

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
May 17, 2018

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, May 17, 2018, at WILMAPCO, 850 Library Avenue, Suite 100, Newark, DE 19711.

1. CALL TO ORDER: Ms. Kaminsky, TAC chairperson, brought the TAC meeting to order at 10:00 a.m.

2. TAC Members present:

Tricia Arndt, Delaware Office of State Planning Coordination
Nate Attard, Delaware Department of Transportation
Ian Beam, Maryland Department of Transportation
Alexandra Brun, Maryland Department of the Environment (via conference call)
Stacey Dahlstrom, New Castle County Department of Land Use (via conference call)
Lauren DeVore, Delaware Department of Natural Resources and Environmental Control
Anthony DiGiacomo, Cecil County Land Use and Development Services
Gwineth Kaminsky, City of Wilmington Department of Planning and Development
Jeanne Minner, Town of Elkton, (via conference call)
Brian Mitchell, City of Wilmington Department of Public Works
David Schlie, MDOT SHA
Catherine Smith, Delaware Transit Corporation

TAC Ex-Officio Members present:

Lindsay Donnellon, FHWA (via conference call)

TAC Members absent:

City of Newark
Delaware Division of Small Business, Development and Tourism
Delaware River and Bay Authority
MDOT MTA
Maryland Department of Planning

TAC Ex-Officio Members absent:

Amtrak
Diamond State Port Corporation
U.S. Environmental Protection Agency
U.S. Federal Transit Administration

Guests and Invitees:

Bill Dunn, Citizen
Winstina Hughes, MDOT SHA
Kevin Racine, Citizen

Staff:

Dan Blevins, Principal Planner
Janet Butler, Administrative Assistant
Heather Dunigan, Principal Planner
Dave Gula, Principal Planner
Sharen Elcock, Executive Assistant
Randi Novakoff, Outreach Manager

Bill Swiatek, Principal Planner
Jacob Thompson, Transportation Planner
Tigist Zegeye, Executive Director

Minutes prepared by: Janet Butler

3. MINUTES

ACTION: On motion by Mr. DiGiacomo and seconded by Mr. Schlie, the TAC approved the March 15, 2018 minutes.

Motion passed.

(5-17-18 - 01)

4. SUBCOMMITTEE UPDATES:

a. Air Quality Subcommittee (AQS)

Mr. Swiatek said AQS met on May 10, 2018. The group received an update from EPA on recent legal developments and approvals. For us, the impact is that in the next conformity analysis we must consider 2021 as one of the analysis years in the plan, and test against the old 1997 ozone standard.

We also continued our discussion with MDOT regarding setting a performance target for CMAQ-based emissions reductions in Cecil County. Both WILMAPCO and MDOT agree that roundabouts, which have been funded by CMAQ in the recent past, are not the best use of these funds and that other, more emissions/cost beneficial projects ought to be considered in the future. However, we could not come to an agreement with the methodology for developing the CMAQ mobile emissions target. The state's method is based on the past roundabout projects funded by CMAQ, while WILMAPCO would like to see a slightly more aggressive target based on potential future CMAQ projects – such as bicycle/pedestrian projects. More coordination will take place, but, as of now, it appears WILMAPCO will be setting a separate performance target.

DeIDOT provided the AQS with a quick update on its progress with developing the same performance target for New Castle County, with a full presentation expected next month. The AQS also had a staff update on progress developing the 2050 RTP that TAC will see today.

Ms. Arndt asked if the most recent standard is stricter. Mr. Swiatek responded yes. Ms. Arndt also asked why the 1997 standards are being reviewed. Ms. Devore said it has to do with the 1997 DC District Court Case in the 2018 Implementation Rule, where they had wrongly revoked the 1997 standard that did not provide adequate anti-backsliding requirements. Mr. Attard asked if there was a one-hour standard previously or an eight-hour standard now. Ms. Devore responded there is a one-hour standard plus an eight-hour standard.

Mr. Mitchell asked what the metrics are on the roundabouts versus other solutions for emissions reductions. Ms. Devore responded it is hard to quantify, usually there would be a qualitative benefit; however, it is dependent on the project. She added there is more data to support it.

Ms. Zegeye said we use the FHWA CMAQ cost effectiveness data, which uses quantitative data from all 50 states. Roundabouts are eligible for CMAQ and do produce an emissions benefit but are one of the least cost-effective options.

