AGENDA

- Approval of the Agenda
- Review and Approval of the Previous Meeting Minutes (December 16, 2019)
- Secretary’s Update
- Consideration of Enhanced Capital Project Prioritization Process
- Review and Approval of the FY21 – FY26 CTP
- Public Comment
Secretary's Update
Excellence in Transportation

Every Trip. Every Mode. Every Dollar. Everyone.

- **Every Trip**
  - We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

- **Every Mode**
  - We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.

- **Every Dollar**
  - We seek the best value for every dollar spent for the benefit of all.

- **Everyone**
  - We engage and communicate with our customers and employees openly and respectfully as we deliver our services.
Introducing... THE JETSONS!
Consideration on the Enhanced Project Prioritization Criteria
<table>
<thead>
<tr>
<th>Existing Criteria</th>
<th>Current</th>
<th>Proposed</th>
<th>(Proposed New Elements/Tools)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>33.0%</td>
<td>35.0%</td>
<td>Safety Crash Index</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Safety Score</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>State Highway Safety Program</td>
</tr>
<tr>
<td>System Operating Effectiveness</td>
<td>24.8%</td>
<td>19.1%</td>
<td>Existing Congestion Level (TMC Data)</td>
</tr>
<tr>
<td>Multi-Modal Mobility Flexibility &amp; Access</td>
<td>15.6%</td>
<td>11.85%</td>
<td>(No Technical Changes at this Time.)</td>
</tr>
<tr>
<td>Revenue Generation Economic Development Jobs &amp; Commerce</td>
<td>7.9%</td>
<td>13.11%</td>
<td>Economic Impact (TREDIS)</td>
</tr>
<tr>
<td>Impact on the Public Social Disruption Environmental Justice</td>
<td>7.2%</td>
<td>8.28%</td>
<td>Social and Health Related Elements (EPA EJ Screen)</td>
</tr>
<tr>
<td>Environmental Impact</td>
<td>6.5%</td>
<td>6.6%</td>
<td>(No Technical Changes at this Time.)</td>
</tr>
<tr>
<td>System Preservation</td>
<td>5.0%</td>
<td>6.06%</td>
<td>Priority State (Strategic Investment Levels)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Local (County / MPO Priority)</td>
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</tbody>
</table>

100%
Changes in CTP Project Prioritization Criteria

- **Quantitative Criteria Increased from 70.7% to 77.2%**
  - Safety: 33.0% to 35.0%
  - System Operating Effectiveness: 24.8% to 19.1%
  - Revenue/Economic Development/Jobs & Commerce: 7.9% to 13.1%
  - Social and Health Related Elements: 3.9% new
  - State and Local Priority: 5.0% from System Preservation to 6.1%

- **Qualitative Criteria Decreased from 29.3% to 22.8%**
  - Multi-Modal Mobility/Flexibility/Access: 15.6% to 11.9%
  - Impact on the Public/Social Disruption: 7.2% to 4.3%
  - Environmental Impact/Stewardship: 6.6% from 6.5%
Existing

- Safety 33%
  - Identified in Safety Program – 26.4%
  - Strategies in State Highway Safety Program (SHSP) – 6.6%
  
  “HSIP only”
  - 45 of 113 projects with no score

Proposed

- Safety 35%
  - Critical Crash Ratio – 12.7%
  - Crash Index – 16.2%
  - Strategies in State Highway Safety Program (SHSP) – 6.1%

New method considers all crashes
  - 13 of 113 projects with no score
System Operating Effectiveness

**Existing**

- System Operating Effectiveness 24.8%
- Existing Level of Service – 12.4%
- Identified as a Congested Corridor by the MPO/Comprehensive Plan/Studies – 12.4%

**Data Sources:**
- MPO Plans, Counts
- Travel Demand Model

**Proposed**

- System Operating Effectiveness 19.1%
- Existing Congestion Level – 12.4%
- Identified as a Congested Corridor by the MPO/Comprehensive Plan/Studies – 6.7%

**Data Sources:**
- TMC Devices (see DelDOT App)
- Traffic Impact Studies (TIS)

*then:*

- MPO Plans, Counts
- Travel Demand Model
Revenue Generation/Economic Development/Jobs & Commerce

**Existing**
- Revenue Generation/Economic Development/Jobs 7.9%
  - Located in a Transportation Improvement District – 2.63%
  - Degree of Non-State/Non-Federal Contribution – 2.63%
  - Located in the Designated Freight Corridor – 2.63%

**Proposed**
- Revenue Generation/Economic Development/Jobs 13.1%
  - Located in a Transportation Improvement District – 3.18%
  - Degree of Non-State/Non-Federal Contribution – 1.64%
  - Located in the Designated Freight Corridor – 2.59%
  - Economic Impact -- 5.7%

Data Sources:
TREDIS/IMPLAN (see Case Study)
Impact on the Public/Social Disruption/Environmental Justice

Existing
- 7.2%
  - Assess extent to which the project:
    1) supports investment in existing communities
    2) provides community enhancements such as sidewalks, safe routes to school, etc.

