



WASATCH FRONT REGIONAL COUNCIL

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A Newsletter of the Wasatch Front Regional Council

September 2007

Your Regional Transportation Plan

After years of research and consultation with area cities, counties, the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA) and many other interested groups and parties, the Wasatch Front Regional Council has adopted the Regional Transportation Plan detailed in this brochure.

Every four years the federal government requires the Regional Council and similar councils from urban areas across the country to develop and approve a regional transportation plan. Thus, the current plan, known as the Regional Transportation Plan: 2007-2030 (2030 RTP), governs regionally significant highway and transit development across the urbanized areas of Salt Lake, Davis and Weber Counties. All major highway and transit capacity expansion projects for this Region must first appear on the 2030 RTP.

GROWTH IS THE CHALLENGE

Growth in population and travel demand has exceeded our ability to complete new and expanded highway and transit capacity. The current population of the Wasatch Front Region is approximately 1.5 million. That number will climb to 2.1 million by 2030, a 40% increase. In addition, travel demand is increasing even faster than population. Therefore, the 2030 RTP is an attempt to maximize the value of the transportation funding we do have through the implementation of a balanced approach which offers alternative transportation choices to the traveling public including programmed improvements for mass transit, highways, bicycles and pedestrians.

BALANCE OF HIGHWAYS AND TRANSIT NEEDED

The 2030 RTP recommends over a thousand new highway lane miles including two new freeways. East/west travel in the urbanized area is quickly becoming a problem and is slated for extensive transportation upgrades in the form of new and widened arterial streets, freeways and transit lines.

As the urban area develops, it is expected that public transit will become a major element of transportation facility expansion similar to other larger urban areas across the country. Densely packed transportation corridors, especially area freeways, often suffer from stop and go traffic due to high automobile volume that overwhelms the available capacity. Fixed guideway and especially rail transit are very effective in dealing with these peak hour loads since they typically keep to schedule, even when completely full. Therefore, the 2030 RTP calls for four new light rail lines, an expanded commuter rail line and new bus rapid transit service.

This balanced approach, typically found in a mature, urban transportation system, will allow the traveling public to make responsible transportation choices. It will also facilitate future land use decisions that will enhance the effectiveness of our transportation investments.

Projected transportation needs were derived from a computerized travel model, public input, coordination with other government agencies and recommendations from the Wasatch Choices 2040 visioning process discussed below. Based on these needs, and subsequent recommendations, the elected city and county officials that comprise the Wasatch Front Regional Council adopted the 2030 RTP on May 24, 2007. The 2030 RTP is now the governing document for regionally significant transportation development in the Wasatch Front Region.

WASATCH CHOICES 2040 VISIONING PROCESS

The Regional Council, in partnership with the Mountainland Association of Governments and Envision Utah, engaged in a visioning process for growth and development along the Wasatch Front urban area. After an elaborate public involvement process, several growth



Light Rail (TRAX) stops encourage Transportation Efficient Re-development

scenarios were prepared and evaluated for cost effectiveness, environmental impacts and other factors. Based on recommendations from community leaders and the public and after careful review of the benefits and costs of each alternative, the Wasatch Choices 2040 "Vision" was adopted.

The "Vision" was based on a number of adopted growth principles including:

- Encouraging a balance of jobs and housing in a region to reduce travel distances;
- The development of town centers around transit oriented developments;
- Promoting infill prior to opening new areas to development; and
- Encouraging contiguous growth to reduce infrastructure costs.

These growth principles, along with others, became the foundation of the 2030 RTP. Transportation improvements recommended by the 2030 RTP were then tailored to enhance the "Vision" in order to make it a reality.

PUBLIC INVOLVEMENT

The 2030 RTP was adopted only after an in depth public participation process that resulted in a number of revisions from early versions. This process included:

- Dozens of public meetings;
- Discussions with city mayors, county officials and state legislators;
- Careful evaluation of hundreds of citizen comments;
- Presentations to chambers of commerce, service clubs and professional associations;
- Early review by environmental groups;
- Outreach efforts to minority and disadvantaged groups;
- Numerous discussions of the proposed 2030 RTP in area newspapers and on radio call-in shows; and
- A local, state and federal agency stakeholder group convened twice, first to evaluate needs and then to review the proposed 2030 RTP.

2030 RTP PART OF A STATEWIDE PLAN

The 2030 RTP is now part of an integrated statewide unified long range transportation plan. It has been carefully coordinated with the other area metropolitan planning organizations, the Utah Transit Authority and the Utah Department of Transportation. Involvement of these entities and others at the earliest stages of the 2030 RTP ensured consistency among the various agencies and common assumptions in financial and growth estimates. Cooperation included the use of a single region wide computer model to forecast future travel demand and areas of likely congestion.

TRANSIT IMPROVEMENTS

Public transit is an integral part of the 2030 RTP. Major transit improvements include:

- Continued growth in regular bus and paratransit service;
- 96 miles of Bus Rapid Transit (BRT) service (BRT is bus service running, partially at least, in dedicated bus lanes);
- 34 miles of light rail transit extensions to Draper, to Midvale, West Jordan and South Jordan, to West Valley City, to the International Airport, to Sugar House, and a downtown Salt Lake City loop; and
- Construction of a 44 mile long commuter rail line from Salt Lake City to Provo.

