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Executive Director

REGIONAL GROWTH COMMITTEE AGENDA May 16, 2024

A Regional Growth Committee meeting will be held on **Thursday, May 16, 2024, 9:15am**, at WFRC Offices, 41 N Rio Grande Street, Salt Lake City, and via Zoom. [Click here to join webinar](#)
Webinar ID: 884 6942 2809 || One tap mobile: +1-669-444-9171

The agenda will be as follows:

- 1. Introductions and Consent Agenda**
ACTION: [Minutes](#) of the RGC Meeting held March 21, 2024
- 2. Public Comment**
- 3. [ACTION: Amendment #1 to the 2023-2050 Regional Transportation Plan](#)**
- 4. [The \(potential\) 2034 Olympics and our region's aspirations](#)**
- 5. [Wasatch Front Housing Inventory Explorer overview](#)**
- 6. Other Business and Adjournment**
Next meeting: August 15, 2024

Upcoming events:

- *WFRC Council Meeting, May 23, 2024*
- *WFRC Transportation Coordinating Technical Advisory Committee Meetings, May 29, 2024*
- *JPAC meeting, June 6, 2024*
- *WFRC Active Transportation Committee, June 11, 2024*
- *WFRC Wasatch Front Economic Development District Meeting, June 13, 2024*
- *WFRC Transportation Coordinating Committee Meeting, June 20, 2024*

Informational materials can be located on WFRC's website at www.wfrc.org.

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Wasatch Front Regional Council is holding public meetings in-person in its office, with a virtual option. Interested attendees are encouraged to visit www.wfrc.org/committees for more information.

Wasatch Front Regional Council es una organización de Oportunidad Igual. Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, la raza, color o nacionalidad. Personas que requieren servicios de traducción deben contactar al Administrador de Título VI de WFRC por teléfono a 801-363-4250 (personas con discapacidad auditiva pueden llamar a Spanish Relay Utah - 1-888-346-3162) o por correo electrónico apearson@wfrc.org, por lo menos 72 horas antes de la reunión.

Wasatch Front Regional Council está teniendo las reuniones públicas en persona en la oficina, con la opción de atender virtualmente. Personas interesadas en atender, pueden visitar www.wfrc.org/committees para obtener más información.

DRAFT MINUTES

Regional Growth Committee || March 21, 2024

A meeting was held on Thursday, March 21, 2024, at WFRC Offices, 41 N. Rio Grande St, Salt Lake City, UT and also via Zoom. The following were present:

MEMBERS AND ALTERNATES PRESENT		OTHER APPOINTED MEMBERS AND ALTERNATES	
Dennis Bott, Member (Brigham City)	No	Natalie Gochnour, Member Utah Transportation Commission	No
Vacant, Alternate (Box Elder County)	–	Kevin Van Tassell, Alternate Utah Transportation Commission	No
Brandon Stanger, Member (Clinton)	Yes	Beth Holbrook, Member Utah Transit Authority Board of Trustees	No
Kendalyn Harris, Alternate (Bountiful)	No	Carlton Christensen, Alternate Utah Transit Authority Board of Trustees	Yes
Brian Horrocks, Member (North Salt Lake)	No	Ari Bruening, Member Envision Utah	Yes
Tamara Tran, Alternate (Kaysville)	Yes	Ryan Beck, Alternate Envision Utah	Yes
Tony London, Member (Morgan County)	No	Kevin Cromar, Member Utah Air Quality Board	Yes
Mike Newton, Alternate (Morgan County)	No	NON-VOTING MEMBERS AND ALTERNATES PRESENT	
Dawn Ramsey, Member (South Jordan)	Yes	Ben Huot, Member Utah Department of Transportation	No
Alison Stroud, Alternate (Sandy City Council)	Yes	Andrea Olson, Alternate Utah Department of Transportation	Yes
Jenny Wilson, Member (Salt Lake County)	No	Russ Fox, Member Utah Transit Authority	Yes
Dave Alvord, Member (SL Councilmember)	No	Nichol Bourdeaux, Alternate Utah Transit Authority	Yes
Monica Zoltanski, Member (Sandy)	Yes	Bryce Bird, Staff Representative Utah Air Quality Board	Yes
Vacant, Alternate (Salt Lake County)	–	Ivan Marrero, Member FHWA-Utah Division	No
Eric Barney, Alternate (Magna)	Yes	Rex Harris, Alternate FHWA-Utah Division	No
Cherie Wood, Alternate (South Salt Lake)	No	Lorin Palmer Utah League of Cities and Towns	Yes
Brett Hales, Alternate (Murray)	No	Dina Blaes Utah Association of Counties	No
Kendall Thomas, Member (Tooele County)	Yes	Julie Fullmer, Vineyard Mayor Mountainland Association of Governments	Yes
Ed Hansen, Alternate (Tooele City)	No	Helen Peters, Alternate Salt Lake County	Yes
Sharon Bolos, Member (Weber County)	Yes	WFRC APPOINTMENTS FROM OTHER ORGANIZATIONS	
Ken Phippen, Alternate (Farr West)	Yes	Lorene Kamalu, Member Davis County, Vice Chair	Yes
Robert Dandoy, Member (Roy) Chair	Yes	Robert Schmidt Utah Urban Lands Institute	No
Gordan Cutler, Alternate (Uintah)	No	Laura Hanson, GOPB	Yes
		Ginger Chinn, Utah Transportation Coalition	Yes
		Reid Ewing, University of Utah	Yes
OTHER ATTENDEES PRESENT, including WFRC Staff:			

