





# NEW ZONING ON 5600 WEST

- Corridor Mixed-Use
- Up to 60ft, 30 du/acre
- Located adjacent to expanding fixed route UTA bus service

Commercial Mixed Use 2 (CM2)



The **CM2** zone is a medium-scale, commercial mixed use zone intended for sites in a variety of centers and corridors, in other mixed use areas that are well served by frequent transit, or within larger areas zoned for multi-dwelling development. Buildings in this zone are generally expected to be up to four stories, except in locations where bonuses allow up to five stories.

For specific zoning code details, visit the [zoning code website](#). The regulations for this zone are found in [Chapter 33.130](#).

Generally, the uses and character of this zone are oriented towards:



RETAIL



OFFICE



RESIDENTIAL



INDUSTRY



INSTITUTIONAL



OPEN SPACE

Specific allowable uses include: retail sales and services, office space, household living, vehicle repair, institutional uses and limited manufacturing uses.

#### Quick facts

##### Location

This zone is generally applied on prominent streets that are well served by transit, such as NW 23rd, SE Foster, N Lombard and NE Sandy.

##### 45'

**maximum height**, which is generally 4 stories, increasing to 55' (5 stories) with bonus provisions in some areas.

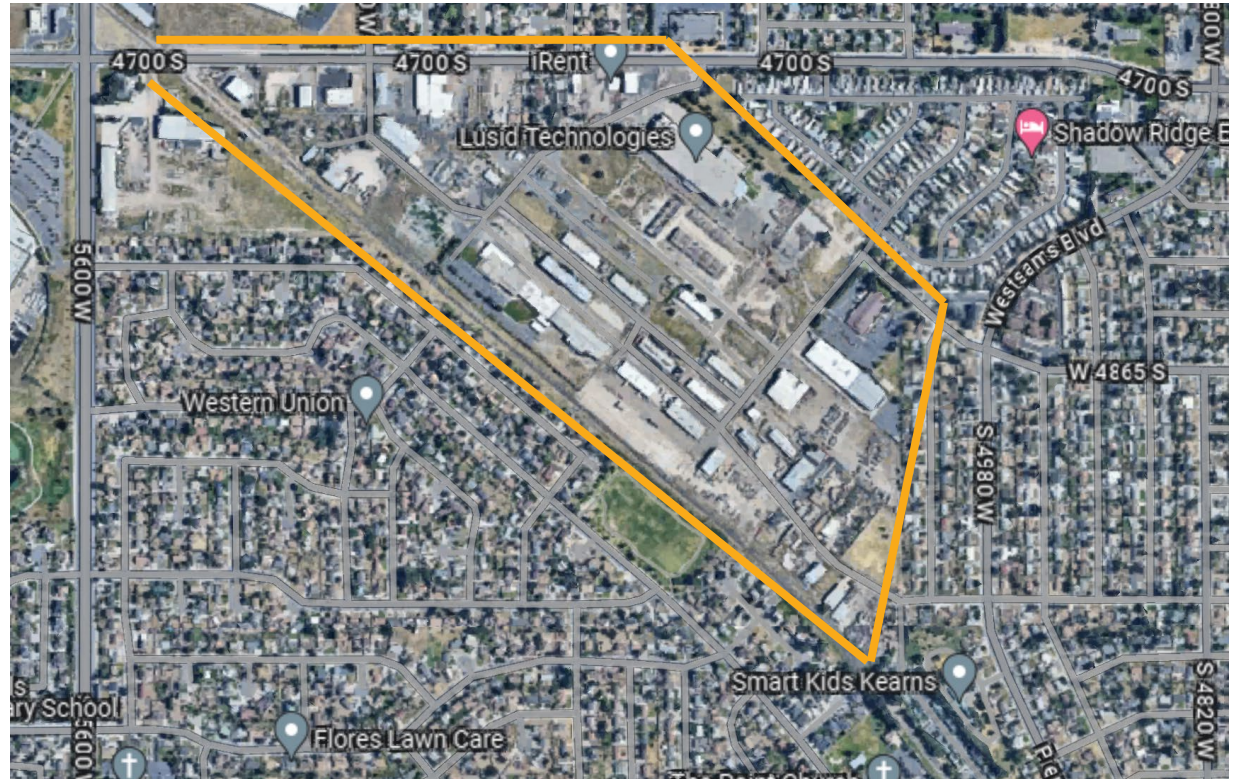
*Loosely based on Portland's CM2 Zone*





# GROWTH IN THE WAREHOUSE DISTRICT

- Equipmentshare recently purchased land on Honey Bear Lane
- Expecting to bring 20 full-time, benefitted jobs paying above the median income; investment in workforce development





# TOWN CENTER VISIONING & IMPLEMENTATION PROJECT

[bit.ly/KearnsTownCenter](https://bit.ly/KearnsTownCenter)

- Will provide an updated vision for the Town Center and a detailed implementation program
- Grassroots planning
- Vision Statement:
  - Leverage existing assets and opportunities in order to build an economically and culturally vibrant Kearns Town Center, which embraces Kearns' diversity, engages residents of all ages, and supports a multitude of businesses and activities.





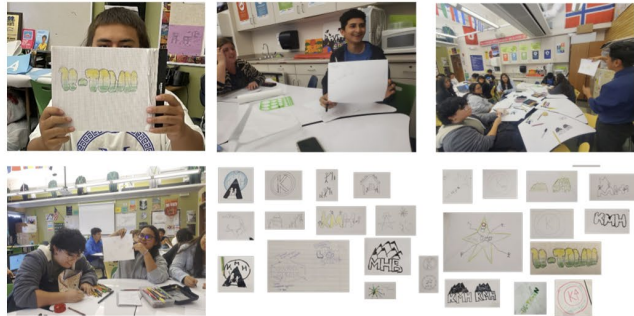
# KEARNS MOBILITY HUB PROJECT

- Partnership with MoveUtah, SLCo Libraries, and UTA
- We're building the first mobility hub in suburban Utah.
- Installation expected in June 2024; agreements with library in process of being finalized.

## MOBILITY HUB DESIGN THEME

### KEARNS YOUTH COUNCIL COLLABORATION

The Mobility Hub planning team collaborated with the Kearns Youth Council on a design theme for the Mobility Hub. In Fall 2022, the team had a series of visits with the Youth Council at Kearns High School, including a workshop in which the Youth Council developed ideas on key community and transportation themes, icons, colors, and fonts.



Ethnic  
Culture  
Diversity  
Inclusion  
Involvement

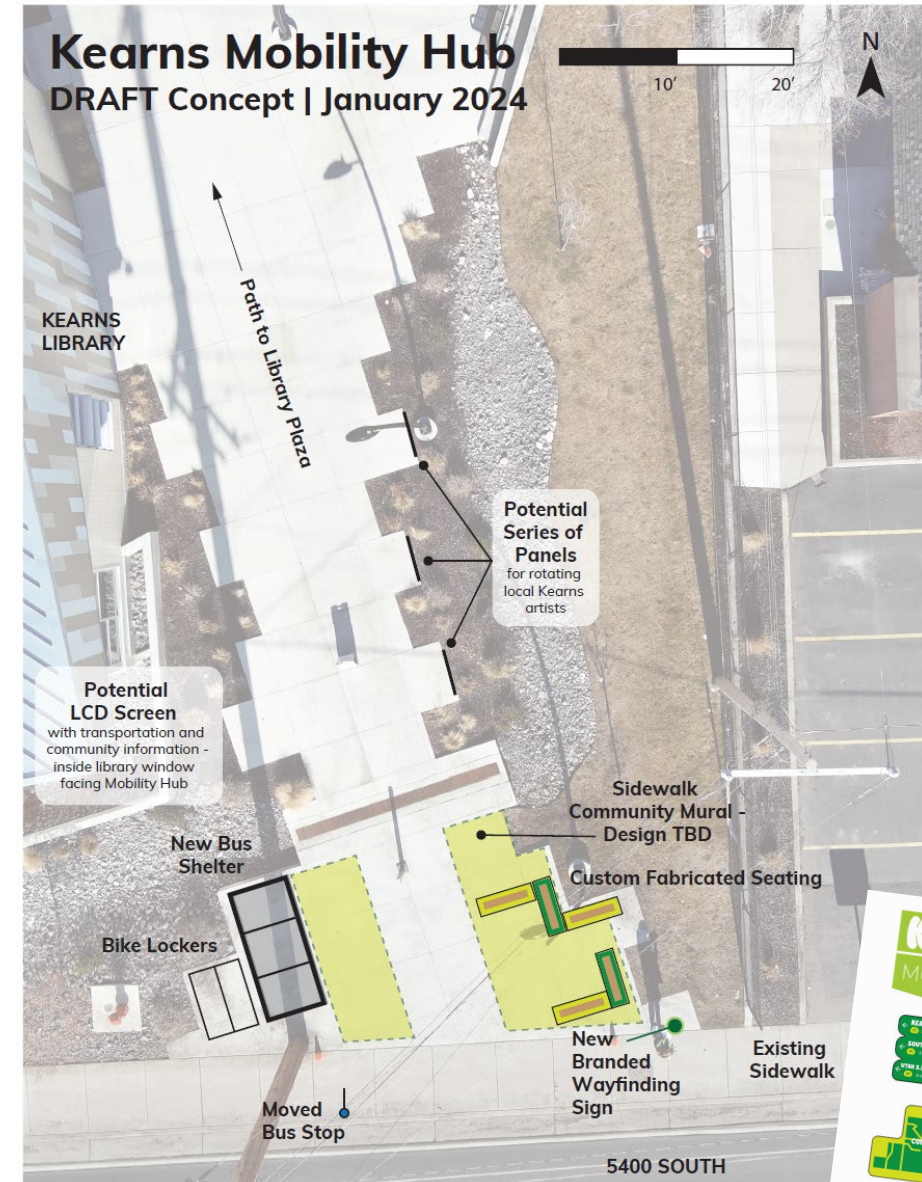
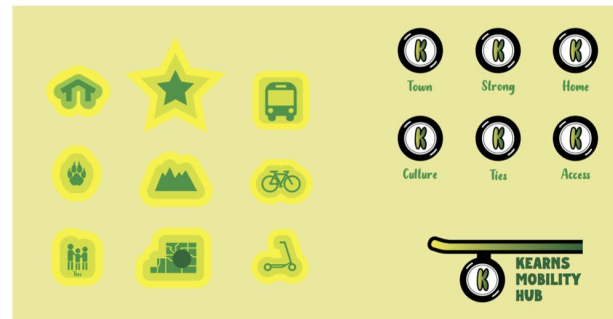
Growth  
Nostalgia  
Ties  
Hometown  
Suburban  
Passing through

Peaceful  
Little  
Small but strong  
Bangert to Mountain View  
Oval  
Rec Center

Rec Center  
High school  
Diverse  
Safe place  
Friends  
Colorful

The Youth Council students brainstormed many ideas about the Kearns community (see words above). They expressed a clear preference for the Kearns High colors of green and yellow, and a "bubble" type font reminiscent of graffiti. The students developed ideas for a range of icons, including stars, homes, mountains, families, Kearns High Cougar paws, and others.

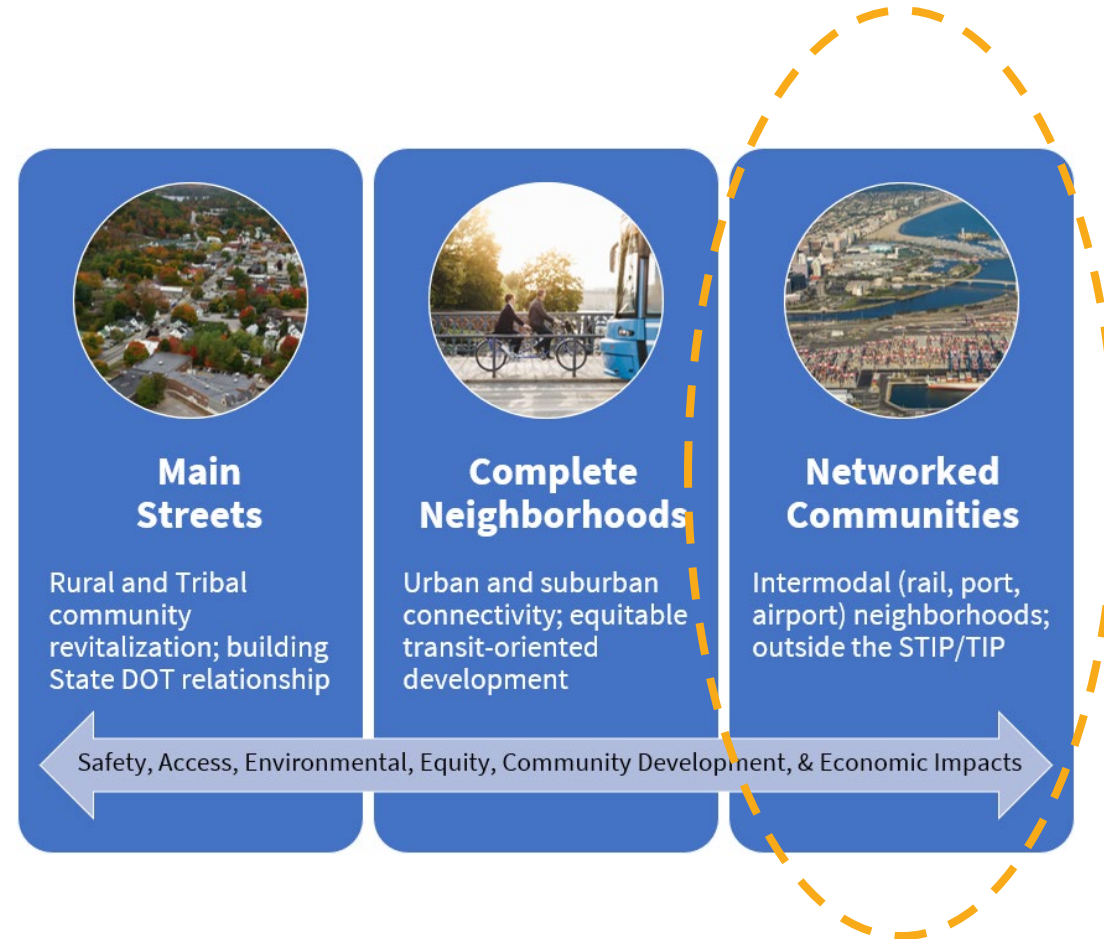
The team took the Youth Council's ideas and, through a few iterations, developed a design theme for the Kearns Mobility Hub. The design theme includes one central logo and a variety of other variations, icons, and words that reflect the students' ideas. The theme will be integrated into the Mobility Hub sites and materials promoting the Hub through elements such as logos, art, wayfinding signs, the Kearns Transportation website, and other applications.





# THRIVING COMMUNITIES PROGRAM

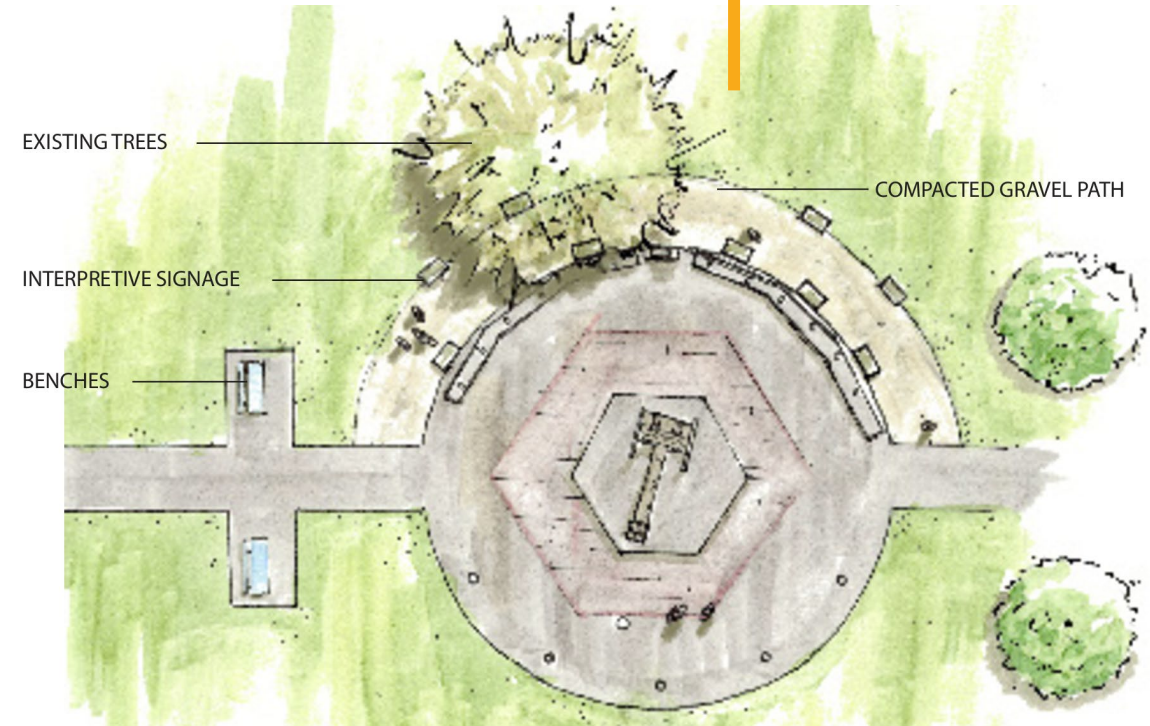
- Kearns was the only Utah community selected for participation in U.S. DOT's 2022 Thriving Communities Cohort
- Technical Assistance through June 2025:
  1. Corridor study for 5400 South
  2. Pedestrian crossings of Union Pacific railroad
  3. Workforce development (critical infrastructure): <https://iyai.org/>





# CAMP KEARNS HISTORIC WALK

- Received \$21,500 in grant funding from Salt Lake County Tourism, Recreation, Culture and Convention Support Program to tell the story of Camp Kearns through a series of interpretive panels





# CONTACT

Kayla Mauldin

801-381-2663

[KMauldin@msd.utah.gov](mailto:KMauldin@msd.utah.gov)

<https://bit.ly/lrp-kearns>







Governor's Office of  
Economic Opportunity

# Broadband, Equity, Access, & Deployment 2024

Rebecca Dilg, Director Utah Broadband Center  
WFRC February 21, 2024





# Utah Five Year Digital Connectivity Plan

**Vision: Guide the State in increasing the three A's of high-speed internet (broadband) for the benefit of all Utahns**



Availability



Accessibility



Affordability



# Next Step: State Challenge Process



Purpose: To determine mis-identified unserved and underserved locations that will be eligible for BEAD-funded projects. Last chance!



