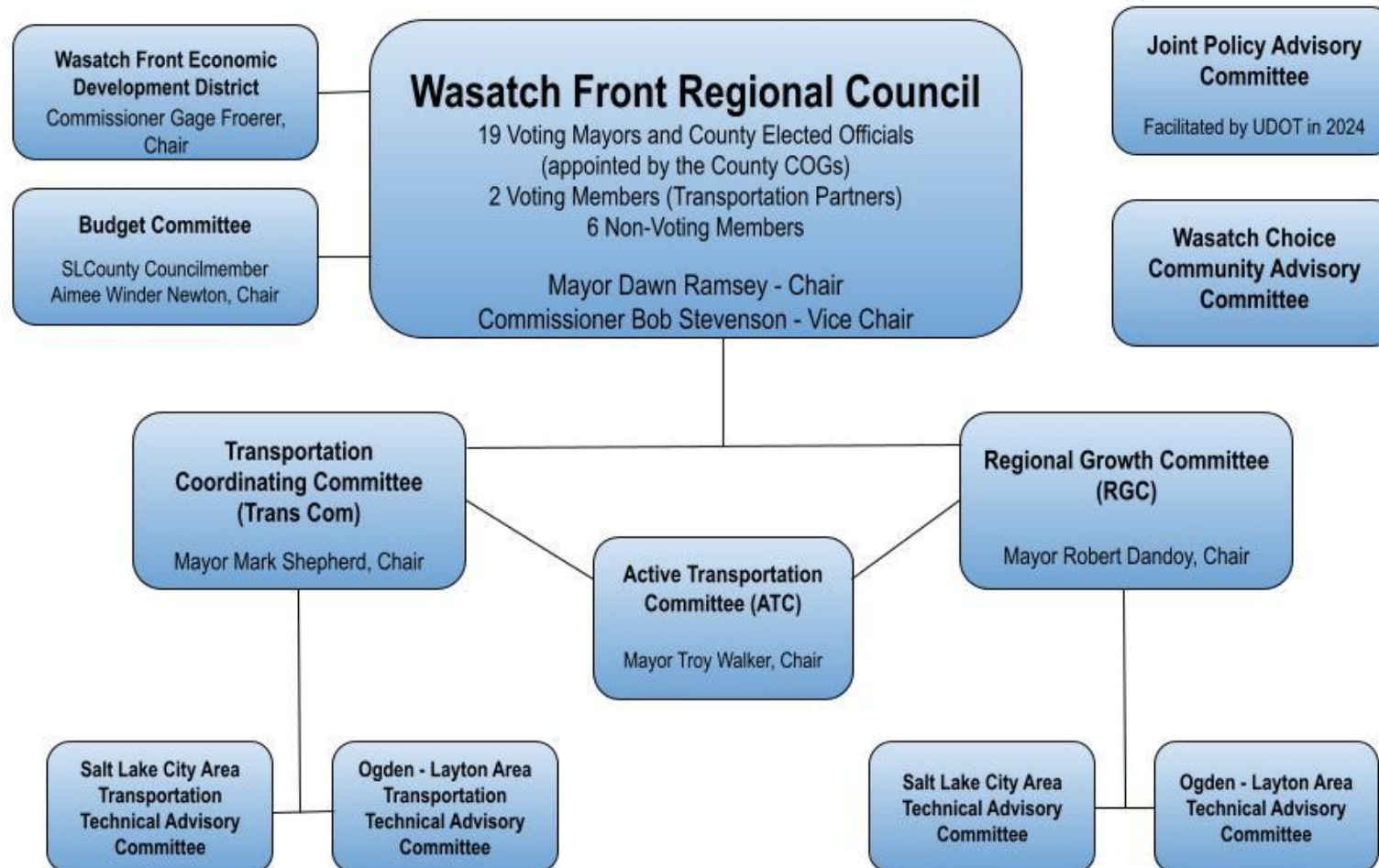




RGC Role and Responsibilities

March 21, 2024 // wfrc.org

2024 WFRC Committee Structure



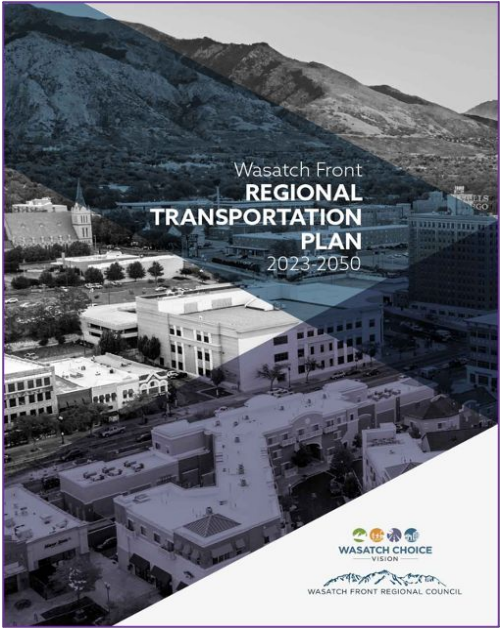


WASATCH CHOICE

VISION

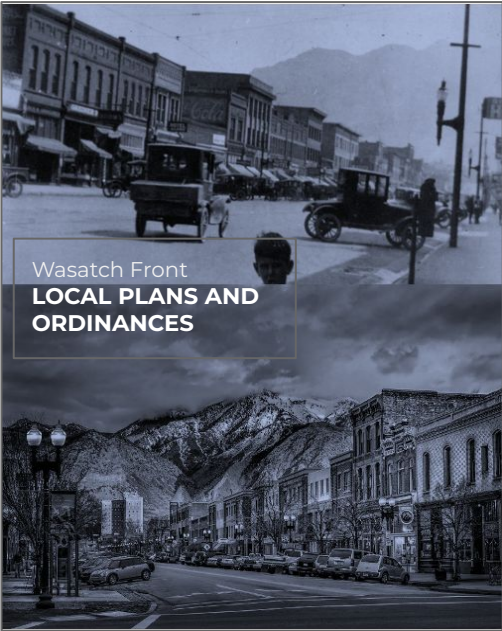
Transportation

Regional Transportation Plan



Land Use

Transportation & Land Use Connection

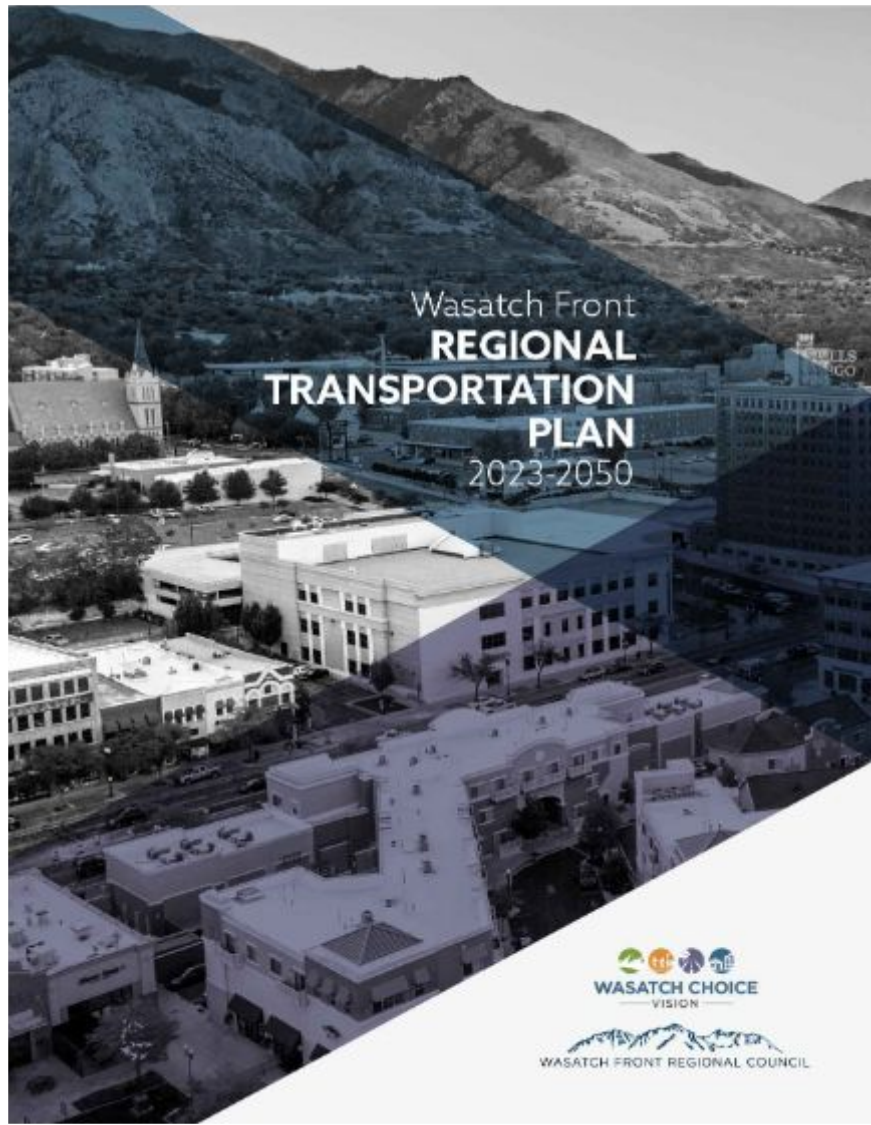


Economic Development

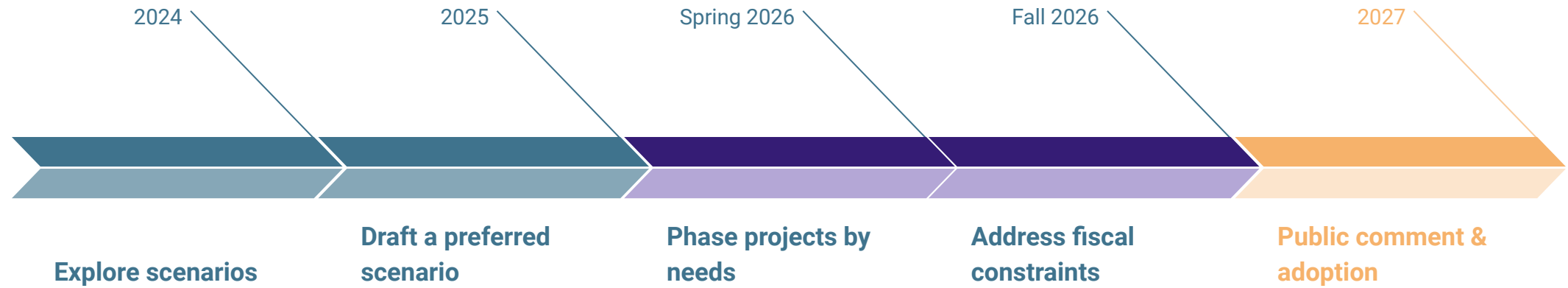
Comprehensive Economic Development Strategy



Regional Transportation Plan Overview



Regional Transportation Plan Process





RGC Role and Responsibilities

March 21, 2024 // wfrc.org

A photograph of the Utah State Capitol building, featuring a large dome and classical columns, with a green banner overlaid at the bottom.

2024 LEGISLATIVE SESSION RECAP



WASATCH FRONT REGIONAL COUNCIL

A SUCCESSFUL SESSION FOR MULTIMODAL TRANSPORTATION INVESTMENT AND HOUSING

APPROPRIATIONS

\$1.2+ Billion for Transportation Infrastructure



Transportation Funding

\$775M 1X and
\$330M ongoing



TTIF Commuter Rail

\$45M ongoing to
TTIF for FrontRunner



Point of the Mountain Transit Stop

\$50M



Other Legislatively Directed Projects

\$75M+

Growth and Planning Appropriations



Power District Transportation Study **\$500K ONE-TIME**

- Develop and evaluate technical options for roadway, transit and trails to support economic development in the area
- WFRC lead study in coordination with UDOT, UTA, Salt Lake City, and public/private sector



Market Capacity Analysis **\$250K ONE-TIME**

- Evaluate how and where growth and development will and should unfold
- Aligns market demand with planned growth and infrastructure capacity
- UEOC recommended study
- GOEO lead agency – WFRC Partner



LEGISLATION

SB208, HTRZ Amendments

- Enhances and clarifies affordability requirements
 - 9% affordable ☐ 12% affordable
 - Affordability maintained throughout life of HTRZ
- Clarifies station eligibility
 - Must be included in UTA and MPO plans
- Adds the promotion of owner-occupied housing
- Adds members to HTRZ Committee
 - Additional school board member
 - Additional House and Senate member
- Enhances the “but for” financial analysis



SB268, First Home Investment Zone Act

- NEW Tool to promote city/town **centers** AND owner-occupied single-family homes
 - Inside FHIZ zone: 30 units/acre minimum density, 25% owner occupied, 12% affordable, mixed use
 - Outside FHIZ zone: 6 units/acre minimum density, 100% owner occupied, 20% affordable
 - Units outside FHIZ zone can “count” towards 30/dua
- Projects allowed in area outside of potential HTRZ area
 - Falls under existing SLCo HTRZ caps (11 total HTRZ+FHIZ)
- Proposal submitted and approved by HTRZ committee
- Up to 60% tax increment capture for project and system infrastructure costs



HB488, Transportation Funding Modifications

- Provides new funding to the TTIF
 - \$45M ongoing for commuter rail improvements
- Expands local option sales tax uses
 - SLCo uses of the county “5th 5th” portion now includes public safety, in addition to transportation
 - Expands .30% (2nd quarter) uses to public safety in 3rd-6th class counties
 - Funds 5600 W. Express bus service with a portion of SLCo 5th 5th
- Provides funding for specific projects from the County of the First Class Highway Projects Fund, and Rail Restricted Account
 - ~\$44M from CFCHPF for projects in SLCo
- Creates the County of the First Class Infrastructure Bank
 - Funds new IB with portion of 5th 5th if imposed
 - Funds specific projects with repayments to the IB
- Adjusts funding going to the Cottonwood Canyons Transportation Investment Fund



HB430, Local Transportation Services Amend.

- Allows a municipality/ies to propose a transit innovation grant pilot
 - Bus routes, shuttle connections, etc.
 - Proposals must show how it would increase ridership and integrate with existing service
- Requires UDOT/Transportation Commission to administer grant program
 - Consult with COGs, MPOs, UTA in developing rules
 - Projects will be ranked, prioritized, and funded
- Transit innovation grants can be funded with:
 - 4th Quarter Local Option Sales Tax (requires 10% of .10% in Weber, Davis, SL, Utah counties)
 - 5th 5th Local Option Sales Tax (\$3M from CFCHPF)
 - Transit Transportation Investment Fund
- Requires UTA to provide report of revenues collected and service utilized by each city



WFRC 2024 Priority Legislation (Continued)

- HCR11, Concurrent Resolution Recognizing the Importance of Cross-Issue Growth Impacts (Bolinder): Encourages private, public, and community partners to consider all growth issues when making policy or funding decisions.
- SB179, Transportation Amendments (Harper): Removes TTIF local match requirement for transit project proposed by UDOT.
- HB449, Pedestrian Safety and Facilities Act (Abbott): adds “bicycle facilities” to pedestrian facilities in roadway planning.
- HB335, State Grant Process Amendments (V. Peterson): Creates reporting and process requirements for state granted funds.
- HB367, Local Government Fees Amendments (K. Peterson): Puts procedural requirements around the implementation of a transportation utility fee (*note that this bill did not pass*)



RESOURCES



2024 Legislative
Session Wrap-up
Summary



2024 Bill
Tracker



Appropriations
Tracker

RTP Amendment Process Update

Regional Growth Committee

March 21, 2024

Regional Transportation Plan Amendment Process

(DRAFT REVISIONS 2/2024 to be adopted by the Wasatch Front Regional Council on March 28, 2024)

Overview

The establishment of a process to address periodic requests to revise the Wasatch Front Regional Transportation Plan (RTP) and the Wasatch Choice Vision will help determine whether an amendment should be made. There are three general sources for RTP or Wasatch Choice Vision amendment requests: (1) local request from city or county elected officials that usually involve collector roads, minor arterials, active transportation projects, and/or land use centers; (2) environmental impact statements (EIS) or Transportation Improvement Program (TIP) amendments that make specific recommendations that change the RTP project listing or phasing; and (3) periodic requests from the Utah State Legislature, the Utah Department of Transportation (UDOT), or the Utah Transit Authority (UTA) that require an amendment to the RTP for new projects or the phasing of existing projects due to funding changes.

Level 1 modifications can be made by the Wasatch Front Regional Council (WFRC) staff without action by the Regional Council or Federal Highway Administration (FHWA). Level 2 modifications do not require a new regional emissions analysis but do need an opportunity for public comment, approval by the Regional Growth Committee (RGC), and a conformity determination from FHWA. Level 3 modifications require a new air quality conformity finding and a new regional emissions analysis including a full 30-day public comment period before final approval. These three levels of amendments are described below.

Level 1: Staff Modification (Exempt Projects)

Level 1 amendments, such as safety, transit, air quality, and other projects, are minor in terms of emissions and are defined as projects "exempt" from the requirements of a conformity determination as listed in [Table 2 of CFR 93.126](#) and the following:

- » change to existing or addition of operational projects, excluding modifications to intersections
- » change or addition of active transportation projects
- » clarification of the RTP's project description
- » change or addition to the Wasatch Choice Vision land use centers
- » change in ownership
- » change that only modify needs-based phasing

LEVEL 1 - PROCESS

These types of RTP amendments, with the exception of Wasatch Choice Vision land use centers, would be reviewed by WFRC staff members and the Interagency Consultation Team. If the Interagency Consultation Team determines that the proposed projects are exempt, the amendment could be implemented without additional process beyond that listed in the Level 1 procedure below. Level 1 amendments would require approval by the WFRC Executive Director, in consultation with the FHWA, the Interagency Consultation Team, and RGC Chair and Vice-Chair, with the RGC and the RGC Technical Advisory Committees (TACs) informed of changes. The WFRC staff, RGC Chair/Vice-Chair, and/or Interagency Consultation Team can recommend a project be elevated to Level 2: Board Modification based on factors including: potential impacts, professional judgment, or lack of consensus. With the expressed support of the Interagency Consultation Team, the WFRC would declare in writing that the proposed amendments are exempt from conformity requirements and request written acknowledgment of this decision from FHWA. The approval of Level 1 amendments would require the following procedure:

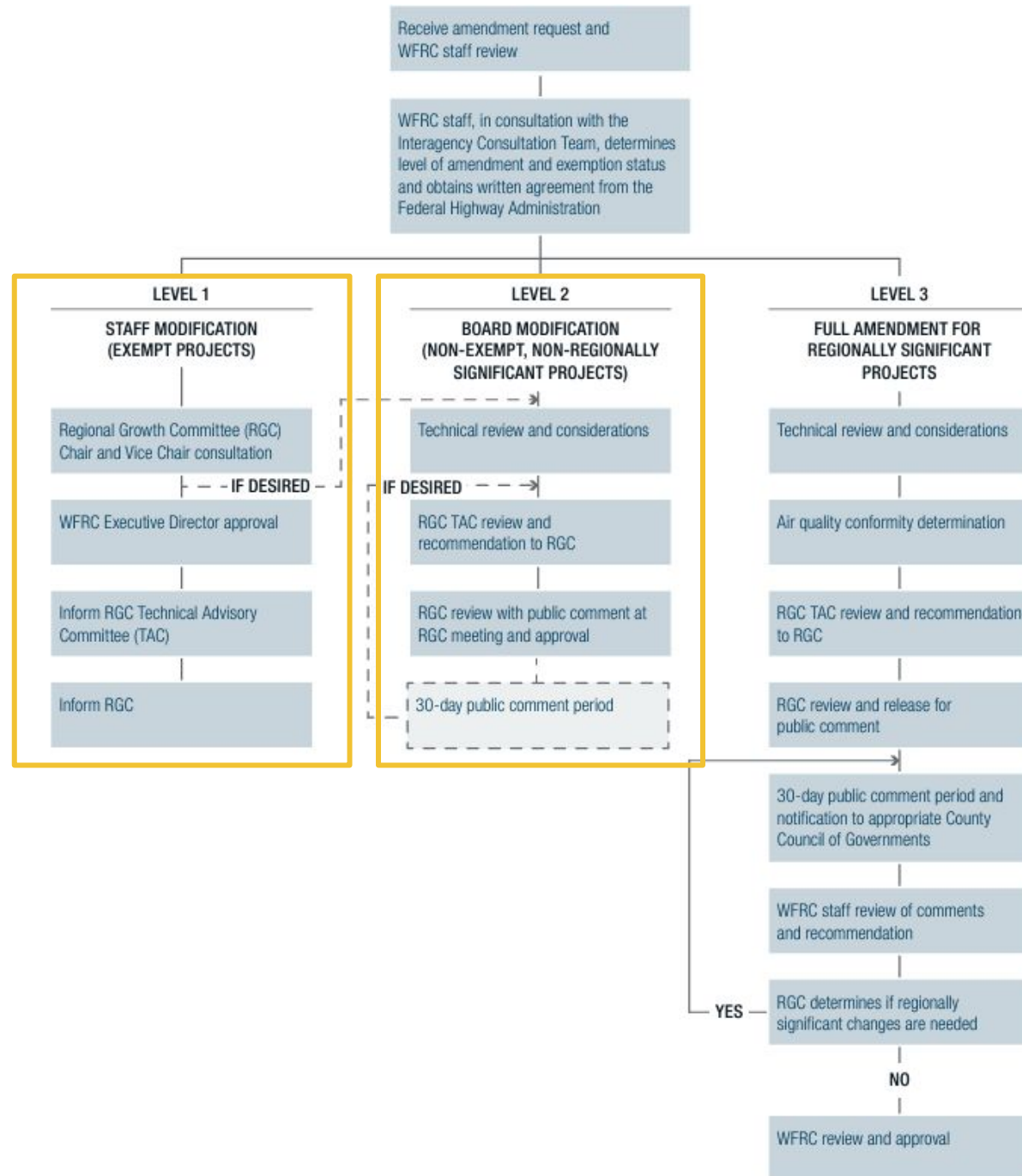


RTP Amendment Process

Periodic adjustments are needed between adoption cycles

WFRC's RTP amendment process:

