ATLANTA REGIONAL COMMISSION

# *Terminus* Rules and Gameplay (Facilitator)

***Read out loud:*** Congratulations on your election to the position of District Chair! A new law passed by the state government has created a unique opportunity for your district and the other four districts that, together, make up the Terminus metropolitan area. You and your fellow District Chairs will sit down to decide how to spend a pool of resources on transportation projects for your districts. Each district is provided a set of projects to choose from that are unique to that district; in order to "build" a project, you must convince the other District Chairs to vote in support of your project and allocate the required resources to it.

Since the resources to build the projects will come from the residents of your districts, your goal is to select those projects for your district that you think will meet the resident's priorities, and to support those projects in other districts which might make your residents more supportive of the total project list. You may also find it necessary to negotiate with other players to get projects built. A Staff Liaison has been appointed to help you with this process, to manage the region's resources, and to introduce new unforeseen challenges.

The game has a limited amount of time: your region must produce a final project list before one hour has expired, or none of the projects will be built. Remember, this is your chance to make your mark on Terminus!

Players: minimum of 5 (if more, players may have teams of 2. In this case, both players must agree on any votes cast on behalf of the team. Cooperation is key!).

Materials: 5 District Information Cards, and 15 Project Cards for each District. A map of Terminus is included, and you are encouraged to use poker chips to mark the resources available and allocated. The included tally sheets (unique for the liaison and the districts) will help you keep track of the amount of resources left.

**What it takes to win:**

- All districts must meet their point requirements
- All projects must total in cost to no more than 100,000 Credits
- Your region must finalize a list in less than 1 hour

Setting up the game:

- Your region has been provided a Staff Liaison, who will answer questions, introduce Challenges, and help you along throughout the game.
- Each player is assigned one unique district randomly by the Staff Liaison. Each player should review his/her district information card and survey sheet to see what their district is like, and what their priorities might be. **Take 5 minutes to review your card before gameplay begins.**
- The District Information Card includes survey results which tell you the opinions of your residents. It also includes the amount of equity points, environmental impacts points, and economic growth points your district requires based on those results. **As you build your district list of projects, keep in mind that you must meet those requirements.**
- The Staff Liaison begins the game with the region's pool of resources. The Staff Liaison does not vote to allocate these resources, only the District Chairs do.

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- In addition to their district information, each Chair is also provided a stack of Project Cards. These cards represent the various transportation projects that their district planners and engineers have submitted, with information on the cost of the project and the expected payouts in terms of equity, environmental impact, and economic growth. **Take a few minutes to review your projects and compare them with your District priorities, as noted on the information card. You may also want to share info about your district and your priorities with the other players, to help everyone meet their goals.**
- You've also been given a tally sheet; use this to keep track of which projects you've built, how many points you have, and how much your projects will cost in total. You can also see how many points the other districts are trying to reach, and record what they've reached so far.

Playing the game:

- Once the District Chairs have had a chance to familiarize themselves with their cards, the game can begin. **For the first round, each player may want to suggest a few projects that they consider most critical to their district**. No voting occurs during this round, though players are welcome to ask questions or make comments.
- After players have presented their priorities, the player to the left of the Staff Liaison may suggest the first project for consideration. **The player has a few minutes to attempt to convince the other players to support their project, using the info on their cards and whatever info they may have about the priorities of the other districts**.
- Once a player has finished stating the case for a project, all players vote. **If a project receives a majority of the votes, it is added to the project list, and the cost of that project is removed from the available pool of resources**. A project card can only be used once, and only in the district which began with the card.
- Gameplay proceeds this way, moving left from player to player. **Other players may make comments, ask questions, and suggest negotiations regarding the project currently being discussed**, though the Staff Liaison may step in to keep things moving, make suggestions, or introduce Challenges.
- You may suggest bundles of projects for consideration, and may withdraw one of your own project submissions from the list at any point in the game.
- In the case of Challenges, the project process continues with the list as it was before the Challenge, so any changes will be under more pressure and occur with less time available!
- Once the cards have been handed out to all players, the clock will start running. **You have one hour** to produce the best project list you can, both for your district, and for the region.
- **Keep in mind that all players are relying on the support of other players to get their projects built!**

Challenge Cards:

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- During the game, the Staff Liaison may introduce unforeseen challenges that will alter the priorities, resources, or payouts in the game. Some of these may reduce your options; others may increase them. Make the most of the hurdles; they may define your region's success!

Finishing the List:

- When ten minutes remain in the game, the Staff Liaison will announce that the list must be finalized. Remember that if you don't produce a list before the hour is up, you will not be able to construct any of the projects!
- Once a list has been constructed which allocates all the resources (or as close as possible), all the District Chairs must vote to pass the project list. The list is not finalized until all five players vote in favor of the list.

Hurdles:

"Thinking Regionally": You have come to realize that most of your residents move from one district to another on a daily basis. As such, your district requirements for payouts are now combined with all other districts in the region. This means that projects in other districts may be used to help meet the goals of each district.

"Clear Sky Coalition": An environmental group with members in all districts has threatened to withdraw its support if the project list does not produce more environmental impact points. For the final list to be approved, the total amount of environmental impact points must be at least 125 points.

"Recession Reality": It has come to light that the State Economist has made an error in the revenue projections which means that the total pool of resources for the region is now 95,000 points.

"Construction Costs": Some of the original construction cost estimates were based on outdated numbers. It turns out that this is a great time to build as these costs have gone down. Reduce the cost of Bike/Ped Improvements projects and Resurfacing projects by 1,000.

"Federal Grant Award" (*or* earmark): awards discretionary money for one new project (either in the region or in each district).

Back-up Hurdles:

"Fair Share": Each district is given information on how much their residents are contributing to the funding. Residents are now demanding a "fair share" of the project funding.

"Air Quality Assessment": remove specific types of projects.

"Change in Political Administration" (*or* Public Meetings): changes public priorities.

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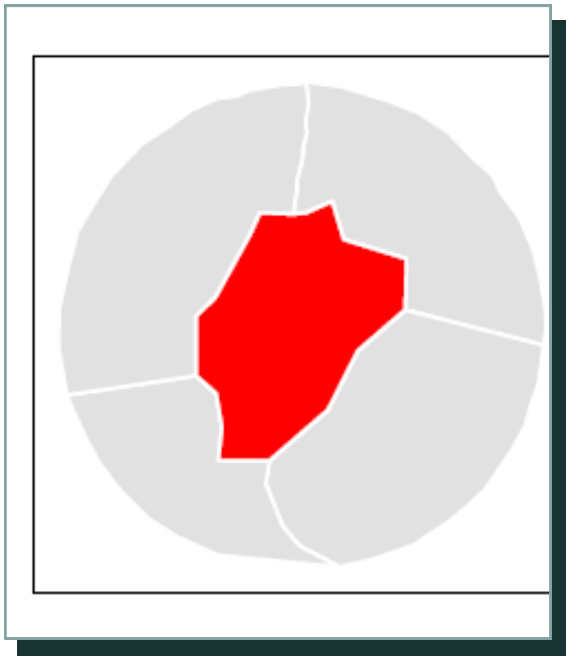
# IDENTIFICATION CARD

*District 1*

## District Overview

District 1 is the central business district and economic center of the region. Many residents from the other districts commute into District 1 for work during the week, and a lot of visitors travel into the District during the weekend. This District serves a diverse group of people and requires comprehensive planning to ensure that the needs of these groups are met.