Adam Olson, Midvale; Brandon Weston, UDOT;	WFRC: Andrew Gruber, Ted Knowlton, Andrea Pearson,
Mayor Nando Meli, Stockton; Deputy Mayor Kim Bell, Sandy;	Jordon Chandler, Rosie Hernandez, Hugh Van Wagenen
Taylor Jensen, West Jordan; Paul Larsen, Brigham City	Nate Currey, Bert Granberg, Byron Head, Miranda Jones Cox,
Guests Via Zoom: Heather McLaughlin-Kolb; Shule Bishop;	Jory Johner, Megan Townsend, Madison Aviles, Chay Mosqueda,
Melinda Greenwood; Nathan Cherpeski; Wendy Thomas;	Lauren Victor, Christy Dahlberg, Julie Bjornstad, Marian Florence
	Tim Watkins, Matt Ryan, Sarah Lawless, Josh Reynolds

1. Introductions and Consent Agenda [00:00:17]

Ted Knowlton, Deputy Director at WFRC, called the meeting to order at 9:26 AM as the Chair, Mayor Dandoy, was stuck in traffic. Andrea Pearson, WFRC read the online attendees, and introductions were made around the room. Andrew Gruber, Executive Director at WFRC, welcomed the new 2024 Regional Growth Committee Members and allowed them to introduce themselves.

ACTION [00:06:15] Carlton Chistensen, UTA Trustee, motioned to approve the [Minutes](#) of the RGC Meeting held on January 18, 2024. Mayor Tamara Tran, Kaysville City, seconded the motion. With no further discussion, the minutes were unanimously approved.

2. Public Comment [00:06:47]

There were no public comments.

3. [RGC Roles, Responsibilities and Schedule for 2024](#) [00:07:09]

Ted Knowlton, Deputy Director at WFRC, reviewed the responsibilities, goals of the Regional Growth Committee, and its role within the Wasatch Front Regional Council and the Wasatch Choice Vision.

4. [2024 Utah Legislative Session Overview](#) [00:13:28]

Chair, Mayor Dandoy, turned the time over to Miranda Jones Cox, Governmental Affairs Manager at WFRC, who reviewed relevant transportation, housing, economic development and land use bills and appropriations from the 2024 Utah Legislative Session.

5. Regional Transportation Amendments [00:27:25]

- a. Mayor Dandoy then turned the time over to Julie Bjornstad, Senior Transportation Planner at WFRC, who outlined the proposed clarifications and minor adjustments to the Amendment Process for the Regional Transportation Plan (RTP). **[00:42:47]** [ACTION](#) Mayor Brandon Stanger, Clinton, made a motion to recommend that the Wasatch Front Regional Council direct WFRC staff to update the RTP amendment process as presented, and make any minor technical modifications as needed in consultation with the RGC Chair and Vice Chair, as well as adding a notification to all affected entities. Mayor Eric Barney, Magna, seconded the motion. After no further discussion on the motion, the motion passed unanimously.
- b. **[00:43:51]** Mayor Dandoy then turned the time over to Jory Johner, Long Range Planning Manager at WFRC, who reviewed Amendment #1 to the 2023-2050 RTP. He emphasized that the Regional Growth Committee Technical Advisory Committees for both the Salt Lake City Urban Area and the Weber/Davis Area reviewed all projects at their February 21st meeting and unanimously recommended that the RGC approve the level 2 projects and send the level 3 projects to a 30-day public comment period. Jory then reviewed the technical considerations as well as the 12 Level 1 and 12 Level 2 amendment requests. **[01:17:22]** [ACTION](#) Mayor Monica Zoltanski, Sandy, made a motion to approve the Level 2 Board Modifications for Amendment #1 to the 2023-2050 RTP. Mayor Lorin Palmer, Herriman, seconded the motion. With no further discussion, the motion was passed unanimously. Jory Johner then reviewed the 13 level 3 amendment requests, leading to a discussion among RGC Members. **[01:46:07]** [ACTION](#) UTA Trustee, Carlton Christensen, made 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 #1 to the 2023-2050 RTP. Mayor Dawn Ramsey, South Jordan seconded the motion. After no further discussion on the motion, the motion passed unanimously.

