

**AGENDA**  
**2014 REGIONAL TRANSPORTATION PLAN (RTP) FINANCIAL ELEMENT TECHNICAL FOCUS GROUP**

**Date: Wednesday, October 31, 2012**

**Time: 10:00 AM**

**Place:**

**COG Ash Conference Room  
2035 Tulare St., Suite 201, Fresno, CA**

**Teleconferencing Available**

**Dial in number for teleconferencing:**

**Toll Free Number: 877-455-8695**

**Participant Code: 740166**

**Americans with Disabilities Act (ADA) Accommodations**

The Fresno COG offices and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG at (559) 233-4148, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting / public hearing. If Fresno COG is unable to accommodate an auxiliary aid or translation request for a public hearing, after receiving proper notice, the hearing will be continued on a specified date when accommodations are available.

**1) Welcome/Introductions**

**2) Discussion [ENCLOSURE]**

**-DRAFT RANKING CRITERIA AND POINT SYSTEM**

**3) Other Items**

## 2014 RTP Project Ranking

The Project Evaluation Criteria are measures of a project's expected performance and impacts. Projects are ranked based on these criteria and listed in the RTP by mode.

### Project Types by Mode

<u>Mode</u>	<u>Project Types</u>
1) Maintenance and Rehabilitation	<ul style="list-style-type: none"> <li>*Shoulder Improvements</li> <li>*AC Overlays</li> <li>*Road Reconstruction</li> <li>*Landscaping</li> <li>*Bridge Reconstruction</li> </ul>
2) Road Capital and Operations	<ul style="list-style-type: none"> <li>*Capacity Increasing (widening/adding lanes, new road)</li> <li>*Intelligent Transportation Systems (ITS) (new traffic signal, signal coordination, signal upgrades)</li> <li>*Traffic Calming/Safety (roundabouts, bold-outs)</li> </ul>
3) Transit	<ul style="list-style-type: none"> <li>*Capital (bus/vehicle purchase, equipment purchase [i.e. fare boxes, bus shelters, passenger counters, etc.]</li> <li>*Operations (increased route frequency, operating costs)</li> </ul>
4) Bicycle and Pedestrian	<ul style="list-style-type: none"> <li>*Trails</li> <li>*Bike Paths</li> <li>*Sidewalks</li> <li>*Park and Ride</li> <li>*Bike Lanes</li> <li>*Crosswalks</li> <li>*Bike Box</li> </ul>
5) Programming and Planning	<ul style="list-style-type: none"> <li>*project necessity studies</li> <li>*school safety plans</li> </ul>

## Ranking Criteria and Point System

### 1) Maintenance and Rehabilitation

Projects will be listed in the RTP sorted by agency and then by current road condition.

<b>Screening Criteria</b>	<b>Yes/No</b>
Has a council resolution been adopted and signed for the proposed project?	If the answer is no the project is not eligible.
<b>General Criteria</b>	<b>Please Check One</b>
Road condition is failed/very poor to poor	
Road condition is poor to fair	
Road condition is fair to good	

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**2) Road Capital and Operations**

Screening Criteria	Yes/No
Has a council resolution been adopted and signed for the proposed project?	If the answer is no the project is not eligible.
<b>General Criteria (each criteria is explained below)</b>	<b>100</b>
Project Location	5
Emissions Reduction	10
Congestion Relief	25
Safety	25
System Expansion	10
Complete Streets/Livability/Walkability	14
Local Priority	5
Blueprint Implementation	6

**Project Location**

The 2014 RTP and SCS encourage infill instead of sprawl; projects are more encouraged within the inner city areas.

Ranking Criteria	Points
Project is within current city limits.	5
Project is in between current city limit and current sphere of influence.	3
Project is outside sphere of influence.	1

**Emissions Reduction/Congestion Management**

If the proposed project fits into Fresno COG’s 2009 Congestion Management Process strategies it can be assumed that the project will reduce emissions.

Ranking Criteria	Points
The proposed project is or does one of the following: Timing plan improvement; interconnect or synchronized signal; roundabout; traffic signal removal; installation of turning lanes; adding lanes (bottleneck alleviation only); left turn restrictions; reduce conflict points; eliminate parking; consolidate access points; ramp metering and communication gap closure; railroad/highway interface technology for railroad crossing; communications interties; integrated surveillance stations; regional intersection safety and enhancement program; weather sensing/ATMS integration; variable speed system; remote surveillance; computer aided dispatch integration; integration of communication channels; incident management; regional transportation user information system; coordination with Valley wide/Statewide information system; regional configuration management; ridesharing; and	10

telecommuting.	
Project does not reduce emissions.	0

### Congestion Relief

Has impact on congestion and increases service capacity and/or reliability.

