



Fresno Council
of Governments

2014 REGIONAL
TRANSPORTATION PLAN (RTP)
PROJECT EVALUATION CRITERIA

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Bicycle and Pedestrian Projects Evaluation Criteria

1	Is consistent with current plans and policies or SB375 intent	Notes
	<i>Implements an existing plan or policy</i>	
2	Yes	[Accounts for 11.11% of total points available.]
0	No	

2	Will be part of an existing trail, bicycle or pedestrian network	Notes
	<i>Addresses continued system continuity</i>	
2	The project will enhance or extend an existing trail or bicycle facility	[Accounts for 11.11% of total points available.]
0	The project is a stand alone project not connecting or enhancing an existing facility	

3	Will provide for enhanced use by a variety of bicyclists and trail patrons	Notes
	<i>Improves the access to activity centers through an improved and expanded bicycle and/or trail system</i>	
2	Directly serves a hospital or major government, school, office or shopping center	<i>Directly serves</i> is defined as: a bike or pedestrian project that leads straight to or alongside an activity center. <i>Indirectly serves</i> is defined as: a bike or pedestrian project that does not lead straight to or go alongside an activity center but is within 2 miles of an activity center. [Accounts for 11.11% of total points available.]
1	Indirectly serves a hospital or major government, school, office or shopping center	
0	Does not directly or indirectly serve a hospital or major government, school, office or shopping center	

4	Will accommodate both trail patrons/bicyclists and pedestrian users	Notes
	<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	[Accounts for 11.11% of total points available.]
1	The project will primarily benefit either bicyclists or pedestrians, but not both	

5	The project bridges an obstacle or provides a more direct route (reducing significant out-of-direction travel)	Notes
	<i>The project reduces travel time and distance</i>	
2	Yes	[Accounts for 11.11% of total points available.]
0	No	

6	Improves pedestrian and bicycle user safety	Notes
	<i>Improved trail/bicycle user safety</i>	
2	The project includes lighting, drainage, improved visibility, hazard elimination, etc. that will enhance trail/bike safety	[Accounts for 11.11% of total points available.]
0	The project does not include ancillary improvements that will enhance safety	

Bicycle and Pedestrian Projects Evaluation Criteria

7	Supports Blueprint smart growth principles (6 points possible)	Notes
	<i>Project furthers implementation of the regional blueprint</i>	Project may receive 1 point per criterion that applies. A maximum of 6 points may be awarded. [Accounts for 33.34% of total points available.]
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	

18 TOTAL MAXIMUM POINTS AVAILABLE

Streets and Roads Projects Evaluation Criteria

1	Is consistent with current plans, policies and SB375 intent		Notes
	<i>Implements an existing plan or policy</i>		[Accounts for 3.5% of total points available.]
2	Yes, is consistent with current plans, policies AND SB375 intent		
1	Yes, is consistent with current plans, policies OR SB375 intent		
0	No, is not consistent with current plans, policies or SB375 intent		

2	Cost per trip served = Project Cost / (ADT X Length X Design Life)		Notes
	<i>A lower cost per trip served is a more cost effective project</i>		Projects should be submitted as "complete streets" or with every aspect of the project included. [Accounts for 13% of total points available.]
8	In lowest 20% of qualified projects		
6	In between the lowest 40% and lowest 20% of qualified projects		
4	In between the lowest 60% and lowest 40% of qualified projects		
2	In between the lowest 80% and lowest 60% of qualified projects		
0	In highest 20% of qualified projects		

3	Improved Level of Service			Notes
	<i>Improves existing congestion and delay at the most critical locations</i>			Results of <i>Improved Level of Service</i> will be determined by Fresno COG's traffic model. [Accounts for 26% of total points available.]
		URBAN	RURAL	
16		F to D or better	F to C or better	
14		E to D or better	F to D or better	
12		F to E	F to E	
10		F to F w/identified project for traffic signal synchronization, transit service, or bike facilities	E to C	
9		F to F but provided enhanced capacity or serves an existing un-served demand for more than 30 minutes in the peak hour	E to D	
8		F to F - allows improved lane utilization	D to C	
6		D to C or better	N/A	
5		C to B or better	N/A	
0		Does not improve LOS	Does not improve LOS	

