



# PROJECT PRIORITIZATION PROCESS

***WILMAPCO has created a Prioritization process to evaluate transportation projects using measurable criteria based on the goals of our long-range plan. It provides a quantitative method to compare projects proposed for our Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).***

## **STEP 1: Apply screening criteria**

- Is project consistent with the Regional Transportation Plan and local, county and state transportation plans and land use plans?
- If not, project should not be ranked or plan amendments should be made prior to ranking.

## **STEP 2: Staff calculates technical score**

- Using available technical data, WILMAPCO Staff calculates a technical score for each project based on the goals and objectives of the Regional Transportation Plan.
- Each goal has a similar point value, with the maximum for each project of 33 points.

## **STEP 3: WILMAPCO's Technical Advisory Committee (TAC) reviews technical scoring for accuracy and proposes ranking considering:**

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

## **STEP 4: WILMAPCO Council ranks submissions**

Council ranks submissions considering:

- Technical score developed by staff and reviewed by TAC
- TAC proposed ranking
- Urgency of project
- Cost effectiveness/ life cycle costs
- Private/local funding match provided
- Project recommended in adopted transportation plan
- Submitting agency rankings by ensuring that top local priorities receive higher WILMAPCO ranking than lower local priorities
- Other issues not included in ranking
- Additional "special considerations" to break ties and serve as a reality check

# Goal 1: Improve Quality of Life


(Max. 10 points)

- **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:**

**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
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**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 environmental justice 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
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**Safety** – An “aggregate” scoring system combines the absolute number of accidents and the rate at which accidents occur per 1 million miles of VMT to be used. Scoring is based on a 4-point maximum scale with 4 being the highest priority and zero being the lowest. Points are assigned based on the following:

Crash rate per 1 million miles VMT (past 5 years)		Total number of crashes (past 5 years)	
2	Greater than 3 times the County average	2	200+ accidents
1	2 to 3 times County average	+	1 100-200 accidents
0	At or below the County average	0	Less than 100 accidents

## Goal 2: Efficiently Transport People

(Max. 12 points)

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

### Criteria:

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

If recommended in CMS or LOS E/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 meets the above CMS criteria, then the following two criteria will be calculated in addition to the points awarded above.

Average Annual Daily Traffic (AADT)		Transit Usage—Transit Load Factor by segment based on the average # of riders vs. # of available seats.	
4	Greater than 60,000 AADT	3	Greater than 35% capacity
+ 3	40,000 – 60,000 AADT	+ 2	25 – 35% capacity
2	20,000 – 40,000 AADT	1	15 – 25% capacity
0	Less than 20,000 AADT	0	Less than 15% capacity

**Transportation Justice** – Use percentage of zero-car households, elderly & persons with disabilities instead of low-income/minority (thresholds as determined by EJ report, Phase II), identify projects that support non-motorized or transit alternatives.

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

# GOAL 3: Support Economic Activity and Growth

(Max 11 pts.)

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

## Criteria:

**Freight** – Scores using the three-tiered scoring defined in the WILMAPCO Freight & Goods Movement Analysis. Bottlenecks are identified using high truck trip generating traffic zones, areas of high truck crash frequencies and travel time delays which hamper the efficient movement of truck traffic which can effect economic growth and competitiveness.

- 4 “Significant Bottleneck” – Refers to segments with multiple failing criteria, and generally includes roadways which carry the highest traffic volumes and experience heaviest congestion.
- 3 “Moderate Bottleneck” – Refers to segments that are experiencing some failing, or nearly failing, criteria. There is more variation in scoring across the criteria, with some criteria demonstrating failure and others at more modest levels.
- 2 “Minor Bottleneck” – Refers to segments that experience one or more criteria that are near failing. While most have only a few criteria showing near failure, others are at acceptable levels.
- 0 All other road segments

**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 DE Office of State Planning Policies and Spending map. Areas are defined as follows:
  - 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