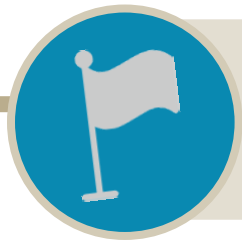


A HEALTHIER DELAWARE



1999 State Strategies

- › **Goal 10** – *Improve access to educational opportunities, health care, and human services for all Delawareans.*

In order to improve Delawareans' health outcomes and their quality of life, it is important to start addressing the quality of the environment in which we live. To start, state agencies, local governments, and communities can change the design of communities and transportation systems, promote access to healthy foods, increase opportunities for exercise, and collect data to track outcomes.

Planning Healthy Communities

A healthy community design incorporates a mixture of land uses, transportation options, parks, medical services, and recreational opportunities. The OSPC has collaborated with many state agencies and other partners on ways to make Delaware a healthy place to live, work, and play. The following are brief summaries of some current activities in healthy community planning:

Council on Farm and Food Policy

Following a yearlong community planning process led by the Delaware Department of Agriculture (DDA), the Delaware Council on Farm and Food Policy was formed in August 2018 and charged with facilitating access to resources that will allow all Delawareans to circumvent challenges associated with securing nutritious and local food options, minimizing deficiency within communities, and achieving healthy lifestyles. The Council advises Delaware's Secretary of Agriculture on policy, project development, resource priorities, and implementation strategies to achieve its goal. A 2016 University of Delaware and DDA report titled "Connecting Healthy Farms to Healthy Delawareans: A Farm and Food Report," as well as the findings of the Plan4Health project and report, which identified a need for healthy food access in neighborhoods throughout the areas in Kent County that were studied, provided the impetus for the Council's formation. The OSPC is represented by Principal Planner David Edgell, who was also selected by Secretary of Agriculture Michael Scuse as the inaugural Chair of the Council.

The Council's initial project for 2019 is a comprehensive, baseline assessment tool designed to identify, categorize, and visually display resources throughout

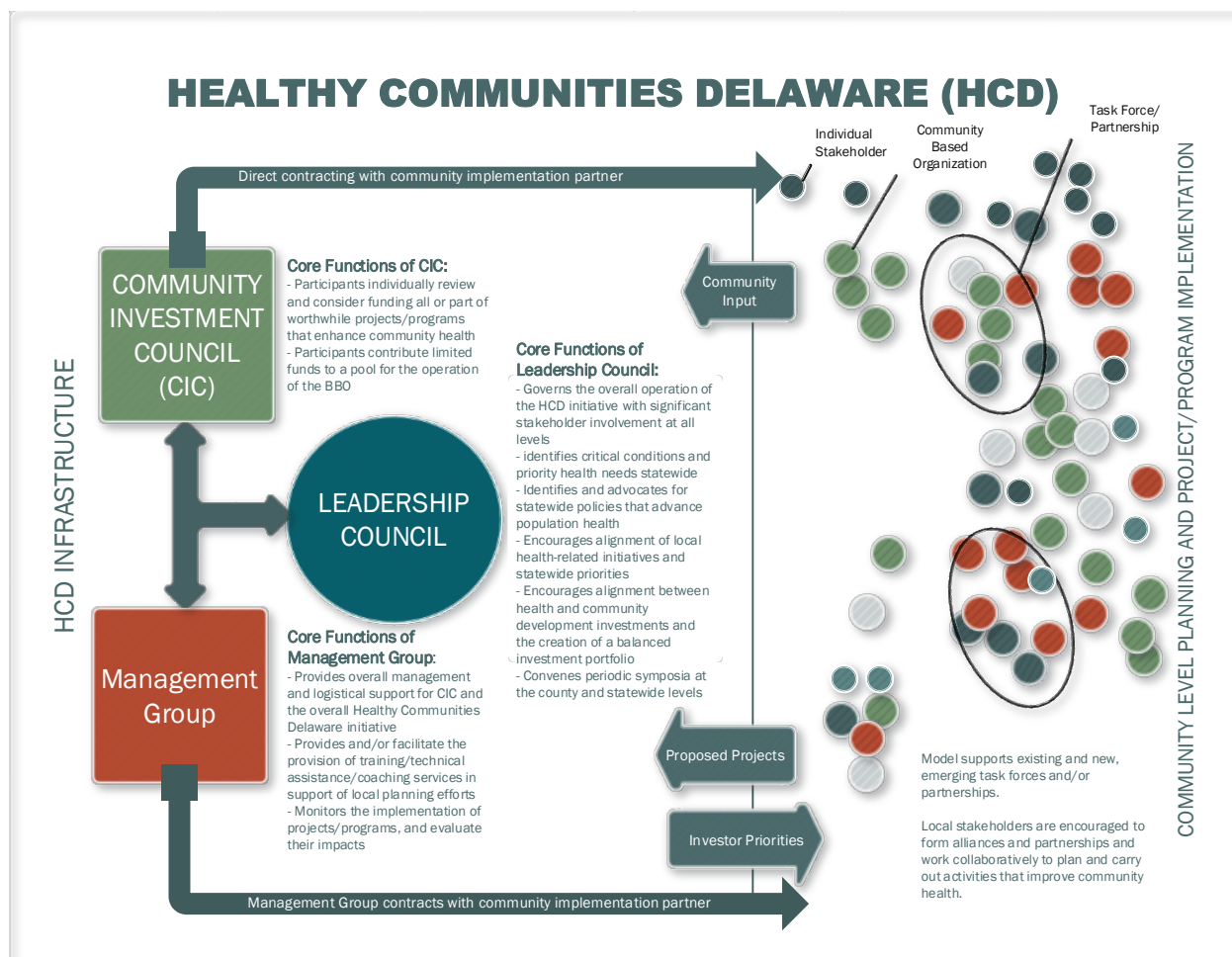
the state that are available for community members to access and afford nutritious food options. Information and analyses drawn from this tool will allow the Council and the Secretary to make informed and evidence-based decisions about how best to allocate resources for future projects. The Council provides ongoing support to the Delaware Farm to School Program Committee by assisting with planning and implementation strategies to broaden the program scope by incorporating feeding opportunities outside of traditional school settings. In addition, the Council has identified a need to encourage more healthy food retail in neighborhoods throughout the state. The Council is hoping to build upon the success of the Wilmington Corner Store Initiative and facilitate a similar program that would focus on other high-need areas in Kent and Sussex Counties in the coming year.



