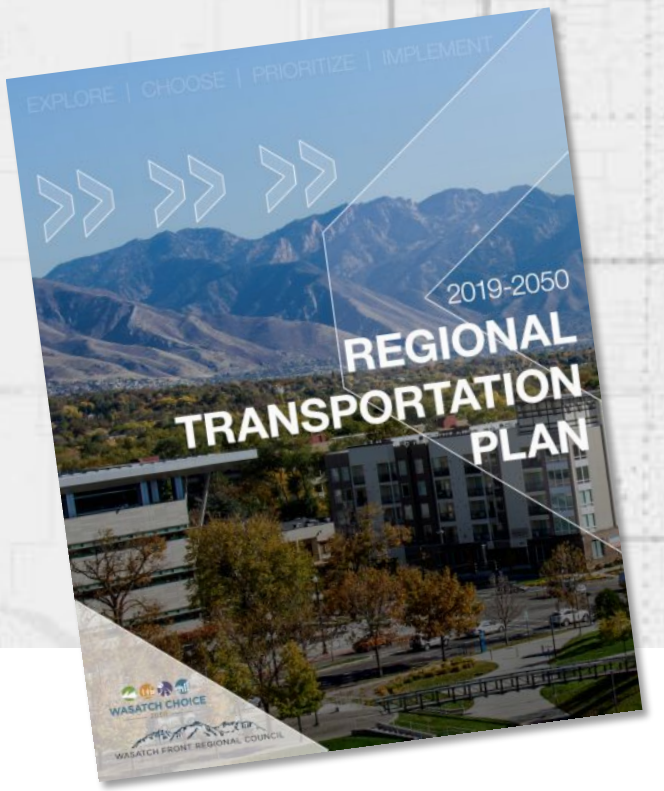


WASATCH FRONT REGIONAL COUNCIL

2019-2050 RTP: Amendment 3

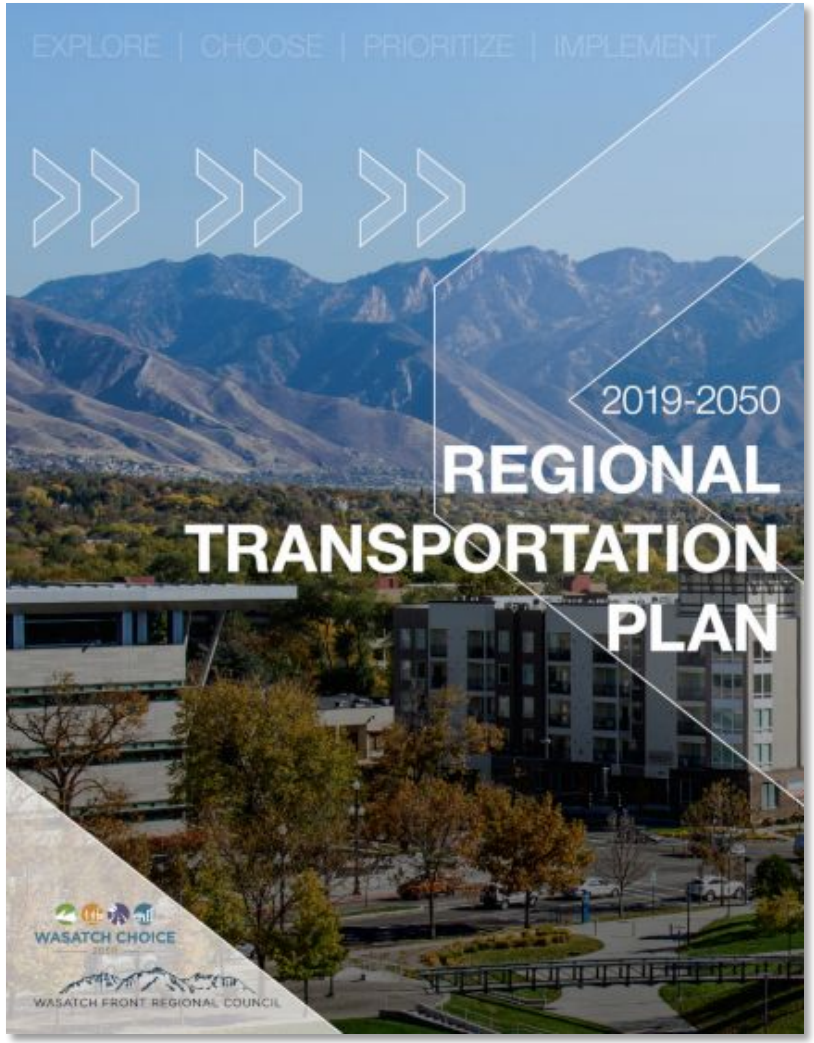
WFRC // August 26, 2021

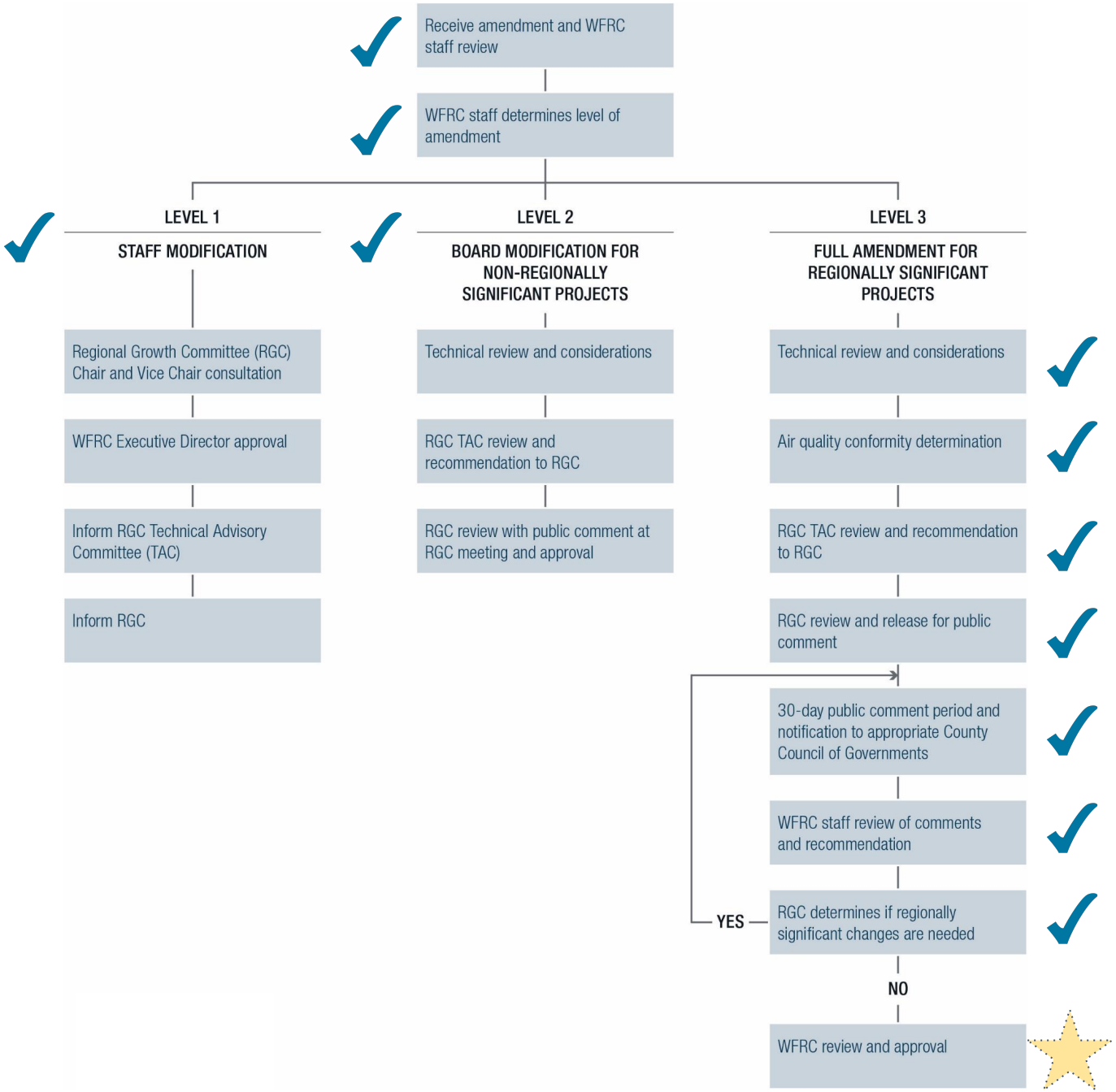
RTP Amendment Process Overview

Periodic adjustments are needed between adoption cycles

WFRC's RTP amendment process:

- Consultation with project applicants and FHWA
- Financial constraints
- Public review and input
- Modeling and air quality conformity




