

Salt Lake County Transportation Choice Fund (4th Quarter) Project Prioritization Evaluation Criteria

Criteria Evaluation Categories:

	Points
✓ Project Background Local Government Commitment	8
<i>Metric:</i> Amount of matching funds?	
<i>Metric:</i> Previous Planning Efforts	
✓ Access to Opportunity Help to determine if individuals have access to jobs and educational opportunities close to their home.	24
<i>Metric:</i> Using the <i>OnTheMap</i> tool, identify the estimated number of jobs available within ½ mile of the proposed project.	
<i>Metric:</i> Number of public or private job training and educational opportunities (vocational instruction / professional schools) within a ½ mile of the proposed project.	
✓ Multi-jurisdictional Collaboration Encourage collaboration (across jurisdictions and/or with WFRC, UTA, UDOT or other key stakeholder(s)) to build an interconnected Salt Lake County and enhance the regional transportation network.	20
<i>Metric:</i> Have you coordinated/collaborated with another jurisdiction(s), state agency, or organization or other key stakeholder on this proposed project?	
<i>Metric:</i> Does this proposed project help to build and preserve a regional network?	
✓ Livability Ensure that individuals of all ages and abilities have access to essential community and human resources, transit, and alternative transportation.	18
<i>Metric:</i> Measure ½ mile around proposed project area to determine if access to alternative transportation / trails and/or multi-use paths / open (green) space / nature / parks / recreation / community assets access exists.	

Metric: Number of pedestrian / transit enhancements / amenities that are part of the proposed project design that allow individuals of all ages and abilities safe access.

✓ **Economic Innovation** 18

Assure project funds leverage other public funds as well as support Salt Lake County's strategies for global engagement in the Global Trade and Investment Plan.

Metric: Does the proposed project leverage other public funds (for example, grants) or is within the boundaries of a Redevelopment Area / Community Redevelopment Area / Opportunity Zone / Transportation Reinvestment Zone?

Metric: Number of Global Trade and Investment Plan strategies supported? (pp 24-25 in the plan). <https://slco.org/uploadedFiles/depot/fRD/fEconDev/global-trade-investment-plan.pdf>

✓ **Wasatch Choice 2040 / 2050 (choose one)** 14

Wasatch Choice 2040

Assist Salt Lake County jurisdictions to meet regional quality growth goals and strategies.

Metric: Is proposed project part of an identified Wasatch 2040 Center?

Metric: Which Wasatch Choice 2040 Growth Principle(s) does the project meet?

Wasatch Choice 2050

Assist Salt Lake County jurisdictions to meet regional quality growth goals and strategies.

Metric: Is proposed project part of an identified Wasatch 2050 Center?

Metric: Which Wasatch Choice 2050 Strategy does the project meet?

Total Possible Points: 100

Proposed Project Background:

Note: The Salt Lake County Transportation Choice Fund Working Group shall consider factors including, but not limited to, geographic diversity.

Project Description:

Project Goal / Purpose:

Estimated Project Cost:

Funding Request Amount:

Proposed Matching Funds (cash, advanced right of way purchase or items/land with cash value):

Have Operating and Maintenance (O&M) funds been identified completed project?

Approximate Amount of O&M Funds Needed?

Source of O&M funds?

Metric: Amount of matching funds and/or value of advanced right of way purchase:

Weighting:

Measurement	Weight
10 % or more matching funds	6
8 to 10 %	4
5 %	2

Metric: Have any formal / organized planning effort(s) been completed related to the proposed project that have included public involvement? For example, Transportation and Land Use Connection (TLC) grant?

Weighting:

Measurement	Weight
Yes	2
No	0

Please provide map of project area with proposed project identified.

Evaluation Criteria Category: Access to Opportunity

Question: List the existing number of jobs within a $\frac{1}{2}$ mile that are accessed annually by this proposed project. Data can be obtained by using the US Census Bureau OnTheMap at <https://onthemap.ces.census.gov/>. If planned, provide adopted Master Plan, Land Use Map, and/or Zoning Map.

