

**AGENDA**

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

**Date: Wednesday, November 28, 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**

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) Updated Timeline [ATTACHMENT]**
- 3) Discussion on 2014 RTP Project Evaluation Criteria [ATTACHMENT]**
  - Comments from Non-Working Group members
  - Discussion (vote if necessary) by Working Group members on changes to be made
- 4) 2014 RTP Revenue Projections [PRESENTATION]**

**\*Next Meeting=Tuesday, December 4, 2012 at 10:00 A.M.**



Fresno Council of Governments  
2014 Regional Transportation  
Plan (RTP)

Project Evaluation Criteria

**DRAFT Document as of  
11/15/12**

Capacity Increasing Projects Evaluation Criteria		
November 15, 2012 - DRAFT - NOT FINAL		
Points Applied	Criteria	
<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 Improved Level of Service</b>		
<i>Improves existing congestion and delay at the most critical locations.</i>		
	<u>Fresno Clovis Metropolitan Area</u>	<u>Rural Cities and Unincorporate County Areas</u>
10	LOS F to LOS D	LOS F to LOS C
9	LOS E to LOS D	LOS F to LOS D
8	LOS F to LOS E	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	LOS E to LOS C
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	LOS E to LOS D
5	LOS F to LOS F but allows for improved lane utilization	LOS D to LOS C
4	LOS F to LOS C	N/A
3	LOS E to LOS C	N/A
2	LOS D to LOS C	N/A
1	LOS C or worse to LOS B	LOS C or worse to LOS B
0	LOS C or worse to LOS A	LOS B or worse to LOS A
<b>3 Improves Air Quality (9 points possible)</b>		
<i>Reduces nonattainment air emissions.</i>		
1	Project includes synchronization of traffic signals for more than 6 Traffic Signals and 3 consecutive miles	
1	Project provides a connection over, under, or through an existing circulation barrier such as freeway, railroad, waterway	
1	Project includes a new connection to the state freeway roadway system or has freeway auxiliary lanes to serve weave or queues	
1	Project includes trail and/or bike lanes	
1	Project connects roadway by widening bottleneck to connect with two already widened roadway segments	
1	Project is already served by transit at least twice per hour during peak hours	
1	Project has parallel facilities within a mile that operate at LOS F	
1	Project enhances an existing safety deficiency that regularly causes significant delays and congestion	
1	Project promotes pedestrian walkability	
<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	
<b>9 Supports Other Modes of Transportation including Transit and Trail/Bike/Pedestrian Facilities</b>		

**Capacity Increasing Projects Evaluation Criteria**

**November 15, 2012 - DRAFT - NOT FINAL**

*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.

**COMMENT TO CONSIDER:** Some points or attention should be paid to the Sustainable Communities Strategy (SCS) and whether or not the project complies with those values.

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

<b>Operations and Safety Projects Evaluation Criteria</b>		
<b>November 15, 2012 - DRAFT - NOT FINAL</b>		
<b>Points Applied</b>	<b>Criteria</b>	
<b>1 Improves Air Quality (9 points possible)</b>		
<i>Reduces nonattainment air emissions.</i>		
1	Project includes synchronization of traffic signals for more than 6 Traffic Signals and 3 consecutive miles	
1	Project provides a connection over, under, or through an existing circulation barrier such as freeway, railroad, waterway	
1	Project includes a new connection to the state freeway roadway system or has freeway auxiliary lanes to serve weave or queues	
1	Project includes trail and/or bike lanes	
1	Project connects roadway by widening bottleneck to connect with two already widened roadway segments	
1	Project is already served by transit at least twice per hour during peak hours	
1	Project has parallel facilities within a mile that operate at LOS F	
1	Project enhances an existing safety deficiency that regularly causes significant delays and congestion	
1	Project promotes pedestrian walkability	
<b>2 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>3 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>4 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>5 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>6 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	
<b>7 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 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.	
<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>		

**Transit Projects Evaluation Criteria**

**November 15, 2012 - DRAFT - NOT FINAL**

<b>Points Applied</b>	<b>Criteria</b>
<b>1</b>	<b>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</b>	<b>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</b>	<b>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</b>	<b>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</b>	<b>Project provides for or promotes intermodal connectivity</b> <span style="color: red;">COMMENT TO CONSIDER: Should this be a criteria at all because transit will always be able to connect to cars, bikes, and pedestrians; it seems every project would receive 2 points.</span> <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</b>	<b>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</b>	<b>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</b>	<b>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</b>	<b>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</b>	<b>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</b>	<b>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</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.
<b>KEY TO RATINGS: [2] Very Positive; [1] Positive; [0] Not Positive or Not Applicable.</b>	

**Bicycle and Pedestrian Projects Evaluation Criteria**

**November 15, 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.**