

TO: Kalamazoo Area Transportation Study Technical Committee

FROM: Jonathan Start, Executive Director

DATE: May 7, 2015

SUBJECT: **TECHNICAL COMMITTEE MEETING
THURSDAY, MAY 14, 2015 - 9:00 A.M.
KALAMAZOO METRO TRANSIT
530 NORTH ROSE STREET**

The Kalamazoo Area Transportation Study Technical Committee will be meeting on Thursday, May 14, 2015 at 9:00 a.m. at Kalamazoo Metro Transit, 530 North Rose Street.

The following materials are included in your meeting packet:

1. Agenda for the May 14, 2015 meeting (reverse side)
2. Draft Minutes of the April 9, 2015 meeting
3. Proposed Nation Highway System Map
4. Bid Savings and Obligation Authority Status Report
5. 2045 Metropolitan Transportation Plan Draft Goals and Objectives
6. 2045 Metropolitan Transportation Plan Prioritization Process

Please remember that time sheets are due by the 15th of the month.

Please submit status reports and meeting materials for the June 11 Technical Committee Meeting by Monday, June 1.

TECHNICAL COMMITTEE MEETING
May 14, 2015
AGENDA

Please limit public comment to 4 minutes.

1. CALL TO ORDER
2. ROLL CALL (Sign-in Sheet Circulated)
3. CHANGES OR ADDITIONS TO THE AGENDA
4. APPROVAL OF THE AGENDA (**ACTION**)
5. MINUTES FROM THE APRIL 9, 2015 MEETING (Enclosure) (**ACTION**)
6. POLICY COMMITTEE REPORT (APRIL 29, 2015)
7. CITIZENS' COMMENTS (non-agenda items)
8. CITIZENS ADVISORY COMMITTEE REPORT
9. NATIONAL HIGHWAY SYSTEM RECOMMENDATION (Enclosure)(**ACTION**)
10. BID SAVINGS AND OBLIGATION AUTHORITY (Enclosure)(**ACTION**)
11. 2045 METROPOLITAN TRANSPORTATION PLAN
 - a. Goals and Objectives (Enclosure)
 - b. Project Prioritization (Enclosure)
12. FY 2016 UNIFIED PLANNING WORK PROGRAM (**ACTION**)
13. CONTRIBUTED SERVICES STATUS
14. STATUS REPORTS
 - a. Roads - questions on written status reports. Verbal reports will be limited to 4 minutes per agency
 - b. Land use/planning and zoning - questions on written status reports. Verbal reports will be limited to 4 minutes
15. NEW BUSINESS
16. ADJOURNMENT

Next Meeting: Thursday, June 11, 2015 - 9:00 a.m.

Draft Minutes of the April 9, 2015 Technical Committee Meeting

CALL TO ORDER

The April meeting of the Kalamazoo Area Transportation Study Technical Committee was called to order at 9:00 a.m. at Kalamazoo Metro Transit.

ROLE CALL

Meeting attendance was recorded on the sign in sheet. Introductions were made by those present.

MEMBERS PRESENT

Muhammad Arif	City of Portage Engineering
Rick Fowler	Michigan Department of Transportation Planning (Lansing)
Darrell Harden	Michigan Department of Transportation Planning (Southwest)
Jeff Heppler	Village of Augusta
Jim Hoekstra	City of Kalamazoo/ Road Commission of Kalamazoo County
Lawrence Hummel (Vice-chair)	Van Buren County Road Commission
Matt Johnson	City of Kalamazoo Engineering
Deborah Jung	City of Kalamazoo Engineering
Rebekah Kik	City of Kalamazoo Planning
Dan Lewis	Village of Schoolcraft
Sean McBride	KCTA/Kalamazoo Metro Transit
Ryan Minkus	Road Commission of Kalamazoo County
Michelle O'Neill	Michigan Department of Transportation (TSC)
Ken Schippers	Village of Vicksburg
Craig Shumaker	Village of Mattawan
Laura Smith	Kalamazoo Metro Transit
Mike West	City of Portage Planning
Geoff Wilson	Road Commission of Kalamazoo County
Rob Wilson	City of Galesburg

