

**JOINT TECHNICAL ADVISORY COMMITTEE AND
AIR QUALITY SUBCOMMITTEE MEETING
July 18, 2019**

A joint meeting of the Technical Advisory Committee (TAC) and Air Quality Subcommittee (AQS) was held on Thursday, July 18, 2019, at Lums Pond State Park, 1068 Howell School Road, Bear, Delaware 19701.

1. CALL TO ORDER: Mr. David Dahlstrom, Maryland Department of Planning, brought the TAC meeting to order at 10:14 a.m.

2. TAC Members present:

Ian Beam, Maryland Department of Transportation
Cooper Bowers, Delaware Department of Transportation
Deanna Cuccinello, DNREC
David Dahlstrom, Maryland Department of Planning
Stacey Dahlstrom, New Castle County Department of Land Use
Mike Fortner, City of Newark
Gwinn Kaminsky, City of Wilmington Planning
Stephen Miller, MDOT SHA
Brian Mitchell, City of Wilmington Department of Public Works
Steve O'Connor, Cecil County Land Use
Catherine Smith, Delaware Transit Corporation

TAC Ex-Officio Members present:

TAC Members absent:

Delaware Division of Small Business, Development, and Tourism
Delaware River and Bay Authority
Delaware State Planning
Maryland Department of the Environment
Maryland Transit Administration
Town of Elkton

TAC Ex-Officio Members absent:

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

AQS Members Present:

Ian Beam, MDOT
Cooper Bowers, DeIDOT
Deanna Cuccinello, DNREC
Cathy Smith, DTC

Guests and Invitees:

Benjamin Allen, MDOT SHA
Anne Brown, DeIDOT
Melanie Carlson, DeIDOT
Amanda Giutton, DeIDOT
Anson Gock, DeIDOT
Debbie Thomas, MARAMA

Staff:

Dan Blevins, Principal Planner
Janet Butler, Administrative Assistant
Kelicia Dix, Intern
Heather Dunigan, Principal Planner
Sharen Elcock, Executive Assistant
Dave Gula, Principal Planner
Ethan Kelby, Intern
Bill Swiatek, Principal Planner
Jacob Thompson, Transportation Planner
Tigist Zegeye, Executive Director

Minutes prepared by: Janet Butler

3. MINUTES

The June 20, 2019 TAC minutes were approved.

The June 13, 2019 Air Quality Notes were accepted.

ACTION: On motion by Mr. Mike Fortner and seconded by Ms. Stacey Dahlstrom, the TAC approved the June 20, 2019 TAC minutes.

Motion passed.

(7-18-19 - 01)

4. SUBCOMMITTEE UPDATES

None.

5. PUBLIC COMMENT PERIOD

None.

ACTION ITEMS:

None.

PRESENTATION/DISCUSSION ITEMS:

6. Diesel Truck Engine Replacements at Delaware River Ports

Ms. Debbie Thomas, Mid-Atlantic Regional Air Management Association (MARAMA), distributed a handout entitled, "Overview of MARAMA DERA Grant Projects Conducted in the Delaware and Philadelphia Port Communities 2010 to 2019" (**Attachment A**). She said during 2011, when she had just started working at MARAMA, a huge truck replacement project was underway, and they had just received a four-year grant. The Baltimore and Virginia ports were supportive of the project and even provided funding and promoted it; however, Philadelphia and Delaware were

not as supportive, which was “a tough nut to crack.” Ms. Thomas said a more recent grant for \$30,000 was received, and the focus has been mostly on Delaware and Philadelphia.

She also said the handout includes an overview from 2010 to 2017 that features the diesel emissions reductions goals for NOx, PM2.5, HC, CO and CO2 for trucks. The Port areas were the focus for the program and data. She added 153 trucks were replaced and emissions were reduced by 10,919 tons. The oldest tractor-trailer truck was replaced during 1984 and the newest tractor-trailer truck was for 2020. The average age of trucks replaced during 2011 to 2013 was 18 years old; and the average age of trucks replaced during 2017 was 16 years old.

Purchasing the new 2020 trucks can cost up to \$100,000; however, alternative fuel vehicles are not well known, and people are still not comfortable enough with them. In addition, idling times are the highest (double or eight hours per day) in Delaware. The average idling time for the year was 2,600 hours per year in three port areas of Delaware, and the highest average miles traveled per year was 81,000. In addition, \$81,000 was the average price paid for a replacement truck.