## Community Description

- **Community Type:** Urban
- **Population Size:** Large (1,000,000)
- **Density:** Dense
- **Diversity Level:** Highly Diverse

## Required Points

| | |
|---|---|
| Equity | **35** |
| Environment | **20** |
| Economy | **35** |

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# Community Engagement Survey

## *District 1*

**Equity**

1) Agree or disagree? The transportation system in District 1 does not equally serve its residents.

- ◊ Agree 52%
- ◊ Disagree 39%
- ◊ Neither 9%

2) Do you believe that lower-income areas in District 1 have a greater need for transportation investments?

- ◊ Yes 67%
- ◊ No 31%
- ◊ Don't know 2%

**Economy**

3) In order for the region to be economically competitive, it needs to have a world class transportation system. Which category of transportation projects do you think the region needs to invest in the most in order to achieve this?

- ◊ Aviation 43%
- ◊ Bike/Ped 3%
- ◊ Roadway 24%
- ◊ Transit 30%

4) Agree or disagree? If a project does not create a high number of jobs for the citizens of District 1, then it should not be considered.

- ◊ Agree 67%
- ◊ Disagree 17%
- ◊ Neither 16%

**Environment**

5) Do you believe that the primary basis for selecting transportation projects in the region should be a project's impact on the environment?

- ◊ Yes 20%
- ◊ No 76%
- ◊ Don't know 4%

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# Comments

## *District 1*

- **Carlos Rodriguez, Resident of Huntington.** I have lived in the Huntington area for about 20 years, so I have seen how much this city has grown. The number of cars keeps growing and growing and they keep adding more roads, but the traffic congestion problem is not being solved. I do think there should be projects that fix the roads that we already have, but other than that it's not a bright idea to keep spending money on highways. We need to focus more on the other options.

- **Natalie Clark, Resident of City of Bowie.** The transportation in Bowie is terrible and especially in my community. I do not have a car, so I mostly rely on public transportation to get around. Getting to the train station is an issue in itself — there are very few sidewalks and if there are sidewalks, they are in pretty bad shape. Once I get on the train and take a bus route, I can only go but so far out. This limits the jobs that I can take. The fact that I do not own a car shouldn't mean that I have limited access to the job opportunities.

- **Mike Shallton, Resident of the City of Springdale**. I have been a resident of District 1 for a long time and there are just too many people here. The only way we can fix this transportation issue is if people move further out. They need to build houses and jobs in less developed places so that everyone does not have to come into our District to work.

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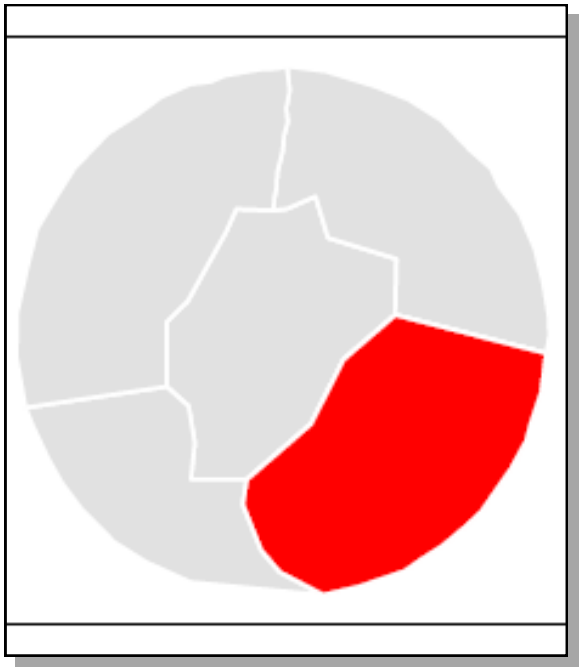
# IDENTIFICATION CARD

*District 2*

## District Overview

District 2 is a semi-urban area with many suburban centers. There is very little undeveloped land remaining. It is a racially diverse district, but also experiences great economic disparities among its communities. Many people commute for work into District 1 everyday by car and by public transit. The diversity of its population necessitates a variety of transportation options.



## Community Description

- **Community Type:** Semi-urban/Suburban
- **Population Size:** Large (750,000)
- **Density:** Sprawling with pockets of density
- **Diversity Level:** Highly Diverse

## Required Points

| | | |
|---|---|---|
| Equity | | **30** |
| Environment | | **25** |
| Economy | | **25** |

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# Community Engagement Survey

## *District 2*

**Equity**

1) Agree or disagree? The transportation system in District 2 does not equally serve its residents.

- ◊ Agree 67%
- ◊ Disagree 25%
- ◊ Neither 8%

2) Do you believe that lower-income areas in District 2 have a greater need for transportation investments?

- ◊ Yes 72%
- ◊ No 23%
- ◊ Don't know 5%

**Economy**

3) In order for the region to be economically competitive, it needs to have a world class transportation system. Which category of transportation projects do you think the region needs to invest in the most in order to achieve this?

- ◊ Aviation 35%
- ◊ Bike/Ped 2%
- ◊ Roadway 27%
- ◊ Transit 36%

4) Agree or disagree? If a project does not create a high number of jobs for the citizens of District 2, then it should not be considered.

- ◊ Agree 52%
- ◊ Disagree 31%
- ◊ Neither 17%

**Environment**

5) Do you believe that the primary basis for selecting transportation projects in the region should be a project's impact on the environment?

- ◊ Yes 33%
- ◊ No 59%
- ◊ Don't know 8%

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# Comments

## *District 2*

- **Tamara Powell, Resident of Littleton.** I grew up in South Littleton and am now raising my family here. We can only afford one car between myself and my husband, and we have two children in elementary school. We have also recently taken in my mother, who is disabled. We rely heavily on public transportation, but it is often slow and the service does not run regularly on weekends. Ever since I can remember, I heard people talking about getting rail out to our community, but it hasn't happened yet.

