

# **Salt Lake County Transportation Project Prioritization Evaluation Criteria**

## **Criteria Evaluation Categories:**

- ✓ Livability
- ✓ Access to Opportunity
- ✓ Wasatch Choice 2050
- ✓ Economic Innovation
- ✓ Multi-jurisdictional Collaboration
- ✓ Safety Performance

**This document is a draft and is for discussion purposes only. Further consideration and deliberation of the draft Transportation Project Evaluation Criteria will be completed by the Salt Lake County Transportation Advisory Committee. The County will establish criteria for prioritization by ordinance.**

## Proposed Project Background:

Project Description:

Project Goal / Purpose:

Estimated Project Cost:

Funding Request:

Proposed Matching Funds:

**Metric:** Amount of matching funds

### Weighting:

Measurement	Weight
10 % or more matching funds	10
8 to 10 %	5
5 %	3

***Note: The Salt Lake County Transportation Advisory Committee shall consider factors including, but not limited to, geographic diversity.***

Please provide map of project area with proposed project identified.

## Evaluation Criteria Category: Livability

**Question:** Describe how the proposed project provides access to alternative transportation / trails / open (green) space / nature / parks / recreation within a  $\frac{1}{4}$  to  $\frac{1}{2}$  of a mile.

**Metric:** Measure  $\frac{1}{4}$  to  $\frac{1}{2}$  mile around project area to determine if alternative transportation / trails / open (green) space / nature / recreation access exists.

**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 (SVO).

**Weighting:**

Measurement	Weight
Transportation access within $\frac{1}{4}$ mile or less	2
Access within $\frac{1}{2}$ mile or less	1
No access within $\frac{1}{2}$ mile	0

**Question:** How does this proposed project improve air quality and / or reduce mobile source (tailpipe) emissions? (Examples: reduction in Vehicle Miles Traveled (VMT), traffic signal coordination, mode shift from single occupant vehicles)

**Metric:** Review narrative for project improvements that would enhance air quality or reduce mobile source emissions.

**How does this evaluation criteria address congestion?:** If Vehicle Miles Traveled (VMT) can be reduced by a shift to other travel modes such as public transit or active transportation, the congestion may be reduced by less vehicles using the roadways.

**Weighting:**

Measurement	Weight
2 or more air quality improvements or reduction in mobile source emissions	5
1 air quality improvement or reduction in mobile source emissions	3
No air quality focus/reduction	0

**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: 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 ½ mile	8
3 amenities	6
2 amenities	4
1 amenity	2
No amenities	0

**Question:** List the community assets (senior centers, libraries, cultural centers, recreational centers, community-based services) within a ½ mile of the proposed project that are accessible by vehicle, walking, and/or bicycling.

**Metric:** Review list of community assets and measure ½ mile from project area.

**How does this evaluation criteria address congestion?:** This question is about being able to access key community destinations by a variety of mode choices.

**Weighting:**

Measurement	Weight
4 or more cultural assets within ½ mile	10
3 within ½ mile	8
2 within ½ mile	6
1 within ½ mile	4
0 within ½ mile	0

## Evaluation Criteria Category: Access to Opportunity

**Question:** List the existing number of jobs within a ½ 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/>

**Metric:** Using the OnTheMap tool, identify the estimated number of jobs available within a ½ mile from 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 employment rather than a single occupant vehicles (SVO) using the roadway.

**Weighting:**

Measurement	Weight
5,000 or more jobs annually	10
2,500 – 4,999	8
1,000 – 2,499	6
250 – 999 jobs	4
Up to 249 jobs	0

**Question:** List the public or private job training and educational opportunities (higher education / vocational instruction / professional schools) within a ½ mile of the proposed project.

**Metric:** Number of public or private job training and educational opportunities (higher education / vocational instruction / professional schools) within a ½ 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 a single occupant vehicles (SVO) using the roadway.