Mr. Dahlstrom asked if people are buying the trucks, but not using the program. Ms. Thomas said they have had no problem filling the orders for new trucks. Philadelphia is at about 50 percent right now, and they have to buy during a certain timeframe or in a range. This year’s grant states the year trucks need to be purchased is 2013 or newer.

Ms. Dunigan asked if outreach had included education regarding the anti-idling laws. Ms. Thomas said there has been some; however, the extent of it is that it is more about why the program exists and that the truck drivers would be helping themselves by replacing the trucks. She added there is only so much you can say in terms of making inroads, and some of the vehicles already have built in anti-idling equipment.

7. New Castle County Ordinance No. 19-005

Ms. Stacey Dahlstrom, New Castle County Department of Land Use, distributed a handout entitled New Castle County Land Use Overview of Ordinance 19-2005 (**Attachment B**). She said the New Castle County Ordinance No. 19-005 is a two-year process. The Ordinance includes four key provisions of the proposed legislation: 1) Clarifying Implementation Provisions; 2) Updating Coordination with DeIDOT Regulations; 3) Establishing Waiver Standards; and 4) Enabling code language for Transportation Improvement Districts (TIDs) and Completing Community Enterprise Districts (CCEDs).

She said the overview in the handout states that clarification and refinement is committed to development within a two-mile radius; contracts for completion have three years of building permits; and mitigation measures are listed on the record plan. In addition, greater consistency and coordination with DeIDOT regulations are what establishes the criteria for granting waivers.

The Level of Service (LOS) waiver conditions include the following Standards: Standard One — the project must have economic development with a significant number and character of jobs, Standard Two — Article 11 creates a unique and significant hardship, and Standard Three — development demonstrates a substantial public purpose. Ms. Dahlstrom said when County Council approves a waiver they have to site these standards.

Transportation Improvement Districts (TIDs) are geographic areas defined for securing required improvements to transportation facilities in the area, where land use and transportation are

planned in detail such that development is consistent with planning and paying a determined fee that can forego the Traffic Impact Study (TIS) process.

Applicants participate in the TID instead of conducting TIS by paying their applicable defined contribution. The local government partners have specific responsibilities established in the TID agreement, and they develop the land use plan and identify what adequate transportation means in the TIP. They also collect and administer fees in partnership with DeIDOT, and advocate the inclusion of projects in DeIDOT's six-year Capital Transportation Program (CTP).

DeIDOT works with local government and WILMAPCO to establish the TID. Payments are received from applicants in the TID instead of conducting Traffic Impact Studies (TIS) and constructing off-site improvements. DeIDOT oversees the traffic analysis, construction, and funding for roadway improvements and assigns scoring in the prioritization process for the CTP projects identified in the TID district.

TIDs are defined geographically, establishing a land use and transportation plan, have mapped boundaries, target the horizon year for improvements, parcels are identified for specific land use and establish LOS standards, and transportation improvements are needed.

In addition, the LOS measuring technique is identified as travel time versus the intersection, and a contributing system is based on the land use and transportation plan. Financing for improvements are identified and DeIDOT has an agreement with local government, which establishes the property owner notification level and area-wide community meetings prior to the Planning Board Public Hearings.

Complete Community Enterprise Districts (CCEDs) are geographic areas of local government that are jointly designated by the local government and DeIDOT for the economic development of mixed-use that is coordinated with multi-modal transportation investments. Ms. Dahlstrom said there are no CCEDs in Delaware; and that New Castle County will be collaborating with WILMAPCO on them.

Applicants participate in the CCED in lieu of conducting a TIS by developing consistent with the Master Plan. They also facilitate redevelopment within the CCED that is walkable and bikeable and promotes transit ridership along with balancing highway capacity and quality of service standards.

The local government that is collaborating with the CCED provides zones and plans for mixed uses and higher density development (to support transit) and exempts all development within the area from off-street parking requirements.

DeIDOT develops Transit Capital Improvement Projects with the goal of increasing transit ridership to result in a greater Fare Box Recovery Ratio in the district. They identify and develop CTP projects to overcome significant barriers to walking and cycling in the district. DeIDOT also establishes a design goal for all streets and roads in the district that are not limited access, with free flowing eighty-fifth percentile motor vehicle traffic speeds of 25 miles per hour or less. They refrain from developing any projects that expand road capacity in the district unless they can demonstrate that the projects will not have a negative effect on transit access, pedestrian safety, or the percentage of trips by bicycle, under low traffic stress conditions.

