

MONITORING COMMITTEE



AGENDA

3.20.18

4:30 PM

**@Garfield Park
Recreation Center**
(Multipurpose Room)

PACKET

Previous Meeting Notes
Community Benefits Agreement
Draft Transportation Prioritization

- Introductions
- Previous Meeting Notes
- Community Benefit Agreement w/Port
- Transportation Project Prioritization
- Community Outreach Discussion

BRIEF UPDATES

- Opportunity Zones Program
- Hamilton/Eden Park Survey
- OJT Subcommittee
- Hometown Overlay
- Other Business

The mission of the Route 9 Corridor Transportation and Land Use Master Plan Monitoring Committee is to help guide and fulfill the recommendations of the Route 9 Corridor Transportation and Land Use Master Plan, which established a shared vision for the transportation and land use redevelopment of the corridor.

This work will be accomplished through a collaborative dialogue between its membership, which includes implementing agencies, local civic and community leaders, other key stakeholders, and the communities they represent.

DRAFT

Route 9 Monitoring Committee Meeting Minutes

2/20/2018

An audio recording of this meeting is available at <http://www.wilmapco.org/Route9/>.

Attendees

- James Brunswick, DNREC
- Carrie Casey, New Castle County
- Lauren Devore, DNREC
- Ken Dryden, DCR4EJ, NAACP
- Penny Dryden, DCR4EJ
- Mike Hahn, DeIDOT
- Renae Held, DNREC
- Lee Jarmon, OVGGP Civic Association
- Philip McBride, New Castle County Land Use
- Pastor Louis McDuffy, Eden-Hamilton Park Civic Association
- Patti Miller, Nemours
- Steve Ottinger, Delaware Transit Corporation
- James Parker, Oakmont Civic Association
- Kyron Robinson, ProRank LLC
- Sandra Smithers, New Castle Prevention Coalition
- Bill Swiatek, WILMAPCO
- Jake Thompson, WILMAPCO

Minutes

- **[0:00:50 in recording]** The committee reviewed the previous meeting minutes.
 - Ken Dryden said that some statements were not completed, and he suggested having someone from the County attend the meeting and take minutes.
 - Lee Jarmon asked when the minutes are posted.
 - Bill Swiatek said that we share the minutes at least a week before the meeting by email. Carrie Casey said she would see if the county could support the note-taking, but she is not here yet to report. He asked if Ken Dryden had any specific changes to the minutes.
 - Ken Dryden said no.
 - The committee accepted the minutes.
- **[0:03:10 in recording]** Bill Swiatek gave an update on the Opportunity Zones Program. He said it is an initiative that comes from the federal tax bill. The governors of each state will be able to select Census tracts to designate as opportunity zones. The committee could communicate with the governor's office to suggest that the program would be beneficial to the Route 9 area. The discussion will continue later when Carrie Casey arrives.
 - Pastor McDuffy asked if there is a certain amount of money attached to the program.

