

2023-2050 RTP: Amendment 1

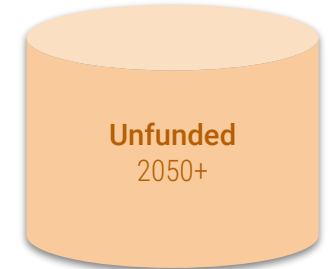
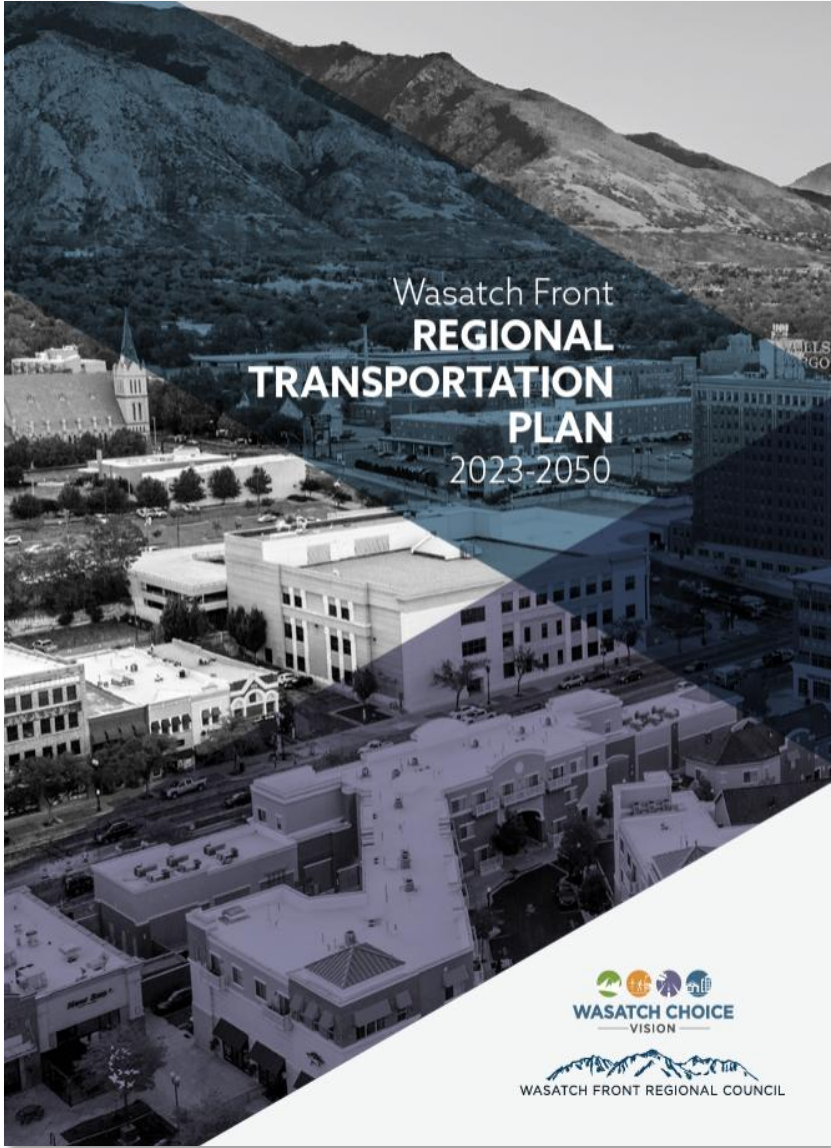
RGC Technical Advisory Committees

February 21, 2024

Wasatch Front
**REGIONAL
TRANSPORTATION
PLAN**
2023-2050



Regional Transportation Plan Process Overview



TRANSPORTATION
IMPROVEMENT PROGRAM



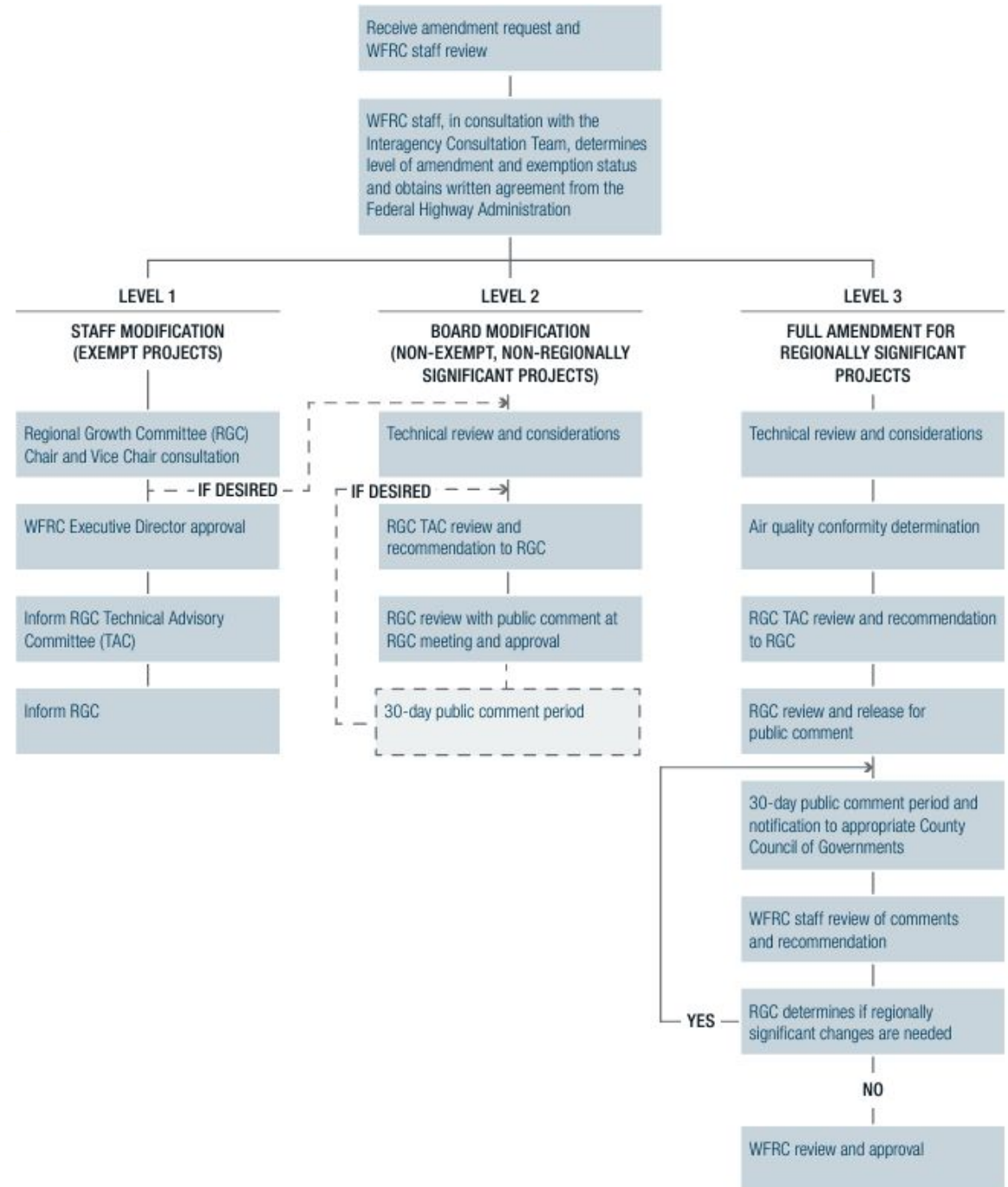
OTHER TOP
PRIORITIES

RTP Amendment Process Overview

Periodic adjustments are needed between adoption cycles

WFRC's RTP amendment process:

- Consultation with project applicants, Interagency Consultation Team, and FHWA
- Review financial constraints
- Modeling and air quality conformity
- Public review and input



		LEVEL 1 STAFF MODIFICATION (EXEMPT PROJECTS)	LEVEL 2 BOARD MODIFICATION (NON-EXEMPT, NON- REGIONALLY SIGNIFICANT)	LEVEL 3 FULL AMENDMENT (NON-EXEMPT, REGIONALLY SIGNIFICANT)
		Staff or Regional Growth Committee Chair/Vice Chair could recommend elevating to Level 2	Regional Growth Committee or the Interagency Consultation Team could recommend 30-day public comment period	-
Roadway	Ownership change	All ownership changes	-	-
	Functional classification change	-	Collectors and minor arterials	Principal arterials and freeways
	Needs-based phasing	All changes that only modify needs-based phasing	-	-
	Corridor preservation	-	All corridor preservation projects	-
	Operational projects	Operational projects without modifications to signalized intersections	Operational projects with modifications to signalized intersections	-
	New construction or widening projects	-	Collectors and minor arterials	Principal arterials and freeways, including new intersection and interchanges
Transit	Needs-based phasing	All changes that only modify needs-based phasing	-	-
	Corridor preservation	-	All corridor preservation projects	-
	New construction, operational, or point projects	-	Non-fixed guideway transit	Fixed guideway transit facilities and stations
Active Transportation		Any active transportation project	-	-
Land Use		Wasatch Choice Vision land use centers	-	-

Amendment 1 Projects: Level 1

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	AMENDMENT TYPE
LEVEL 1			
UDOT	Weber Canyon shared use path	Weber River Parkway to Morgan County line	Project removal
WFRC	Porter Lane bike lane	Legacy Parkway Trail to 640 West	Extent update
Salt Lake County	Bonneville Shoreline Trail West	2600 South to existing Bonneville Shoreline Trail	Alignment change
Bluffdale	Perry Farms to Independence overhead pedestrian/bike crossing	FrontRunner and UP Railroad Tracks @ Cinch Way	Phase change
UDOT	I-15	Four new and six existing active transportation projects impacted by I-15 EIS	Four modified projects and six new projects, including facility type changes and connections to/from I-15 identified projects
Kearns	Kearns Active Transportation Plan	City-wide; four new projects	New local active transportation plan
Layton	Layton Active Transportation Plan	City-wide; 31 new projects and 5 modified projects	New local active transportation plan
Taylorsville	Taylorsville Active Communities Plan projects	City-wide; 10 new, 5 modified projects, and 2 removed	New local active transportation plan
White City	Walk White City	City-wide; three new projects	New local active transportation plan
UTA	400 West - American Spur TRAX Extension	Spot locations between 400 West and 200 South to 200 West and 1300 South	Phase change (needs-based)
UTA	Orange Line	Research Park to the Salt Lake Central Station	Phase change (needs-based)
UTA	Orange Line TRAX Reconfiguration	Airport TRAX Station to Salt Lake Central Station	Phase change (needs-based)

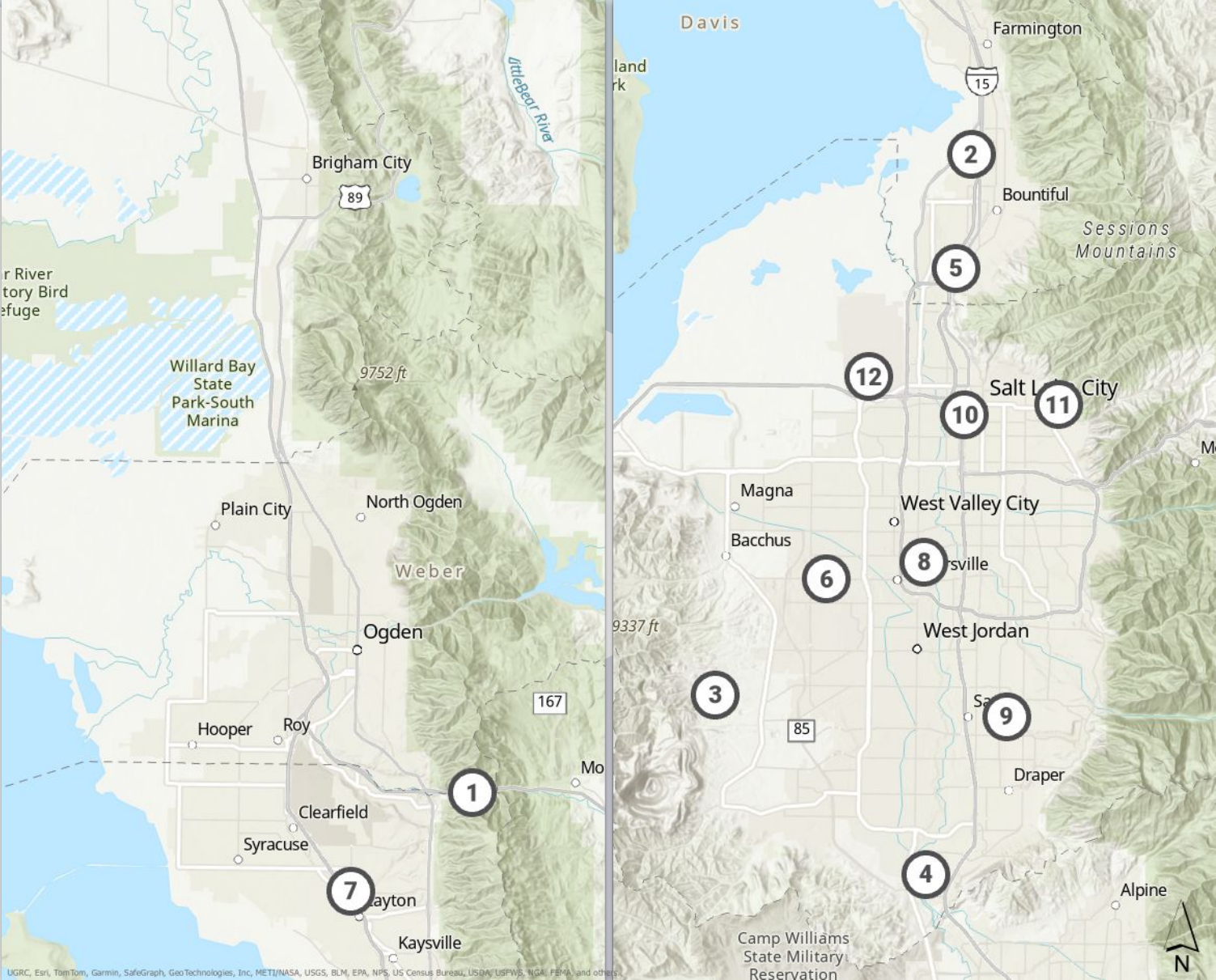
Amendment 1 Projects: Level 2

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	AMENDMENT TYPE
LEVEL 2			
Herriman/UDOT	12600 South	6400 West to future U-111	Project description change
Bluffdale	Freedom Point Way	Porter Rockwell Boulevard to Pony Express Road	New project
South Jordan	Grandville Avenue	10200 South to Old Bingham Highway	New project
UTA	Hill Field Road Overpass	@ FrontRunner Railroad Crossing	New project
UTA	Gordon Avenue Overpass	@ FrontRunner Railroad Crossing	New project
UTA	Pages Lane Overpass	@ FrontRunner Railroad Crossing	New project
UTA	1700 South Overpass	@ FrontRunner Railroad Crossing	New project
UTA	Vine Street Overpass	@ FrontRunner Railroad Crossing	New project
UTA	5900 South Overpass	@ FrontRunner Railroad Crossing	New project
UTA	Davis-SLC Community Connector	Davis County Line to Research Park	Alignment change
UDOT	Big Cottonwood Canyon	Mouth of Canyon to Brighton	New project
UDOT/UTA	Point Innovative Mobility Zone with Dedicated Shuttles	Draper FrontRunner Station to Point of the Mountain Development	New project

Amendment 1 Projects: Level 3

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	PROJECT TYPE
LEVEL 3			
UDOT/UTA	Point of the Mountain Transit	Draper FrontRunner Station to Utah County Line	Mode and alignment change
UDOT/UTA	FrontRunner Station @ Point of the Mountain development (Bluffdale)	@ FrontRunner	New project
Farmington City	Fixed guideway station, stop, or terminal and fixed-guideway innovative mobility zone	Park Lane to Shepard Lane	New project
UDOT	I-15	Farmington to 2600 South	Project description change
UDOT	I-15	2600 South to Salt Lake/Davis County Line	Project description change
UDOT	I-15	Salt Lake/Davis County Line to 400 South	Project description change
UDOT	I-15 (Davis County)	Operational improvements	Remove; incorporated into I-15 project
UDOT	I-15 Interchange	@ Parrish Lane	Remove; incorporated into I-15 project
UDOT	I-15 Interchange	@ Warm Springs	Remove; incorporated into I-15 project
UDOT	I-215 Interchange	@ I-15/US-98	Remove; incorporated into I-15 project
UDOT	I-215 Interchange	@ I-15/US-98	Remove; incorporated into I-15 project
UDOT	I-15	3000 North to US-91	New project

Level 1 Amendments



Weber Canyon Active Transportation

Level 1 Request // UDOT

SCOPE

Remove A-W-174, Weber Canyon Bike Path, Weber River Parkway to Morgan County line, from RTP.

Project represented in UDOT's Long Range Plan.



