Move Utah

ACTIVE, HEALTHY, CONNECTED COMMUNITIES

Prioritizing a Vision

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Parametrix

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Planning Director
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Utah's Transportation Vision

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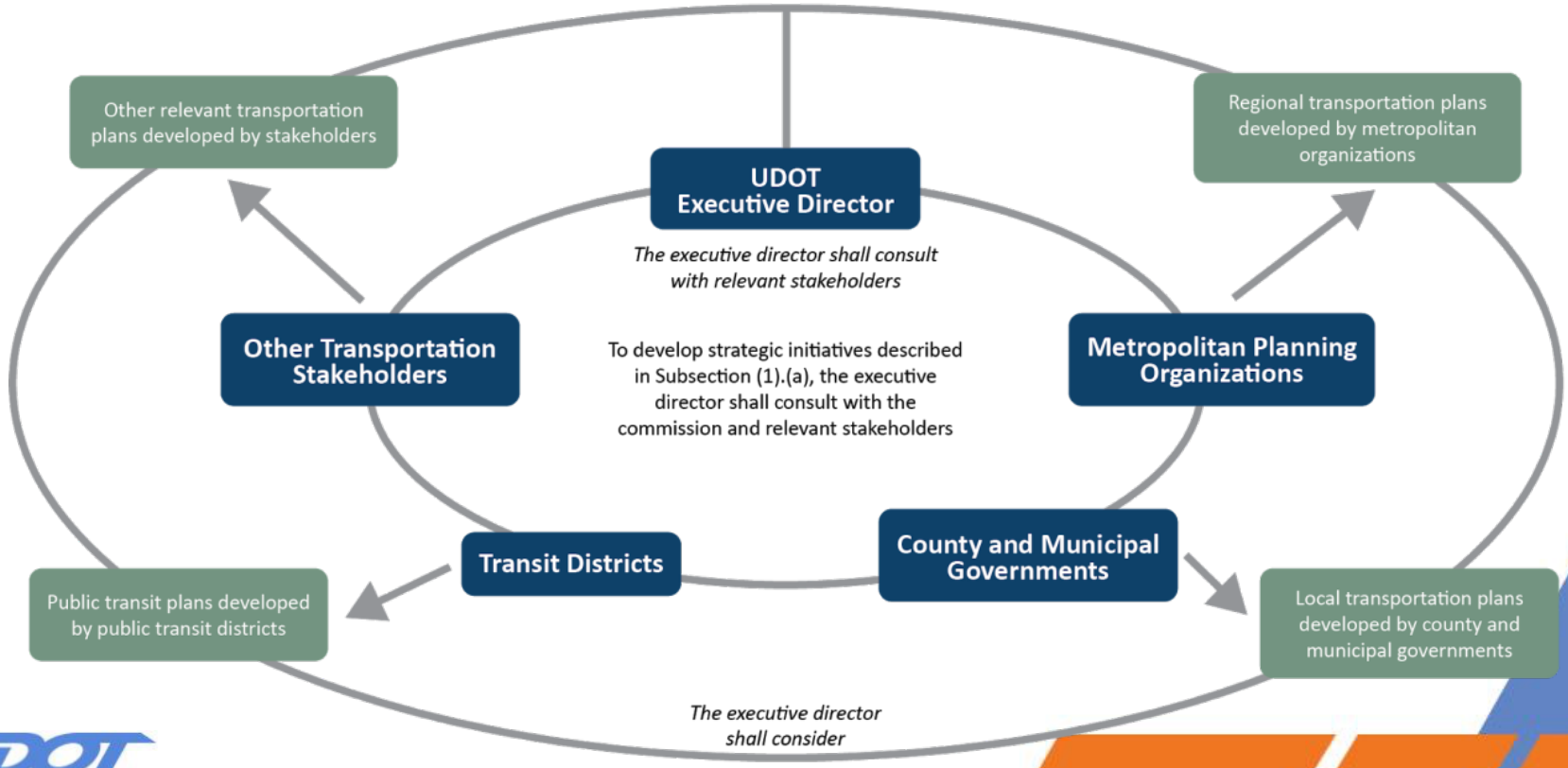
S.B. 136 Language & Requirements



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U.S. Department of Transportation
Federal Highway Administration


WASATCH FRONT REGIONAL COUNCIL


UTA


UTAH LEAGUE OF CITIES AND TOWNS
ULCT


CMPO
Cache Metropolitan Planning Organization


MAG
Expert Resources. Enriching Lives.


UNIFIED TRANSPORTATION PLANNING
DIXIE
METROPOLITAN
PLANNING ORGANIZATION


UTAH
ASSOCIATION OF
COUNTIES
The Unifying Voice for County Government


Utah Governor's Office of Economic Development
BUSINESS • TOURISM • FILM


Envision Utah
How we grow matters.


UCAIR
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Kem C. Gardner
POLICY INSTITUTE
THE UNIVERSITY OF UTAH


BikeUtah


Salt Lake City
International Airport


edcUTAH
ECONOMIC DEVELOPMENT
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SALT LAKE
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UTAH TRUCKING
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Utah's Voice in Trucking


UTAH DEPARTMENT of
ENVIRONMENTAL
QUALITY


GET
HEALTHY
UTAH


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BTA
Basin
TRANSIT ASSOCIATION


sun tran

UTAH'S TRANSPORTATION VISION

Pathway to Quality of Life

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Quality of Life in Utah

Well-Being in U.S., 2018

Highest Well-Being States	
1.	Hawaii
2.	Wyoming
3.	Alaska
4.	Montana
5.	Utah
6.	Colorado
7.	Vermont
8.	Delaware
9.	South Dakota
10.	North Dakota

Source: Witters, Dan. Hawaii Tops U.S. in Well-Being for Record 7th Time. Gallup News: Gallup National Health and Well-Being Index. February 2019.

