

Regional Transitway Priorities

Peer Region Research

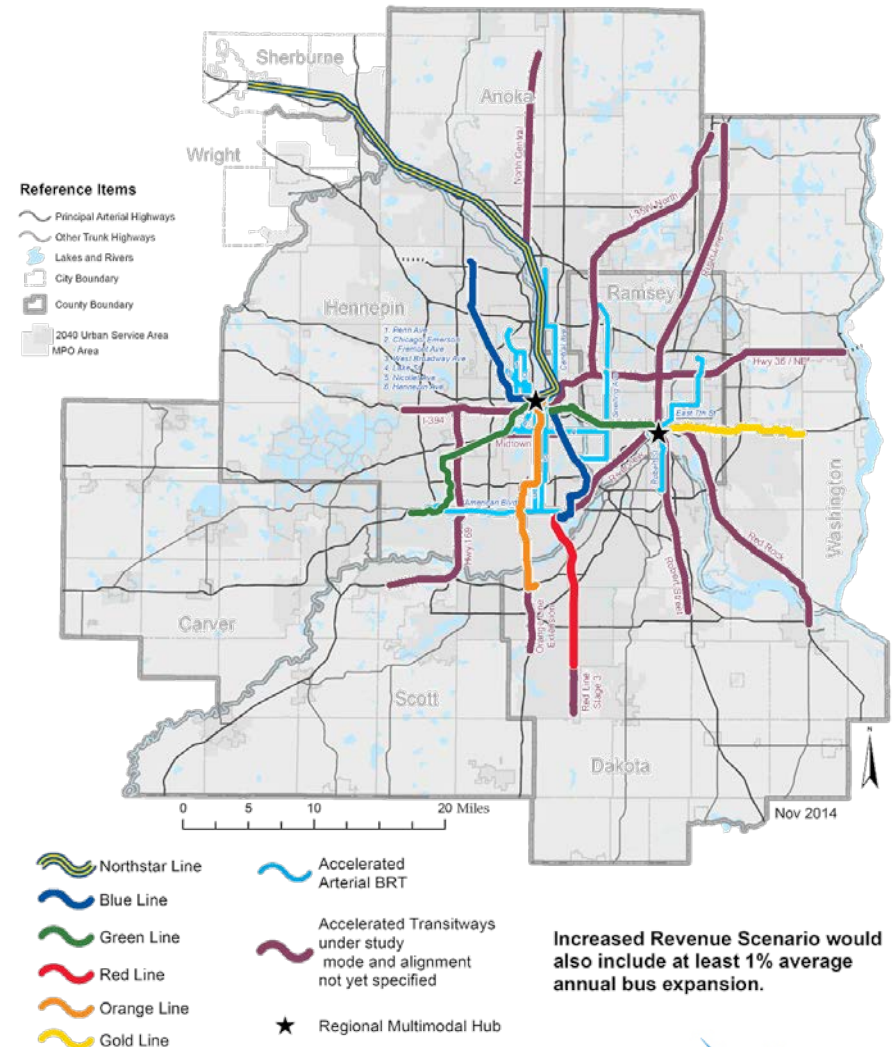
July 27, 2016



Background

- 9 transit corridor studies completed, 7 more initiated since 2008
- 2040 Transportation Policy Plan identifies a \$31 B investment in existing and expanded transit
- Up to \$9 B more for transit should additional revenues be obtained

Increased Revenue Scenario Transitways
Building an Accelerated Transitway Vision



Increased Revenue Scenario would also include at least 1% average annual bus expansion.



METROPOLITAN
COUNCIL

How does the region prioritize its transitway investments?



- Mobility?
- Economic Development?
- Equity?
- Regional Balance?
- Readiness?
- Other?

