

**RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
APPROVING AMENDMENT 1 TO THE WASATCH FRONT
2023-2050 REGIONAL TRANSPORTATION PLAN**

WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake City and Ogden-Layton Urban Areas and, as such, has the responsibility for developing Regional Transportation Plans for both Areas, and

WHEREAS, the *Wasatch Front 2023-2050 Regional Transportation Plan* recommends improvements to the highway, transit, and non-motorized transportation systems through the year 2050 for both the Salt Lake City and Ogden-Layton Urban Areas, and

WHEREAS, the Salt Lake City and Ogden-Layton Urban Area Technical Advisory Committees and the Regional Growth Committee have been involved in developing and evaluating the proposed amendment to the *Wasatch Front 2023-2050 Regional Transportation Plan*, and

WHEREAS, based on the evaluation of the proposed amendment, the Regional Growth Committee desires to adopt *Amendment 1 to the Wasatch Front 2023-2050 Regional Transportation Plan*, as shown in the attachment to this resolution, and

WHEREAS, *Amendment 1 to the Wasatch Front 2023-2050 Regional Transportation Plan* includes regionally significant projects, and

WHEREAS, the State Implementation Plan includes goals and objectives for reducing air pollution emissions from mobile sources for the designated nonattainment areas, and

WHEREAS, the new air quality conformity finding has determined that the amended Regional Transportation Plan will continue to conform to the State Implementation Plan for the Wasatch Front Urban Region, and


WHEREAS, the Wasatch Front Regional Council has reviewed the financial impacts of *Amendment 1 to the Financial Plan of the Wasatch Front 2023-2050 Regional Transportation Plan*, and

WHEREAS, *Amendment 1 to the Wasatch Front 2023-2050 Regional Transportation Plan* addresses the applicable requirements of federal laws and regulations, and


WHEREAS, public comment was invited on the Wasatch Front Regional Council website, at a Regional Growth Committee meeting, and at the Regional Council meeting,

NOW THEREFORE LET IT BE RESOLVED, that the Wasatch Front Regional Council:

- (1) Approves *Amendment 1 to the Wasatch Front 2023-2050 Regional Transportation Plan*, and
- (2) Finds that *Amendment 1 to the Wasatch Front 2023-2050 Regional Transportation Plan* includes a reasonable Financial Plan, and
- (3) Addresses all federal requirements, and
- (4) Finds that *the Amendment 1 to the Wasatch Front 2023-2050 Regional Transportation Plan* conforms to the State Implementation Plan.



Mayor Dawn Ramsey, Chair
Wasatch Front Regional Council



Andrew S. Gruber, Executive Director
Wasatch Front Regional Council

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.