Produce Market, Smyrna

Healthy Communities Delaware

Healthy Communities Delaware is a consortium of public, nonprofit, and private organizations committed to making a collective impact by aligning efforts and investments surrounding social determinants of health for communities in the state. Building on the work accomplished through the State Innovation Model Healthy Neighborhoods work, the University of Delaware, Delaware Division of Public Health, and Delaware Community Foundation are collaborating on developing a sustainable infrastructure to support communities after the grant ended in early 2019. The work is guided by a diverse Leadership Council that is committed to the implementation of effective and sustainable ways of investing in our local communities to reduce the health disparities that exist from one ZIP code or neighborhood to another. The legislature passed funding for Healthy Communities Delaware in the FY 2020 budget.



My Healthy Communities Delaware Data Portal (Delaware Environmental Public Health Tracking Network)

The My Healthy Community data portal delivers neighborhood-focused population health, environmental, and social determinant of health data to the public. Launched on May 13, 2019, the innovative technological showpiece allows users to navigate the data at the smallest geographical area available, to understand and explore data about the factors that influence health. Delaware residents are able to explore a variety of data indicators in the following categories: community characteristics, the environment, chronic disease, and mental health and substance use. Air quality data, asthma incidence data, public and private drinking water results, and drug overdose and death data are currently available. Over the next several months, additional categories and data indicators are expected to be added including community safety, maternal and child health, healthy lifestyles, health services utilization, infectious diseases, education, socioeconomic influencers, lead poisoning, suicide and homicide, and populations vulnerable to climate change.

Residents can search health indicators by street address, ZIP code, census tract, neighborhood, municipality, county, and state. In addition, they can compare their community's health measures with other Delaware communities, their county, and the state as a whole, as well as view data trends over time. To ensure compliance with the Health Insurance Portability and Accountability Act (HIPAA), not all data can be made available at the community level; therefore, the system is designed to provide data for the smallest geographic area possible.

My Healthy Community has been years in the making through a partnership among several Division of Public Health (DPH) programs, the Department of Natural Resources and Environmental Control (DNREC), the Division of Substance Abuse and Mental Health (DSAMH), and the Delaware Health Care Commission (HCC). DNREC provided \$138,500 in seed funding for this project in 2016; \$79,000 for the initial research phase and \$59,500 for construction of the data portal's framework, with supplemental funding from DPH through Centers for Disease Control and Prevention (CDC) grant funds (\$30,000 for development). DPH's contractor for this project was Green River Data Analysis of Brattleboro, Vermont.

Additional funding was provided by DSAMH for substance use disorder (SUD) data and from the HCC to build in additional health indicators in the summer of 2019, which will also serve to highlight Delaware's progress in meeting health care benchmarks (obesity, tobacco use, preventable emergency department visits, etc.) as part of DHSS's ongoing efforts to bring transparency to health care spending and to set targets for improving the health of Delawareans. Future funding has been secured from DNREC for data on vulnerable populations and climate change and from DPH through CDC grants for violent death data and internal sharing of timely SUD data.