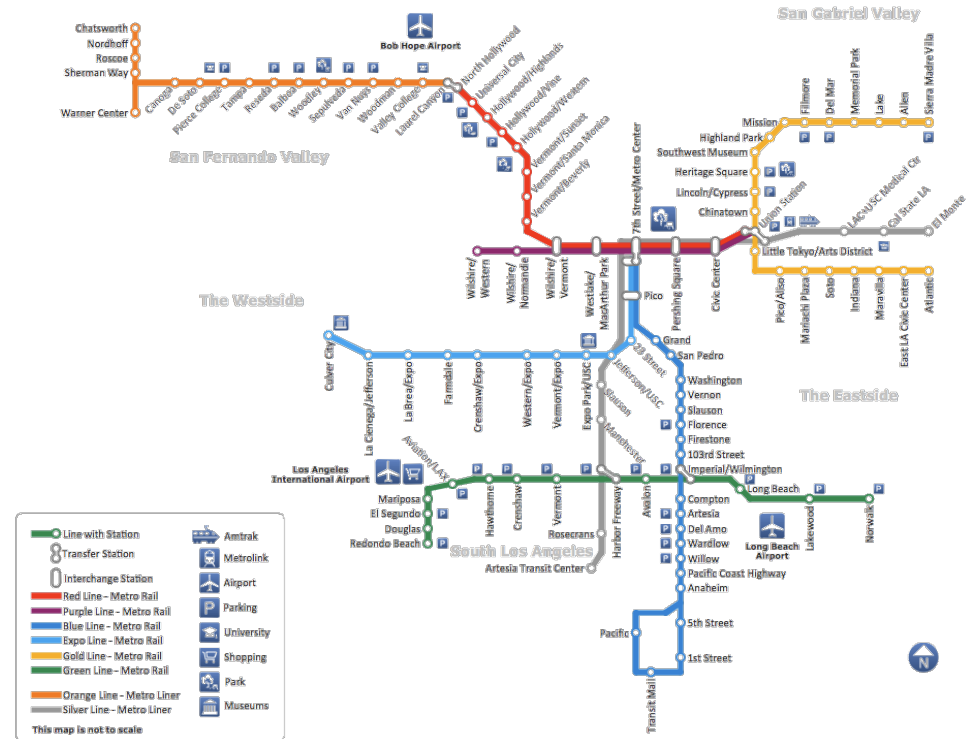
Transitway Prioritization

Peer Region Research

- Atlanta
- Charlotte
- Dallas
- **Denver**
- Houston
- **Los Angeles**
- Phoenix
- **Portland**
- **Salt Lake City**
- **San Diego**
- Seattle
- **Toronto**

Los Angeles Metro

- 140 mile regional guideway system
- Aligns its plan updates with periodic sales tax referendums
- Project evaluation based on weighted criteria reflecting
 - mobility
 - economy
 - accessibility
 - safety
 - sustainability
 - quality of life
- Revenues allocated to 9 “sub-regions”, projects evaluated within each



San Diego Association of Gov'ts



- 117 mile regional rail system operated by two providers
- Regional transit planning led by SANDAG
- Prioritization process took 2 ½ years
- Results in quantitative ranking of 51 projects based on:
 - 3 goals
 - 9 criteria
 - 13 measures

