

## APPENDIX D: PROJECT PRIORITIZATION

Prioritization of the improvements proposed in the Multimodal Improvement Plan is required in order to determine which projects should be funded first, where the transportation fees should be applied, and develop a schedule of improvements to be incorporated into the Capital Improvements Element of the Comprehensive Plan.

### **Evaluation Criteria**

The purpose of evaluation criteria is to have a method to measure whether potential projects meet the policy goals of the Southwest Regional Transportation Study (SWVRTS) and to compare projects in order to develop a priority order. The priority criteria from the Volusia County Metropolitan Planning Organization (VCMPO) 2025 Long Range Transportation Plan (LRTP) were used as a basis to develop the evaluation criteria used in this study but were modified based on their applicability to the study and region. Further modifications were made through a survey process in which the Study Partners provided feedback and suggestions for criteria that were important to the southwest region. The VCMPO weights for criteria were applied as strictly as possible.

The evaluation criteria are categorized by mode (roads, transit, and bicycle/pedestrian) and measured numerically based on an assigned value. An indicator with zero points describes the least desirable result, while an indicator with the highest point value describes the most desirable result. Therefore, a project that yields the highest total cumulative score would rank highest among projects under consideration. Tables D-1 through D-3 depict the prioritization criteria for each mode.

Table D-1: Prioritization Criteria - Roads

### Roads

All road projects must have the support of the maintenance agency and must be "regionally significant" to be ranked for inclusion in the Multimodal Improvement Plan. A road is regionally significant if it is on the SHS, a designated hurricane evacuation route, or a designated truck route. In addition, a collector or higher classified road that satisfies at least two of the following criteria may be considered regionally significant:

- 1. provides direct access to an interstate;
- 2. provides access to major traffic generators/attractors; or,
- 3. traverses local jurisdictional boundaries (county or cities).

	Criteria	Points	Weights
	Congestion/Designations		30%
*	Is identified in an approved plan (i.e. MPO Priority List, DRI Master Plan, Transportation Element, Vision Plan, etc.)	3	
*	Is part of a designated truck route system	3	
*	Is parallel to a SIS facility or other State highway	9	
*	Reduces congestion by <sup>1</sup>		
	>=20%	15	
	15.1-19.9%	10	
	10.1-15.0%	5	
	5-10.0%	3	
	Total Maximum	30	

	Criteria	Points	Weights
	System Management		25%
*	Project intersection(s) have already been improved to maximum extent	8	







	Criteria	Points	Weights
*	Project segment has maximized turn lanes	8	
*	Access management plan for the corridor is:		
	existing	3	
	will be implemented within one year	1	
*	Policy goal to achieve a minimal 25% internal capture considering the adjacent land uses within a one-mile radius of project is:		
	existing	3	
	will be implemented within one year	1	
*	Adopted requirements for rearage and/or frontage roads is:		
	existing	3	
	will be implemented within one year	1	
	Total Maximum	25	

	Evacuation	15%
*	Is a primary evacuation route (road signed with evacuation signs)	15
*	Is a shelter route (road signed with shelter signs)	6
	Total Maximum	15

	Multimodal Benefits		15%
*	Project includes a bike lane (with signed markings)	3	
*	Project includes pedestrian facility (i.e. sidewalks)	3	
*	Project includes a dedicated transit lane with transit stops or transit bays that will not interfere with traffic mobility	5	
*	Project includes access to a new park-n-ride facility or other multimodal facility	4	
	Total Maximum	15	

	Funding		15%
*	Project phases completed or funding committed		
	Planning Study (i.e. AIS, PLEMO)	1	
	PD&E/Alignment Study	2	
	Design	3	
	Right-of-way Acquisition	4	
*	Financial partnerships (public-public, public-private, etc) as a means to reduce overall cost and	3	
	expedite project construction		
*	Total project costs (PD&E, design, permits, ROW roadway, ROW drainage ponds, environmental		
	mitigation, construction, CEI, etc.) in		
	<\$5 Million	2	
	\$5.1-10 Million	1	
	Total Maximum	15	
	Grand Total Maximum Points	100	100%

 $<sup>^{1}\</sup>mbox{Reduction}$  of congestion was determined using the travel demand model.



