

Transportation Interim

August 9, 2023

Prioritization Process



Capacity Project Programs (TIF & TTIF)

Transportation Investment Fund (TIF)

TIF - Highway

- State Highway capacity projects

TIF - Active Transportation

- Paved Pedestrian or Non-motorized capacity projects
- Require a 40% match

[Utah Code 72-2-124](#)

[Utah Transportation Commission Prioritization Process](#)

Transit Transportation Investment Fund (TTIF)

TTIF - Transit

- Transit capacity projects
- Require a 30% match

TTIF - First / Last Mile

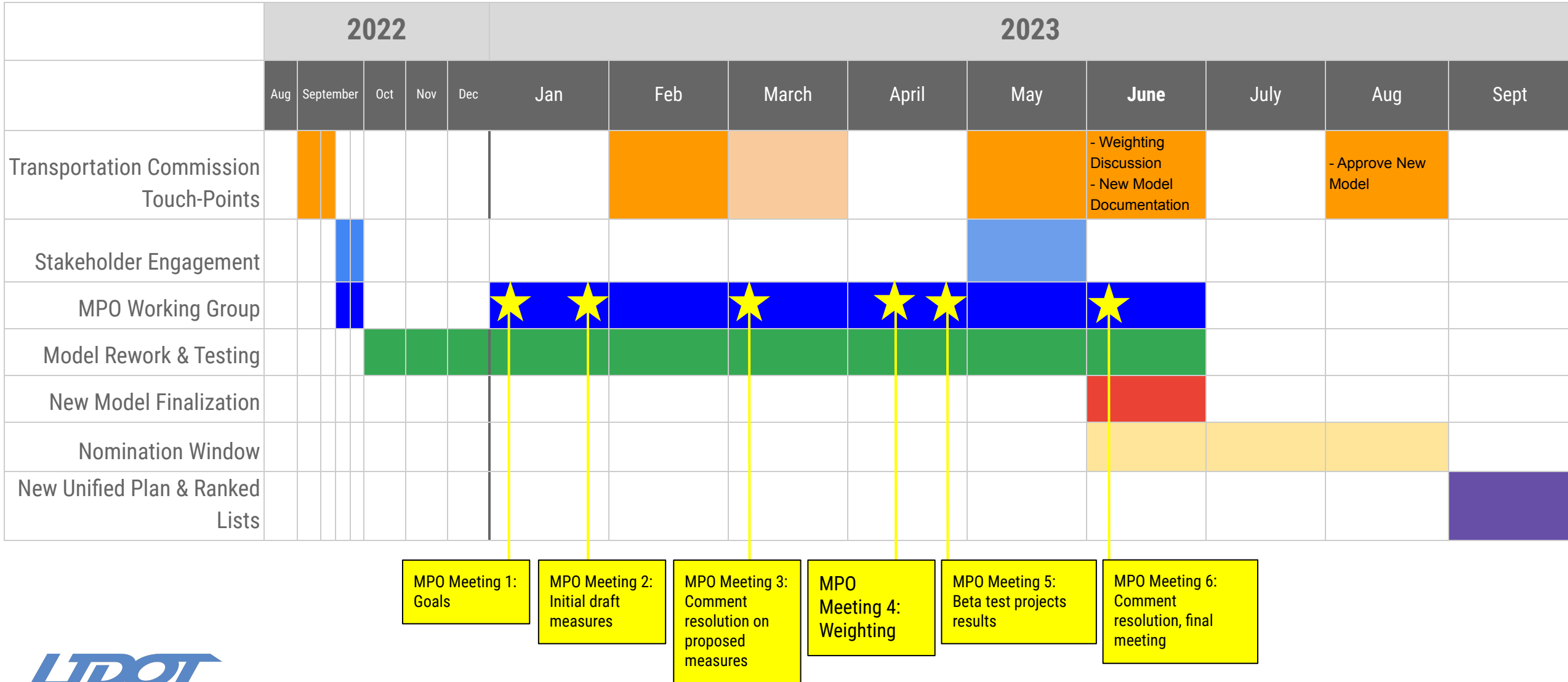
- Pedestrian or Non-motorized projects that provide connection to the public transit system
- Require a 30% match

