

DATE: May 15, 2014
AGENDA ITEM: 5c
SUBJECT: **Action:** 2011-2040 Regional Transportation Plan Amendments –
Release for Public Comment
PREPARED BY: Val John Halford

BACKGROUND:

At the Wasatch Front Regional Council meeting, staff will present four proposed amendments to the current 2011-2040 RTP for your consideration. The action requested is to release these proposed amendments for public comment.

Every four years the Wasatch Front Regional Council (WFRC) prepares and adopts a regional transportation plan (RTP) to identify and implement needed transportation improvements. The WFRC adopted the current RTP in May 2011. While the RTP receives considerable review before being formally adopted, the identification of new funding sources, the determination of the final environmental impact statements, or the rapid development of certain projects, often warrant a change to the RTP. A process has been formally adopted by WFRC to consider periodic revisions.

Recently, the WFRC staff received a request from the Utah Department of Transportation (UDOT), to amend the 2011-2040 RTP to allow for the following changes:

PROPOSED MODIFICATIONS TO THE CURRENT RTP

I-15 Interchange at Hill Field Road (SR-232)

Cost: \$31 million

During the study of potential near term improvements to alleviate congestion at the Hill Field Road interchange, it was determined that there would be less overall disruption to the traveling public, and also cost savings, if the interchange rebuild were to happen now in conjunction with the identified near term improvements rather than 10 years from now. The project is currently listed in Phase 2 of the 2011-2040 RTP. This project will replace the existing diamond interchange with a Single Point Urban Interchange (SPUI) design. The purpose of this project is to reduce existing congestion. The amendment is to move the project to Phase I. This project is funded from UDOT's Transportation Improvement Fund (TIF).

Interchange at Bangerter Highway (SR-154) and 9000 South

Cost: \$49.2 million

With the success of the new interchange at 7800 South and Bangerter Highway, local officials would like to see the same type of facility improvement made at 9000 South. Initially, this improvement, and all other intersection upgrades along Bangerter Highway, was placed in Phase 3 of the 2011-2040 RTP. This project will replace the existing at-grade intersection with a new interchange to decrease user delay and congestion. The amendment and building schedule requires this project to be moved to Phase I. This project is funded from UDOT's Transportation Improvement Fund (TIF).

PROPOSED ADDITIONS TO THE CURRENT RTP

State Street (US-89) from 10600 South to 11400 South

Cost: \$5.6 million

Every year, UDOT identifies new chokepoint projects where significant congestion relief can be obtained for a relatively small amount of funding. The widening of State Street between 10600 South and 11400 South is such a project. This project will add an additional general purpose lane to State Street. The new street profile will match the seven-lane cross section north of 10600 South, from its current five-lane cross section between 10600 South and 11400 South. The project length is approximately 1.1 miles in length. The purpose of this improvement is to reduce congestion on State Street.

Antelope Drive (SR-108) over I-15**Cost: \$2.3 million**

Operational improvements identified to address congestion at the Antelope Drive interchange on I-15 included adding through-travel lanes across the interchange from Woodland Park Drive on the east to Main Street on the west. These improvements would be funded with UDOT chokepoint funds. This project improves the intersections immediately adjacent to I-15 by modifying the existing roadway and improving signal coordination and access. The project length is approximately 0.8 miles in length.

WFRC staff, UDOT, and FHWA analyzed the financial implications of amending these projects into Phase I of the 2011-2040 RTP. After reviewing, in detail, the assumptions regarding the Transportation Investment Fund (TIF) in the financial plan, all parties concluded that these projects were receiving funding beyond the revenue assumptions used in the development of the 2011-2040 RTP.

The WFRC staff and UDOT representatives presented these amendments to the Regional Growth Committee on May 15, 2014. The Regional Growth Committee reviewed the proposed amendments and recommended that the Wasatch Front Regional Council release these projects for public comment contingent on the ability to demonstrate financial constraint and air quality conformity.

RECOMMENDATION:

The WFRC staff recommends the Wasatch Front Regional Council review these requests and “make a motion to release for public comment the proposed 2011-204 RTP amendments as presented.”

CONTACT PERSON:

Val John Halford (WFRC) (801) 363-4250 ext. 1108, vhalford@wfr.org