# Council on Transportation

8/27/24

DELDOT
DELAWARE DEPARTMENT OF TRANSPORTATION

# Agenda

- Approval of Meeting Minutes (February 22, 2024 & May 23, 2024)
- Secretary's Update
- CTP Prioritization Discussion
- LRTP Update

# Secretary's Update

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DELAWARE DEPARTMENT OF TRANSPORTATION




*Excellence in Transportation*

## 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 our customers and employees with respect and courtesy as we deliver our services.

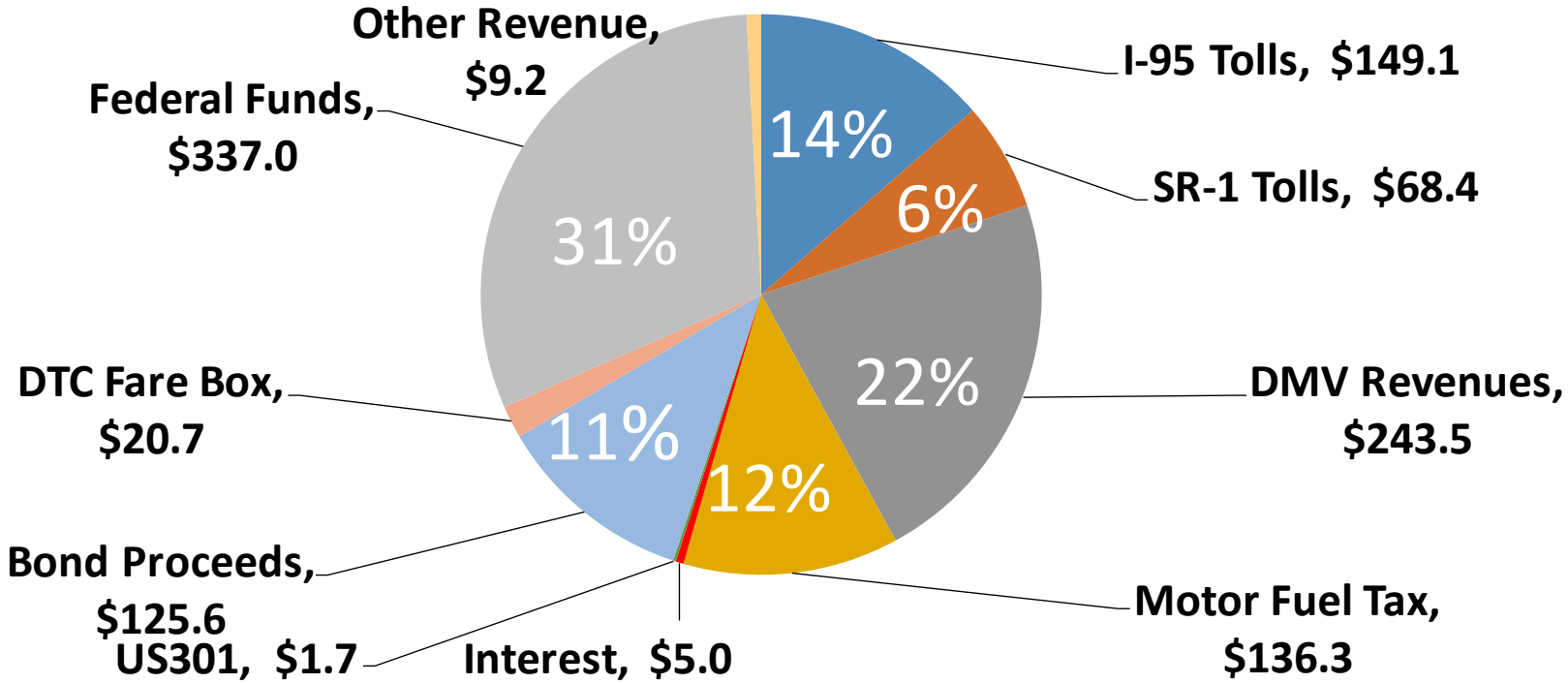
# Safety

| 2024 Delaware Traffic Fatalities as of 8/26/2024 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 2024 | 2023 | | | 2022 | | | |
| | | Year-to-Date | | Totals | Year-to-Date | | Totals | |
| Fatalities | 85 | 91 | ⬇ -7% | 137 | 93 | ⬇ -9% | 164 | |
| Delaware Residents | 72 | 70 | ⬆ 3% | 110 | 67 | ⬆ 7% | 122 | |
| **Person Types** | | | | | | | | |
| Vehicle Occupant | 46 | 65 | ⬇ -29% | 90 | 65 | ⬇ -29% | 104 | |
| Pedestrian | 16 | 13 | ⬆ 23% | 28 | 15 | ⬆ 7% | 32 | |
| Bicyclist | 3 | 2 | ⬆ 50% | 5 | 2 | ⬆ 50% | 7 | |
| Motorcyclist | 16 | 11 | ⬆ 45% | 14 | 11 | ⬆ 45% | 21 | |
| Other Person Type | 4 | 1 | ⬆ 300% | 1 | 1 | ⬆ 300% | 1 | |
| **Crash Types** | | | | | | | | |
| Curve Related | 15 | 21 | ⬇ -29% | 28 | 12 | ⬆ 25% | 19 | |
| Roadway Departure | 31 | 50 | ⬇ -38% | 69 | 34 | ⬇ -9% | 55 | |
| Intersection Related | 34 | 20 | ⬆ 70% | 37 | 33 | ⬆ 3% | 50 | |
| Median Crossover | 0 | 8 | ⬇ -100% | 8 | 4 | ⬇ -100% | 8 | |
| Wrong Way | 3 | 1 | ⬆ 200% | 1 | 2 | ⬆ 50% | 7 | |
| Work Zone | 5 | 6 | ⬇ -17% | 9 | 0 | ⬆ N/A | 4 | |



# FY25 - Sources of Funds - $1,096.5M

(in millions)

