

## **Prioritization Criteria for the Enhanced Prioritization Process**

On May of 2019, the DeIDOT Executive Management Team voted to determine the percentages of each criteria. The changes in DeIDOT project prioritization criteria are driven by DeIDOT's current investments in data collection which allows the opportunity for more "data-driven" process, better and more evaluation tools as available, and as other transportation related criteria have evolved. The DeIDOT Council on Transportation approved the Enhanced Project Prioritization Process at its Feb. 24, 2020 meeting. The summary of the DeIDOT's prioritization criteria is as follows:

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

**Safety (35.0%)** - *The ability of the transportation system to allow people and goods to move freely and without harm.*

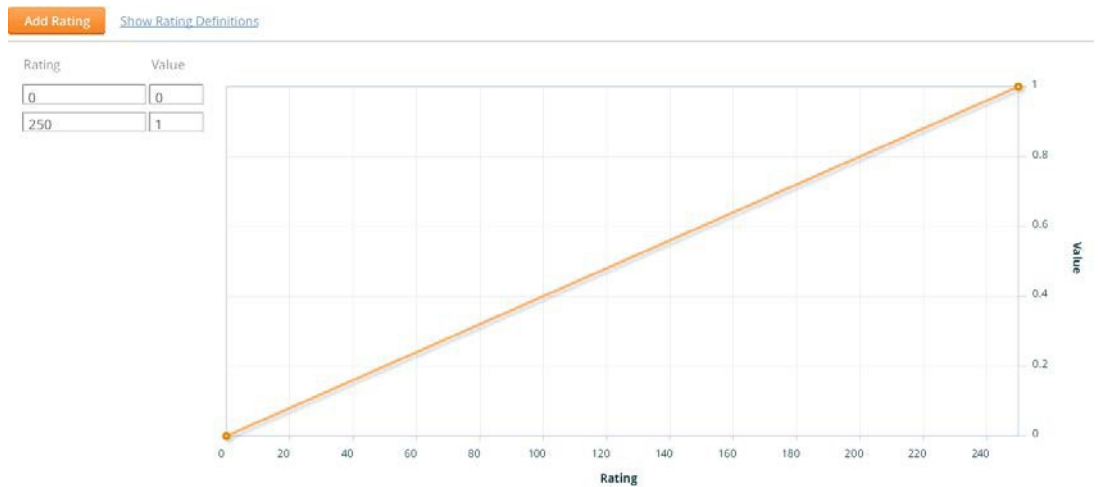
This criterion assesses the extent to which a project addresses identified safety issues and improves safety.

**Crash Index (16.2%)**

The Crash Index of location is based on three (3) most recent calendar years of crash data. This information is provided by DeIDOT’s Traffic Section.

**Rating Scale**

*The crash index value  $CI = (Number\ of\ Fatal\ Crashes * 40) + (Number\ of\ Injury\ Crashes * 4.5) + (Number\ of\ Property\ Damage\ Only\ Crashes * 1)$*

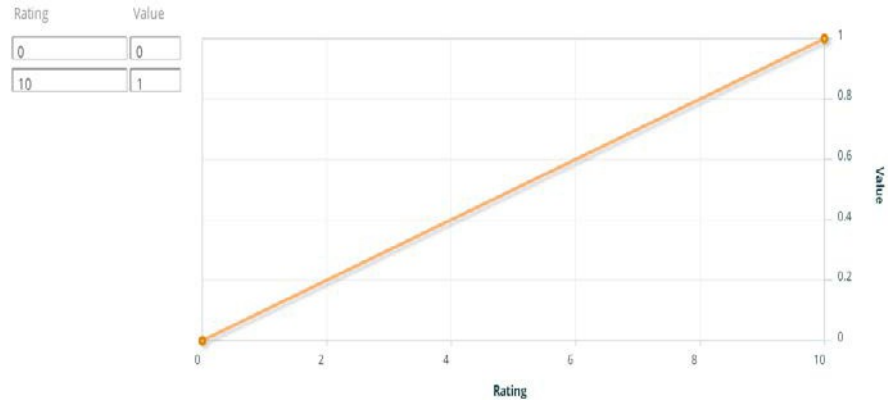


**Critical Crash Ratio (12.7%)**

The critical crash ratio is a site selection methodology calculated by including three (3) years of fatal and injury crash data and comparing crash rates along each roadway against statewide averages of similar roadway types. This site selection process will consider all injury crashes due to complexities associated with identifying a crash based on injury severity and further aligning with Delaware’s Strategic Highway Safety Plan. This information is provided by DeIDOT’s Traffic Section.

