## 2022 RTP/SCS Project Scoring Criteria

Draft 8/26/2	020	Total Points by Mode >>	43	38	25	38	48	
		· ·	B&P	CapInc	Maint	Oper	Transit	
1 Is con	siste	nt with local plans and policies	Х	Х	Х	Х	Х	NOTES
1 pts	1 0	Yes No	2.3%	2.6%	4.0%	2.6%	2.1%	Consistent is defined as: a project listed within a plan or a project supports a plan's goal, policies, or objectives.
2 Is esti	imate	ed to be completed within the next	Х	Х	Х	Х	х	NOTES
5 pts	5 4 3 2 1 0	5 years 5-10 years 10-15 years 15-20 years 20-25 years more than 25 years	11.6%	13.2%	20.0%	13.2%	10.4%	A maximum of 5 points may be awarded.
3 Clima	te ris	sks were analyzed and incorporated in the project design	Х	Х	Х	Х	Х	NOTES
3 pts	3	Yes No	7.0%	7.9%	12.0%	7.9%	6.3%	Some examples would include: incorporate shaded bus stops or cool pavements to adapt to extreme heat. Enhance drainage capacity or permeable pavements for flooding issues. Usage of fire-resistant materials (concrete pipes and steel) to adapt to wildfires. [link to study]
4 Impro	oves a	accessibility for individuals with disabilities (choose all that apply, up to 3 points):	Х	Х	Х	Х	Х	NOTES
3 pts	2 2 1	Addresses a documented accessibility complaint Removes multiple barriers to access Removes one barrier to access	7.0%	7.9%	12.0%	7.9%	6.3%	Accessibility Barriers include: lack of relevant assistive technology, inaccessible physical environments, services/systems/policies that hinder involvement [See CDC description at: https://www.cdc.gov/ncbddd/disabilityandhealth/disabilitybarriers.html]
5 Impro	oves s	safety (choose all that apply, up to 3 points):	Х	Х	Х	Х	Х	NOTES
3 pts	2 1 1	Includes measures that directly address and improve safety Provides safety improvements to a roadway or intersection that is accident prone (top 10% collision Includes a public transit component	7.0%	7.9%	12.0%	7.9%	6.3%	Measures that directly improve safety include: ADA improvements and enhancements, universal design components, RR Grade Separations, bike/ped vehicle interaction improvements, speed reductions on high-speed roads, dedicated left-turn lanes, lighting, drainage, improved visibility, hazard elimination, right-of-way separation, etc.  To determine accident rate, refer to Fresno COG's Collision Data Map located at: [need link!]
6 Supp	orts t	the following GHG reduction strategies (choose all that apply):	Х	Х		Х	Х	NOTES
4 pts	1 1 1 1	Includes shared mobility options and/or complete street components Supports compact development Provides for or promotes intermodal connectivity Supports active transportation and/or transit connectivity	9.3%	10.5%		10.5%	8.3%	Project may receive 1 point per criterion that applies. A maximum of 4 points may be awarded.  Intermodal connectivity is defined as: bus to train, bus to airport, bus to a Park & Ride, bus to a Vanpool or Carpool, or bus to a Bike Facility.

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aft 8/26/2	2020	Total	Points by Mode >>	43	38	25	38	48	1
				B&P	CapInc	Maint	Oper	Transit	
7 Includ	des o	or supports innovation in transportation (choose all that apply):		Х	Х		Х	Х	NOTES
2 pts	1	Includes new infrastructure to support ZEV		4.7%	5.3%		5.3%	4.2%	
	1	Replaces gas/deisel vehicles with battery electric vehicles, hydrogen fuel cells, or	CNG						
8 Impro	oves a	air quality (choose all that apply, up to 8 points):		Х	Х		Х	Х	NOTES
8 pts	2	Project includes synchronization of traffic signals		18.6%	21.1%		21.1%	16.7%	Examples of an existing deficiency can include: widening a
	2	Project includes or promotes Active Transportation options							bottleneck, or providing a connection over/under/through an
	2	Project is already served by transit, or includes transit improvements							existing cirulation barrier (i.e. freeway, railroad, waterway), etc.
