



Wasatch Choice Vision Progress

RGC August 21, 2025

New Resources

On-the ground progress (Beta Test Discussion)

Virtual Centers





WASATCH CHOICE

— VISION —

Utah is growing . . . and we have a plan!

Wasatch Choice Map #wherematters

- Vision
- Transportation
- Centers & Land Uses
- Economic Opportunities
- Parks & Public Spaces
- +



Utah is growing... and we have a plan. Our future quality of life depends on the choices we make today. Wasatch Choice Vision is our communities' shared vision for coordinated transportation investments, development patterns, and economic opportunities. The Wasatch Choice Vision map and key strategies show how advancing the Vision can enhance quality of life even as we grow.

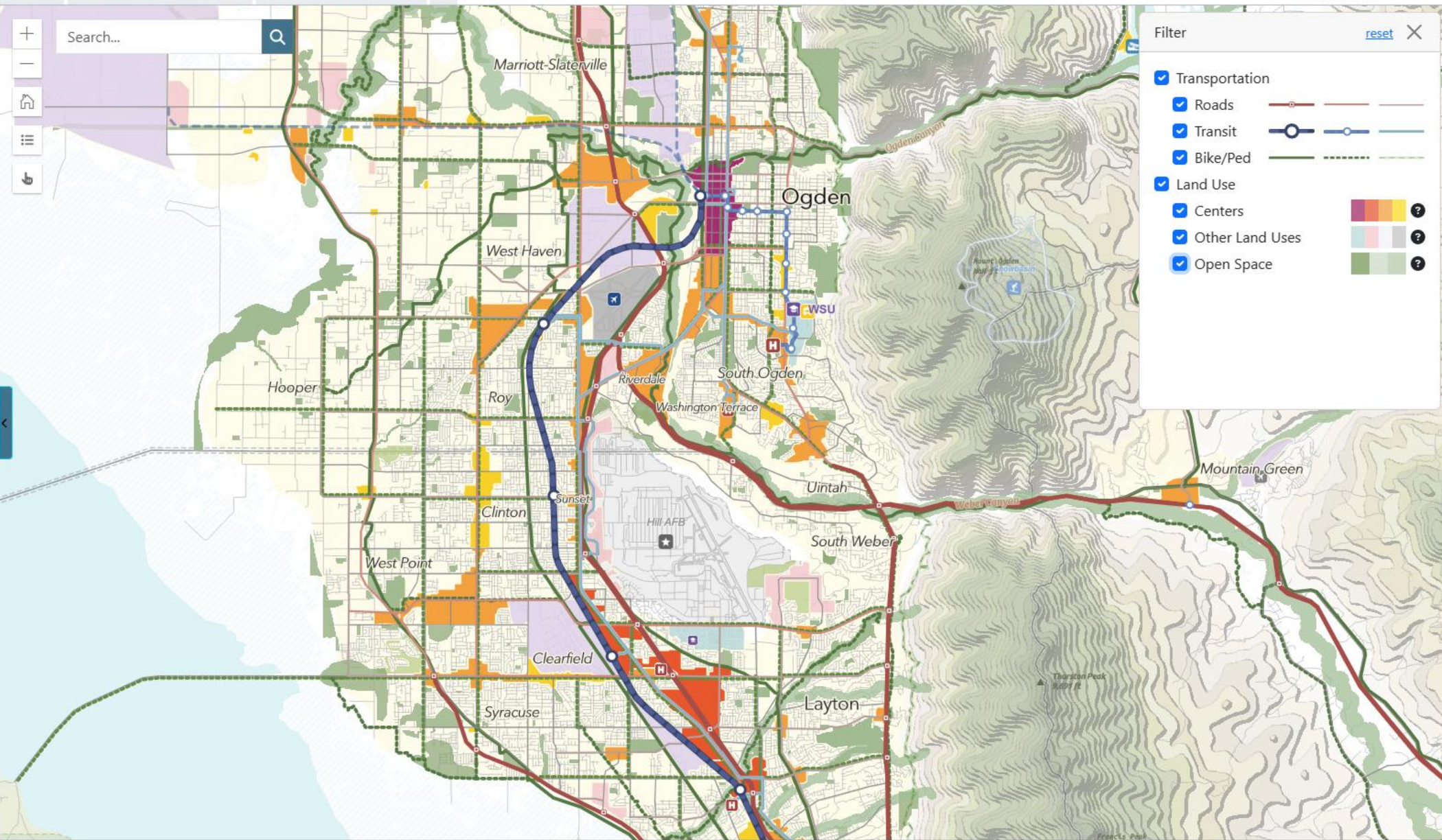
Key Strategies

Wasatch Choice Vision key strategies for a thriving region and communities:

- Transportation choices**
Provide people with real choices in how they get around - by driving, transit, biking, and walking - so people can easily reach their destinations.
- Housing options**
Support housing types and locations that meet the needs of all residents.
- Parks and public spaces**
Ensure ample and convenient parks, public spaces, and open land for gathering and recreating.
- City and town centers**
Create and enhance city and town centers as the hearts of our communities - walkable areas where activity is focused, with places to live, work, and play.

Goals and Benefits

The Vision is designed to improve quality of life now and for generations to come.



Filter [reset](#) ✕

- ☒ Transportation
 - ☒ Roads
 - ☒ Transit
 - ☒ Bike/Ped
- ☒ Land Use
 - ☒ Centers
 - ☒ Other Land Uses
 - ☒ Open Space

Wasatch Choice Vision key strategies for a thriving region and communities:



Transportation Choices

Provide people with real choices in how they get around - by driving, transit, biking and walking - so people can easily reach their destinations.



Housing Options

Support housing types and locations that meet the needs of all residents.



Parks & Public Spaces

Ensure ample and convenient parks, public spaces, and open land for gathering and recreating.



City & Town Centers

Create and enhance city and town centers as the hearts of our communities – walkable areas where activity is focused, with places to live, work and play.

The “Big Five” Measures



Access to Opportunities

Avg number of job opportunities within a typical commute.



Transportation Choices

% of residents within a 10-min walk of frequent transit service.



Affordability: Home + Transport

Household housing and transportation expenses.



Park Availability

% of residents within 10-min walk to parks, trailheads, trails, or



Strength of our Centers

% of homes and jobs within city and town centers.

- Easy to understand, small set of key measures
- Focus on transportation/ land use interaction
- Measure them over time
- Understandable at various geographies: city, county, region
- Mappable

“Big Five” Measure Example: Park Availability

Select a Geography to see Metrics

WFRC

Last Update:
August 2025

Park Availability: *WFRC*



Description:

Percent of residents within a 10-minute walk of parks, trailheads, trails, or public spaces.