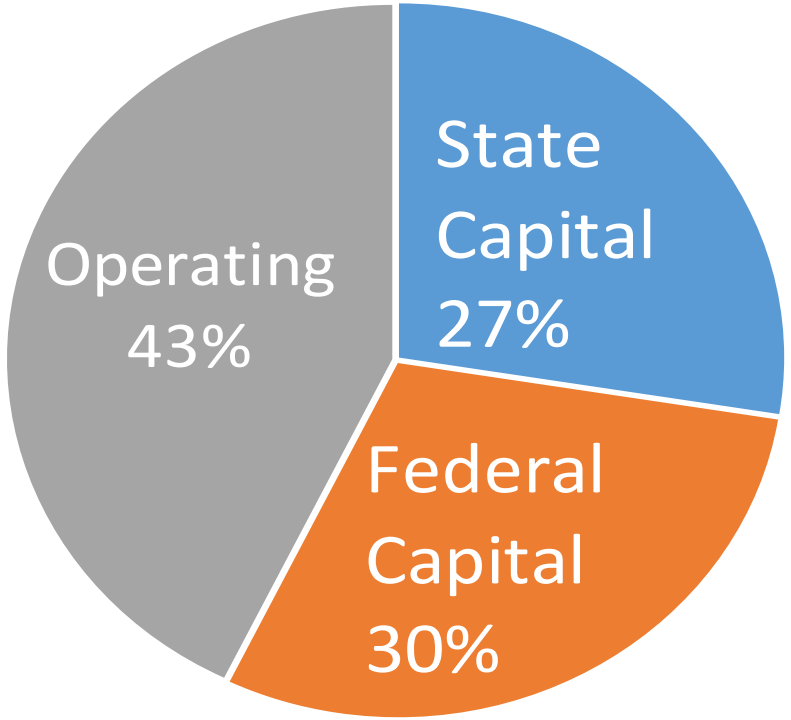


# FY25 – DelDOT Budget- $1,096.5M
## (in millions)

**$91.6M Debt Service**

**$226.7M DelDOT Operating**

**$151.1 DTC Operating**




**$627.1M Capital Budget**

**$302.1M State**

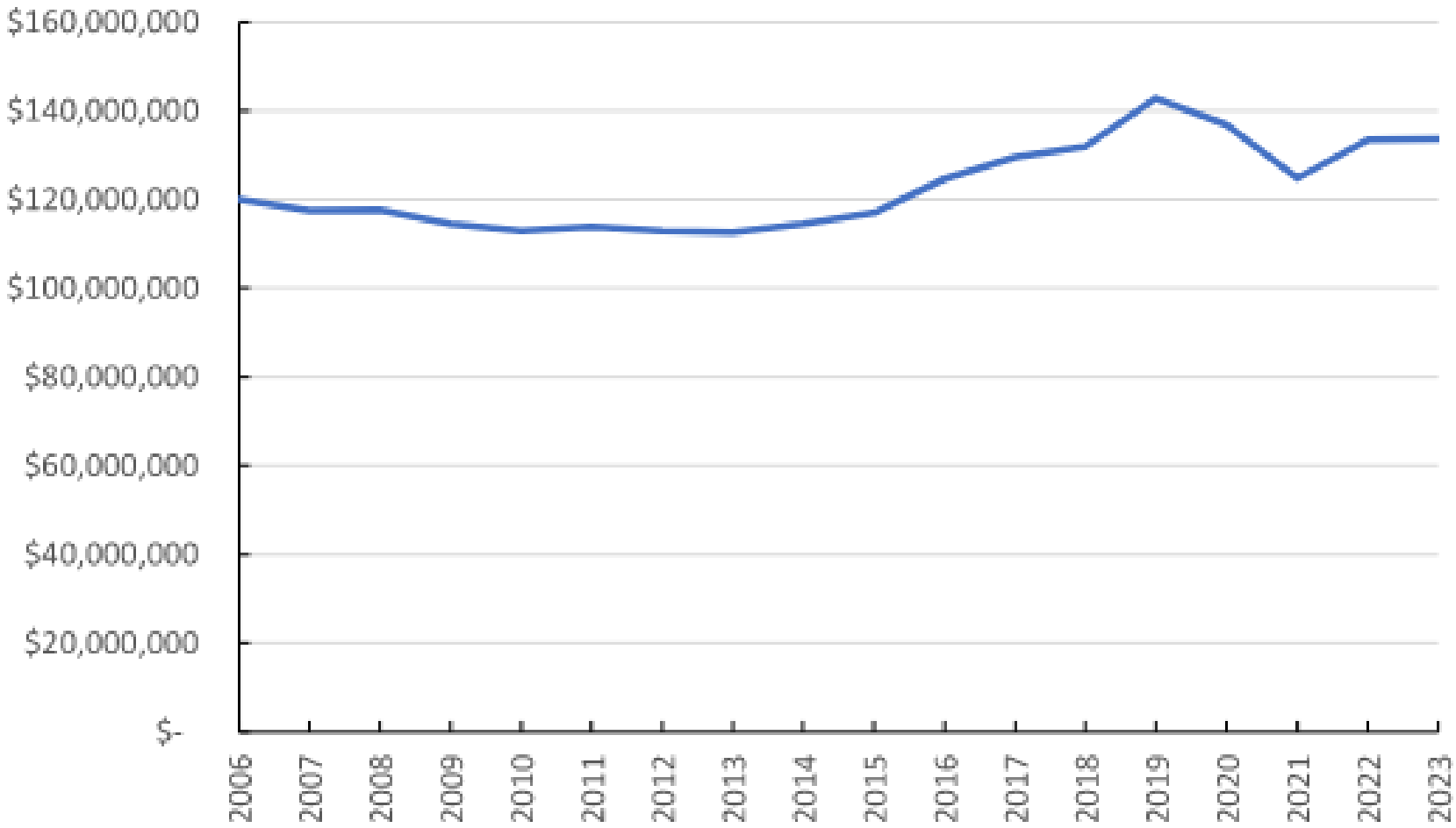
