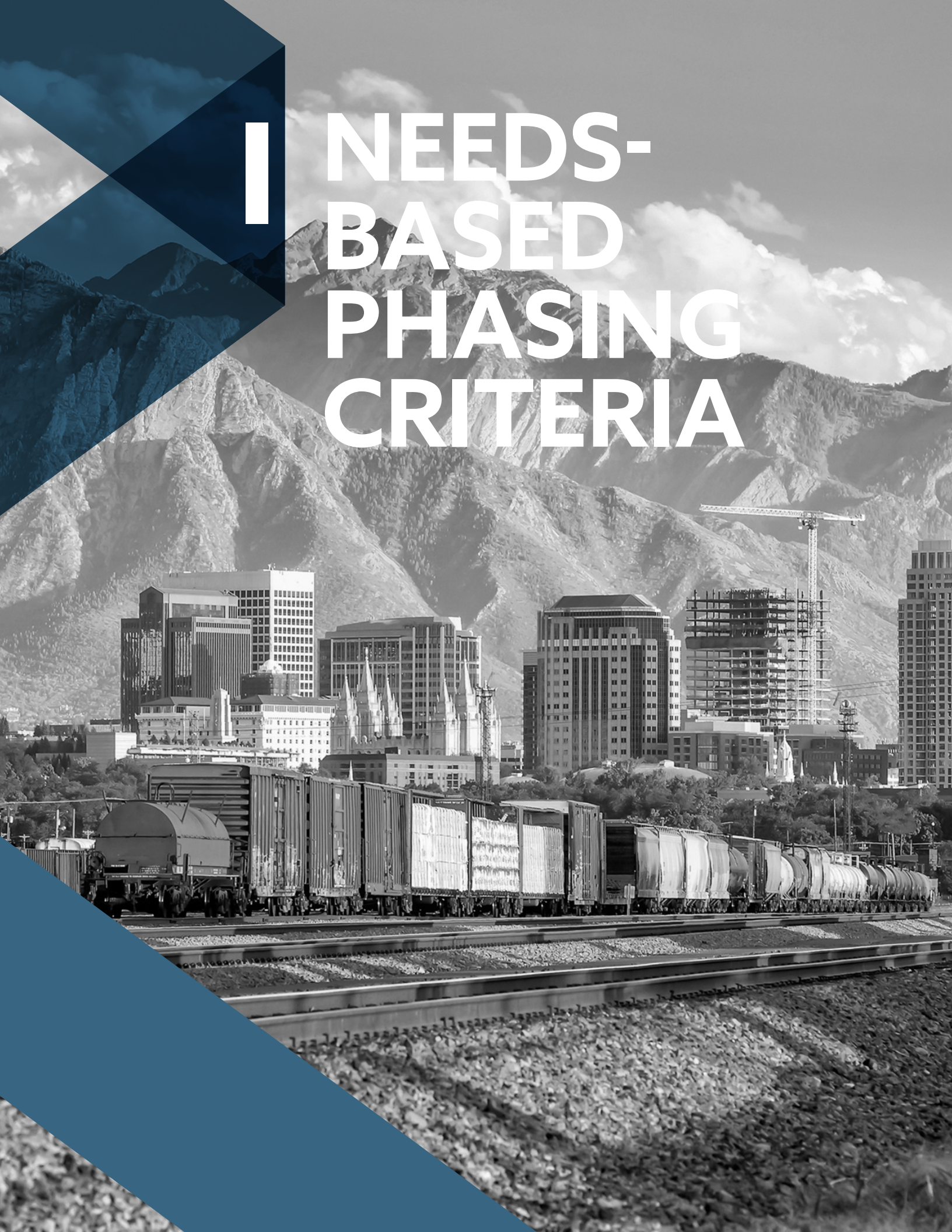


# I NEEDS- BASED PHASING CRITERIA



# Regional Transportation Plan Needs-Based Phasing Criteria

The Wasatch Front Regional Council (WFRC) in consultation with Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), and local communities, prioritizes transportation projects into approximately ten-year periods, also known as “phases.” The three phases of the 2023-2050 Regional Transportation Plan (RTP) will be Phase 1: 2023 to 2032, Phase 2: 2033 to 2042, and Phase 3: 2043 to 2050.

Phasing is done both for what phase a project is anticipated to be needed (referred to as “need-based phasing”), as well as when a project is anticipated to be funded (referred to as “financially constrained phasing”). Phasing of the RTP projects is guided by the [Wasatch Choice 2050 regional goals](#). This is done by translating the goals into specific criteria to help WFRC, UDOT, UTA, and other partners understand how a project advances these goals. These criteria, descriptions, and weightings were developed in partnership with UDOT, UTA, local communities, and other stakeholders. Needs-based phasing is the basis of and informs decisions about fiscally constrained phasing.

This document includes the needs-based phasing criteria and weighting for active transportation, roads, and transit projects.



## Active Transportation Project Phasing Criteria

WASATCH CHOICE GOAL	CRITERION	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
Quality transportation choices	Improves network connectivity	Project connects to or crosses an existing active transportation facility	20
	Improves connections to transit	Project accesses existing or planned transit station/stop	10
	Improves connections to shared mobility services	Project is in a bike share or micro-mobility service area	5
Livable and healthy communities	Supports the Wasatch Choice for 2050 and revitalizes the economy	Project improves access to Wasatch Choice centers	10
	Improves health outcomes	Project is in an area with high or very high Utah Department of Health’s Health Improvement Index	5
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	10
	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
	Improves access to and within Equity Focus Areas	Project improves access to Equity Focus Areas	5
			100

## Roadway Project Phasing Criteria



WASATCH CHOICE GOAL	CRITERION	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 located on a facility with a high truck volume percentage	5	10	15
Manageable and reliable traffic conditions	Reduces vehicle hours of delay	Project reduces vehicle hours per mile and delay (for existing roads) <b>OR</b>	10	15	20
		Project increases connectivity or provides redundancy in the network (for new roads)			
Safe, user-friendly streets	Improves safety	Project is on facility with low usRAP star rating and would reduce serious and/or fatal crashes	15	10	10
Fiscally efficient communities and infrastructure	Improves state of good repair	Project replaces or improves deficient bridge	5	5	5
		Project replaces or improves deficient pavement	5	5	5
	Advances previous investments	Project is included in a completed or underway environmental study	5	5	5
Livable and healthy communities	Supports the Wasatch Choice Vision centers	Project improves access to or within a Wasatch Choice Vision center	10	10	10
Quality transportation choices	Supports transportation choices	Project is compatible with an existing or planned transit route	5	5	5
		Project is compatible with an existing or planned active transportation facility	10	10	10
			<b>100</b>	<b>100</b>	<b>100</b>

\*Roadway projects will be categorized in three scales based on intent of the project: Within Community, Community to Region, Region to Region. All projects will be scored with the same criteria and methodology, but the weighing of criteria will change between the three scales. Examples of each scale are below.

- Within Community: These projects serve more localized needs or are within one or two communities such as 900 East in Salt Lake County or Country Hills Drive in Weber County.
- Community to Region: These projects tie communities to the region and serve both localized and regional needs such as Redwood Road or SR-193.
- Region to Region: These projects serve regional trips that traverse multiple communities such as Mountain View Corridor or US-89 in Davis County.



## Transit Project Phasing Criteria



WASATCH CHOICE GOAL	CRITERION	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
			<b>100</b>