Roadway/Mobility (Non-ITS) Projects

PLANNING FACTORS	50%
BENEFIT/COST	50%

Planning Factors - Roadway/Mobility (Non-ITS)

REGIONAL IMPACT	**40 PTS**	20 PTS - NHS/Principal Arterial or 10 PTS - Designated Evacuation Route + 10 PTS - Designated Heavy Cargo Route 10 PTS - Fixed Route Transit Corridor or used by other transit services outside of fixed route service areas.
DESIGN/ CORRIDOR MOBILITY	**40 PTS**	20 PTS – Includes construction of raised medians, innovative intersections (e.g. roundabout, diverging diamond, single point urban interchange, etc), or other significant safety/access management technique 10 PTS – Project includes a Ped/Bike Accommodation that meets or exceeds AASHTO standards 10 PTS – Project includes a significant ITS or other integrated technology component to increase facility efficiency and reliability
COMMUNITY	**20 PTS**	10 PTS - Project is a recommendation in a Regional or local plan/study 10 PTS – Project provides needed connection or capacity identified in adopted Thoroughfare Plan

Benefit/Cost Methodology - Roadway/Mobility (Non-ITS)

Congestion Reduction Projects – Travel Time Savings

	B/C Methodology	CMAQ Eligibility
Category: Mobility **Project Type(s):** Roadway - Added Capacity **Data:** 2025 and 2040 Network Effects (Vehicle Hours of Travel and Travel Speeds) and Projected Facility Volumes **Source:** H-GAC 2040 Regional Travel Demand Model	1. VHT savings grow from 2025 through 2045, or until facility reaches capacity 2. 2025-2045 VHT benefits monetized and discounted to 2015.	*HOV Facilities Only* *1.* 2025 VHT savings and travel speed improvements used to estimate emissions reductions using MOSERS Chapter 4

Cont'd on next page

Category: Mobility **Project Type(s):** Roadway – TSM (Intersection Improvements, Roadway Grade Separations), Roadway – Access Management **Data:** 2025 and 2040 Projected Facility Volumes and Travel Speeds **Source:** H-GAC 2040 Regional Travel Demand Model	1. VHT savings calculated using TTI's delay lookup tables 2. VHT savings grow from 2025 through 2045, or until facility reaches capacity 3. 2025-2045 VHT benefits monetized and discounted to 2015.	1. 2025 VHT savings and travel speed improvements used to estimate emissions reductions using MOSERS Chapter 7, as appropriate
Category: Mobility **Project Type(s):** Roadway – TSM (Auxiliary Lanes) **Data:** (a) Estimated Capacity Increase (b) 2025 and 2040 Projected Facility Volumes and Travel Speeds **Source:** (a) Florida DOT, (b) H-GAC 2040 Regional Travel Demand Model	3. Travel time savings grow from 2025 through 2045, or until facility reaches capacity 1. 2025-2045 VHT benefits monetized and discounted to 2015.	1. 2025 travel speed improvement used to estimate emissions reductions using EPA MOVES model emissions factors
Category: Mobility **Project Type(s):** Roadway – TSM (Railroad Grade Separations) **Data:** (a) Observed RR Crossing Delay, (b) 2025 and 2040 Projected Facility Volumes and Travel Speeds **Source:** (a) Sponsor, (b) H-GAC 2040 Regional Travel Demand Model	1. Observed delay (VHT) escalated to 2025 based on observed traffic count and projected 2025 facility volume 2. VHT savings grow from 2025 through 2045, or until facility reaches capacity 3. 2025-2045 VHT benefits monetized and discounted to 2015.	1. Observed delay (VHT) escalated to 2025 based on observed traffic count and projected 2025 facility volume 2. 2025 VHT savings used to estimate emissions reductions using MOSERS 7.5
Category: Mobility **Project Type(s):** Freight Rail **Data:** Estimated At-Grade Crossing Delay Reduction **Source:** Sponsor	1. 2025-2045 20-year VHT benefits monetized and discounted to 2015.	1. VHT savings used to estimate emissions reductions using EPA Mobile 6 emissions factors

Safety Projects – Accident Cost Savings

	B/C Methodology	**CMAQ Eligibility**
Category: Mobility **Project Type(s):** Safety **Data:** (a) Crash statistics for intersection/facility, (b) 2025 and 2040 Projected Facility Volumes and Travel Speeds **Source:** (a) Crash Records Information System (CRIS) or other comparable, (b) H-GAC 2040 Regional Travel Demand Model	1. Estimate reduction in crash rates due to project design 2. Use model volumes to forecast 2025-2045 accident reductions, benefits monetized and discounted to 2015.	*Not Applicable*

Asset Management/Operations (State or Good Repair Projects – Operating/Life-Cycle Cost Savings

	B/C Methodology	CMAQ Eligibility
Category: Mobility **Project Type(s):** Safety **Data:** Varies **Source:** Sponsor	1. 20 year analysis of operating and/or maintenance (life-cycle) costs 2. Benefits monetized and discounted to 2015.	*Not Applicable*