

**RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
APPROVING AMENDMENT 1 TO THE WASATCH FRONT
REGIONAL TRANSPORTATION PLAN: 2007 - 2030**

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

WHEREAS, the Wasatch Front Regional Transportation Plan: 2007-2030 recommends improvements to the highway, transit, and non-motorized transportation systems through the year 2030 for both the Salt Lake and Ogden-Layton Urbanized Areas, and

WHEREAS, the Wasatch Front Regional Council has received requests to amend the Wasatch Front Regional Transportation Plan: 2007-2030, and

WHEREAS, the Salt Lake and Ogden-Layton Area Technical Advisory Committees, the Regional Growth Committee, the Utah Department of Transportation, and the Utah Transit Authority have been involved in developing and evaluating the proposed amendments to the Wasatch Front Regional Transportation Plan: 2007-2030, and

WHEREAS, based on the evaluation of the proposed amendments the Wasatch Front Regional Council desires to adopt *Amendment 1 to the Wasatch Front Regional Transportation Plan: 2007-2030*, as shown in the attachment to this resolution, and

WHEREAS, the State Implementation Plan includes goals and objectives for reducing air pollutant emissions from mobile sources for the Wasatch Front Urban Area, and

WHEREAS, *Amendment 1 to the Wasatch Front Regional Transportation Plan: 2007-2030* has been reviewed for conformity and consistency with the State Implementation Plan and for its impact on regional air quality, and

WHEREAS, the Wasatch Front Regional Council has developed a Financial Plan for *Amendment 1 to the Wasatch Front Regional Transportation Plan 2007-2030*, and

WHEREAS, *Amendment 1 to the Wasatch Front Regional Transportation Plan: 2007-2030* addresses the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and

WHEREAS, SAFETEA-LU allows illustrative projects to be identified for informational purposes that would be included in the Plans if additional funding becomes available, and

WHEREAS, *Amendment 1 to the Wasatch Front Regional Transportation Plan: 2007-2030* has been extensively reviewed by regional public officials, planners, engineers, the general public, and others,

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

- (1) That the Wasatch Front Regional Council approves *Amendment 1 to the Wasatch Front Regional Transportation Plan: 2007-2030*, and

- (2) That the Wasatch Front Regional Council finds that *Amendment 1 to the Wasatch Front Regional Transportation Plan: 2007-2030* includes a reasonable Financial Plan and addresses the requirements identified in SAFETEA-LU, and
- (3) That the Wasatch Front Regional Council finds that:
- a. *Amendment 1 to the Wasatch Front Regional Transportation Plan: 2007-2030* conforms to the carbon monoxide (CO) maintenance plans for Salt Lake City and Ogden City.
 - b. *Amendment 1 to the Wasatch Front Regional Transportation Plan: 2007-2030* also conforms to the PM10 plan for Salt Lake County.
 - c. While Ogden City is designated as a non-attainment area for PM10, no State Implementation Plan exists at this time. However, an analysis shows that the build alternative emissions for the Ogden Area Plan will be less than 1990 emissions. Therefore, consistent with the assumptions made by the Wasatch Front Regional Council with respect to the non-attainment area, *Amendment 1 to the Wasatch Front Regional Transportation Plan: 2007-2030* conforms to the air quality requirements for Ogden City PM10.



Mayor John Petroff, Jr., Chairman
Wasatch Front Regional Council



Charles W. Chappell, P.E., Executive Director
Wasatch Front Regional Council

Date: March 27, 2008

Attachment

Amendment 1 Projects

The following projects will be amended into the Wasatch Front Regional Transportation Plan: 2007-2030 as described below.

1. 5600 West Transit

Phase 1 - (2007-2015) - *Extend the 3500 South BRT system as a Type 3 BRT in a fixed-guideway to the north along 5600 West to 2700 South and to the south along 5600 West to 6200 South.*

As part of Phase 1 and consistent with the 2030 RTP - UTA intends to acquire right-of-way (ROW) for a fixed-guideway transit system along 5600 West from 12600 South (Herriman) to Interstate 80 (I-80) and along I-80 from 5600 West to Salt Lake City International Airport (SLCIA). Much of the ROW along 5600 West and along I-80 is owned by UDOT and will be made available to UTA by UDOT at no cost to UTA. Any additional ROW needed to construct and operate rail transit would be purchased by UTA.

Phase 2 - (2016-2025) - *Extend the Type 3 BRT in a fixed-guideway to the south along 5600 West to 11800 South (Daybreak) and to the north along 5600 West to I-80 continuing east along I-80 to SLCIA.*

Phase 3 - (2026-2030) - *Implement a rail transit system along the entire length of 5600 West extending from SLCIA on the north to Herriman on the South.*

2. 14600 South Roadway and D&RGW RR Structure Replacement and Re-alignment

This project will be moved from Phase 2 to Phase 1 of the RTP.

3. Bangert Highway Grade Separated Interchange at 6200 South

This project will be added to Phase 1 of the RTP.

4. Bangert Highway Grade Separated Interchange at 7800 South

This project will be added to Phase 1 of the RTP.

5. Bangert Highway Grade Separated Interchange at Redwood Road

This project will be moved from Phase 2 to Phase 1 of the RTP.

6. Bangert Highway Grade Separated Interchange at 600 West

This project will be added to Phase 1 of the RTP.