

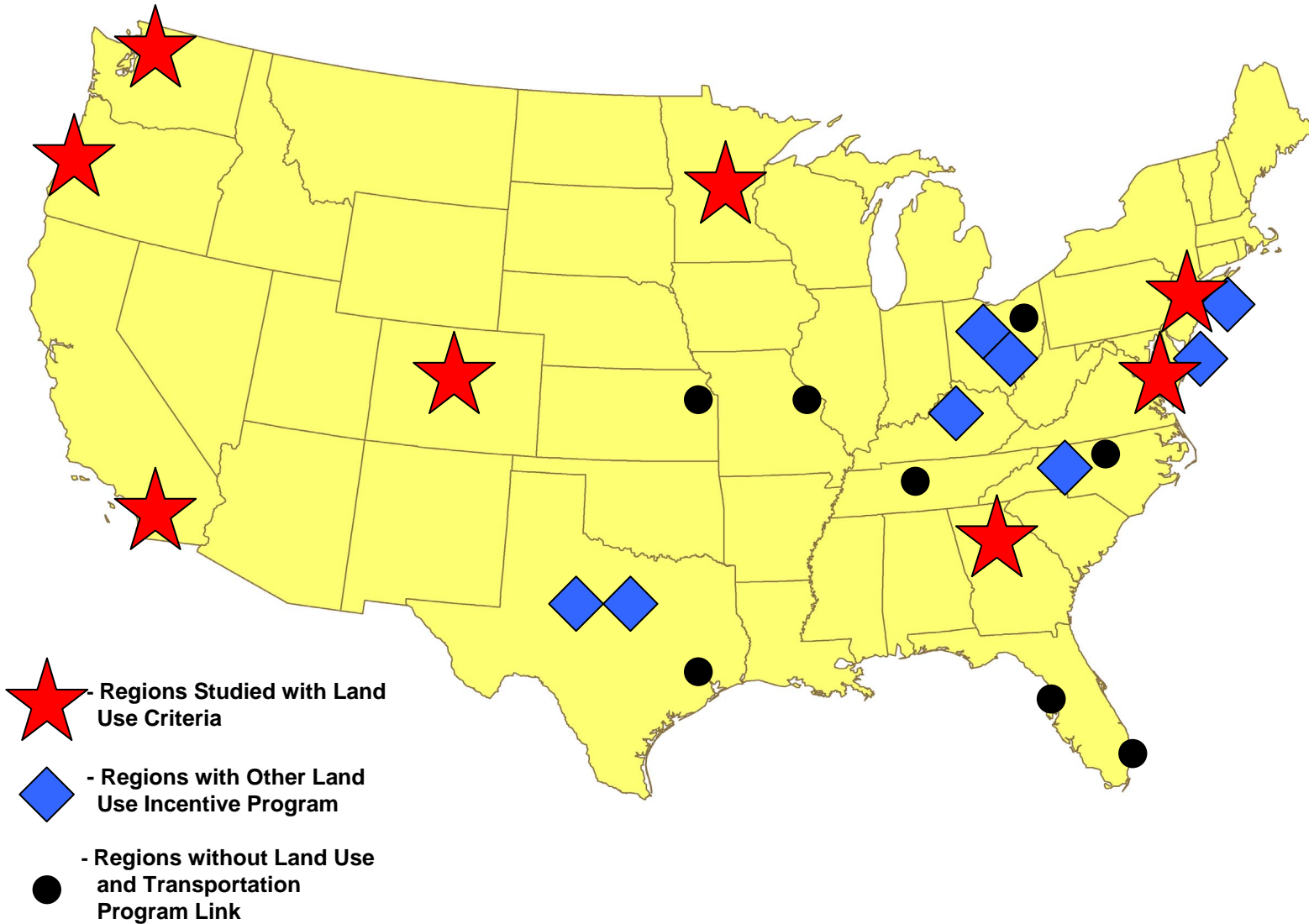


***Implementation Strategies  
Discussion:  
Comparison of Project Selection  
and Land Use Criteria***

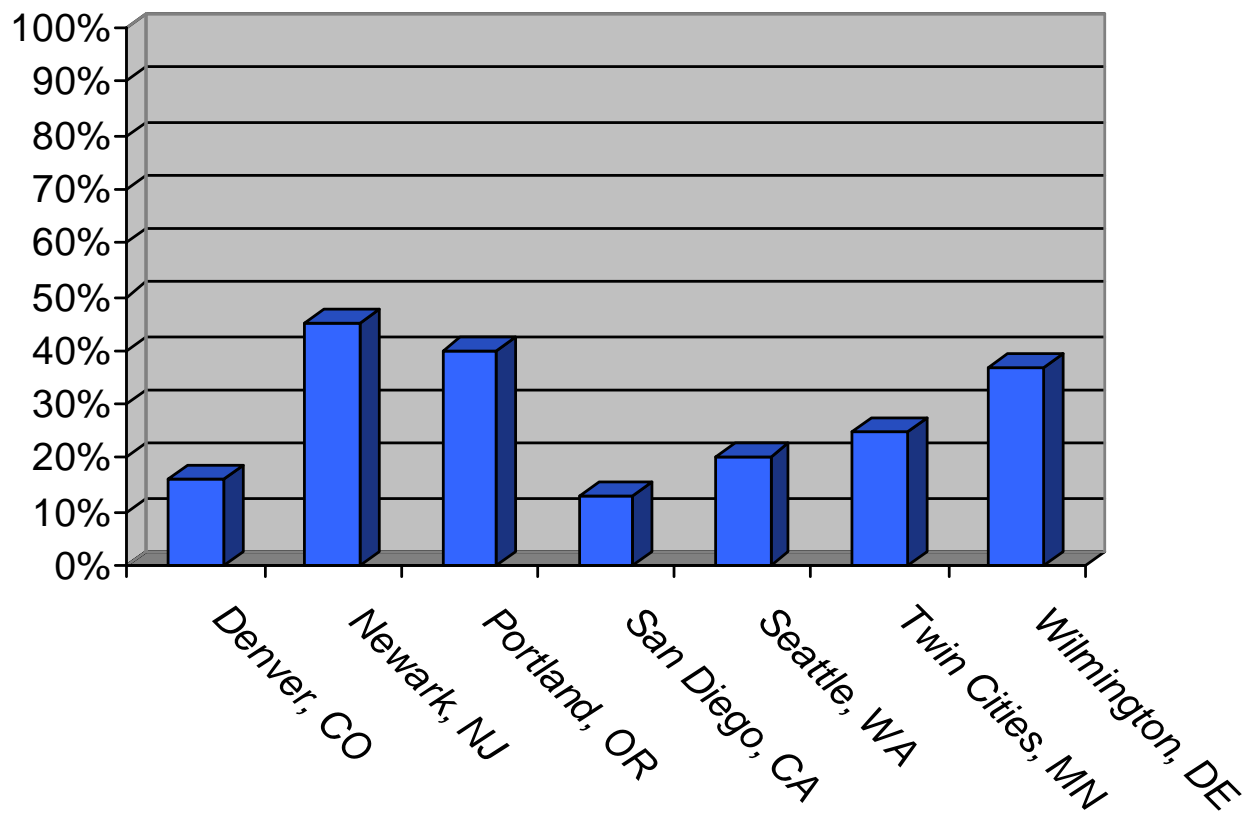
GRTA Land Development Committee

August 10, 2005

# Regions studied



## Land Use Portion of Total Criteria Values



# Overall Goals of Land Use Criteria

Denver, CO  
 Newark, NJ  
 Portland, OR  
 San Diego, CA  
 Seattle, WA  
 Twin Cities, MN  
 Wilmington, DE