	2	Project corrects an existing deficiency that regularly causes significant delays and	congestion.						
	2	Project includes air pollution mitigation strategies							May receive points for each criterion that applies. A maximum o points may be awarded
9 Provi	des ir	mproved access to activity centers		Х	X		Х	Х	NOTES
3 pts	3	Directly serves activity center		7.0%	7.9%		7.9%	6.3%	Directly serves is defined as: a project that leads straight to or
	1	Indirectly serves activity center							alongside an activity center. Indirectly serves is defined as: a
	0	Does not serve an activity center							project that does not lead straight to or go alongside an activity
									center but is within 0.5 miles for pedestrian projects, and 1 mile
									other modes. Activity Cente r defined as: A medical center or civ
									center, school, office, park, employment or commercial area.
0 Road	exhil	bits highest use for jurisdiction based on ADT			X	Χ	Х		NOTES
2 pts	2	Top 25%			5.3%	8.0%	5.3%		
	1	Top 50% to 25%							Only 1/4 of a jurisdiction's maintenance projects will get 2 points
	0	Not in the top 50%							Another 1/4 will get 1 point.
1 Partic	cipate	es in a regularly updated Pavement Management System				Х			NOTES
4 pts	4	Segments are assessed at least every 2 years				16.0%			
	2	Segments are assessed every 2-4 years							
	0	Segments are assessed every 4+ years							
.2 Paver	ment	t condition is in the most failing condition in the jurisdiction				Х			NOTES
4 pts	4	Bottom 25%				16.0%			
•	2	Bottom 50% to 25%							Only 1/4 of a jurisdiction's maintenance projects will get 4 point.
	0	Not in the bottom 50%							Another 1/4 will get 2 points.
2 Police	VOS 64	ongestion			Х		Х	Х	NOTES
2 pts	2	Improves LOS F (urban) or LOS D or worse (rural)			5.3%		5.3%	4.2%	NOTES
2 μις	1	Improves where LOS is beyond design standard but better than LOS specified ab	OVA		J.J/0		J.J/0	4.2/0	
	1	Project has parallel facilities within a mile that operate at LOS F (Urban), LOS D o							
	0	No	i worse (kurai)						
		INO							

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Link   Health Priority Index) for a magnetic series   Link   Health Priority Index) for a magnetic series   Link   Health Priority Index) for a magnetic series   Link   Health Durden measures   Link   L			48	38	25	38	43	oints by Mode >>	Tota	,		raft 8/26/2
2 pts 2 Yes			Transit	Oper	Maint	CapInc	B&P					
15   Will enhance or tile into an existing network of a similar type   X   X   X   NOTES	)TES	NOTES				Х	Х		ct route, reducing travel time and distance	more direct route, redu	des a r	14 Provi
Notes   Note						5.3%	4.7%			Yes	2	2 pts
2 pts 2 Yes 2 Yes 4 No										No	0	
Benefits areas that are most health burdened, according to Health Priority Index	OTES	NOTES	Х	Х			Х		to an existing network of a similar type	ce or tie into an existin	nhanc	15 Will e
16   Benefits areas that are most health burdened, according to Health Priority Index   X   X   NOTES			4.2%	5.3%			4.7%			Yes	2	2 pts
4 pts 4 Area has 4 health burden measures 9.3% 8.3%   Near has 3 health burden measures   Sample of the projects of the projects that do not benefit areas with significant health burden measures   Sample of the projects that do not benefit areas with significant health burden measures   Sample of the projects that do not benefit areas with significant health burden measures   Sample of the projects that do not benefit areas with significant health burden measures   Sample of the projects that do not benefit areas with significant health burden measures   Sample of the projects that do not benefit areas with significant health burden measures   Sample of the projects that do not benefit areas with significant health burden measures   Sample of the projects that do not benefit areas with significant health burden measures   Sample of the projects that do not benefit areas with significant health burden measures   Sample of the projects of the projects that do not benefit areas with significant health burden measures   Sample of the projects of the projects of the projects that do not have a choice it transportation modes, and are primar availability of public transportation modes, and are primar availability of public transportation modes, and are primar availability of public transportation   Sample of the productivity standards   Sample of the productivity stan										No	0	