Metric: Using the OnTheMap tool, identify the estimated number of jobs available within a $\frac{1}{2}$ mile of the proposed project.

How does this criteria evaluation address congestion?: If local communities work towards improving the jobs-housing balance, then more residents would have a shorter commute time and may choose alternative ways to reach their place of employment rather than single occupant vehicles (SOV).

Weighting:

Measurement	Weight
5,000 or more jobs	12
2,500 – 4,999	8
1,000 – 2,499	6
250 – 999 jobs	4
Up to 249 jobs	2
No existing jobs	0

Question: List the public or private job training and educational opportunities (higher education / vocational instruction / professional schools) within a $\frac{1}{2}$ mile of the proposed project.

Metric: Number of public or private job training and educational opportunities (vocational instruction / professional schools) within a $\frac{1}{2}$ mile of the proposed project.

How does this criteria evaluation address congestion?: If local communities work towards improving access to educational opportunities and training, then more residents would have a shorter commute time and may choose alternative ways to commute rather than single occupant vehicles (SOV).

Weighting:

Measurement	Weight
3 or more job training or educational opportunities within $\frac{1}{2}$ mile	12
2 within $\frac{1}{2}$ mile	8
1 within $\frac{1}{2}$ mile	6
0 within $\frac{1}{2}$ mile	0

Evaluation Criteria Category: Multi-jurisdictional Stakeholder Collaboration (jurisdictions, state, and agencies (WFRC, UTA, UDOT and/or other key stakeholder(s))

Question: Does the proposed project cross multiple jurisdictions and/or collaborates with WFRC, UTA, and/or UDOT?

Metrics: Have you coordinated/collaborated with another jurisdiction(s) on this project?

How does this criteria evaluation address congestion?: Coordination and collaboration is key to building transportation infrastructure that provides multi-modal options and to increase the number of destinations accessed in a reasonable amount of time.

Weighting:

Do you have a letter of support describing the collaboration effort from the other jurisdiction(s)?

Measurement	Weight
Yes	6
No	0

Other jurisdictions involved in proposed project:

Measurement	Weight
3 or more jurisdictions	8
2 or more	6
1 or more	4
None	0

Question: Does the proposed project connect to regional transportation systems or plans (Examples: Salt Lake County's Active Transportation Implementation Plan (ATIP), Wasatch Front Regional Council's Regional Transportation Plan (RTP))? Describe how it connects.

Metric: Does this proposed project help to build and preserve a regional network by connecting to other regional transportation systems/plans?

How does this criteria evaluation address congestion?: An integrated transportation system is an efficient use of infrastructure that can help individuals reach desired destinations in a reasonable amount of time.

Weighting:

Measurement	Weight
Proposed project connects and complements multiple plans	6
Some connection with other plans	4
Proposed project does not connect or complement other plans	0

Evaluation Criteria Category: Livability

Question: Does the proposed project provide access to alternative transportation and transit / trails and/or multi use paths / open (green) space / nature / parks / housing / community assets (senior centers, libraries, cultural centers, recreational centers, human and essential services, community-based services) within a $\frac{1}{2}$ of a mile. *If planned, provide adopted Master Plan, Land Use Map, and/or Zoning Map.*

Metric: Measure $\frac{1}{2}$ mile around project area to determine if access to alternative transportation / trails and/or multi-use paths / open (green) space / nature / parks / recreation / community assets exist.

How does this evaluation criteria address congestion?: By having access to various or multiple modes of travel to reach a desired destination, there is less incentive to drive to a destination in a single occupant vehicle (SOV).