<b>Compact, efficient land use in centers and along key corridors</b>	✓		✓	✓	✓	✓	✓
<b>Economic development and focused growth</b>		✓	✓		✓		✓
<b>Balance of employment and residential uses</b>	✓			✓	✓	✓	
<b>Support multi-modal opportunities; Provide choices for alternative modes</b>	✓		✓	✓		✓	✓
<b>Connectivity of centers and within centers</b>		✓	✓	✓	✓	✓	
<b>Preserve existing communities through redevelopment and system preservation</b>	✓	✓			✓	✓	✓
<b>Protect natural resources/open space/ air quality</b>	✓	✓		✓		✓	✓
<b>Affordable or workforce housing</b>	✓			✓	✓	✓	

# Examples of Specific Criteria

- **Goal: *Compact, efficient land use in centers and key corridors***  
San Diego, CA – (8 out of 300 pts.)

Ability to encourage compact, efficient, and environmentally sensitive pattern of development that provides people with additional travel, housing, and employment choices. Ability to focus future growth away from rural areas and closer to existing and planned job centers, transit areas, and public facilities. Project proximity to population, employment, and major activity centers.

- **Goal: *Preserve existing communities through redevelopment and system preservation***

Denver, CO /sponsor – (1 out of 100 pts.)

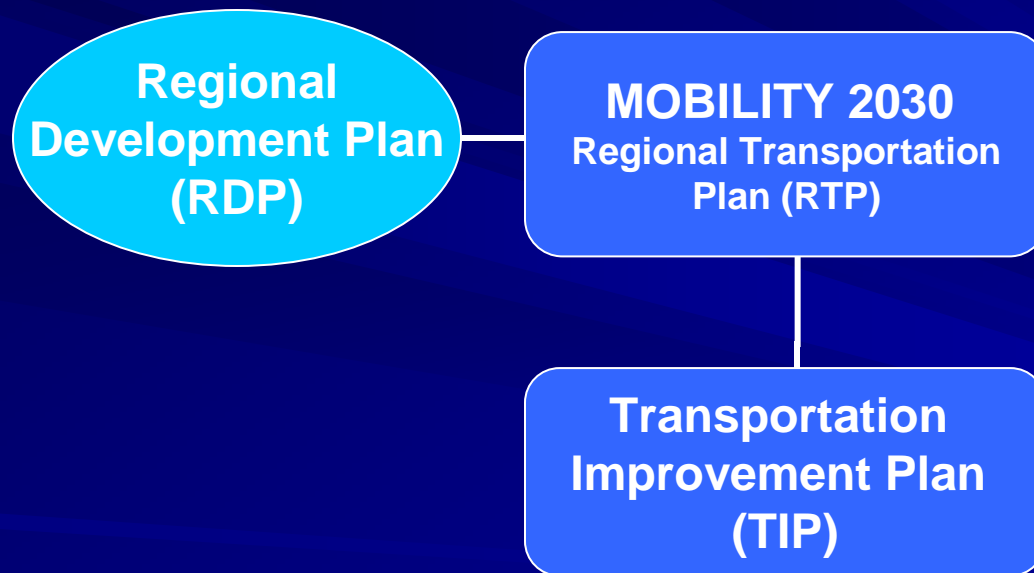
The sponsor or jurisdiction where project is located having taken action: Approving a development plan for a redevelopment project in the past two years within 1 mile of the proposed transportation project.

- **Goal: *Connectivity of centers and within centers***  
Newark, NJ – (20 out of 800 pts.)

Has the project emerged from the planning process required to establish a Transportation Development District (TDD), other comprehensively planned public-private partnership, or other officially adopted improvement district?