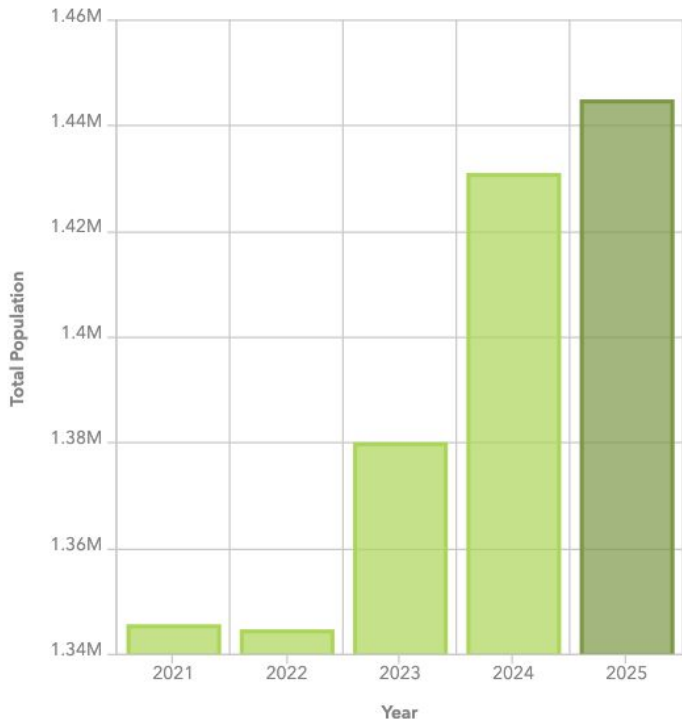
Why is it important?

As Utah's population continues to expand, there's a significant concern that available land will be exclusively used for development, potentially at the expense of our vital parks and public spaces. These areas are absolutely crucial for the physical and mental well-being of our communities. This metric measures how easy it is for us to use these amenities, measuring the percentage of residents living within a half-mile (10-minute walk) of parks, trailheads, trails, or public spaces. A high percentage means more residents are able to enjoy these amenities.

How is it measured?

To calculate the percentage of residents with access to parks, trailheads, trails, or public spaces, a half-mile watershed is drawn around each park or public space asset. The population residing within these buffers is calculated and compared to the total population of the broader region.

Total Population Within a 10-Minute (1/2 Mile) Walk of a Facility



< Affordability

[Return to "Big 5" Dashboard](#)

Centers >

Virtual Centers

Scenario A1

Scenario A2

Scenario B

City Center A1

Mixed-uses with Enhanced Bus

Envision what a city center in your community could be—a place to gather and relax with friends and family, a place to shop and dine by a park in the shade of trees. Maybe you took the bus or a bike there, or maybe you live in a condo above one of the businesses. Either way, there's convenient access to quality amenities.



CITY CENTER A1 | Mixed-uses with Enhanced Bus

wasatchfrontregionalcouncil.org • Image produced by Wasatch Front Regional Council, people • place LLC, Metta Urban Design, & Chase Mullen • Funded by the State of Utah Land Use Training Program (2011)



2-3

Floors



12-40

DUUs / AC



16-20

Jobs / AC



Block Pattern



Surface/Tuck-under Parking



Enhanced Bus Service



WASATCH FRONT REGIONAL COUNCIL



Wasatch Choice Vision Progress

RGC August 21, 2025

STATION AREA PLANNING

ACTION: West Haven - Roy FrontRunner

ACTION: Herriman - Daybreak Parkway TRAX

ACTION: Layton - Clearfield FrontRunner

ACTION: Layton - Layton FrontRunner

ACTION: South Jordan - South Jordan FrontRunner

Regional Growth Committee | August 21st, 2025

Byron Head, Community Planner



WASATCH FRONT REGIONAL COUNCIL

STATION AREA PLANNING, “SAP”



$\frac{1}{2}$ mile around
Rail stations



$\frac{1}{4}$ mile around
BRT stations



SAP PROGRESS TO DATE

Of the 127 station areas*

11

Stations where
station area planning
has not begun

22

Stations with
planning that
pre-dates HB462

45

SAPs being
prepared for
adoption

5

SAPs submitted for
certification

44

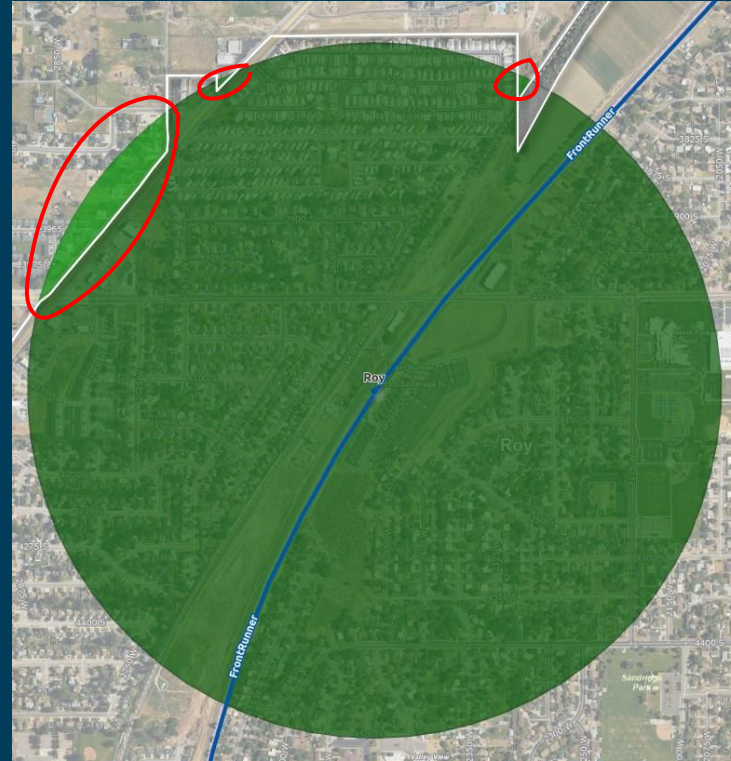
SAPs certified by
MPO

4A, B, & C: Resolutions of Impracticability

- HB462 allows for cities to adopt a resolution stating the conditions that exist to make fulfilling the requirements of station area planning “impracticable”
 - Existing developments or entitlements
 - Environmental limitations
 - Land ownership
 - Other similar conditions

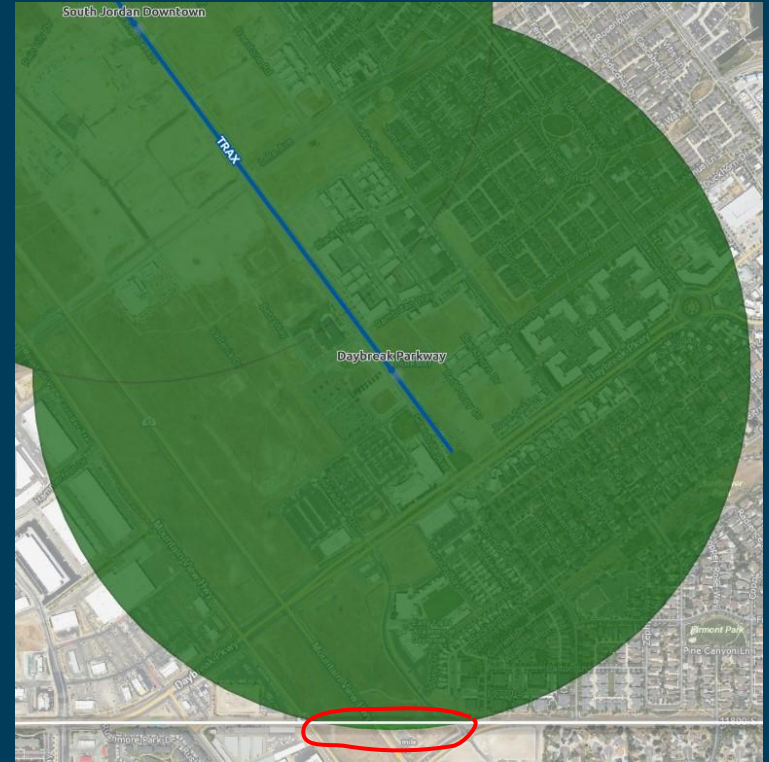
4A: West Haven - Roy FrontRunner

- Total area - 8.2 acres, split across 3 separate areas
- Either already developed or currently entitled



