South Valley Transit Study: Initial Evaluation Methodology and Results

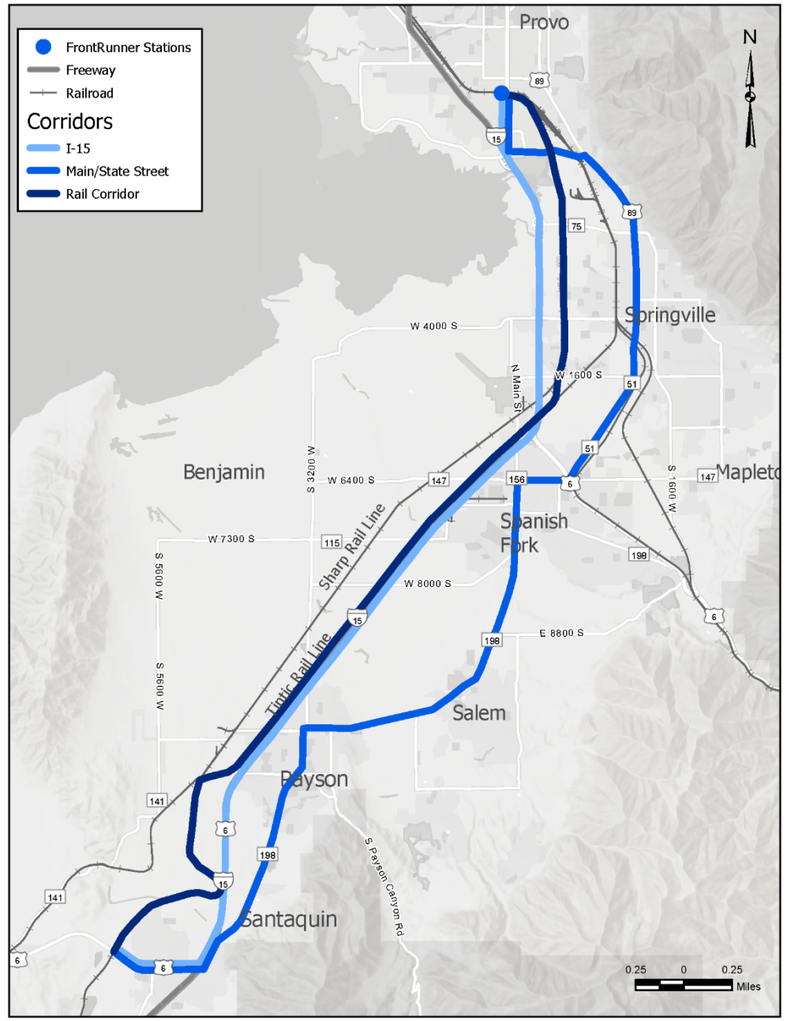
Overview

The South Valley Transit Study is using a multi-step alternative evaluation process to determine the long-term preferred solution for providing expanded transit service in south Utah County, from Provo to Santaquin. This document summarizes the findings from the initial alternative evaluation, provides detailed description of the ratings, and describes the methodology for scoring.

The initial alternative evaluation is a high-level analysis used to illustrate key differences between alternatives and identify those that are best performing. A recommendation for alternatives to move forward into detailed evaluation will be developed with the TAC.

Summary of Initial Evaluation Ratings

Initial Screening Criteria | Measure	Rail Corridor Commuter Rail	Rail Corridor Light Rail	Rail Corridor Bus Rapid Transit	I-15 Light Rail	I-15 Bus Rapid Transit	I-15 Express Bus	State/Main Light Rail	State/Main Bus Rapid Transit	State/Main Express Bus
➢Transit speed	🟢	🟡	🟢	🟡	🟢	🟢	🔴	🔴	🔴
➢Transit reliability	🟢	🟢	🟢	🟢	🟡	🔴	🟢	🟡	🔴
➢Transit connections	🟢	🟡	🟡	🟡	🟡	🔴	🟡	🟡	🔴
➢Transit ridership potential	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
➢Transportation system impacts	🟡	🟡	🟡	🔴	🟡	🔴	🔴	🔴	🔴
➢Community compatibility	🟢	🟢	🟢	🔴	🔴	🔴	🔴	🔴	🔴
➢Economic development potential	🟢	🟢	🟢	🔴	🟡	🔴	🟡	🟡	🔴
➢Cost considerations	🟡	🟡	🟡	🔴	🟡	🟢	🔴	🟡	🟢
➢Constructability or operational considerations	🟡	🔴	🟡	🔴	🟡	🟢	🔴	🔴	🟢
➢Natural and Built environment considerations	🟡	🟡	🟡	🟡	🟢	🟢	🔴	🟡	🟢
➢ Project stakeholder input ➢ Public input									