# Criteria in the Planning Process

## *Atlanta*



## *Studied Regions*



# Scoring Methods

- Weighted points
- Qualitative, more subjective, point allocation
- High-Med-Low
- Yes/No – all or nothing
- Negative point values
- Bonus points
- Points for proximity
- Project points for sponsor action

# Example of Scoring

## Twin Cities, MN – Metro Council

Prioritizing Criteria for 2005 Solicitation for Federal Transportation Project Funding  
(STP, CMAQ, TE)

Example: “A” Minor Arterial-Reliever

■ A. Relative importance of the route as an “A” Minor Arterial Reliever		100 pts.
■ B. Deficiencies and Solutions		425 pts.
1. Crash Reduction	0-100 pts.	
2. Access Management	0-125 pts.	
3. Air Quality	0-100 pts.	
4. Congestion Reduction	0-100 pts.	
■ C. Cost Effectiveness		275 pts.
■ D. Development Framework Implementation		300 pts.
1. Employment, Housing and Transportation Integration	0-200 pts.	
a. Intensity	0-60 pts.	
b. Linkages	0-60 pts.	
c. Brownfields and Natural Resources	0-40 pts.	
d. Affordable/Life-Cycle Housing	0-40 pts.	
2. Integration of Modes	0-100 pts.	
■ E. Maturity of Project Concept		100 pts.
		<b>TOTAL: 1,200 POINTS</b>

# Example of Scoring

## Seattle, WA - Puget Sound Regional Council

### 2004 TIP Process Regional Project Evaluation Criteria

#### Part 1: Category Specific Questions – from Map of Designated Areas

- Designated Urban Centers = 50 points
  - **Urban Center Environment = 20 points (High, Medium, Low)**
  - Project's Impact on Urban Center = 15 points (H, M, L)
  - Circulation within the Center = 15 points (H, M, L)
- Manufacturing/Industrial Centers = 50 points
  - Mobility and Accessibility = 50 points (H, M, L)
- Connecting Corridors = 50 points
  - Benefit to Center = 20 points (H, M, L)
  - System Continuity = 15 points (H, M, L)
  - Sustainability = 15 points (H, M, L)

#### Part 2: Questions for All Projects

- Project Readiness/Financial Plan = 30 points STP, 10 points CMAQ (H, M, L)
- Air Quality = 20 points STP, 40 points CMAQ (H, M, L)

Other Considerations (no points)

**TOTAL = 100 POINTS**

# Overall TIP Selection Process

Consistent process in all studied regions:



# Judging Success

- No formal measures for evaluating criteria.
- RDP performance measured as a whole for land use and growth patterns.
- RTP performance as whole for measuring transportation system.
- Land use criteria are relatively new (1-3 TIP cycles).
- Regional buy-in through planning process; criteria modified to reflect regional policies.

# Other factors to consider

- Funding structure between MPO and State DOT
  - MPO “control” for prioritizing
- Other selection methods
  - Screening
  - “Leg Up” for participating in another program
  - Geographic priority
- Which projects have application

# Atlanta Region Land Use Criteria

## Mobility 2030 RTP Criteria –

Equal weighting reported

Eleven categories total

Levels are defined for each category differently

## Land Use related criteria

- Focus on development areas (Y/N)
- RDP policy support (High/Med/Low)
- Connectivity among centers (High/Med/Low)
- Emphasis on multimodal corridors (High/Med/Low)

# Atlanta Region Land Use Criteria

For the TIP FY 2005-2010 cycle -

- STP Q23 – All types 100 pt total
  - Multi-modal 15 pts
  - Connectivity, center, jurisdictions 15 pts
  - Compatibility w/ current plans 15 pts (includes RDP)
- Bike/Pedestrian 100 pt total
  - Connectivity 35 pts
- Transit 100 pt total
  - Support RDP policies 5 pts
- Roadway 100 pt total
  - Context sensitive 10 pts
- Studies 100 pt total
  - Multimodal 20 pts
  - Priority areas, etc. 25 pts
  - Compatibility w/ current plans 15 pts (includes RDP)

# Atlanta

- Atlanta has land use criteria
- Overall selection process consistent with other regions
- Criteria equally weighted
- Criteria are not as specific as regions studied
- Project selection land use goals not explicit
- Method for developing land use goals has been different