- Consultation with project applicants, Interagency Consultation Team, and FHWA
- Review financial constraints
- Modeling and air quality conformity
- Public review and input



RTP Amendment Process Proposed Clarifications

- 1 Inclusion of amendments that only modify a project's needs-based phase

		LEVEL 1 STAFF MODIFICATION (EXEMPT PROJECTS)	LEVEL 2 BOARD MODIFICATION (NON-EXEMPT, NON-REGIONALLY SIGNIFICANT)	LEVEL 3 FULL AMENDMENT (NON-EXEMPT, REGIONALLY SIGNIFICANT)
		Staff or Regional Growth Committee Chair/Vice Chair could recommend elevating to Level 2	Regional Growth Committee or the Interagency Consultation Team could recommend 30-day public comment period	-
Roadway	Ownership change	All ownership changes	-	-
	Functional classification change	-	Collectors and minor arterials	Principal arterials and freeways
	Needs-based phasing	All changes that only modify needs-based phasing	-	-
	Corridor preservation	-	All corridor preservation projects	-
	Operational projects	Operational projects without modifications to signalized intersections	Operational projects with modifications to signalized intersections	-
	New construction or widening projects	-	Collectors and minor arterials	Principal arterials and freeways, including new intersection and interchanges
Transit	Needs-based phasing	All changes that only modify needs-based phasing	-	-
	Corridor preservation	-	All corridor preservation projects	-
	New construction, operational, or point projects	-	Non-fixed guideway transit	Fixed guideway transit facilities and stations
Active Transportation		Any active transportation project	-	-
Land Use		Wasatch Choice Vision land use centers	-	-

RTP Amendment Process Proposed Clarifications

- 1 Inclusion of amendments that only modify a project's needs-based phase
- 2 Clarification that Level 1 amendments require the approval by the WFRC Executive Director with required consultation with the Federal Highway Administration, the Interagency Consultation Team, and the RGC Chair and Vice-Chair

LEVEL 1 STAFF MODIFICATION (EXEMPT PROJECTS)

Staff or Regional Growth
Committee Chair/Vice Chair could
recommend elevating to Level 2

Roadway	Ownership change	All ownership changes
	Functional classification change	-
	Needs-based phasing	All changes that only modify needs-based phasing
	Corridor preservation	-
	Operational projects	Operational projects without modifications to signalized intersections
	New construction or widening projects	-
Transit	Needs-based phasing	All changes that only modify needs-based phasing
	Corridor preservation	-
	New construction, operational, or point projects	-
Active Transportation		Any active transportation project
Land Use		Wasatch Choice Vision land use centers

RTP Amendment Process Proposed Clarifications

- 1 Inclusion of amendments that only modify a project's needs-based phase
- 2 Clarification that Level 1 amendments require the approval by the WFRC Executive Director with required consultation with the Federal Highway Administration, the Interagency Consultation Team, and the RGC Chair and Vice-Chair
- 3 Clarification that for Level 2 amendments, the existing regional emissions analysis remains valid, but that a new air quality conformity determination is required

LEVEL 2 BOARD MODIFICATION (NON-EXEMPT, NON- REGIONALLY SIGNIFICANT)

Regional Growth Committee or the
Interagency Consultation Team
could recommend 30-day public
comment period

Roadway	Ownership change	-
	Functional classification change	Collectors and minor arterials
	Needs-based phasing	-
	Corridor preservation	All corridor preservation projects
	Operational projects	Operational projects with modifications to signalized intersections
	New construction or widening projects	Collectors and minor arterials
Transit	Needs-based phasing	-
	Corridor preservation	All corridor preservation projects
	New construction, operational, or point projects	Non-fixed guideway transit
Active Transportation		-
Land Use		-

Suggested Motion

“I make a motion to recommend that the Wasatch Front Regional Council direct WFRC staff to update the RTP amendment process as presented, and make minor technical modifications as may be needed from time to time, in consultation with the RGC Chair and Vice Chair.”

2023-2050 RTP: Amendment 1

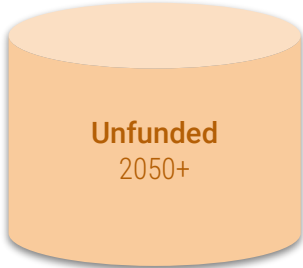
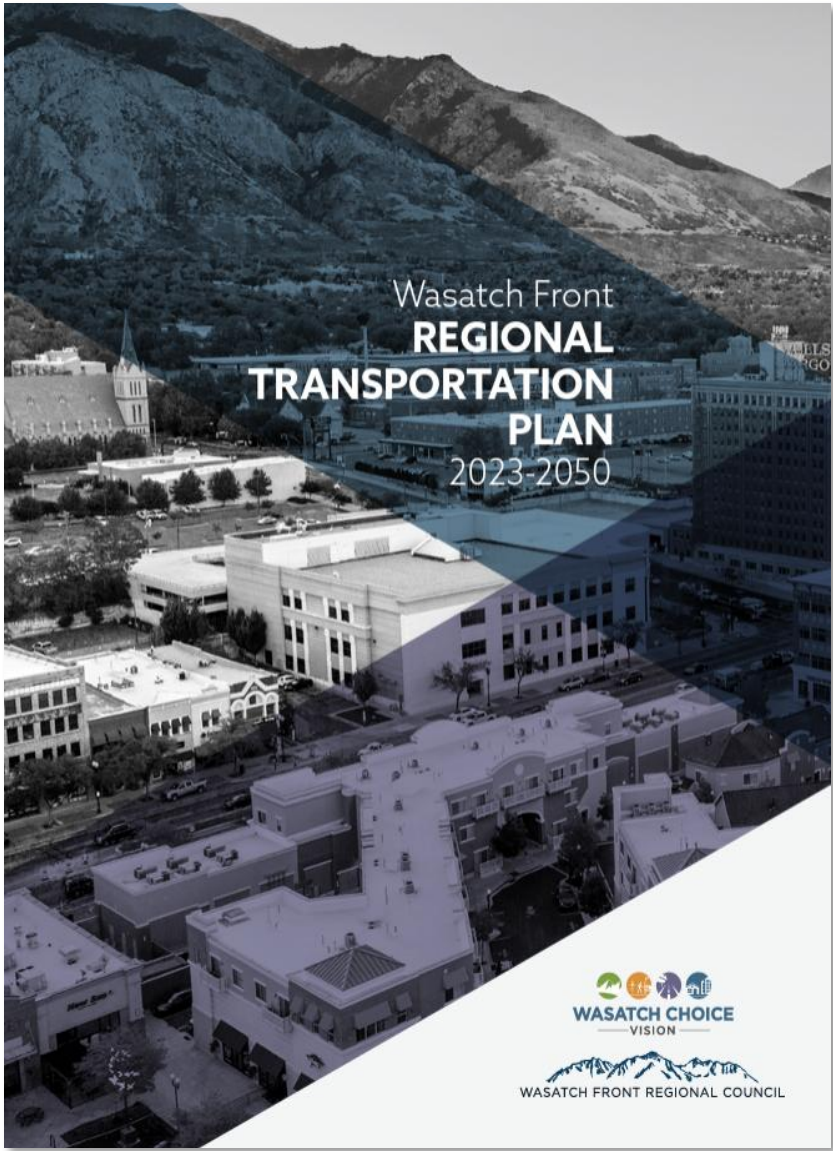
Regional Growth Committee

March 21, 2024

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



Regional Transportation Plan Process Overview



TRANSPORTATION
IMPROVEMENT PROGRAM



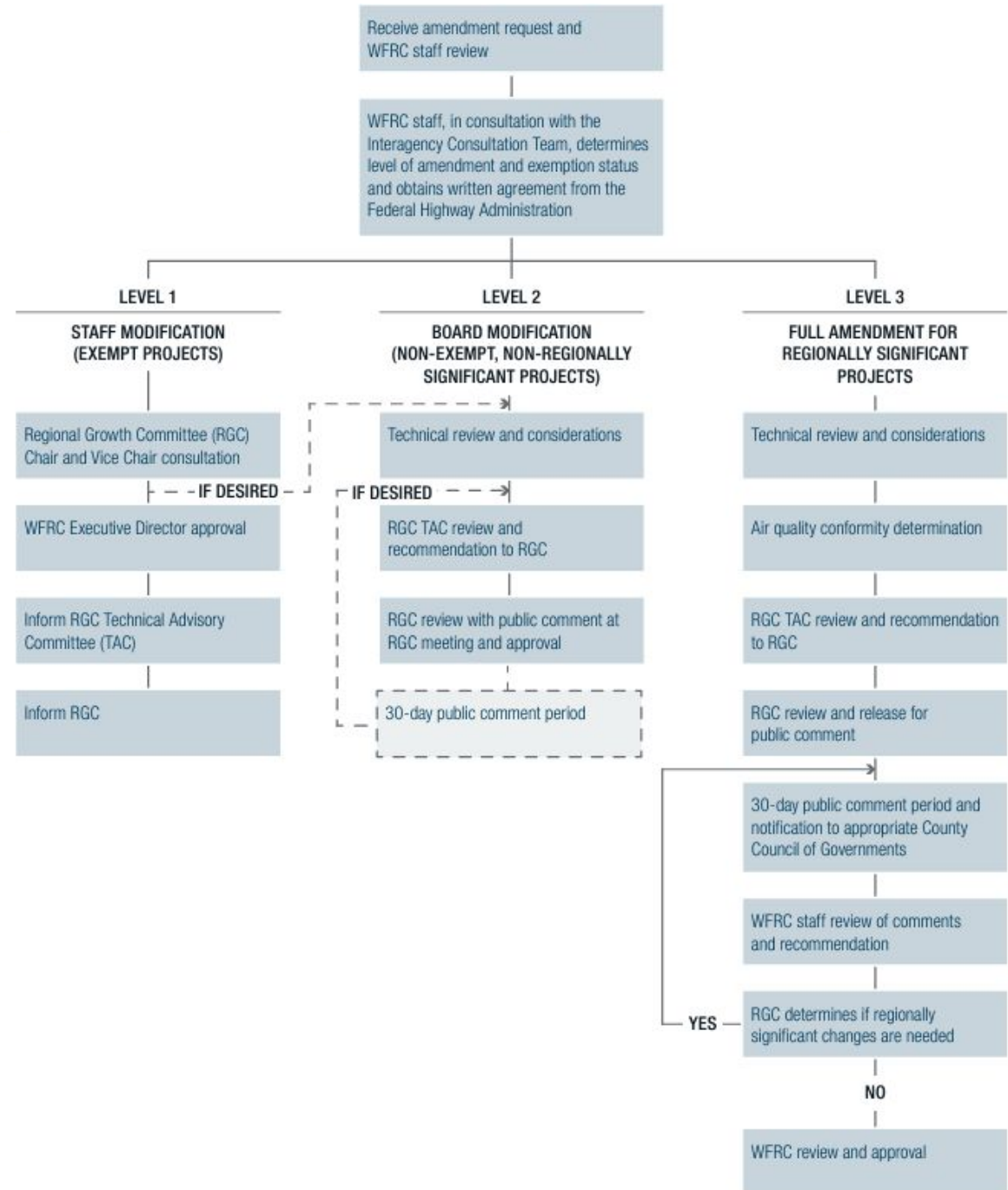
OTHER TOP
PRIORITIES

RTP Amendment Process Overview

Periodic adjustments are needed between adoption cycles

WFRC's RTP amendment process:

- Consultation with project applicants, Interagency Consultation Team, and FHWA
- Review financial constraints
- Modeling and air quality conformity
- Public review and input



		LEVEL 1 STAFF MODIFICATION (EXEMPT PROJECTS)	LEVEL 2 BOARD MODIFICATION (NON-EXEMPT, NON-REGIONALLY SIGNIFICANT)	LEVEL 3 FULL AMENDMENT (NON-EXEMPT, REGIONALLY SIGNIFICANT)
		Staff or Regional Growth Committee Chair/Vice Chair could recommend elevating to Level 2	Regional Growth Committee or the Interagency Consultation Team could recommend 30-day public comment period	-
Roadway	Ownership change	All ownership changes	-	-
	Functional classification change	-	Collectors and minor arterials	Principal arterials and freeways
	Needs-based phasing	All changes that only modify needs-based phasing	-	-
	Corridor preservation	-	All corridor preservation projects	-
	Operational projects	Operational projects without modifications to signalized intersections	Operational projects with modifications to signalized intersections	-
	New construction or widening projects	-	Collectors and minor arterials	Principal arterials and freeways, including new intersection and interchanges
Transit	Needs-based phasing	All changes that only modify needs-based phasing	-	-
	Corridor preservation	-	All corridor preservation projects	-
	New construction, operational, or point projects	-	Non-fixed guideway transit	Fixed guideway transit facilities and stations
Active Transportation		Any active transportation project	-	-
Land Use		Wasatch Choice Vision land use centers	-	-

Amendment 1 Projects: Level 1

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	AMENDMENT TYPE
LEVEL 1			
UDOT	Weber Canyon shared-use path	Weber River Parkway to Morgan County line	Project removal
WFRC	Porter Lane bike lane	Legacy Parkway Trail to 640 West	Extent update
Salt Lake County	Bonneville Shoreline Trail West	2600 South to existing Bonneville Shoreline Trail	Alignment change
Bluffdale	Perry Farms to Independence overhead pedestrian/bike crossing	FrontRunner and UP Railroad Tracks @ Cinch Way	Phase change
UDOT	I-15	Four new and six existing active transportation projects impacted by I-15 EIS	Four modified projects and six new projects, including facility type changes and connections to/from I-15 identified projects
Kearns	Kearns Active Transportation Plan	City-wide; four new projects	New local active transportation plan
Layton	Layton Active Transportation Plan	City-wide; 31 new projects and 5 modified projects	New local active transportation plan
Taylorsville	Taylorsville Active Communities Plan projects	City-wide; 10 new, 5 modified projects, and 2 removed	New local active transportation plan
White City	Walk White City	City-wide; three new projects	New local active transportation plan
UTA	400 West - American Spur TRAX Extension	Spot locations between 400 West and 200 South to 200 West and 1300 South	Phase change (needs-based)
UTA	Orange Line	Research Park to the Salt Lake Central Station	Phase change (needs-based)
UTA	Orange Line TRAX Reconfiguration	Airport TRAX Station to Salt Lake Central Station	Phase change (needs-based)

Amendment 1 Projects: Level 2

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	AMENDMENT TYPE
LEVEL 2			
Herriman/UDOT	12600 South	6400 West to future U-111	Project description change
Bluffdale	Freedom Point Way	Porter Rockwell Boulevard to Pony Express Road	New project
South Jordan	Grandville Avenue	10200 South to Old Bingham Highway	New project
UTA	Hill Field Road Overpass	@ FrontRunner Railroad Crossing	New project
UTA	Gordon Avenue Overpass	@ FrontRunner Railroad Crossing	New project
UTA	Pages Lane Overpass	@ FrontRunner Railroad Crossing	New project
UTA	1700 South Overpass	@ FrontRunner Railroad Crossing	New project
UTA	Vine Street Overpass	@ FrontRunner Railroad Crossing	New project
UTA	5900 South Overpass	@ FrontRunner Railroad Crossing	New project
UTA	Davis-SLC Community Connector	Davis County Line to Research Park	Alignment change
UDOT	Big Cottonwood Canyon	Mouth of Canyon to Brighton	New project
UDOT/UTA	Point Innovative Mobility Zone with Dedicated Shuttles	Draper FrontRunner Station to Point of the Mountain Development	New project








Amendment 1 Projects: Level 3

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	PROJECT TYPE
LEVEL 3			
UDOT/UTA	Point of the Mountain Transit	Draper FrontRunner Station to Utah County Line	Mode and alignment change
UDOT/UTA	FrontRunner Station @ Point of the Mountain development (Bluffdale)	@ FrontRunner	New project
Farmington City	Fixed guideway station, stop, or terminal	North Station Park	New project
Farmington City	Fixed-guideway innovative mobility zone	Park Lane to Shepard Lane	New project
UDOT	I-15	Farmington to 2600 South	Project description change
UDOT	I-15	2600 South to Salt Lake/Davis County Line	Project description change
UDOT	I-15	Salt Lake/Davis County Line to 400 South	Project description change
UDOT	I-15 (Davis County)	Operational improvements	Remove; incorporated into I-15 project
UDOT	I-15 Interchange	@ Parrish Lane	Remove; incorporated into I-15 project
UDOT	I-15 Interchange	@ Warm Springs	Remove; incorporated into I-15 project
UDOT	I-215 Interchange	@ I-15/US-89	Remove; incorporated into I-15 project
UDOT	I-215 Interchange	@ I-15/US-89	Remove; incorporated into I-15 project
UDOT	I-15	3000 North to US-91	New project

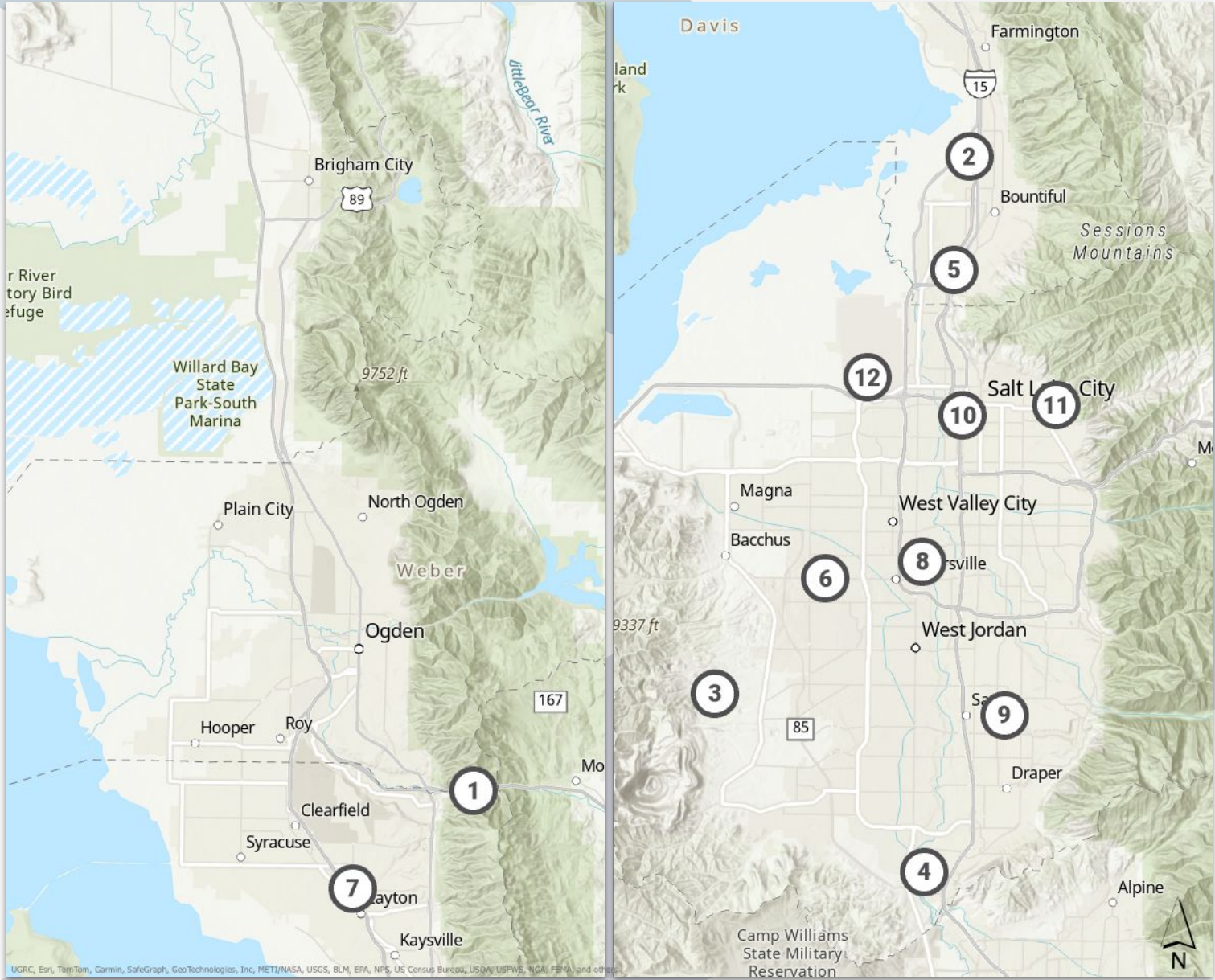


Technical Considerations

Impacts of the Amendment

	TECHNICAL CONSIDERATION	BOX ELDER COUNTY	WEBER COUNTY	DAVIS COUNTY	SALT LAKE COUNTY
	Safety benefits	Improvements to I-15 will increase safety by adding passing lanes	N/A	<ul style="list-style-type: none">Additional trails/shared-use pathsImproved interchanges and intersectionsNew grade-separated crossings	<ul style="list-style-type: none">Additional trails/shared-use pathsImproved interchanges and intersectionsNew grade-separated crossings
	Vehicle hours traveled	NB 31,000 VHT Build 31,000 VHT similar VHT	NB 172,000 VHT Build 172,000 VHT similar VHT	NB 261,000 VHT Build 267,000 VHT +6,000 VHT	NB 953,000 VHT Build 957,000 VHT +4,000 VHT
	Connectivity improvements & transportation choices	N/A	N/A	<ul style="list-style-type: none">Increased AT networkImproved transit connectivityImproved community connections	<ul style="list-style-type: none">Increased AT networkImproved transit connectivityImproved community connections
	Project readiness	N/A	N/A	<ul style="list-style-type: none">I-15 EIS and Davis-SLC Connector study completed	<ul style="list-style-type: none">I-15 and Point of the Mountain EISsDavis-SLC Connector study completed
	Provides improved access to urban, town, or job centers	Improved access to Wasatch Choice industrial and special districts	N/A	Enhanced multi-modal connections to multiple centers, districts, and parks/public spaces	Enhanced multi-modal connections to multiple centers, districts, and parks/public spaces
	Access to opportunities	NB 72,500 Build 72,700 +200	NB 149,000 Build 149,200 + 200	NB 224,600 Build 227,900 +3,300	NB 323,200 Build 323,700 +900
	Serves or does not adversely impact identified vulnerable communities	No impact	No impact	<ul style="list-style-type: none">Improved road and AT connections in Centerville, Bountiful, Layton, and Woods CrossNew grade-separated crossings over FrontRunner in LaytonImproved roadway connectivity and safety in Bountiful and NSL	<ul style="list-style-type: none">Improved AT connections in Kearns, Magna, SLC, and TaylorsvilleNew grade-separated crossings over FrontRunner in Murray and SLCImproved roadway connectivity SLC and Herriman

Level 1 Amendments



Weber Canyon Bike Path

Level 1 Request // UDOT

SCOPE

Remove A-W-174, Weber Canyon Bike Path, Weber River Parkway to Morgan County line, from RTP.