MEMBERS ABSENT

Mickey Bittner	Village of Paw Paw
Tony Dacoba	Van Buren Public Transit
Dennis Durham	City of Parchment
Lotta Jarnefelt	Kalamazoo County Planning
Greg Milliken (Chair)	Oshtemo Township
Jodi Stefforia	Comstock Township
Jereme Rowland	City of Portage Engineering
Mike Schwartz	Village of Richland
Alan Smaka	Village of Lawton

OTHERS PRESENT

Megan Arndt	Kalamazoo Area Transportation Study
Tyler Kent	Michigan Department of Transportation (BTP)
Rob Maffeo	Michigan Department of Transportation (Lansing)
Jana Nicor	Michigan Department of Transportation (BTP)
Jonathan Start	Kalamazoo Area Transportation Study
Steve Stepek	Kalamazoo Area Transportation Study
Andrea Wilcox	Michigan Department of Transportation (Southwest Region)

CHANGES OR ADDITIONS TO THE AGENDA

There were no changes or additions made to the agenda.

APPROVAL OF THE AGENDA

MOTION by Harden, **SUPPORT** by Arif, “*to approve the agenda for the April 9, 2015, Technical Committee meeting.*” Motion approved.

MINUTES FROM THE March 12, 2015 MEETING

Copies of the draft minutes were included in the meeting materials.

MOTION by Harden, **SUPPORT** by Fowler, “*to approve the minutes of the March 12, 2015, Technical Committee meeting.*” Motion approved.

POLICY COMMITTEE REPORT

Start reported on the March 25 Policy Committee Meeting. The Policy Committee took action to approve the recommended amendments to the FY 2014-2017 Transportation Improvement Program. The Policy Committee approved reimbursement to the Michigan Department of Transportation for overpayment to the Kalamazoo Area Transportation Study for the W. Michigan Avenue and Stadium Drive Corridor Study.

CITIZEN COMMENTS-NA

CITIZEN ADVISORY COMMITTEE UPDATE

Steppek reported the Citizen Advisory Committee worked on the bylaws and discussed membership for the committee.

PROPOSED AMENDMENTS TO THE FY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Copies of the proposed amendments to the FY 2014-2017 TIP were included in the meeting materials.

Harden discussed the I-94 widening project costs and phases. Approximately \$750,000 of City of Kalamazoo funds will be needed for the project; this is an estimate since the project is not programmed until FY 2020 it is not yet listed in the TIP. Harden also discussed the Howard Street project that has been listed as an illustrative project in FY 2018 since FY 2018 is not in the current TIP cycle. The estimated total cost of the project is high due to historic preservation concerns, environmental concerns, and the upcoming MS4 requirements. The estimate also accounts for projected inflation.

McBride noted that the Mobility Management Project date should be May 1, 2016 – April 30, 2016.

It was noted that the Road Commission of Kalamazoo County's new acronym (RCKC) should be reflected in the TIP.

MOTION by Harden, ***SUPPORT*** by Hoekstra, ***“to recommend Policy Committee approval of the proposed amendments to the FY 2014-2017 Transportation Improvement Program.”*** Motion approved.

NATIONAL FUNCTIONAL CLASSIFICATION REVIEW

Copies of the proposed changes to the National Functional Classification (NFC) System were included in the meeting materials.

Additional proposed changes to the NFC System being reviewed by the Road Commission of Kalamazoo County are:

- Initial discussions for NFC revisions had included adding Park Circle Way as a minor collector. This has been removed as a recommended NFC revision. It will be evaluated as a possible federal-aid road in the future.
- Sunny Side Road is a local road but needs to be reviewed further by the RCKC. Currently the road is not being considered for a county primary.

If a change in NFC for these two roads is recommended, additional proposed revisions to the NFC system would be presented to the Policy Committee for approval based upon input from the Road Commission of Kalamazoo County at a later date.

MOTION by Arif, ***SUPPORT*** by Harden, ***“to recommend Policy Committee approval of the proposed changes to the National Functional Classification System.”*** Motion approved.

LOCAL BRIDGE PROGRAM RESOLUTIONS OF SUPPORT

Copies of the resolutions of support for the local bridge program were included in the meeting materials.

