

**AGENDA**

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

**Date: Wednesday, November 14, 2012**

**Time: 10:00 AM**

**Place:**

**COG Sequoia Conference Room  
2035 Tulare Street, Suite 201, Fresno, CA**

**Teleconferencing Available**

**Dial in number for teleconferencing:**

**Toll Free Number: 877-807-4596**

**Participant Code: 322383**

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

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**1) Welcome/Introductions**

**2) RTP Project Criteria Objectives and Goals [POWER POINT PRESENTATION]**

**3) Discussion on what the new 2014 RTP Project Criteria should include [ENCLOSURES]**

**a. 2014 RTP Ranking DRAFT Document**

Document was drafted by COG staff and derived from prior call for projects information as well as other COG's procedures. The comments received thus far on the DRAFT document are included at the end of the ranking document.

**b. 2011 RTP Project Evaluation Criteria**

Project evaluation that was used in the prior RTP, with some changes made based on comments on that were received in 2010.

**4) Public Presentations**

This portion of the meeting is reserved for persons wishing to address the Technical Working Group on items within its jurisdiction but not on the agenda. Comments may be limited to 3 minutes each.

**\*Next Meeting=Wednesday, November 28, 2012 at 10:00 A.M.**



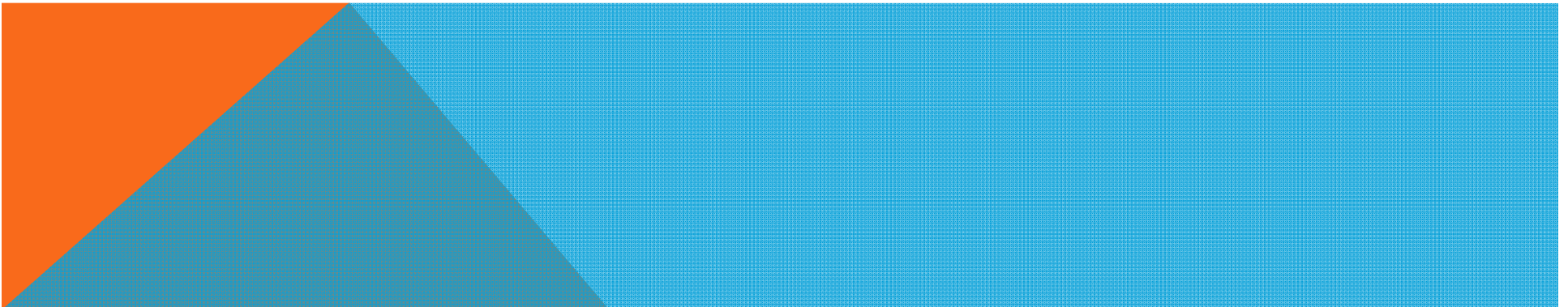
# **2014 REGIONAL TRANSPORTATION PLAN**

## **FINANCIAL ELEMENT- TECHNICAL WORKING GROUP**

**NOVEMBER 14, 2012**

# RTP PROJECT RANKING PURPOSE

- Create project list on which “Financially Constrained” line will be drawn
- Get list of projects to be used in Fresno COG’s Sustainable Communities Strategy scenarios
- Create consistency between RTP and FTIP





## 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) Road Capital and Operations	<ul style="list-style-type: none"> <li>*Capacity Increasing (widening/adding lanes, new road, paving of shoulders, left turn lanes)</li> <li>*Intelligent Transportation Systems (ITS) (new traffic signal, signal coordination, signal upgrades)</li> <li>*Traffic Calming/Safety (roundabouts, bold-outs)</li> </ul>
2) 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>
3) Bicycle and Pedestrian	<ul style="list-style-type: none"> <li>*Walking Paths/Trails</li> <li>*Bike Paths/Trails (Class 1 Facility)</li> <li>*Sidewalks</li> <li>*Park and Ride</li> <li>*Bike Lanes (Class 2 Facility)</li> <li>*Crosswalks</li> <li>*Bike Route (Class 3 Facility)</li> </ul>
4) 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) 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>
Emissions Reduction (Congestion Management Process Compliance)	10
Congestion Relief	25
Safety	25
System Expansion	10
Complete Streets/Livability/Walkability/Bikability	14
Local Priority	5
Blueprint Implementation	11