HIGHWAY IMPROVEMENTS

Highway improvements in the 2030 RTP include:

- Construction of approximately 1,070 highway lane miles;
- 2 new freeways--Mountain View Corridor and conversion of the southern (east/west) portion of the Bangerter Highway into a freeway;
- Widening of I-15 in Davis County and I-80 in Salt Lake County;
- The completion of the northern portion of the Legacy Highway in Davis and Weber Counties;
- Heavy emphasis on east/west improvements; and
- Purchasing corridors for transportation facilities to be constructed at some future date.

INTELLIGENT TRANSPORTATION SYSTEMS

The 2030 RTP proposes to continue the investment in modern technologies to improve the efficiency and safety of travel.

- The WFRC, UDOT, and UTA have invested heavily in the use of cameras, fiber optics, traffic sensors, traffic signal coordination and variable message signs. This has made highway and transit information available to the traveling public through traffic cameras on the Commuter Link website, the 511 telephone traffic information service and next train arrival times. Such investments will continue.

NON-MOTORIZED TRANSPORTATION

Bicycle and pedestrian pathways and other non-motorized transportation facilities are receiving greater emphasis in transportation planning. The 2030 RTP recommends that hundreds of miles of new bicycle and pedestrian lanes be constructed. Recommendations include:

- Supporting the Regional Bicycle Plan for Salt Lake, Davis and Weber Counties; and
- Ensuring that when roads are improved, appropriate bicycle and pedestrian lanes are constructed as well.



Truck stop electrification funded by WFRC allows big rigs to shut down their engines

HIGHWAY FACILITY LIST

STREET	FROM	TO	TYPE
SALT LAKE COUNTY, EAST-WEST HIGHWAY FACILITIES			
California Avenue	I-215	Mountain View Corridor	Widening
I-80	State Street	Parleys Canyon	Widening
I-80 Interchange (east bound)	@ I-215 (west side)		Upgrade
SR-201	3200 W.	8400 W.	Widening
SR-201	SR-202	I-80	Widening
SR-201	I-215 Interchange & Aux. Lanes		Upgrade
SR-201 Overpass	@ 4800 W.		New Construction
SR-201 Interchange	@ 7200 W.		New Construction
SR-201 Interchange	@ 8400 W.		New Construction
SR-201 Interchange	@ I-80		Upgrade
3100 So.	1400 W.	3300 So.	New Construction
3500 So.	2700 W.	8400 W.	Widening
4100 So.	Mountain View Corridor	7200 W.	Widening
4500 So.	900 E.	I-215	Widening
4500 So. / 4700 So.	State Street	Redwood Road	Widening
4700 So.	2700 W.	6400 W.	Widening
5400 So.	I-15	SR-111	Widening
6200 So.	5600 W.	SR-111	Widening / #NC
7000 So. / 7200 So.	State Street	Bangerter Highway	Widening
7800 So.	Bangerter Highway	SR-111	Widening
New Bingham Highway	5600 W.	SR-111	Widening
9000 So.	I-15	SR-111	Widening / #NC
10600 So.	1300 E.	Highland Drive	Widening
10600 So. / 10400 So.	I-15	Bangerter Highway	Widening
10400 So. / 10800 So.	Bangerter Highway	SR-111	New Construction
11400 So.	State Street	11800 So.	Widening / #NC
11800 So.	5600 W.	SR-111	Widening
12300 So. / 12600 So.	700 E.	700 W.	Widening
12600 So.	Bangerter Highway	8000 W.	Widening / #NC
Freeway to Freeway Connector	Mountain View Corridor	Bangerter Highway	New Construction
13400 So.	Bangerter Highway	6400 W.	Widening
Bangerter Hwy. Interchange	@ I-15		Upgrade
Bangerter Hwy. Interchange	@ Redwood Road		New Construction
Bangerter Hwy. Interchange	@ 2700 W.		New Construction
Bangerter Hwy. Interchange	@ 13400 So.		New Construction
14400 So. / 15000 So.	3600 W.	5600 W.	New Construction
14600 S.	D&RG RR Structure		Remove or Replace
Porter Rockwell Road	I-15	Mountain View Corridor	New Construction
Avalanche Snowshed	Little Cottonwood Canyon	@ White Pine Chutes	New Construction