### Table D-2: Prioritization Criteria - Public Transit

### **Public Transit**

All public transit projects must have the support of the service provider (i.e. VOTRAN) and be regionally significant. A public transit facility/service may be considered regionally significant if it is one of the following:

- 1. is a major transfer station or hub;
- 2. is a commuter rail station; or,
- 3. is within 1/2 mile of a major traffic generator/attractor located along a regionally significant road, as defined above; or,
- 4. provides transit service along a regionally significant road, as defined above.

	Criteria	Points	Weights
	Congestion		60%
*	Projected to meet or exceed minimum passenger trips requirements	3	
*	Improves frequency/headway		
	>= 100%	10	
	75-99%	8	
	50-74%	6	
	25-49%	4	
	<25%	2	
*	Increase ridership		
	>= 100%	10	
	75-99%	8	
	50-74%	6	
	25-49%	4	
	<25%	2	
*	Extends weekend/weekday service	2	
*	Provides or improves service to a high traffic generators (i.e. shopping center, hospital, university)	5	
	Total Maximum	30	
	System Coordination		40%
*	Link to a transfer center etc.	5	
*	Area is dense or has a high concentration of mixed uses within ¼ mile	5	
*	Identified in the Transit Development Plan, MPO Priority List, or Comprehensive Plan	5	
*	Jurisdiction has implemented Votran's Transit Development Guidelines	5	
	Total Maximum	20	
	Grand Total Maximum Points	50	100%

### Table D-3: Prioritization Criteria – Bicycle/Pedestrian

### Bicycle/Pedestrian

All bicycle/pedestrian projects must have the support of the maintenance agency and provides direct access to a regionally significant public transit facility.

	Criteria	Points	Weights
	Proximity		50%
*	Proximity to traffic generators in miles		
	< 1/4	10	
	1/4 - 1/2	5	
	½ -1	3	
*	Distance from a public school (in miles)		
	=< 1/4	5	
	½ -½	3	
	½ - 1	2	
	1-2	1	







	Criteria	Points	Weights
*	Proximity to transit facilities		
	< 1/4	10	
	1/4 -1/2	5	
	1/2 -1	3	
	Total Maximum	25	-
	Connectivity		30%
*	Connectivity of segments	5	
*	Identified as a BPAC priority	5	
*	Feasibility study has been completed	5	
	Total Maximum	15	
	System Coordination		20%
*	Jurisdiction requires bicycle and pedestrian facility provisions with all new development projects	5	
*	Jurisdiction implements the MPO Transit Development Guidelines	5	
	Total Maximum	10	
	Grand Total Maximum Points	50	100%





**Tables D-4 and D-5** summarize the results of the project prioritization for roads and public transit. The prioritization matrixes are also displayed. There are no specific bicycle and pedestrian projects to rank.