**$325M Federal**

# University of Delaware

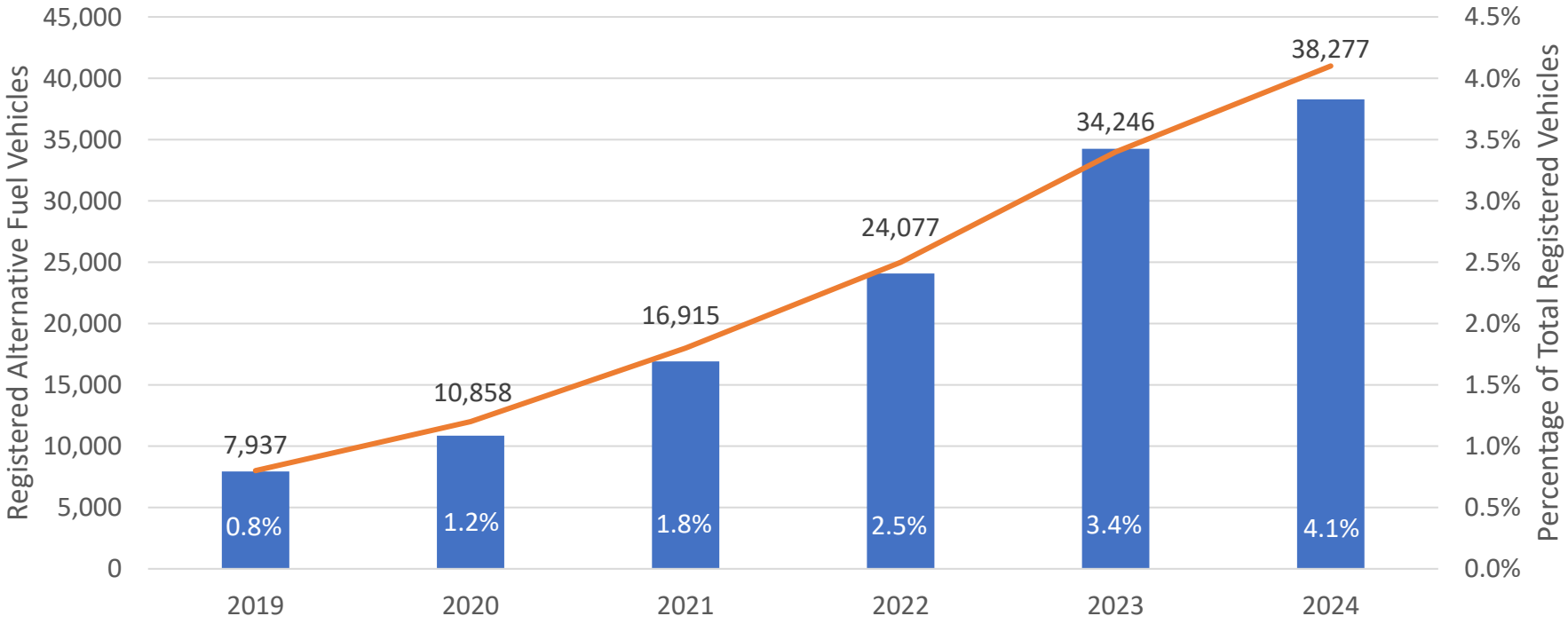
## The Financial and Policy Impact of Electric Vehicles and Improved Fuel Economy of Delaware's Motor Fuel Tax

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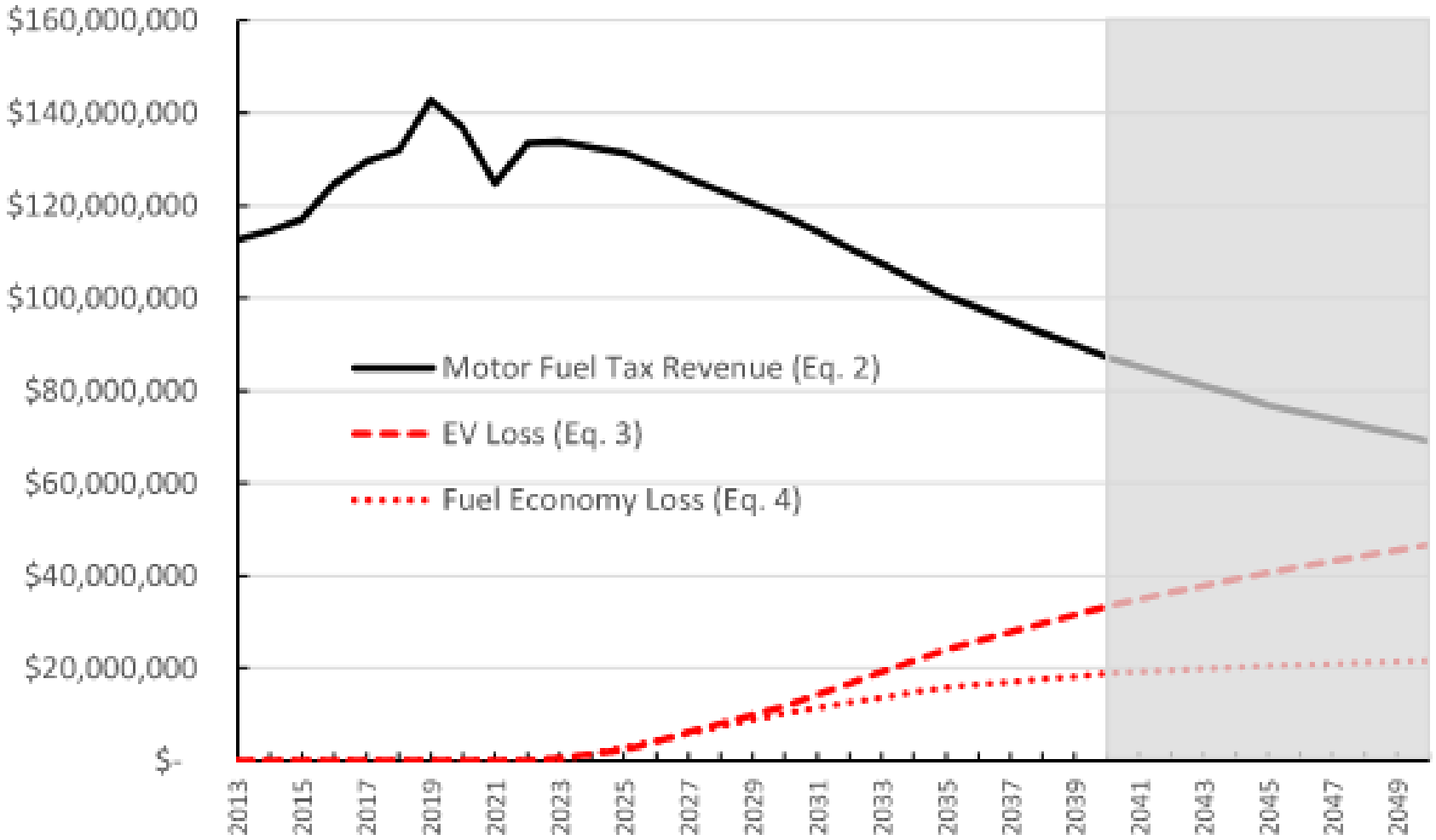
# Delaware's Motor Fuel Tax Revenue History