Porter Lane Bike Lane

Level 1 Request // WFRC

SCOPE

Modify eastern extent of A-D-99 based on the relocation of a proposed crossing over I-15.

Eastern extent changed from I-15 to 640 West.

COST (2023)

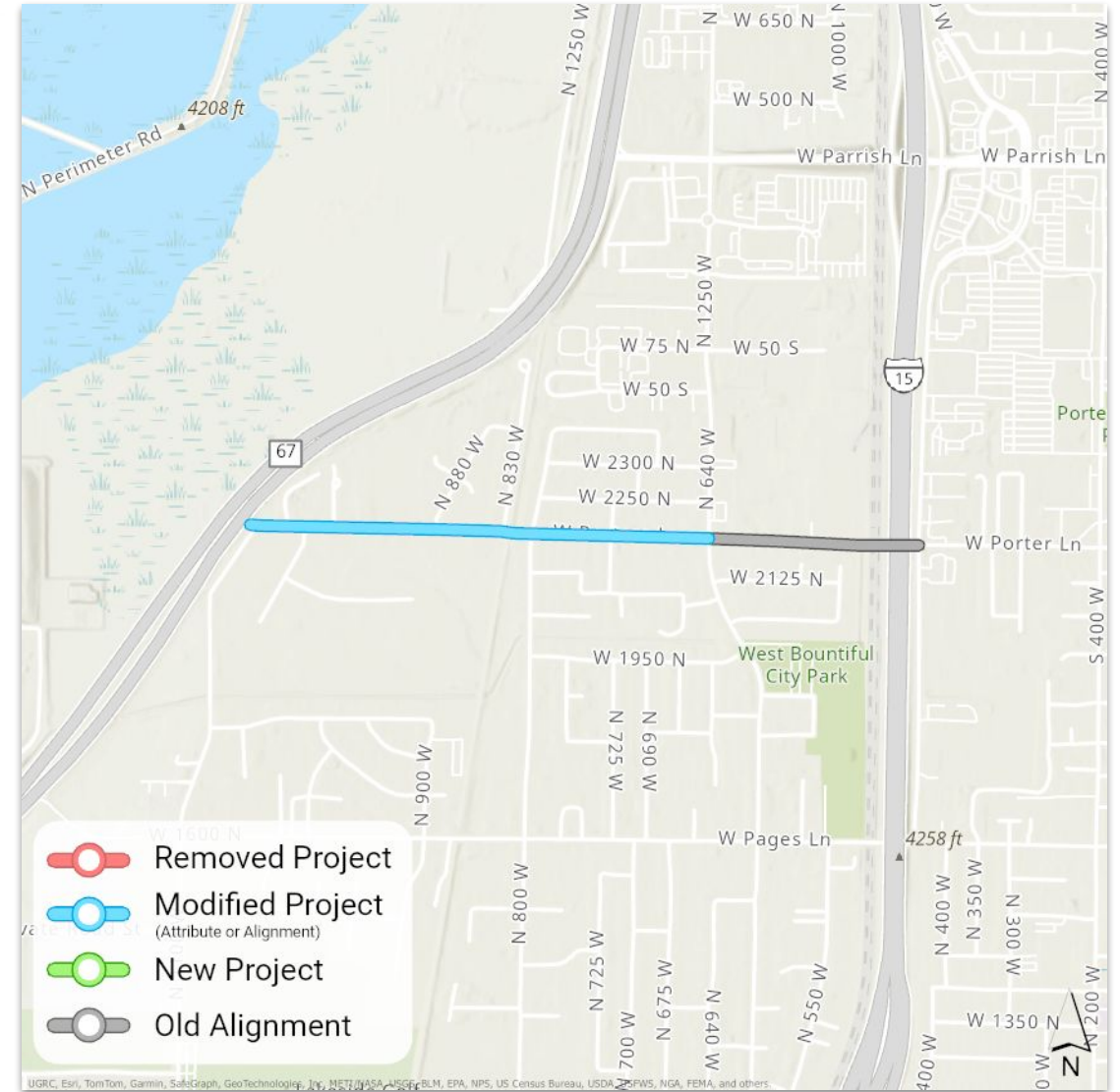
\$86,000

FUNDING SOURCES

Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, and/or TIF Active.

BENEFITS

Matches project extents to line up with other regional projects, i.e. Legacy Parkway Trail and 1250 West Shared Use Path (future).



Bonneville Shoreline Trail West

Level 1 Request // Salt Lake County

SCOPE

Update the alignment of project A-S-100 based upon the recent Salt Lake County Parks & Recreation study.

COST (2023)

\$10.4 Million

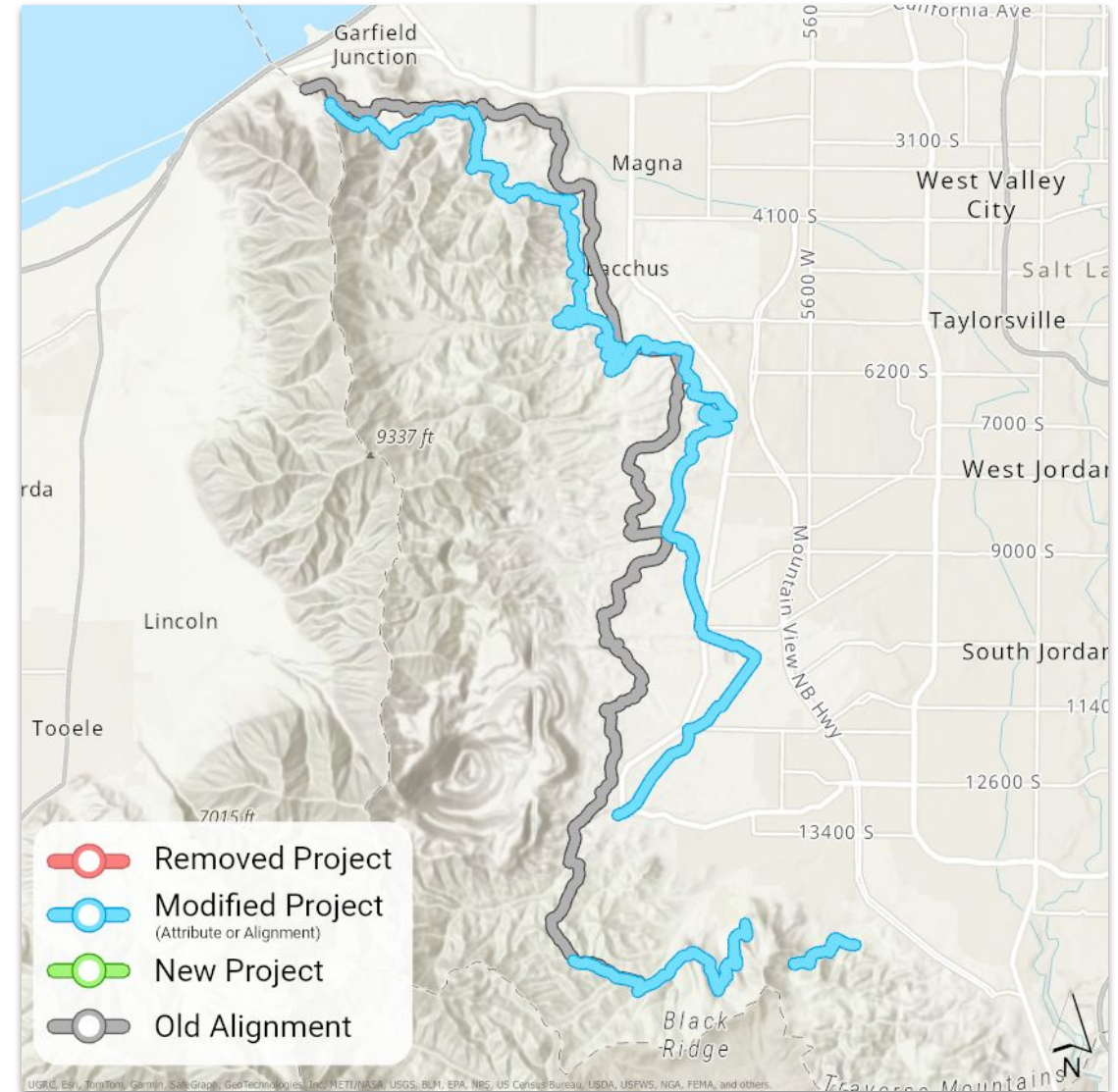
FUNDING SOURCES

Potential funding sources include City funds, County funds, TAP, developer funding, Recreational Trails Program, and/or Utah Outdoor Recreation grants.

BENEFITS

Increased access to outdoor recreation

Improved feasibility of proposed alignment



Perry Farm Overhead Pedestrian/Bike Crossing

Level 1 Request // Bluffdale

SCOPE

Change phasing of project A-S-378 from Phase 2 to Phase 1.

COST (2023)

\$6.3 Million

FUNDING SOURCES

This project has received partial funding from the Federal Railroad Administration's Railroad Crossing Elimination Grant. Additional potential funding sources include TAP, STP, CMAQ, CRP, and/or TIF Active.

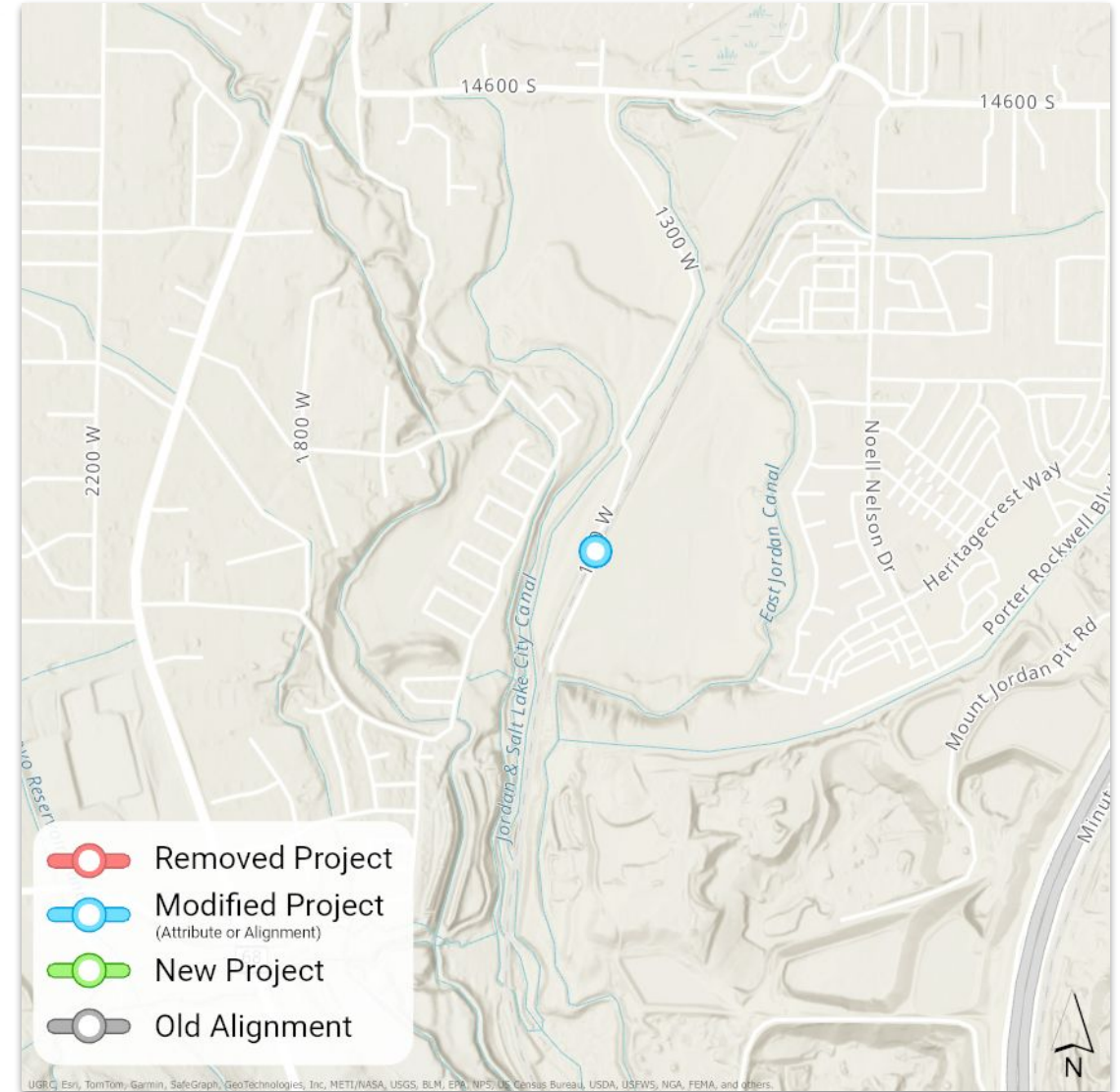
BENEFITS

Increased safety

Increased access to regional trail system

Potential for vehicle trip replacement

Improved safe routes to school



I-15 EIS - Active Transportation Projects

Level 1 Request // UDOT

SCOPE

Eleven AT projects changed due to I-15 EIS; seven modified projects and four new projects in Phase 1. See "Other" tab in this [spreadsheet](#) for more information.

Includes a shared lane, bike lane, buffered bike lane, two overhead crossings, and six shared-use paths.

COST (2023)

Cost of individual projects wrapped into total cost of I-15 reconstruction project.

FUNDING SOURCES

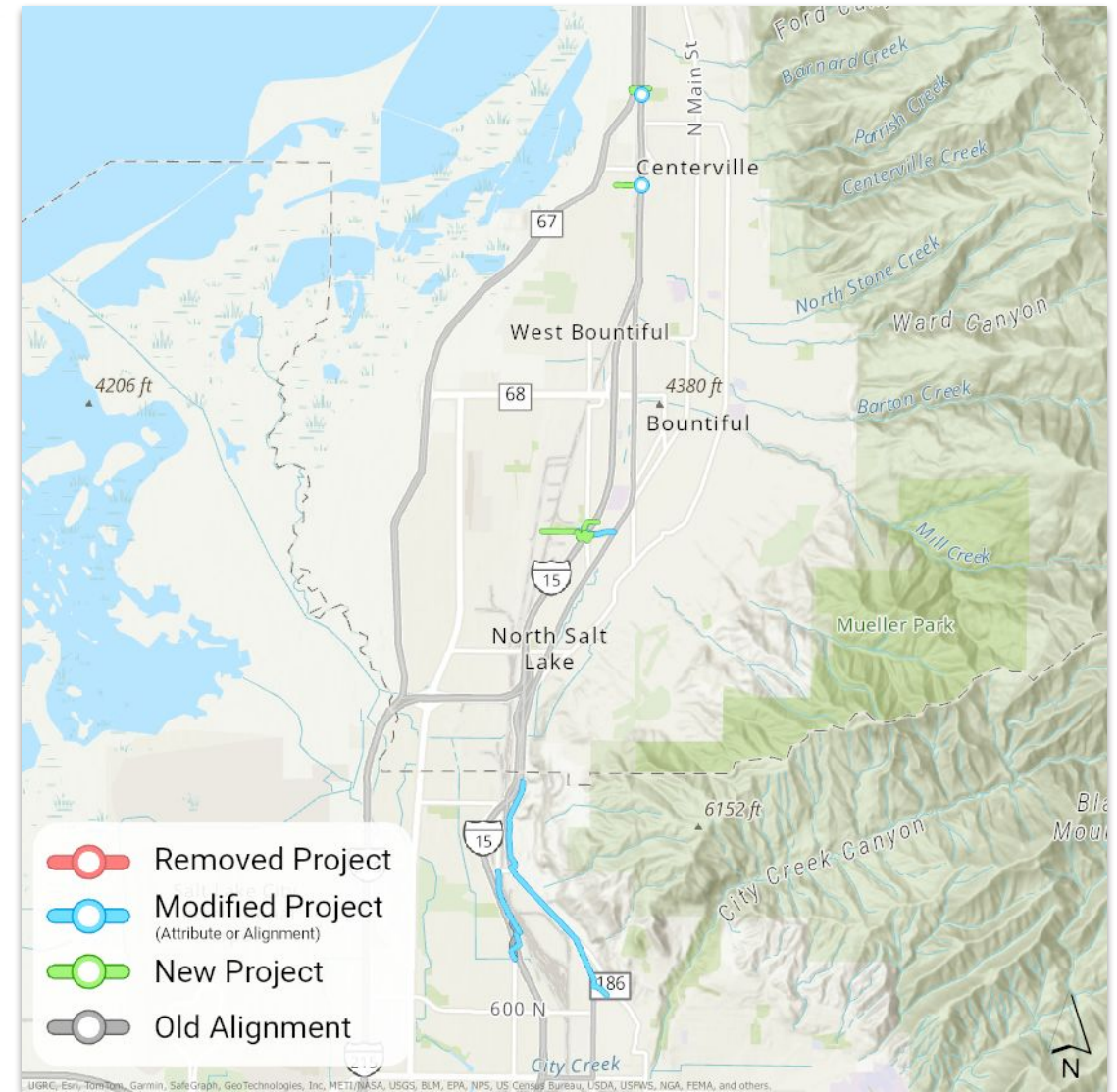
As part of the I-15 reconstruction project, these projects will be funded by that project's funding sources.