### **Table D-4: Road Prioritizations**

Impro	ovement Project	Points
С	SR 415 - Reed-Ellis Rd to Seminole Co. (Widen 4 Ln to 6 Ln)	63
В	I-4 - SR 44 to US 92 (Widen 4 Ln to 6 Ln)	57
F	Howland Blvd - Providence Blvd to Elkcam Blvd (Widen 2 Ln to 4 Ln)	47
0	W. Volusia Bltwy (Kepler/MLK) - US 92 to SR 472 (Widen 2 Ln to 4 Ln)	45
Α	I-4 - SR 472 to Seminole Co. (Widen 6 Ln to 8 Ln)	43
I	Providence Blvd - Howland Blvd to Dirksen/DeBary/Doyle (Widen 2 Ln to 4 Ln)	38
Q	W. Volusia Bltwy (VMP) - Graves to Harley Strickland (Widen 2 Ln to 4 Ln)	38
D	Dirksen/DeBary/Doyle - Providence Blvd to Saxon Blvd (Widen 2 Ln to 4 Ln)	36
E	Dirksen/DeBary/Doyle - Saxon Blvd. to SR 415 (Widen 2 Ln to 4 Ln)	36
G	Prevatt Ave - SR 44 to Catalina Blvd (Widen 2 Ln to 4 Ln)	27
L	Saxon Blvd - Enterprise Rd to I-4 (Widen 4 Ln to 6 Ln)	27
J	Rhode Island Extension - Eastern terminus to Normandy Blvd (New 2 Ln)	25
Н	Orange Camp Rd W. Volusia Bltwy (MLK) to I-4 (Widen 2 Ln to 4 Ln)	23
M	Saxon Blvd - Tivoli Dr. to Providence Blvd (Widen 2 Ln to 4 Ln)	22
Р	W. Volusia Btwy (Kentucky Ave) - Graves Ave to SR 472 (Widen 2 Ln to 4 Ln)	20
N	Westside Pkwy - SR 44 to DeBary Plantation (New 2 Ln)	19
K	Saxon Blvd - US 17/92 to Rail Line (New 2 Ln)	16

Table D-5: Public Transit Prioritizations

Impro	vement Project	Points			
T-1	Commuter Rail @ Saxon - Commuter Rail Stop	23			
T-2	Commuter Rail @ Old New York Train Station - Commuter Rail Stop	23			
T-3	New transit routes along Howland Blvd - New Bus Service	23			
T-4	Deltona Library Park and Ride	18			
T-5	Howland Blvd. Park and Ride	18			
T-6	I-4 at SR 44 Park and Ride	18			
T-7	Saxon Blvd @ Normandy Blvd Park and Ride	18			
T-8	DeLand Super Stop	18			
T-9	Saxon Blvd @ Enterprise Road - Super Stop	18			
T-10	US 17/92 & SR 472 Super Stop	18			





### **Project Prioritization Matrix**

	Roads  This scoring system will be utilized to prioritize eligible transportation projects for inclusion in the Multimodal Infrastructure Plan. The highest priority will be assigned to the project with the highest score.  All road projects must have the support of the maintenance agency and must be "regionally significant" to be ranked for inclusion in the Multimodal Improvement Plan. A road is regionally significant if it is on the SHS, a designated hurricane evacuation route, or a designated truck route. In addition, a collector or higher classified road that satisfies at least two of the following criteria may be considered regionally significant:  1. provides direct access to an interstate; 2. provides access to major traffic generators/attractors; or, 3. traverses local jurisdictional boundaries (county or cities).			l-4 - SR 472 to Seminole Co. (Widen 6 Ln to 8 Ln)	I-4 - SR 44 to US 92 (Widen 4 In to 6 In)	SR 415 - Reed-Ellis Rd to Seminole Co. (Widen 4 Ln to 6 Ln)	Dirksen/DeBary/Doyle - Providence Blvd to Saxon Blvd (Widen 2 Ln to 4 Ln)