# Alternative Fuel Vehicle Registration Trends



# Motor Fuel Tax Revenue and Loss Estimates



# Motor Fuel Tax Revenue and Loss Estimates

| Estimate | 2030 (M) | 2035 (M) | 2040 (M) | 2045 (M) | 2050 (M) | 2030-2040 Cumulative (M) | 2030-2050 Cumulative (M) |
|---|---|---|---|---|---|---|---|
| MFT Revenue | $117.7 | $100.5 | $87.2 | $77.0 | $69.1 | $1,117 | $1,884 |
| EV Loss | $11.8 | $24.0 | $33.5 | $40.7 | $46.7 | $256 | $666 |
| Fuel Economy Loss | $10.3 | $15.9 | $18.8 | $20.5 | $21.6 | $167 | $372 |

# Summary

- Loss of Motor Fuel Tax Revenue and Increase in Operating Expenses will Require Additional Revenue
- Review Policy Options Outlined in Report
- Pursue a Combination of Revenue Enhancements in 2025

# Prioritization Process Update

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# Capital Transportation Program Prioritization Process Update

**Current Process:**
Adopted February 24, 2020

## 7 Factors:

Analyzed through 20 Subfactors:

4 Quantitative = **73.27%**
3 Qualitative = **26.73%**

**Proposed Process:**
To Be Adopted February 2025

## "Same" 7 Factors:

**Goals: through this process –**

1) Incorporate IIJA/BIL Goals & Themes

2) Percentage Changes to Factors and Subfactors

3) Possible New Subfactors Based on New Data Sources

4) 100% Quantitative Points

# Prioritization Process Update
# Safety

**Current Process:**
Adopted February 24, 2020

## Safety – 35%
**Quantitative**

**Subfactors:** **Source(s):**

**16.20%** Crash Index
TMC HSIP Team, Scoring

**12.70%** Safety Score
TMC HSIP Team, Scoring

**6.15%** State Highway Safety Program (HSIP)
TMC HSIP Team

**Proposed Process:**
To Be Adopted February 2025

## Safety – 35%
**Quantitative**

**Subfactors:** **Source(s):**

- **20.00% Crash Index (Intersection Only)** TMC HSIP Team, Scoring

**OR**

- **20.00% Safety Score (Critical Crash Ratio, Roadway Segments Only)** TMC HSIP Team, Scoring

**AND**

- **15.00% Highway Safety Program (HSIP) Ranking Last Five Years** TMC HSIP Team

# Prioritization Process Update Safety

## Existing

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

## Proposed

- Safety (35%)
  - Crash Index – 20% (Intersection)
  - Critical Crash Ratio – 20% (Roadway Segment)
  - HSIP Table Frequency Last Five Year – 15%

- **Comparison**
  - Former top rank and the last rank projects remain the same.
  - 7 of 13 projects have no scores related to HSIP Table Frequency compared to all projects scores for SHSP under the existing system.

| HSIP Frequency scores | |
|---|---|
| within top 10 | 1 |
| 11 to 50 | 0.666 |
| 51 to 100 | 0.5 |
| 101 to 500 | 0.333 |
| 501 to 1000 | 0.25 |
| over 1001 or N/A | 0 |

# Prioritization Process Update
# Safety

| | | Safety | Current | Safety | Proposed | Changes |
|---|---|---|---|---|---|---|
| | FY25 New Project Candidates | Current 35% | Rank | Proposed 35% | Rank | Rank |
| County | | Total | | Total | | |
| New Castle | US 40 between US 13 to MD Line Multimodal Improvements | 25.3% | 1 | 11.5% | 5 | -4 |
| New Castle | Hares Corner (US13 and SR 273) Grade Separated Intersection | 24.4% | 2 | 35.0% | 1 | 1 |
| New Castle | Governor Printz Blvd Rd Diet between US 13 at Philadelphia Pike & East 35th St | 13.7% | 7 | 5.0% | 9 | -2 |
| New Castle | St. Annes Church Rd at SR 71 Intersection Improvements | 9.7% | 9 | 5.2% | 8 | 1 |
| New Castle | Bunker Hill Rd at Sand Hill Dr & Merrimac Ave Intersection Improvements | 6.0% | 11 | 4.8% | 10 | 1 |
| Kent | US 13 at White Oak Rd Intersection Improvements | 18.9% | 4 | 18.9% | 4 | 0 |
| Kent | Banning St and Clarence St between Forrest St & W. North St Improvements | 24.0% | 3 | 8.0% | 7 | -4 |
| Sussex | Hudson Rd between Route 9 and Route 1 Improvements | 18.4% | 5 | 20.0% | 2 | 3 |
| Sussex | US 9 between Old Vine Blvd and Dairy Farm Rd Improvements | 8.1% | 10 | 2.0% | 11 | -1 |
| Sussex | Redden Rd Corridor Improvements, US 13 to US 113 | 17.0% | 6 | 20.0% | 2 | 4 |
| Sussex | Route 24 between Love Creek Bridge and Indian Mission Rd Improvements | 10.8% | 8 | 9.8% | 6 | 2 |
| Sussex | Zoar Rd at South Bedford St Intersection Improvements | 3.9% | 12 | 0.2% | 12 | 0 |
| Sussex | Phillips Landing Rd between Mt. Pleasant Rd and Phillips Landing Improvements | 3.1% | 13 | 0.0% | 13 | 0 |

