


# DeIDOT Statewide Prioritization Process

Delmarva Freight Advisory  
Stakeholder Meetings  
December 4th and 10th

# Agenda

- ▶ Development of the CTP
  - ▶ Review Delaware Code
  - ▶ Overview of Current Process
  - ▶ Overview of Proposed Process
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# Development of the CTP

- ▶ What is the CTP
  - Document that identifies the capital expenditures for the net 6 years.
  - Governed by State and Federal regulation
  - DeIDOT's 6-year CTP also contains the 4-year STIP (Statewide Transportation Improvement Plan)
  - The STIP is governed by 23 CFR 450.216
  - The STIP is made up of the TIP from each MPO and consultation with Sussex County.


# Development of the CTP

- ▶ What's contained in the CTP
  - Preservation Projects
  - Projects with Dedicated federal Funding
  - Projects that improve the management and operation of the system
  - Projects that are required either through a regulatory requirement, contractual obligation, legislative action or a judicial action
  - Other Capital Projects prioritized using the methods established under TITLE 29 CHAPTER 84 § 8419 of the Delaware Code.

# Development of the CTP

- ▶ **Project Technical Score**
  - Based on the score derived from the approved prioritization process
- ▶ **Assessment of funding eligibility**
  - State and Federal
  - Federal Obligation
- ▶ **Assessment of project readiness**
  - Current Investment in man-hours and \$
  - Availability of Resources

# Current Process

- ▶ Current Prioritization Process –1998
  - ▶ Not performance based
  - ▶ More subjective ranking process
  - ▶ Could not compare the entire program
  - ▶ Funding was pre-allocated into project types
  - ▶ Not flexible to changing goals of the Department
  - ▶ Not Transparent
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# Mission Vision Goals Priorities

## Excellence in Transportation

Mission	Vision	Goals	Priorities (Criteria)
Every Trip	We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.	<p>Minimize the number of fatalities and injuries on our system</p> <p>Build and maintain a nationally recognized system benefiting travelers and commerce</p>	<p>Safety</p> <p>System Operating Effectiveness</p> <p>System Preservation</p>
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	Multi-Modal Mobility/Flexibility/Access
Every Dollar	We seek the best value for every dollar spent for the benefit of all.	<p>Minimize the environmental impact of the state's transportation system</p> <p>Achieve financial sustainability through accuracy, transparency and accountability</p>	<p>Environmental Impact/Stewardship</p> <p>Revenue Generation/Economic Development/Jobs and Commerce</p>
Everyone	We engage and communicate with our customers and employees openly and respectfully as we deliver our services.	Develop and maintain a place where talented and motivated employees love to work and can be national leaders in transportation	Impact on the Public/Social Disruption/Environmental Justice

# Proposed Process:

- ▶ Respected Multi Criteria Decision Analysis Process developed in 1970s
- ▶ Decision Lens built on AHP
- ▶ Model based on DeIDOT's current Mission, Vision and Goals
- ▶ Qualitative and quantitative rating system to measure projects against established priorities
- ▶ Enables comparison of different project types
- ▶ Enables Evaluation of What-if Scenarios



THE ANALYTIC HIERARCHY PROCESS (AHP) MODEL



# Relevant Experience



# Decision Lens Approach

## 1. Define Decision Objective and Identify Criteria

Define objective, participants, and initial criteria.

## 2. Prioritize Decision Criteria

Refine the decision criteria, ensuring that they make sense to the team and that everyone is on the same page. Develop a final set of priorities.

## 3. Evaluate Projects

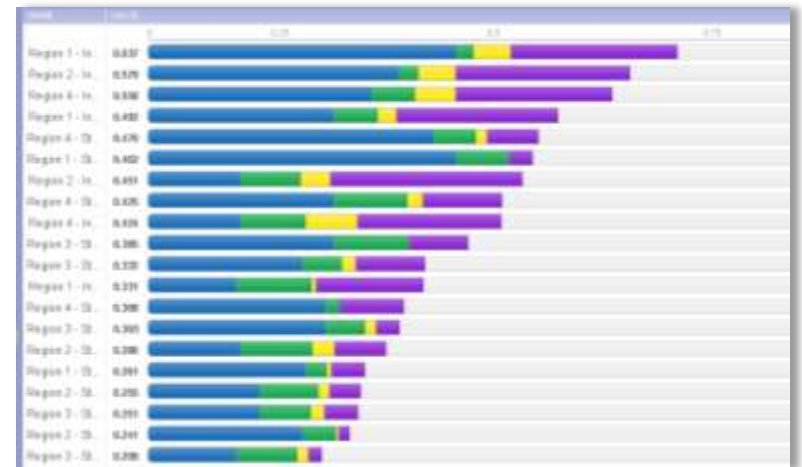
Rate the projects against prioritized criteria to determine the value of each alternative according to your objectives

## 4. Allocate Resources

Optimize the decision portfolio by performing cost/benefit trade-offs allocating dollars, people, and time to maximize the return.