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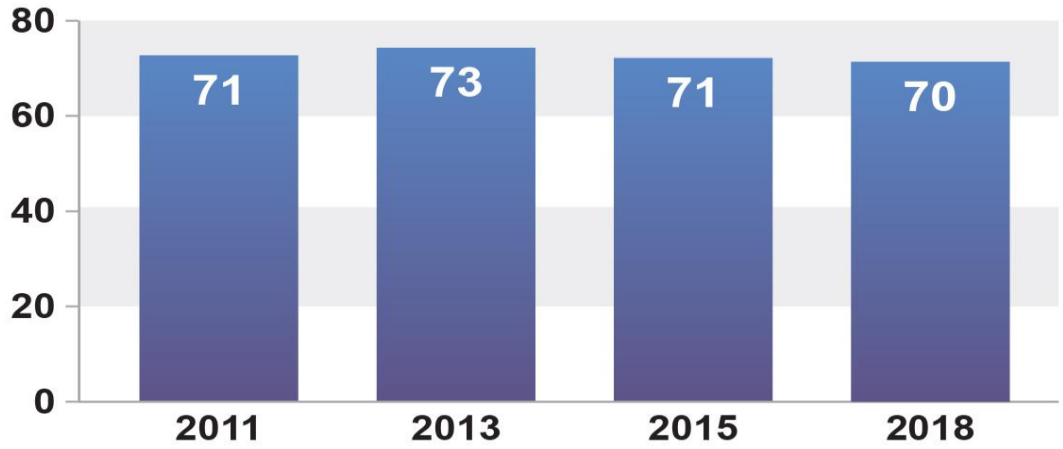
Growth is Challenging Out Quality of Life

Utah Quality of Life Index

While year-to-year variation is small, the index has seen a decrease since 2013.



Source: Utah Foundation, Quality of Life Index, 2018

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What Improves Quality of Life?

What could most improve your area as a place to live?

Respondents focus biggest improvements on transportation, housing affordability and air quality.

Improvements	Top 5 Responses
Reduce traffic	
Improve affordability of housing	
Improve air quality	
Improve roads and sidewalks (better condition, lighting)	
Improve public transportation (more bus/train routes)	