BENEFITS

Increased connectivity

Increased safety

Increased access to the regional AT network



Kearns Active Transportation Plan

Level 1 Request // Kearns

SCOPE

Four new projects in various phases. See "Kearns" tab in this [spreadsheet](#) for more information.

Includes a buffered bike lane and three shared-use paths.

COST (2023)

\$14.4 Million

FUNDING SOURCES

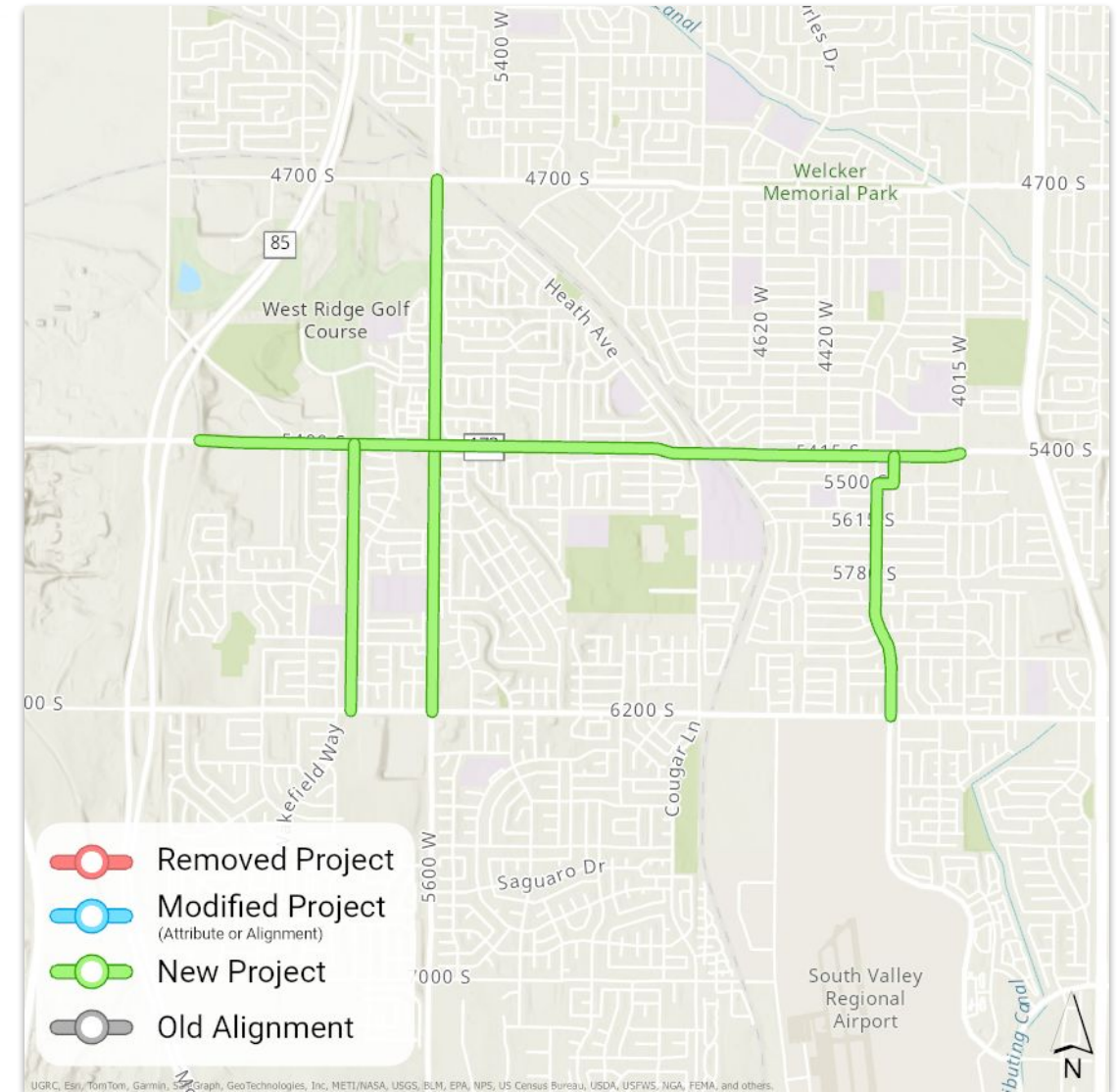
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF.

BENEFITS

Increased connectivity

Increased safety

Increased access to the regional AT network



Taylorsville Active Communities Plan

Level 1 Request // Taylorsville

SCOPE

17 projects - ten new, five modified, and two removed - all in various phases. See "Taylorsville" tab in this [spreadsheet](#) for more information.

Includes buffered bike lanes, shared-use paths, and roadway undercrossings.

COST (2023)

\$24.3 Million

FUNDING SOURCES

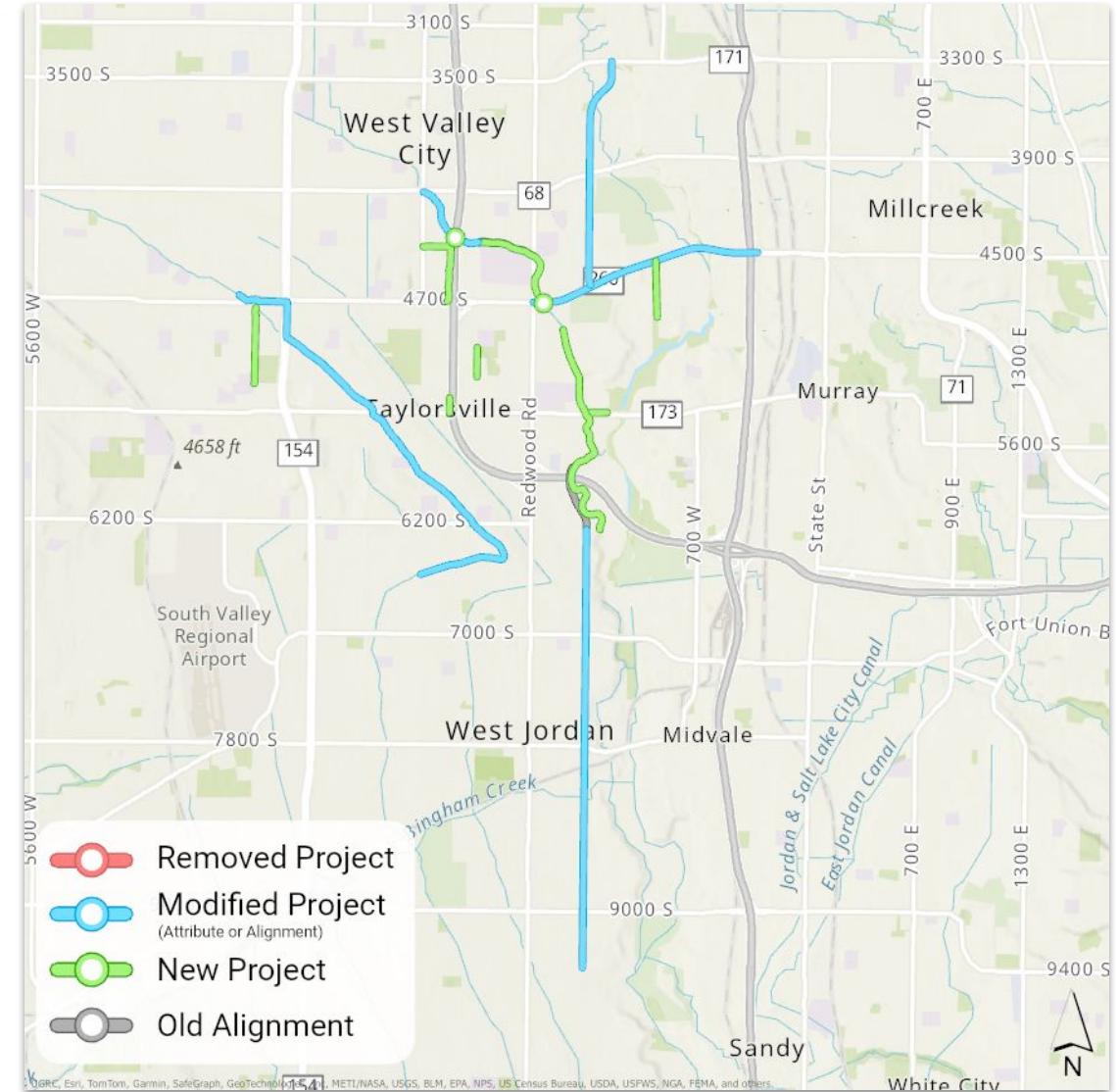
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF.

BENEFITS

Increased connectivity

Increased safety

Increased access to the regional AT network



Walk White City Plan

Level 1 Request // White City

SCOPE

Three new projects in various phases. Please see “White City” tab in this [spreadsheet](#) for more information.

Two shared-use paths and one street crossing.

COST (2023)

\$7.8 Million

FUNDING SOURCES

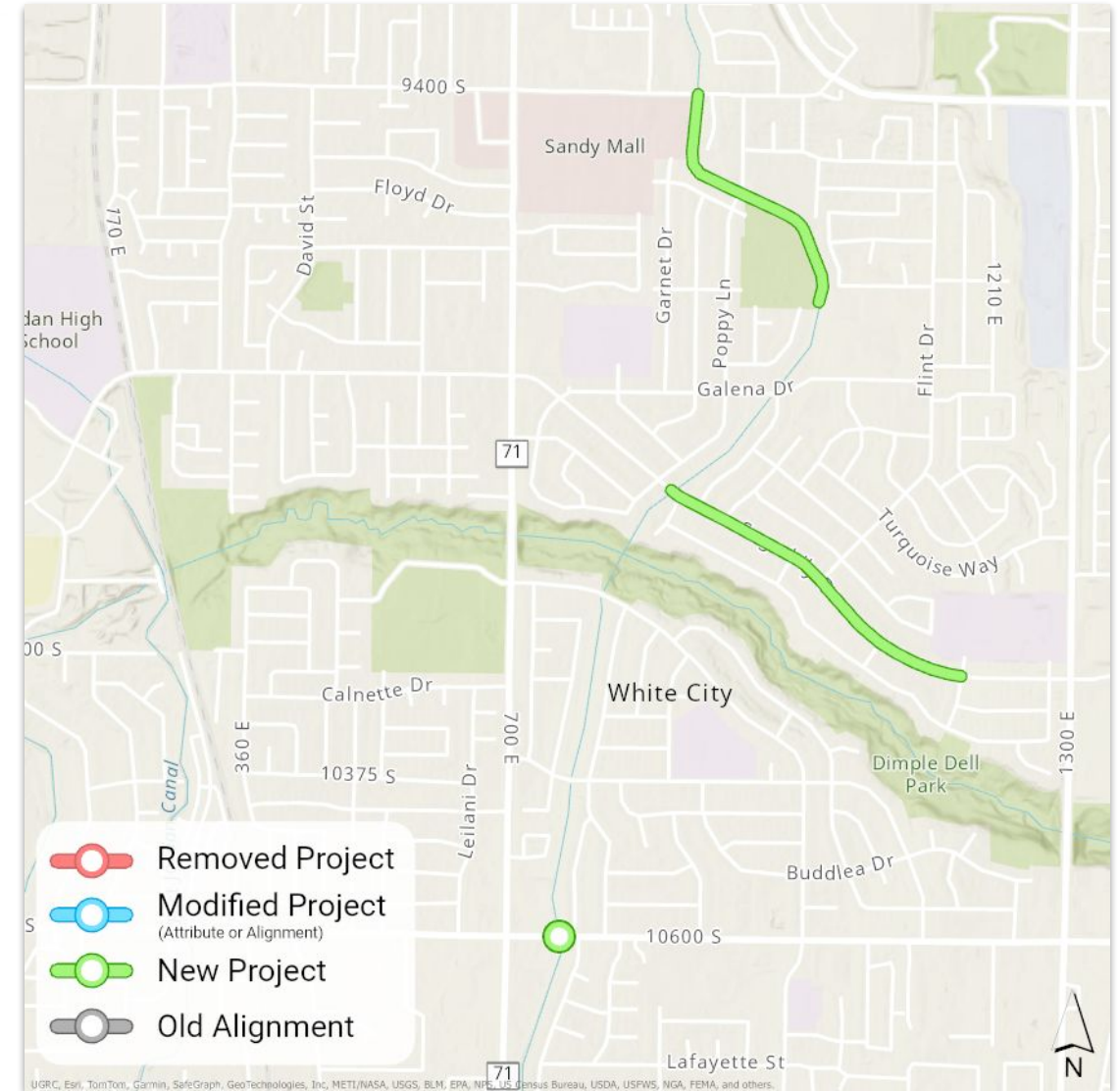
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, and/or TTIF FLM.

BENEFITS

Increased connectivity

Increased safety

Increased access to the regional AT network



400 West - American Spur TRAX Extension

Level 1 Request // UTA

SCOPE

Realignment of project T-S-7 Red TRAX Line between 200 South and 1300 South.

Change needs-based phasing from Phase 2 to Phase 1.

COST (2023)

\$120 Million

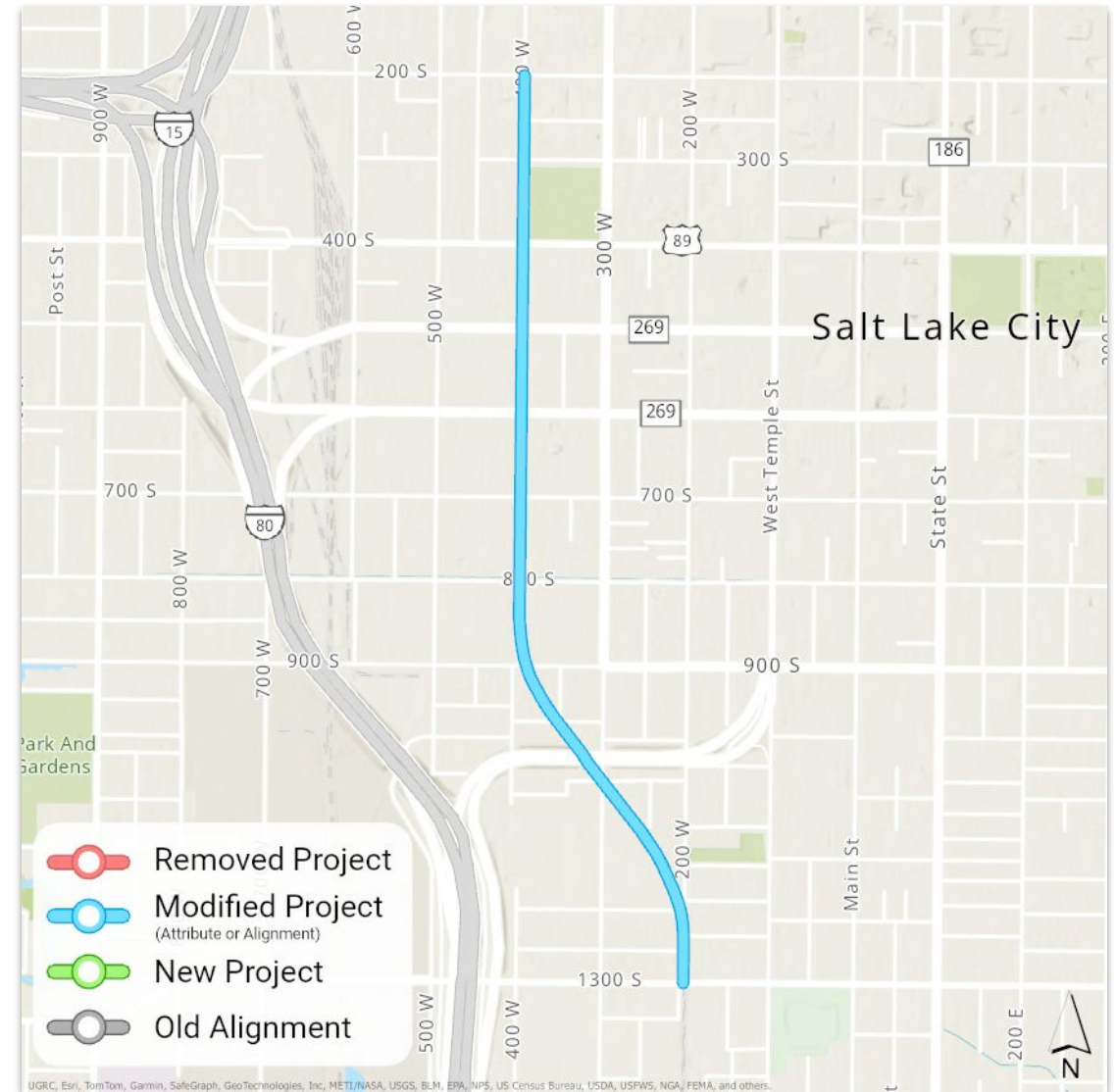
FUNDING SOURCES

Potential funding sources include TTIF, federal funds, and/or local options sales tax.