CCEDs are defined geographically as mapped boundaries of one to nine square miles; establishing the land use and transportation plan, have more area zoned for residential than

commercial, and target the horizon year from improvements. They also establish multimodal Level of Service (LOS) standards. DeIDOT has an agreement with local government that is established through New Castle County Council and the local planning agency, with at least one public hearing that is held and 60 - and 30-day public notice requirements that are adopted into the Comprehensive Plan.

Ms. Dahlstrom said the ordinance was established because of the unintended consequences of sprawl that is counter to smart growth, delayed economic development projects, and transportation LOS is needed to update and address the issues to simplify the process.

Public forums for the Ordinance were held in October 2017, and nearly 90% of attendees believed TIDs should be used to raise revenue for transportation improvements and implement flexible requirements. Public forums were held in March 2018 and the consensus was that TIDs appeared to be the most practical solution. Public forums were also held in October 2018 and the attendees favored TIDs.

Ms. Dunigan noted that the University of Delaware Institute for Public Administration (IPA) would present information regarding the analysis of CCED Districts at the August TAC meeting. Ms. Dahlstrom added that the CCED Districts are a joint jurisdictional effort with New Castle County as a partner.

6. DeIDOT Project Prioritization Process

Mr. Anson Gock, DeIDOT, distributed the following two handouts: 1) PowerPoint of a DeIDOT Project Prioritization Process presentation, dated July 18, 2019 (**Attachment C**); and 2) Prioritization Process Update – draft spreadsheet dated July 16, 2019 (**Attachment D**).

Mr. Gock said that DeIDOT is updating their project prioritization process. The current prioritization criteria were adopted in December 2013. DeIDOT's current investments in data collection allows for the opportunity for more "data-driven" processes.

The proposed DeIDOT CTP Prioritization Criteria includes the following categories and percentages: 1) Safety (35%); 2) System Operating Effectiveness (19.1%); 3) Multi-Modal (Mobility/Flexibility/Access (6.6%); 4) Revenue Generation/Economic (13.1%); 5) Impact on the Public/Disruption/Environmental Justice (8.3%); and 6) State and Local Priority (6.1%).

As previously announced, DeIDOT and the MPOs are moving from an annual TIP to a biennial TIP. When the new DeIDOT CTP is in place, it would also add the new MPO TIP projects. Mr. Gock said top projects in each county would be part of the prioritization. Ms. Dunigan clarified that MPO priorities would be a portion of 6.1% score for state and local priorities.

The prioritization criteria align with DeIDOT's draft Statewide Transportation Plan mission, goals and objectives. The System Preservation criteria are proposed to be replaced by the state and local priority criteria. Other new criteria include economic impact, and social and health elements. The share of quantitative criteria increases from 70.7% to 77.2%.

The Safety criteria will increase from 33% to 35%, and the methods of calculating safety scores have improved. System Operating Effectiveness criteria will decrease from 24.8% to 19.1% because Delaware exceeds the performance of most states for this category.

The spreadsheet also indicates the new elements of the prioritization process that include: 1) Safety, which includes Crash Index, Safety Score, and State Highway Safety Program. 2)

Existing Congestion Level – TMC Data; and 3) Multi-modal Mobility Flexibility & Access that has no technical changes at this time. 4) Economic Impact, Social and Health Impact (EPA EJ Screening); 5) Environmental Impact has no technical changes at this time. 6) Priority, which replaces System Preservation and includes State (Strategic Investment Levels) and Local (County/MPO Priority). Mr. Gock added there would be a scheduled public comment period to review the DeIDOT Project Prioritization Process.

Ms. Dahlstrom asked if the Multi-modal and Flexibility Analysis category is for TID. Mr. Gock replied no. If you look on page 3, the TID is under the Category of Revenue Generation and Economic Impact.

Mr. Mitchell commented that System Operating Effectiveness appears to be valued by 20%. Mr. Gock said that is correct. Mr. Mitchell also asked what metric is used for system operations. Mr. Gock replied Level of Service (LOS).

Mr. Blevins asked when we go away from the TMC, and get into the model, what is the metric; he also asked do we use travel time as the measure. Mr. Gock responded we would use the actual volume (only) from the TMC that determines the LOS.

Ms. Dunigan asked Mr. Gock to explain more about scoring for the economic impact going forward. Mr. Gock replied that DeIDOT would use TREDIS software, which is a transportation economic model that indicates the scores for prioritization, such as for Safety and LOS.

