

Solutions for Congested Corridors Program

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Please email questions to: ctc@dot.ca.gov

Possible Comprehensive Corridor Plan Requirements

- Meets the requirement
 - ❖ Corridor System Management Plans
 - ❖ Highway 99 Master Plan
 - ❖ An Integrated Corridor Management Plan or Program
 - ❖ A plan or program developed for a specific multi-modal, multi-agency transportation corridor

Possible Comprehensive Corridor Plan Requirements

- May not meet the requirement
 - ❖ Transportation Concept Reports/Route Concept Reports
 - ❖ Regional Transportation Plans
 - ❖ Interregional Transportation Strategic Plan
 - ❖ State Rail Plan
 - ❖ A plan or program that is not specific to a transportation corridor

Possible Regional Comparison

- Large MPOs – 50% to MPOs in urban areas with populations >1M
 - ❖ SCAG, MTC, SANDAG, SACOG
- Medium MPOs – 25% to MPOs in urban areas with populations between 1M and 200K
 - ❖ SJCOG, StanCOG, FCOG, KCOG, TCAG, TRPA
- Small MPOs and regions outside an MPO – 25% to regions with urban populations <200K

Project Scoring Criteria Required by SB 1

- Safety
- Congestion
- Accessibility
- Efficient land use
- Economic development and job creation and retention
- Furtherance of state and federal ambient air quality and GHG emissions reduction standards
- Matching funds
- Project deliverability

How should these scoring criteria be measured?

We need your input on the following suggestions.

Project Scoring Criteria Safety (possible)

- **Number of fatal and injury crashes (50% weight)**
 - ❖ Fatal and injury crashes expected to be avoided due to project implementation
- **Rate of fatal and injury crashes (50% weight)**
 - ❖ Fatal and injury crashes per 100 million vehicle miles traveled (VMT) expected to be avoided due to project implementation

Project Scoring Criteria Congestion (possible)

- **Person Throughput (50% weight)**
 - ❖ Increase in corridor total (multi-modal) person throughput attributed to the project
- **Person Hours of Delay (50% weight)**
 - ❖ Decrease in the number of person hours of delay in the corridor

Project Scoring Criteria Accessibility (possible)

- **Access to Jobs (60% weight)**
 - ❖ Change in cumulative jobs accessibility within 45 minutes (60 minutes for transit projects)
- **Access to Jobs for Disadvantaged Populations (20% weight)**
 - ❖ Change in cumulative jobs accessibility for disadvantaged populations within 45 minutes (60 minutes for transit projects)
- **Access to Multi-modal Choices (20% weight)**
 - ❖ Assessment of the project support for connections between modes, and promotion of multiple transportation choices

Project Scoring Criteria **Economic Development and Job Creation** **and Retention (possible)**

- **Project Support for Economic Development (60% weight)**
 - ❖ Project consistency with regional and local economic development plans and policies and support for local development activity
- **Travel Time Reliability (40% weight)**
 - ❖ Improvement in travel time reliability attributed to the project

Project Scoring Criteria **State & Federal Air Quality & Greenhouse** **Gas Emission Reduction (possible)**

- **Reduction of Criteria Pollutants (50% weight)**
 - ❖ Potential of the project to improve air quality by reducing airborne particulates, ground level ozone, and other criteria pollutants
- **Reduction of Greenhouse Gas Emissions (50% weight)**
 - ❖ Potential of the project to reduce the emission of greenhouse gases, such as carbon dioxide and methane

Project Scoring Criteria **Efficient Land Use (possible)**

- **Transportation Efficient Land Use (100% weight)**
 - ❖ **Project support for mixed-use development with multi-modal choices, infill development, and corridor access management policies. Consideration for transportation 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.**

Project Scoring Criteria **Matching Funds (possible)**

- **Matching funds can be from federal, state, regional, local, or private sources**
 - ❖ **The investment of private funds must be tied to public benefits**
- **Match must be at least 10% of the project cost to receive points**
- **Committed versus uncommitted funds**
 - ❖ **Applicant provides a plan if proposing uncommitted funds**

Project Scoring Criteria

Project Deliverability (possible)

- Construction only
- Prioritize projects going to construction in early years

Demonstration of Collaboration

- SB 1 requires preference to be given to plans and projects developed in collaboration between Caltrans and the regional agency
- Joint project nomination may be evidence of collaboration

Criteria Weighting

- Safety
- Congestion
- Accessibility
- Efficient land use
- Economic development and job creation and retention
- Furtherance of state and federal ambient air quality and GHG emissions reduction standards
- Matching funds
- Project deliverability
- Collaboration

How should these criteria be weighted to determine the application score?

Reporting Requirements Required by SB 1

Commission to report annually to the Legislature:

- Summary describing the overall progress of each project since the initial award
- Expenditures to date for all project phase costs
- Summary of milestones achieved during the prior year and milestones expected to be reached in the coming year
- Assessment of how the project is meeting the quantitative and qualitative measures identified in the project nomination

Thank you!

Please send questions and comments to:

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