- Bill Swiatek said that the program is designed to take private investors' funding. The benefit to them is that they receive tax benefits on their funds. The benefit to the community is that businesses and non-profits can use the pooled investor funds to help with growth and redevelopment.
- Penny Dryden asked if the committee could refrain from voting on the program before Carrie Casey is available at the meeting so that the group can ask questions.
 - Bill Swiatek agreed and said that everyone should be informed about the program, and we would only send a letter if everyone in the committee is comfortable with it. As a group, the committee may not take action, but individuals could.
- **[0:06:25 in recording]** Bill Swiatek shared the draft transportation project prioritization. Starting on page 10 in the packet is a list of the 20 projects recommended by the plan. On page 13 is a draft scoring scale, and on page 14 is a list of scoring factors in the prioritization system. He asked the committee if anyone has any thoughts or additions.
 - Ken Dryden asked if DelDOT had received any FAST Act funds, which may be used towards some of the listed projects.
 - Bill Swiatek said that FAST Act funds would probably be applicable to the projects.
 - Ken Dryden said that he would like to see which projects would receive funding from various programs, including CMAQ, FAST Act, and others.
 - Bill Swiatek said that there are many different federal funding pools that the projects may be eligible for. He said that the goal of this discussion is to help prioritize the listed projects.
 - Lee Jarmon suggested that committee members contact Bill with thoughts on the project prioritization in order to reduce discussion time during the meeting.
 - Ken Dryden said that while prioritization is important for the residents of the area, it is also important to know about funding and about the structure of the process going forward. He said that he is mainly concerned about the capital transportation program.
 - Patti Miller asked if we are discussing the technical prioritization process, rather than ranking the projects directly.
 - Bill Swiatek said that discussing the creation of an objective prioritization process is the goal, but he would also be open to the possibility of having the committee rank the projects directly if that's what they wanted to do.
 - Patti Miller said that she would be in favor of the objective scoring process rather than subjective opinions in order to avoid bias. She said that she feels that job growth should be weighted more heavily based on discussions at previous meetings, and suggested using more nuanced weighting for the factors, such as 1.5x rather than 2x.
 - Bill Swiatek said that we can take several months to fine-tune the process and get it right. He said that it does not have to be as complicated as DelDOT's decision lens, and it should be understandable to the general public. He agreed that an objective prioritization system was best.
 - Bill Swiatek asked if there is anything missing from the list of scoring factors. He said that crime prevention was a new factor, and it was given double points because it was a top priority from the community.
 - Kyron Robinson asked if this process was for DelDOT.

- Bill Swiatek said that this is for the committee to discuss internally, and a final list could be given to DeIDOT to guide their implementation.
 - Patti Miller said she thinks that not all of the scoring factors should be weighted equally.
 - Kyron Robinson said that projects should be weighted based on location. For example, a project in a high crime location should be weighted more heavily in the crime prevention category.
 - Mike Hahn said that we could look at various layers on a map (such as DART transit routes) to help prioritize projects. The committee could then look at the proposed project locations relative to data layers to better understand the factors related to the projects.
 - Bill Swiatek said that DeIDOT is looking at this committee to help prioritize the projects.
 - Kyron Robinson said he feels that transportation safety should be the highest priority, followed by crime prevention.
- Bill Swiatek suggested that the committee review the project prioritization after the meeting and contact him with thoughts.
 - Renae Held suggested having a spreadsheet for committee members to provide feedback on the project prioritization.
 - Bill Swiatek said that WILMAPCO will do the technical work of prioritization analysis, with close guidance from the group. He did not want to burden everyone with doing the actual draft scoring, which is sometimes rather technical.
 - Ken Dryden said that in the DeIDOT prioritization process, system operating effectiveness was the most important factor, and safety was number two.
 - Sandra Smithers asked if committee members could take the draft project prioritization to community meetings in order to gather more input from the community.
 - Bill Swiatek said that is a good idea.
 - James Parker asked what a road diet is.
 - Bill Swiatek said that a road diet is taking travel lanes and repurposing them for other uses, with the end goal of keeping traffic moving at a slower, safer speed while also promoting walking, biking, and transit use.
 - Bill Swiatek said that he will make adjustments based on feedback, and that this will continue to be a draft that will be discussed at the next meeting.
 - Kyron Robinson asked if DeIDOT has a selection process that will be used after the committee prioritizes the projects.
 - Mike Hahn said that the purpose of this process is to rank projects based on original public feedback so that DeIDOT engineers will know how to best proceed on the projects when it is time to implement them.
 - Sandra Smithers said that there are trucking issues like truck parking and truck traffic. She suggested looking at projects based on existing issues and consider each of the areas of impact.
 - Bill Swiatek agreed that a classification/sorting system make sense.
 - Penny Dryden asked if each of the projects would be eligible for DeIDOT funding.
 - Mike Hahn said that transportation-related projects would be eligible for DeIDOT funding, but not land use or air quality projects.

