

**RESOLUTION OF THE REGIONAL GROWTH COMMITTEE
APPROVING AMENDMENT 2 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 Wasatch Front Regional Council has an adopted Regional Transportation Plan Amendment Process, 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 2 to the Wasatch Front 2023-2050 Regional Transportation Plan*, as shown in the attachment to this resolution, and

WHEREAS, *Amendment 2 to the Wasatch Front 2023-2050 Regional Transportation Plan* does not include 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 existing air quality conformity analysis has shown that the amended Regional Transportation Plan conforms 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 2 to the Financial Plan of the Wasatch Front 2023-2050 Regional Transportation Plan*, and

WHEREAS, *Amendment 2 to the Wasatch Front 2023-2050 Regional Transportation Plan* addresses the applicable requirements of federal laws and regulations, and

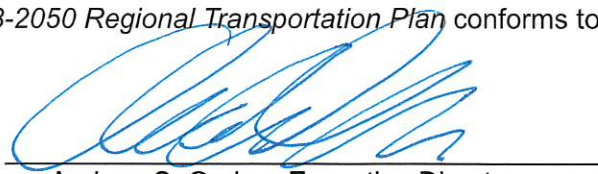
WHEREAS, public comment was invited at a Regional Growth Committee meeting,

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

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



Mayor Robert Dandoy, Chair
WFRC Regional Growth Committee



Andrew S. Gruber, Executive Director
Wasatch Front Regional Council

Date: August 15, 2024

Resolution to the Wasatch Front Regional Council Regional Growth Committee
Approving Amendment 2 to the Wasatch Front 2023-2050 Regional Transportation Plan

Attachment

AMENDMENT NUMBER 2 PROJECT OVERVIEWS

Level 1 – Staff Modifications

Active Transportation

1. 1000 East and SR-193 Grade-Separated Crossing (Davis County)

Cost: \$2 Million

Clearfield City has received federal money to construct a pedestrian bridge at 1000 East and SR-193. This amendment will place the project in Phase 1 (2023-2032) of the 2023-2050 RTP. Grade-separated crossings improve pedestrian and bicyclist safety by removing people from vehicle interaction.

2. Bingham Creek Trail (Salt Lake County)

Cost: \$4 Million

Copperton is requesting an alignment change to Bingham Creek Trail from Copperton to Mountain View Corridor, project A-S-249, based on the recently completed Copperton Active Transportation Plan in the 2023-2050 RTP. 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. East Jordan Canal Trail (Salt Lake County)

Cost: \$1.1 Million

Cottonwood Heights has identified the extension of the East Jordan Canal Trail from Highland Drive to Mountview Park as a city priority. This amendment will add the project to the 2023-2050 RTP in Phase 1 (2023-2032), which extends the existing trail north to connect with Holladay City. 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).

4. East Jordan Canal Trail Grade-Separated Crossing @ I-215 (Salt Lake County)

Cost: \$6.3 Million

As part of the East Jordan Canal Trail extension, Cottonwood Heights is requesting a grade-separated crossing of I-215. This amendment will add the project to the 2023-2050 RTP in Phase 1 (2023-2032). 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).

5. SR-111 Shared Use Path (Salt Lake County)

Cost: \$2.9 Million

Magna is requesting a project change on SR-111 from a bike lane to a shared use path per the Magna Active Transportation Plan. This amendment will update the facility type, combine 2023-2050 RTP projects A-S-96 and A-S-107 into one project (A-S-96), update cost, and place the project in Phase 1 (2023-2032) between Riter Canal Trail and 4100 South. 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).

6. SR-111 and Cordero Drive Pedestrian Crossing (Salt Lake County)

Cost: \$200 Thousand

Magna is requesting a change to an existing 2023-2050 RTP project, A-S-357, from a grade-separated crossing to an at-grade crossing at Cordero Drive and SR-111. The construction of a traffic signal at this intersection necessitates this change, and the project will also be moved to Phase 1 (2023-2032).