	Criteria	Points	Weights	Α	В	С	D
	Congestion/Designations		30%				
*	Is Identified in an approved plan (i.e. MPO Priority List, DRI Master Plan,						
	Transportation Element, Vision Plan, etc.)	3			3	3	
*	Is part of a designated truck route system	3		3	3	3	3
*	Is parallel to a SIS facility or other State Highway	9					
*	Reduces congestion by						
	>=20%	15		15	15	15	15
	15.1-19.9%	10					
	10.1-15.0%	5					
	5-10.0%	3					
	Total Maximum	30		18	21	21	18
	System Management		25%				
*	Project intersection(s) have already been improved to maximum extent	8			8	8	
*	Project segment has maximized turn lanes	8					
*	Access management plan for the corridor is:						
	existing	3		3	3	3	
	will be implemented within one year	1					
*	Policy goal to achieve a minimal 25% internal capture considering the adjacent land						
	uses within a one-mile radius of project is:						
	existing	3					
	will be implemented within one year	1					
*	Adopted requirements for rearage and/or frontage roads is:						
	existing	3					
	will be implemented within one year	1					
	Total Maximum	25		3	11	11	0
	Evacuation		15%				
*	Is a primary evacuation route (road signed with evacuation signs)	15		15	15	15	15
*	Is a shelter route (road signed with shelter signs)	6					
	Total Maximum	15		15	15	15	15
	Multimodal Benefits		15%				
*	Project includes a bike lane (with signed markings)	3				3	
*	Project includes pedestrian facility (i.e. sidewalks)	3				3	3
*	Project includes a dedicated transit lane with transit stops or transit bays that will						
	not interfere with traffic mobility	5					
*	•						
	Project includes access to a new park-n-ride facility or other multimodal facility	4		4			
	Total Maximum	15		4	0	6	3
	Funding		15%				
*	Project phases completed or funding committed						
	Planning Study (i.e. AIS, PLEMO)	1		1	1	1	
	PD&E or equivalent study	2		2	2	2	
	Design	3			3	3	
	Right-of-way Acquisition	4			4	4	
*	Financial partnerships (public-public, public-private, etc) as a means to reduce						
	overall cost and expedite project construction	3					
*	Total project costs (PD&E, design, permits, ROW roadway, ROW drainage ponds,						
	environmental mitigation, construction, CEI, etc.) in Millions						
	<\$5	2					
	\$5.1-10	1					
	Total Maximum	15		3	10	10	0
		100	100%	43	57	63	36
	Grand Total Maximum Points	100	100%	43	57	03	30