- Bill Swiatek said that the air quality projects would be eligible for CMAQ funding, such as diesel retrofit projects.
 - Carrie Casey said we need to get the best bang for the buck by seeing which projects are eligible for any funding programs.
- Ken Dryden said that DeIDOT's presentation on their project prioritization process explains details about various funding programs. He asked if DeIDOT has received any FAST Act funds for any of their projects.
 - Mike Hahn said that to his knowledge, DeIDOT has not received any FAST Act funds.
- Mike Hahn said that some of the projects could fall under the capital transportation program, but that is so far in the future that DeIDOT cannot know for sure what will be funded. He said that some projects may be eligible for CMAQ funding, and not all may be considered capital transportation investments.
- Sandra Smithers said that it's important to know what is funded and how in order to help prioritize the projects.
- Kyron Robinson asked if it is possible for DeIDOT to identify which of the 20 projects could be eligible for which funding programs.
 - Mike Hahn said that DeIDOT can do that. He said that most projects would fall under the capital improvement program.
 - Kyron Robinson said it would be helpful to have that information.
 - Mike Hahn said that he will work with Bill Swiatek and Tim Snow towards that.
- Ken Dryden asked for which projects the federal highway administration has dedicated funds, and which projects fall under the capital transportation program or other funding programs.
 - Mike Hahn said that is dependent on whether there is a new federal transportation bill in the next couple of years. He said that most of the projects would be 80% federally funded.
- Ken Dryden asked if projects with dedicated FHWA funds will have higher priority than projects with other funding sources.
 - Mike Hahn said that the federal government gives DeIDOT a certain amount of funds annually, and it is up to the state to determine how to use those funds.
- Ken Dryden said that DeIDOT's project prioritization process explains how projects would be funded from various sources.
 - Sandra Smithers said that FHWA funds are dedicated towards state projects once they are allocated.
 - Mike Hahn said that each fiscal year, DeIDOT might have a certain amount of money that can be spent on CMAQ projects.
- Kyron Robinson asked if after the committee ranks the projects, ultimately DeIDOT will be deciding the prioritization of the projects.
 - Mike Hahn said that that is true, as there might be other factors that would have to be considered, such as environmental factors.
- Sandra Smithers asked if DeIDOT makes the final determination.
 - Mike Hahn said that is an overall effort and that DeIDOT is not dictating the process. He said that ideally, it should be a collaborative effort.
- Sandra Smithers asked if there is a committee or board at DeIDOT that makes the final determination.
 - Mike Hahn said that DeIDOT's secretary and deputy secretary will make the final decision based on public feedback.

- Sandra Smithers said that the public has an influence by contacting state officials.
 - Bill Swiatek said that DelDOT also uses a technical scoring process and does not just make a final decision without data.
 - Bill Swiatek said that committee members should email him feedback on the project prioritization process, and there will be further discussion at a future meeting.
- Carrie Casey said that she does not have an update on having someone from the County do the notes, but she will look into it again.
 - Kyron Robinson asked if the audio recording could be uploaded and shared with the committee.
 - Bill Swiatek said that it is a good idea, and we will look into sharing the audio file.
- **[1:11:10 in recording]** Carrie Casey shared the Opportunity Zones Program. The program offers long-term investment funding for low- to moderate-income Census tracts. There are 80 eligible Census tracts in the state. The governor can select up to 25 Census tracts for the program. This could be a positive opportunity for projects in the Route 9 area. The entire Route 9 corridor is eligible. She said that she will share the map of eligible Census tracts in the area.
 - Sandra Smithers asked if the governor will make a determination, then submit an application to the treasury department.
 - Carrie Casey said that governors have until March 22nd to submit their Opportunity Zone designation, or request a 30-day extension.
 - Ken Dryden said that the community needs to see some return for what the community has done for Governor Carney. He said that the community is in need of opportunities, but the community has not received the opportunities it needs.
 - Mike Hahn asked if there is criteria for the governor to establish which 25 Census tracts should be selected.
 - Carrie Casey said that the governor asked for input on the 25 Census tracts.
 - Sandra Smithers said she wants to know what kind of investments would result from the Opportunity Zones program.
 - Carrie Casey said that the idea is to incentivize private investment. She said that a hometown overlay can help determine what investments would be made.
 - Mike Hahn asked if the governor needs a list by Friday (February 23).
 - Carrie Casey said that that is correct. She said that she received information about the program very recently and regrets that there is limited time to make a decision on the Census tracts that would be designated for the program.
 - Ken Dryden said that we would need to know more about the program in order to know for sure if it will benefit the community.
 - Bill Swiatek said that at a minimum, we could share an email stating what the governor said regarding the program. This was already shared with permission to Penny Dryden.
 - Steve Ottinger said that because the area is targeted for redevelopment in the Route 9 Corridor Master Plan, it is likely that the governor would designate the area for the program.
 - Carrie Casey suggested inviting Albert Shields to the next meeting to talk about the program.
 - Bill Swiatek said that he would email him to invite him to the next meeting. He said that he will also send links about the program to the committee.
- **[1:32:40 in recording]** Kyron Robinson shared an update on the on-the-job training (OJT) program subcommittee. The subcommittee is working to help generate a local OJT program for