Project represented in UDOT's Long Range Plan.



Level 1 Request // WFRC

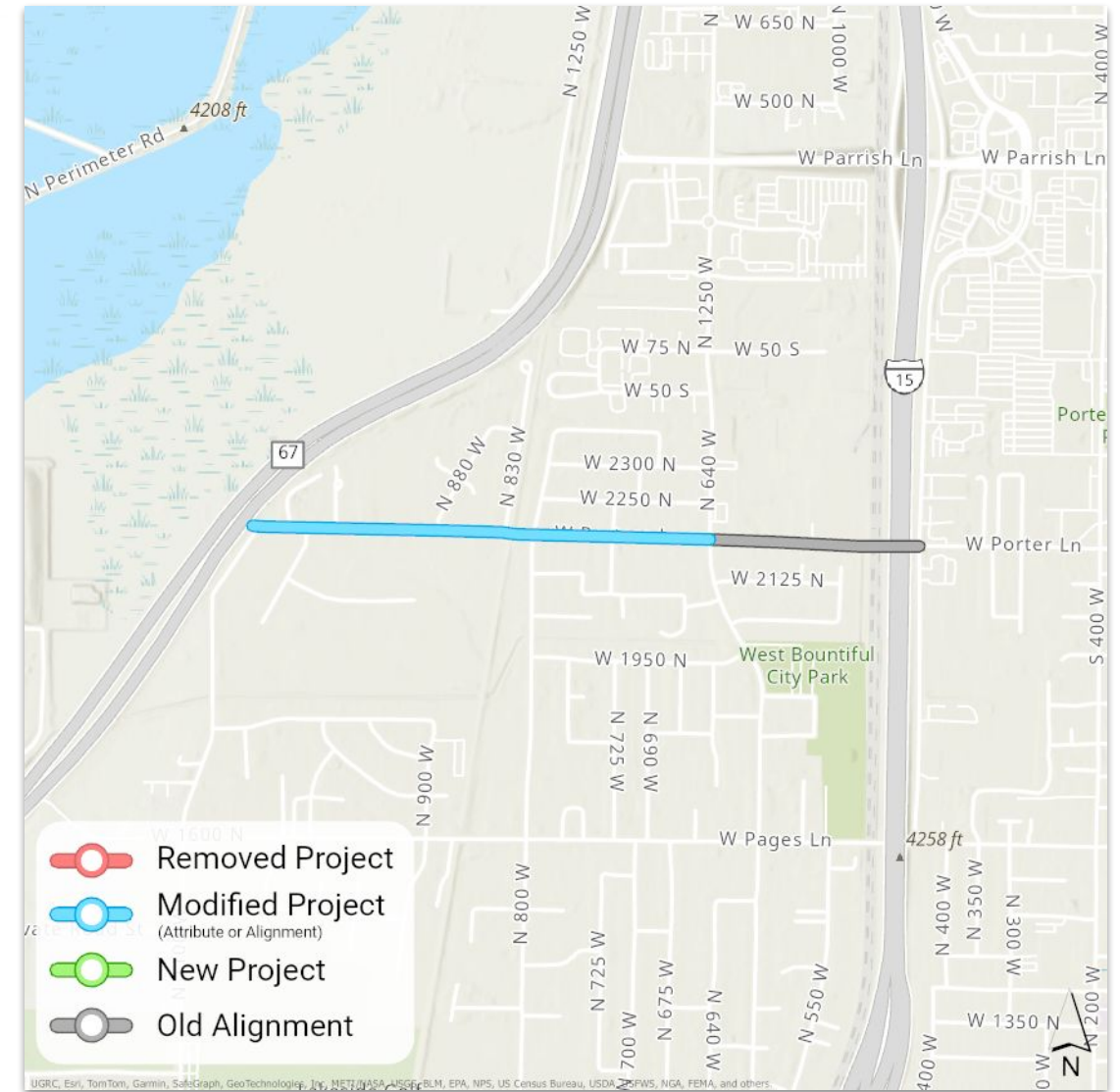
Modify eastern extent of A-D-99 based on the relocation of a proposed crossing over I-15.

COST (2023)

FUNDING SOURCES

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

Matches project extents to line up with other regional projects, i.e. Legacy Parkway Trail and 1250 West shared-use path (future).



Bonneville Shoreline Trail West

Level 1 Request // Salt Lake County

SCOPE

Update the alignment of project A-S-100 based upon the recent Salt Lake County Parks & Recreation study.

COST (2023)

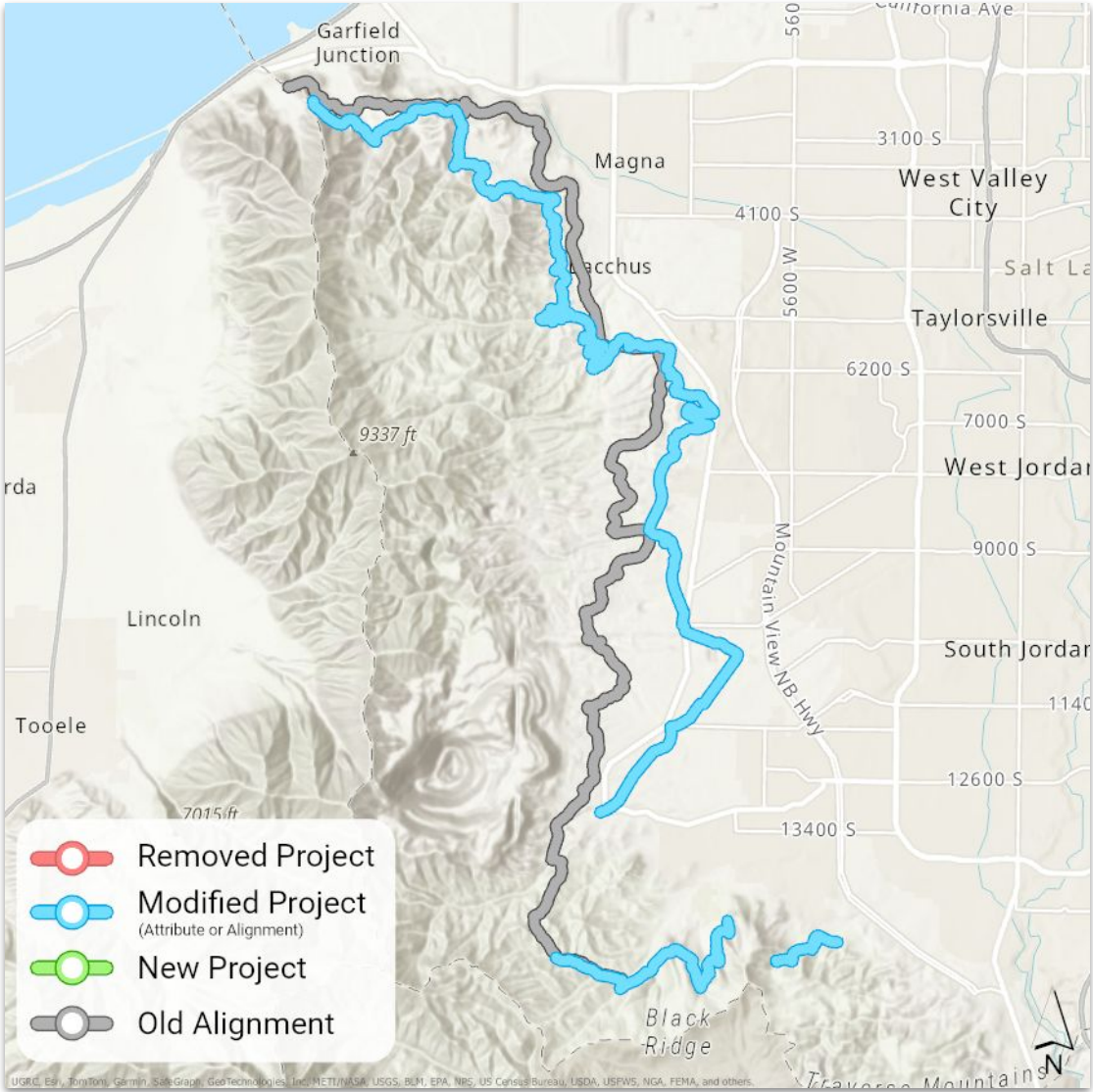
\$10.4 Million

FUNDING SOURCES

Potential funding sources include City funds, County funds, TAP, developer funding, Recreational Trails Program, and/or Utah Outdoor Recreation grants

BENEFITS

- Increased access to outdoor recreation
- Improved feasibility of proposed alignment



Perry Farm Overhead Pedestrian/Bike Crossing

Level 1 Request // Bluffdale

SCOPE

Change phasing of project A-S-378 from Phase 2 to Phase 1.

COST (2023)

\$6.3 Million

FUNDING SOURCES

This project has received partial funding from the Federal Railroad Administration’s Railroad Crossing Elimination Grant. Additional potential funding sources include TAP, STP, CMAQ, CRP, and/or TIF Active.

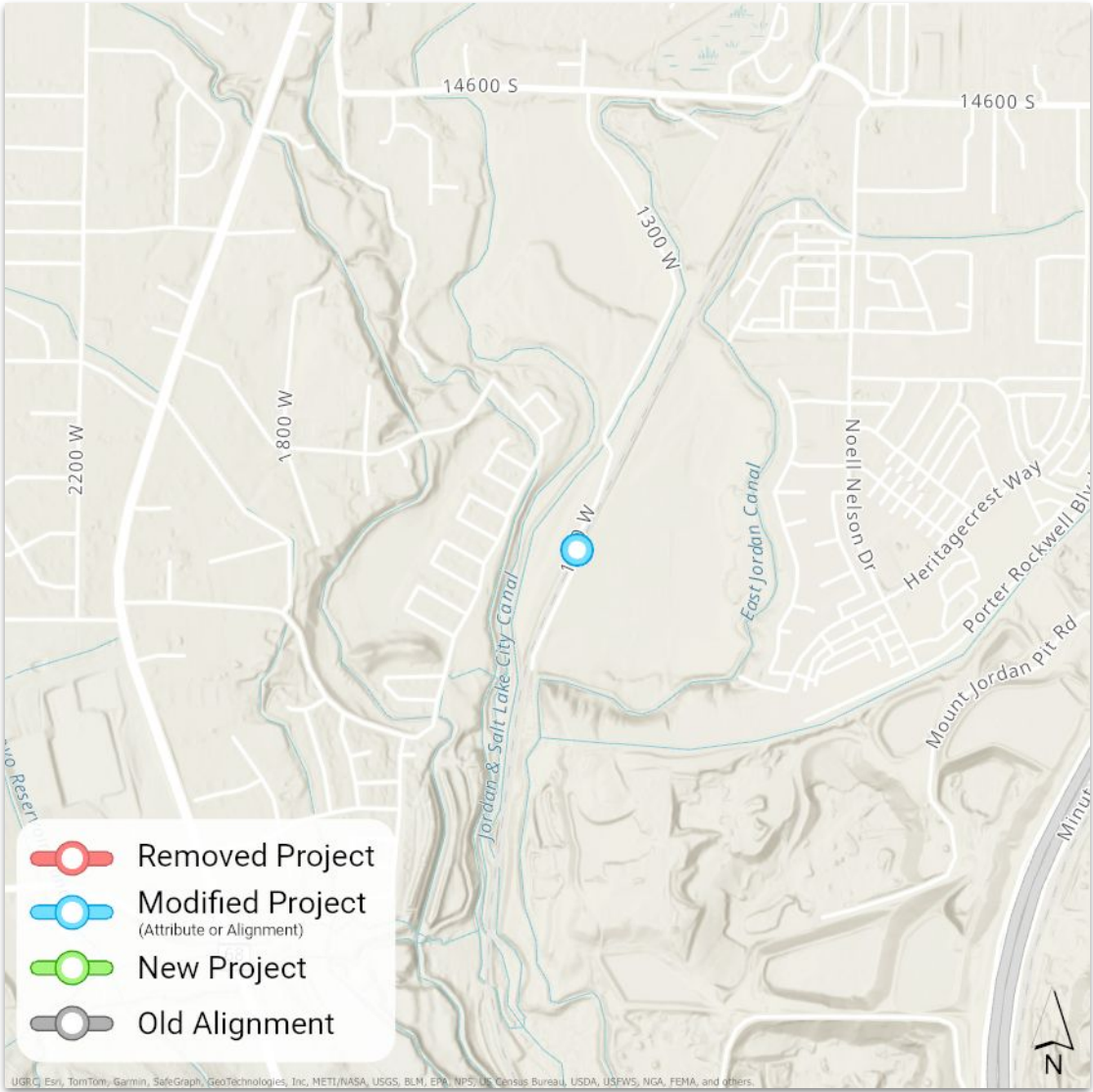
BENEFITS

Increased safety

Increased access to regional trail system

Potential for vehicle trip replacement

Improved safe routes to school



I-15 EIS - Active Transportation Projects

Level 1 Request // UDOT

SCOPE

Eleven AT projects changed due to I-15 EIS; seven modified projects and four new projects in Phase 1. See “Other” tab in this [spreadsheet](#) for more information.

Includes a shared lane, bike lane, buffered bike lane, two overhead crossings, and six shared-use paths.

COST (2023)

Project costs included in the I-15 reconstruction project.

FUNDING SOURCES

As part of the I-15 reconstruction project, these projects will be funded by that project’s funding sources.

BENEFITS

Increased connectivity

Increased safety

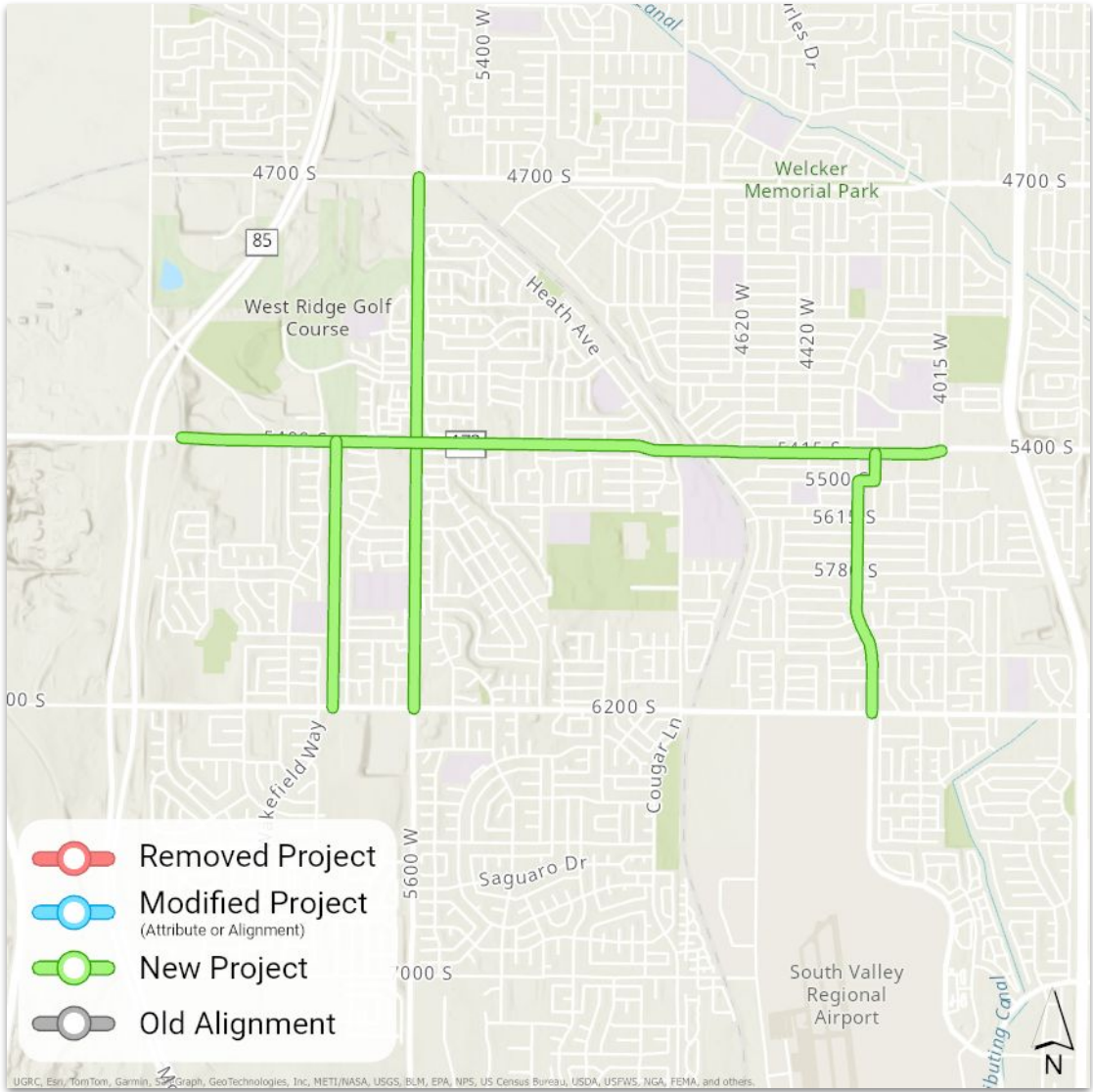
Increased access to the regional AT network



Kearns Active Transportation Plan

Level 1 Request // Kearns

SCOPE	BENEFITS
Four new projects in various phases. See “Kearns” tab in this spreadsheet for more information.	Increased connectivity
Includes a buffered bike lane and three shared-use paths.	Increased safety
	Increased access to the regional AT network
COST (2023)	
\$14.4 Million	
FUNDING SOURCES	
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF	



Layton Active Transportation Plan

Level 1 Request // Layton

SCOPE

36 projects - five modified and 31 new projects - all in various phases. See “Layton” tab in this [spreadsheet](#) for more information.

Includes bike lanes, buffered bike lanes, shoulder bikeways, shared-use paths, and street crossings.

COST (2023)

\$25.3 Million

FUNDING SOURCES

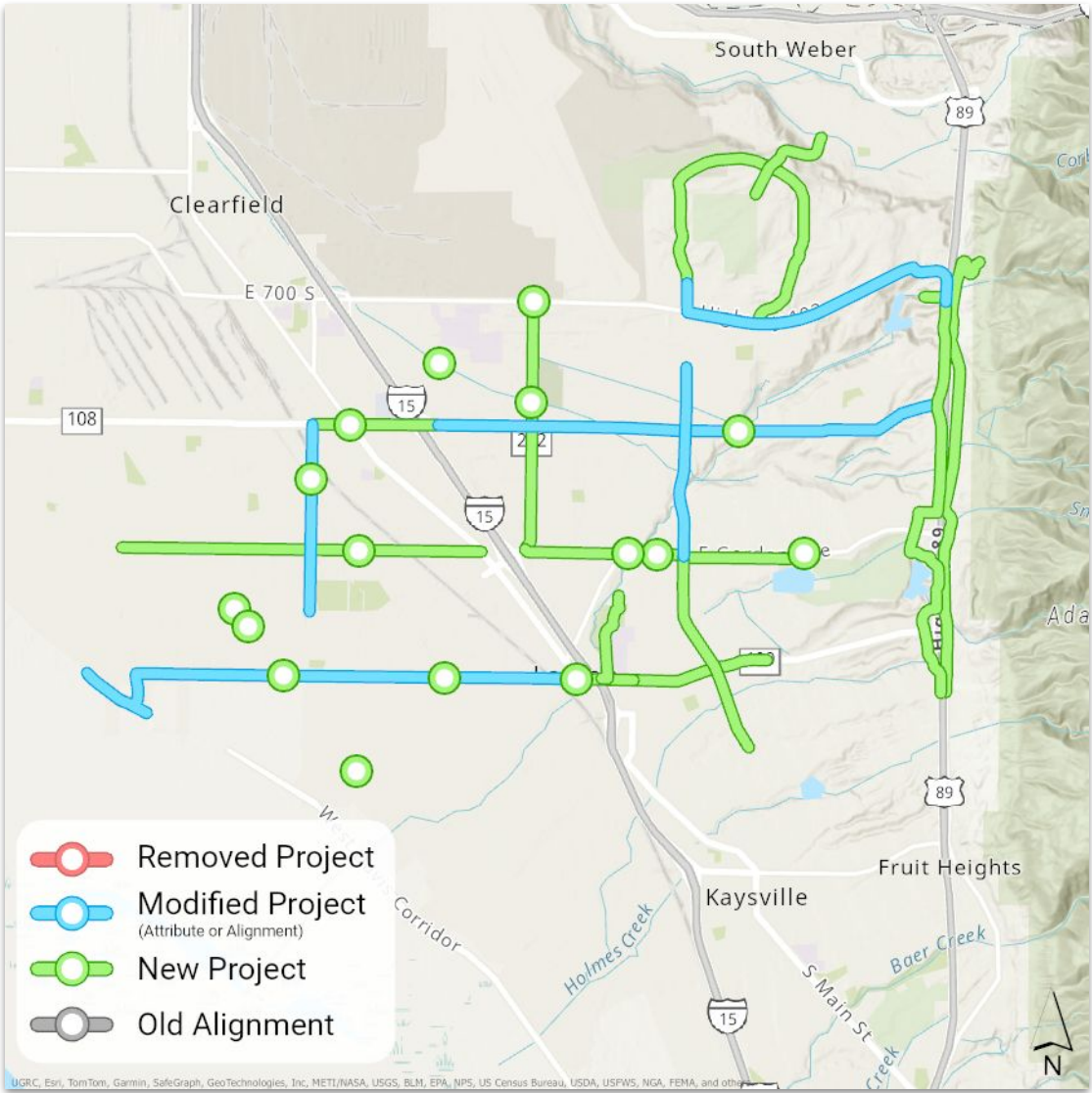
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF

BENEFITS

Increased connectivity

Increased safety

Increased access to the regional AT network



Walk White City Plan

Level 1 Request // White City

SCOPE

Three new projects in various phases. Please see “White City” tab in this [spreadsheet](#) for more information.