# State Challenge Process

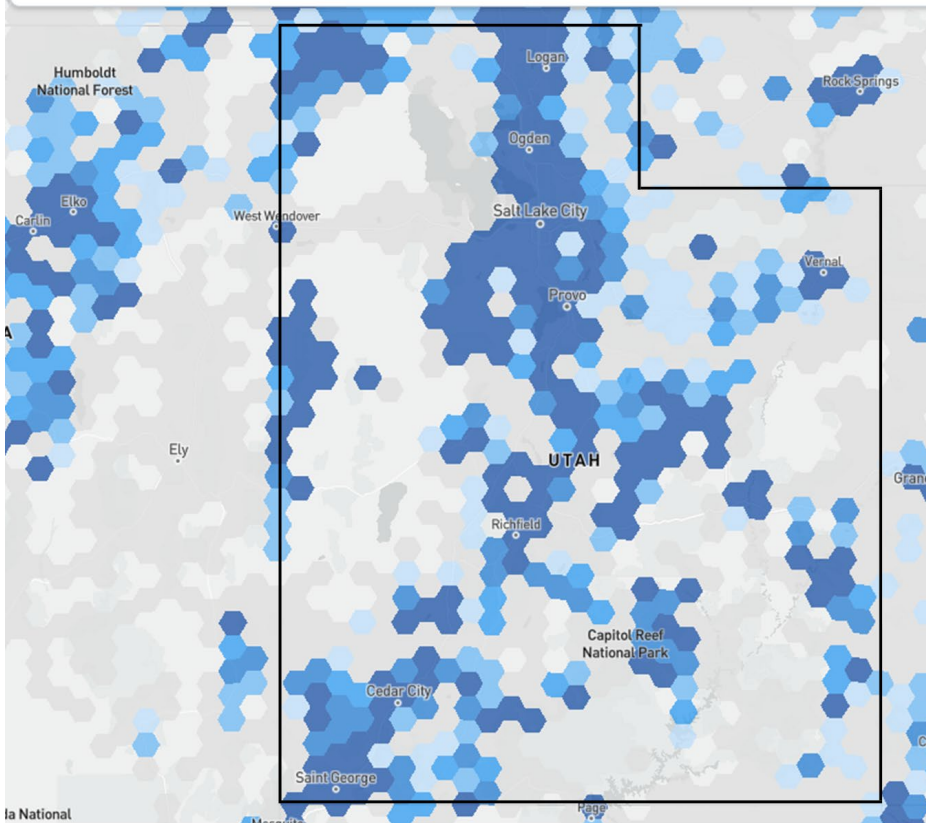


1. Utah Broadband Center will make available a challenge portal which will include a map with broadband serviceable locations and their service availability (served, underserved, unserved)
1. Challengers will be able to access the portal and review the map. FCC “Fabric” license encouraged. To make a challenge, they will need to submit evidence.
1. Challenges will be submitted to the relevant ISPs for review and rebuttal
1. If ISPs rebut a challenge, the challenge and rebuttal will pass to the state for adjudication
1. Individuals will be able to submit speed test challenges (min of 3/3 days)

## FCC National Broadband Map

Provider Detail Area Summary Data Download About | Broadband Funding Map

Enter address



# Unserved and Underserved Locations

Fixed Broadband

Mobile Broadband

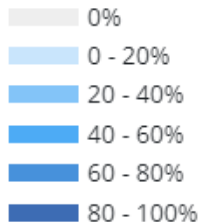
Nationwide

### Broadband

Type	Residential
Technology	All Terrestrial
Speed	100/20 Mbps or greater
Data As Of	Dec 31, 2022 (Last Updated: 9/26/23)

### Map Legend

Served Units Percentage





# Community Anchor Institutions (CAIs)

Definition: An entity such as a school, library, health clinic, health center, hospital or other medical provider, public safety entity, institution of higher education, public housing organization, or community support organization that facilitates greater use of broadband service by vulnerable populations, including low-income individuals, unemployed individuals, and aged individuals.



# State Challenge Process

**Purpose: Finalize the list of locations eligible for BEAD-funded projects**

- Eligible challengers:
  - Internet service providers
  - Local and Tribal governments
  - Nonprofit organizations



- Eligible challenges:
  - Eligible CAls
  - Served or unserved? Broadband Serviceable Locations (BSLs)
    - Availability
    - Speeds
    - Latency
    - Data caps
    - Technology type
    - Service type (whether residential or business)
  - Awarded but not yet built
  - Planned builds



# State Challenge Process

## TIMELINE

10 Days

40 Days

40 Days

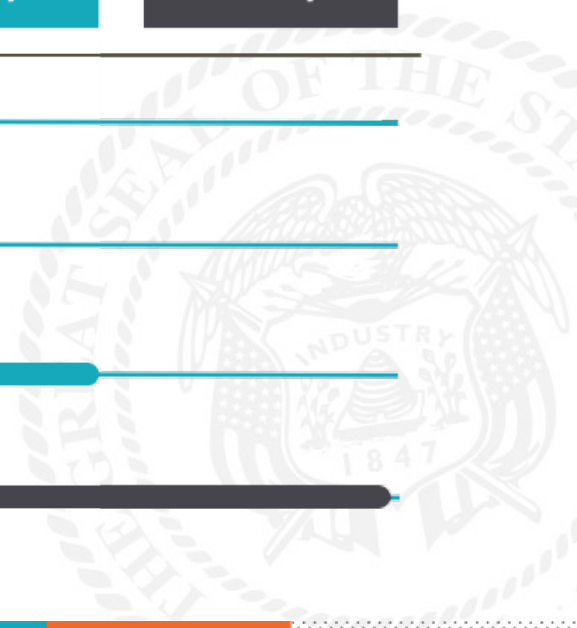
30 Days

Locations  
Published

Challenge  
Phase

Rebuttal  
Phase

Final  
Determination  
Phase





- [Utah Five-Year Digital Connectivity Plan](#) at ConnectingUtah.com
- [Utah's Initial Proposal](#) at ConnectingUtah.com
- [Getting an FCC map fabric license](#) \*
- [Summary of Challenge Process](#) \*
- [Connectingutah.com/state-challenge-process](#) \*
- Webinars for Challenge Portal and Submission Process:
  - Jan 17 - General Overview
  - Jan 23 - Local & Tribal Governments and Nonprofits
  - Jan 25 - Internet Service Providers





ConnectingUtah.com  
[connectingutah@utah.gov](mailto:connectingutah@utah.gov) 385-443-3174



Governor's Office of  
Economic Opportunity

BUSINESS.UTAH.GOV

# 2024 LEGISLATIVE SESSION



WASATCH FRONT REGIONAL COUNCIL



# Legislation

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- SB208, Housing and Transit Reinvestment Zone Amendments
  - *Makes clarifications to HTRZ statute, including affordability requirements*
- HB449, Pedestrian Safety & Facilities Act Modifications
  - *Includes bicycle facilities in pedestrian planning*
- HCR11, Concurrent Resolution Recognizing the Importance of Cross Issue Impacts
  - *Encourages governments, private sector, etc. to consider cross-issue growth impacts when making decisions.*

# Appropriations

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- **Transportation Investment Fund**

- \$775M 1X, \$335M ongoing (GF)
- Already included in IGG Base Budget
- Legislature could use for debt service or for capacity projects

- **Transit Transportation Investment Fund**

- \$45M ongoing (TIF Transfer)
- Deposited into Transit Transportation Investment Fund



# Helpful Resources

[Home](#)[About](#)[Committees](#)[Vision & Plans](#)[Programs](#)[Maps & Data](#)[Studies](#)[Public Involvement](#)[Contact](#)

The Wasatch Front Regional Council (WFRC) works closely with local, regional, state, and federal governments to promote legislative priorities and implement policies. WFRC works with its members and partners to support sound policies that are centered around or tied to transportation, such as land use, economic development, and air quality.

For additional information regarding government affairs, please contact [Miranda Jones Cox](#).

## 2024 Legislative Session Information and Resources

In preparation for the 2024 General Legislative Session which is slated to begin on Tuesday, January 16th, the Utah Legislature, Unified Economic Opportunity Commission, and other partners spent the interim studying various policy topics and providing recommendations. As a reminder, WFRC will track and engage on issues impacting transportation and land use planning in preparation for and during the session. In addition to receiving our weekly government affairs updates, please rely on this section to reference interim recommendations, and our bill and appropriations trackers.

[2024 Bill Tracker](#)[Appropriation Tracker](#)[Interim Policy Proposals](#)[Govt. Affairs Email List](#)

## State Legislation and Policy

Recently Passed Growth Legislation



### Bill Tracker

WFRC tracks bills that especially impact transportation and communities along the Wasatch Front during the legislative session.

- [2024 WFRC Bill Tracker](#)
- Previous Years: [2023](#), [2022](#), [2021](#), [2020](#), [2019](#), [2018](#)



### Appropriations Tracker

WFRC tracks relevant funding item information as appropriations make their way

# 2023-2050 RTP: Amendment 1

RGC Technical Advisory Committees

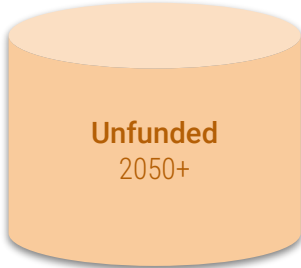
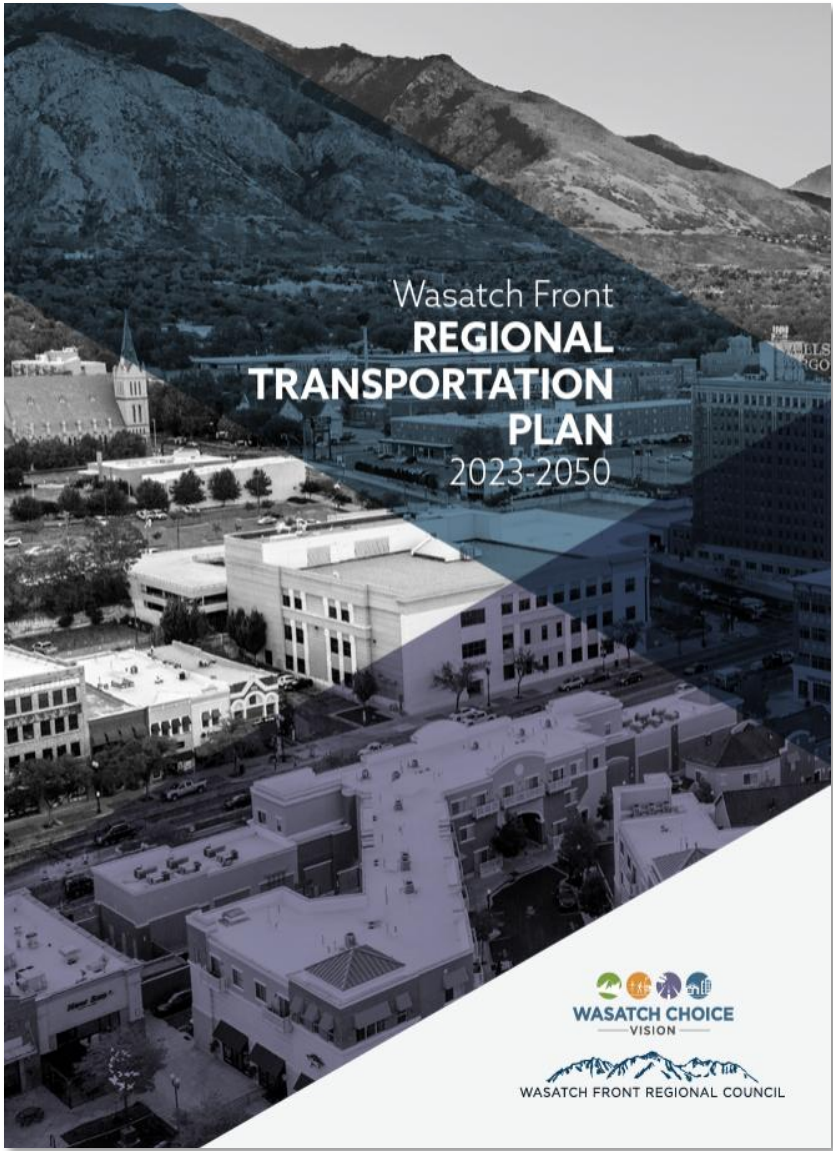
February 21, 2024

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





# Regional Transportation Plan Process Overview



TRANSPORTATION  
IMPROVEMENT PROGRAM



OTHER TOP  
PRIORITIES

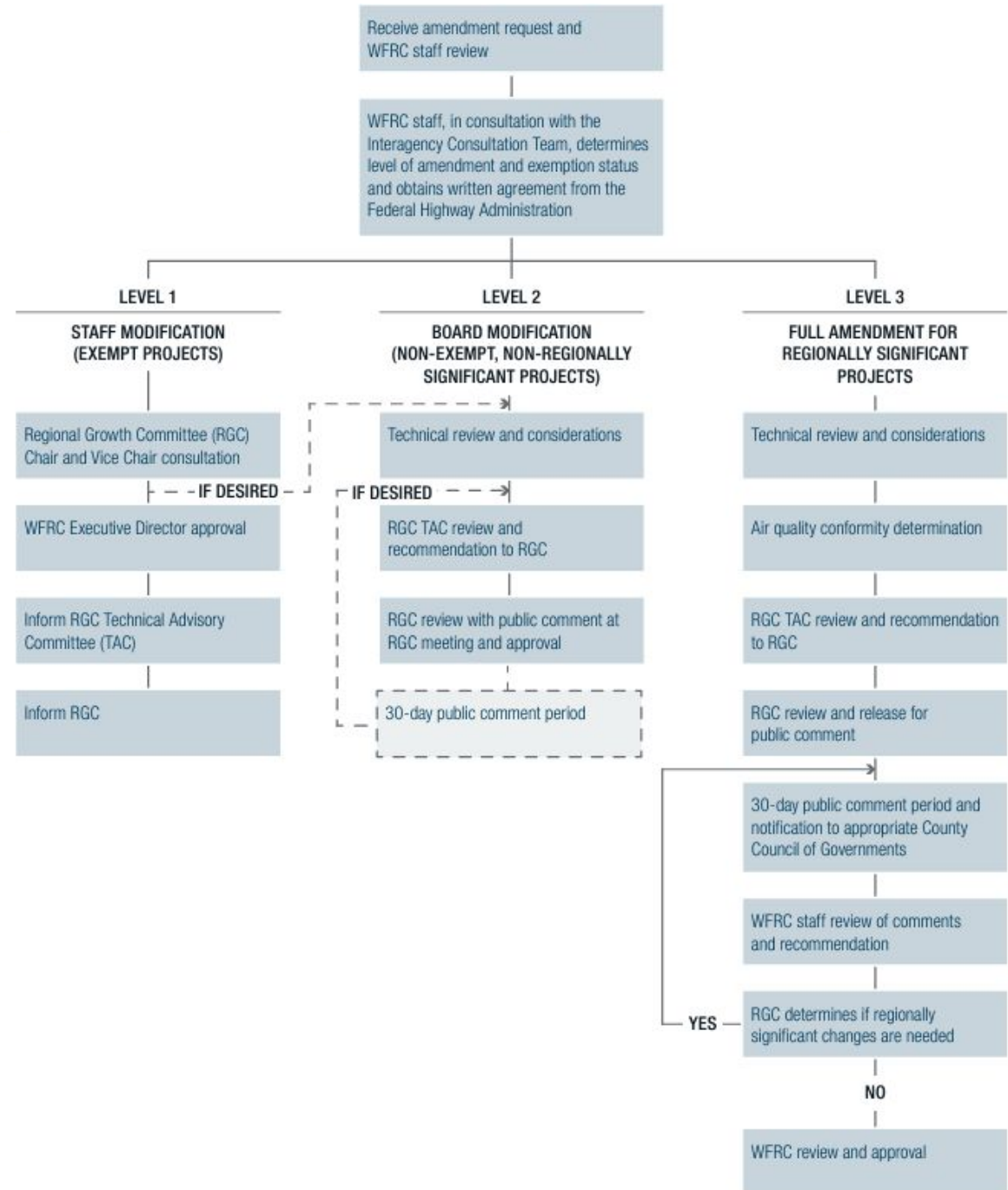


# RTP Amendment Process Overview

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)



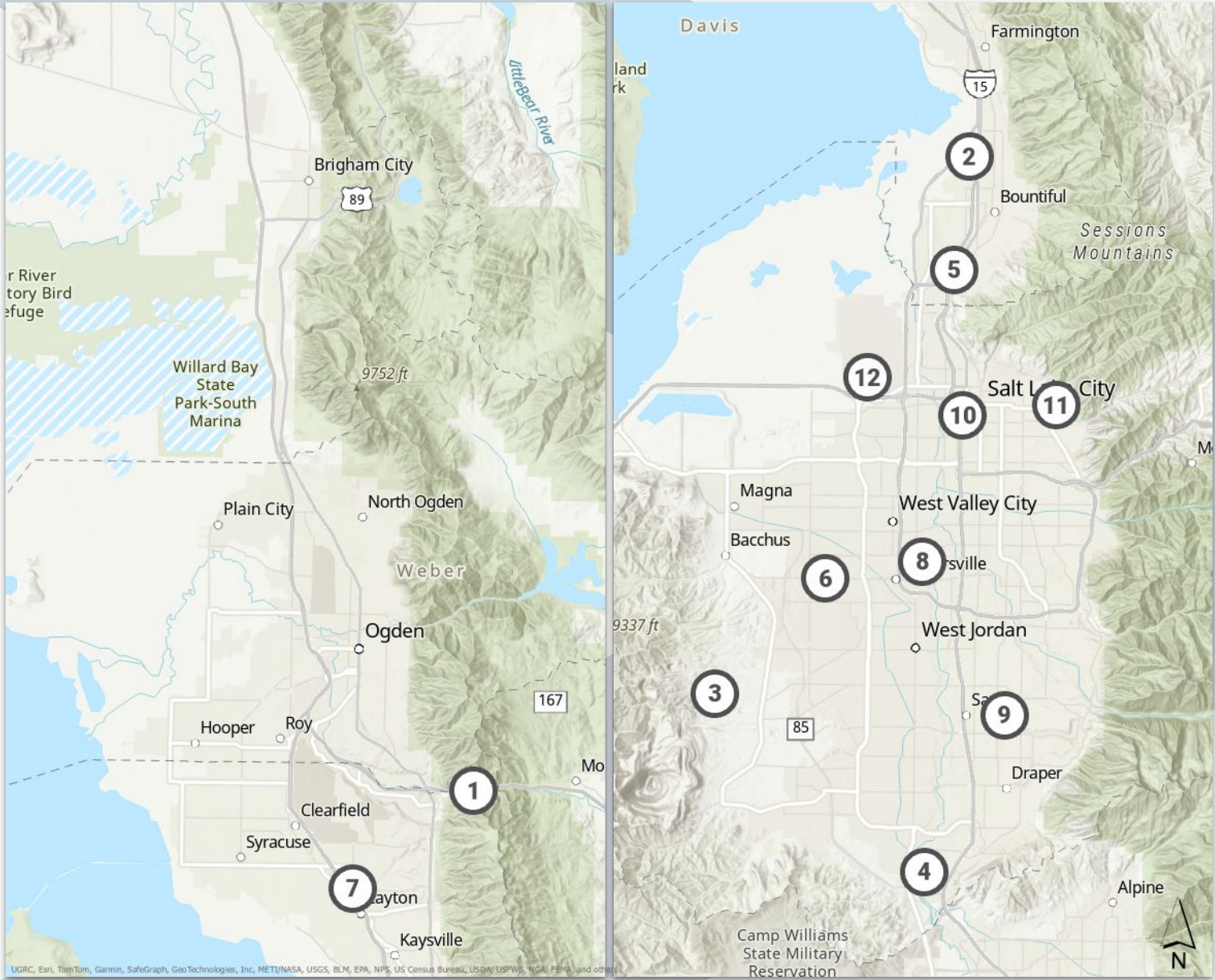
# Amendment 1 Projects: Level 2

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 and 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-98	Remove; incorporated into I-15 project
UDOT	I-215 Interchange	@ I-15/US-98	Remove; incorporated into I-15 project
UDOT	I-15	3000 North to US-91	New project

# Level 1 Amendments





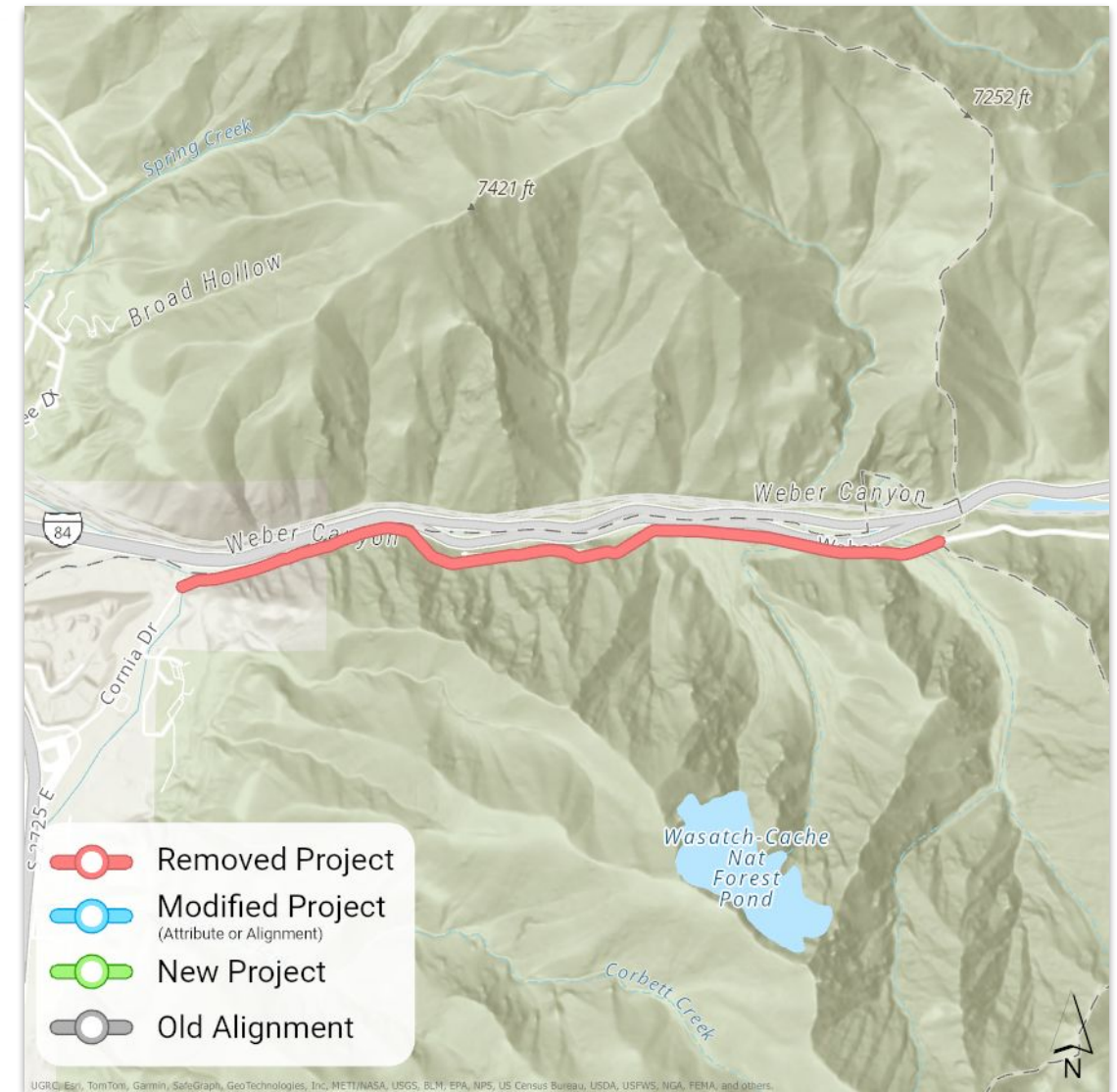
# Weber Canyon Active Transportation

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.