## **Project Prioritization Matrix**

Roads
This scoring system will be utilized to prioritize eligible transportation projects for inclusion in the
Multimodal Infrastructure Plan. The highest priority will be assigned to the project with the highest
score.

	Roads This scoring system will be utilized to prioritize eligible transportation projects for inclusion in Multimodal Infrastructure Plan. The highest priority will be assigned to the project with the his score.  All road projects must have the support of the maintenance agency and must be "regionally s to be ranked for inclusion in the Multimodal Improvement Plan. A road is regionally significant the SHS, a designated truck route. In addition, a chigher classified road that satisfies at least two of the following criteria may be considered resignificant:	ghest ignificant" t if it is on collector or		Dirksen/DeBary/Doyle - Saxon Blvd. to SR 415 (Widen 2 Ln to 4 Ln)	Howland Blvd - Providence Blvd to Elkcam Blvd (Widen 2 Ln to 4 Ln)	Prevatt Ave - SR 44 to Catalina Blvd (Widen 2 Ln to 4 Ln)	Orange Camp Rd W. Volusia Bltwy (MLK) to I-4 (Widen 2 Ln to 4 Ln)
	<ol> <li>provides direct access to an interstate;</li> <li>provides access to major traffic generators/attractors; or,</li> <li>traverses local jurisdictional boundaries (county or cities).</li> </ol>			rksen/Del SR 415 (\	owland Bl kcam Blvc	evatt Ave Viden 2 Lr	range Can 1LK) to I-4
	Criteria	Points	Weights	E E	± □ F	ے کے G	ō ≤ H
	Congestion/Designations	FUIILS	30%	L	_	J	- "
*	Is Identified in an approved plan (i.e. MPO Priority List, DRI Master Plan,		3073				
	Transportation Element, Vision Plan, etc.)	3			3	3	
*	Is part of a designated truck route system	3		3	3		
*	Is parallel to a SIS facility or other State Highway	9					
*	Reduces congestion by						
	>=20%	15		15	15	15	
	15.1-19.9%	10					
	10.1-15.0%	5					
	5-10.0%	3					
	Total Maximum	30		18	21	18	0
	System Management		25%				
*	Project intersection(s) have already been improved to maximum extent	8			8		8
*	Project segment has maximized turn lanes	8					
*	Access management plan for the corridor is:						
	existing	3			3		
	will be implemented within one year	1					
*	Policy goal to achieve a minimal 25% internal capture considering the adjacent land						
	uses within a one-mile radius of project is:						
	existing	3					
	will be implemented within one year	1					
*	Adopted requirements for rearage and/or frontage roads is:						
	existing	3					
	will be implemented within one year	1					
	Total Maximum	25		0	11	0	8
	Evacuation		15%				
*	Is a primary evacuation route (road signed with evacuation signs)	15		15			
*	Is a shelter route (road signed with shelter signs)	6			6	6	6
	Total Maximum	15	.=./	15	6	6	6
*	Multimodal Benefits  Project in dead by the least (with single deadlines)	2	15%				
*	Project includes a bike lane (with signed markings)	3			2	2	2
	Project includes pedestrian facility (i.e. sidewalks)	3		3	3	3	3
	Project includes a dedicated transit lane with transit stops or transit bays that will	-					
*	not interfere with traffic mobility	5					
	Project includes access to a new park-n-ride facility or other multimodal facility	4					
	Total Maximum	15		3	3	3	3
	Funding	15	15%	-	3	3	
*	Project phases completed or funding committed		13/0				
	Planning Study (i.e. AIS, PLEMO)	1			1		1
	PD&E or equivalent study	2			2		2
	Design	3			3		3
	Right-of-way Acquisition	4					
*	Financial partnerships (public-public, public-private, etc) as a means to reduce	•					
	overall cost and expedite project construction	3					
*	Total project costs (PD&E, design, permits, ROW roadway, ROW drainage ponds,						
	environmental mitigation, construction, CEI, etc.) in Millions	2					
	<\$5	2					
	\$5.1-10 Total Maximum	1 15		0	6	0	
			4.000/				6
	Grand Total Maximum Points	100	100%	36	47	27	23