OSPC provides ongoing support for this project as part of the steering committee group for My Healthy Communities Delaware. David Edgell was also part of usability testing and provided feedback on early prototypes of the My Healthy Communities Delaware portal.

Access the My Healthy Community data portal at MyHealthyCommunity.dhss.delaware.gov.

Statewide Comprehensive Outdoor Recreation Plan 2018–2023

In 2018, the Division of Parks and Recreation completed Delaware's *Statewide Comprehensive Outdoor Recreation Plan* (SCORP) for 2018–2023. In a nutshell, the SCORP helps guide future outdoor recreation investments in

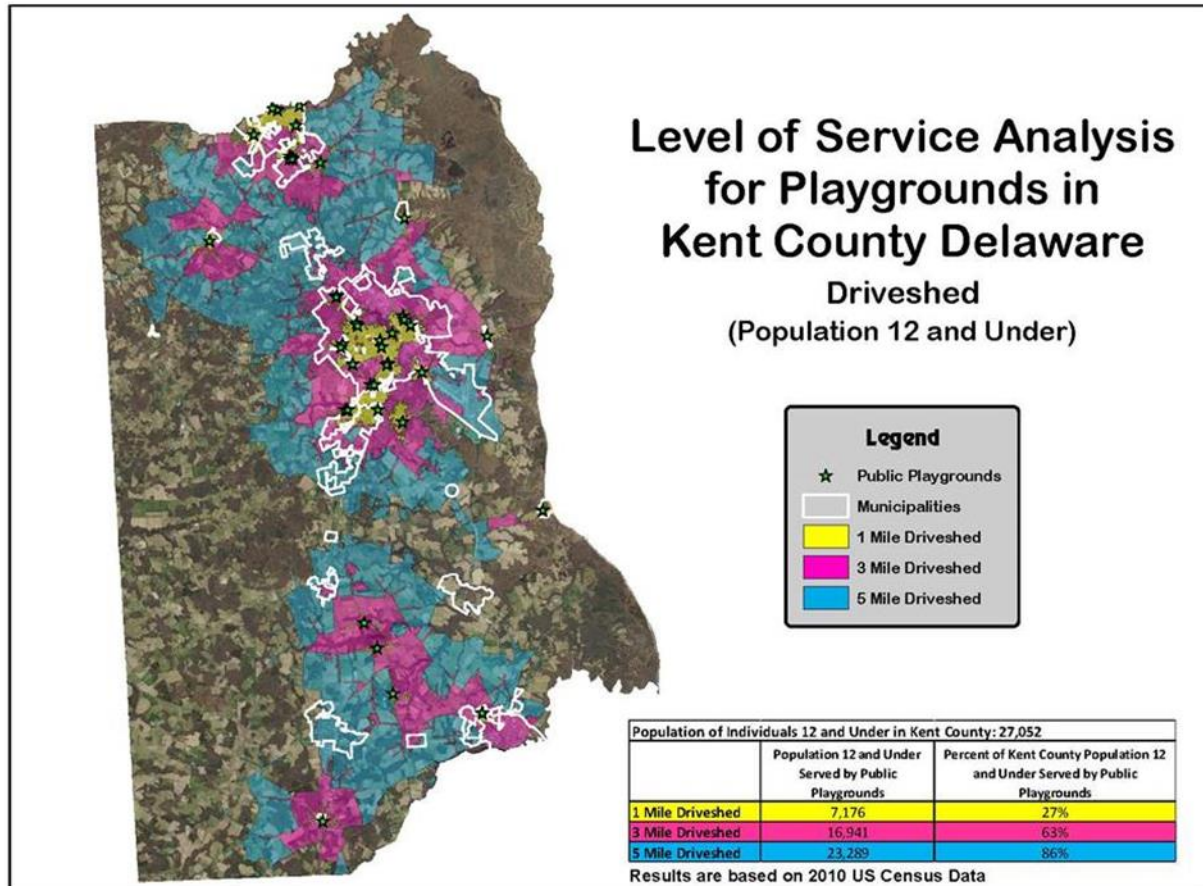
Delaware. These investments are needed. Delaware is becoming increasingly developed. Comprehensive surveys indicate 97 percent of Delawareans say investment for land, parks, trails, and natural areas are important. The percentage of Delawareans who rank Outdoor Recreation as “Very Important” has steadily increased since 2002. The SCORP assesses participation in thirty-seven outdoor recreation activities, status of facilities for those activities, accessibility, and more. It also discusses tools and goals for a collective of over twenty agencies and organizations. Seven categories of recommendations can be summarized as follows:

