



Fiscal Constraint Phasing

RGC TAC // July 13, 2022

Wasatch Choice Vision



Economic Development

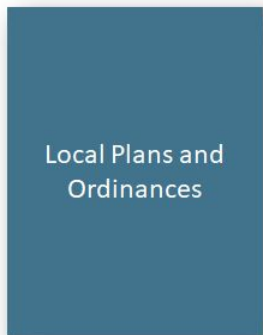
Comprehensive
Economic Development
Strategy



Land Use

Transportation
and Land Use
Connection

Local Plans and
Ordinances



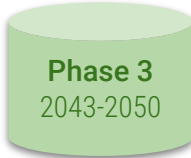
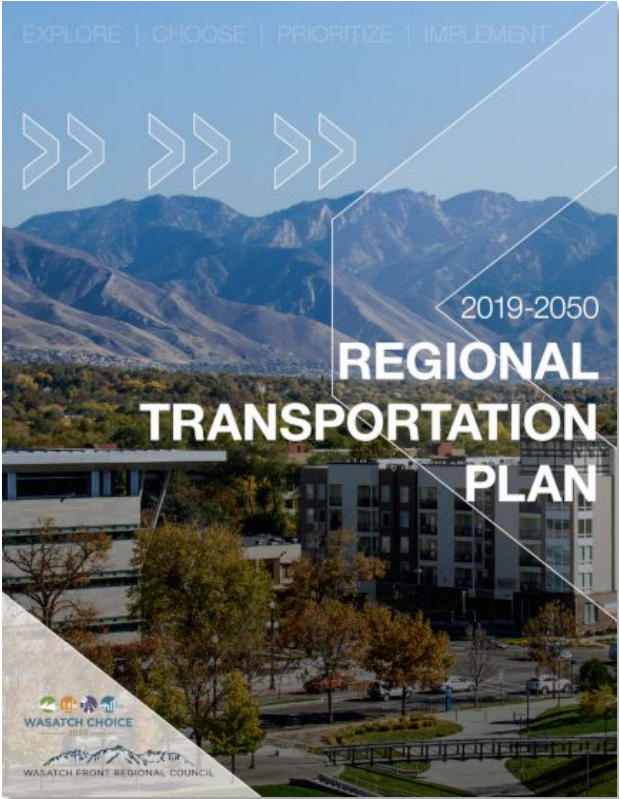
Transportation