BENEFITS

Increased reliability

Ability to increase frequency and provide additional service



TRAX Orange Line - U of U to Downtown

Level 1 Request // UTA

SCOPE

Project T-S-40 Orange TRAX Line is a reconfiguration project from the University of Utah to 600 West.

Change needs-based phasing from Phase 2 to Phase 1.

COST (2023)

Capital cost: \$101 Million
O&M 1 year cost: \$10.4 Million

FUNDING SOURCES

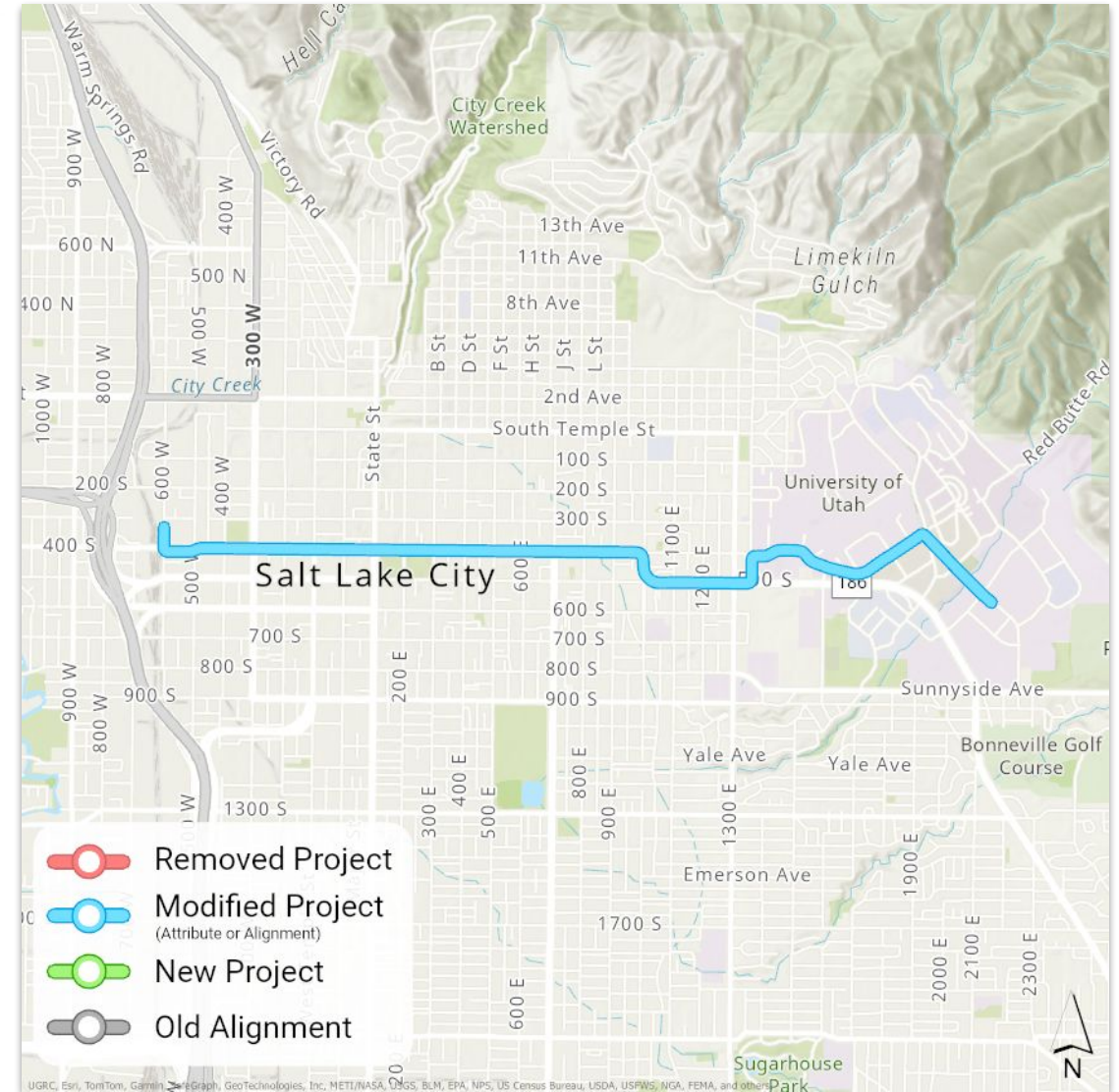
Potential funding sources include TTIF, federal funds, and/or local options sales tax.

BENEFITS

Increased reliability

Faster travel times

Ability to increase frequency and provide additional service



TRAX Orange Line - Downtown SLC to the International Airport

Level 1 Request // UTA

SCOPE

Project T-S-38 Orange TRAX Line is a reconfiguration project from Downtown SLC to the International Airport.

Change from needs-based Phase 2 to Phase 1.

COST (2023)

Capital cost: \$30 Million
O&M 1 year: \$7.5 Million

FUNDING SOURCES

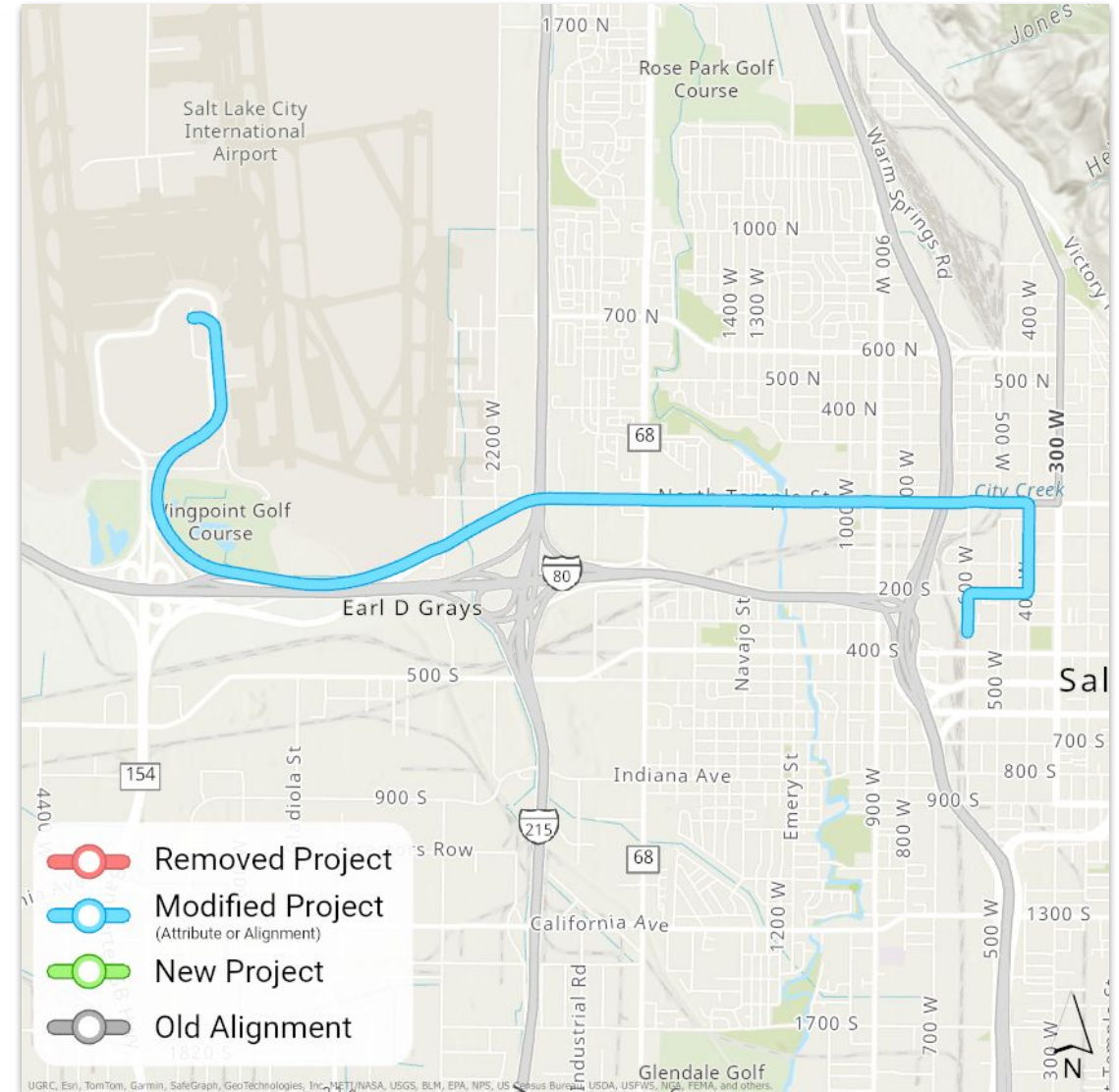
Potential funding sources include TTIF, federal funds, and/or local options sales tax.

BENEFITS

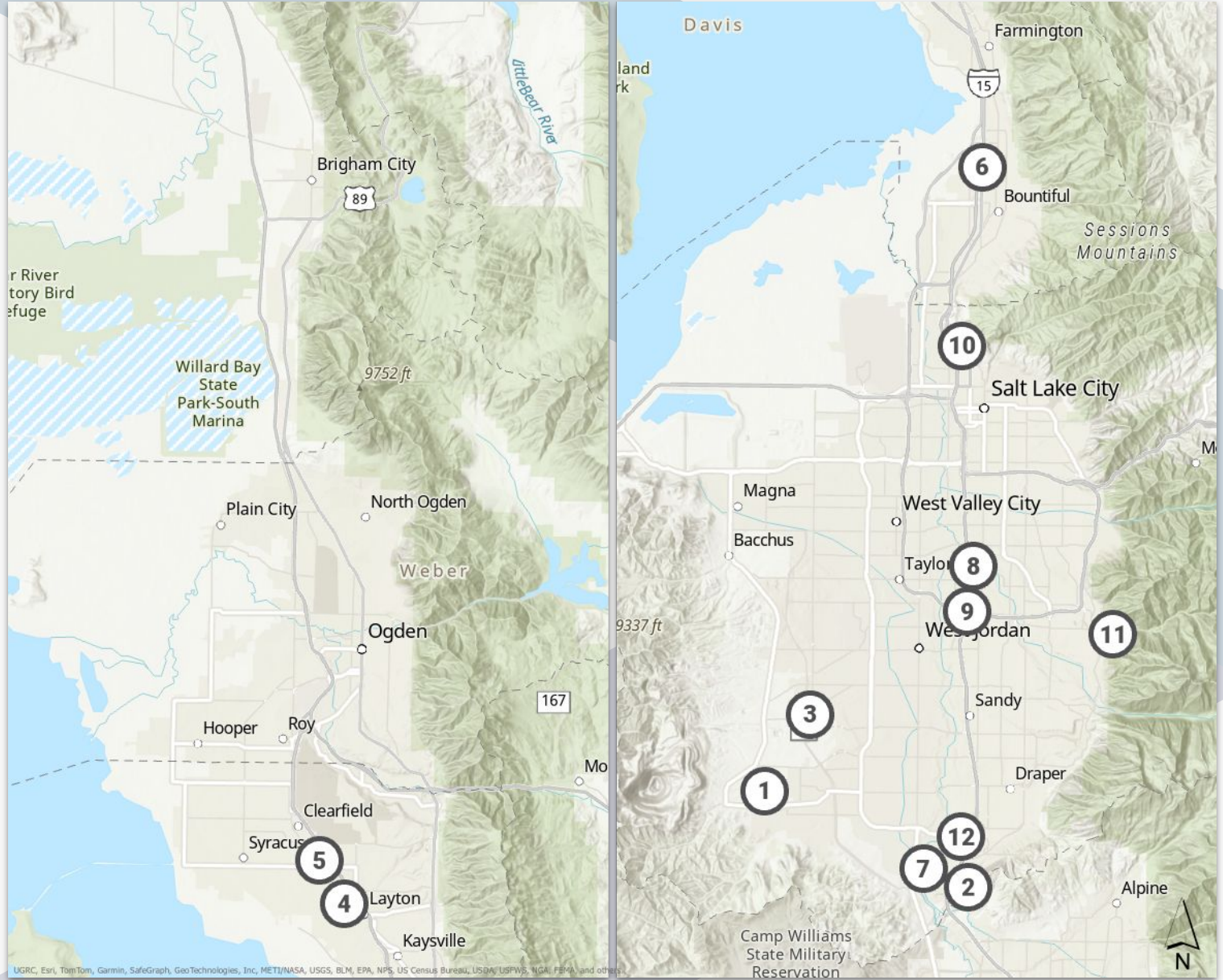
Increased reliability

Faster travel times

Ability to increase frequency and provide additional service



Level 2 Amendments



12600 South

Level 2 Request // Herriman/UDOT

SCOPE

Modify the new construction portion of project R-S-179, from 6800 West to 7300 West (future SR-111) to 5 lanes.

Leave the new construction portion of project R-S-179, from 7300 West (future SR-111) to Oquirrh View Boulevard to 3 lanes.

COST (2023)

\$50 Million

FUNDING SOURCES

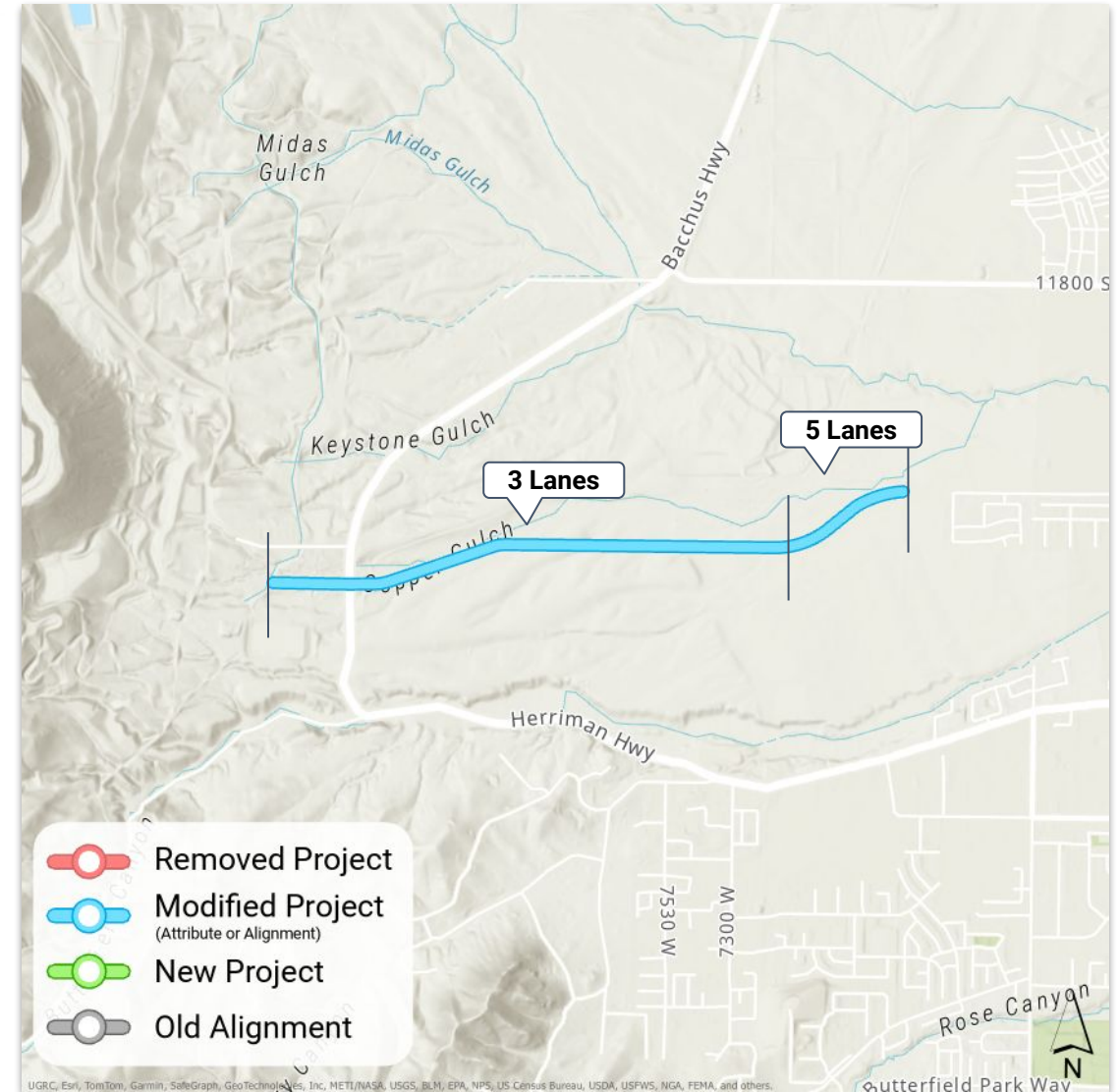
Potential funding sources include Transportation Investment Fund (TIF) and local funds.

