

Madera County Transportation Commission
 Regional Transportation Plan / Sustainable Communities Strategy
 Multi-Modal Project Evaluation Criteria

Madera County Resource Management Agency
 Madera County Road Impact Fee Program Update

Local Street and Road and State Highway Corridor Project Evaluation Criteria

Bicycle and Pedestrian Projects			
1	Is consistent with current local plans and policies		Notes
	<i>Implements existing local plans and policies</i>		
	3	Yes	
	0	No	
2	Will be part of an existing trail, bicycle or pedestrian network		Notes
	<i>Addresses continued system continuity</i>		
	3	Project will address system continuity in one or more of the following ways: * The project will enhance or extend an existing trail, bicycle, or sidewalk facility * The project is the first phase of a project that will provide future system connectivity * The project is a connectivity gap closure project	
	0	The project is a stand alone project not connecting or enhancing an existing facility	
3	Provides improved access to activity centers or schools		Notes
	<i>Improves the access to activity centers or schools through an improved and expanded bicycle and/or pedestrian system</i>		
	3	Directly serves an activity center or a school	<i>Directly serves</i> is defined as: a bike or pedestrian project that leads straight to or alongside an activity center or school. <i>Indirectly serves</i> is defined as: a bike or pedestrian project that does not lead straight to or go alongside an activity center or school but is within 0.5 miles of an activity center or a school. <i>Activity Center</i> defined as: A medical center or civic center, school, office, park, employment or commercial area. School defined as: Public or private elementary, middle or high school, community college, trade college, or university.
	2	Indirectly serves an activity center or a school	
	0	Does not directly or indirectly serve an activity center or schools	
4	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>		
	3	Yes	
	0	No	
5	Improves pedestrian and bicycle user safety		Notes
	<i>Improved pedestrian and/or trail/bicycle user safety</i>		
	3	The project includes enhancements for pedestrian and/or trail/bike safety	Examples of enhancements for pedestrian and/or trail/bike safety include: lighting, drainage, improved visibility, hazard elimination, right-of-way separation, etc.
	0	The project does not include ancillary improvements that will enhance safety	
6	Estimated Project Timing		Notes
	<i>More imminent projects are higher priority than those that are not ready to be open to traffic</i>		
	5	Project is scheduled to be open to bicycles and pedestrians within the next 5 years	
	4	Project is scheduled to be open to bicycles and pedestrians within 5 to 10 years	
	3	Project is scheduled to be open to bicycles and pedestrians within 10 to 15 years	
	2	Project is scheduled to be open to bicycles and pedestrians within 15 to 20 years	
	1	Project is scheduled to be open to bicycles and pedestrians within 20 to 25 years	
	0	Project is scheduled to be open to bicycles and pedestrians in more than 25 years	
7	Health Priority Index		Notes
	<i>Project benefits areas that are most health burdened</i>		
	2	Projects that benefit areas with 3-4 health burden measures	Project may receive 1 point per criterion that applies. A maximum of 4 points may be awarded.
	1	Projects that benefit areas with 1-2 health burden measures or that falls within an economically disadvantaged community	
	0	Projects that do not benefit areas with significant health burden measures	
8	Supports SCS growth principles (4 points possible)		Notes
	<i>Project furthers implementation of the SCS</i>		
	1	Reduces reliance on single-occupancy vehicles	Visit Fresno County Department of Public Health's website at http://www.co.fresno.ca.us/DivisionPage.aspx?id=71385 (Health Priority Index) for a map to determine project areas level of health burden. Health Burden measures include: Pre-term Birth rate, Pollution Burden, Year of potential life lost, Composite Mortality Index. A maximum of 2 points may be awarded. [Accounts for 9.52% of total points available.]
	1	Supports compact development	
	1	Supports transit connectivity	
	1	Provides Greenhouse Gas reduction and/or Criteria Pollutant emission reductions	