# Framework for Developing Project Selection Criteria

- Setting goals
  - Regional support
  - Explicit goals
- Criteria development
  - Relation to goals
  - Level of detail
  - Expectations
  - Unintended consequences
- Scoring Method
  - Point system
  - Level of subjectivity
  - Screening/Filtering criteria
  - Which projects
- Judging success
  - Decide upfront
  - Performance evaluation

# APPENDIX

- Examples of Specific Criteria
- Examples of Scoring Methods
- Screening Criteria for Eligibility
- Project Evaluated by Local Action

# Examples of Specific Criteria

**Goal:** *Compact, efficient land use in centers and key corridors*

Portland, OR – (from 2040 Metro Growth RDP)

Goal: Addresses 2040 land use objectives (10 out of 100 pts.)

2040 Land Use

10	Central city, regional centers (Tier I)
7	Town centers, main streets, station communities (Tier II)
3	Corridors
0	All other 2040 areas

Seattle, WA – Urban Center Environment (20 out of 100 pts)

- Describe how the project will support the potential for increased housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities in the center.
- Describe how the project furthers the objectives and aims of existing policies for the center.

# Examples of Specific Criteria

**Goal:** *Economic development and focused growth*

Wilmington, DE – (3 out of 16 pts.)

Project supports economic development initiatives such as adding or improving access to brownfield locations or to an existing or planned site used for employment, tourism, manufacturing, commercial or industrial purposes, or addresses a problem, topic or issue identified through regional economic development planning.

- 3 Project identified through local or regional economic development plan or within ¼ mile of commercial or industrial zoned parcel.
- 1 Within 1 mile of commercial or industrial zoned parcel
- 0 Not related to economic development

Newark, NJ – (40 out of 800 pts.)

Will it improve access to job opportunities?

- |                   |   |
|-------------------|---|
| High (40pts)      | In planning areas 1 or 2, or Designated Regional Center |
| Med/High (35 pts) | Regional centers considered for center designation      |
| Med (30 pts)      | In planning areas 3 through 5                           |

# Examples of Specific Criteria

**Goal:** *Balance of employment and residential use*

Denver, CO – Metro Vision Implementation Criteria (1 out of 100 pts.)

Points are awarded for the following actions being implemented by the sponsor:

- Moving the ratio of employment to housing closer to the regional average since 1997.

Twin Cities, MN – Employment, Housing and Transportation Integration

Intensity. (60 out of 1200 pts.)

Describe and provide maps to indicate how the project supports intensification of development – increased housing density and mixed-use development – consistent with an approved and adopted town, city, county or corridor plan.

Compare and quantify how the proposed project will help intensify development within the area served by the project (numbers of residential units and jobs within ½ mile for an interchange/intersection project or within ¼ mile for a corridor project).

Higher scores will be attributed to the projects that support more intensive residential and employment development.

# Examples of Specific Criteria

**Goal:** *Support multi-modal opportunities;  
Provide choices for alternative modes*

## Denver, CO/sponsor – Metro Vision Implementation Criteria

(1 out of 100 pts.)

Points are awarded for the following actions being implemented by the sponsor:  
Establish plans for bicycle, pedestrian, transportation demand management (TDM), or transit forms of travel within the past two years.

## Portland, OR - (15 out of 100 pts.)

Goal to enhance walking, biking and use of transit Does project achieve optimum sidewalk width of at least 10 feet? (5 points)

Does project include design elements that enhance walking, biking and use of transit (10 points)

- 7 or more design elements
- 5 design elements
- 3 design elements
- 2 or fewer design elements

# Examples of Specific Criteria

**Goal:** *Connectivity of centers and within centers*

Twin Cities, MN – (60 out of 1200 pts.)

Linkages. Describe and provide maps to show how the project will create or improve transportation links between existing or planned job centers, medium to high-density residential developments, retail centers and civic uses. Higher scores will be attributed to the projects that provide new linkages or strengthen weak linkages between the higher density land uses described above.