Ms. Dunigan added that at an upcoming TAC meeting we would like to hear more about the DeIDOT Project Prioritization Process.

Ms. Dahlstrom asked if there is a county-specific pot of funds dedicated for each project that justifies looking within each county. Ms. Brown, DeIDOT, clarified that the Federal Highway Administration (FHWA) allocates apportionments based on different codes, and we try to work within those boundaries of fiscal constraints during the six-year Capital Transportation Program (CTP). She added, overall we take the ranking from the prioritization and that is how we allocate funding.

INFORMATION ITEMS:

12. Staff Report

Ms. Dunigan reported on the following plans and events:

- At the WILMAPCO Council Meeting on July 11, 2019, the FY2019-2022 TIP was amended for the SR 299: SR1-Catherine Street and SR2, Elkton Road: Maryland Line-Casho Mill Road projects. The Proposed Project Prioritization for the FY2021-2026 DeIDOT Capital Transportation Plan (CTP) Submissions was approved. The East Seventh Street Peninsula Study, the 12th Street Connector Transportation Improvement Study, and the Newark-Area Transit Study were endorsed. Staff presentations included the Social Determinants of Health (SDOH) Data Report and the WILMAPCO Transportation Justice (TJ) Analysis Update.
- On July 11, 2019, staff met with the Delaware Transit Corporation (DTC) team regarding the Maryland/Monroe/MLK safety project alternatives and presented them to Wilmington Initiatives (WI) on July 17, 2019.
- Staff met with Concord Township officials regarding the Concord Pike Master Plan Land Use draft alternatives.

- On June 17, 2019, staff attended the Advisory Committee Meeting for the Southern New Castle County Master Plan, and presented information at a public workshop in Middletown on June 24, 2019.
- On June 20, 2019, staff attended a Philadelphia Pike Workshop at Mt. Pleasant Elementary School.
- On June 21, 2019, staff attended an MPO Roundtable meeting.
- On June 24, 2019, staff participated in a meeting to support the work of the Transportation and Climate Initiatives at DVRPC.
- On July 1, 2019, staff attended a Wilmington projects Advisory Committee meeting.
- On July 20, 2019, staff participated in the Southbridge Weekend event.
- On July 22-25, 2019, staff will attend an ITE Conference.
- On August 8, 2019, staff will participate in the 55+ Healthy Lifestyles Expo at Elkton High School.
- On August 10, 2019, staff will participate in the Claymont Safety event at the Claymont Community Center.
- The New Castle County Bike Plan Advisory meeting was held on June 4, 2019, where public comments and priority projects were reviewed and consolidated.
- Staff is continuing to work with The City of Newark Safety Committee.
- A Request for Proposal (RFP) for the Governor Printz Boulevard project went out in June and WILMAPCO received eight proposals by July 15, 2019.
- Staff met with Representative Siegfried from the Brandywine 100 area regarding the Harvey Road Traffic Calming Analysis project.

OTHER BUSINESS:

Ms. Dunigan announced the WILMAPCO Picnic would follow the TAC/AQS meeting.

ADJOURNMENT:

The TAC/AQS meeting adjourned at 11:12 a.m.

Attachments (4)

Overview of MARAMA DERA Grant Projects Conducted in the Delaware and Philadelphia Port Communities 2010 to 2019



Highlights from All Programs

Total Emission Reductions for all DERA projects 2010 to 2019

NOx	PM2.5	HC	CO	CO2	Ports of Delaware and Philadelphia Total Emission Reductions (in Tons)
197	11	14	75	2,010	2,307
287	13	15	90	2,244	2,649
486	23	26	154	4,202	4,892
59	2	3	15	387	466
439	23	19	124	NA	605
1,468	72	77	458	8,843	10,919 ✂

- ⇒ Total number of truck replacements 153 for the port areas
- ⇒ Age of oldest tractor replaced 1984
- ⇒ Age of newest tractor purchased 2020
- ⇒ Highest number of hours spent idling 8 hours per day! In Delaware
- ⇒ Delaware registered the highest idling time of 3 port areas at 2,600 hours per year and the highest average miles traveled per year at 81,000
- ⇒ Average age of trucks replaced during the 2011 to 2013 Smartway program (18 years old)
- ⇒ Average age of trucks replaced during the 2017 DERA program (16 years)
- ⇒ \$81,000 was the average price paid for a replacement truck
- ⇒ \$30,000 down payments were provided by the grant or ½ the price of the truck
- ⇒ Number of DERA Programs specifically targeting the DE and PA port areas 4



MARAMA is a voluntary, non-profit association of ten state and local air pollution control agencies. MARAMA's mission is to strengthen the skills and capabilities of member agencies and to help them work together to prevent and reduce air pollution in the Mid-Atlantic Region.