Receive amendment and WFRC staff review
WFRC staff determines level of amendment
LEVEL 1
STAFF MODIFICATION
Regional Growth Committee (RGC) Chair and Vice Chair consultation
WFRC Executive Director approval
Inform RGC Technical Advisory Committee (TAC)
Inform RGC
LEVEL 2
BOARD MODIFICATION FOR NON-REGIONALLY SIGNIFICANT PROJECTS
Technical review and considerations
RGC TAC review and recommendation to RGC
RGC review with public comment at RGC meeting and approval
LEVEL 3
FULL AMENDMENT FOR REGIONALLY SIGNIFICANT PROJECTS
Technical review and considerations
Air quality conformity determination
RGC TAC review and recommendation to RGC
RGC review and release for public comment
30-day public comment period and notification to appropriate County Council of Governments
WFRC staff review of comments and recommendation
RGC determines if regionally significant changes are needed
YES
NO
WFRC review and approval

0

New Road or Transit Projects

1

New Active Transportation Project

7

Phase Changes

3

Projects Deleted

6

Cost and Alignment/ Extent Changes

3

City-wide Active Transportation Plans

1

Center Change

Amendment 3 Projects

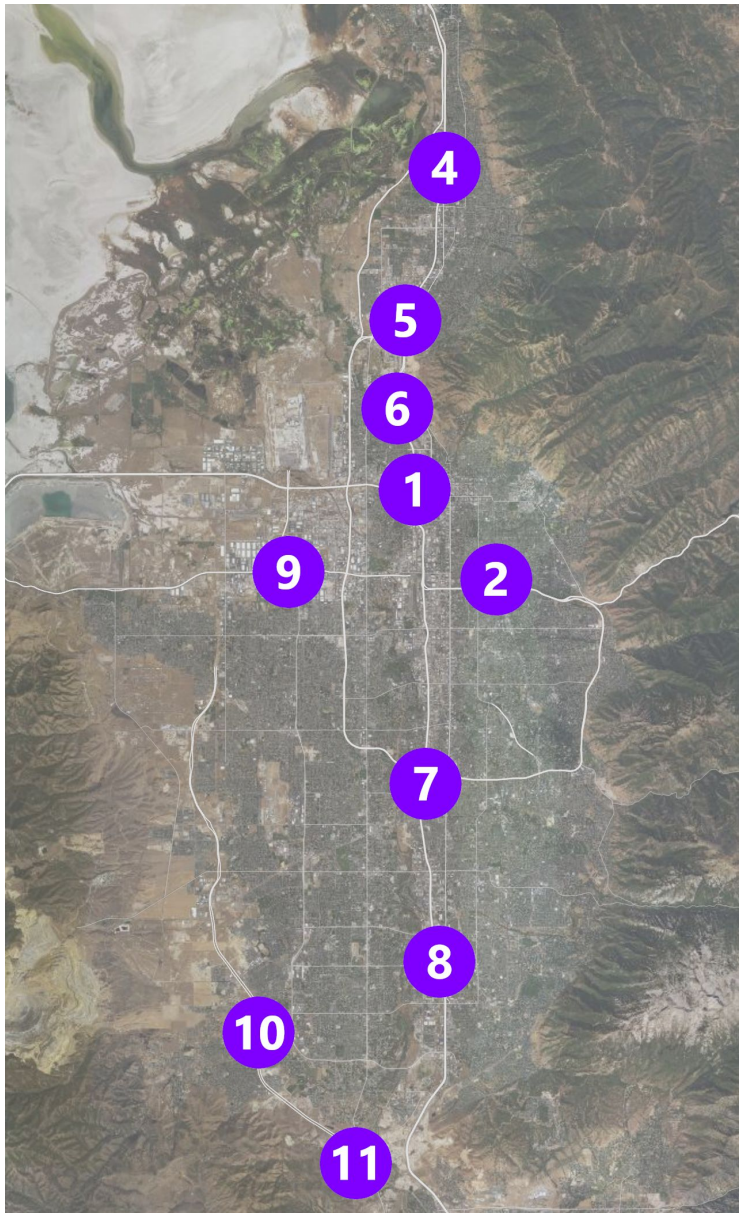
Region-wide

Approved on May 27

Approved by RGC on May 20

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	PROJECT TYPE
LEVEL 1			
MIDA	3 Gate Rail Trail	Weber River Pathway to Clearfield West HAFB Gates	New regional active transportation project
LEVEL 2			
Brigham City	Forest Street RR Crossing	@ 900 West RR Crossing	Phase change
South Weber	South Bench Drive	I-84 to South Weber Drive	Alignment change
South Weber	South Bench Drive	South Weber Drive to Fairfield Road	Project removal
West Jordan	7800 South	MVC and SR-111	Phase change
Draper	Draper Active Transportation Plan	City-wide	New regional active transportation plan
Sandy	Sandy Active Transportation Plan	City-wide	New regional active transportation plan
West Jordan	West Jordan Active Transportation Plan	City-wide	New regional active transportation plan
Murray	Murray Fashion Place Mall Center	Fashion Place Employment District	Center modification
LEVEL 3			
UTA	FrontRunner Strategic Double Tracking	Spot locations	Phase change