the Route 9 corridor. The goal is to get local residents training and develop skills. He said that it was difficult to draft contract language and that a better approach would be for this committee to identify program parameters. DeIDOT has an existing OJT program, and there is no mechanism requiring prime contractors to hire locally. The goal of this program is to require prime contractors to hire locally. He said that he will talk to Ramon Ceballos, the DBE program manager, for guidance in developing program parameters and bring them back to the committee.

- Bill Swiatek said that when that funding becomes active in the 2020s, it will be a benefit to have Ramon Ceballos on our side.
- Kyron Robinson told the committee that in the meantime, if anyone could find examples of existing state DOT OJT programs, that would be helpful.
- Kyron Robinson said that he envisions using the Route 9 projects as a seed into the OJT program. If DeIDOT could incentivize companies to hire local residents, then bring them into the OJT program, they could possibly continue working on other DeIDOT projects with that company.
 - Mike Hahn said Ramon Ceballos will probably suggest speaking to the Delaware Contractors Association.
- Carrie Casey said OJT programs have specific requirements that contractors employ people from the area.
 - Kyron Robinson said that contractors, not DeIDOT, are providing the training. As part of the OJT program, DeIDOT will provide funding per hour for training.
- **[1:42:00 in recording]** Kyron Robinson gave an update on the hometown overlay discussion.
 - He asked if the intrinsic purpose of the hometown overlay was to preserve neighborhoods and villages as they were originally built.
 - Phil McBride said that when the hometown overlay program was originally implemented, it was intended for historic villages. He said that it is possible to make it work for other areas, such as the Route 9 area. The County has not implemented a hometown overlay for an area such as this. Changes may need to be made to the code in order to implement it here.
 - Penny Dryden asked for clarification if the hometown overlay applies to land or public spaces. Committee members said it applies to everything. She asked what the impact would be on homeowners after improvements are made in the area. She spoke of stronger enforcement of codes and higher taxes.
 - Bill Swiatek said that as part of the plan for the area surrounding the library, there was a recommendation for mixed-income housing. The goal of the plan is not to push people out who are not willing to go.
 - Kyron Robinson said that the hometown overlay should be a big help in preventing that from happening.
 - Bill Swiatek said that another option is the neighborhood preservation district.
 - Phil McBride said that the main difference is that the hometown overlay is guided by a committee while a neighborhood preservation district has set guidelines for development.
 - Kyron Robinson asked if there was any money set aside to clean up Hamilton Park and Eden Park.
 - James Brunswick said that there has been an ongoing, \$4 million project to clean up arsenic in Hamilton Park and Eden Park. He said that the project originated from a mapping error that incorrectly identified a tannery in the area. When testing was done, high arsenic levels were found in the area.

