



# Fiscal Constraint Phasing

TransCom TAC // July 27, 2022



# Wasatch Choice Vision



## Economic Development

Comprehensive  
Economic Development  
Strategy



## Land Use

Transportation  
and Land Use  
Connection



## 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



Four-Year Cycle



Financially  
Constrained



Air Quality



**Phase 1**  
2023-2032

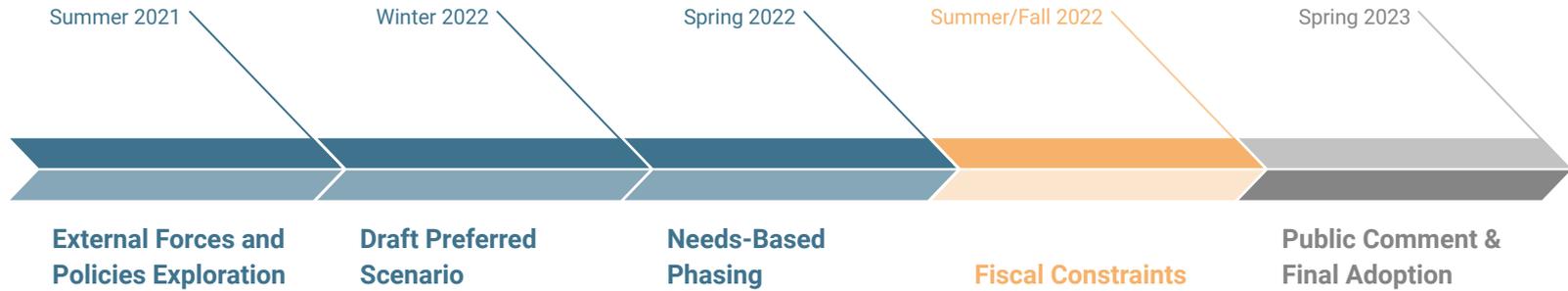


**Phase 2**  
2033-2042

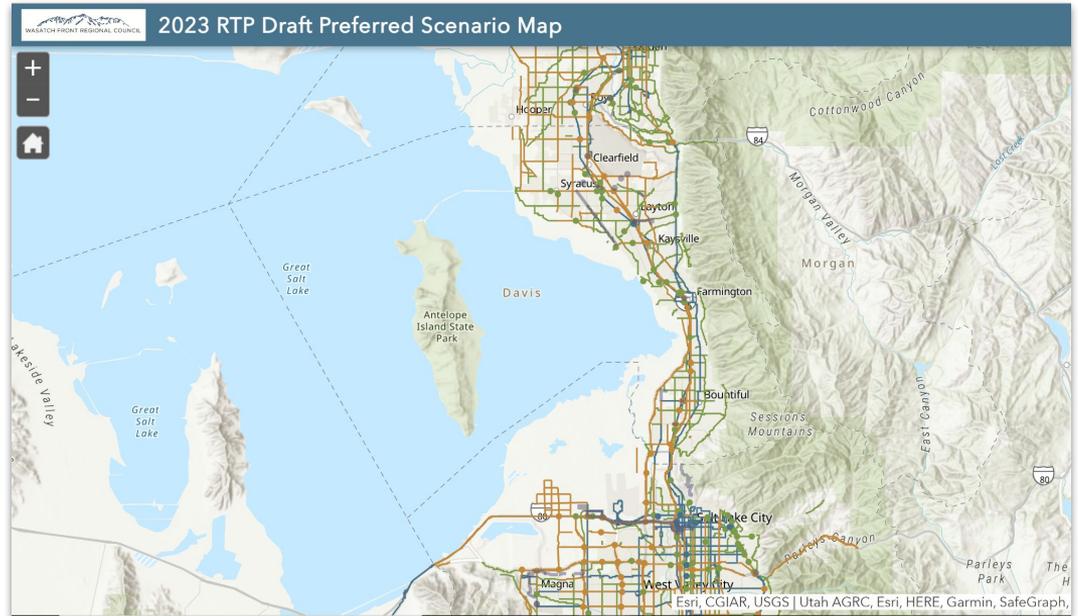
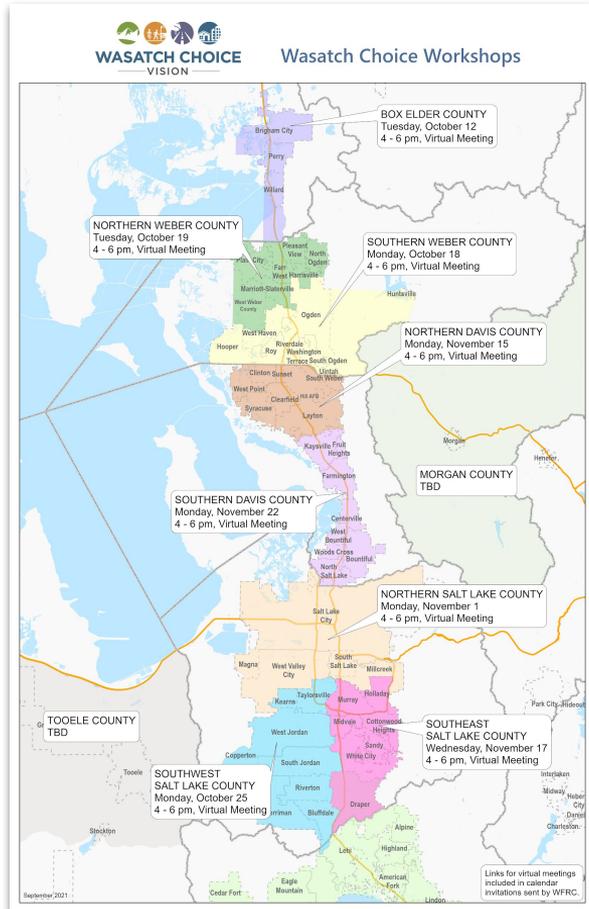