Debbie Thomas, MARAMA Diesel Program Manager
dthomas@marama.org office phone 443 322 0320 web address www.marama.org

Overview of Ordinance 19-005



Key provisions of the proposed legislation

- Clarifying Implementation Provisions



- Updated Coordination with DeDOT Regulations



- Establishing Waiver Standards



- Enabling code language for Transportation Improvement Districts and Complete Community Enterprise Districts



Why

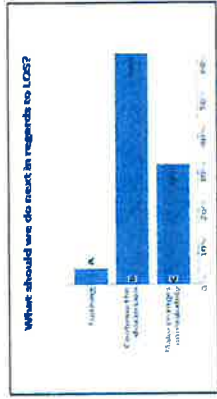
Unintended consequences:

- Sprawl / counter to smart growth
- Delayed economic development projects
- "last in" is stuck with disproportionate cost of addressing transportation needs
- Can lead to disinvestment where it is most needed
- Transportation LOS needed updating to address these issues and to simplify the process

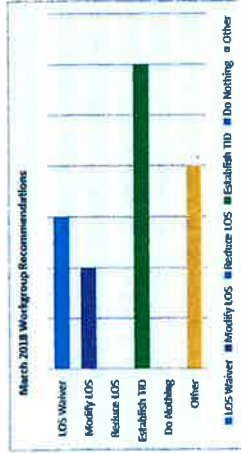
Public forums

October 2017, October 2018 and March 2018

- **October 2017:** Nearly 90% of attendees believed TIDs should be used to raise revenue for transportation improvements and implement flexible LOS requirements; 85% agreed that



- **October 2018:** Attendees favored TIDs.



- **March 2018:** After a group exercise, the consensus of attendees was that TIDs appeared to be the most practical solution.

FOR MORE INFORMATION

New Castle County Department of Land Use

87 Reads Way

New Castle DE, 19720

Phone: (302) 395-5400

Email: landuse@nccde.org

Website: <https://www.nccde.org/1888/Legislation-and-Initiatives>



Complete Community Enterprise Districts (CCEd)

Local government partner: zone and plan for mixed uses and higher density development (to support transit) and exempt all development within the area from off-street parking requirements.

DeIDOT:

- Develop transit capital improvement projects with the goal of increasing transit ridership to result in greater farebox recovery ratio in the District.
- Identify and develop capital improvement projects to overcome significant barriers to walking and cycling in the District.
- Assign prioritization for capital projects in the District with the highest weight for multimodal flexibility, flexibility/access as well as the weight equivalent to TID projects.
- Establish a design goal for all streets and roads in the district that are not limited access: "free flowing eight-fifth percentile motor vehicle traffic speeds of 25 mph or less".
- Refrain from developing any projects that expand road capacity in the District unless the Department can demonstrate that such projects will have no negative effect on transit access, pedestrian safety, or on the percentage of trips that can be made by bicycle under low traffic stress conditions.

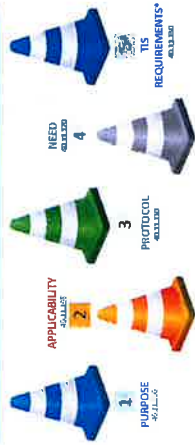
How are CCEdS Created

- Defined geographically—Mapped boundaries
- * Contiguous, 1-9 square miles, mostly like a circle (0.7 IPQ)
- Establish a land use and transportation plan (Master Development Plan)
- * More area zoned for residential than commercial or other uses
- * No Commercial Regional Zoning
- Target horizon year for improvements
- Establish Multimodal LOS standard
- DeIDOT Agreement with local government, established through County Council and local Planning agency (Planning Board in New Castle County) through at least one public hearing (with 60 day and 30 day public notice requirements)
- Adopted into Comprehensive Plan

Overview

Clarifying and updating minor provisions that are important for implementation

Clarification & Refinement



- Committed Development – 2 mile radius
- Contract for completion 3 years of building permit
- Mitigation measures listed on record plan