### Emissions Reduction (Congestion Management Process Compliance)

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 telecommuting.	10
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/Bikeability

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	11
Project supports five principles	9
Project supports four principles	7
Project supports three principles	5
Project supports two principles	3
Project supports one principle	1
Project supports no principles	0

**2) Transit**

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 (Congestion Management Process Compliance)	15
Congestion Relief	25
Safety	25
System Expansion	10
Complete Streets/Livability/Walkability/Bikeability	14
Local Priority	5
Blueprint Implementation	6

**Emissions Reduction (Congestion Management Process Compliance)**

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: 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.

Ranking Criteria	Points
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 ; bike racks	15

on buses; accommodating major transfers.	
LOW impact: Increases passenger comfort or convenience; bike racks.	5

### 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/Bikeability

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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### 3) 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 (Congestion Management Process Compliance)	15
Congestion Relief	25
Safety	25
System Expansion	10
Complete Streets/Livability/Walkability/Bikeability	14
Local Priority	5
Blueprint Implementation	6

#### Emissions Reduction (Congestion Management Process Compliance)

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; bike racks/lockers at transit locations.	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**

<u>Ranking Criteria</u>	<u>Points</u>
HIGH impact: Commuter available bike paths/lanes; curb cuts; resolves conflict between modes; routes to school sites.	25
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/Bikeability**

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?
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<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**

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<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
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### Blueprint

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- 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



**4) 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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## **Comments Received on DRAFT 2014 RTP Project Ranking Document**

### **Comments on Overall Document**

- Give greater weight to environmental justice or equity criteria. The criterion that currently attempts to prioritize this does not give it adequate weight. For each project we should ask: does it serve disadvantaged communities? (This is valuable to know both to ensure the region is meeting its Title VI obligations under federal law, and to maximize the region's competitiveness for funds from the Strategic Growth Council and/or cap-and-trade revenues, both of which set aside some money for disadvantaged communities.)
- We should give most priority to the projects that support the growth pattern in the SCS. If we know that certain transportation projects will be essential to reach our SB 375 goals then that is where we should prioritize our investments. Transportation expenditures will greatly impact where and how we grow, and we should invest in ways that achieve our goals.
- Criteria should be weighted 50% to traditional transportation criteria (congestion, safety, cost effectiveness, travel time) and 50% to the broader goals that SB 375 exists to ensure are considered -- alignment of transportation with land use in a way that reduces GHGs and other air pollutants, including support for livability/sustainability, expanding transportation options, accessibility, support for infill, VMT reduction/GHGs.
- Projects that have an imminent need should receive a higher score than those that will not be needed for many years.
- Criteria should include some sort of evaluation of cost versus benefit. Previous criteria included this but the formulas seemed to not quite fit.

### **Comments on Maintenance and Rehabilitation section [keep in mind that these projects will just be listed in the RTP and not ranked against each other-the working group felt that wasn't feasible]**

- It should be mentioned in the maintenance and rehab text that "consideration is paid to projects using rubberized asphalt".
- *The preliminary results from the 2014 RTP Valley Blueprint Outreach Survey that Fresno COG commissioned showed that the public's;*
  - Number one spending priority is "repair potholes on city streets and/or rural roads"
  - Number four spending priority is "resurface city streets and/or rural roads"

### **Comments on Road Capital and Operations section**

- We should give preference to projects, all other things considered, that serve underserved communities and that support the growth pattern of the SCS. We should first fix those streets that could be locations of infill development (within both urban communities and also rural disadvantaged communities) and in neighborhoods where investments could reverse the trend of disinvestment.
- Under "emissions reductions", projects that increase emissions or per capita VMT should be given negative points on a sliding scale.
- Road improvements that better accommodate pedestrian, bike, and transit travel should be considered emission reduction projects.