**Phase 3**  
2043-2050

# RTP Development Timeline



# Getting to the Preferred Scenario



# 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



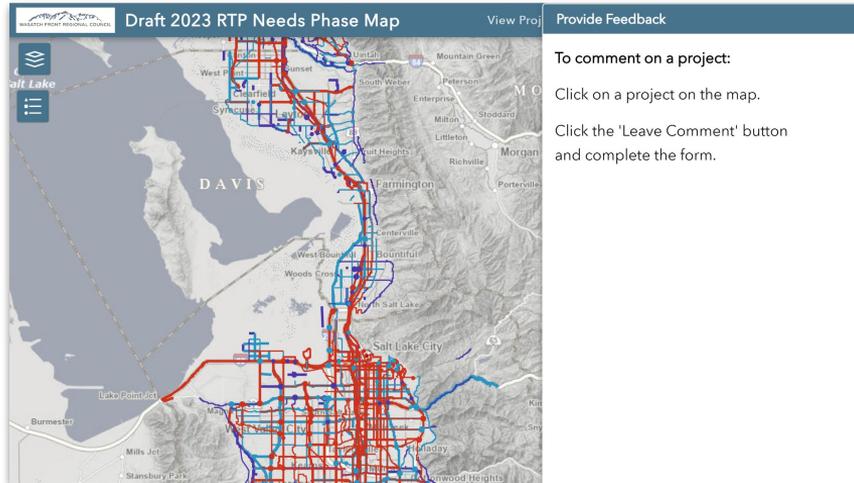
WASATCH CHOICE GOAL	CRITERIA	DESCRIPTION	WEIGHTING*		
			WITHIN CORRIDOR	COMMUNITY TO REGION	REGION TO REGION
Access to economic and educational opportunities	Improves access to opportunities	Project improves access to jobs and households that can be accessed in defined travel shed	15	15	15
	Improves 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
Access to economic and educational opportunities	Enhances freight mobility	Project is in high volume per			
	Improves access to opportunities in Equity Focus Areas	Project reduces (for existing) Project increases redundancy			
Manageable and reliable traffic conditions	Reduces vehicle hours of delay	Project reduces (for existing) Project increases redundancy			
Safe, user-friendly streets	Improves safety	Project is on			
Fiscally efficient communities and infrastructure	Improves state of good repair	Project repairs			
Livable and healthy communities	Advances previous investments	Project is in environment			
	Supports the Wasatch Choice Vision centers	Project impacts			
Quality transportation choices	Supports transportation choices	Project is on transit route			