5. PUBLIC COMMENT PERIOD:

None.

6. Appointment of Nominating Committee for TAC Chair

Mr. Brian Mitchell reported that Mr. David Dahlstrom, Maryland Department of Planning, was nominated for TAC Chairperson, and Ms. Lauren Devore, DNREC, was nominated for Vice Chairperson.

ACTION: On motion by Ms. Jeanne Minner seconded by Ms. Tricia Arndt, the TAC approved Mr. David Dahlstrom as Chairperson, and Ms. Lauren Devore as Vice Chairperson, starting in July 2018.

Ms. Stacey Dahlstrom abstained.

Motion passed.

(6-17-18 - 02)

ACTION ITEMS:

7. To Recommend Amendment of the FY 2018-2021 Transportation Improvement Program (TIP), New Castle County Element.

Ms. Dunigan said this TIP amendment is to increase funding for the grouped Highway Safety Improvement Program (HSIP), New Castle County project increases funding by \$6.6 million based on for revised construction estimates.

ACTION: On motion by Mr. Beam and seconded by Ms. Smith, the TAC recommended amendment of the FY 2018-2021 TIP, New Castle County Element.

Motion passed.

(5-17-18 – 03)

PRESENTATION/DISCUSSION ITEMS:

7. 2018 Public Opinion Survey

Ms. Novakoff distributed the WILMAPCO Public Opinion Survey Summary of Results, April 2018 www.wilmapco.org/survey-results. She said the Public Opinion Survey (POS) is a telephone survey conducted every four years using both landlines and cell phones. Six hundred surveys are completed. Four hundred in New Castle County and 200 in Cecil County. The survey is about 20 minutes.

Residents reported that 88% of transportation needs are met “very or somewhat well,” which is higher than in previous years. When asked how well specific users’ needs are met most needs were met; however, less pedestrian and public transit needs were met in Cecil County than in New Castle County.

Forty percent of respondents felt that transportation planning was done well in the region; 15% were aware of how projects were selected; 10% were aware of the Regional Transportation Plan (RTP); and 43% were aware of the Transportation Improvement Program (TIP).

Regarding the most effective long-term solutions to reduce traffic congestion, improving signal timing or other technological improvements had the highest percentage of responses while creating communities where people do not have to drive as much had the lowest percentage. In addition, 25% supported increasing fares for public transit and 22% supported taxes on Vehicle Miles Travel (VMT).

When asked the level of importance of specific transportation issues, 77% responded that ensuring access to public transit by everyone, especially those who are unable to drive or do not own a car was most important. Self-driving vehicles were the least essential.

Regarding priorities for funding, using more technology to improve the transportation system ranked highest (52%), followed by provide more transit, walking, or biking options (39%). There was more interest in Cecil County (48%) than in New Castle County (37%) for providing more transit, walking, or biking options.

In addition, 83% felt driving alone in a motor vehicle or a motorcycle was their best mode choice; and 17% of respondents in New Castle County and 12% in Cecil County “always or sometimes” had problems with access to mode choices. Twenty-three percent walked at least three times a week, and 5% took public transit, while only 1% chose taxi, ride share, or paratransit.

When asked about access to important destinations like grocery stores or the doctor’s office, 17% of respondents in New Castle County always or sometimes have problems.

Seventeen percent of respondents were aware of the Air Quality Partnership (AQP) of Delaware. Seventeen percent of respondents also heard of Air Quality Action Days; and one-half or more of respondents in 2006, 2010, and 2014 had heard of Ozone Action Days, which indicates that perceptions do change when the name is changed.

Respondents agreed that all public outreach strategies were effective. As in previous years, 30% were familiar with WILMAPCO; 45% preferred e-mail surveys; 33% preferred the monthly E-newsletter; and 26% preferred the printed newsletter.

The Hispanic demographics matched the American Community Survey (ACS) results. Those respondents with Bachelor degrees were higher than in the ACS; those with incomes below \$25,000 were lower; and those earning \$100,000 were higher. The age groups of 25-44 and 55 plus were both overrepresented.