Capacity Increasing Street, Road and Highway Projects		
1	Is consistent with current local plans and policies	Notes
	<i>Implements existing local plans and policies</i>	
	3 Yes	
	0 No	
2	Congestion Relief	Notes
	Urban	Rural
	10 LOS F to LOS A	LOS F to LOS A or B
	9 LOS F to LOS B	LOS F to LOS C
	8 LOS E to LOS A	LOS E to LOS A or B
	7 LOS F to LOS C	LOS F to LOS D
	6 LOS E to LOS B	LOS E to LOS C
	5 LOS F to LOS D	LOS F to LOS E
	4 LOS E to LOS C	LOS E to LOS D
	3 LOS F to LOS E	LOS D to LOS C or Better
	2 LOS E to LOS D	N/A
	1 N/A	N/A
	0 LOS D to LOS C or Better	N/A
3	Improves Air Quality (up to 8 points)	Notes
	<i>Reduces Emissions</i>	
	3 Project includes synchronization of traffic signals	
	3 Project includes or promotes Active Transportation options	
	3 Project is already served by transit	
	3 Project corrects an existing deficiency that regularly causes significant delays and congestion	Examples of an <i>existing deficiency</i> can include: round-a-bout, widening a bottleneck, or providing a connection over/under/through an existing circulation barrier (i.e. freeway, railroad, waterway), etc. May receive points for each criterion that applies. A maximum of 8 points may be awarded.
	2 Project includes air pollution mitigation strategies	
	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 (Urban), LOS E (Rural)	
4	Provides improved access to activity centers, Environmental Justice areas, Low Income areas and/or Native American Sites	Notes
	<i>Improves the access to major services, EJ areas, Low Income areas, or Native American sites through an improved and expanded street road system</i>	
	3 Directly serves an activity center, EJ area, Low Income area, or Native American site	Directly serves is defined as: a streets and roads project that leads straight to or alongside an activity center. Indirectly serves is defined as: a streets or roads project that does not lead straight to or go alongside an activity center but is within 1 mile of an activity center. Activity Center defined as: A medical center or civic center, school, office, park, employment or commercial area.
	2 Indirectly serves an activity center, EJ area, Low Income area, or Native American site	
	0 Does not directly or indirectly serve an activity center, EJ area, Low Income area, or Native American site	
5	Project Improves Safety (5 points possible)	Notes
	<i>Safety is improved with countermeasures</i>	
	3 Project includes countermeasures to improve safety	Countermeasures to improve safety includes, but not limited to: Railroad grade separations, round-a-bouts, improvements to bike/pedestrian vehicle interactions, speed reductions on high-speed roads, dedicated left-turn lanes, etc.
	2 Provides safety improvements to a roadway or intersection that is accident-prone - e.g.: in the top 10% of collision rate by traffic volume (25+ collisions per 10,000 ADT, past 5	
6	Supports Other Modes of Transportation	Notes
	<i>Addresses multi-modal policies in the Region's RTP/SCS</i>	
	3 Yes - Project includes the construction of planned trail/bike lanes, sidewalks, transit systems, Amenities, or other modal improvements within the ROW.	
	2 Yes - Project provides for future planned trail/bike lanes, sidewalks, transit systems, Amenities, or other modal improvements within the ROW.	
	0 No	
7	Estimated Project Timing	Notes
	<i>More imminent projects are higher priority than those that are not ready to be open to traffic</i>	
	5 Project is scheduled to be open to traffic within the next 5 years	A maximum of 5 points may be awarded.
	4 Project is scheduled to be open to traffic within 5 to 10 years	
	3 Project is scheduled to be open to traffic within 10 to 15 years	
	2 Project is scheduled to be open to traffic within 15 to 20 years	
	1 Project is scheduled to be open to traffic within 20 to 25 years	
	0 Project is scheduled to be open to traffic in more than 25 years	
8	Located in a High Crash Rate Area	Notes
	<i>Does facility have high vehicular crash rate?</i>	
	3 Crash rate exceeds the statewide average	
	0 Crash rate is below the statewide average	