- **Daniel Morrow, Resident of Birchwood.** I commute from Birchwood to the central business district of District 1 everyday to get to work. The traffic is terrible and often unpredictable. I'm tired of spending so much time driving, but my wife's job and our children's school is in Birchwood, so we don't want to move. I would really like to see a new freeway or added lanes—anything to make this commute more bearable.

- **Santiago Mendez, Resident of the City of Hainesville**. My parents moved here from Mexico before I was born and have since become citizens and raised my brother and I as Americans. We like to live where there's a strong sense of community, like there is in Hainesville. My job and college campus are close by, and public transportation is available if I need it. However, the walking conditions around my neighborhood are not very safe. We have a lot of families with young children, and not all of the parents have driver's licenses, so they have to walk. Crossing the street is often dangerous for them. Sometimes there is not even a sidewalk to use to get to the bus stop.

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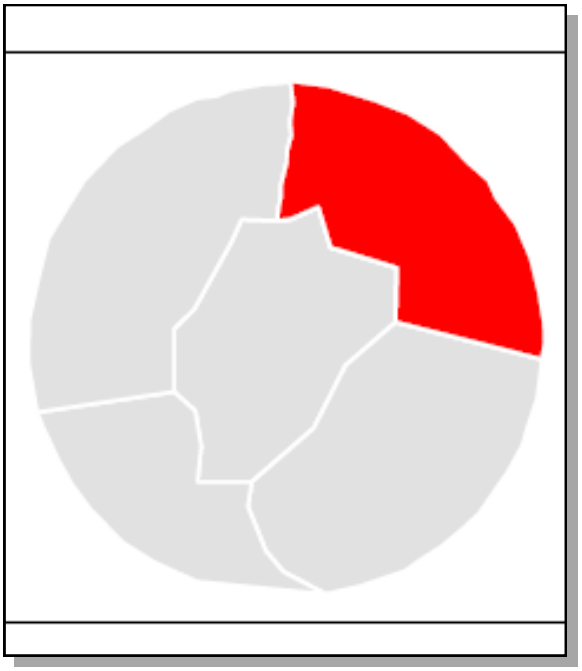
# IDENTIFICATION CARD

*District 3*

## District Overview

District 3 is a dense suburban area with many large commercial developments. The area has grown very quickly over the last 20 years and has responded with multitudes of subdivisions filled with single family housing and strip mall commercial development. The area is home to an extensive stream network that feeds into a major river. Natural habitat in the area has been strained due to recent growth.



## Community Description

- **Community Type:** Suburban
- **Population Size:** Large (600,000)
- **Density:** Sprawling with pockets of density
- **Diversity Level:** Medium-low

## Required Points

| | |
|---|---|
| Equity | **15** |
| Environment | **30** |
| Economy | **20** |

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# Community Engagement Survey

## *District 3*

**Equity**

1) Agree or disagree? The transportation system in District 3 does not equally serve its residents.

- ◊ Agree 18%
- ◊ Disagree 79%
- ◊ Neither 3%

2) Do you believe that lower-income areas in District 3 have a greater need for transportation investments?

- ◊ Yes 30%
- ◊ No 67%
- ◊ Don't know 3%

**Economy**

3) In order for the region to be economically competitive, it needs to have a world class transportation system. Which category of transportation projects do you think the region needs to invest in the most in order to achieve this?

- ◊ Aviation 20%
- ◊ Bike/Ped 2%
- ◊ Roadway 40%
- ◊ Transit 38%

4) Agree or disagree? If a project does not create a high number of jobs for the citizens of District 3, then it should not be considered.

- ◊ Agree 40%
- ◊ Disagree 55%
- ◊ Neither 5%

**Environment**

5) Do you believe that the primary basis for selecting transportation projects in the region should be a project's impact on the environment?

- ◊ Yes 69%
- ◊ No 28%
- ◊ Don't know 3%

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# Comments

## *District 3*

- **Rebecca Einselman, Resident of Fox Springs.** Our community has grown so fast since I moved here with my husband to start a family 25 years ago. There is always so much traffic, even on the neighborhood streets. It really has ruined the peaceful, natural setting that appealed to us when we moved here. Now that the children have moved away, we have less reason to leave the house for errands. At the same time, it is not pleasant on the streets to go about town for leisure. I wish that something could be done about all of the cars.

- **Travis Redfield, Resident of Scotsdale.** I moved here last year from the Boston area to take a graphic design job in District 1. I was lucky enough to find an inexpensive rental that was big enough for an art studio, but it is kind of far from my work. I hate sitting in traffic. I'd really love to be able to catch a train from Scotsdale into town like I used to do in Boston.

- **Kelvin Perkins, Resident of Kirkland Grove.** In my line of work, it's necessary to be able to travel all around the region for meetings throughout the day. I struggle with traffic during most of my trips, especially going to and from District 2. We need an expressway running between the two districts to bypass all the traffic signals. I would even be willing to pay a toll if it meant that I could travel uninterrupted.

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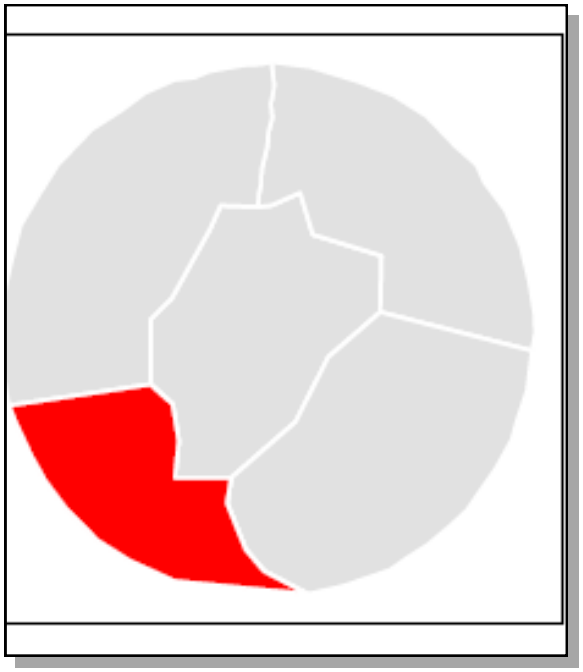
# IDENTIFICATION CARD

*District 4*

## District Overview



District 4 is a relatively small though rapidly-growing district. Most of its residents leave during the day for jobs in other districts, and the residents are fairly focused on economic development as the most important part of their project list. Because of its suburban and rural mix, most residents are inclined to support roads over transit, though with increasing diversification the district has begun to show more interest in transit opportunities.