SALT LAKE COUNTY, NORTH-SOUTH HIGHWAY FACILITIES

SR-111 (8400 W.)	SR-201	3500 So.	Widening
SR-111	RR Structure @ 4300 So.		Widening
SR-111	5400 So.	11800 So.	Widening
8000 W.	11800 So.	13400 So.	New Construction
6400 W.	12600 So.	13400 So.	New Construction
Mountain View Corridor	I-80	Utah County Line	New Construction
Mtn. View Corr. Interchange	@ 13400 So.		New Construction
5600 W.	I-80	SR-201	Widening
5600 W.	4400 So.	Old Bingham Highway	Widening / #NC
5600 W.	11800 So.	14400 So.	New Construction
4800 W.	California Avenue	3500 So.	Widening / #NC
4800 W.	9000 So.	11800 So.	New Construction
Gladiola / 3200 W.	500 So.	3500 So.	Widening / #NC
2700 W.	Overpass at SR-201		New Construction
I-215	I-80 (West Side)	4700 So.	Widening
Redwood Road	9000 So.	Utah County Line	Widening
900 West / Fine Street	3300 So.	700 W.	Widening
Bingham Junction Boulevard	7000 So.	8400 So.	New Construction
I-15	I-215 (North Side)	600 No.	Widening
I-15 Interchange	@ 100 So. (+HOV Ramps)		New Construction
I-15 (north bound)	@ 10600 So. Interchange		Widening
I-15	12300 So.	Utah County Line	Widening
I-15 Interchange	@ 11400 So.		New Construction
I-15 Interchange	@ 14600 So.		Upgrade
State Street	6200 So.	9000 So.	Widening
900 E. / 700 E.	Van Winkle Expressway	9400 So.	Widening—re-stripe
700 E.	Carnation Dr. (10142 So.)	12300 So.	Widening
Highland Drive / 2000 E.	Fort Union Boulevard	14600 So.	Widening / #NC
Highland Drive Connector	Traverse Ridge Road	13800 So.	Widening
Foothill Drive	2300 E.	I-80	Widening
I-80 to I-215 Ramp (Parley's)	I-80 (east bound)	I-215 (south bound)	Widening
Wasatch Boulevard	7000 So.	Little Cottonwood Rd.	Widening

DAVIS COUNTY, EAST-WEST HIGHWAY FACILITIES

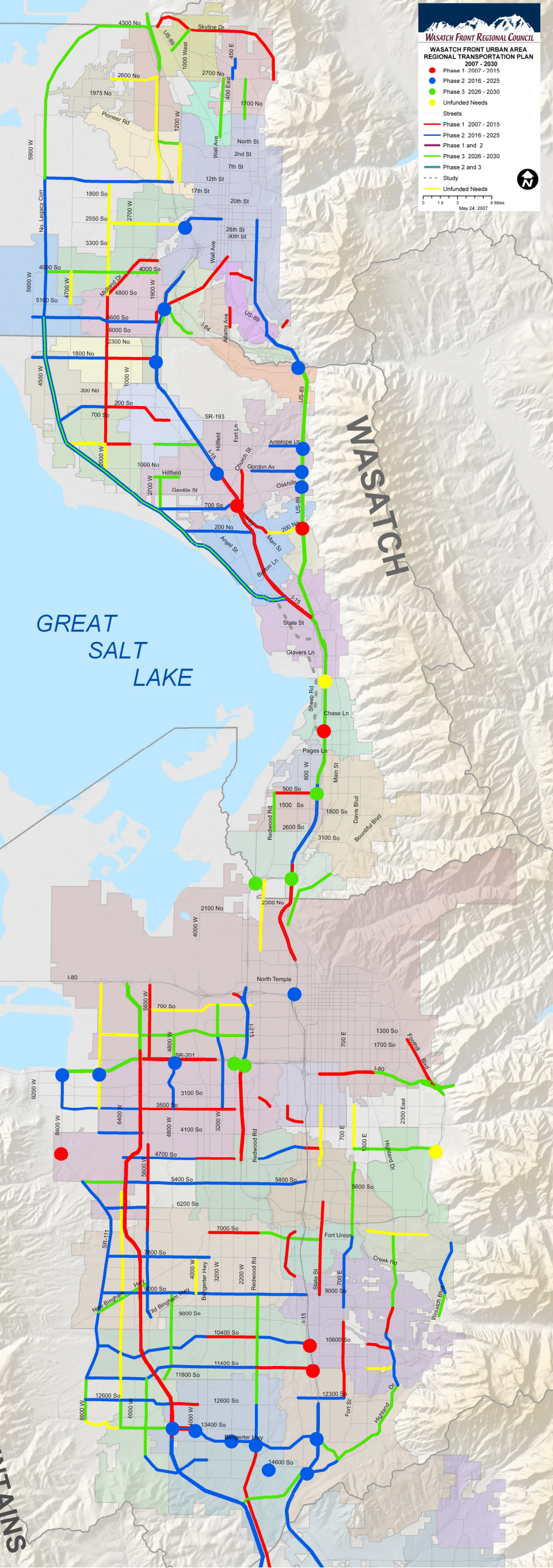
1800 No.	Main Street (Sunset)	5000 W.	Widening
200 So. / 700 So.	State Street	No. Legacy Corridor	Widening / #NC
Syracuse Road (SR-108)	I-15	Main St. (Clearfield)	Widening
Syracuse Road (SR-108)	1000 W.	2000 W.	Widening
Antelope Drive	Oak Forest Dr. (2500 E.)	US-89	New Construction
Gordon Avenue (1000 N.)	Fairfield Road	US-89	Widening / #NC
Hill Field Road Extension	2200 W. (Layton)	3200 W. (Layton)	New Construction
700 So. / 900 So. (Layton)	I-15	2700 W. (Layton)	New Construction
200 No. (Kaysville)	I-15	No. Legacy Corridor	Re-stripe
Parrish Lane (Centerville)	I-15	1250 W.	Widening
500 So.	I-15	Redwood Road	Widening
I-215 Interchange	@ Legacy Parkway		Upgrade
I-215 Interchange	@ I-15		Upgrade