Source: Utah Foundation, Quality of Life Index, 2018

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Quality of Life Framework

uvision.utah.gov

Good Health

Better Mobility

UTAH'S TRANSPORTATION VISION

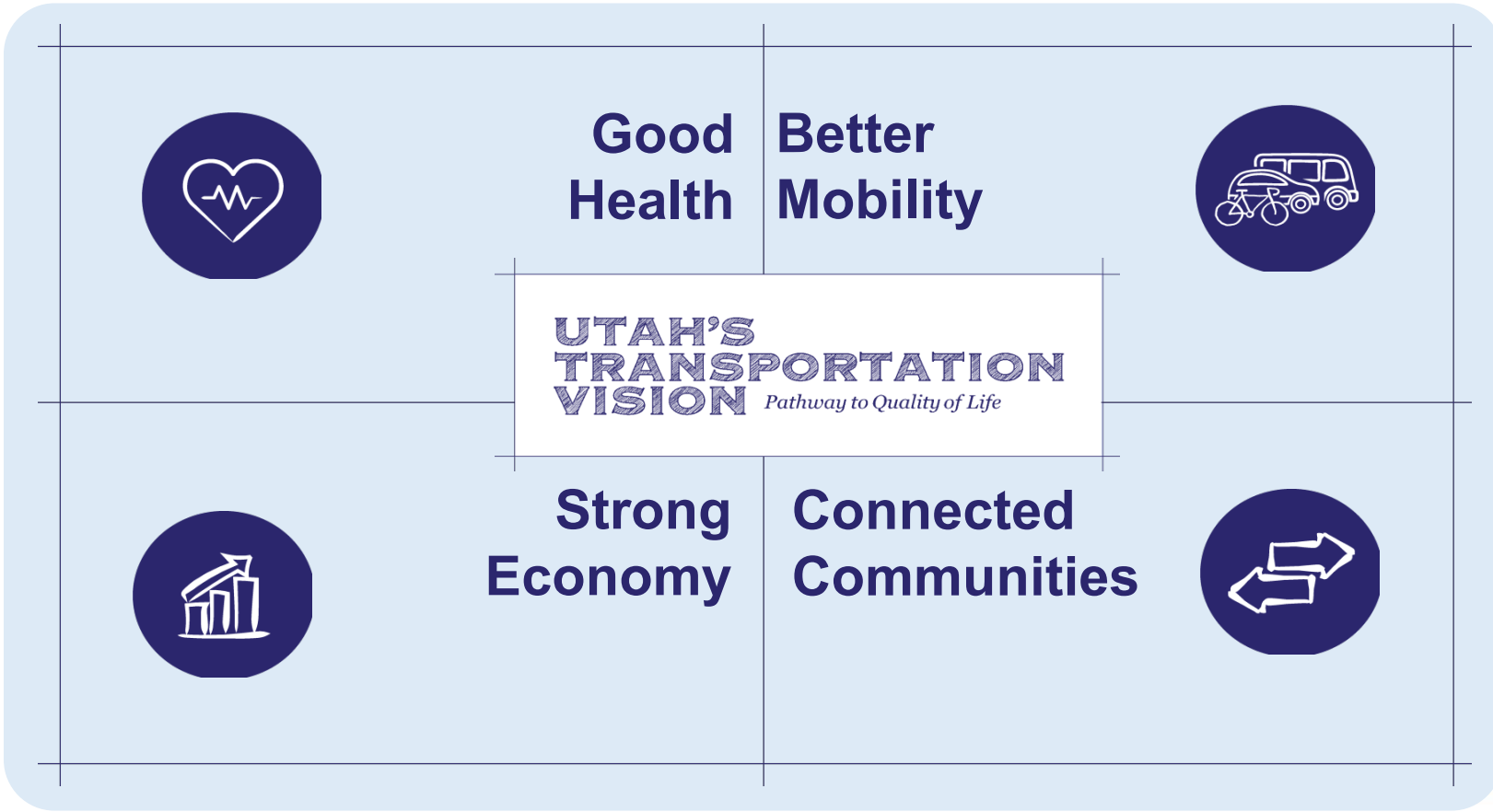
Pathway to Quality of Life

Strong Economy

Connected Communities

Capacity Project Prioritization

Capacity Decision Framework



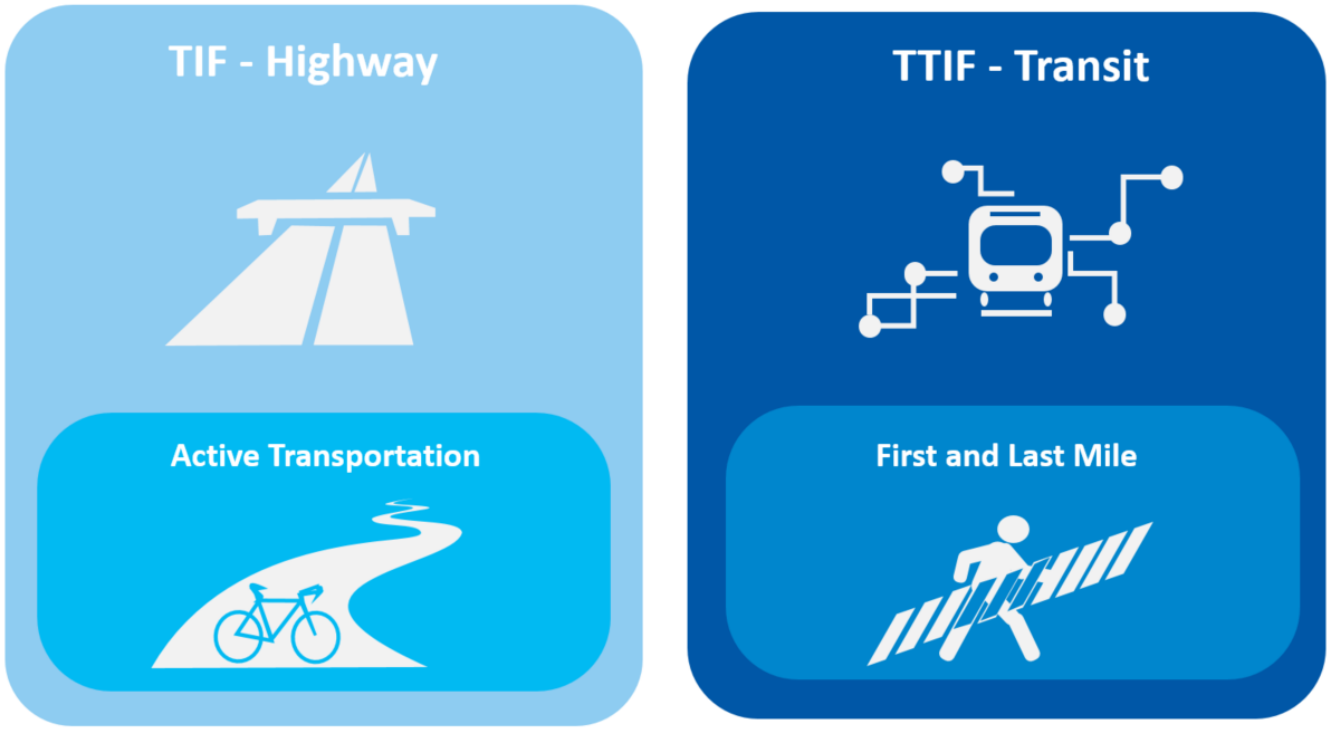
Capacity Fund Decision Making

- **Transportation Investment Fund (TIF)**
  - Major source of capacity funding since 2005
  - Current prioritization process has continually evolved and improved
- **Recently updated by SB 136, 72, and 34**
  - Creates Transportation (TIF) and Transit (TTIF) fund
  - Expands type of eligible capacity projects with each fund
  - Introduces new decision factors and requirements
- **Legislation requires written prioritization process**
  - Process codified in Utah Administrative Rule
  - Further guidance provided through UDOT Policy updates

Capacity Fund Decision Making

- **Prioritization process must address**
  - How statewide strategic initiatives are advanced
  - Weighted criteria system to rank projects
  - Provisions the Commission considers appropriate, which may include consideration of:
    - Regional and statewide economic development impacts (e.g. employment, educational facilities, recreation, commerce, and residential areas)
    - Extent to which local land use plans relevant to a project support statewide strategic initiatives

