

Intergovernmental Coordination Summary of New Initiatives & Opportunities

State Agencies

Office of the Governor

- Issue directives to other state agencies requiring that they abide to agreed upon timelines and be involved in outreach efforts. (Project Development Process)
- Help the State manage its investments against the *State Strategies for Policies and Spending*. (Scenic and Historic Highways)

Delaware Economic Development Office

- Any parcel not in a designated development area will only be offered to DEDO with the caveat that it can not be developed in a manner that conflicts with the goals and objectives of Livable Delaware and the State Investment Strategies. (Sale and Disposal of Excess Lands)
- We need to work with other agencies to establish the Project Need of a transportation project as defined by the National Environmental Policy Act (NEPA) in the master, comprehensive and/or long range planning processes of the originating agencies. (Project Development Process)
- The development of a Statewide Scenic and Historic Highways Program creates opportunities for partnerships with the Delaware Economic Development Office and its Division of Tourism. (Scenic and Historic Highways)

Office of State Personnel

- Work with DeIDOT to determine appropriate slotting and compensation within the merit system in order to attract, hire and retain Registered Landscape Architects. (Context Sensitive Design)

State Planning Office

- Initiate research through the University of Delaware to identify tools to direct and prevent development, and help local governments adapt them for their use. (Mobility Friendly Design)
- Take the lead to encourage the local governments to develop congestion standards, and in a way that supports all of the Livable Delaware goals. An educational effort is needed, initially, to explain to county and local elected officials their role and responsibility in managing congestion through managing land use. (Support Facilities Reports, Congestion Standards)
- Coordinate with Transit Officials to develop transit oriented land use planning in New Castle County and work with local land use agencies to develop and adopt more transit supportive regulations. (Transit Planning)
- Review the update of our Subdivision Manual. (Subdivision Regulations)
- Through the University of Delaware's Institute for Public Administration or the Office of State Planning Coordination, host a conference/training session on Congestion Standards/LOS/Adequate Facilities for local governments. Offer local

governments free technical and policy-drafting support through the University in this regard for the next 1 to 2 years.

Department of Agriculture

- There is some potential opportunity to leverage Context Sensitive Design funds, at the request of the affected community, for use in partnership with other agencies and governments. For example, funds could be used for farmland preservation through the Department of Agriculture. (Context Sensitive Design)
- The development of a Statewide Scenic and Historic Highways Program creates opportunities to partnership with the Department of Agriculture and its Agriculture Lands Preservation Program. (Scenic and Historic Highways)
- There may be an opportunity to partner with the Department of Agriculture for the transfer/purchase of Development rights on or between excess parcels as appropriate to the State Investment Strategies. (Sale and Disposal of Excess Lands)
- There is an opportunity to share knowledge with the Department of Agriculture in developing new tree planting policies for the Department's right-of-ways. (Context Sensitive Design)

Department of Health and Social Services

- Improved coordination in the administration and delivery of Medicaid transportation would result in improved service quality and increased capacity while at the same time offering the potential to substantially reduce state program costs. This type of coordination is an area of emphasis at the Federal level and there are many good examples from throughout the country.

Department of Administrative Services

- Any excess parcel not in a designated development area offered to the Department of Administrative Services will have the caveat that it can not be developed in a manner that conflicts with the goals and objectives of Livable Delaware and the State Investment Strategies. (Sale and Disposal of Excess Lands)
- As the Department updates our sidewalk policy, we will need to coordinate with the Architectural Accessibility Board. (Sidewalk Policy)

Department of Natural Resources and Environmental Control

- Partner with us for site identification and selection for wetlands banking and mitigation projects. As the Biodiversity Initiative identifies resource preservation, restoration and enhancement needs and priorities, we can work with them to evaluate these sites for use as wetland mitigation banks. (Wetlands Banking/Mitigation)
- Delegate to qualified staff at the Department of Transportation the authority to make minor, mundane decisions regarding environmental resources. (Design Development Process)
- There is some potential to leverage Context Sensitive Design funds, at the request of the affected community, for use in partnership with other agencies and governments. For example, funds could be used towards the acquisition of open space through DNREC. (Context Sensitive Design)

- The development of a Statewide Scenic and Historic Highways program creates another opportunity to partner with the Department of Natural Resources and Environmental Control and its Open Space Program. (Scenic and Historic Highways)
- There is an opportunity to share knowledge with the Department Natural Resources and Environmental Control in developing new tree planting policies for the Department's right-of-ways. (Context Sensitive Design)
- The recommended approach for establishing/reviewing local site plan review processes would require the establishment of a Development Advisory Committee that would include representatives from the Department of Transportation, DNREC, State Fire Marshall, County/Municipal Planning office and County/Municipal Public Works office. (Site Plan Reviews)

Department of Public Safety

- Coordination will be needed with the Department of Public Safety and police, emergency, and fire equipment operators on the social issues associated with the Interconnectivity Policy. (Interconnectivity Policy)
- Coordinate with DTC regarding emergency response training for fire and police responding to accidents involving Paratransit vehicles and customers.