Greater consistency and coordination with DelDOT regulations

DelDOT Development Coordination Manual

2.A	TRANSPORTATION IMPROVEMENT DISTRICTS
2.A.1	Transportation Improvement Districts - Introduction
2.A.2	Transportation Improvement Districts - Elements
2.A.2.1	Land Use and Transportation Plan (LUTP)
2.A.2.2	TID Agreements
2.A.2.3	Boundaries
2.A.2.4	Service Standards
2.A.2.5	Land Use Elements
2.A.2.6	Adoption in the Local Government's Comprehensive Plan(s)
2.A.2.7	Interruption of the Program
2.A.2.8	Interruption of the Program - Existing TIDs
2.A.2.9	Transportation Improvement Districts - Recommended Elements
2.A.3	Master Plan
2.A.3.1	Monitoring Program
2.A.3.2	Monitoring Program - Recommended Elements
2.A.3.3	Monitoring Program - Recommended Elements
2.A.3.4	Monitoring Program - Recommended Elements

Establishing criteria for granting waivers

LOS Waiver Conditions

- Project must be economic development with significant number and character of jobs
- Article 11 creates unique significant hardship
- Development demonstrates a substantial public purpose

Waiver Standards



- Standard one: Significant economic development (jobs, revenue)
- Standard two: Unique + significant + undue hardship
- Standard three: Other unique, significant, & demonstrated public purpose + cannot accomplish otherwise

Transportation Improvement Districts (TIDs)

TID: A geographic area defined for the purpose of securing required improvements to transportation facilities in the area." A place where land use and transportation is planned in detail in advance, such that development consistent with that planning can pay a readily determined fee and forego the Traffic Impact Study process."

- Applicants participate in the TID in lieu of conducting a TIS, by paying their applicable defined contribution.
- Local Government partner: Specific responsibilities will need to be established in the TID agreement but broadly they would have responsibility in three areas: 1) developing the land use plan and identifying what adequate transportation means within the TID; 2) collecting and administering fees; and, as necessary, 3) advocating the inclusion of projects in DelDOT's six-year Capital Transportation Program.

• DelDOT:

- Works with local government and MPO (WILMAPCO) to establish TID through Agreement,
- Receives/collects payments from Applicants in the TID in lieu of doing Traffic Impact Studies and constructing off-site improvements.
- Oversees the traffic analysis, construction, and funding for roadway improvements.
- Assigns scoring in prioritization process for CTP for projects identified in a Transportation Improvement District (TID)

How TIDs are Created

- Defined geographically
- Establish a land use and transportation plan
- Mapped boundaries
- Target horizon year for improvements
- Parcel specific land use identified
- Establish LOS standard
- Transportation improvement needed
- Identify LOS measuring technique: travel time vs intersection
- Establishes a Contribution system based on the land use and transportation plan
- Financing for improvements identified
- DeIDOT Agreement with local government
- * 40.11.310 establishes property owner notification and area-wide community meeting prior to the Planning Board public hearing (summary/documentation provided to Planning Board and County Council public hearings)

How are TIDs created?



Source: DelDOT TID Storyboard (at <https://delidot.maps.arcgis.com/apps/index.html?>)

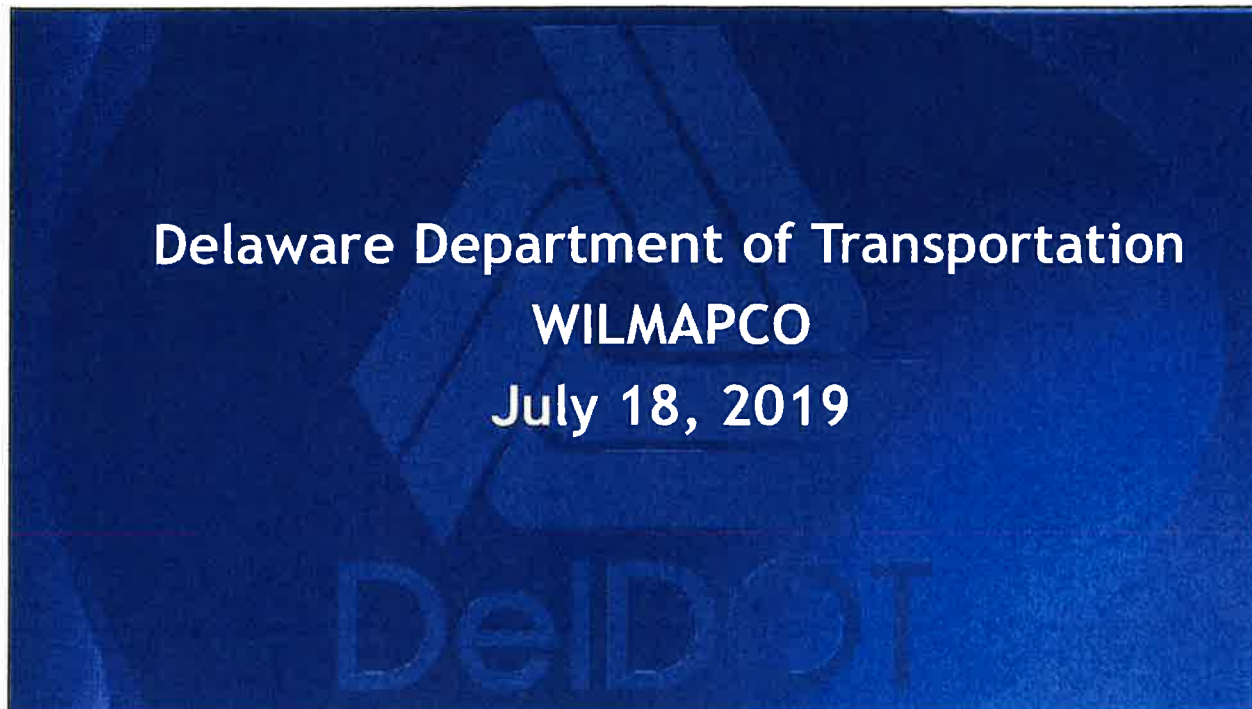
Complete Community Enterprise Districts (CCEd)