Prioritization Process Update

Update Goals

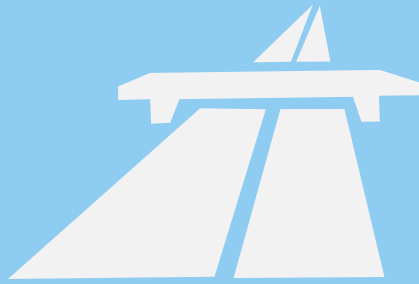
- Simplify & Streamline
- Revise Ranking Methodology
- Integrate New Data Sources
- Incorporate Outcome Based Measures
- Sync Timing with Unified Plan Updates

Prioritization Process Update Timeline

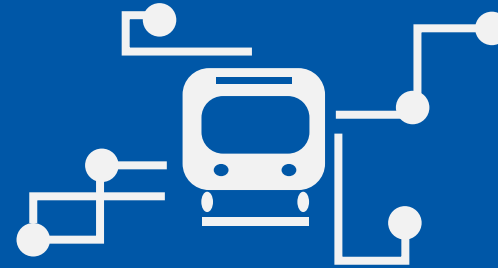


Capacity Project Decision Support Models

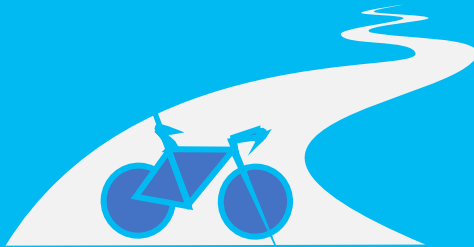
TIF - Highway



TTIF - Transit



TIF - Active



TTIF - First/Last Mile



TIF Highway Criteria



Good Health

- **Safety and Design Composite**
 - **USRAP Star Rating + Project Attributes**



Strong Economy

- **Future Employment Growth**
- *Opportunity Cost*



Better Mobility

- **Current Reliability**
- **Future Volume**



Connected Communities

- **Future Population Growth**

Additional "Points"

- *Moderate Income Housing Compliance Status*
- *Transportation Reinvestment Zone / Housing and Transit Reinvestment Zone*