Ms. Kaminsky commented that she was stunned that so many people still do not know about WILMAPCO, with all of the various public outreach efforts that WILMAPCO does. Ms. Novakoff said that when WILMAPCO presents the RTP every four years at the approximately 40 meetings in the region, that year the Public Opinion Survey shows an increase in the number of people that are aware of WILMAPCO. However, during the other three years, the number remains at 30%.

8. 2050 Regional Transportation Plan (RTP) Update

Mr. Swiatek said the Regional Transportation Plan (RTP) Update features WILMAPCO’s goals, objectives, and actions. The plan is updated every four years, and the 2050 RTP Update is due in March 2019.

The key 2050 RTP Update tasks include: 1) Review the Progress Report and the Public Opinion Survey, develop draft goals, objectives, and actions and agency outreach, and develop project lists (May 2018); 2) Scenario planning and air quality conformity, public outreach, and document refinement (August 2018); and 3) Document refinement, public outreach, second phase, and adoption (March 2019).

The current RTP goals are: 1) Support Sustainable Economic Development and Goods Movement, with three objectives that include maximize our investments, develop effective transportation networks, and plan for energy security and climate change. 2) Efficiently Transport People, with three objectives that include improve system performance, promote accessibility and connectivity, and engage the public via an open involvement process. 3) Improve Quality of Life, with four objectives that include protect public health and safety, promote active transportation, preserve natural and cultural resources, and ensure transportation choices and equity. Actions are listed under the objectives in the plan.

The 2040 RTP actions were established under the objectives that were rated with a red, yellow, or green light indicator in the 2017 Progress Report. There were 21% red actions (needs a lot more work), 29% yellow actions (needs some more work), and 50% green actions (well done). One example of a red action was to encourage increased density and future growth in center and core Transportation Investment Areas (TIAs). In the 2050 RTP, staff should focus on accomplishing actions which saw poor progress.

Performance measures are mostly unchanged from the 2017 Progress Report. However, staff will add all the federal performance measures for the appropriate actions. In addition, staff will provide technical scores of aspiration projects (project selection measure); the target for TIP preservation spending, trail count data, and public transit fares.

The RTP project lists will include results from agency coordination, new projects from sub-regional plans, and the New Castle County projects that are submitted. Next steps are to finalize the project list, provide technical scores, complete public outreach on goals, objectives, actions, and technical assessments, develop scenarios and air quality, and conduct early public outreach.

Ms. Kaminsky said regarding the credence of autonomous vehicles that it is not just a matter of putting them on the roads; there will still need to be infrastructure installed on poles with sensors. Mr. Swiatek responded that the RTP action would include supporting DeIDOT and MDOT's efforts to put the infrastructure in place. Ms. Kaminsky said she would like to hear more about how all the streets would be retrofitted. Ms. Dunigan said it would need to be a national network; however, WILMAPCO is planning in terms of cost and adding these actions in the 2050 Regional Transportation Plan.

Mr. Swiatek distributed the Early Draft of 2018 RTP Action Development (**Attachment A**), which is a list of the proposed actions in the 2050 RTP Update. In addition, Mr. Swiatek asked TAC members to review the list and send WILMAPCO their comments or discuss them at the next TAC meeting on June 21, 2018.

9. Route 9 Master Plan Implementation Update

Mr. Swiatek said the WILMAPCO Council adopted the SR 9 Corridor Master Plan in May 2017. The Plan Area stretches from the City of New Castle to the City of Wilmington, and west to east on Route 13 to the Delaware River. The project team includes WILMAPCO, New Castle County, State of Delaware, and local community groups.

Some of the major recommendations include rezoning to separate industrial from residential; relocating Eden/Hamilton Park, which is supported by the local civic groups, surrounded by industry, pollution, I-495 and the Port. Redevelopment focus should be on the new development in four centers, which begins around the new library and rezoning to allow mixed-use

residential/commercial such as apartments, and single-family attached and detached homes. In addition, the new zoning will provide the beautiful new public library with connections for access to the surrounding communities.

Other recommendations include road diets for Route 9 and Memorial Drive, and key intersection/interchange rebuilds. Key features are separated bike lanes, wider sidewalks at existing obstacles, street and pedestrian lighting, bio-retention opportunities to reduce storm water impacts, street tree planning and two northbound and two southbound travel lanes. Recommendations also include new truck routes and area-wide truck management, and pedestrian and bicycle connections.