- › **Outdoor Recreation Inventory** – DNREC Division of Parks and Recreation should partner with municipalities and other agencies to update and maintain the inventory of outdoor recreation areas.
- › **Improving Public Health** – Outdoor recreation is incredibly important to public health.
- › **Getting Children Outdoors** – Agencies and organizations should partner to provide opportunities for children to be active outdoors.
- › **Accessible Recreation** – Recreation facilities should be more universally accessible.
- › **Statewide Trails and Pathways Initiative** – Expanding the network of pedestrian and bicycle trails and pathways should be a priority.
- › **Partnerships for Conservation, Recreation, and Tourism** – Outdoor recreation in Delaware provides over \$3 billion in consumer spending and helps attract over nine million tourists annually.
- › **Protecting Lands for Conservation and Recreation** – Enhancing the network of parks, conservation lands, and open spaces across Delaware needs to be a priority.

The SCORP can be found online at www.destateparks.com/Know/SCORP.

The Department’s [Play Outside](#) web application is immediately helpful for planning community connections to parks, trails, pathways, and open space. Play Outside has a mapping function that allows you to search for nearby parks or locate the nearest disc golf course (or playground, trail, or another amenity). The website also allows you to identify who owns or manages the land or trail. And if you open the website in your mobile device with location services enabled, you can locate where you are and take the correct fork in the trail. It is useful for individuals seeking immediately available recreation opportunities. It is also a central resource for planning activities like greenways or open space acquisitions. It is supported by the same data that enables the Division of Parks and Recreation to assist municipalities with Level of Service Analysis. Staff members have GIS and programming abilities to map and calculate walking, biking, and driving distances to existing facilities. The analysis can also calculate

the percentage of population near a facility, based on census numbers. For example, 24 percent of Kent County's population under 12 years of age is within a 10-minute bike ride to a playground. These tools enable local government decision making that is strongly supported by data.



Outdoor Recreation Parks and Trails Program

The Outdoor Recreation Parks and Trails (ORPT) Program provides 50 percent funding for projects like open space acquisitions, trail construction, playground installation, and planning/design. It is another tool to help facilitate local outdoor recreation investments serving the public. The 2018 grant resulted in twelve park projects and seven trail projects or acquisitions; totaling \$1,047,286 in funding allocated. The 2019 application phase is still in progress with awards scheduled to be announced near the end of the year. More information is available here: www.dnrec.delaware.gov/parks/services/Pages/Grants.aspx.

PLANNING FOR CONNECTIVITY AND MOBILITY



1999 State Strategies

- › **Goal 9** – *Promote mobility for people and goods through a balanced system of transportation options.*

Transportation is a critical component of Delaware’s infrastructure system, and as previously noted, DelDOT is responsible for over 85 percent of Delaware’s roads. With population growth and improving economic activity, the demands on this infrastructure are higher than ever.

The number of vehicle miles traveled (VMT) is a measure of demand on the road system. After several years of decline, the number of registered motor vehicles and the vehicle miles travelled (VMT) in Delaware are both on the rise again and have been since FY 2012. Ridership of the Septa R2 rail line has increased during the last two fiscal years but is below the ridership levels of 2014–16. The Dart fixed-route service ridership remained basically even compared to FY 2018, decreasing by only one-tenth of 1 percent. Paratransit ridership increased two percent from last year’s 927,000 trips to 946,000 trips.

Local governments, state agencies, and regional transportation organizations must work closely together to maximize transportation efficiencies and options. This section highlights these coordinated efforts:

Metropolitan Planning Organization Coordination

Metropolitan planning organizations (MPOs) are federally designated agencies responsible for coordinating transportation planning and programming in Delaware’s urbanized areas (areas with populations of 50,000 or more persons). Plans and programs developed and adopted by the MPOs outline how federal transportation funds will be spent and must comply with federal regulations. MPOs also sponsor, fund, and undertake transportation planning studies that support local government comprehensive planning and redevelopment activities.

In Delaware, there are three MPOs. WILMAPCO covers New Castle County as well as Cecil County, Maryland. The Dover/Kent County MPO covers all of Kent

County, including all portions of Smyrna and Milford. The Salisbury/Wicomico MPO covers portions of western Sussex County along US 13 from the City of Seaford south to the Town of Delmar, as well as the greater Salisbury area and Wicomico County, Maryland. The OSPC's director and planners are active members of each MPO's working committees and help to promote coordination and collaboration between the MPO, DelDOT, and local governments through integrating land use and transportation planning.

All MPOs must adopt a Metropolitan Transportation Plan (MTP) and update it periodically. Each MTP contains a list of transportation projects that must be consistent with Delaware's Capital Transportation Program (CTP). WILMAPCO completed their MTP in March 2019; and the Salisbury/Wicomico MPO will complete their MTP by the end of the 2019 calendar year. The OSPC and DelDOT both have roles in communicating local government priorities to MPO staff.

