Project Prioritization Weighting Process
Proposed DelDOT Project Prioritization Criteria

New Criteria
- Social and Health Elements
- State and Local Priority
  - State Strategies
  - Local Priority
<table>
<thead>
<tr>
<th>Mission</th>
<th>Vision</th>
<th>Goal</th>
<th>Prioritization Criteria</th>
<th>Prioritization Sub–Criteria</th>
</tr>
</thead>
</table>
| Every Trip  | We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce. | • Minimize the number of fatalities and injuries on our system  
• Build and maintain a nationally recognized system benefiting travelers and commerce | • **Safety**  
• **System Operating Effectiveness**  
• **State and Local Priority** | – **New Safety Scores**  
– **No. of Strategies addressed in the Strategic Highway Safety Plan**  
– **Apply TMPC operation data**  
– **Identified as Congestion Corridors by MPO, Comprehensive Plans, and/or Planning Studies**  
– **State and Local Priority** |
| Every Mode  | We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths. | • Provide every traveler with access and choices to our transportation system | • **Multimodal Mobility/Flexibility/Access** | – **Multimodal Mobility/Flexibility/Access** |
| Every Dollar| We seek the best value for every dollar spent for the benefit of all.   | • Minimize the environmental impact of the state’s transportation system  
• Achieve financial sustainability through accuracy, transparency and accountability | • **Environmental Impact/Stewardship**  
• **Revenue Generation and Economic Development** | – **Environmental Impact/Stewardship**  
– **Identified in a Transportation Improvement District (TID)**  
– **Cost–sharing Support**  
– **Freight Corridor**  
– **Economic Impact** |
| Everyone    | We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths. | • Develop and maintain a place where talented and motivated employees love to work and can be national leaders in transportation | • **Impact of the Public/Social Disruption/Environmental Justice** | – **Social and Health Elements** |
CPT Project Prioritization Criteria Comparison

**Existing**
- Safety – 33.0%
- System Operating Effectiveness – 24.8%
- Multi-Modal Mobility, Flexibility/Access – 15.6%
- Revenue Generation/Economic Development/Jobs and Commerce – 7.9%
- Impact on the Public/Social Disruption/Environmental Justice – 7.2%
- Environmental Impact/Stewardship – 6.5%
- System Preservation – 5%

**Proposed**
- Safety – 35.0%
- System Operating Effectiveness – 19.1%
- Multi-Modal Mobility, Flexibility/Access – 11.9%
- Revenue Generation/Economic Development/Jobs and Commerce – 13.1%
- Impact on the Public/Social Disruption/Environmental Justice – 8.3%
- Environmental Impact/Stewardship – 6.6%
- State and Local Priority – 6.06%
Proposed DelDOT CTP Prioritization Criteria

- Safety: 35.0%
- System Operating Effectiveness: 19.1%
- Multi-Modal: 13.1%
- Mobility/Flexibility/Access: 11.9%
- Revenue Generation/Economic Development/Jobs & Commerce: 8.3%
- Impact on the Public/Social Disruption/Environmental Justice: 6.6%
- Environmental Impact/Stewardship: 6.1%
- State and Local Priority: 1.0%
Proposed Prioritization Criteria

- **Current Quantitative Criteria (77.2%)**:  
  - Safety (35.0% from 33.0%)  
  - System Operating Effectiveness (19.1% from 24.8%)  
  - Revenue Generation/Economic Development/Jobs & Commerce (13.1% from 7.9%)  
  - Social and Health Elements (3.9%)  
  - State and Local Priority (6.1% from 5% of System Preservation)

- **Current Qualitative Criteria (22.8%)**:  
  - Multi-Modal Mobility/Flexibility/Access (11.9%)  
  - Impact on the Public/Social Disruption/Economic Justice (4.3% from 7.2%)  
  - Environmental Impact/Stewardship (6.6% from 6.5%)
Potential CTP Project Prioritization Criteria

- Impact on the Public/Social Disruption/Economic Justice (8.28%)
  - Assess the extent to which the project supports investment in existing communities and provides community enhancements such as sidewalks, safe routes to school, etc.
    - Keep for connectivity purpose
  - **Social and Health Elements**
    - EPA EJ Screens Demographic Indicators (https://ejscreen.epa.gov/mapper/)
      - Percent low income pop*
      - Percent of minority pop*
  * = Per USDOT Environmental Justice Strategy (November 15, 2016)
Impact on the Public/Social Disruption/Environmental Justice Criteria Comparison