**Rating Scale**

*The critical crash ratio value is entered and the score value is determined utilizing the linear scale below. The project critical crash ratio value may be zero.*



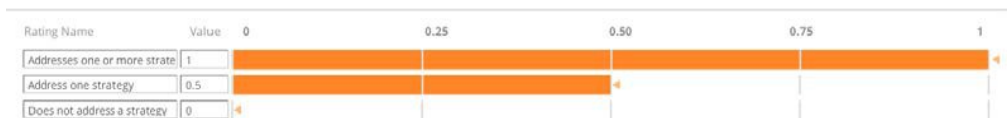
**Addresses strategies in the Strategic Highway Safety Plan (6.1%)**

The project may address one or more of the strategies identified in the current Strategic Highway Safety Plan, which may include, but are not limited to:

- Reducing the frequency and severity of roadway departure crashes
- Improving the design and operation of highway intersections
- Making walking and street crossing safer

**Rating Scale**

*A project may address none, one, or one or more strategies in the Strategic Highway Safety Plan. This information is entered and a score value between zero and one is assigned.*



**System Operating Effectiveness (19.1%)** - *The ability of the transportation system to efficiently move people, goods and services without excessive delay or inconvenience.*

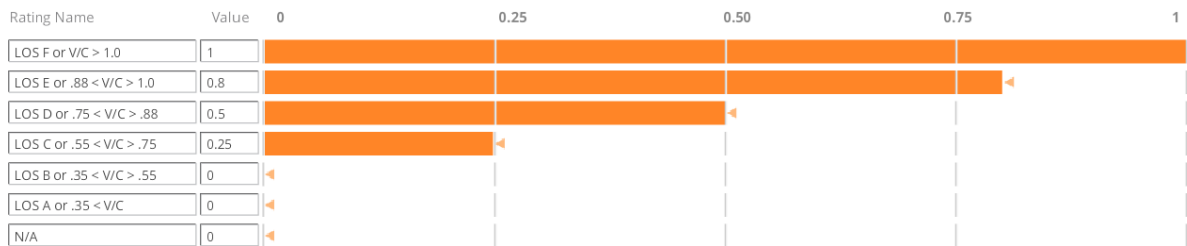
This criterion is used to assess the extent to which the Project meets operating objectives as described in the State Strategy and in regional or local community plans.

**Existing Congestion Level (12.4%)**

The existing congestion level is calculated for the intersection or roadway segment. LOS is determined by data no more than 3 years old from Traffic Impact Studies, Traffic Management Center, Traffic Volume Count, Travel Demand Model, or other plans and studies done throughout the state.

**Rating Scale**

*The intersection/roadway congestion level is selected and the score value is determined using the table below.*

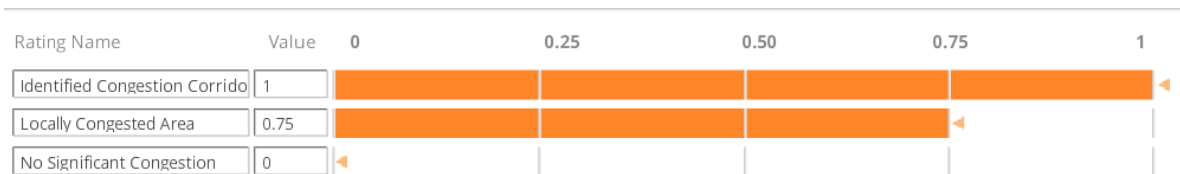


**Congestion Management (6.7%)**

Existing congestion is identified by a project’s location along a congested corridor or within a congested area. Congested corridors are identified and adopted by the local MPOs and/or County Comprehensive Plans. The Locally Congested Areas are not identified by local MPOs or county plans but are still operating at LOS D or worse.