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

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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

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**\$0.7 B**

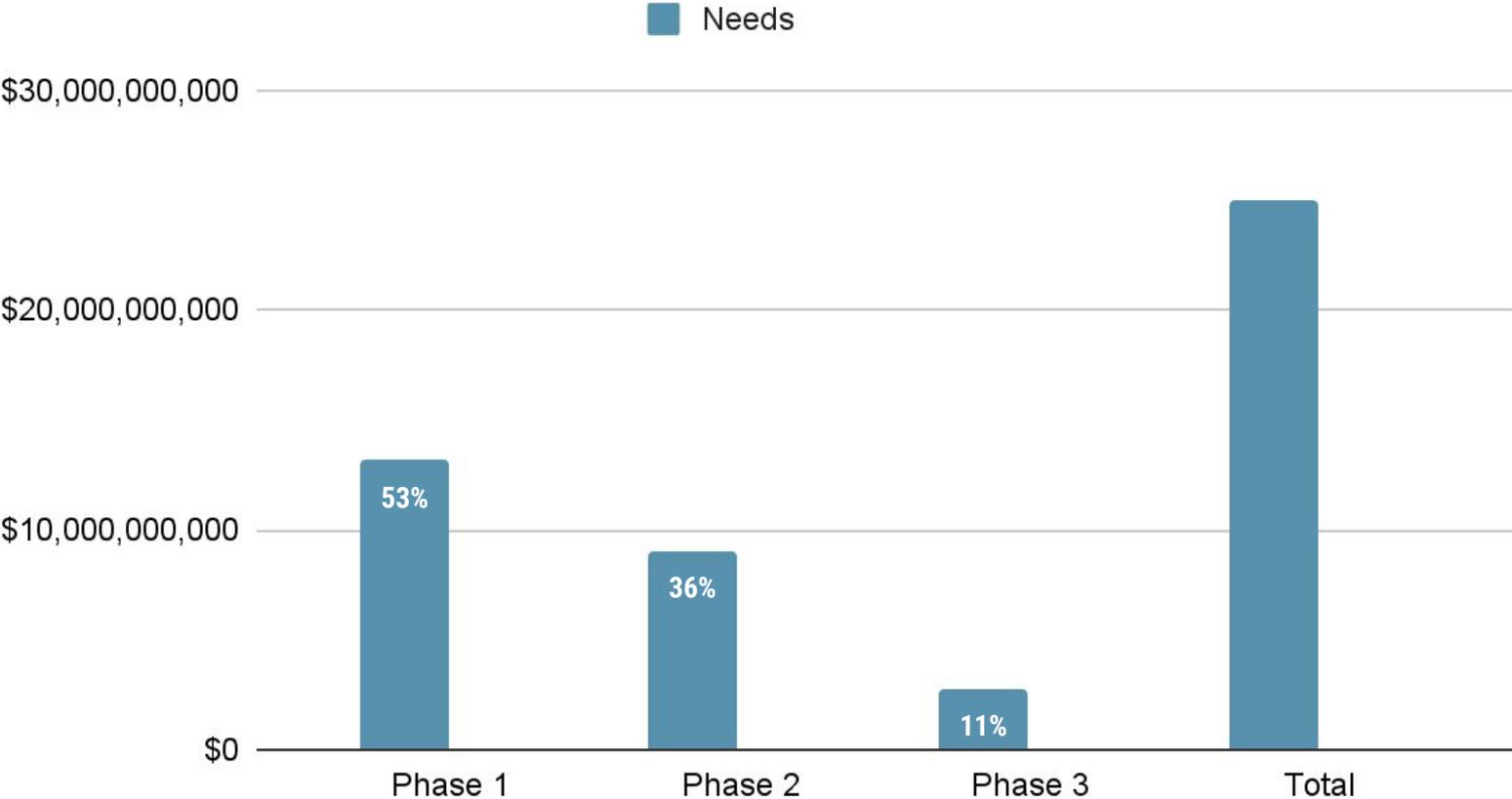


**\$17.7 B**