Two shared-use paths and one street crossing.

COST (2023)

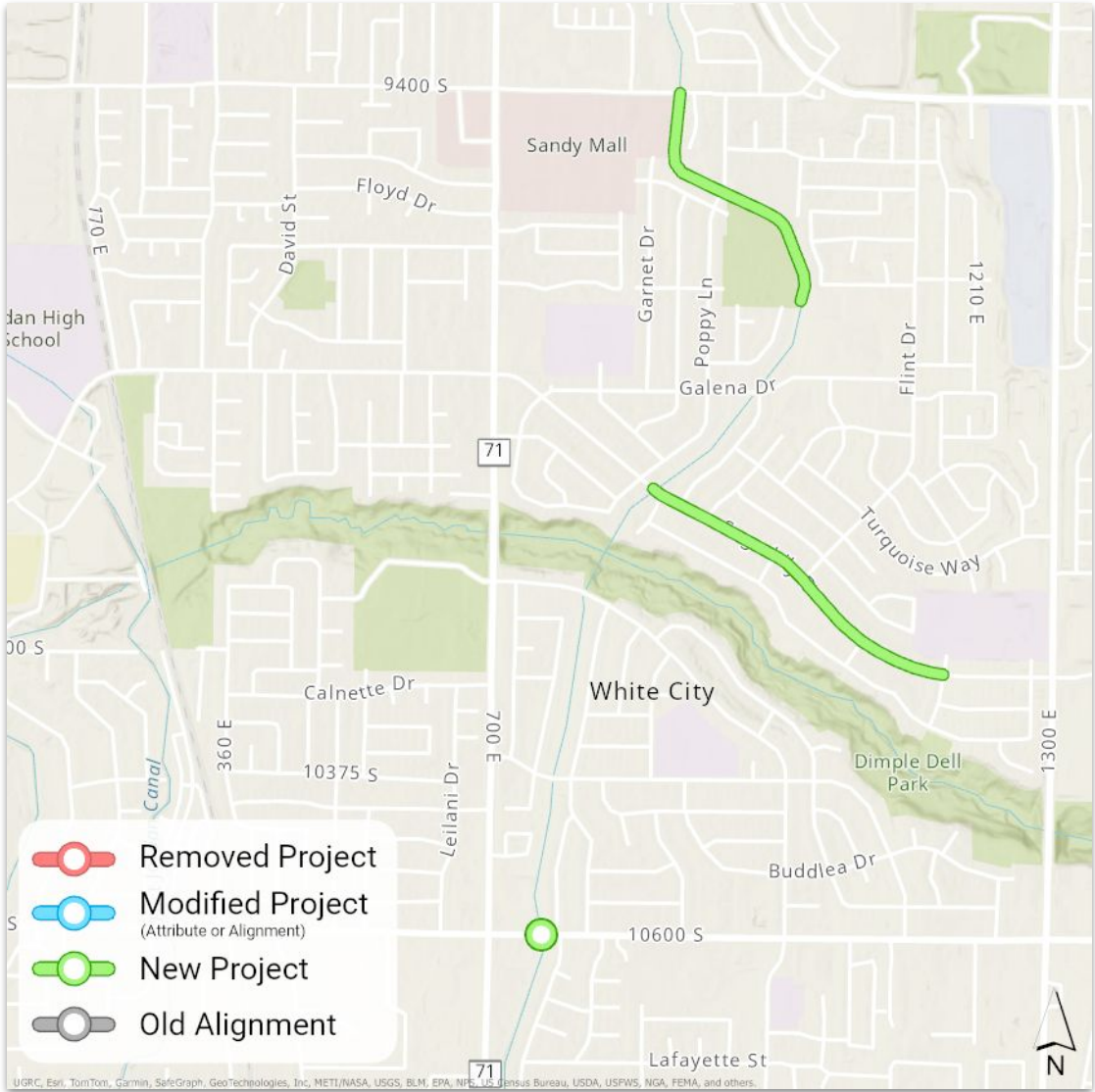
\$7.8 Million

FUNDING SOURCES

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

BENEFITS

- Increased connectivity
- Increased safety
- Increased access to the regional AT network



400 West - American Spur TRAX Extension

Level 1 Request // UTA

SCOPE

Realignment of project T-S-7 Red TRAX Line between 200 South and 1300 South.

Change needs-based phasing from Phase 2 to Phase 1.

COST (2023)

\$120 Million

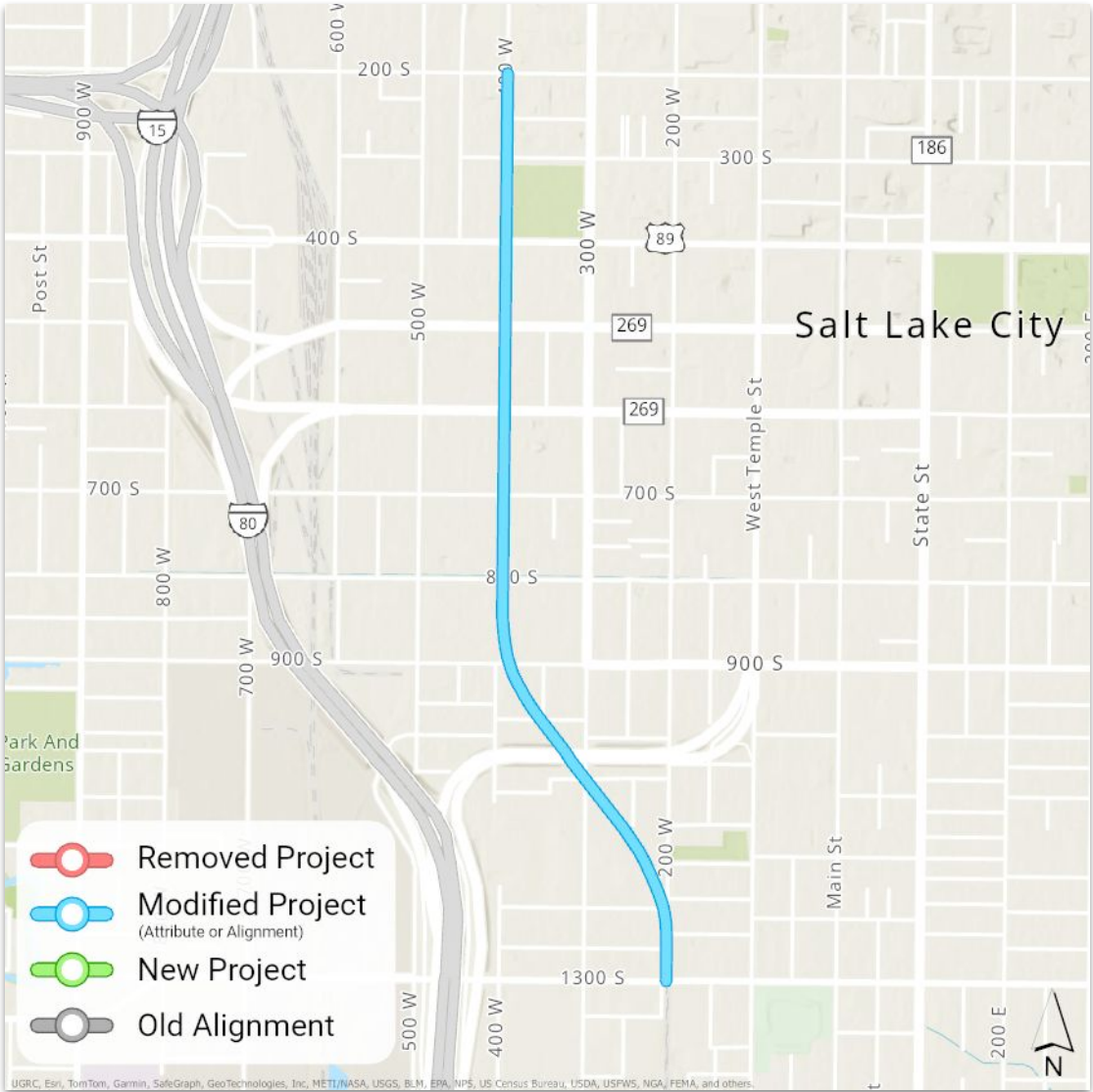
FUNDING SOURCES

Potential funding sources include TTIF, federal funds, and/or local options sales taxes

BENEFITS

Increased reliability

Ability to increase frequency and provide additional service



TRAX Orange Line - U of U to Downtown

Level 1 Request // UTA

SCOPE

Project T-S-40 Orange TRAX Line is a reconfiguration project from the University of Utah to 600 West.

Change needs-based phasing from Phase 2 to Phase 1.

COST (2023)

Capital cost: \$101 Million
O&M (per year): \$10.4 Million

FUNDING SOURCES

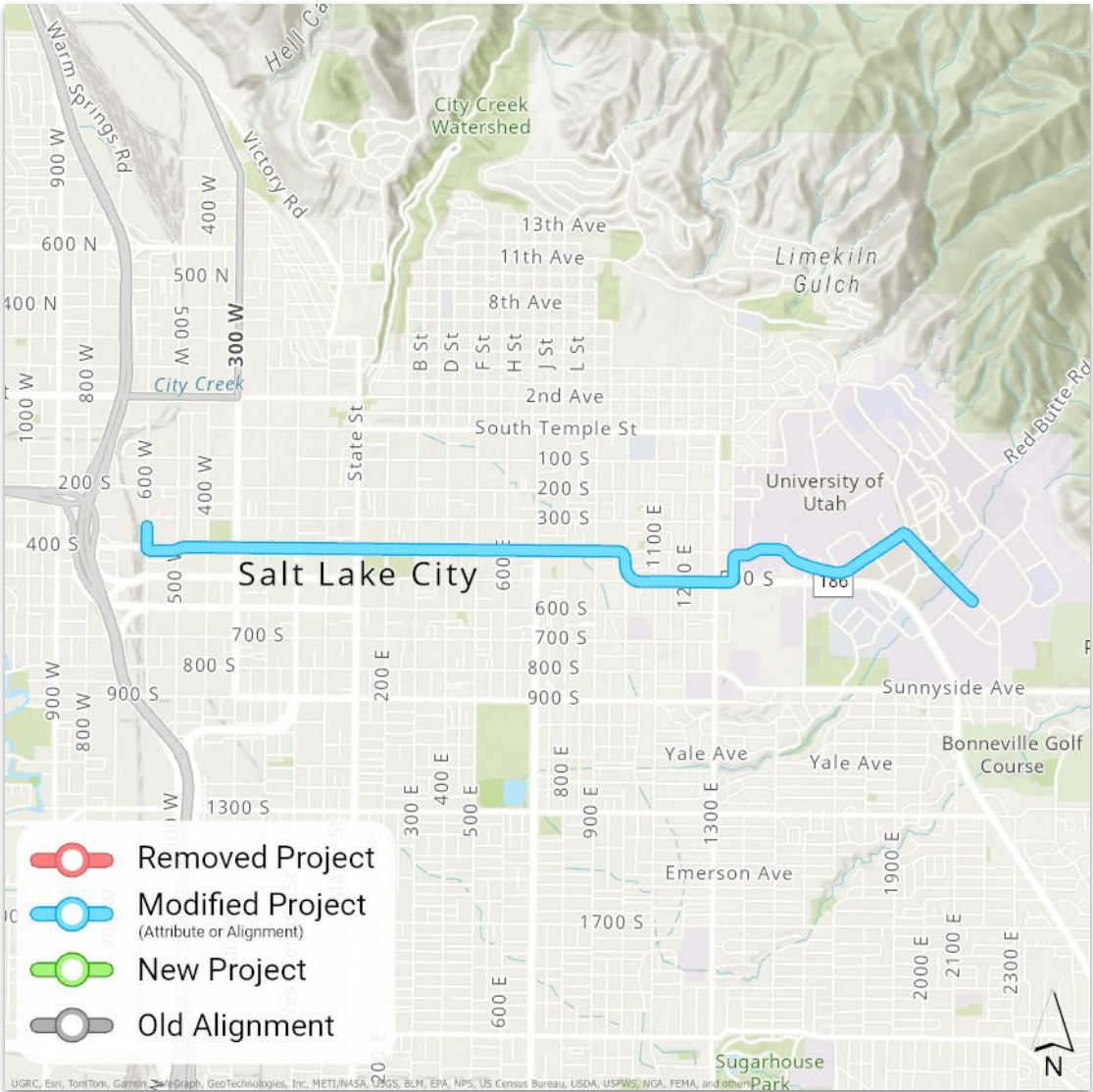
Potential funding sources include TTIF, federal funds, and/or local option sales taxes

BENEFITS

Increased reliability

Faster travel times

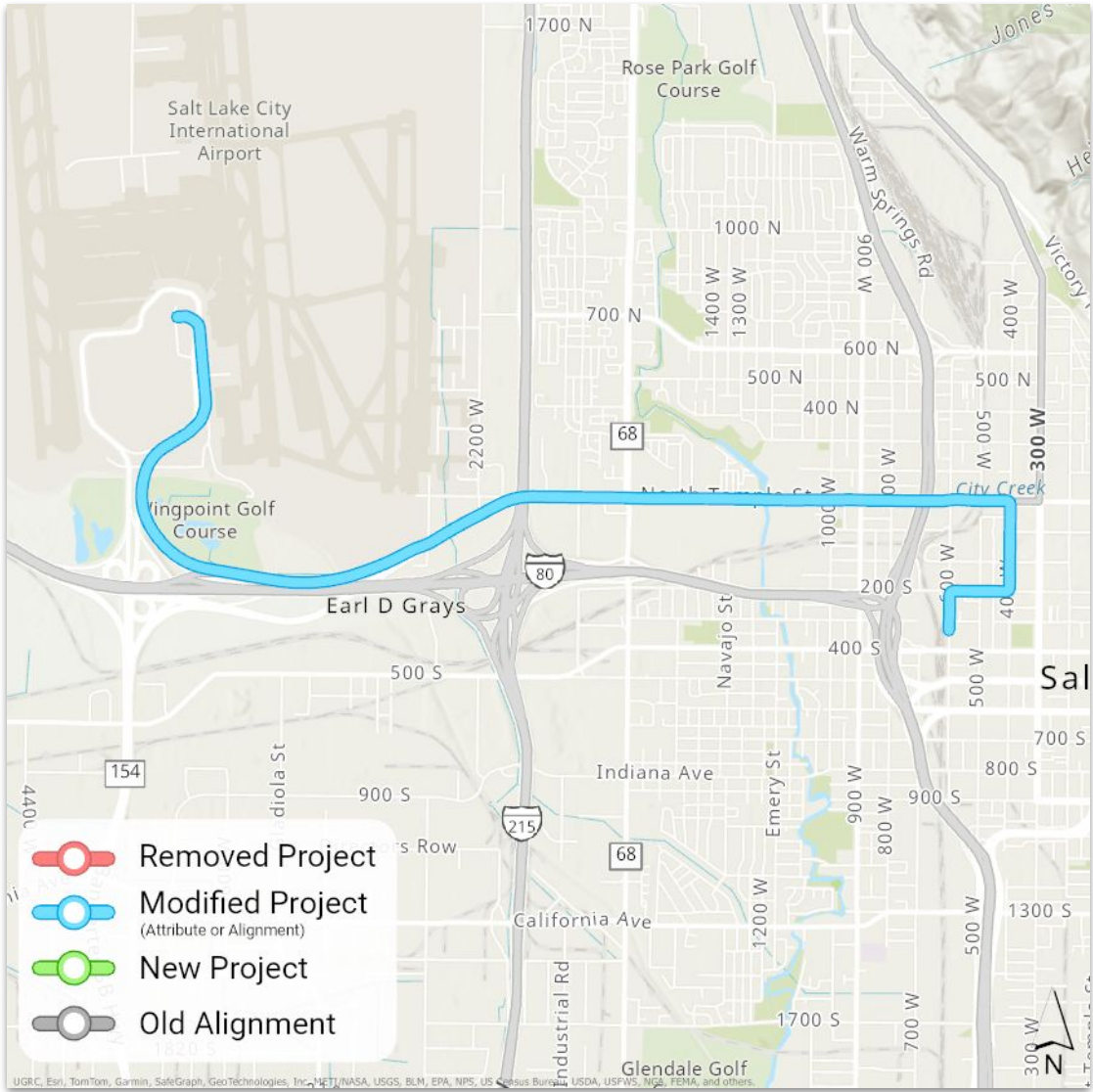
Ability to increase frequency and provide additional service



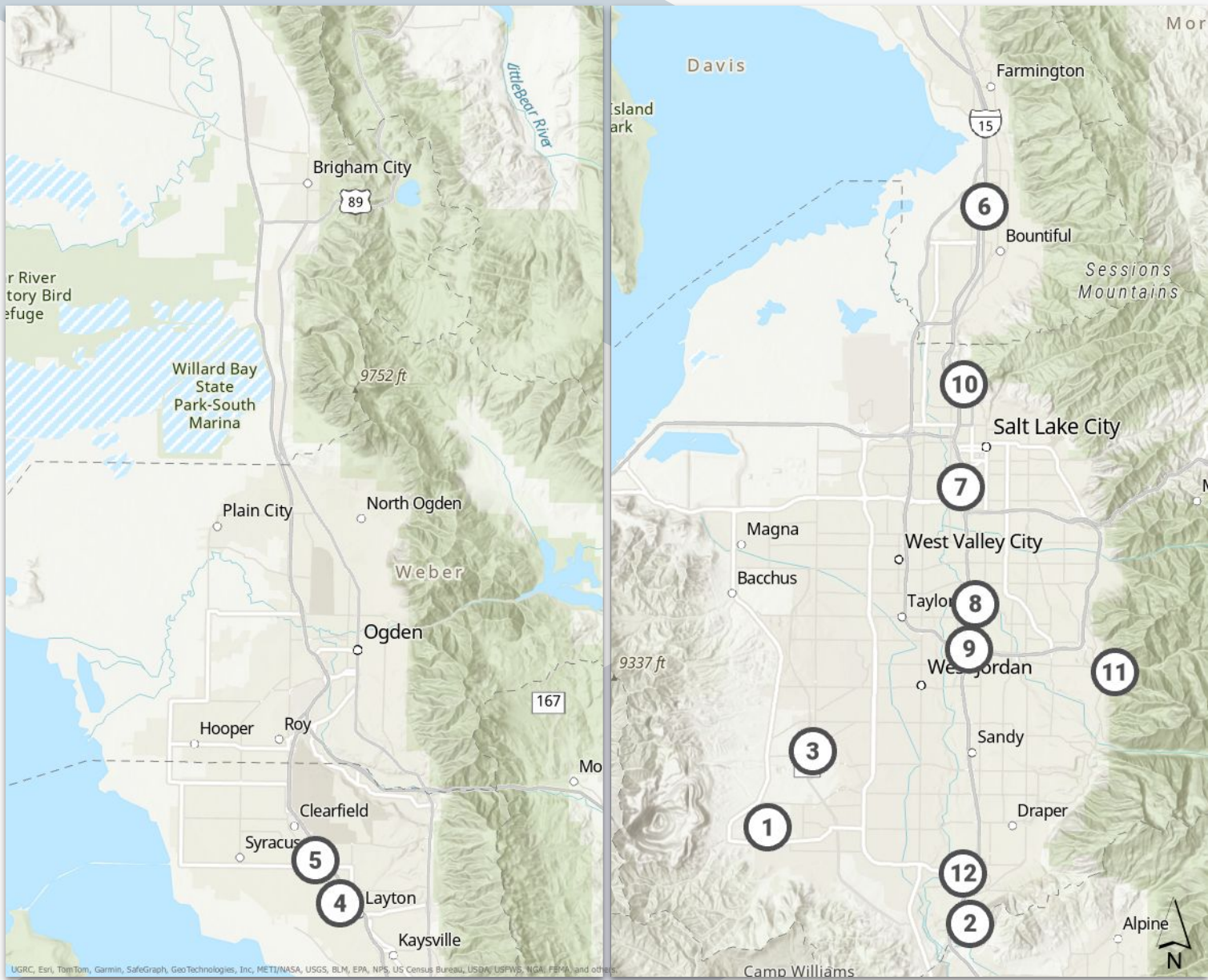
TRAX Orange Line - Downtown SLC to the International Airport

Level 1 Request // UTA

SCOPE	BENEFITS
Project T-S-38 Orange TRAX Line is a reconfiguration project from Downtown SLC to the International Airport.	Increased reliability
Change from needs-based Phase 3 to Phase 1.	Faster travel times
	Ability to increase frequency and provide additional service
COST (2023)	
Capital cost: \$30 Million O&M (per year): \$7.5 Million	
FUNDING SOURCES	
Potential funding sources include TTIF, federal funds, and/or local option sales taxes	



Level 2 Amendments



12600 South

Level 2 Request // Herriman/UDOT

SCOPE

Modify the new construction portion of project R-S-179, from 6800 West to 7300 West (future SR-111) to 5 lanes.

Leave the new construction portion of project R-S-179, from 7300 West (future SR-111) to Oquirrh View Boulevard to 3 lanes.

COST (2023)

\$50 Million

FUNDING SOURCES

Potential funding sources include Transportation Investment Fund (TIF) and local funds

BENEFITS

Increases mobility in growing area

Reduces travel times

Relieves congestion on parallel facilities



Freedom Point Way

Level 2 Request // Bluffdale

SCOPE

New collector road R-S-266 connects Porter Rockwell Boulevard to Pony Express Road (I-15 frontage road).

One lane per direction with center left-turn lane and sidewalks.

