

Draft Call for Projects Priorities and Policies

The goals for the next Call for Projects (CFP) were established by the Transportation Policy Council’s Projects Priorities and Policies Workgroup and are consistent with the 2018 CFP. The diagram below compares the priorities and policies with the 2018 CFP evaluation criteria.

2018 CFP PRIORITIES	2018 CFP MODIFIED PRIORITIES	2020 CFP NEW PRIORITIES
<ul style="list-style-type: none"> • The reduction and elimination of severe injuries due to vehicle crashes. • Focusing on operational improvements and congestion management, including projects that address railroad/roadway safety and delays. 	<ul style="list-style-type: none"> • Improve safe and reliable goods movement within and through the region: <ul style="list-style-type: none"> a. Identify and mitigate congestion and crash hot spots for commercial trucks b. Accelerate freight delivery by autonomous vehicles, c. Promote off peak and overnight freight delivery including off peak use of exclusive freight lanes <p><i>*In 2018 CFP projects that were located on the freight networks got additional points and improving Level of Travel Time Reliability not specific to freight reliability.</i></p> • Improve access and affordable transportation choices to communities with high concentration of low income, disabled, elderly, or minority households. <p><i>*In 2018 CFP points were given to projects that were not located in the Environmental Justice (EJ) sensitive areas or if they were in EJ sensitive areas and if sponsor indicated to incorporate measures that reduce, minimize or avoid adverse effects.</i></p> • Develop a multi-modal transportation network that provides <ul style="list-style-type: none"> a. Connectivity between modes b. Transit access to more destinations c. Facilities that serve pedestrian, bicycle, and other active transportation modes d. Reduce the delay created by the delay at rail/highway crossings 	<ul style="list-style-type: none"> • Promote public/private, coordinated planning in high growth areas (areas with high population and/or commercial development growth) to reserve right of way and development of facilities that will avoid future congestion and support continued economic development. • Recognize the benefit of regional, multijurisdictional projects to the larger transportation network.

	<i>*In 2018 CFP points were given to projects that indicated improvements to multimodal LOS and were provided points if project was located on a freight network.</i>	
2018 CFP POLICIES	2018 CFP MODIFIED POLICIES	2020 CFP NEW POLICIES
<ul style="list-style-type: none"> • Enhance environmental benefits through the addition of alternative transportation modes, the provision of low or no emission vehicles and the conservation of natural and cultural resources. • All highway-funded pedestrian, bicycle, and other active transportation investments should facilitate essential trip-making. • Selected projects should be supported by local communities and affected agencies/jurisdictions. <ul style="list-style-type: none"> a. Multijurisdictional projects (projects crossing multiple city/county boundaries) should provide support letters from all jurisdictions (cities and counties). b. Projects sponsored by special districts such as management districts, redevelopment authorities should be supported by governmental entity(ies) in which they are located. c. Proposed projects should provide support letters for the on-going maintenance of the investment 	<ul style="list-style-type: none"> • Proposed projects should document the extent to which they provide essential network access, connectivity and continuity. <ul style="list-style-type: none"> a. Candidate projects should describe how the proposed project supports critical connectivity to jobs, education, medical facilities, and other travel needs. b. Projects in high density areas should not be prioritized based simply on their location. *In 2018 CFP connectivity to activity centers was considered in some investment categories. • Project sponsors are encouraged to consider non-federal highway funding sources for aesthetic considerations beyond those normally accommodated by the State. This could include more expansive landscaping, special decorative lighting, street furniture, and other amenities. <p style="text-align: center;">Balance qualitative benefits of a project with quantitative benefits.</p> <ul style="list-style-type: none"> a. Consider quality of life improvements (narrative benefits) for projects such as active transportation and local transit expansion projects. b. Major investment projects should describe potential economic benefits resulting from project implementation. <p>* In 2018 CFP all projects qualitative and quantitative benefits were weighed at 50% of the total score.</p>	<ul style="list-style-type: none"> • Consider the larger, complete project if proposed implementation will be a phased multi-jurisdictional project, parts of which may be developed separately with or without future federal funding. Evaluation of potential transportation investments should include: <ul style="list-style-type: none"> a. Multi-modal transportation needs (auto, freight, transit, active transportation) to alleviate congestion and improve mobility b. Travel impact of existing and announced economic development/redevelopment c. Impact on natural and cultural resources d. Connectivity to other transportation projects e. Potential for crash reduction, particularly those causing serious and severe bodily injury and death. f. Crash rates g. Hurricane evacuation and disaster preparedness

2018 CFP POLICIES	2018 CFP MODIFIED POLICIES	2020 CFP NEW POLICIES
<ul style="list-style-type: none"> Consider projects proposing to implement automated and connected vehicle technologies and infrastructure based on expected benefits. 		<ul style="list-style-type: none"> If Benefit Cost analysis is used, evaluate using total project cost (include all required costs such as environmental determination, right of way acquisition, design, construction, etc.). <ul style="list-style-type: none"> Additional benefits will not be given to projects that provide more than the required local match. Useful life of projects by type must be established and published along with the evaluation criteria. As such, forecasted travel demand for the useful life of a proposed project should be considered for calculating potential benefits. Advance projects that have demonstrated project readiness for earlier implementation when possible. Creative financing (tax abatements, funding partnerships, 380 agreements, TIRZs, etc.) should be considered as potential tools for private participation or new source for local match requirements.