

Project Prioritization 2020

Working Group reconsideration of
prioritization process for projects in the
2021 Metropolitan Transportation Plan
(Innovation 2045 MTP)

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2020 Working group members

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Portfolio Name: 2021 MTP Prioritization Model

Username	Role	Priorities	Priorities Completed
Anson Gock	Voting Owner	Yes	62
Cathy Smith	Voter	Yes	62
Cooper Bowers	Voter	Yes	62
Douglas Macmillan	Voter	Yes	62
Helen Wiles	Voter	Yes	62
James Galvin	Voting Owner	Yes	62
Michael Gumrot	Voter	Yes	62
Mike DuRoss	Voter	Yes	0
Stephen Ottinger	Voter	Yes	0
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tsmiller0607@yahoo.com	Voter	Yes	0

Decision Lens model

What it is:

- It is a software prioritization and resource optimization system which allows the D/KC MPO to make funding decisions in a project prioritization and resource allocation manner based on **ten screening criteria**;
- Provides a record of all D/KC MPO proposed projects for road improvements, projects, and studies;
- Provides a prioritization evaluation and ranking on **173 proposed MTP projects** out to the year 2045.

What the Working Group did:

- Decided which of the ten screening criteria are important to the transportation network in Kent County;
- Developed a scoring system to determine how well a project meets those screening criteria;
- Determined which attribute/screening criteria is most important.

Decision Lens Screening Criteria Comparison

- 2017 MTP

- System Operating Effectiveness
- Safety
- Environmental Impact/ Stewardship
- Revenue Generation/Economic Development/ Jobs
- Supports Freight Movement
- Multi-Modal Feasibility/ Access
- Impact on the Public/ Social Disruption and Economic Justice
- Community Priorities
- State Strategies for Policy and Spending

- 2021 MTP

- System Operating Effectiveness
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- **Performance Measures (new)**

Criteria Development 1

System Operating Effectiveness: *Extent to which the project contributes to the efficiency and performance of all applicable modes of the transportation system*

- **Existing Level of Service:** *The existing Level of Service that is calculated for the intersection, nearest intersection, or road segment that includes the project.*
 - 1 LOS F
 - 0.75 LOS E
 - 0.5 LOS D
 - 0.25 LOS C
 - 0 LOS B
 - 0 LOS A
 - 0 N/A or Unknown
- **Appropriate Functional Classification and Appropriate Road Construction:** *The project's ability to provide improvements needed to attain the design standards of its Functional Classification. Functional Classifications of roads were reviewed in collaboration with DelDOT, and further approved by Federal Highway Administration (FHWA) in 2014. MPO advocates for the roads to be constructed to their current classification to function as their appropriate roadway class.*
 - 0 The road design is constructed to the functional classification standards
 - 1 The road design is NOT constructed to the functional classification standards

Criteria Development 2

Safety: *Extent to which the project's scope would address an existing or projected safety hazard for motorists, pedestrians, bicyclists and/or transit users.*

- **Roadway Safety:** *The project's potential to mitigate safety hazards for automobile users.*
 - 0 There are no obvious safety component to the project (unusual),
 - 0.75 The project came about in response to several crashes or car-pedestrian interactions or car-bicycle conflicts (frequent),
 - 1 The project has been recognized by the DOT as a safety project, a HSIP or a HEP.
- **Bike/Ped Safety:** *The project's potential to mitigate safety hazards for pedestrian, bicycle and transit users.*
 - 0 The project doesn't address bike/ped issues, not even the Complete Streets policy
 - 0.5 implements the Complete Streets Policy with nothing special
 - 1 A project that addresses an element of the Regional bicycle Plan, the MTP, or is a part of a municipal Bike Plan

Criteria Development 3

Environmental Impact/Stewardship: *The project's potential to positively or negatively impact environment and natural resources. This category has subordinate elements to consider: air quality and the cumulative impacts on the other elements of the National Environmental Policy Act (NEPA) from constructing the improvements. Every project is ultimately evaluated for environmental impact and includes mandatory mitigation of impacts if possible.*

- **Air Quality:** *The likelihood that the project will impact Air Quality in the County and the State.*
 - 0 Project that is Regionally Significant and non-exempt
 - 1 All other projects
- **Other Environmental Impacts:** *This type of preliminary analysis is encouraged by FHWA as part of their "Every Day Counts" initiative.*
 - 0 any unmitigated impact to any criteria included in a NEPA Review'
 - 0.5 Any project that requires mitigation for an impact related to any criteria included in a NEPA Review,
 - 1 The project requires no mitigation or has no impact related to any criteria included in a NEPA Review.