## 5. Reporting

Enhanced visualizations, compare options, and scenarios, export.



# 1. Identify Important Decision Making Criteria

## Decision Goal: To Prioritize and Fund Capital Transportation Projects for Statewide CTP

### System Operating Effectiveness

- Existing Level of Service

- Congestion Management

### Safety

- Identified in a Safety Program

- Address strategies in the SHSP

### Environmental Impact/Stewardship

### Revenue Generation/Economic Development/Jobs & Commerce

- Identified in a Transportation Improvement District (TID)

- Cost-sharing support

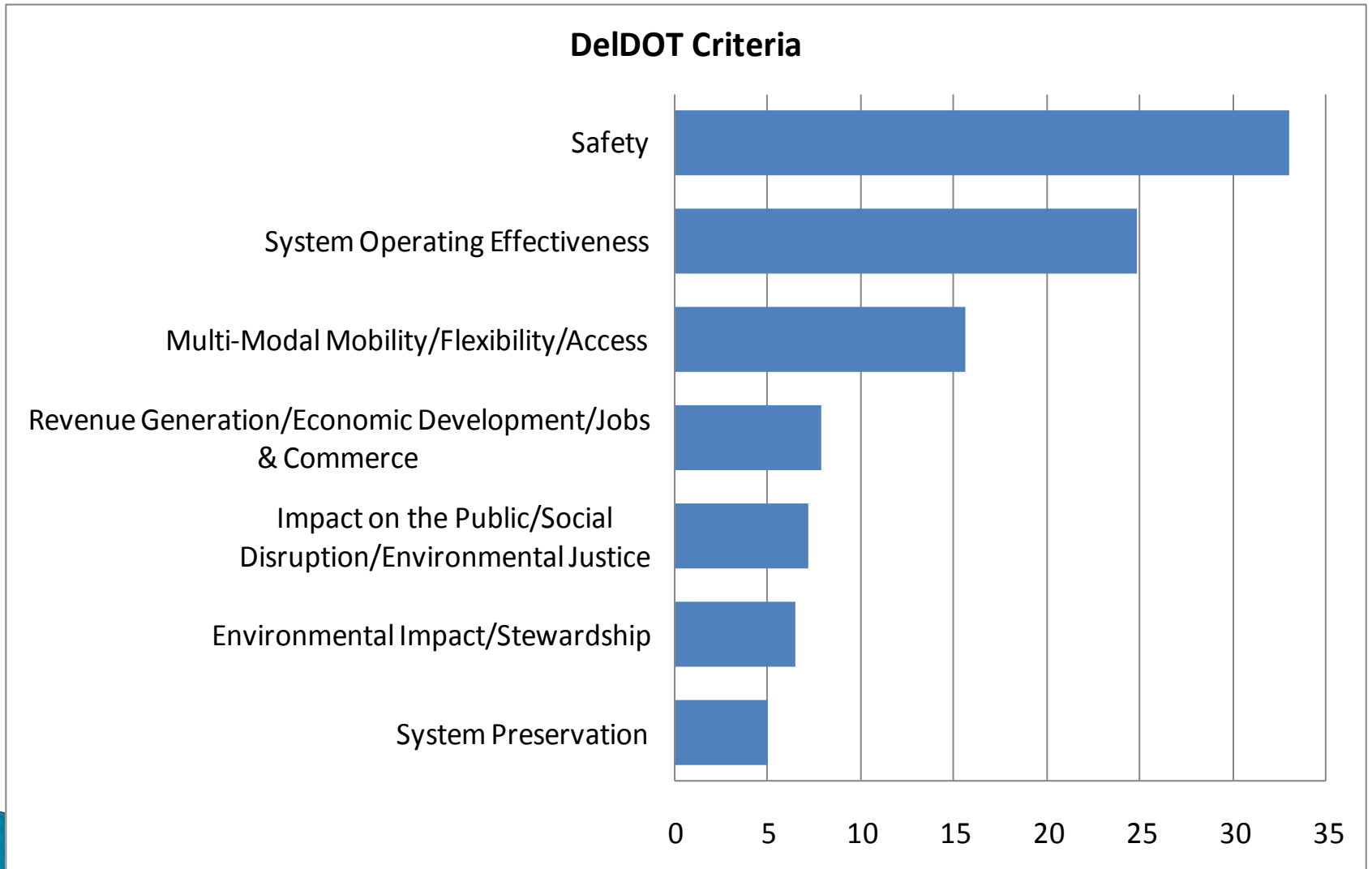
- Freight Corridor

### Multi-Modal Mobility/Flexibility/Access

### Impact on the Public/Social Disruption/Environmental Justice

### System Preservation

# 2. Stakeholders Derive Relative Importance of Criteria



# The Result – A Transparent and Defensible Process

The decision methodology and associated software solution:

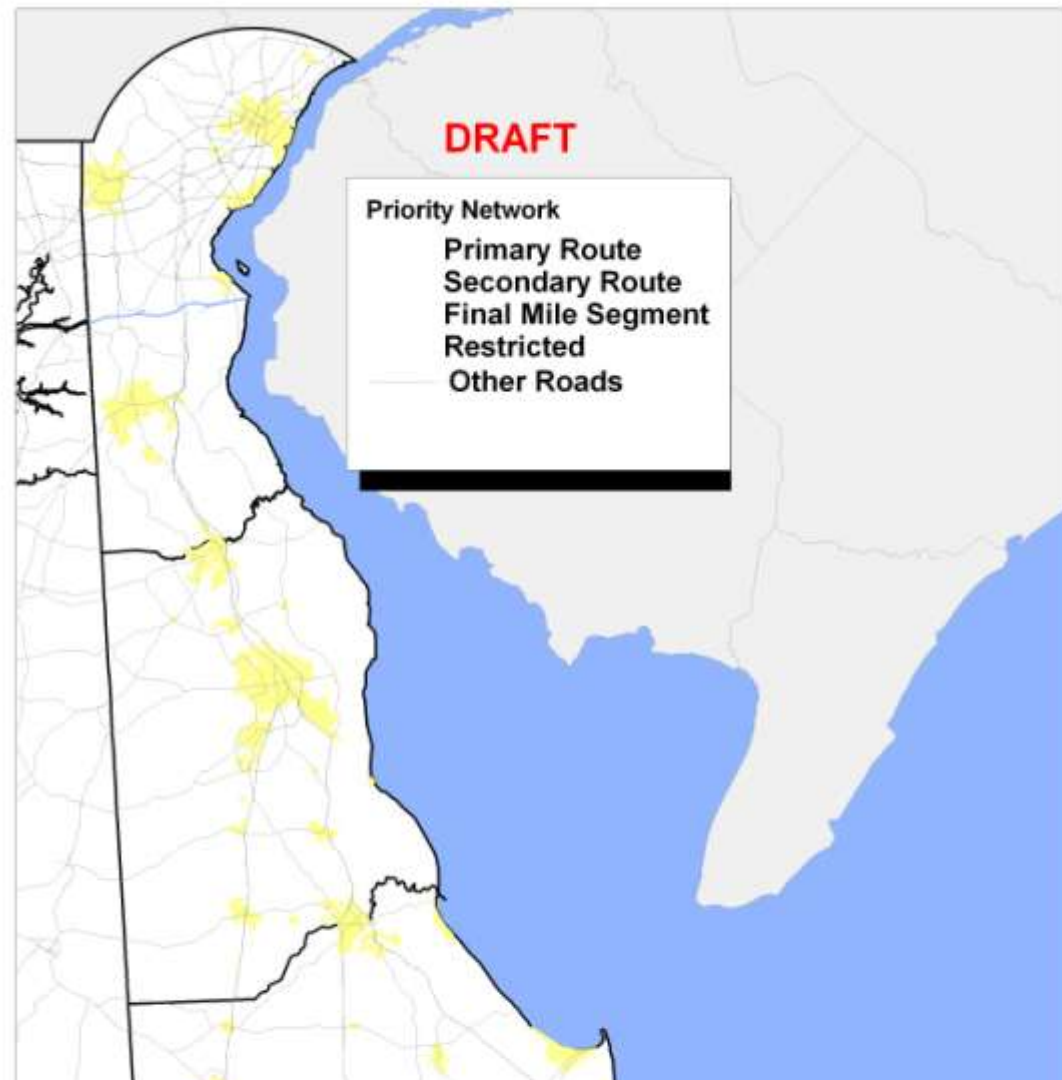
- Improves communication between the officials, government, and citizens.
- Increases decision efficiency, buy-in, and transparency.
- The outcome of decisions results in smarter allocation of limited resources.
- Provides the ability to quickly model various “what-if” scenarios to quickly react to what the future brings