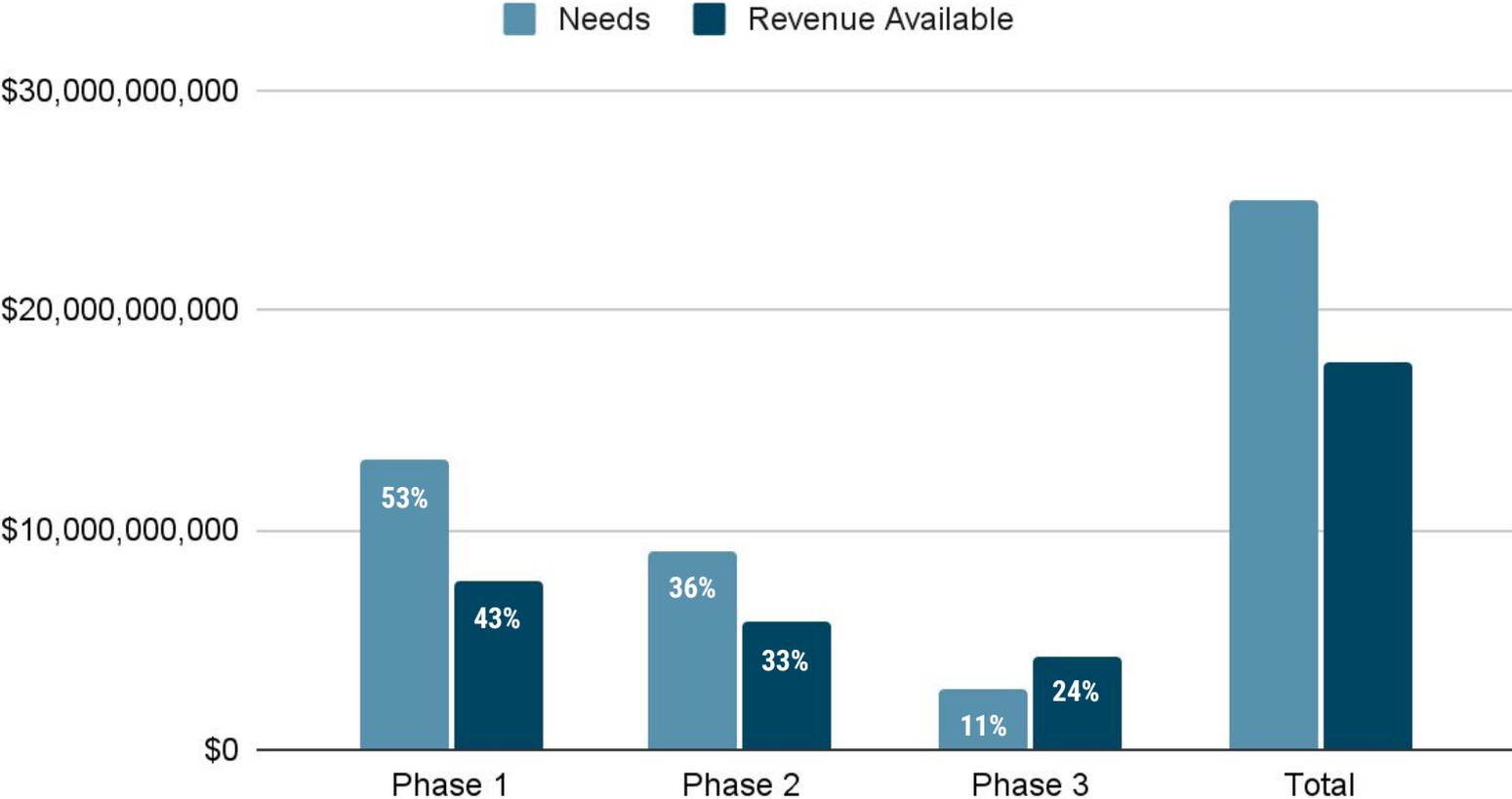


**\$5.2 B**

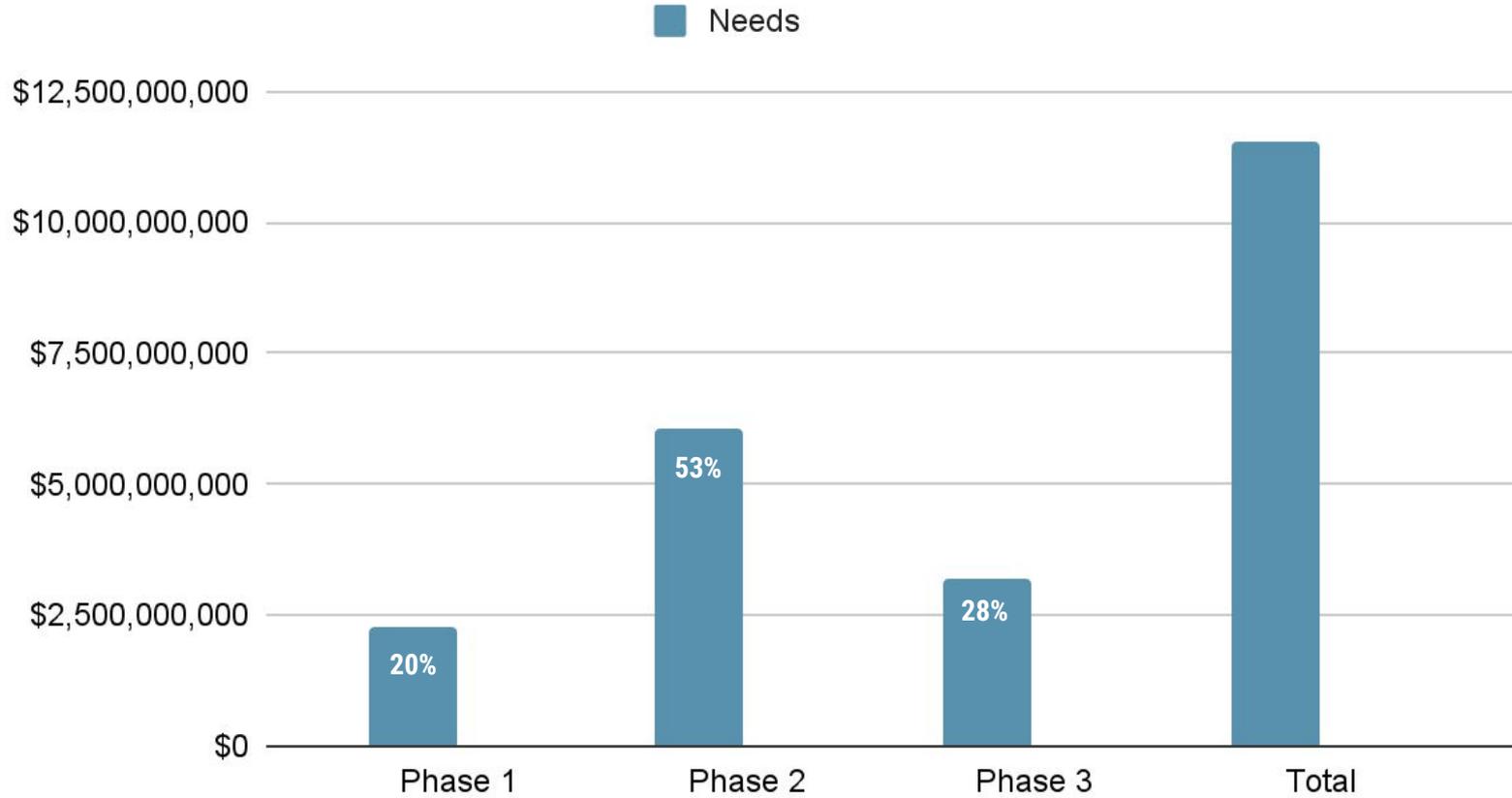
# Roadway



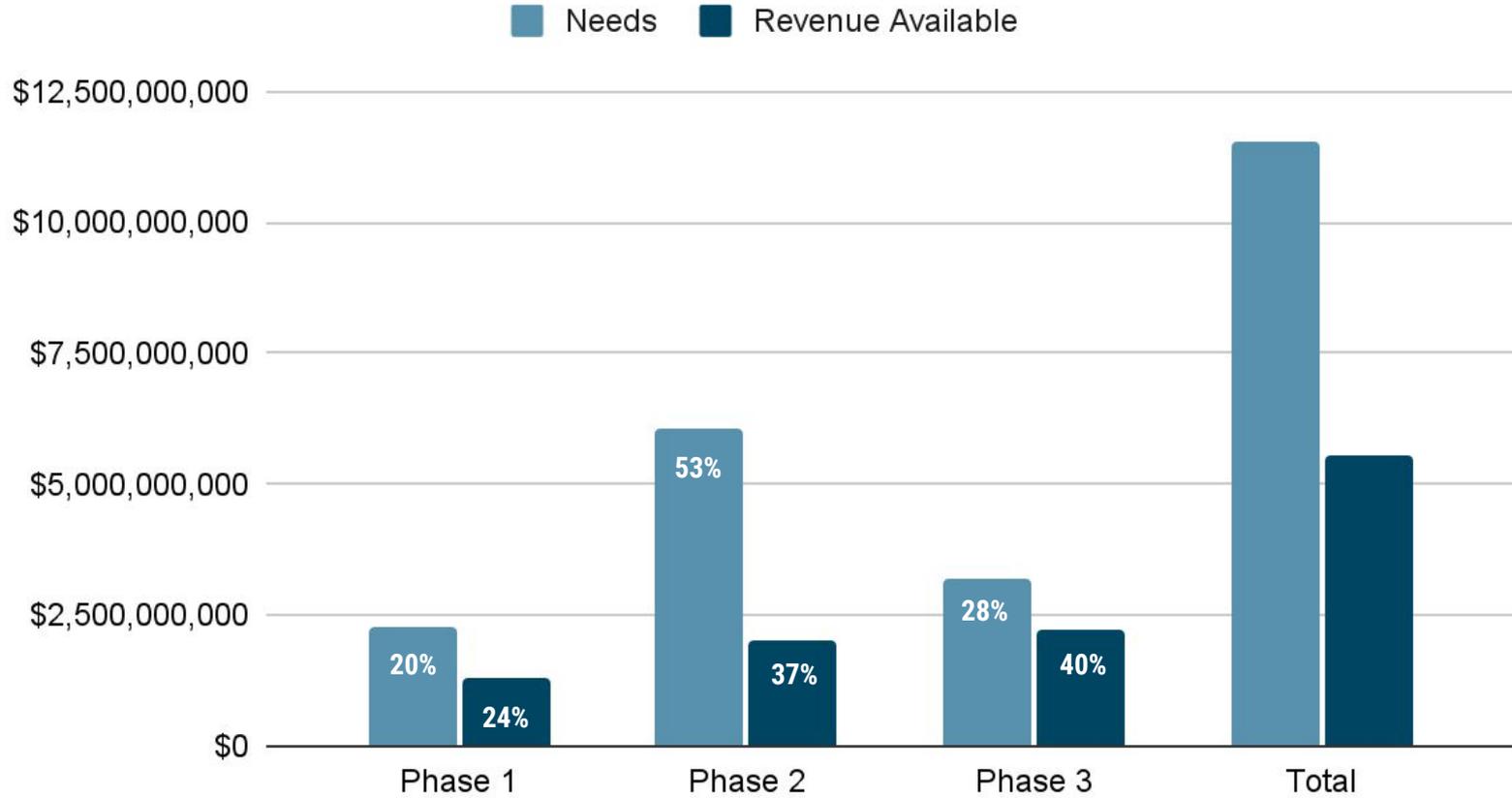