6. Planning Technical Assistance for Local Governments [01:49:11]

- a. Megan Townsend, Community and Economic Development Director at WFRC reviewed technical assistance programs as well as the 11 [Transportation and Land Use Connection Program 2024 Awards](#).
- b. Megan Townsend gave an overview of Station Area Planning and introduced the 7 stations up for review in West Jordan and Midvale. West Jordan's Mayor Dirk Burton and Senior Planner Tayler Jensen, gave a few highlights of their plan, and explained their excitement to work alongside Midvale for the 2 overlapping stations. **[02:01:28] ACTION** Mayor Stanger, Clinton, made a motion to recommend certification of the Station Area Plan covering the following stations in West Jordan: Bingham Junction, Historic Gardner, & West Jordan City Center. Mayor Tamara Tran, Kaysville seconded the motion. With no further discussion the motion was passed unanimously.
- c. Megan Townsend gave an introduction to Midvale's 4 station areas, and turned the time over to Adam Olsen, Midvale City Planner, who highlighted their plan. **[02:05:11] ACTION** Mayor Stanger, Clinton, made a motion to recommend certification of the Station Area Plan covering the following stations in Midvale: Bingham Junction, Historic Gardner, Midvale Fort Union & Midvale Center. Mayor Monica Zoltanski, Sandy, seconded the motion. After no further discussion on the motion, the motion passed unanimously.

7. [Key findings](#) from the 2023 Utah Moves Comprehensive Survey [02:06:38]

Mayor Dandoy turned the time over to Bert Granberg, Analytics Director at WFRC, who announced a forthcoming video showing changes in travel over the years.

8. Video: [Overview](#) of the Utah Open and Public Meeting Act [02:09:55]

Mayor Robert Dandoy emphasized the necessity of conducting our annual Utah Open & Public Meeting Act Training. Consequently, Mayor Dandoy proposed an adjournment immediately after the video training. Mayor Tamara Tran, Kaysville, motioned to adjourn following the OPMA Training video, seconded by Mayor Eric Barney, Magna. The motion was unanimously approved.

9. Other Business and Adjournment [02:18:46]

Next meeting: May 16, 2024

A recording of this meeting, as well as meeting materials, may be found on the WFRC website at www.wfrc.org

DATE: May 9, 2024
AGENDA ITEM: 3
SUBJECT: **ACTION:** Amendment #1 to the 2023-2050 Regional Transportation Plan
PREPARED BY: Jory Johner, Director of Long-Range Planning

At the Regional Growth Committee (RGC) meeting, the Wasatch Front Regional Council (WFRC) staff will present the proposed Amendment #1 to the 2023-2050 Regional Transportation Plan (RTP). The RTP is the regional transportation element of the [Wasatch Choice Vision](#). Pursuant to the WFRC RTP Amendment Process, project amendments are organized into three levels. “Level 1 - Staff modification,” which are approved by the WFRC Executive Director in consultation with the RGC Chair and Vice Chair; “Level 2 - Board Modification” projects, which require approval by RGC; and “Level 3 - Full Amendment” projects, which require a 30-day public comment period prior to adoption by WFRC.

The projects within this amendment have received the following review:

- Technical Advisory Committees (TACs) on February 21, 2024;
- RGC meeting on March 21, 2024;
- Box Elder, Davis, and Salt Lake County Councils of Governments (COGs) outreach on March 26, 2024; and
- A formal 30-day public review and comment period held from March 22 through April 30, 2024 with a handful of comments collected. Comments and responses can be viewed [here](#).

These proposed amendments are developed in consultation with and at the request of, our transportation partner agencies and the municipalities in our Region. The proposed amendments were presented to the Regional Growth Committee in March, with the Level 1 - Staff Modifications approved on April 16, 2024; the Level 2 - Board Modifications approved on March 21, 2024; and the Level 3 - Full Amendment released for public comment from March 22 through April 30, 2024. The Level 3 - Full Amendment Projects are now before RGC for recommendation to WFRC for final approval.

No changes have been made to the proposed amendments from what RGC reviewed in March.

BACKGROUND:

Every four years, the WFRC prepares and adopts a RTP, a component of the Wasatch Choice Vision. WFRC adopted the current 2023-2050 RTP in May 2023. While the RTP receives considerable review before being formally adopted, circumstances may warrant a change to the RTP after its initial adoption, including funding availability, local and state needs, changes to land use, the determination of final environmental impact statements, or the rapid development of certain projects. These amendments adhere to the [RTP Amendment Process](#), which maintains the rigor of the planning process including review of financial constraints, public input, and air quality conformity. The currently adopted amendment process was approved by WFRC on March 28, 2024.

Amendment #1 includes a total of 37 project/plan requests that will be presented for your information and review:

- Twelve Level 3 (full amendment of regionally significant projects) requests from Farmington City, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA), comprising three transit and nine roadway projects;

- Twelve Level 2 (board modifications of non-regionally significant projects) requests from local communities, UDOT, and UTA, comprising three transit and nine roadway projects; and
- Thirteen Level 1 (staff modifications) requests from local communities, UDOT, and UTA, comprising nine active transportation projects/plans and four transit projects.

A description of each of the proposed revisions are included with this memo. Over the last year there have been four roadway and transit environmental studies; within these studies there are phasing changes, alignment and extent changes, cost adjustments, and project deletions. Local amendment recommendations include city-wide active transportation plans, individual active transportation projects, local roadway changes, and transit improvements. Transit recommendations include needs-based phasing updates, FrontRunner Forward study recommendations, and a new transit route. Technical considerations were considered in evaluating the projects, from a regional perspective, and will be presented at the May 16th RGC meeting.