Minkus mentioned the 5 resolutions from RCKC for replacements and preventative maintenance for bridges in the southeast portion of Kalamazoo County that had deck and rail issues.

MOTION by Schippers, **SUPPORT** by Dacoba, “*to approve the Resolutions of Support for the Road Commission of Kalamazoo County applications for the Local Bridge Fund Program and to authorize the Vice-chair to sign on the Technical Committee’s behalf.*” Motion approved.

2045 METROPOLITAN TRANSPORTATION PLAN TRANSPORTATION SURVEY SUMMARY

Copies of the 2045 Metropolitan Transportation Plan (MTP) Transportation Survey Summary were included with the meeting materials.

Steppek reviewed the community results from the 2045 MTP Transportation Survey that received almost 300 responses. The full results are available on the KATS website. Survey results will be used to develop the goals and objectives of the 2045 Metropolitan Transportation Plan.

PUBLIC TRANSPORTATION UPDATES

The Central County Transportation Authority (CCTA) voted to put a millage on the ballot in August for 0.75 mills that will last for 5 years. Millages are the key source of revenue to operate the public transit system.

STATUS REPORTS

Michigan Department of Transportation: The Sprinkle Road interchange project had a hiccup with the cranes and MDOT is working on resolving the issue. Reconstruction on Stadium Drive and US-131 is underway. Loop ramps are closed.

Arif inquired why the City of Portage was not informed it was going to be part of the Sprinkle Road detour. O’Neill noted the issue and will work to resolve the miscommunication.

Road Commission of Kalamazoo County: The D Ave and Rolling Meadows project was awarded and should be completed in July. Opened HMA bids that included Kalamazoo Township and is coming in under the estimate.

City of Portage: The Westnedge Avenue Project came in almost 15% over estimate. TIP funds have been moved to accommodate for the project. Osterhout may be completing the second segment next year. The Romence Road Congestion Mitigation Air Quality (CMAQ) project anticipated completion date is April 16th. Lovers Lane GI submittal is this month.

City of Kalamazoo: The Mills Street project and the Riverview project are on schedule for a May letting.

City of Kalamazoo/Road Commission of Kalamazoo County: The E. Main Street project is targeted for a July or August letting. The Congestion Mitigation Air Quality (CMAQ) Crosstown project is planned for a June letting.

Village of Augusta: The Village of Augusta received a Safe Routes to School grant for sidewalk improvements in partnership with MDOT.

Kalamazoo Area Transportation Study: Cambridge has been granted an extension for completion of the Travel Demand Model. Delivery has been moved to June 1, 2015.

City of Kalamazoo Planning: Updates to the Non-motorized Transportation Plan are happening now; the plan will be combining the Downtown Plan and the Comprehensive Plan. Downtown Kalamazoo Incorporated (DKI) will be releasing their 5 year parking update soon.

Oshtemo Township: The township is beginning a streetscape enhancement program on Drake Road from 9th to Stadium Drive. Work continues with MDOT to look at a non-motorized facility on the Oshtemo side of Drake Road south of W. Main.

