

**RESOLUTION OF THE REGIONAL GROWTH COMMITTEE
APPROVING AMENDMENT 2 TO THE WASATCH FRONT 2019-2050
REGIONAL TRANSPORTATION PLAN**

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

WHEREAS, the *Wasatch Front 2019-2050 Regional Transportation Plan* recommends improvements to the highway, transit, and non-motorized transportation systems through the year 2050 for both the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas, and

WHEREAS, the Salt Lake City-West Valley City and Ogden-Layton Area Technical Advisory Committees and the Regional Growth Committee have been involved in developing and evaluating the proposed amendment to the *Wasatch Front 2019-2050 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 2019-2050 Regional Transportation Plan*, as shown in the attachment to this resolution, and

WHEREAS, *Amendment 2 to the Wasatch Front 2019-2050 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 non-attainment areas, and

WHEREAS, the 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 2 to the Financial Plan of the Wasatch Front 2019-2050 Regional Transportation Plan*, and

WHEREAS, *Amendment 2 to the Wasatch Front 2019-2050 Regional Transportation Plan* addresses the requirements of the Fixing America's Surface Transportation Act and other applicable federal laws and regulations, and


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

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

- (1) Approves *Amendment 2 to the Wasatch Front 2019-2050 Regional Transportation Plan*, and
- (2) Finds that *Amendment 2 to the Wasatch Front 2019-2050 Regional Transportation Plan* includes a reasonable Financial Plan, and
- (3) Addresses all federal requirements, and
- (4) Finds that *the Amendment 2 to the Wasatch Front 2019-2050 Regional Transportation Plan* conforms to the State Implementation Plan.



Mayor Dawn Ramsey, Chair
Regional Growth Committee



Andrew S. Gruber, Executive Director
Wasatch Front Regional Council

Date: October 8, 2020

Resolution to the Regional Growth Committee
Approving Amendment 2 to the Wasatch Front 2019-2050 Regional Transportation Plan

Attachment

RTP AMENDMENT NUMBER 2 PROJECT OVERVIEWS

Level 2 – Board Modifications

CITY OF NORTH SALT LAKE

Cost: ~\$70 million

1. City-wide Active Transportation Plan

The City of North Salt Lake is requesting an amendment that will include the facilities within the City's recently adopted Active Transportation Plan that was facilitated through the Transportation and Land Use Connection Program. This plan identifies new active transportation facilities, updates existing bicycle facilities to higher comfort, identifies intersections requiring safer crossings, and improves connections to existing and planned regional trails. There are 21 total projects that will be added to the regional AT map and project list, including three intersection projects and 18 linear projects. These facilities are found throughout Phases 1, 2, and 3 of the RTP. Other projects from the plan will be added to the Base Bicycle Network, but not included in any phases. RTP maps and projects lists will be updated upon approval of the request. Possible funding sources include City funds, County funds, STP, CMAQ, TAP, TIF Active, and/or TTIF First/Last Mile.

SALT LAKE CITY

2. City-wide Active Transportation Plan

Cost: ~\$122 million

Salt Lake City is requesting an amendment to add new bicycle facilities to the RTP. Deriving from several Salt Lake City plans, including the Ped Bike Master Plan, Downtown Plan, and Foothill Trails System Master Plan, this request supports bicycling and walking for all ages and abilities, and making first/last mile connections that complement transit. There are 61 total projects, including 17 intersection projects and 44 linear projects to be added to the AT map and project list. These facilities are found throughout Phases 1, 2, and 3 of the RTP. RTP maps and projects lists will be updated upon approval of the request. Possible funding sources include City funds, County funds, STP, CMAQ, TAP, TIF Active, and/or TTIF First/Last Mile.

CITY OF SOUTH JORDAN

3. City-wide Active Transportation Plan

Cost: \$5.7 million

The City of South Jordan is requesting an amendment that will include the facilities within the City's recently completed Active Transportation Plan that was facilitated through the Transportation and Land Use Connection Program. This plan identifies new active transportation facilities, updates existing bicycle facilities to higher comfort, and improves connections to existing and planned regional trails. There are three linear projects that will be added to the regional AT map and project list. These facilities are found throughout Phases 1 and 3 of the RTP. Other projects from the plan will be added to the Base Bicycle Network, but not included in any phases. RTP maps and projects lists will be updated upon approval of the request. Possible funding sources include City funds, County funds, STP, CMAQ, TAP, TIF Active, and/or TTIF First/Last Mile.