PROCESS:

The WFRC staff have reviewed the amendment requests with their respective sponsors, analyzed the scope of the project, potential technical considerations, and financial implications and determined that the 2023-2050 RTP is able to maintain its fiscal constraint and air quality conformity for these projects in all phases. The RTP is required to be “fiscally constrained” which means that it is reasonably based on the projected availability of funding from current or potential additional sources. It is also required to conform to the air quality emissions limitations in official air quality plans. The WFRC staff reviewed fiscal constraints and the financial plan with the Federal Highway Administration (FHWA) on January 23, 2024 and reviewed all projects with the Interagency Coordination Team (ICT) on January 24, 2024 to assign the appropriate amendment level and determine air quality requirements. On February 21, 2024, the RGC TACs (groups composed predominantly of the planners from the communities in the WFRC region) reviewed and unanimously recommended all projects be amended. On March 16, 2024 the RGC approved the Level 2 - Board Modifications following an opportunity for public comment. On March 23, 2024 WFRC recommended the Level 3 - Full Amendment projects and Draft Air Quality Memorandum #42 be released to a 30-Day public comment following the board meeting. The formal 30-day public review and comment period for the Level 3 - Full Amendment projects took place from March 22 through April 30, 2024. On March 26, 2024 the Box Elder, Davis, and Salt Lake County COGs were informed of the Amendment. On April 16, 2024, WFRCs Executive Director, in consultation with the RGC Chair and Vice Chair, approved the Level 1 - Staff Modifications.

At the May 16, 2024 Regional Growth Committee meeting, WFRC staff will review the seven comments received during the public comment period for the Level 3 - Full Amendment projects, with no recommendations to modify the Amendments from what was presented at the March meeting, and ask for a recommendation for approval from RGC.

RECOMMENDATION:

The WFRC staff recommends that the Regional Growth Committee recommend approval of the Level 3 - Full Amendment projects, along with the Draft Air Quality Memorandum 42, by the Wasatch Front Regional Council at the May 23, 2024 meeting.

Suggested motion language:

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 42 for Amendment #1 to the 2023-2050 RTP by the Wasatch Front Regional Council at the May 23, 2024 meeting.

CONTACT PERSON:

Jory Johner, WFRC 801-458-3090, jjohner@wfr.org

ATTACHMENT:

Amendment Number 1 Project Overviews

[Draft Air Quality Memorandum 42](#)

AMENDMENT NUMBER 1 PROJECT OVERVIEWS

Level 3 – Full Amendments

Transit

1. Point of the Mountain Transit (Salt Lake County)

Capital Cost: \$622 Million

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

UDOT and UTA are requesting an amendment for the updated mode from bus rapid transit (BRT) to light rail transit, the phase from Phase 1 (2023-2032) to Phase 2 (2033-2042), and alignment per the phase 2 recommendations of the Point of the Mountain Environmental Assessment. This project will increase access to opportunities and mobility within the new development. This 5.3-mile project has an approved one-time Legislative appropriation and additional funds could come from Transit Transportation Investment Fund (TTIF), local funds, and/or federal funds. The cost and length reflected of this project is only for the Salt Lake County portion within WFRC, as the Mountainland Association of Governments (MAG) will incorporate the Utah County portion in their Plan. The total project cost is estimated at \$945 million capital costs with \$6.3 million annual operations and maintenance costs.

2. FrontRunner Station at the Point of the Mountain Development (Salt Lake County)

Capital Cost: \$120 Million

UDOT and UTA are requesting an amendment for the new FrontRunner Station at the Point of the Mountain development. This project will increase access to the Point development and increase access to opportunities. This project has an approved one-time Legislative appropriation and additional funds could come from TTIF, local funds, and/or federal funds. The cost reflected of this project and the associated strategic double tracking from Draper to Lehi is only for the Salt Lake County portion within WFRC, as the Mountainland Association of Governments (MAG) will incorporate the Utah County portion in their Plan. The total project cost is estimated at \$400 million.

3. North Farmington Station, Stop, or Terminal (Davis County)

Capital Cost: \$3 Million

Farmington City is requesting an amendment for the new station, stop, or terminal in North Station Park that connects the fixed-guideway innovative mobility zone to the Farmington FrontRunner Station. This project will increase mobility and access to opportunities. This new project comes from the Farmington Station Area Plan. Potential funding sources include Housing and Transit Reinvestment Zones (HTRZ), TTIF, federal funds, and/or local option sales tax.

4. Farmington Fixed-Guideway Innovative Mobility Zone (Davis County)

Capital Cost: \$1 Million

O&M (per year): \$447,000

Farmington City is requesting an amendment for the new 1.2-mile fixed-guideway innovative mobility zone from the Farmington FrontRunner Station to the North Farmington station, stop, or terminal. This project will increase mobility and access to opportunities within the corridor. This new project is from the Farmington Station Area Plan. Potential funding sources include HTRZ, TTIF, federal funds, and/or local option sales tax.