9	Serves Smart Growth Development	Notes
	<i>Does the project serve Smart Growth areas?</i>	
	Highway corridors shall receive points for each place type they serve.	
	3 Serves existing/planned Urban Center, or Special Use Center	
	2 Serves potential Urban Center or Special Use Center	
10	Minimizes Habitat and Residential Impacts	Notes
	<i>Does the project minimize negative habitat and residential impacts?</i>	Note: <i>Preserve areas</i> are defined as habitat preserve planning areas for approved Natural Community Conservation Planning (NCCP) Subregional Plans. <i>Approved NCCP Subregional Plans</i> include: the Multiple Species Conservation Program (MSCP) and the Multiple Species Habitat Conservation Program (MSHCP). Native habitats include all non habitat conservation plan areas within the region.
	3 Avoids preserve areas as defined by habitat conservation plans or other state or federal lands designated for habitat conservation	
	2 Avoids native habitats	
	3 Avoids existing residential development (defined as existing housing stock within 500-feet of the highway right-of-way and is more than two dwelling-units per acre. This does not imply a taking and is used only as a measure of proximity).	
12	Avoids Negative Environmental Impacts on EJ, Minority or Low Income areas, or Native American Historic, Cultural and Sacred Sites	Notes
	<i>Does the facility avoid negative environmental impacts on Environmental Justice, Low Income, or Minority areas or Native American historic, cultural and sacred sites?</i>	
	3 Yes	
	0 No	
14	Provides Access to Evacuation Routes	Notes
	<i>Does the project provide evacuation access for regional hazard areas including Environmental Justice, low income or federally recognized Indian reservations?</i>	
	3 Yes	
	0 No	
15	Serves Goods Movement	Notes
	<i>Does the project accommodate goods movement?</i>	A <i>truck</i> is defined as a vehicle with greater than 2 axles
	Is the highway a major freight corridor as measured by truck AADT%	
	3 Truck AADT >7%	
	2 Truck AADT 4% - 7%	
	1 Truck AADT Less Than 4%	
17	Critical Linkage	Notes
	<i>Is the project located in a high volume freeway corridor and/or lacking a continuous parallel arterial to provide congestion relief?</i>	Note: Congested corridors are measured by majority of corridor with Future Year peak-period LOS E or F.
	3 High volume freeway corridor and lacking a continuous parallel arterial (High volume is defined as greater than 75,000 ADT using the Future Year Regional Growth forecast)	
	2 Congested freeway corridor and lacking a continuous parallel arterial	
	1 Congested freeway corridor or lacking a continuous parallel arterial	

Streets and Roads - Non-Capacity Increasing MAINTENANCE Projects		
1	Pavement Management	Notes
	<i>The project participates in the jurisdiction's Pavement Management System</i>	
	3 Project participates in a Pavement Management System	
	0 Project does not participate in a Pavement Management System	
2	Pavement Condition / Safety Condition	Notes
	<i>The project's road pavement is in the most failing condition in the jurisdiction?</i>	
	3 The project's road condition is in the bottom 25% of the roads in the jurisdiction	
	2 The project's road condition is in the bottom 50% of the roads in the jurisdiction, but above 25%	
	0 The project's road condition is not in the bottom 50% of the roads in the jurisdiction	Only 1/4 of a jurisdiction's maintenance projects will get 2 points. Another 1/4 will get 1 point.
3	Road Usage	Notes
	<i>Road exhibits the highest use for the jurisdiction based on ADT</i>	
	3 The project's road usage is in the top 25% of ADT for the jurisdiction	
	2 The project's road usage is in the top 50% of ADT for the jurisdiction, but below 25%	
	0 The project's road usage is not in the top 50% of ADT for the jurisdiction	Only 1/4 of a jurisdiction's maintenance projects will get 2 points. Another 1/4 will get 1 point.
4	Estimated Project Timing	Notes
	<i>More imminent projects are higher priority than those that are not ready to be open to traffic</i>	
	5 Project is scheduled to be open to traffic within the next 5 years	
	4 Project is scheduled to be open to traffic within 5 to 10 years	
	3 Project is scheduled to be open to traffic within 10 to 15 years	
	2 Project is scheduled to be open to traffic within 15 to 20 years	
	1 Project is scheduled to be open to traffic within 20 to 25 years	
	0 Project is scheduled to be open to traffic in more than 25 years	A maximum of 5 points may be awarded.