COST (2023)

\$2.5 Million

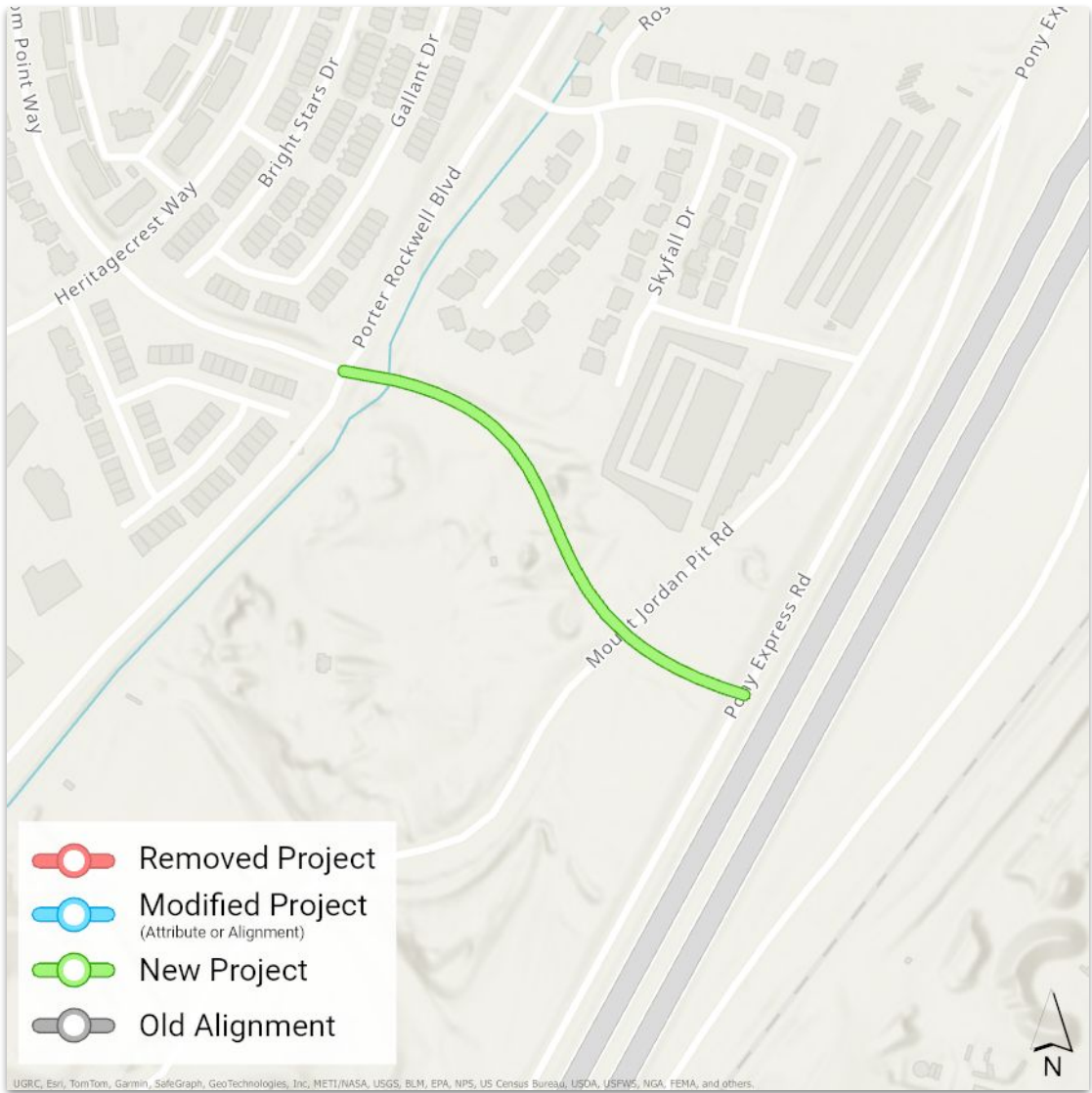
FUNDING SOURCES

County and local funds. The project is needed to be included on the RTP in order to be qualified for SLCo corridor preservation funds.

BENEFITS

Improves connectivity

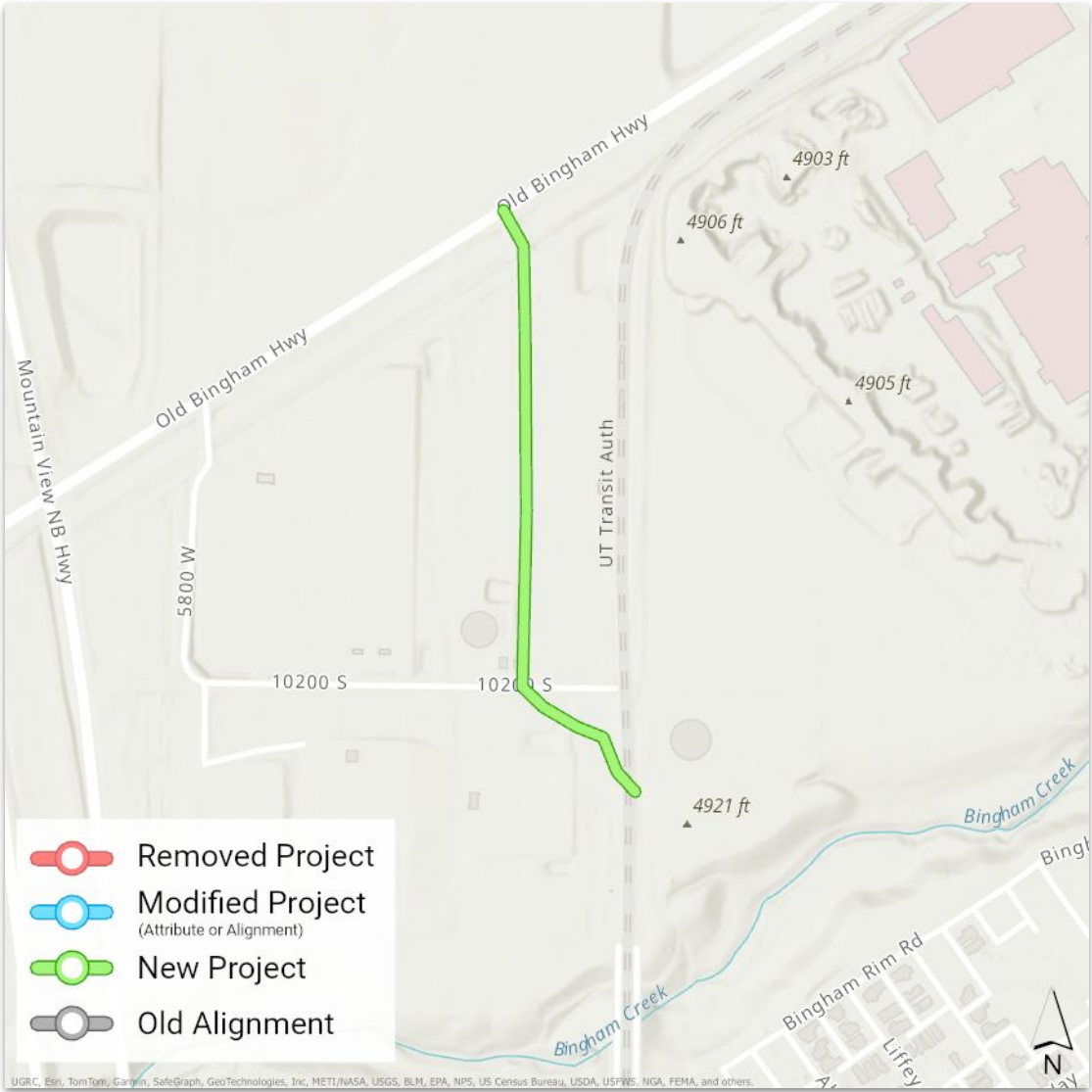
Relieves congestion on parallel facilities



Grandville Avenue

Level 2 Request // South Jordan City

SCOPE	BENEFITS
New project R-S-267 extending Grandville Avenue between 10200 South and Old Bingham.	Better access to TRAX
	Improved connectivity
COST (2023)	
\$5 Million	
FUNDING SOURCES	
This project will be using multiple funding sources. The project is needed to be included on the RTP in order to be qualified for SLCo corridor preservation funds.	



FrontRunner Crossing at Hill Field Road

Level 2 Request // UTA

SCOPE

New project R-D-68 is a grade-separated crossing at Hill Field Road in Layton. This project is a part of the FrontRunner Forward Study.

COST (2023)

\$32 Million

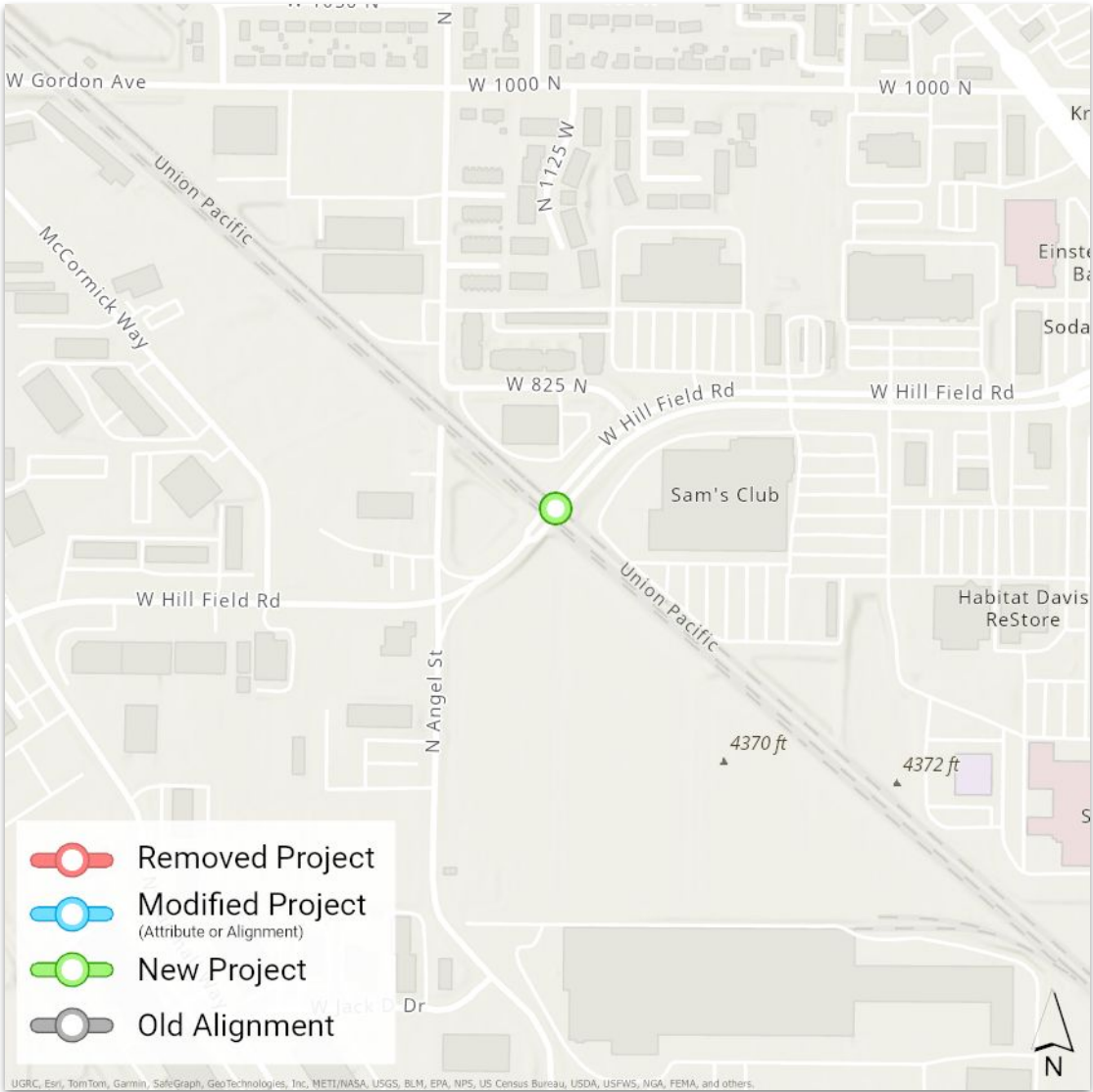
FUNDING SOURCES

Potential funding sources include City funds, County funds, and/or federal funds.

BENEFITS

Safety improvements for all users

Reduced travel times



FrontRunner Crossing at Gordon Avenue

Level 2 Request // UTA

SCOPE

New project R-D-81 is a grade-separated crossing at Gordon Avenue in Layton. This project is a part of the FrontRunner Forward Study.

COST (2023)

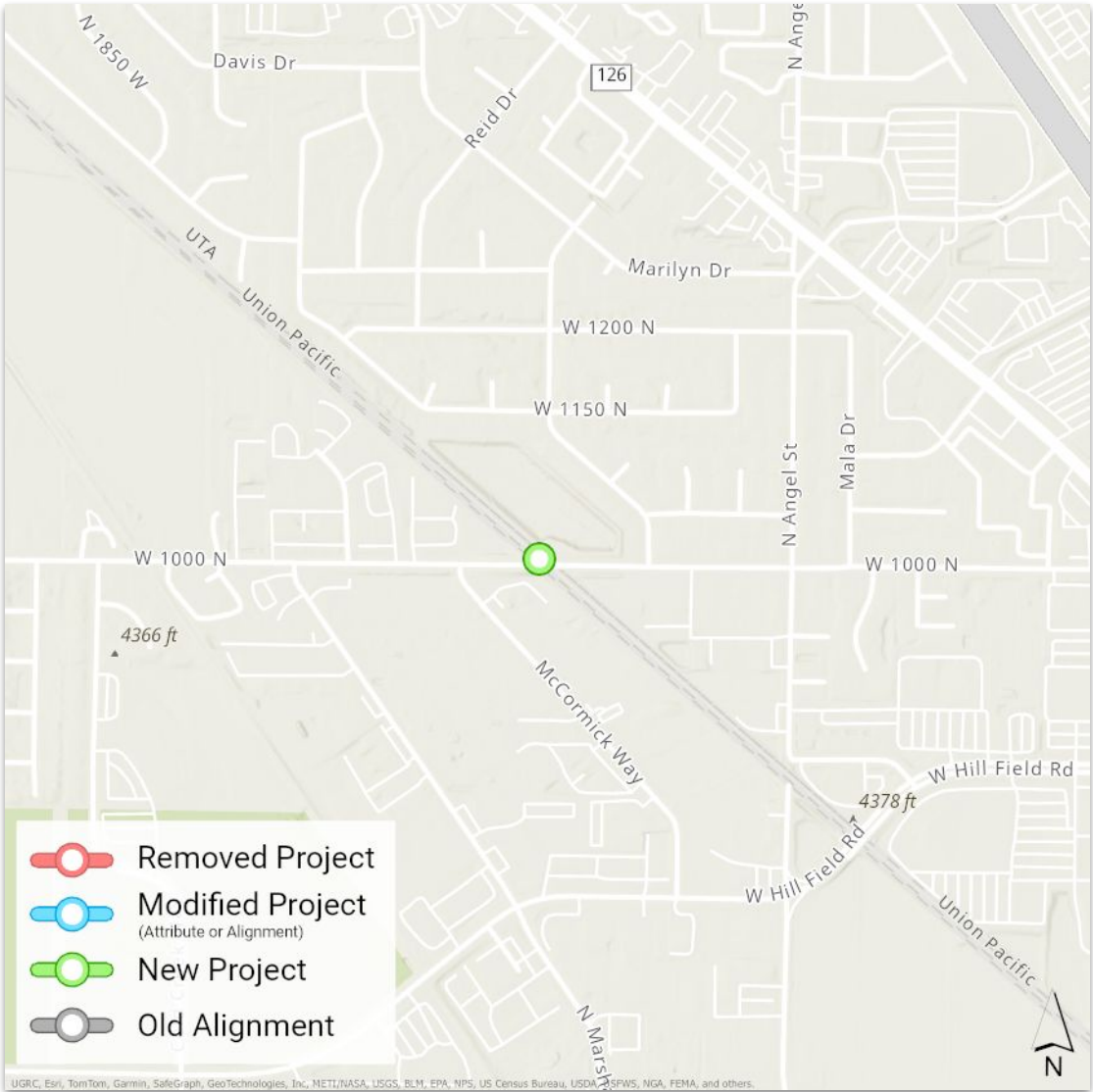
\$32 Million

FUNDING SOURCES

Potential funding sources include City funds, County funds, and/or federal funds.

BENEFITS

- Safety improvements for all users
- Reduced travel times



FrontRunner Crossing at Pages Lane

Level 2 Request // UTA

SCOPE

New project R-D-82 is a grade-separated crossing at Pages Lane in West Bountiful. This project is a part of the FrontRunner Forward Study.

COST (2023)

\$32 Million

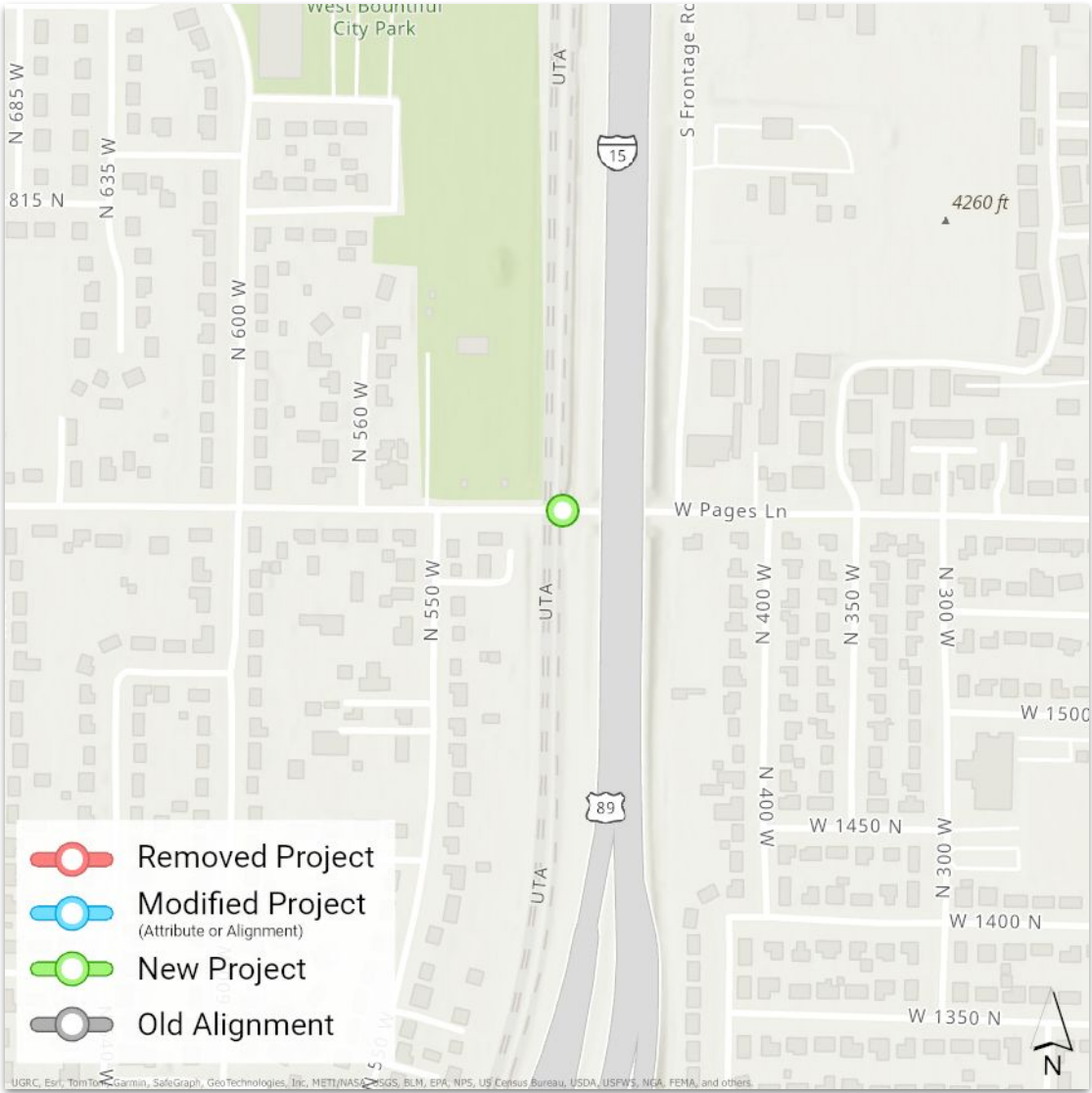
FUNDING SOURCES

Potential funding sources include City funds, County funds, and/or federal funds.

BENEFITS

Safety improvements for all users

Reduced travel times



FrontRunner Crossing at 1700 South

Level 2 Request // UTA

SCOPE

New project R-S-277 is a grade-separated crossing at 1700 South in Salt Lake City. This project is a part of the FrontRunner Forward Study.