Roadway

I-15 - Farmington to Salt Lake City Overview (see Items 5 thru 12 below for details)

Total Project Cost: \$2.6 Billion (sum of projects 5 - 12 below)

UDOT is requesting an amendment to I-15 in southern Davis County and northern Salt Lake County to align with the recommendations from the I-15 Farmington to Salt Lake City Draft Environmental Impact Statement (EIS). The first component of the amendment will be to adjust the previous traffic lane recommendation of four general purpose (GP) lanes and two high-occupancy toll (HOT) lanes in each direction to five GP lanes and one HOT lane in each direction. Part two will split the Davis County portion of the project into two segments from Farmington to 2600 South and from 2600 South to the Salt Lake County line, while the Salt Lake County segment would remain the same from the Davis County line to 400 South. Part three will update the total project cost from \$2 Billion to \$2.6 Billion, largely due to inflationary impacts on the project. Lastly, the amendment will remove five projects from the RTP that will be incorporated into the overall I-15 project. The I-15 project will also incorporate pedestrian and bicycle design elements enhancing connectivity for communities and neighborhoods located on either side of I-15. The projects outlined below are the different segments of the overall I-15 project being recommended as amendments.

5. I-15 - Farmington to 2600 South (Davis County)

Cost: \$1.453 Billion

UDOT is requesting an amendment to the I-15 Farmington to Salt Lake County line project, by splitting it into two segments at 2600 South in Bountiful. This segment adjusts the project length to 9.5 miles from Farmington to 2600 South and changes the traffic lanes from four GP lanes and two HOT lanes to five GP lanes and one HOT lane. This project is expected to receive funding from the Transportation Investment Fund (TIF).

6. I-15 - 2600 South to the Salt Lake County Line (Davis County)

Cost: \$459 Million

UDOT is requesting an amendment to the I-15 Farmington to Salt Lake County line project, by splitting it into two segments at 2600 South in Bountiful. This segment adjusts the project length to 3.0 miles from 2600 South in Bountiful to the Salt Lake County line and changes the traffic lanes from four GP lanes and two HOT lanes to five GP lanes and one HOT lane. This project will receive funding from the TIF.

7. I-15 - the Davis County Line to 400 South (Salt Lake County)

Cost: \$688 Million

UDOT is requesting an amendment to the I-15 Farmington to Salt Lake City project. This segment of the amendment changes the traffic lanes from four GP lanes and two HOT lanes to five GP lanes and one HOT lane. This project will receive funding from the TIF.

8. I-15 Managed Motorways Operations (Davis County)

Cost: N/A due to removal

UDOT is requesting the I-15 southern Davis County portion of the managed motorways operational improvement project be removed from the RTP as it will be incorporated into the overall I-15 project. This project helps prevent congestion to improve travel time, reliability and safety by using sophisticated ramp metering and vehicle detection methods.

9. I-15 Interchange at Parrish Lane (Davis County)

Cost: N/A due to removal

UDOT is requesting the I-15 interchange upgrade at Parrish Lane be removed from the RTP as it will be incorporated into the overall I-15 project. The interchange at Parrish Lane will be modified to a single point urban interchange (SPUI) and be improved to accommodate enhanced traffic flow and safer bicycle and pedestrian use.

10. I-15 Interchange at Warm Springs Road (Salt Lake County)

Cost: N/A due to removal

UDOT is requesting the I-15 interchange upgrade at Warm Springs Road be removed from the RTP as it will be incorporated into the overall I-15 project. This project will modify the existing interchange to an overstreet, full interchange with a diamond configuration which enables more accessibility to I-15 and the surrounding community.

11. I-215 Interchange at I-15/US-89: Upgrade Interchange (Davis County)

Cost: N/A due to removal

UDOT is requesting the upgrades to the I-215 interchange at I-15/US-89 be removed from the RTP as they will be incorporated into the overall I-15 project. The interchange upgrades will create better connectivity and mobility.

12. I-215 Interchange at I-15/US-89: System-to-System Interchange (Davis County)

Cost: N/A due to removal

UDOT is requesting the system-to-system interchange improvements to I-215 and I-15/US-89 be removed from the RTP as they will be incorporated into the overall I-15 project. This new interchange will be a SPUI with access to I-15 and I-215 from US-89 creating more opportunities for north/south and west connections.

13. I-15 - WFRC's northern MPO boundary and US-91 (Box Elder County)

Cost: \$10 Million

UDOT is requesting a new project to be amended into the RTP. This project will add two miles of passing lanes in both the northbound and southbound directions between WFRC's northernmost MPO boundary and US-91 in Box Elder County. The project will extend further north and will be included in UDOT's Long Range Plan (LRP). The project will help traffic efficiency and increase safety, especially related to heavy truck traffic in the area. Potential funding sources include the TIF.