Key:

- 🟢 High performance and/or low impact
- 🟡 Moderate performance and/or moderate impact
- 🔴 Low performance and/or high impact

Initial Evaluation Ratings – Detailed Description

Initial Screening Criteria | Measure	Rail Corridor Mode: Commuter Rail	Rail Corridor Mode: Light Rail	Rail Corridor Mode: Bus Rapid Transit	I-15 Mode: Light Rail	I-15 Mode: Bus Rapid Transit[1]	I-15 Mode: Express Bus	State/Main Mode: Light Rail	State/Main Mode: Bus Rapid Transit	State/Main Mode: Express Bus
High-level Definition	23.9 miles 4 stations 100% exclusive transit	23.9 miles 4 stations 100% exclusive transit	23.9 miles 4 stations 100% exclusive transit	22.7 miles 4 stations 100% exclusive transit	22.7 miles 4 stations 51% exclusive transit	22.7 miles 4 stations 0% exclusive transit, transit signal priority	26.8 miles 4 stations 100% exclusive transit	26.8 miles 4 stations 51% exclusive transit	26.8 miles 4 stations 0% exclusive transit, transit signal priority
➢ **Transit speed** Average speed considerations based on corridor and mode characteristics.	**High Performance** Commuter rail operating on the Rail Corridor allows for a maximum transit speed of nearly 80 mph.	**Medium Performance** This alignment allows for maximum Light Rail Transit (LRT) speed of 55 mph.	**High Performance** Bus Rapid Transit (BRT) operating on the Rail Corridor would have a maximum speed of 70 mph.	**Medium Performance** This alignment allows for maximum transit speed of 55 mph.	**High Performance** This alignment would operate at roadway speeds and allow for maximum transit speeds of 70 to 75 mph. These speeds could be reduced by highway congestion in areas where BRT operates in shared use.	**High Performance** The Express Bus operates with potential maximum speeds of 70 to 75 mph. These maximum speeds could be reduced by highway congestion.	**Low Performance** Maximum speeds on State/Main for LRT would match existing roadway speeds of 30 to 45 mph.	**Low Performance** Maximum speeds on State/Main for BRT would match existing roadway speeds of 30 to 45 mph when in exclusive lanes. These speeds could be reduced by local roadway congestion in areas where BRT operates in shared use.	**Low Performance** The Express Bus operates in this corridor with speeds of 30 to 45 mph. These speeds could be reduced by local roadway congestion.
➢ **Transit reliability** Potential to accommodate exclusive transit operations.	**High Performance** Corridor is 100% exclusive, with signal pre-emption at roadway crossings.	**High Performance** Corridor is 100% exclusive LRT track in exclusive right-of-way with LRT priority at roadway crossings.	**High Performance** Corridor is 100% exclusive in exclusive right-of-way with BRT priority at roadway crossings.	**High Performance** Corridor is 100% exclusive with exclusive right-of-way adjacent to UDOT facilities.	**Medium Performance** Corridor is 51% exclusive with portions of bus shoulder running lanes along the corridor. Remaining portion would operate in shared use. Where shared use, subject to congestion similar to general purpose traffic, therefore having potential for delay.	**Low Performance** Corridor is 100% shared use along the corridor. Transit reliability upgrades are assumed such as transit signal priority and queue jumps where space is available. Transit subject to congestion similar to general purpose traffic, therefore having potential for delay.	**High Performance** Corridor is 100% exclusive LRT track in center running guideway with transit priority at roadway crossings.	**Medium Performance** Corridor is 51% exclusive with exclusive center running guideway and 49% of shared use along the corridor. Where shared use, subject to congestion similar to general purpose traffic, therefore having potential for delay.	**Low Performance** Corridor is 100% shared use along the corridor. Transit reliability upgrades are assumed such as transit signal priority and queue jumps where space is available. Transit subject to congestion similar to general purpose traffic, therefore having potential for delay.
➢ **Transit connections** Potential to complement and integrate within existing and planned regional transit network.	**High Performance** Only alternative that has potential for no forced transfers connecting into regional transit service.	**Medium Performance** Integrated within transit network, though mode transfer required for destinations beyond Provo. Better opportunity for timed transfer because of high level of exclusivity.	**Medium Performance** Integrated within transit network, though transfer required for destinations beyond Provo. Better opportunity for timed transfer because of high level of exclusivity.	**Medium Performance** Integrated within transit network, though mode transfer required for destinations beyond Provo. Better opportunity for timed transfer because of high level of exclusivity.	**Medium Performance** Integrated within transit network, though transfer required for destinations beyond Provo. Better opportunity for timed transfer because of high level of exclusivity.	**Low Performance** Integrated within transit network, though transfer required for destinations beyond Provo. More uncertainty and reduced ability to coordinate transfer timing because of mixed flow transit operations.	**Medium Performance** Integrated within transit network, though mode transfer required for destinations beyond Provo. Better opportunity for timed transfer because of high level of exclusivity.	**Medium Performance** Integrated within transit network, though transfer required for destinations beyond Provo. Better opportunity for timed transfer because of high level of exclusivity.	**Low Performance** Integrated within transit network, though transfer required for destinations beyond Provo. More uncertainty and reduced ability to coordinate transfer timing because of mixed flow transit operations.