**Resulting in a process that is *proactive* and *defensible*.**

# “The Network”

## Freight Corridor (33%)

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



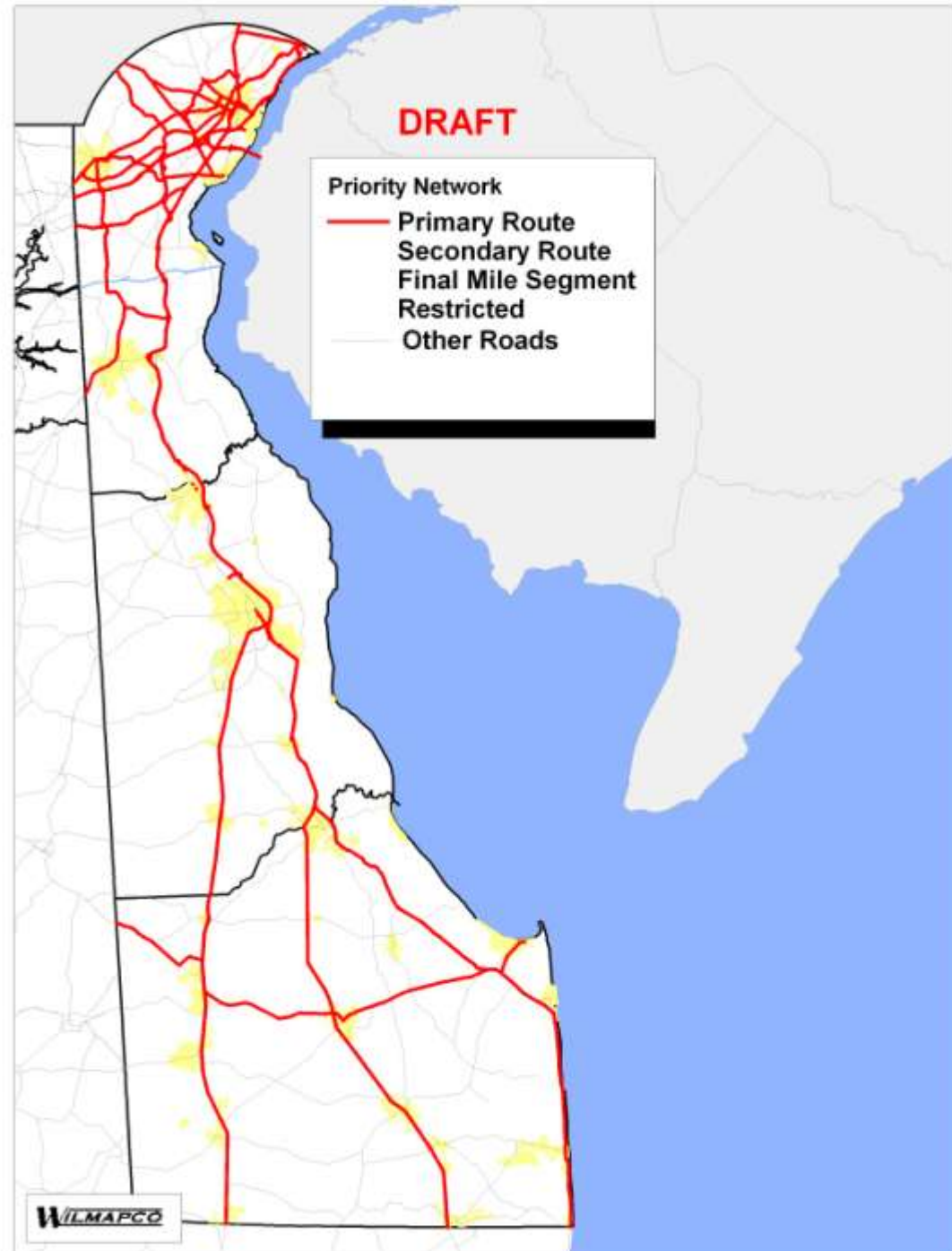
### Rating Scale

*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.*



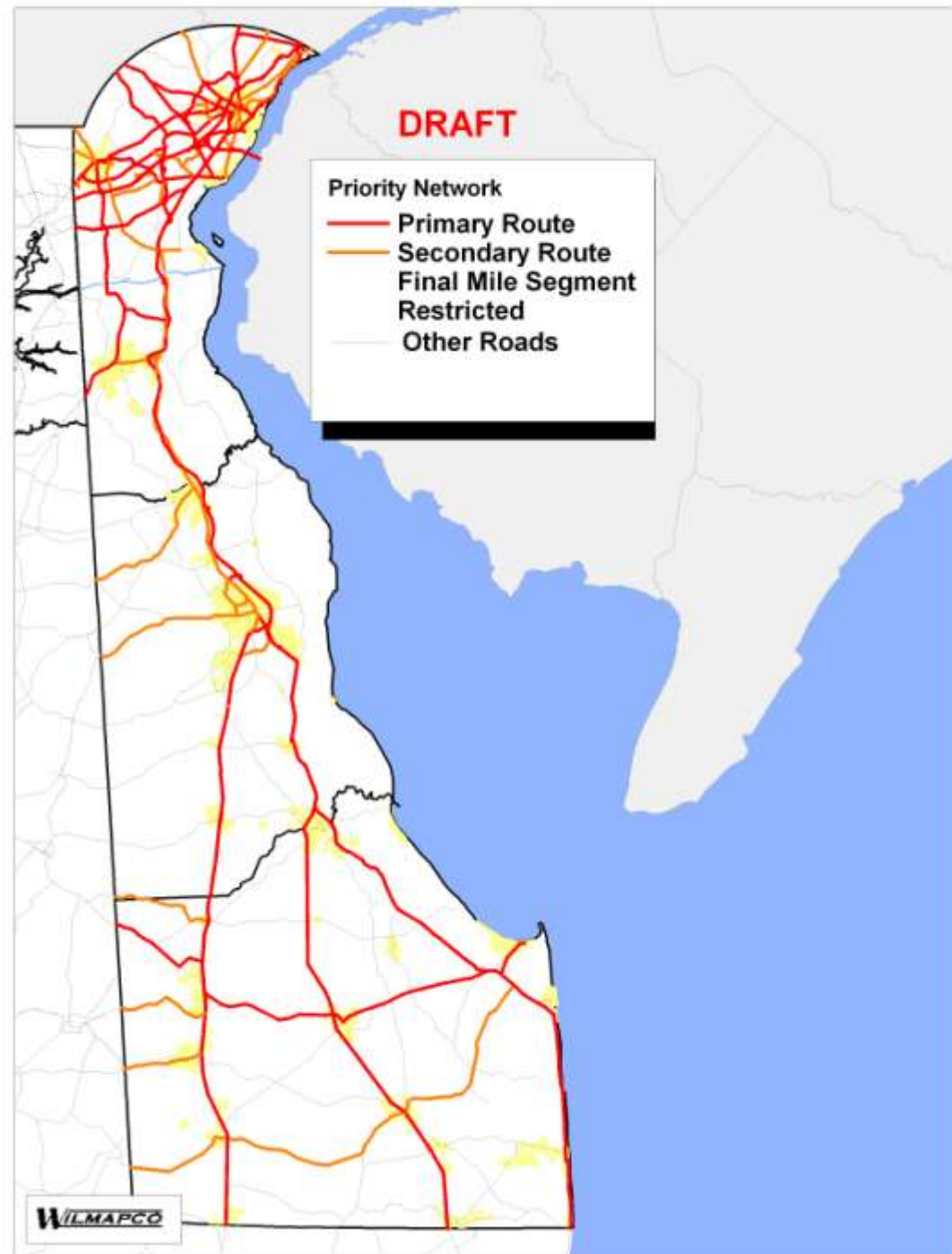
# “The Network”