Existing

- Impact on the Public/Social Disruption/Environmental Justice (7.2%)
  - Assess the extent to which the project supports investment in existing communities and provides community enhancements such as sidewalks, safe routes to school, etc. – 7.2%

Proposed

- Impact on the Public/Social Disruption/Environmental Justice (8.28%)
  - Assess the extent to which the project supports investment in existing communities and provides community enhancements such as sidewalks, safe routes to school, etc. – 4.33%
  - Social and Health Elements – 3.95%
Social and Health Elements

- Scale for 50 – 100 percentile
  (Above State Average)
  - 5 pt. for 90 – 100 percentile
  - 4 pt. for 80 – 90 percentile
  - 3 pt. for 70 – 80 percentile
  - 2 pt. for 60 – 70 percentile
  - 1 pt. for 50 – 60 percentile

- Max. pt. = 10
  - 5 for Low Income Population
  - 5 for Minority
- Min. pt. = 0
Social and Health Elements

- Rating Scale

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No Social and Health Elements

- Criteria Sensitivity screen shot from Decision Lens
Social and Health Elements

- Criteria Sensitivity screen shot from Decision Lens
Potential CTP Project Prioritization Criteria
(continued)

- **System Preservation (Delete)**
  - Assess the extent to which a project contributes towards system preservation and is identified through an existing preservation program
  - DelDOT currently has a system preservation program for bridge, roadway pavement, signage, etc.
    - Only 12 of 107 projects have scored on this criteria.
CTP Project Prioritization Criteria Comparison

- **System Preservation** (5.0%)
- **State and Local Priority** (6.06%)
  - State Strategies – 3.92%
  - Local Priority – 2.14%
Potential CTP Project Prioritization Criteria (continued)

- State and Local Priority (6.06%)
  - Delaware Strategies for State Policies and Spending
    - Prepared by Delaware Office of State Planning Coordination
      - Project Type matches the State Investment Level
      - Scheduled to be updated in 2020.
Four Types of Investment Levels for Transportation

- **Level 1**: Investment Level 1 Areas are often municipalities, towns, or urbanizing area
- **Level 2**: Less developed areas within municipalities; near Level 1 areas and rapidly growing areas in the counties
- **Level 3**: Lands that are adjacent to or intermingled with fast-growing areas within counties or municipalities
- **Level 4**: Rural in nature, open space/natural areas and agricultural industry
Potential CTP Project Prioritization Criteria
(continued)

- Typical Level 1 and 2 area Transportation Investment:
  - Preserving existing facilities
  - Safety improvements
  - Context-sensitive transportation
  - System Capacity Enhancements
  - Transit system enhancements
  - ADA accessibility; closing gaps in the pedestrian system, including the Safe Routes to School projects.
  - Bicycle facilities
  - Signal-system enhancements
  - Interconnectivity of neighborhoods, and public facilities
Potential CTP Project Prioritization Criteria  
(continued)

- Typical Level 3 Transportation Investment:
  - Focus on regional movements between towns and other population centers.
  - Developers and property owners will make local roadway improvements
  - Lower priority to transportation system-capacity improvements and transit-system enhancements.

- Typical Level 4 Transportation Investment:
  - Preserve and maintain existing facilities in safe working order
  - Corridor-capacity preservation
  - Enhancement of transportation facilities to support agricultural business.
Potential CTP Project Prioritization Criteria (continued)

- Project Match Investment Level
  - Full score if Project meet more than half of the 2015 Delaware State Strategies needs based on Level 1, 2, 3, or 4
  - 50 percent score if Project partially meet (less than half) of the 2015 Delaware State Strategies needs based on Level 1, 2, 3, or 4
Potential CTP Project Prioritization Criteria (continued)

- Rating Scale

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Potential CTP Project Prioritization Criteria (continued)

- **State and Local Priority (New)**
  - **Local Priority:** Top ten projects identified by Delaware MPOs and Sussex County that are supported by the local and/or state planning efforts could be given a higher weight in Decision Lens
    - Top ten (10) Local Priority Projects from each MPOs or Sussex County will be scored.
      - Each program year may have 3 projects ranked No. 1.
      - By the MPOs/Sussex
Potential CTP Project Prioritization Criteria (continued)

- Rating Scale

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State and Local Priority

- Criteria Sensitivity screen shot from Decision Lens
Question?