[1] For this bust rapid transit alternative, exclusive transit could be provided in either a dedicated shoulder running transit lane or in a dedicated median transit lane. For the purposes of this analysis, shoulder running is assumed; however, performance/impacts are likely to be similar for both types of exclusive transit facilities.

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➢ **Transit ridership potential** Current and future population and employment in proximity to transit stations (half-mile).	**High Performance** 2019 Pop: 20,647 2019 Emp: 21,277 2050 Pop: 57,707 2050 Emp: 40,216 Pop % Change: 179% Emp % Change: 89%	**High Performance** 2019 Pop: 20,647 2019 Emp: 21,277 2050 Pop: 57,707 2050 Emp: 40,216 Pop % Change: 179% Emp % Change: 89%	**High Performance** 2019 Pop: 20,647 2019 Emp: 21,277 2050 Pop: 57,707 2050 Emp: 40,216 Pop % Change: 179% Emp % Change: 89%	**High Performance** 2019 Pop: 20,519 2019 Emp: 24,235 2050 Pop: 60,279 2050 Emp: 47,415 Pop % Change: 194% Emp % Change: 96%	**High Performance** 2019 Pop: 20,519 2019 Emp: 24,235 2050 Pop: 60,279 2050 Emp: 47,415 Pop % Change: 194% Emp % Change: 96%	**High Performance** 2019 Pop: 20,519 2019 Emp: 24,235 2050 Pop: 60,279 2050 Emp: 47,415 Pop % Change: 194% Emp % Change: 96%	**High Performance** 2019 Pop: 40,886 2019 Emp: 29,138 2050 Pop: 62,346 2050 Emp: 39,412 Pop % Change: 52% Emp % Change: 35%	**High Performance** 2019 Pop: 40,886 2019 Emp: 29,138 2050 Pop: 62,346 2050 Emp: 39,412 Pop % Change: 52% Emp % Change: 35%	**High Performance** 2019 Pop: 40,886 2019 Emp: 29,138 2050 Pop: 62,346 2050 Emp: 39,412 Pop % Change: 52% Emp % Change: 35%
➢ **Transportation system impacts** Potential effects on existing and planned traffic operations, including freight (truck and rail).	**Medium Performance** Commuter rail is an additional rail line, adjacent to the Sharp/Tintic Rail Lines and it would have limited impacts to freight rail, with a proposed grade separation over the existing rail yard. It has the potential to disrupt daily cross vehicle traffic operations at the gate crossings depending on frequency.	**Medium Performance** LRT would operate adjacent to the Sharp/Tintic Rail Lines and it would have limited impacts to freight rail, with a proposed grade separation over the existing rail yard. It has the potential to disrupt daily cross vehicle traffic operations at the gate crossings depending on frequency.	**Medium Performance** BRT would operate adjacent to the Sharp/Tintic Rail Lines and it would have limited impacts to freight rail, with a proposed grade separation over the existing rail yard. It has the potential to disrupt daily cross traffic operations at the gate crossings depending on frequency.	**Low Performance** Because this alignment requires exclusive operations through adjacent right-of-way, there would be significant construction impacts on existing infrastructure such as bridges and adjacent roads. It could potentially disrupt future I-15 widening efforts as well. However, this alternative would have limited to no impacts on traffic once operational.	**Medium Performance** In the exclusive section, this alignment operates on I-15, utilizing shoulder running buses. Outside of potential merging delays, this alternative has limited impact to traffic operations. The shared use portion of the alignment would cause delays to both transit and the traffic operations. If a larger extent of exclusive guideway is desired, could potentially have greater impacts, similar to LRT on I-15.	**Low Performance** The Express Bus operates in mixed flow traffic and would affect daily traffic operations as the bus moves in and out of traffic at stops.	**Low Performance** This alignment requires exclusive right-of-way operations and has priority at roadway crossings therefore, it has higher impacts on traffic operations.	**Low Performance** This alignment requires 51% exclusive operations through center running guideway which would have impacts on cross traffic operations due to the transit priority at signals. The shared use portion of the alignment would cause delays to both transit and traffic operations.	**Low Performance** The Express Bus operates in mixed flow traffic and would affect daily traffic operations as the bus moves in and out of traffic at stops.