4B: Herriman - Daybreak Parkway TRAX

- Total area - 1.1 acres
- Part of Mountain View Corridor
ROW



4C: Layton - Clearfield FrontRunner

- Total area - 1.1 acres
- Existing apartments and corner of car wash

Clearfield Station
Area Map -
Magnified

- Half-Mile Radius
- City Boundary
- Clearfield Station
- Clearfield City
- Layton City



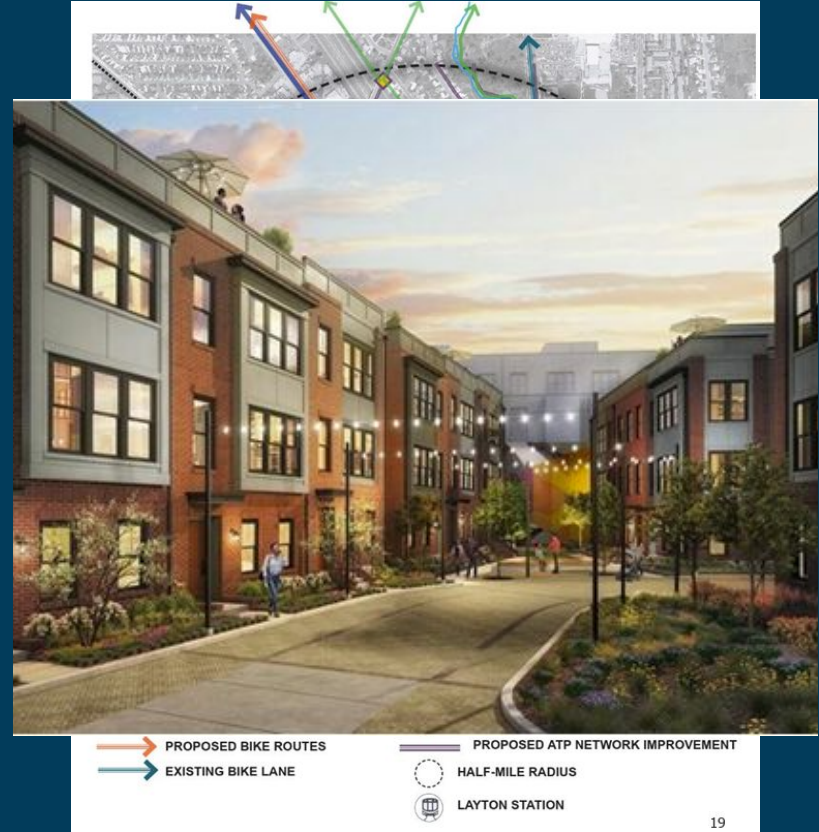
4A, B, & C

Suggested Motion

“I move to recommend the certification of the West Haven, Herriman, and Layton resolutions of station area planning impracticability to the Wasatch Front Regional Council.”

4D: Layton - Layton FrontRunner

- ~950 new homes
- Builds off existing general plan for urban center in downtown area
- Pedestrian bridge over tracks at the station
- Working with UDOT to redesign Main St in the downtown area



4D: Layton - Layton FrontRunner

Suggested Motion

“I move to recommend the certification of the Layton FrontRunner Station Area Plan to the Wasatch Front Regional Council.”

4E: South Jordan - South Jordan FrontRunner

- Complements Sandy's portion, which we certified earlier this year
- A lot of existing employment
- ~595 new homes planned for on vacant parcels
- Calls for bridge over tracks and I-15



4E: South Jordan - South Jordan FrontRunner

Suggested Motion

“I move to recommend the certification of the South Jordan FrontRunner Station Area Plan to the Wasatch Front Regional Council.”

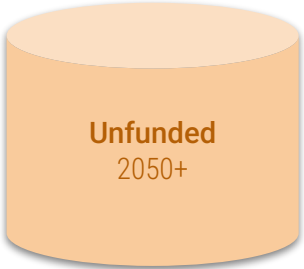
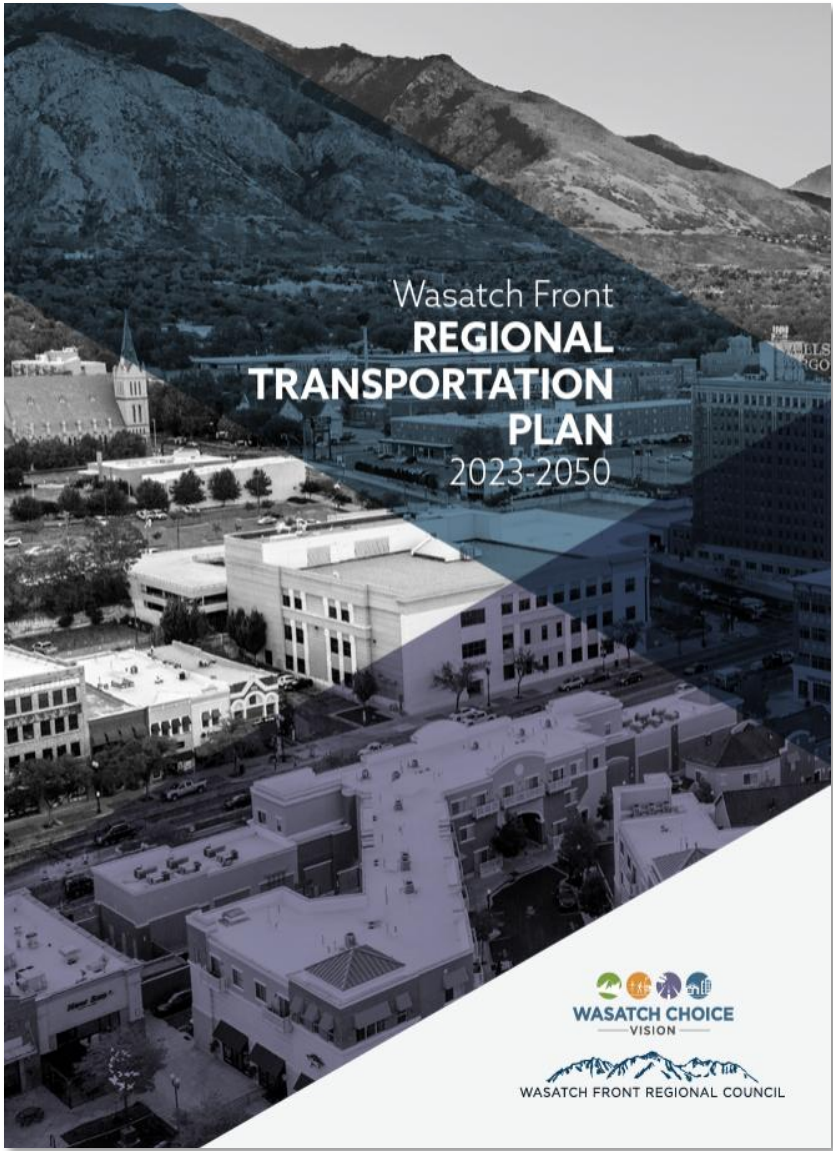
Draft Amendment #4 to the 2023-2050 RTP and Draft Air Quality Conformity Memorandum 43