UTA	S-Line Streetcar Extension	McClelland to Highland Drive	Phase change
UDOT	I-15 Interchange	@ 5600 South	Update costs
UDOT	I-15	Farmington to SL Co. Line	Phase change
UDOT	I-15	2600 South to SL Co. Line	Project removal
UDOT	I-15	Davis Co. Line to 600 N	Phase change
UDOT	I-15 Northbound	2100 South to Bangerter Hwy	Extent update and cost update
UDOT	I-15 Collector and Distributors (NB)	I-215 to Bangerter Hwy	Extent update and cost update
UDOT	Bangerter Hwy Interchange (Upgrade)	@ SR-201	Project removal
UDOT	Mountain View Corridor	Old Bingham Hwy to 13400 South	Phase change and extent update
UDOT	Mountain View Corridor	13400 South to Utah Co. Line	Extent update and costs
UDOT	US-89 Interchange	@ I-84	Phase change and cost update
UDOT	US-89 Interchange	@ I-84	New project

Level 3 Amendments



FrontRunner Double-Tracking

Level 3 Request

UTA

SCOPE

Double tracking of FrontRunner in strategic locations

Change from Phase 2 to Phase 1

COST (2019)

$200 Million

FUNDING SOURCES

This project has an approved one-time Legislative appropriation and bonding from the Transit Transportation Investment Fund (TTIF)

BENEFITS

Increased reliability

Faster travel times

Ability to increase frequency and provide additional service

WASATCH FRONT REGIONAL COUNCIL

S-Line Streetcar Extension

Level 3 Request

UTA

SCOPE

Extension of S-Line Streetcar from McClelland to Highland Drive in Salt Lake City

Change from unfunded to Phase 1

COST (2019)

$12 Million

FUNDING SOURCES

This project has bonding revenue from the Transit Transportation Investment Fund

BENEFITS

Increased access to new development

Ability to extend to the north (Salt Lake City) and south (Millcreek) in the future

Increased visibility

I-15 Interchange @ 5600 South (Weber County)

Level 3 Request

UDOT

SCOPE

Rebuild and upgrade of the 5600 South interchange at I-15 in Roy

Project also includes widening and active transportation facilities along 5600 South between I-15 and 3500 West

COST (2019)

$188 Million

FUNDING SOURCES

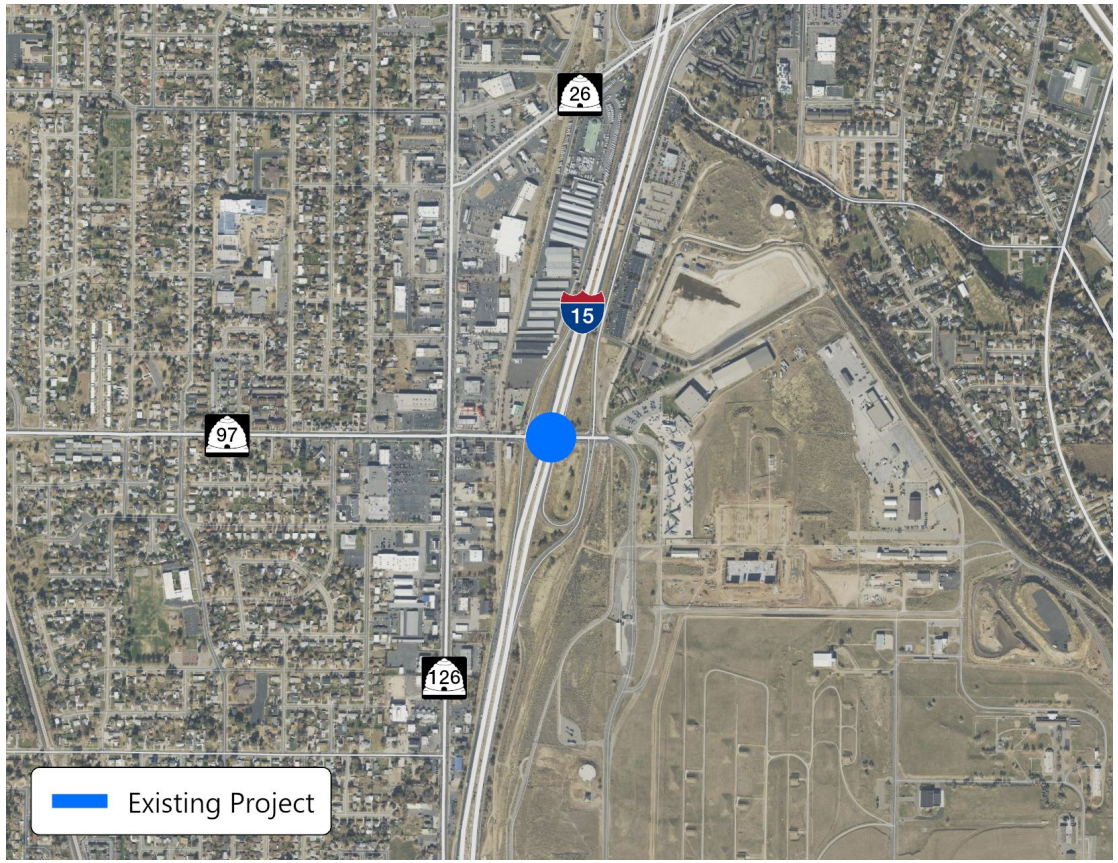
This project has an approved one-time Legislative appropriation

