



2024 Application for Project Prioritization – PROJECT IMPLEMENTATION

Bicycle/Pedestrian Projects

All applications must be uploaded to the TPO file transfer site by 4:00 p.m. (EST) on February 29, 2024

[Click This Link to Upload Your Completed Application to the River to Sea TPO](#)

Project Title: _____

Applying Agencies (project sponsor): _____ Date: _____

[Attach a copy of the completed Feasibility Study, or explain in the space provided below for commentary why a Feasibility Study is not attached.]

Commentary: _____

Attach a completed copy of FDOT’s Project Information Application Form.

Criteria Summary:

Priority Criteria	Points
(1) Proximity to Community Assets	20
(2) Connectivity and Accessibility and Equitability	15
(3) Safety/Security	20
(4) Contribution to Livability	6
(5) Cont. to Wildlife and Environmental Sust.	11
(6) Enhancements to the Transportation System	9
(7) Project Readiness	5
(8) Public Support/Special Considerations	5
(9) Local Matching Funds > 10%	20
(10) Value-Added Tie Breaker (if necessary)	variable
Total (excluding Value-Added Tie Breaker)	111

Criterion #1 – Proximity to Community Assets (20 points maximum)

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths and

Transportation Alternatives Activities or a one-half (½) mile radius for Sidewalks. A maximum of 20 points will be assessed overall, and individual point assignments will be limited as listed below.

List and describe how the facilities link directly to community assets and who is being served by the facility. Show each of the Community Assets on a Project Area Map through the use of a buffer and describe in the space provided.

Proximity to Community Assets	Check All that Apply	Max. Points
Residential developments, apartments, community housing	<input type="checkbox"/>	4
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers, trade/vocational schools, colleges, universities	<input type="checkbox"/>	4
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	4
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	4
School bus stop (K-12)	<input type="checkbox"/>	2
Schools (K-12)	<input type="checkbox"/>	2
Maximum Points Awarded		20

Criterion #1 Description (required): _____

Criterion #2 – Connectivity and Accessibility and Equitability (15 points maximum)

This measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities. Does the project enhance mobility or accessibility for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled? Does the project enhance mobility, accessibility, and equitability?

List and describe how this project fits into the local and regional bicycle/pedestrian networks and/or a transit facility. Depict this on the map and describe in the space provided.

Network Connectivity and Accessibility	Check All that Apply	Max. Points
Project provides equitable access to a transit facility	<input type="checkbox"/>	5
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	5
Maximum Points Awarded		15

Criterion #2 Description (required): _____

Criterion #3 – Safety/Security (20 points maximum)

This measure provides additional weight to applications that have included safety as a component of the overall project, increase the comfort level of bicyclists and pedestrians, and includes school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns.

List and describe whether the proposed facility is located within a “hazardous walk/bike zone” in the River to Sea TPO planning area and provide documentation that illustrates how bicycle or pedestrian safety could be enhanced by the construction of this facility.

For more information, contact Volusia or Flagler County School District Student Transportation Services and refer to Florida Statute 1006.23.

Safety/Security	Check All that Apply	Max. Points
The project is located in an area identified as a hazardous walk/bike zone by Volusia or Flagler County School District Student Transportation Services and within the River to Sea TPO planning area. If applicable, provide documentation.	<input type="checkbox"/>	10
The project removes or reduces potential conflicts (bike/auto, bike/ped, and ped/auto). There is a pattern of bike/ped crashes along the project route. The project eliminates or abates a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study. The project helps the River to Sea TPO meet or exceed adopted Transportation Safety Targets for Non-Motorized Serious Injuries and Fatalities. If applicable, provide documentation such as photos or video of current situation/site or any supportive statistics or studies.	<input type="checkbox"/>	10
Maximum Points Awarded		20

Criterion #3 Description (required): _____

Criterion #4 Contribution to Livability (6 points maximum)

This measure considers how the project positively impacts the Livability in the community. Describe in the space provided.

Contribution to Livability and Sustainability in the Community	Check All that Apply	Max. Points
Project includes traffic calming measures	<input type="checkbox"/>	1
Project removes barriers and/or bottlenecks for bicycle and/or pedestrian movements	<input type="checkbox"/>	1
Project includes features which improve the comfort, safety, security, enjoyment or well-being for bicyclists, pedestrians, and/or transit users	<input type="checkbox"/>	1
Project improves transfer between transportation modes	<input type="checkbox"/>	1
Project improves transportation system resiliency and reliability	<input type="checkbox"/>	1
Project reduces or mitigates the storm water impacts of surface transportation	<input type="checkbox"/>	1
Maximum Points Awarded		6

Criterion #4 Description (required): _____

Criterion #5 – Contribution to Wildlife and Environmental Sustainability (11 points maximum)

This measure considers how the project positively impacts wildlife and environmental sustainability in the community.

