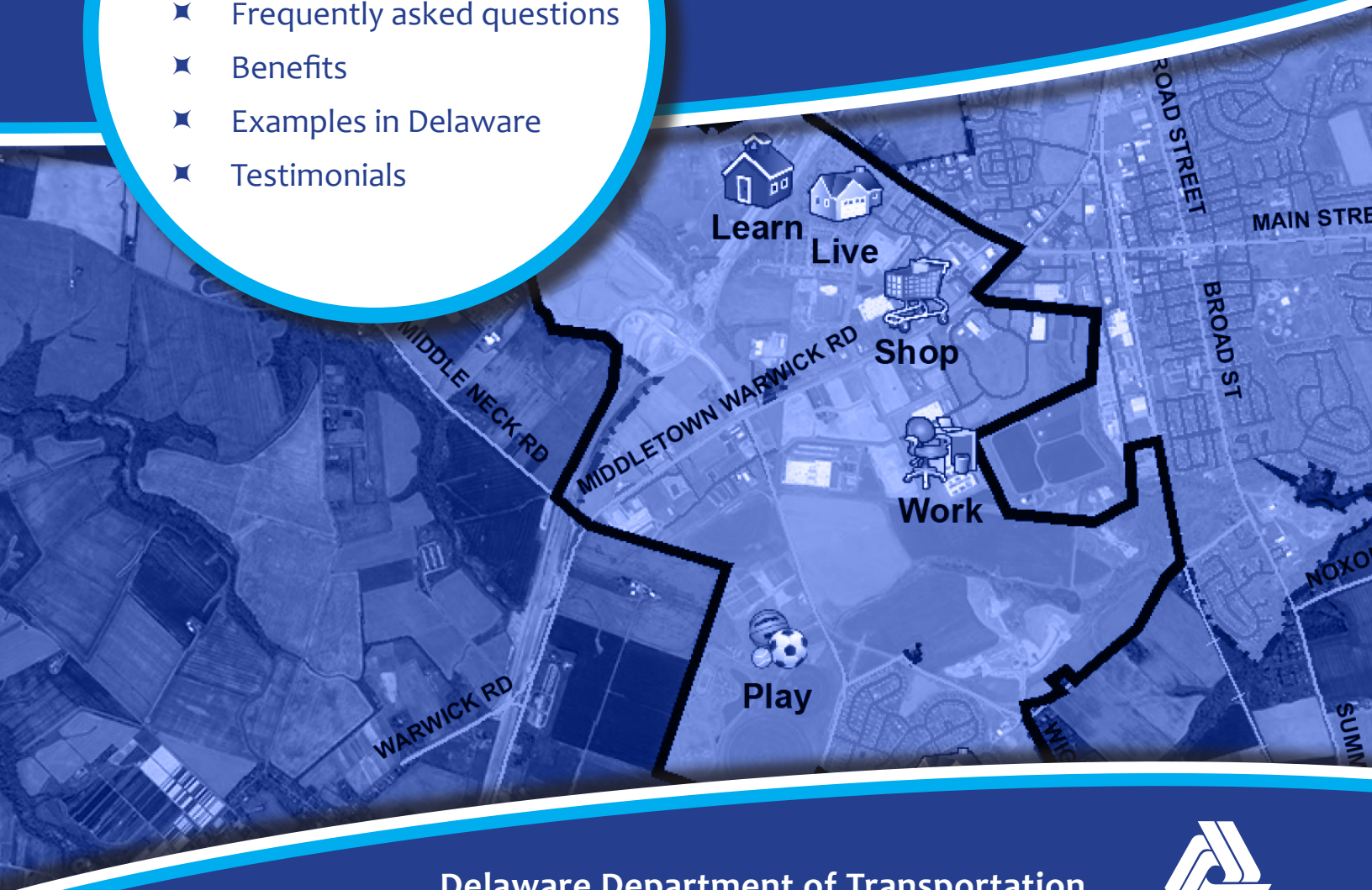


An Overview for Local Government Leaders

Transportation Improvement Districts

Topics Covered

- ✦ Definition and purpose
- ✦ Frequently asked questions
- ✦ Benefits
- ✦ Examples in Delaware
- ✦ Testimonials



Delaware Department of Transportation



Transportation Improvement Districts (TIDs)

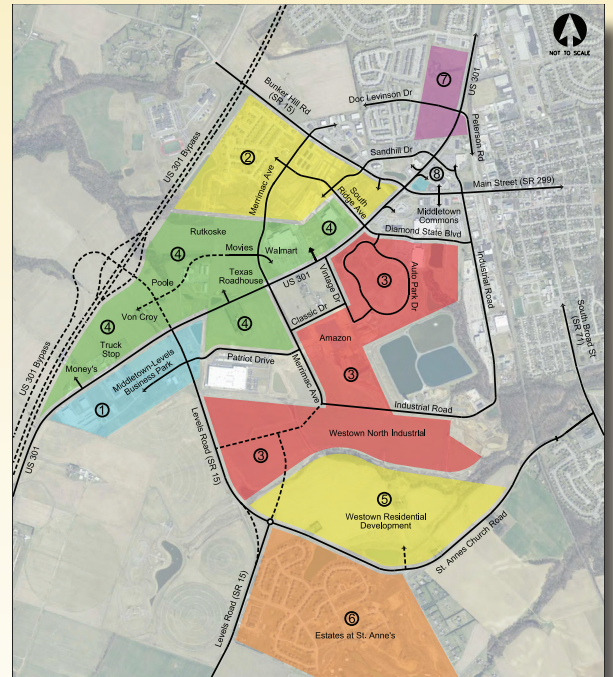


Definition

“A geographic area defined for the purpose of securing required improvements to transportation facilities in the area,” as described in the Delaware Department of Transportation’s Development Coordination Manual.