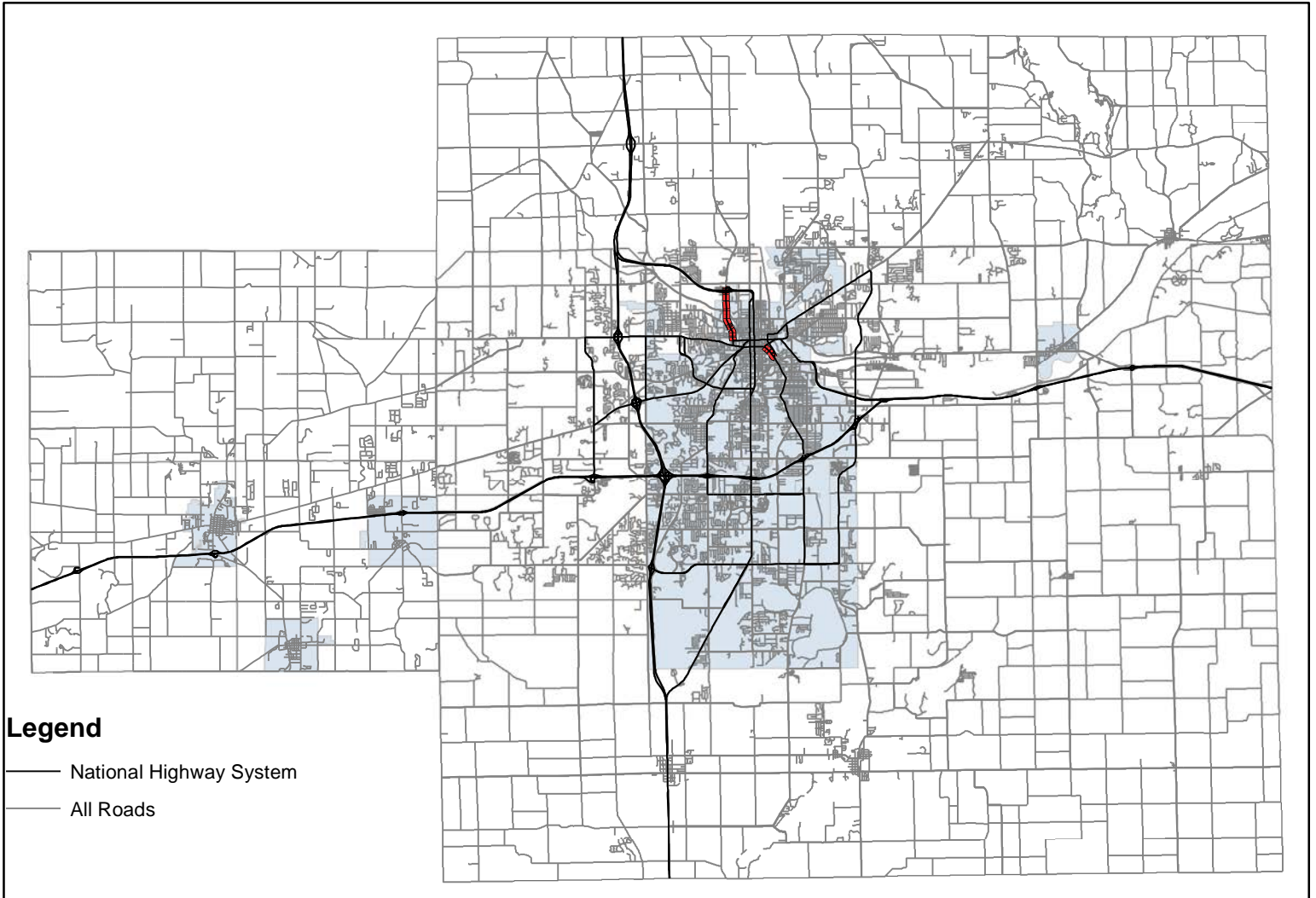
NEW BUSINESS

There was no new business.

ADJOURNMENT

There being no other business Vice-chair Hummel adjourned the meeting at 10:00 a.m.

Proposed 2015 National Highway System



Proposed Removal from NHS System:

Portage Street
 (from Michigan Ave. to Portage/Pitchner Connector)
 Douglas Avenue
 (from Kalamazoo Ave. to BR 131)

Legend

- NHS Revision
- Federal-Aid Roads



FISCAL YEAR 2015 FEDERAL LOCAL OBLIGATION AUTHORITY STATUS

APRIL 2015

Based on the Department of Transportation Appropriations Act, 2015, Title I of division K, Public Law 113-235, and the Highway and Transportation Funding Act of 2014, Public Law 113-159 an obligation limitation was placed where obligation authority is only available from October 1, 2014 through May 31, 2015. As a result the Federal Highway Administration provided the Michigan Department of Transportation (MDOT) reduced obligation authority (approximately two thirds) for Fiscal Year (FY) 2015. This corresponds to approximately \$160 million of Local Obligation Authority for the local program.

MDOT Local Agency Programs (LAP) has processed a very aggressive FY 2015 program to the extent that the reduced Federal Local Obligation Authority has been exhausted. In accordance with established LAP policy, completed project packages that were eligible for obligation request were processed on a “first-come first-serve” basis for obligation.