Division of Historic and Cultural Affairs

- Delegate to qualified staff at the Department of Transportation the authority to make minor, mundane decisions regarding cultural resources. (Design Development Process)

Office of the State Fire Marshal

- The recommended approach for establishing/reviewing local site plan review processes would require the establishment of a Development Advisory Committee that would include representatives from the Department of Transportation, DNREC, State Fire Marshall, County/Municipal Planning office and County/Municipal Public Works office. (Site Plan Reviews)

University of Delaware

- The Office of State Planning Coordination could initiate research through the University of Delaware to identify tools to direct and prevent development, and help local governments adapt them for their use. (Mobility Friendly Design Standards)
- Through the University of Delaware's Institute for Public Administration or the Office of State Planning Coordination, host a conference/training session on Congestion Standards/LOS/Adequate facilities for local governments. Offer the local governments free technical and policy-drafting support through the University in this regard for the next 1 to 2 years. DelDOT should be minimally represented at the conference and available as requested thereafter. (Congestion Standards/LOS)
- Develop structured, on-going training opportunities for students interested in transit careers. (DTC)

DeIDOT

- There needs to be a better understanding by the other State agencies of the regulations and processes that we must follow in the planning of transportation related projects. Training will be developed and offered to agency staff. (Project Development)

County and Municipal Coordination

Changes to County and Municipal Codes

- Develop and adopt land use regulations supportive of the Mobility Friendly Design Standards. (Mobility Friendly Design Standards)
- Develop and adopt transit supportive land use regulations. All development codes should include language that specifically addresses and facilitates transit use including access to transit stops. (Transit Planning)
- Develop and adopt local noise ordinances to support site design for noise mitigation. (Noise Policy)
- Review and update sidewalk regulations to support the updated sidewalk policy Sidewalk regulations should address accessibility and include references to curb cuts. (Sidewalk Policy, Transit Planning)
- Municipalities and counties should **adopt a consistent statewide approach to reviews of land development plans**. Establish a Development Advisory Committee which would bring together the principle parties during the early stages of the land development process to determine if a plan meets the criteria of a variety of agencies. An approval letter would be required from each of the agencies, then the plan would be required to be recorded. (Site Plan Reviews)
- Municipalities and counties should **adopt Adequate Facilities Ordinances** (also called level of service standards) for transportation. These would establish criteria to maintain the desired traffic conditions. Ordinances could also be put in place that require transit and pedestrian facilities for developments within certain “multi-modal” areas. New Castle County already has such standards and takes an active role in this regard. (Support Facilities Reports, Congestion Standards)
- The inclusion of a **Transit Overlay District** in development codes would be beneficial in creating a formula for mixed land uses with higher population densities, which would support transit. With DTC, define transit districts/overlay zones suitable to support existing or future transit in rural, suburban and urban areas. The process would require proper language in all development codes to define the relationship between transit planning and land use. (Transit Planning)

New Initiatives & Opportunities

- The Context Sensitive Design policy requires the participating community (county, municipality or other public agency) to **develop and adopt a maintenance plan** as a condition of expenditure of money. At the same time, the policy allows the Department to enter into a formal agreement with the affected community to **combine funding, contributions, work, or services** at the request of the community for construction coordination purposes or to achieve economies of scale. (Context Sensitive Design)
- The Department will work with local governments to determine the **need** (Project Need) of a project as defined by the National Environmental Policy Act (NEPA) **must be established** in the **comprehensive** and long range planning processes of the

local counties and municipalities, MPO's and State when transportation projects are requested. (Project Development)

- There is the potential to partner with local agencies for the transfer/purchase of Development rights on or between excess lands as appropriate with the state investment strategies. (Sale and Disposal of Excess Lands)

New Coordination Opportunities

- We need to work with Sussex County to **define what traffic conditions** they want to address in what locations for traffic impact studies. (Congestion Standards)
- We would like to **negotiate an Agreement** between New Castle County, DelDOT & SHPO whereby Demolition Permits for transportation projects would be issued once the State Historic Preservation Office has signed off on the plans. (Design Development)
- **Coordination** will be necessary with each entity of county or local government responsible for subdivision plan review as the Interconnectivity policy is developed and implemented. Coordination will also be needed with local police, emergency, and fire equipment operators on the social issues associated with interconnections. (Interconnectivity Policy)
- The development of the Maintenance Policy will need to include contact with and **input** from all three County governments, and with numerous municipalities. Currently, there are numerous city-state agreements that address this issue on a site-specific basis, but there is no overall agreement between municipalities and the state on how to proceed in the future. (Maintenance Policy)
- There needs to be a better **understanding** by the other county agencies **of the regulations and processes that we must follow** in the planning of transportation related projects. Perhaps this could be resolved through training for agency staff and other community groups. (Project Development)
- The Statewide Long Range Transportation Plan will 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. (Statewide Long Range Transportation Plan)
- The update of our Subdivision manual will require **review** from the Sussex, Kent and New Castle County planning staff, and municipal planning staff. (Subdivision Regulations)
- The Sussex County Long Range Transportation Plan will form the basis of the transportation component of the Sussex County Comprehensive Plan update due next year as well as for Sussex County municipalities seeking to do the same. (Sussex Long Range Transportation Plan)
- To better plan for transit, **more coordination** among local, county and state agencies is needed. Developers and public agencies should be required to incorporate transit planning in projects from the initial phase of a project to the actual build phase (within defined transit overlay zones). Additionally, it is important for transit planners to **review sketch plans or preliminary plans** before the developer has invested too much in the plan's design so that provisions can be made for transit during the design of the project. (Transit Planning)

Coordination with other Entities

- The Context Sensitive Design policy requires the **participating community** (such as a civic or community group) to develop and adopt a maintenance plan as a condition of expenditure of Context Sensitive Design money. (Context Sensitive Design)
- Coordination will be needed with state, local and volunteer **police, emergency, and fire equipment operators** on the social issues associated with interconnections as we develop our Interconnectivity Policy. (Interconnectivity Policy)
- The development of the Maintenance Policy will need to include contact with and input from the **Delaware Bicycle Council**. (Maintenance Policy)
- There needs to be a better understanding by the **public** of the regulations and processes that we must follow in the planning of transportation related projects. (Project Development)
- **Developers** should be required to incorporate transit planning in projects from the initial phase of a project to the actual build phase, (within defined transit overlay zones). (Transit planning)