➢ **Community compatibility** Compatibility of alignments with adopted local plans and policies.	**High Performance** Many local plans have begun to strategize the location of potential future high-capacity transit station locations, which are primarily located along the Rail Corridor alignment. Surrounding land uses are transit-supportive in nature, including mixed use, transit-oriented development, commercial, and/or village core.	**High Performance** Many local plans have begun to strategize the location of potential future high-capacity transit station locations, which are primarily located along the Rail Corridor alignment. Surrounding land uses are transit-supportive in nature, including mixed use, transit-oriented development, commercial, and/or village core.	**High Performance** Many local plans have begun to strategize the location of potential future high-capacity transit station locations, which are primarily located along the Rail Corridor alignment. Surrounding land uses are transit-supportive in nature, including mixed use, transit-oriented development, commercial, and/or village core.	**Low Performance** Several potential future transit station locations and complementary transit-supportive planned land uses are located within the vicinity of the I-15 corridor, but not directly on this alignment. Additionally, a transit facility on/adjacent to I-15 does not provide adequate or accessible first/last mile connections.	**Low Performance** Several potential future transit station locations and complementary transit-supportive planned land uses are located within the vicinity of the I-15 corridor, but not directly on this alignment. Additionally, a transit facility on/adjacent to I-15 does not provide adequate or accessible first/last mile connections.	**Low Performance** Several potential future transit station locations are located within the vicinity, but not directly on this alignment. Surrounding land uses are transit-supportive in nature, however, a transit facility on I-15 does not provide adequate or accessible first/last mile connections. Many adopted plans in the area indicate that express bus would not provide adequate service coverage and frequency to meet their land use goals and growth projections.	**Low Performance** The varied existing and future land uses along the corridor could be supportive of high frequency transit (LRT) if built at the right densities, but the high degree of industrial land in the northern portion, paired with mostly residential land uses in the south, make this mode and alignment less compatible.	**Low Performance** The varied existing and future land uses along the corridor could be supportive of high frequency transit (BRT) if built at the right densities, but the high degree of industrial land in the northern portion, paired with mostly residential land uses in the south, make this mode and alignment less compatible.	**Low Performance** The varied existing and future land uses along the corridor could be supportive of high frequency transit (express bus) if built at the right densities, but the high degree of industrial land in the northern portion, paired with mostly residential land uses in the south, make this mode and alignment less compatible. Many adopted plans in the area indicate that express bus would not provide adequate service coverage and frequency to meet their land use goals and growth projections.