- **[1:56:15 in recording]** Bill Swiatek asked if there is any other business to discuss.
 - Mike Hahn asked if there is anything happening at the hotel location near the I-295 interchange. He said that businesses at the location are not open.
 - Carrie Casey suggested by the next meeting, the committee should find out if redevelopment is happening in the area.
 - Carrie Casey said that she will do some research on examples of relocation in other communities in Delaware. She said to let her know if anyone is interested in working with her.
- **[2:03:15 in recording]** The next meeting will be on March 20 at 4:30 pm, tentatively at the Garfield Park Recreation Center.

The Delaware CBA Coalition Inc.

Community Benefits Agreement – Port of Wilmington Expansion Project

Submitted to: DSPC, January 5, 2018

EXECUTIVE SUMMARY

The Delaware Community Benefits Coalition, Inc. (“Coalition”) is comprised of members and allies representing a robust and diverse cross-section of the Delaware community. Current members and allies of the Coalition include local residents, civil rights organizations, labor organizations, community-based organizations, faith-based organizations, small businesses, civic associations, and environmental groups, among others. The Coalition was principally formed in order to develop the terms and to oversee the implementation and compliance of a Community Benefits Agreement-CBA relating to the Port of Wilmington Expansion Project. It is the only community-based coalition of its kind in the State and is committed to addressing the community’s needs and concerns related to the Project.

The purpose of this CBA is to provide for a coordinated effort between the Coalition and the Diamond State Port Corporation (DSPC) to maximize the benefits of the Project to the impacted and surrounding communities (“Communities”), and for the Coalition and the Communities to provide support for the Project. This CBA, will among other things, provide living wage jobs; targeted local training and hiring; procurement opportunities and technical assistance for local, small, minority and women-owned businesses; displaced residents assistance; provide additional community space and support for community initiatives, and; for clean energy and environmentally sustainable practices.

This CBA sets forth: (a) a range of community benefits and impact mitigations that will be provided by the DSPC either directly or through affiliates, agents, investors and contractors as part of the Project, and; (b) an ongoing role for the Coalition in the implementation and oversight of these benefits and mitigations. This CBA is agreed to by the DSPC and the Coalition and all requirements set forth below begin immediately upon the effective date of the commencement of the Project unless otherwise specified.

The Developer is broadly committed to diversity and inclusion and espouses the following goals for the Project:

- (a) to contribute significantly to the surrounding and impacted Communities’ economic development by creating jobs and business opportunities for those Communities;
- (b) to establish and maintain communication feedback protocols that ensure transparency and build trust with the impacted Communities;
- (c) to sponsor job-readiness and entrepreneurial bid-readiness workshops to include more fully diverse groups of workers and community-based contractors on the Project;

- (d) to facilitate participation among diverse and local vendors and suppliers in contracting opportunities at the Project;
- (e) to develop sustainable partnerships with local community members, multilevel governmental agencies, non-profit organizations, service organizations, and other key stakeholders;
- (f) to assist in providing housing opportunities in the Communities for residents within a broad range of incomes, and;
- (g) performance buildings featuring best practices in energy efficiency, water-efficiency, renewable energy, other sustainable building features and provide for the ongoing monitoring and assessment of the environmental impact of the Project.

NOW THEREFORE, in consideration of the foregoing mutual covenants contained herein, and for good and valuable consideration, the Coalition and Developer hereby highlights the proposed agreement:

I. EMPLOYMENT

This section establishes: (a) a mechanism whereby Targeted Job Applicants and City Residents will receive job training in the precise skills requested by employers performing on the Project (Employers), and; (b) a non-exclusive system for referral of Targeted Job Applicants and City Residents to Employers as potential jobs become available throughout the duration of the Project.

II. SMALL, LOCAL, MINORITY AND WOMAN-OWNED BUSINESS ENTERPRISES UTILIZATION AND DEVELOPMENT

This Section is to facilitate the development, implementation, and monitoring of a “SLMWBE Procurement Plan” that achieves the SLMWBE procurement targets identified in this Section:

- (a) the SLMWBE procurement goals to be satisfied by the Developer;
- (b) the requirements of the SLMWBE Procurement Plan that will be developed, and;
- (c) the terms for the failure to meet procurement goals or to fulfill appropriate actions identified in the SLMWBE Procurement Plan.