## Community Description

- **Community Type:** Suburban/Rural
- **Population Size:** Medium-small (300,000)
- **Density:** Low Density
- **Diversity Level:** Highly Diverse

## Required Points

| | |
|---|---|
| Equity | **20** |
| Environment | **10** |
| Economy | **25** |

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# Community Engagement Survey

## *District 4*

**Equity**

1) Agree or disagree? The transportation system in District 4 does not equally serve its residents.

- ◊ Agree 42%
- ◊ Disagree 39%
- ◊ Neither 19%

2) Do you believe that lower-income areas in District 4 have a greater need for transportation investments?

- ◊ Yes 51%
- ◊ No 41%
- ◊ Don't know 8%

**Economy**

3) In order for the region to be economically competitive, it needs to have a world class transportation system. Which category of transportation projects do you think the region needs to invest in the most in order to achieve this?

- ◊ Aviation 3%
- ◊ Bike/Ped 5%
- ◊ Roadway 64%
- ◊ Transit 28%

4) Agree or disagree? If a project does not create a high number of jobs for the citizens of District 4, then it should not be considered.

- ◊ Agree 87%
- ◊ Disagree 10%
- ◊ Neither 3%

**Environment**

5) Do you believe that the primary basis for selecting transportation projects in the region should be a project's impact on the environment?

- ◊ Yes 20%
- ◊ No 76%
- ◊ Don't know 4%

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# Comments

## *District 4*

- **William Jones, Resident of Estacada.** I'm new to District 4, but I'm also surprised by how many houses and apartments I see being built out here. It's tough to compete with so many other new residents, especially when there just aren't any jobs in the region. I keep hoping to see more jobs come to Estacada, and to District 4, because otherwise I really don't know how I'm going to be able to afford the car payments, and gas keeps getting more expensive.

- **Kristin Buchanan, Resident of Flintsville.** I've lived in District 4 my whole life, and I can't imagine living anywhere else. I always vote, I volunteer at the library, and I have two kids in school here. But we keep having more people move into the district, and we haven't built the road or transit system to help them get where they need to go. I hope that our leadership takes advantage of this funding and picks projects that we can get behind, that will bring jobs and reduce congestion, and make District 4 the wonderful place it always has been in my heart.

- **Erin Donaldsen, Resident of Bexley Park**. I don't have very strong feelings about transportation; I just know that I like my small town the way it is, and I don't want to see a lot of things changing. I've been here for 50 years and I liked things the way they were.  They don't need to change. Though I do wish it was a bit easier to get to the supermarket in the afternoons, instead of having to wait with all those cars coming back from the interstate.

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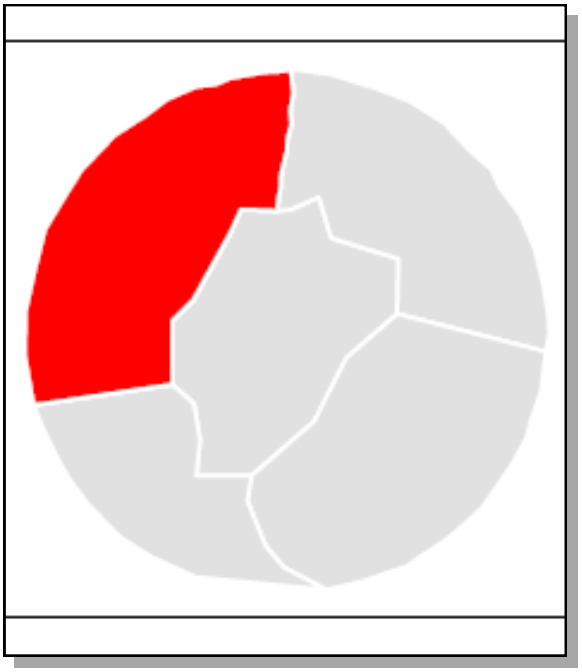
# IDENTIFICATION CARD

*District 5*

## District Overview



District 5 is large and mostly rural with a few pockets of suburban development. Like District 4, its residents mostly commute to other districts during the day, along the few major roadways that run down the center of the district. While jobs are important to District 5, congestion is their biggest frustration, and what they expect to see improved from their projects. The district is not very diverse, and while it has grown steadily, it is still much smaller in population than the other districts.

## Community Description

- **Community Type:** Mostly Rural
- **Population Size:** Small (200,000)
- **Density:** Low Density
- **Diversity Level:** Not Very Diverse

## Required Points

| | | |
|---|---|---|
| Equity | | **20** |
| Environment | | **10** |
| Economy | | **25** |

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# Community Engagement Survey

## *District 5*

**Equity**

1) Agree or disagree? The transportation system in District 5 does not equally serve its residents.

- ◊ Agree 35%
- ◊ Disagree 55%
- ◊ Neither 10%

2) Do you believe that lower-income areas in District 5 have a greater need for transportation investments?

- ◊ Yes 30%
- ◊ No 64%
- ◊ Don't know 6%

**Economy**

3) In order for the region to be economically competitive, it needs to have a world class transportation system. Which category of transportation projects do you think the region needs to invest in the most in order to achieve this?

- ◊ Aviation 1%
- ◊ Bike/Ped 4%
- ◊ Roadway 81%
- ◊ Transit 14%

4) Agree or disagree? If a project does not create a high number of jobs for the citizens of District 5, then it should not be considered.

- ◊ Agree 67%
- ◊ Disagree 30%
- ◊ Neither 3%

**Environment**

5) Do you believe that the primary basis for selecting transportation projects in the region should be a project's impact on the environment?

- ◊ Yes 23%
- ◊ No 65%
- ◊ Don't know 12%

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# Comments

## *District 5*

- **Ken Adams, Resident of Molalla.** I moved to District 5 to get away from the city. I like being close enough to visit if I need to, but I wanted room for my animals and the space to roam. I don't want trains bringing the city out into District 5. Heck, I barely want roads bringing the suburbs out here.

- **Tom Walle, Resident of Sleepy Valley.** District 5 is great because I can drive to work every day but still have a big old house and a nice spacious yard. The traffic is killing me though. It keeps getting worse and worse, and it was already a long drive. Now I miss my kids' tournaments and recitals because I'm stuck crawling along in traffic. If things don't get better, I'm going to have to consider moving to another region because Terminus is just too congested.

- **Elizabeth Sams, Resident of Granger.** I know a lot of people have strong feelings about trains and buses and roads, but truthfully, I just want a way to get to work and run some errands without being stuck waiting at every light, every road, just always waiting...It's miserable, and it keeps getting more expensive every day. I'm fed up. That's about the simplest way to put it.