DAVIS COUNTY, NORTH-SOUTH HIGHWAY FACILITIES

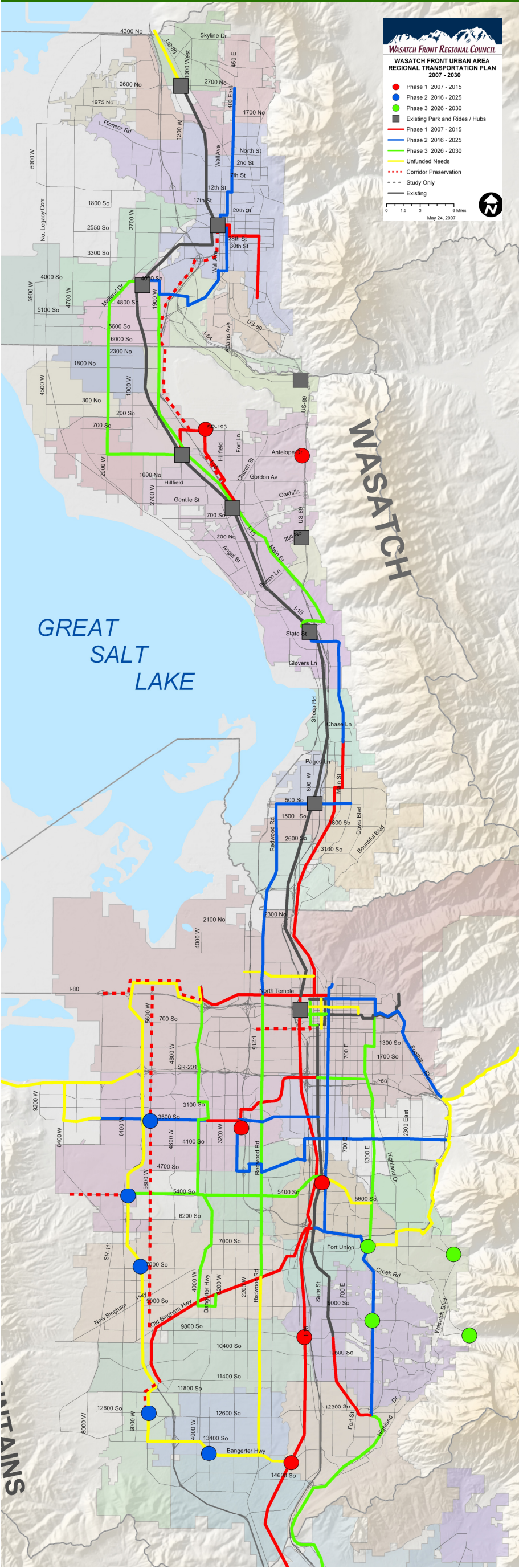
North Legacy Corridor	Weber County Line	I-15 / US-89	*ROW Purchase
North Legacy Corridor	Weber County Line	I-15 / US-89	Widening / #NC
North Legacy Connector	North Legacy Corridor	Legacy Parkway	Study
2000 W. (SR-108)	Weber County Line	Syracuse Road	Widening
2700 W. (Layton)	Hill Field Road Extension	No. Legacy Corridor	New Construction
Redwood Road	500 So. (Davis County)	2600 So.	Widening
Sheep Road	Parrish Lane	Glovers Lane	Study
I-15	Weber County Line	I- 215	Widening
I-15 Interchange	@ 1800 No.		New Construction
I-15 Interchange	@ Hill Field Road		Upgrade
I-15 Interchange	@ So. Layton Interchange		Upgrade
I-15 Interchange	@ Parrish Lane		Upgrade
I-15 Interchange	@ 500 So.		Upgrade
Main Street	I-15 (Layton) / Fort Lane	200 No. (Kaysville)	Re-stripe
Fort Lane (Layton)	Main Street	Gordon Avenue	Widening
Bountiful Boulevard	Eaglewood	Beck Street	New Construction
US-89	I-15 (Farmington)	I-84	Widening
US-89 Interchange	@ Antelope Drive		New Construction
US-89 Interchange	@ Gordon Avenue		New Construction
US-89 Interchange	@ Oakhills Drive		New Construction
US-89 Interchange	@ 400 No. (Fruit Heights)		New Construction

*ROW--Right Of Way #NC--New Construction +HOV--High Occupancy Vehicle BRT--Bus Rapid Transit