Regional Growth Committee
August 21, 2025

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



Regional Transportation Plan Process Overview



TRANSPORTATION
IMPROVEMENT PROGRAM



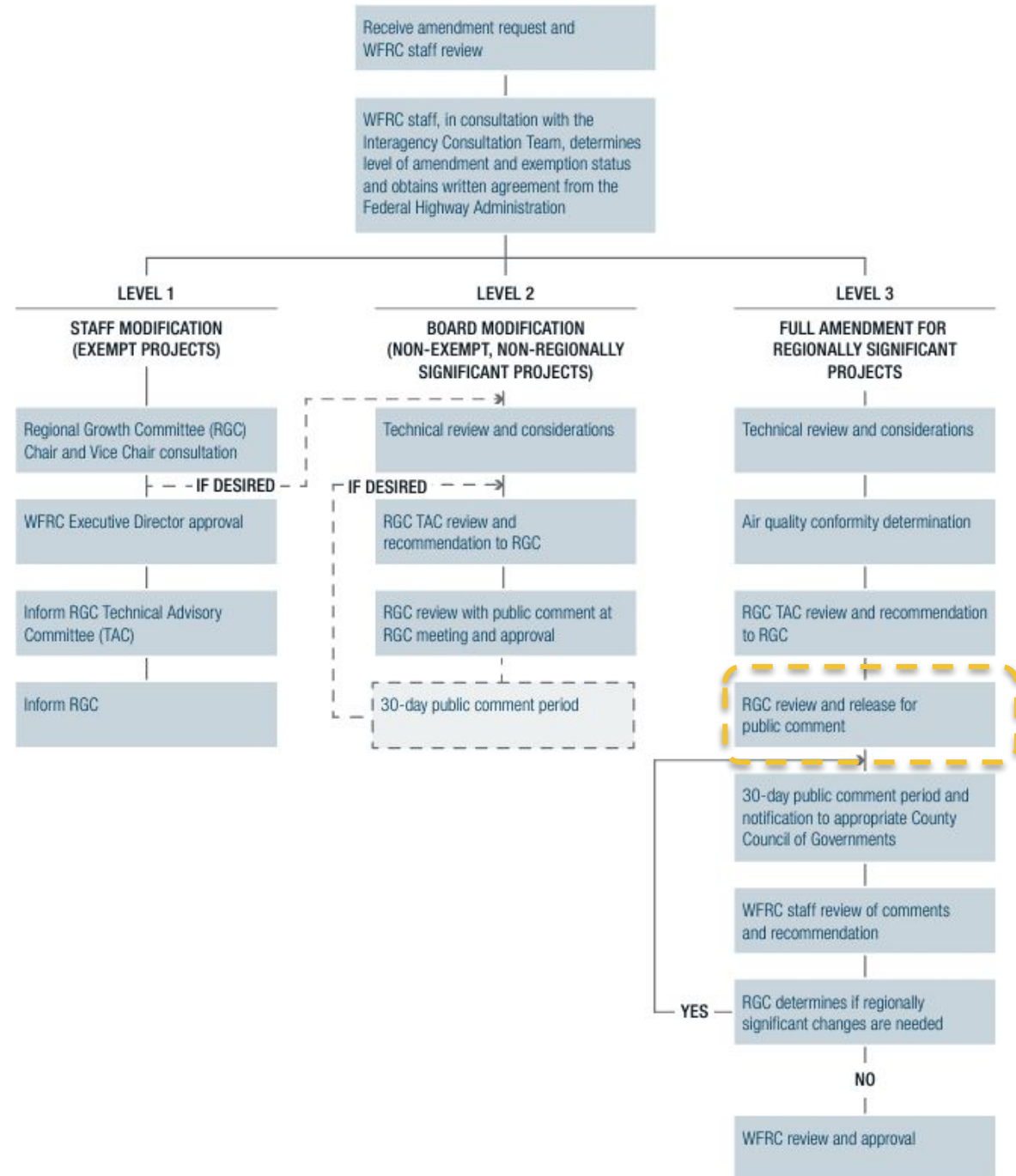
OTHER TOP
PRIORITIES

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 4 Projects: Level 3 - Full Amendment

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	AMENDMENT TYPE
LEVEL 3			
UDOT	Legacy Parkway	I-15 / US-89 to I-215	Needs phase 2 to 1, fiscally constrained phase 3 to 1, update cost, and change HOT to GP
UDOT	I-15	3000 North to US-91 (Box Elder County)	Needs phase 2 to 1, fiscally constrained Unfunded to 1
UDOT	I-15	WFRC Boundary to US-91 (Box Elder County)	Remove

Legacy Parkway Widening

Level 3 Request // UDOT

SCOPE

Project R-D-50 is 13.3 miles from I-15/US-89 in Farmington to I-215 in North Salt Lake. This amendment will move the project from Phase 2 to Phase 1 Need and Phase 3 to Phase 1 Fiscal Constraint, update the cost, and change HOT lanes to general purpose lanes.

COST (2023)

\$65,000,000

FUNDING SOURCES

Project funding will be tied to programmed Transportation Investment Funds (TIF) associated with the I-15 Farmington to Salt Lake City reconstruction/widening project.

BENEFITS

Provides an alternate route to I-15 through southern Davis County.

Will help with construction schedule, maintenance of traffic (MOT), and cost associated with the I-15 Farmington to Salt Lake City construction.

Provides a more direct route to the Salt Lake City International Airport (SLCIA) and western Salt Lake County.



I-15 Widening

Level 3 Request // UDOT

SCOPE

Project R-B-1 is 5.4 miles from 3000 North to US-91 in Box Elder County. This amendment will move the project from Phase 2 to Phase 1 Need and Unfunded to Phase 1 Fiscal Constraint.

This project would replace the need for the I-15 Operational/Passing Lanes project, R-B-17, that is currently in Phase 1 Fiscal Constraint.

