



Item	Site Selection Criteria	Weighting Factors Best fit / Worst Fit	Site 1	Site 2	Site 3
1. Physical Site Features/Location & Parking - Traffic considerations (Maximum of 26 Points)	Site is accessible to vehicles, pedestrians and cyclists	4 / 0			
	Condition of access roadway, impact to downtown traffic	4 / 0			
	Site can reasonably accommodate required parking spaces (~450+/- spaces) and enables future expansion	10 / 0			
	No specialty permits required (zoning & district regs); no known hazardous material issues	4 / 0			
	Site constructability. IE: staging, location, existing features, # of replacement parking spaces needed, etc.	4 / 0			
Subtotal =					
2. Intermodal Transit & Pedestrian related considerations (Maximum of 18 points)	Site accommodates intermodal connections to train station; site can accommodate transit and regional bus routes	6 / 0			
	Site provides pedestrian/ADA connections to train station	6 / 0			
	Site provides pedestrian access to downtown areas	6 / 0			
Subtotal =					
3. Local Bus related considerations (Maximum of 7 Points)	Site can accommodate MVRTA bus operations	4 / 0			
	MVRTA buses can easily be rerouted to serve new Transportation Center without major time or cost impact	3 / 0			
Subtotal =					
4. Architectural, Urban Context considerations (Maximum of 17 Points)	Transit use of site is consistent with the urban design objectives for the downtown area.	4 / 0			
	Site is able to support residential and commercial development in surrounding neighborhoods.	5 / 0			
	Site offers potential for street level retail/commercial development.	4 / 0			
	Transit related development of site is appropriate to the scale and architectural character of the surrounding neighborhood.	4 / 0			
Subtotal =					
5. Economic Considerations (Maximum of 32 Points)	Construction Cost - minimizes City costs	5 / 0			
	Adverse property takings - prohibitive acquisition costs	5 / 0			
	Compliments federal and state funding requirements	5 / 0			
	Net present value (residual value) of additional development has potential to off-set costs	7 / 0			
	Site optimizes gross development area	5 / 0			
	Sites implementation schedule: Site control obtained via P&S by 3/07, final design by 3/08 and construction completed by 2009	5 / 0			
Subtotal =					
Totals by site =					
Average ranking by site					