### **Project Prioritization Matrix**

### Roads

- 1. provides direct access to an interstate;

	Roads This scoring system will be utilized to prioritize eligible transportation projects for inclusion in Multimodal Infrastructure Plan. The highest priority will be assigned to the project with the in score.  All road projects must have the support of the maintenance agency and must be "regionally significant to be ranked for inclusion in the Multimodal Improvement Plan. A road is regionally significant te SHS, a designated hurricane evacuation route, or a designated truck route. In addition, a chigher classified road that satisfies at least two of the following criteria may be considered regisgnificant:	ghest gnificant" : if it is on ollector or		Providence Blvd - Howland Blvd to Dirksen/DeBary/Doyle (Widen 2 Ln to 4 Ln)	Rhode Island Extension - Eastern terminus to Normandy Blvd (New 2 Ln)	Saxon Blvd - US 17/92 to Rail Line (New 2 Ln)	Saxon Blvd - Enterprise Rd to I-4 (Widen 4 Ln to 6 Ln)
	<ol> <li>provides direct access to an interstate;</li> <li>provides access to major traffic generators/attractors; or,</li> <li>traverses local jurisdictional boundaries (county or cities).</li> </ol>			Providence Blvd - Ho Dirksen/DeBary/Doy (Widen 2 Ln to 4 Ln)	ode Islandriminus to	xon Blvd · ew 2 Ln)	Saxon Blvd - Enterpr (Widen 4 Ln to 6 Ln)
	Criteria	Points	Weights		Rho — terr Ln)	es N	S <sub>a</sub>
	Congestion/Designations	Politis	30%		J	K	L
*	Is Identified in an approved plan (i.e. MPO Priority List, DRI Master Plan,		00/0				
	Transportation Element, Vision Plan, etc.)	3		3	3	3	3
*	Is part of a designated truck route system	3					
*	Is parallel to a SIS facility or other State Highway	9					
*	Reduces congestion by						
	>=20%	15		15			
	15.1-19.9%	10					
	10.1-15.0%	5					
	5-10.0%	3					
	Total Maximum	30		18	3	3	3
	System Management		25%				
*	Project intersection(s) have already been improved to maximum extent	8		8	8		8
*	Project segment has maximized turn lanes	8					
*	Access management plan for the corridor is:						
	existing	3					3
	will be implemented within one year	1					
*	Policy goal to achieve a minimal 25% internal capture considering the adjacent land						
	uses within a one-mile radius of project is:						
	existing	3					
	will be implemented within one year	1					
*	Adopted requirements for rearage and/or frontage roads is:						
	existing	3					
	will be implemented within one year	1					
	Total Maximum	25		8	8	0	11
	Evacuation		15%				
*	Is a primary evacuation route (road signed with evacuation signs)	15					
*	Is a shelter route (road signed with shelter signs)	6		6			
	Total Maximum	15		6	0	0	0
	Multimodal Benefits	2	15%				
*	Project includes a bike lane (with signed markings)	3		2	2	2	2
	Project includes pedestrian facility (i.e. sidewalks)	3		3	3	3	3
	Project includes a dedicated transit lane with transit stops or transit bays that will	-					
*	not interfere with traffic mobility	5					
	Project includes access to a new park-n-ride facility or other multimodal facility	4				4	4
	Total Maximum	15		3	3	7	7
	Funding	15	15%	3	,	,	
*	Project phases completed or funding committed		13/0				
	Planning Study (i.e. AIS, PLEMO)	1		1	1	1	1
	PD&E or equivalent study	2		2	2	2	2
	Design	3			3	3	3
	Right-of-way Acquisition	4			4		
*	Financial partnerships (public-public, public-private, etc) as a means to reduce						
	overall cost and expedite project construction	3					
*	Total project costs (PD&E, design, permits, ROW roadway, ROW drainage ponds,						
	environmental mitigation, construction, CEI, etc.) in Millions						
	<\$5	2					
	\$5.1-10	1			1		
-	Total Maximum	15		3	11	6	6
	Grand Total Maximum Points	100	100%	38	25	16	27