Level 2 – Board Modifications (For information only - Approved March 21, 2024)

Roadway

1. 12600 South (Salt Lake County)

Cost: \$50 Million

The City of Herriman and the Utah Department of Transportation (UDOT) are requesting an amendment to change the lane configuration of the 12600 South (Herriman Boulevard) new construction project. The recommendation is to change the lane configuration from 6800 West to 7300 West (future SR-111) to five lanes and leave the existing remaining portion of the project from 7300 West to Oquirrh Boulevard as three lanes. The project aligns with the 12600 South State Environmental Study (SES) completed by UDOT which addresses current and future growth in southwestern Salt Lake County. Potential funding sources include the Transportation Investment Fund (TIF)

and local funds.

2. Freedom Point Way (Salt Lake County)

Cost: \$2.5 Million

The City of Bluffdale is requesting a new collector road project connecting Porter Rockwell Boulevard to Pony Express Road by extending Freedom Point Way. The connecting collector road will have one lane per direction with a center left-turn lane and sidewalks. Potential funding sources include Salt Lake County Corridor Preservation Funds and local funds.

3. Grandville Avenue Extension (Salt Lake County)

Cost: \$5 Million

The city of South Jordan is requesting an extension of Grandville Avenue to Old Bingham Highway. This project will provide more accessibility to the 5600 West Old Bingham Highway TRAX Station. The project is needed on the RTP in order to be qualified for Salt Lake County Corridor Preservation Funds.

4. FrontRunner Grade-Separated Crossing - Hill Field Road (Davis County)

Cost: \$32 Million

The Utah Transit Authority (UTA) in coordination with WFRC and Layton City is requesting a new grade-separated crossing at Hill Field Road and the FrontRunner/Union Pacific Railroad lines. This project has been identified as part of the FrontRunner Forward Study and will improve the reliability of FrontRunner, vehicle travel times, and safety improvements for all users. Potential funding sources could include city funds, county funds, and/or federal funds to complete this project.

5. FrontRunner Grade-Separated Crossing - Gordon Avenue (Davis County)

Cost: \$32 Million

UTA in coordination with WFRC and Layton City is requesting a new grade separated crossing at Gordon Avenue and the FrontRunner/Union Pacific Railroad Lines. This project has been identified as part of the FrontRunner Forward Study and will improve the reliability of FrontRunner, vehicle travel times, and safety improvements for all users. Potential funding sources could include city funds, county funds, and/or federal funds to complete this project.

6. FrontRunner Grade-Separated Crossing - Pages Lane (Davis County)

Cost: \$32 Million

UTA in coordination with WFRC and West Bountiful is requesting a new grade-separated crossing at Pages Lanes and the FrontRunner/Union Pacific Railroad lines. This project has been identified as part of the FrontRunner Forward Study and will improve the reliability of FrontRunner, vehicle travel times, and safety improvements for all users. Potential funding sources could include city funds, county funds, and/or federal funds to complete this project.

7. FrontRunner Grade Separated Crossing - 1700 South (Salt Lake County)

Cost: \$32 Million

UTA in coordination with WFRC and Salt Lake City is requesting a new-grade separated crossing at 1700 South and the FrontRunner/Union Pacific Railroad Lines. This project has been identified as part of the FrontRunner Forward Study and will improve the reliability of FrontRunner, vehicle travel times, and safety improvements for all users.

Potential funding sources could include city funds, county funds, and/or federal funds to complete this project.

8. FrontRunner Grade Separated Crossing - Vine Street (Salt Lake County)

Cost: \$32 Million

UTA in coordination with WFRC and Murray is requesting a new grade-separated crossing at Vine Street and the FrontRunner/Union Pacific Railroad lines. This project has been identified as part of the FrontRunner Forward Study and will improve the reliability of FrontRunner, vehicle travel times, and safety improvements for all users. Potential funding sources could include city funds, county funds, and/or federal funds to complete this project.

9. FrontRunner Grade Separated Crossing - 5900 South (Salt Lake County)

Cost: \$32 Million

UTA in coordination with WFRC and Murray is requesting a new grade-separated crossing at 5900 South and the FrontRunner/Union Pacific Railroad Lines. This project has been identified as part of the FrontRunner Forward Study and will improve the reliability of FrontRunner, vehicle travel times, and safety improvements for all users. Potential funding sources could include city funds, county funds, and/or federal funds to complete this project.

Transit

10. Davis - Salt Lake City Community Connector (Salt Lake County)

Capital Cost: \$75.6 Million

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

UTA is requesting an amendment for an alignment change, per the Davis - Salt Lake City Community Connector Environmental Assessment, in Salt Lake City from 400 West to 300 West between Beck Street to the North Temple FrontRunner Station. This project will increase access to opportunities, mobility, and provide faster travel times in this corridor. Potential funding sources for this 25.5-mile project include Transit Transportation Investment Fund (TTIF), federal funds, and/or local option sales tax.

11. Big Cottonwood Canyon Core Route (Salt Lake County)

Capital Cost: \$25.8 Million

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

The Utah Department of Transportation (UDOT) and UTA are requesting an amendment for a new 15-mile core route bus service from the Cottonwood Canyons Transit Hub to the Brighton Ski Resort in Big Cottonwood Canyon. This project will ease congestion and provide transportation options in the corridor. Potential funding sources include the TTIF, federal funds, local option sales taxes, and/or the Cottonwood Canyon Transportation Investment Fund (CCTIF).

