

VOLUSIA FLAGLER 2050

Long Range Transportation Plan



Project Evaluation Criteria

The application of technical criteria is an important way to measure and evaluate transportation projects relative to the *Volusia-Flagler 2050* goals and objectives. These measures also provide us with a strategy that helps translate a variety of project attributes into an overall score and priority ranking. By identifying critical factors such as safety, disadvantaged populations, freight, tourism, and resource protection, we're able to quantify and compare the benefits of various transportation projects and inform project selection. These criteria are an integral component of the planning process that provide meaningful direction.

Applicable roadway projects from the Needs Assessment will be identified and evaluated based upon criteria to inform prioritization and selection of projects for inclusion in the Cost Feasible Plan. Because the focus of available revenues within the Cost Feasible Plan will be on major non-SIS corridors, this set of projects will be the primary emphasis for technical criteria scoring. Any evaluation of SIS and local projects not expected to receive state or federal funding is for informational purposes only.

The selection of project evaluation categories and criteria in **Table 1** was guided by the policy direction of the approved *Volusia-Flagler 2050* Goals and Objectives and with consideration of planning factors and transportation performance measures as required under 23 Code of Federal Regulations 450.306. Additionally, certain criteria address other state and/or federal requirements. Technical criteria scoring will be just one factor considered when prioritizing and selecting projects. Other considerations will influence project selection decisions such as the position of projects in *Connect 2045*, the 2024 List of Priority Projects, and the collaboration and input of residents and elected officials in ensuring that the plan of projects best represents the collective priorities of the community.

The project evaluation criteria in **Table 1** are presented to the TPO Committees and Board for review and approval. The *Volusia-Flagler 2050 Goals Implemented* that are referenced in the second column refer to the following:

Volusia-Flagler 2050 Goals

Goal 1 – Develop and maintain a balanced and efficient multimodal transportation system

Goal 2 – Support the economic development and growth of the TPO area and region

Goal 3 – Enhance and expand transportation connectivity and choice for all users

Goal 4 – Eliminate crash-related fatalities and serious injuries and improve safety and security throughout the transportation network

Goal 5 – Promote livability through a multimodal transportation system that fosters quality communities and protects natural resources

Goal 6 – Promote equity, transparency, and opportunities for the public to be involved with their transportation system

Table 1: Project Prioritization Matrix including Evaluation Sources/Methodology

Priority Evaluation Category	Volusia-Flagler 2050 Goals Implemented	Criteria Description	Proposed Sources/Methodology for Evaluation	Criteria Scoring	Points Available
Safety	4	High Injury Network Designation	Identified projects analyzed against the VFTPO’s finalized High Injury Network (HIN). Projects with a segment that overlaps with the HIN receive up to 5 points.	Project on HIN segment	5
				Project not on HIN	0
	4	Safety Score	Identified projects analyzed against the Safety Scores assigned to the roadway network during the development of the TPO’s Vision Zero Action Plan. Projects receive up to 10 points based on the range of assigned Safety Scores.	Safety Score Intervals TBD	10
					7.5
					5
					2.5
		0			
Congestion	1, 2, 3, 4	Volume/Capacity (V/C)	Identified projects analyzed against Peak Hour volumes from the Central Florida Regional Planning Model v7. Projects located on segments with higher V/C ratios receive 15 or 7.5 points contingent upon the ratio.	V/C > 1.1	15
				V/C 0.9 - 1.1	7.5
				V/C < 0.9	0
Project Status	1	Phases Funded and Priority Status	Identified projects compared against the current Transportation Improvement Program and FDOT 5-Year Work Program to identify phases currently funded. A project is assigned the appropriate points based upon the level to which it was currently funded. Projects further along receive more points (higher priority) since they are closer to completion which helps to focus effort on investments already made.	Funded Through Construction	10
				Funded Through ROW	8
				Funded Through Design	5