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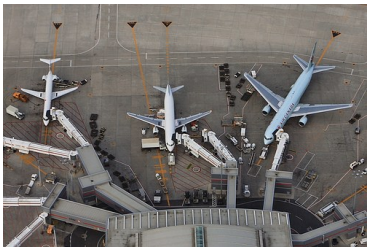
*District 1*

## International Airport Terminal



Construct a new international terminal at your District's airport.

| | |
|---|---|
| Equity | 1 |
| Environment | 1 |
| Economy | 10 |

| | |
|---|---|
| USER GROUP: | Travelers, business community |
| BENEFITS: | Expand international service |
| DETRIMENTS: | Environmental impacts |
| PRICE: | 4,000 |

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*District 2*

## Air Traffic Control System

Upgrade air traffic control system at local airport.

| | |
|---|---|
| Equity | 1 |
| Environment | 1 |
| Economy | 8 |

| | |
|---|---|
| USER GROUP: | Travelers, business community |
| BENEFITS: | Faster and safer flights |
| DETRIMENTS: | Small airport only serves a select community |
| PRICE: | 3,000 |

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*District 3*

## Air Traffic Control System

Upgrade air traffic control system at local airport.

| | |
|---|---|
| Equity | 1 |
| Environment | 1 |
| Economy | 8 |

| | |
|---|---|
| USER GROUP: | Travelers, business community |
| BENEFITS: | Faster and safer flights |
| DETRIMENTS: | Small airport only serves a select community |
| PRICE: | 3,000 |

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*District 4*

## Freight Rail Track Realignment

Relieve congestion along freight corridors near industrial centers and improve efficiency.

| | |
|---|---|
| Equity | 1 |
| Environment | 1 |
| Economy | 8 |

| | |
|---|---|
| USER GROUP: | Warehousing and shipping industries |
| BENEFITS: | Faster and more efficient movement of goods |
| DETRIMENTS: | None |
| PRICE: | 3,000 |

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*District 5*

# Freight Rail Yard and Maintenance Facility

Construct a new freight rail yard and maintenance facility.

| | |
|---|---|
| Equity | 1 |
| Environment | 1 |
| Economy | 8 |
| USER GROUP: | Warehousing and shipping industries |
| BENEFITS: | Improved efficiency |
| DETRIMENTS: | May have environmental impacts |
| PRICE: | 3,000 |

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*District 1*

## Bike/Ped Improvements

Add/improve bicycle and pedestrian facilities on roadway.

| | |
|---|---|
| Equity | 6 |
| Environment | 5 |
| Economy | 1 |

| | |
|---|---|
| USER GROUP: | Bicyclists and Pedestrians |
| BENEFITS: | Improve equity, air quality |
| DETRIMENTS: | Negligible impact on congestion |
| PRICE: | 3,000 |

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*District 2*

## Bike/Ped Improvements

Add/improve bicycle and pedestrian facilities on roadway.

| | |
|---|---|
| Equity | 6 |
| Environment | 5 |
| Economy | 1 |

| | |
|---|---|
| USER GROUP: | Bicyclists and Pedestrians |
| BENEFITS: | Improve equity, air quality |
| DETRIMENTS: | Negligible impact on congestion |
| PRICE: | 3,000 |

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*District 3*

## Bike/Ped Improvements

Add/improve bicycle and pedestrian facilities on roadway.

| | |
|---|---|
| Equity | 6 |
| Environment | 5 |
| Economy | 1 |

| | |
|---|---|
| USER GROUP: | Bicyclists and Pedestrians |
| BENEFITS: | Improve equity, air quality |
| DETRIMENTS: | Negligible impact on congestion |
| PRICE: | 3,000 |

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*District 4*

## Bike/Ped Improvements

Add/improve bicycle and pedestrian facilities on roadway.

| | |
|---|---|
| Equity | 6 |
| Environment | 5 |
| Economy | 1 |

| | |
|---|---|
| USER GROUP: | Bicyclists and Pedestrians |
| BENEFITS: | Improve equity, air quality |
| DETRIMENTS: | Negligible impact on congestion |
| PRICE: | 3,000 |

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*District 5*

## Bike/Ped Improvements

Add/improve bicycle and pedestrian facilities on roadway.

| | |
|---|---|
| Equity | 6 |
| Environment | 5 |
| Economy | 1 |

| | |
|---|---|
| USER GROUP: | Bicyclists and Pedestrians |
| BENEFITS: | Improve equity, air quality |
| DETRIMENTS: | Negligible impact on congestion |
| PRICE: | 3,000 |

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*District 1*

## Circulator Bus

Begin circulator bus service throughout downtown and surrounding neighborhoods.

| | |
|---|---|
| Equity | 7 |
| Environment | 5 |
| Economy | 3 |

| | |
|---|---|
| USER GROUP: | Commuters |
| BENEFITS: | Congestion relief |
| DETRIMENTS: | Does not have independent right-of-way |
| PRICE: | 4,000 |

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*District 2*

## Suburban Commuter Bus

Begin commuter bus service between suburbs and downtown.

| | | |
|---|---|---|
| Equity | | 3 |
| Environment | | 5 |
| Economy | | 4 |

| | |
|---|---|
| USER GROUP: | Commuters |
| BENEFITS: | Congestion relief |
| DETRIMENTS: | Does not have independent right-of-way |
| PRICE: | 3,000 |

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*District 3*

## Suburban Commuter Bus

Begin commuter bus service between suburbs and downtown.

| | | |
|---|---|---|
| Equity | | 3 |
| Environment | | 5 |
| Economy | | 5 |
| USER GROUP: | Commuters | |
| BENEFITS: | Congestion relief | |
| DETRIMENTS: | Does not have independent right-of-way | |
| PRICE: | 3,000 | |

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*District 4*

## Suburban Commuter Bus

Begin commuter bus service between suburbs and downtown.

| | | |
|---|---|---|
| Equity | | 3 |
| Environment | | 5 |
| Economy | | 5 |
| USER GROUP: | Commuters | |
| BENEFITS: | Congestion relief | |
| DETRIMENTS: | Does not have independent right-of-way | |
| PRICE: | 3,000 | |

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*District 5*

## Suburban Commuter Bus

Begin commuter bus service between suburbs and downtown.

| | | |
|---|---|---|
| Equity | | 3 |
| Environment | | 6 |
| Economy | | 5 |

| | |
|---|---|
| USER GROUP: | Commuters |
| BENEFITS: | Congestion relief |
| DETRIMENTS: | Does not have independent right-of-way |
| PRICE: | 3,000 |

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*District 1*

## Heavy Rail Improvements

Improve existing heavy rail system.

| | |
|---|---|
| Equity | 9 |
| Environment | 8 |
| Economy | 6 |
| USER GROUP: | Commuters |
| BENEFITS: | Improves congestion, air quality |
| DETRIMENTS: | Expensive, long construction period |
| PRICE: | 6,000 |