BENEFITS

Increases mobility in growing area

Reduces travel times

Relieves congestion on parallel facilities



Freedom Point Way

Level 2 Request // Bluffdale

SCOPE

New collector road R-S-266 connects Porter Rockwell Boulevard to Pony Express Road (I-15 frontage road).

One lane per direction with center left-turn lane and sidewalks.

COST (2023)

\$2.5 Million

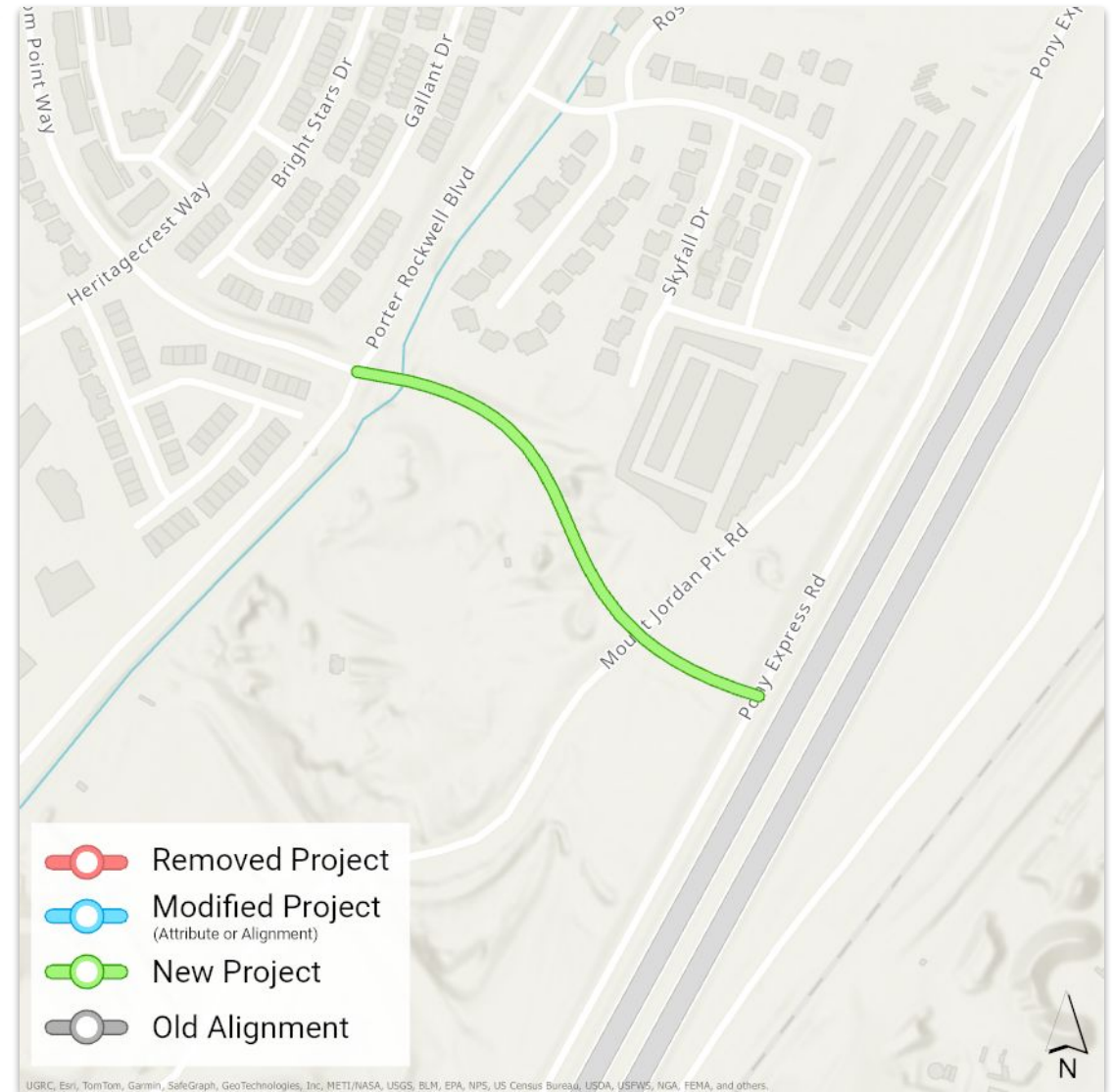
FUNDING SOURCES

County and local funds.

BENEFITS

Improves connectivity

Relieves congestion on parallel facilities



Grandville Avenue

Level 2 Request // South Jordan

SCOPE

New project R-S-267 extending Grandville Avenue between 10200 South and Old Bingham.

COST (2023)

\$5 Million

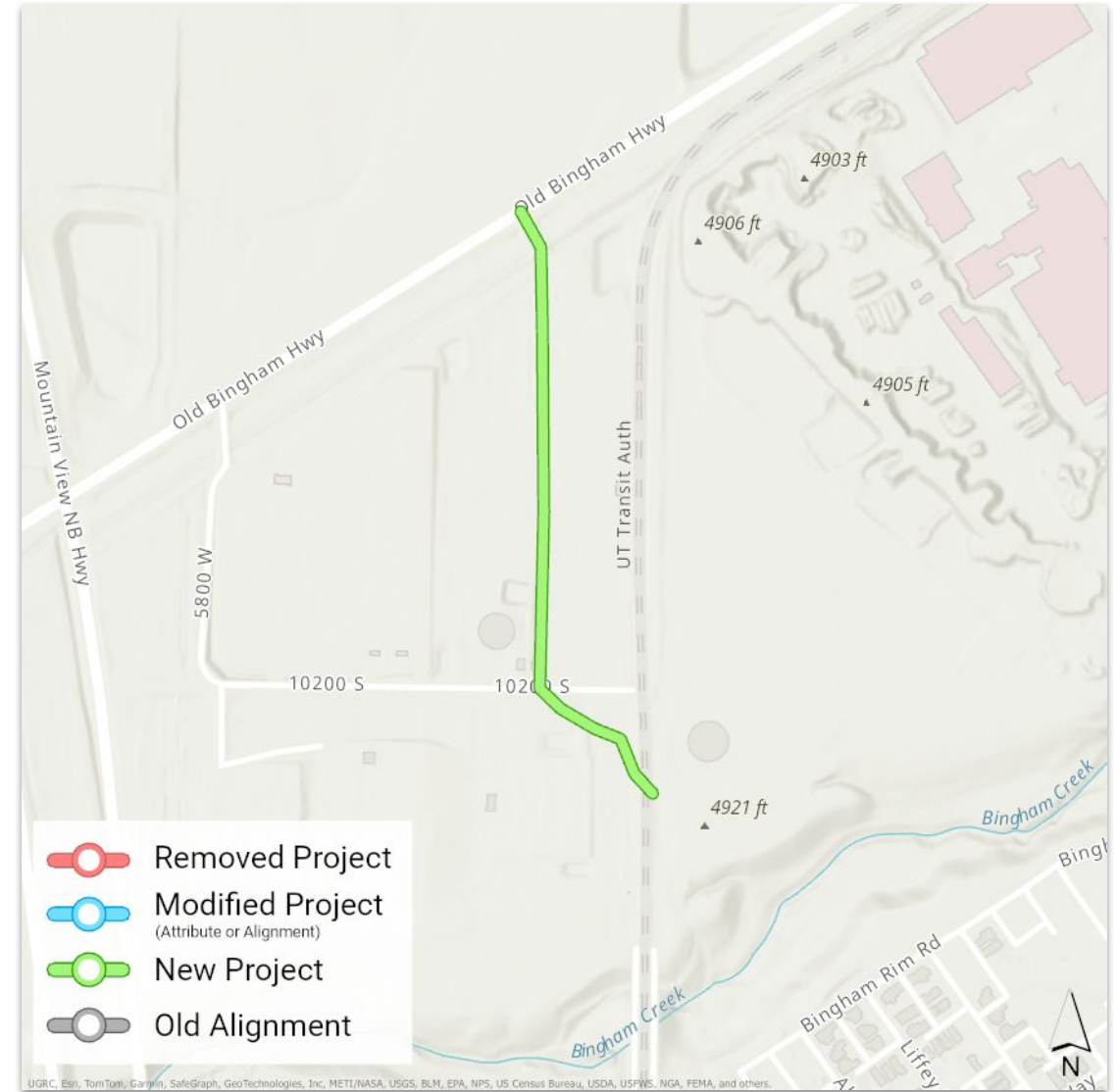
FUNDING SOURCES

This project will be using multiple funding sources. The project is needed to be included on the RTP in order to be qualified for SLCo corridor preservation funds.

BENEFITS

Better access to TRAX

Improved connectivity



FrontRunner Crossing at Hill Field Road

Level 2 Request // UTA

SCOPE

New project R-D-68 is a grade-separated crossing at Hill Field Road in Layton. This project is a part of the FrontRunner Forward Study.

COST (2023)

\$32 Million

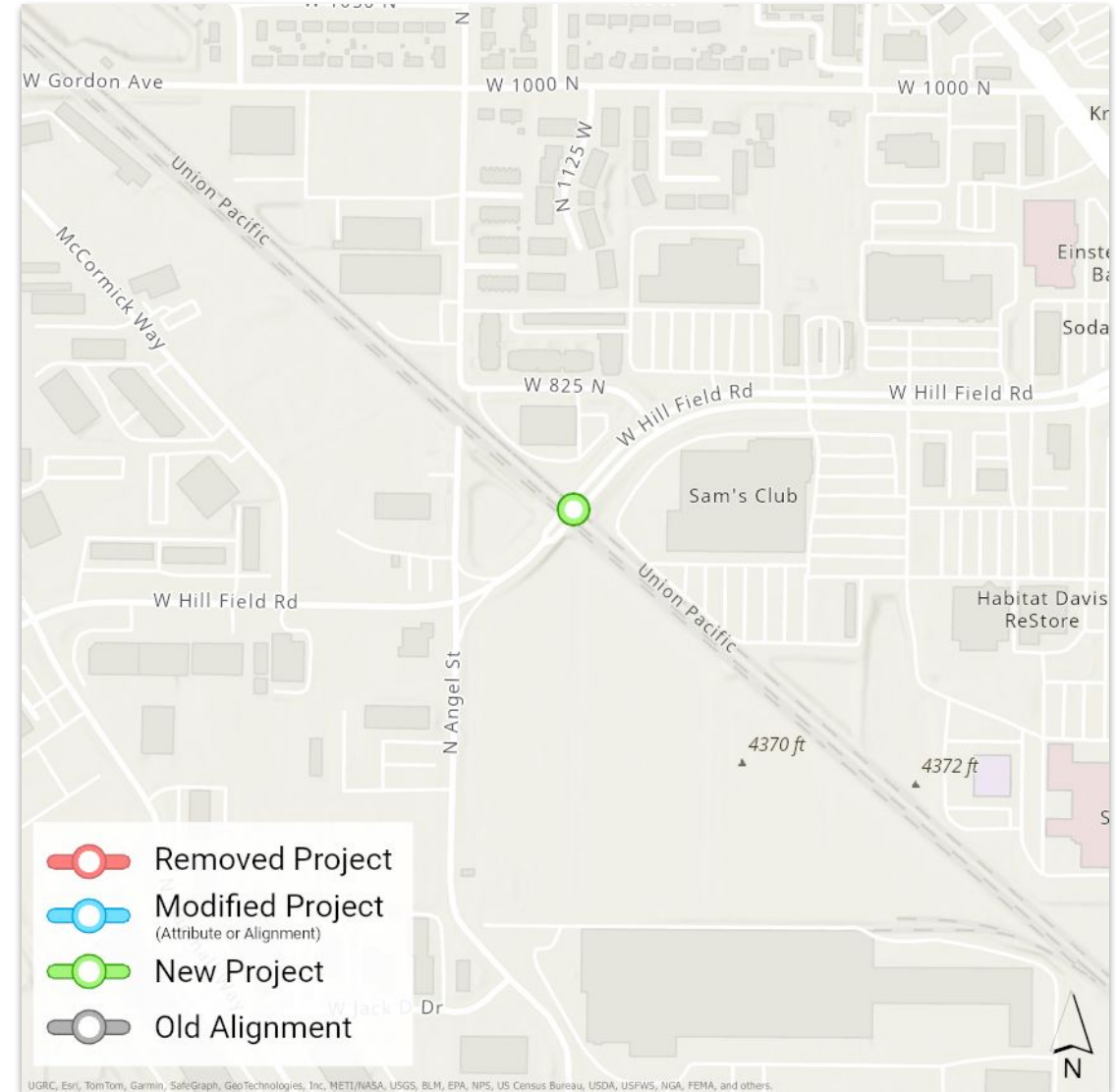
FUNDING SOURCES

Local funds.

BENEFITS

Safety improvements for all users

Reduced travel times



FrontRunner Crossing at Gordon Avenue

Level 2 Request // UTA

SCOPE

New project R-D-81 is a grade-separated crossing at Gordon Avenue in Layton. This project is a part of the FrontRunner Forward Study.

COST (2023)

\$32 Million

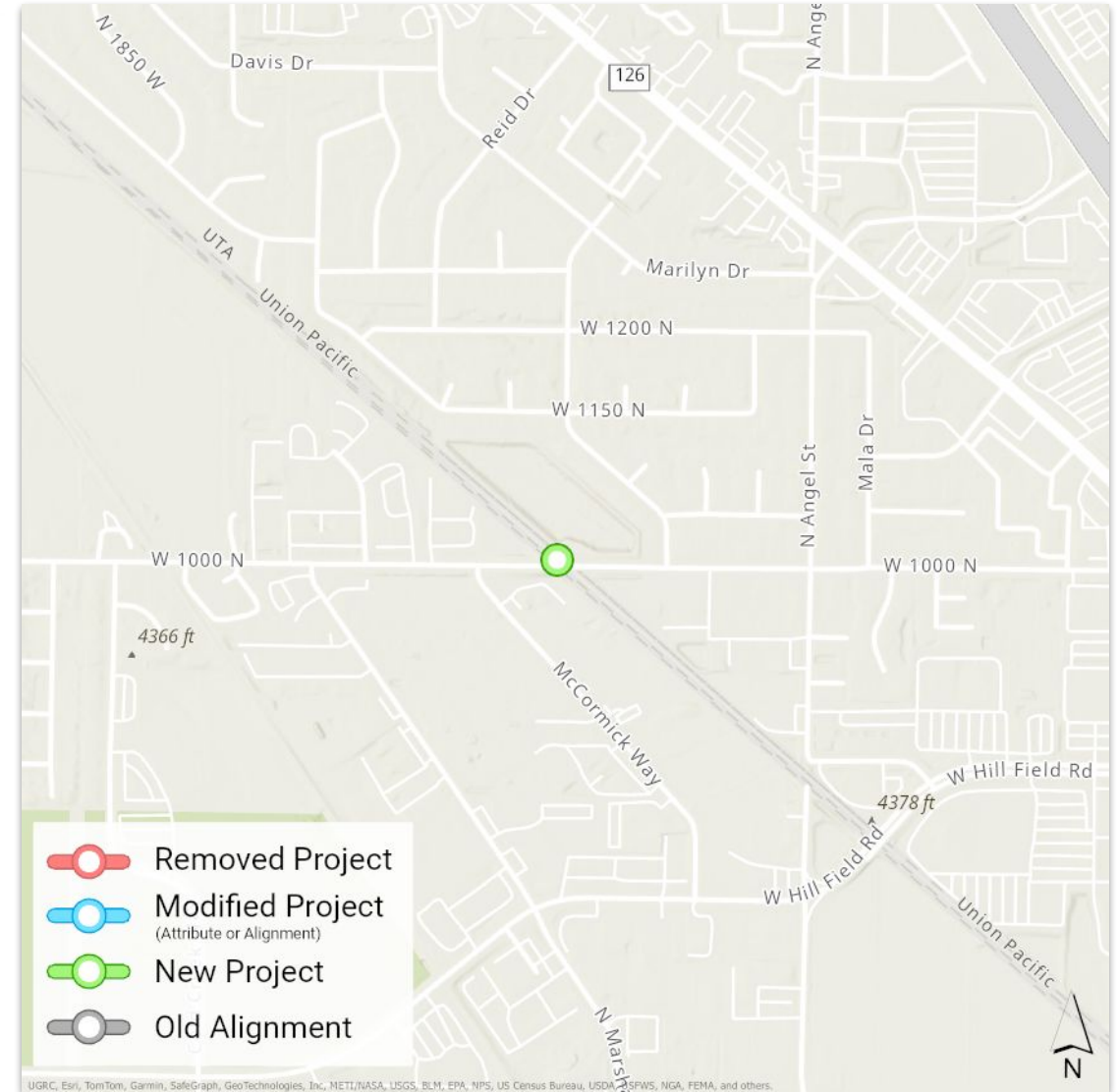
FUNDING SOURCES

Local funds.