# Prioritization Process Update
# Multi-Modal, Flexibility/Access

**Current Process:**
Adopted February 24, 2020

**Multi-Modal Mobility, Flexibility/Access – 11.85%**
Qualitative

| Subfactors: | | Source(s): |
|---|---|---|
| 11.85% | Significant Improvement | DelDOT Senior Team: |
| 5.93% | Moderate Improvement | PD North |
| 0.00% | No Improvement | PD South |
| 0.00% | Detrimental | Environmental |
| | | Chief Engineer |

**Proposed Process:**
To Be Adopted February 2025

**Multi-Modal Mobility, Flexibility/Access – 10.00%**
Quantitative

| Subfactors: | Source(s): |
|---|---|
| • 5.00% Bicycle | DelDOT Planning: LTS Model |
| • 3.00% Pedestrian | DelDOT Planning: Pedestrian Heat Map |
| • 2.00% ADA & Transit | DelDOT Gateway:<br>1) ADA Transition Plan,<br>2) ADA Construction Inspection Application (ACIA) |

# Prioritization Process Update Multi-Modal, Flexibility/Access

## Existing

- Qualitative (**11.85%**)

## Proposed

- Bicycle Mode Rank – **5%**
- Pedestrian Mode Rank – **3%**
- Addressing pedestrian (ramp and sidewalk) & bus stop non-compliance –**2%**

## Observations

- No changes for 3 of 13 project ranking
- Separating bike and ped modes ranking due to their difference in characteristic; possible lower scores due to ranking
- More detailed bike, ped, and compliance assessment



| Scenario | Bicycle Rank | Pedestrian Rank |
|---|---|---|
| Governor Printz Boulevard Road Diet between US 13at Philadelphia Pike and East 35th St. | 1 | 4 |
| US 40: US 13to MD Line | 2 | 2 |
| Banning Street/Clarence Street between Forrest Street and W. North St. Improvements | 3 | 1 |
| US 13 at White Oak Road Intersection and Bike and Pedestrian Improvements | 4 | 3 |
| Hares Corner (US 13 and SR 273) Grade Separated Intersection | 5 | 8 |
| St. Annes Church Road at SR 71 Intersection Improvements | 6 | 7 |
| Bunker Hill Road at Sand Hill | 7 | 5 |
| Route 26 between Love Creek Bridge and Route 5 Improvements | 8 | 6 |
| US 9 Widening from Old Vine Boulevard | 9 | 9 |
| 2nd Road at South Bedford Street Intersection Improvements | 10 | 10 |
| Hudson Road between Route 9 and Route 1 Improvements | 11 | 11 |
| Phillips Landing Road between Mt. Pleasant Road and Phillips Lands Improvements | 12 | 12 |
| Redden Road Corridor Improvements | 13 | 13 |

# Prioritization Process Update
# Multi-Modal, Flexibility/Access

**Multimodal Flexibilty/Accessibility Score Comparison**

| | FY25 New Project Candidates | Multimodal Current 11.9% Total | Current Rank | Multimodal Proposed 10% Total | Proposed Rank | Changes Rank |
|---|---|---|---|---|---|---|
| New Castle | US 40 between US 13 to MD Line Multimodal Improvements | 11.9% | 1 | 8.9% | 3 | -2 |
| New Castle | Hares Corner (US13 and SR 273) Grade Separated Intersection | 8.3% | 4 | 7.7% | 5 | -1 |
| New Castle | Governor Printz Blvd Rd Diet between US 13 at Philadelphia Pike & East 35th St | 11.9% | 1 | 9.4% | 1 | 0 |
| New Castle | St. Annes Church Rd at SR 71 Intersection Improvements | 6.0% | 8 | 5.1% | 8 | 0 |
| New Castle | Bunker Hill Rd at Sand Hill Dr & Merrimac Ave Intersection Improvements | 7.1% | 5 | 7.6% | 6 | -1 |
| Kent | US 13 at White Oak Rd Intersection Improvements | 7.1% | 5 | 8.8% | 4 | 1 |
| Kent | Banning St and Clarence St between Forrest St & W. North St Improvements | 9.5% | 3 | 9.3% | 2 | 1 |
| Sussex | Hudson Rd between Route 9 and Route 1 Improvements | 3.6% | 10 | 3.7% | 10 | 0 |
| Sussex | US 9 between Old Vine Blvd and Dairy Farm Rd Improvements | 7.1% | 5 | 4.7% | 9 | -4 |
| Sussex | Redden Rd Corridor Improvements, US 13 to US 113 | 3.6% | 10 | 1.9% | 12 | -2 |
| Sussex | Route 24 between Love Creek Bridge and Indian Mission Rd Improvements | 4.8% | 9 | 6.7% | 7 | 2 |
| Sussex | Zoar Rd at South Bedford St Intersection Improvements | 2.4% | 13 | 3.2% | 11 | 2 |
| Sussex | Phillips Landing Rd between Mt. Pleasant Rd and Phillips Landing Improvements | 3.6% | 10 | 1.8% | 13 | -3 |

# Prioritization Process Update
# Equity & Environmental Justice

**Current Process:**
Adopted February 24, 2020

**Impact on the Public/Social Disruption/Environmental Justice – 8.28%**
**Qualitative & Quantitative**

| | Subfactors: | Source(s): |
|---|---|---|
| 4.33% | Positive Impact | DelDOT Senior Team: PD North PD South Environmental Chief Engineer |
| 1.08% | No Impact | |
| 0.00% | Negative Impact | |
| 3.95% | Social and Health-Related Elements EPA EJ Data) | |