**Rating Scale**

*A project can be along a congested corridor, in a locally congested area, or in an area without significant congestion. Project areas are classified and the score value is determined using the table below.*



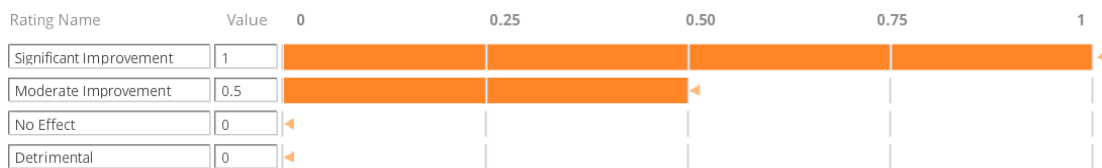
**Multi-Modal Mobility/Flexibility/Access (11.9%)** - *The ability of a project to provide efficient movement of people and goods between destinations by motor vehicle, pedestrian, bicycle and transit modes (including land side access to airports and marine terminals.)*

This criterion is used to assess the extent to which the Project addresses transportation choices and allows additional connectivity to the existing system.

**Rating Scale**

*A project is evaluated to determine whether it will:*

- *Create a significant improvement by positively impacting multiple groups or locations*
- *Create a moderate improvement by positively impacting a single user group or location*
- *Neither improve nor degrade the existing access and mobility within the project limits*
- *Negatively impact the transportation choices or access/connectivity*



**Revenue Generation/Economic Development/Jobs & Commerce (13.1%)** - *The ability of a project to facilitate or support business development and employment.*

This criterion is used to assess the extent to which the Project has the potential to generate revenue or will support economic development and benefit commerce.

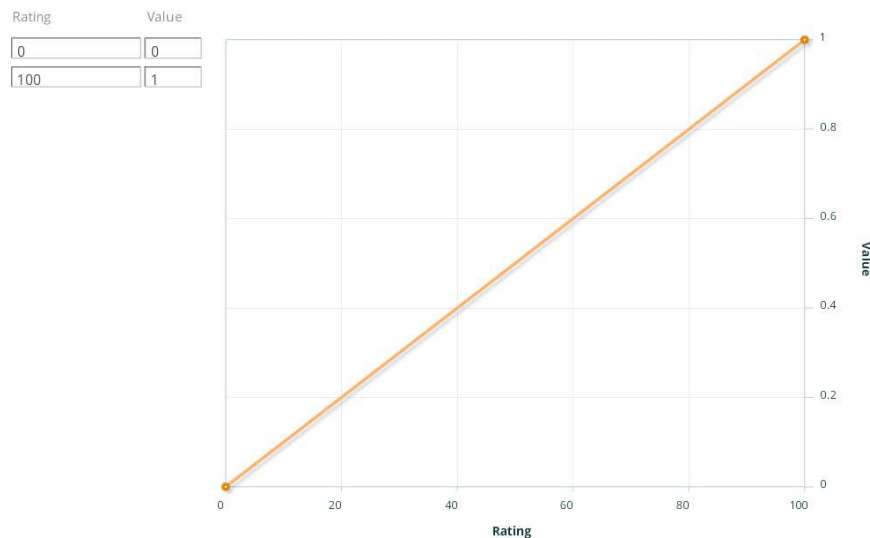
**Economic Impact (Competitiveness) (5.7%)**

A program called TREDIS will be used to assess a project's economic impact. Based on the Delaware statewide travel demand model's project outputs of VMT and VHT, TREDIS will estimate the future year percentage change in employment and economy of the project within the county.

**Percentage Change in Employment (2.85%) & Percentage Change in GDP (2.85%)**

**Rating Scale**

*A project is ranked by comparing the percentage change in employment and economy of each project within the county/area. Their percentages will be scaled accordingly. The top project with the most percentage change in employment/economy from each county/area will be scored with a maximum score of 100 and the project with the least percentage change in employment in county will receive a score of 0. Every program year, three projects are expected to receive a full score of 100 as for one for each county.*

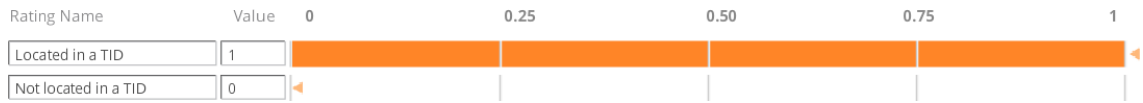


**Identified in a Transportation Improvement District (TID) (3.2%)**

A TID is a geographic area identified in a local jurisdictions comprehensive plan where growth is planned and there is a desire for a comprehensive approach to adequate facilities. These are areas where the State has partnered with the local jurisdictions to provide the necessary infrastructure to keep pace with the development within the TID.