Weighting:

Measurement	Weight
Access within $\frac{1}{4}$ mile or less	10
Access within $\frac{1}{2}$ mile or less	6
No access within $\frac{1}{2}$ mile	2

Question: Please list the pedestrian / transit enhancements / amenities that are part of the proposed project design that allow individuals of all ages and abilities safe access? (Examples: traffic calming features, sidewalks, bikeways, exclusive bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median island, accessible pedestrian signals, curb extensions, etc.)

Metric: Number of the pedestrian / transit enhancements / amenities that are part of the proposed project design that allow individuals of all ages and abilities safe access.

How does this evaluation criteria address congestion?: If pedestrian amenities are a value add to the experience of walking to destinations, then individuals may opt to not travel to a destination in a single occupant vehicle (SOV) which reduces the number of cars using the roadway.

Weighting:

Measurement	Weight
4 or more amenities within $\frac{1}{2}$ mile	8
3 amenities	6
2 amenities	4
1 amenity	2
No amenities	0

Evaluation Criteria Category: Economic Innovation

Question: Does this proposed project leverage other public funds (for example, grants) or is within the boundaries of a Redevelopment Area / Community Redevelopment Area / Opportunity Zone / Transportation Reinvestment Zone? If so, provide the boundaries of the redevelopment area and the goal / purpose of the project area or the agreement securing other public funds.

Metric: Is the proposed project leveraging other public funds or is within the boundaries of Redevelopment Area / Community Redevelopment Area / Opportunity Zone / Transportation Reinvestment Zone?

How does this criteria evaluation address congestion?: When building transportation infrastructure, a collaborative approach with other public investments is wise use of taxpayer funds that link economic development, land use, and transportation.

Weighting:

Measurement	Weight
Yes	10
No	0

Question: Does this proposed project support Salt Lake County's strategies for global engagement as outlined in the Salt Lake County Global Trade and Investment Plan?

Metric: Number of Global Trade and Investment Plan strategies supported? (pp 24-25 in the plan). <https://slco.org/uploadedFiles/depot/fRD/fEconDev/global-trade-investment-plan.pdf>

Strategies:

1. Develop a more diverse export portfolio that exhibits the region's current economic landscape and extant international connections.
2. Establish workforce development programs for high- and low-skill workers that strengthen Salt Lake County's talent pool.
3. Rebrand Salt Lake County as a globally fluent hub of culture and innovation.
4. Enhance and improve the region's transportation and freight infrastructure.

How does this criteria evaluation address congestion?: Engaging with the global marketplace provides necessary resources to local communities which is an important ingredient to providing a job-housing balance while expanding access to opportunities for all Salt Lake County residents.

Weighting:

Measurement	Weight
4 strategies	8
3 strategies	6
2 strategies	4
1 strategy	2
No strategies	0

Evaluation Criteria Category: Wasatch Choice 2040 or 2050 (choose one)

Wasatch Choice 2040

Question: Is this project part of an identified center (historical and/or emerging regional destination of economic activity)?

- ✓ **Metropolitan Center** – mixed land use with crossroads of regional roads as well as host to the region's transit hub. Downtown Salt Lake City is the metropolitan center in our region.
- ✓ **Urban Center** – mixed land use with significant commerce/regional retail; intersection of major arterials/freeway interchanges served by high capacity transit
- ✓ **Town Center** – mixed land use including localized services such as grocery stores, restaurants, civic, and retail.
- ✓ **Station Community** – geographically small, high-intensity centers surrounding high capacity transit stations. Station Communities vary in their land use: some feature employments, others focus on housing, and many will include a variety of shops and services
- ✓ **Main Street Community** – a linear town center. Each has a traditional commercial identity but are on a community scale with a strong sense of the immediate neighborhoods. Main streets prioritize pedestrian-friendly features, but also benefit from good auto access and often transit
- ✓ **Boulevard Community** – a linear center coupled with a transit route. Unlike a Main Street, a Boulevard Community may not necessarily have a commercial identity, but may vary between housing, employment, and retail along any given stretch. Bicycling and walking are safe and comfortable
- ✓ **Special District** - regionally significant special purpose such as an airport or university; a variety of context sensitive roadway and transit needs

Metric: Is proposed project part of an identified Wasatch 2040 Center?