In an effort to help deliver the remaining local program, MDOT is allowing local agencies to utilize the funding technique of Advance Construct (AC) where a local agency provides the project funding up front and can be converted to federal funds if/when additional federal-aid is available. Additional federal funding will be available if/when Congress passes new highway funding or extends the current funding act. If additional federal funding does not become available the local agency would be responsible for the AC amount.

If/when MDOT receives additional obligation authority, federal-aid for local projects will be utilized in the following order:

1. Current year AC projects will be converted.
2. MPO operations and Transit Flex funding will be obligated.
3. Current year Non-AC projects will be obligated in order received.

The Local Bridge Program has State funds available for obligation of on-system bridge projects. Off-system bridge projects utilizing federal funds are subject to the constraints and procedures listed above.

Local agencies can contact their LAP staff engineer to find out the obligation status of their project. Please feel free to contact Larry Doyle at 517-335-2233 or by email at DoyleL@Michigan.gov with any additional questions.

2045 Metropolitan Transportation Plan for the Kalamazoo Area

Chapter 2 Vision and Goals

The development of an overall vision and goals is an important first step in the preparation of the 2045 Metropolitan Transportation Plan. The vision and goals serve as a broad framework to guide the planning process in the identification of efficient and effective short and long range transportation strategies, decisions, and investments.

It should be noted that some of the stated goals and strategies may conflict with one another. This situation is to be expected and reflects the realistic conflicts, trade-offs and choices which must be weighed by policy makers in the course of the transportation decision process.

The goals and strategies were developed using the 2035 Metropolitan Transportation Plan objectives, citizen and policy input, and MAP-21 national performance goals in a consultation process involving Technical Committee and Policy Committee. To keep the planning process dynamic, the Metropolitan Transportation Plan will be updated every four years as required by the current federal transportation legislation. Under MAP-21 and continuing legislation, the metropolitan planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors [23USC §150(b)]:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

With the goals from the 2035 Metropolitan Transportation Plan for the Kalamazoo Area and the new performance based goals of MAP-21 as a starting point, KATS worked to

2045 Metropolitan Transportation Plan for the Kalamazoo Area

simplify the vision and goals for the 2045 Metropolitan Transportation plan to provide a clearer vision for the areas transportation system.

Regional Transportation Vision

To provide a safe and balanced regional multimodal transportation system that increases the vitality of our society, economy and environment for business, residents and future generations.

1. Goal: Improve the Safety and Security of the Transportation System

Strategies:

- Provide a surface transportation system that is safe through best engineering practices.
- Include appropriate methods to enhance the security of the surface transportation system.
- Encourage educational efforts to improve motorized and non-motorized user behavior and the joint use of the transportation system.

Measures:

- Decrease number of annual crash fatalities.
- Decrease number of annual disabling injuries.
- Decrease number of pedestrian/non-motorized crashes.

2. Goal: Increase the Accessibility, Reliability, and Mobility of the System for People, Freight and Services.

Strategies:

- Provide transportation opportunities to people who are transportation disadvantaged.
- Promote the efficient management of the public transportation, non-motorized and pedestrian components of the transportation system.
- Leverage technology, communications and management strategies to maximize the capacities of the existing transportation system.
- Accommodate freight movers in transporting industrial, commercial, and agricultural products while minimizing adverse impacts to other transportation system users.

Measures:

- Increase transit total revenue service hours.
- Increase number of obligated TIP projects with bicycle, pedestrian and transit related infrastructure.
- Decrease the percentage of congested urban roadways.

3. Goal: Invest strategically in transportation infrastructure to enhance the area's livability and sustainability.

Strategies:

- Increase the availability of modes other than single occupant motor vehicles through public transit, ridesharing, and non-motorized usage.
- Reduce on-road mobile source emissions affecting air quality.
- Minimize and/or mitigate any disproportionate impact of transportation projects within residential areas and to traditionally transportation disadvantaged populations.
- Encourage the development of policies and programs that promote context-sensitive highway design that preserves a communities' aesthetic and natural resources.

Measures:

- Increase percent of work trips using alternative modes (Transit, bicycling, walking, etc.)
- Increase percent of total federal funds invested in environmental justice tracts

4. Goal: Emphasize the Preservation of the Existing Transportation System.

Strategies:

- Preserve the functional, structural, and operational integrity of the transportation network.
- Provide an adequate capital equipment replacement program to assure reliability and minimize maintenance costs for the public transportation service providers.

