



PROJECT PRIORITIZATION PROCESS

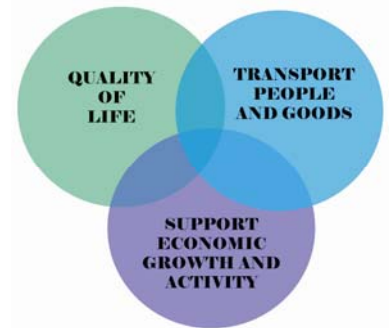
WILMAPCO has created a Prioritization Process to evaluate transportation projects using measurable criteria based on the goals of our long-range Regional Transportation Plan (RTP). It provides a quantitative method to compare projects proposed for our Transportation Improvement Program (TIP) and RTP. This Process was adopted by WILMAPCO Council on May 11, 2006. Ranked projects will be submitted to DeIDOT/MDOT for consideration in their statewide process.

STEP 1 – Apply screening criteria

- Each project is reviewed for consistency with WILMAPCO's Regional Transportation Plan and local, county and state transportation plans and land use plans.
- If a project is not consistent with local and regional plans it will not be ranked or the RTP must be amended prior to ranking.

STEP 2 – Staff calculates technical score

- WILMAPCO Staff calculates a technical score for each project based on the goals and objectives of the RTP (shown at right).
- Criteria are designed to be objective measures using data available to WILMAPCO.



STEP 3 - TAC proposes ranking

WILMAPCO's Technical Advisory Committee (TAC) reviews technical scoring for accuracy and proposes ranking considering:

- Technical score developed by staff
- Cost effectiveness/ life cycle costs
- Project recommended in adopted transportation plan
- Incorporate submitting agency rankings, ensuring that top local priorities receive higher WILMAPCO ranking than lower local priorities
- Additional "special considerations" to break ties
- Urgency of project
- Private/local funding match provided
- Other issues not included in ranking

STEP 4 - WILMAPCO Council ranks submissions

Council ranks submissions considering:

- Technical score
- Cost effectiveness/ life cycle costs
- Project recommended in adopted transportation plan
- Incorporate submitting agency rankings, ensuring that top local priorities receive higher WILMAPCO ranking than lower local priorities
- Other "special considerations" and issues not included in ranking
- TAC proposed ranking
- Urgency of project
- Private/local funding match provided

WILMAPCO is the Metropolitan Planning Organization for New Castle County, Delaware and Cecil County, Maryland. For more information on this process, visit our website at www.wilmapco.org/priority, call (302) 737-6205, toll free (888) 808-7088 or visit WILMAPCO at 850 Library Avenue, Suite 100, Newark, Delaware 19711.



Goal 1: Improve Quality of Life

- Protect the public health, safety and welfare
- Preserve our natural, historic and cultural resources
- Support existing municipalities and communities
- Provide transportation opportunity and choice

Criteria and point values

Air Quality – Project expected to improve air quality by:

- reducing emissions
- reducing VMT (Vehicle Miles Traveled)
- not adding capacity
- increasing access to non-auto modes

- 3 Project expected to substantially improve air quality (all four bullets apply)
- 1 Project expected to slightly improve air quality (2-3 bullets)
- 0 No expected air quality impact (does not add capacity)
- 3 Negative air quality impact expected

Environmental Justice – Project enhances environment in locations with a high percentage of low-income and/or minority residents. Supportive projects reduce risk of accidents, and/or enhance neighborhoods. Negative impacts include increased accident risk for vehicular and/or non-motorized traffic, displacement of homes or businesses, and/or increased traffic through neighborhoods.

- 3 Project supports environmental justice in area with high low-income or minority population
- 1 Project supports EJ in area with above average low-income or minority population
- 0 Project does not impact environmental justice
- 1 Project negatively impacts area with above average low-income or minority population
- 3 Project negatively impacts area with high low-income or minority population

Safety – Project addresses high accident location, based on the absolute number of crashes and the rate at which crashes occur.

Crash rate per 1 million miles VMT (past 5 years)

- 2 Greater than 3 times the County average
- 1 2 to 3 times County average
- 0 At or below the County average

+

Total number of crashes (past 5 years)

- 2 200+ accidents
- 1 100-200 accidents
- 0 Less than 100 accidents

Goal 2: Transport People and Goods

- Improve transportation system performance
- Promote accessibility, mobility and transportation alternatives

Criteria and point values

Congestion Management System – Corridor improvement recommended in CMS or location with Level of Service (LOS) E or F.

- 2 Project within a CMS corridor identified by the CMS Subcommittee
- 1 Road segment with LOS E or F but outside of identified CMS corridors

If project is in the CMS, then calculate additional points:

+ Average Annual Daily Traffic (AADT)

- 4 Greater than 60,000 AADT
- 3 40,000 – 60,000 AADT
- 2 20,000 – 40,000 AADT
- 0 Less than 20,000 AADT

+ Transit Usage - Transit Load Factor by segment based on the average number of riders vs. the number of available seats.

- 3 Greater than 35% capacity
- 2 25 – 35% capacity
- 1 15 – 25% capacity
- 0 Less than 15% capacity

Transportation Justice – Supportive projects improve mobility and ease access to transit and other transportation choices for zero-car households, elderly & persons with disabilities (based on thresholds determined by WILMAPCO's Environmental Justice report, Phase II).

- 3 Supportive project within an area of high concentrations of mobility-constrained population
- 1 Supportive project within an area of moderate concentrations of mobility-constrained
- 0 Does not improve mobility or ease access to transportation choices



GOAL 3: Support Economic Activity and Growth

- Ensure a predictable public investment program to guide private sector investment decisions
- Plan and invest to promote the attractiveness of the region

Criteria and point values

Freight – Projects that support major freight routes, based on the absolute number of trucks (2-axle, 6-tire and larger) and the percentage of trucks along roadway segments.

- 2 Road segments with volumes greater than 5,000 trucks/day
- 1 Road segments with volumes between 1,000-5,000 trucks/day
- 0 Road segments with volumes Less than 1,000 trucks/day

+

- 2 Road segments with greater than 20% trucks
- 1 Road segments with truck percentages between 10-20%
- 0 Road segments with truck percentages less than 10%

Support of Economic Development Initiatives – Projects that support economic development initiatives. Those include adding or improving access to brownfield locations; an existing or planned site used for employment, tourism, manufacturing, commercial or industrial purposes; or addresses an issue identified through regional economic development planning.

For New Castle County, use areas defined by the DE Office of State Planning Policies and Spending map:

Investment Level 1: Dense areas within municipalities, urban places, high density areas and areas with infrastructure and services (i.e. sewer, water, transit, etc.).

Investment Level 2: Less developed municipal areas or fast-growing areas. Also identifies areas in which full services are expected or planned.

For Cecil County, use the State Priority Funding Areas and County Certified Areas

- 3 Project located in Delaware Investment Level 1 area or Maryland Priority Funding Area
- 1 Project located in Delaware Investment Level 2 area or Cecil County Certified Area
- 0 Project not located in either of the above areas

Private or local funding contribution – Local and/or private commitment demonstrated by funding contribution.

- 4 Greater than 80% through private/local funds
- 3 60-80% funded through private/local funds
- 2 40-60% funded through private/local funds
- 1 20-40% funded through private/local funds
- 0 Less than 20% through private/local fund