Streets and Roads Projects Evaluation Criteria

4 Improves Air Quality (up to 10 points)		Notes
<i>Reduces Emissions</i>		Project may receive points for each criterion that applies. A maximum of 10 points may be awarded. [Accounts for 16% of total points available.]
3	Project includes synchronization of traffic signals for more than 6 traffic signals and 3 consecutive miles	
3	Project includes trail or bike lanes	
3	Project is already served by transit at least twice per hour during peak hours	
2	Project connects roadway by widening bottleneck to connect with two already widened roadway segments	
2	Project enhances an existing safety deficiency that regularly causes significant delays and congestion.	
2	Project promotes pedestrian walkability	
1	Project provides a connection over, under, or through an existing circulation barrier such as a freeway, railroad, waterway.	
1	Project includes a new connection to state freeway roadway system or has freeway auxiliary lanes to serve weave or queues	
1	Project has parallel facilities within a mile that operate at LOS F	
0	Project relocates an existing bottleneck to a different location	

5 Environmental Sensitivity		Notes
<i>The project has the ability to be implemented without significant mitigation costs and environmental assessment.</i>		[Accounts for 5% of total points available.]
3	No obvious environmental issues.	
0	Potential issues requiring mitigation exist.	

6 Serves a major employment area(s) (improves the economic well-being)		Notes
<i>Improves the economic well-being of the adjacent area.</i>		<i>Directly serves</i> is defined as: a streets and roads project that leads straight to or alongside an employment center. <i>Indirectly serves</i> is defined as: a streets or roads project that does not lead straight to or go alongside an employment center but is within 3 miles of an employment center. [Accounts for 3.5% of total points available.]
2	Directly serves an Employment Center	
1	Indirectly serves an Employment Center	
0	Does not directly or indirectly serve an Employment Center	

7 Provides improved access to activity centers		Notes
<i>Improves the access to major services through an improved and expanded street road system</i>		<i>Directly serves</i> is defined as: a streets and roads project that leads straight to or alongside an activity center. <i>Indirectly serves</i> is defined as: a streets or roads project that does not lead straight to or go alongside an activity center but is within 3 miles of an activity center. [Accounts for 3.5% of total points available.]
2	Directly serves an activity center (hospital or major government, school, office or shopping center)	
1	Indirectly serves an activity center (hospital or major government, school, office or shopping center)	
0	Does not directly or indirectly serve an activity center (hospital or major government, school office or shopping center)	

Streets and Roads Projects Evaluation Criteria

8 Project Improves Safety		Notes
<i>Safety is improved with roadway widening</i>		[Accounts for 8% of total points available.]
5	Involves a roadway or intersection that is accident prone	
4	Involves improvements for railroad grade separation or improvement to RR at grade facility	
3	Improves pedestrian or bicycle safety and interaction with vehicles	
2	Improves safety on a high speed roadway greater than 50 MPH (85 percentile) or weave operations (auxiliary lanes)	
1	Improves safety on a moderate speed roadway greater than 35 MPH (85 percentile) or provides synchronization to reduce stop and go	

9 Supports Other Modes of Transportation		Notes
<i>Addresses multi-modal policies in the RTP</i>		[Accounts for 3.5% of total points available.]
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)		Notes
<i>Project furthers implementation of the regional blueprint</i>		Project may receive 1 point per criterion that applies. A maximum of 6 points may be awarded. [Accounts for 10% of total points available.]
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	