- Includes all roads which are part of the NHS



# “The Network”

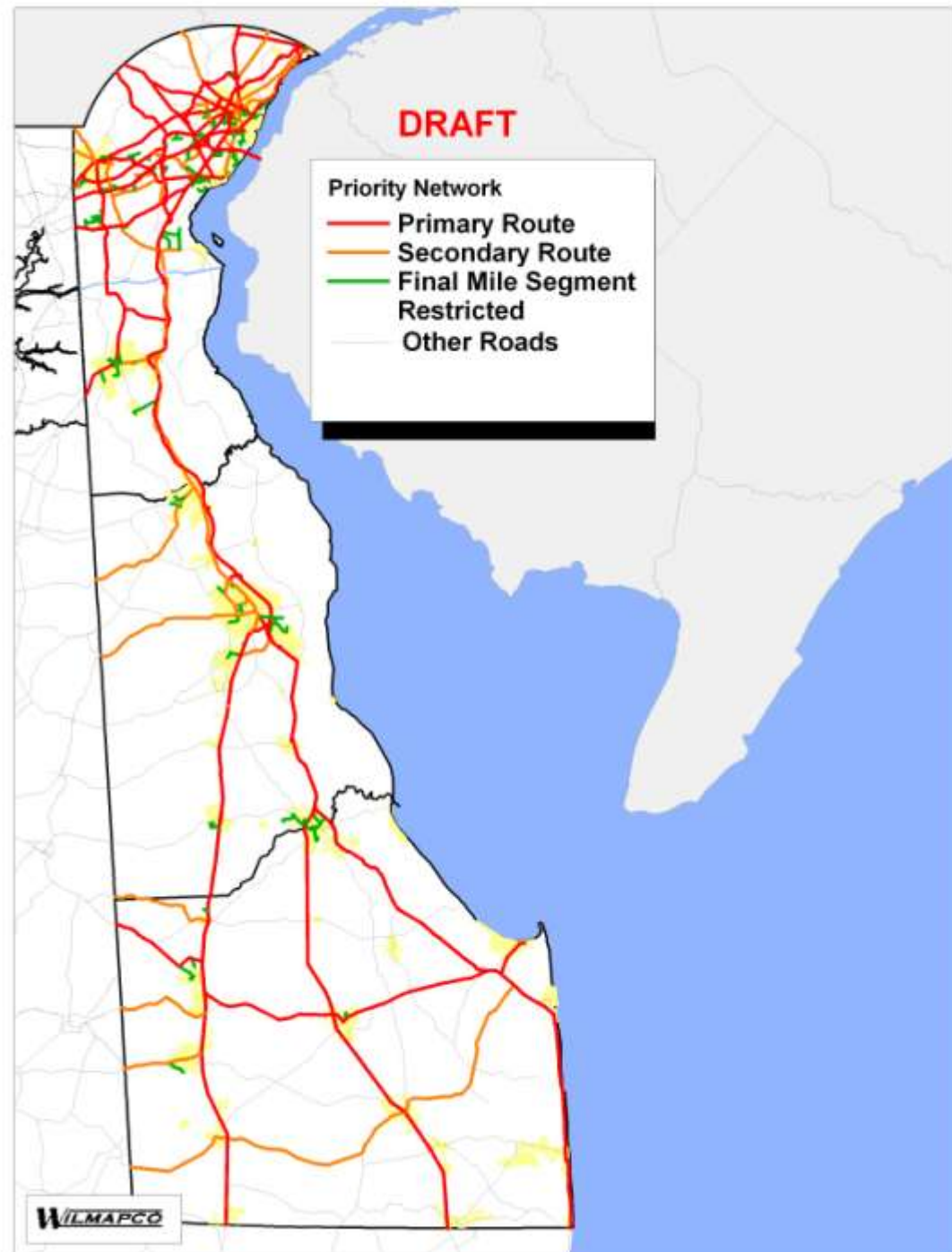
Secondary Routes:  