Measures

- Decrease percent of structurally deficient bridges.
- Decrease percent of roads in region classified as "poor" through PASER rating system.
- Increase the percentage of transit vehicles operating within their remaining service life.

KATS Metropolitan Transportation Plan

Project Ranking Process

This scoring process is intended to assist in the selection of worthy roadway, public transportation, bicycle, pedestrian, and freight projects for the KATS 2045 Metropolitan Transportation Plan (MTP). This process provides a systematic approach to ranking the numerous projects which will need to be evaluated in the development of a financially constrained metropolitan transportation plan

A numeric ranking for each project allows for a relative comparison between projects. This scoring process is meant to provide information for decision-making and development of a recommended list of projects in the plan at a very high level. Since the MTP does not directly assign funding to projects, this prioritization is for planning purposes only.

Several criteria are evaluated in the scoring process. The first four criteria apply to all projects and provide a potential of 30 points. A project is then scored under the roadway or transit sections, all of which provide a potential for another 20 points for a total possible 50 points. A description of the criteria and the KATS 2045 Metropolitan Transportation Plan project scoring process follows.

OVERALL CRITERIA

There are four criteria that provide a potential of 30 points to each transportation project recommendation:

Environmental Justice

The environmental justice criterion addresses the possible transportation impacts on minority, elderly, low income, disabled and/or zero-car household populations. Impacts could include such things as effects on travel times, division of neighborhoods, and change in noise and/or air pollution, which may occur as a result of project implementation. This is a subjective evaluation. Projects are awarded point values as follows:

Positive impact	5 points
No impact	0 points
Negative impact	-5 points

Economic Vitality

The economic vitality criterion awards points for projects that serve to support existing, expanding or new non-retail employment centers. Projects are awarded point values by demonstrating:

Significant positive impact for new/expanding economic activity	5 points
Support for existing economic activity	2 points
Projects not demonstrating a significant positive impact	0 points

Air Quality/Congestion

The air quality/congestion criterion relates to continued efforts to improve the region's air quality and encourage investment in more environmentally friendly forms of fuel use. Reduction in vehicle miles of travel (VMT), vehicle hours of travel (VHT), and the use of cleaner vehicles will be considered

in the allocation of up to 10 points based on anticipated reduction of vehicle emissions. A maximum score of 10 points could be awarded for projects involving a location with high average daily traffic (ADT), a high percentage of trucks, high current congestion, and a potential for a large improvement in congestion due to project implementation. Examples of potential improvements include construction of a new roadway link reducing circuitous travel (VMT reduced) consistent with the KATS Congestion Management Process, additional intersection turn lanes (VHT reduced), addition of a new bus on an existing route reducing headway (VMT and VHT reduced), or the replacement of older diesel buses with new hybrid electric buses (cleaner vehicles). Projects are awarded point values as follows:

Significant VMT/VHT reduction and increase cleaner vehicles	10 points
Moderate VMT/VHT reduction and/or increase in cleaner vehicles	5 points
Low VMT/VHT reduction and/or increase in cleaner vehicles	1 points
Increase in VMT/VHT or decrease in clean vehicles	-5 points

Complete Streets/Multimodal/Intermodal

The complete streets/multimodal/intermodal criterion awards points based on the project's ability to include or enhance more than the primary mode or specifically address freight intermodal needs. If the proposed project facilitates intermodal integration and connectivity, or includes design elements for more than one transportation mode up to 10 points may be awarded. An example of multimodal integration as well as a complete street improvement would be a roadway reconstruction project that creates adequate space for bicycle use, even though a formal bike path is not part of the design. Another example would be a bus purchase by a transit operator where the specifications called for bicycle racks to be included. An example of multimodal investment is a roadway project that provides bus turnouts at designated bus stops, or a bus preemption feature in the traffic signal design. If a transit operator proposed a project for a park-and-ride lot/transfer center that included a linkage to an existing bike path and provided bike racks, the maximum of 10 points could be scored for this intermodal project. Projects are awarded point values as follows:

Three or more modes or intermodal freight project	10 points
Two mode design	5 points
Primary mode only included in project proposal	0 points