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*District 2*

## Commuter Rail Line

Construct a commuter rail service from your District into the center of District 1.

| | |
|---|---|
| Equity | 5 |
| Environment | 7 |
| Economy | 5 |
| USER GROUP: | Commuters |
| BENEFITS: | Improves congestion, air quality |
| DETRIMENTS: | Expensive, long construction period |
| PRICE: | 4,000 |

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*District 3*

## Commuter Rail Line

Construct a commuter rail service from your District into the center of District 1.

| | |
|---|---|
| Equity | 5 |
| Environment | 8 |
| Economy | 5 |
| USER GROUP: | Commuters |
| BENEFITS: | Improves congestion, air quality |
| DETRIMENTS: | Expensive, long construction period |
| PRICE: | 4,000 |

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*District 4*

## Commuter Rail Line

Construct a commuter rail service from your District into the center of District 1.

| | |
|---|---|
| Equity | 5 |
| Environment | 8 |
| Economy | 5 |
| USER GROUP: | Commuters |
| BENEFITS: | Improves congestion, air quality |
| DETRIMENTS: | Expensive, long construction period |
| PRICE: | 4,000 |

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*District 5*

## Commuter Rail Line

Construct a commuter rail service from your District into the center of District 1.

| | |
|---|---|
| Equity | 5 |
| Environment | 8 |
| Economy | 5 |

| | |
|---|---|
| USER GROUP: | Commuters |
| BENEFITS: | Improves congestion, air quality |
| DETRIMENTS: | Expensive, long construction period |
| PRICE: | 4,000 |

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*District 1*

## Urban Corridor Improvements

Resurface and restripe an iconic arterial. Add pedestrian and bicycle improvements.

| | |
|---|---|
| Equity | 5 |
| Environment | 4 |
| Economy | 3 |
| USER GROUP: | All |
| BENEFITS: | Increase mode choice, safety |
| DETRIMENTS: | Small impact on congestion |
| PRICE: | 3,000 |

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*District 2*

## Urban Corridor Improvements

Resurface and restripe an iconic arterial. Add pedestrian and bicycle improvements.

| | |
|---|---|
| Equity | 5 |
| Environment | 4 |
| Economy | 3 |
| USER GROUP: | All |
| BENEFITS: | Increase mode choice, safety |
| DETRIMENTS: | Small impact on congestion |
| PRICE: | 3,000 |

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*District 3*

## Urban Corridor Improvements

Resurface and restripe an iconic arterial. Add pedestrian and bicycle improvements.

| | |
|---|---|
| Equity | 4 |
| Environment | 4 |
| Economy | 3 |
| USER GROUP: | All |
| BENEFITS: | Increase mode choice, safety |
| DETRIMENTS: | Small impact on congestion |
| PRICE: | 3,000 |

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*District 4*

## Rural Corridor Improvements

Resurface and restripe an iconic arterial. Add pedestrian and bicycle improvements.

| | |
|---|---|
| Equity | 5 |
| Environment | 5 |
| Economy | 4 |
| USER GROUP: | All |
| BENEFITS: | Increase mode choice, safety |
| DETRIMENTS: | Small impact on congestion |
| PRICE: | 3,000 |

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*District 5*

## Rural Corridor Improvements

Resurface and restripe an iconic arterial. Add pedestrian and bicycle improvements.

| | |
|---|---|
| Equity | 5 |
| Environment | 5 |
| Economy | 4 |

| | |
|---|---|
| USER GROUP: | All |
| BENEFITS: | Increase mode choice, safety |
| DETRIMENTS: | Small impact on congestion |
| PRICE: | 3,000 |

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*District 1*

## Downtown Streetcar

Construct a downtown streetcar line.

| | | |
|---|---|---|
| Equity | | 9 |
| Environment | | 10 |
| Economy | | 10 |
| USER GROUP: | Downtown visitors, residents, and workers | |
| BENEFITS: | Economic development | |
| DETRIMENTS: | Negligible effect on congestion | |
| PRICE: | 10,000 | |

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*District 2*

## Downtown Streetcar

Construct a downtown streetcar line.

| | | |
|---|---|---|
| Equity | | 9 |
| Environment | | 9 |
| Economy | | 10 |
| USER GROUP: | Downtown visitors, residents, and workers | |
| BENEFITS: | Economic development | |
| DETRIMENTS: | Negligible effect on congestion | |
| PRICE: | 10,000 | |

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*District 3*

## Light Rail

Construct a light rail line.

| | | |
|---|---|---|
| Equity | | 6 |
| Environment | | 9 |
| Economy | | 9 |
| USER GROUP: | Downtown visitors, residents, and workers | |
| BENEFITS: | Economic development | |
| DETRIMENTS: | Negligible effect on congestion | |
| PRICE: | 8,000 | |

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*District 4*

## Light Rail

Construct a light rail line.

| | | |
|---|---|---|
| Equity | | 6 |
| Environment | | 9 |
| Economy | | 9 |
| USER GROUP: | Downtown visitors, residents, and workers | |
| BENEFITS: | Economic development | |
| DETRIMENTS: | Negligible effect on congestion | |
| PRICE: | 8,000 | |

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*District 5*

# Light Rail

Construct a light rail line.

| | | |
|---|---|---|
| Equity | | 6 |
| Environment | | 9 |
| Economy | | 7 |
| USER GROUP: | Downtown visitors, residents, and workers | |
| BENEFITS: | Economic development | |
| DETRIMENTS: | Negligible effect on congestion | |
| PRICE: | 8,000 | |

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*District 1*

## Arterial Intersection Improvements

Introduce turn lanes, improve traffic flow, and adjust alignment.

| | |
|---|---|
| Equity | 5 |
| Environment | 5 |
| Economy | 6 |
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Improve congestion, safety |
| DETRIMENTS: | May have environmental impacts |
| PRICE: | 5,000 |

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*District 2*

## Local Intersection Improvements

Introduce turn lanes, improve traffic flow, and adjust alignment.

| | |
|---|---|
| Equity | 2 |
| Environment | 2 |
| Economy | 4 |
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Improve congestion, safety |
| DETRIMENTS: | May have environmental impacts |
| PRICE: | 2,000 |

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*District 3*

## Local Intersection Improvements

Introduce turn lanes, improve traffic flow, and adjust alignment.

| | |
|---|---|
| Equity | 2 |
| Environment | 2 |
| Economy | 5 |
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Improve congestion, safety |
| DETRIMENTS: | May have environmental impacts |
| PRICE: | 2,000 |

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*District 4*

## Local Intersection Improvements

Introduce turn lanes, improve traffic flow, and adjust alignment.

