
Draft Report

Integration of Quality Growth Policies into Transportation Planning

Prepared for
Atlanta Chamber of Commerce



CH2MHILL

825 NE Multnomah
Suite 1300
Portland, OR 97232-2146

APRIL 2005

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Acronyms

CAAA	Clean Air Act Amendments
CDOT	Colorado Department of Transportation
CMAQ	Congestion Mitigation and Air Quality Improvement Program
DEIS	Draft Environmental Impact Statement
DFEIS	Draft Final Environmental Impact Statement
DOT	Department of Transportation (U.S.)
DRCOG	Denver Regional Council of Governments
EA	Environmental Assessment
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
JPACT	Joint Policy Advisory Committee on Transportation
Mn/DOT	Minnesota Department of Transportation
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
NEPA	National Environmental Policy of 1969
ODOT	Oregon Department of Transportation
OTC	Oregon Transportation Commission
PSRC	Puget Sound Regional Council
RAQC	Regional Air Quality Council
RCP	Regional Comprehensive Plan
RSTIP	Regional State Transportation Improvement Program
RTC	Regional Transportation Committee
RTD	Regional Transportation District
SANDAG	San Diego Association of Governments
SIP	State Implementation Plan

STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Transportation Advisory Committee
TCM	Transportation Control Measures
TCSP	Transportation, Community and System Preservation
TDP	Regional Transit Development Program
TIP	Transportation Improvements Program
UGB	Urban Growth Boundary

1. Introduction

The purpose of this report is to summarize best practice in the integration of quality growth policies into transportation planning in metropolitan areas and corridors. As the Atlanta region addresses pressing congestion problems, how can it simultaneously address other quality growth objectives of implementing agencies, such as the Atlanta Regional Commission and the Georgia Regional Transportation Authority? And how can tomorrow's transportation investments further the achievement of the recommendations of the Metro Atlanta Quality Growth Task Force?

The sections which follow contain information about both metropolitan planning and corridor planning. We have selected five of the nation's leading metropolitan areas whose programming and planning represent state of the practice, in order to identify how they apply specific criteria that reflect quality growth issues and values. How do these regions take quality growth policies into account in project prioritization?

The answers to these questions lie in their Transportation Improvements Program (TIP). The TIP is a prioritized program of transportation projects. The projects are an element of the region's long-range or regional plan. All projects receiving federal funding and all regionally significant projects must be included in the TIP, with an identification of where the funding is coming from, when it is expected, and when the project will be undertaken. This program is required as a condition for a locality to receive federal transit and highway grants.

Since there is never enough funding for every needed TIP project, priorities must be set. Best practice in determining which projects to fund depends on a systematic and thorough scoring and evaluation process put forward by the Metropolitan Planning Organization (MPO). Categories include safety, feasibility, environmental standards, congestion relief, and others. Quality growth issues are at the forefront of concern in the most widely respected MPO's across the country. The TIP plays a key role in implementing those regions' quality growth program.

The five (5) MPO's discussed here have been identified as prime examples of those that integrate quality growth and transportation issues in the development of their TIP. The discussion of each includes the following:

- A general description of the MPO.
- Their policy on quality growth.
- The quality growth criteria used for scoring potential TIP projects.
- The management of funding between the Department of Transportation (DOT) and the MPO.

In the closing section we discuss several examples of corridor planning in which quality growth issues have been addressed while simultaneously addressing congestion relief. These represent examples of best practice which can be applied as the Atlanta region gives priority to quality growth and congestion relief projects.

2. Case Studies

2.1 Denver Regional Council of Governments

The Denver Regional Council of Governments (DRCOG) is the MPO for transportation planning in the Denver metropolitan area, including 51 county and municipal governments. In that role, DRCOG works with the Colorado Department of Transportation, the Regional Transportation District, and others to prepare transportation plans and programs. DRCOG is responsible for both long and short range roadway and transportation plans. They select and approve projects for federal funding based on regional priorities and develop ways to reduce traffic congestion.

DRCOG also focuses on reducing travel delay and congestions by improving traffic signal timing and coordination throughout the region. By working with various jurisdictions and the Colorado Department of Transportation, traffic flow on the region's major thoroughfares can be improved.