COST (2023)

\$83,200,000

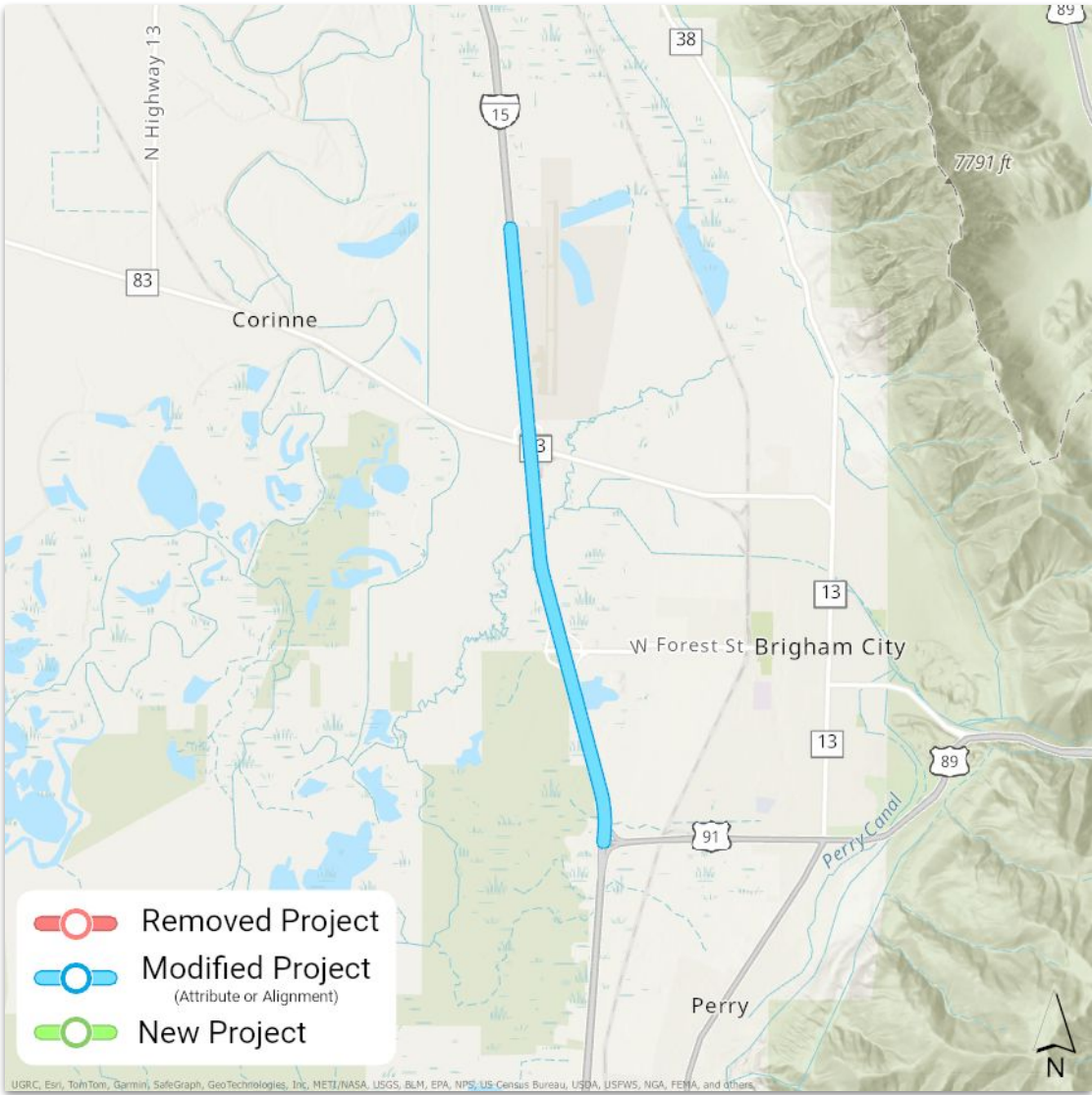
FUNDING SOURCES

Transportation Investment Funds (TIF)

BENEFITS

Heavy freight semi-truck traffic in the area often fill both lanes in the northbound and southbound directions.

Ties directly to the Brigham City Industrial District on the Wasatch Choice Vision.



I-15 Operational/Passing Lanes

Level 3 Request // UDOT

SCOPE

Project R-B-17 is 5.4 miles from the WFRC boundary to US-91 in Box Elder County. This amendment will remove this project from the RTP.

COST (2023)

