

Livable Delaware Activity

Activity/Policy/Program Name: Transportation Enhancements Policy

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Purpose: To provide funding to local governments for transportation related projects that enhance their communities.

Enabling Laws: Federal authority described below; 17 Del.C §132 (General Authority)

Policies: Transportation Enhancements Program, PI Number A-19

History: The Transportation Enhancements Program Policy was first issued on September 4, 1992 and revised on October 18, 1995. The policy describes how the Department implements the federal Transportation Enhancements Program first authorized by the federal Intermodal Surface Transportation Efficiency Act of 1990, and reauthorized by the federal Transportation Equity Act for the 21st Century of 1998.

Current Situation: The Transportation Enhancements Program allows the Department to provide federal funding to local governments and other agencies and organizations for projects that enhance the transportation system. The Program is used to fund projects that would normally not be funded by the Department and include projects such as restoring old railroad stations or installing sidewalks through town centers. As such, it supports the provisions of Livable Delaware and the following specific goals:

- * Direct investment and future development to existing communities, urban concentrations, and growth 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: The Department has developed and uses a Transportation Enhancements Program Manual that is widely distributed among applicants and project sponsors. The Manual explains the Transportation Enhancements Program in great detail as well as the application and project selection, and the planning programming, design, and construction processes. There are several revisions to the Manual that must be made, including improving the scoring and ranking process, clarifying the project sponsor definition, and eliminating the potential conflicts of interest that are created when members of the Transportation Enhancements Technical Advisory Committee also nominate projects. In addition, several other revisions to how the Program is administered should be considered during this process. These include whether the "Strategies for State Policies and Spending" should influence the project selection process and whether the Department should provide a portion of the required local match to help speed the implementation of projects. We will also explore opportunities to use the Enhancements program and funds to provide benefits and incentives for TDR Receiving Zones when a TDR program is developed. Regardless of the extent of the revisions sought and eventually made, they need to be completed prior to calendar year 2002 when the selection process for the next round of federal funds will start.

Having the Manual eliminates the need for a Transportation Enhancements Policy, and a recommendation to revoke the policy is being made and pursued by the Statewide and Regional Planning Section of the Division of Planning and Policy.

Resources Needed to Create/Revise: The majority of work needed to revise the Manual can be done in-house and within the Statewide and Regional Planning Section as part of a normal

workload. Some consultant support to research other programs and assist in the production and printing of the revision is anticipated and approximately \$25,000 is being budgeted for this.

Process for creation/revision: The Manual will be revised in consultation with the Transportation Enhancements Advisory Committee and the Transportation Enhancements Technical Advisory Committee and brought through the division directors for a recommendation for approval by the Secretary. Once the Secretary approves the revised Manual, the Assistant Director for Policy will then begin the process of revoking the Transportation Enhancements Program Policy.

Schedule: The revision of the Manual has not been scheduled. It is expected to begin during the first quarter of fiscal year 2002 and take no longer than four months to complete.

Measures to Guide Progress: Performance measures for the TE Program will include:

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The number of TE projects initiated according to the overall Program goals;

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The number of projects completed without audit findings; and,

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The number of projects completed within the time limits established by the Program.

Interactions or Inter-relationships with Other Agencies or Units of Government: No direct interactions other than to ensure that the Delaware Transportation Enhancement Program continues to meet the provisions of the federal program.