A study Monitoring Committee was formed in September comprised of local community groups and agencies to help implement the study.

The New Castle County Comprehensive Plan is examining adoption of the SR 9 Corridor Master Plan recommendations. They also must decide on the best way forward, and which recommendations to complete. One example is the Hometown Overlay Zoning exploration, which includes local development/redevelopment guidelines, more community control over development, and requests to initiate the exploration process by civic leaders.

The University of Delaware is conducting a Hamilton Park/Eden Park Community Survey. It includes questions about residential experience and feelings about relocation. This survey will inform zoning recommendations and future efforts. It is community-driven and covers 100% of the households.

The Safe Routes to School (SRTS) program is collaborating with the Colonial School District, which includes Eisenberg Elementary School and McCullough Middle School. Funding was committed for \$260,000, and potential projects have been identified.

The Transportation Alternatives Program (TAP) has recently awarded New Castle County with a \$1 million grant for walking and biking improvements and the implementation of the 2015 Walkable Community Workshop. In addition, Capital Transportation Projects include \$1.2 million in FY 2023 for preliminary engineering to implement major projects from the Master Plan.

Prioritization is underway for the 20 projects in the Master Plan. The project team must decide the most important projects through a transparent, objective, process that is based on the City of Wilmington's process, which will inform decision-making with DeIDOT.

Projects are scored individually using 12 scoring factors with an 11-point scoring scale of -5 to +5. Scores are summed and sorted for rank. Crash frequency scores, for example, are based on the number of crashes (2013-2015). Road segments are calculated as crashes per mile. These scores are relative to the Route 9 area and along Memorial Drive.

One example of transportation project prioritization is the SR 9 Road Diet/Streetscape from Memorial Drive to Lambson Lane, with a total score of 62, which is one of the highest scoring segments.

In addition, the Subcommittee is examining ways to include a provision for local labor hiring/training on future transportation projects.

The Monitoring Committee was formed in September 2017, and some of its challenges include the level of understanding of the plan's details and there are thick layers of mistrust between the community and government and local leaders. Some of the next steps to address these issues are to obtain more civic ownership of the plan, request more outreach on hot-button topics, and prepare for the focus groups and June 2018 public outreach event.

Ms. Ardnt asked how local the labor preferences for future contracts are. Mr. Swiatek said what we are dealing with here is hyper-local, neighborhood level.

Mr. Attard asked where the money would come from for the relocation. Mr. Swiatek suggested that perhaps the money could come from a business that would come in and buy the properties if the residents do want to leave. Ms. Devore responded DNREC is remaining neutral in terms of the relocation issue, because there is an elevated level of diesel particulates that are mostly seasonal; therefore, this is a quality of life issue.

INFORMATION ITEMS:

13. Staff Report

Ms. Heather Dunigan reported on the following plans and events:

- The Newark Regional Transportation Center (NRTC) groundbreaking event for construction of the train station building will be on May 30, 2018, and parking is nearly completed.
- The Wilmington Initiatives (WI) Project Kick-off Meeting was held on May 16, 2018, for WILMAPCO's UPWP projects.
- The Claymont Regional Transportation Center (RTC) held a Traffic Impact Study (TIS) scoping meeting with DelDOT, New Castle County, and representatives for the developer for the First State Crossing on April 19, 2018.
- On April 30, 2018, Design Collective consultants were selected for the US 202 Master Plan.
- The Southern New Castle County (SNCC) Master Plan RFP went out to consultants on May 4, 2018, and WILMAPCO expects the RFPs to be returned by May 29, 2018.
- The Route 9 Master Plan Monitoring Committee met on May 15, 2018. The next meeting will be held on July 17, 2018, and the Public Workshop will be held on June 25, 2018.
- Staff attended the Eastern Climate Preparedness Conference in Manchester, New Hampshire on April 30, 2018.
- The Elkton Pedestrian Plan Steering Committee will meet on May 21, 2018.
- The New Castle County (NCC) Comprehensive Transportation Plan and WILMAPCO Regional Transportation Plan (RTP) public outreach coordination meetings were held on April 12, 2018 and again earlier this week.
- Staff will coordinate a two-day workshop on Nature and Commerce.
- The Air Quality Awareness Week activities included a photo contest, and promoted various transportation modes and clean transportation.
- Safe Routes to School (SRTS) Safety Education activities were held at Elbert/Palmer Elementary School.
- Staff has contacted half of the regional municipalities to co-host workshops for the New Castle County (NCC) Bike Plan. A presentation will be provided to the Town of Townsend on June 6, 2018. An Advisory Committee meeting will be held in early June 2018 and all of the towns will be invited.
- Staff presented information on the Scenic Byways and East Coast Greenway at a National Meeting for the Washington-Rochambeau Revolutionary Route Trail.