Criteria included in prior model | Criteria new to model

TIF Highway Weighting

Future Population Growth
15.0%

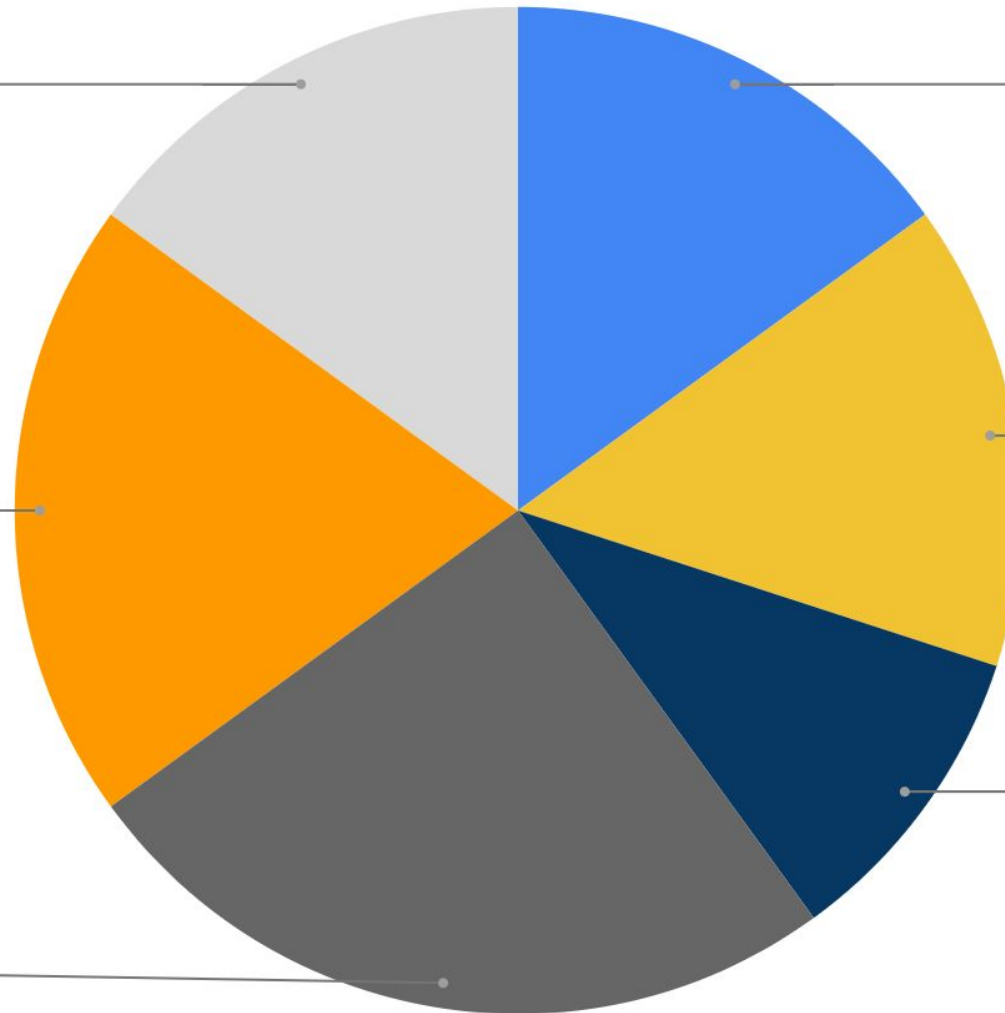
Safety and Design Composite
15.0%

Future Volume
20.0%

Future Employment Growth
15.0%

Current Reliability
25.0%

Opportunity Cost
10.0%



TIF Active Criteria



Good Health

- **Safety and Access Composite**



Strong Economy

- **Active Transportation Demand**



Better Mobility

- *Mode Shift Potential*



Connected Communities

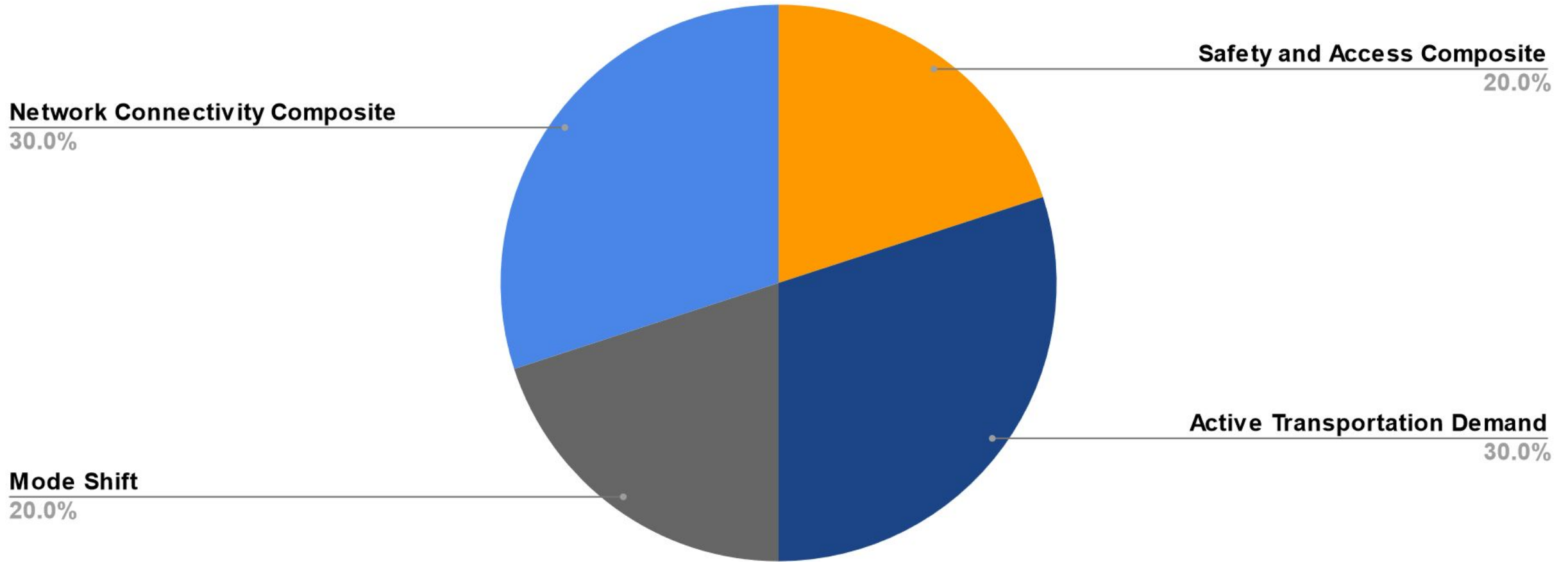
- *Network Connectivity Composite*

Additional “Points”

- *Moderate Income Housing Compliance Status*
- *Transportation Reinvestment Zone / Housing and Transit Reinvestment Zone*