# Porter Lane Bike Lane

Level 1 Request // WFRC

## SCOPE

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

Eastern extent changed from I-15 to 640 West.

## COST (2023)

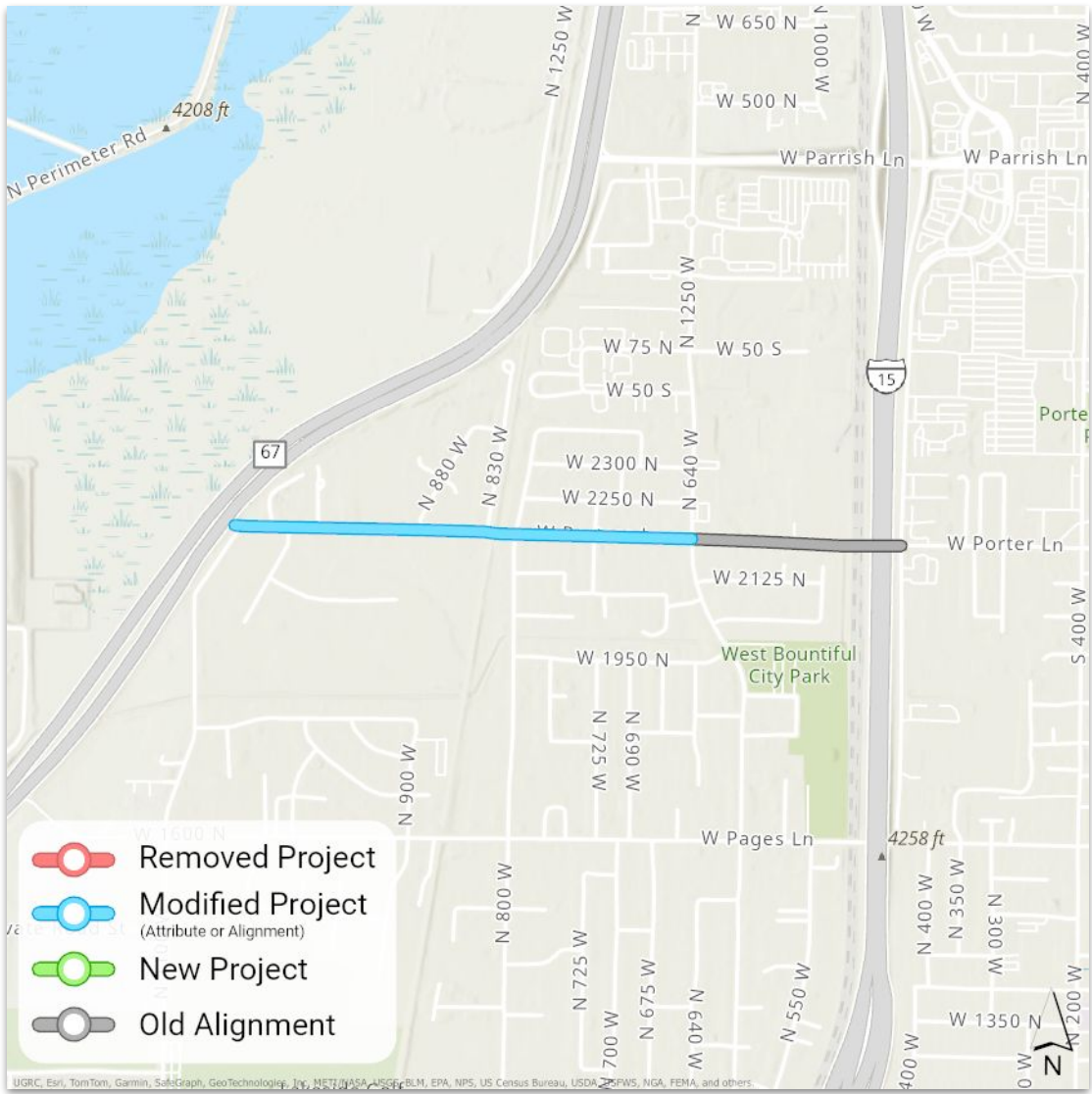
\$86,000

## FUNDING SOURCES

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

## BENEFITS

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)

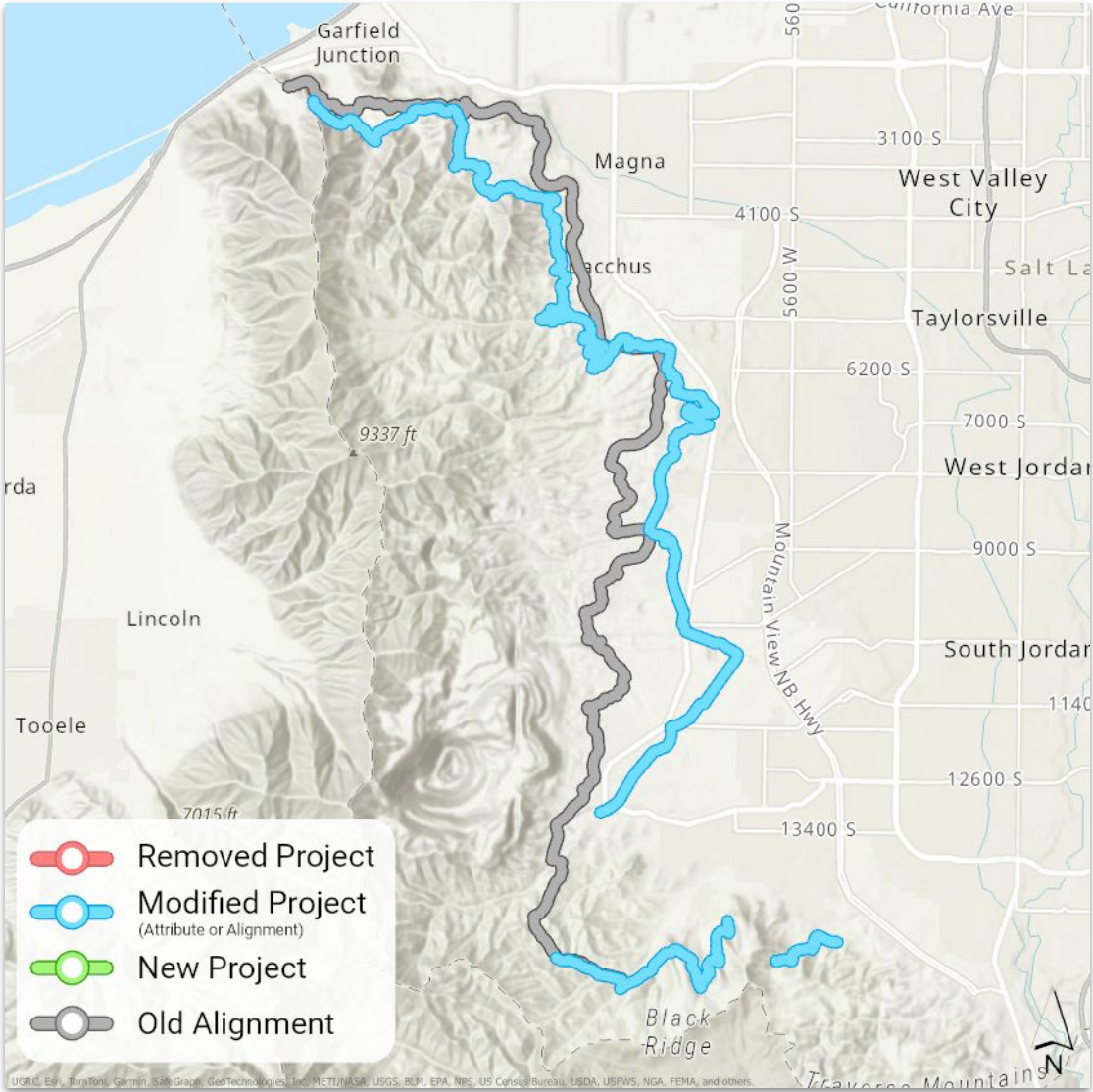
\$10.4 Million

## 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.

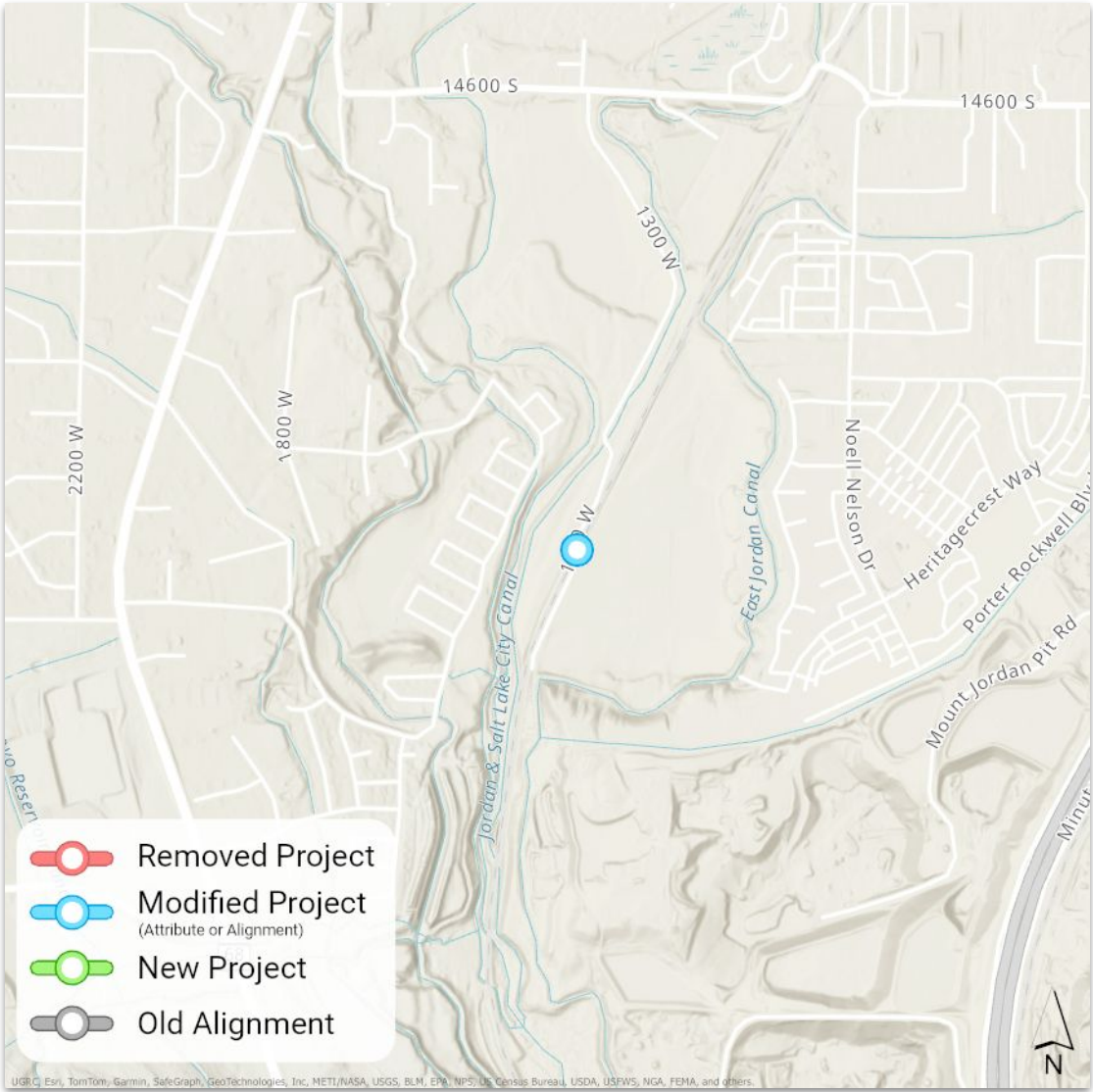
BENEFITS

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)

Cost of individual projects wrapped into total cost of 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

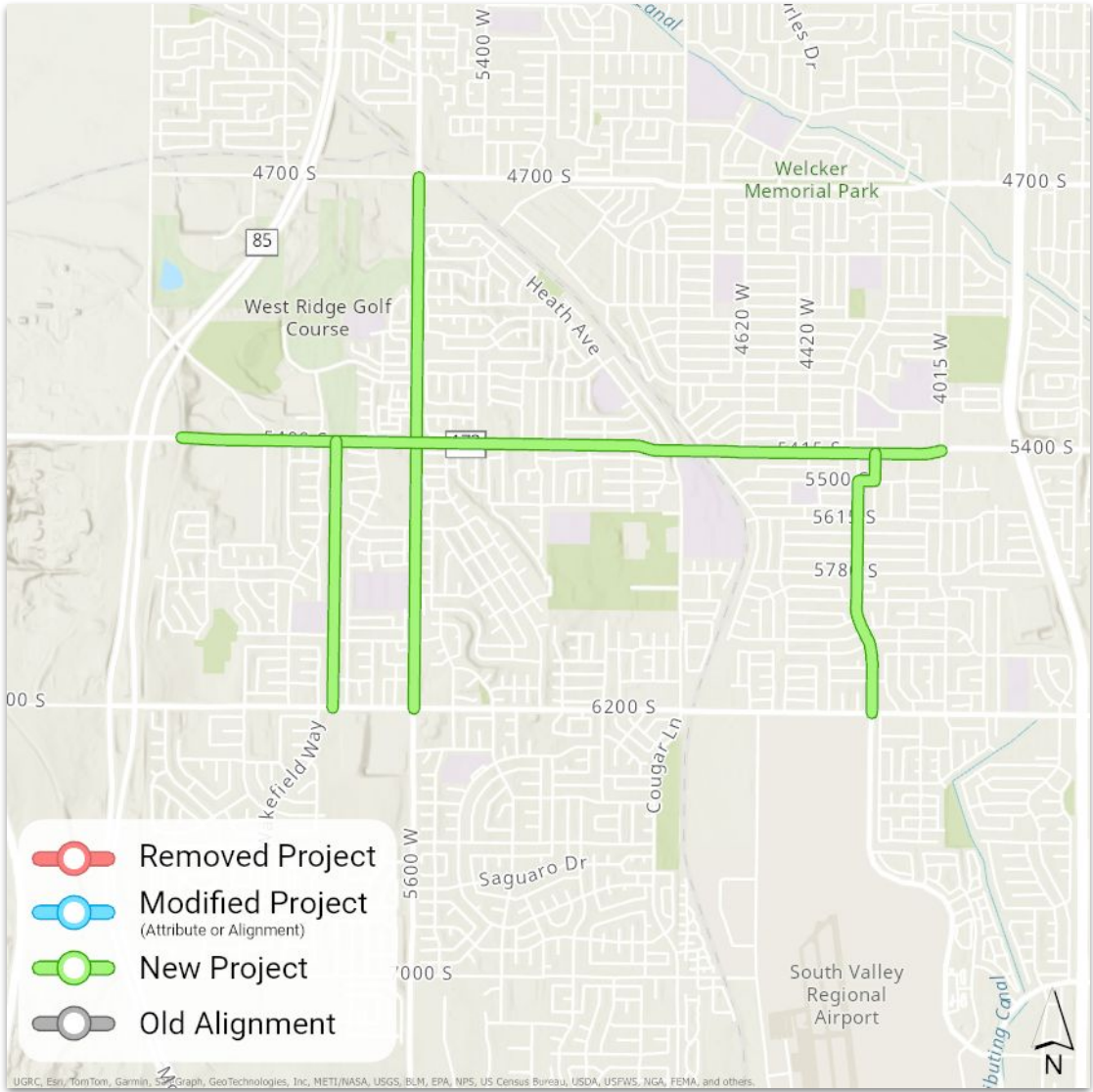
Increased access to the regional AT network



# Kearns Active Transportation Plan

## Level 1 Request // Kearns

SCOPE	BENEFITS
Four new projects in various phases. See “Kearns” tab in this <a href="#">spreadsheet</a> 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

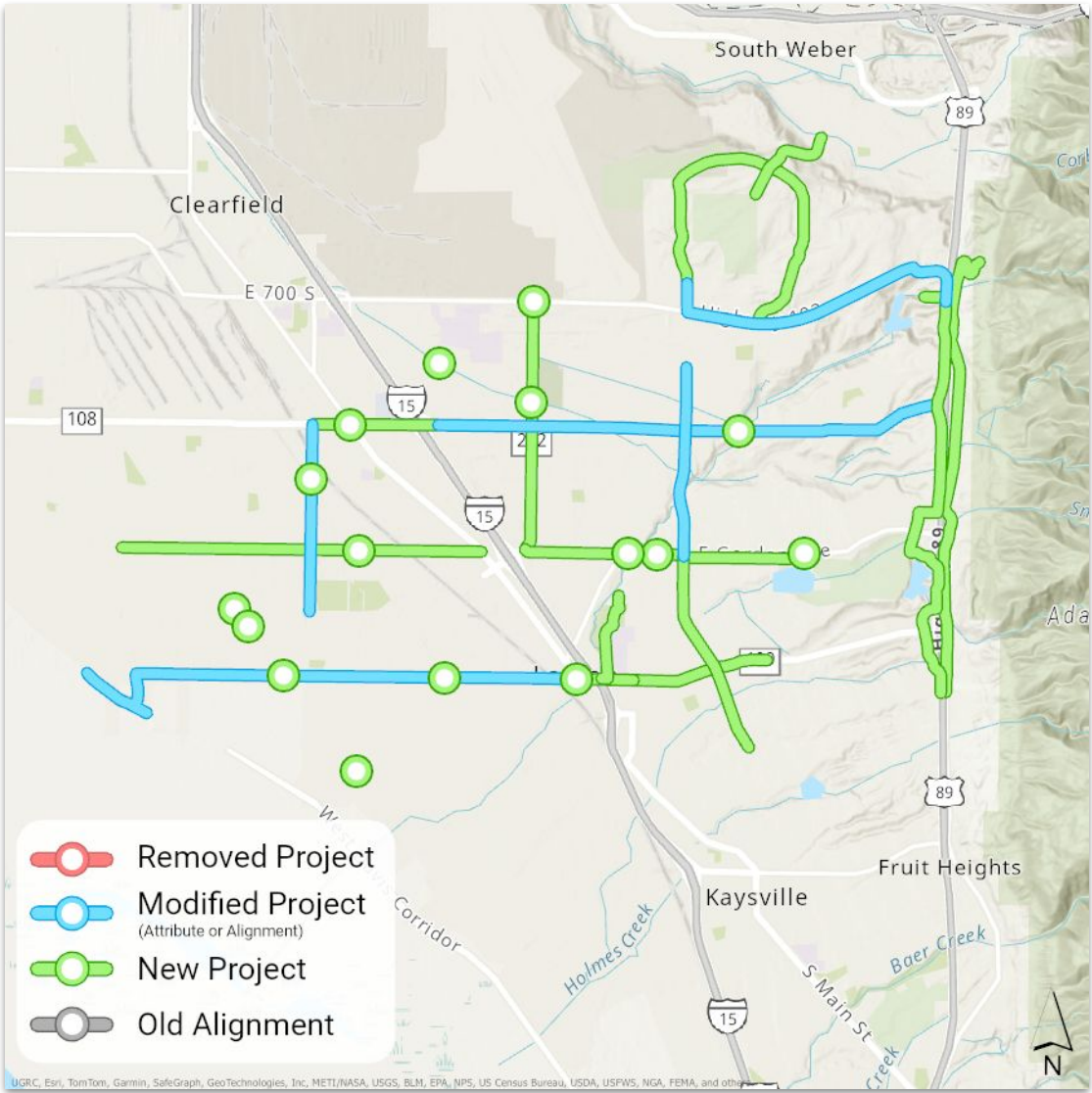
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF.