2030 RTP HIGHWAY PHASING



2030 RTP TRANSIT PHASING



STREET	FROM	TO	TYPE
WEBER COUNTY, EAST-WEST HIGHWAY FACILITIES			
Skyline Drive (north)	2600 No.	US-89	New Construction
Pioneer Road (400 No.)	I-15	1200 W.	Widening
1200 So.	I-15	No. Legacy Corridor	Widening
24th Street	I-15	Wall Avenue	Widening
Hinckley Drive	1900 W. (SR-126)	Midland Drive	New Construction
40th Street	Adams Avenue	Gramercy Avenue	Widening
4000 So.	1900 W. (SR-126)	No. Legacy Corridor	Widening
Midland Drive	Hinckley Drive	3500 W.	Widening
5500 So. / 5600 So.	1900 W. (SR-126)	5900 W. (Hooper)	Widening
5600 So. Connector	I-15	So. Weber Drive	New Construction

WEBER COUNTY, NORTH-SOUTH HIGHWAY FACILITIES			
North Legacy Corridor	Davis County Line	I-15	*ROW Purchase
North Legacy Corridor	Davis County Line	I-15	Widening / #NC
3500 W.	Midland Drive	Davis County Line	Widening
1900 W. (SR-126)	5600 So.	Riverdale Road	Widening
I-15	Box Elder County Line	2700 No.	Widening
I-15	I-84	Davis County Line	Widening
I-15 Interchange	@ 24th Street		Upgrade
I-15 Interchange	@ Riverdale Rd.		Upgrade
1100 W. (Pleasant View)	Skyline Drive	4000 No.	New Construction
1100 W. (Pleasant View)	Pleasant View Drive	US-89	New Construction
Riverdale Road	SR-126 (1900 W.)	Washington Boulevard	Widening
Wall Avenue	2700 No.	US-89	New Construction
Adams Avenue	Washington Terrace City limit	US-89	Widening
450 E. / 400 E.	3100 No.	2700 No.	Widening
Monroe Boulevard	1300 No.	2700 No.	New Construction
Harrison Boulevard	24th Street	US-89	Widening
US-89	I-84	Harrison Boulevard	Widening
US-89 Interchange	@ Uintah & I-84		Upgrade
Skyline Drive	Ogden City Limits	Eastwood Boulevard	New Construction

NEEDED HIGHWAY PROJECTS WITHOUT FUNDING

SALT LAKE COUNTY			
500 / 700 So.	Surplus Canal	5600 W.	Widening
California Avenue	Mountain View Corridor	7200 W.	New Construction
Fort Union Boulevard	1300 E.	3000 E.	Widening
11400 So.	1300 E.	Highland Drive	Widening / #NC
13400 So.	8000 W.	6400 W.	Widening
7200 W.	I-80	3500 So.	Widening / #NC
6400 W.	5800 So.	12600 So.	New Construction
4000 W.	7800 So.	9000 So.	Widening
Redwood Road	Davis County Line	1000 No.	Widening
Main Street	3300 So.	Vine Street	Widening / #NC
900 E.	3300 So.	4500 So.	Widening
I-215 Interchange (eastside)	@ 3900 So. or 4500 So.		Upgrade

DAVIS COUNTY			
Syracuse Road	2000 W.	No. Legacy Corridor	Widening
200 No. (Kaysville)	SR-126	US-89	Widening
2000 W.	Syracuse Road	No. Legacy Corridor	Widening
Redwood Road	I-215	S.L. County Line	Widening
I-15 Interchange	@ Lund Lane		New Construction

WEBER COUNTY			
2600 / 2700 No.	I-15	3500 W.	Widening
2550 So.	I-15	3500 W.	Widening
4700 W.	4000 So.	5100 So.	New Construction
3500 W.	1200 So.	Midland Drive	Widening
1900 W. (SR-126)	1200 So.	2700 No.	Widening
1200 W.	Pioneer Road	12th Street	Widening