- The list of projects that qualify under "emission reductions" should be narrowed and/or more than one of the list should be included in order to get the full points. A project should be evaluated based on how the majority of money is spent; e.g., if a large road expansion project also happens to include signal synchronization or railroad/highway interface technology as a minor component, it should not qualify.

- Under "emission reduction," eliminating street parking should be removed. Street parking facilitates infill, and makes streets safer for pedestrians. Removing street parking would not reduce emissions unless that lane was replaced with a complete streets design that favored buses, bikes, and pedestrians.

- Projects should not be given double points for measures that count under "Congestion" and "Emission Reductions". For example, "ride sharing" and "park and ride lots" or "installation of turning lanes" and "left turn pockets".

- "Congestion relief" receives 25 points, which means that those projects will outcompete many of the great projects under emissions reduction / congestion management (only 10 points). This priority should be reversed. Many of the projects listed under congestion relief -- such as gap closures, or road construction that included a signal-synchronization component -- could increase VMT and reliance on automobiles. They might provide only minor or temporary congestion relief. Road construction that would increase VMT or become re-congested by 2035 should not receive points here because its net effect is to increase air pollution.

- Congestion relief and emissions reductions might best be merged and redefined to highlight those projects that successfully reduce emissions. That would include many congestion-relief projects, particularly those that do not encourage greater reliance on driving. Projects that reduce emissions by easing stop-and-go traffic (e.g., ramp metering and traffic / congestion reporting systems) are often highly cost-effective. However, building new HOV lanes or closing road gaps could have the ultimate effect of inducing new auto-dependent growth that will quickly clog the streets again. Studies have shown that it takes an average of 7 years for a new lane to become clogged again. Once the two categories are merged, the extra 10 points (previously given to emissions reduction) should be allocated towards "complete streets / livability / walkability".

- Bike lanes and pedestrian improvements that make it more attractive to switch modes should be considered under congestion reduction as well, since switching modes alleviates congestion. A good way to measure different modes and how they perform for congestion alleviation is "person throughput", or how many people can that infrastructure accommodate. This more adequately reflects the different types of road users.

- Decrease the weight for "safety." It is not a very meaningful indicator and can actually work against complete street goals.

- Why "system expansion" and not other criteria like "supports infill"? Our top goal should be to better serve existing communities and existing residents. Yes, we are growing, but we should be trying to grow by focusing growth within existing communities and making those communities more walkable and transit-friendly. (This should include both urban communities, and our many small towns and rural communities.) Maintenance of existing roads should be prioritized (given points) before new is built. Coordination with the San Joaquin Valley Goods Movement Study and regional efforts should also be considered in giving points for this section.

- "Complete streets / livability / walkability" is an important goal, and each of these items receives far fewer points than they ideally would. I would allocate the points from "emissions reduction" and categorize those projects in the "congestion relief" section.

#### **Comments on Transit section**

- *The preliminary results from the 2014 RTP Valley Blueprint Outreach Survey that Fresno COG commissioned showed that the public's;*

-Number two spending priority is "improve transportation for the disabled"

-Number four spending priority is "improve transportation for the elderly"

- I notice park and ride lots are in the Bicycle section, but not in the transit section. I think they should either be in both, or just transit.

- I see bus pull outs are in transit for congestion relief. While bus pull outs may relieve congestion, they are a horrible affliction, and a scar on a transit service. So I would prefer they were part of a road project consideration rather than being presented as a transit friendly congestion relief project.

#### **Comments on Bicycle and Pedestrian section**

- Should give greater priority to serving underserved communities.

- Should give priority to those projects that support the SCS land use vision.

- Projects should not be given double points for measures that count under "Congestion" and "Emission Reductions". Possible consolidation of categories with more points being allocated to "Complete streets / livability / walkability."