Streets and Roads - Non-Capacity Increasing OPERATIONS Projects		
1	Is consistent with current local plans and policies	Notes
	<i>Implements existing local plans and policies</i>	
	3 Yes	
	0 No	
2	Improves Air Quality (up to 8 points)	Notes
	<i>Reduces Emissions</i>	
	3 Project includes synchronization of traffic signals	
	3 Project includes or promotes Active Transportation options	
	3 Project is already served by transit	
	3 Project corrects an existing deficiency that regularly causes significant delays and congestion.	
	2 Project includes air pollution mitigation strategies	Examples of an <i>existing deficiency</i> can include: round-a-bout, widening a bottleneck, or providing a connection over/under/through an existing circulation barrier (i.e. freeway, railroad, waterway), etc. May receive points for each criterion that applies. A maximum of 8 points may be awarded.
	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 (Urban), LOS E (Rural)	
3	Provides improved access to activity centers, Environmental Justice, Low Income, or Minority Areas and/or Native American Sites	Notes
	<i>Improves the access to major services, EJ areas, Low Income areas, or Native American sites through an improved and expanded street road system</i>	
	3 Directly serves an activity center, EJ area, Low Income area, or Native American site	<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 1 mile of an activity center. <i>Activity Center</i> defined as: A medical center or civic center, school, office, park, employment or commercial area.
	1 Indirectly serves an activity center, EJ area, Low Income area, or Native American site	
	0 Does not directly or indirectly serve an activity center, EJ area, Low Income area, or Native American site	
4	Serves Smart Growth Development	Notes
	<i>Does the project serve Smart Growth areas?</i>	
	Highway corridors shall receive points for each place type they serve.	
	3 Serves existing/planned Urban Center, or Special Use Center	
	2 Serves potential Urban Center or Special Use Center	
5	Road Usage	
	<i>Road exhibits the highest use for the jurisdiction based on ADT</i>	
	3 The project's road usage is in the top 25% of ADT for the jurisdiction	Only 1/4 of a jurisdiction's maintenance projects will get 2 points. Another 1/4 will get 1 point.
	2 The project's road usage is in the top 50% of ADT for the jurisdiction, but below 25%	
	0 The project's road usage is <i>not</i> in the top 50% of ADT for the jurisdiction	
6	Estimated Project Timing	
	<i>More imminent projects are higher priority than those that are not ready to be open to traffic</i>	
	5 Project is scheduled to be open to traffic within the next 5 years	A maximum of 5 points may be awarded.
	4 Project is scheduled to be open to traffic within 5 to 10 years	
	3 Project is scheduled to be open to traffic within 10 to 15 years	
	2 Project is scheduled to be open to traffic within 15 to 20 years	
	1 Project is scheduled to be open to traffic within 20 to 25 years	
	0 Project is scheduled to be open to traffic in more than 25 years	