12. Point Innovative Mobility Zone with Dedicated Shuttle (Salt Lake County)

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

UDOT and UTA are requesting an amendment to include phase 1 of the Point of the Mountain Environmental Assessment - Innovative Mobility Zone with dedicated shuttles – to operate prior to implementation of the light rail transit line – into Phase 1 of the 2023-2050 Regional Transportation Plan. This project will increase access to opportunities and mobility within the new development. Potential funding sources include TTIF, federal funds, and/or local option sales tax. The Mountainland Association of

Governments (MAG) will incorporate the Traverse Mountain innovative mobility zone within their Plan.

Level 1 – Staff Modifications (For information only - Approved April 16, 2024)

Active Transportation

1. Weber Canyon Bike Path (Davis County)

Cost: N/A due to removal

The Utah Department of Transportation (UDOT) is requesting an amendment to remove the Weber Canyon Bike Path from the Weber River Parkway to the Morgan County line. The Wasatch Front Regional Council (WFRC) and UDOT have overlapping projects between the RTP and UDOT's Long Range Plan (LRP). The project will remain in the UDOT LRP and will fix the overlap in Utah's Unified Transportation Plan.

2. Porter Lane Bike Lane (Davis County)

Cost: \$86,000

WFRC Staff is requesting an amendment to modify the eastern extent of the 0.68-mile bike lane on Porter Lane based on the relocation of a proposed crossing over I-15. The I-15 Farmington to Salt Lake City Environmental Impact Statement (EIS) has moved the planned crossing of I-15 to the north. This new extent will terminate the project at the logical endpoint of the future 1250 West shared-use path. Potential funding sources include City funds, County funds, Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives Program (TAP), Carbon Reduction Program (CRP), and/or Transportation Investment Fund Active (TIF Active).

3. Bonneville Shoreline Trail (Salt Lake County)

Cost: \$10.4 Million

Salt Lake County is requesting an amendment to update the alignment of the 40-mile Bonneville Shoreline Trail West based upon the recent Salt Lake County Parks & Recreation Study. This project will increase access to outdoor recreation and improve feasibility of the proposed alignment. Potential funding sources include City funds, County funds, TAP, developer funding, Recreational Trails Program, and/or Utah Outdoor Recreation grants.

4. Perry Farm Overhead Pedestrian/Bike Crossing (Salt Lake County)

Cost: \$6.3 Million

The City of Bluffdale is requesting an amendment to change the phasing of the Perry Farms to Independence overhead pedestrian/bike crossing from Phase 2 (2033-2042) to Phase 1 (2023-2032). This project will increase safety, improve access to opportunities, has the potential for vehicle trip replacement, and improved safe routes to school. 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.

5. I-15 EIS - Active Transportation Projects (Davis and Salt Lake County)

Cost: Project costs included in the I-15 reconstruction project.

UDOT is requesting an amendment for eleven project changes included in the I-15 Farmington to Salt Lake City EIS. There are seven project modifications and four new projects, all in Phase 1 (2023-2032). The project types include a shared lane, a bike

lane, a buffered bike lane, two overhead crossings, and six shared use paths. These projects will increase connectivity, safety, and access to the regional active transportation network. These active transportation projects costs and construction will be included with the I-15 reconstruction project. For specific project information, please see the “I-15” tab within this [spreadsheet](#).

6. Kearns Active Transportation Plan (Salt Lake County)

Cost: \$14.4 Million

Kearns Metro Township is requesting an amendment for four new projects in various phases that come from the recently completed Kearns Active Transportation Plan. Of the four new projects, three are shared use paths and one is a buffered bike lane. These projects will increase connectivity, safety, and access to the regional active transportation network. Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, Transit Transportation Investment Funds First Last Mile (TTIF FLM), and/or Active Transportation Investment Funds (ATIF). For specific project information, please see the “Kearns” tab within this [spreadsheet](#).

7. Layton Active Transportation Plan (Davis County)

Cost: \$25.3 Million

The City of Layton is requesting an amendment for 36 new projects in various phases that come from the recently completed Layton Active Transportation Plan. These new projects include bike lanes, buffered bike lanes, shoulder bikeways, shared use paths, and street crossings. These projects will increase connectivity, safety, and access to the regional active transportation network. Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF. For specific project information, please see the “Layton” tab within this [spreadsheet](#).

8. Taylorsville Active Communities Plan (Salt Lake County)

Cost: \$24.3 Million

The City of Taylorsville is requesting an amendment for 17 active transportation projects. These projects include ten new projects, five modified projects, and two removed projects, all in various phases, from the recently completed Taylorsville Active Communities Plan. These projects include buffered bike lanes, shared use paths, and roadway undercrossings. These projects will increase connectivity, safety, and access to the regional active transportation network. Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF. For specific project information, please see the “Taylorsville” tab in this [spreadsheet](#).