Minor Arterials and  
routes designated as  
cross-state truck  
routes





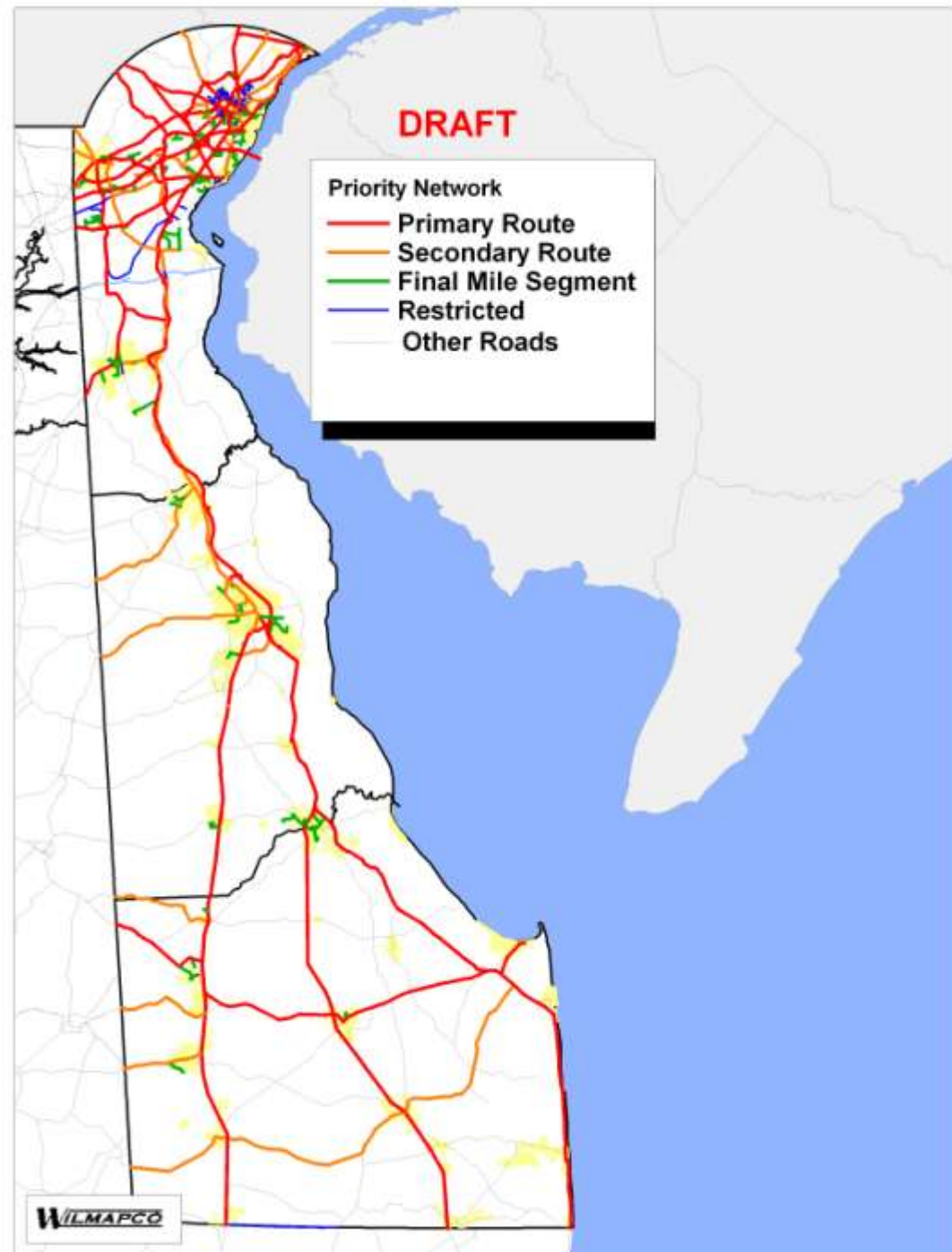
# “The Network”