Proposed
- 8.28%
  - Assess the extent to which the project:
    1) supports investment in existing communities
    2) provides community enhancements such as sidewalks, safe routes to school, etc.– 4.33%
  - Social & Health Related Elements – 3.95%

Data Source:
EPA EJ Screening Tool
State and Local Priority

Existing
- System Preservation 5.0%
  - To be deleted.

  Pavements, Bridges, Operations, & Traffic Funds Programmed within Sections.

13 of 113 projects receive score.

Proposed
- State and Local Priority 6.06%
  - State Priority: Delaware Strategies for State Policies and Spending Level of Investment – 3.92%
  - Local Priority: Top projects identified by MPOs (WILMAPCO, DK MPO) Sussex County that are supported by local and/or state planning efforts – 2.14%

Data Sources:
DE Office of Statewide Planning GIS MPO’s, County, Local Agencies
Features of Proposed Process:

1) 5 of 7 Criteria Proposed for Updates
2) More Quantitative (~ +6 %)
3) More Comprehensive 3 of 5 Use 2+ Data Sources
4) Data Sources
   Regularly Updated
   Easily Available
   GIS-Ready, or GIS Accessible
Economic Impact Case Study:

**Travel Demand Model**

**Primary Outputs:**
- Volumes
- Speeds

**Derived Outputs:**
- VMT
- LOS
- Auto, Bus, Bike, Ped
- Travel Times
- Delays

**Economic Assessment Model**

**Primary Outputs:**
- Jobs
- General Economic Impact
Economic Impact Case Study:

Land Use

- Westown Master Plan
- Appoquinimink HS
- Walmart
- Home Depot
- Kohls
- Johnson
- Movies
- Amazon
- Lidl
- Westown Restaurants
- Hedgelawn Plaza

Transportation

- Westown Master Plan
- Sandhill Drive
- Sleepy Hollow
- Bunker Hill Rd
- Levels Rd
- SR 896
- US 301
- Amazon
Economic Impact Case Study:

“What was Projected?”

DelDOT Model Jobs for TAZ 212, 190 in 2005.
Economic Impact Case Study:

“What Happened?”

Planned in 2005.
Actual in 2020.

Estimated Jobs for TAZ 212, 190 in 2020.
Economic Impact Case Study:
“TREDIS Estimate of Westown Master Plan”

TREDIS Estimates for TAZ 212, 190:
1.2 MSF Warehouse/Lt. Ind.*
1) 400 Jobs @ 1 Emp/3000 Sq Ft) More Typical
2) 800 Jobs @ 1 Emp/1500 Sq Ft) More Typical
3) 1200 Jobs @ 1 Emp/1000 Sq Ft) Less Typical
4) 3000 Jobs @ 1 Emp/ 400 Sq Ft) Less Typical

Other Challenges for TREDIS with an “Amazon-Type” Site:
1) Shifts, 24/7/365 Operations. 3000 Jobs = 1000 Peak Hour.
2) Additional 1500-2000 during Seasonal Variations.
Economic Impact Case Study:

“TREDIS Estimate Using Contingent Development Analysis”

- **Planned in 2005.**
- **Actual in 2020.**
- **TREDIS***
- **TREDIS Cont.Dev.**

Additional ~700 Jobs Due to Contingency Effects.
Economic Impact Case Study:  

**Summary**

Use Care in Applying Travel Demand and Economic Assessment Models to Estimate Travel and Economic Effects of “Site Specific Development”.

Tools Originally Intended to Examine “Regional” Items:
- Larger Improvements to Arterials & Freeways.
- Effects of Larger Land Developments Sensitive to Assumptions on Uses, Industrial “Codes”, Supply Chains, etc.

DelDOT Planning Continuing to Develop:
- Travel Demand Modeling (Especially to Support More Detailed Studies).
- GIS Interface for the 5 Quantitative Factors.
- TREDIS: Applied at:
  1) More Detailed Level, Smaller Scale, “Micro-studies”.
  2) Wider Range of Land Uses
  3) Contingent Development Effects
### Proposed CTP Timelines

<table>
<thead>
<tr>
<th>COT Regular Meeting/Potential COT Updates</th>
<th>Preparing Draft with MPOs and Localities</th>
<th>Hosting Public Workshops and Receiving Public Comment</th>
<th>COT Approval of CTP or CTP Release for Public Comment</th>
</tr>
</thead>
</table>

| Proposed New CTP Criteria | | | |
|----------------------------|-----------------|-----------------|-----------------|-----------------|
| Proposed FY 21 - 26 CTP | | | | | | | | | | | | | | |
| Proposed FY 23 - 28 CTP | | | | | | | | | | | | | | |
| Proposed FY 25 - 29 CTP | | | | | | | | | | | | | | |