Master Planning Activities

A "master plan" can be defined as a land use plan focused on one or more sites within an area, which identifies access and general improvements. It is intended to guide growth and development over a number of years, or in phases. Master planning is a tool that can benefit Governor Carney's land use agenda by making government more efficient, promoting economic development, and, in general, improving the quality of life for Delaware citizens.

Master Planning Progress

The New Road Corridor Master Plan — In 2018, the City of Lewes, DelDOT, and Sussex County embarked upon putting together a master plan for the New Road Corridor. The New Road Corridor Master Plan frames the vision for the corridor as one that still works to retain certain character-defining features of the area, while acknowledging the likelihood of new development and transportation projects that are programmed. The Master Plan shows examples of how that vision can be achieved and offers guidance to the development community, the City of Lewes, Sussex County, DelDOT, the Lewes Scenic and Historic Byway Committee and the public, on how the recommendations contained in the Master Plan can be implemented. While the plan is focused on recommendations for the road and public right-of-way along New Road, a limited number of recommendations illustrate how developers and landowners can voluntarily work together to help achieve the Master Plan's community-based vision and goals. Everyone who works on projects within the corridor will need to cooperatively work together to successfully implement the Master Plan. Approaching the third quarter of 2019, this master plan should be formally

adopted and endorsed by those public agencies that oversee land use transportation while guiding public and private infrastructure investments.

Route 9 Corridor Master Plan for Land Use and Transportation – This master plan identifies the best reinvestment and redevelopment strategies for the Route 9 Corridor between the cities of Wilmington and New Castle. The Monitoring Committee for this master plan continues to meet whereupon the listing of master plan transportation projects and recommendations were prioritized for future implementation. The project is listed in DelDOT's CIP for preliminary engineering and design for FY 2023. Other actions included completion of the Fair Community Relocations Survey, exploring the designation of a Hometown Overlay Zone for sections of the study area, coordinating public health and air quality, and setting up initial language modification within the On the Job Training (OJT) program. The OJT program would allow greater local hiring and training for citizens who reside directly in the Route 9 area that are seeking skills to be hired and retained in the heavy construction industry.

Southeast Neighborhood Master Plan – This master plan was adopted by the City of Milford in July 2011. The Southeast Milford TID will facilitate the implementation of the transportation improvements identified in the master plan. New developments within the TID area will share in the cost of the road improvements identified by the master plan. In the past year, DelDOT has worked with the City to develop an initial TID agreement, which has been signed. This has enabled DelDOT and City staff to finalize the data that will be used to create the list of needed transportation improvements and the cost share per trip that will be paid by the developers.

Another goal of the Southeast Neighborhood Master Plan was to preserve agricultural lands in the surrounding area. To achieve this, the city worked with the Delaware Department of Agriculture to develop a transfer of development rights (TDR) program. The Milford City Council adopted the ordinances establishing the program in July 2019. Developers will be able to purchase development rights from the land owners in order to develop more densely in the receiving areas that are near infrastructure and services.

Kent County Little Heaven and South Frederica Master Plans – As Kent County was collecting public input for their recently adopted and certified comprehensive plan, the need for high quality employment opportunities and economic development was a top issue for County residents and stakeholders. To address this need, the county's land use plan identified "Employment Centers" in the vicinity of Little Heaven and South Frederica. As a condition of certification, the OSPC recommended to the Governor that the County be required to complete master plans for these areas prior to any rezoning or development approvals. Shortly after receiving certification the county began the master planning process. A public workshop was held in November 2018,

and a working group of citizens, agencies and stakeholders has been formed. The OSPC, DNREC and DelDOT are key partners in this effort and are represented on the working group. The working group has developed visions, goals and draft land use plans for both master plan areas. A second set of public workshops were held in September 2019, and DelDOT is currently working with a consultant to model road infrastructure capacity based on development of the master plan areas. A workshop focusing on the transportation impacts and issues is scheduled for November 2019.

Transportation Improvement Districts

A Transportation Improvement District (TID) is one tool to implement master plans. A TID is a geographic area defined for the purpose of securing required improvements to transportation facilities in the area. It is a place where land use and transportation are 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. A Transportation Improvement District provides the transportation improvements needed to support land development in locations identified as appropriate for development in local comprehensive plans. Coordinating land use and transportation can lower infrastructure costs and foster planning for market-ready development and redevelopment opportunities.

Delaware Department of Transportation is committed to encouraging the use of TIDs and implementing them in Delaware in order to improve land use and transportation coordination with local land use agencies. DelDOT has a principal planner whose fulltime job is to conduct outreach on TIDs, facilitate their development, and manage the implementation of TID infrastructure fee programs and monitoring programs. TID-related accomplishments are listed below.