**Proposed Process:**
To Be Adopted February 2025

**Equity & Environmental Justice – 10.00%**
**Quantitative**

| Subfactors: | | Source(s): |
|---|---|---|
| • 5.00% | Project Connects Two+ EFA Areas | Planning & TRS (DelDOT EFA Map) |
| • 2.00% | Project in One EJ Area | |
| • 0.00% | Project Not in EJ Area | |
| • 5.00% | Social & Health-Related Elements | Planning (EPA EJ Data) |

- Note: "EFA" Refers to DelDOT Equity Focus Areas Map, from TRS Division

# Equity & Environmental Justice

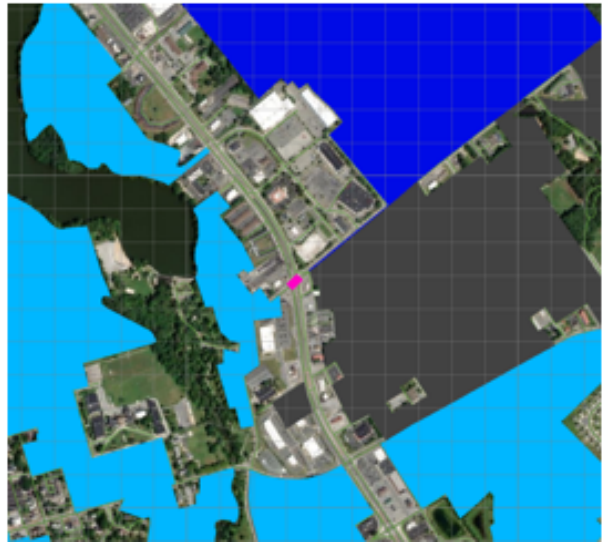
**Existing**

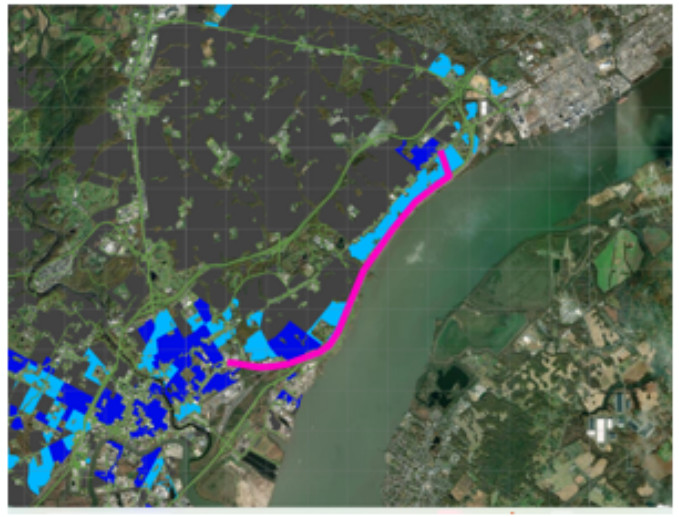
- Qualitative - Impact on the Public/Social Disruption 4.3%
- Social and Health-Related Elements based on EPA EJ Data – 3.95%

**Proposed**

- Equity and Environmental Justice (10%)
  - Project Connects Two+ DelDOT Equity Focus Areas (EFA) -- 5%
    - Project in One EFA Area– 2%
  - Social and Health-Related Elements based on EPA EJ Data – 5%

- No changes for 3 of 13 project ranking
- Right of way/construction (former qualitative) impact may be understated
- It appears to be favor roadway project over intersection improvements





# Prioritization Process Update
# Equity & Environmental Justice

**Equity and Environmental Justice Scores Comparison**

| County | FY25 New Project Candidates | Equity Env Justice Current 8.3% Total | Current Rank | Equity Env Justice Proposed 10% Total | Proposed Rank | Changes Rank |
|---|---|---|---|---|---|---|
| New Castle | US 40 between US 13 to MD Line Multimodal Improvements | 8.3% | 1 | 10.0% | 1 | 0 |
| New Castle | Hares Corner (US13 and SR 273) Grade Separated Intersection | 4.0% | 5 | 1.5% | 11 | -6 |
| New Castle | Governor Printz Blvd Rd Diet between US 13 at Philadelphia Pike & East 35th St | 7.7% | 2 | 10.0% | 1 | 1 |
| New Castle | St. Annes Church Rd at SR 71 Intersection Improvements | 3.1% | 8 | 2.0% | 8 | 0 |
| New Castle | Bunker Hill Rd at Sand Hill Dr & Merrimac Ave Intersection Improvements | 3.9% | 6 | 3.0% | 7 | -1 |
| Kent | US 13 at White Oak Rd Intersection Improvements | 3.9% | 7 | 8.5% | 3 | 4 |
| Kent | Banning St and Clarence St between Forrest St & W. North St Improvements | 5.8% | 3 | 6.5% | 4 | -1 |
| Sussex | Hudson Rd between Route 9 and Route 1 Improvements | 2.6% | 11 | 4.5% | 5 | 6 |
| Sussex | US 9 between Old Vine Blvd and Dairy Farm Rd Improvements | 2.9% | 9 | 1.5% | 10 | -1 |
| Sussex | Redden Rd Corridor Improvements, US 13 to US 113 | 4.5% | 4 | 4.0% | 6 | -2 |
| Sussex | Route 24 between Love Creek Bridge and Indian Mission Rd Improvements | 2.9% | 10 | 2.0% | 8 | 2 |
| Sussex | Zoar Rd at South Bedford St Intersection Improvements | 0.8% | 13 | 0.5% | 12 | 1 |
| Sussex | Phillips Landing Rd between Mt. Pleasant Rd and Phillips Landing Improvements | 1.0% | 12 | 0.5% | 12 | 0 |

# Prioritization Process Update Transportation Resiliency

**Current Process:**
Adopted February 24, 2020

## Environmental Impact / Stewardship – 6.60%
Qualitative

| Subfactors: | | Source(s): |
|---|---|---|
| 6.60% | Positive Impact | DelDOT Senior Team: |
| 3.30% | No Impact | PD North |
| 1.32% | Minor Negative Impact | PD South |
| 0.00% | Major Negative Impact | Environmental |
| | | Chief Engineer |

**Proposed Process:**
To Be Adopted February 2025

## Transportation Resiliency – 10.00%
Quantitative

| Subfactors: | Source(s): |
|---|---|
| • 10.00% Flood Risk Assessment (1%-10%) | TRS (Flood Risk Map) |
| • 8.00% Flood Risk Assessment (11% - 20%) | |
| • 6.00% Flood Risk Assessment (21% - 30%) | |
| • 4.00% Flood Risk Assessment (31% - 40%) | |
| • 2.00% Flood Risk Assessment (41% - 50%) | |

Notes:
1) Rank Project Nominations by Flood Probabilities, from DelDOT TRS Flood Risk/Probability Map.

