

**RESOLUTION OF THE REGIONAL GROWTH COMMITTEE  
APPROVING AMENDMENT 3 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 Regional Growth Committee 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 3 to the Wasatch Front 2023-2050 Regional Transportation Plan*, as shown in the attachment to this resolution, and

**WHEREAS**, *Amendment 3 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 Utah, and


**WHEREAS**, the Wasatch Front Regional Council has reviewed the financial impacts of *Amendment 3 to the Financial Plan of the Wasatch Front 2023-2050 Regional Transportation Plan*, and

**WHEREAS**, *Amendment 3 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 3 to the Wasatch Front 2023-2050 Regional Transportation Plan*, and
- (2) Finds that *Amendment 3 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 3 to the Wasatch Front 2023-2050 Regional Transportation Plan* conforms to the State Implementation Plan.

  
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Mayor Robert Dandoy, Chair  
WFRC Regional Growth Committee

  
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Andrew S. Gruber, Executive Director  
Wasatch Front Regional Council

Date: May 15, 2025

Resolution to the Wasatch Front Regional Council Regional Growth Committee  
Approving Amendment 3 to the Wasatch Front 2023-2050 Regional Transportation Plan

Attachment

### **AMENDMENT NUMBER 3 PROJECT OVERVIEWS**

#### **Level 1 – Staff Modifications**

**1. Wasatch Choice Vision Land Use Layer - 2025 Update**

WFRC has worked with the communities across the region to update their vision for major land use changes. That layer is reflected in the [Wasatch Choice Land Use Update map](#). This process started with gathering input within the Wasatch Choice Vision Workshops in the fall of 2024. The process included reaching back out to community representatives with a draft layer to ensure it reflects communities' desires.

**2. 4000 West Bike Lane (West Valley City)**

**Cost: \$320 Thousand**

Project A-S-120 is 2.5 miles, from 3100 South to 4700 South. This amendment will move the project from Phase 2 (2033-2042) Fiscal Constraint to Phase 1 (2023-2032) Fiscal Constraint. The project has received County of the First Class Highway Projects (CFCHP) funding. Potential additional 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. 6200 South Sidepath (West Valley City)**

**Cost: Included in roadway project with same extents**

Project A-S-176 is 0.7 miles, from SR-111 to the Mountain View Corridor. This amendment will move the project from Phase 3 (2043-2050) Fiscal Constraint to Phase 1 (2023-2032) Fiscal Constraint. The project will be built with roadway project R-S-84, which has received County of the First Class Highway Projects (CFCHP) funding. Potential additional 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. 1300 West/Temple Drive Buffered Bike Lane (West Jordan)**

**Cost: \$760 Thousand**

Project A-S-173 is four miles, from 6235 South to Four B Lane. This amendment will move the project from Phase 2 (2033-2042) Need and Fiscal Constraint to Phase 1 (2023-2032) Need and Fiscal Constraint. The project has received County of the First Class Highway Projects (CFCHP) funding. Potential additional 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. South Campus Mobility Hub (University of Utah)**

**Cost: \$16.4 Million**

Project T-S-55 is a mobility hub near the University South Campus Station. The University of Utah has requested this amendment, which is located at the northwest corner of South Campus Dr. and Campus Center Dr. Mobility hubs are points for passengers to transfer between mobility services, and are typically located in central nodes of activity to maximize efficiency. This amendment will move the project from Phase 2 (2033-2042) Need and Fiscal Constraint to Phase 1 (2023-2032) Need and Fiscal Constraint. The rationale for this amendment is due to an expedited implementation timeline, with construction of this project now estimated to begin prior to 2027. Potential funding sources include local, state, and University sources.



**6. Research Park Mobility Hub (University of Utah)**

**Cost: \$16.4 Million**

This project is a request for a new mobility hub in Research Park at the southeast corner of Blackhawk Way and Komas Dr. The University of Utah has requested this mobility hub. Mobility hubs are points for passengers to transfer between mobility services, and are typically located in central nodes of activity to maximize efficiency. The amendment would add the project under Phase 1 (2023-2032) Need and Fiscal Constraint. The rationale for the addition of this project is due to the adoption of the University of Utah's Campus Master Plan, the Physical Development Framework effort, and the Davis-Salt Lake City Community Connector bus project, which runs adjacent to this proposed mobility hub. Potential funding sources include local, state, and University sources.

**Level 2 – Board Modifications**

**1. South Frontage Road New Construction (West Valley City)**

**Cost: \$5 Million**

Project R-S-59 is a 0.3-mile new construction project of the southern frontage road to Mountain View Corridor connecting Beagley Road to Parkway Blvd. This amendment will move the project from Phase 3 (2043-2050) Need and Unfunded Fiscal Constraint to Phase 1 (2023-2032) Need and Fiscal Constraint of the 2023-2050 RTP. The project has funding from local and state funds.

**2. 6200 South Widening (West Valley City)**

**Cost: \$7 Million**

Project R-S-84 is a 0.7-mile widening project of 6200 South from Mountain View Corridor to SR-111. This amendment will update the project from three lanes to five lanes and move the project from Phase 2 (2032-2042) Need and Phase 3 (2043-2050) Fiscal Constraint to Phase 1 (2023-2032) Need and Fiscal Constraint. The project has received County of the First Class Highway Projects (CFCHP) funding. Potential additional funding sources include city funds, county funds, and/or federal funds.

**3. 6700 West New Construction (West Jordan)**

**Cost: \$42.4 Million**

Project R-S-125 is a two-mile new construction project on 6700 West connecting 8600 South to Old Bingham Hwy / 10200 South. This amendment will move the project from Phase 2 (2032-2042) Need and Phase 3 (2043-2050) Fiscal Constraint to Phase 1 (2023-2032) Need and Fiscal Constraint. The project has received a County of the First Class Infrastructure Bank (CFCIB) grant. Potential additional funding sources include city funds, county funds, and/or federal funds.

**4. 2700 West Widening (Riverton)**

**Cost: \$11.6 Million**

Project R-S-192 is a 0.5-mile widening project on 2700 West from 13400 South to Bangerter Hwy. This amendment will update the project from three to five lanes and move the project from Phase 2 (2032-2042) Need and Phase 3 (2043-2050) Fiscal Constraint to Phase 1 (2023-2032) Need and Fiscal Constraint. The project has received a County of the First Class Infrastructure Bank (CFCIB) grant. Potential additional funding sources include city funds, county funds, and/or federal funds.

**5. 1200 West Widening (Brigham City)**

**Cost: \$5.6 Million**

Project R-B-3 is a 1.6-mile widening project of 1200 West from Forest Street to Promontory / SR-13. This amendment will update the project from two to five lanes, changing it from an operational project to a widening project, and will move the project from Phase 2 (2033-2042) Need and Fiscal Constraint to Phase 1 (2023-2032) Need and Fiscal Constraint. This project has received partial Surface Transportation Program (STP) funding and further potential funding sources include city funds, county funds, and/or federal funds.