- May is National Bike Month and Downes Elementary School will host several events from May 7-11, 2018, including Bike-to-School Week and Bike Trains.
- Tomorrow is Bike-to-Work Day, and City of Newark has rescheduled the celebration to Monday the May 21, 2018, because of the inclement weather.
- The Cecil County Transportation Alternatives Program (TAP) applications were due yesterday; and WILMAPCO will prioritize the projects if they are awarded to Cecil County.

OTHER BUSINESS:

Ms. Devore said DNREC is determining how to spend the VW settlement funds. In the first phase, DNREC is working with the Department of Education to replace diesel with propane in the school buses. The second phase is a competitive Request for Proposal (RFP) process, in which the changes are mostly in Sussex County; and the third phase includes a public workshop at Delaware Technical Owens Campus on Wednesday May 23, 2018, in Georgetown.

ADJOURNMENT:

The meeting adjourned at 11:10 a.m.

Attachments (1)

SUPPORT SUSTAINABLE ECONOMIC DEVELOPMENT AND GOODS MOVEMENT

Maximize Our Investments

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Encourage increased density and future growth in Center and Core TIAs	Household growth by TIA Employment growth by TIA TIP spending by TIA Demographic projections and TIP spending, Center vs. Rural TIAs		Red	WORDING CHANGE Encourage increased density and future growth in Center TIAs <u>(revise Center definition: Urban Centers and Suburban Centers – new)</u>	Same plus: % of location efficient places
Use WILMAPCO's approved project prioritization process to select projects for funding	Projects in current TIP vs. unfunded projects in a previous TIP, by technical score		Red	WORDING CHANGE Use WILMAPCO's project prioritization process to select projects for TIP funding.	Assessment of project technical scores/ranks vs. eventual funding, including aspiration list projects.
Create and support the implementation of subregional plans	Qualitative review of UPWP; implementation progress Implementation progress of sub-regional plans		Green	No change	No change
Support municipalities and existing communities	Qualitative review of UPWP;		Green	No change	No change

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2018 RTP ACTION DEVELOPMENT
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<p>Seek additional and innovative funding sources for transportation improvements</p>	<p>Summarize transportation recommendations within comprehensive and other local plans Alternative funding sources secured</p>	<p>Green</p>	<p>WORDING CHANGE & 2 NEW ACTIONS</p> <p>Support the examination of additional and sustainable funding sources for transportation projects.</p>	<p>No change UPWP Review</p>
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2018 RTP ACTION DEVELOPMENT
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Develop Effective Transportation Networks

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Manage congestion	Complete congestion management process (CMP)	NOT DEVELOPED	Green	No change	No change
	Integrate CMP into the TIP (management and expansion TIP projects in CMS corridors)	% of the non-interstate NHS providing reliable travel times			
		% of the interstate system where peak hour travel times meet expectations			
		% of the non-interstate NHS where peak hour travel times meet expectations			
Streamline freight movement	Maintain a freight plan (management and expansion TIP projects in freight bottlenecks)	Annual hours of excessive delay per capita			
		NOT DEVELOPED	Green	No change	No change
Enhance intermodal systems connectivity	Qualitative review of UPWP	% of the interstate system mileage providing for reliable truck travel times			
		% of the interstate system mileage uncongested	Green	No change	No change
Promote seamless interregional travel	Maintain an interregional plan		Green	No change	No change
	Status of major interregional projects				

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2018 RTP ACTION DEVELOPMENT
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Plan for Energy Security and Climate Change