Regional
Transportation
Plan

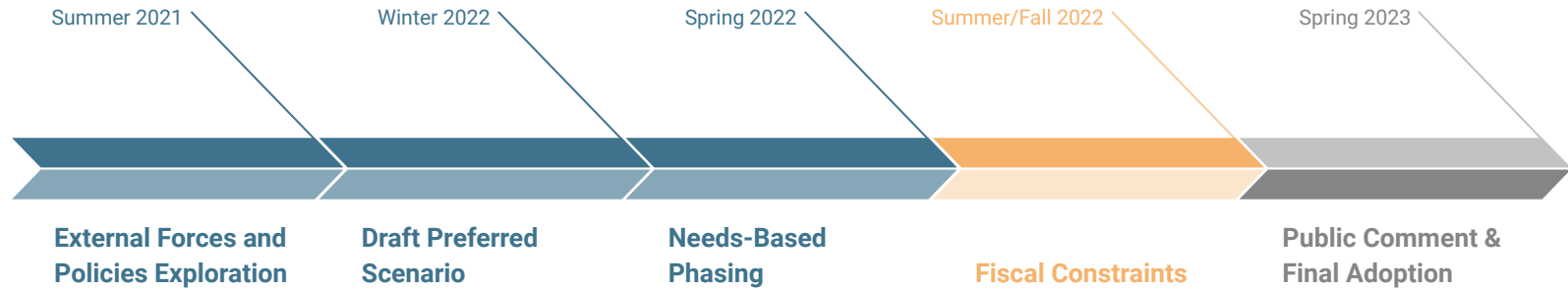


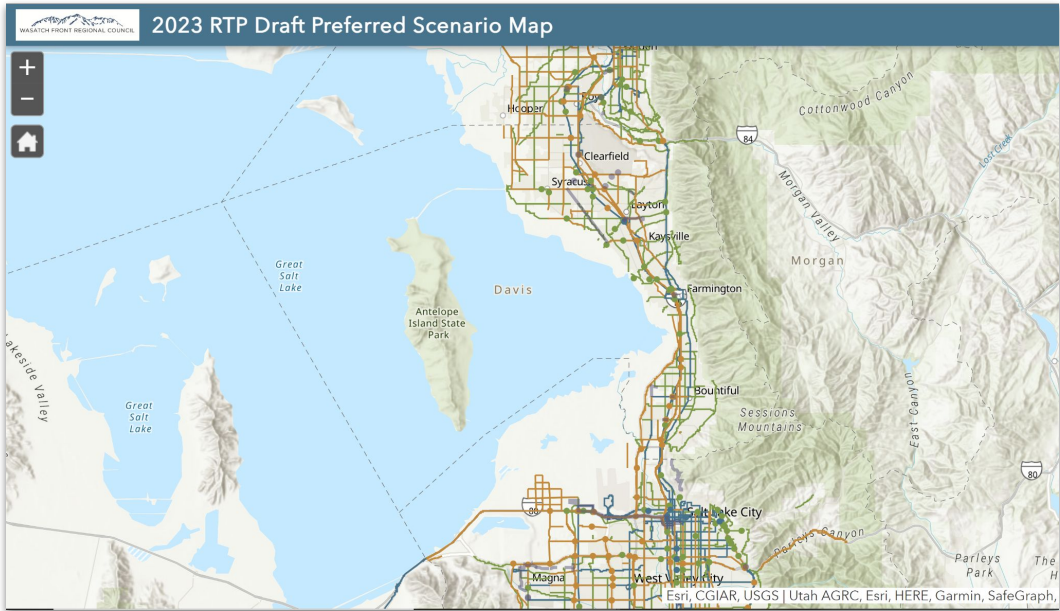
-  Livable and healthy communities
-  Access to economic and educational opportunities
-  Manageable and reliable traffic conditions
-  Quality transportation choices
-  Safe, user friendly streets
-  Clean air
-  Housing choices and affordable living expenses
-  Fiscally responsible communities and infrastructure
-  Sustainable environment
-  Ample open space and recreational opportunities

Regional Transportation Plan Overview



RTP Development Timeline





Phasing Criteria


- Safety
- Access to Opportunities
- Supports Wasatch Choice
- Connectivity
- Transportation choices
- Transit ridership
- Latent bicycle demand
- Health
- Equity
- Freight mobility
- Affordability
- Travel time
- State of good repair
- Advances previous investments

Active Transportation Project Phasing Criteria




| WASATCH CHOICE GOAL | CRITERIA | DESCRIPTION | WEIGHTING |
|-----------------------------|---------------------------------|---|-----------|
| Safe, user-friendly streets | Improves safety | Project reduces level of traffic stress for an active transportation user | 15 |
| | Addresses latent bicycle demand | Project is in an area of high existing and potential active transportation demand | 15 |

Roadway Project Phasing Criteria



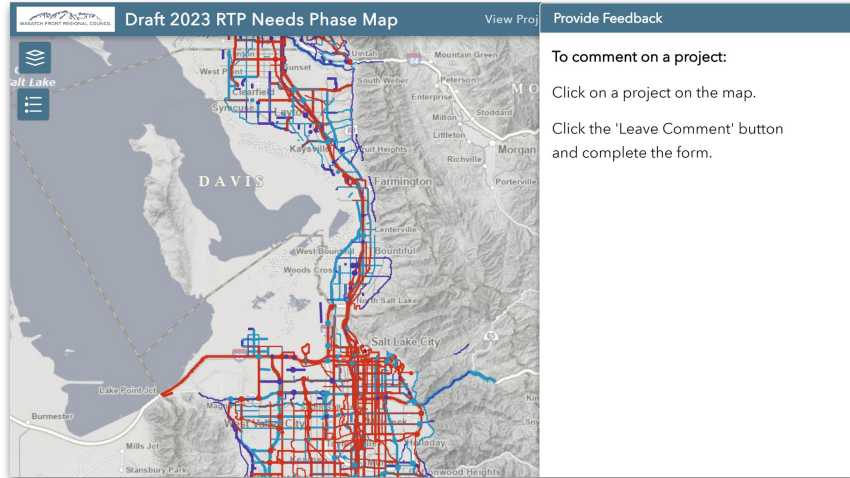
| WASATCH CHOICE GOAL | CRITERIA | DESCRIPTION | WEIGHTING* | | |
|--|--|--|------------------|---------------------|------------------|
| | | | WITHIN COMMUNITY | COMMUNITY TO REGION | REGION TO REGION |
| Access to economic and educational opportunities | Improves access to opportunities | Project improves access to jobs and households that can be accessed in defined travel shed | 15 | 15 | 15 |
| | Improves access to opportunities in Equity Focus Areas | Project improves access to jobs and households that can be accessed in defined travel shed from Equity Focus Areas | 5 | 5 | 0 |
| | Supports affordable transportation costs | Project provides multi-modal options to Equity Focus Areas | 10 | 5 | 0 |
| | Enhances freight mobility | Project is in a volume per | | | |