# Transportation Resiliency

## Existing

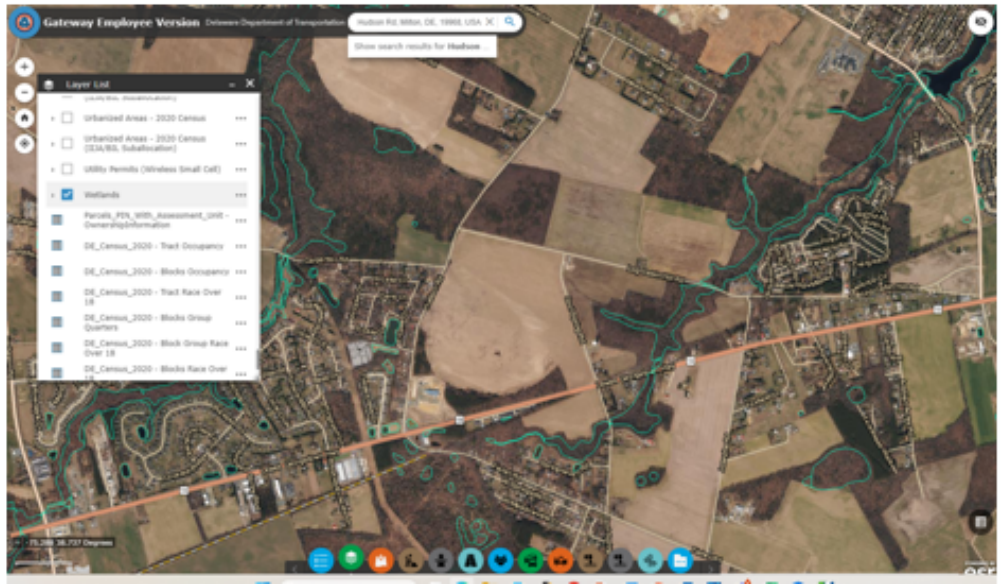
- Qualitative - Environmental Impact / Stewardship 6.6%

## Proposed

- DelDOT Transportation Resilience and Sustainability Flood Risk Map (10%)
  - 10.00% Flood Risk Assessment ( 1% - 10%)
  - 8.00% Flood Risk Assessment (11% - 20%)
  - 6.00% Flood Risk Assessment (21% - 30%)
  - 4.00% Flood Risk Assessment (31% - 40%)
  - 2.00% Flood Risk Assessment (41% - 50%)

## Observations

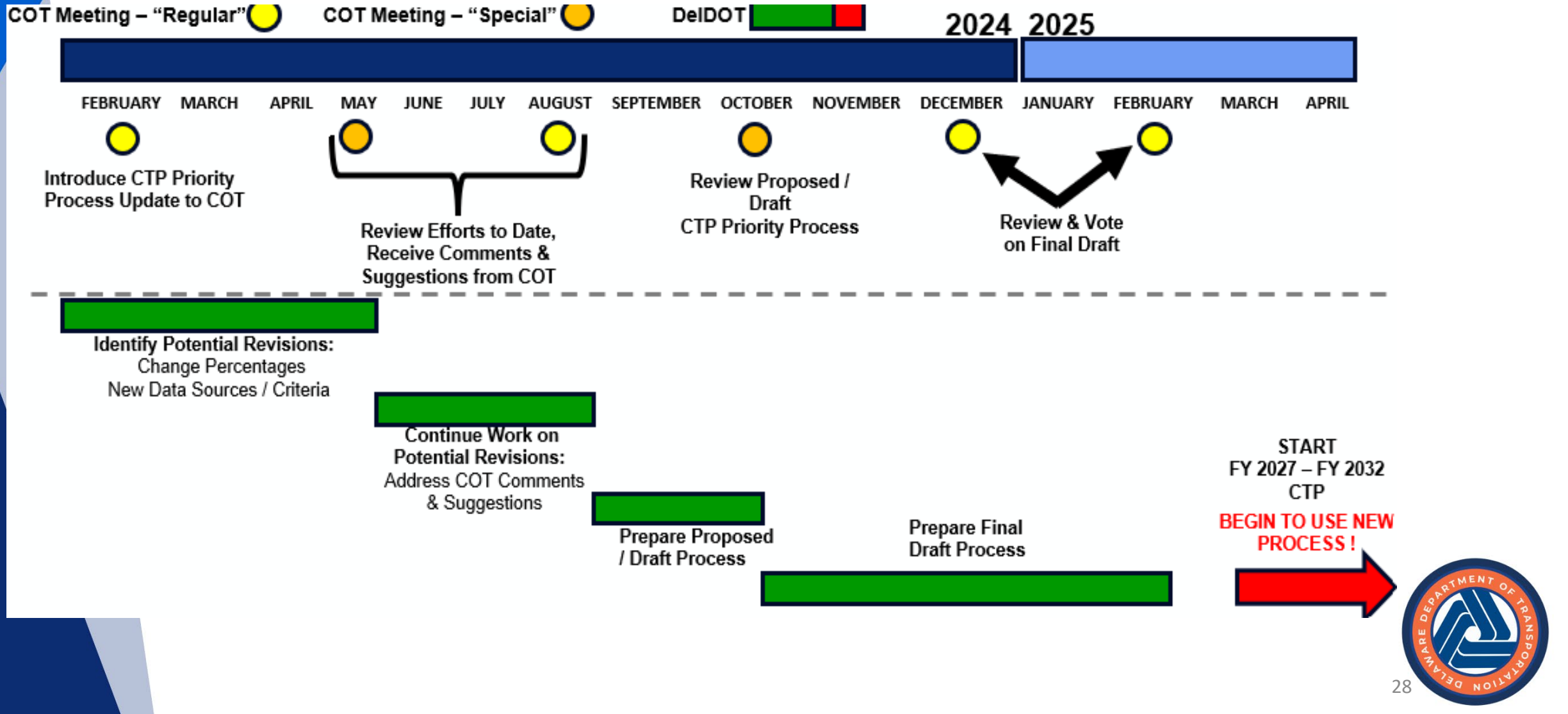
- Projects located in the western parts of the state tends to score higher
- Any other suggested factors/data from Gateway?



