

2019 – 2050 RTP: TRANSIT PHASING CRITERIA



August 23, 2018







PROCESS

1. All projects will be evaluated based on the phasing criteria and weighing described below.
2. When applicable, the travel demand model will be run with all projects in Phase 1 of the plan and year 2030 socioeconomic data; 2040 and 2050 socioeconomic data will then be added incrementally to understand the timing of anticipated growth. These forecasts will be used for assigning points to the project, with more points awarded to areas that are foreseen to be of higher growth currently and in the near-term. Measures utilizing this methodology are indicated as such.
3. A cost benefit analysis will be performed after all projects have been evaluated.
4. All projects will therefore have two scores: one benefits score (out of 100), and one benefit/cost score (total score / project cost).

TRANSIT

GOAL	POINTS POSSIBLE	2019 – 2050 MEASURE	METHODOLOGY
 Livable and healthy communities	10	Average density at stations in 2030, 2040	Measure Phase 1 (2030 SE data), Phase 2 (2040 SE). Rank projects by phase according to projected population density within ¼ mile of station.
	10	Average land use at stations in 2030, 2040	Measure Phase 1 (2030 SE data), Phase 2 (2040 SE). Rank projects by phase according to projected land use mix within ¼ mile of station.
 Access to economic and educational opportunities	5	Connection to transit-conductive Strategic Cluster	Phase 1 and Phase 2 points: Rank projects according to projected employment density of the following clusters: Financial Services, Information Technology, Life Sciences, Outdoor Recreation (firm types identified via GOED’s Strategic Cluster initiative). Utilize ¼ mile of station buffer.
	5	Access to existing amenities	Proximity to existing amenities (health care, schools, grocery stores, government offices, parks). One point awarded for each of the above criteria.

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	5/5	Access to economic and educational opportunities	Measure Phase 1 (2030 SE data), Phase 2 (2040 SE). Project improves number of jobs and educational opportunities that can be accessed in defined travel shed (weighted by households) using phased socioeconomics. Unit of analysis is affected households within the project’s travel shed. Points assigned based on cumulative improvement compared to base year – both composite score (5 points) and percent change (5 points).
 Housing choices and affordable living	10	Service to Vulnerable Communities	Points awarded to project that services Vulnerable Community. Scale points based on concentration of Vulnerable Communities. i.e. 10 points awarded to project that serves very high concentrations of Vulnerable Communities (2 standard deviations above regional average); 5 points awarded to project that serves moderate concentrations of Vulnerable Communities (1 standard deviation above regional average).
 Manageable and reliable traffic conditions	5	Street connectivity	Evaluate street connectivity within ¼ mile of transit station. Utilize link to node ratio per mile. Add any new projects from RTP into street network. Points assigned relative to highest performing project in project scale.
	10	Existing ridership	Measure existing ridership per mile on relevant local bus or equivalent. Points assigned relative to highest performing project in project scale.
 Quality transportation choices	5/5/5	Projected ridership	Measure Phase 1 (2030 ridership per mile data), Phase 2 (2040 ridership per mile). Points assigned based on ridership per mile compared to other projects within the same transit mode (Core Route, BRT, etc.) (5 points) Measure Phase 1 (2030 total ridership), Phase 2 (2040 total ridership). Points assigned based on total ridership compared to other projects within the same transit mode (Core Route, BRT, etc.) (5 points) Measure whether the project meets the assigned ridership threshold per mode (Core Route 200 riders per mile, BRT 800 riders per mile, LRT/STCR/CRT 1000 riders per mile) (5 points).
 Safe, user-friendly streets	5	Sidewalk connection to station or stop	1 point – partial sidewalk on one side 2 points – partial sidewalk on both sides 3 points – full sidewalk on one side, none other side 4 points – full sidewalk on one side, partial sidewalk other side 5 points – full sidewalk both sides.

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	5	Bicycle connection to station or stop	Scale points according to the percentage of stops with a dedicated bicycle connection – existing or planned.
 Clean air	5	Reduction of vehicle cold starts	Projected emissions less projected benefits. Emissions based on air quality emissions attributed to level of service. Benefits defined as number of passengers that access the transit route via walk/bike. Account for linked trips. Points assigned relative to highest performing project in project scale.
 Fiscally efficient communities and infrastructure	5	Completed environmental or corridor study AND/OR right of way preserved for project.	2.5 points awarded for completed study and 2.5 for ROW efforts.
 A sustainable environment including water, agricultural, and other natural resources		<i>Not evaluated on a project-level basis, but will be evaluated at the system-level.</i>	
 Ample parks, open spaces, and recreational opportunities		<i>Not evaluated for phasing purposes, but was considered for project selection.</i>	