## **Project Prioritization Matrix**

	1 Toject I Horitization Matrix					1		,
	Roads  This scoring system will be utilized to prioritize eligible transportation projects for inclusion Multimodal Infrastructure Plan. The highest priority will be assigned to the project with the			Saxon Blvd - Tivoli Dr. to Providence Blvd (Widen 2 Ln to 4 Ln)	Westside Pkwy - SR 44 to DeBary Plantation (New 2 Ln)	Volusia Bltwy (Kepler/MLK) - US to SR 472 (Widen 2 Ln to 4 Ln)	.ve) -	Graves to 2 In to 4
	score.			Pro	Def	₩ to	Ϋ́	Gra 2 L
	All road projects must have the support of the maintenance agency and must be "regionally to be ranked for inclusion in the Multimodal Improvement Plan. A road is regionally significant.	<u>2</u> و	4 to	ller/ 2 Ln	a c	P) - den		
	the SHS, a designated hurricane evacuation route, or a designated truck route. In addition, a	i Dr to 4	SR 44 2 Ln)	(Kep	(Ken 472 Ln)	Š Š		
	higher classified road that satisfies at least two of the following criteria may be considered r significant:	egionally		<u> </u>	y - 5	§ ĕ	My (	wy
	provides direct access to an interstate;			d - T	Pkw (Ne	a Blt	Volusia Btwy (Kentucky Ave) ives Ave to SR 472 iden 2 Ln to 4 Ln)	a Blt icklö
	2. provides access to major traffic generators/attractors; or,			N N	idel	lusia SR 4	lusia s Av n 2	lusik Str
	<ol> <li>traverses local jurisdictional boundaries (county or cities).</li> </ol>			Saxon Blvd - Tivoli Dr. Blvd (Widen 2 Ln to 4 l	Westside Pkwy - Plantation (New	% ₽	W. Volusia Btwy (Keni Graves Ave to SR 472 (Widen 2 Ln to 4 Ln)	W. Volusia Bltwy (VMP) - G Harley Strickland (Widen 2 Ln)
						. W		≥ ¥ 5
	Criteria	Points	Weights	M	N	0	Р	Q
	Congestion/Designations		30%					
•	Is Identified in an approved plan (i.e. MPO Priority List, DRI Master Plan,			_	_			_
	Transportation Element, Vision Plan, etc.)	3		3	3	3	3	3
*	Is part of a designated truck route system	3						
•	Is parallel to a SIS facility or other State Highway	9			9	9	9	9
•	Reduces congestion by							
	>=20%	15		15		15		15
	15.1-19.9%	10					ļ	
	10.1-15.0%	5						
	5-10.0%	3		4.0	4.5		5	
	Total Maximum	30	250/	18	12	27	17	27
	System Management		25%					
	Project intersection(s) have already been improved to maximum extent	8				8		8
*	Project segment has maximized turn lanes	8						
•	Access management plan for the corridor is:							
	existing	3						
	will be implemented within one year	. 1						
•	Policy goal to achieve a minimal 25% internal capture considering the adjacent lan	d						
	uses within a one-mile radius of project is:							
	existing	3						
	will be implemented within one year	1						
•	Adopted requirements for rearage and/or frontage roads is:							
	existing	3						
	will be implemented within one year	1 25		•	•	_	_	_
	Total Maximum	25	15%	0	0	8	0	8
*	Evacuation  Is a primary evacuation route (road signed with evacuation signs)	15	15%					
*		6						
	Is a shelter route (road signed with shelter signs)  Total Maximum	15		0	0	0	0	0
	Multimodal Benefits	13	15%	U	U	U	U	U
*	Project includes a bike lane (with signed markings)	3	13/6					
*	Project includes a bike lane (with signed makings)  Project includes pedestrian facility (i.e. sidewalks)	3		3	3	3	3	3
*	Project includes pedestrian facility (i.e. sidewarks)  Project includes a dedicated transit lane with transit stops or transit bays that will	3			<u> </u>	3		
	not interfere with traffic mobility	5						
*	not mention during mobility	3					<b> </b>	
	Project includes access to a new park-n-ride facility or other multimodal facility	4			4			
	Total Maximum	15		3	7	3	3	3
	Funding		15%				_	
*	Project phases completed or funding committed							
	Planning Study (i.e. AIS, PLEMO)	1						
	PD&E or equivalent study	2						
	Design	3				3		
	Right-of-way Acquisition	4				4	l	
*	Financial partnerships (public-public, public-private, etc) as a means to reduce	•					l	
	overall cost and expedite project construction	3					1	
*	Total project costs (PD&E, design, permits, ROW roadway, ROW drainage ponds,	-					1	
	environmental mitigation, construction, CEI, etc.) in Millions						1	
	<\$5	2					l	
	\$5.1-10	1		1				
	Total Maximum	15		1	0	7	0	0
	Grand Total Maximum Points	100	100%	22	19	45	20	38
	Orana Total Waximum Forms	100	10070		15	2	20	- 30





# Project Prioritization Matrix

## Public Transit

This scoring system will be utilized to prioritize eligible transportation projects for inclusion in the Multimodal Infrastructure Plan. The highest priority will be assigned to the project with the highest score.