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Reduce vehicle miles traveled	Per capita VMT	NOT DEVELOPED % of SOV trips	Red	No change	No change
Support cleaner vehicle infrastructure	Qualitative review of UPWP		Green	WORDING CHANGE	No change
	Number of EV charging stations			Support cleaner vehicle infrastructure, fuels, and technology	
Understand and adapt to sea level rise	Qualitative review of UPWP		Green	WORDING CHANGE	No change
	Vulnerability assessment			Adapt to climate change	
	Funded TIP projects potentially impacted by SLR			impacts, such as sea level rise and storm flooding	

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EFFICIENTLY TRANSPORT PEOPLE

Improve System Performance

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Support high-technology transit and highway projects	EZ-Pass use Reduce commuter bus travel times Transit on-time performance		Yellow	<ol style="list-style-type: none"> Support high technology transportation projects Improve transit system performance Consider a connected and autonomous vehicle future in all WILMAPCO studies Support autonomous vehicle preparation and testing Fund infrastructure 	No change

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2018 RTP ACTION DEVELOPMENT
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<p>Fund preservation projects first</p>	<p>TIP preservation spending</p>	<p>Yellow</p>	<p>No change</p>	<p>e to support use of our regional transportation network by connected and autonomous vehicles</p>
<p>Support carpooling initiatives</p>	<p>Municipal street aid Road and bridge conditions Percentage of workers carpooling Park-and-ride lot use</p>	<p>Red</p>	<p>REWORDING</p>	<p>Set target for TIP preservation spend (say, 50%) No change</p>
<p>Fund expansion projects within Center and Core TIAs when necessary</p>	<p>TIP spending by TIA Aspirational and TIP Expansion Projects by TIA</p>	<p>Yellow</p>	<p>REMOVE – awkward measure to assess; covered elsewhere</p>	<p>Examine, document, and support shared mobility initiatives to reverse our falling carpooling rate</p>

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2018 RTP ACTION DEVELOPMENT
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Promote Accessibility and Connectivity

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Ensure access to public transportation	Percentage of commutes by transit		Yellow	REWORDING	No change
	Employment and population within walking distance to bus stops			Improve access to public transportation	
	Maintain a TJ report		Green	No change	No change
Analyze barriers TJ groups experience in the transportation network	Connectivity matrix				
Fund strategic improvements to the public transit network	TIP funding trends		Yellow	REWORDING	No change
Develop a complete and safe nonmotorized transportation network	Ridership and transit use analysis			Plan and fund public transit expansion and management projects	
	Filling the commuter rail gap progress				
	TIP funding trends		Yellow	REWORDING	Bicycle, pedestrian, and multimodal TIP projects vs. the Prioritized Pedestrian Network
	Bicycle, pedestrian, and multimodal TIP projects vs. the Prioritized Pedestrian Network			Develop a complete, low-stress nonmotorized transportation network	Greenway progress
	Greenway progress			("safe" redundant - covered elsewhere)	Trail counts
Percentage of commutes by walking/bicycling					Percentage of commutes by walking/bicycling
Pedestrian crashes					

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Engage the Public via an Open Involvement Process

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Reach a wide and growing public audience	Transporter distribution Website views E-Newsletter Subscribers Facebook followers		Green	No change	No change
Achieve an early, open, ongoing and transparent public dialogue in all WILMAPCO projects	Familiarity with WILMAPCO Review of public participation components of sub-regional studies		Yellow	No change	No change
Realize an inclusionary participation process	Transporter distribution EJ analysis Racial/ethnic background of PAC members		Yellow	1. Promote inclusionary public participation regardless of age, race, class, or any socio-cultural community 2. Increase the racial/ethnic diversity of PAC membership	

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IMPROVE QUALITY OF LIFE Protect Public Health & Safety

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Develop and maintain a safe transportation system	Road injuries per VMT	INCORPORATED w/o targets	Red	1. Promote safer transportation network design and travel for all modes	No change
	Road fatalities per VMT	Number of fatalities			
	Total road injuries and fatalities	Rate of fatalities			
	Total pedestrian crashes, fatalities, and injuries	Number of serious injuries		2. Improve safety for people walking	
	Total bicycle crashes, fatalities, and injuries	Rate of serious injuries			
Support disaster planning efforts Reduce and mitigate the impacts of transportation emissions	Qualitative review of UPWP	number of nonmotorized fatalities and nonmotorized serious injuries	Green	No change	No change
	On road mobile source ozone projections	NOT DEVELOPED	Green	1. Exceed transportation conformity standards	Same, plus: WILMAPCO CMAQ prioritization versus eventual funding
	On road mobile source particulate matter (PM2.5) projections	2 and 4-year total emission reductions for each applicable criteria pollutant and precursor for CMAQ projects		2. Fund CMAQ projects with the greatest air quality benefits	
	Qualitative review of UPWP				