Transit Projects		
1	Is consistent with current local plans, policies, and Short and/or Long Range Transit Plans	Notes
	Implements existing local plans, policies and Short or Long Range Transit Plans	Consistent is defined as: a project listed within a plan or a project supports a plan's goal, policies, or objectives.
	3 Yes	
	0 No	
2	Provides improved access to activity centers or schools	Notes
	Improves access to activity centers or schools through an expanded transit system	Directly serves is defined as: a transit project that leads straight to or alongside an activity center or school. Indirectly serves is defined as: a transit project that does not lead straight to or go alongside an activity center or school but is within 0.5 miles of an activity center or school. Activity Center defined as: A medical center or civic center, school, office, park, employment or commercial area. School defined as: Public or private elementary, middle or high school, community college, trade
	3 Directly serves an activity center or school	
	2 Indirectly serves an activity center or school	
	0 Does not directly or indirectly serve an activity center or school	
3	Project will maintain established productivity standards	Notes
	The project can be supported and operated over time	Productivity standards are based on the definitions in the Short or Long Range Transit Plan (i.e. TDA performance indicators, ridership and farebox).
	3 Will exceed established productivity standards	
	2 Yes, all existing 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
	The project enhances the regional transportation system	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. A project that accomplishes at least one of the connections listed receives 3 points.
	3 Yes, the project provides intermodal connectivity	
	0 No, the project does not provide intermodal connectivity	
5	Links High-Frequency Transit Services	Notes
	How many other high-frequency (timed transfer service or at least 30 minute service) transit routes does the route connect to?	Note: These scores will be ranked relative to the highest performing project. Transit routes shall receive points for each type of service they connect with. This will be determined by stations/stops. Scores are based on the total number of connections at stations/stops.
	3 Connects with heavy rail (High Speed Rail, Intercity Rail, and Commuter Rail), light rail, or bus rapid transit	
	2 Connects with bus rapid transit	
	1 Connects with high frequency local transit	
6	GHG Emissions	Notes
	What is the change in regional CO2 emissions from implementing the project?	project. The calculation is based on the California Air Resources Board (CARB) EMFAC emissions model.
	5-0 Change in CO2 emissions with and without project	
7	Project serves a transit dependent population and/or community or Indian Reservation	Notes
	Project provides access to essential services for the transit dependent population	Transit Dependent is defined as: individuals, or groups of individuals that do not have a choice in their selection of transportation modes, and are primarily dependent on the availability of public transportation.
	3 The project will serve a transit dependent population that is currently not served at all	
	2 The project will serve a transit dependent population that currently has some service or access within 0.5 miles	
	0 The project will not serve a transit dependent population	
8	Project enhances interagency transit service coordination	Notes
	Enhances regional transportation system connectivity and ability to consolidate regional trips	Examples include: vanpool, rideshare programs as well as coordination between transit operators.
	3 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	
9	Project reduces reliance on private automobiles	Notes
	Enhances air quality and reduces peak automobile travel	Activity Center defined as: A medical center or civic center, school, office, park, employment or commercial area. School defined as: Public or private elementary, middle or high school, community college, trade college, or university.
	3 The project involves new or enhanced commuter service	
	2 The project involves new or enhanced access to an activity center or school	
	0 The project does not involve new or enhanced commuter service or access to essential services	
10	Project will enhance part of an existing transit service	Notes
	Addresses continued system continuity	
	3 The project will enhance or extend an existing regional or corridor transit service or facility and includes carpool/vanpool connections/services	
	0 The project is a stand alone project not connecting or enhancing an existing facility or	

11 Project reduces vehicle congestion		Notes
<i>Reduces commuter or special event trips</i>		
3	The project involves new or enhanced express transit service along a congested (LOS D - Rural or F - Urban) corridor	
2	The project involves shuttle service for major events in congested areas such as in a	
0	The project will not reduce traffic congestion along a deficient corridor or in a city center	
12 Supports SCS growth principles (3 points possible)		Notes
<i>Project furthers implementation of the SCS</i>		
1	Supports compact development	
1	Provides Greenhouse Gas reduction and/or Criteria Pollutant emission reductions by replacing gas/diesel with ZEV, hybrids or CNG	
1	Provides Greenhouse Gas reduction and/or Criteria Pollutant emission reductions by eliminating SOV with larger capacity buses	
13 Estimated Project Timing		Notes
<i>More imminent projects are higher priority than those that are not ready to be implemented</i>		
5	Project is scheduled to be implemented within the next 5 years	
4	Project is scheduled to be implemented within 5 to 10 years	
3	Project is scheduled to be implemented within 10 to 15 years	
2	Project is scheduled to be implemented within 15 to 20 years	
1	Project is scheduled to be implemented within 20 to 25 years	
0	Project is scheduled to be implemented in more than 25 years	
14 Cost Benefit		
<i>Person Trips Captured by Project vs. Cost of Improvement Project</i>		
10	Cost / Benefit Ratio is 3 or greater	
9	Cost / Benefit Ratio is 2.5 or greater	
8	Cost / Benefit Ratio is 2 or greater	
7	Cost / Benefit Ratio is 1.5 or greater	
6	Cost / Benefit Ratio is 1 or greater	
0	Cost / Benefit Ratio is less than 1	
15 Health Priority Index		
<i>Project benefits areas that are most health burdened</i>		
2	Projects that benefit areas with 3-4 health burden measures	
1	Projects that benefit areas with 1-2 health burden measures or that falls within an economically disadvantaged community	
0	Projects that do not benefit areas with significant health burden measures	Project may receive 1 point per criterion that applies. A maximum of 2 points may be awarded.