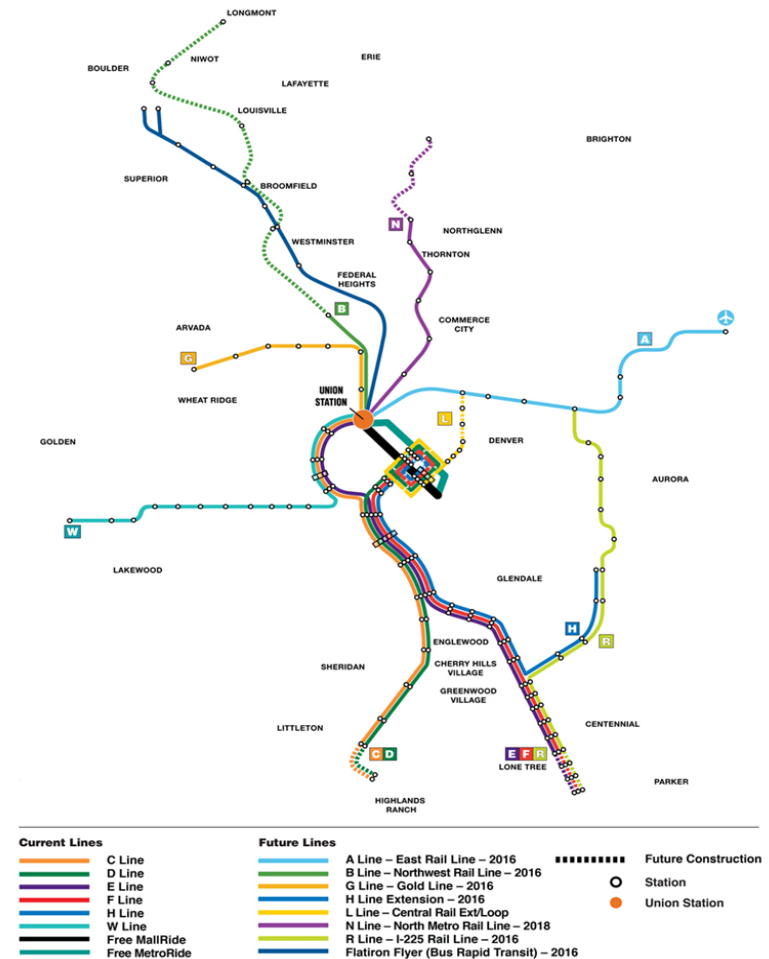
San Diego Association of Gov'ts

#	Criteria	Description	Proposed Calculation	Max Score	Total Percent
Innovative Mobility					
					35
1	Provides Time Competitive/Reliable Transit Service	What is the percentage of the route located in priority treatment?	<ul style="list-style-type: none"> Analysis of percentage of transit guideway; dedicated arterial lane, interrupted rail, or Managed Lane; or HOV lane or arterial spot treatment 	10	
2	Serves Daily Trips	What is the number of additional transit trips resulting from the project?	<ul style="list-style-type: none"> Change in daily transit linked trips 	15	
3	Provides Access to Evacuation Routes	How will the project provide evacuation access for regional hazards?	<ul style="list-style-type: none"> Proximity analysis of hazard areas (dam failure, earthquake, flood, etc.) weighted by population and employment 	5	
4	Daily System Utilization	What is the daily transit utilization?	<ul style="list-style-type: none"> Daily passenger miles/daily service seat miles (system wide) 	5	
Healthy Environment and Communities					
					30
5	Greenhouse Gas and Pollutant Emissions	A) What is the reduction in CO2 emissions from implementing the project? B) What is the reduction in smog forming pollutants from implementing the project?	<ul style="list-style-type: none"> Reduction in CO2 emissions Reduction in smog forming pollutants 	5 5	
6	Serve Smart Growth Areas	What is the share of trips on the transit service serving Smart Growth Areas?	<ul style="list-style-type: none"> Share of trips on transit service serving all existing planned/or potential Smart Growth Areas 	10	
7	Physical Activity	What is the increase in physical activity?	<ul style="list-style-type: none"> Increase in time engage in moderate transportation-related physical activity 	10	
Vibrant Economy					
					35
8	Accessibility	A) What is the increase in job and school trips by transit? B) How will the project support access to recreational areas and beaches? C) What is the increase in transit trips by disadvantage communities? D) How will the project facilitate pedestrian and bike access? E) What is the increase in transit trips to federally-recognized Indian reservations?	<ul style="list-style-type: none"> Change in daily transit linked work and school trips Acres of parkland/recreational areas and beaches within ¼ mile of project Change in total transit trips by disadvantage communities population Project located within ¼ mile of pedestrian facilities Change in total transit trips to/from Indian reservations 	4 3 3 3 2	
9	Cost Effectiveness	What is the cost effectiveness of the project?	Enhanced cost effectiveness measure incorporates the following components: - Project Cost - Smog Pollutants - Fuel Cost - Physical Activity - GHG Emissions - Safety	20	

