

2015-2040 Regional Transportation Plan and Utah's Unified Plan update

August 21, 2014



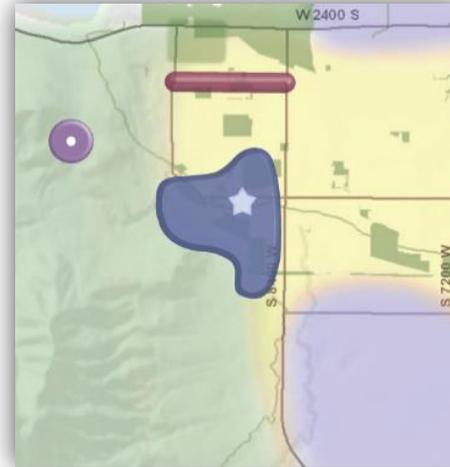
Timeline



Scenarios



Scenario 1
Less Centered



Scenario 2
Consistent
with Current
Plan

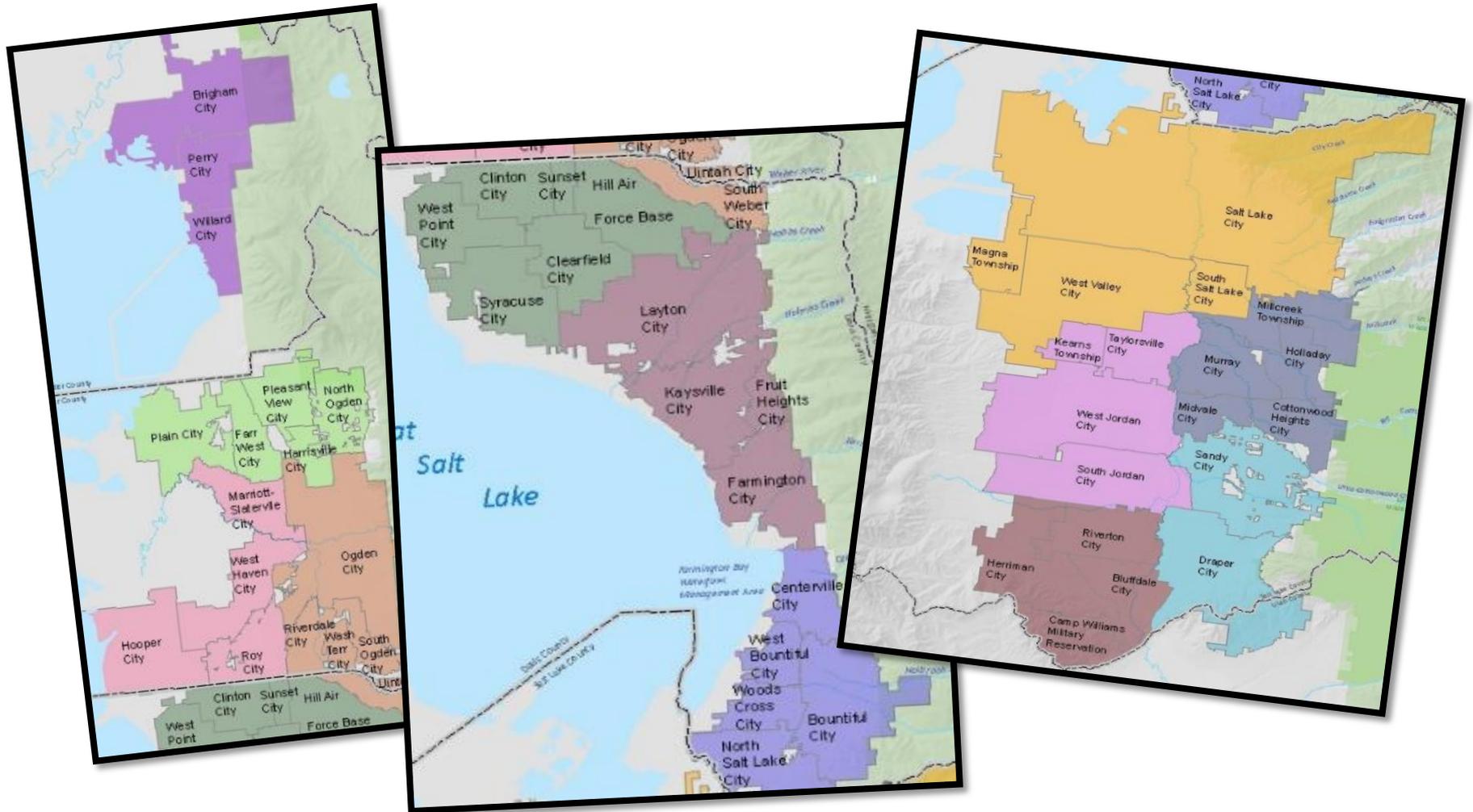


Scenario 3
More Centered

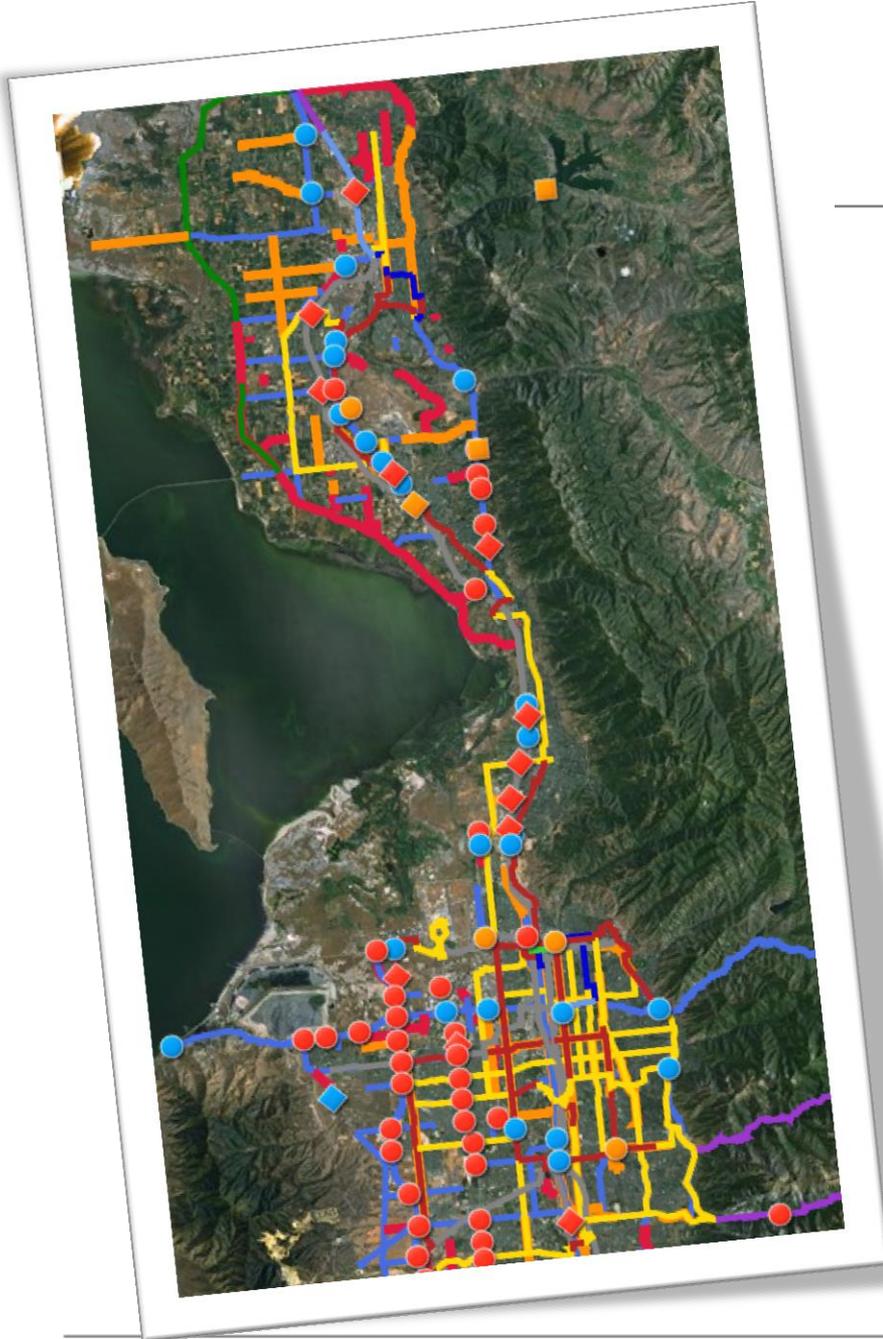


Scenario 4
Most Centered

Public Involvement



Preferred Scenario



www.wfrc.org



Phasing

Evaluation Criteria

- Delay Reduction / Travel Time Reduction
- Transit Ridership
- Access to Opportunity
- Urban Form
- Multimodal
- Project Readiness
- Benefit / Cost
- Safety
- Asset Management
- Freight
- Air Quality