- › Initial TID agreements with Town of Middletown and City of Milford were executed, forming TIDs to implement the East Middletown (Eastown) and South East Milford Master Plans.
- › For Eastown, the traffic analysis and list of transportation improvements are expected to be presented to the Town and public, to finalize the TID fee program, by end of calendar year 2019.
- › For South East Milford, the existing conditions report was finalized and the future year traffic analysis is planned to be conducted in calendar year 2019.
- › City of Newark and DelDOT formed a TID Committee that is meeting monthly to guide the development of a Newark TID. All parties are working toward executing the initial TID agreement in calendar year 2019.

- › DelDOT and Kent County are working to initiate a TID in the north Dover/Cheswold area.
- › DelDOT and Sussex County are working to initiate the Henlopen TID, south and west of State Route 1 and north of Burton Pond/Chapel Branch in the Lewes/Rehoboth area.

Transportation Planning & Programming

DelDOT Long-Range Transportation Plan

Delaware's transportation network is continually evolving with changes in land use, demographics, travel patterns, preferences, and technology. All of these changes require DelDOT to develop new and cost-effective solutions to meet the future needs of the transportation network. As a guide toward these solutions, the federally required Long Range Transportation Plan (LRTP) identifies broad goals, policies and priorities to meet transportation needs over a twenty-year period. The goals are multi-modal and address current and future community land use, economic development, environment (natural, human, and cultural), traffic demand, public safety, health, and social needs. The current update of DelDOT's LRTP, *Innovation in Motion*, provides a framework for the documentation of innovative policies, programs, and operations and will also explore new strategies for addressing our transportation challenges.



INNOVATION IN MOTION

Innovation in Motion consists of three main parts. Part One includes background information about the state, trends in demographics, transportation and technology, and a summary of the broader LRTP goals. Part Two is a compilation of content derived from DelDOT's divisions that are specific to various transportation modes and other topics as they relate to the plan's goals stated in Part One. The theme of the topic-specific content focuses on the challenges facing DelDOT and the state's transportation system over the next two decades and the plans and innovations that are ongoing and being

developed within DelDOT to meet these challenges. Part Three highlights new innovations and evolving technologies across the transportation industry that are changing the ways the public uses and interacts with the transportation system. Among the topics addressed in this section are connected and autonomous vehicles and related technology and the increasing role of mobile applications and telecommunication in data access and sharing.

The full draft of *Innovation in Motion* is complete, pending approval by the Delaware Council on Transportation by the end of 2019. The LRTP website contains background information about the plan and explanations of the plan's development and goals, the secretary's video message, announcements of public events related to the development and release of the plan, and will ultimately include the full plan as linked PDF documents.

LRTP Activity: Strategic Corridors

DelDOT continues to be focused on the development of strategies and planning for the state's major transportation corridors. These strategies will result in a comprehensive vision in the areas of safety, access, and multimodal mobility for each corridor. Plans developed through this new approach will prioritize investments and phasing of projects over time. The plans will support statewide economic growth objectives and will streamline project development and environmental review processes. Partnerships with local land use agencies and stakeholder input will be valuable components in this effort. Corridor strategies have already been established in several locations, including US Route 113, State Route 1, US Route 13 (south of Wilmington), and State Route 2 (through Marshallton).

LRTP Activity: Connected and Autonomous Vehicles (CAV)

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) defines "self-driving" vehicles as "those in which operation of the vehicle occurs without direct driver input to control the steering, acceleration, and braking and are designed so that the driver is not expected to constantly monitor the roadway while operating in self-driving mode." DelDOT is planning for Connected and Autonomous Vehicles (CAV) in part through the efforts listed below:

- Integrating CAV technology into DelDOT's short-term and long-term planning efforts.
- Actively participating in national and regional organizations of transportation officials that develop transportation policy and conduct research.
- Maintaining relationships with product manufacturers.
- Coordinating with neighboring states of Maryland and Pennsylvania to share data over dedicated fiber optic networks.

- › Continuing to expand the fiber optic and telecommunications network throughout Delaware.
- › Developing Integrated Transportation Management System (ITMS) statewide: traffic signals, variable message signs, roadside detectors, weather stations and other assets, which are connected to and controlled from the Transportation Management Center in Smyrna.
- › Monitoring and maintaining traffic signs, roadway and bridge surfaces, and roadway striping in a state-of-good-repair using in-house and contracted resources.
- › Increasing connectivity between databases to improve cross-departmental decision making and project design.



Mileage-Based User Fee Pilot Program

Delaware is the lead state for a pilot project to determine the feasibility of replacing the state fuel tax with a mileage-based user fee (MBUF). The main purpose of this pilot program is to provide a better understanding of how an MBUF might work in our region given the potential for out-of-state mileage and toll interoperability challenges. Delaware has recruited 450 participants.