<u>Ranking Criteria</u>	<u>Points</u>
HIGH impact: Transportation Control Measure; signal coordination of multiple (>3) signals; gap closure project; Traffic Operations System; left turn pockets; other intersection improvements; and traffic flow improvements.	25
MEDIUM impact: HOV lanes; signal coordination; park and ride lots.	15
LOW impact: New signals where none currently exist and is warranted by volume or delay; ramp metering with HOV bypasses (when shown not to adversely affect surface streets).	5

### Safety

<u>Ranking Criteria</u>	<u>Points</u>
HIGH impact: High Occupancy Vehicle (HOV) enforcement areas; grade separations; median barrier when crossover median accidents are an issue; geometric improvements; shoulders; curve corrections; new signals; drainage improvements; sight & distance improvements; and profile grade improvements.	25
MEDIUM impact: Widening's; auxiliary lanes; left-turn pockets; and minor shoulder widening's.	15
LOW impact: Signage; restriping; and intersection improvements.	5

### System Expansion

Provides for system expansion to meet current demand; Provides for system expansion to meet projected demand; Supports economic development activities; Provides for system continuity.

<u>Ranking Criteria</u>	<u>Points</u>
Future needs: Meets a projected demand of future needs, (must be able to meet conformity requirements).	10
Current needs: Meets a demonstrated high demand of current needs, (must be able to meet conformity requirements).	5

**Complete Streets/Livability/Walkability**

Will the project provide;

- 1) A bicycle and pedestrian friendly design?
- 2) Improved accessibility for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities?
- 3) A lively streetscape/beautification?
- 4) Improved transportation choices with enhanced points of modal connectivity, increased number of modes accommodated on existing assets, or reduced congestion on existing modal assets?

<u>Ranking Criteria</u>	<u>Points</u>
Project provides all four of the listed benefits	14
Project provides three of the listed benefits	10
Project provides two of the listed benefits	6
Project provides one of the listed benefits	2
Project provides none of the listed benefits	0

**Local Priority**

A project will receive higher points for a project that is of higher priority to the agency.

<u>Ranking Criteria</u>	<u>Points</u>
Top 3	5
Top 3-5	4
Top 5-10	3
Top 10-15	2
Below top 15	1

**Blueprint**

Does the project support applicable Blueprint Smart Growth Principles (these six are derived from original twelve San Joaquin Valley Blueprint Principles)?

- 1) *Create walkable neighborhoods.* The project would support internal and/or external vehicular, transit, bicycle, and pedestrian connections (i.e., provide sidewalks between residences and other land uses, street-scaping, and traffic calming and bike travel, including providing secure, convenient and sheltered bike parking facilities).
- 2) *Foster distinctive, attractive communities with a strong sense of place.* A project would be designed to relate to and encourage connectivity with the surrounding community and not create an isolated enclave. Furthermore, the project’s design would be consistent with the architecture of the surrounding area, or an area’s visual character. Finally, the project would include sidewalks, street trees, inviting street frontage, attractive street lighting, and human-scale streetscapes so that pedestrians feel safe and are buffered from traffic.
- 3) *Mix land uses.* A project would provide an indirect benefit by providing access to a mixed use development project that supports employment, housing, and support service opportunities. Further, the project would help to balance the jobs, housing, and services mix of the surrounding community; if located within a half-mile of a transit station or an area of a single land use type, the project would help balance the jobs, housing, and services mix with the uses already there by providing enhanced access between such uses; the project would enhance access to the vertical integration of land uses, for example, housing above stores and/or offices; and in the absence of vertical mixing, the project would provide for well-integrated mixed uses through effective pedestrian and functional connections.

- 4) *Preserve open space, farmland, natural beauty and critical environmental areas.* The project would preserve, protect, or enhance wetlands; forests, agricultural lands, and aquifer recharge areas and sustain areas of fragmented ecosystems as outlined in an environmental document for the project. The project would also protect or restore a variety of on-site habitat, particularly for threatened or endangered species and the open-space areas would be connected by the project to protect green infrastructure. Finally, the project, by its location and design, would help reduce air pollution.
- 5) *Provide a variety of transportation choices.* The project would support internal and/or external vehicular, transit, bicycle, and pedestrian connections.
- 6) *Enhance the economic vitality of the region.* The project offers the community a significant economic benefit such as jobs, tax base, etc.