BENEFITS

Improves safety

Accommodates active transportation

Reduces congestion and delay



WASATCH FRONT REGIONAL COUNCIL

I-15: Farmington to 600 North

Level 3 Request

UDOT

SCOPE

Reconstruct and widen I-15 from Farmington to 600 North in Salt Lake City

Phase change from Phase 3 to Phase 1

Due to this project moving forward, Phase 1 widening project of I-15 from 2600 South to Salt Lake/Davis County Line will be removed from RTP

COST (2019)

$1.8 Billion

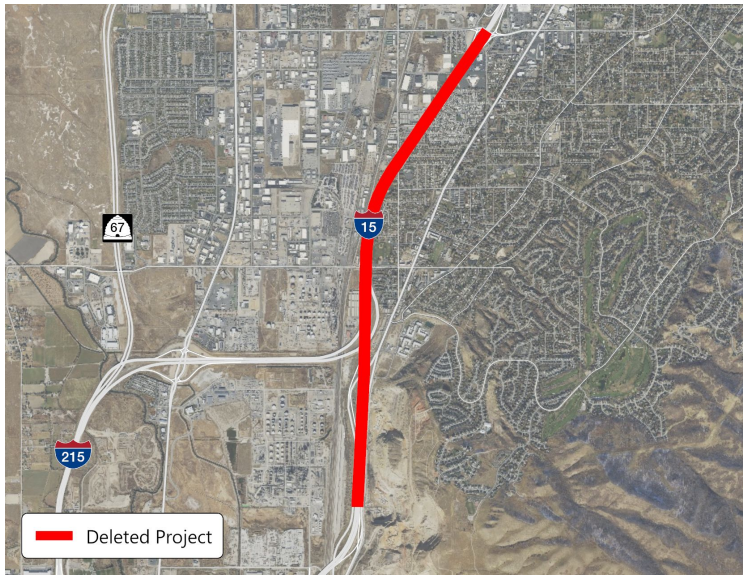
FUNDING SOURCES

This project will receive Transportation Investment Fund funding

BENEFITS

Reconstructs roadway and replaces pavement, some of which is the original pavement from the 1970s

Provides additional capacity through Davis County, decreasing travel time and increasing access to opportunities



WASATCH FRONT REGIONAL COUNCIL

I-15 (Northbound): 2100 South to Bangerter

Level 3 Request

UDOT

SCOPE

Update project extents from 2100 South to Bangerter to 600 South to I-215

Update project costs

COST (2019)

$289 Million

FUNDING SOURCES

This project will receive Transportation Investment Fund funding

BENEFITS

Optimize mobility by adding additional capacity through additional lanes and ramp modifications

Improve safety by eliminating congestion and substandard merge points

WASATCH FRONT REGIONAL COUNCIL

I-15 (NB C-D System): I-215 to Bangerter

Level 3 Request

UDOT

SCOPE

Update the northern limit of the project from I-215 to 9000 South

Update project costs

COST (2019)

$296 Million

FUNDING SOURCES

This project will receive Transportation Investment Fund funding

BENEFITS

Increase mobility, reduce congestion, and improve overall safety by limiting merge and diverge movements on mainline I-15