2.1.1 Quality Growth Policy

Metro Vision 2030 (Metro Vision) is the Denver region's plan for future growth and development. Adopted in 2004 as an extension of the original Metro Vision 2020, Metro Vision 2030 is a single, comprehensive guide for regional planning that integrates previously separate plans for growth, development, transportation, and water quality management.

The guide outlines strategies that will help the region preserve its quality of life while also positioning it to benefit from growth. It recognizes that today's issues cross community lines and each community's actions affect the region as a whole and gives each community an opportunity to make its own decisions within a larger framework of regional principles. It is designed to preserve the community differences and flexibility that give the region its vitality and character.

The role of land use in project selection for Denver is displayed in their Metro Vision Plan through the evaluation criteria. The following criteria category is considered when scoring projects.

- Serves Urban Form – points are given if the project is within or immediately adjacent to an urban form.
- Urban Growth Boundary/Area – points are given if the project is entirely within the contiguous urban growth boundary area (including preserved land).

- Serves Major Intermodal Facility – points are given if project is within or immediately adjacent to a facility.
- Multimodal Corridor – points are given if the project supports a major transit corridor.

In addition, Denver's Transportation Improvement Program also uses implementation criteria for projects with the following actions, classified as mix of land use, being implemented by the sponsor or the project location's jurisdiction:

- Exceeding the regional average for multi-family percentage of building permits for the past 2 years.
- Moving the ratio of employment to housing closer to the regional average since 1997.
- Approving a development plan for a mixed-use project in the past 2 years.
- Approving a development plan for a mixed-use project in the past 2 years within 1 mile of the proposed transportation project.
- Adopting a mixed-use district in the jurisdiction's zoning code.

There are some qualifiers of access management and travel mode choices built into the scoring criteria, but there are no formal requirements for corridor designs, access management, or travel mode choices. Once projects are scored and approved, DRCOG does not have a formal post selection review process or monitoring of land use issues during the project's development.

There are no requirements from DRCOG once a transportation project has been selected for funding and there is no post selection review or monitoring of those projects. However, the Colorado Department of Transportation (CDOT) does have some specific requirements for projects that are funded through Congestion Management Air Quality (CMAQ) funds.

2.1.2 Transportation Improvement Program Scoring Criteria

Project eligibility requirements for DRCOG selected project are divided into 11 separate categories. Within each category, there are evaluation criteria, points associated with the criteria, and scoring instructions (see Appendix A for a complete listing of DRCOG project scoring criteria). The following are the project categories used for scoring:

- Roadway Construction
- Roadway Operational Improvements
- Roadway Widening
- New Roadway
- New Interchange
- Studies
- Rapid Transit
- New Bus Service

- Transit Passenger Facilities
- Bicycle and Pedestrian Projects
- Other Enhancement Projects

2.1.3 Funding

At present, three separate processes exist for selecting transportation projects to receive federal funds within the TIP region; each of the three primary regional transportation planning partners (DRCOG, CDOT and the Regional Transportation District [RTD]) selects projects for the federal funds over which it has authority.

DRCOG selects projects to receive Federal Highway Administration (FHWA) funds (and matching local funding) from the following three programs:

- Surface Transportation Program (STP) - Metro
- Surface Transportation Program (STP) - Enhancement
- Congestion Mitigation/Air Quality Improvement Program

CDOT selects TIP projects using a variety of federal, state and local revenues. These include primarily roadway and bridge construction, operation and maintenance activities, and are listed in the TIP under the following categories:

- 7th Pot (statewide strategic CDOT priorities)
- Other Regional Priorities (strategic regional CDOT priorities)
- Federal Transit Administration (FTA) Section 5310 (transit capital for elderly & disabled services)
- Surface Treatment (repaving projects)
- Bridge (On-System, Off-System, Discretionary)
- Safety and Traffic Signal Projects
- Intelligent Transportation Systems
- Transportation, Community and System Preservation (TCSP)
- Other projects using federal discretionary funds

RTD selects projects using a variety of federal funds and local revenues to fund regional transit system construction, operation and maintenance. Its projects follow the Regional Transit Development Program (TDP), and are listed in the TIP under the following categories:

- FTA Section 5307 (mass transit capital, O&M, studies)
- FTA Section 5309 (rapid transit and mass transit capital & studies)