| | |
|---|---|
| Equity | 2 |
| Environment | 2 |
| Economy | 5 |
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Improve congestion, safety |
| DETRIMENTS: | May have environmental impacts |
| PRICE: | 2,000 |

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*District 5*

# Local Intersection Improvements

Introduce turn lanes, improve traffic flow, and adjust alignment.

| | | |
|---|---|---|
| Equity | | 2 |
| Environment | | 2 |
| Economy | | 5 |

| | |
|---|---|
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Improve congestion, safety |
| DETRIMENTS: | May have environmental impacts |
| PRICE: | 2,000 |

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*District 1*

## Arterial Realignment

Introduce new alignment of major arterial road to reduce traffic.

| | |
|---|---|
| Equity | 5 |
| Environment | 4 |
| Economy | 9 |
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Improve mobility |
| DETRIMENTS: | Air quality, environmental impacts |
| PRICE: | 6,000 |

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*District 2*

## Arterial Realignment

Introduce new alignment of major arterial road to reduce traffic.

| | |
|---|---|
| Equity | 5 |
| Environment | 4 |
| Economy | 9 |
| USER GROUP: | Vehicle Drivers |
| BENEFITS: | Improve mobility |
| DETRIMENTS: | Air quality, environmental impacts |
| PRICE: | 6,000 |

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*District 3*

## Arterial Realignment

Introduce new alignment of major arterial road to reduce traffic.

| | |
|---|---|
| Equity | 4 |
| Environment | 4 |
| Economy | 8 |
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Improve mobility |
| DETRIMENTS: | Air quality, environmental impacts |
| PRICE: | 5,000 |

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*District 4*

## Arterial Realignment

Introduce new alignment of major arterial road to reduce traffic.

| | |
|---|---|
| Equity | 4 |
| Environment | 4 |
| Economy | 8 |
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Improve mobility |
| DETRIMENTS: | Air quality, environmental impacts |
| PRICE: | 4,000 |

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*District 5*

# Arterial Realignment

Introduce new alignment of major arterial road to reduce traffic.

| | | |
|---|---|---|
| Equity | | 4 |
| Environment | | 4 |
| Economy | | 8 |

| | |
|---|---|
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Improve mobility |
| DETRIMENTS: | Air quality, environmental impacts |
| PRICE: | 4,000 |

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*District 1*

## Road Resurfacing

Resurface a large section of worn roadway.

| | |
|---|---|
| Equity | 5 |
| Environment | 5 |
| Economy | 5 |
| USER GROUP: | Drivers, cyclists, bus passengers |
| BENEFITS: | Safety, improve traffic flow |
| DETRIMENTS: | None |
| PRICE: | 3,000 |

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*District 2*

## Road Resurfacing

Resurface a large section of worn roadway.

| | |
|---|---|
| Equity | 5 |
| Environment | 5 |
| Economy | 5 |
| USER GROUP: | Drivers, cyclists, bus passengers |
| BENEFITS: | Safety, improve traffic flow |
| DETRIMENTS: | None |
| PRICE: | 3,000 |

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*District 3*

## Road Resurfacing

Resurface a large section of worn roadway.

| | |
|---|---|
| Equity | 5 |
| Environment | 5 |
| Economy | 5 |
| USER GROUP: | Drivers, cyclists, bus passengers |
| BENEFITS: | Safety, improve traffic flow |
| DETRIMENTS: | None |
| PRICE: | 3,000 |

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*District 4*

## Road Resurfacing

Resurface a large section of worn roadway.

| | |
|---|---|
| Equity | 5 |
| Environment | 5 |
| Economy | 5 |
| USER GROUP: | Drivers, cyclists, bus passengers |
| BENEFITS: | Safety, improve traffic flow |
| DETRIMENTS: | None |
| PRICE: | 3,000 |

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*District 5*

# Road Resurfacing

Resurface a large section of worn roadway.

| | | |
|---|---|---|
| Equity | | 5 |
| Environment | | 5 |
| Economy | | 5 |
| USER GROUP: | Drivers, cyclists, bus passengers | |
| BENEFITS: | Safety, improve traffic flow | |
| DETRIMENTS: | None | |
| PRICE: | 3,000 | |

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*District 1*

## Urban Highway Expansion

Introduce additional lanes to an urban highway.

| | |
|---|---|
| Equity | 6 |
| Environment | 1 |
| Economy | 8 |
| USER GROUP: | Commuters and truck freight |
| BENEFITS: | Reduce congestion |
| DETRIMENTS: | Environmental impacts |
| PRICE: | 4,000 |

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*District 2*

## Urban Highway Expansion

Introduce additional lanes to an urban highway.

| | |
|---|---|
| Equity | 7 |
| Environment | 1 |
| Economy | 8 |
| USER GROUP: | Commuters and truck freight |
| BENEFITS: | Reduce congestion |
| DETRIMENTS: | Environmental impacts |
| PRICE: | 4,000 |

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*District 3*

## Rural Highway Expansion

Introduce additional lanes to a rural highway.

| | |
|---|---|
| Equity | 8 |
| Environment | 2 |
| Economy | 7 |
| USER GROUP: | Rural commuters and truck freight |
| BENEFITS: | Reduce congestion |
| DETRIMENTS: | Environmental impacts |
| PRICE: | 4,000 |

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*District 4*

## Rural Highway Expansion

Introduce additional lanes to a rural highway.

| | |
|---|---|
| Equity | 8 |
| Environment | 1 |
| Economy | 8 |
| USER GROUP: | Rural commuters and truck freight |
| BENEFITS: | Reduce congestion |
| DETRIMENTS: | Environmental impacts |
| PRICE: | 4,000 |

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*District 5*

## Rural Highway Expansion

Introduce additional lanes to a rural highway.

| | | |
|---|---|---|
| Equity | | 8 |
| Environment | | 1 |
| Economy | | 8 |

| | |
|---|---|
| USER GROUP: | Rural commuters and truck freight |
| BENEFITS: | Reduce congestion |
| DETRIMENTS: | Environmental impacts |
| PRICE: | 4,000 |

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*District 1*

## Signal Synchronization

Implement signal timing and synchronization and other electronic system improvements.

| | |
|---|---|
| Equity | 1 |
| Environment | 3 |
| Economy | 3 |

| | |
|---|---|
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Safety, improved traffic flow |
| DETRIMENTS: | May slightly increase delay |
| PRICE: | 1,000 |

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*District 2*

## Signal Synchronization

Implement signal timing and synchronization and other electronic system improvements.

| | |
|---|---|
| Equity | 1 |
| Environment | 3 |
| Economy | 3 |

| | |
|---|---|
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Safety, improved traffic flow |
| DETRIMENTS: | May slightly increase delay |
| PRICE: | 1,000 |

