

Highway IC Project Prioritization Criteria

Criterion	Objective	Evaluation Question	Max. Value
Congestion Management	<ul style="list-style-type: none"> • Remove an existing or future bottleneck • Significantly improve travel time or speed • Significantly increase person-throughput • Address impacts to local street system 	<ul style="list-style-type: none"> • Removal of bottleneck without impacts elsewhere (Y/N) • Peak period travel time/speed/delay • Person-throughput • Provision of High Occupancy Vehicle Facility (Y/N) • Address impacts to local street system (Y/N) 	35
Safety	<ul style="list-style-type: none"> • Reduce risk of fatalities • Reduce merge and weave conflicts • Reduce potential mainline queuing • Improve bicycle or pedestrian movement and safety • Improve safety of truck and bus operations 	Demonstrates improvement to address: <ul style="list-style-type: none"> • Rate of collisions (Y/N) • Weave/merge conflicts (Y/N) • Mainline queuing (Y/N) • Bicycle or pedestrian movements (Y/N) • Improves safety of truck and bus ops (Y/N) 	25
Equity Considerations	<ul style="list-style-type: none"> • Does not adversely impact vulnerable communities or Equity Priority Communities • Improve mobility and accessibility for low-income travel markets • Address existing needs of vulnerable communities or Equity Priority Communities 	<ul style="list-style-type: none"> • No adverse impacts to vulnerable communities or Equity Priority Communities • Document how project improves mobility and accessibility for low-income travel markets and vulnerable communities or Equity Priority Communities • Document engagement with or future engagement plans with community 	10
Geographic Balance	<ul style="list-style-type: none"> • Provide a balance in terms of distribution of highway investment throughout Santa Clara County • Consider local agency priority 	<ul style="list-style-type: none"> • Located near other 2016 Measure B-funded Highway Interchange Program Category projects (Y/N) • High priority local project (Y/N) 	10
Climate Considerations	<ul style="list-style-type: none"> • Potential to decrease greenhouse gas emissions (GHG) • Potential to decrease Vehicle Miles Traveled (VMT) • Improve Complete Streets or Active Transportation infrastructure 	<ul style="list-style-type: none"> • Demonstrate how project will decrease GHG • Demonstrate how project will decrease VMT • Demonstrate how the project provides improved Complete Streets/Active Transportation infrastructure 	10
Non-2016 Measure B funding Contribution	<ul style="list-style-type: none"> • Leverage non-2016 Measure B funds 	<ul style="list-style-type: none"> • Level of non-2016 Measure B funding contribution greater than the required 10% minimum 	10
TOTAL			100

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Project Scoring Logic

Evaluation Criteria	Category (pts)	Logic
Congestion Management Max = 35 points	High = 25 to 35	<ul style="list-style-type: none"> • Removal of bottleneck with NO adverse effects • Positive change in peak period travel time/speed/delay AND person-throughput • Has and improves existing High Occupancy Vehicle Facility • Significantly improves local street system performance OR significantly improves regional mobility and network performance
	Medium = 11 to 24	<ul style="list-style-type: none"> • Removal of bottleneck with SOME adverse effects <ul style="list-style-type: none"> ○ Example of effect: Moderate increase in travel delay/queue extension on adjacent highway interchanges • Positive change in peak period travel time/speed/delay OR person-throughput • Within ≤ 2 miles of a High Occupancy Vehicle Facility • SOME improvements to local street system performance • SOME improvements to regional mobility and network performance
	Low = 0 to 10	<ul style="list-style-type: none"> • Removal of bottleneck with SIGNIFICANT adverse effects <ul style="list-style-type: none"> ○ Example of effect: Great increase in travel delay/queue extension on adjacent highway interchanges • Minimal positive change in peak period travel time/speed/delay AND person-throughput • Within 2+ miles of a High Occupancy Vehicle Facility • Minimal improvements to local street system performance • Minimal improvements to regional mobility and network performance