These three processes are conducted separately until they are integrated into a draft TIP by DRCOG staff. That draft is then reviewed, and recommendations are prepared by the Transportation Advisory Committee (TAC) and Regional Transportation Committee (RTC), before consideration and formal adoption by the DRCOG Board of Directors. DRCOG, CDOT and RTD have begun a process of integrating these three project selection processes; this will likely be an iterative effort to be implemented over the next few TIP cycles. For the

2005-2010 TIP, three steps toward process integration will be undertaken: (1) the three agencies will participate in each other's separate meetings, discussions and public forums leading to project selection; (2) CDOT (for roadway widening projects and new roadways) and RTD (for rapid transit projects) will identify the multimodal connectivity elements planned as part of the projects on their draft lists of recommended TIP projects; and (3) the three agencies will hold an inter-agency review and comment on each other's draft lists of recommended projects and those not recommended, prior to committee review.

For the most recent TIP (2005 -2010), there is approximately \$1.4 billion allocated for the first two years. CDOT is in charge or acts as “steward” for the entire set of highway project funds. DRCOG will have oversight to specific projects, but they must still have a contract with CDOT for the project funds. DRCOG strongly emphasizes that CDOT acts as a steward for all (100%) TIP funding.

2.2 Portland Metro

Metro is the directly elected regional government that serves more than 1.3 million residents in Clackamas, Multnomah and Washington counties, and the 25 cities in the Portland, Oregon metropolitan area.

Metro manages the urban growth boundary and developed the 2040 growth concept. Metro provides land-use planning services and provides maps and data to businesses, local government and citizens. Metro helps residents and governments protect fish and wildlife habitats. Metro’s transportation planning section develops the regional transportation plan, sets transportation funding priorities and leads the region’s efforts to plan and implement roadway and transit improvements. Metro’s programs provide travel options and design livable streets.

Metro develops the region’s transportation plan which is adopted and updated every three years. Metro works with the public, other jurisdictions and agency partners to develop high-priority projects identified in the Regional Transportation Plan. These include studies and planning for key transportation corridors and other projects. Metro also sets funding priorities. The Transportation Priorities Program sets funding priorities and allocates federal and state funds to projects identified in the Regional Transportation Plan.

2.2.1 Quality Growth Policy

The Metro 2040 Growth Concept defines regional growth and development in the Portland metropolitan region. The growth concept was adopted in the Region 2040 planning and public involvement process in December 1995.

Policies in the 2040 Growth Concept encourage the following:

- Efficient Use of Land
- Protection of Farmland and Natural Areas
- A Balanced Transportation System

- A Healthy Economy
- Diverse Housing Options

The 2040 Growth Concept is a plan for the future. It includes land-use and transportation policies that will allow the Portland metropolitan area cities and counties to manage growth, protect natural resources and make improvements to facilities and infrastructure while maintaining the region's quality of life.

Adopted by Metro in 1995 with the unanimous endorsement of local government partners, the Growth Concept is designed to accommodate approximately 720,000 additional residents and 350,000 additional jobs in this region. The total population served within this concept is approximately 1.8 million residents within the Metro boundary.

State law requires every city and county in Oregon to have a long-range growth plan that includes using urban land wisely, setting urban growth boundaries, and protecting natural resources. An urban growth boundary (UGB) marks the separation between rural and urban land and defines land that can support urban services such as roads, sewers, and water lines. Keeping development inside the boundary protects farm and forest lands from sprawl.

As is the case with each of the other MPO's discussed, Portland Metro puts preliminary requirements on the rewarding of funds through their screening process. For example, for road projects also classified as boulevards, funding is given to those projects that encourage redevelopment in their planning. After projects have been approved for funding and have begun implementation, the state DOT regional offices begin to manage the project contracts. The DOT continues to keep Metro informed of the project's progress.

2.2.2 Transportation Improvement Program Scoring Criteria

Consistent with federal regulations and its own public involvement policies, Metro conducts an 18-month process to solicit nominations and select projects for funding.

The most recent process began with a review of the policy objectives and procedures of the Transportation Priorities update. Input was solicited from affected jurisdictions and stakeholders through a questionnaire, interviews and focus groups. The result of this outreach was used to inform Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council on a refinement of the program policy objectives and to update the solicitation materials and technical scoring criteria. The policy objectives of the program, adopted by Metro Resolution No. 02- 3206, are defined below.