Capacity Programs



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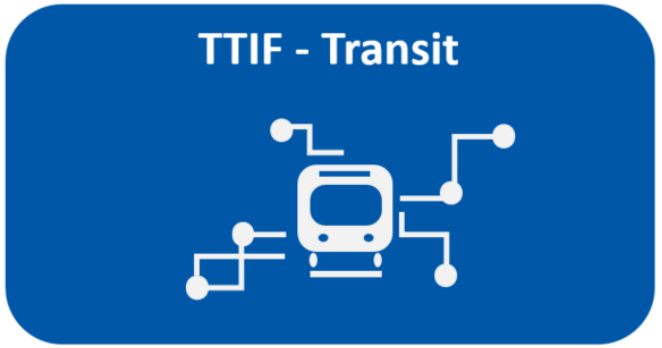
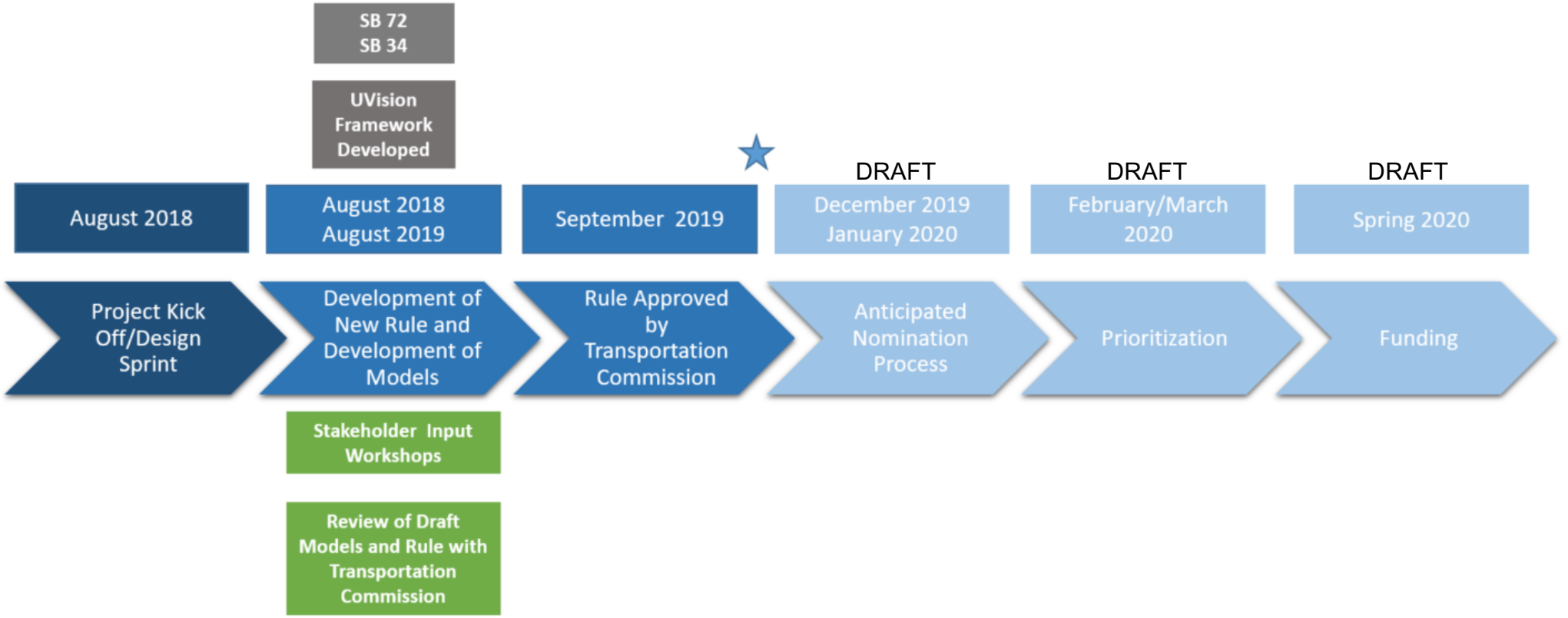
Capacity Decision Support Models



Prioritization Framework

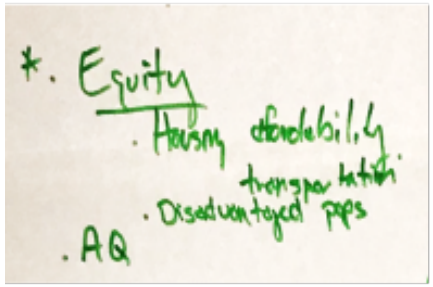
- **Collaboratively developed** with internal and external stakeholders
- Balances **simplicity and complexity**
- **Addresses known issues** with current decision model
- Compares **across project types and geographies**
- Shared framework **enables future cross-asset evaluation**
- Prepares for **continual improvement and refinement**

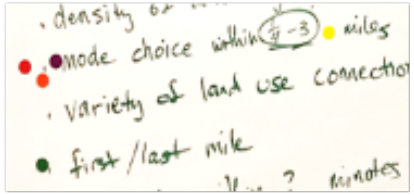
Model Development Process

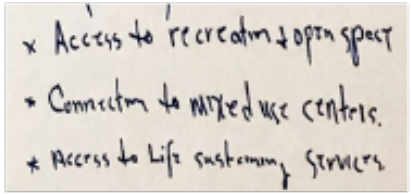


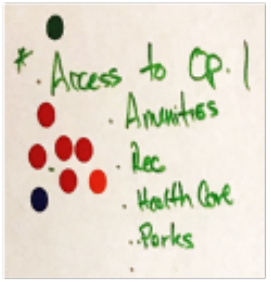
Multimodal Framework

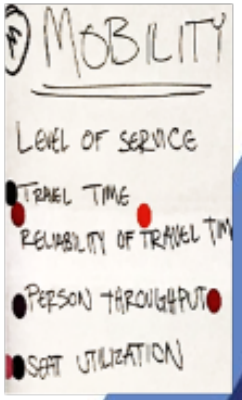
Good Health	Strong Economy	Better Mobility	Connected Communities
Safety	Accessibility	Travel Time	Connectivity
Public Health	Transport Costs	Throughput	Land Use and Community
Environment	Economic Development	Risk and Resiliency	Integrated Systems

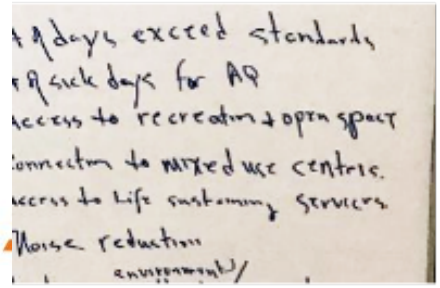

*. Equity
. Housing affordability
transportation
. Disadvantaged pops
. AQ


. density
. mode choice within 3 miles
. variety of land use connection
. first/last mile