WASATCH FRONT REGIONAL COUNCIL

Bangerter Highway Interchange @ SR-201

Level 3 Request

UDOT

SCOPE

Removal of an upgrade to the SR-201 interchange at Bangerter Highway

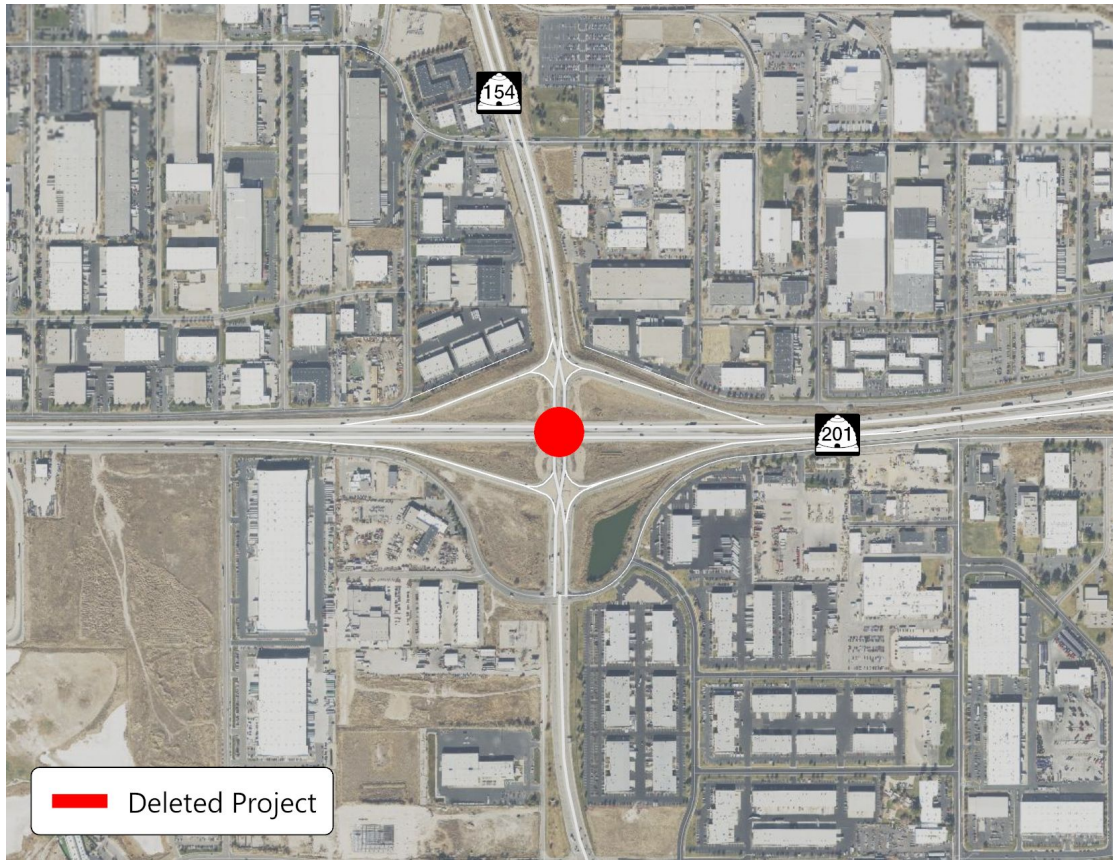
System-to-system improvements of interchange will remain on the RTP

COST (2019)

$18 Million

BENEFITS

Cost savings by prioritizing system-to-system improvements



WASATCH FRONT REGIONAL COUNCIL

Mountain View Corridor: Old Bingham to 13400 South

Level 3 Request

UDOT

SCOPE

Widening and constructing interchanges along Mountain View Corridor from Porter Rockwell Boulevard to Old Bingham Hwy

Phase change from Phase 2 to Phase 1, update to project extents, and update to cost

COST (2019)

