

**Highways / Principal Arterial System Investment Factors in Rank Order**

Rank	Dots		Factor
1	14	l	Improves Economic Vitality
2	13	i	Supports Job/Pop Growth Forecasts, Local Comp Plans
2	13	m	Cost Effectiveness
2	13	x	Improves Access to Regional Jobs and Activity Centers*
5	11	h	Regional Balance of Investments
6	10	d	Completes/Closes a Gap in the System
7	8	e	Increases Travel Time Reliability
8	4	a	Increases Person Throughput
8	4	c	Provides a Congestion Free Travel Option
8	4	p	Improves Freight Movement
11	3	s	Improves Air Quality
12	1	b	Provides Transit and HOV Advantage
12	1	r	Improves Pedestrian and Bicyclist Safety
12	1	w	Equity and Access to Underrepresented, Elderly Populations*
NA	0	f	Reduces Travel Time
NA	0	g	Reduces Congestion
NA	0	j	Improves Local Land Access
NA	0	k	Contributes to a Reliable Peak Travel Network
NA	0	n	Leverages Investment by Partners
NA	0	o	Project Readiness
NA	0	q	Reduces Crashes
NA	0	t	Local Support
NA	0	u	Improves Community Cohesion and Connectivity
NA	0	v	Improves Active Living Options
<b>TOTAL</b>	<b>100</b>		

\*Factor added during small group discussions

**Transitway System Investment Factors in Rank Order**

Rank	Dots		Factor
1	18	j	Future Land Use/Economic Development Potential
2	16	l	Improves Access to Regional Job and Activity Centers
3	12	g	Regional Balance of Investments
4	8	m	Cost Effectiveness
4	8	w	Catalyzing Development*
6	6	r	Promotes Equity
6	6	v	Project Readiness*
8	5	k	Local Economic Development Support
9	4	b	Increases Ridership Based on Forecast Demographics (2040)
10	3	c	Improves Transit Accessibility
10	3	f	Provides a Congestion Free Travel Option
10	3	p	Improves Air Quality
10	3	x	Alignment with Funders (FTA, CTIB)*
14	2	d	Improves Transit Travel Time and Reliability
14	2	q	Improves Transit Attractiveness to Users
14	2	s	Promotes Community Cohesion and Connectivity
17	1	e	Improves Service to People Who Rely on Transit
NA	0	a	Increases Ridership Based on Existing Demographics
NA	0	h	Existing Land Use Supports Transit
NA	0	i	Existing Land Use Design Supports Transit
NA	0	n	Improves Transit Customer Safety and Security
NA	0	o	Reduces Crashes Involving Transit Vehicles
NA	0	t	Local Support
NA	0	u	Improves Transit Energy Efficiency
<b>TOTAL</b>	<b>102</b>		

\*Factor added during small group discussions

**Regular Route Transit System Investment Factors in Rank Order**

Rank	Dots		Factor
1	19	l	Improves Access to Regional Job and Activity Centers
2	16	c	Improves Transit Accessibility
3	13	m	Cost Effectiveness
4	11	e	Improves Service to People Who Rely on Transit
5	6	b	Increases Ridership Based on Forecast Demographics (2040)
5	6	d	Improves Transit Travel Time and Reliability
5	6	g	Regional Balance of Investments
8	5	p	Improves Air Quality
8	5	q	Improves Transit Attractiveness to Users
8	5	r	Promotes Equity
11	3	a	Increases Ridership Based on Existing Demographics
11	3	j	Future Land Use/Economic Development Potential
13	2	h	Existing Land Use Supports Transit
13	2	w	Catalyzing Development*
15	1	k	Local Economic Development Support
NA	0	f	Provides a Congestion Free Travel Option
NA	0	h	Existing Land Use Supports Transit
NA	0	i	Existing Land Use Design Supports Transit
NA	0	n	Improves Transit Customer Safety and Security
NA	0	o	Reduces Crashes Involving Transit Vehicles
NA	0	s	Promotes Community Cohesion and Connectivity
NA	0	t	Local Support
NA	0	u	Improves Transit Energy Efficiency
NA	0	v	Project Readiness*
<b>TOTAL</b>	<b>103</b>		

\*Factor added during small group discussions