### BENEFITS

Increased connectivity

Increased safety

Increased access to the regional AT network



# Taylorsville Active Communities Plan

## Level 1 Request // Taylorsville

### SCOPE

17 projects - ten new, five modified, and two removed - all in various phases. See “Taylorsville” tab in this [spreadsheet](#) for more information.

Includes buffered bike lanes, shared-use paths, and roadway undercrossings.

### COST (2023)

\$24.3 Million

### FUNDING SOURCES

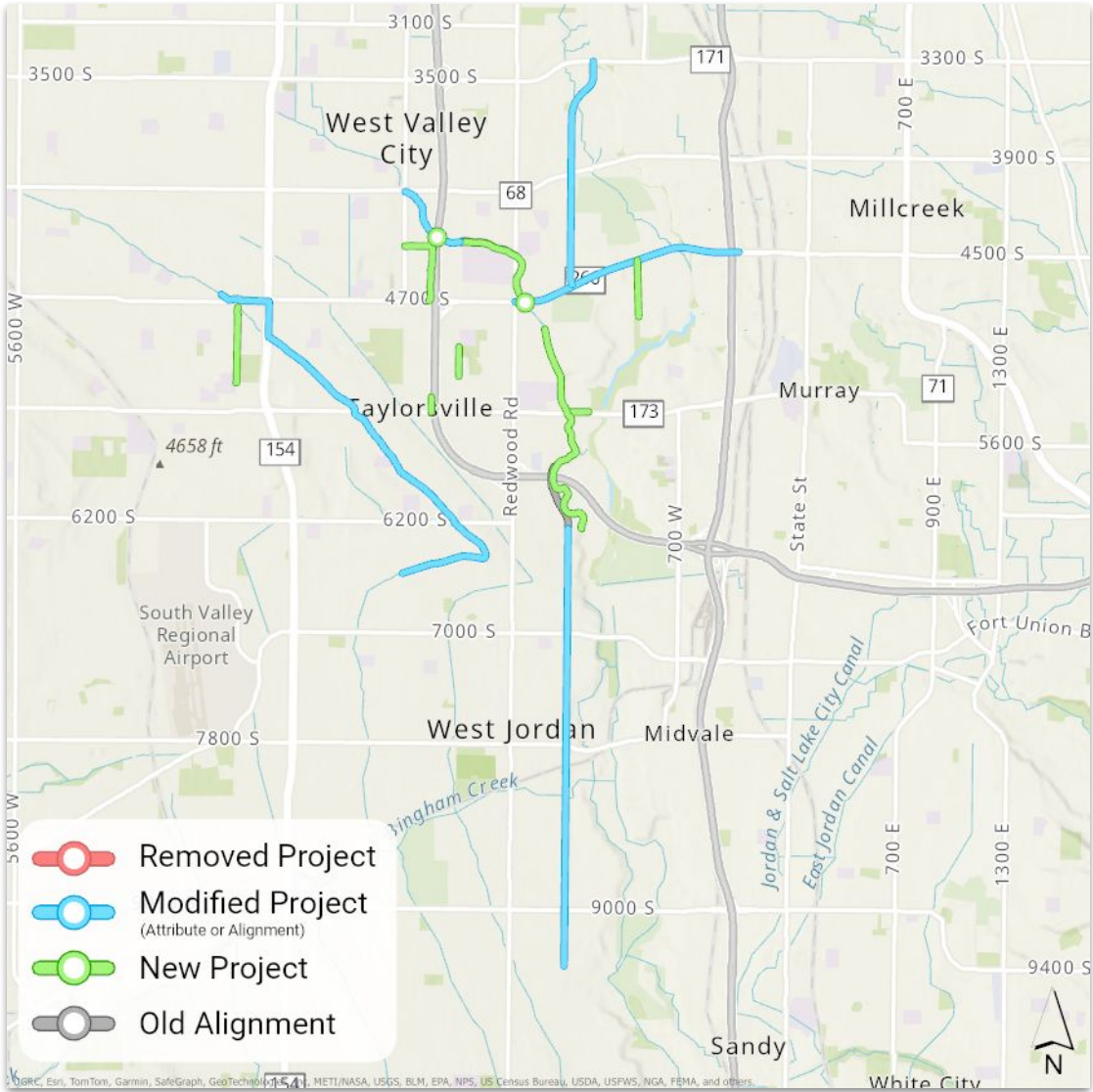
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF.

### BENEFITS

Increased connectivity

Increased safety

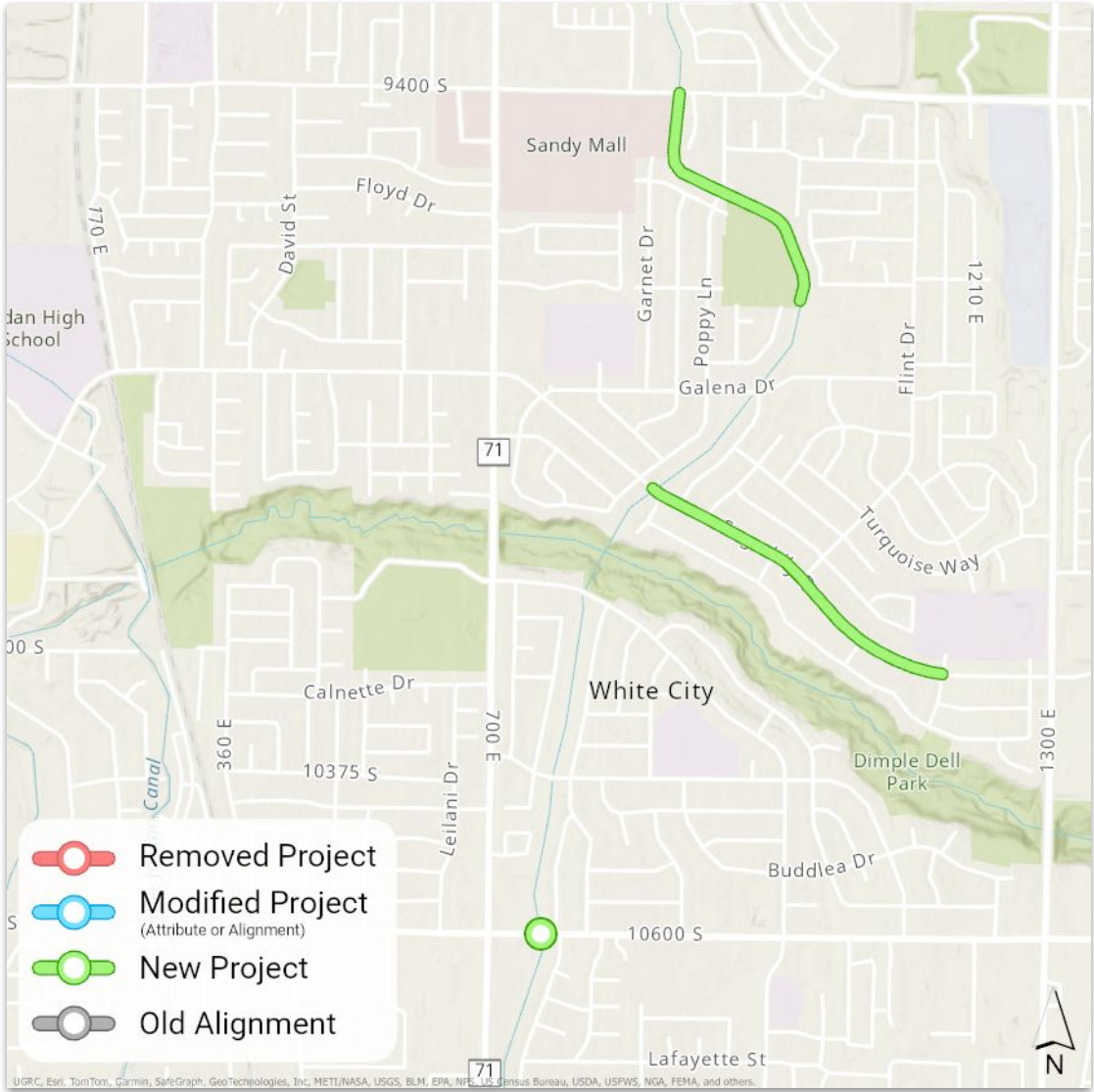
Increased access to the regional AT network



# Walk White City Plan

## Level 1 Request // White City

SCOPE	BENEFITS
Three new projects in various phases. Please see “White City” tab in this <a href="#">spreadsheet</a> for more information.	Increased connectivity
Two shared-use paths and one street crossing.	Increased safety
	Increased access to the regional AT network
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.	





# 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

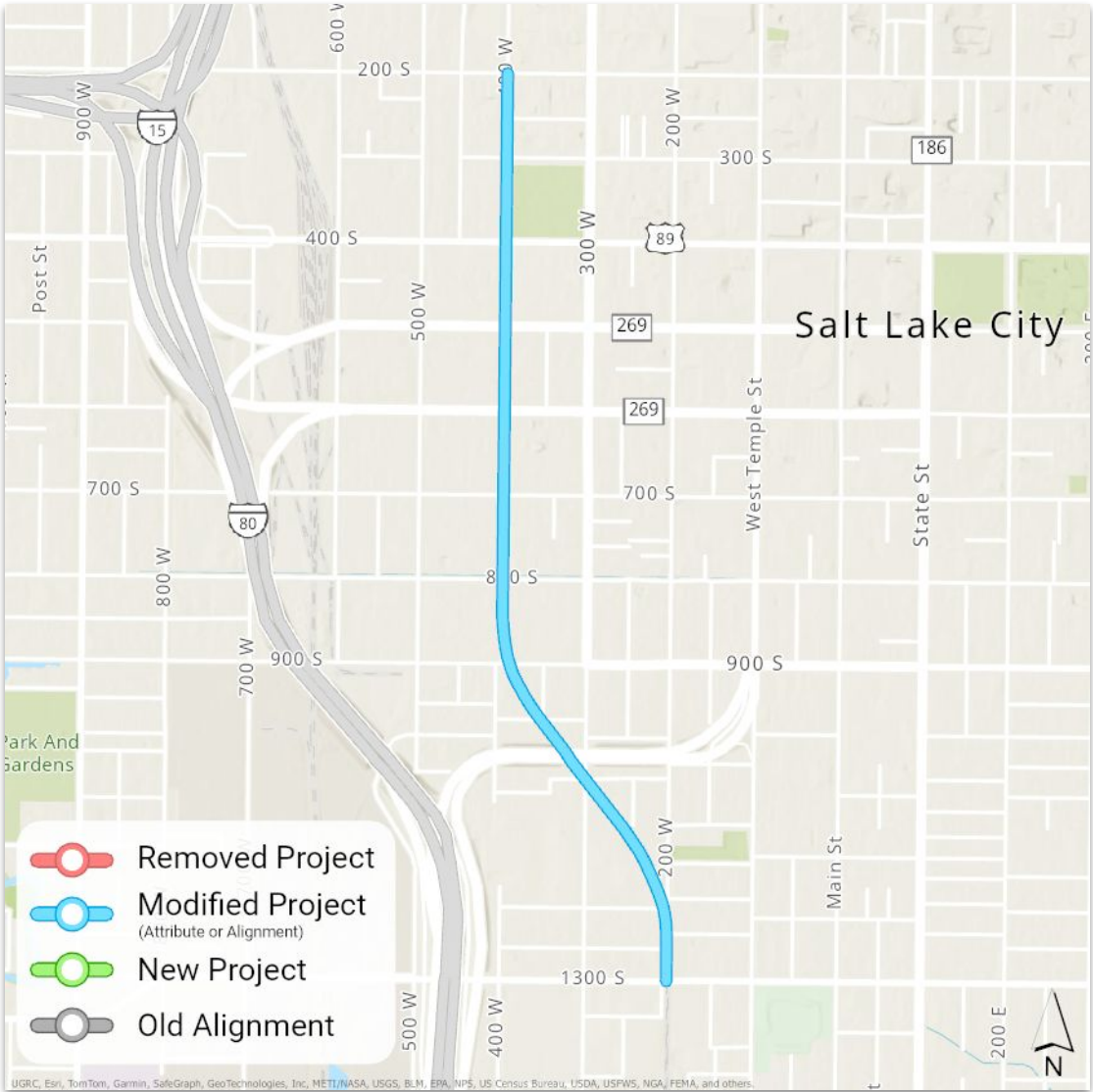
FUNDING SOURCES

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

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 1 year cost: \$10.4 Million

FUNDING SOURCES

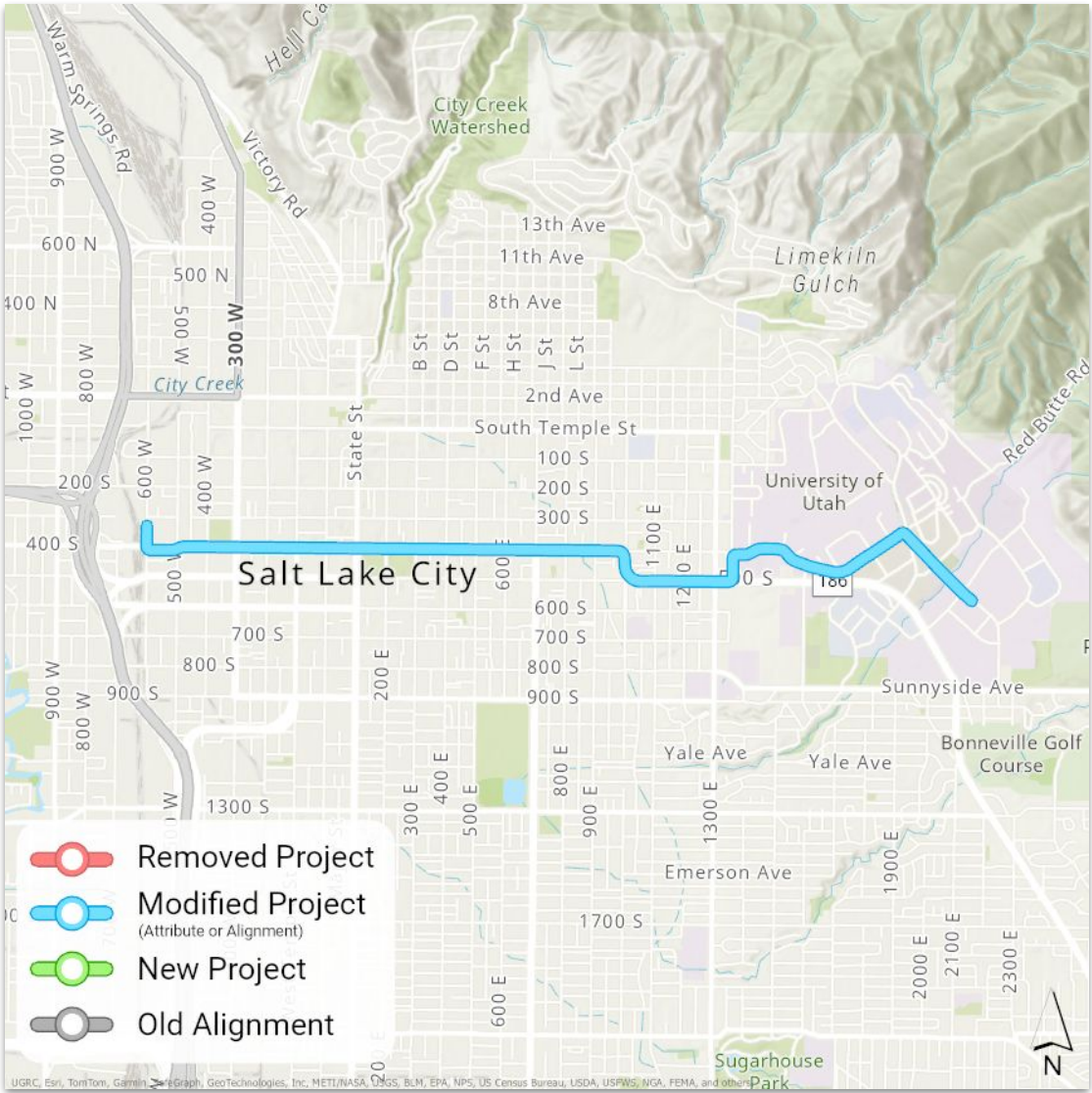
Potential funding sources include TTIF, federal funds, and/or local options sales tax.