- Under system expansion, connectivity and coordination with existing transit, trail and bike plans, for example, should be considered for points.

- Completing bike networks that serve daily travel, particularly around key destinations like schools and transit hubs, and in disadvantaged communities where people rely more on walking and biking, deserve more points than recreational bike uses.

**Maintenance & Rehabilitation Projects Evaluation Criteria**

**November 13, 2012 - DRAFT - NOT FINAL**

<b>Points Applied</b>	<b>Criteria</b>
<b>1 Cost Benefit/Usage: (considers Year 2040 traffic)</b>	
<i>A cost/benefit ratio of 1.0 establishes a cost effective improvement project.</i>	
4	Has a Cost/Benefit Ratio of 20.1 or higher.
3	Has a Cost/Benefit Ratio of 10.1 to 20.0.
2	Has a Cost/Benefit Ratio of 5.1 to 10.
1	Has a Cost/Benefit Ratio of 1.0 to 5.0.
0	Has a Cost/Benefit Ratio less than 1.0.
<b>2 Improves Air Quality</b>	
<i>Reduces nonattainment air emissions.</i>	
10	Reconstruct and widen shoulders and/or stabilize shoulders.
8	Widen shoulders.
6	Reconstruct facility.
4	Rehabilitate and AC Overlay.
2	AC Overlay for maintenance.
1	Emission neutral.
0	Increases emissions.
<b>3 Is Environmentally Sensitive</b>	
<i>The project has the ability to be implemented without significant mitigation costs and environmental assessment.</i>	
10	AC Overlay for Maintenance/Preservation
8	Rehabilitate and AC Overlay
6	Reconstruct Facility
4	Widen shoulders.
2	Reconstruct and widen shoulders and/or stabilize shoulders.
<b>4 Serves a Major Employment Center</b>	
<i>Improves the economic well-being of the adjacent area.</i>	
2	Directly serves an employment center.
1	Indirectly serves an employment center.
0	Does not directly or indirectly serve an employment center.
<b>5 Provides Improved Access to Essential Services</b>	
<i>Improves the access to major services through an improved and maintained street and road system.</i>	
2	Directly serves a hospital or major government, office or shopping center.
1	Indirectly serves a hospital or major government, office or shopping center.
0	Does not directly or indirectly serve a hospital or major government, office or shopping center.
<b>6 Supports Other Modes of Transportation including Transit and Trail/Bike/Pedestrian Facilities</b>	
<i>Addresses multi-modal policies in the RTP.</i>	
2	Yes - Project includes the construction of planned trail/bike lanes, sidewalks, transit amenities, or other modal improvements.
1	Yes - Project provides for future planned trail/bike lanes, sidewalks, transit amenities, or other modal improvements within ROW.
0	No.
<b>7 The Project Meets Roadway Design Standards and/or Improves Safety</b>	
<i>Safety is improved with roadway rehabilitation (pavement widening only).</i>	
2	Rural 2 to 6 lane facility or urban 2 to 6 lane facility including expressway.
1	Rural or urban freeway facility.
<b>8 Supports Blueprint Smart Growth Principles (6 points possible)</b>	
<i>Project furthers implementation of the regional Blueprint</i>	
1	Create walkable neighborhoods.
1	Foster distinctive, attractive communities with a strong sense of place.
1	Mix land uses.
1	Preserve open space, farmland, natural beauty and critical environmental areas.
1	Provide a variety of transportation choices.
1	Enhance the economic vitality of the region.
<b>KEY TO RATINGS: [4, 3, or 2] Extremely or Very Positive; [1] Positive ; [0] Not Positive or Not Applicable</b>	