Criteria Development 4

Revenue Generation/Economic Development/Jobs and Commerce: *Extent to which the project provides or enhances access to planned economic opportunities that are endorsed by local entities*

- **Economic Development:** *ED projects are identified in a Comp Plan, supported by another plan (like those being done by the MPO) or by a central ED promoter or is supported by a Community (via Planning Board or Council action).*
 - 0 It has nothing to do with an ED project.
 - 1 It does support an ED project.

Criteria Development 5

Supports Freight Movement: *The types of projects that address concerns/impediments described in the DELMARVA Freight Study*

- **Freight Movement:**
 - 0 The project is NOT on the NHS or ‘the last mile’ map.
 - 1 The project is on the NHS OR if it’s on the “Last Mile’ map, it gets a ‘1’. If not, it gets a ‘0’.
- **DELMARVA Freight Plan:**
 - 0 The project is NOT in the DELMARVA Freight Plan.
 - 1 The project is described in the DELMARVA Freight Plan.

Criteria Development 6

Multi-Modal Feasibility/Access: *Assessment of project's ability to enhance the usage of other modes of non-auto transportation.*

- **Transit Connections:** *The project creates ridership opportunities for DART by improving facilities or new connections for the existing DART system in Kent County*
 - 0 Project is not on a bus route OR ignores the transit rider.
 - 1 Project creates ridership opportunities, its on a bus route and does include amenities for transit riders.
- **Pedestrian Connections:** *The project enhances pedestrian connectivity and/or extends pedestrian access.*
 - 0 The project doesn't apply the Complete Streets Policy.
 - 1 This project applies the Complete Streets Policy.
- **MPO Regional Bike/Ped Plan Element:** *This applies only to bike/pedestrian projects or overall road reconstruction/construction that may include a Complete Streets component.*
 - 0 The project is not contained in the 2017 MPO Regional Bike Plan OR a municipal Plan.
 - 1 The project is included in the 2017 Regional Bike Plan OR a municipal plan.

Criteria Development 7

Impact on the Public/Social Disruption and Economic Justice: *Extent to which the project has an impact on existing communities and neighborhoods, including disadvantaged populations identified in Environmental Justice Plan.*

- **Impact on the Public:** *The project will have a detrimental impact on any member of a community, such as caused by a major road construction/reconstruction project*
 - 0 Project will have a negative impact on any member of the community
 - 1 Project will NOT have a negative impact on any member of the community
- **Social Disruption:** *The project avoids identified areas of racial concentration (minority populations) as defined in the Title VI Plan.*
 - 0 Project is located in an area of racial concentration.
 - 1 Project is NOT located in an area of racial concentration.
- **Economic Justice:** *The project is compared with areas of low income concentration as identified in the Title VI plan*
 - 0 The Project will impact a defined low income area
 - 1 The Project will NOT impact a defined low income area

Criteria Development 8

Community Priorities: *Extent to which the project enjoys community support*

- **Relationship to the Comprehensive Plan:** *The project's conformity with a local Comprehensive Plan*
 - 0 The project does not appear among those cited in the Comprehensive Plan or the project contradicts the goals of the Comprehensive Plan and its recommendations
 - 0.5 There is reference to the issues but the project is not specifically cited in the Comprehensive Plan.
 - 1 The project is specifically cited as a need in the Comprehensive Plan
- **The Expressed Community's priority:** *The project has been identified and documented as a local government priority.*
 - 0 The project has not been considered by the legislative body, either individually, or in a prioritized list, is scored a '0'.
 - 0.5 The transportation issue has been identified by the local government, but the project has not been specifically endorsed
 - 0.75 The local government has specifically endorsed this project, but it is not their top priority (top 2-5)
 - 1 The local government has specifically endorsed this project as their top priority (number 1 project)

Criteria Development 9

The State Strategies for Policies and Spending : *Extent to which the project conforms with the State of Delaware's Strategies*

- **State Strategies**
 - 0 The project is in a Level 4 area or is included in the areas identified as “Out of Play”
 - 0.5 The project is in a Level 3 area.
 - 1 The project is in a Level 1 or Level 2 area.