Seattle, WA – (15 out of 100 pts.) Circulation within the Center

- Describe how the project improves safe & convenient access to major destinations within the center.
- Describe how the project will improve circulation regarding: walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility,...etc.
- Describe how the project provides users a range of travel modes or provides a “missing” mode.

# Example of Specific Criteria

**Goal:** *Preserve existing communities through redevelopment and system preservation*

Wilmington, DE – (3 to -3 out of 16 pts.)

Environmental Justice – Project enhances environment in location with a high percentage of low-income and/or minority residents. Supportive projects reduce risk of accidents and/or enhance neighborhoods. Negative impacts include increased accident risk for vehicular and/or non-motorized traffic, displacement of homes or businesses, and/or increased traffic through neighborhoods.

- 3 Project supports environmental justice in area with high low-income or minority population
- 1 Project support environmental justice in area with above average low-income or minority population
- 0 Project does not impact environmental justice
- 1 Project negatively impacts area with above average low-income or minority population
- 3 Project negatively impacts area with high low-income or minority population.

# Examples of Specific Criteria

**Goal:** *Protect natural resources/ open space/ air quality*

Denver, CO/ sponsor (open space) – Protecting open space within one of the DRCOG Open Space Preservation Focus Areas within the past two years  
(1 out of 100 pts.)

Denver, CO /sponsor (water quality) – Establish a stormwater utility or equivalent level of commitment  
(1 out of 100 pts.)

Newark, NJ – Will it improve air quality?  
(125 out of 800 pts.)

M/H	Projects that reduce VMT	125
Med	Projects that reduce emissions	75
Low	Projects that are “air quality neutral”	50
N/A	Projects that increase capacity	0

# Examples of Specific Criteria

**Goal:** *Affordable or workforce housing*

Denver, CO/ sponsor – (1 out of 100 pts.)

Show increases in certificates of occupancy for units priced for wage earners below 30% of regional median income over the past two years.

San Diego, CA – (16 out of 244 qualitative pts., 300 total pts.)

Regional Arterial System: City/County has state or self-certified Housing Element? (Yes 16, No 0)

Twin Cities, MN – (40 out of 1200 pts.)

Describe how the project supports the preservation of existing affordable and/or life cycle housing, supports the production of affordable and/or life-cycle housing, or supports the linking of affordable and/or life-cycle housing to jobs, services, and amenities ... ½ mile of the project in all directions.

# Example of Scoring Method

Denver, CO

Denver Regional  
Council of  
Governments  
(DRCOG)

FY2005-2010  
Policy Guidance  
Document

**Table 5**  
Roadway Reconstruction

Evaluation Criteria	Points	Scoring Instructions
Pavement Condition	0-20	Based on the pavement condition index computed per <a href="#">Appendix D</a> , 20 points will be awarded to projects with a condition index below 25, 0 points to projects with a condition above 50, with straight-line interpolation between.
Safety	0-7	Based on the project's weighted crash rate, as compared to the statewide average, and on its estimated crash reduction, up to 7 points will be awarded. <a href="#">Appendix E</a> explains the point allocation.
Usage	0-9	Based on <i>current</i> AWDT/ lane, projects with an AWDT/lane above 11,000 will receive 9 points, projects with an ADT/lane below 2500 will receive 0 points, with straight-line interpolation between.
Cost-effectiveness	0-17	Based on project cost per <i>current</i> vehicle mile of travel (VMT), projects with a cost per VMT below \$50 will receive 17 points, projects with a cost per VMT above \$250 will receive 0 points, with straight-line interpolation between.
Transportation System Management	0 - 5	1 point will be awarded for each of the following features <i>to be added by the project</i> , up to 5 points: <ul style="list-style-type: none"> <li>- Provision of raised, depressed, or barrier medians</li> <li>- Access control/consolidation</li> <li>- Provision of left-turn lanes at signalized intersections</li> <li>- Provision of signal interconnection</li> <li>- Provision of ITS infrastructure</li> </ul>
Multi-Modal Connectivity	0-5	Up to 5 points will be awarded for inclusion of the following <i>inter-modal</i> aspects in highway projects: <ul style="list-style-type: none"> <li>- 1 points for addition of bicycle lanes or an adjacent bicycle path</li> <li>- 2 points for adding new or improved intermodal connections/transit access (bus shelters, bike racks, etc).</li> <li>- 2 points for providing transit signal priority, bicycle signal activation or transit operational improvements</li> </ul>
Overmatch	0-16	Based on providing <i>above</i> the minimum 20% local funding match: 16 points will be awarded to projects with local match above 50%; 0 points to projects with the minimum 20% local match; with straight-line interpolation between.
Metro Vision Implementation	0-16	Up to 16 points will be awarded for sponsor actions implementing Metro Vision. <a href="#">Appendix F</a> explains the specific criteria.
PM10 Conformity	0 or 5	5 points will be awarded if either the sponsor <i>or</i> project location's jurisdiction has met its PM <sub>10</sub> conformity commitments as specified in the current TIP. The survey of past performance conducted annually in June by the RAQC will be compared to the conformity commitments identified in the TIP conformity document.
Total	0-100	