III. HOUSING

The purpose of this Section is to address problems and hardship that may be faced by residents that must be relocated as a result of the Project (hereinafter referred to as “Displaced Homeowners” and “Displaced Residents”).

IV. ADDITIONAL DEVELOPER COMMITMENTS AND CONTRIBUTIONS FOR THE IMPACTED COMMUNITIES

This section has committed funding from Developer to cover a twenty (20) year period to address priorities within the Communities identified by the Coalition. This funding will be dedicated to community and/or faith-based initiatives supporting programs such as affordable housing, after-school programs, summer programs, day-care, adult day care, GED programs, and scholarships in, and for the benefit of, the impacted Communities. Some of these funds will be administered in partnership with the Coalition, public foundations and philanthropic institutions focused on impacting education in the Communities.

V. ENVIRONMENTAL

The Developer is committed to an aggressive sustainability and environmental action plan. The Developer's plan shall include high-performance buildings featuring best practices in energy and water-efficiency, renewable energy, and other sustainable building features.

VI. COALITION AND DEVELOPER RELATIONSHIP COMMITMENTS

The Parties agree to form a strong, working relationship for a period of at least twenty (20) years from date of this CBA. Said relationship may take a variety of actions, including but not limited to: (a) Coalition advocating for the approval of the passage of the Master Plan for the Project; (b) the Developer being an advocate with the Coalition for the support of the Communities' need for enhanced City services, education and training, economic development, community and cultural attractions, and funding from public and private entities; (c) the Developer providing technical assistance on a variety of employment, economic development, SLMWBE, housing and environmental issues, and; (d) the Developer funding of revitalization of the Communities. In any event, the Parties desire for the aforementioned relationship to be responsive to the evolving Communities' needs and this CBA is in no way meant to limit the Parties' ability to amend a particular form of action as the needs of the Communities shift over time. This CBA and the terms of understanding articulated herein will therefore serve as the basis for such amendments over the course of the term of this CBA.

VII. MISCELANEOUS

Each of the Parties represents and warrants that: (a) it has the authority to enter into this CBA and carry out the actions and responsibilities contemplated hereunder, and; (b) the execution, delivery, and performance by such party of this CBA has been duly authorized by all necessary corporate or other action, and this CBA is valid and binding upon, and enforceable against the party in accordance with the applicable terms hereof:

The term of this CBA shall be twenty (20) years from the commencement of the Project.

DRAFT

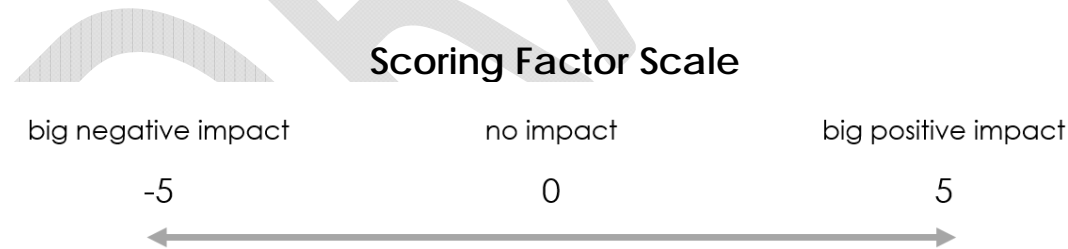
Transportation Project Prioritization

This transportation prioritization process aims to evaluate of the importance of transportation projects in the Route 9 Corridor Transportation and Land Use Master Plan (www.wilmapco.org/route9). The final prioritized list will be shared with the state and county to inform project selection on the corridor.



The scoring system is based on the prioritization process in use to select transportation projects in the City of Wilmington, Delaware. Adjustments have been made to reflect Route 9 community's aspirations.

The Route 9 Corridor Master Plan's Monitoring Committee will score project through a collaborative process. Projects will receive scores for 11 factors using an 11-point scale, with -5 being the worst and 5 the best.