TRANSIT FACILITY LIST

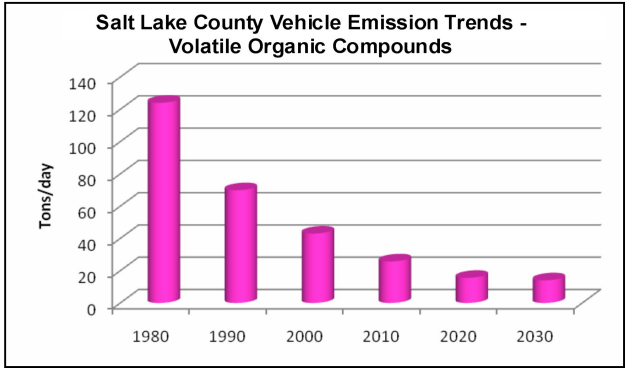
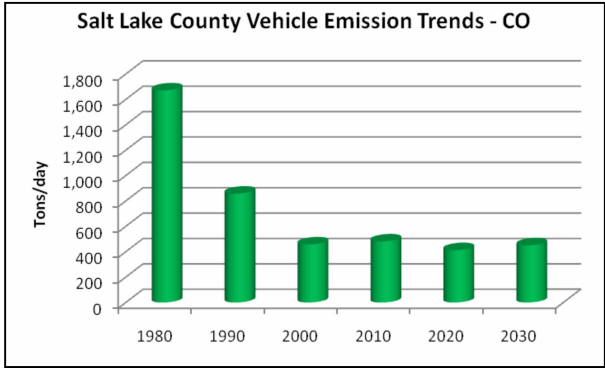
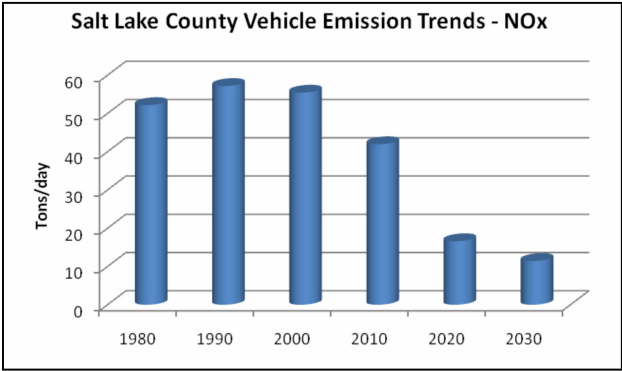
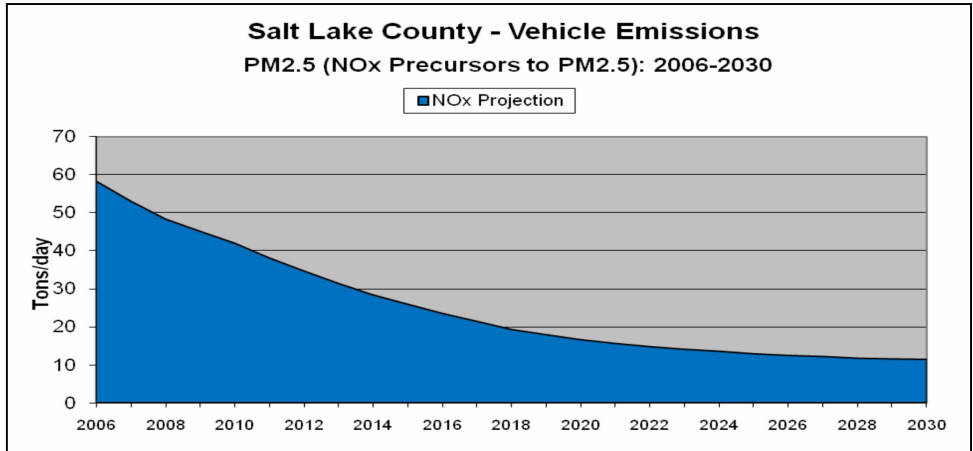
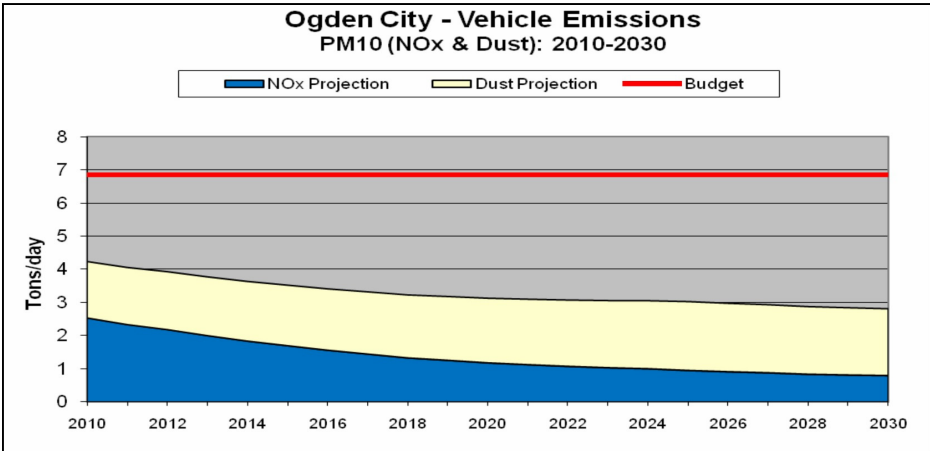
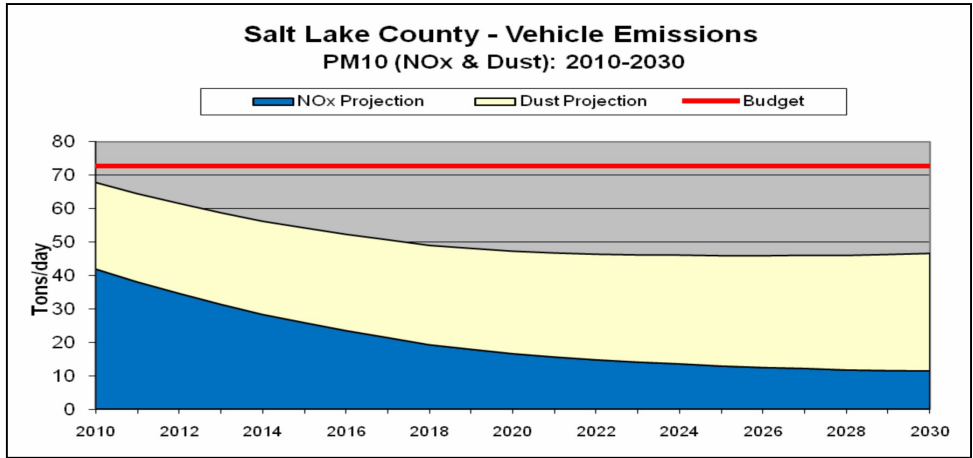
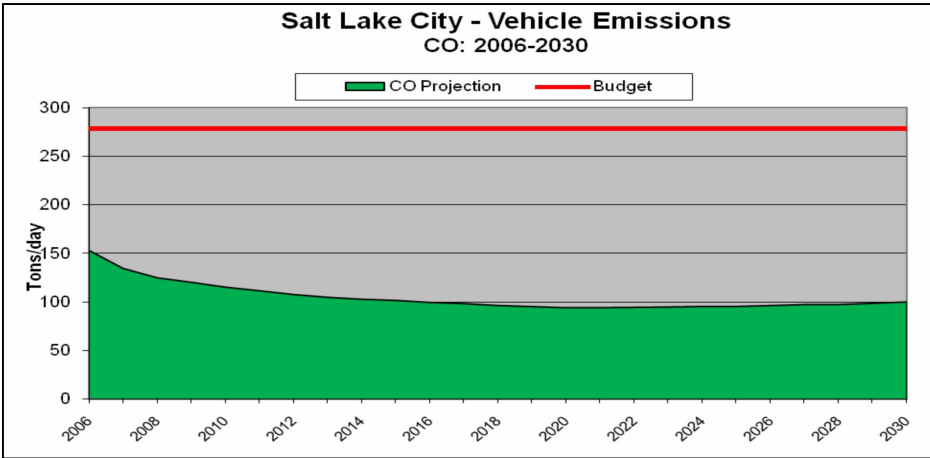
PROJECT	FROM	TO	TYPE
SALT LAKE COUNTY			
FrontRunner (South) Line	SL Commuter Rail Sta.	Utah County Line	Commuter Rail
Mid-Jordan Line	6400 So. TRAX Station	Daybreak	Light-rail Transit
West Valley Line	2100 So. TRAX Station	Valley Fair Mall	Light-rail Transit
Airport Line	Energy Solutions Arena	SL International Airport	Light-rail Transit
Draper Line	10000 So. TRAX Station	12400 South	Light-rail Transit
3500 South Line	3300 So. TRAX Station	7200 West	BRT II & Enhanced Bus
Preserve Transit ROW	See red dashed lines on adjacent map		*ROW Purchase
So. Temple / Foothill Blvd. Line	Temple Sq. TRAX Sta.	Parley's Way	Bus Rapid Transit II
1300 East Line	University of Utah	12400 South	Bus Rapid Transit II
3900 So. / 4700 So. Line	Valley Fair Mall & SLCC	Wasatch Drive	BRT II & Enhanced Bus
State Street / Fort Union Line	Capitol Building	Ft. Union / Union Park	Bus Rapid Transit II
Regional and Ski Park & Rides	Circles near Mt. View Fwy. & Cottonwood Canyons		Park and Rides
North Utah Co. Connector	12400 South	Utah County Line	Light-rail Transit
400 So. Direct TRAX Link	SL Commuter Rail Sta.	University TRAX Line	Light-rail Transit
Southwest Downtown Line	900 So. TRAX Station	S.L. Commuter Rail Sta.	Streetcar or Light-rail
Sugarhouse Line	2100 So. TRAX Station	Highland Drive	Streetcar
5400 So. Line	Murray Commuter Rail Sta.	8400 West	BRT II & Enhanced Bus
Redwood Road Line	North Temple Street	Mid-Jordan TRAX	Bus Rapid Transit II
Bangerter Hwy / 4000 W. Line	Airport TRAX Line	Mid-Jordan TRAX	Enhanced Bus