Criteria included in prior model | Criteria new to model

TIF Active Weighting



TTIF Transit Criteria



Good Health

- **Safety and Security Composite**



Strong Economy

- **Transit Propensity**
- *Opportunity Cost*



Better Mobility

- **Percent System Ridership**



Connected Communities

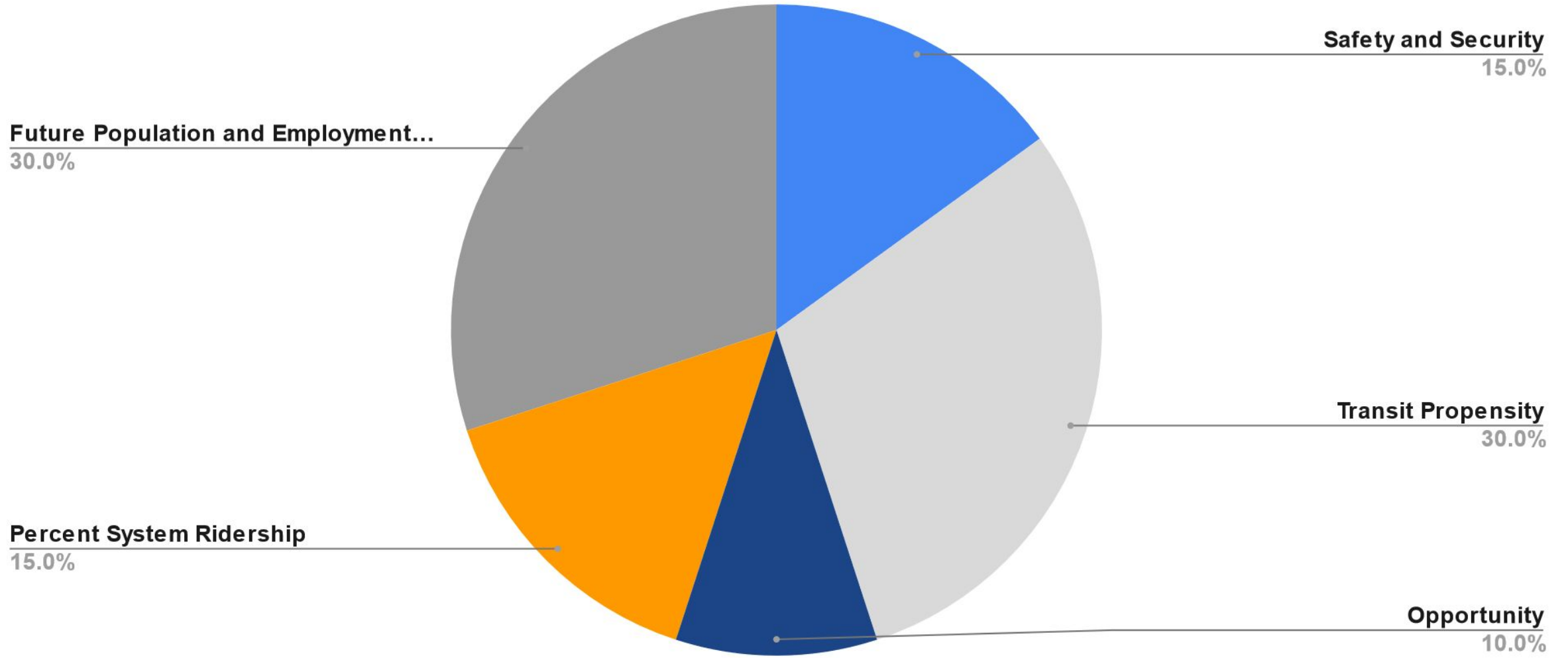
- *Future Population Employment Density*

Additional "Points"

- *Moderate Income Housing Compliance Status*
- *Transportation Reinvestment Zone / Housing and Transit Reinvestment Zone*