BENEFITS

Safety improvements for all users

Reduced travel times



FrontRunner Crossing at Pages Lane

Level 2 Request // UTA

SCOPE

New project R-D-82 is a grade-separated crossing at Pages Lane in West Bountiful. This project is a part of the FrontRunner Forward Study.

COST (2023)

\$32 Million

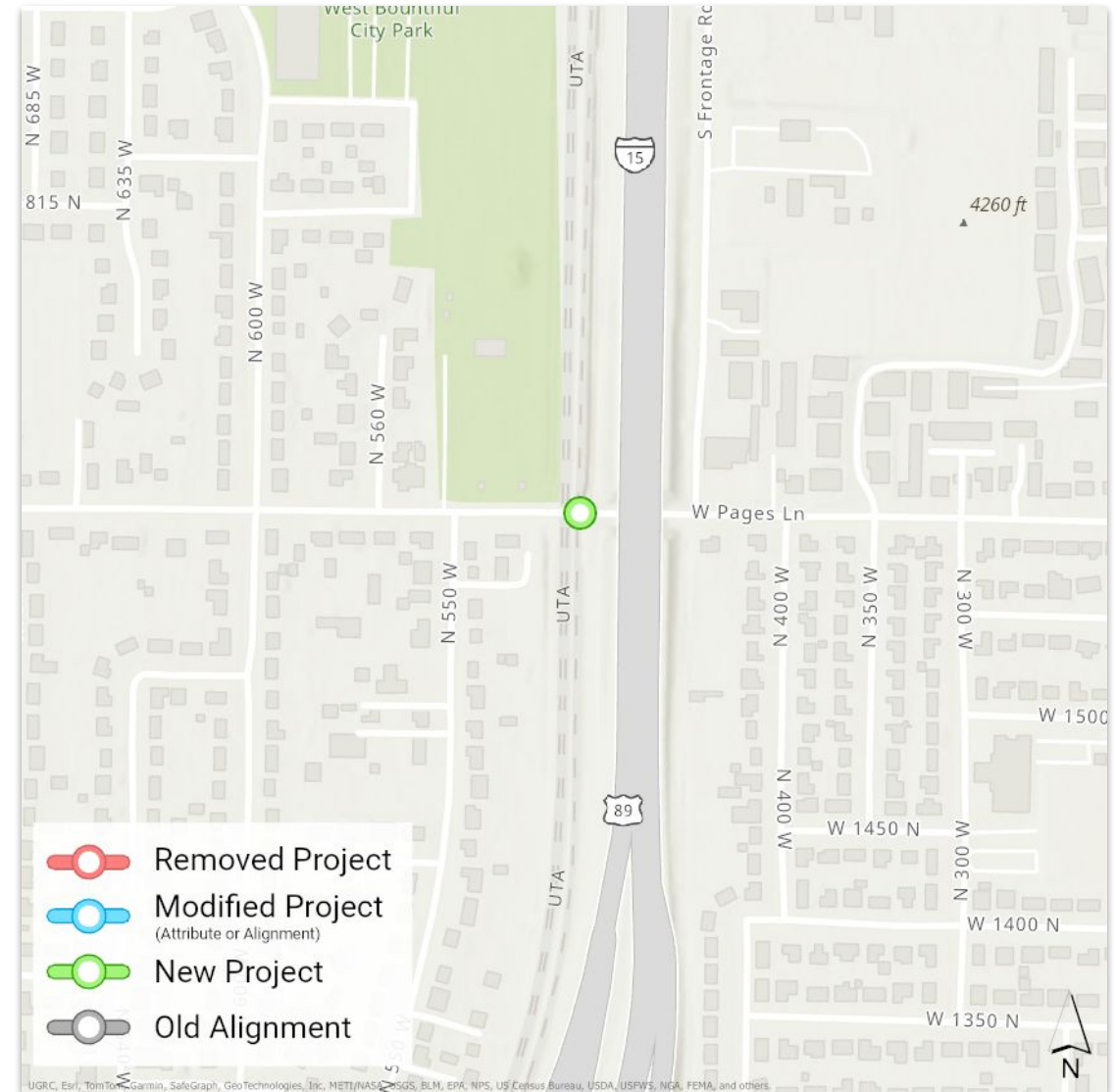
FUNDING SOURCES

Local funds.

BENEFITS

Safety improvements for all users

Reduced travel times



FrontRunner Crossing at 1700 South

Level 2 Request // UTA

SCOPE

New project R-S-277 is a grade-separated crossing at 1700 South in Salt Lake City. This project is a part of the FrontRunner Forward Study.

COST (2023)

\$32 Million

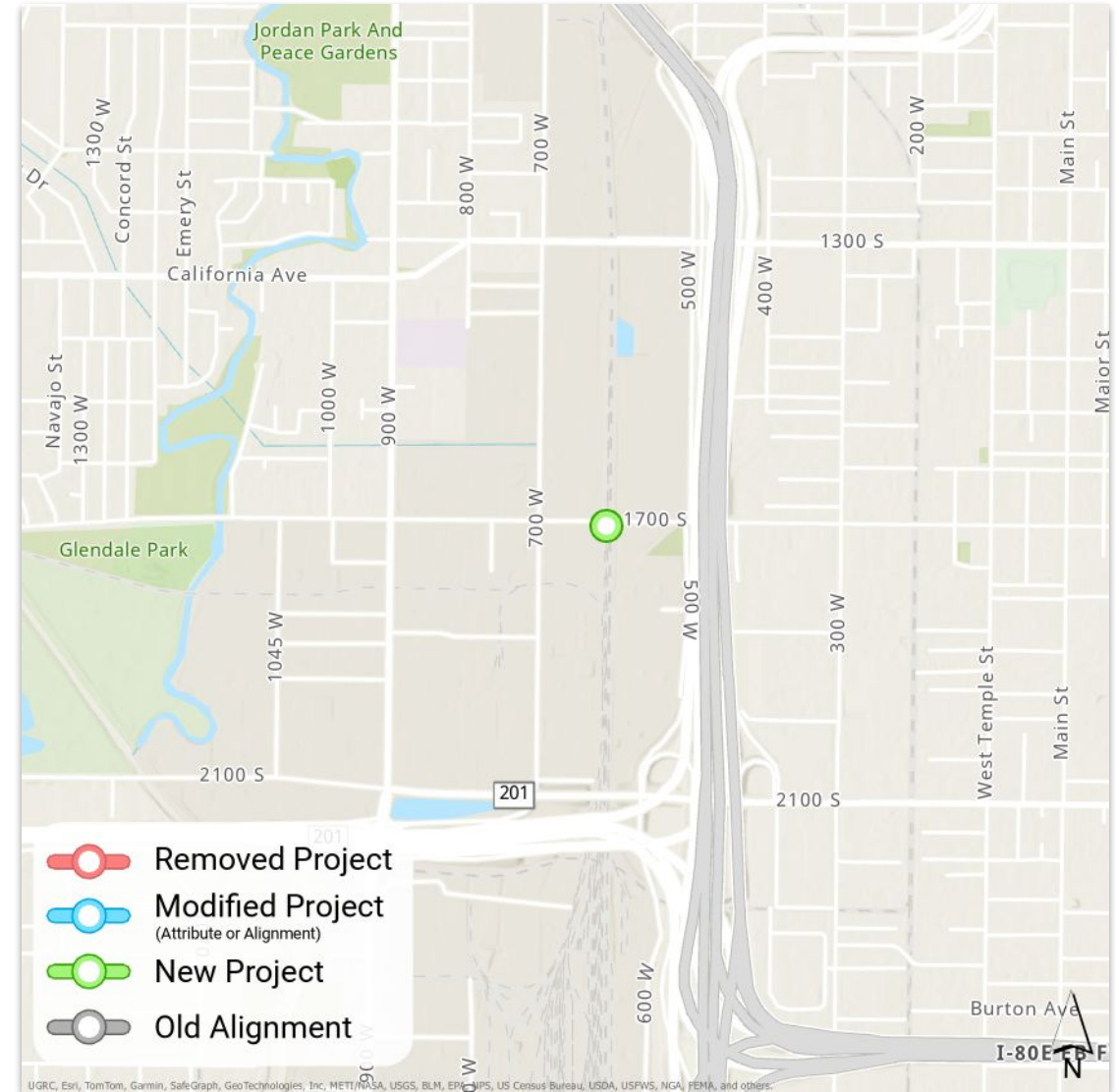
FUNDING SOURCES

Local funds.

BENEFITS

Safety improvements for all users

Reduced travel times



FrontRunner Crossing at Vine Street

Level 2 Request // UTA

SCOPE

New project R-S-278 is a grade-separated crossing at Vine Street in Murray. This project is a part of the FrontRunner Forward Study.

COST (2023)

\$32 Million

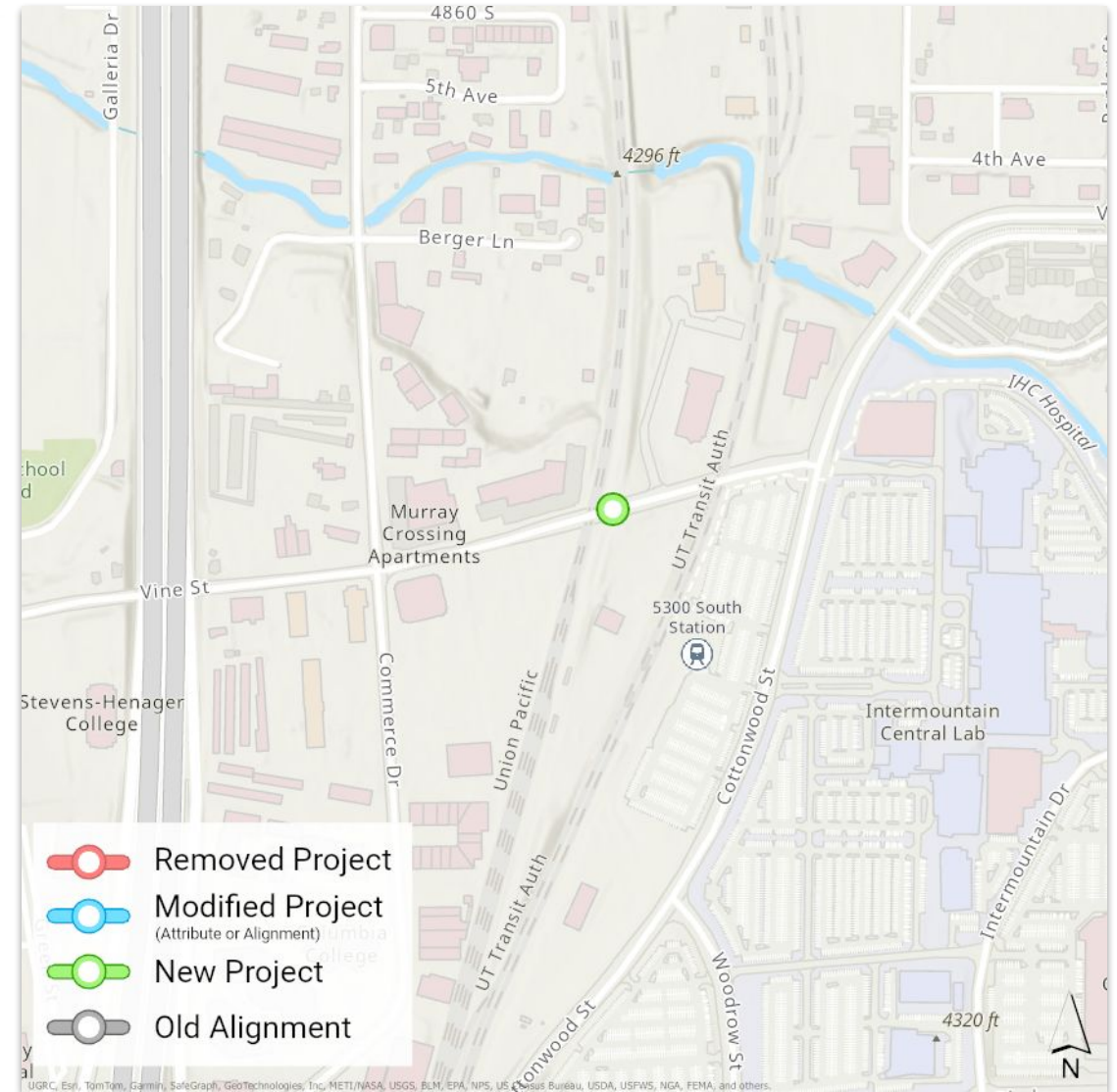
FUNDING SOURCES

Local funds.

BENEFITS

Safety improvements for all users

Reduced travel times



FrontRunner Crossing at 5900 South

Level 2 Request // UTA

SCOPE

New project R-S-279 is a grade-separated crossing at 5900 South in Murray. This project is a part of the FrontRunner Forward Study.

COST (2023)

\$32 Million

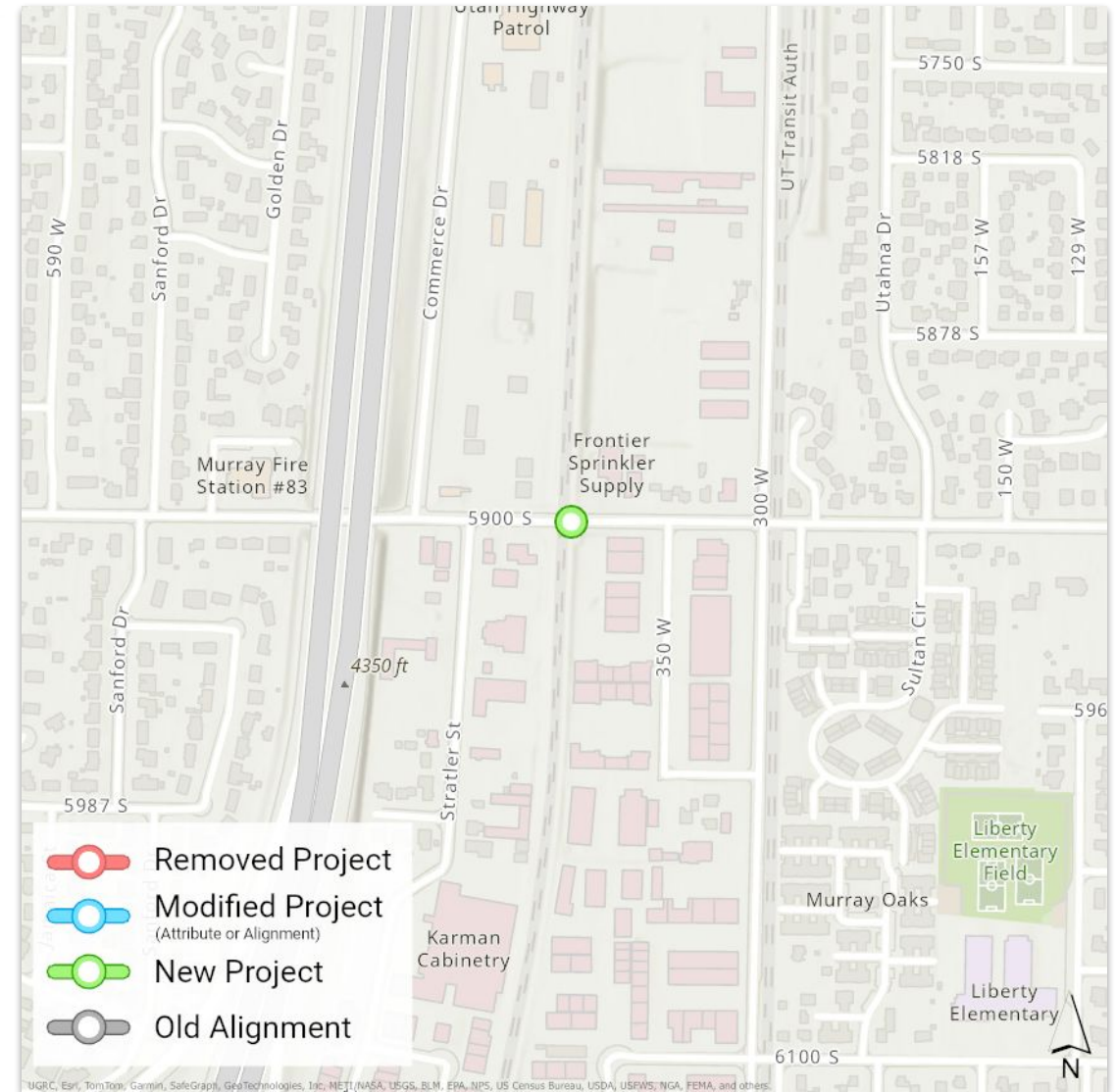
FUNDING SOURCES

Local funds.

BENEFITS

Safety improvements for all users

Reduced travel times



Davis - SLC Community Connector

Level 2 Request // UTA

SCOPE

Alignment change, per the Environmental Assessment, T-S-9 in Salt Lake City from 400 West to 300 West starting at Beck Street to the North Temple FrontRunner Station.