Transit Project Phasing Criteria



| WASATCH CHOICE GOAL | CRITERIA | DESCRIPTION | WEIGHTING |
|---|--|--|-----------|
| Quality transportation choices | Supports existing ridership | Project has high ridership per mile with base year socioeconomic data | 15 |
| | Supports projected ridership | Project has high ridership per mile with future year socioeconomic data + project meets ridership threshold | 15 |
| Access to economic and educational opportunities | Improves access to opportunities | Project improves access to jobs and households that can be accessed in defined travel shed | 15 |
| | Improves access to opportunities in Equity Focus Areas | Project improves access to jobs and households that can be accessed in defined travel shed from Equity Focus Areas | 15 |
| Livable and healthy communities | Improves access to activity-dense areas | Project is in an area with high jobs and residents per square mile within 1/4 mile of stations | 15 |
| | Improves access to existing amenities | Project is proximate to existing amenities (healthcare, schools, grocery stores, government offices, parks) | 10 |
| Manageable and reliable traffic conditions | Addresses areas of traffic congestion | Project is on or adjacent to corridor with high levels of vehicular delay | 5 |
| Safe, user-friendly streets | Improves access to transit | Project is in an area with high walk network connectivity | 8 |
| Fiscally efficient communities and infrastructure | Advances previous investments | Project is included in a completed environmental or corridor study and/or project right-of-way is preserved | 2 |
| | | | 100 |

Needs Phasing Outreach Summary



Comment period: April 25th - May 13th
Interactive map
RGC TAC (Planners)
TransCom TAC (Engineers)



Roads: 100 comments

Transit: 61 comments

Active Transportation: 130 comments

Unified Plan Financial Model Development



Revenues and expenditures: transit, road, and active transportation

Updates



- Growth Rates (sales taxes, fuel taxes, registration fees, federal funding, etc.)
- Project costs and operating expenses
- Assumed new local option sales taxes
- State funding for active transportation (TIF AT, TTIF FLM)
- IIJA