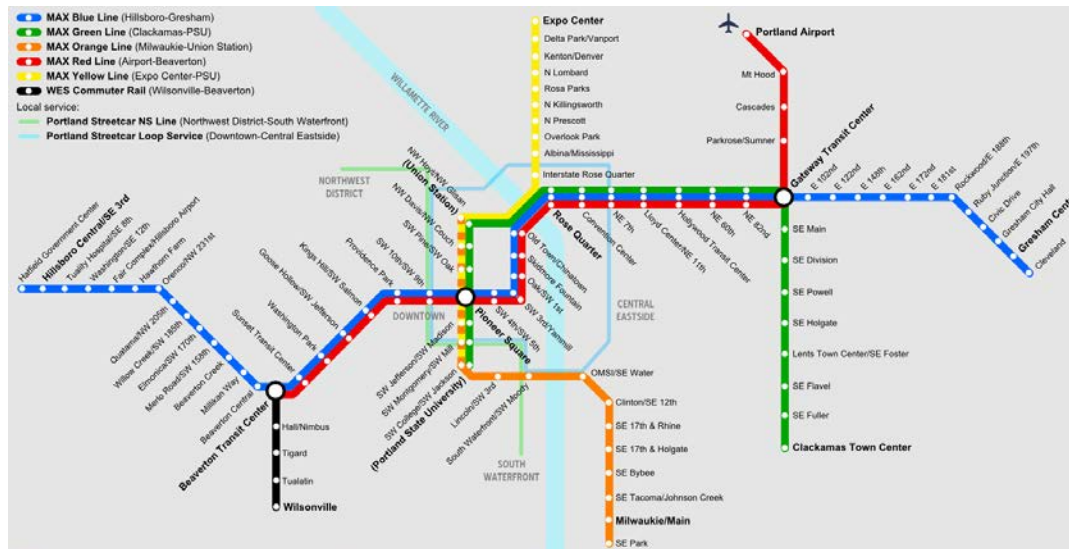


Denver Regional Transit District

- 48 mile regional light rail system
- 3 commuter rail lines to open in 2016
- *FasTrack* Plan and Referendum designed to avoid prioritization
- Now uses FTA New Starts criteria to prioritize projects

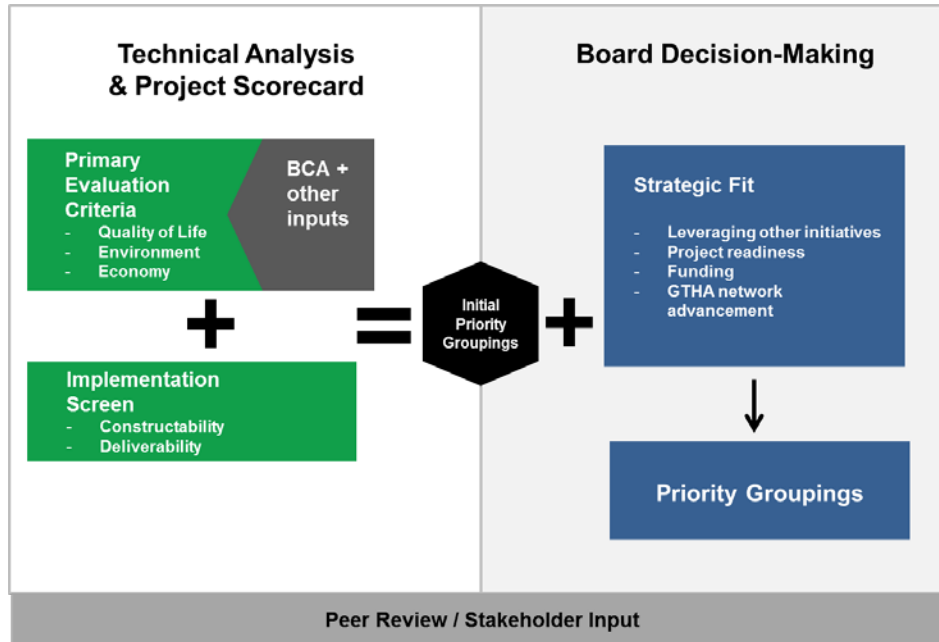


Portland Metro



- 75 mile regional rail system
- Regional transit planning led by Metro
- 2-step process prioritization process:
 - “High Capacity Transit Plan” identifies three tiers of priorities
 - “HCT System Expansion Policy” developed to determine which projects to include in long-range plan updates
- Makes local jurisdictions demonstrate why their projects should be regional priorities
- Project evaluation based on
 - Community
 - Economy
 - Environment
 - Deliverability

