

**Solutions for Congested Corridors Program**  
**August 7, 2017 Workshop**  
**CRITERIA Weighting**

- Safety
  - Number of fatal and injury crashes – Fatal and injury crashes expected to be avoided due to project implementation
  - Rate of fatal and injury crashes – Fatal and injury crashes per 100 million vehicle miles traveled expected to be avoided due to project implementation
  - Other safety considerations – Public safety, crime prevention, lighting for transit, bicycle, and pedestrian projects
  
- Congestion
  - Person throughput – Increase in corridor total (multi-modal) person throughput attributed to the project
  - Person hours of delay – Decrease in the number of person hours of delay in the corridor
  - Travel time reliability-Reduction of non-recurrent congestion due to traffic collision
  
- Accessibility
  - Access to multi-modal choices – Assessment of the project support for connections between modes, and promotion of multiple transportation choices
  
- Economic Development & Job Creation and Retention
  - Project support for economic development – Project consistency with regional and local economic development plans; project supports long term economic sustainability for the community; short-term job creation
  - Access to jobs – Change in cumulative jobs accessibility within 45 minutes (60 minutes for transit projects)
  - Access to jobs for disadvantaged populations – Change in cumulative jobs accessibility for disadvantaged populations within 45 minutes (60 minutes for transit projects)
  - Improvement of freight throughput (if applicable)
  
- Air Quality & Greenhouse Gas Emissions
  - Reduction of criteria pollutants – Potential of the project to improve air quality by reducing airborne particulates, ground level ozone, and other pollutants
  - Reduction of greenhouse gas emissions – Potential of the project to reduce the emission of greenhouse gases, such as carbon dioxide and methane

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- Efficient Land Use
  - Project support for mixed-use development with multi-modal choices, infill development, and corridor access management policies. Consideration for projects that serve transit priority areas, major transit stations, rail stations future high-speed rail stations, and otherwise demonstrate connectivity between land use and transit
  
- Matching Funds
  - Can be from federal, state (non-SB1 funds), regional, local, or private sources (The investment of private funds must be tied to public benefits)
  - Minimum amount
  
- Project Deliverability
  - Construction only
  - Early delivery
  - Reasonableness of schedule
  - Committed vs. uncommitted funds
  
- Collaboration
  - SB 1 requires preference to be given to projects developed in collaboration between Caltrans and a regional agency
  - Joint project nomination is evidence of collaboration