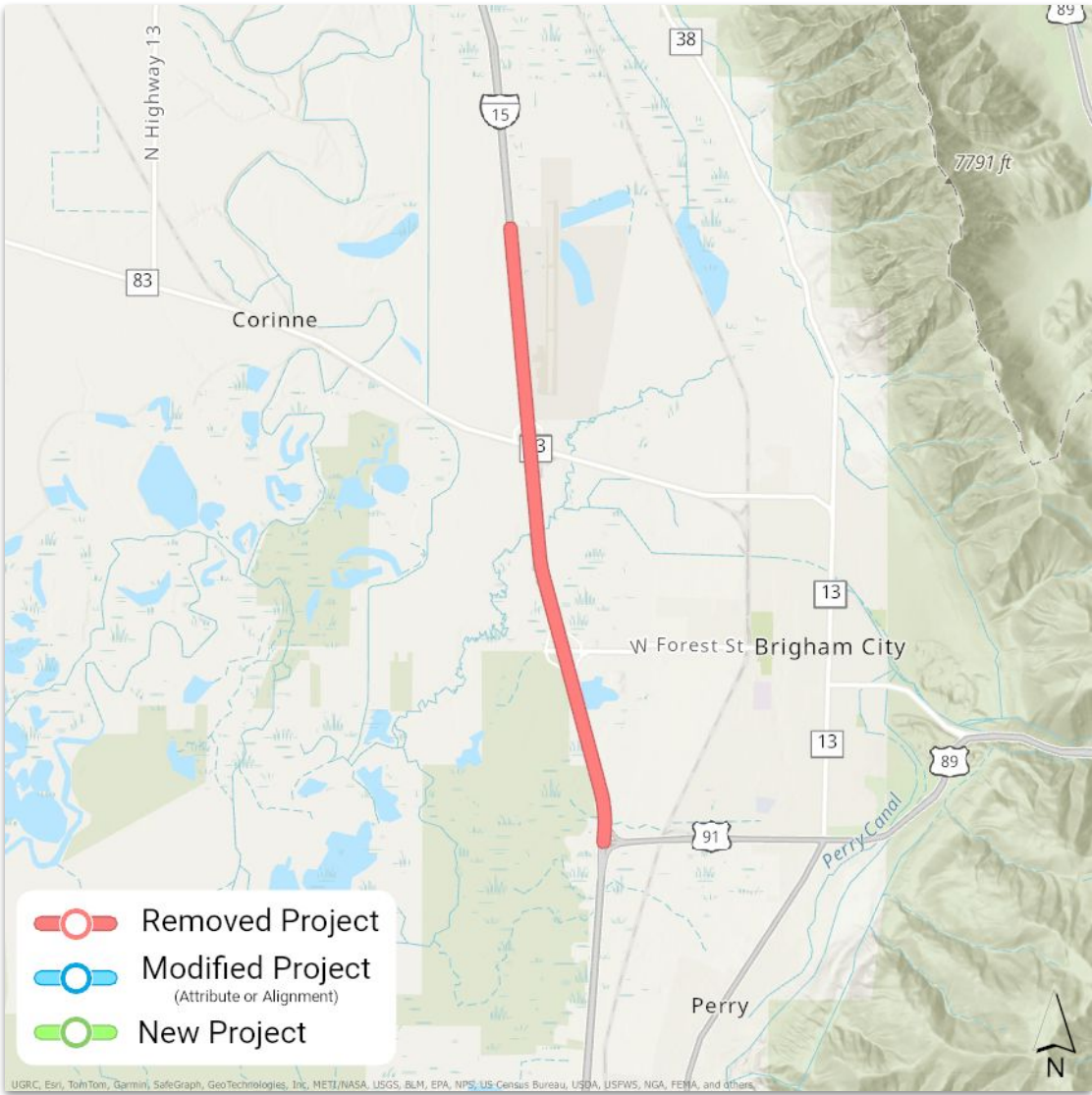
\$10,000,000

FUNDING SOURCES

N/A

BENEFITS







R-B-1 would replace this project





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 reducing freight conflicts with passenger vehicles	N/A	Improved MOT during I-15 construction	Improved MOT during I-15 construction
	Vehicle hours traveled (2032)	Current RTP 27,200 VHT <u>Amendment #4 27,200 VHT</u> similar VHT	Current RTP 141,300 VHT <u>Amendment #4 141,500 VHT</u> similar VHT	Current RTP 242,100 VHT <u>Amendment #4 240,000 VHT</u> -2,100 VHT	Current RTP 852,000 VHT <u>Amendment #4 853,300 VHT</u> +1,300 VHT
	Connectivity improvements & transportation choices	Improved freight connections to Brigham City Industrial District	N/A	Improved access to SLCIA and western Salt Lake County from points north	Improved access to western Davis County
	Project readiness	TIF dollars have been allocated by the Transportation Commission	N/A	TIF programming being considered at upcoming Transportation Commission meeting	N/A
	Provides improved access to urban, town, or job centers	Improved freight connections to Brigham City Industrial District	N/A	Enhanced to multiple centers, districts, and SLCIA	N/A
	Access to opportunities (2032)	Current RTP 85,500 <u>Amendment #4 85,300</u> similar ATO	Current RTP 194,700 <u>Amendment #4 194,200</u> similar ATO	Current RTP 306,700 <u>Amendment #4 318,900</u> +12,200	Current RTP 578,200 <u>Amendment #4 578,000</u> similar ATO

“I make a motion to release the projects within Amendment #4 to the 2023-2050 RTP and the air quality conformity analysis as found in the Draft Air Quality Conformity Memorandum 43 to a 30-day public comment period.”

Next Steps

MEETING DATE	LEVEL 3
July 30 Regional Growth Committee Technical Advisory Committees	RGC TAC review and recommendation to RGC
August 21 Regional Growth Committee	RGC review and release for 30-day public comment
August / September County Councils of Government	Inform respective County Council of Governments (COGs)
August 22 - September 22 Comment Period	Public Comment Period
October 16 Regional Growth Committee	RGC review comments and recommendation to WFRC
October 23 Wasatch Front Regional Council	WFRC review comments and approval



Draft Amendment #4 to the 2023-2050 RTP and Draft Air Quality Conformity Memorandum 43