### Rating Scale

A project is either in or not in a Transportation Improvement District. This information is entered and a score value of either zero or one is assigned

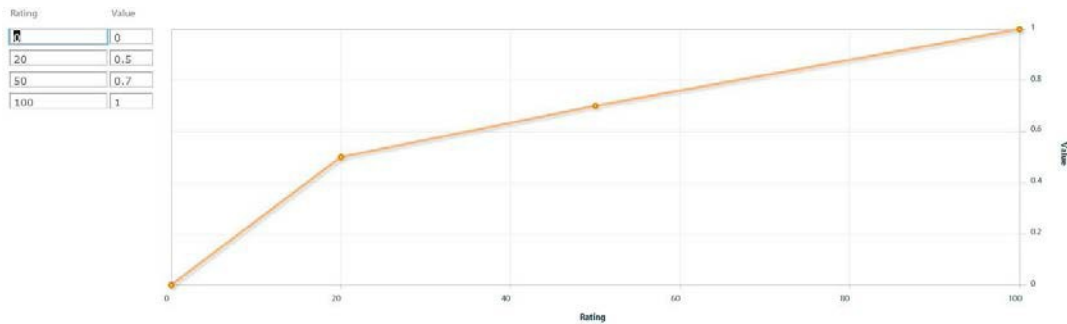


### Cost-sharing Support (1.6%)

This criterion supports the active development that has been approved by the local land use agencies. Projects are identified that will support the proposed development and where there is a cost sharing percentage identified as part of the approval.

### Rating Scale

The percentage of private contributions to a project is entered and the score value is determined utilizing the linear scale below. If a project does not have any outside funding source then the value is zero.

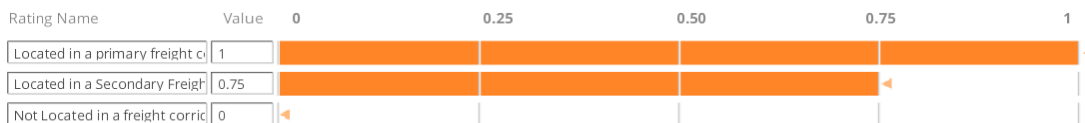


### Freight Corridor (2.6%)

The Freight Plan has identified primary and secondary freight corridors throughout the state. It is critical that these corridors allow the efficient movement of goods and services so that Delaware can remain competitive in attracting business to the State

### Rating Scale

The project is evaluated to determine if it resides on either a primary or secondary freight corridor. If it is not located on a freight corridor then it receives a value of zero.



**Impact on the Public/Social Disruption/Economic Justice (8.3%)** - *The effect of the transportation system on existing population and community.*

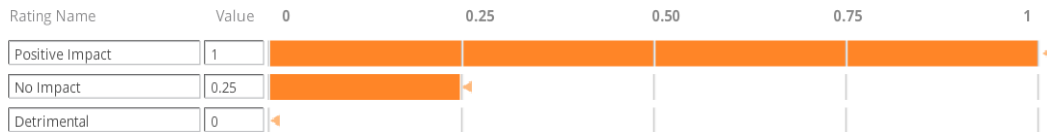
This criterion assesses the project’s community impacts as it relates to existing communities and population centers.

**Impact on the Public/Social Disruption (4.3%)**

This criterion will assess the extent to which the project supports investment in existing communities and provides community enhancements such as sidewalks.

**Rating Scale**

*The project provides a positive impact if it provides improvements in access/mobility OR physical environment of community. A project is detrimental if there is an adverse impact on access/mobility OR physical environment of community*