COST (2023)

Capital cost: \$75.6 Million
O&M (per year): \$6.4 Million

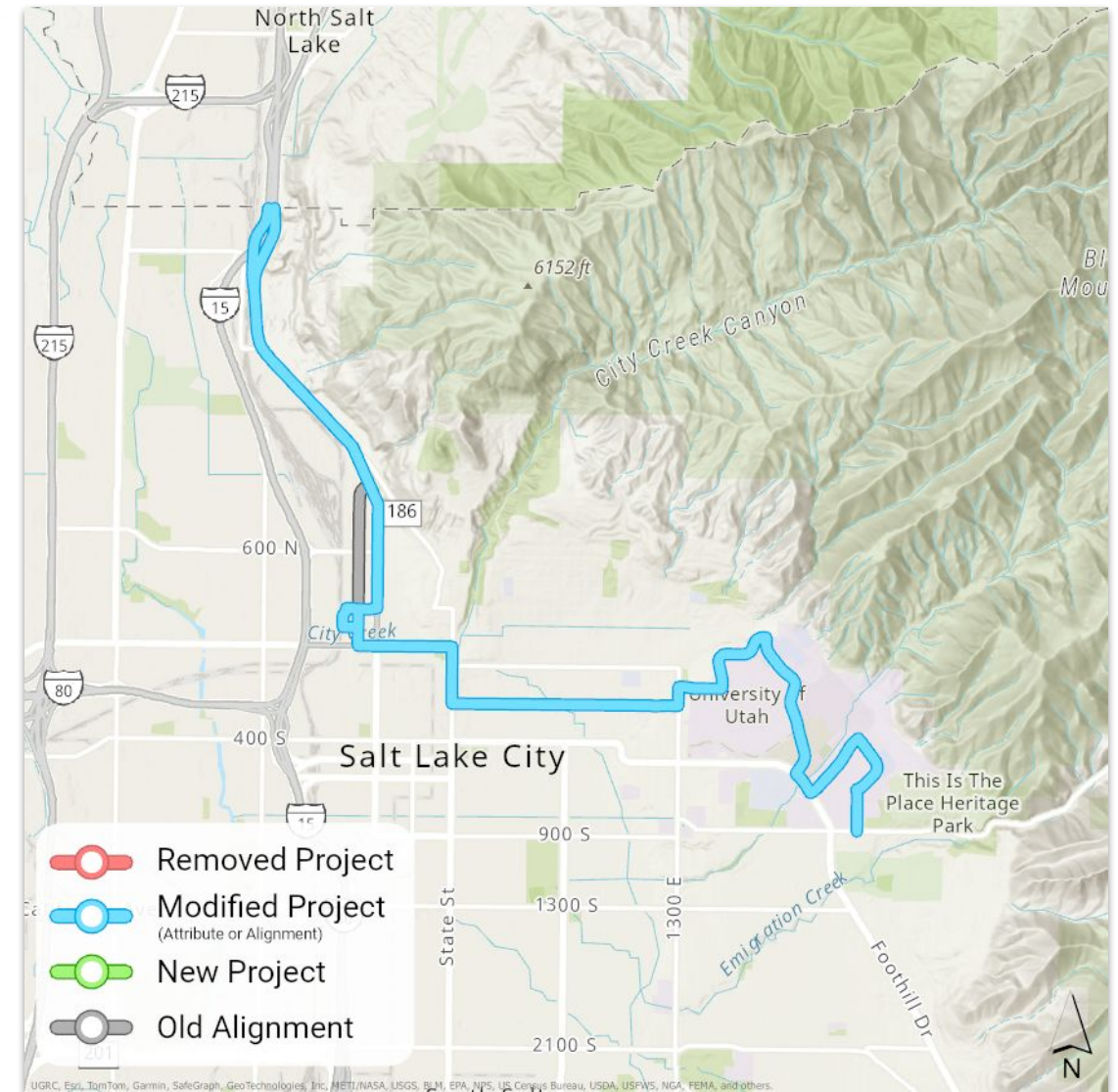
FUNDING SOURCES

Potential funding sources include TTIF, federal funds, and/or local options sales tax.

BENEFITS

Increased access to opportunities

Ability to increase frequency and provide additional service



Big Cottonwood Canyon Core Route

Level 2 Request // UDOT/UTA

SCOPE

New core route bus service from the Cottonwood Canyons Transit Hub to Brighton Ski Resort.

COST (2023)

Capital cost: \$25.8 Million
O&M (per year): \$6 Million

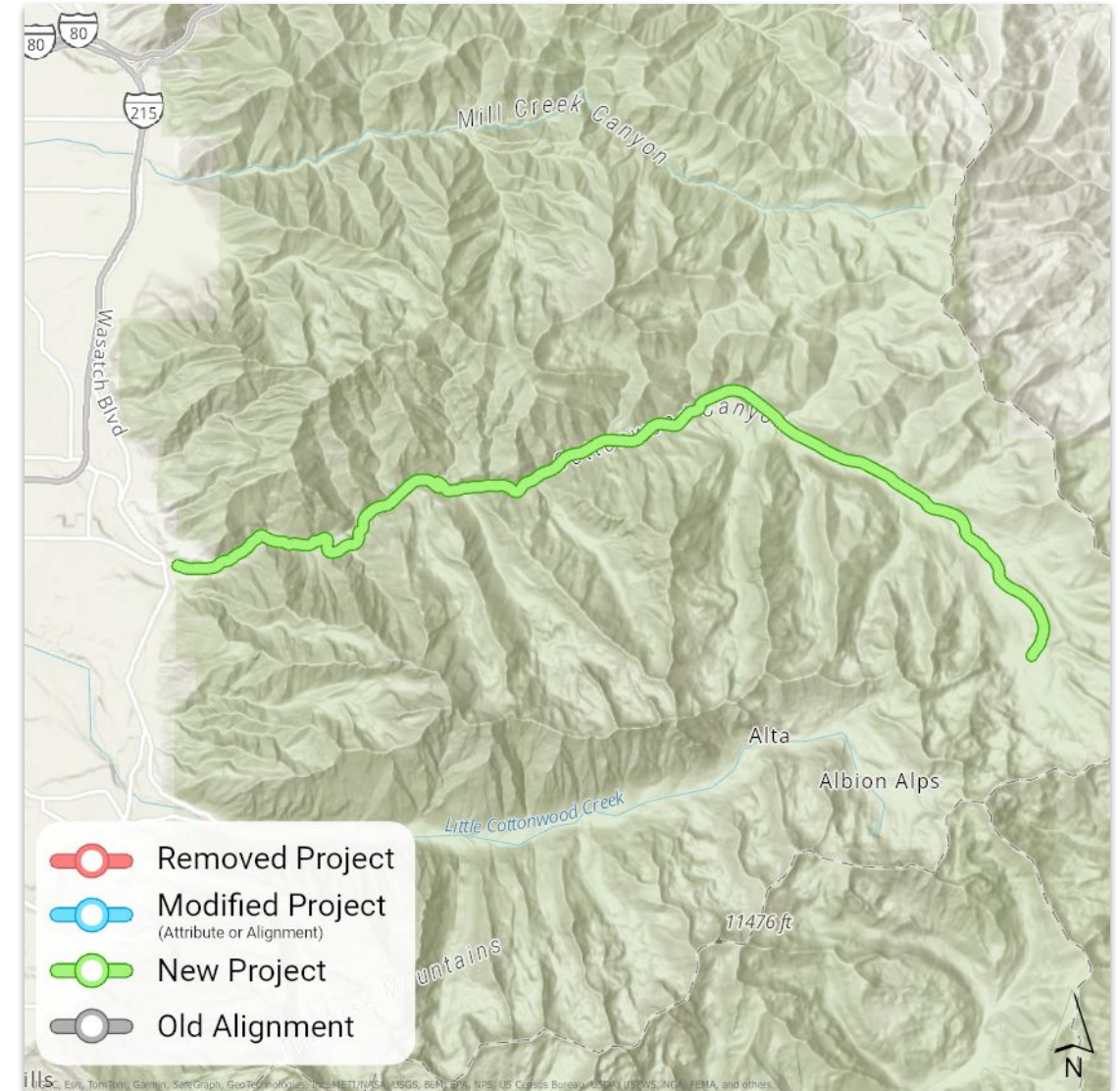
FUNDING SOURCES

Potential funding sources include TTIF, federal funds, local options sales tax, and/or CCTIF.

BENEFITS

Increased service

Faster travel times



Point Innovative Mobility Zone with Dedicated Shuttles

Level 2 Request // UDOT/UTA

SCOPE

Phase 1 of the Point of the Mountain EA - Innovative Mobility Zone with dedicated shuttles to operate prior to implementation of Light Rail Transit line.

COST (2023)

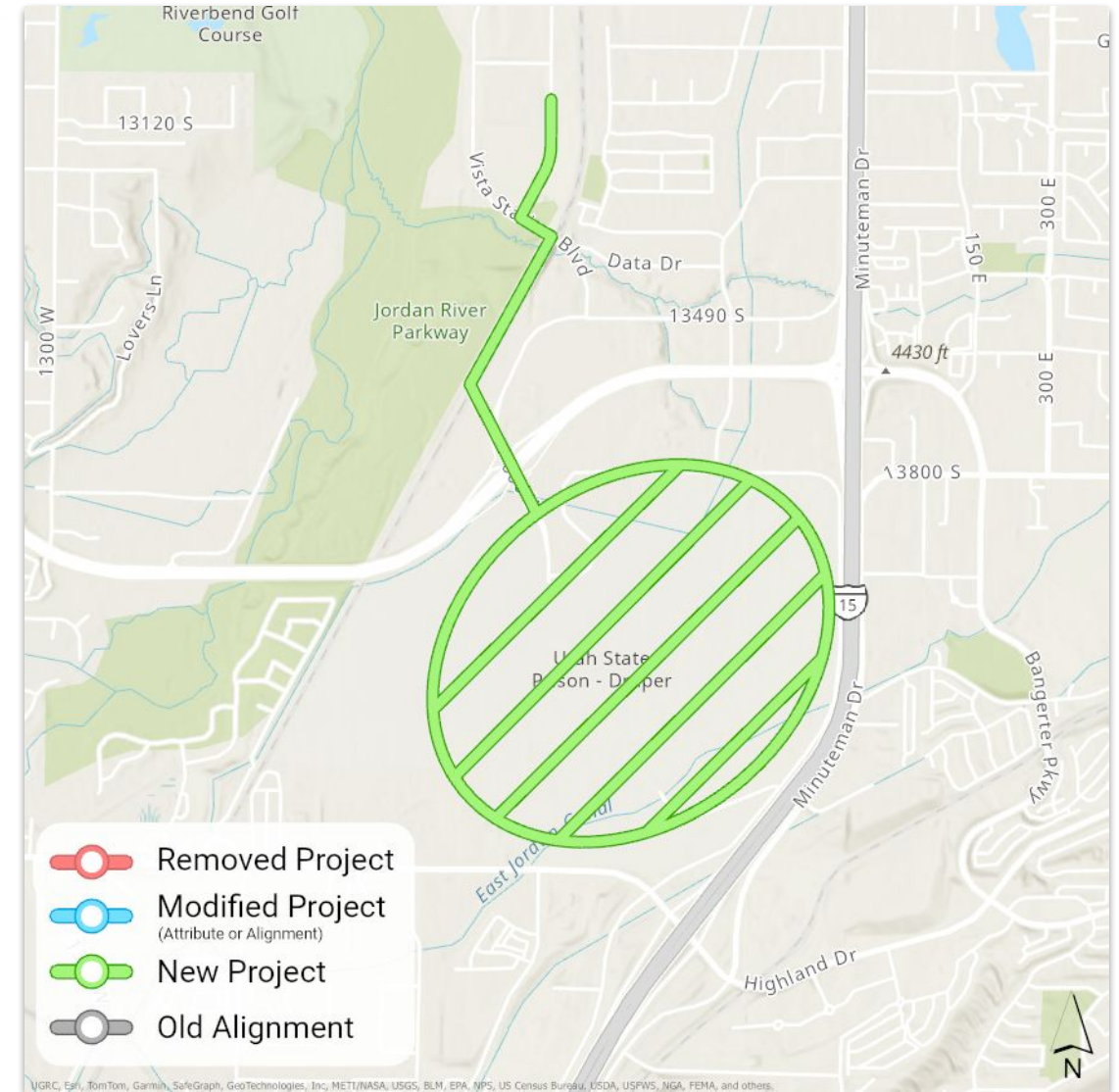
O&M (per year): \$1 Million

FUNDING SOURCES

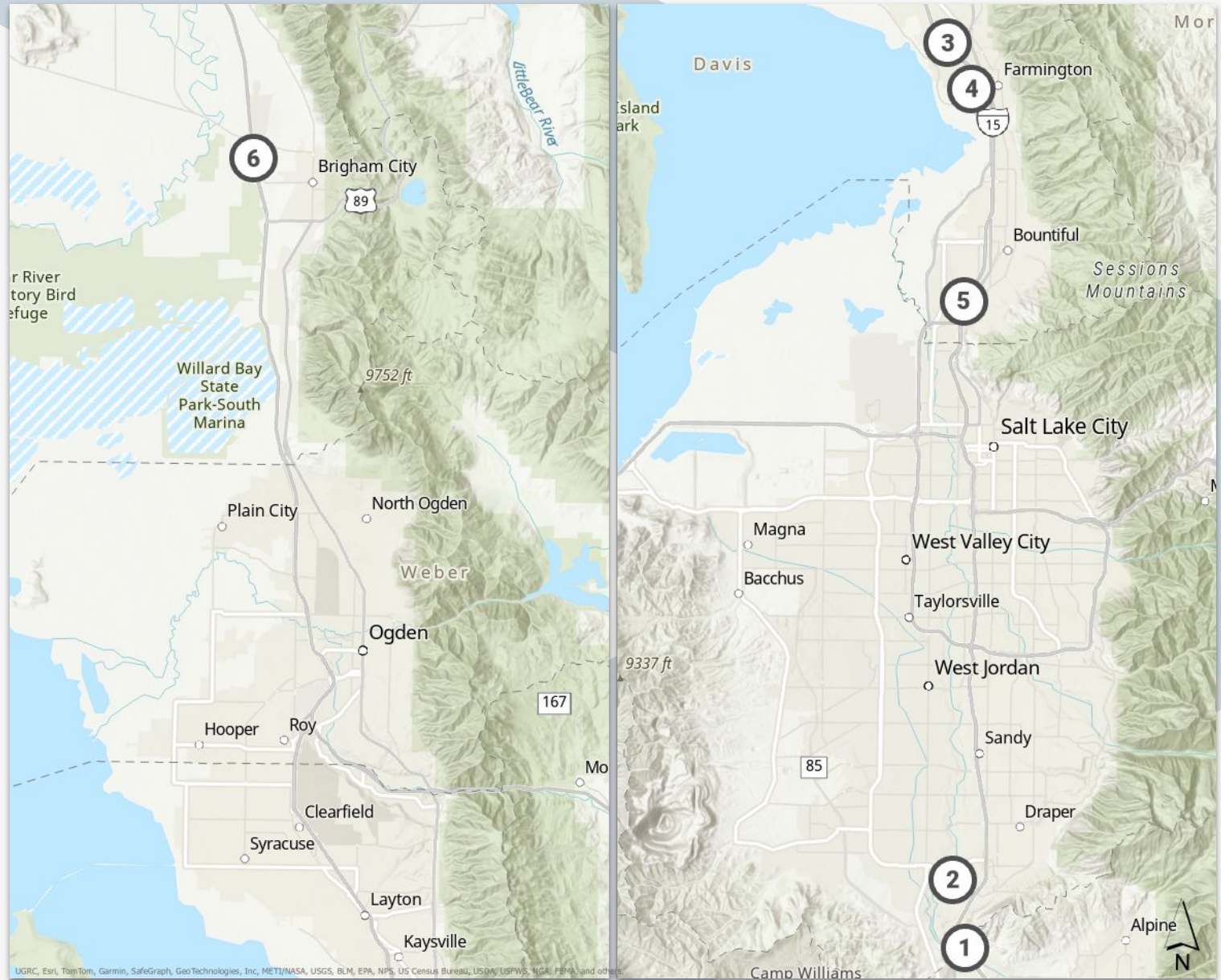
Potential funding sources include TTIF, federal funds, local options sales tax, and/or CCTIF.

BENEFITS

Enhanced mobility



Level 3 Amendments



Point of the Mountain Transit

Level 3 Request // UDOT/UTA

SCOPE

Updated mode, phase, and alignment of project T-S-6 from Bus Rapid Transit to Light Rail Transit following the Point of the Mountain EA.

Change from Phase 1 to Phase 2.