# Prioritization Process Update Transportation Resiliency

| Environmental Score Comparison | | Environmental Impact | | Transportation Resiliency | | |
|---|---|---|---|---|---|---|
| | | | Current | | Proposed | Changes |
| FY25 New Project Candidates | | Current 6.6% | Rank | Proposed 10% | Rank | Rank |
| County | | Total | | Total | | |
| New Castle | US 40 between US 13 to MD Line Multimodal Improvements | 1.3% | 10 | 7.5% | 2 | 8 |
| New Castle | Hares Corner (US13 and SR 273) Grade Separated Intersection | 2.5% | 6 | 4.0% | 6 | 0 |
| New Castle | Governor Printz Blvd Rd Diet between US 13 at Philadelphia Pike & East 35th St | 2.8% | 5 | 6.8% | 4 | 1 |
| New Castle | St. Annes Church Rd at SR 71 Intersection Improvements | 3.3% | 1 | 7.0% | 3 | -2 |
| New Castle | Bunker Hill Rd at Sand Hill Dr & Merrimac Ave Intersection Improvements | 3.3% | 1 | 0.0% | 9 | -8 |
| Kent | US 13 at White Oak Rd Intersection Improvements | 3.3% | 1 | 9.0% | 1 | 0 |
| Kent | Banning St and Clarence St between Forrest St & W. North St Improvements | 2.5% | 6 | 0.0% | 9 | -3 |
| Sussex | Hudson Rd between Route 9 and Route 1 Improvements | 1.7% | 8 | 0.0% | 9 | -1 |
| Sussex | US 9 between Old Vine Blvd and Dairy Farm Rd Improvements | 1.7% | 8 | 0.0% | 9 | -1 |
| Sussex | Redden Rd Corridor Improvements, US 13 to US 113 | 1.3% | 10 | 2.2% | 7 | 3 |
| Sussex | Route 24 between Love Creek Bridge and Indian Mission Rd Improvements | 0.0% | 13 | 5.0% | 5 | 8 |
| Sussex | Zoar Rd at South Bedford St Intersection Improvements | 2.9% | 4 | 0.0% | 9 | -5 |
| Sussex | Phillips Landing Rd between Mt. Pleasant Rd and Phillips Landing Improvements | 0.5% | 12 | 1.8% | 8 | 4 |

# Prioritization Process Timeline



# Long Range Transportation Plan Update

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DELAWARE DEPARTMENT OF TRANSPORTATION

# Framework for Excellence




Supporting Strategies, Policies and Initiatives

# Public Engagement – 2023 & 2024

- MPO outreach
- LRTP Website
- Social Media
- Survey on Public Input webpage
- State Fair
- Elementary School Drawing Contest
- LRTP Video
- Public Workshops
- LRTP Draft Review & Comment – MPOs & Public



# Public Engagement - 2024

- LRTP Video
  - LRTP website (video has approx. 2,000 views)
  - https://www.youtube.com/watch?v=tmt1cKl1vuc






# Public Engagement - 2024

- Public Workshops – April-May 2024
  - New Castle County – Wilmington Public Library
  - Kent County – Dover Public Library
  - Sussex County – Georgetown Public Library
  - Virtual Workshop



- Promotion of workshops included:
  - Social media – Facebook, NextDoor (over 27,000 impressions)
  - DelDOT website, Public Input project site
  - News outlets – WRDE, WGMD, WMDT, WBOC, Coastal Point
  - Bulletin boards – 27 libraries were asked to post flyers

# LRTP Timeline

**Concept Development**
- Trends
- Opportunities & Challenges
- Research

**Data Collection**
- DelDOT "inreach"
- Research
- Public Outreach Plan Developed

**Plan Development**
- MPO Outreach
- Analysis & Evaluation
- Strategies & Options
- Policies & Programs
- Internal Review
- Public Outreach

**Media Production**
- Website
- Video
- Public Input Site

**Public Outreach**
- Website Advertised
- Video Released
- Public Workshops



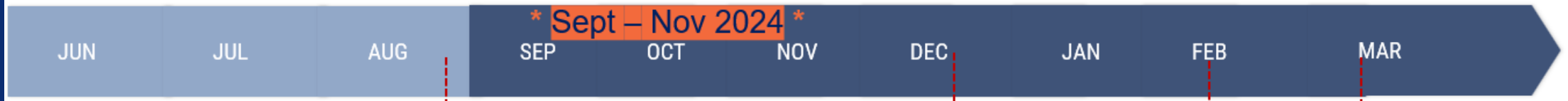

FY 2023 → FY 2024

COT Update
February 2024

**Content Development & Draft Preparation**
- Public Comments Reviewed
- Section Drafts Created
- Publisher Mock-Ups

**Draft Review & Production**
- Section Drafts Finalized
- Internal Stakeholder & MPO Review
- Media Releases & Public Comment Period
- Final Draft Prepared for Submission

**LRTP Website Maintained**
- Exec. Summary & Full Draft Posted
- Strategic Plan Links Updated as needed




FY 2025 →

COT Update
August 2024

Present Draft to COT
December 2024

COT Approved
February 2025

Send to FHWA
Feb-Mar 2025


QUESTIONS &
COMMENTS

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# THANK YOU!

https://linktr.ee/delawaredot