ROADWAY PROJECTS

There are four criteria that provide a potential of 20 points to each roadway-specific transportation project recommendation:

Impact on Safety

The scoring process also takes into consideration the extent to which the project will have a positive impact on improving the level of safety for roadway travelers. The impact on safety criterion ranges from zero to five points and is based off the number of crashes per million vehicle miles traveled (MVMT) New facilities will be scored based on the existing route that the project is designed to alleviate, if any. Projects are awarded point values as follows:

High positive impact on improving safety (More than 9 crashes per MVMT)	5 points
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Medium positive impact on improving safety (5 to 9 crashes per MVMT)	3 points
Low impact on improving safety (1 to 4 crashes per MVMT)	1 points

Average Daily Traffic (ADT)/Facility Type

The average daily traffic (ADT) or facility type criterion combines two features which are a barometer of a roadway's significance in the regional system. This combination allows for the consideration of both current volume and functional hierarchy. This combination permits the roadways with high volumes to be assigned a high score even if the facility is not high on the functional class system. ADT and functional class are both readily available data. High volume roadways on the interstate system will score highly (up to 5 points) and low volume local roads will be scored zero. Projects are awarded the highest point value of either data source as follows:

40k+ or Freeway/Expressway	5 points
30k+ or Principal Arterial	4 points
20k+ or Minor Arterial	3 points
10k+ or Collector	2 points
Less than 10k or Local	0 points

Level of Service Impact

The extent to which the proposed project alleviates the future level of congestion (impact on 2045 LOS) has a range of one to five points. If the proposal does not improve the congestion at all, zero points are awarded. Any new facility will be scored based on existing routes it is designed to alleviate, if any. Projects are awarded point values as follows:

High impact on reducing future congestion w/out expansion	5 points
Medium impact on reducing future congestion or high impact with expansion	3 points
Low impact on reducing future congestion	1 points

Freight Volume

The freight volumes criterion provides points for roadway projects based on percentage of truck traffic within the project area. Up to five points are awarded. Projects are awarded point values as follows:

Twelve percent truck traffic or greater	5 points
Nine percent to <12% truck traffic	4 points
Six percent to <9% truck traffic	3 points
Three percent to <6% truck traffic	2 points
One percent to <3% truck traffic	1 points
Less than 1% truck traffic	0 points

TRANSIT PROJECTS

There are four criteria that provide a potential of 20 points to each public transportation or transit-specific transportation project recommendation:

Type

The type of project being sought relates to the score assigned. The term “type” may include but not necessarily be limited to vehicle replacement, service support, fixed facilities such as park and ride, stations or bus barns and vehicle expansion. The range reflects the importance of maintaining and supporting the existing service, as opposed to expansion activities. Projects can receive up to 5 points in this category as follows:

Bus replacement	5 points
Service support	4 points
Fixed facility	3 points
Vehicle expansion	2 points
Other	1 points

Ridership Impact

An important component of transit projects is their ridership impact. Investments should be oriented to at least maintaining the existing ridership, if not increasing it. The point values assigned the different measures of this criterion echo this philosophy and are awarded as follows:

Increases ridership	5 points
Maintains ridership	0 points
Negative impact on ridership	-5 points

Safety/Security

The safety and security criterion awards points to projects that can be linked to improving safety conditions. The existing safety and security problem must be documented along with a plan to address these problems. Up to 5 points are available and are awarded as follows:

Essential to safety/security	5 points
Moderately impacts safety/security	3 points
No to minimal impact on safety/security	0 points
Decrease level of safety/security	-5 points

Timing and Analysis Level

The sooner a proposal can be put in place, the sooner its impact will be felt in the region. Projects that will be implemented within five years (matches transit operator’s approximate long range planning horizon) are awarded 5 points. Improvements to, or expansion of the system, such as opening new transit hubs, that are anticipated to be implemented after five years and are included in a local planning study or transit development plan are awarded three points. Those that are anticipated to be implemented after five years and are not included in a local planning study or transit development plan are awarded zero points. The point values for timing and analysis level are summarized as follows:

Near term (<5 years)	5 points
Mid/long term and part of local plan (5-10 years)	3 points
Long term and not part of local plan (>10 years)	1 point