COST (2023)

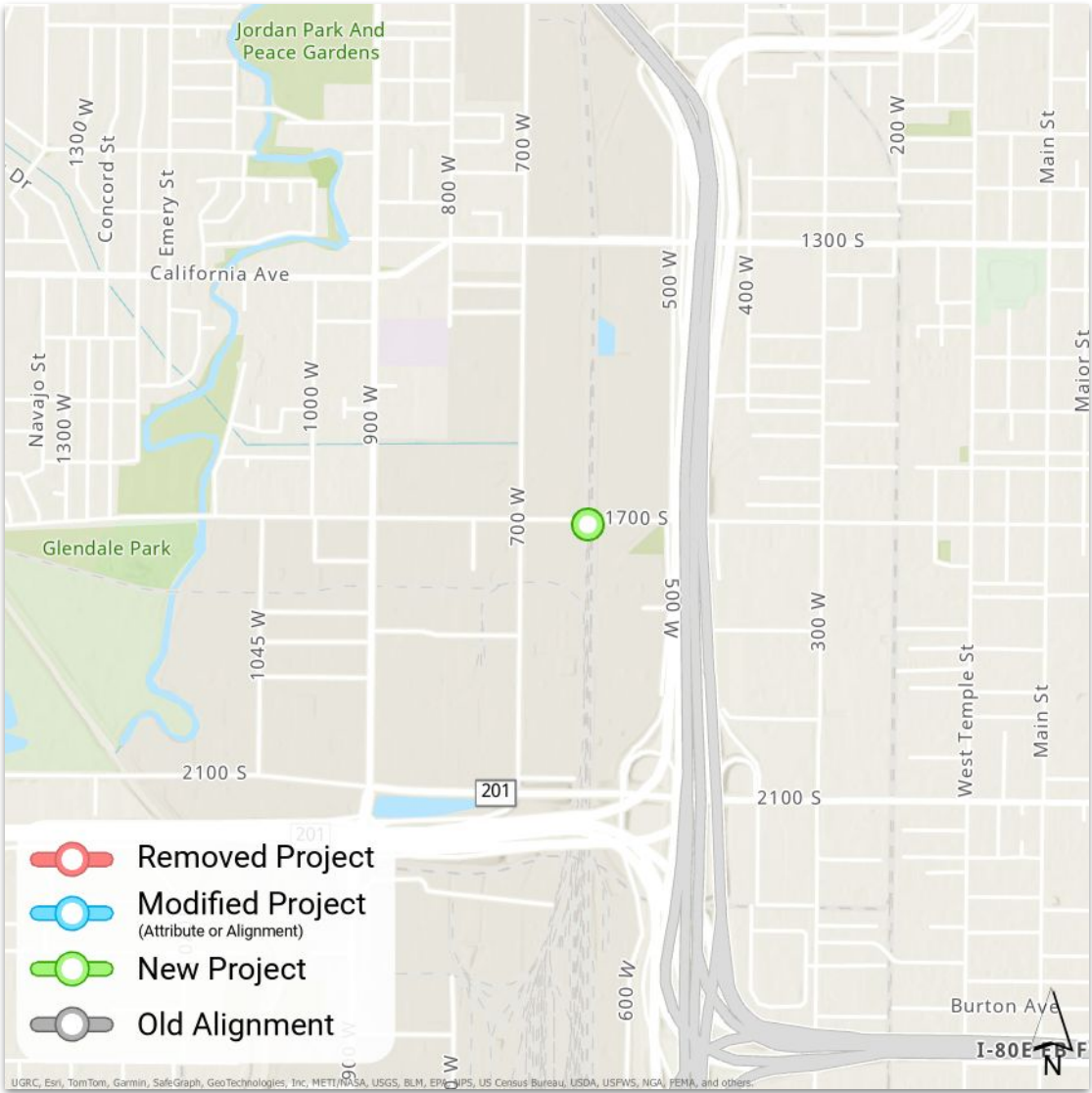
\$32 Million

FUNDING SOURCES

Potential funding sources include City funds, County funds, and/or federal funds.

BENEFITS

- Safety improvements for all users
- Reduced travel times



FrontRunner Crossing at Vine Street

Level 2 Request // UTA

SCOPE

New project R-S-278 is a grade-separated crossing at Vine Street in Murray. This project is a part of the FrontRunner Forward Study.

COST (2023)

\$32 Million

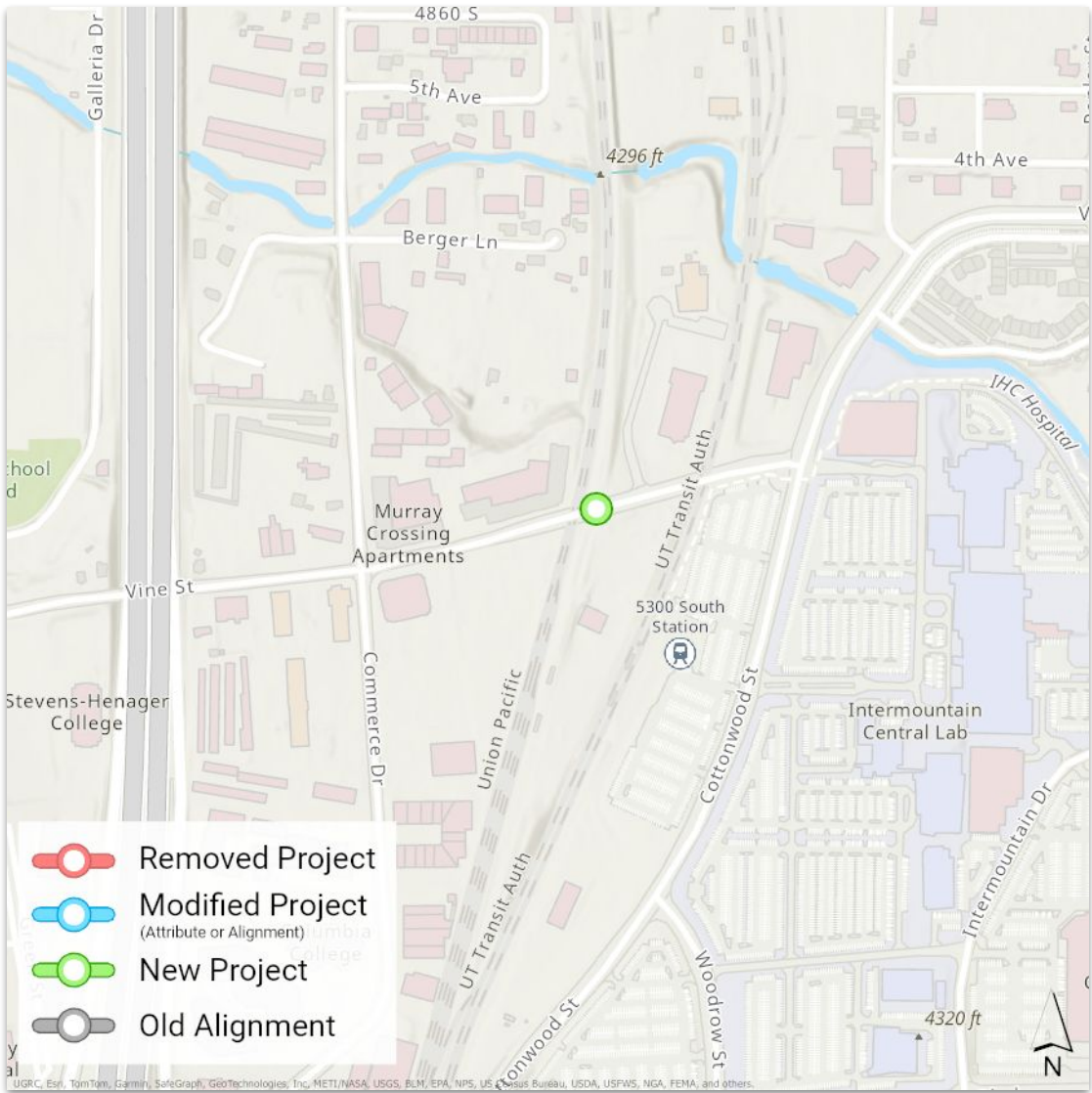
FUNDING SOURCES

Potential funding sources include City funds, County funds, and/or federal funds.

BENEFITS

Safety improvements for all users

Reduced travel times



FrontRunner Crossing at 5900 South

Level 2 Request // UTA

SCOPE

New project R-S-279 is a grade-separated crossing at 5900 South in Murray. This project is a part of the FrontRunner Forward Study.

COST (2023)

\$32 Million

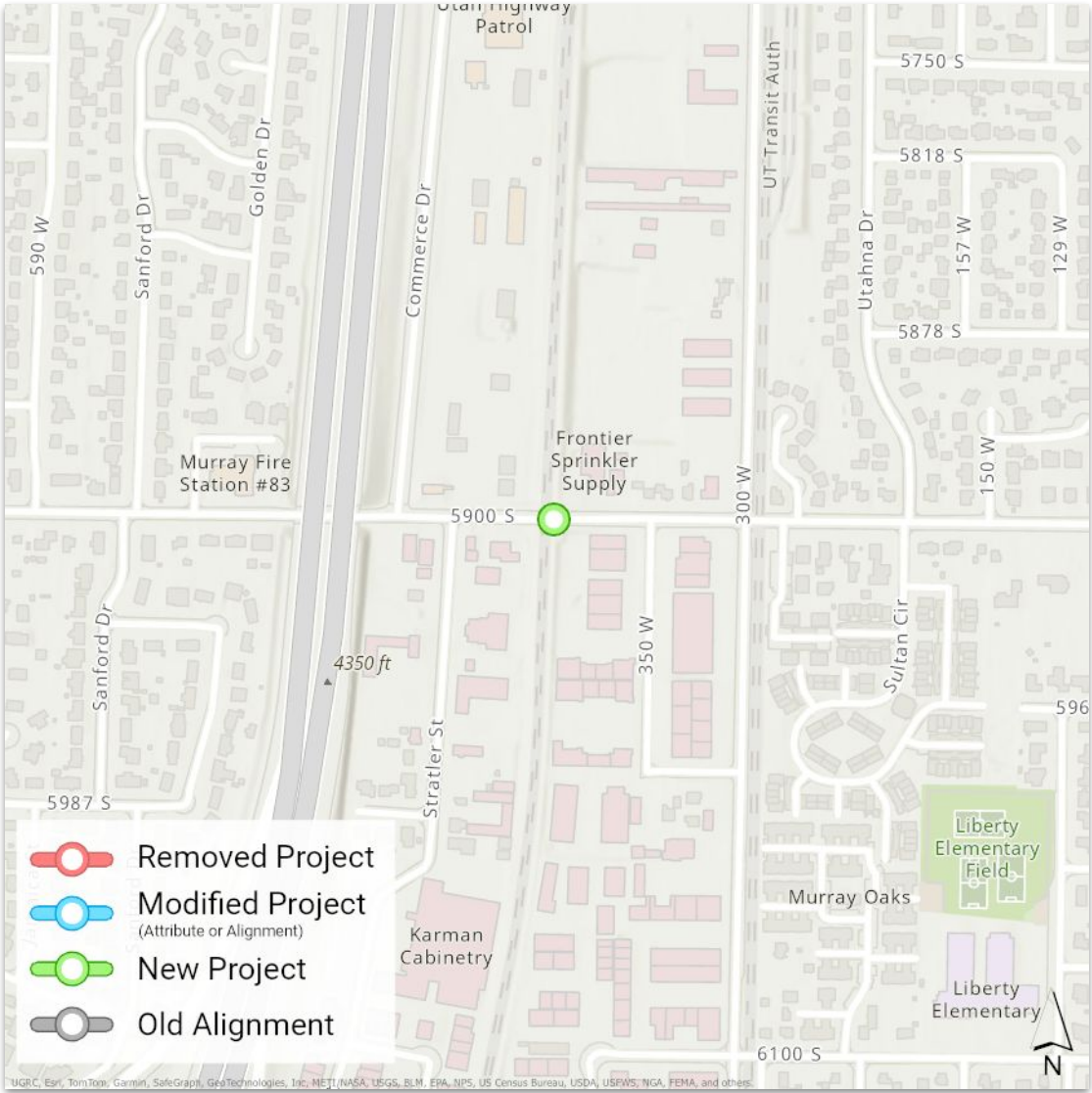
FUNDING SOURCES

Potential funding sources include City funds, County funds, and/or federal funds.

BENEFITS

Safety improvements for all users

Reduced travel times



Davis - SLC Community Connector

Level 2 Request // UTA

SCOPE

Alignment change, per the Environmental Assessment, T-S-9 in Salt Lake City from 400 West to 300 West starting at Beck Street to the North Temple FrontRunner Station.

COST (2023)

Capital cost: \$75.6 Million
O&M (per year): \$6.4 Million

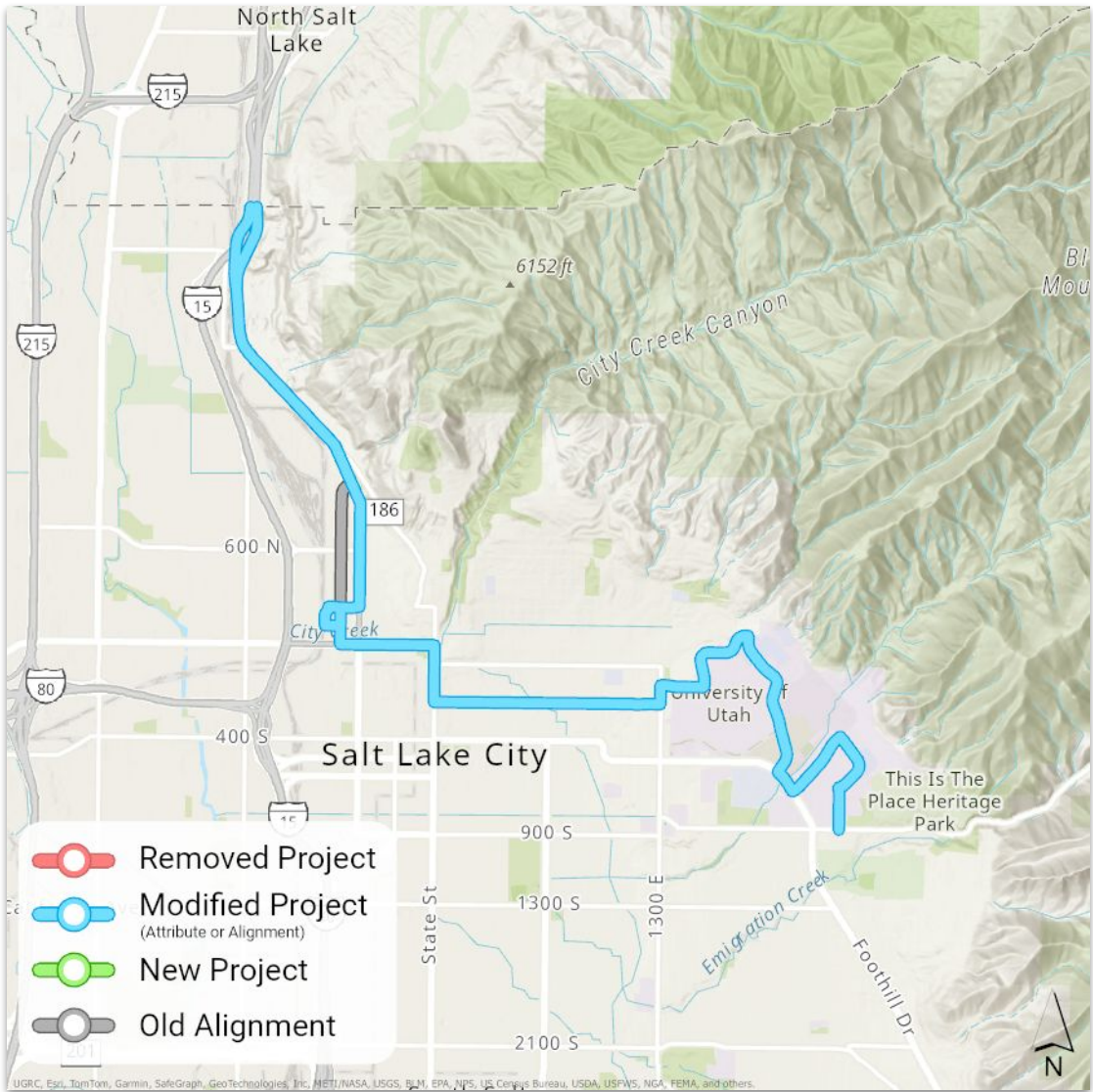
FUNDING SOURCES

Potential funding sources include TTIF, federal funds, and/or local option sales taxes

BENEFITS

Increased access to opportunities

Ability to increase frequency and provide additional service



Big Cottonwood Canyon Core Route

Level 2 Request // UDOT/UTA

SCOPE

New core route bus service from the Cottonwood Canyons Transit Hub to Brighton Ski Resort.

COST (2023)

Capital cost: \$25.8 Million
O&M (per year): \$6 Million

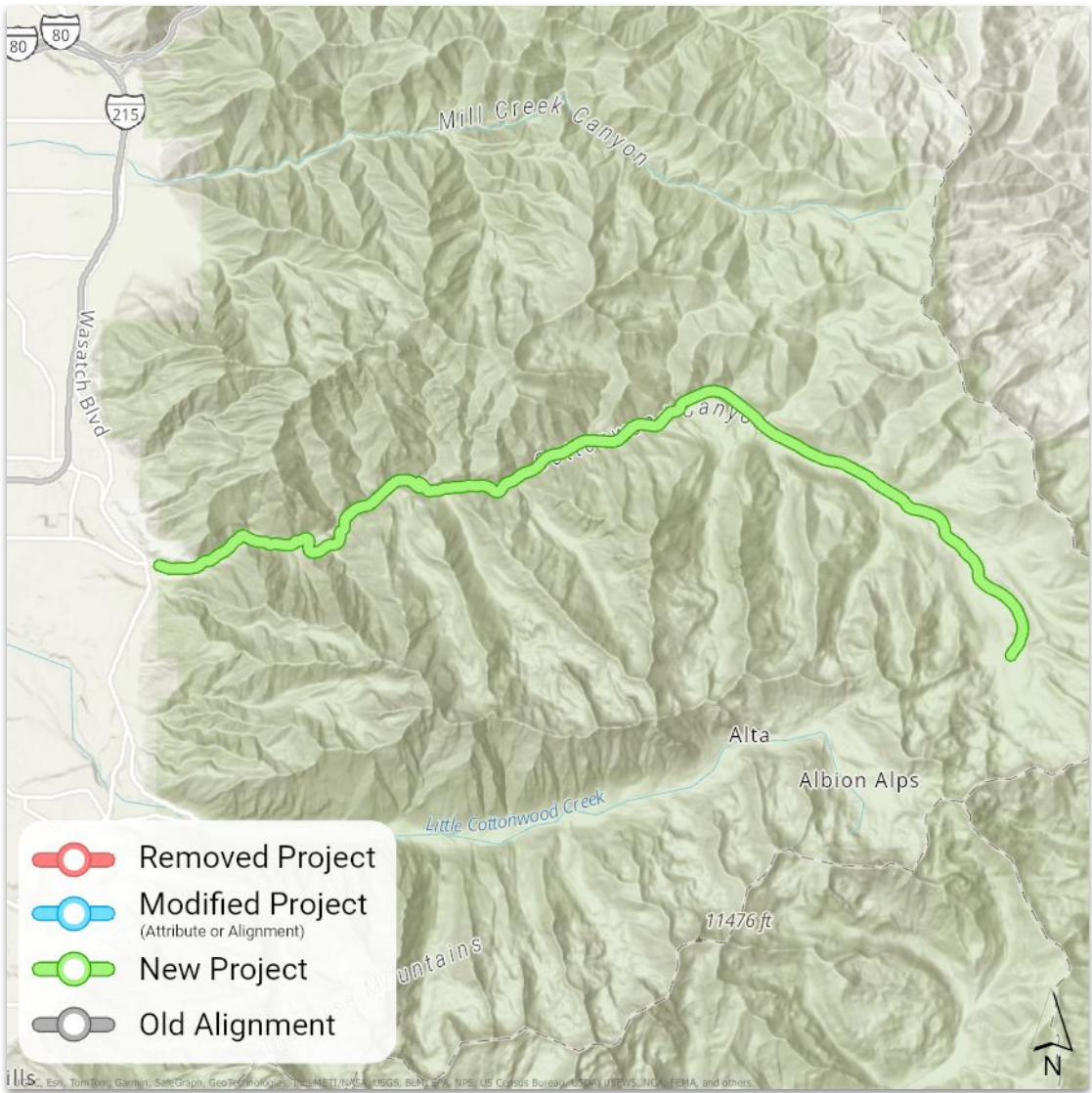
FUNDING SOURCES

Potential funding sources include TTIF, federal funds, local option sales taxes, and/or CCTIF

BENEFITS

Increased service

Faster travel times



Point Innovative Mobility Zone with Dedicated Shuttles

Level 2 Request // UDOT/UTA

SCOPE

Phase 1 of the Point of the Mountain EA - innovative mobility zone with dedicated shuttles to operate prior to implementation of light rail transit.