BENEFITS

Increased reliability

Faster travel times

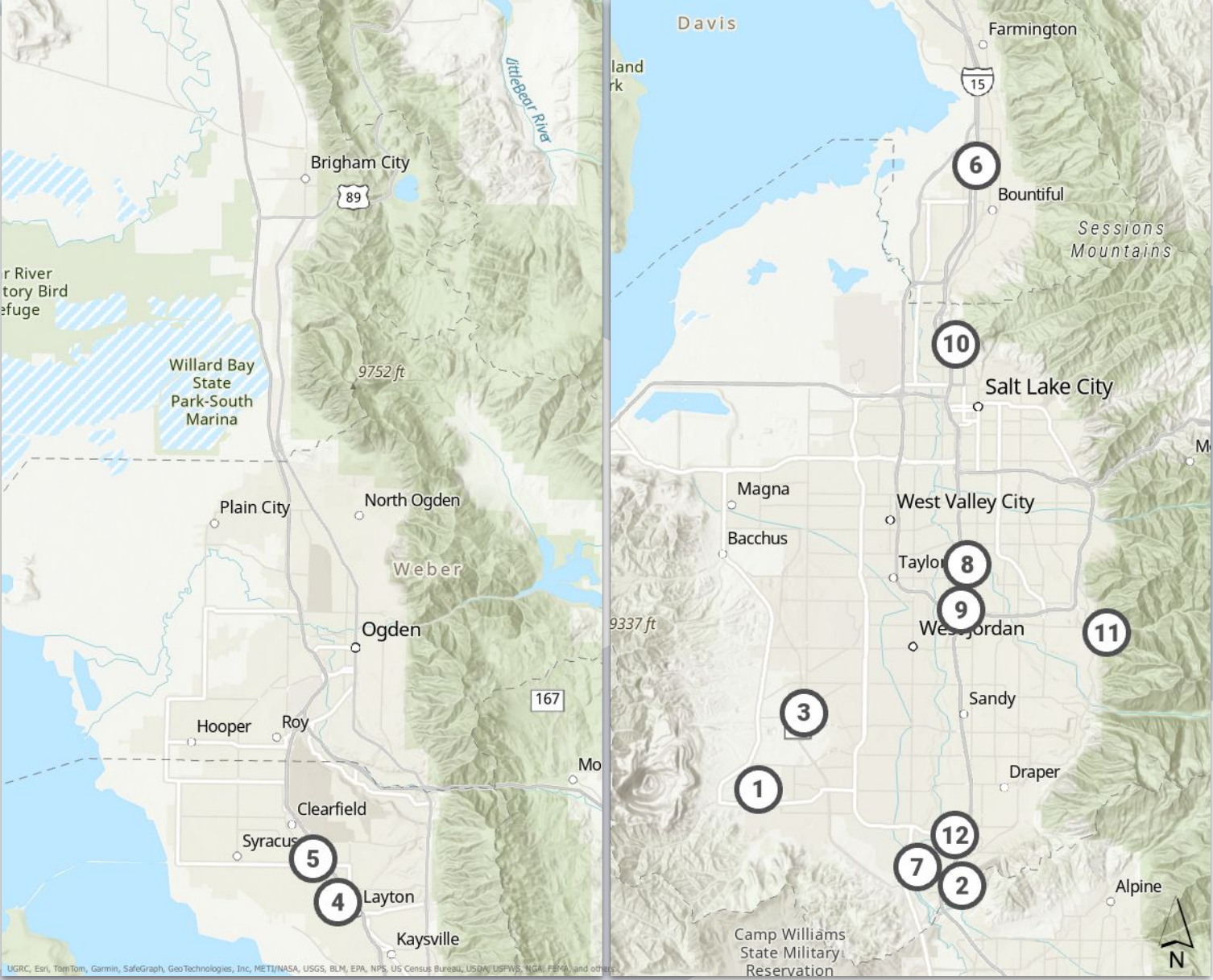
Ability to increase frequency and provide additional service







# 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

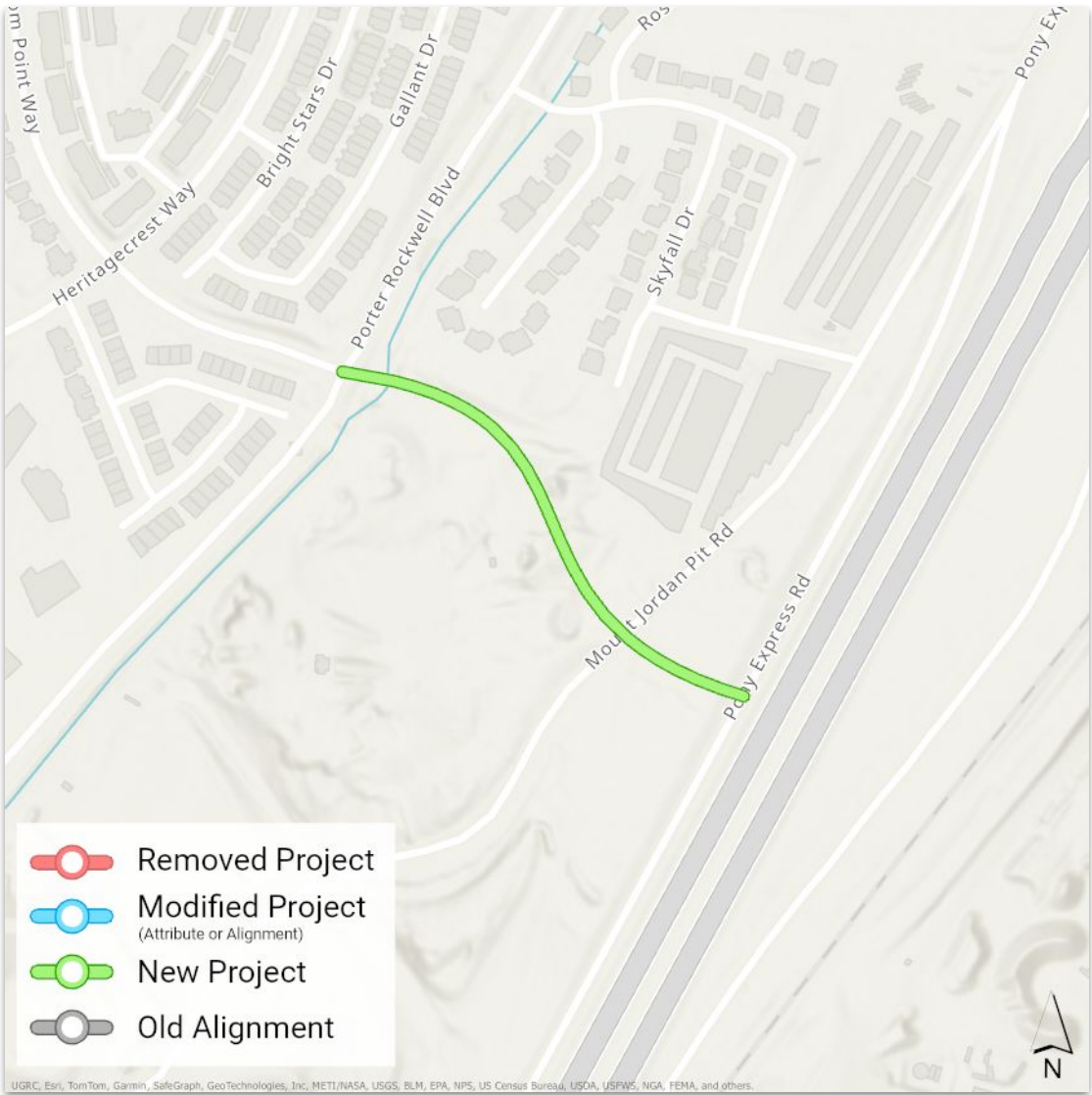
FUNDING SOURCES

County and local funds.

BENEFITS

Improves connectivity

Relieves congestion on parallel facilities





# Grandville Avenue

Level 2 Request // South Jordan

SCOPE

New project R-S-267 extending Grandville Avenue between 10200 South and Old Bingham.

COST (2023)

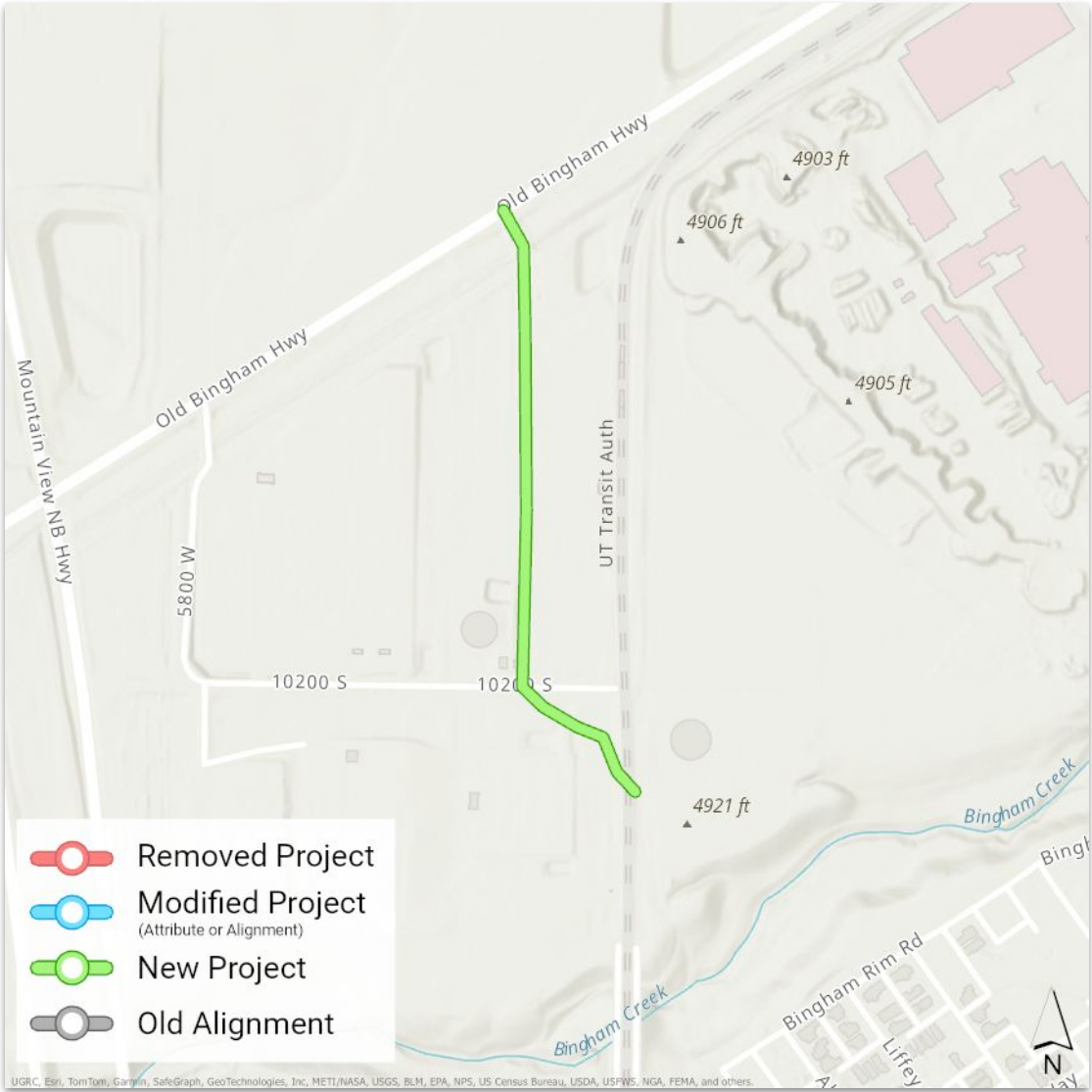
\$5 Million

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.