The primary policy objective for the Metropolitan Transportation Improvement Program and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land use areas through investment to support
 - centers
 - industrial areas and

- UGB expansion areas with completed concept plans

Other policy objectives include:

- Emphasize modes that do not have other sources of revenue
- Complete gaps in modal systems
- Develop a multi-modal transportation system

Technical ranking criteria were adopted for the following modes:

- Bike/Trail
- Boulevards
- Bridge
- Freight
- Green Street Demonstration Projects
- Pedestrian
- Regional Transportation Options
- Road Modernization
- Road Reconstruction
- Transit
- Transit Oriented Development

Planning projects were also eligible for funding, but no specific technical evaluation criteria were developed for this class of projects.

The Transportation Priorities update process uses a 100-point technical ranking system that scores projects for:

- Congestion Relief/Use of Alternative Travel Modes [e.g., bike, pedestrian and transit use] (25 points)
- Support of Metro's Region 2040 Land Use Goals (40 points)
- Safety Hazard Correction (20 points)
- Cost Effectiveness (15 points)

Bonus points were awarded to boulevard, freight, road modernization and road reconstruction projects that provided green street elements of either stormwater infiltration devices or street trees species consistent with the Trees for Green Streets handbook.

These are only the general ranking categories. Qualitative criteria for project selection include project relationships to regional policy, including:

- Regional Goals and System Definitions Contained in the 2000 RTP
- Metro's "Creating Livable Streets" Design Guidelines
- Environmental Justice Considerations
- The State Transportation Planning Rule (Goal 12)

- Provisions of the Clean Air Act Amendments (CAAA) of 1990 and the Associated State (Air Quality) Implementation Plan (SIP)

Other factors that have been considered during selection include local agency financial contributions over and above minimum match levels, affordable housing, school safety and recovery of threatened or endangered species populations. See Appendix B for a complete detail of Portland Metro's project selection criteria.

2.2.3 Funding

The federal transportation revenues reported in the Metropolitan Transportation Improvement Program (MTIP) are prioritized and scheduled to fund projects through several different processes which are administered by three agencies; Oregon Department of Transportation (ODOT), TriMet and Metro. The Oregon Transportation Commission prioritizes project funding administered by ODOT through the STIP process. TriMet's decision about the prioritization of federal funds dedicated to transit improvements is made by the TriMet Board of Directors. Metro's decision about which RTP projects and programs to fund is accomplished through the Transportation Priorities Update process.

ODOT prioritizes and administers Interstate Maintenance, State Modernization (projects that add vehicle capacity), federal and state bridge rehabilitation, and highway safety, preservation and operations funds, again, in cooperation with Metro, through the State Transportation Improvement Program (STIP) process. Rather than a solicitation and narrowing process, ODOT proposes a program of funding improvements and solicits comments on the proposed program, prior to approval of the program by the Oregon Transportation Commission (OTC). The maintenance, bridge rehabilitation, and preservation portion of the program is largely driven by a needs based assessment of the conditions of the facilities. The modernization and safety portions of the program are also informed by need but are prioritized in a higher degree of coordination with local agencies affected by the impacts of such projects.

In cooperation with Metro, TriMet is primarily responsible for the prioritization and administration of FTA funding categories (e.g., Section 5307 and 5309 funds) that are limited to transit purposes (e.g., bus purchase and maintenance, light rail construction, etc.). TriMet develops its own annual Service Plan and 5 year Capital Plan to determine service and capital priorities. It then allocates both federal and general fund revenues to implement these plans. The MTIP reports only the federal funding component of TriMet's overall capital and operations programs.

Additional policy discussion at JPACT and the Metro Council following the initial screening of projects provided direction to technical staff related to meeting 2040. Quality growth objectives, on how to provide a recommendation for project funding balanced against forecasted revenues by:

- Investing in all types of 2040 mixed-use and industrial lands;
- Emphasizing non-road/bridge projects to maximize development and multimodal objectives in mixed-use areas; and

- Screening all projects and programs on their relationship to the implementation of mixed-use and/or industrial area plans and development (2040 technical score, qualitative issues/public comments).

The most recent TIP data for Portland, (2006-2009) shows that Metro was in charge of a relatively small portion of the funding, \$30 million each year. The DOT had a significantly larger amount of funding to oversee. In terms of capacity projects, they were in charge of \$5 million each year; safety, \$4.6 million each year; operations, \$1 million each year; preservation, \$21 million each year; and bridge projects, \$2 million each year.