Funding Available by Mode



\$0.7 B

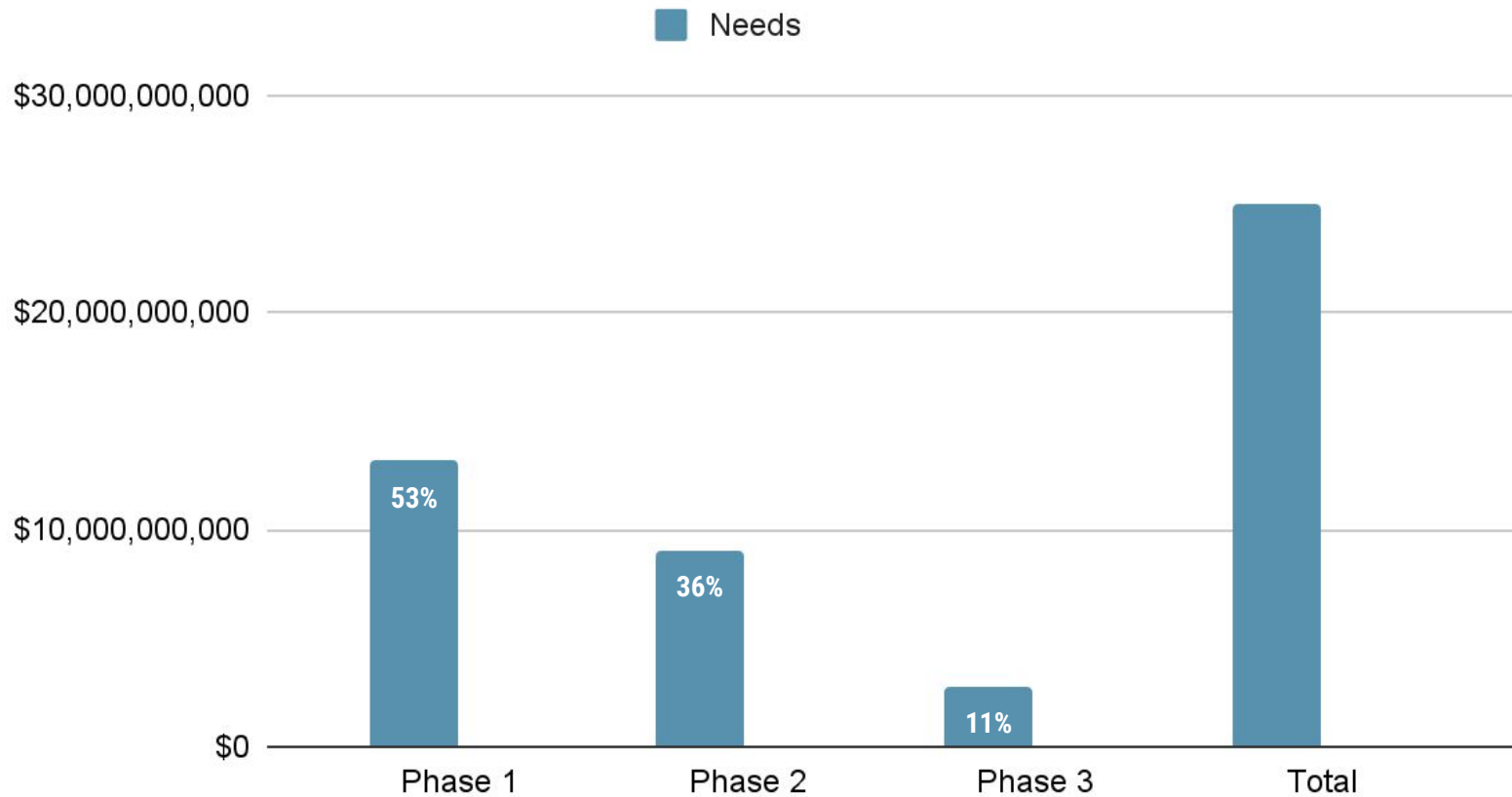


\$17.7 B

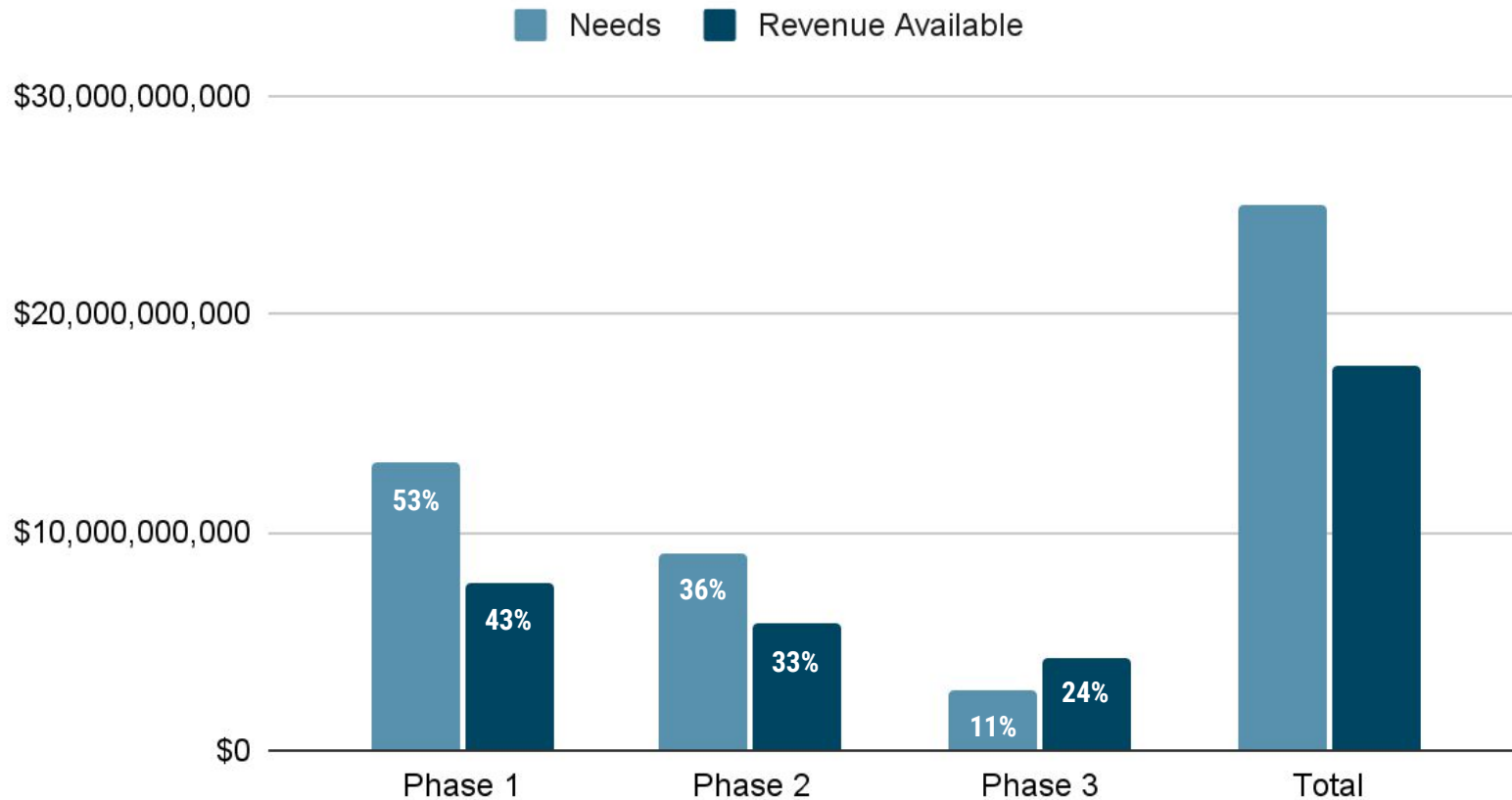


\$5.2 B

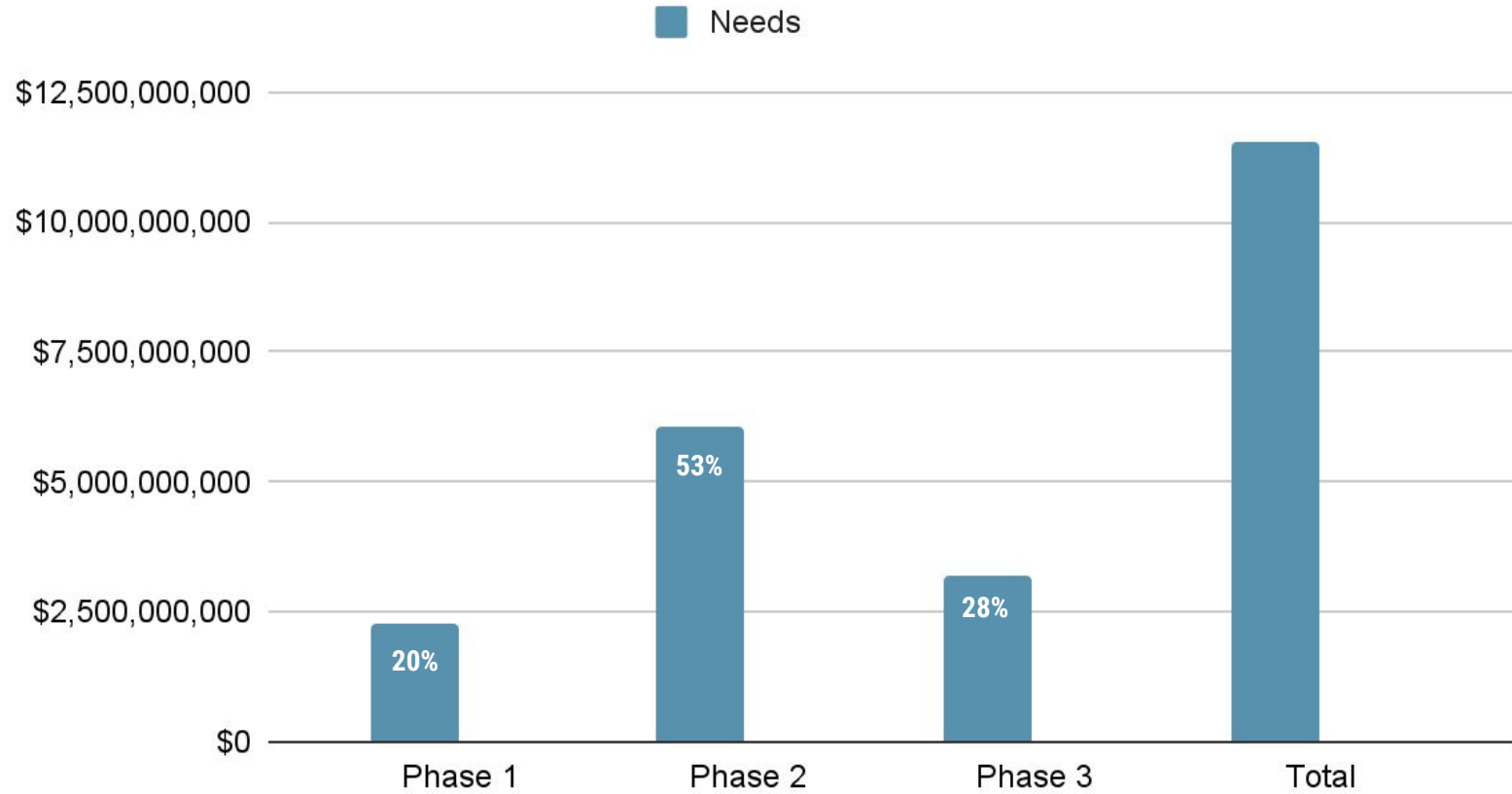
Roadway



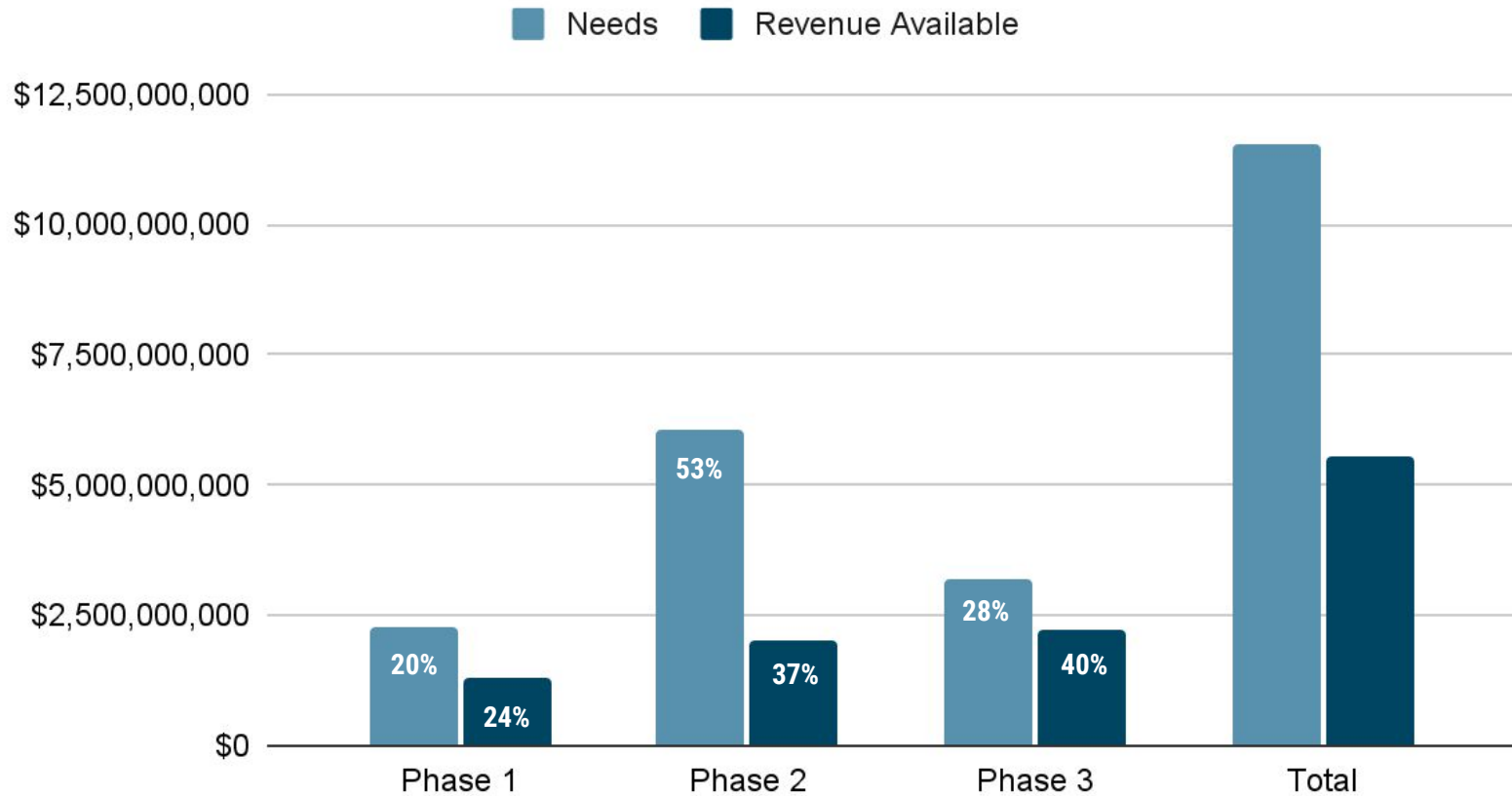
Roadway



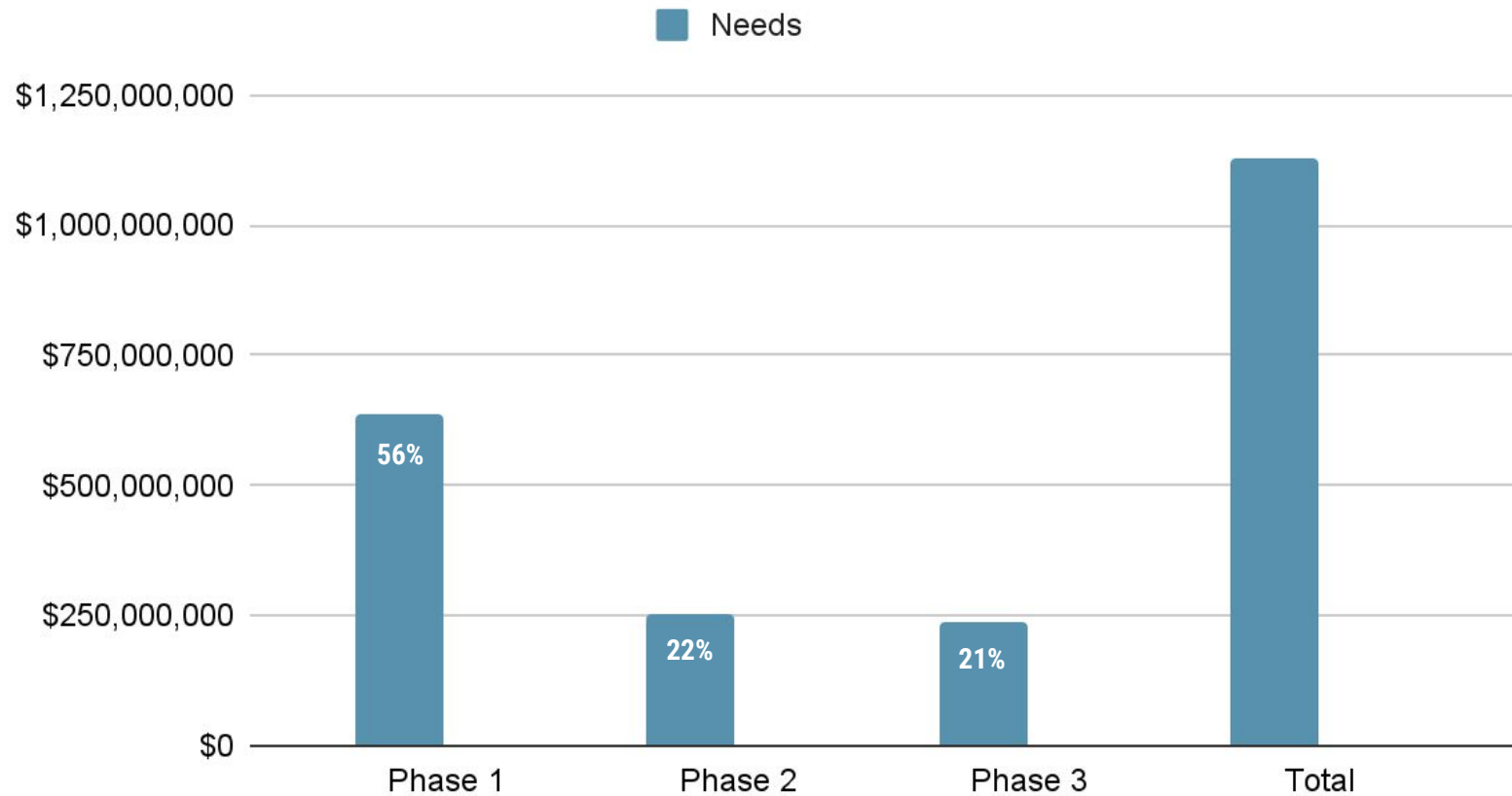
Transit



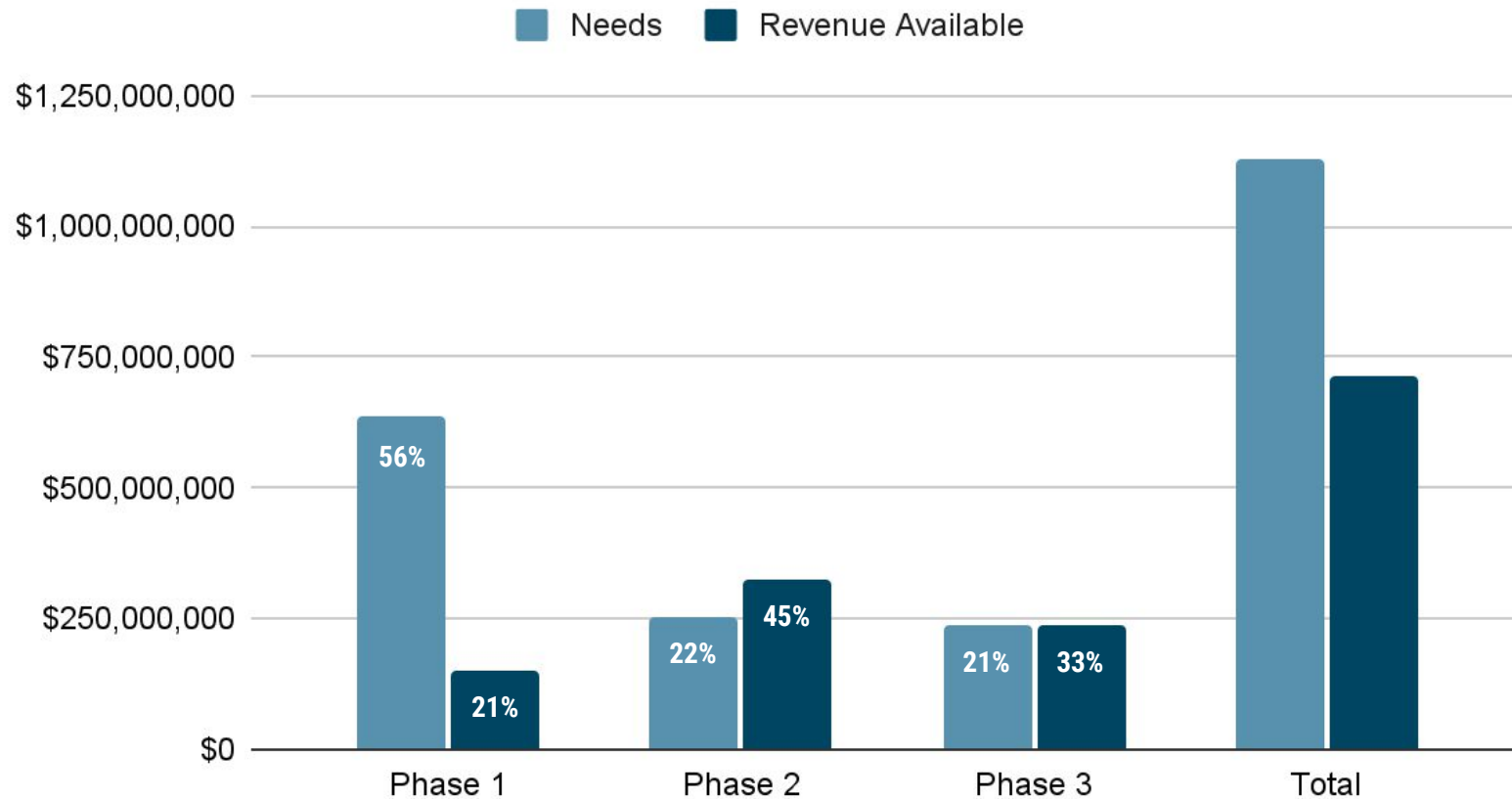
Transit



Active Transportation



Active Transportation