Scores will be summed and sorted to produce a prioritized list. The prioritized list will then be reviewed, ranked based on consideration of its score and other outside factors, and approved by the Monitoring Committee.

Scoring Factors in the Prioritization System

- Vehicle Circulation** How well does this project maintain/improve traffic flow (i.e. improve Level of Service, LOS)?
- Quantitative. Based on project description and LOS modeling in 2036 conditions completed in the Master Plan. Scores for intersections are directly taken from the traffic analysis – no build vs. build conditions. Scores for road segments are figured by averaging LOS gains/losses of the segment’s two endpoint intersections.
 - DRAFT index – LOS improvement \geq two grades = 5; LOS improvement = 2; LOS reduction = -2; LOS reduction \geq two grades = -5.
- Walking Circulation** How well does this project improve conditions for people walking, including access for the disabled?
- Qualitative. Based on project description in the Master Plan.
 - DRAFT index --- Off-road connections = 5; pedestrian safe intersection crossing = 4; buffered sidewalks = 3; non-buffered sidewalks = 1.
- Bicycle Circulation** How well does this project improve conditions for people bicycling?
- Qualitative. Based on project description in the Master Plan.
 - DRAFT index --- Off-road connections = 5; bike safe intersection crossing = 4; separated bikeways = 3; on street bikeways = 1.

DRAFT

Transportation Project Prioritization

Bus Circulation

How well does this project improve public bus availability and quality, including access to bus stops?

- o Qualitative. Based on project description in the Master Plan.
- o DRAFT index --- on road bus stop connectivity = 5; bus access improvement (i.e. bus pullover lane) = 3; bus ped/bike access improvement = 1

Transportation Safety (x3)

How well does the project address problems at locations with a high number of crashes?

- o Quantitative. Based on latest 3-year crash data.
- o DRAFT index --- high crash cluster = 5; moderate crash cluster = 3; low crash cluster = 1

Crime Prevention (x2)

How well does the project addresses problems at locations with a high number of crimes, such as lighting improvements and tree plantings?

- o Quantitative. Based on crime data. Only projects with a lighting/greening element are eligible for points.
- o DRAFT index -- High crime area = 5 points; moderate crime area = 3 points; low-moderate crime area = 1 point.

Truck Management

How well does the project help keep big trucks off restricted residential streets?

- o Qualitative. Based on project description in the Master Plan.
- o DRAFT index -- the project is expected to have a significant lessening of truck movement on residential streets and/or truck idling = 5 points. The project is expected to have a moderate lessening of truck movement on residential streets and/or truck idling = 3 points. The project is expected to have a minor lessening of truck movement on residential streets and/or truck idling = 1 point.

Transportation Project Prioritization

DRAFT

- Green Enhancements** How well does the project improve local environmental conditions, such as mitigating or reducing industrial and vehicle pollution and storm water drainage?
- Qualitative. Based on project description in the Master Plan.
 - DRAFT index – the project boasts significant environmental benefits, such as the reduction of diesel truck emissions = 5 points. The project would introduce greening of an existing industrial area = 3 points. The project would green a stretch of roadway = 2 points. The project would green a pathway or road intersection = 1 point.
- Job Growth (x1.5)** How well does this project contribute to local job growth?
- Qualitative. Based on project description in the Master Plan.
 - DRAFT index -- Projects of potential economic significance receive 5 points. Projects of little economic significance, but of a large scale may generate short-term construction jobs receive 2 points, while projects of a moderate to low scale 1 point.
- Urban Design** How well does this project improve urban design, such as beautification and/or improvements to placemaking, historic resources, etc.?
- Qualitative. Based on project description in the Master Plan.
 - DRAFT index -- projects of significant urban design improvements receive 5 points; those of moderate significance receive 3 points; those of minor significance receive 1 point.
- Investment** Does this project build on past investment in design, developer support, or construction? Does this project have future funding committed to it?
- Qualitative. Based on input from implementing agencies.
 - DRAFT index -- Projects which continue previous projects receive 2.5 points; those which have funding committed to it receive 2.5 points.