2.3 San Diego Association of Governments

The San Diego Association of Governments (SANDAG) provides the public forum for regional policy decisions about growth, transportation planning and funding, transit construction, environmental management, economic development, housing, open space, energy, public safety, and binational topics. SANDAG is this region's association of local governments composed of 18 cities and the county government. SANDAG policymakers are mayors, council members, and a county supervisor from each of the region's 19 local governments.

As the regional planning agency for transportation, SANDAG allocates millions of dollars each year in local, state, and federal funds for the region's transportation network. SANDAG develops the Regional Transportation Plan to implement a long-range vision for buses, the Trolley, rail, highways, major streets, bicycle travel, walking, goods movement, and airport services.

2.3.1 Quality Growth Policy

The Regional Comprehensive Plan (RCP) is the strategic planning framework for the San Diego region. It creates a regional vision. It provides a broad context in which local and regional decisions can be made that foster a healthy environment, a vibrant economy, and a high quality of life for all residents. It balances regional population, housing, and employment growth with habitat preservation, agriculture, open space, and infrastructure needs.

The first major emphasis of the RCP is on improving connections between land use and transportation. In this vein, a key recommendation of the RCP is to identify Smart Growth Opportunity Areas - areas where compact, mixed use, pedestrian oriented development either exists now, is currently planned, or has the potential for future incorporation into local land use plans - and place a higher priority on directing transportation facility improvements and other infrastructure resources toward these areas.

2.3.2 Transportation Improvement Program Scoring Criteria

SANDAG has several sets of evaluation criteria that were used to evaluate and score projects for the TIP. Focusing on the project evaluation criteria, the first set is the Regional

Arterial System Project Evaluation Criteria. These criteria include traffic usage, congestion relief, smart growth, housing element, regional benefit, among others.

SANDAG has used criteria for evaluating and ranking highway corridor projects since 1997. The following highway evaluation criteria are both quantitative and qualitative. The criteria evaluate traffic usage, travel time savings, cost, critical linkages, safety, goods movement, employment, smart growth, carpool lane integration, transit integration, habitat preservation, and residential impacts.

SANDAG has also developed a set of transit evaluation criteria to prioritize new transit services. This evaluation and prioritization was used to develop the transit network in the 2030 RTP. The criteria focus on serving congested areas, serving major employment centers, providing high speed transit, ridership, productivity, population, employment, activity centers, linkage of services, transfer patronage, and subsidies.

A complete listing of SANDAG's project scoring criteria can be found in Appendix C.

2.3.3 Funding

Federal funding for the Regional STP (RSTP) and CMAQ programs is allocated by the state to the San Diego region by formula. As the MPO, SANDAG is responsible for determining which local projects receive funding under the San Diego region's share of these two federal funding programs.

RSTP funds can be used for state highway, local street and road, transit, bicycle, traffic signal, and transportation demand management (TDM) program projects. CMAQ funds can be used for most categories of transportation projects that improve air quality, such as alternative-fuel transit vehicles, TDM activities and high-occupancy vehicle (HOV) facilities. CMAQ funds cannot be used for projects that increase the transportation system's capacity for single-occupant vehicles (SOVs).

Approximately 75% - 85% of the funds programmed through the TIP are managed by the California Department of Transportation (Caltrans). The remaining 15% - 25% are managed by SANDAG. The majority of those funds managed by SANDAG are local funds.

2.4 Puget Sound Regional Council (Seattle)

The Regional Comprehensive Plan (PSRC) is the regional transportation, economic, and growth planning agency for the central Puget Sound region of Washington State. The Regional Council serves as a forum for cities, counties, ports, transit agencies, tribes, and the state to coordinate on important regional issues.

Some of the key PSRC responsibilities include:

- Developing the regional vision (Vision 2020) – The region's adopted growth and transportation strategy, Vision 2020 in order to maintain the regional growth

management, economic and transportation strategy, to reflect planning and implementation that occurs in the region and support continuing work on the strategy.

- Transportation funding – The Regional Council administers distribution of about \$160 million in Federal Highway Administration and Federal Transit Administration funds each year on projects that support priorities identified in Destination 2030, the region’s long-range transportation plan.
- Transportation planning – The Regional Council develops Destination 2030, a comprehensive long-range transportation plan, and continuously updates and improves the plan.
- Transportation Improvement Program – The Council maintains the regional Transportation Improvement Program to ensure that transportation projects are coordinated and consistent with Destination 2030, meet clean air standards, and assure that projects are eligible for federal funds.