DAVIS AND WEBER COUNTIES			
South Davis Line	Downtown Salt Lake City	Farmington & Lagoon	BRT II, Enhanced Bus, upgrade
Weber State Line	Ogden Intermodal Center	WSU / McKay Dee	Bus Rapid Transit II
Hill Connector Line	Layton Commuter Rail & Hill AFB	Clearfield Commuter Rail	Enhanced Bus
Bamburger Line	Layton Commuter Rail Sta.	Ogden Intermodal Center	*ROW Purchase
Washington Blvd. Line	North Ogden	Roy Commuter Rail Sta.	Enhanced Bus
North Redwood Line	Airport TRAX & Woods Cross	East Bountiful	Enhanced Bus
North Davis / Riverdale Line	Lagoon	Roy & Ogden	Enhanced Bus
West Davis / Weber Line	Clearfield Commuter Rail Station	Roy & Ogden	Enhanced Bus

NEEDED TRANSIT PROJECTS WITHOUT FUNDING

South Temple Line	Main Street	University of Utah	Upgrade to Street Car
3500 South Line	West Valley TRAX Line	7200 West	Upgrade to Street Car
5600 South (east) Line	Murray Commuter Rail Sta.	5600 So. & Union Park	Enhanced Bus
600 North Line	South Davis Line	2200 West	Bus Rapid Transit II
Redwood Rd. (south) Line	Mid-Jordan TRAX Line	Draper Commuter Rail Sta.	Bus Rapid Transit II
Interstate 215 (east) Line	Parley's Way	Fort Union Boulevard	Bus Rapid Transit II
Mountain View Line	Downtown Salt Lake City	Draper Commuter Rail Sta.	Express Enhanced Bus
200 South Line	S.L. Commuter Rail Sta.	700 East	Bus Rapid Transit II
West Temple Line	900 South TRAX station	North Temple Street	BRT II
3500 South (Magna) Line	7200 West	U-111 / SR 201	Enhanced Bus
County Connectors	To Box Elder, Tooele, Summit Counties		Express Bus or Commuter Rail