How does this criteria evaluation address congestion?: Wasatch 2040 links economic development with transportation and housing decisions. Synergy is created between these three key building blocks and enables shorter and less expensive travel and improves air quality by reducing auto emissions.

Weighting:

Measurement	Weight
Yes	6
No	0

Question: Which Wasatch Choice 2040 Growth Principles does the project meet?

- Provide Public Infrastructure that is Efficient and Adequately Maintained
- Provide Regional Mobility through a Variety of Interconnected Transportation Choices
- Integrate Local Land-Use with Regional Transportation Systems
- Provide Housing for People in all Life Stages and Incomes
- Ensure Public Health and Safety
- Enhance the Regional Economy
- Promote Regional Collaboration
- Strengthen Sense of Community
- Protect and Enhance the Environment

Metric: Which Wasatch Choice 2040 Growth Principle(s) does the project meet?

How does this criteria evaluation address congestion?: Wasatch 2040 links economic development with transportation and housing decisions. Synergy is created between these three key building blocks and enables shorter and less expensive travel and improves air quality by reducing auto emissions.

Weighting:

Measurement	Weight
4 strategies identified	8
2-3 strategies identified	6
0-1 strategies identified	4

Wasatch Choice 2050

Question: Is this project part of an identified center (historical and/or emerging regional destination of economic activity)?

- ✓ **Metropolitan Center** – mixed land use with crossroads of regional roads as well as host to the region's transit hub
- ✓ **Urban Center** – mixed land use with significant commerce/regional retail; intersection of major arterials/freeway interchanges served by high capacity transit
- ✓ **Town Center** – mixed land use including grocery stores, restaurants, civic, and retail in a node area of 6-8 city blocks or a corridor of several blocks in length; frequent bus lines, high capacity transit
- ✓ **Neighborhood Center** – mixed land use including retail in a node area of approximately 1-4 city blocks or a corridor of a few blocks in length; frequent bus lines, high capacity transit

- ✓ **Employment** – office flex; arterial or higher roadway needs; high capacity transit
- ✓ **Industrial** – light and heavy industry, warehousing, incidental office, retail; freight-oriented roadway needs with bus services as optimal transit
- ✓ **Special District** - regionally significant special purpose such as an airport or university; a variety of context sensitive roadway and transit needs

Metric: Is proposed project part of an identified Wasatch 2050 Center?

How does this criteria evaluation address congestion?: Wasatch 2050 links economic development with transportation and housing decisions. Synergy is created between these three key building blocks that enables shorter and less expensive travel which improves air quality by reducing auto emissions.

Weighting:

Measurement	Weight
Yes	6
No	0

Question: Which Wasatch Choice 2050 Vision Key Strategies does the project meet?

- Provide transportation choices – Allows for more than one mode to reach a destination
- Support housing options
- Preserve open space
- Link development and transportation decisions – How does this proposed project link economic development, housing, and transportation?

Metric: Which Wasatch Choice 2050 Strategy(ies) does the proposed project meet?

How does this criteria evaluation address congestion?: Wasatch 2050 links economic development with transportation and housing decisions. Synergy is created between these three key building blocks and enables shorter and less expensive travel that improves air quality by reducing auto emissions.

Weighting:

Measurement	Weight
4 strategies identified	8
2-3 strategies identified	6
0-1 strategies identified	4

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A large, faint, diagonal watermark reading "DRAFT" in a bold, sans-serif font, overlaid on a grid of horizontal lines. The grid consists of five horizontal lines and one vertical line, creating six columns. The "DRAFT" text is oriented diagonally from the bottom-left towards the top-right, with the letters stacked vertically. The watermark is rendered in a light gray color that is semi-transparent, allowing the underlying grid to be visible.