The Scenario Performance Measures in this report card represent selected Wasatch Choice for 2040 Growth Principles and goals from UTA and UDOT.

Each scenario measured represents a package of land uses forecasts and regional transportation network assumptions.

The ‘Current’ scenario represents 2016 conditions whereas the remainder of the scenarios represent 2040 conditions.

The transit networks were evaluated without a supporting local bus network in order to isolate the benefits of each scenario and therefore do not represent the benefits of a more fine-grained transit network.

Orange graph bars indicate that higher measures are better and blue graph bars indicate that lower measures are better. Below each graph is a brief description of the measure.
Construction costs of road in the Draft Preferred Regional Transportation Plan divided by the number of households in the WFRC region. In 2010 value dollars.
Cost per unit of forecasted delay avoided, mile congested lane reduced, and percent of access to jobs/college gained. It also takes into account the miles of street lanes with less than half their capacity being used in the peak period.
COST EFFICIENCY

Proportion of regional Collector or larger road lane miles less than half full in the peak period.

Orange bars = higher is better, Blue bars = lower is better
COST EFFICIENCY

Construction costs of local roads not in the Regional Transportation Plan divided by the number of households in the WFRC region. Construction cost of roads in the Draft Preferred Road Network (2040) in 2010 value dollars.

Orange bars = higher is better  Blue bars = lower is better
Construction, Operation, and Maintenance costs of the Transit Projects in the Regional Transportation Plan divided by the number of households in the WFRC region. Costs in 2010 value dollars.

**COST EFFICIENCY**

**ORANGE BARS=HIGHER IS BETTER**  **BLUE BARS=LOWER IS BETTER**
Cost per unit of forecasted new linked transit trip, and percent of access to jobs/college gained. It also takes into account the miles of underutilized major transit routes in each scenario based upon cost per rider.
See Map for more info. Proportion of regional transit services with moderately high or high costs per passenger. These are Enhanced Bus or Bus Rapid Transit line segments of <1,000 riders a day and rail segments with <4,500 riders a day in 2040.

Orange bars = higher is better  Blue bars = lower is better
Percent of all regional employment and higher education opportunities accessible within a 20 minute drive of the average household.
Percent of all regional employment and higher education opportunities accessible within a 20 minute drive of the average household.
MOBILITY

Average difference between the weekday trip in the peak travel period and the posted speed limits.

Orange bars = higher is better  Blue bars = lower is better
MOBILITY

The proportion of the lanes on major streets that are forecasted to be congested in the peak travel period (volume/capacity ratio of 1.0 or greater).

**CONGESTED ROADS**

- **Current**
- **Scenario 1**
- **Scenario 2**
- **Scenario 3**
- **Scenario 4**
- **Draft Preferred**

**Orange bars = higher is better**  **Blue bars = lower is better**

WASATCH FRONT REGIONAL COUNCIL
The proportion of all motorized work and college trips predicted to be taken on the region’s major transit lines.
The forecasted duration of travel by each household on an average weekday.
The forecasted number of miles to be traveled by each household on an average weekday.
Predicted average weekday peak travel period travel time from 17 of the region’s largest freight centers to their nearest freeway.
This index is composed of the relative production of five types of emissions from cars and trucks: Volatile Organic Compounds, Nitrogen Oxides, Carbon Monoxide, and small and very small Particulate Matter (pm 10 and pm 2.5).

**Orange bars = higher is better**  **Blue bars = lower is better**
It is assumed that rebuilding streets where crashes currently occur would offer the potential to correct any design-related safety issues. This index measures the number of severe crashes that could be reduced through the proposed transportation projects in each scenario.
The increase in the size of the urban area due to development on previously undeveloped parcels.
Potential impacts on six community resources that would result from the land use in each scenario. The resources include working agricultural lands, conservation and recreational lands, and historic properties.
Potential impacts on six community resources that would result from the transportation in each scenario. The resources include working agricultural lands, conservation and recreational lands, and historic properties.
Index based upon estimated local road costs, above ground utilities, and underground water distribution facilities. These costs are related to the footprint and intensity of assumed development.
The increase in the amount of energy consumed by buildings and transportation based upon the assumed development types and travel forecasts.
Potential impacts to seven water and four ecological resources from the new land use and transportation in each of the scenarios; plus indirect development pressure on natural resource areas resulting from increased transportation accessibility.
ENVIRONMENT

Potential impacts to seven water and four ecological resources from the new land use and transportation in each of the scenarios.
Potential impacts to seven water and four ecological resources from the new land use in each of the scenarios.