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➢ **Economic development potential** Transit investment ability to support/promote increased economic development.	**High Performance** The permanence of commuter rail stations and fixed guideway promote development certainty. In addition, corridor has supportive land uses and highest amount of development and redevelopment opportunities.	**High Performance** The permanence of LRT stations and fixed guideway promote development certainty. In addition, corridor has supportive land uses and highest amount of development and redevelopment opportunities.	**High Performance** The permanence of BRT stations and fixed guideway promote development certainty. In addition, corridor has supportive land uses and highest amount of development and redevelopment opportunities.	**Low Performance** The permanence of LRT stations and fixed guideway promote development certainty. However, citing LRT stations would have to occur directly adjacent to I-15 and would limit economic development opportunity.	**Medium Performance** The permanence of BRT stations and fixed guideway promote development certainty. BRT offers some flexibility to cite stations at appropriate locations of desired development opportunity around existing/future interchanges.	**Low Performance** The lack of permanent features associated with express bus may discourage development and reduce economic development opportunity.	**Medium Performance** The permanence of LRT stations and guideways promote development certainty. The State/Main corridor is more built out than the other corridors and development and redevelopment economic development opportunities around transit may be reduced compared to other corridors.	**Medium Performance** The permanence of BRT stations and guideways promote development certainty. The State/Main corridor is more built out than the other corridors and development and redevelopment economic development opportunities around transit may be reduced compared to other corridors.	**Low Performance** The lack of permanent features associated with express bus may discourage development and reduce economic development opportunity.
➢ **Cost considerations** Planning level cost per mile and other major cost items that deviate from a standard cost per mile.	**Medium Performance** This alignment adds 23.9 miles of track and four stations with approximately 5 miles of right-of-way acquisition (Payson to Santaquin). Several grade-separated bridges will also increase costs of the alignment.	**Medium Performance** This alignment adds a new operations and maintenance facility, 23.9 miles of track, and four stations with approximately 5 miles of right-of-way acquisition (Payson to Santaquin). Several grade-separated bridges will also increase costs of the alignment.	**Medium Performance** This alignment would add 23.9 miles of roadway and four stations with approximately 5 miles of right-of-way acquisition. Several grade-separated bridges will also increase costs of the alignment.	**Low Performance** This alignment requires a new operations and maintenance facility and 22.7 miles of new track to be constructed in an exclusive at-grade guideway adjacent to I-15. Numerous grade-separated bridges and/or crossing of existing interchanges adjacent to I-15 will also increase costs of the alignment.	**Medium Performance** The total length of this corridor is 22.7 miles. A shoulder running BRT system would operate on 51% of the corridor. It is assumed that widening is not necessary to accommodate this guideway in this alternative; however, improvements would need to be made including striping, signage, and potential pavement upgrades.	**High Performance** With the Express Bus operating in mixed flow traffic for the entire 22.7 miles of the corridor, there would be minimal infrastructure improvements and therefore a low cost per mile.	**Low Performance** This alignment requires a new operations and maintenance facility and construction of 26.8 miles of track in exclusive right-of-way within a street corridor, resulting in a high cost per mile.	**Medium Performance** The total length of this corridor is 26.8 miles. A exclusive center running guideway would need to be constructed along 51% of the corridor. Widening is assumed to be necessary to accommodate this guideway.	**High Performance** With the Express Bus operating in mixed flow traffic for the entire 26.8 miles of the corridor, there would be minimal infrastructure improvements and therefore a low cost per mile.