COST (2023)

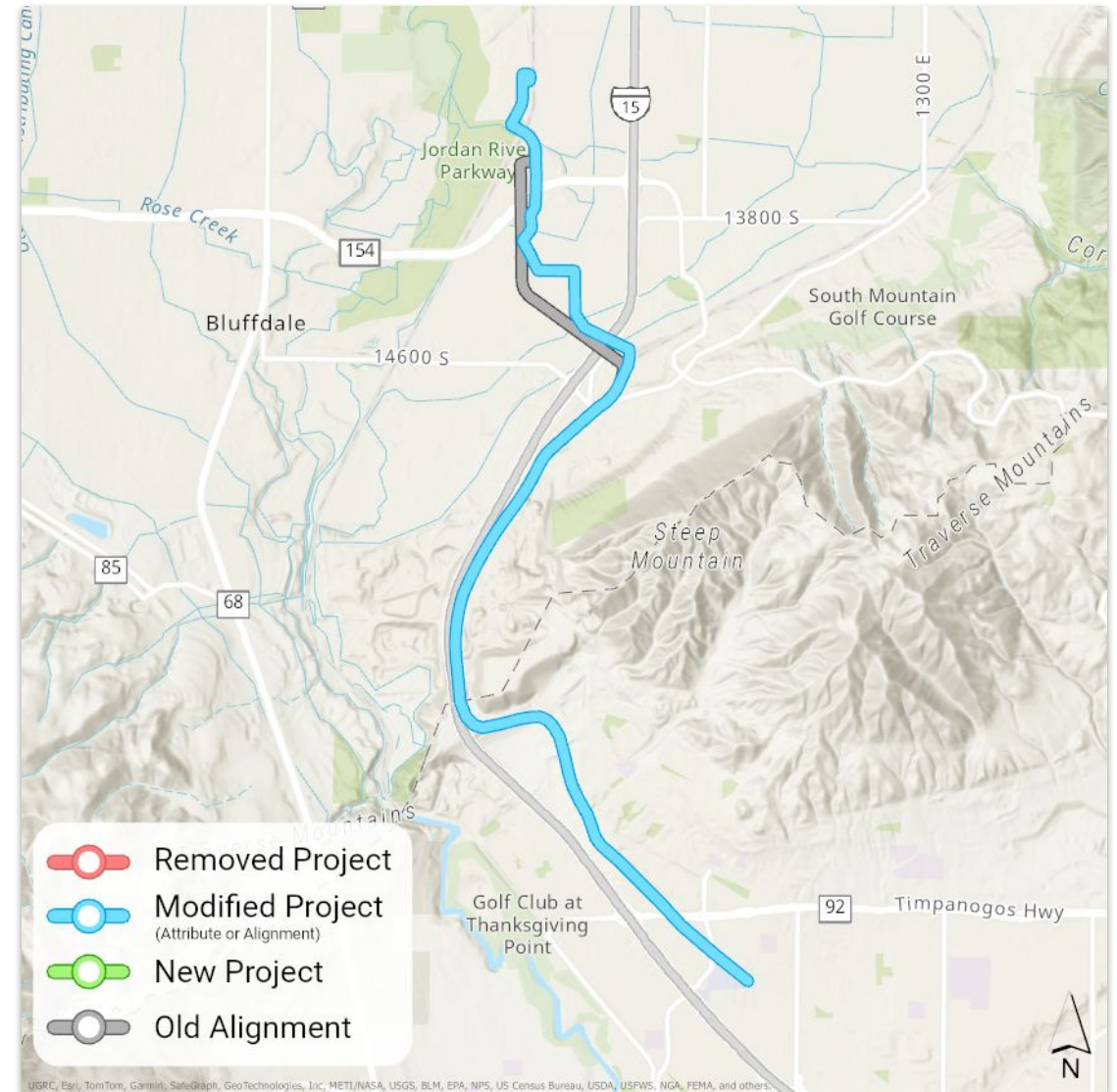
Capital cost: \$622 Million
O&M (per year): \$3.3 Million

FUNDING SOURCES

This project has an approved one-time Legislative appropriation, additional funds could come from Transit Transportation Investment Fund (TTIF), local funds, and/or federal funds

BENEFITS

Ability to increase frequency and provide additional service



North Farmington Station, Stop, or Terminal

Level 3 Request // Farmington

SCOPE

New Station, Stop, or Terminal in North Station Park that connects the Fixed-Guideway Innovative Mobility Zone to the Farmington FrontRunner Station.

COST (2023)

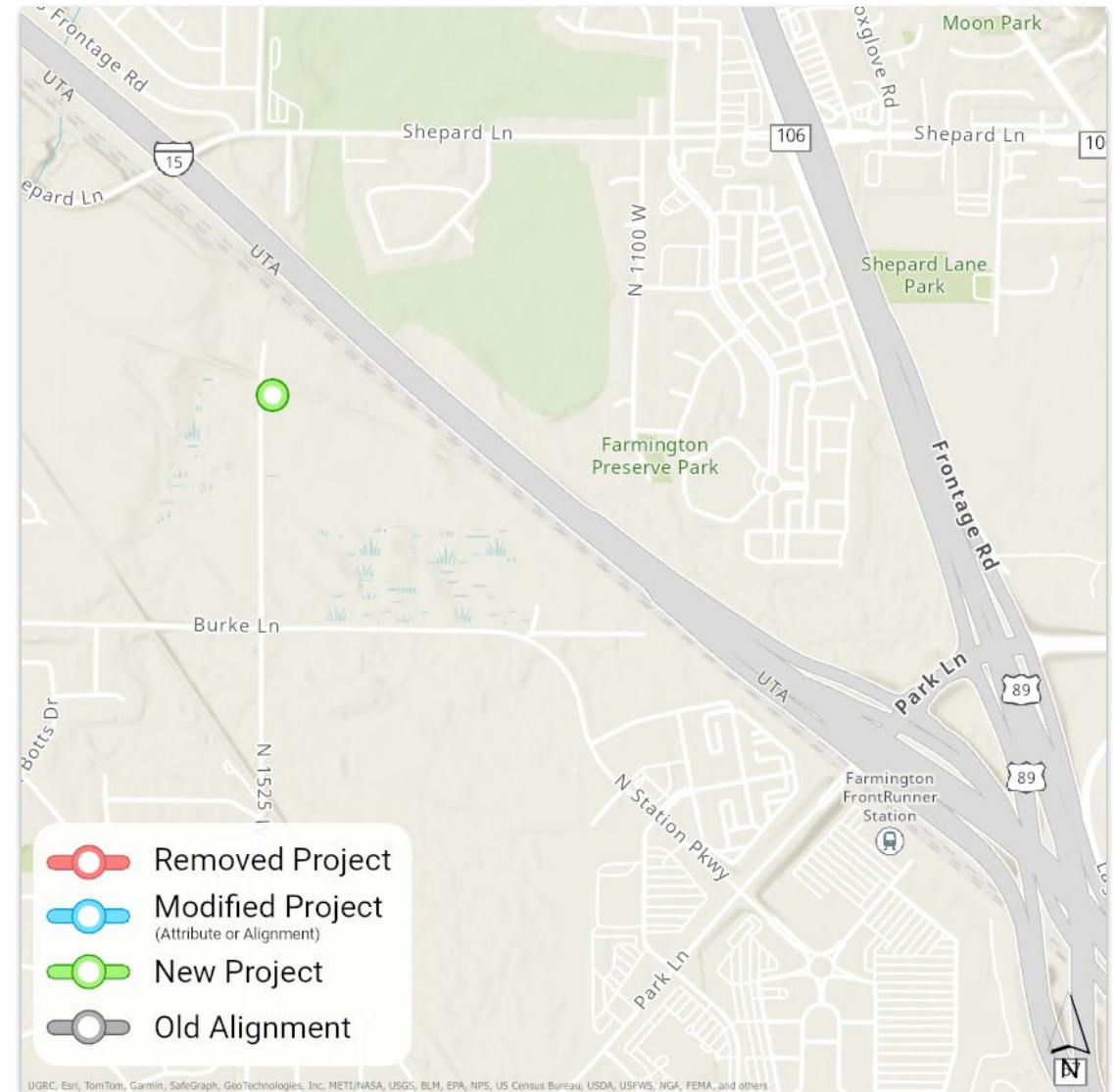
\$3 Million

FUNDING SOURCES

Potential funding sources include HTRZ, TTIF, federal funds, and/or local options sales tax.

BENEFITS

Increases access to opportunities



Farmington Fixed-Guideway Innovative Mobility Zone

Level 3 Request // Farmington City

SCOPE

New Fixed-Guideway Innovative Mobility Zone from the Farmington FrontRunner Station to the North Farmington Station, Stop, or Terminal.

COST (2023)

Capital cost: \$1Million
O&M (per year): \$447,000

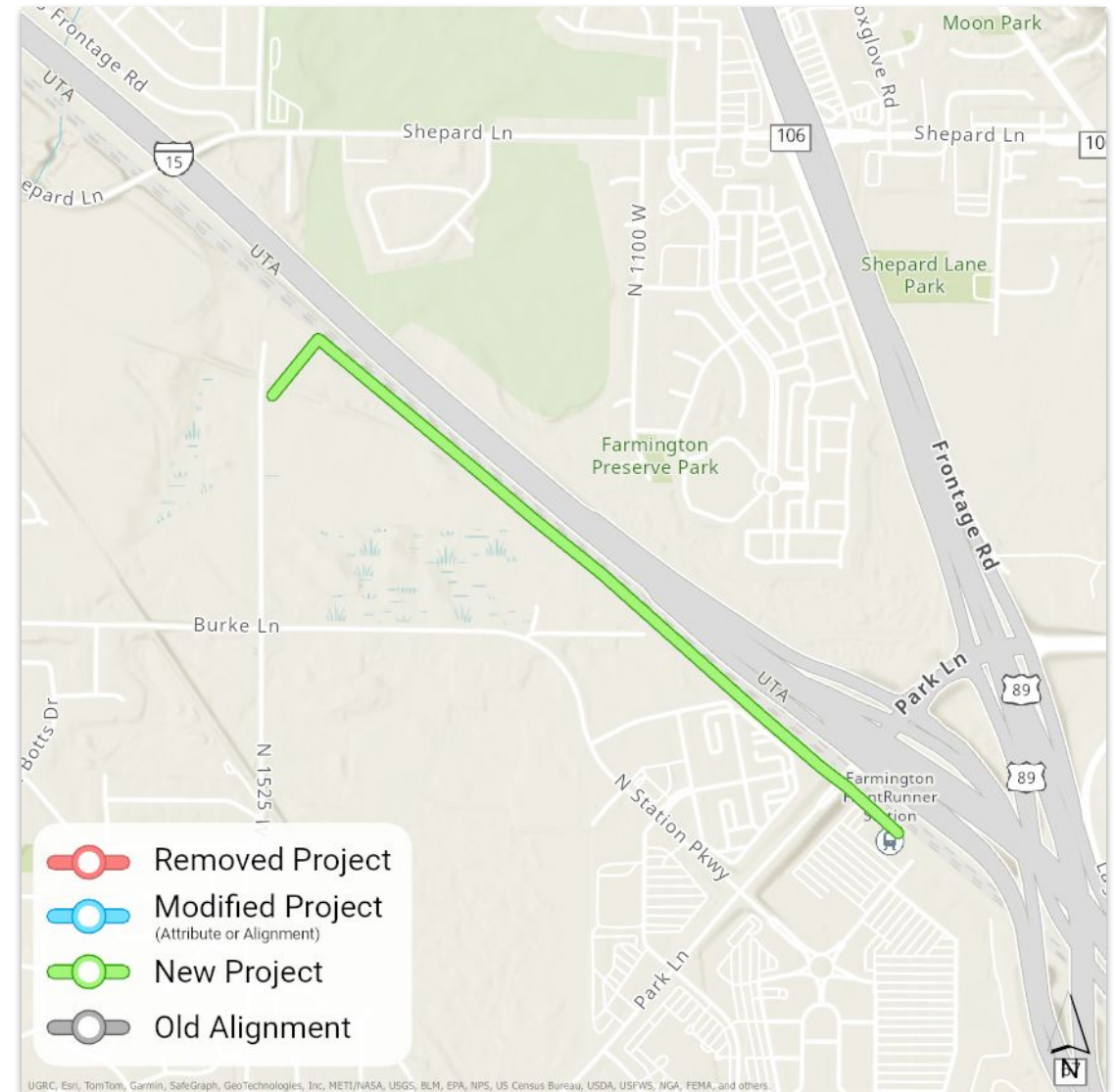
FUNDING SOURCES

Potential funding sources include HTRZ, TTIF, federal funds, and/or local options sales tax.

BENEFITS

Increased access to opportunities

Ability to provide additional service



I-15

Level 3 Request // UDOT

SCOPE

Per the I-15 Farmington to Salt Lake City EIS - modification of the original widening project from 4GP+2HOT lanes to 5GP+1HOT lane, as well as interchange improvements along the I-15 mainline.

Modified project segments: R-D-45a from Farmington to 2600 South in Bountiful, R-D-45b from 2600 South to Davis County line, and R-S-4 from the Davis County line to 400 South in Salt Lake City.

Interchange projects R-D-72, R-D-78, R-D-79 and R-S-217 and Managed Motorways project R-D-44 are being removed from the RTP and will be incorporated into the overall I-15 project.

BENEFITS

Improved safety and mobility

Better connectivity

Replacing aging infrastructure

COST (2023)

\$2.6 Billion

FUNDING SOURCES

Transportation Investment Fund (TIF).



I-15

Level 3 Request // UDOT

SCOPE

New operational project R-B-17 will add two miles of passing lanes in both direction between WFRC's northern MPO boundary and US-91 in Box Elder County.

COST (2023)

\$10 Million

FUNDING SOURCES

Transportation Investment Fund (TIF).

BENEFITS

Increased safety

Reduced vehicle and freight congestion








Increased highway efficiency





Technical Considerations

Impacts of Amendment

TECHNICAL CONSIDERATION	BOX ELDER COUNTY	WEBER COUNTY	DAVIS COUNTY	SALT LAKE COUNTY
 Safety benefits	Improvements to I-15 will increase safety by adding passing lanes	N/A	<ul style="list-style-type: none"> Additional trails/shared-use paths Improved interchanges and intersections New grade-separated crossings 	<ul style="list-style-type: none"> Additional trails/shared-use paths Improved interchanges and intersections New grade-separated crossings
 Vehicle hours traveled	NB 31,000 VHT <u>Build 31,000 VHT</u> similar VHT	NB 172,000 VHT <u>Build 172,000 VHT</u> similar VHT	NB 261,000 VHT <u>Build 267,000 VHT</u> +6,000 VHT	NB 953,000 VHT <u>Build 957,000 VHT</u> +4,000 VHT
 Connectivity improvements & transportation choices	N/A	N/A	<ul style="list-style-type: none"> Increased AT network Improved transit connectivity Improved community connections 	<ul style="list-style-type: none"> Increased AT network Improved transit connectivity Improved community connections
 Project readiness	N/A	N/A	<ul style="list-style-type: none"> I-15 EIS and Davis-SLC Connector study completed 	<ul style="list-style-type: none"> I-15 and Point of the Mountain EISs Davis-SLC Connector study completed
 Provides improved access to urban, town, or job centers	Improved access to Wasatch Choice industrial and special districts	N/A	Enhanced multi-modal connections to multiple centers, districts, and parks/public spaces	Enhanced multi-modal connections to multiple centers, districts, and parks/public spaces
 Access to opportunities	NB 72,500 <u>Build 72,700</u> +200	NB 149,000 <u>Build 149,200</u> + 200	NB 224,600 <u>Build 227,900</u> +3,300	NB 323,200 <u>Build 323,700</u> +900
 Serves or does not adversely impact identified vulnerable communities	No impact	No impact	<ul style="list-style-type: none"> Improved road and AT connections in Centerville, Bountiful, Layton, and Woods Cross New grade-separated crossings over FrontRunner in Layton Improved roadway connectivity and safety in Bountiful and NSL 	<ul style="list-style-type: none"> Improved AT connections in Kearns, Magna, SLC, and Taylorsville New grade-separated crossings over FrontRunner in Murray and SLC Improved roadway connectivity SLC and Herriman

Suggested Motion

“I make a motion to recommend that the Regional Growth Committee review and approve the Level 2 - Board Modifications and review and release the Level 3 - Full Amendment projects and the air quality conformity determination to a 30-day public comment period for Amendment #1 to the 2023-2050 RTP.”

Next Steps

MEETING DATE	LEVEL 1	LEVEL 2	LEVEL 3
February 21 Regional Growth Committee Technical Advisory Committees	Inform RGC TACs	RGC TAC review and recommendation to RGC	
March 21 Regional Growth Committee	Inform RGC	RGC review (public comment at meeting) and approval	RGC review and release for 30-day public comment
March / April County Councils of Government			Inform respective County Council of Governments (COGs)
March 22 - April 23 Comment Period			Public Comment Period
May 16 Regional Growth Committee			RGC review comments and recommendation to WFRC
May 23 Wasatch Front Regional Council			WFRC review comments and approval

2023-2050 RTP: Amendment 1

RGC Technical Advisory Committees

February 21, 2024

Wasatch Front
**REGIONAL
TRANSPORTATION
PLAN**
2023-2050