Participation includes having a plug-in device—with or without location—installed in your vehicle’s on-board diagnostic port to track mileage (one is able to choose the method). Mileage and fuel usage is then based on vehicle data obtained from the plug-in device. Location information is used to differentiate the mileage by the state in which the vehicle is driven and also provides enhanced driver amenities. A mock monthly “invoice” is generated to show mileage traveled and what the MBUF would be based on those miles. The entire pilot project is a simulated mock process and no funds are involved at any point.

Capital Transportation Program (CTP)

House Bill 66 was signed into law this year. This law changes the Capital Transportation Program (CTP), which funds road construction in Delaware, from an annual program to a biennial program. The change will enable DelDOT to develop more plans and studies so DelDOT may be more responsive to the state’s changing transportation needs.

DelDOT is in the process of revising the CTP Project Prioritization Process due to new factors that emerged from federal and state guidelines along with DelDOT’s past and current investment in the data collection process. The criteria being considered are safety, system operation effectiveness, economic impact, social and health elements, and state and local priority. These changes may allow the process to be more quantitative. The weight of the data driven criteria may increase from 70 percent to 77 percent. DelDOT Council on Transportation (COT) is reviewing these criteria and changes.

Non-Motorized Transportation

Since 2011, both DelDOT and DNREC have increased their efforts to provide infrastructure for non-motorized transportation that encourages and provides low-stress roads, streets, trails, and pathways. Numerous trail facilities have been constructed statewide providing both recreation and transportation options for a wide range of Delawareans. A total of over \$70 million has been allocated to trail and pathway projects between these two agencies since 2011. More information on trails and pathways can be found in Appendix B.

Blueprint for a Bicycle-Friendly Delaware

Delaware is consistently ranked as one of the most bicycle-friendly states in the nation. Thanks to significant investments in bicycle infrastructure, as well as the adoption of supportive policies, programs and public information campaigns, Delaware has been among the top of the League of American Bicyclists' Bicycle Friendly States program since 2009, rising as high as number three in 2015 and 2016. This is a successful foundation upon which to build. The Blueprint for a Bicycle-Friendly Delaware lays out a series of innovative strategies for planning, design, coordination, and communication to continue this important work.

Level of Traffic Stress

DelDOT has developed a relatively comprehensive model of roads and pathways that are suitable for non-motorized transport based on a metric called Level of Traffic Stress (LTS)—available on FirstMap as Bicycle Network Model map and feature services. The model evaluates roads for both physical and traffic related factors that influence how stressful it may be to walk or bike near certain volumes or intensities of automobile traffic.

Using this model, we can gain insight into where existing networks of roadways and pathways form coherent travel networks, and where proposed projects can leverage the nature of existing roads and pathways to maximize the impact of connecting people to the places they want to go, without a car. While DelDOT does not currently have a method for relating LTS values or metrics of network connectivity into meaningful raster or zonal data, DelDOT Planning is willing to cooperate to ensure that we can develop a meaningful metric that is relevant to State Strategies.

Transit Programs

Electric Buses

DTC received \$2,029,300 in funds under a competitive bid from the Federal Transit Administration (FTA) for the purchase of six fully-electric 35-foot buses to be utilized in and around Dover. With the award of a second FTA grant of \$1 million, DTC purchased ten additional electric buses, thus bringing the statewide total to sixteen buses. Eight of the additional ten buses will operate in New Castle County, slated for late 2019, and two electric buses will be added to Sussex County Resort's service early 2020. These electric vehicles will replace current diesel fleet buses and will contribute to significantly lowered emissions. An added benefit to the Community is that battery-electric buses are quieter than diesel buses. A battery electric bus averages over "21 MPG equivalent" vs. diesel buses averaging only around 4.0 MPG. Anticipated savings will be realized through a reduction of fuel and maintenance costs. In addition to the bus

purchase, charging infrastructure will be installed at key locations. The first six electric buses were delivered to Dover in the spring 2019.

Propane Autogas Powered Fleet

After a successful two-year pilot program testing five propane autogas paratransit buses, DTC has purchased additional alternative fuel vehicles to increase its fleet of propane-powered paratransit buses to a total number of 218, representing more than half of the fleet. DTC has also invested in new propane fueling stations in each of the counties as an affordable, onsite fueling infrastructure to support their commitment to greener technologies in the public transit system.

Each of the propane autogas paratransit buses will reduce more than 91,000 pounds of carbon dioxide emissions over its lifetime compared to gasoline models. Propane autogas is a low carbon alternative fuel that reduces greenhouse gases by up to 25 percent, 60 percent less carbon monoxide and fewer particulate emissions versus gasoline.

