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[1]		
	>=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 expedite project construction	3	
*	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%**

[1]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		
	< ¼	10	
	¼ -½	5	
	½ -1	3	
*	Distance from a public school (in miles)		
	=< ¼	5	
	¼ -½	3	
	½ - 1	2	
	1-2	1	

	Criteria	Points	Weights
*	Proximity to transit facilities		
	< ¼	10	
	¼ -½	5	
	½ -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

Improvement Project		Points
C	SR 415 - Reed-Ellis Rd to Seminole Co. (Widen 4 Ln to 6 Ln)	63
B	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
O	W. Volusia Bltwy (Kepler/MLK) - US 92 to SR 472 (Widen 2 Ln to 4 Ln)	45
A	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
H	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
P	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

Improvement 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).

	Criteria	Points	Weights	I-4 - SR 472 to Seminole Co. (Widen 6 Ln to 8 Ln)	I-4 - SR 44 to US 92 (Widen 4 Ln to 6 Ln)	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)
				A	B	C	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**
	Grand Total Maximum Points	**100**	**100%**	**43**	**57**	**63**	**36**

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).

	Criteria	Points	Weights	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)
				E	F	G	H
	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		
*	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		**15%**				
*	Project includes a bike lane (with signed markings)	3					
*	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%**				
*	Project phases completed or funding committed						
	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						
	<$5	2					
	$5.1-10	1					
	Total Maximum	**15**		**0**	**6**	**0**	**6**
	Grand Total Maximum Points	**100**	**100%**	**36**	**47**	**27**	**23**

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).

	Criteria	Points	Weights	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)
				I	J	K	L
	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
*	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		**15%**				
*	Project includes a bike lane (with signed markings)	3					
*	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%**				
*	Project phases completed or funding committed						
	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

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).

	Criteria	Points	Weights	Saxon Blvd - Tivoli Dr. to Providence Blvd (Widen 2 Ln to 4 Ln)	Westside Pkwy - SR 44 to DeBary Plantation (New 2 Ln)	W. Volusia Bltwy (Kepler/MLK) - US 92 to SR 472 (Widen 2 Ln to 4 Ln)	W. Volusia Btwy (Kentucky Ave) - Graves Ave to SR 472 (Widen 2 Ln to 4 Ln)	W. Volusia Bltwy (VMP) - Graves to Harley Strickland (Widen 2 Ln to 4 Ln)
				M	N	O	P	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						
	10.1-15.0%	5						
	5-10.0%	3					5	
	Total Maximum	**30**		**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 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**	**0**	**8**	**0**	**8**
	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**		**0**	**0**	**0**	**0**	**0**
	Multimodal Benefits		**15%**					
*	Project includes a bike lane (with signed markings)	3						
*	Project includes pedestrian facility (i.e. sidewalks)	3		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			
	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		
*	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**		**1**	**0**	**7**	**0**	**0**
	Grand Total Maximum Points	**100**	**100%**	**22**	**19**	**45**	**20**	**38**

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.

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	Commuter Rail @ Saxon - Commuter Rail Stop T-1	Commuter Rail @ Old New York Train Station - Commuter Rail Stop T-2	New transit routes along Howland Blvd - New Bus Service T-3	Deltona Library Park and Ride T-4	Howland Blvd. Park and Ride T-5
	Congestion		**60%**					
*	Projected to meet or exceed minimum passenger trips requirements	3		3	3	3	3	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 access to more than one major traffic generator (i.e. shopping center, hospital, university)	5		5	5	5	5	5
	Total Maximum	**30**		**8**	**8**	**8**	**8**	**8**
	System Coordination		**40%**					
*	Link to a transfer center etc.	5		5	5	5	5	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		5	5	5		
*	Jurisdiction has implemented Votran's Transit Development Guidelines	5		5	5	5	5	5
	Total Maximum	**20**		**15**	**15**	**15**	**10**	**10**
	Grand Total Maximum Points	**50**	**100%**	**23**	**23**	**23**	**18**	**18**

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.

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	I-4 at SR 44 Park and Ride	Saxon Blvd @ Normandy Blvd Park and Ride	DeLand Super Stop	Saxon Blvd @ Enterprise Road - Super Stop	US 17/92 & SR 472 Super Stop
				T-6	T-7	T-8	T-9	T-10
	Congestion		**60%**					
*	Projected to meet or exceed minimum passenger trips requirements	3		3	3	3	3	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 access to more than one major traffic generator (i.e. shopping center, hospital, university)	5		5	5	5	5	5
	Total Maximum	**30**		**8**	**8**	**8**	**8**	**8**
	System Coordination		**40%**					
*	Link to a transfer center etc.	5		5	5	5	5	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		5	5	5	5	5
	Total Maximum	**20**		**10**	**10**	**10**	**10**	**10**
	Grand Total Maximum Points	**50**	**100%**	**18**	**18**	**18**	**18**	**18**