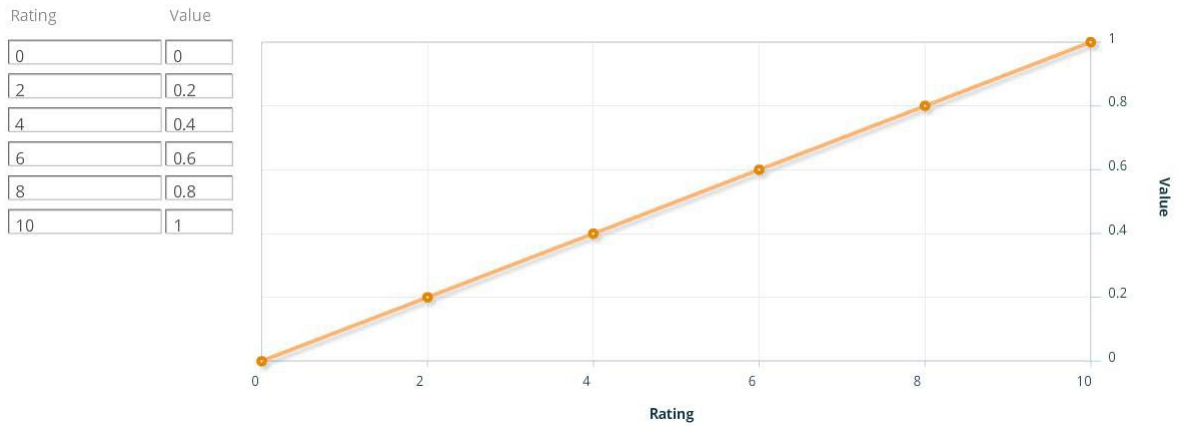
**Social and Health Related Elements (4.0%)**

This criterion will assess where low income and/or minority populations concentrations are located. The percentages of low income and/or minority populations is a proxy value to account for social determinant of health. The percentile of the census block is estimated to state average where 50 percentile is the state average. This percentile is based on data from the American Community Survey. This information is available from the EPA’s EJScreen with the maximum points of 10 for each project.

**Rating Scale**

- *5 pts: if project is located where the percentile of low income/minority population is between 90 and 100.*
- *4 pts: if project is located where the percentile of low income/minority population is between 80 and 90.*
- *3 pts: if project is located where the percentile of low income/minority population is between 70 and 80.*
- *2 pts: if project is located where the percentile of low income/minority population is between 60 and 70.*
- *1 pts: if project is located where the percentile of low income/minority population is between 50 and 60.*
- *0 pts: if project is located where percentile of the low income/minority population is below 50.*



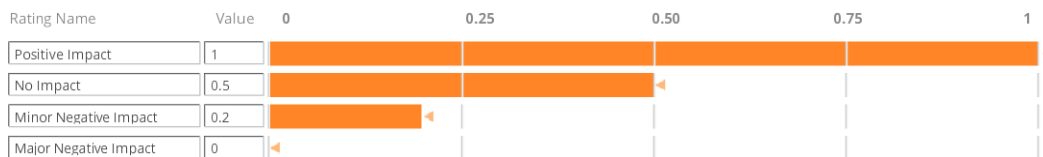


**Environmental Impact/Stewardship (6.6%)** - *The effect of the transportation system on energy use and the natural environment.*

This criterion is used to assess the extent to which the Project mitigates the threat or damage to the environment, including Air Quality.

**Rating Scale**

*The project is considered to have a positive impact if it completely resolves existing outstanding environmental impact or issue that was not created by the current transportation project. The project is considered to have a minor negative impact if the project creates minor environmental impact that are resolved as part of the project. A major negative impact is selected if the project creates a major environmental impact.*



**State and Local Priority (6.1%)** – *The ability of a project to meet state and local needs.*

This criterion will assess the extent to which a project contributes towards statewide/regional growth management and the project is identified through an existing MPOs and Sussex County project prioritization program

**Delaware Strategies for State Policies and Spending (3.9%)**

This criterion supports the active development that has been approved by the local land use agencies. Projects are identified that will support the proposed development and where there is a cost sharing percentage identified as part of the approval.

### Rating Scale

The project is evaluated to determine if it addresses criteria identified in the Delaware Strategies for State Policies and Spending program. If the project meets more than half of the 2015 Delaware State Strategies needs based on the level it is located (1, 2, 3 or 4) then it receives a value of one. The project receives a .5 score if it meets some but less than half of the 2015 State Strategies needs. The project receives a 0 score if it does not meet any State Strategies needs.



### Local Priority (2.2%)

This criterion supports project that have already been identified as a priority by the MPOs and Sussex County.

### Rating Scale

The top fifteen projects identified by the Delaware MPOs and Sussex County for the program year will be scored linearly with a maximum score of 1, all other projects not identified in the top fifteen will receive a score of 0. Since each MPO and Sussex County will rank their respective projects independently, so it is possible to have three projects to receive a score of 1.