9. Walk White City Plan (Salt Lake County)

Cost: \$7.8 Million

White City Metro Township is requesting an amendment for three new projects in various phases that come from the recently completed Walk White City Plan. These projects include two shared use paths and one street crossing. These projects will increase connectivity, safety, and access to the regional active transportation network. Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF. For specific project information, please see the “White City” tab in this [spreadsheet](#).

Transit

10. 400 West - American Spur TRAX Extension (Salt Lake County)

Cost: \$120 Million

The Utah Transit Authority (UTA) is requesting an amendment to change the needs-based phasing¹ from Phase 2 (2033-2042) to Phase 1 (2023-2032). This 1.7-mile project is a realignment of the Red TRAX Line between 200 South and 1300 South in Salt Lake City. This project will increase mobility and access to opportunities within the new corridor. Potential funding sources include Transit Transportation Investment Fund (TTIF), federal funds, and/or local option sales tax.

11. TRAX Orange Line - University of Utah to Downtown Salt Lake City (Salt Lake County)

Capital Cost: \$101 Million

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

UTA is requesting an amendment to change the needs-based phasing¹ from Phase 2 (2033-2042) to Phase 1 (2023-2032). This 4.7-mile project is a reconfiguration project from the University of Utah to 600 West. The Orange TRAX Line will increase access to opportunities and provide increased mobility along its corridor. Potential funding sources include TTIF, federal funds, and/or local option sales tax.

12. TRAX Orange Line - Downtown Salt Lake City to the Salt Lake City International Airport (Salt Lake County)

Capital Cost: \$30 Million

O&M (per year): \$7.5 Million

UTA is requesting an amendment to change the needs-based phasing¹ from Phase 3 (2043-2050) to Phase 1 (2023-2032). This 6.7-mile project is a reconfiguration project from Downtown Salt Lake City to the Salt Lake City International Airport. The Orange TRAX Line will increase access to opportunities and provide increased mobility along its corridor. Potential funding sources include TTIF, federal funds, and/or local option sales tax.

¹ Changing needs-based phasing recognizes that a project is needed in a particular phase, but it does not adjust the financial assumptions with regard to that project, in terms of the project costs or the assumed timing of available funding. However, a project that is identified as a Phase 1 need in the RTP is eligible to be prioritized for potential state TIF or TTIF funds.

DATE: May 9, 2024
AGENDA ITEM: 4
SUBJECT: **The potential 2034 Olympics and our Region's Aspirations**
PREPARED BY: Ted Knowlton, Deputy Director

At the May 16th Regional Growth Committee (RGC) meeting, we will discuss how to leverage an Olympics to have a lasting positive impact on the future of our region. We will be joined by Colin Hilton, the Chief Executive Officer at Utah Olympic Legacy Foundation.

BACKGROUND:

Wasatch Front communities are excited about the prospect of hosting the Winter Olympics in 2034. WFRC is routinely asked: "what do the Olympics mean for Utah's transportation system and how can we be ready?" Implicit in these questions is what changes, if any, might potentially be needed to Utah's short and longer-term lists of planned transportation projects.

We are in the fortunate state of having most of the needed system in place already, and there are enhancements to the system that are already in our existing transportation plans that will provide *benefit to* the Olympics but are not being built *for* the Olympics.

Utah is supportive of hosting another Winter Olympics for well more than just the memories we will build during the two-week games. For the host community, the Olympics is more importantly about the legacy it leaves. Having the Olympics in 2034 is a powerful tool to focus our collective minds on what type of place we want Utah to be in 2034, and beyond -- in terms of transportation and also more broadly.

As we look to long-term planning, it makes sense to build on the [Wasatch Choice Vision](#).

The Wasatch Choice Vision is the shared framework to prepare our communities and region to address the challenges of growth, and enhance quality of life for generations to come. The Vision was developed collaboratively with local governments, transportation agencies, and many other partners. Wasatch Choice is regional, long-range, and holistically addresses transportation, land use, economic opportunity, and parks and public spaces.

CONTACT PERSON:

Ted Knowlton, 801-425-3534, tknowlton@wfrf.org

DATE: May 9, 2024
AGENDA ITEM: 5
SUBJECT: Wasatch Front Housing Inventory Explorer Tool: An Overview
PREPARED BY: Bert Granberg, Analytics Director

BACKGROUND:

WFRC maintains an extensive set of map-related data to represent existing, regional land use conditions. These datasets are key to helping WFRC forecast the location of future households and jobs through the year 2050 – which in turn are foundational information for our regional Travel Demand Model.

At RGC we will introduce a new publicly available web-based tool, the Wasatch Front Housing Inventory Explorer. This has significant value for cities, towns and counties well beyond transportation planning.

It allows anyone – planners, stakeholders, and the general public – to explore housing conditions and trends across the region, answering the general questions:

- What types of housing choices are available to Wasatch Front residents, generally, and in the city and town centers that local communities envision?
- How well does historic and recent housing development match with the locations where major public investments have already been made in transportation infrastructure (like transit and freeways) and other neighborhood amenities (parks, trails, etc)?

This presentation was shared with RGC Technical Advisory Committees in February.

PRESENTATION: [Google Slides](#) (*no login required*)

RECOMMENDATION: n/a

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