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<p>Safety</p> <p>Max = 25 points</p>	<p>Up to 5 points for each safety concern, for a max of 25 points</p>	<p>Degree to which each of the following safety concerns are addressed:</p> <ul style="list-style-type: none"> • Weave/merge conflicts • Mainline queuing • Rate of collisions • Bicycle or pedestrian movements • Truck and bus operations
<p>Equity</p> <p>Max = 10 points</p>	<p>High = 8 to 10</p>	<ul style="list-style-type: none"> • NO adverse effects on vulnerable communities or Equity Priority Communities: • Ability to demonstrate SIGNIFICANT improvements to mobility and accessibility to low-income travel markets and vulnerable communities or Equity Priority Communities • SIGNIFICANT engagement or future engagement plans with community
	<p>Medium = 4 to 7</p>	<ul style="list-style-type: none"> • NO adverse effects on vulnerable communities or Equity Priority Communities • Ability to demonstrate SOME improvements to mobility and accessibility to low-income travel markets and vulnerable communities or Equity Priority Communities • More than REQUIRED level of engagement or future engagement plans with community
	<p>Low = 0 to 3</p>	<ul style="list-style-type: none"> • NO adverse effects on vulnerable communities or Equity Priority Communities • LOW to NO ability to demonstrate improvements to mobility and accessibility to low-income travel markets and vulnerable communities or Equity Priority Communities • REQUIRED engagement or future engagement plans with community
<p>Geographic Balance</p> <p>Max = 10 points</p>	<p>Up to 4 points</p>	<ul style="list-style-type: none"> • 3 points: Project is identified as the TOP priority local project OR project is the only project submitted by local jurisdiction • 2 points: Project is identified as the SECOND priority local project • 1 point: Project is identified as the THIRD priority local project • Additional 1 point: Multijurisdictional project with identified support of all jurisdictions

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		<p>Project can receive up to 6 points based on proximity to other completed 2016 Measure B-funded Highway Interchange Program Category projects or 2016 Measure B-funded Highway Interchange Program Category projects currently in design or construction phases, not including Noise Abatement Competitive Grant Program projects.</p> <p>Project distances will be measured from center point to center point, measured in a straight line:</p> <ul style="list-style-type: none"> • 6 points: NOT located within 8.0 miles • 5 points: Located within 6.50 miles • 4 points: Located within 5.25 miles • 3 points: Located within 4.00 miles • 2 point: Located within 2.75 miles • 1 point: Located within 1.50 mile • 0 points: Located within .25 mile
Climate Considerations	Up to 2 points	<ul style="list-style-type: none"> • Provides quantitative backup for improvements to greenhouse gases, vehicle miles traveled and Complete Streets/Active Transportation Infrastructure elements

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Max = 10 points	High = 5 to 8	<ul style="list-style-type: none"> ● SIGNIFICANT reduction in greenhouse gas emissions and vehicle miles traveled (compared to no-build) ● SIGNIFICANT improvement in Complete Streets/Active Transportation infrastructure by incorporating improvements to 3 to 5 of the following Complete Streets elements: <ul style="list-style-type: none"> ○ Pedestrian Infrastructure ○ Bicycle accommodations ○ Traffic calming measures ○ Public transit accommodations ○ Green infrastructure & stormwater management (landscaping, greenery, etc.) ○ Examples of SIGNIFICANT improvements: <ul style="list-style-type: none"> ▪ New mode and access accommodation ▪ Remove pedestrian/bicycle/transit operation barrier ▪ New Complete Streets/Active Transportation infrastructure throughout the project limits (as opposed to portions of project limits)
	Medium = 1 to 4	<ul style="list-style-type: none"> ● Level of potential (i.e. good/excellent/etc.) reduction in greenhouse gas emissions and vehicle miles traveled (compared to no-build) ● Level of improvement in Complete Streets/Active Transportation infrastructure incorporating improvements to 1 to 2 of the Complete Streets elements
	Low = 0	<ul style="list-style-type: none"> ● NO reduction in greenhouse gas emissions or vehicle miles traveled (compared to no-build) ● NO improvement in Complete Streets/Active Transportation infrastructure
Non-2016 Measure B funding Contribution Max = 10 points	Max = 10	The project can receive a maximum of 10 points. <ul style="list-style-type: none"> ● 10 points: Provides ≥ 25% non-2016 Measure B contribution ● 6 points: Provides 20% to 24% non-2016 Measure B contribution ● 3 points: Provides 15% to 19% non-2016 Measure B contribution ● 2 points: Provides 12.5% to 14% non-2016 Measure B contribution ● 1 point: Provides 11% to 12.49% non-2016 Measure B contribution ● 0 points: Provides the minimum 10% non-2016 Measure B contribution.