Regional Growth Committee
August 21, 2025

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



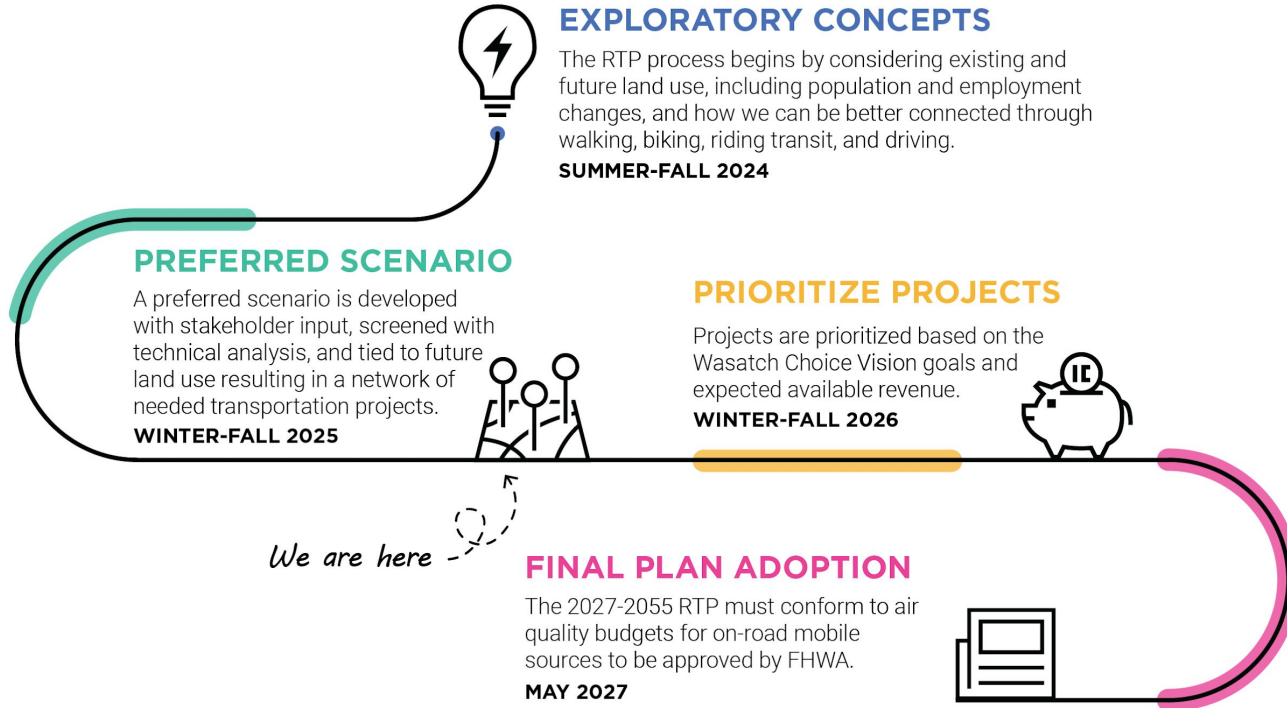


2027-2055 Regional Transportation Plan: Update

Regional Growth Committee
August 21, 2025



RTP Planning Process



Draft Preferred Scenario

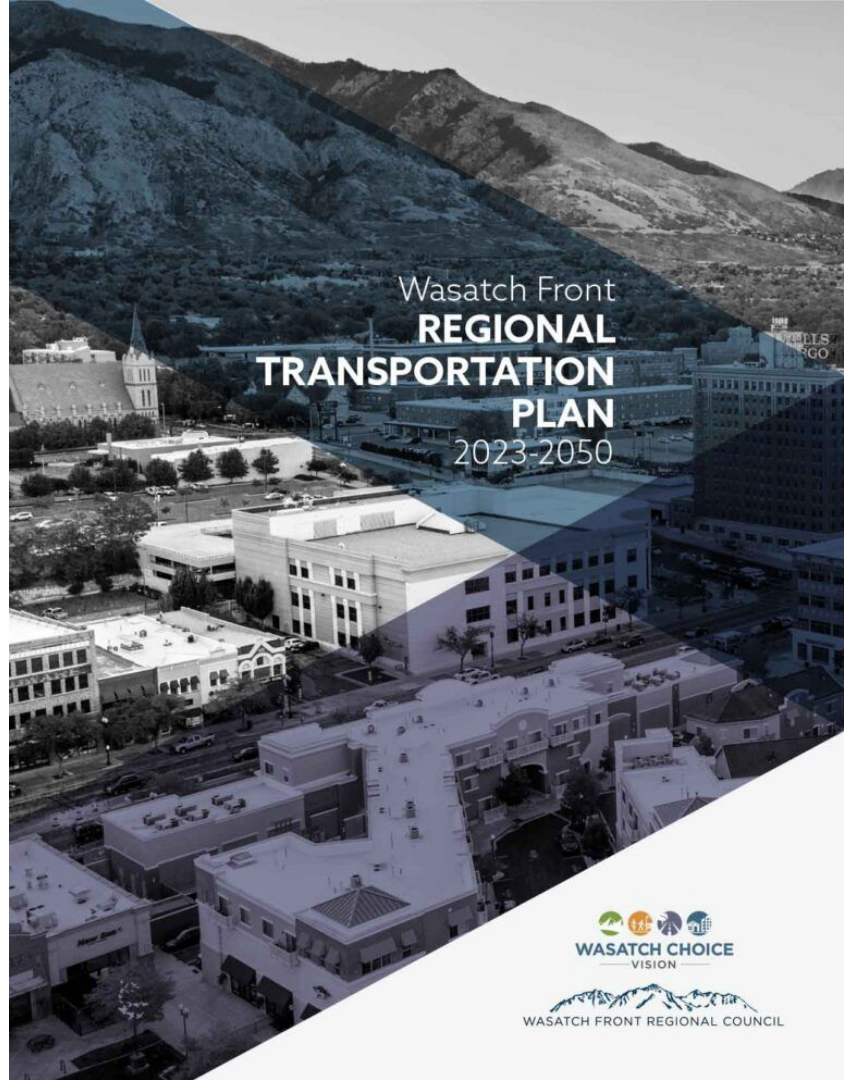
- 01** | Project ideas
- 02** | Screening process
- 03** | We want your feedback!

Project ideas



2023-2050 RTP

- + Currently adopted RTP
- + Includes AT, transit, and roadway projects
- + Includes amendments to the RTP



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

Fall Workshops (2024)

- + 8 small area workshops
- + Elected and appointed officials & planning, engineering, and economic development staff
- + Asked for ideas on AT, transit, roadway, and land use



Strategy Testing

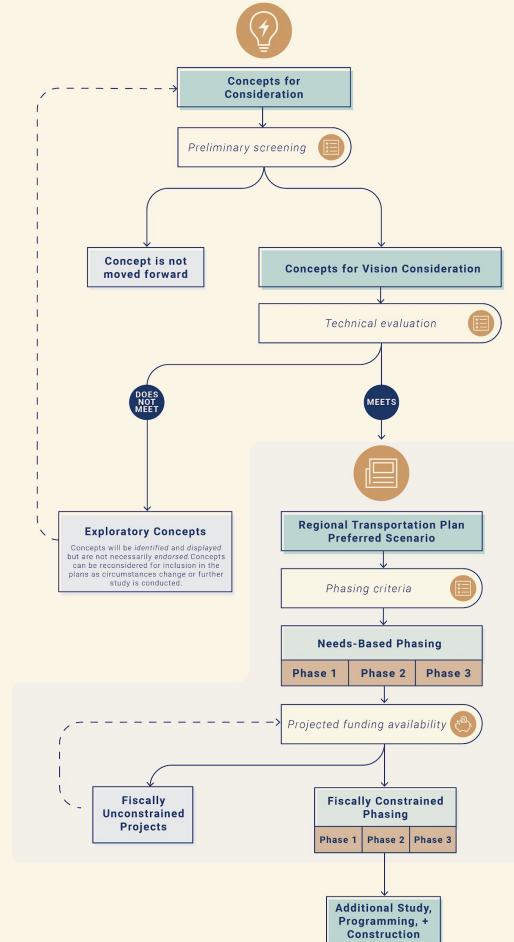
- + Roadway strategies
 - Optimization
 - Connectivity
 - Managed Lanes
- + Transit strategies
 - Enhanced bus network
 - Fixed guideway
- + Beehive Bikeways
- + Developed with UDOT & UTA



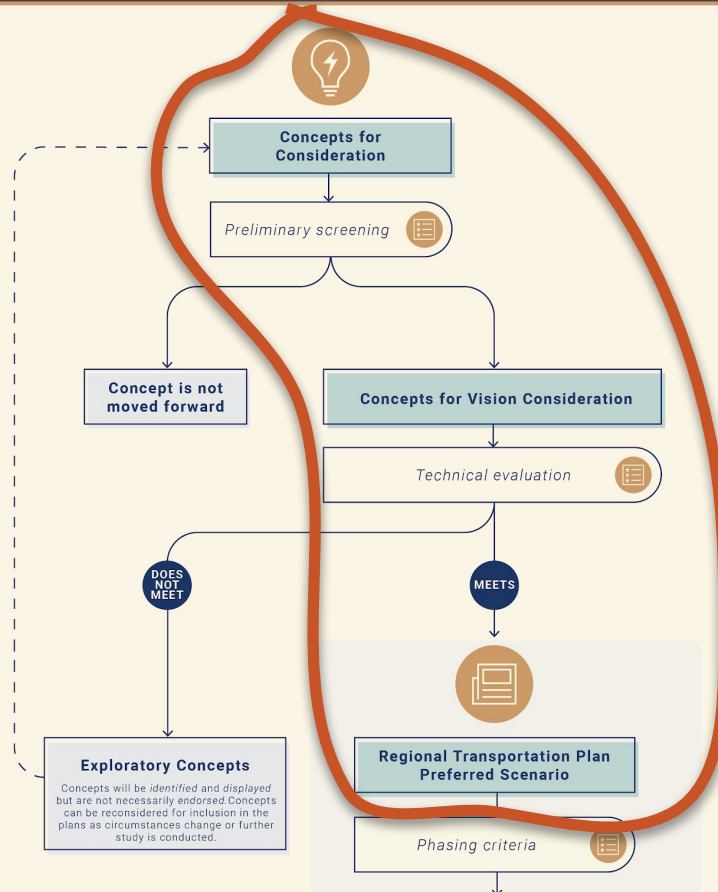
Screening process



EXPLORING REGIONAL TRANSPORTATION CONCEPTS



EXPLORING REGIONAL TRANSPORTATION CONCEPTS



This is the work
staff has completed
or is currently in
progress.