COST (2023)

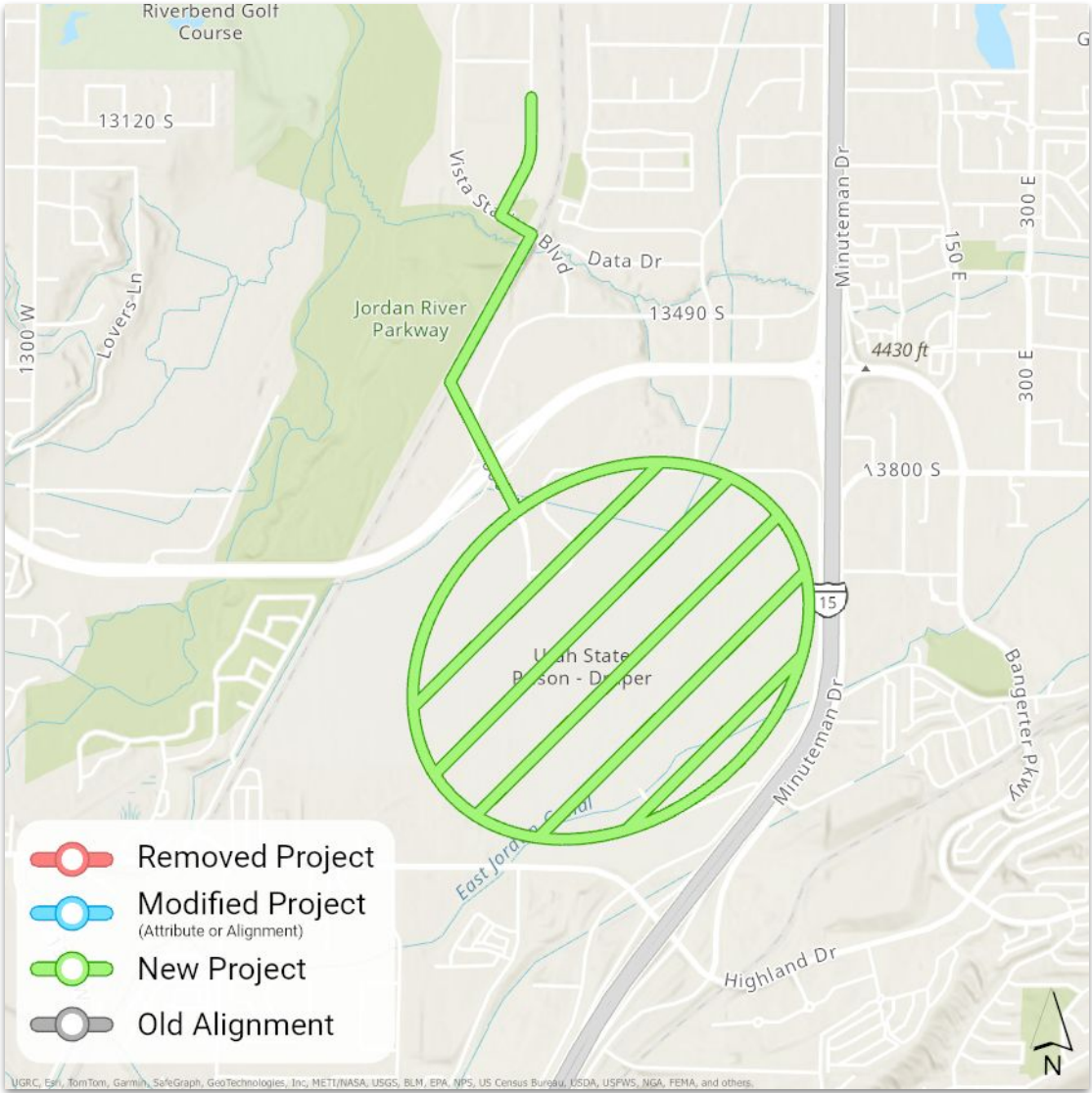
O&M (per year): \$1 Million

FUNDING SOURCES

Potential funding sources include TTIF, federal funds, and/or local option sales taxes

BENEFITS

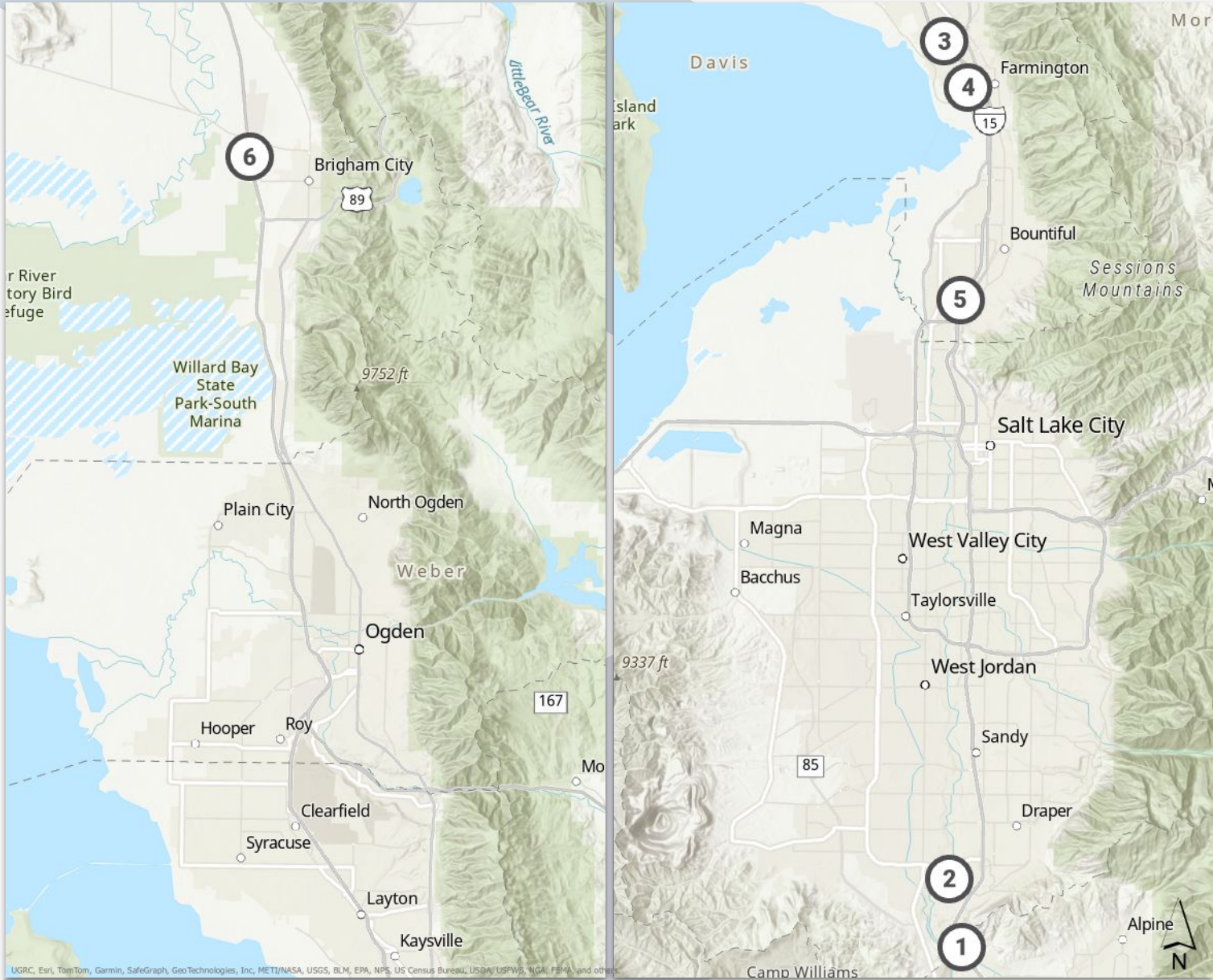
Enhanced mobility



Suggested Motion

“I make a motion to approve the Level 2 - Board Modifications for Amendment Number 1 to the 2023-2050 RTP.”

Level 3 Amendments



Point of the Mountain Transit

Level 3 Request // UDOT/UTA

SCOPE

Updated mode, phase, and alignment of project T-S-6 from bus rapid transit to light rail transit following the Point of the Mountain EA.

Change from Phase 1 to Phase 2.

COST (2023)

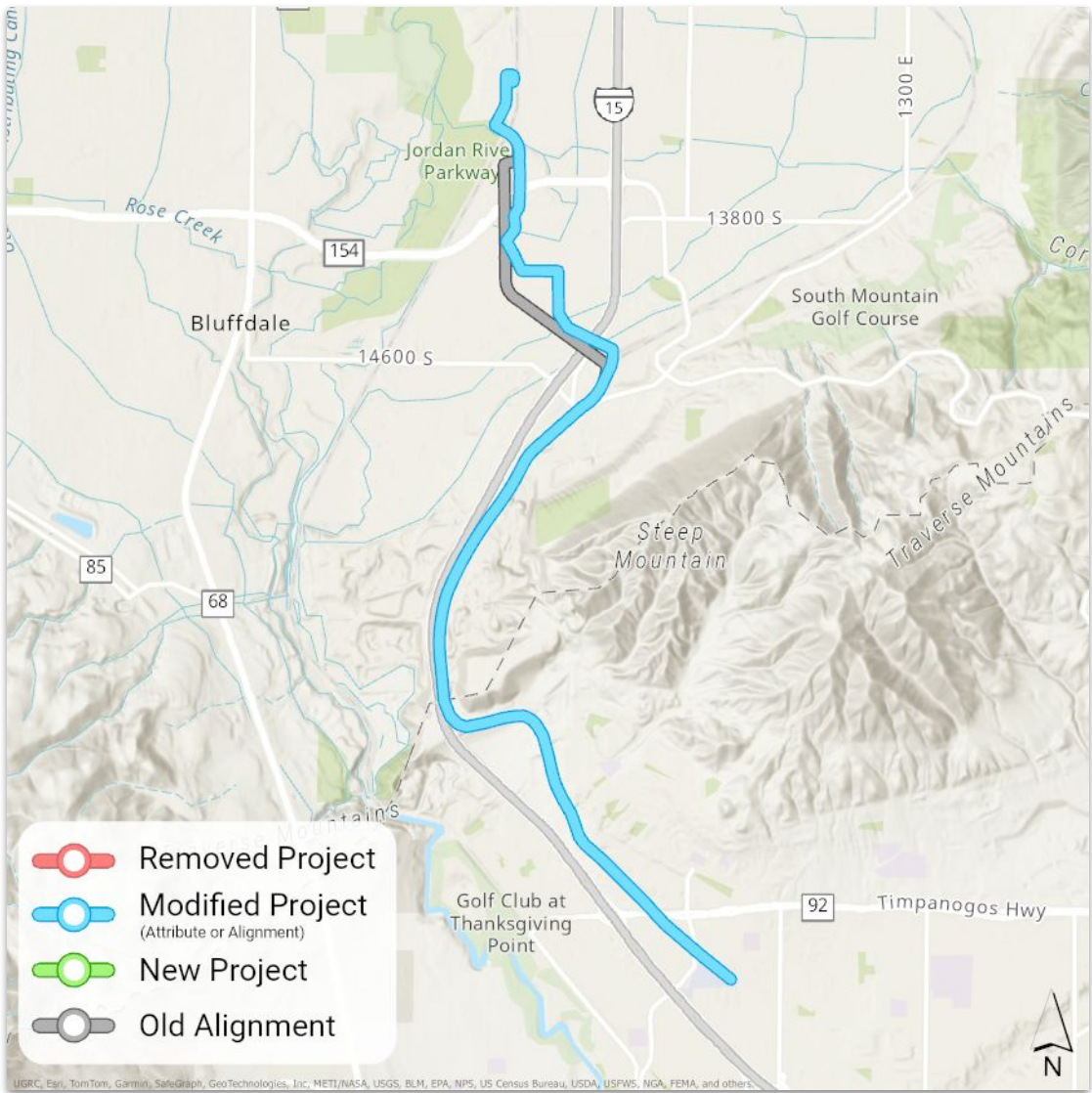
Capital cost: \$622 Million
O&M (per year): \$3.3 Million

FUNDING SOURCES

This project has an approved one-time Legislative appropriation, additional funds could come from Transit Transportation Investment Fund (TTIF), local funds, and/or federal funds

BENEFITS

Ability to increase frequency and provide additional service



FrontRunner Station @ Point of the Mountain Development

Level 3 Request // UDOT/UTA

SCOPE

New FrontRunner Station at the Point of the Mountain development.

COST (2023)

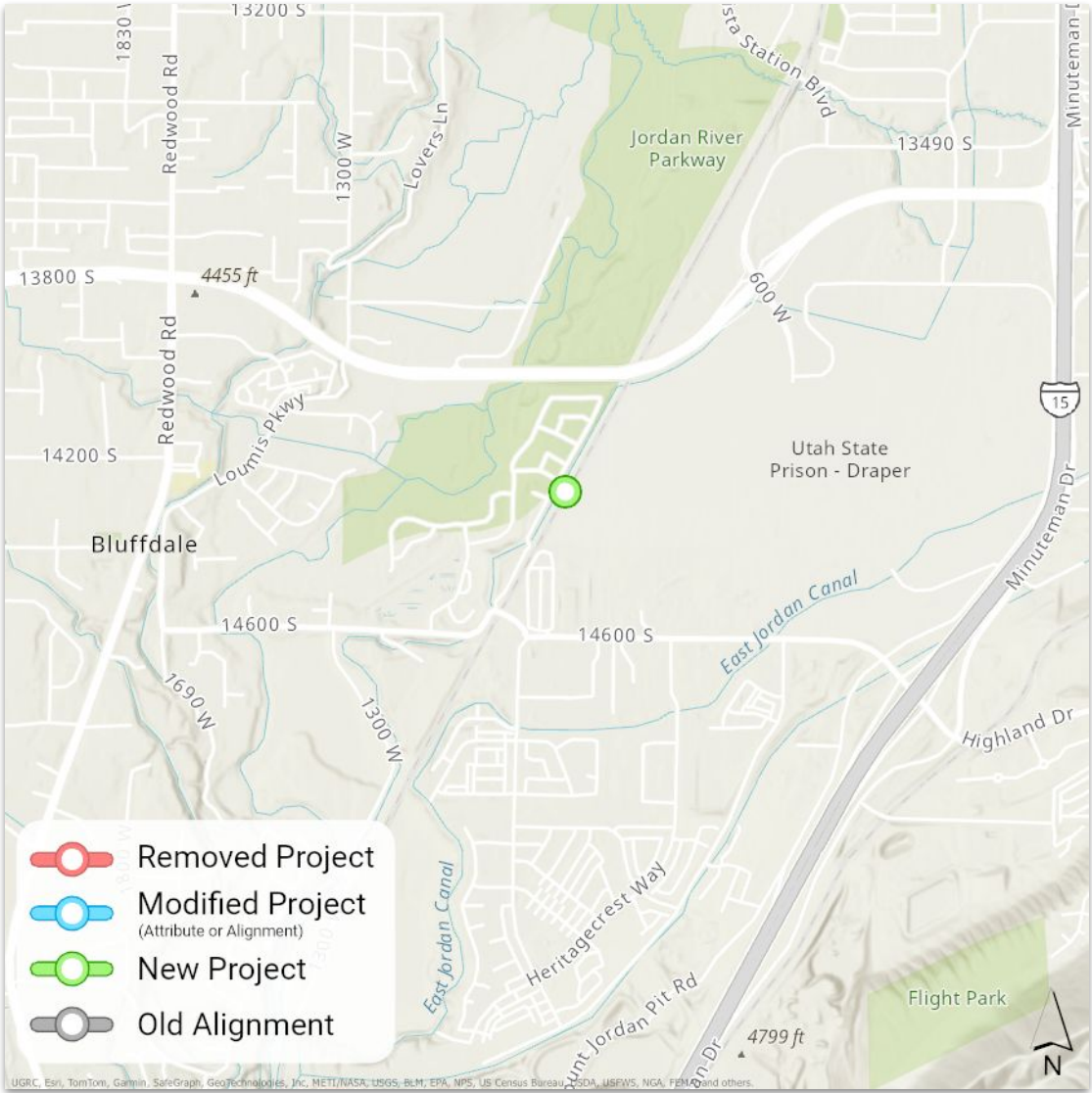
\$120 Million

FUNDING SOURCES

This project has an approved one-time Legislative appropriation, additional funds could come from TTIF, local funds, and/or federal funds

BENEFITS

Enhanced mobility and accessibility



North Farmington Station, Stop, or Terminal

Level 3 Request // Farmington

SCOPE

New station, stop, or terminal in North Station Park that connects the fixed-guideway innovative mobility zone to the Farmington FrontRunner Station.

COST (2023)

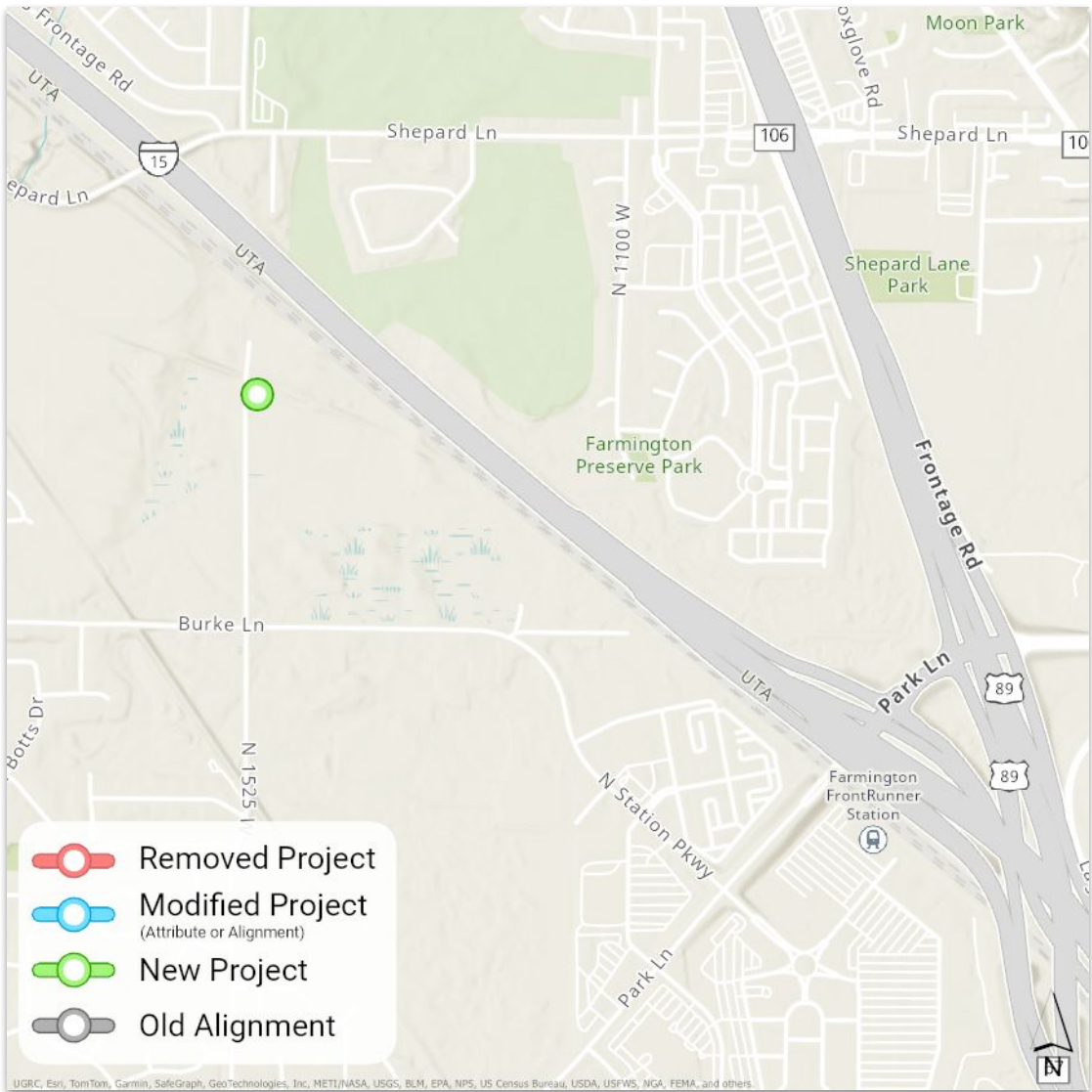
\$3 Million

FUNDING SOURCES

Potential funding sources include HTRZ, TTIF, federal funds, and/or local options sales taxes

BENEFITS

Increases access to opportunities



Farmington Fixed-Guideway Innovative Mobility Zone

Level 3 Request // Farmington City

SCOPE

New fixed-guideway innovative mobility zone from the Farmington FrontRunner Station to the North Farmington station, stop, or terminal.

COST (2023)

Capital cost: \$1 Million
O&M (per year): \$447,000

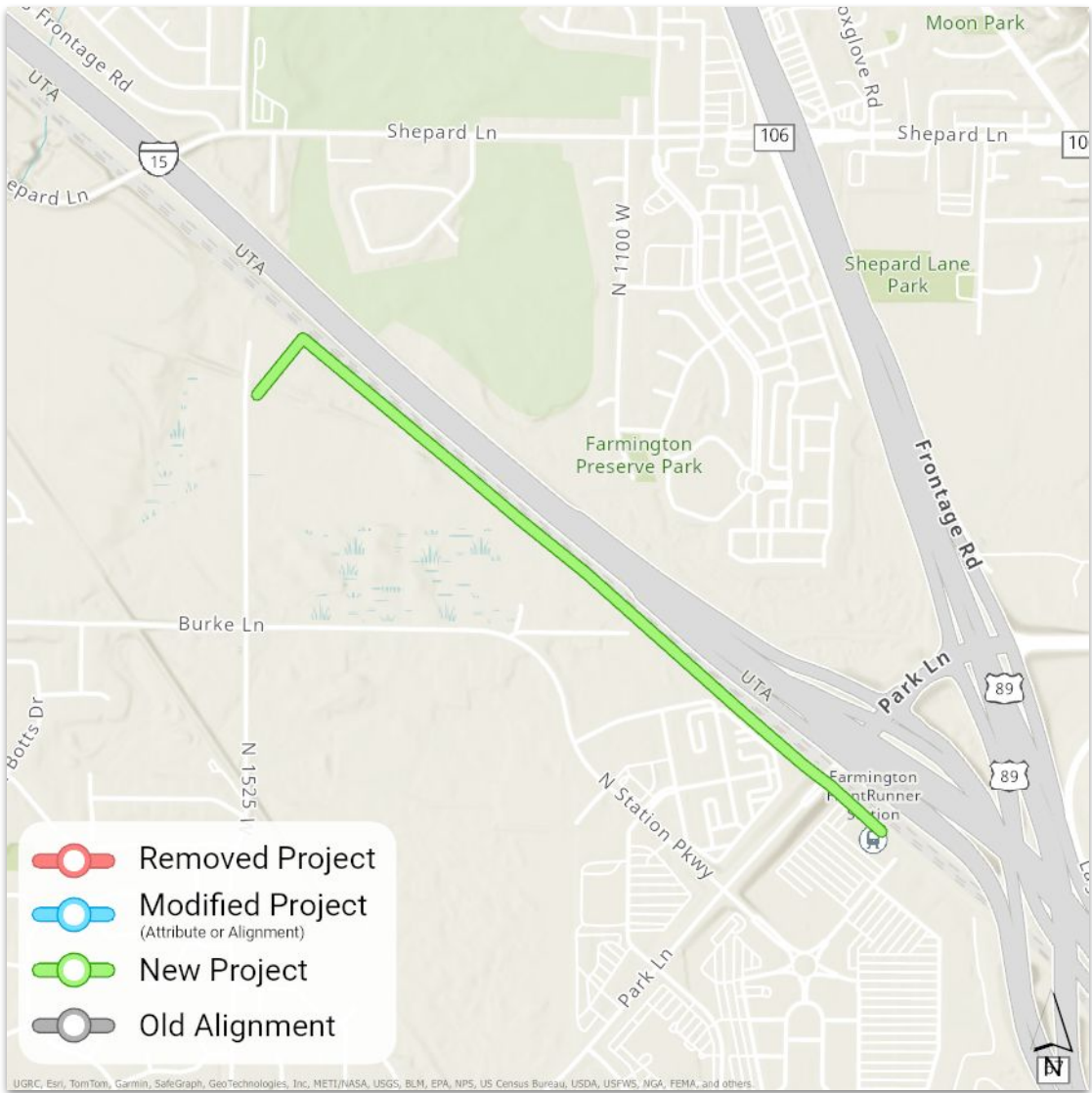
FUNDING SOURCES

Potential funding sources include HTRZ, TTIF, federal funds, and/or local option sales taxes

BENEFITS

Increased access to opportunities

Ability to provide additional service



I-15

Level 3 Request // UDOT

SCOPE

Per the I-15 Farmington to Salt Lake City EIS - modification of the original widening project from 4GP+2HOT lanes to 5GP+1HOT lane, as well as interchange improvements along the I-15 mainline.