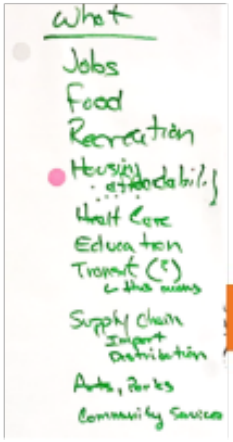

* Access to recreation + open space
* Connection to mixed use centers.
* Access to life sustaining services

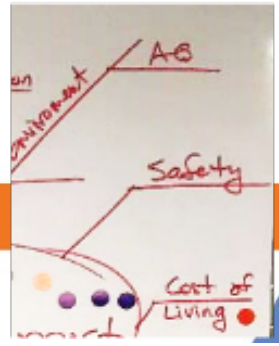

*. Access to Op. I
. Amenities
. Rec
. Health Care
. Parks

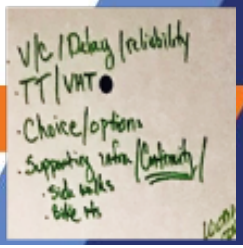

MOBILITY
LEVEL OF SERVICE
TRAVEL TIME
RELIABILITY OF TRAVEL TIME
PERSON THROUGHPUT
SEAT UTILIZATION


days exceed standards
sick days for AQ
access to recreation + open space
connection to mixed use centers.
access to life sustaining services
Noise reduction


Economic Vitality
Connections to Outside Markets


What
Jobs
Food
Recreation
Housing affordability
Health Care
Education
Supply Chain
Import Distribution
Arts, Parks
Community Services


A-B
Safety
Cost of Living


V/C | Delay | reliability
TT | VHT
Choice/options
Supporting ratios (Continuity)
. side walks
. bike lanes

Multimodal Framework

Good Health	Strong Economy	Better Mobility	Connected Communities
Safety	Accessibility	Travel Time	Connectivity
Public Health	Transport Costs	Throughput	Land Use and Community
Environment	Economic Development	Risk and Resiliency	Integrated Systems

Model and Scoring Methodology

Better Mobility

Travel Time

Throughput

Risk and Resiliency

- **Criteria** remain the same across highway, transit, and other modes

Model and Scoring Methodology

Better Mobility

Travel Time

- **TRANSIT** Reliability component index (Y/N)
- **HIGHWAY** Existing Reliability (#)

Throughput

- **TRANSIT** Estimated system ridership increase (#)
- **HIGHWAY** Relative volume by area type (#)

Risk and Resiliency

- Address identified risk in state, regional or local plan (Y/N)

- **Criteria** remain the same across highway, transit, and other modes
- **Measures** may change depending on mode and models; some measures remain the same

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Model and Scoring Methodology

Better Mobility

Travel Time

Reliability by area type (#)

- **ALPHA 1.35 = 4.4 pts**
- **BRAVO 0.94 = 2.6 pts**
- **CHARLIE 1.51 = 5.2 pts**
- **DELTA 0.36 = 0.01 pts**
- **ECHO 2.59 = 10.0 pts**
- **FOXTROT 1.31 = 4.3 pts**

- **Criteria** remain the same across highway, transit, and other modes
- **Measures** change depending on mode and models
- **Each measure** normalized relative to projects being evaluated on a scale of 1-10

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Decision Support Model Vision

- V1.0 will be developed and ready for use in Fall of 2019
- Ongoing process of continual refinement with ongoing updates to data, methods, measures, approaches, and input

Capacity Objectives – GOOD HEALTH

- **SAFETY**: Reward projects with potential to improve safety and security for all travelers
- **PUBLIC HEALTH:** Reward projects that improve public health
- **ENVIRONMENT:** Reward projects that enhance the environment

Capacity Objectives – STRONG ECONOMY

- **ACCESSIBILITY**: Reward projects located in closer proximity to educational facilities and recreational visitor destinations
- **TRANSPORT COSTS**: Reward projects that could reduce costs of transportation
- **ECONOMIC DEVELOPMENT**: Reward projects with connections to current and future job centers and targeted economic improvement or development areas

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Capacity Objectives – BETTER MOBILITY

- **TRAVEL TIME**: Reward projects resulting in improvements in travel time and reliability
- **THROUGHPUT**: Reward projects increasing the capacity of key corridors to move people and goods
- **RISK AND RESILIENCY**: Encourage projects that address identified risks, enhance resiliency, or provide redundant travel routes

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Capacity Objectives – CONNECTED COMMUNITIES

- **CONNECTIVITY**: Reward projects likely to meet needs of future population centers
- **LAND USE**: Reward projects consistent with state, regional, and local plans
- **INTEGRATED SYSTEMS**: Reward projects with elements that improve multimodal access and connectivity

What Makes a Good Measure?

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What Makes a Good Measure?

- Outcome Based
- Quantitative
- Continuous

vs

- Problem Based
- Qualitative
- Binary

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What Makes a Good Measure?

Other Considerations:

- Statewide application
- Accommodates a variety of project types
- Differentiates projects
- Reliable source
- Update cycle
- Complexity vs Value

TIF Highway Model

DRAFT – REVISED SEPTEMBER 13, 2019

Good Health — 25%

Safety — 60%

- UDOT USRAP Star Rating (#)
- UDOT Safety Index (#)

Public Health — 20%

- Active transportation component (Y/N)

Environment — 20%

- Environmental Improvement (Y/N)

Strong Economy — 20%

Accessibility — 35%

- Connectivity to education and tourism destinations

Transport Costs — 20%

- Truck percentage (#)

Economic Development — 45%

- Current job destinations (#)
- Future employment growth (#)
- Transportation Reinvestment Zone or Other Outside Funding Source for Project (Y/N)

Better Mobility — 40%

Travel Time — 55%

- Existing reliability (#)
- Delay (#)

Throughput — 30%

- Existing volume (#)
- Future volume (#)

Risk and Resiliency — 15%

- Adds redundancy (Y/N)

Connected Communities — 15%

Connectivity — 35%

- Future population growth (#)

Land Use and Community — 35%

- Solutions Development or Access Management (Y/N)