$316 Million

FUNDING SOURCES

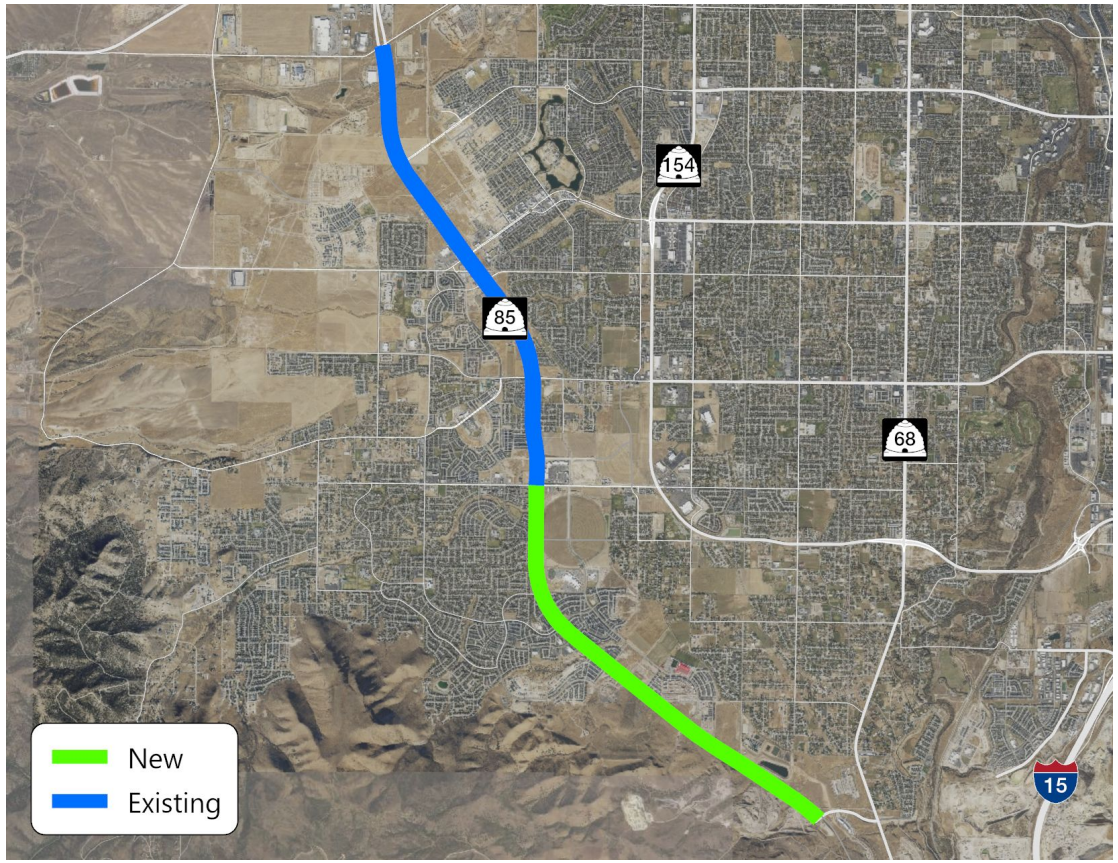
This project will receive Transportation Investment Fund funding

BENEFITS

Increases accessibility and mobility

Reduces travel time and improves reliability

Relieves congestion on parallel facilities



WASATCH FRONT REGIONAL COUNCIL

Mountain View Corridor: 13400 South to Utah Co. Line

Level 3 Request

UDOT

SCOPE

Future widening along Mountain View Corridor from Porter Rockwell Boulevard to Utah County line

Update project costs and extents

COST (2019)

$126 Million

FUNDING SOURCES

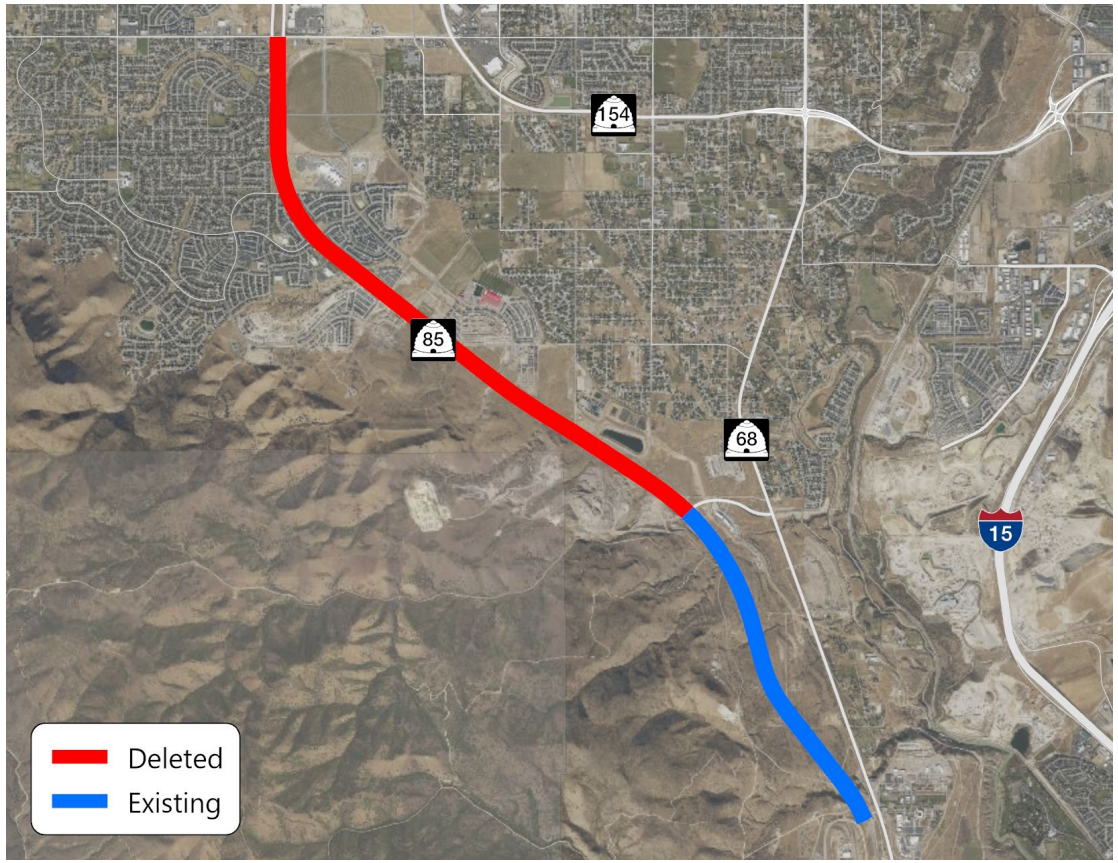
This project will receive Transportation Investment Fund funding