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2018 RTP ACTION DEVELOPMENT
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<p>Improve access to healthy and affordable food, employment, and services</p>	<p>Qualitative review of UPWP</p> <p>Connectivity analyses (to be developed with '18 EJ Report)</p>	<p>Yellow</p>	<p>WORDING CHANGE: Seek to improve multimodal access and connectivity to healthy and affordable food, employment, and services in all WILMAPCO studies</p>	<p>No change</p>
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Promote Active Transportation

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
<p>Fund alternative transportation in the TIP</p>	<p>TIP funding trends</p> <p>Percentage of commuters driving alone</p>	<p>NOT DEVELOPED</p> <p>Percentage of non-SOV trips</p>	<p>Green</p>	<p>WORDING CHANGE Fund transportation choices</p>	<p>No change</p>
<p>Apply a Complete Streets policy in all WILMAPCO studies</p>	<p>Qualitative review of UPWP</p>		<p>Green</p>	<p>WORDING CHANGE Apply a Complete Streets policy in all WILMAPCO studies and in the TIP</p>	<p>No change</p> <p>Plus: Review of the TIP</p>

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2018 RTP ACTION DEVELOPMENT

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<p>Prioritize TAP investments within areas of greatest need/capacity</p>	<p>Qualitative review of UPWP</p>	<p>Yellow</p>	<p>WORDING CHANGE Fund TAP investments within areas of greatest need</p>	<p>WILMAPCO TAP prioritization versus eventual funding</p>
<p>Develop and implement SRTS programs</p>	<p>Qualitative review of UPWP Percentage of schoolchildren walking/biking-at-participating schools-(standardized student mode choice data needed at cross-district level)</p>	<p>Green</p>	<p>No change</p>	<p>No change</p>

Ensure Transportation Choice & Equity

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
<p>Analyze the inequities EJ groups experience in the transportation network</p>	<p>Maintain an EJ report</p>		<p>Green</p>	<p>No change</p>	<p>No change</p>
<p>Reduce transportation costs</p>	<p>Transportation as a percentage of household spending Housing and transportation</p>		<p>Red</p>	<p>No change, but move location efficiently aspect into 1</p>	<p>Transportation as a percentage of household spending Inflation-adjusted bus/train fares</p>

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2018 RTP ACTION DEVELOPMENT
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<p>Ensure EJ communities receive their fair share of transportation spending</p>	<p>affordability data TIP spending within EJ communities</p>	<p>Red</p>	<p>1. Equitably distribute TIP funding 2. Generate beneficial transportation projects within EJ communities</p>	
<p>Plan for livable, sustainable and prosperous neighborhoods</p>	<p>Qualitative review of UPWP</p>	<p>Green</p>	<p>No change</p>	<p>No change</p>

Preserve our Natural and Cultural Resources

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
<p>Support the designation and implementation of scenic byways</p>	<p>Qualitative review of UPWP</p>	<p>Green</p>	<p>No change</p>	<p>No change</p>	<p>No change</p>
<p>Limit projects within rural transportation investment areas to preservation and safety avoid projects within sensitive ecological areas</p>	<p>Corridor management plans TIP/Aspiration expansion projects within Rural TIAs or Sensitive Natural Areas</p>	<p>Red</p>	<p>1. Avoid TIP expansion projects in Rural TIAs and Sensitive</p>		

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2018 RTP ACTION DEVELOPMENT

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<p>Ecological Areas</p>	<p>2. Seek to preserve and protect natural and cultural resources in all WILMAPCO studies</p>						<p>Examine other potential measures</p>
	<p>3. Support efforts to reduce negative transportation impacts on the environment and society</p>						
	<p>4. Promote use of designs that minimize impervious surface and environmental impacts</p>					<p>No change</p>	
<p>Establish a better relationship between transportation and tourism</p>		<p>Greenway progress</p>	<p>Yellow</p>				