BENEFITS

- Better access to TRAX
- Improved connectivity



# 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

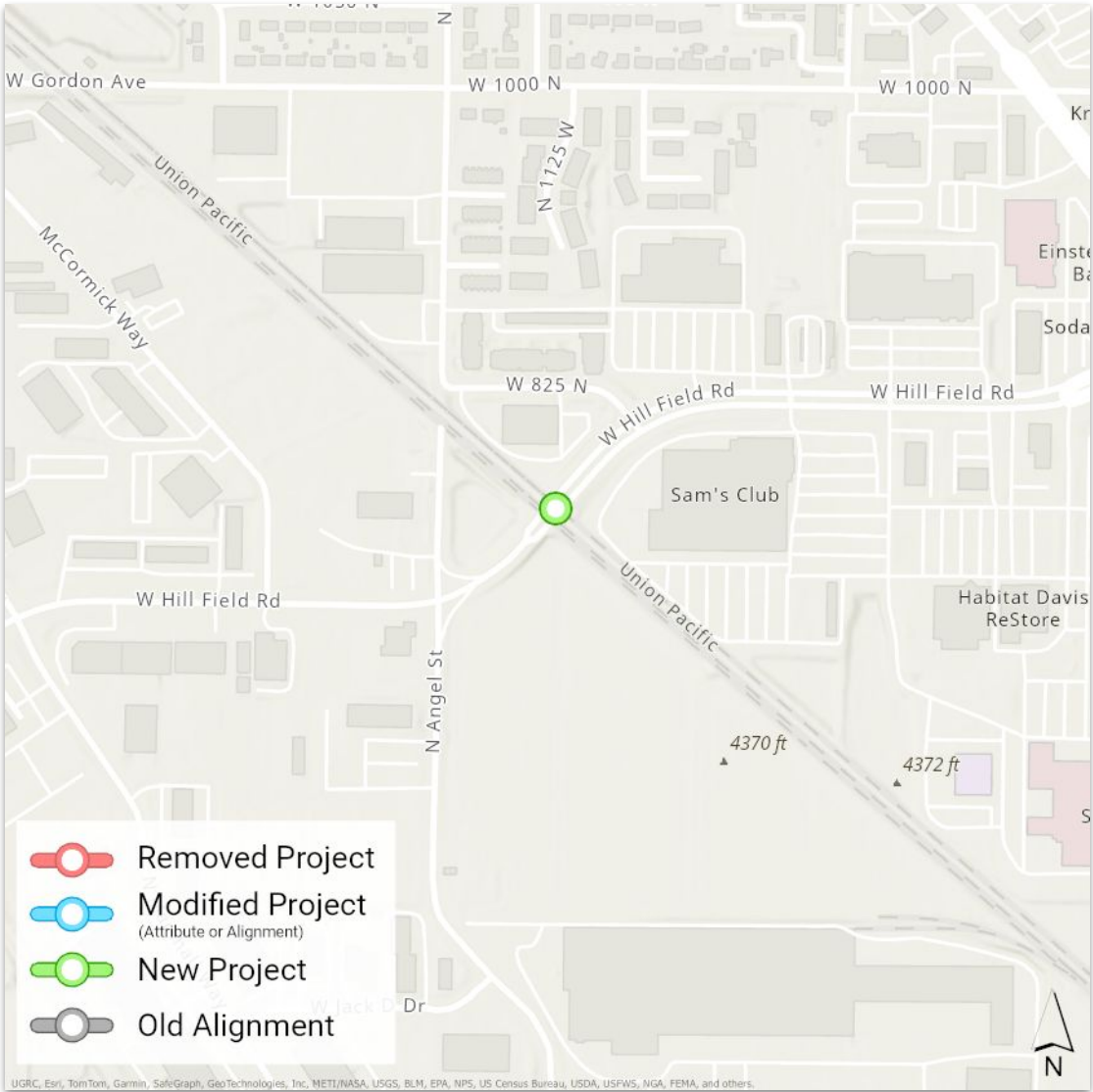
FUNDING SOURCES

Local 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

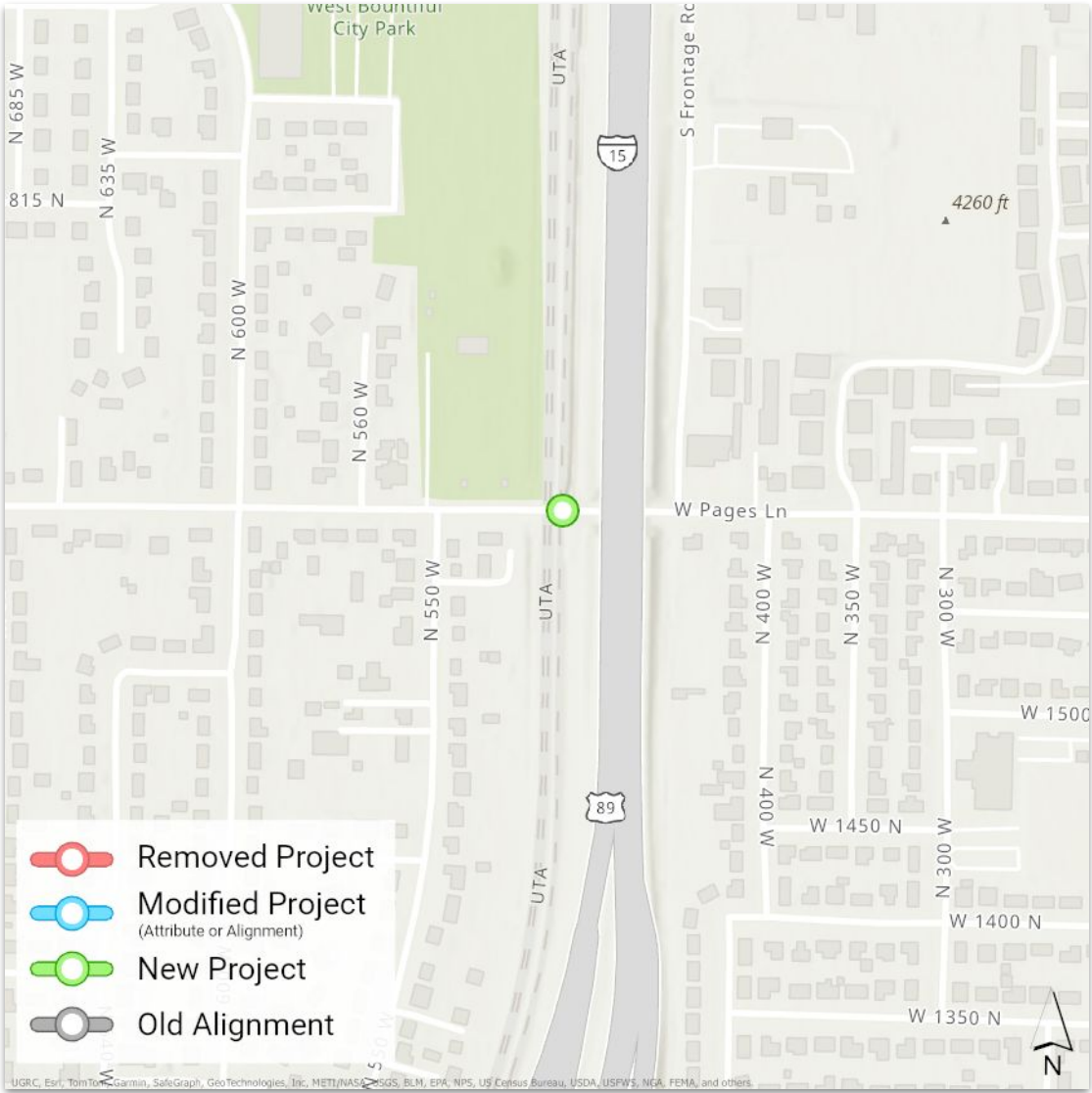
FUNDING SOURCES

Local 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

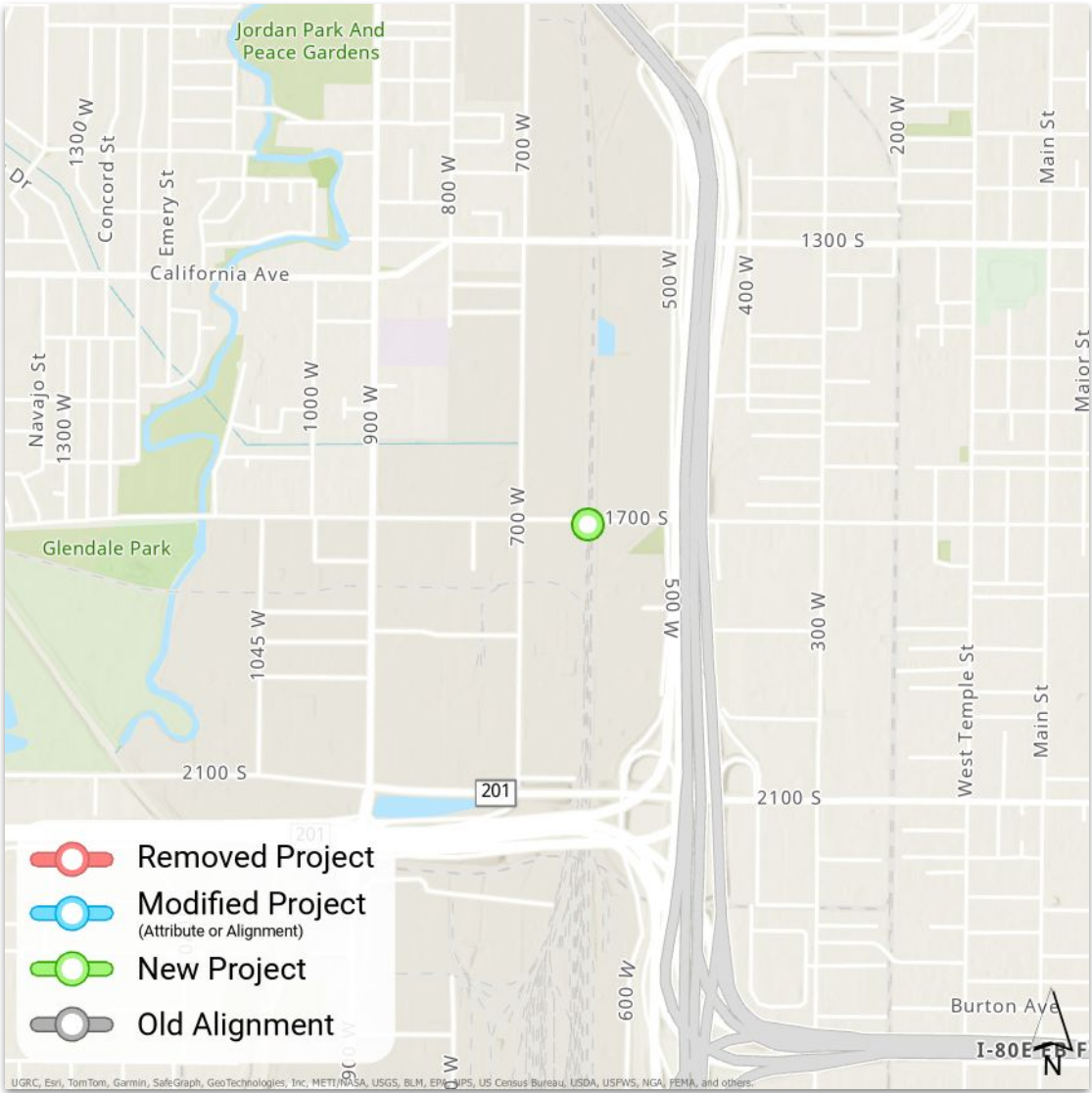
FUNDING SOURCES

Local 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

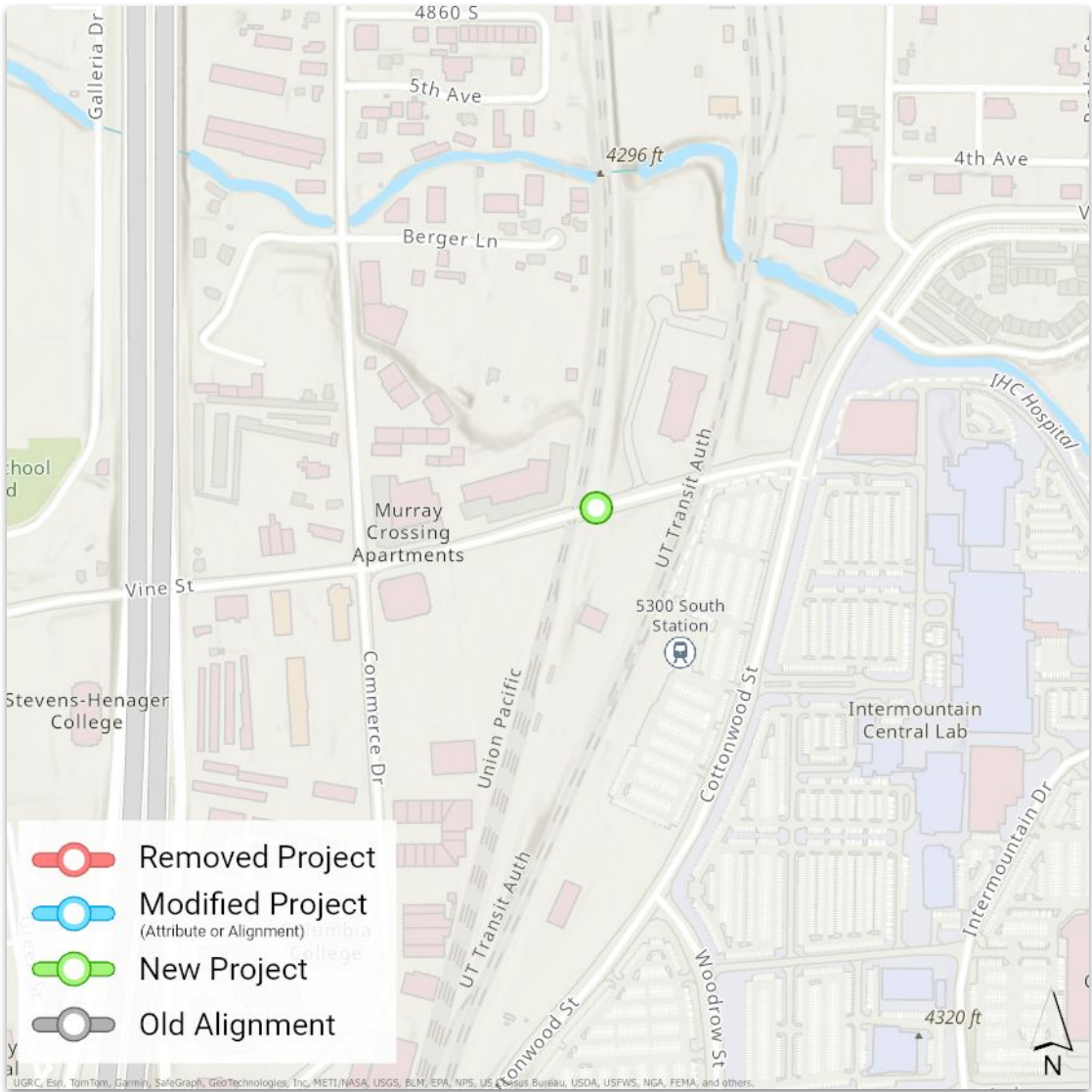
FUNDING SOURCES

Local 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

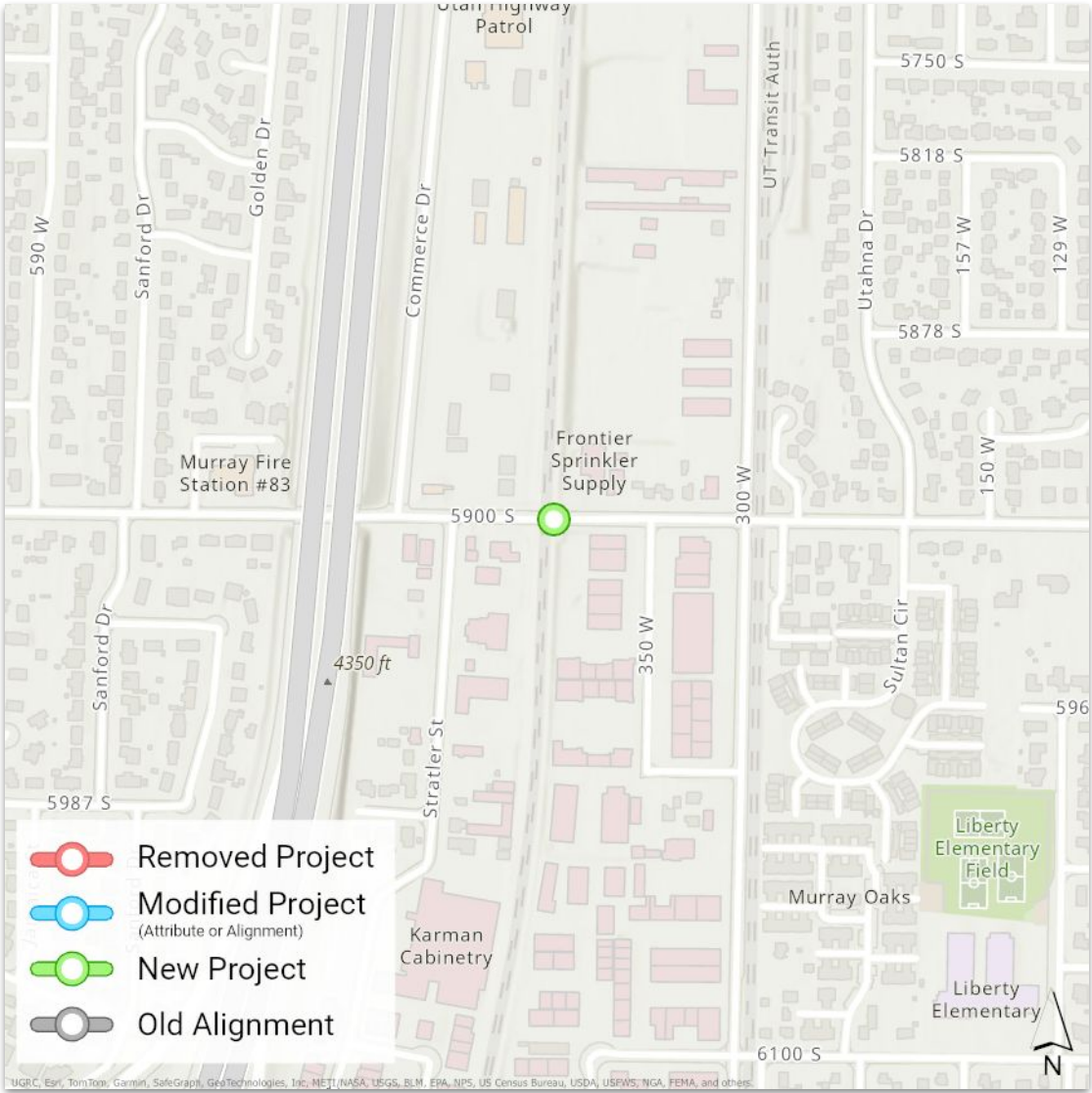
FUNDING SOURCES

Local 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

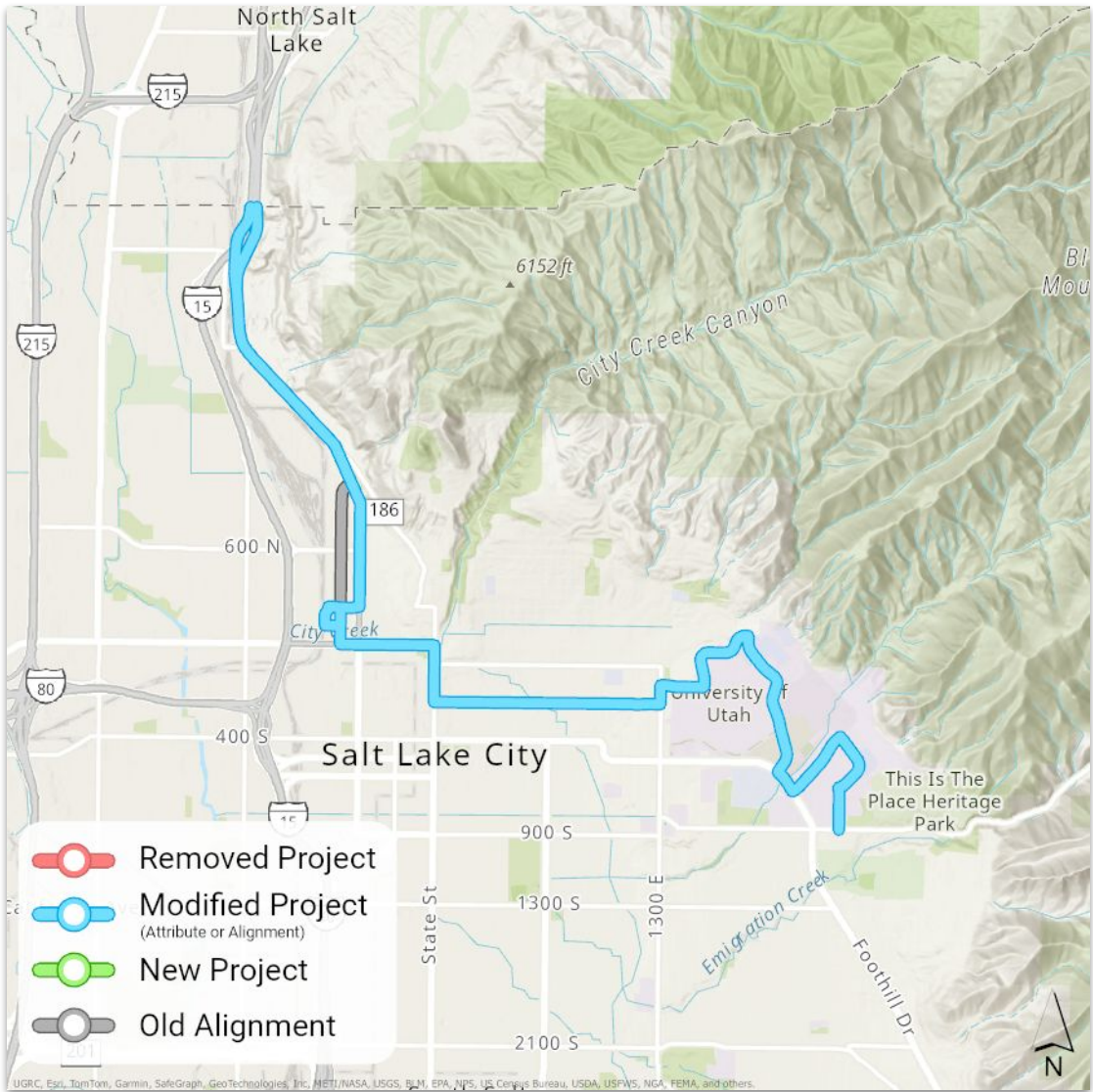
## FUNDING SOURCES

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

## 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

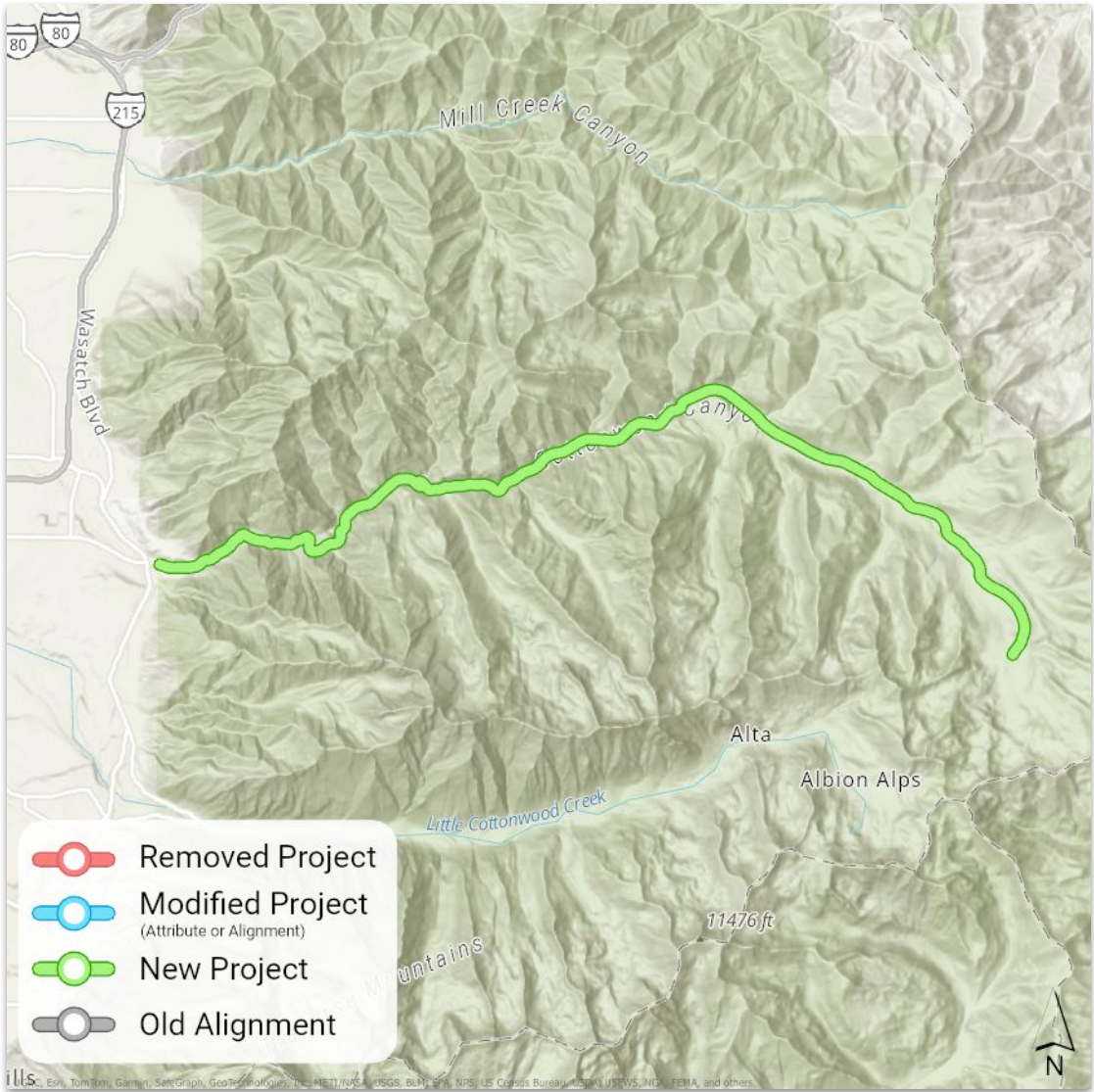
FUNDING SOURCES

Potential funding sources include TTIF, federal funds, local options sales tax, 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 line.