<u>Ranking Criteria</u>	<u>Points</u>
Project supports all six principles	6
Project supports five principles	5
Project supports four principles	4
Project supports three principles	3
Project supports two principles	2
Project supports one principle	1
Project supports no principles	0

**3) Transit**

<b>Screening Criteria</b>	<b>Yes/No</b>
Has a council resolution been adopted and signed for the proposed project?	If the answer is no the project is not eligible.
<b>General Criteria (each criteria is explained below)</b>	<b>100</b>
Emissions Reduction	15
Congestion Relief	25
Safety	25
System Expansion	10
Complete Streets/Livability/Walkability	14
Local Priority	5
Blueprint Implementation	6

**Emissions Reduction/Congestion Management**

If the proposed project fits into the 2009 Congestion Management Process strategies it can be assumed that the project will reduce emissions.

<u>Ranking Criteria</u>	<u>Points</u>
The proposed project is or does one of the following: Form a regional transit district; transit operations/dispatch centers integration; transit information system; transit management system completion/expansion; implement regional fair box system; add new routes; extend bus and feeder bus routes; increase bus frequency; limit stop or express bus routes; provide exclusive bus lanes; construct bus shelters and improve passenger amenities; park & ride lots for transit and rideshare.	15
Project does not reduce emissions.	0

**Congestion Relief**

Has impact on congestion and increases service capacity and/or reliability.

<u>Ranking Criteria</u>	<u>Points</u>
HIGH impact: Would reduce transit vehicle crowding; increases service capacity significantly; Transportation Control Deficiency Plan Measure; increases service reliability significantly; Interconnect or fare coordination project; bus turnouts at major intersections; intermodal facility accommodating major transfers; and Reduces travel time.	25
MEDIUM impact: Increases service reliability in a minor capacity; interconnect or fare coordination project; general bus turnouts; and intermodal facility accommodating major transfers.	15

LOW impact: Increases passenger comfort or convenience; bike racks.	5
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**Safety**

<u>Ranking Criteria</u>	<u>Points</u>
HIGH impact: Passenger or employee safety/security, such as: lighting in high security area; handrails; equipment or assets safety/security project (such as projects which reduce violence threats on bus or at transfer points).	25
MEDIUM impact: Lighting in low security area; bus turnouts; and maintenance yard fences.	15
LOW impact: Projects such as revenue collection security project.	5

**System Expansion**

Provides for system expansion to meet current demand; Provides for system expansion to meet projected demand; Supports economic development activities; Provides for system continuity.

<u>Ranking Criteria</u>	<u>Points</u>
Future needs: Meets a projected demand of future needs, (must be able to meet conformity requirements).	10
Current needs: Meets a demonstrated high demand of current needs, (must be able to meet conformity requirements).	5

**Complete Streets/Livability/Walkability**

Will the project provide;

- 1) A bicycle and pedestrian friendly design?
- 2) Improved accessibility for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities?
- 3) A lively streetscape/beautification?
- 4) Improved transportation choices with enhanced points of modal connectivity, increased number of modes accommodated on existing assets, or reduced congestion on existing modal assets?

<u>Ranking Criteria</u>	<u>Points</u>
Project provides all four of the listed benefits	14
Project provides three of the listed benefits	10
Project provides two of the listed benefits	6
Project provides one of the listed benefits	2
Project provides none of the listed benefits	0

### Local Priority

A project will receive higher points for a project that is of higher priority to the agency.

<u>Ranking Criteria</u>	<u>Points</u>
Top 3	5
Top 3-5	4
Top 5-10	3
Top 10-15	2
Below top 15	1

### Blueprint

Does the project support applicable Blueprint Smart Growth Principles (these six are derived from original twelve San Joaquin Valley Blueprint Principles)?