2.4.1 Quality Growth Policy

VISION 2020 has guided land use and helped to slow the pace of sprawl. To maintain this vision, the region's leadership has launched an effort to build on this success and look ahead another 20 years to the year 2040. The work will emphasize the development of a mutually supportive and coordinated growth, economic and transportation strategy that focuses development, links growth centers with a multi-modal transportation system, and supports a vibrant and innovative economy. The objective is to ensure that the region continues to be admired for its natural beauty, economic vitality, and quality of life throughout the 21st Century and beyond.

This effort will require new relationships, better information, and improved tools. PSRC has joined forces with the region's Economic Development District and is expanding other partnerships. The update will be informed by recent research on public health, energy use and regional demographics, lessons learned through a decade of local Growth Management Act implementation, and information garnered from extensive outreach to identify the issues that matter to people.

Phase I of the project is now underway. In order to have the best information for the upcoming environmental review, the Regional Council is conducting research and developing new tools. Draft vision alternatives and a Draft Environmental Impact Statement (DEIS) are expected in early 2006. A preferred alternative and Draft Final Environmental Impact Statement (DFEIS) are expected in summer 2006.

Once projects have been funded and are being implemented, the PSRC tracks them for implementation of the plan and completion only.

2.4.2 Transportation Improvement Program Scoring Criteria

The Policy Framework for the PSRC's Project Selection Process describes the policy intent for the 2004 TIP process. Part of this process is the Regional Project Competition. Once projects are submitted, they are scored using specific project criteria.

The criteria for the projects are divided into three categories; (1) Designated Urban Centers; (2) Manufacturing/Industrial Centers; and (3) Connecting Corridors. One final category, with two parts, has been added for all projects, Project Readiness/Financial Plan and Air Quality. The following outlines the potential points and objectives.

- Designated Urban Center (50 points)
 - Urban Center Environment: A maximum of 20 points are given for projects that support the potential for increased housing and employment, support development/redevelopment plans, and for those that further the objectives and aims of existing policies for the urban center in question.
 - Project's Impact on Urban Center: A maximum of 15 points are given for projects that remedy a current or anticipated problem and those that can describe the user groups that will benefit from the project.
 - Circulation Within the Center: A maximum of 15 points are given to those that can improve access to, or circulation throughout the urban center, benefits a variety of transportation modes, and employs innovative design or program management.
- Manufacturing/Industrial Center (50 points)
 - Mobility and Accessibility: A maximum of 50 points are given. The project must identify opportunities for freight movement, provide an essential link for goods movement, improve safety, improves access for one or more modes to major employment/residential areas outside the center, promote commuter trip reduction opportunities, and give a detailed description of uses groups that will benefit.
- Connecting Corridors (50 points)
 - Benefit to Center: A maximum of 20 points will be given to projects that describe will benefit the development of an urban or industrial center, describe how the project provides users traveling to centers with a range of travel modes, describe the user groups that will benefit.
 - System Continuity: A maximum of 15 points will be given to projects that describe how the project provides a "logical segment" that links to a center, describe how the project fills in a missing link or removes barriers to a center, and describe how the project will relieve pressure or remove a bottleneck on the MTS and how this will positively impact overall system performance.
 - Sustainability: A maximum of 15 points will be given to projects that describe how it supports a long-term strategy to maximize the efficiency of

the corridor, describe the problem and the remedy, and describe how it will improve safety or reduce modal conflict.

- Project Readiness/Financial Plan – A maximum of 40 points will be given (30 STP and 10 CMAQ) to projects that have a well thought out financial plan.
- Air Quality – A maximum of 60 points will be given (20 STP and 40 CMAQ) to projects that can describe how the project provides emissions reductions.

For a complete listing of PSRC's project scoring criteria, see Appendix D.

2.4.3 Funding

Seattle's most recent TIP data and extend out to 2007. The total amount for 2006–2007 is \$160 million. Due to the fact that there is project selection every two years, the total amount of funding for this cycle is approximately \$320 million. PSRC has a relatively small portion of those funds to manage. It is estimated that they will oversee approximately 10 percent to 15 percent of all funds (state, local, and county). The remainder of the funds, 85 percent to 90 percent will be managed by the state department of transportation.