**Road Capital and Operations Projects Evaluation Criteria**

**November 13, 2012 - DRAFT - NOT FINAL**

Points Applied	Criteria
<b>1 Cost Benefit/Usage: (considers Year 2030 traffic)</b>	
<i>A cost/benefit ratio of 1.0 establishes a cost effective improvement project.</i>	
4	Has a Cost/Benefit Ratio of 20.1 or higher.
3	Has a Cost/Benefit Ratio of 10.1 to 20.0.
2	Has a Cost/Benefit Ratio of 5.1 to 10.
1	Has a Cost/Benefit Ratio of 1.0 to 5.0.
0	Has a Cost/Benefit Ratio less than 1.0.
<b>2 Improved Level of Service</b>	
<i>Improves existing congestion and delay at the most critical locations.</i>	
	<u>Urban</u>
10	LOS F to LOS D
9	LOS E to LOS D
8	LOS F to LOS E
7	LOS F to LOS F but roadway has or has identified funding for traffic signal synchronization or is served by transit and/or bike facilities
6	LOS F to LOS F but provided enhanced capacity or serves an existing unserved demand for more than 30 minutes in the peak hour
5	LOS F to LOS F but allows for improved lane utilization
4	LOS F to LOS C
3	LOS E to LOS C
2	LOS D to LOS C
1	LOS C or worse to LOS B
0	LOS C or worse to LOS A
	<u>Rural</u>
	LOS F to LOS C
	LOS F to LOS D
	LOS F to LOS E
	LOS E to LOS C
	LOS E to LOS D
	LOS D to LOS C
	N/A
	N/A
	N/A
	LOS C or worse to LOS B
	LOS B or worse to LOS A
<b>3 Improves Air Quality</b>	
<i>Reduces nonattainment air emissions.</i>	
10	Project includes synchronization of traffic signals for more than 6 Traffic Signals and 3 consecutive miles
9	Project provides a connection over, under, or through an existing circulation barrier such as freeway, railroad, waterway
8	Project includes a new connection to the state freeway roadway system or has freeway auxiliary lanes to serve weave or queues
7	Project includes trail and/or bike lanes
6	Project connects roadway by widening bottleneck to connect with two already widened roadway segments
5	Project is already served by transit at least twice per hour during peak hours
4	Project has parallel facilities within a mile that operate at LOS F
3	Project enhances an existing safety deficiency that regularly causes significant delays and congestion
2	Project promotes pedestrian walkability
1	Project relocates an existing bottleneck to a different location
<b>4 Is Environmentally Sensitive</b>	
<i>The project has the ability to be implemented without significant mitigation costs and environmental assessment.</i>	
3	Environmental document certified.
2	No significant impact on the environment or exempt from CEQA/NEPA.
1	Minimal impact on the environment. Neg. Declaration or FONSI required.
0	Significant impact on the environment. EIR or EIS required.
<b>5 Serves a Major Employment Center</b>	
<i>Improves the economic well-being of the adjacent area.</i>	
2	Directly serves an employment center.
1	Indirectly serves an employment center.
0	Does not directly or indirectly serve an employment center.
<b>6 Provides Improved Access to Essential Services</b>	
<i>Improves the access to major services through an improved and expanded street and road system.</i>	
2	Directly serves a hospital or major government, office or shopping center.
1	Indirectly serves a hospital or major government, office or shopping center.
0	Does not directly or indirectly serve a hospital or major government, office or shopping center.
<b>7 The Entity is Able to Demonstrate Maintenance can be Accomplished Over Time</b>	
<i>Insures that the project can be sustained over time.</i>	
2	Yes.
0	No.
<b>8 Project Improves Safety</b>	
<i>Safety is improved with roadway widening.</i>	
5	Project improves safety on a high speed roadway greater than 50 MPH (85percentile) or weave operations (auxiliary lanes)
4	Project improves safety on a moderate speed roadway greater than 35 MPH (85th percentile or provides synchronization to reduce stop and go
3	Project involves a roadway or intersections with 5 or more correctable accidents
2	Project involves improvements for Railroad Grade Separation or improvement to RR At-grade facility
1	Project improves pedestrian or bicycles safety and interaction with vehicles

**Road Capital and Operations Projects Evaluation Criteria**

**November 13, 2012 - DRAFT - NOT FINAL**

**9 Supports Other Modes of Transportation including Transit and Trail/Bike/Pedestrian Facilities**

*Addresses multi-modal policies in the RTP.*

- 2 Yes - Project includes the construction of planned trail/bike lanes, sidewalks, transit systems/amenities, or other modal improvements.
- 1 Yes - Project provides for future planned trail/bike lanes, sidewalks, transit systems/amenities, or other modal improvements within ROW.
- 0 No.