### COST (2023)

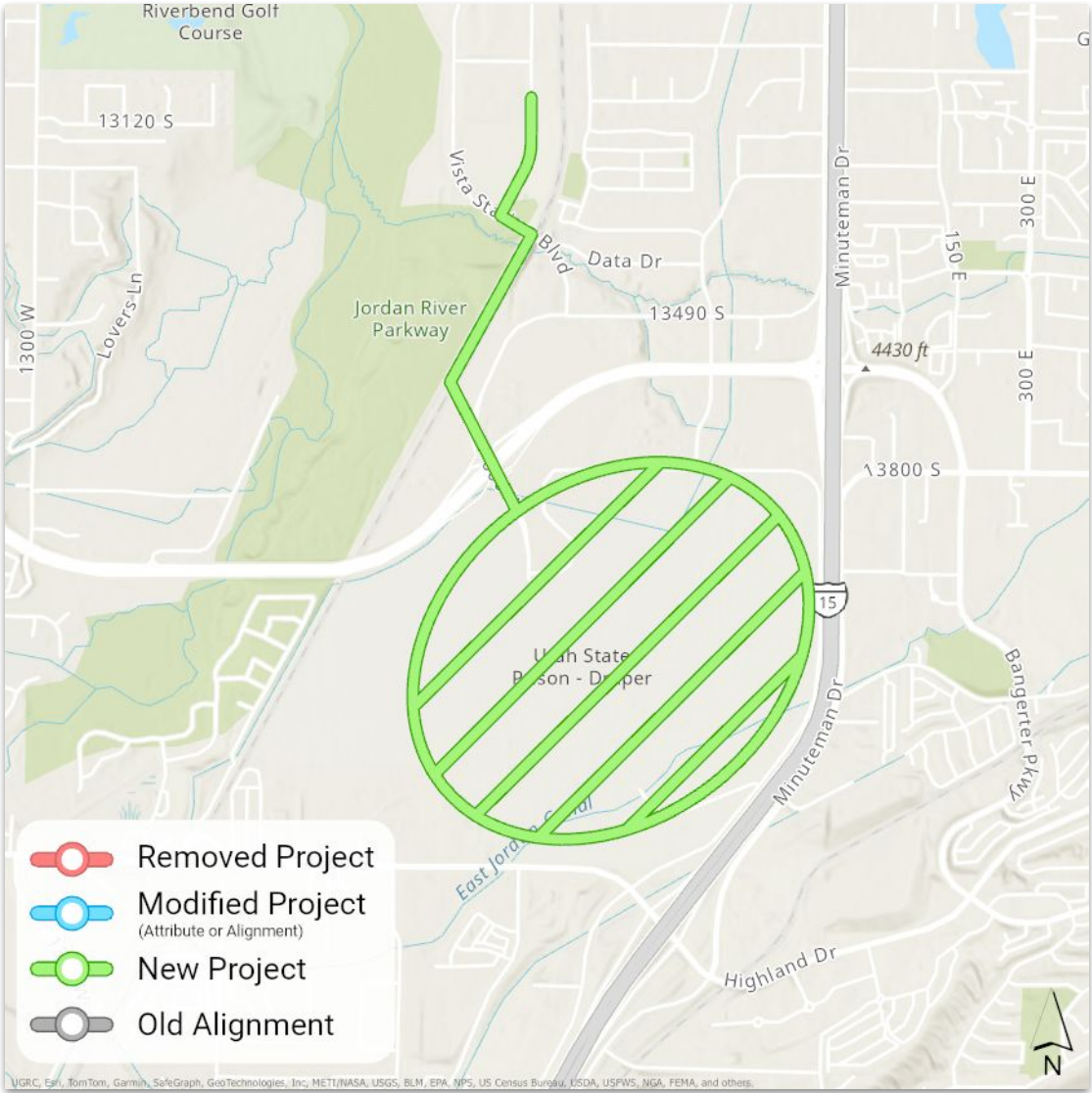
O&M (per year): \$1 Million

### FUNDING SOURCES

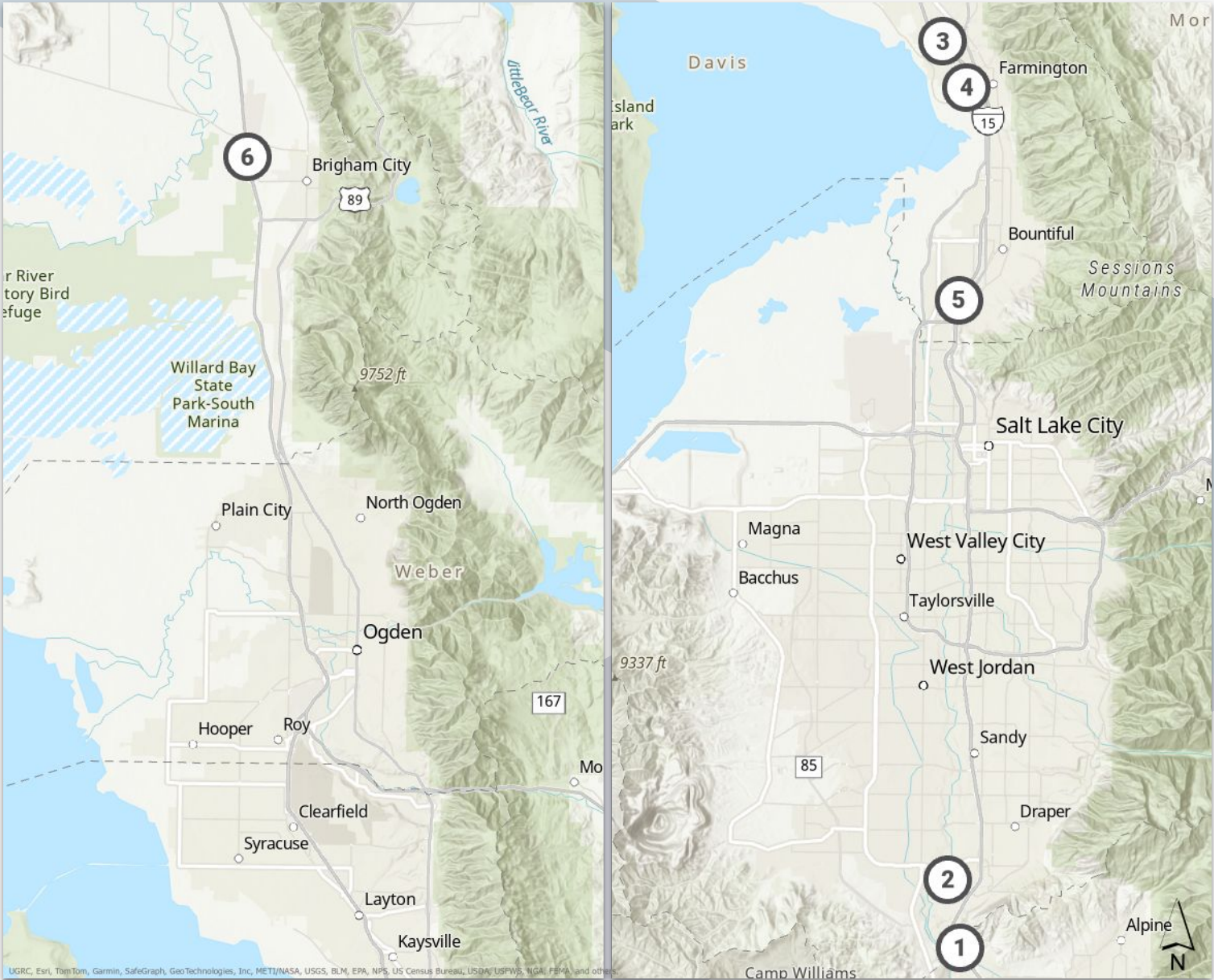
Potential funding sources include TTIF, federal funds, local options sales tax, and/or CCTIF.

### BENEFITS

Enhanced mobility



# 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)

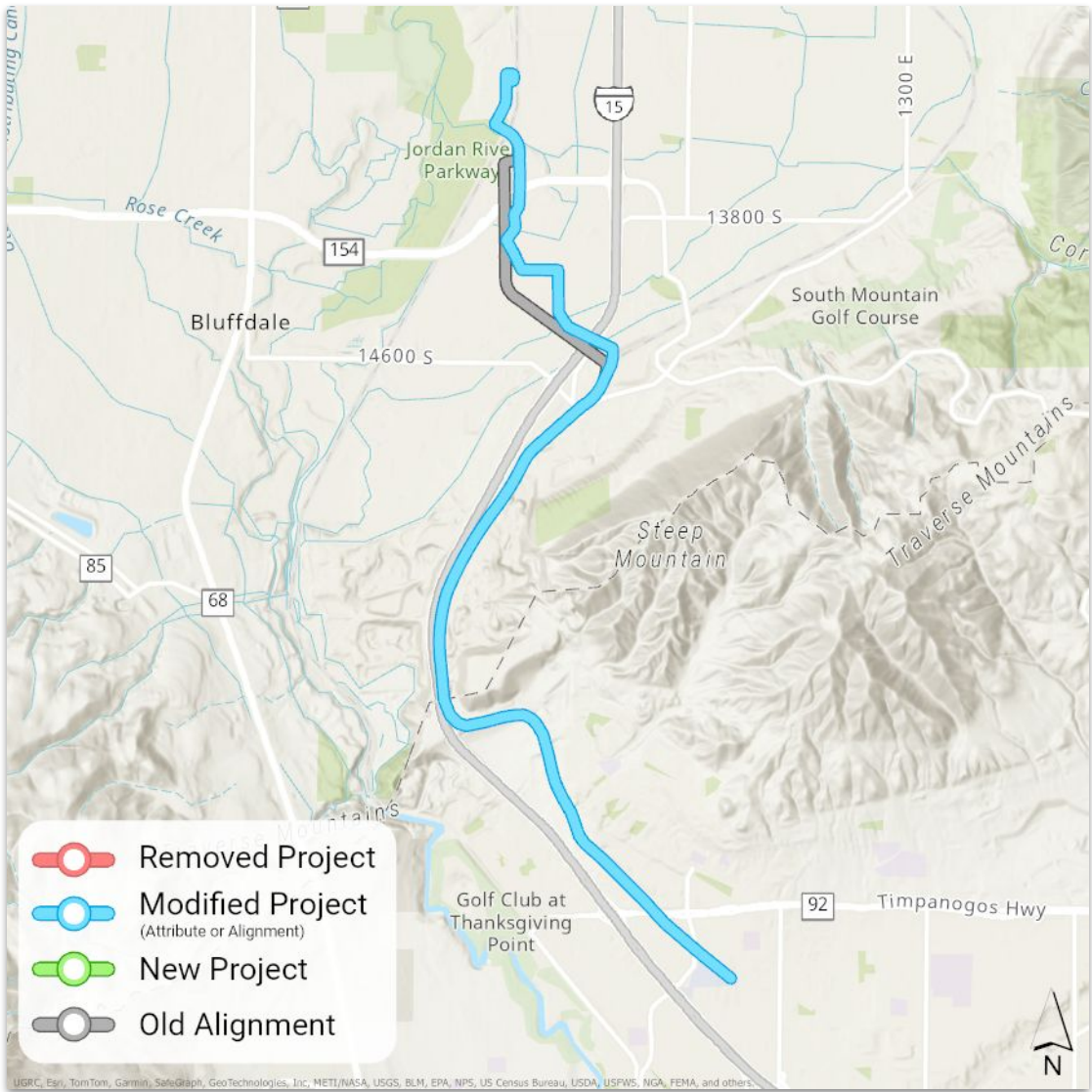
Capital cost: \$622 Million  
O&M (per year): \$3.3 Million

## 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)

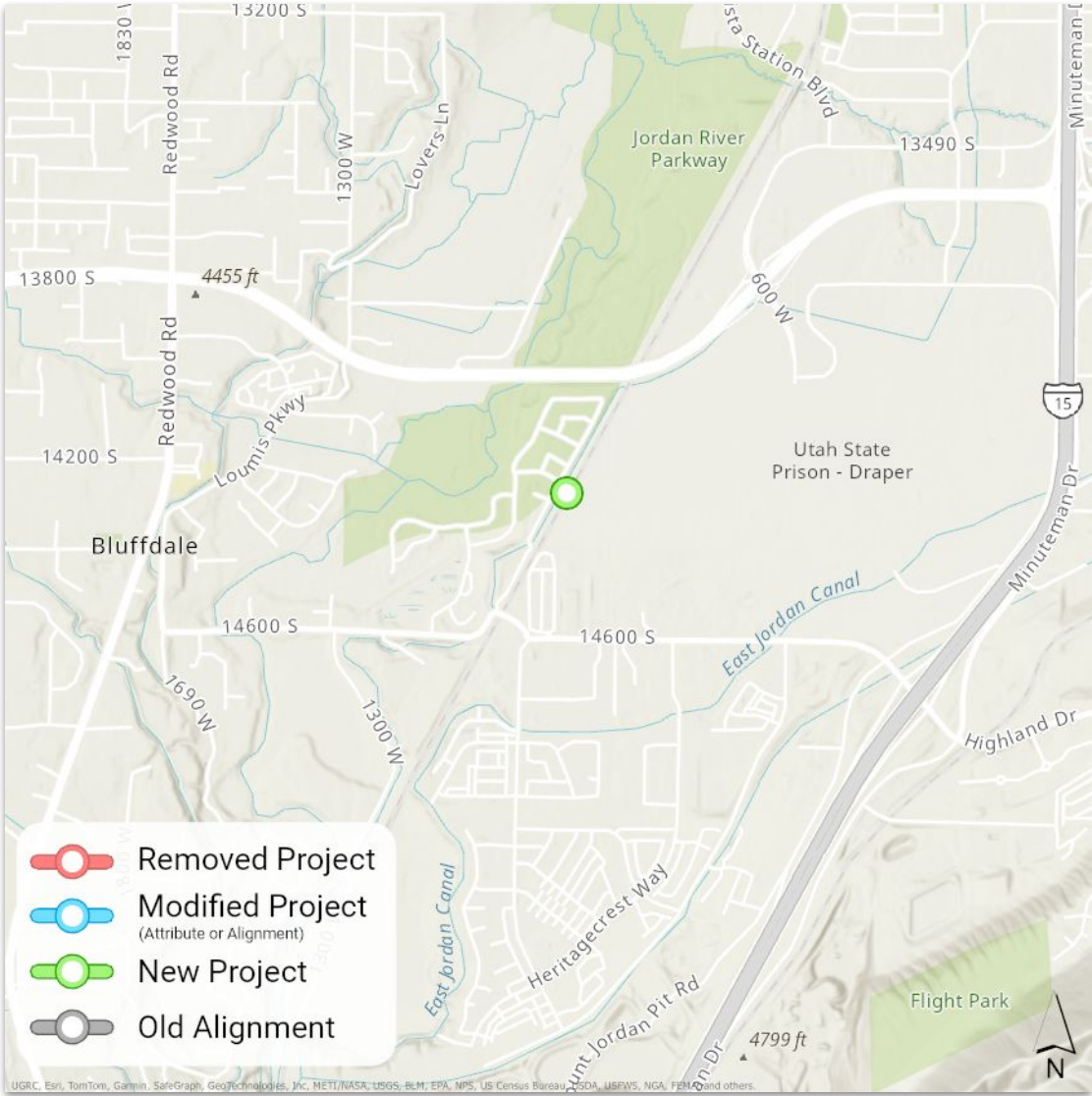
\$120 Million

## FUNDING SOURCES

This project has an approved one-time Legislative appropriation, additional funds could come from Transit Transportation Investment Fund (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)

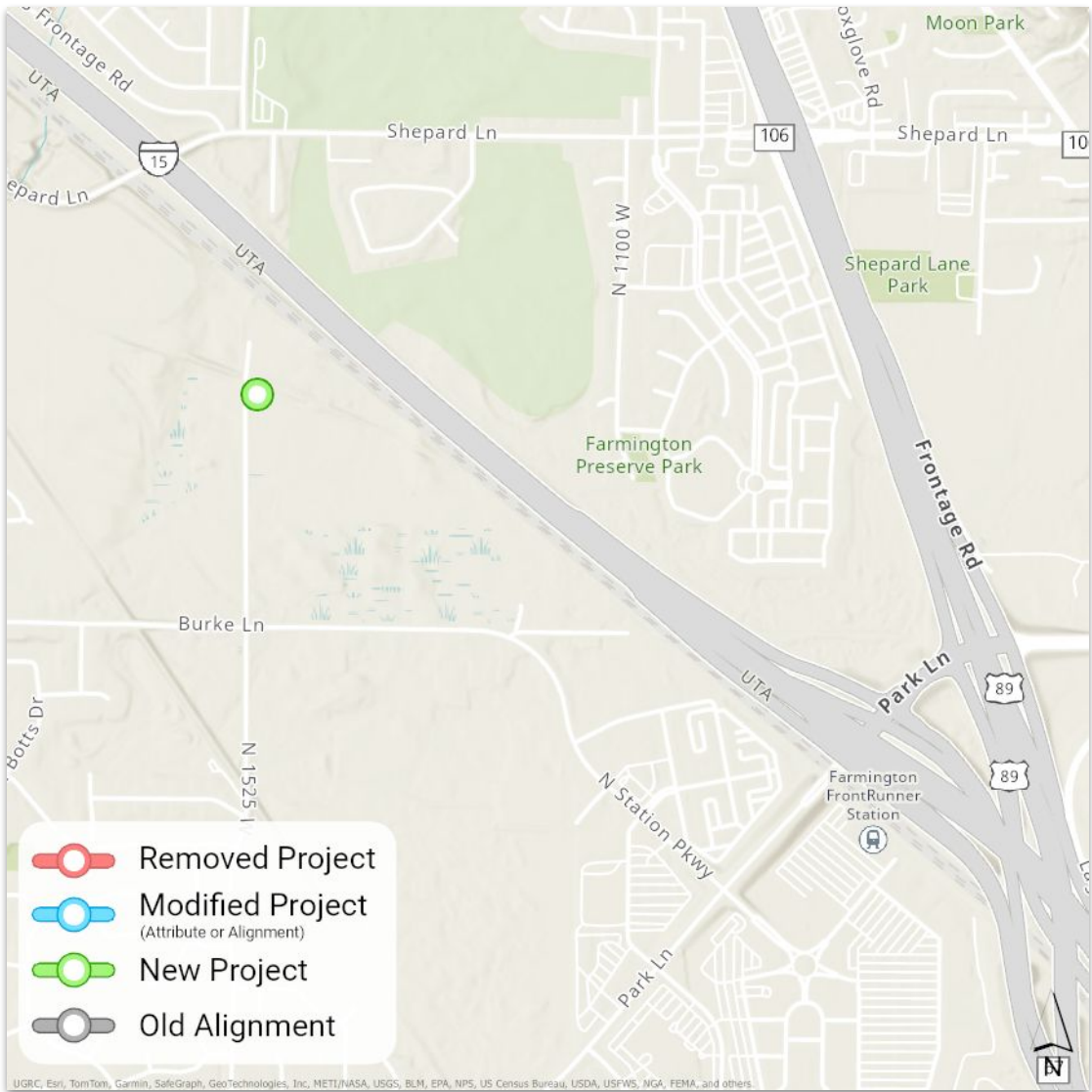
\$3 Million

## FUNDING SOURCES

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

## 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)

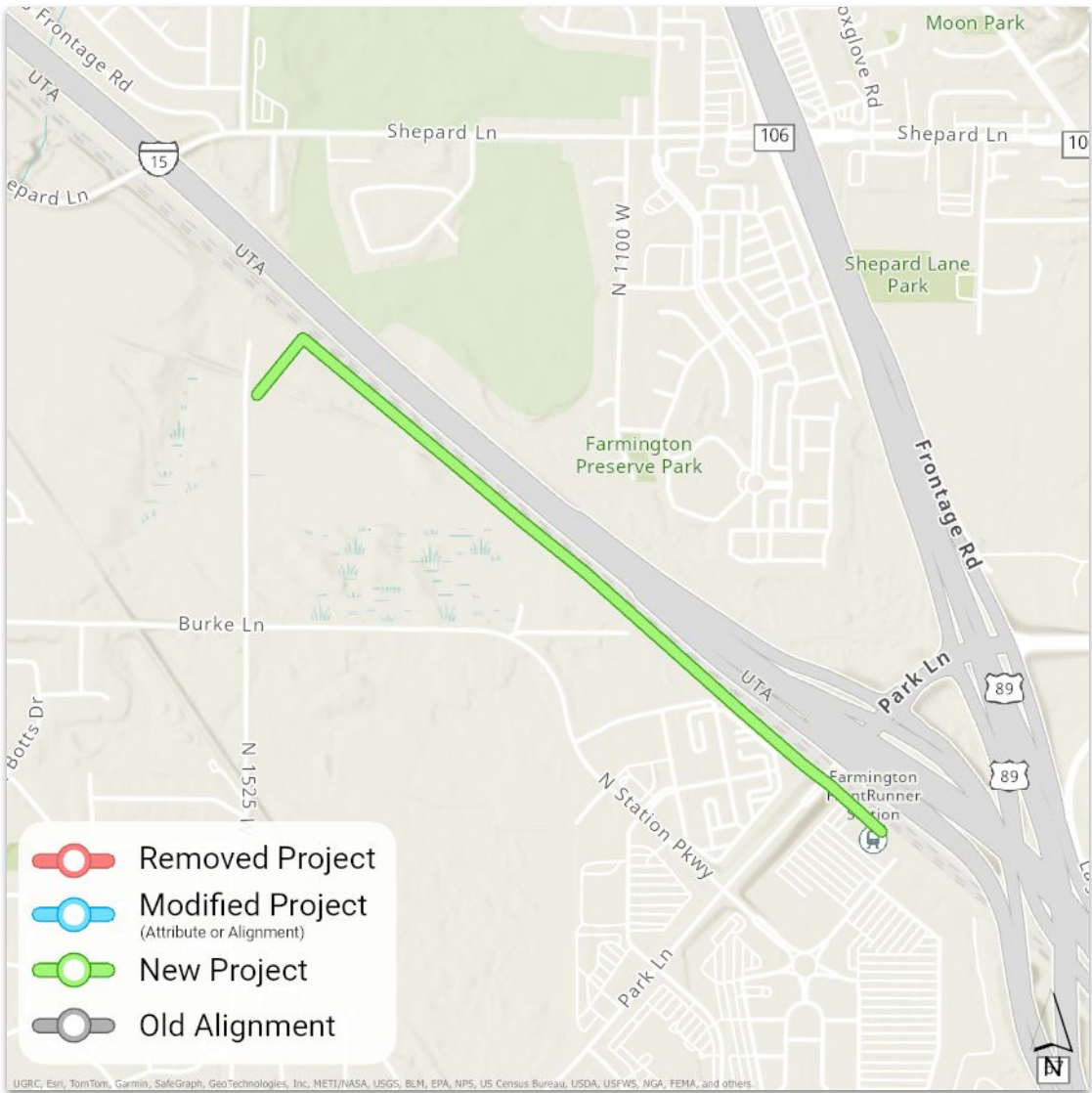
Capital cost: \$1Million  
O&M (per year): \$447,000

FUNDING SOURCES

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

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

Transportation Investment Fund (TIF).