- 1) *Create walkable neighborhoods.* The project would support internal and/or external vehicular, transit, bicycle, and pedestrian connections (i.e., provide sidewalks between residences and other land uses, street-scaping, and traffic calming and bike travel, including providing secure, convenient and sheltered bike parking facilities).
- 2) *Foster distinctive, attractive communities with a strong sense of place.* A project would be designed to relate to and encourage connectivity with the surrounding community and not create an isolated enclave. Furthermore, the project's design would be consistent with the architecture of the surrounding area, or an area's visual character. Finally, the project would include sidewalks, street trees, inviting street frontage, attractive street lighting, and human-scale streetscapes so that pedestrians feel safe and are buffered from traffic.
- 3) *Mix land uses.* A project would provide an indirect benefit by providing access to a mixed use development project that supports employment, housing, and support service opportunities. Further, the project would help to balance the jobs, housing, and services mix of the surrounding community; if located within a half-mile of a transit station or an area of a single land use type, the project would help balance the jobs, housing, and services mix with the uses already there by providing enhanced access between such uses; the project would enhance access to the vertical integration of land uses, for example, housing above stores and/or offices; and in the absence of vertical mixing, the project would provide for well-integrated mixed uses through effective pedestrian and functional connections.
- 4) *Preserve open space, farmland, natural beauty and critical environmental areas.* The project would preserve, protect, or enhance wetlands; forests, agricultural lands, and aquifer recharge areas and sustain areas of fragmented ecosystems as outlined in an environmental document for the project. The project would also protect or restore a variety of on-site habitat, particularly for threatened or endangered species and the open-space areas would be connected by the project to protect green infrastructure. Finally, the project, by its location and design, would help reduce air pollution.
- 5) *Provide a variety of transportation choices.* The project would support internal and/or external vehicular, transit, bicycle, and pedestrian connections.
- 6) *Enhance the economic vitality of the region.* The project offers the community a significant economic benefit such as jobs, tax base, etc.

<u>Ranking Criteria</u>	<u>Points</u>
Project supports all six principles	6
Project supports five principles	5
Project supports four principles	4
Project supports three principles	3

Project supports two principles	2
Project supports one principle	1
Project supports no principles	0

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#### 4) Bicycle and Pedestrian

Screening Criteria	Yes/No
Has a council resolution been adopted and signed for the proposed project?	If the answer is no the project is not eligible.
<b>General Criteria (each criteria is explained below)</b>	<b>100</b>
Emissions Reduction	15
Congestion Relief	25
Safety	25
System Expansion	10
Complete Streets/Livability/Walkability	14
Local Priority	5
Blueprint Implementation	6

#### Emissions Reduction/Congestion Management

If the proposed project fits into the 2009 Congestion Management Process strategies it can be assumed that the project will reduce emissions.

Ranking Criteria	Points
The proposed project is or does one of the following: Provide walking infrastructure such as sidewalks and crosswalks; improve bicycle facilities at transit stations and other trip destinations; improve safety of existing bicycle and pedestrian facilities; provide biking infrastructure to eliminate existing gaps and expand and enhance the existing bicycle network; link bicycle and pedestrian improvements to schools and retail developments.	15
Project does not reduce emissions.	0

#### Congestion Relief

Has impact on congestion and increases service capacity and/or reliability.

Ranking Criteria	Points
HIGH impact: Transportation Control Deficiency Plan Measure, facility that will primarily serve commuters and/or school sites; sidewalks where none exist.	25
MEDIUM impact: Mixed use bicycle/pedestrian facility (recreation & commuter); usable sidewalk segments including upgrades and new installations.	15
LOW impact: Bicycle/pedestrian facility primarily for recreational use; signage.	5

#### Safety

Ranking Criteria	Points
HIGH impact:	25

Commuter available bike paths/lanes; curb cuts; resolves conflict between modes; routes to school sites.	
MEDIUM impact: Recreational bike paths/lanes; general sidewalk improvements.	15
LOW impact: Striping; signage.	5

### System Expansion

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<u>Ranking Criteria</u>	<u>Points</u>
Future needs: Meets a projected demand of future needs, (must be able to meet conformity requirements).	10
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### Complete Streets/Livability/Walkability

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Project provides two of the listed benefits	6
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### Local Priority

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Top 3-5	4
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## Blueprint

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Ranking Criteria	Points
Project supports all six principles	6
Project supports five principles	5
Project supports four principles	4
Project supports three principles	3
Project supports two principles	2
Project supports one principle	1
Project supports no principles	0

**5) Planning and Programming**

Projects will be listed in the RTP by agency and then by purpose.

<b>Screening Criteria</b>	<b>Yes/No</b>
Has a council resolution been adopted and signed for the proposed project?	If the answer is no the project is not eligible.
<b>General Criteria</b>	<b>Please Check One</b>
Study that will lead to a new project	
Implementation Plan	
Miscellaneous planning or programming	

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