Modified project segments: R-D-45a from Farmington to 2600 South in Bountiful, R-D-45b from 2600 South to Davis County line, and R-S-4 from the Davis County line to 400 South in Salt Lake City.

Interchange projects R-D-72, R-D-78, R-D-79 and R-S-217 and Managed Motorways project R-D-44 are being removed from the RTP and will be incorporated into the overall I-15 project.

BENEFITS

Improved safety and mobility

Better connectivity

Replacing aging infrastructure

COST (2023)

\$2.6 Billion

FUNDING SOURCES

Transportation Investment Fund (TIF)



I-15

Level 3 Request // UDOT

SCOPE

New operational project R-B-17 will add two miles of passing lanes in both direction between WFRC's northern MPO boundary and US-91 in Box Elder County.

COST (2023)

\$10 Million

FUNDING SOURCES

TIF

BENEFITS

Increased safety

Reduced vehicle and freight congestion

Increased highway efficiency



Suggested Motion

“I make a motion to release the Level 3 - Full Amendment projects and the air quality conformity determination found in Air Quality Conformity Memorandum #42 to a 30-day public comment period for Amendment Number 1 to the 2023-2050 RTP.”

Next Steps

MEETING DATE	LEVEL 1	LEVEL 2	LEVEL 3
March 21 Regional Growth Committee	Inform RGC	RGC review (public comment at meeting) and approval	RGC review and release for 30-day public comment
March / April County Councils of Government			Inform respective County Council of Governments (COGs)
March 22 - April 23 Comment Period			Public Comment Period
May 16 Regional Growth Committee			RGC review comments and recommendation to WFRC
May 23 Wasatch Front Regional Council			WFRC review comments and approval

2023-2050 RTP: Amendment 1

Regional Growth Committee

March 21, 2024

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



PLANNING TECHNICAL ASSISTANCE

TLC

- ❑ **Transportation and Land Use Connection 2024 Projects**

SAP

- ❑ **ACTION: Certifying Station Area Plans in West Jordan**
- ❑ **ACTION: Certification of Station Area Plans in Midvale**

Regional Growth Committee

MARCH 21, 2024

Megan Townsend, Community and Economic Development Director



Technical Assistance for...



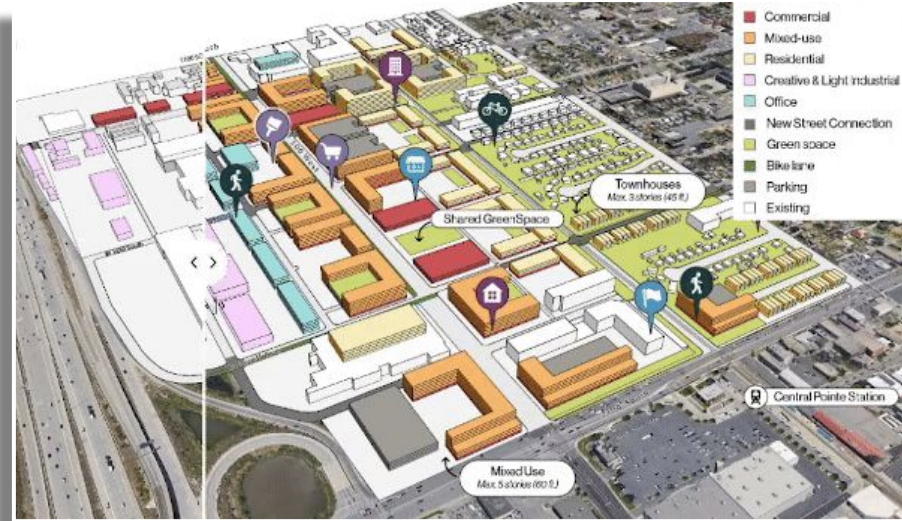
PLANS, STUDIES



POLICIES, ORDINANCES



IMPLEMENTATION STRATEGIES



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



\$1,552k *tlc* \$214k *local match*

11 PROJECTS

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

Made in collaboration with UDOT's Technical Planning Assistance program

2024 TLC PROJECTS: Ogden-Layton Area



- **Clearfield Transportation Master Plan**
 - \$106k awarded, \$130k total
- **Clinton General and Small Area Plans**
 - \$260k awarded, \$280k total
- **Kaysville Center Small Area Plan**
 - \$130,500 awarded, \$140k total
- **North Salt Lake Town Center Urban Design Standards**
 - \$75k awarded, \$100k total
- **Davis & Weber Counties 3-Gate Trail Implementation Study and Market Analysis**
 - \$186,400 awarded, \$200k total

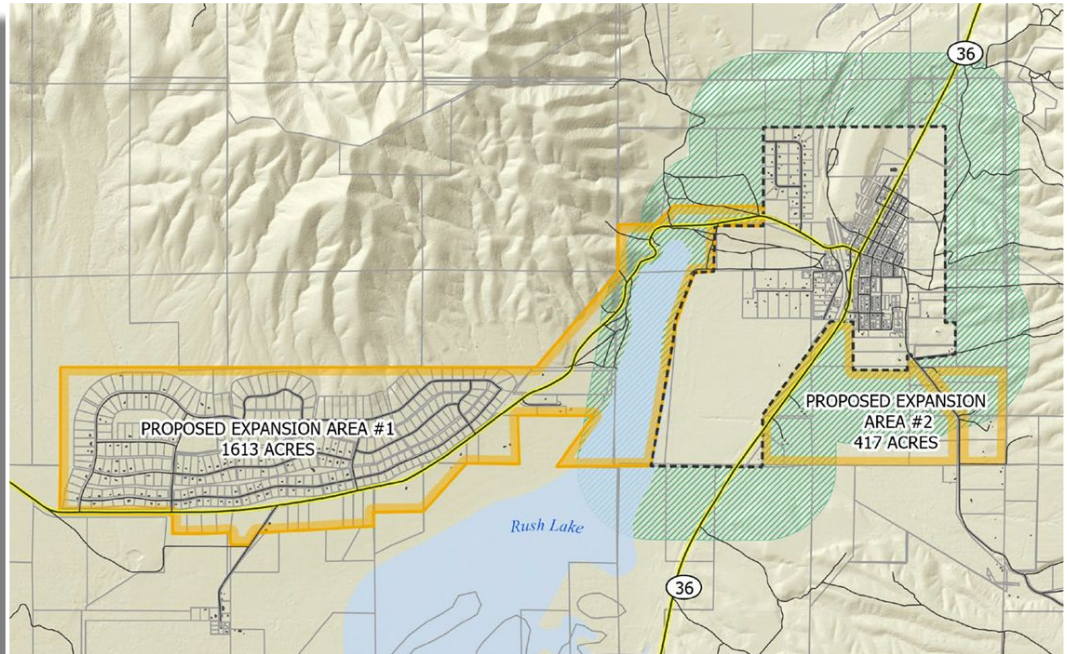
2024 TLC PROJECTS: Salt Lake County



- **Bluffdale Active Transportation Plan**
 - \$80k awarded, \$96k total
- **Midvale Parks & Open Space Master Plan**
 - \$110k awarded, \$150k total
- **Midvale Porter Rockwell Trail Plan**
 - \$65k awarded, \$75k total
- **Riverton Combined AT and Transportation Master Plan Updates**
 - \$220k awarded, \$246k total
- **Salt Lake City 500 South and 600 South Grand Boulevards Concept Development**
 - \$180k awarded, \$200k total

2024 TLC PROJECTS: Tooele County

- **Stockton Town Comprehensive General Plan, Code Updates**
 - \$139,845 awarded, \$150k total



Transportation and Land Use Connection (TLC) Projects

INSTRUCTIONS

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

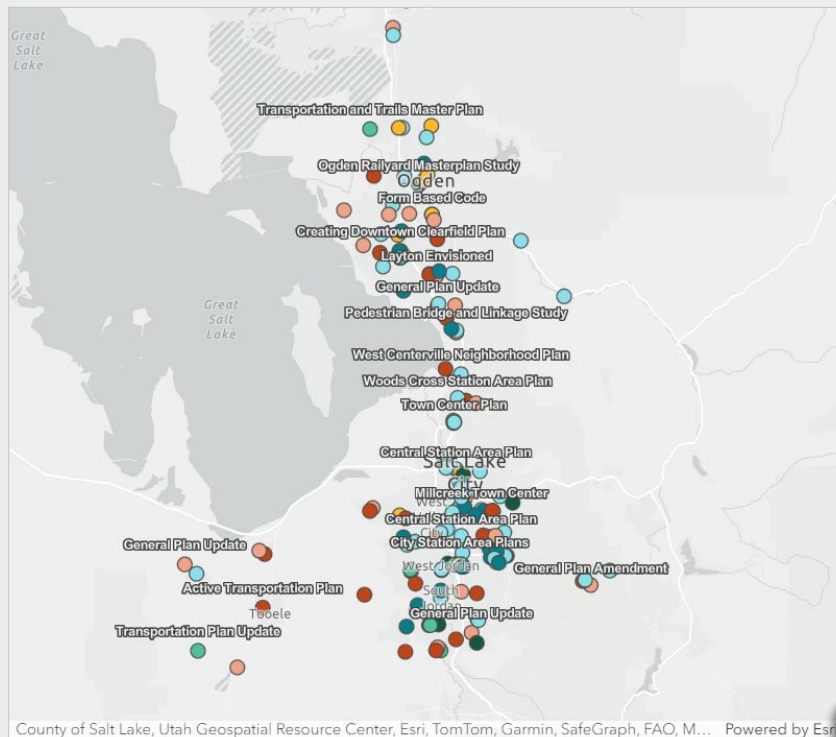
☒ Select a Project Status
All Statuses

 Select a Project Type
All Types

 Select a Year
All Years

LEGEND

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



County of Salt Lake, Utah Geospatial Resource Center, Esri, TomTom, Garmin, SafeGraph, FAO, M... Powered by Esri

SELECTION LIST

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

- **Town Center Plan:** North Salt Lake
- **Growth Scenarios and Visioning:** Layton
- **General Plan Update:** Holladay
- **4700 South Small Area Master Plan:** Taylorsville
- **Form Based Code:** South Ogden

Select a project from the list above to view details.

WFRC.ORG/TLC

Funded

16

Under Contract

30

Complete

107

GOALS:

- Increase the availability and affordability of housing
- Promote sustainable environmental conditions
- Enhance access to opportunities
- Increase transportation choices and connections

$\frac{1}{2}$ mile around Rail stations

$\frac{1}{4}$ mile around BRT stations



Station Area Planning Requirements

SAP COMPONENTS

1. Vision
2. Map (rail: ½ mile radius or BRT: ¼ mile radius)
3. 5-Year Implementation Plan
4. Statement describing how 4 objectives are met
5. Public / Stakeholder Engagement

MPOs administer technical assistance in partnership with UTA | \$5M from GOEO, shared with MAG



Station Area Planning Status Update

Of the 126 station areas*



23

Stations where
station area planning
has not begun



27

Stations with
planning that pre-
dates HB462



52

SAPs being prepared
for adoption



7

SAPs submitted for
certification review



17

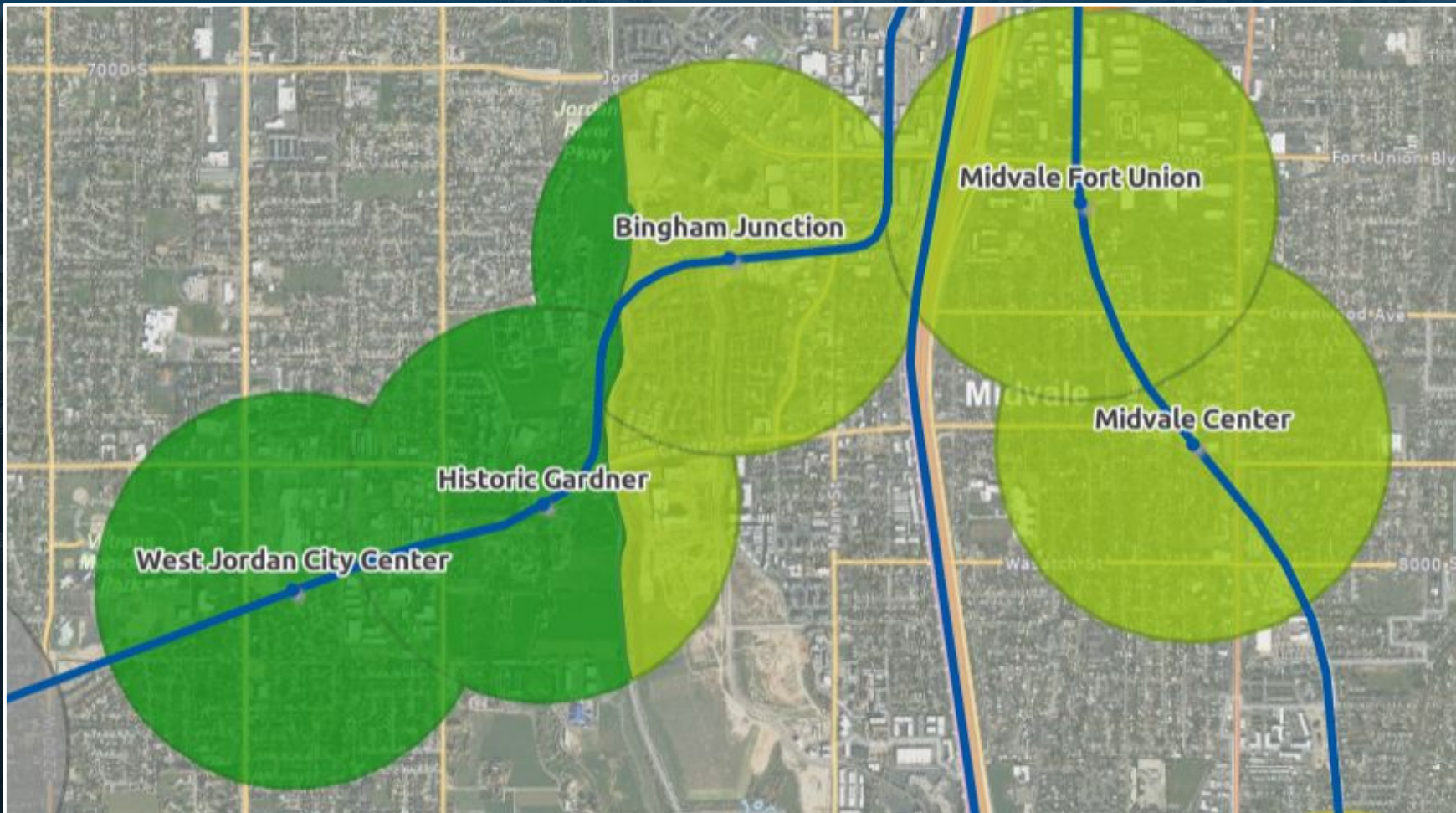
SAPs certified by MPO
*see list of stations/plans
below*



19 applications for SAP
technical assistance
received

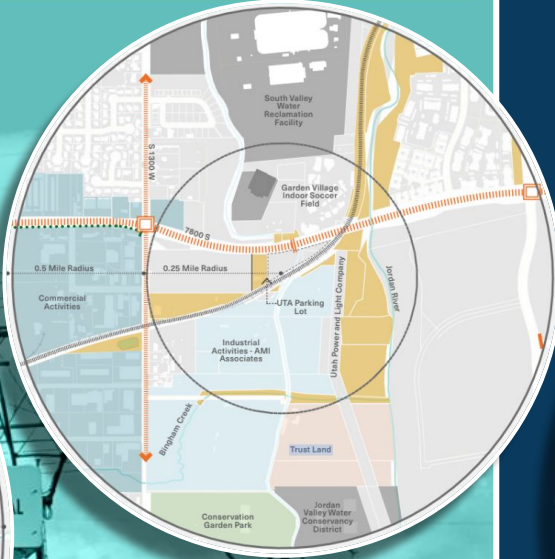


WASATCH FRONT REGIONAL COUNCIL



STATION AREA PLAN WEST JORDAN & MIDVALE

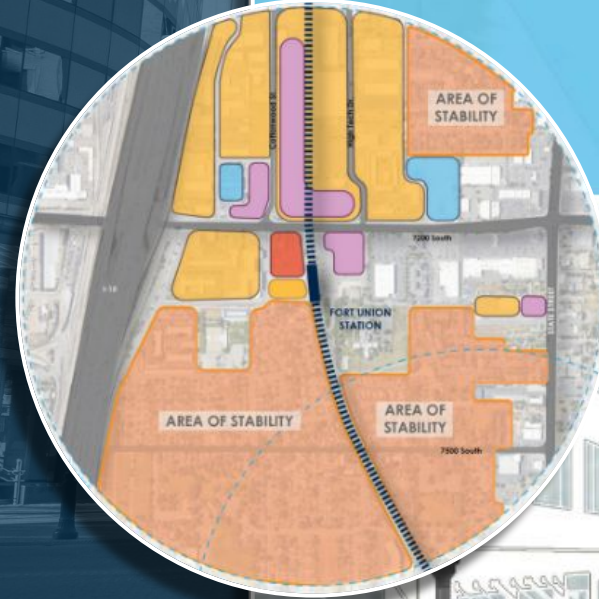
Prepared for Wasatch Front Regional Council
November 2023



Midvale Center & Fort Union TRAX

Station Areas Plan

November 2023



STATIONS: Bingham Junction, Historic Gardner, & West Jordan City Center



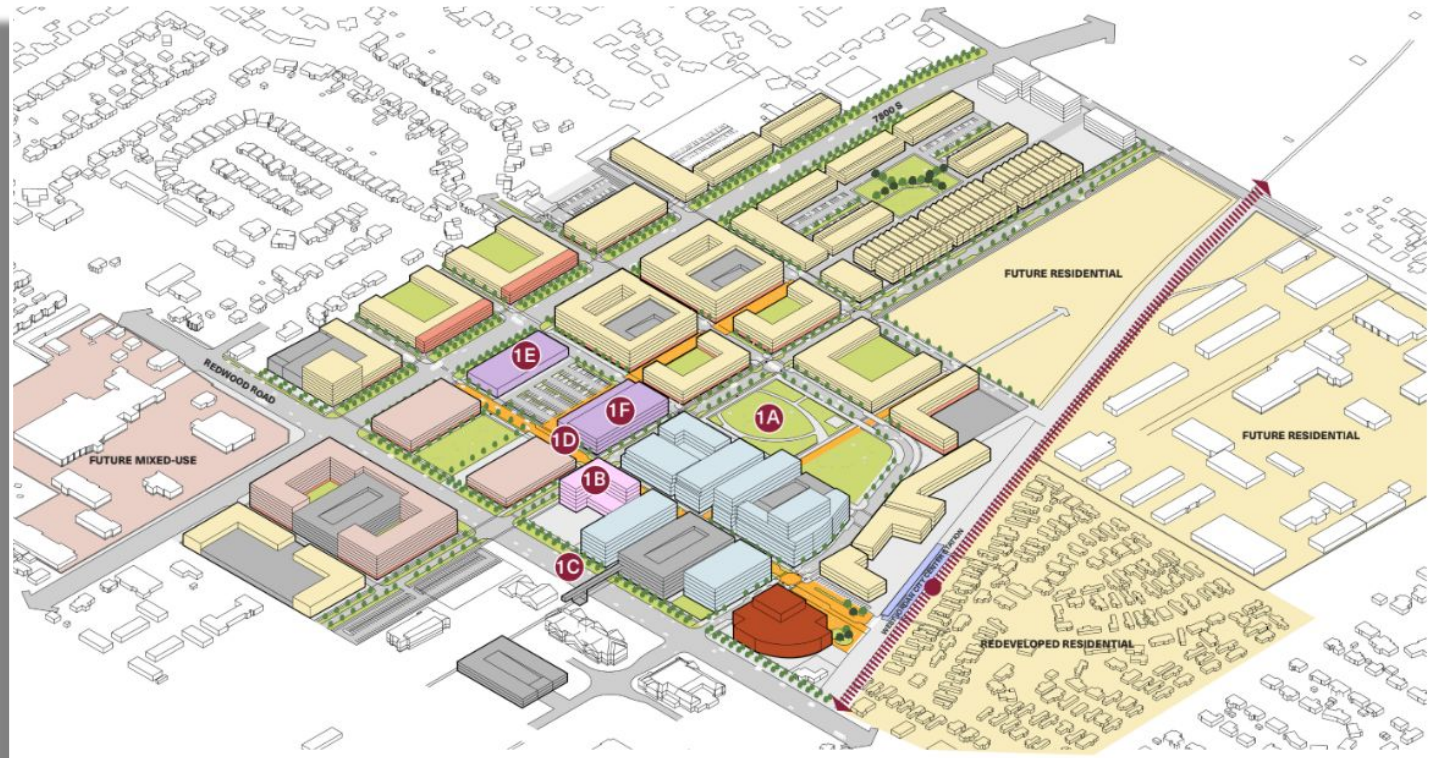
Figure 47: Historic Gardner Station | Phase 1 Diagram



Figure 48: Historic Gardner Station | Phase 2 Diagram



Figure 49: Historic Gardner Station | Phase 3 Diagram



SUGGESTED MOTION:

“I move to recommend certification of the Station Area Plan covering the following stations in West Jordan: Bingham Junction, Historic Gardner, & West Jordan City Center.”



SUGGESTED MOTION:

“I move to recommend certification of the Station Area Plan covering the following stations in Midvale: Bingham Junction, Historic Gardner, Midvale Fort Union & Midvale Center.”