### BENEFITS

Increased safety

Reduced vehicle and freight congestion

Increased highway efficiency












# Technical Considerations



# Impacts of 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"><li>Additional trails/shared-use paths</li><li>Improved interchanges and intersections</li><li>New grade-separated crossings</li></ul>	<ul style="list-style-type: none"><li>Additional trails/shared-use paths</li><li>Improved interchanges and intersections</li><li>New grade-separated crossings</li></ul>
	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"><li>Increased AT network</li><li>Improved transit connectivity</li><li>Improved community connections</li></ul>	<ul style="list-style-type: none"><li>Increased AT network</li><li>Improved transit connectivity</li><li>Improved community connections</li></ul>
	Project readiness	N/A	N/A	<ul style="list-style-type: none"><li>I-15 EIS and Davis-SLC Connector study completed</li></ul>	<ul style="list-style-type: none"><li>I-15 and Point of the Mountain EISs</li><li>Davis-SLC Connector study completed</li></ul>
	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"><li>Improved road and AT connections in Centerville, Bountiful, Layton, and Woods Cross</li><li>New grade-separated crossings over FrontRunner in Layton</li><li>Improved roadway connectivity and safety in Bountiful and NSL</li></ul>	<ul style="list-style-type: none"><li>Improved AT connections in Kearns, Magna, SLC, and Taylorsville</li><li>New grade-separated crossings over FrontRunner in Murray and SLC</li><li>Improved roadway connectivity SLC and Herriman</li></ul>

## Suggested Motion

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*“I make a motion to recommend that the Regional Growth Committee review and approve the Level 2 - Board Modifications and review and release the Level 3 - Full Amendment projects and the air quality conformity determination to a 30-day public comment period for Amendment #1 to the 2023-2050 RTP.”*

# Next Steps

MEETING DATE	LEVEL1	LEVEL 2	LEVEL 3
<b>February 21</b> Regional Growth Committee Technical Advisory Committees	Inform RGC TACs	RGC TAC review and recommendation to RGC	
<b>March 21</b> Regional Growth Committee	Inform RGC	RGC review (public comment at meeting) and approval	RGC review and release for 30-day public comment
<b>March / April</b> County Councils of Government			Inform respective County Council of Governments (COGs)
<b>March 22 - April 23</b> Comment Period			Public Comment Period
<b>May 16</b> Regional Growth Committee			RGC review comments and recommendation to WFRC
<b>May 23</b> Wasatch Front Regional Council			WFRC review comments and approval



# 2023-2050 RTP: Amendment 1

RGC Technical Advisory Committees

February 21, 2024

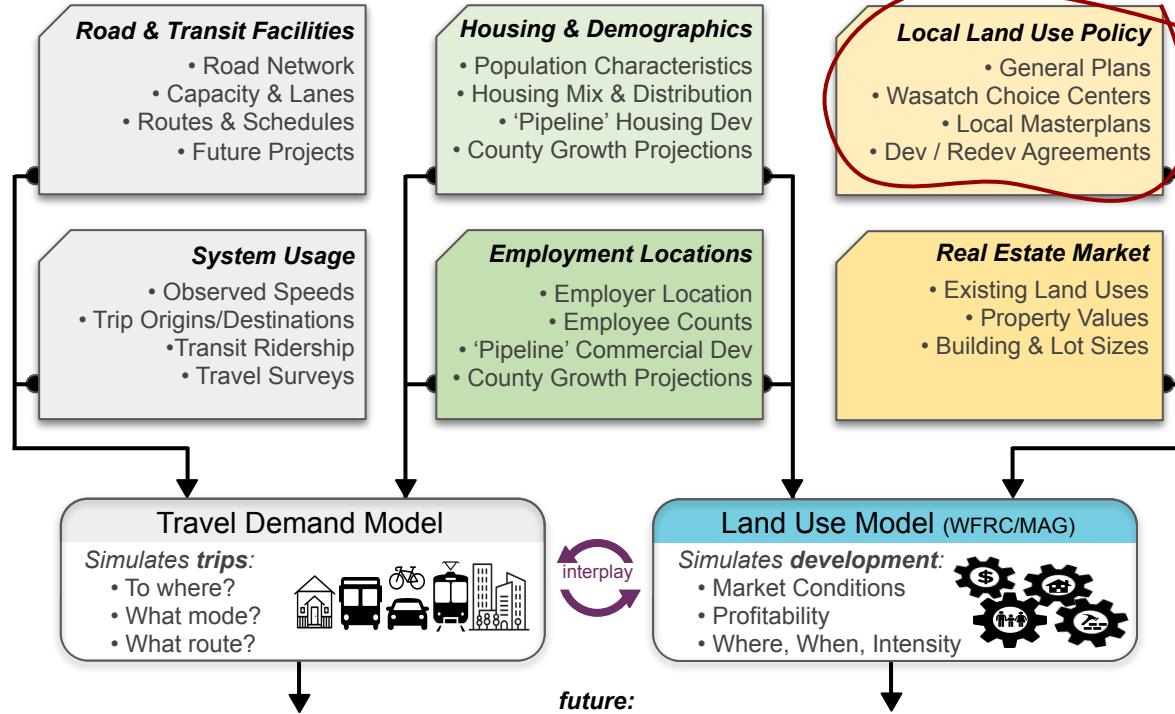
Wasatch Front  
**REGIONAL  
TRANSPORTATION  
PLAN**  
2023-2050



# Real Estate Market Model (WFRC/MAG)

## Data

current conditions  
future plans, and  
county-level  
projections



## Partners

### City & County

- Planning Depts
- Tax Assessors

### Regional

- MPOs, AOGs
- Transit Agencies

### State

- UDOT
- University of Utah (GPI)
- Utah DEQ
- Utah Population Committee
- Workforce Services

### Federal

- Census Bureau
- FHWA & USDOT
- FTA

### Private

- Consultants
- Data Providers
- Real Estate Experts



## Models

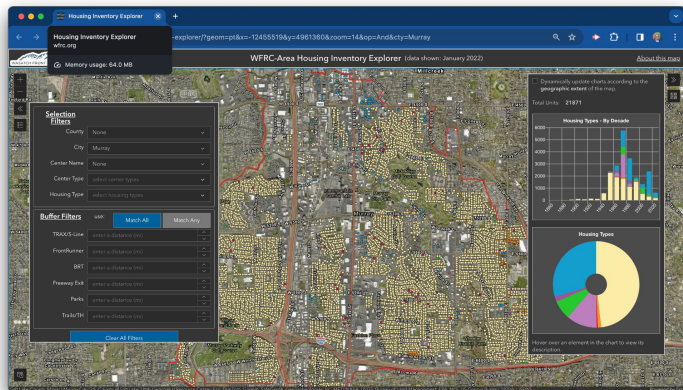
regional simulations,  
using local information,  
model the future  
through 2050

## Forecasts

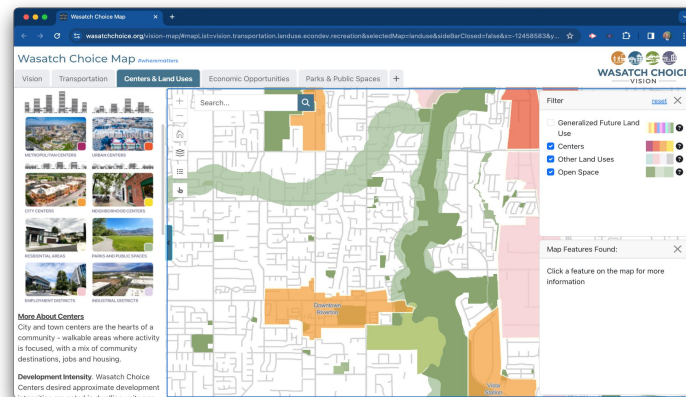
household and job  
distribution;  
transportation system  
performance;  
scenario evaluation

# REMM-related Information Products

## Housing Unit Inventory



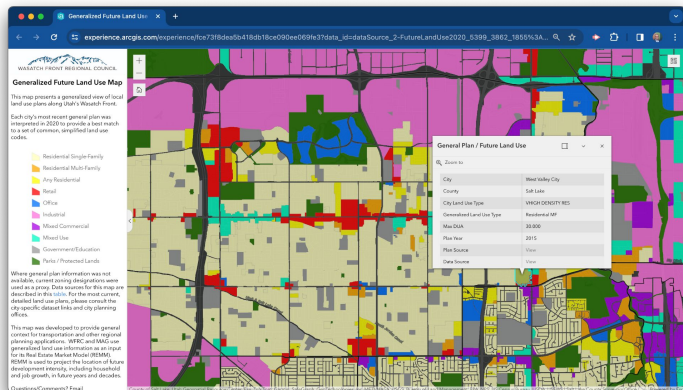
## Wasatch Choice Centers



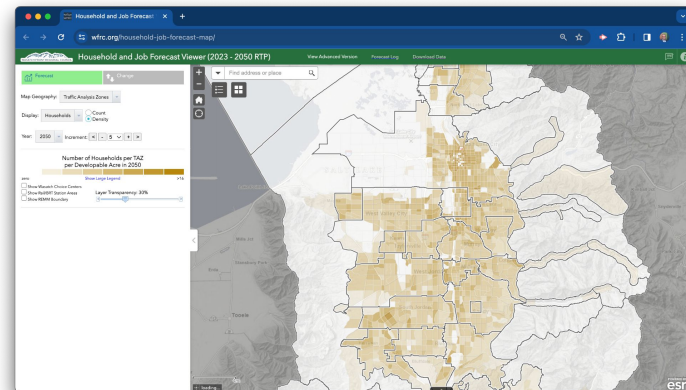
key  
inputs

outputs

## Generalized Future Land Use



## Household and Job Forecast (TAZ and 'City Area')



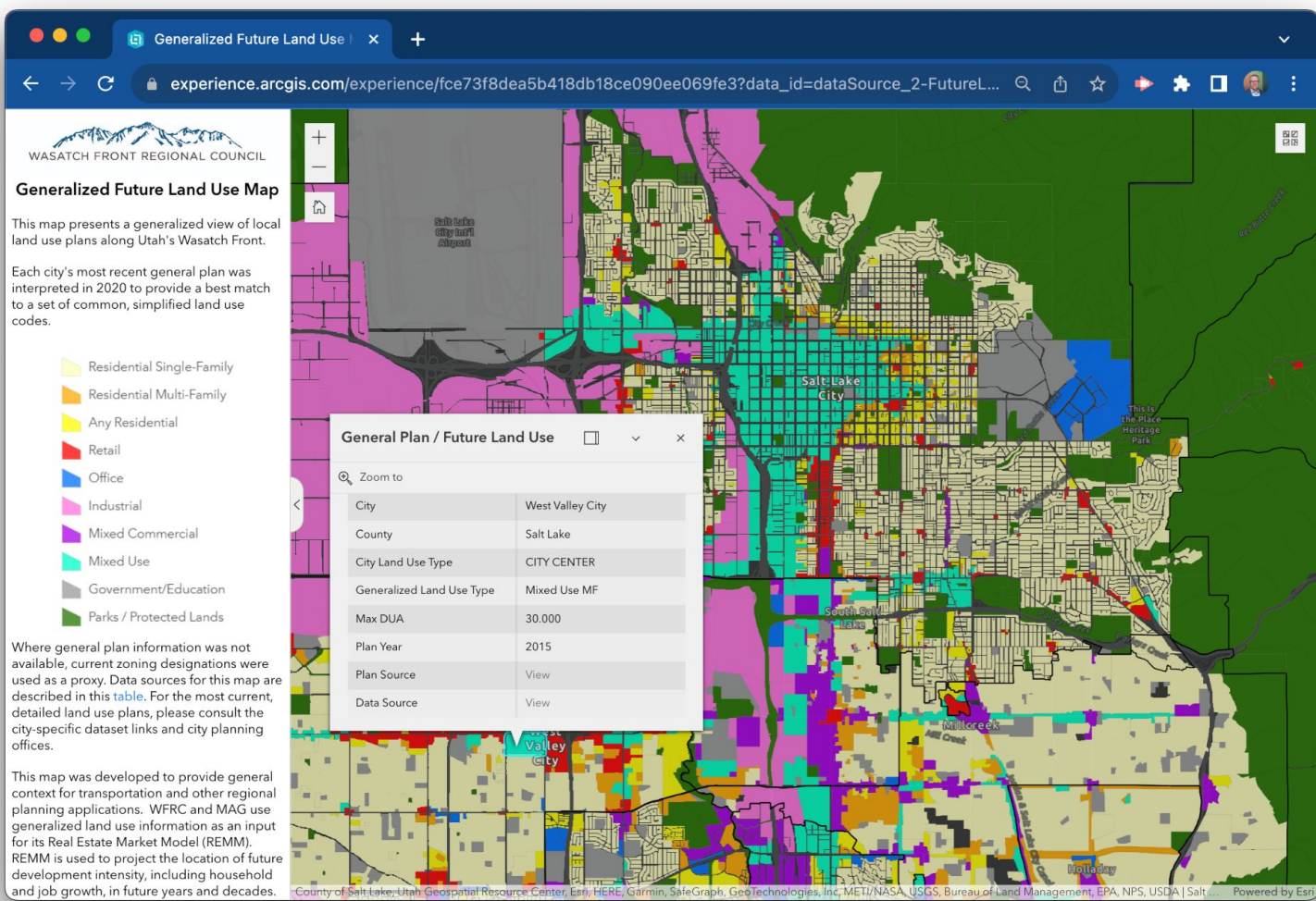
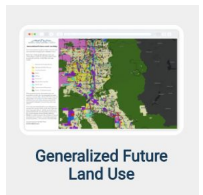


# Generalized Future Land Use Layer (GFLU)

- Key input layer for REMM, the WF land use model  
→ TAZ-level regional Household & Job forecast
- Land use types
- Envisioned DUA / FAR
- Last updated in 2020

Forthcoming Spring 2024 update...we'll be in touch

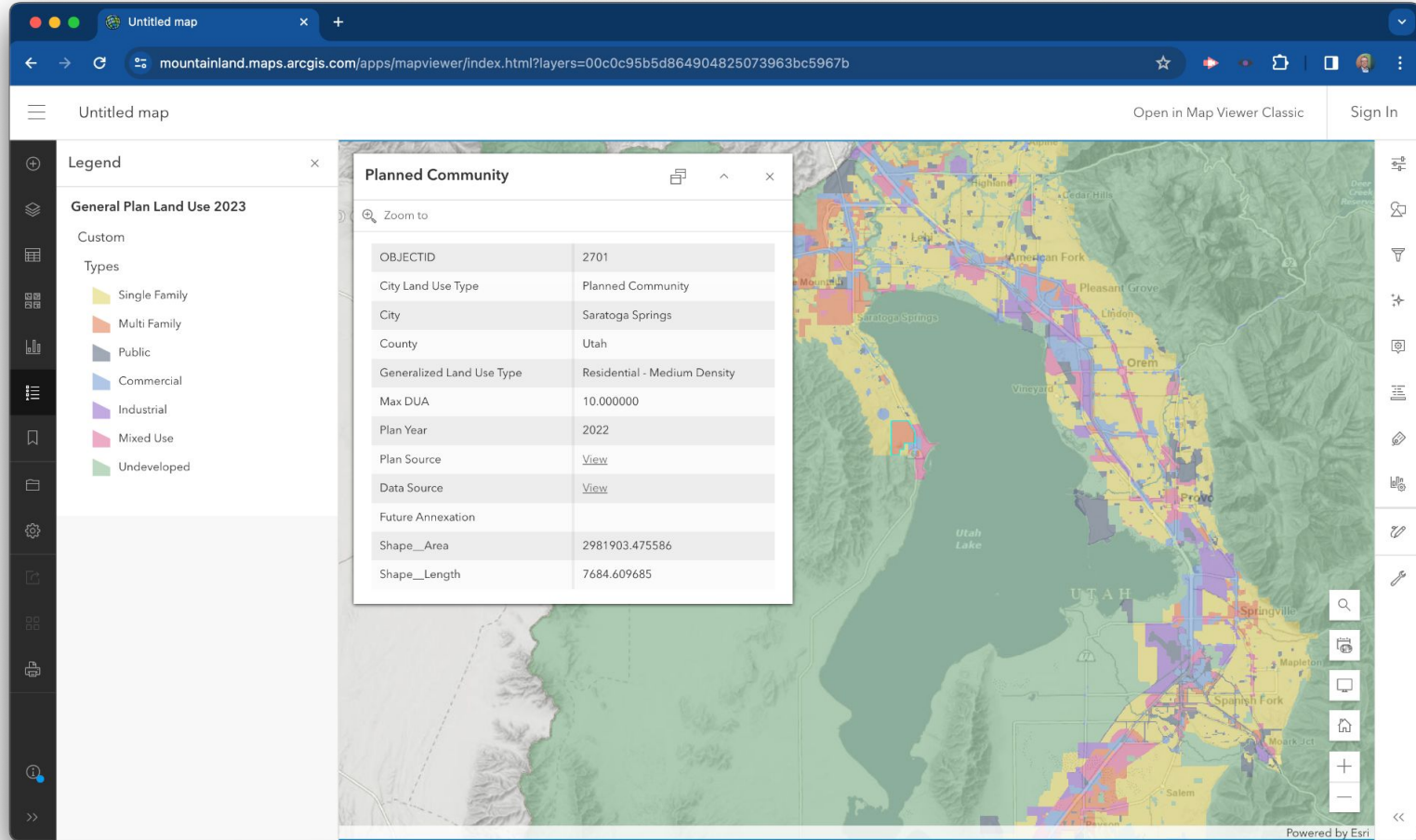
maps.wfrc.org:





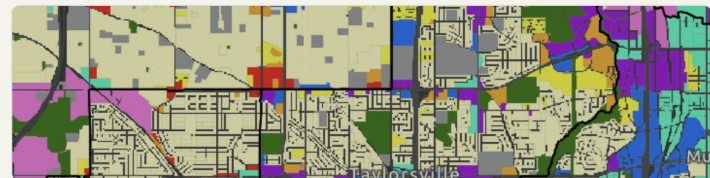
2024  
GFLU  
Update:

Utah,  
Summit,  
Wasatch  
Counties



# Quick Survey - How best to coordinate with you?

- Best local contact?
- GIS data availability?
  - GP
  - Zoning
  - Other dev: masterplans, PUDs
  - Other: future schools, parks
- Centers updates?
- Coordination process preferences?
- <https://forms.gle/4rTgpWRibqBmDdxz9>



## Generalized Future Land Use Update Survey

WFRC periodically updates a regionwide GIS layer called Generalized Future Land Use ([web map](#) | [data](#)). This layer depicts allowed or envisioned land use types and intensities from a long range perspective. The types and intensities in this dataset are a general information resource and are used in forecasting the future distribution of Wasatch Front households and employment. The last update to this dataset was made in 2020. We do our best to provide metadata and links back to the source information that informs this layer where possible.

***This is non-binding. We'll use the information as a reference to guide our 2024 Generalized Future Land Use GIS data update process for your community.***

bgranberg@wfrc.org [Switch account](#)



\* Indicates required question

Email \*

Your email



# Anticipated process timeline...

- Gather / integrate local land use data - ***This Spring/Summer***
- Publish 2024 GFLU update - ***This Fall***
- Draft / Preliminary Household and Jobs Forecast ***Summer 2025***
- Partner Review Fall 2025 (RGC TACs, Key Stakeholders)
- Forecast used in preliminary RTP analyses/testing ***Fall 2025***
- Tune forecast, assert late-breaking projects, land use changes
- Public Comment period for forecast, ***Early 2026***
- RGC / Council Adopt updated forecast with RTP ***May 2027***

Questions: [bgranberg@wfrc.org](mailto:bgranberg@wfrc.org)