Final Mile–  
Collector/Local roads  
which feed major  
industrial parks or  
other major freight  
origins/destinations

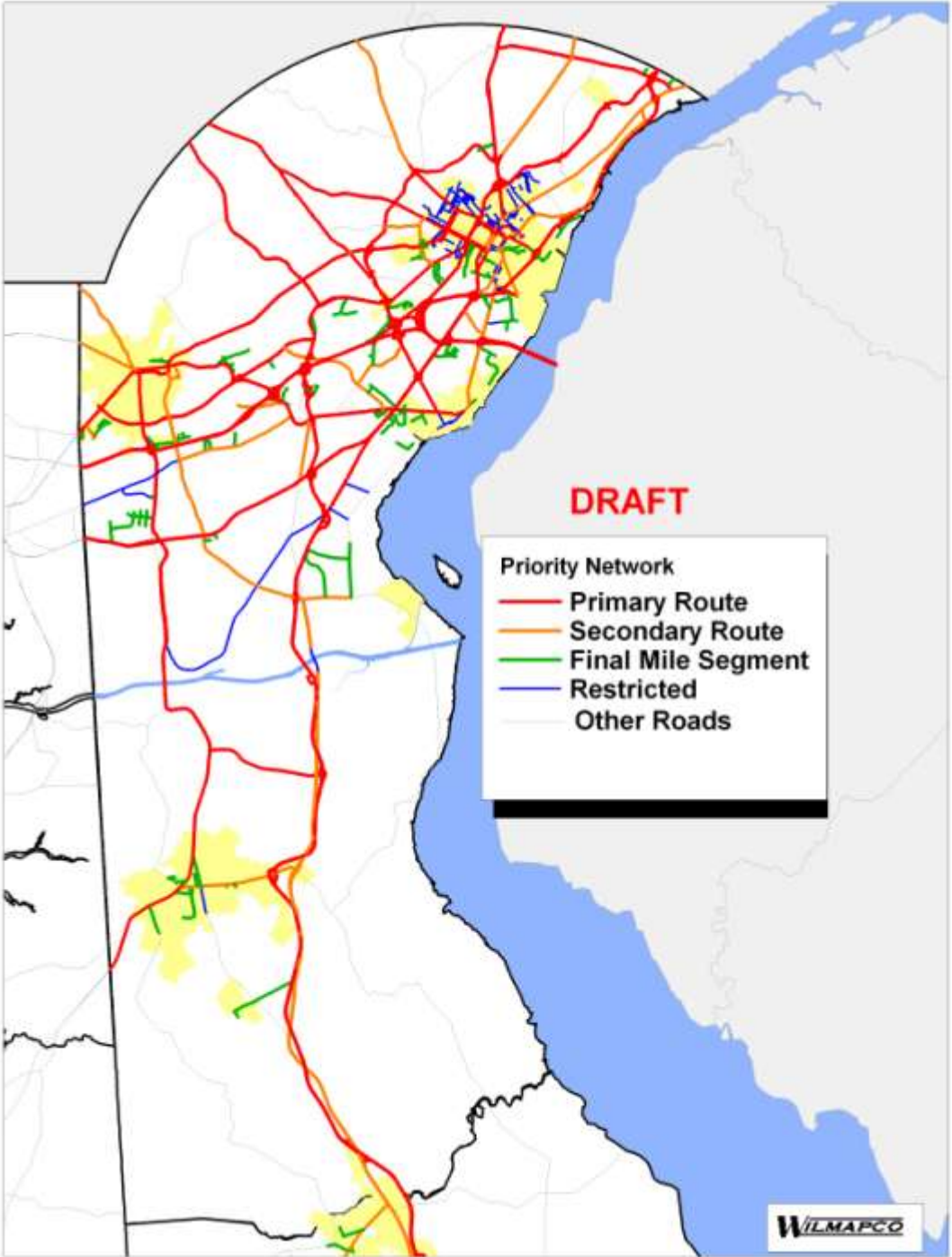