Visit Fresno County Department of Pu LinkI] (Health Priority Index) for a mag level of health burden measures  2 Area has 1 health burden measures 3 Area has 1 health burden measures 4 Area has 1 health burden measures 5 Projects that do not benefit areas with significant health burden measures 6 Projects that do not benefit areas with significant health burden measures 6 Projects that do not benefit areas with significant health burden measures 6 Projects that do not benefit areas with significant health burden measures 6 Projects that do not benefit areas with significant health burden measures 6 Projects that do not benefit areas with significant health burden measures 7 Projects that do not benefit areas with significant health burden measures 8 Projects that do not benefit areas with significant health burden measures 8 Projects a transit-dependent population that is currently not served at all Projects a transit-dependent population that currently has access within 2 miles 9 Everse an economically disadvantaged population will individuals that do not have a choice it transportation modes, and are primar availability of public transportation modes, and are primar availability of public transportation modes, and are primar availability of public transportation will maintain existing productivity standards 9 Productivity standards 9 Productivity standards 9 Productivity standards cannot be maintained 9 Is being developed in collaboration with another transit agency or group 9 Is being developed in collaboration with another transit agency or group 9 Is being developed in collaboration with another transit agency or group 9 Is being developed in collaboration with another transit agency or group 10 Involves new or enhanced commuter service 11 Projects that do not have a choice in transportation syst consolidate regional trips. Examples in programs as well as coordination between the programs as well as coordination between the programs as well as coordination between the programs as well as coordination betwe	 DTES	NOTES	Х				Х		e most health burdened, according to Health Priority Index	eas that are most healt	its are	16 Benef
Link!] (Health Priority Index) for a maje level of health burden measures  1 Area has 1 health burden measures 1 Area has 1 health burden measures 2 Projects that do not benefit areas with significant health burden measures 3 Projects that do not benefit areas with significant health burden measures 3 Projects that do not benefit areas with significant health burden measures 4 NOTES 4 Serves a transit-dependent population and/or community 4 Serves a transit-dependent population that is currently not served at all 5 Serves a transit-dependent population that currently has access within 2 miles 1 Serves an economically disadvantaged population 3 Projects a transit-dependent population that currently has access within 2 miles 1 Serves an economically disadvantaged population 3 Will maintain established productivity standards 4 Will maintain established productivity standards 5 Productivity standards are based on the Range Transit Plan (i.e. TDA performation farebox).  1 Projects in the stablished productivity standards 6 Productivity standards are based on the Range Transit Plan (i.e. TDA performation farebox).  1 Projects in the stablished productivity standards 7 Productivity standards are based on the Range Transit Plan (i.e. TDA performation farebox).  2 Projects in transit-dependent population 3 Productivity standards cannot be maintained 4 Productivity standards are based on the Range Transit Plan (i.e. TDA performation farebox).  NOTES 4 Productivity standards cannot be maintained 5 Productivity standards are based on the Range Transit Plan (i.e. TDA performation farebox).  NOTES 5 Productivity standards cannot be maintained 5 Productivity standards are based on the Range Transit Plan (i.e. TDA performation farebox).  NOTES 6 Productivity standards cannot be maintained 6 Productivity standards cannot be maintained 7 Productivity standards are based on the Range Transit Plan (i.e. TDA performation farebox). 7 Productivity standards cannot be maintained farebox. 8 Productivity standards are based on the Range			8.3%				9.3%		4 health burden measures	Area has 4 health burd	4	4 pts