BENEFITS

Increases accessibility and mobility

Reduces travel time and improves reliability

Relieves congestion on parallel facilities



WASATCH FRONT REGIONAL COUNCIL

US-89 Interchange @ I-84

Level 3 Request

UDOT

SCOPE

Scope change by separating US-89/I-84 interchange improvements into two projects:

1. New project to the RTP - Phase 1 for SPUI
2. Phase change from Phase 1 to Phase 2 for system-to-system interchange upgrade

New project to the RTP - Phase 1.

COST (2019)

Phase 1 SPUI: $60 M
Phase 2 System-to-System: $240 M

BENEFITS

Reduced travel time and congestion along corridor by increasing capacity and reducing queueing at the interchange

Will provide a less expensive, near-term solution than full build of system-to-system interchange

Phase in full system-to-system interchange with little “throw away”

FUNDING SOURCES

US-89 corridor project has received additional Transportation Investment Fund funds to construct the Phase 1 SPUI upgrade

WASATCH FRONT REGIONAL COUNCIL

Impacts of Amendment

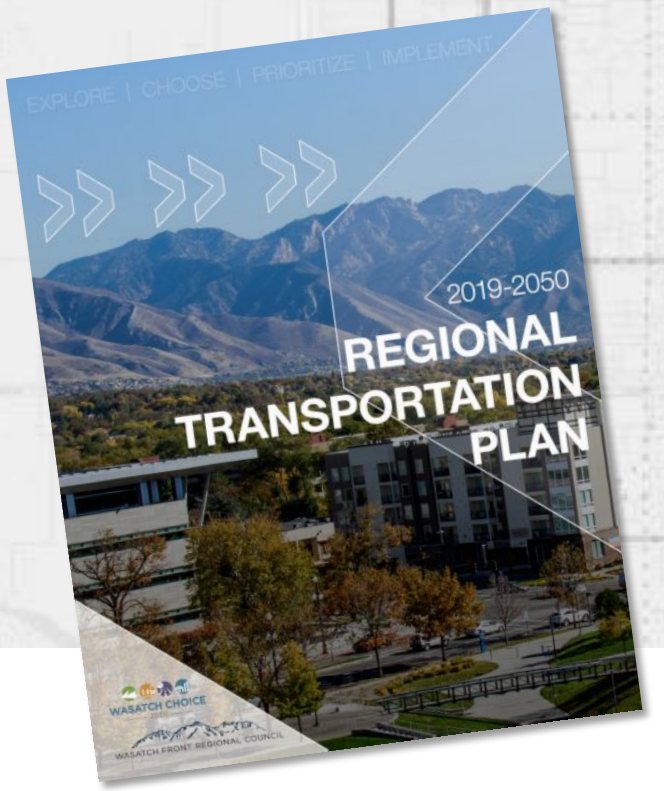
TECHNICAL CONSIDERATION	BOX ELDER COUNTY	WEBER COUNTY	DAVIS COUNTY	SALT LAKE COUNTY	MORGAN COUNTY	TOOELE COUNTY
Vehicle Hours Traveled	No change	-100	-450	-4,630	Improvements to the US-89/I-84 Interchange will improve travel time and reliability to Morgan County	I-80 improvements funded in TIF in Statewide Plan

Next Steps

MEETING DATE	LEVEL1	LEVEL 2	LEVEL 3
August 26 Wasatch Front Regional Council	Level 1 was approved by RGC Chairs and WFRC Executive Director on May 27	Level 2 was approved by RGC on May 20	WFRC approval

Suggested Motion

“I make a motion to recommend approval of the Level 3 - Full Amendment projects and the air quality conformity determination as found in Draft Air Quality Memorandum 40 for Amendment Number 3 to the 2019-2050 RTP.”



WASATCH FRONT REGIONAL COUNCIL

2019-2050 RTP: Amendment 3

WFRC // August 26, 2021