**10 Supports Blueprint Smart Growth Principles (6 points possible)**

*Project furthers implementation of the regional Blueprint*

- 1 Create walkable neighborhoods.
- 1 Foster distinctive, attractive communities with a strong sense of place.
- 1 Mix land uses.
- 1 Preserve open space, farmland, natural beauty and critical environmental areas.
- 1 Provide a variety of transportation choices.
- 1 Enhance the economic vitality of the region.

**KEY TO RATINGS: [4, 3, or 2] Extremely or Very Positive; [1] Positive ; [0] Not Positive or Not Applicable.**

**Transit Projects Evaluation Criteria**

**November 13, 2012 - DRAFT - NOT FINAL**

<b>Points Applied</b>	<b>Criteria</b>
<b>1 Is consistent with current plans and policies</b>	
<i>Implements an existing plan or policy.</i>	
2	Yes, is consistent with the RTP and Short-Range Transit Plan.
1	Yes, is consistent with either the RTP or Short-Range Transit Plan.
0	No, is not consistent with either the RTP or the Short-Range Transit Plan.
<b>2 Operating costs are funded over time (Preservation of the System)</b>	
<i>Insures that the project can be sustained over time.</i>	
2	Yes, funds are contained in an approved budget for project operations.
0	No, funds are not contained in an approved budget for project operations.
<b>3 Provides Improved Access to Essential Services</b>	
<i>Improves access to major services through an expanded transit system.</i>	
2	Directly serves an essential activity center or service.
1	Indirectly serves an essential activity center or service.
0	Does not directly or indirectly any Essential Activity Center or Service.
<b>4 Project will maintain established productivity standards</b>	
<i>The project can be supported and operated over time.</i>	
3	Will Exceed Established Productivity Standards
2	Yes, all productivity standards can be maintained.
1	Two or more productivity standards can be maintained.
0	Productivity standards cannot be maintain by the project.
<b>5 Project provides for or promotes intermodal connectivity</b>	
<i>The project enhances the regional transportation system.</i>	
2	Yes, the project connects more than three other modes of transportation.
1	Yes, the project connects to two other modes of transportation.
0	No, the project does not provide for enhanced intermodal connectivity.
<b>6 Fares are sufficient to maintain State required minimums</b>	
<i>The project is supported through a combination of fares and subsidies consistent with State requirements.</i>	
2	Yes.
0	No.
<b>7 Project serves a transportation disadvantaged population</b>	
<i>Project provides essential services to the transit dependant population.</i>	
2	A large transportation disadvantaged population center or community (population greater than 5,000) will be served by the Project.
1	A transportation disadvantaged population center or community (with less than 5,000 population) will be served by the Project.
0	The Project will serve a transportation disadvantages population center or community.
<b>8 Project enhances interagency service coordination</b>	
<i>Enhances regional transportation system connectivity and ability to reduce regional trips.</i>	
2	Three transit agencies are participating in the project.
1	Two transit agencies are participating in the project.
0	Project does not involve more than one transit agency.
<b>9 Project reduces reliance on private automobiles</b>	
<i>Enhances air quality and reduces peak automobile travel.</i>	
2	The project involves new or enhanced commuter service.
1	The project involves new or enhanced access to services (medical, government, other essential activity centers).
0	The project does not involve new or enhanced commuter service or access to essential services.
<b>10 Project will enhance part of an existing transit service</b>	
<i>Addresses continued system continuity.</i>	
2	The Project will enhance or extend an existing transit facility or service.
0	The project is a stand alone project not connecting or enhancing an existing facility or service.
<b>11 Project reduces vehicle and/or parking congestion</b>	
<i>Reduces commuter or special event trips.</i>	
2	The project involves new or enhanced express transit service along a congested (LOS E or F corridor).
1	The project involves shuttle service for major events in congested areas such as in the city center.
0	The Project will not reduce traffic congestion along a deficient corridor or in a city center.
<b>12 Supports Blueprint Smart Growth Principles (6 points possible)</b>	
<i>Project furthers implementation of the regional Blueprint</i>	
1	Create walkable neighborhoods.
1	Foster distinctive, attractive communities with a strong sense of place.
1	Mix land uses.
1	Preserve open space, farmland, natural beauty and critical environmental areas.
1	Provide a variety of transportation choices.
1	Enhance the economic vitality of the region.
<b>KEY TO RATINGS: [2] Very Positive; [1] Positive; [0] Not Positive or Not Applicable.</b>	



