

Livable Delaware Activity

Activity/Policy/Program Name: Statewide Long Range Transportation Plan Update and Replace the Transportation Investment Areas Map

Contact Person: Joseph Cantalupo

Purpose: To help everyone understand what we are going to do to build, run, and maintain the State's roads, bridges, bikeways, sidewalks, bus systems, trains systems, airports and water ports over the next 20 years. To make sure that where we are putting our transportation projects matches with the states goals and strategies for development

Enabling Laws: 29 Del. C. §8404 the Federal Inter-modal Surface Transportation Efficiency Act; and the Transportation Equity Act for the 21st Century. 17 Del.C. §132 (General Authority) and 29 Del. C. §8404 (General Planning Authority).

Policies: Not applicable.

History: "Transportation and Delaware's Future," the Statewide Long Range Transportation Plan was adopted by the Department in January 1997, representing its first multimodal transportation plan. Although the Federal Inter-modal Surface Transportation Efficiency Act of 1990 included requirements for a statewide long-range transportation plan, the plan was produced as the Department's response to "Shaping Delaware's Future," which was the embodiment of Delawarean's vision for how the State should develop.

One key component and the overarching strategy was the Transportation Investment Areas (TIA) Map. The TIA Map was developed to define and direct the varying level of investment the Department would make throughout the State to support "Shaping Delaware's Future." The TIA Map places all areas of Delaware into one of three classifications: Multimodal Investment Area, Management Investment Area, or Preservation Investment Area. Behind each of these areas is an underlying philosophy describing how the Department will provide transportation facilities and services. For example, Preservation Areas were defined as areas where growth and development did not exist and was not being encouraged. As such, the transportation system in these areas would be maintained and kept safe but not necessarily expanded.

Since the Statewide Long Range Transportation Plan was adopted, the State has adopted the "Strategies for State Polices and Spending" and initiated Livable Delaware. One of the biggest achievements of the Strategies for State Polices and Spending" effort is that it has refined the individual state agency plans and programs produced to support "Shaping Delaware's Future" into a single strategy for the State. To do this, the Cabinet Committee on Statewide Planning Issues expanded the TIA Map in two very important ways. First, the number of investment areas was expanded to create a more gradual flow from one type to the next. For example, the Multimodal Investment Area from the TIA Map was divided into Community and Developing Areas under the "Strategies for State Polices and Spending" as a means of distinguishing between existing areas of development and planned areas of

development. Second, the description of each area was expanded to describe how all types of infrastructure, not just transportation infrastructure, would be provided.

Current Situation: The Statewide Long Range Transportation Plan outlines the goals, strategies, policies, and actions the Department is using to meet its mission and provide transportation facilities and services throughout the State. These elements of the plan define the work of every division and they are used to gauge the compatibility of comprehensive land use plans and long range transportation plans produced by the Metropolitan Planning Organizations (MPO), and at the county and local level. To this point, the TIA Map has served the Department well. It continues to be used to define how Department initiated plans and projects are developed, how the Capital Improvement Program is developed, and how the Department reviews and responds to regional, county and local development actions and long range transportation plans. The Plan and TIA Map support the following Livable Delaware goals:

- Direct investment and future development to existing communities, urban concentrations, and growth areas.
- Protect important farmlands and critical natural resource areas.
- Streamline regulatory processes and provide flexible incentives and disincentives to encourage development in desired areas.
- Encourage redevelopment and improve the livability of existing communities and urban areas, and guide new employment into underutilized commercial and industrial sites.
- Promote mobility for people and goods through a balanced system of transportation options.
- Coordinate public policy planning and decisions among state, counties and municipalities.

Revisions/Actions Needed: Although the existing plan is sound, it needs to be updated to recognize the progress made over the past four years, and to make any adjustments necessary to support the “Strategies for State Policies and Spending” and Livable Delaware. Particular attention needs to be given to the state infrastructure map that was produced as part of the “Strategies for State Policies and Spending,” and to the underlying policies of the plan, which need to reflect Livable Delaware. In addition, we will replace the TIA Map with the Statewide Infrastructure Map produced under the “Strategies for State Policies and Spending”.

Resources Needed to Create/Revise: The Plan is in the process of being updated with the assistance of consultant services. The effort has been divided into four phases: Developing a Position Statement (Task 1); Contextual/Background Analysis (Task 2); Strategies, Implementation, Monitoring and Budget (Task 3); and, the Final Plan (Task 4). Tasks 1 and 2 are underway and are presently budgeted for \$110,000. More precise scopes of work for Tasks 3 and 4 are pending early results from Task 1. With regard to financial resources, there is an additional \$490,000 budgeted for the update and it is expected that this will be adequate.

Process for Creation/Revision: As noted above, the update is starting from the position that the existing plan is sound. As such, the primary focus of the update will be on how the goals,

strategies, policies, and actions of the Department need to change to reflect what was done under the existing plan and to support the Strategies for State Policies and Spending” and Livable Delaware. Generally, the update process involves looking at what was implemented under the existing plan, what policies and programs have been implemented or changed at the federal, state, county, and local government levels, and looking at how the use of the transportation system has changed. The analysis in these three areas will be used to update the plan. The update will include a public outreach effort as well as input from other state agencies, the Metropolitan Planning Organizations, and county and local governments.

Schedule: Task 1 is underway and will be completed by the beginning of July. Task 2 will concentrate on defining the changing context the plan has to address. Task 2 will be completed by the end of July. Tasks 3 and 4 remain to be further defined and are expected to start in July and September respectively. The update will be completed and offered to the Secretary for adoption in December 2001.

Measures to Guide Progress: The existing plan includes a series of performance measures that assess progress toward implementing the plan at the level of its goals, strategies, policies and actions. The first comprehensive assessment of the transportation system as it relates to the plan is underway and will serve as additional input into the update. Task 3 will include a review of these performance measures and they will be updated as needed. They will however, include the following:

- The change in overall customer satisfaction with the transportation system as assessed by the annual Customer Satisfaction Survey;
- The change in travel time as assessed by the annual Travel Time Survey; and,
- The level to which people understand and agree with the way that we are building, running, and maintaining their transportation system.
- The percentage of capital projects appropriate for the investment area they are being done in, as identified by the “Strategies for State Policies and Spending.”

Interactions or Inter-relationships with Other Agencies or Units of Government: At the federal level, the plan update will have to conform to the federal planning requirements developed under the Intermodal Surface Transportation Efficiency Act and reaffirmed by the Transportation Equity Act for the 21st Century. At the regional level, the plan will have to both consider the needs of the Metropolitan Planning Organizations long-range transportation plans and be supported by them. The plan will also have to consider the needs of local governments who will have to coordinate their efforts with how the Department states it will provide its facilities and services. Although there is no specific requirement that the Statewide Long Range Transportation Plan be subject to an air quality conformity determination, the plan will nevertheless need to support statewide air quality goals.

There will undoubtedly be conflicts between where the State is willing to support growth and development and where and how county and local governments wish to develop. To a large extent, how closely the State manages its investments against the “Strategies for State Policies and Spending” will determine how successful Livable Delaware is.