HIGHWAY PROJECT PHASING CRITERIA draft				3. URBAN FORM*	4. MULTIMODAL
100 Points Possible	25 Points Possible	5 Points Possible	10 Points Possible	10 Points Possible	10 Points Possible
Goals	Mobility and Accessibility	Economic Vitality	Urban Form and Community	Transit Ridership	Access to Opportunity
Description	* Contributes to Improved Air Quality Project Reduces Vehicle Hours of Delay per Mile	* Contributes to Improved Air Quality Project Provides Access to Low Income Households, Multi-Family Dwelling Units, and/or Zero Car Households	* Contributes to Improved Air Quality Project Creates Connections to "Centers"	* Contributes to Improved Air Quality Project Revitalizes the Economy by Providing Access/Connections to Infill/Re-development Areas	* Contributes to Improved Air Quality Project Includes Bike Lane Map, is Coordinated with Transportation
Measure	Hours/Miles	?	?	2011 Center = (HH Density) + ((1.2) Employment Density)	50+ Acre Infill Areas Bike Lane is on 2011 Bike Map
Point Allocation	0-25 pts	0-2.5 pts	0-2.5 pts	0-5 pts	0-5 pts
Revised Project Phasing could Result in Joint Highway and Transit Construction				X	X
Project was Phased in the 2011-2040 RTP				X	X
Project is in the TIP				X	X
SE Data Dependent	X				
Model 8 Dependent	X				
Model 8 Dependent		Automate travel time reduction?		Scott - ID LI, MF dwelling unit, and zero to low car HH	Scott - ID major medical facilities and education
Model 8 Dependent		Model Needs?		Jory/Greg - finalize center definition. Scott -	Scott - ID Infill development areas. S

Financial Model

Updates

New Revenue Assumptions

Unified Coordination

Dashboard

The image shows a detailed financial model spreadsheet with the following structure:

- Row 7:** Revenues in WFRC MPO Area
- Row 8:** UDOT Revenues
- Row 9:** Federal Revenues
- Row 10:** UDOT
- Row 11:** UDOT Federal Expenditures Related to Preservation
- Row 12:** UDOT Federal Expenditures Other (Less Capacity)
- Row 13:** UDOT Federal Expenditures (Capacity/Choke Point)
- Row 14:** Subtotal
- Row 15:** MPO & JHC Federal Expenditures
- Row 16:** STP - Urbanized Areas > 200,000 to WFRC
- Row 17:** Congestion Mitigation MAP-21 to WFRC
- Row 18:** Projects to Reduce PM 2.5 EMI to WFRC
- Row 19:** Metro PL Map-21 to WFRC
- Row 20:** TAP - URBANIZED AREAS POP > 200K to WFRC
- Row 21:** FTA 5305(d) Planning Funds to WFRC
- Row 22:** Subtotal
- Row 23:** Transportation Fund Revenues (does not include B&C Revenues)
- Row 24:** State Expenditures Related to Preservation
- Row 25:** State Expenditures Related to Choke Point Projects
- Row 26:** Other Operations (does not include aeronautics)
- Row 27:** Subtotal
- Row 28:** TIF Revenues
- Row 29:** TIF Expenditures Currently Programmed
- Row 30:** TIF Available for Projects
- Row 31:** Subtotal
- Row 32:** County Revenues for New Projects
- Row 33:** Salt Lake County 2nd Q Sales Tax to Roads (Addn Mass Transit)
- Row 34:** Salt Lake County 3rd Q Sales Tax
- Row 35:** Weber County 3rd Q Sales Tax
- Row 36:** \$10 Vehicle Registration Fee for Salt Lake County (Corridor Preservation)
- Row 37:** \$10 Vehicle Registration Fee for Davis County (Corridor Preservation)
- Row 38:** \$10 Vehicle Registration Fee for Weber County (Corridor Preservation)
- Row 39:** Total County Revenues
- Row 40:** Local Revenues
- Row 41:** WFRC B&C
- Row 42:** General Fund Contributions
- Row 43:** Subtotal Local Revenues

Assumptions and Tax Rates:

Category	Tax Rate or Registration Fee	% Preservation	% Capacity	% Operations
Notes: (Sales Tax % to Roads)				
25%	0.000625	0%	100%	0%
20%	0.000500	0%	100%	0%
100%	0.002500	0%	100%	0%
	\$10	0%	100%	0%
	\$10	0%	100%	0%
	\$10	0%	100%	0%

Assumptions: VMT Data, Local Need, Assumptions, Federal Distribution, Popu...

Performance Measures and Goal

Safety

Infrastructure Conditions

Mobility and Accessibility

Economic Vitality

Environmental Sustainability

Reduced Project Delivery Delays



Some transportation needs/ strategies don't fit in the typical "Project List"

- Local Bus?
- First / Last Mile?
- Active Transportation?
- Asset Management / State of Good Repair?
- Intelligent Transportation Systems (ITS)?
- Safety?



Next Steps



Next Steps

Coordination with Transportation Partners

Small Area Meetings / Public Comment

- January / February 2015

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