**Bicycle and Pedestrian Projects Evaluation Criteria**

**November 13, 2012 - DRAFT - NOT FINAL**

<b>Points Applied</b>	<b>Criteria</b>
<b>1</b>	<b>Will be part of an existing trail, bicycle or pedestrian network</b>
	<i>Addresses continued system continuity.</i>
2	The Project will enhance or extend an existing trail or bicycle facility.
1	The project is a stand alone project not connecting or enhancing an existing facility.
<b>2</b>	<b>Will provide for enhanced use by a variety of bicyclists and trail patrons</b>
	<i>Improves the access to major services through an improved and expanded bicycle and/or trail system.</i>
2	Directly serves a hospital or major government, office or shopping center.
1	Indirectly serves a hospital or major government, office or shopping center.
0	Does not directly or indirectly serve a hospital or major government, office or shopping center.
<b>3</b>	<b>Will accommodate both trail patrons/bicyclists and pedestrian users</b>
	<i>The project has the ability to accommodate more than one form of alternative transportation.</i>
2	Both bicyclists and pedestrians will use the facility.
1	The project will primarily benefit either bicyclists or pedestrians, but not both.
<b>4</b>	<b>The project bridges an obstacle or provides a more direct route (reducing significant out-of-direction travel)</b>
	<i>The project reduces travel time and distance.</i>
2	Yes.
0	No.
<b>5</b>	<b>Provides connectivity to other modes of travel</b>
	<i>Enhances the regional transportation system connectivity and ability to reduce trips.</i>
2	Yes, the project connects more than three other modes of transportation.
1	Yes, the project connects to two other modes of transportation.
0	No, the project does not provide for enhanced intermodal connectivity.
<b>6</b>	<b>Is consistent with current plans and policies</b>
	<i>Implements an existing plan or policy.</i>
2	Yes.
0	No.
<b>7</b>	<b>Funding is available for a local match</b>
	<i>Insures that the project can be funded and sustained over time.</i>
2	A local match greater than 25% of the project cost is available for the project.
1	A local match of between 5% and 25% of the project cost is available for the project.
0	A local match of at least 5% is not available for the project.
<b>8</b>	<b>Improves pedestrian and bicycle user safety</b>
	<i>Improved trail/bicycle user safety.</i>
2	The project includes lighting, drainage, improved visibility, hazard elimination, etc. that will enhance trail/bike safety.
0	The project does not include ancillary improvements that will enhance safety.
<b>9</b>	<b>Supports Blueprint Smart Growth Principles (6 points possible)</b>
	<i>Project furthers implementation of the regional Blueprint</i>
1	Create walkable neighborhoods.
1	Foster distinctive, attractive communities with a strong sense of place.
1	Mix land uses.
1	Preserve open space, farmland, natural beauty and critical environmental areas.
1	Provide a variety of transportation choices.
1	Enhance the economic vitality of the region.

**KEY TO RATINGS: [2] Very Positive; [1] Positive; [0] Not Positive or Not Applicable.**