

# Table Packet for Transit Projects

## Category I: Safety/System Productivity

### Safety:

Determine the Multiplier

**Table A** **Multiplier Table**

<input type="checkbox"/> Transit Projects							
No. of Incidents over past 3 years	0-1	2-4	5-9	10-14	15-19	20-24	>24
Multiplier	0.0	0.1	0.3	0.5	0.7	0.9	1.0
<i>If the project qualifies as a pro-active safety project, apply an 0.7 multiplier to the Category II.1 Safety score (page 20)</i>							

Number of Incidents, injuries or repairs relating to the proposed project: \_\_\_\_\_

Source: \_\_\_\_\_

**Notes on the Transit Multiplier:**

As indicated in the outreach efforts on the Congestion Pricing project and the Regional Transportation Plan, passengers perceive a threat to personal safety on transit vehicles or at stations in the larger urbanized areas, regardless of whether or not the specific areas have a history of crime problems.

Projects which increase the security at stations—on vehicles or at stops—for transit operators (e.g., BART, AC Transit, MUNI, GGBHTD, or SCCTD) may receive a multiplier of 0.7 if the project improves the perception of security. Emergency intercoms or callboxes might be an example. Mixed use development (people around after the peak) may also increase the perception of safety.

Determine the Impact Value

**Table B** **Impact Value Table**

Transit Projects (circle all that apply)

High Impact = 18 points *	Medium Impact = 12 points *	Low Impact = 4 points *
Rail switches	Equipment/assets safety project	Revenue collection security project
Track improvements	Lighting in low security areas	Other (specify and attach written justification):
Passenger/employee safety project	Emergency communications systems	
Lighting in high security areas	Maintenance yard fences	
Handrails	Bus turnouts/bulbs	
Other (specify and attach written justification):	Other (specify and attach written justification):	

\* Project evaluation teams may raise or lower the impact value by 1 or 2 points, depending on how well the project solves the problem as compared to other similar projects.

**On the Scoring Criteria, Multiply the Impact Value by the Multiplier to get your total for Safety.**

# System Productivity: Transit Operations

**Table C**

Choose only one

Projects which specifically contribute to the operating stability of the transportation system, by strengthening transit operations, are rewarded in this element.

*Circle only one*

Transit System Improvements	Points
Context Efficiency: Density at stations (e.g., Fruitvale transit-oriented development or livable communities projects)	5
Cost Efficiency: Decreases transit operating costs/Revenue Vehicle Hour/Mile, or Passenger Mile by over 1%	20
Revenue Collection/Coordination Efficiency (e.g., TransLink)	entire = 10 points portion = 5 points
Intermodal Efficiency: Significantly improves transit patron access to / egress from transit stop (e.g. improves trip ends)	10
Other systemwide productivity operational improvements (please identify)	0
Modal Shift	20

- Enter point amount in the box "Total for System Productivity."

# Category II: Congestion Relief

Determine the Multiplier using one of the tables below.

**Table D Multiplier Table**

Transit Elements

Project designed primarily to relieve transit loading—use Peak Load Factor table (circle one)

PLF	>1.25	1.00	0.75	0.50	0.25	<0.25
Multiplier	1.0	0.8	0.6	0.2	0.1	0.0

*For projects with systemwide benefit, use PLF averages.*

Please show PLF calculation (Peak passengers/ seating capacity): \_\_\_\_\_  
 OR, for park-and-ride, the degree of the exceedence of facility capacity: \_\_\_\_\_

OR

Project designed primarily to relieve parallel corridor (roadway) congestion—indicate Peak Average Corresponding Roadway LOS (circle one)

LOS	F	E	D	C	B	A
Multiplier	1.0	0.8	0.6	0.2	0.1	0.0

*For projects with systemwide benefit, use parallel route LOS averages.*

Identify parallel corridor/route: \_\_\_\_\_

Determine the Impact Value .

**Table E Impact Value Table**

High Impact = 28 points *	Medium Impact = 22 points *	Low Impact = 14 points *
Reduces load factor by 10% or more	Reduces load factor by less than 10%	Increases in passenger comfort and convenience
Increases service capacity by 10% or more	Increases service capacity by less than 10%	Bike lockers or racks
Increases service reliability by 10% or more	Increases service reliability by less than 10%	Intermodal facility with unquantified level of transfers
Major interconnect or fare coordination project	Any improvement off the Metropolitan Transportation System	Transit rehabilitation/replacement
Bus turnouts/bulbs	Minor interconnect or fare coordination project	Other (specify and attach written justification):
Major intermodal facility	Other (specify and attach written justification):	
Reduces transfer time by 10% or more		
Other (specify and attach written justification):		

\* Project evaluation teams may raise or lower the impact value by 1 or 2 points, depending on how well the project solves the problem as compared to other similar projects. Being included in a CMA deficiency plan would normally add 2 points to a project's impact value.

Use the equations on the scoring criteria to determine the Category II total.

## Category III: Strategic Expansion

Choose one of the tables below to determine the multiplier.

**Table F**                      **Multiplier Table**

Project based on parallel route in same corridor—indicate Level of Service (LOS)  
(circle one)

Average Daily Traffic (ADT)	Level of Service (LOS) F	LOS E	LOS D	LOS C	LOS B
> 50,000	1	0.9	0.6	0.4	0.1
> 30,000 – 50,000	0.8	0.6	0.4	0.2	0.1
10,000 – 30,000	0.6	0.4	0.2	0.1	0
<b>Multiplier</b>					
<i>(For projects with systemwide benefits, use LOS averages)</i>					

Parallel Route: \_\_\_\_\_

OR

Project designed primarily to relieve transit loading—indicate Peak Load Factor (PLF)  
(circle one)

PFL	>1.25	1.00	0.75	0.50	0.25	<0.25
Multiplier	1.0	0.8	0.6	0.2	0.1	0.0
<i>(For projects with systemwide benefits, use PFL averages)</i>						

Please show PLF calculation (Peak passengers/ seating capacity): \_\_\_\_\_

OR, for park-and-ride, the degree of the exceedence of facility capacity: \_\_\_\_\_

Determine the impact value

**Table G**

**Impact Value Table**

Impact Value	
<p>New Strategic Enhancements:</p> <p>    New Transfer Facility**              (If significantly improves travel time/convenience)              **or expanded-applied to transit &amp; intermodal projects</p> <p>OR</p> <p>    New Service Expansion              (If significantly saves door-to-door travel time, with sufficient frequency and hours of service)</p>	<p><b>20</b></p>
<b>PLUS</b>	
<i>(circle all that apply to maximum of 10 points)</i>	
Transit Station Parking Expansion *	5 points
Park-and-Ride Lots * / Feeder Buses	5 points
Bus Shelters *	5 points
Bike Access Improvements *	5 points
Pedestrian Access Improvements *	5 points
* (If significantly saves door to door travel time, with significant frequency and hours of service)	