Area has 1 health burden measure   level of health burden. Health Burden   Birth rate, Pollution Burden, Year of projects that do not benefit areas with significant health burden measures   Nortality Index. A maximum of 4 poin	of Public Health's website at [Ne	Visit Fresno County Department of Public Heal							3 health burden measures	Area has 3 health burd	3	
Birth rate, Pollution Burden, Year of pr Mortality Index. A maximum of 4 point Mortality Index. A maximum of	map to determine project area	Link!] (Health Priority Index) for a map to dete							2 health burden measures	Area has 2 health burd	2	
Mortality Index. A maximum of 4 point    17   Serves a transit-dependent population and/or community   X   X   X   NOTES	rden measures include: Pre-terr	level of health burden. Health Burden measure							1 health burden measure	Area has 1 health burd	1	
Serves a transit-dependent population and/or community   X   X   NOTES	of potential life lost, Composite	Birth rate, Pollution Burden, Year of potential							hat do not benefit areas with significant health burden measures	Projects that do not be	0	
3 pts 2 Serves a transit-dependent population that is currently not served at all 7.0% 6.3% Transit Dependent is defined as: individuals that do not have a choice is transportation modes, and are primar availability of public transportation modes.  1 pts 1 Will maintain established productivity standards  2 pts 2 Yes  0 No  1 pts 1 Will maintain existing productivity standards  2 pts 2 Yes  3 NOTES  4.2% Enhances regional transportation between the programs as well as coordination between the programs as well a	points may be awarded.	Mortality Index. A maximum of 4 points may										
3 pts 2 Serves a transit-dependent population that is currently not served at all 7.0% 6.3% Transit Dependent is defined as: individuals that do not have a choice is transportation modes, and are primar availability of public transportation modes.  1 pts 1 Will maintain established productivity standards  2 pts 2 Yes  0 No  1 pts 1 Will maintain established productivity standards  2 pts 2 Yes  4 2.2%  1 pts 2 Yes  2 pts 2 Yes  3 NOTES	)TEC	NOTES	v				v		ndout non-letion and for community.	anait danandant nanul		17 Camira
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Serves an economically disadvantaged population  Will not serve a transit dependent population  Will maintain established productivity standards  In pts 1 Will maintain established productivity standards  Productivity standards are based on the Range Transit Plan (i.e. TDA performating farebox).  Productivity standards cannot be maintained  In pts 2 yes	individuals, or groups of	Transit Dependent is defined as: individuals, o	0.5%				7.076			•		3 μις
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Range Transit Plan (i.e. TDA performation farebox).  19 Is being developed in collaboration with another transit agency or group  2 pts 2 Yes		******							hed productivity standards	ain established product	nainta	.8 Will n
Separate		Productivity standards are based on the defini							·	•		1 pts
19 Is being developed in collaboration with another transit agency or group  2 pts 2 Yes 0 No  20 Involves new or enhanced commuter service 2 pts 2 Yes 0 No  20 Involves new or enhanced commuter service 2 pts 2 Yes 0 No  3 NOTES  4.2%  Enhances regional transportation systic consolidate regional trips. Examples in programs as well as coordination betw  A NOTES  4.2%  A NOTES	rmance indicators, ridership an	Range Transit Plan (i.e. TDA performance indic							ity standards cannot be maintained	Productivity standards	0	
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20 Involves new or enhanced commuter service  2 pts 2 Yes 0 No	• •	consolidate regional trips. Examples include: v								INO	U	
2 pts 2 Yes 4.2% 0 No	between transit operators.	programs as well as coordination between tra										
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			4.2%							Yes	2	2 pts
										No	0	
TOTAL											L	ΤΟΤΔ
57 pts 43 38 25 38 48			48	38	25	38	43				_	