Criteria Development 10

Performance Measures: *The projects potential to positively or negatively impact DeIDOTs (**State**) targeted goals for PM1 (Safety), PM2 (Infrastructure), PM3 (System Performance, Freight, and Congestion Management Air Quality (CMAQ)), and Transit Asset Management (TAM).*

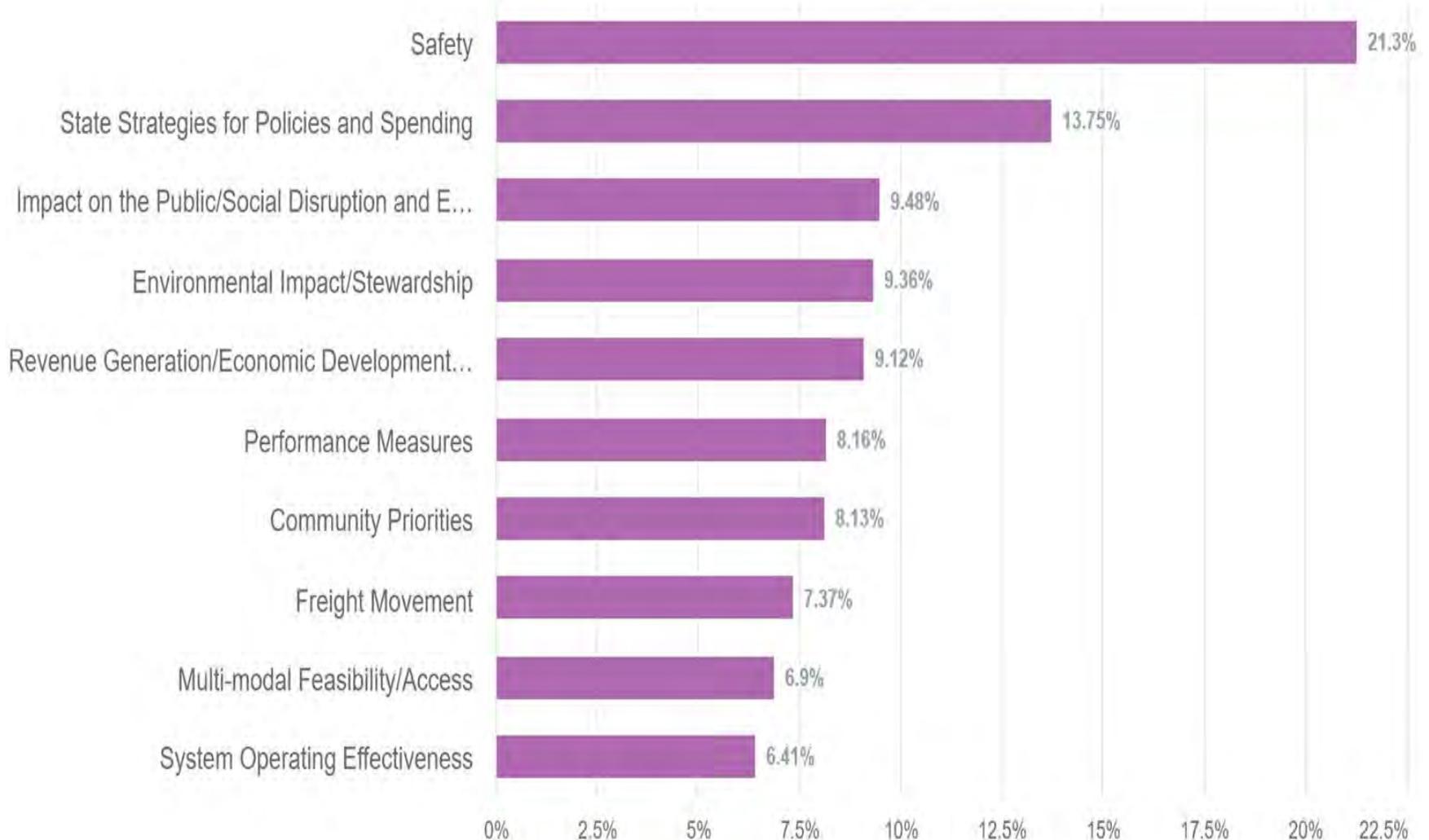
- **Safety**-*Vehicle accident baseline is 120 fatalities and 578.6 serious injuries. Combined fatality and injury non-motorized baseline is 94.2. 50% reduction by 2035 in pedestrian, bicycle, and vehicle serious injuries. Annual vehicle fatality reduction of 3.*
 - 0 Project will not help achieve State target goals.
 - .50 Project can help achieve State annual target goals but **IS NOT** proposed for an area of concern where motorized and non-motorized vehicle injury crashes have occurred and/or pedestrians have been injured.
 - 1 Project can help achieve State annual target goals **AND** is proposed for an area of concern where motorized and non-motorized vehicle injury crashes have occurred and/or pedestrians have been injured.
- **Infrastructure**- *2017 Bridge and road pavement baseline is 0% in poor condition; **20%** bridges are good and **80%** are in fair condition. **71%** of roads have good pavement condition and **29%** have fair pavement condition. Target is no more than 5% bridges and 15% road pavement rated as poor.*
 - 0 Maintenance or new projects which will **not increase** bridge and/or road pavement conditions baseline percentages.
 - 1 Project **will increase** current # of bridges in good condition and/or **increase** percentages of roads with good pavement condition