7. Provo Reservoir Canal / Welby Jacobs Canal (Salt Lake County)

Cost: \$7 Million

UDOT has funded the construction of a portion of the Provo Reservoir Canal / Welby Jacobs Canal project from 11800 South to 13800 South, identified on the Utah Trail Network, through the Active Transportation Investment Fund (ATIF). The amendment necessitates a phase change from Phase 2 (2033-2042) to Phase 1 (2023-2032) for project A-S-273.

8. Bingham Creek Trail (Salt Lake County)

Cost: \$12 Million

UDOT has funded the construction of the Bingham Creek Trail, identified on the Utah Trail Network, through the Active Transportation Investment Fund (ATIF). This trail will extend from Bingham Creek Regional Park to the Jordan River Parkway. The amendment will update the project extents and the alignment of A-S-211 in the 2023-2050 RTP.

9. 1300 West Jordan River Parkway (Salt Lake County)

Cost: \$600 Thousand

UDOT has funded the construction of a portion of the 1300 West trail connection between the Jordan River Parkway and the funded pedestrian bridge over the railroad tracks in Bluffdale (Cinch Way), identified on the Utah Trail Network, through the Active Transportation Investment Fund (ATIF). The amendment will include the project in the 2023-2050 RTP in Phase 1 (2023-2032).

Level 2 – Board Modifications

Roadway

1. FrontRunner Grade-Separated Crossing - 900 South (Salt Lake County)

Cost: \$32 Million

The Utah Transit Authority (UTA) in coordination with WFRC and Salt Lake City is requesting a new grade-separated crossing at 900 South and the FrontRunner 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.

2. 2000 East (Salt Lake County)

Cost: \$12.4 Million

Millcreek has requested that the operational project on 2000 East from Atkin Avenue to 3300 South, R-S-63, be moved from fiscally constrained Phase 2 (2033-2042) to Phase 1 (2023-2032). This project will reconstruct sidewalks, add ADA ramps, storm drains, bus stops and create a new bike lane over a soon-to-be-piped ditch. This project will create a safer environment for cars, pedestrians, and cyclists as well as updating facilities and creating alternatives to car travel. This project has an approved one-time Counties of the First Class Highway Projects Fund, additional funding could come from City, County, and or Federal funds.

3. 4100 South Extension (Salt Lake County)

Cost: \$3 Million

Magna is requesting a new project be added to the 2023-2050 RTP. This project will extend 4100 South west of SR-111, for approximately 0.3 miles, providing improved connectivity and intersection improvements at SR-111. This project is highlighted in HB488 and will be included in Phase 1 (2023-2050) of the 2023-2050 RTP. Potential funding sources include City, County, or Federal funds.

4. 6800 West (Salt Lake County)

Cost: \$18 Million

West Valley City is requesting this new project be added to the 2023-2050 RTP. The project is a new collector project on 6800 West from 5400 South to 6200 South. This project is included in West Valley City's Major Street Plan and will create improved connectivity, reduced travel times, and provide an alternate route to relieve congestion on other nearby facilities. This project has an approved one-time Counties of the First Class Highway Projects Fund, additional funding could come from City, County, and or Federal funds.

5. Bingham Rim Road (Salt Lake County)

Cost: \$51.2 Million

South Jordan City requested to adjust the phasing of R-S-153 on Bingham Rim Road from 5600 West to 11800 South in the 2023-2050 RTP to Phase 1 (2023-2032). This project will create new and improved local connectivity as well as a connection to TRAX on Grandville Avenue. The approved funding for this project will be for the furthest north section while new development in the south will build the southern sections. This project is highlighted in HB488 and will be included in Phase 1 (2023-2050) of the 2023-2050 RTP. This project has an approved one-time Counties of the First Class Highway Projects Fund, additional funding could come from City, County, and or Federal funds.

6. Bangerter Parkway (Salt Lake County)

Cost: \$3.45 Million

Draper City requested a new operational project, adding turn lanes on Bangerter Parkway from 150 East to 13800 South. This project is highlighted in HB488 and will be included in Phase 1 (2023-2050) of the 2023-2050 RTP. This project has an approved one-time Counties of the First Class Highway Projects Fund, additional funding could come from City, County, and or Federal funds.