Preliminary Screening

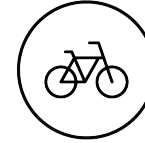


Roadway

- A** Advances shared goals
- B** Community & transportation partner support
- C** Meaningful planning/analysis of the concept
- D** Viability
- E** Community or environmental impact
- F** Meaningful benefits to the system, relative to the potential costs



Transit



Active Transportation

- A** Regional studies
- B** Project expands access
- C** Facility type review

Technical Screening



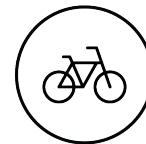
Roadway

- A** Capacity-type improvements
- B** Operational
- C** Safety
- D** Freight
- E** Connectivity



Transit

- A** Ridership
- B** Improved access to economic and education opportunities
- C** Community and transportation partner support



Active Transportation

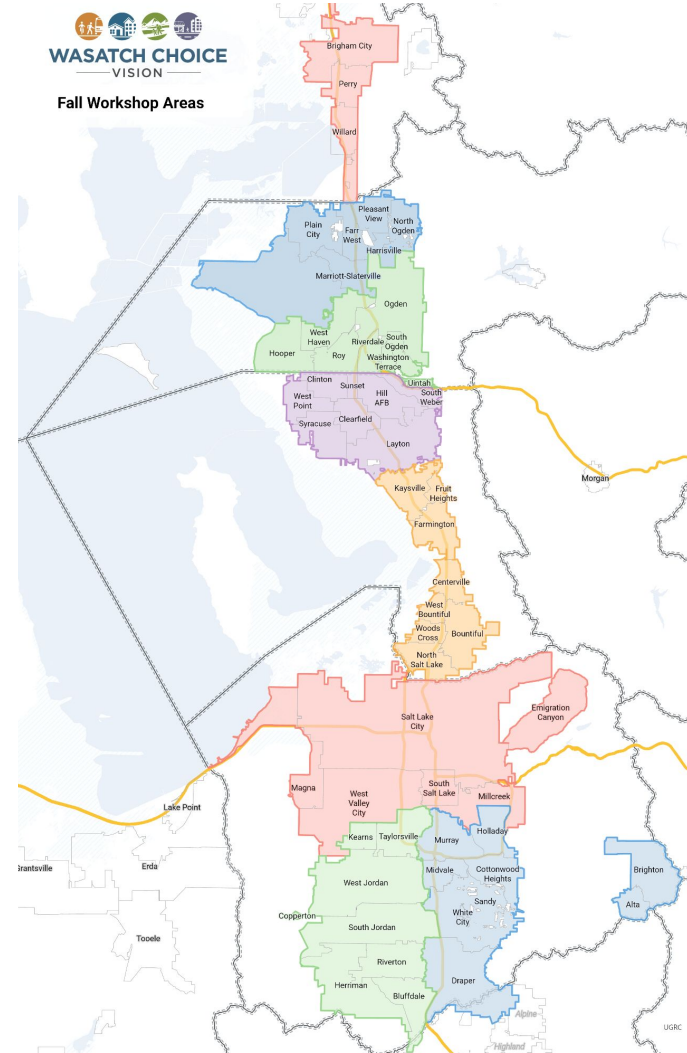
- A** Beehive Bikeways and Utah Trail Network
- B** Overcomes barriers
- C** Serves a major destination
- D** Upgrades safety on an existing facility
- E** Community, transportation partner support
- F** Facility spacing

We'd love your feedback!



Fall 2025 Workshops

- + Confirmation of Preferred Scenario
- + Input needed from:
 - Elected and appointed officials
 - Planning, engineering, and economic development staff
- + 8 small area workshops



Contact us!



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FUNDING & TECHNICAL ASSISTANCE PROGRAMS FISCAL YEAR 2026



WASATCH FRONT REGIONAL COUNCIL

Capital Transportation Improvement Programs

- Surface Transportation Program (STP) **\$29M - \$33M**
- Congestion Mitigation Air Quality (CMAQ) **\$7M - \$8M**
- Carbon Reduction Program (CRP) **\$3M - \$4M**
- Transportation Alternatives Program (TAP) **\$2M - \$3M**

Planning Assistance Programs

- Transportation & Land Use Connection Program (TLC) **\$2M**



- Station Area Plan Technical Assistance (SAP) **\$5M**
 - Ongoing application cycle

Other Federal Grants

- Community Development Block Grant Program (CDBG) **\$1M**
 - Mandatory How to Apply Workshop held each fall



Other Federal Grants

- Community Impact Board (CIB) **Grant/Low Interest Loans**
 - Ongoing application cycle
- Wasatch Front Economic Development District (WFEDD) **\$100K+**
 - Ongoing application cycle

WFRC Funding Program Deadlines

Deadlines apply to:

Surface Transportation Program - **STP**

Congestion Mitigation Air Quality - **CMAQ**

Carbon Reduction Program - **CRP**

Transportation Alternatives Program - **TAP**

Transportation & Land Use Connection Program - **TLC**

We're Here



For more information...



WFRC Funding Programs

The Wasatch Front Regional Council is responsible for administering and assisting with nine programs that provide funding and resources for local governments. These are briefly described below, with additional detail on timelines, eligibility, etc. shown on the following pages.

The [Surface Transportation Program \(STP\)](#) provides funding that may be used for projects on Federal-aid eligible roadways, transit capital improvements, and active transportation projects.

The [Congestion Mitigation/ Air Quality \(CMAQ\)](#) provides funding for transportation projects that improve air quality.

The [Transportation Alternatives Program \(TAP\)](#) funds planning and construction of bicycle and pedestrian facilities.

The [Carbon Reduction Program \(CRP\)](#) provides funding for transportation projects that reduce on-road carbon dioxide (CO₂) emissions.

The [Transportation and Land Use Connection \(TLC\)](#) supports local governments with technical assistance to integrate land use planning and regional transportation, implementing the Wasatch Choice Vision. The TLC program is made available through a partnership with Salt Lake County, the Utah Transit Authority, and the Utah Department of Transportation.

[Station Area Plan Technical Assistance \(SAP\)](#) is available through WFRC on a rolling basis, in partnership with the Governor's Office of Economic Opportunity, the Utah Transit Authority, and the Mountainland Association of Governments. As of 2022 cities with a fixed-guideway public transit station (rail or BRT) must develop a Station Area Plan for that station and update their general plan and zoning to implement the Station Area Plan.

The [Community Development Block Grant \(CDBG\)](#) Small Cities Program provides funding to local governments and public service providers for a variety of housing, infrastructure, public service, and community development projects that principally benefit low to moderate-income persons in Morgan, Tooele, and Weber Counties, excluding the entitlement city of Ogden.

The [Community Impact Board](#) Program provides grants and low interest loans to communities that have federally leased land used for mineral extraction to help make up for a loss of tax revenue that cannot be collected on that leased land.

The [Wasatch Front Economic Development District \(WFEDD\)](#) is a federally recognized Economic Development District established to promote regional economic development and support eligible entities in developing competitive grant applications for the U.S. Department of Commerce Economic Development Administration.

General application milestones for the first five programs are:

Letter of Intent due September 25, 2025

Application due December 11, 2025

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