2.5 Metropolitan Council (Twin Cities)

The Metropolitan Council is the regional planning agency serving the Twin Cities seven-county metropolitan area and providing essential services to the region. The council works with local communities to provide critical services.

They are also responsible for regional transportation planning, including aviation, highway, and transit systems as well as transit operations. The Council is required by the federal government to provide a continuing, coordinated, comprehensive transportation planning process. It is also responsible for the selection of projects for federal funding and the preparation of a three-year TIP.

2.5.1 Quality Growth Policy

The purpose of the 2030 Regional Development Framework is to provide a plan for how the Metropolitan Council and its regional partners can address the challenges faced by the region in growth, transportation, housing and natural resources.

The Framework has four policies that are supported by several general strategies:

1. Work with local communities to accommodate growth in a flexible, connected and efficient manner.
2. Plan and invest in multi-modal transportation choices, based on a full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.

3. Encourage expanded choices in housing locations and types, and improved access to jobs and opportunities.
4. Work with local and regional partners to conserve, protect and enhance the region's vital natural resources.

Once projects are developed and selected for the region, the Metropolitan Council then allows the state DOT, Minnesota Department of Transportation (Mn/DOT), to follow up with each project through their State Aid office. They ensure that all project and programming requirements are being followed.

2.5.2 Transportation Improvement Program Scoring Criteria

The processes followed for selection of projects to use the federal, state and local resources vary depending on the type of funds. The processes followed for project selection and the agency that is responsible for the selection process are summarized below.

A substantially new competitive process was developed by the region to select projects for use of Title I federal funds after passage of Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. Projects to utilize the following funding programs are selected through this process: STP Urban Guarantee, CMAQ, TEP, Bridge Improvement/Replacement, Hazard Elimination and Rail Safety. This process prioritizes approximately 40 percent of the Title I target funds that are available to the region.

The regional partners designed the process to insure federal Title I funds would help the region implement its plans and high priority projects and programs. The priorities are based on the goals and policies in the Regional Blueprint and Transportation Plan. Specifics of the process are described below.

Projects were solicited in the following categories:

- Principal Arterials
 - “A” Minor Arterials (A category of minor arterials with regional importance)
 - Reliever
 - Augmenters
 - Expanders
 - Connectors
- CMAQ Transit Expansion
- CMAQ - Other
- Bikeway
- Walkway
- Enhancements
- Bridge Improvement/Replacement
- Hazard Elimination/Safety
- Railroad Surface and Signals

Separate qualifying and prioritizing criteria were used for each category. A numerical rating was completed for each project in each category. The qualifying and prioritizing criteria used were selected to be consistent with and implement regional priorities and plans. Recorded below are the most commonly used qualifying criteria. These are followed by the subject matter of the prioritizing criteria used.

The categories of prioritizing criteria are as follows:

- Consistency with the Region's Development Framework
- Integration of Land Use and Transportation
- City/County Efforts to Provide Affordable Housing
- Demonstrated Need for Facility - Present and Future
- Service Provided
- Characteristics of Area or Population Served
- Integration of Modes
- Reduction of Congestion on Principal or Minor Arterials
- Increase in Hourly Person Through-Put
- Accident Prevention and Control.
- Personal Safety
- Cost Effectiveness
- Air Quality

Each type/mode of solicited project is scored on a series of criteria (listed above). Most of the criteria are the same or similar for each mode. See Appendix E for a detailed description of Metropolitan Council's project scoring criteria.

2.5.3 Funding

The Metropolitan Council's current 2005–2008 TIP has an estimated \$2.8 billion allocated for projects. It has been noted that since they are the transit operator for this region, transit projects are taken out of the total amount since they are given a direct allocation for such projects. Taking this into consideration brings the total amount to approximately \$2.4 billion. Metro Council has estimated that they are in charge of approximately 10 percent of those funds. The state department of transportation manages the remaining 90 percent.

3. Best Practices in Corridor Planning

3.1

Appendix A

Denver Regional Council of Governments Project Scoring Criteria

Appendix B

Portland Metro Project Scoring Criteria

Appendix C
San Diego Association of Governments Project Scoring Criteria

Appendix D

Puget Sound Regional Council (Seattle) Project Scoring Criteria

Appendix E
Metropolitan Council (Twin Cities) Project Scoring Criteria