SENATE SUBSTITUTE NO. 2 FOR SENATE BILL NO. 130 DE 148th General Assembly (2015 - 2016)

CCEd: a geographic area of a local government that is jointly designated by the local government and DelDOT for the economic development of mixed-with land use coordinated with and multi-modal transportation investments.

Local governments and DelDOT can jointly designate Complete Community Enterprise Districts.

- Applicants participate in the CCEd in lieu of conducting a TIS: by developing consistent with the Master Plan and facilitating the creation/redevelopment within the CCEd that are walkable, bikeable and promote transit ridership along with the balancing highway capacity and quality of service standards.

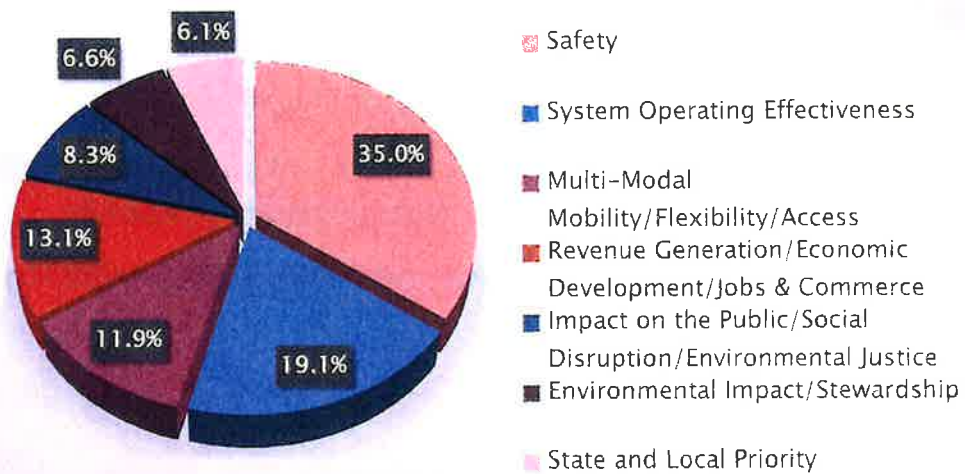


Why consider changes now?

- ▶ Current process was adopted in December 2013
- ▶ DeIDOT's current investments in data collection allows the opportunity for more "data-driven" process
- ▶ Other criteria have evolved, possibly better able to "drive the CTP"

