

Technical Advisory Committee Scoring of Potential Starter Lines according to Qualitative Criteria

Qualitative Evaluation Results	NS-1	NS-1a	NW-1	EW-1	EW-1a
	4.3 miles	2.2 miles	3.1 miles	7.2 miles	3.9 miles
<b>SOCIAL EQUITY</b>					
Meets the interests of a diversity of stakeholders	49	40	54	67	57
Connects Neighborhoods, Employment Centers, & Cultural Assets	60	49	52	58	52
Encourages Mixed-Income Housing	58	47	46	54	51
<b>NEIGHBORHOOD REVITALIZATION &amp; NEW DEVELOPMENT</b>					
Potential Mixed-Use Development & Increased Density	63	51	48	56	55
Development of Under-utilized Property	62	52	51	63	57
Enhances Value of Existing Property	66	60	56	59	53
Facilitates New Opportunities in Existing Neighborhoods	60	49	51	61	56
<b>FUNDING ABILITY &amp; METHOD</b>					
Good opportunity for Local Funding to have high Impact on costs	65	59	53	34	37
Ability for Project to qualify for Federal Funding	41	34	41	57	45
Maximizes the potential for Public/Private Partnerships	73	64	57	34	41
<b>IMPLEMENTATION</b>					
Minimal impact to capital and operating costs	50	59	52	36	38
Fewer Physical Constraints	53	61	49	38	40
Opportunity for Future Connectivity and Expansion	66	61	58	49	51
<b>OPERATION &amp; SERVICE</b>					
Integrates Inner-City with Regional Transit System (Multimodal)	52	38	51	65	61
Establishes New Service for New & Existing Customers	64	49	52	61	55
Has potential for High Ridership	64	48	50	67	62
<b>Total Rankings</b>	<b>946</b>	<b>821</b>	<b>821</b>	<b>859</b>	<b>811</b>
(average)	59.1	51.3	51.3	53.7	50.7

Total Respondents: 16 people

\*Data reporting results may be an inaccurate inflection due to discrepancies in reporting. A few respondents ranked 1-5 on each category, the majority of respondents did not

Qualitative Evaluation Results Breakdown by Criteria					
<b>SOCIAL EQUITY</b>					
Meets the interests of a diversity of stakeholders	49	40	54	67	57
Connects Neighborhoods, Employment Centers, & Cultural Assets	60	49	52	58	52
Encourages Mixed-Income Housing	58	47	46	54	51
<b>Total</b>	<b>167</b>	<b>136</b>	<b>152</b>	<b>179</b>	<b>160</b>
<b>NEIGHBORHOOD REVITALIZATION &amp; NEW DEVELOPMENT</b>					
Potential Mixed-Use Development & Increased Density	63	51	48	56	55
Development of Under-utilized Property	62	52	51	63	57
Enhances Value of Existing Property	66	60	56	59	53
Facilitates New Opportunities in Existing Neighborhoods	60	49	51	61	56
<b>Total</b>	<b>251</b>	<b>212</b>	<b>206</b>	<b>239</b>	<b>221</b>
<b>FUNDING ABILITY &amp; METHOD</b>					
Good opportunity for Local Funding to have high Impact on costs	65	59	53	34	37
Ability for Project to qualify for Federal Funding	41	34	41	57	45
Maximizes the potential for Public/Private Partnerships	73	64	57	34	41
<b>Total</b>	<b>179</b>	<b>157</b>	<b>151</b>	<b>125</b>	<b>123</b>
<b>IMPLEMENTATION</b>					
Minimal impact to capital and operating costs	50	59	52	36	38
Fewer Physical Constraints	53	61	49	38	40
Opportunity for Future Connectivity and Expansion	66	61	58	49	51
<b>Total</b>	<b>169</b>	<b>181</b>	<b>159</b>	<b>123</b>	<b>129</b>
<b>OPERATION &amp; SERVICE</b>					
Integrates Inner-City with Regional Transit System (Multimodal)	52	38	51	65	61
Establishes New Service for New & Existing Customers	64	49	52	61	55
Has potential for High Ridership	64	48	50	67	62
<b>Total</b>	<b>180</b>	<b>135</b>	<b>153</b>	<b>193</b>	<b>178</b>