Describe in the space provided.

Contribution to Wildlife and Environmental Sustainability	Check All that Apply	Max. Points
The project protects wildlife and their habitat.	<input type="checkbox"/>	6
The project supports infill development and redevelopment and is sensitive to the natural ecosystem.	<input type="checkbox"/>	5
Maximum Points Awarded		11

Criterion #5 Description (required): _____

Criterion #6 Enhancements to the Transportation System (9 points maximum)

This measure considers the demonstrated and defensible relationship to surface transportation.

Describe how this project fits into the local and regional transportation system. Depict this on the map where applicable and describe in the space provided.

Enhancements to the Transportation System	Check All that Apply	Max. Points
Is the project included in an adopted plan?	<input type="checkbox"/>	1
Is the project consistent with the goals of the River to Sea TPO’s Complete Streets Policy on Page 5?	<input type="checkbox"/>	1
Does local government have Land Development Code requirements to construct sidewalks?	<input type="checkbox"/>	1
Does the project improve mobility between two or more different land use types located within ½ mile of each other, including residential and employment, retail or recreational areas?	<input type="checkbox"/>	1
Does the project benefit transit riders by improving connectivity to existing or programmed pathways or transit facilities?	<input type="checkbox"/>	1
Does the project conform to Transit Oriented Development principles?	<input type="checkbox"/>	1
Does the project sponsor have a Complete Streets Policy?	<input type="checkbox"/>	1
Is the project an extension or phased part of a larger redevelopment effort in the corridor/area?	<input type="checkbox"/>	1
Project is located in a “gateway” or entrance corridor as identified in a local government applicant’s master plan, or other approved planning document.	<input type="checkbox"/>	1
Maximum Points Awarded		9

Criterion #6 Description (required): _____

Criterion #7 Project "Readiness" (5 Points maximum)

This measure considers the state of project readiness. Describe project readiness in the space provided.

Project Readiness	Check All that Apply	Max. Points
Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?	<input type="checkbox"/>	2
Is the project completed through the design phase?	<input type="checkbox"/>	1
Is right-of-way readily available and documented for the project?	<input type="checkbox"/>	2
Maximum Points Awarded		5

Criterion #7 Description (required): _____

Criterion #8 Public Support/Special Considerations (5 points maximum)

Describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria.

Public Support/Special Considerations	Check All that Apply	Max. Points
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5
Maximum Points Awarded		5

Criterion #8 Description (required): _____

Criterion #9 Local Matching Funds > 10% of Total Project Cost (20 points maximum)

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

Local Matching Funds > 10% of Total Project Cost	Check One	Max. Points
Is the Applicant committing to a local match greater than 10% of the estimated total project cost?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	2
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	4
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	6
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	8
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	10
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	12
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	14
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	16
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	18
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	20
Maximum Points Awarded		20

Criterion #9 Description (required): _____

Criterion #10 Value-Added Tie Breaker (if necessary) (variable points)

Projects with equal scores after evaluations using the eight Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

River to Sea TPO Complete Streets Policy Goals

- Reduce injuries and fatalities
- Provide transportation options for people of all ages, physical abilities, and income levels
- Improve health by promoting active lifestyles through design to realize long-term health impacts
- Support equitable access to employment opportunities and civic resources
- Support economically healthy/vibrant communities
- Implement resilient and sustainable solutions



2024 Priority Process for Bicycle/Pedestrian and B/P Local initiatives Projects

Feasibility Studies

1. Local government submits project(s)
2. BPAC reviews and ranks projects for feasibility studies
3. The TPO Board will approve a final ranking of all projects
4. TPO requests a Fee Proposal from consultant to perform a feasibility study
5. TPO schedules a scoping meeting with the consultant, FDOT and local government(s)
6. Consultant provides Fee Proposal to TPO
7. Local government pays the 10% local match for the feasibility study based on the Fee Proposal. TPO pays the majority of the cost for a consultant to perform feasibility studies on the higher-ranking projects. (Local governments can bypass the TPO Study if they pay for the feasibility study themselves.)
8. TPO gives the consultant a Notice to Proceed on the feasibility study
9. Draft feasibility study is reviewed and approved by the TPO, FDOT and local government(s)
10. Final feasibility study is completed

Project Implementation

1. Local government submits project(s) and an official letter agreeing to pay at least 10% of the programmed project implementation cost, and agreeing to pay for any cost overruns
2. BPAC reviews and ranks projects for project implementation
3. The TPO Board will approve a final ranking of all projects
4. TPO coordinates with FDOT to program the project in the next available fiscal year of the FDOT Work Program
5. Construction of top ranked project is approximately 2-4 years