# “The Network”

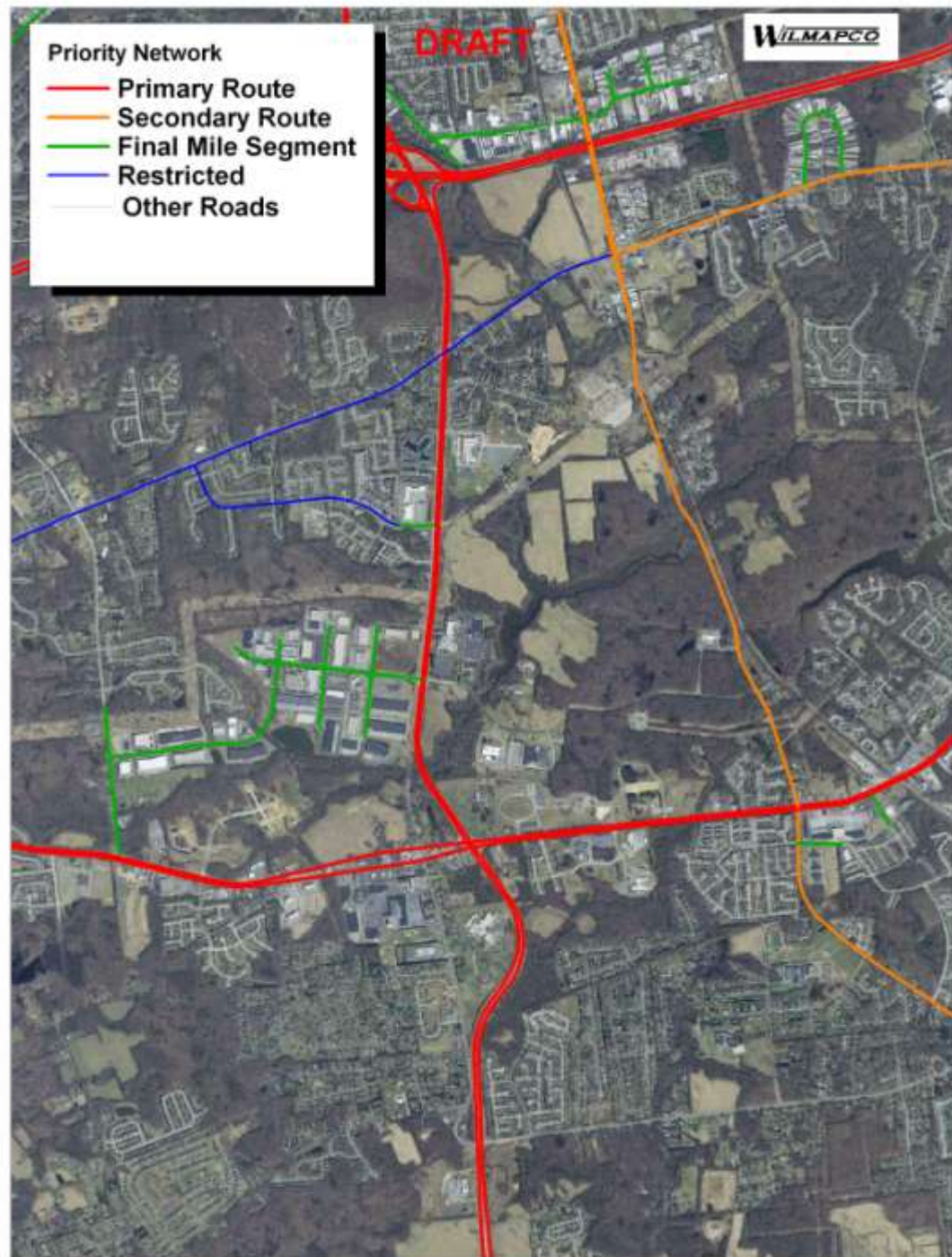
Also accounts for routes which have restrictions



# “The Network”



# “The Network”



# Questions