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*District 3*

## Signal Synchronization

Implement signal timing and synchronization and other electronic system improvements.

| | |
|---|---|
| Equity | 1 |
| Environment | 3 |
| Economy | 3 |

| | |
|---|---|
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Safety, improved traffic flow |
| DETRIMENTS: | May slightly increase delay |
| PRICE: | 1,000 |

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*District 4*

## Signal Synchronization

Implement signal timing and synchronization and other electronic system improvements.

| | |
|---|---|
| Equity | 1 |
| Environment | 3 |
| Economy | 3 |

| | |
|---|---|
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Safety, improved traffic flow |
| DETRIMENTS: | May slightly increase delay |
| PRICE: | 1,000 |

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*District 5*

## Signal Synchronization

Implement signal timing and synchronization and other electronic system improvements.

| | | |
|---|---|---|
| Equity | | 1 |
| Environment | | 3 |
| Economy | | 3 |

| | |
|---|---|
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Safety, improved traffic flow |
| DETRIMENTS: | May slightly increase delay |
| PRICE: | 1,000 |

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*District 1*

## Large Urban Interchange

Construct a large urban interchange that facilitates commute travel throughout your region.

| | |
|---|---|
| Equity | 9 |
| Environment | 5 |
| Economy | 10 |

| | |
|---|---|
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Travel time, economy |
| DETRIMENTS: | Air quality |
| PRICE: | 8,000 |

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*District 2*

## Large Urban Interchange

Construct a large urban interchange that facilitates commute travel throughout your region.

| | |
|---|---|
| Equity | 9 |
| Environment | 5 |
| Economy | 10 |

| | |
|---|---|
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Travel time, economy |
| DETRIMENTS: | Air quality |
| PRICE: | 8,000 |

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*District 3*

## Large Urban Interchange

Construct a large urban interchange that facilitates commute travel throughout your region.

| | |
|---|---|
| Equity | 10 |
| Environment | 5 |
| Economy | 10 |

| | |
|---|---|
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Travel time, economy |
| DETRIMENTS: | Air quality |
| PRICE: | 9,000 |

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*District 4*

## Large Urban Interchange

Construct a large urban interchange that facilitates commute travel throughout your region.

| | |
|---|---|
| Equity | 10 |
| Environment | 5 |
| Economy | 10 |

| | |
|---|---|
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Travel time, economy |
| DETRIMENTS: | Air quality |
| PRICE: | 9,000 |

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*District 5*

# Large Urban Interchange

Construct a large urban interchange that facilitates commute travel throughout your region.

| | | |
|---|---|---|
| Equity | | 9 |
| Environment | | 4 |
| Economy | | 9 |

| | |
|---|---|
| USER GROUP: | Vehicle drivers |
| BENEFITS: | Travel time, economy |
| DETRIMENTS: | Air quality |
| PRICE: | 8,000 |

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*District 1*

## Urban Multi-Use Path

Construct an urban multi-use path that connects several neighborhoods and can be used for biking, walking and running.

| | |
|---|---|
| Equity | 2 |
| Environment | 2 |
| Economy | 1 |
| USER GROUP: | Non-motorized users |
| BENEFITS: | Recreation, active transportation |
| DETRIMENTS: | Negligible impact on congestion |
| PRICE: | 1,000 |

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*District 2*

## Urban Multi-Use Path

Construct an urban multi-use path that connects several neighborhoods and can be used for biking, walking and running.

| | |
|---|---|
| Equity | 2 |
| Environment | 2 |
| Economy | 1 |
| USER GROUP: | Non-motorized users |
| BENEFITS: | Recreation, active transportation |
| DETRIMENTS: | Negligible impact on congestion |
| PRICE: | 1,000 |

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*District 3*

## Suburban Multi-Use Path

Construct a suburban multi-use path that connects several neighborhoods and can be used for biking, walking and running.

| | |
|---|---|
| Equity | 2 |
| Environment | 2 |
| Economy | 1 |
| USER GROUP: | Non-motorized users |
| BENEFITS: | Recreation, active transportation |
| DETRIMENTS: | Negligible impact on congestion |
| PRICE: | 1,000 |

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*District 4*

## Suburban Multi-Use Path

Construct a suburban multi-use path that connects several neighborhoods and can be used for biking, walking and running.

| | |
|---|---|
| Equity | 2 |
| Environment | 2 |
| Economy | 1 |
| USER GROUP: | Non-motorized users |
| BENEFITS: | Recreation, active transportation |
| DETRIMENTS: | Negligible impact on congestion |
| PRICE: | 1,000 |

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*District 5*

## Rural Multi-Use Path

Construct a rural multi-use path that connects several neighborhoods and can be used for biking, walking and running.

| | | |
|---|---|---|
| Equity | | 2 |
| Environment | | 2 |
| Economy | | 1 |

| | |
|---|---|
| USER GROUP: | Non-motorized users |
| BENEFITS: | Recreation, active transportation |
| DETRIMENTS: | Negligible impact on congestion |
| PRICE: | 1,000 |

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**Tally Sheet - Liaison**

| DISTRICT | PROJECTS | IMPACT POINTS | | | COST |
|---|---|---|---|---|---|
| | | Equity | Env | Econ | |
| District 1 | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | TOTAL | /35 | /20 | /35 | |
| District 2 | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | TOTAL | /30 | /25 | /25 | |
| District 3 | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | TOTAL | /15 | /30 | /20 | |
| District 4 | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | TOTAL | /20 | /10 | /25 | |
| District 5 | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | TOTAL | /20 | /10 | /25 | |
| | REGIONAL TOTAL | | | | /100,000 |

Tally Sheet

| ***Project Name:*** | ***Cost:*** | ***Total Impact Points:*** |
|---|---|---|
| | | Equity:<br>Environment:<br>Economy: |
| | | Equity:<br>Environment:<br>Economy: |
| | | Equity:<br>Environment:<br>Economy: |
| | | Equity:<br>Environment:<br>Economy: |
| | | Equity:<br>Environment:<br>Economy: |
| | | Equity:<br>Environment:<br>Economy: |
| | | Equity:<br>Environment:<br>Economy: |
| | | Equity:<br>Environment:<br>Economy: |
| | | Equity:<br>Environment:<br>Economy: |

Required Impact Points:

| | ***Equity*** | ***Environment*** | ***Economy*** |
|---|---|---|---|
| **District 1** | 35 | 20 | 35 |
| **District 2** | 30 | 25 | 25 |
| **District 3** | 15 | 30 | 20 |
| **District 4** | 20 | 10 | 25 |
| **District 5** | 20 | 10 | 25 |