Comments due August 5th

For more detailed discussion, email **jjohner@wfrc.org**

<https://wfrc.org/rtp-2023-fc-phase-map/>

Next Steps



Fall 2022

UDOT and UTA leadership
meetings

Workshops and
stakeholder outreach

Unified Plan coordination



Winter 2023

Public comment period



Spring 2023

May 25, 2023 adoption



Breakout Rooms by Mode

Active Transportation - Jory

Transit - Lauren

Roads - Nikki

Outline

- WC Vision
- RTP and what it is
- Timeline/Schedule
- What we've done recently for the RTP - Preferred Scenario (Workshop maps -8 areas, interactive map),
- Criteria Scoring criteria reminder (summary of criteria)
- **UniPlan Model development**
 - **Grow rates, base data, new funding assumptions, Subcommittee (4 MPOs, UDOT, UTA) - emphasize each MPO has flexibility with new local assumptions)**
 - **Still discussing Bonding by mode**
- **Needs phasing summary**
 - **When we took comments (interactive map - RGC TAC and TransCom TAC)**
 - **Number of comments per mode**
 - **Follow up one-on-one, emails, phone calls, etc...**
 - **\$ per phase and % per phase**
 - **Number of projects and changes?**
- **Financial Constraint**
 - **Financial summary by mode**
 - **\$ per phase and % per phase**
 - **Caveats - Things we are still working coordinating on and working on**
 - **Big changes from 2019 RTP**
- Breakout rooms to discuss
 - Three Breakouts by mode
- Next steps and schedule
 - Comments by Aug 5th - Interactive map or email
 - UDOT and UTA Leadership meetings - August
 - Fall Workshops - October and November
 - Unified Plan coordination
 - Public Comment - Jan/Feb 2023
 - Adoption May 25, 2023