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➢ **Constructability or operational considerations** Potential conflicts with major utilities, structures, or other transportation infrastructure; unique or operational construction challenges.	**Medium Performance** Commuter rail on this alignment follows existing rail corridor and adds 23.9 miles of track. There are 4 bridges that could increase potential construction complexity. Crossing the existing Provo rail yard could be a substantial challenge. An added nearly 24 miles of length to existing commuter rail operations may present operational challenges due to overall length of line, scheduling, and required operator breaks.	**Low Performance** LRT on this alignment follows existing rail corridor and adds 23.9 miles of track. There are 4 bridges that could increase potential construction complexity. Crossing the existing rail yard could be a substantial challenge. Operation of LRT as an independent system outside of existing UTA LRT infrastructure present significant operational challenges. Although it does not affect performance, regional stop spacing with LRT may not match public perception.	**Medium Performance** This alignment follows existing rail corridor and adds 23.9 miles of BRT infrastructure, operating in an exclusive right-of-way. There could be potential conflicts within this ROW with other infrastructure and some construction complexity with the 4 bridges along the alignment. Although it does not affect performance, regional stop spacing with BRT may not match public perception.	**Low Performance** This alignment follows I-15 with exclusive at-grade guideway within UDOT right-of-way, where available. The construction would have numerous impacts to I-15, with potential bridge widening and challenging interchange reconfiguration or grade-separated crossings in order to run adjacent to I-15. Construction would significantly interfere with traffic operations. Operation of LRT as an independent system outside of existing UTA LRT infrastructure present significant operational challenges. Although it does not affect performance, regional stop spacing with LRT may not match public perception.	**Medium Performance** This alignment uses shoulder running bus operations on 51% of the corridor and it is assumed that no widening is necessary. If upgrades to the shoulders are needed, construction would significantly interfere with traffic operations. Although it does not affect performance, regional stop spacing with BRT may not match public perception.	**High Performance** The Express Bus operates in mixed flow traffic and would have limited construction impacts or challenges.	**Low Performance** This alignment requires construction of center running guideway in a constrained, existing street right of way. This could potentially conflict with utilities and other infrastructure. Construction would significantly interfere with traffic operations. Operation of LRT as an independent system outside of existing UTA LRT infrastructure present significant operational challenges. Although it does not affect performance, regional stop spacing with LRT may not match public perception.	**Low Performance** This alignment requires construction of center running guideway in a constrained, existing street right of way for 51% of the corridor. Widening is necessary to accommodate exclusivity. Construction would significantly interfere with traffic operations. Although it does not affect performance, regional stop spacing with BRT may not match public perception.	**High Performance** The Express Bus operates in mixed flow traffic and would have limited construction impacts or challenges.
➢ **Natural and Built environment considerations** Potential for adverse effects on natural built environment resources.	**Medium Performance** This alignment requires approximately 5 miles of right-of-way acquisition which could have potential effects on the built environment and moderate potential impacts to the natural and built environment, including small lakes and protected agriculture along the rail corridor in the southern portion of the study area.	**Medium Performance** This alignment requires approximately 5 miles of right-of-way acquisition which could have potential effects on the built environment and moderate potential impacts to the natural and built environment, including small lakes and protected agriculture along the rail corridor in the southern portion of the study area.	**Medium Performance** This alignment requires approximately 5 miles of right-of-way acquisition which could have potential effects on the built environment and moderate potential impacts to the natural and built environment, including small lakes and protected agriculture along the rail corridor in the southern portion of the study area.	**Medium Performance** This alignment has some impact on the built and natural environment because of widening to accommodate the right-of-way needed for the exclusive right-of-way.	**High Performance** This alignment has limited impacts on the built environment because it uses the existing shoulder infrastructure on I-15 along 51% of the corridor. As defined, an alignment using the existing I-15 corridor would have minimal impacts on the surrounding natural and built environment. Additional consideration would be required for clear zone and other UDOT requirements.	**High Performance** This alignment operates in mixed flow traffic and would have limited impact on the built environment. Alignments using the existing I-15 corridor would have minimal impacts on the surrounding natural and built environment.	**Low Performance** This alignment has the most substantial impact on the built environment because of the right of way needed due to widening for the semi-exclusive right-of-way. This alignment could have more potential impacts to elements of the natural and built environment, including water resources, parks, and historic properties.	**Medium Performance** This alignment impacts the built environment through the exclusive center running guideway that would need to be constructed through 51% of the corridor and the associated widening. This alignment could have more potential impacts to elements of the natural and built environment, including water resources, parks, and historic properties.	**High Performance** This alignment operates in mixed flow traffic and would have limited impact on the built environment. This alignment could have more potential impacts to elements of the natural and built environment, including water resources, parks, and historic properties.
➢ Project stakeholder input ➢ Public input									

Initial Evaluation Criteria and Scoring Methods

Initial evaluation purpose: Provide a high-level and largely qualitative analysis of initial range of alternatives to help illuminate high-level tradeoffs between alternatives based on mode and corridor characteristics. Alternative performance based on comparative performance between alternatives or level of potential impact. For example:

- **High performance** = alternative performs best or better than most compared to the other alternatives **OR** has limited or no potential impacts
- **Medium performance** = alternative does not perform distinctly better or worse than other alternatives compared to the other alternatives **OR** has moderate levels of potential impacts
- **Low performance** = alternative performs poorly compared to the other alternatives **OR** has high levels of potential impacts