Pilot Connected Automated Vehicle (CAV)

DTC is collaborating with the University of Delaware to pilot and implement a new technology into the public transit system: a connected and automated vehicle (CAV) for the STAR Campus in Newark. This pilot program with the University of Delaware and business community is underway to deploy two Automatic Vehicle Shuttles to provide access to and from the Newark Regional Transportation Center by utilizing technology to address first- and last-mile connectivity to surrounding trip origins and destinations.

Claymont Regional Transportation Center

The Claymont Regional Transportation Center (CRTC) will be the focal point of a comprehensive redevelopment of the former Claymont Steel site with the potential to add jobs and improve transportation options for northern New Castle County. The preliminary engineering phase for CRTC commenced in January 2016. The project was awarded a \$10 million Transportation Investment Generating Economic Recovery (TIGER) grant from the U.S. Department of Transportation (DOT) to support engineering and construction. The CRTC will replace the existing Claymont Train Station on Myrtle Avenue and will provide a state-of-the-art, multi-modal commuter rail station, which will be 100 percent ADA-compliant with elevators, pedestrian bridge, high-level platforms, and expanded parking capacity. A Design/Build contract for the project was released in late spring/early summer of 2018.

Newark Regional Transportation Center

Newark Regional Transportation Center (NRTC) in Newark, Delaware, will increase capacity and support additional SEPTA train service between Newark, Wilmington, and Southeastern Pennsylvania, including Philadelphia. The project includes a new station building, improved parking, a new high-level platform, a new freight track connection, and a new pedestrian bridge with elevators to access the platform. The project will make the station ADA-compliant, eliminate conflicts with freight operations, and permit expansion of regional and commuter rail, as well as facilitate connections with local bus services. SEPTA revenue service will continue during NRTC construction. Work has already started on the first of multiple phases for the new reconfiguration of the parking lot. SEPTA and Amtrak trains will continue to serve the station throughout construction. The NRTC is scheduled to be completed by the end of November 2019.

Lewes Transit Center

The Lewes Transit Center opened in May 2017 and is now operational for year-round service in Eastern Sussex County, offering additional parking options and transportation for riders in the beach area. DTC also constructed a 170-foot long permanent canopy over the passenger waiting area with a modern design. The new canopy includes overhead digital passenger displays for bus information, benches, and charging ports for electronic devices. The passenger visitors' center opened in May 2019 for the summer season. The center offers restrooms, ticket sales, real-time transit displays, and USB charging stations. Construction is ongoing for the drivers' area and maintenance garage, is expected to be completed in late 2019, and will accommodate both fixed route and paratransit maintenance.

Wilmington Transit Center

The transit center located along Front and Walnut Streets (adjacent to the Biden Train Station) in Wilmington is currently under construction in 2019. The project is being completed under a public-private partnership and is scheduled for completion in early 2020. The transit center can accommodate ten transit buses at one time and will include parking for a mix of over 200 daily, monthly, and rental car spaces. Customers will be able to conveniently transfer between DART buses and easily access the train station and intercity bus terminal. Amenities such as USB charging stations, WI-FI, ticket sales, real-time transit displays, and access to public restrooms will be provided.

DART Transit App's Paratransit Feature

In August, an enhancement to the DART Transit app will include a new feature for paratransit customers to view current scheduled trips, including real-time bus tracking. This feature, empowering paratransit customers to independently track and better prepare for arrival of their scheduled bus, stemmed from another project highlighted during DelDOT's Innovation Fair last October, which introduced a similar tool made available internally to DART Reservationists, significantly improving customer service and reducing response times to paratransit customer inquiries.

Mobility Initiatives

New and innovative approaches to addressing the state's specialized transportation and mobility coordination are underway in Delaware. DTC is exploring customer focused mobility options through Partnerships Pilots that offer efficient technological support in developing and implementing mobility options for an on-demand, alternative transportation service for eligible individuals. The goal of formulating these pilot partnerships is to expand our ability to meet the transportation needs of all Delaware residents, particularly transportation-disadvantaged populations. The pilot will supplement DTC's traditional paratransit services.

Paratransit Trip Subsidy Program

The trip subsidy program continues to provide DTC with operational savings and improved customer service thanks to our partnering agencies. Easter Seals started providing trips in New Castle County in August 2014, Kent County in September 2017, and in Sussex County in October 2017. As of June 30, 2019, Easter Seals has provided 54,613 trips statewide. CHEER joined the program in July 2015, and has provided 21,117 trips through June 30, 2019. In mid-December 2017, Modern Maturity Center started providing trips for the program and as of June 30, 2019, has provided 3,864 trips. Since inception, the trip subsidy program has transitioned a total of 79,594 trips from paratransit.