- ▶ Proposed DeIDOT Project Prioritization Criteria
 - New and Revised Criteria

Proposed DeIDOT CTP Prioritization Criteria



DeIDOT

Mission	Vision	Goal	Prioritization Criteria	Prioritization Sub-Criteria
Every Trip	We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.	<ul style="list-style-type: none"> Minimize the number of fatalities and injuries on our system Build and maintain a nationally recognized system benefiting travelers and commerce 	<ul style="list-style-type: none"> Safety System Operating Effectiveness State and Local Priority System Preservation 	<ul style="list-style-type: none"> New Safety Scores No. of Strategies addressed in the Strategic Highway Safety Plan Apply TMPC operation data Identified as Congestion Corridors by MPO, Comprehensive Plans, and/or Planning Studies State and Local Priority Multimodal Mobility/Flexibility/ Access
Every Mode	We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.	<ul style="list-style-type: none"> Provide every traveler with access and choices to our transportation system 	<ul style="list-style-type: none"> Multimodal Mobility/Flexibility/ Access 	<ul style="list-style-type: none"> Environmental Impact/Stewardship Revenue Generation and Economic Development Identified in a Transportation Improvement District (TID) Cost-sharing Support Freight Corridor Economic Impact
Every Dollar	We seek the best value for every dollar spent for the benefit of all.	<ul style="list-style-type: none"> Minimize the environmental impact of the state's transportation system Achieve financial sustainability through accuracy, transparency and accountability 	<ul style="list-style-type: none"> Environmental Impact/Stewardship Revenue Generation and Economic Development 	<ul style="list-style-type: none"> Environmental Impact/Stewardship Identified in a Transportation Improvement District (TID) Cost-sharing Support Freight Corridor Economic Impact
Everyone	We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.	<ul style="list-style-type: none"> Develop and maintain a place where talented and motivated employees love to work and can be national leaders in transportation 	<ul style="list-style-type: none"> Impact of the Public/Social Disruption/Environmental Justice 	<ul style="list-style-type: none"> Social and Health Elements

5

CTP Project Prioritization Criteria Comparison

Existing	Proposed
<ul style="list-style-type: none"> Safety – 33.0% System Operating Effectiveness – 24.8% Multi-Modal Mobility, Flexibility/Access – 15.6% Revenue Generation/Economic Development/Jobs and Commerce – 7.9% Impact on the Public/Social Disruption/Environmental Justice – 7.2% Environmental Impact/Stewardship – 6.5% System Preservation – 5% 	<ul style="list-style-type: none"> Safety – 35.0% System Operating Effectiveness – 19.1% Multi-Modal Mobility, Flexibility/Access – 11.9% Revenue Generation/Economic Development/Jobs and Commerce – 13.1% Impact on the Public/Social Disruption/Environmental Justice – 8.3% Environmental Impact/Stewardship – 6.6% State and Local Priority – 6.06%

5

Prioritization Criteria: Quantitative vs Qualitative

- ▶ **Current Quantitative Criteria (70.7%):**
 - Safety (33%)
 - System Operating Effectiveness (24.8%)
 - Revenue Generation/Economic Development/Jobs & Commerce (7.9%)
 - System Preservation (5%)
- ▶ **Current Qualitative Criteria (29.3%):**
 - Multi-Modal Mobility/Flexibility/Access (15.6%)
 - Impact on the Public/Social Disruption/Economic Justice (7.2%)
 - Environmental Impact/Stewardship (6.5%)
- ▶ **Proposed Quantitative Criteria (77.2%):**
 - Safety (35.0% from 33.0%)
 - System Operating Effectiveness (19.1% from 24.8%)
 - Revenue Generation/Economic Development/Jobs & Commerce (13.1% from 7.9%)
 - Social and Health Elements (3.9%)
 - State and Local Priority (6.1% from 5% of System Preservation)
- ▶ **Proposed Qualitative Criteria (22.8%):**
 - Multi-Modal Mobility/Flexibility/Access (11.9%)
 - Impact on the Public/Social Disruption/Economic Justice (4.3% from 7.2%)
 - Environmental Impact/Stewardship (6.6% from 6.5%)

7

Question?

8

Prioritization Process Update – **DRAFT**

	Current	Proposed	(New Element)	COT Discussion
Safety	33.0%	35.0%	Safety Crash Index Safety Score State Highway Safety Program	July 25
System Operating Effectiveness	24.8%	19.1%	Existing Congestion Level (TMC Data)	July 25
Multi-Modal Mobility Flexibility & Access	15.6%	11.85%	(No Technical Changes at this Time.)	
Revenue Generation Economic Development Jobs & Commerce	7.9%	13.11%	Economic Impact (TREDIS)	July 25
Impact on the Public Social Disruption Environmental Justice	7.2%	8.28%	Social and Health Impact (EPA EJ Screen)	June 20
Environmental Impact	6.5%	6.6%	(No Technical Changes at this Time.)	
System Preservation	5.0%	6.06%	Priority State (Strategic Investment Levels) Local (County / MPO Priority)	June 20
	100%	100%		