# Roadway



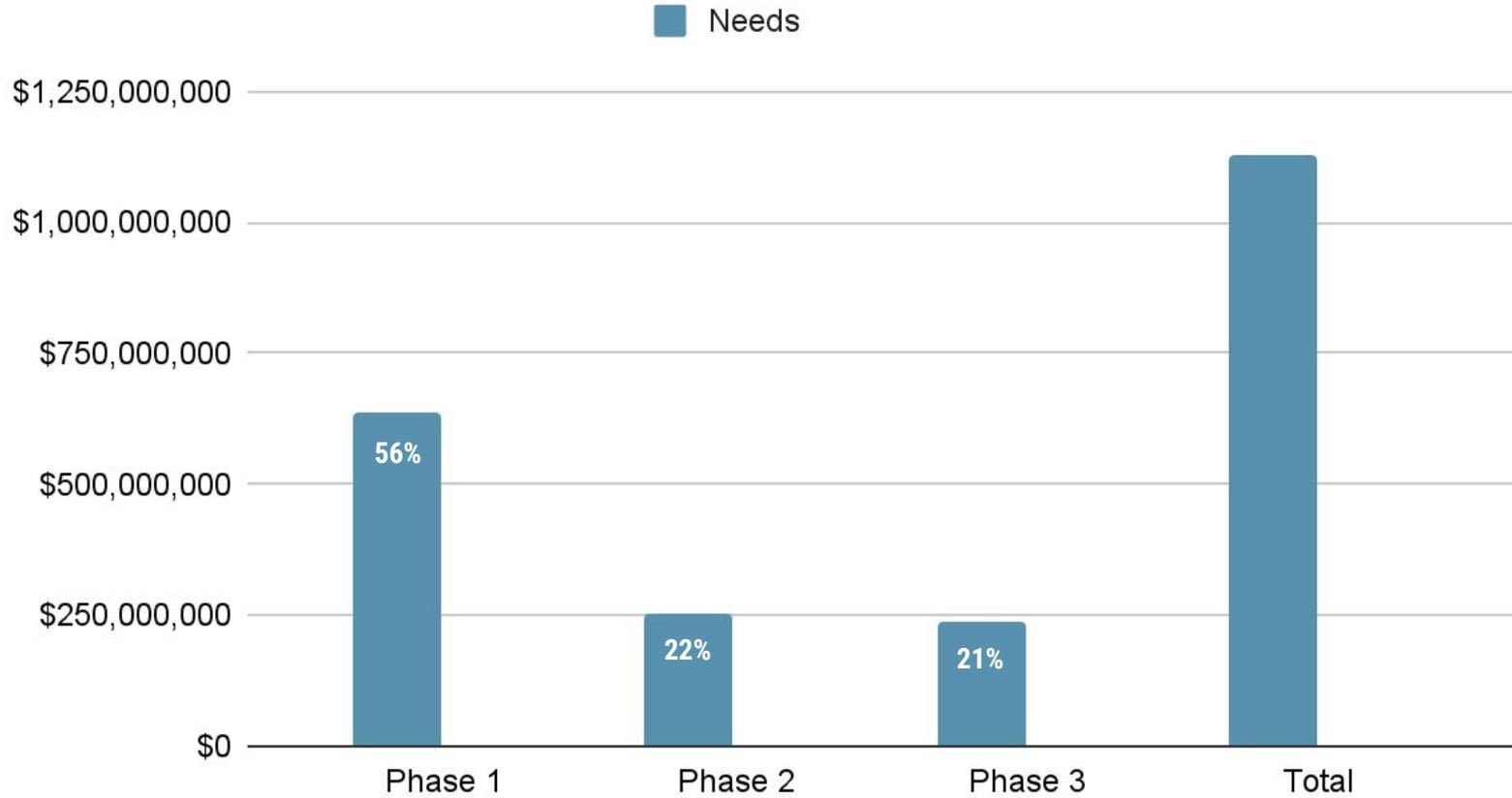
# Transit



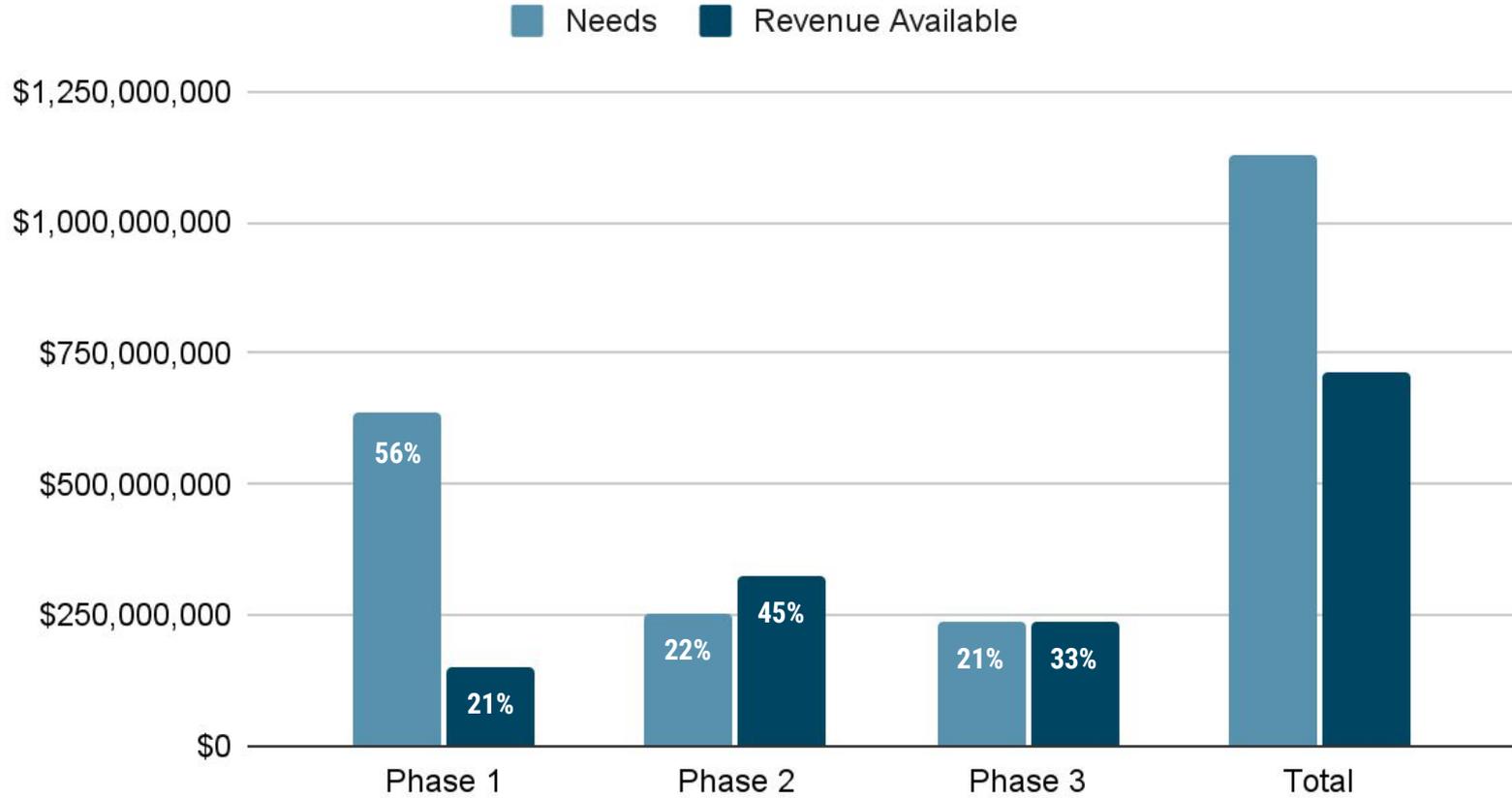
# Transit



# Active Transportation



# Active Transportation





# Comments due August 5th

For more detailed discussion, email [jjohner@wfr.org](mailto:jjohner@wfr.org)

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

# Next Steps

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## 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