**Weighting:**

Measurement	Weight
3 or more job training or educational opportunities within ½ mile	10
2 within ½ mile	8
1 within ½ mile	6
0 within ½ mile	0

**Question:** What is your existing mix of housing types? (Check with your jurisdiction's Moderate-Income Housing Plan (MIHP). Is your diversification of housing types increasing over time (for example, the next 5 to 10 years)?

**Metric:** Percent increase in diversification of housing types over 5 – 10 years.

**How does this criteria evaluation address congestion?:** If a mix of housing types is co-located with employment and retail, individuals would have to travel less for employment as well as goods and services.

**Weighting:**

Measurement	Weight
XX % increase in diversification of housing types	6
XX % increase	4
XX % increase	2

**Question:** How many health and human services are provided within a ½ mile of the proposed project (Examples: grocery stores / medical facilities / retail)?

**Metric:** Number of locations offering health and human services within ½ mile.

**How does this criteria evaluation address congestion?:** If health and human services are within walking or cycling distance, an individual may make a mode shift from a single occupant vehicle (SVO).

**Weighting:**

Measurement	Weight
Strong access within ½ mile (4 or more locations)	4
Medium access within ½ mile (2 or more)	2
Low or no access	0

**Question:** Does this proposed project benefit individuals and families living in affordable or low-income housing by providing access to multi-modal transportation?

**Metric:** Number of affordable housing units within ½ mile of the proposed project.

**How does this criteria evaluation address congestion?:** May reduce roadway use with multi-modal options.

**Weighting:**

Measurement	Weight
100 or more affordable housing units	10
50-99	8
25-49	6
10-24	4
0-9	0

**Question:** What is the number of people who live within ½ mile of the proposed project?

**Metric:** Number of people who live within ½ mile of the proposed project.

**How does this criteria evaluation address congestion?:** Public transit is more successful when a large number of people have access to reliable, safe, and affordable transportation option.

**Weighting:**

Measurement	Weight
500 people within ½ mile	6
99 – 499 people	3
Less than 99 people	0

## Evaluation Criteria Category: 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** – mix of land uses with significant commerce/regional retail; intersection of major arterials/freeway interchanges served by high capacity transit
- ✓ **Town Center** - mix of land uses 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** – mix of land uses 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 and enables shorter and less expensive travel and improve the air by reducing auto emissions.

**Weighting:**

Measurement	Weight
Yes	2
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 does the 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 and improve the air by reducing auto emissions.

**Weighting:**

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

## Evaluation Criteria Category: Economic Innovation

**Question:** Is the proposed project within the boundaries of an 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.

**Metric:** Is the proposed project 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).

**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: Multi-jurisdictional Collaboration

**Question:** Does the proposed project cross multiple jurisdictions?

**Metrics:** Have you coordinated/collaborated with other jurisdiction(s); and, if so, are zoning/land uses compatible?

**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	2
No	0

Number of jurisdictions involved in proposed project:

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

**Question:** Does the proposed project connect to regional transportation systems (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?

**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	4
Some connection with other plans	2
Proposed project is does not connect or complement other plans	0

## Evaluation Criteria Category: Safety Performance

**Question:** Describe how this proposed project address safety deficiency(ies)?

**Metric:** Does this proposed project consider safety improvements?

**How does this criteria evaluation address congestion?:** Safety problems can contribute to congestion.

**Weighting:**

Measurement	Weight
Yes	2
No	0

**Question:** How does the proposed project support safe sidewalks?

**Metric:** Are sidewalks connected to the proposed project or are their gaps/deficiencies in sidewalk infrastructure surrounding proposed project?

**Weighting:**

Measurement	Weight
Sidewalks are connected and ADA compliant	2
Gaps in sidewalk and are not ADA compliant	0

**Question:** Is the proposed project identified on a Student Neighborhood Access Plan (SNAP)?

**Metric:** Is proposed project on a SNAP map if near elementary or middle school?

**Weighting:**

Measurement	Weight
Yes	2
No	0