*ROW--Right Of Way #NC--New Construction +HOV--High Occupancy Vehicle BRT--Bus Rapid Transit



AIR QUALITY

Air quality along the Wasatch Front has improved markedly over the past two decades. The Wasatch Front Region has been in compliance with EPA approved Utah State air quality plans since 1993. This is due, in part, to better automobile emission controls as illustrated in the graphs above.

The 2030 RTP must conform to the Utah State Implementation Plan (SIP) for air quality as approved by the EPA. This means that the transportation projects proposed in the 2030 RTP may not result in vehicle emissions in excess of the 'budget' set in the SIP for motor vehicles. The projected emissions from the anticipated growth in vehicular travel were generated using the authorized EPA computer model (Mobile 6.2). Those modeling results indicate that vehicle emissions should stay well within the levels set by the Utah Division of Air Quality over the life of the 2030 RTP. These air quality benefits are the result of improved emissions expected from new vehicles (especially large diesel trucks), the use of cleaner fuels and a greater reliance on mass transit. Projected levels of ozone, PM-10 (particulate matter ten microns or less in diameter), NOx (nitrogen oxide) and CO (carbon monoxide) are shown on the graphs above.

The Regional Council is aware that new, more stringent air quality

standards are in the process of being adopted. The new regulations will emphasize the measurement of PM-2.5 in addition to PM-10 and lower levels of ozone. Based on the results of the EPA model, Mobile 6.2, it is anticipated that the Wasatch Front Region will still be in compliance with the new PM-2.5 and ozone regulations when the Regional Transportation Plan is updated in 2011. The new ozone standard has yet to be established, therefore, no graph is available. The Regional Council is committed to working with the Utah Division of Air Quality to ensure that the Region will continue to meet all federal air quality standards.

FINANCIAL ASSUMPTIONS

In 2006, the Salt Lake County voters took a giant step toward securing their transportation future by approving a ¼ cent sales tax increase to fund two of the light rail extensions called for in the 2030 RTP, a commuter rail addition and the preservation of the Mountain View Corridor for a future freeway.

Also, the Salt Lake County Council and the Davis and Weber County Commissions adopted the \$10 vehicle registration fee to fund the acquisition of future highway corridors to protect them from development.

In 2007, the Utah State Legislature recognized the need for addi-

tional transportation investment and authorized a billion dollar bond for highways. Many of the projects contemplated in the 2030 RTP now have firm funding commitments and will be built in the near future.

Unfortunately, even with these massive investments in transportation development by the Utah State Legislature and the taxpayers, additional revenue will be needed to make the 2030 RTP a reality.

Estimating future funding available for capital construction is a critical element of the 2030 RTP inasmuch as the total cost of planned projects may not exceed reasonably anticipated revenues. Financial assumptions for the 2030 RTP include a ¼ cent increase in the local sales tax or equivalent for the construction and operation of transit and highway facilities beginning in 2007 in Davis and Weber counties along with additional sales tax increases in future years; a 5 cents per gallon increase in the Utah State fuel tax in 2016 and a similar increase in 2026. Without these increases, the projects within the 2030 RTP will have to be reduced resulting in a corresponding increase in congestion.

Total projected construction costs for highways over the life of the 2030 RTP are \$14.4 billion. Transit construction costs are expected to be \$4.5 billion.

Regional Transportation Plan now available at wfrc.org

2007 Regional Council

- | | |
|---|---|
| John Petroff, Jr., Chairman
Mayor, West Point | Joe L. Johnson
Mayor, Bountiful |
| Michael H. Jensen, Vice-Chairman
Councilmember, Salt Lake County | Bret Millburn
Commissioner, Davis County |
| Byron Anderson
Mayor, Grantsville City | Kent Money
Mayor, South Jordan |
| Ken Bischoff
Commissioner, Weber County | Dennis Nordfelt
Mayor, West Valley City |
| J. Bruce Burrows
Mayor, Riverdale | Ronald G. Russell
Mayor, Centerville |
| Carlton Christensen
Councilmember, Salt Lake City | Bruce Sanders
Councilmember, Morgan County |
| Peter Corroon
Mayor, Salt Lake County | JoAnn B. Seghini
Mayor, Midvale |
| J. Lynn Crane
Mayor, Herriman | Louenda Downs
Utah Association of Counties |
| Craig L. Dearden
Commissioner, Weber County | Russ Wall
Utah League of Cities & Towns |
| Tom Dolan
Mayor, Sandy | Robert Grow
Envision Utah |
| Matthew R. Godfrey
Mayor, Ogden | Chuck Chappell
Executive Director |

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