**Durations:**
- **CTP Year 2020:** Jan., Apr., Jul., Oct.
- **CTP Year 2021:** Jan., Apr., Jul., Oct.
- **CTP Year 2022:** Jan., Apr., Jul., Oct.
- **CTP Year 2023:** Jan., Apr., Jul., Oct.
Approval of FY21 to FY26 Capital Transportation Plan
Draft FY21 – FY26 CTP – New Projects

New Castle

- East 7th Street
- 12 St. Connector
- S. College Ave. Gateway
- Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)
- SR 4 and Churchmans Rd Intersection Improvement
- US 13: I–495 to PA Line
Kent

- Duck Creek Parkway (Bassett St. to Main St.)
- N. Main St. Smyrna – Shoulders (Duck Creek Parkway to Glenwood Ave.)
- Peachtree Run Rd. (Voshells Mill Rd. to Irish Hill Rd.)
- HSIP KC: South State Street/Plaindealing Road/Woodlytown Road Intersection Improvement
- SR 15 and SR 42 Intersection Improvements
Draft FY21 – FY26 CTP – New Projects

Sussex

- Beaver Dam Rd Widening (SR 1 to Dairy Farm Rd.)
- Cave Neck Road, Hudson Road and Sweetbriar Road
- HSIP SC: Dairy Farm Rod and Beaver Dam Road/Fisher Road Intersection Improvement
- Dewey Beach Pedestrian and ADA Improvements (Anchors Way to Bayard Ave.)
- Old Landing Road and Airport Rd Intersection Improvement and Airport Rd Extension
- Old Landing Road and Warrington Road Intersection Improvement
Sussex

- New Road, Nassau Road to Old Orchard Road
- SR 1 Fenwick Island Sidewalk (Lighthouse Rd. to Lewes St.)
- SR 54 Multi-modal Improvements (Blue Beard Trail to Monroe Ave.)
- US 9 and Minos Conaway Intersection Improvement
- US 9 Widening (Ward Ave. to Old Vine Blvd.)
- US 113 Widening, Dagsboro Road to Hardscrabble Road
Changes based on Governor’s Recommended Budget

- No changes based on the proposed budget
- Minor project shifts based on schedules and revised estimates.
- Maintaining a consistent predictable program
Minor Changes since December Meeting

- Updated Project Estimates – Based on Latest Design
- Modify Preliminary Engineering (PE) and/or Right-of-Way and/or Construction Phases
  - US 40, Salem Church Road to Walther Road
  - US 13, US 40 to Memorial Drive Pedestrian Improvements
  - US 9 and US 113 Grade Separated Intersection
  - HSIP SR 24 at Mount Joy Road and SR 24 at Bay Farm Road Intersection Improvements
  - Walnut Shade Road, US13 to Peachtree Run Road
  - SR 2 and Red Mill Road Intersection Improvement
Minor Changes since December Meeting

- Modify Preliminary Engineering (PE) and/or Right-of-Way Phases
  - US 13, Walnut Shade Road to Lochmeath Way
  - Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 10th Street
  - HEP SC, SR1 and SR16 Grade Separated Intersection
  - SR273 and Chapman Road Intersection Improvements
  - US 40 & SR 896 Grade Separated Intersection
  - N427, Cedar Lane Road, Marl Pit Road, to Boyd's Corner Road
  - SR 141 Improvements, I-95 Interchange to Jay Drive
  - Realignment of S269A at Westcoats Corner
  - Georgetown East Gateway Improvement (US 9, Market Street, Sand Hill Road / Airport Road intersection improvement)
Minor Changes since December Meeting

- Modify Preliminary Engineering (PE) and/or Right-of-Way Phases
  - N15, Boyd's Corner Road, Cedar Lane Road to US 13
  - SR 1, Minos Conaway Grade Separated Intersection
  - Loockerman Street / Forest Street
  - Wilmington Initiatives – Walnut Street, MLK to 13th Street
  - Plantation Road Improvements, SR 24 to US 9
  - Wilmington Initiatives – 4th Street, Walnut Street to I–95
  - SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark
Minor Changes since December Meeting

- Modify Preliminary Engineering (PE) and/or Right-of-Way Phases
  - Lewes Park and Ride and Maintenance Facility
  - HSIP SC: Dairy Farm Road and Beaver Dam Road/Fisher Road Intersection Improvement
  - Garasches Lane, Wilmington
  - SR896 at Bethel Church Road Interchange
  - Park Avenue Relocation
  - US 13, Duck Creek to SR1
  - HEP KC, SR 8 & SR 15 Intersection Improvements
Public Comment
Adjourn