Priority Evaluation Category	Volusia-Flagler 2050 Goals Implemented	Criteria Description	Proposed Sources/Methodology for Evaluation	Criteria Scoring	Points Available
Emergency Management	4	Evacuation Route	Identified projects analyzed in relation to evacuation routes as delineated by the Florida Department of Emergency Management and local government comprehensive plans. If a project is in a designated Emergency Evacuation Route, it receives 10 points.	Roadway is Emergency Evacuation Route	10
				Roadway is Not an Emergency Evacuation Route	0
Multimodal/ Complete Streets	1,2,3,5,6	Bicycle, Pedestrian, Transit and Complete Streets	Identified projects evaluated for whether they would add bicycle and pedestrian capacity on a non-limited access facility in an urban or transitioning area. Projects meeting this criteria receive 2.5 points.	Does project add new bicycle/ pedestrian route or facility?	2.5
				Does project add new/contains existing transit route?	2.5
				Does project provide access to multimodal hubs/stations?	2.5
				Does project add additional Complete Street elements?	2.5

Priority Evaluation Category	Volusia-Flagler 2050 Goals Implemented	Criteria Description	Proposed Sources/Methodology for Evaluation	Criteria Scoring	Points Available
Economic and Community Development	1,2,3	Access to Activity Centers and Improved Freight Movement	Identified projects analyzed to determine whether they would provide additional access to downtown locations, beaches, visitor destinations, large regional shopping/entertainment centers, or other similar activity centers. Projects meeting this criteria receive 2.5 points.	Provides access to a tourism/activity center?	2.5
			Identified projects evaluated in relation to ecotourism locations including public conservation lands, trails (e.g. birding trails, paved trails, equestrian trails, and paddling trails), nature area hiking, off-road biking, and historic and cultural sites. If the project would provide access to any of these types of locations, it receives 2.5 points.	Provides access to an ecotourism location?	2.5
			Identified projects for Truck Volumes as measured by Truck Average Annual Daily Traffic (AADT). Projects within these corridors receive 5 points based upon the scale of the AADT.	Includes corridor segment that serves high truck volume?	5
Regional Connectivity	1,3	Parallel Reliever and Consistent Lanes	Identified projects evaluated for whether they are a new facility or, based on their location, would relieve congestion on parallel facilities and/or provide additional capacity during emergency or evacuation events. Projects meeting this definition receive 5 points.	New Connection/Upgraded Facility to Provide Parallel Capacity?	5
			Identified projects were evaluated as to whether they add lanes that would match the number of lanes of the adjacent segment of the roadway. Projects meeting this criteria receive 5 points.	Provides Consistent Number of Lanes Along Roadway?	5

Priority Evaluation Category	Volusia-Flagler 2050 Goals Implemented	Criteria Description	Proposed Sources/Methodology for Evaluation	Criteria Scoring	Points Available
Disadvantaged Populations	5,6	Potential Benefits vs. Potential Impacts	Identified projects located within a Disadvantaged Population Area as defined by the composite of these: economically-constrained; minority population; non-auto users; older population; and Economic Opportunity Zones. If the project intersected a Disadvantaged Population area, staff analysis was performed to determine potential impacts based on the project’s scope. The projects receive points accordingly.	Potential Positive Benefit	10
				Neutral	0
				Potential Negative Impacts	-3
Environment	5	Corridor Environmental Impact	Identified projects evaluated in relation to various datasets identifying public conservation lands, environmental/cultural/ historic sites, and Critical Lands and Waters Identification Project (CLIP) biodiversity resource and wetland priorities. If the project intersects or is adjacent to an identified area or site, staff analysis is performed to determine the potential level of impacts based on the project’s scope. The projects receive 10, 5, or -3 points accordingly.	No Anticipated Impacts	10
				Limited Impacts	5
				Potential Environmental Impacts	-3
Cost Effectiveness	1,5,6	Project Type is Low Relative Cost/High Potential Benefit	Identified projects which do not require an increase in capacity through widening and have a scope that involved primarily ITS-related improvements receive 10 points.	Technology-based Solution/ ITS/ Operational Improvement	10
Unique Attributes	1-6	Has Attributes Not Recognized Through Other Criteria	Identified projects could receive points under this category based on feedback and consultation from TPO Committees and the Board.	Project has Unique Attributes	5