Criteria Development 10 (cont.)

Performance Measures: *The projects potential to positively or negatively impact DelDOTs (State) targeted goals for PM1 (Safety), PM2 (Infrastructure), PM3 (System Performance, Freight, and Congestion Management Air Quality (CMAQ)), and Transit Asset Management (TAM).*

- **System Performance, Freight** (*only on Interstate NHS Roads (NA in Kent County)), and CMAQ (not applicable to Kent County)- 2017 baseline is >75% Person-Miles on non-interstate National Highway System (NHS) roads as being “reliable”. Reliability calculated as the Annual Level of Travel Time Reliability (LOTTR) for non-interstate NHS System ≤ 1.50 (metric determined using the average (50%) “normal” travel time on a road segment divided by delayed (80%) “congested” travel time for same road segment as measured and mapped during am and pm **peak** travel times). If travel time increases to over 50% of the normal travel, that road segment is considered “unreliable”.*
 - 0 Projects which will **not increase** percent of reliability on non-interstate NHS roads.
 - 1 Project **will increase** percent of reliability on non-interstate NHS roads.
- **Transit Asset Management (TAM)- 2017 Transit Asset Management targets are <10% rolling Stock at or exceeding their Useful Life Benchmark (ULB); <20% equipment at or exceeding ULB; and no more than 20% facilities/buildings at or exceeding ULB.**
 - 0 Maintenance or new projects which will not increase ULB for Transit rolling stock, equipment or facilities.
 - 1 Project **will increase** ULB for Transit rolling stock, equipment or facilities.

Working Group's Criteria Weighting



Action Item

- The D/KC MPO Staff recommend that the PAC and TAC make the following action item recommendation for the D/KC MPO Council:

Recommend the D/KC MPO Council adopt the working group's ten screening criteria for the Decision Lens system used for Innovation 2045 MTP projects, future D/KC MPO project, and D/KC MPO study recommendations.

What is next

- June 10, 2020- PAC Decision Lens recommendation;
- June 16, 2020- TAC Decision Lens recommendation;
- July 10, 2020- Council adoption of Decision Lens process;
- July 2020- 173 projects reviewed by DeIDOT for cost estimation and air conformity;
- August/September 2020- Public workshops (virtual and in-person) on the 173 MTP project prioritization;
- September 2020- Full MTP draft completed and advertised for 30 day comment period;
- October 2020- PAC and TAC meetings to discuss MTP draft;
- November 2020- D/KC MPO Council meetings and possible adoption during January 2021 meeting.

Questions?