Integrated Systems — 30%

- Transit component (Y/N)

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TIF Active Model

DRAFT – REVISED SEPTEMBER 16, 2019

Good Health 25%

Safety 60%

- Non-motorized crash trends (#)
- Project safety component index (Y/N)

Public health 20%

- Percent of population physically inactive (#)

Environment 20%

- Air quality designation (#)
- Environmental feature index (Y/N)

Strong Economy 20%

Accessibility 40%

- Connectivity to education and tourism destinations (#)

Transport costs 40%

- Percent of workforce living and working within project area (#)

Economic development 20%

- Current employment
- Future employment growth (#)
- Connections to TRZ and local economic development areas (Y/N)

Better Mobility 40%

Reliable travel time 30%

- Travel time component index (Y/N)

Throughput 45%

- Active transport demand (#)
- Level of Traffic Stress Score and Project Element Index *(#)*

Risk and resiliency 25%

- System redundancy index (Y/N)

Connected Communities 15%

Connectivity 60%

- Percent of workers commuting by non-SOV modes (#)
- Future population growth (#)
- Accessibility for low-income households (#)

Land use and community 25%

- Local plan consistency (Y/N)

Integrated systems 15%

- Number of bike routes and transit stops that the project connects to (#)

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TTIF Transit Model

DRAFT – REVISED SEPTEMBER 16, 2019

Good Health 25%

Safety 35%

- Safety component index (#)

Public Health 20%

- Percent of population physically inactive (#)

Environment 45%

- Air quality designation (#)

Strong Economy 20%

Accessibility 40%

- Connectivity to education and tourism destinations (#)

Transport Costs 20%

- Commute costs as percent of household income (#)

Economic Development 40%

- Current job destinations (#)
- Future employment growth (#)
- Connections to TRZ and local economic development areas (Y/N)

Better Mobility 40%

Travel Time 50%

- Reliability component index (Y/N)

Throughput 40%

- Estimated system ridership increase (#)

Risk and Resiliency 10%

- Address identified risk in state, regional or local plan (Y/N)

Connected Communities 15%

Connectivity 50%

- Future population growth (#)
- Accessibility for low-income households (#)

Land Use and Community 35%

- Regional and local plan consistency (Y/N)

Integrated Systems 15%

- Project includes an active transportation component or is part of highway project (Y/N)

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TTIF First/Last Model

DRAFT – REVISED SEPTEMBER 16, 2019

Good Health 25%

Safety 60%

- Non-motorized crash trends (#)
- Project safety component index (Y/N)

Public health 20%

- Percent of population physically inactive (#)

Environment 20%

- Air quality designation (#)
- Environmental feature index (Y/N)

Strong Economy 20%

Accessibility 40%

- Connectivity to education and tourism destinations (#)

Transport costs 40%

- Percent of workforce living and working within project area (#)

Economic development 20%

- Current employment
- Future employment growth by area type (#)
- Connections to TRZ and local economic development areas (Y/N)

Better Mobility 40%

Reliable travel time 30%

- Travel time component index (Y/N)

Throughput 45%

- Ridership of transit stations served (#)

Risk and resiliency 25%

- System redundancy index (Y/N)

Connected Communities 15%

Connectivity 60%

- Percent of workers commuting by non-SOV modes (#)
- Future population growth (#)
- Accessibility for low-income households (#)

Land use and community 25%

- Local plan consistency (Y/N)

Integrated systems 15%

- Number of bike routes and transit stops that the project connects to (#)