# Example of Scoring Method

**North Jersey Transportation Planning Authority (NJTPA) – Newark, NJ**  
NJTPA Project Prioritization Criteria FY 2004-2006 Update

## Highway & State Bridge Criteria

- Environment: Protect and improve the quality of natural ecosystems and the human environment (maximum score = 125).
- User Responsiveness: Provide affordable, accessible and dynamic transportation systems responsive to current and future customers (maximum score = 100).
- Economic: Retain and increase economic activity and competitiveness (maximum score = 100).
- System Coordination: Enhance system coordination, efficiency and intermodal connectivity (maximum score = 100).
- Repair/Maintenance/Safety: Maintain a safe and reliable transportation system in a state of good repair (maximum score = 275).
- Land Use/Transportation Planning: Select transportation investments that support the coordination of land use with transportation systems (maximum score = 100).

Total points: 800 points of maximum score available.

# Example of Scoring Method

## Portland Metro Council 2040 Growth Concept Transportation Priorities 2006-09 Program (select project types)

- Boulevard Technical Evaluation Criteria

Goal: Reduce motor vehicle speeds	10 points	
Goal: Enhance walking, biking and use of transit	15 points	
Goal: Implement proven green street elements		10 bonus points
Goal: Improve Safety	20 points	
Goal: Addresses 2040 Land Use Objectives	40 points	
Goal: Cost Effectiveness	15 points	100 total points
  
- Pedestrian Technical Evaluation Criteria

Goal: Encourage Walking	25 points	
Goal: Addresses 2040 Land Use Objectives	40 points	
Goal: Improve Safety	20 points	
Goal: Provide Mobility at Reasonable Cost	15 points	100 total points
  
- Roadway and Bridge Capacity Technical Evaluation Criteria

Goal: Reduce Congestion	25 points	
Goal: Implement Proven Green Street Elements		5 bonus points
Goal: Benefit Transit or Freight modes		5 bonus points
Goal: Addresses 2040 Land Use Objectives	40 points	
Goal: Enhance Safety	20 points	
Goal: Provide Mobility at a Reasonable Cost	15 points	100 total points

# Screening Criteria for Eligibility

- Locally adopted resolution to support RDP policies - San Diego, CA
- Project ready only - San Diego, CA, Newark, NJ
- Pre-designated list of arterials - San Diego, CA, Twin Cities, MN
- Project screened by location within a pre-defined investment areas (i.e. district) – Wilmington, DE
- Land use type area (i.e. center, corridor, industrial use) - Seattle, WA

## Project Evaluated by Local Action

- Points earned by jurisdiction actions implementing RDP policies – Denver, CO  
(i.e. Has jurisdiction approved a redevelopment zoning or permit?)
- Screening for eligibility – San Diego, CA  
(i.e. Only projects in a jurisdiction that has adopted a resolution to support RDP goals...)