		*	*	*	*				*	*						*						*	*												
Grand Total Maximum Points	Total Maximum	Jurisdiction has implemented Votran's Transit Development Guidelines	Identified in the Transit Development Plan, MPO Priority List, or Comprehensive Plan	Area is dense or has a high concentration of mixed uses within % mile	Link to a transfer center etc.	System Coordination	Total Maximum	university)	Provides or improves access to more than one major traffic generator (i.e. shopping center, hospital,	Extends weekend/weekday service	45%	25-49%	50-74%	75-99%	>= 100%	Increase ridership	<25%	25-49%	50-74%	75-99%	>= 100%	Improves frequency/headway	Projected to meet or exceed minimum passenger trips requirements	Congestion	Criteria		<ol> <li>provides transit service along a regionally significant road, as defined above.</li> </ol>	significant road, as defined above; or	<ol> <li>is within 1/2 mile of a major traffic generator/attractor located along a regionally</li> </ol>	2. is a commuter rail station; or,	<ol> <li>is a major transfer station or hub;</li> </ol>	it is one of the following:	regionally significant. A public transit facility/service may be considered regionally significant if	All public transit projects must have the support of the service provider (i.e. VOTRAN) and be	highest score.
50	20	5	5	5	5		30	5		2	2	4	6	∞	10		2	4	6	∞	10		ω		Points										
100%						40%																		60%	Weights										
23	15	5	5		5		8	5															ω		T-1	Com Rail :		r R	ail (	@ Sa	ixon	- Co	ommı	ıter	
23	15	5	5		5		∞	5															ω		T-2	Com	mute on - (	r Ra	ail (	@ Ol ıter	ld N Rail	ew \	ork T	rain	
23	15	5	5		ъ		8	5															ω		T-3	New Blvd						Но	wlan	d	
18	10	5			ъ		∞	5															ω		T-4	Delto	ona Li	bra	ıry F	ark	and	Rid	e		
18	10	5			ъ		8	5															ω		T-5	How	land	Blv	d. Pi	ark a	and	Ride	!		



# Project Prioritization Matrix

## Public Transit

This scoring system will be utilized to prioritize eligible transportation projects for inclusion in the Multimodal Infrastructure Plan. The highest priority will be assigned to the project with the highest score.

	1	*	*	*	*			ĺ	*	*						*						*	*											
<b>Grand Tot</b>	Total Maximum		Identifiec			System Co	Total Maximum	university)			<25%	25-49%	50-74%	75-99%	>= 100%	Increase ridership	<25%	25-49%	50-74%	75-99%	>= 100%			Congestion	Criteria	ŧ	_		ω	2.	<del>! '</del>	it is one c	All public regionally	highest score.
Grand Total Maximum Points	dmum	Jurisdiction has implemented Votran's Transit Development Guidelines	Identified in the Transit Development Plan, MPO Priority List, or Comprehensive Plan	Area is dense or has a high concentration of mixed uses within ¼ mile	Link to a transfer center etc.	System Coordination System Coordination	dimum	n)	Provides or improves access to more than one major traffic generator (i.e. shopping center, hospital,	Extends weekend/weekday service					6	idership					6	Improves frequency/headway	Projected to meet or exceed minimum passenger trips requirements	on .		piovides transit service along a regionary significant road, as definied above:	provides transit convice along a regionally cignificant road as defined above	significant road as defined above: or	is within 1/2 mile of a major traffic generator/attractor located along a regionally	is a commuter rail station; or,	is a major transfer station or hub;	it is one of the following:	All public transit projects must have the support of the service provider (i.e. VOIRAN) and be regionally significant. A public transit facility/service may be considered regionally significant if	core.
50	20	5	5	ъ	ъ		30	5		2	2	4	6	∞	10		2	4	6	∞	10		ω		Points									
100%						40%																		60%	Weights									
18	10	5			ъ		8	5															ω		T-6	I-4 at !	SR 4	14 P	ark	and	Ride	e		
18	10	5			5		8	5															3		T-7	Saxon Ride	Blvo	d @	No	rma	ndy	Blv	d Park	and
18	10	5			5		∞	5															ω		T-8	DeLan	d Su	ıper	Sto	р				
18	10	5			ъ		∞	5															ω		T-9	Saxon Stop	Blvo	d @	Ent	terp	rise	Roa	ıd - Su	per
18	10	5			ъ		<b>∞</b>	5															ω		T-10	US 17,	/92	& S	R 4	72 S	upei	r Sto	ор	