11 Estimated Project timing		Notes
<i>More imminent projects are higher priority than those that are not ready for construction</i>		[Accounts for 8% of total points available.]
5	Project is scheduled for construction within the next 5 years	
4	Project is scheduled for construction within 5 to 10 years	
3	Project is scheduled for construction within 10 to 15 years	
2	Project is scheduled for construction within 15 to 20 years	
1	Project is scheduled for construction within 20 to 25 years	
0	Project is scheduled for construction in more than 25 years	

61 TOTAL MAXIMUM POINTS AVAILABLE

Transit Projects Evaluation Criteria

1	Is consistent with current plans, policies, SB375 intent and Short Range Transit Plan		Notes
	<i>Implements an existing plan or policy</i>		<i>Consistent</i> is defined as: a project listed within a plan or a project supports a plan's goal, policies, or objectives. [Accounts for 7.7% of total points available.]
2	Yes, is consistent with current plans, policies, SB375 intent AND Short Range Transit Plan		
1	Yes, is consistent with current plans, policies, SB375 intent OR Short Range Transit Plan		
0	No, is not consistent with current plans, policies, SB375 intent or Short Range Transit Plan		

2	Provides improved access to activity centers		Notes
	<i>Improves access to activity centers through an expanded transit system</i>		<i>Directly serves</i> is defined as: a transit line that takes you straight to an activity center. <i>Indirectly serves</i> is defined as: a transit line that would require switching modes or lines to reach the activity center. [Accounts for 7.7% of total points available.]
2	Directly serves an activity center (hospital, school, major government, office, or shopping center)		
1	Indirectly serves an activity center (hospital, school, major government, office, or shopping center)		
0	Does not directly or indirectly serve an activity center		

3	Project will maintain established productivity standards		Notes
	<i>The project can be supported and operated over time</i>		Productivity standards are based on the definitions in the Short Range Transit Plan. [Accounts for 11.5% of total points available.]
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 maintained by the project		

4	Project provides for or promotes intermodal connectivity		Notes
	<i>The project enhances the regional transportation system</i>		<i>Intermodal connectivity</i> is defined as: bus to train, bus to airport, bus to a Park & Ride, bus to a Vanpool or Carpool, or bus to a Class 1 Bike Facility. A project that accomplishes at least one of the connections listed receives 3 points. [Accounts for 11.5% of total points available.]
3	Yes, the project provides intermodal connectivity		
0	No, the project does not provide intermodal connectivity		

5	Project serves a transportation disadvantaged population		Notes
	<i>Project provides access to essential services for the transit dependent population</i>		[Accounts for 7.7% of total points available.]
2	The project will serve a transit dependent population that is currently not served at all		
1	The project will serve a transit dependent population that currently has some service or access within 2 miles		
0	The project will not serve a transit dependent population		

6	Project enhances interagency service coordination		Notes
	<i>Enhances regional transportation system connectivity and ability to reduce regional trips</i>		[Accounts for 7.7% of total points available.]
2	Yes, the project is being developed in collaboration with another agency or group		
0	No, the project is not being developed in collaboration with another agency or group		

7	Project reduces reliance on private automobiles		Notes
	<i>Enhances air quality and reduces peak automobile travel</i>		[Accounts for 7.7% of total points available.]
2	The project involves new or enhanced commuter service		
1	The project involves new or enhanced access to an activity center (hospital, school, major government, office, or shopping center)		
0	The project does not involve new or enhanced commuter service or access to essential services		

8	Project will enhance part of an existing transit service		Notes
	<i>Addresses continued system continuity</i>		[Accounts for 7.7% of total points available.]
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		

Transit Projects Evaluation Criteria

9	Project reduces vehicle and/or parking congestion	Notes
	<i>Reduces commuter or special event trips</i>	[Accounts for 7.7% of total points available.]
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	

10	Supports Blueprint smart growth principles	Notes
	<i>Project furthers implementation of the regional blueprint</i>	Project may receive 1 point per criterion that applies. A maximum of 6 points may be awarded. [Accounts for 23.1% of total points available.]
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	

26 TOTAL MAXIMUM POINTS AVAILABLE