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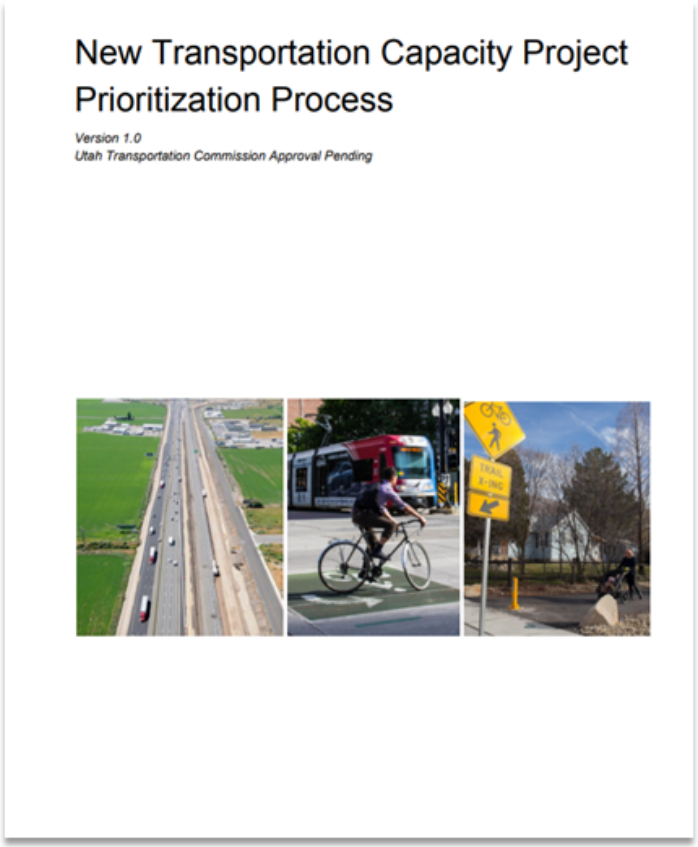
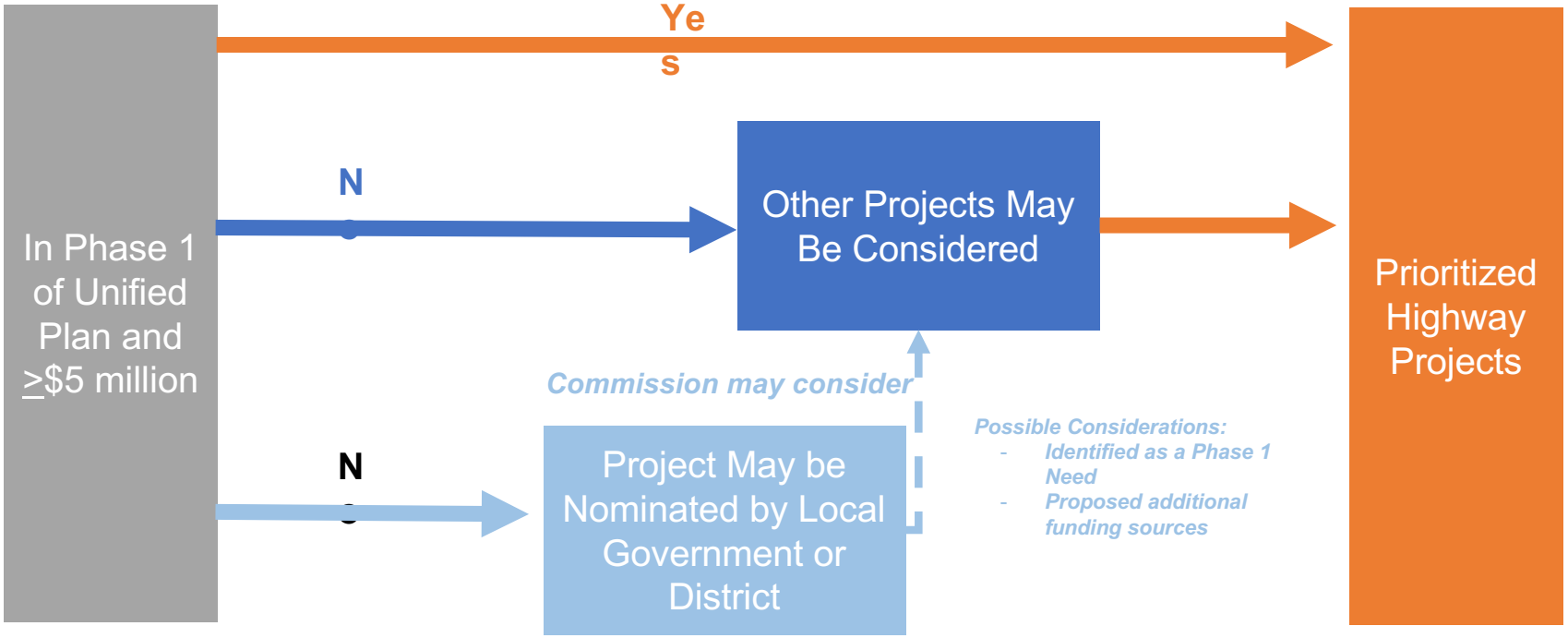
New Transportation Capacity Project Prioritization Process Document