Purpose and Need	Initial Screening Criteria | Measure	Scoring Methodology
➢ **Purpose:** Provide efficient regional transit service in the project corridor between Provo and Santaquin. ➢ **Need:** Roadway congestion is increasing ➢ **Need:** Limited transit options exist, particularly for home-based work travel ➢ **Need:** Transit trips are longer than vehicle trips and tend to be more regional in nature	➢ **Transit speed** – quantitative assessment of average speed considerations based on corridor and mode characteristics. ➢ **Transit reliability** – qualitative assessment of potential to accommodate exclusive transit operations based on corridor conditions. ➢ **Transit connections** – qualitative assessment of potential for project to integrate/connect to existing and planned regional transit network.	➢ **Transit speed** – High performance = Fastest potential transit speeds – Medium performance = Moderate potential transit speeds – Low performance = Slowest transit speeds ➢ **Transit reliability** – High performance = Existing corridor site conditions and right-of-way allow for mostly exclusive transit operations with limited property acquisition of property/impacts to roadways. – Medium performance = Existing corridor site conditions and right-of-way allow for some exclusive transit operations with some property acquisition of property/impacts to roadways. – Low performance = Existing corridor site conditions and right-of-way allow for limited exclusive transit operations without extensive property acquisition of property/impacts to roadways. ➢ **Transit connections** – High performance = Project provides connections to existing and planned regional transit service, with potential for no transfers – Medium Performance = Project provides connections to existing and planned regional transit service with transfers required – Low performance = Project provides limited or no connections to existing and planned regional transit service
➢ **Purpose:** Support the transportation demands of population and employment growth in southern Utah County. ➢ **Need:** Long-term population and employment growth is anticipated to be substantial	➢ **Transit ridership potential** – quantitative assessment of current and future population and employment in proximity to alternative. ➢ **Transportation system impacts** – qualitative assessment of potential effects on existing and planned traffic operations, including freight (truck and rail).	➢ **Transit ridership potential** – High performance = Project increases access to population and employment within .5 mile of alignment – Medium performance = Project shows limited increases in access to population and employment within .5 mile of alignment – Low performance – Project shows little or no increases in access to population and employment within .5 mile of alignment ➢ **Transportation system impacts** – High performance = Low potential impacts on transportation network – Medium performance = Moderate potential impacts on transportation network – Low performance = High potential impacts on transportation network
➢ **Purpose:** Support adopted regional plans and local plans and policies. ➢ **Purpose:** Enhance economic development in the corridor by improving access to and connections between existing and planned employment and key activity centers. ➢ **Need:** Local plans anticipate future land uses served by transit ➢ **Need:** Local plans looks to transit investments to catalyze economic develop opportunity	➢ **Community compatibility** – qualitative assessment of compatibility of alternative with adopted local plans, policies, and transit-supportive land uses. ➢ **Economic development potential** – qualitative assessment of project ability to support/promote increased economic development based on mode characteristics and high-level assessment of vacant/underutilized properties and/or redevelopment opportunities along corridor.	➢ **Community compatibility** – High performance = Alternative is highly compatible with adopted local plans, polices, and transit-supportive land uses. – Medium performance = Alternative is partially compatible with adopted local plans, polices, and transit-supportive land uses. – Low performance = Alternative has limited or no compatibility with adopted local plans, polices, and transit-supportive land uses. ➢ **Economic development potential** – High performance = Economic development potential is high – Medium performance = Economic development potential is moderate Low performance = Economic development potential is limited

➢ **Other key factors**	➢ **Cost considerations** – quantitative assessment of planning level cost per mile and other major cost items that deviate from a standard cost per mile. ➢ **Constructability considerations** – qualitative assessment of potential conflicts with major utilities, structures, or other transportation infrastructure; unique construction challenges. ➢ **Natural or built environment considerations** – qualitative assessment of potential for adverse effects on natural or built environment resources.	➢ **Cost considerations** – High performance = Low range of magnitude (ROM) total project cost – Medium performance = Mid range of magnitude (ROM) total project cost – Low performance = High range of magnitude (ROM) total project cost ➢ **Constructability considerations** – High performance = Low construction risk with limited construction challenges – Medium performance = Moderate construction risk with some known construction challenges – Low performance = High construction risk with numerous identifiable construction challenges ➢ **Natural or built environment considerations** – High performance = No environmental resources or likely property impacts in proximity to project footprint; risk of impact low – Medium performance = Some environmental resources or likely property impacts in proximity to project footprint; risk of impact moderate – Low performance = Many environmental resources or likely property impacts in proximity to project footprint; risk of impact high
➢ **Informational factors** ➢ **Need:** Communities in the study area are experiencing substantial development pressure and have expressed a unified interest in providing alternatives to driving (particularly for commuting trips)	➢ Project stakeholder input – informational factor and not scored ➢ Public input – informational factor and not scored	➢ Project stakeholder input – informational factor and not scored ➢ Public input – informational factor and not scored