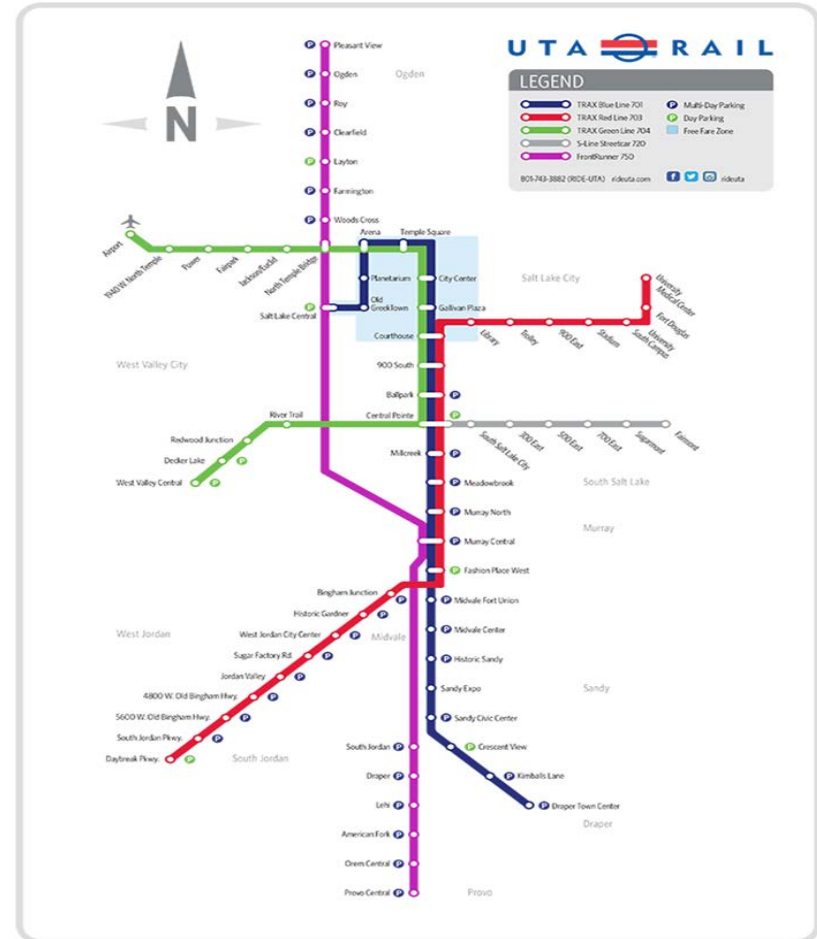
Toronto Metrolinx



- Nearly 400 miles of regional rail operated by two providers
- Metrolinx charged with coordination and planning
- 2-step process
 - **Technical Analysis** (evaluation criteria, benefit cost analysis, and implementation)
 - **Board Decision-making** aka “Strategic Fit”

Salt Lake City (UTA / WFRC)

- 137 mile regional rail system
- UTA's "Next Tier Program" focuses on lower-cost, "last-mile" connections, and operational improvements
- WFRC rates UTA projects and places them in implementation phases
- WFRC Criteria:
 - Ridership
 - Activity Center Support
 - Transit User Delay Avoidance
 - Cost Effectiveness
 - Air Quality
 - Ladders of Opportunity
 - Multimodal Support
 - Project Readiness



Findings - Process

- Striking a (Regional) Balance is an Important Objective
- Control of Funding Drives the Prioritization
- Prioritization Often Linked to Campaign for Funding Referenda
- Processes are Informed by Multiple Inputs
- Project “Readiness” is Addressed in a Variety of Ways
- Scores v Rankings v Groupings
 - For example: “High, medium, low”

Findings – Measuring Project Merit

Most Common Factors:

- Ridership
- Access to Destinations
- Air Quality
- Cost Effectiveness

Often Used Factors:

- Land Use Plan Consistency
- Equity
- Safety
- Economic Development
- Sustainability

Setting Regional Transitway Priorities

Next Steps