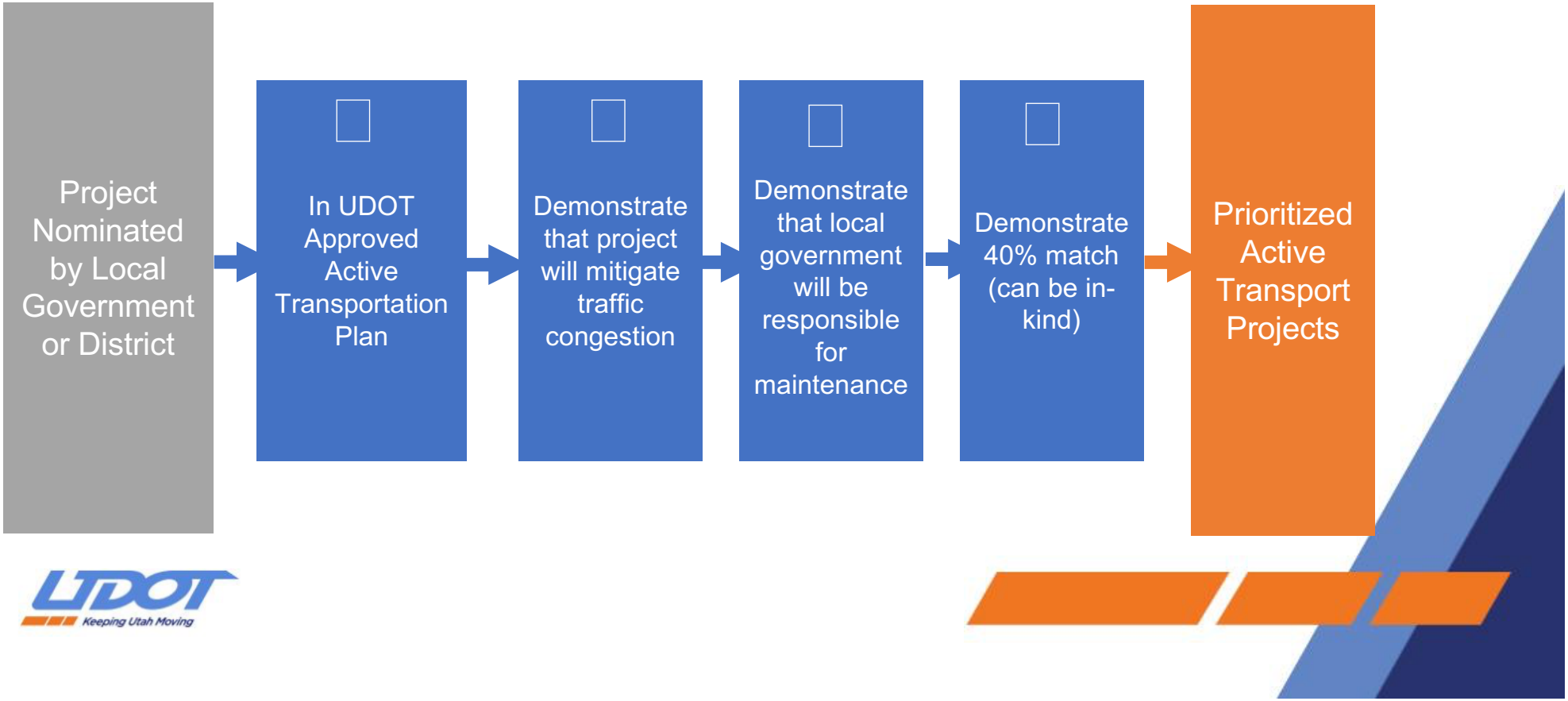


udot.utah.gov/go/projectprioritizationprocess

Draft TIF Highway Process



Draft TIF Active Process



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Draft TTIF Transit Process

Project Nominated by Local Government or District

Demonstrate Ongoing Funding Source for Operations and Maintenance

Demonstrate 40% Capital Match

Prioritized Transit Capacity Projects

New Fixed Guideway Projects Need to be Identified in Phase 1 of LRP

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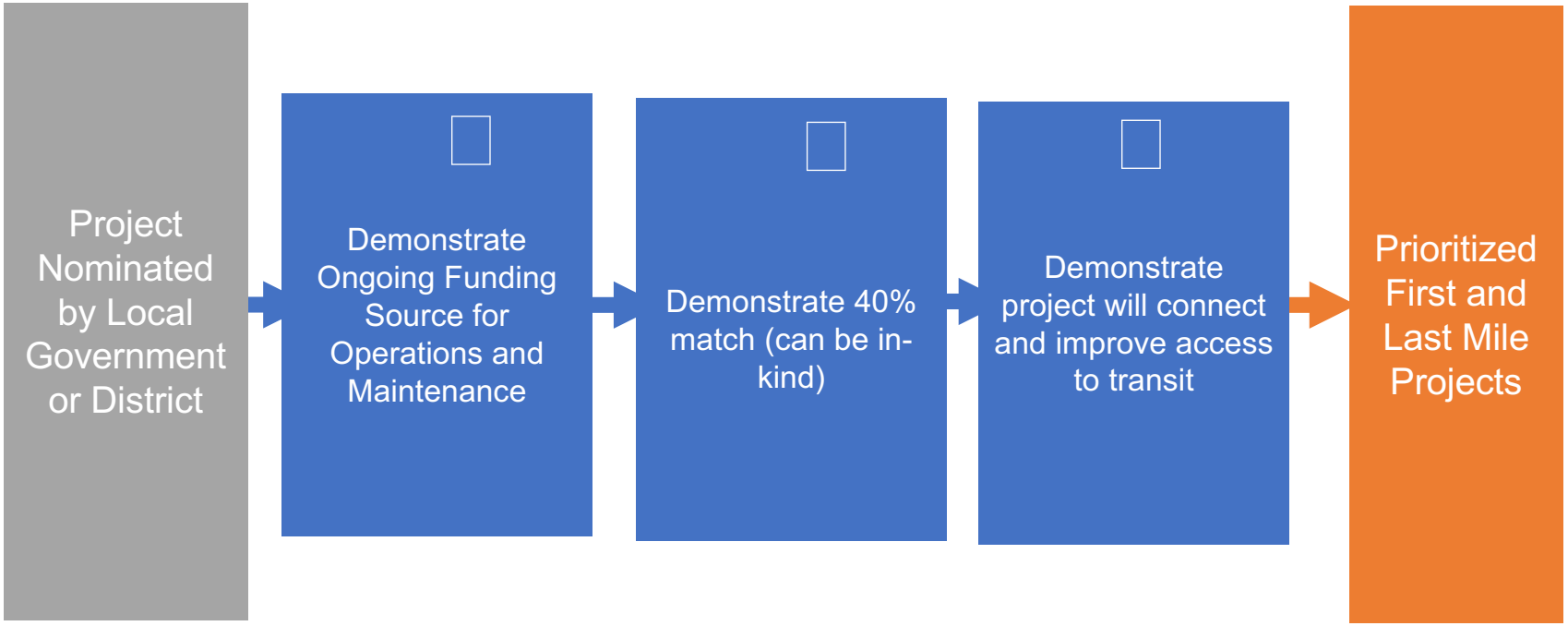
Draft TTIF First/Last Process



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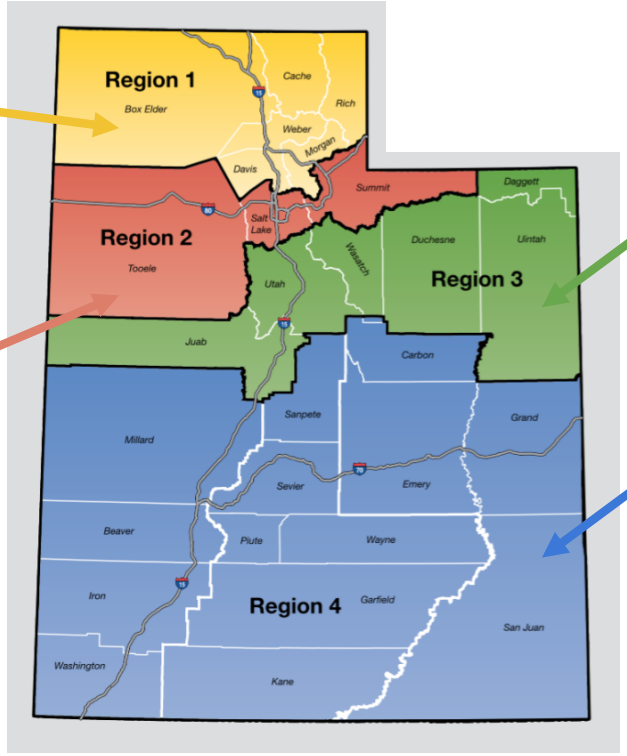

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QUALITY OF LIFE