Criteria included in prior model | Criteria new to model

TTIF Transit Weighting



TTIF First and Last Mile Criteria



Good Health

- **Safety Access Composite**



Strong Economy

- **Active Transportation Demand**



Better Mobility

- **Transit Ridership**



Connected Communities

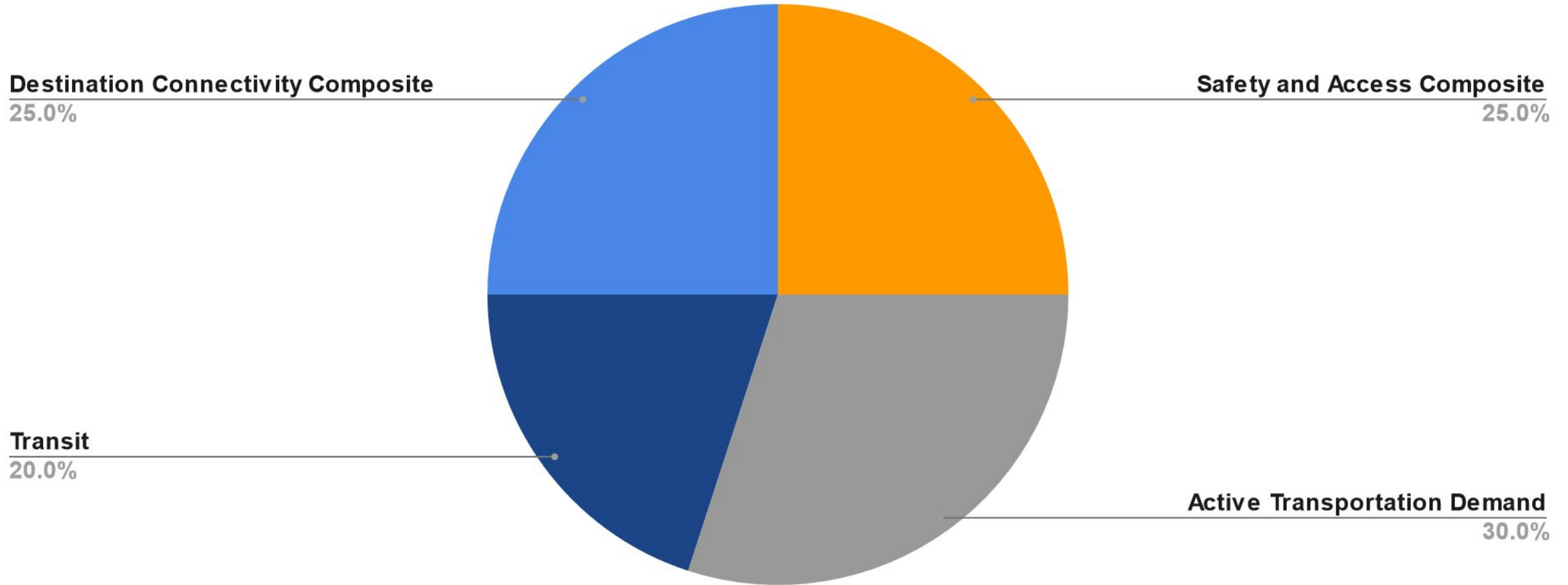
- *Destination Connectivity Composite*

Additional “Points”









- *Moderate Income Housing Compliance Status*
- *Transportation Reinvestment Zone / Housing and Transit Reinvestment Zone*

Criteria included in prior model | Criteria new to model

TTIF First and Last Mile Criteria Weighting



Prioritization Process Model Summary

Prioritization Models	Utah's Transportation Vision (UVision) Quality of Life Framework			
	 Good Health	 Strong Economy	 Better Mobility	 Connected Communities
 TIF Highway	- Safety and Design Composite	- Future Employment Growth - Opportunity Cost	- Current Reliability - Future Volume	- Future Population Growth
 TIF Active	- Safety and Access Composite	- Active Transportation Demand	- Mode Shift Potential	- Network Connectivity Composite
 TTIF Transit	- Safety and Security Composite	- Transit Propensity - Opportunity Cost	- System Ridership	- Future Population and Employment Density
 TTIF First and Last Mile	- Safety and Access Composite	- Active Transportation Demand	- Transit Ridership	- Destination Connectivity Composite

Prioritization Website / Resources

www.projectprioritization.udot.utah.gov

[The Utah Transportation Commission](#), in consultation with the Utah Department of Transportation (UDOT) and the state's Metropolitan Planning Organizations (MPOs), developed a written prioritization process to guide the decision-making process for programming Transportation Investment Fund (TIF) and Transit Transportation Investment Fund (TTIF) monies for transportation capacity projects. This site houses everything about the TIF/TTIF prioritization process, including the modeling process, information on nominations, the legislative requirements, and frequently asked questions.



What is the TIF and TTIF?

According to the [UDOT Strategic Direction](#) the TIF and TTIF account for roughly 50% of total UDOT funding. The funding is used to construct capacity projects in addition to bond payments and other transportation infrastructure.

General Project Prioritization Information



Bills and Codes

Take a look at the various bills and codes that have guided the prioritization



Utah Transportation Commission Materials

View current and past Transportation



Model Documentation

Review the current models documentation.