Purpose

To better provide the transportation improvements needed to support land development in locations identified as appropriate for development in local Comprehensive Plans.



Locations of proposed development in the TID for Westtown in Middletown, Del.

“Coordination and cooperation with Delaware local governments is vital to DelDOT’s ability to achieve our mission of Excellence in Transportation. Through comprehensive and coordinated land use and transportation planning and public engagement, Transportation Improvement Districts increase our ability to collaborate effectively with residents and employers to achieve our vision of Every Trip, Every Mode, Every Dollar, Everyone.”

Jennifer Cohan, Secretary of Transportation



Frequently Asked Questions

✧ How are TIDs created?

TIDs are created by agreement between DelDOT and the relevant Delaware local government (town, city, or county) or governments. Where a Metropolitan Planning Organization (MPO) exists, they would also be a party to the agreement.

✧ If a local government wants to create a TID, what is the process?

Creating a TID begins with the parties entering a TID agreement, which establishes the District boundaries, the horizon year for which they will plan, standards for adequate transportation facilities in the District, and the roles of the parties. The parties then work as agreed to develop a land use and transportation plan for the TID, a set of buildable projects to implement the transportation improvements identified in the plan, a fee formula to fund or subsidize those improvements, and a monitoring program to track the need for the projects. These items are incorporated into the TID agreement as they are completed.

✧ If a local government wants to create a TID, what is its responsibility?

Specific responsibilities will need to be established in the TID agreement but broadly they would have responsibility in three areas:

1. Developing the land use plan and identifying what adequate transportation means within the TID;
2. Collecting and administering fees;
3. Advocating the inclusion of projects in DelDOT's six-year Capital Transportation Program.

✧ Does the TID replace the need for the developer to obtain a Traffic Impact Study?

Yes, if their development is consistent with the agreed upon land use plan for the TID.

Benefits of TIDs



✧ Focus Transportation Investments to High-Priority Growth Areas

As a transportation-related impact fee, a TID can be an effective tool for ensuring adequate infrastructure to accommodate growth where and when it is anticipated. To be effective, a TID must be based on a comprehensive plan, used in conjunction with a sound capital improvement program, and funded through a proportional fee formula. A TID can focus and coordinate transportation investments in high-priority growth areas to help support desired development patterns.

✧ Support Complete Communities

TIDs can foster sustainable development and Complete Communities¹ strategies by planning for transportation systems that better serve people while fostering economic vitality. Reconnecting land use and transportation can lower costs of new or expanded transportation infrastructure and facilities, which can better serve area residents, visitors, and businesses.

✧ Complement Master Plans

Area-wide master plans² can help to implement local government certified comprehensive plans by spelling out the details of, and the responsibilities for, the provision of infrastructure services in an efficient, timely, and cost-effective manner. The master planning process can also help to achieve a local and regional economic vision for enhanced economic opportunities. Local jurisdictions are encouraged to develop a master plan that establishes a TID to reduce the number of required studies in a specific area. When a master plan and TID are prepared concurrently, the effects of the land use on the transportation network can be more accurately forecast to plan for needed transportation improvements in a master-planned area.

¹ Scott and Watkins. (2014). Transportation Improvement Districts: A Guide for Delaware Local Governments. <https://goo.gl/yC2zYA>

² Delaware Office of State Planning Coordination. (2012). Guide for Master Planning in Delaware. <https://goo.gl/HXfsbm>

✧ Provide for “Fair Share” Contributions to Transportation Improvements

TIDs ensure that needed transportation infrastructure—road upgrades, interconnection of roads, and pedestrian, bicycle, and transit facilities—are constructed and that the costs of transportation improvements are not borne by the last developer. TIDs establish a fee program that is based on the premise that all new development (large and small) should pay a fair, or proportional, share toward the costs of transportation improvements. TIDs that are supported through developer fair-share contributions can leverage state transportation investments and gain priority consideration during capital planning or transportation improvement planning (TIP) processes.

✧ Foster Market-Ready (Re) Development

For Delaware to remain economically competitive, its transportation system must be able to move people and goods in a timely, efficient, and cost-effective manner. TIDs provide transportation infrastructure necessary for market-ready (re)development and adaptive reuse of downtown districts and underutilized or declining retail centers along highway corridors.

✧ Promote Intergovernmental Coordination

Planning for TIDs can strengthen partnerships among local governments, DelDOT, and MPOs to ensure land use and transportation solutions are complementary. Because a TID can transcend the boundary of a local government (city or county), the process encourages collaboration to achieve long-term transportation solutions that could not be achieved by a single government agency or entity.

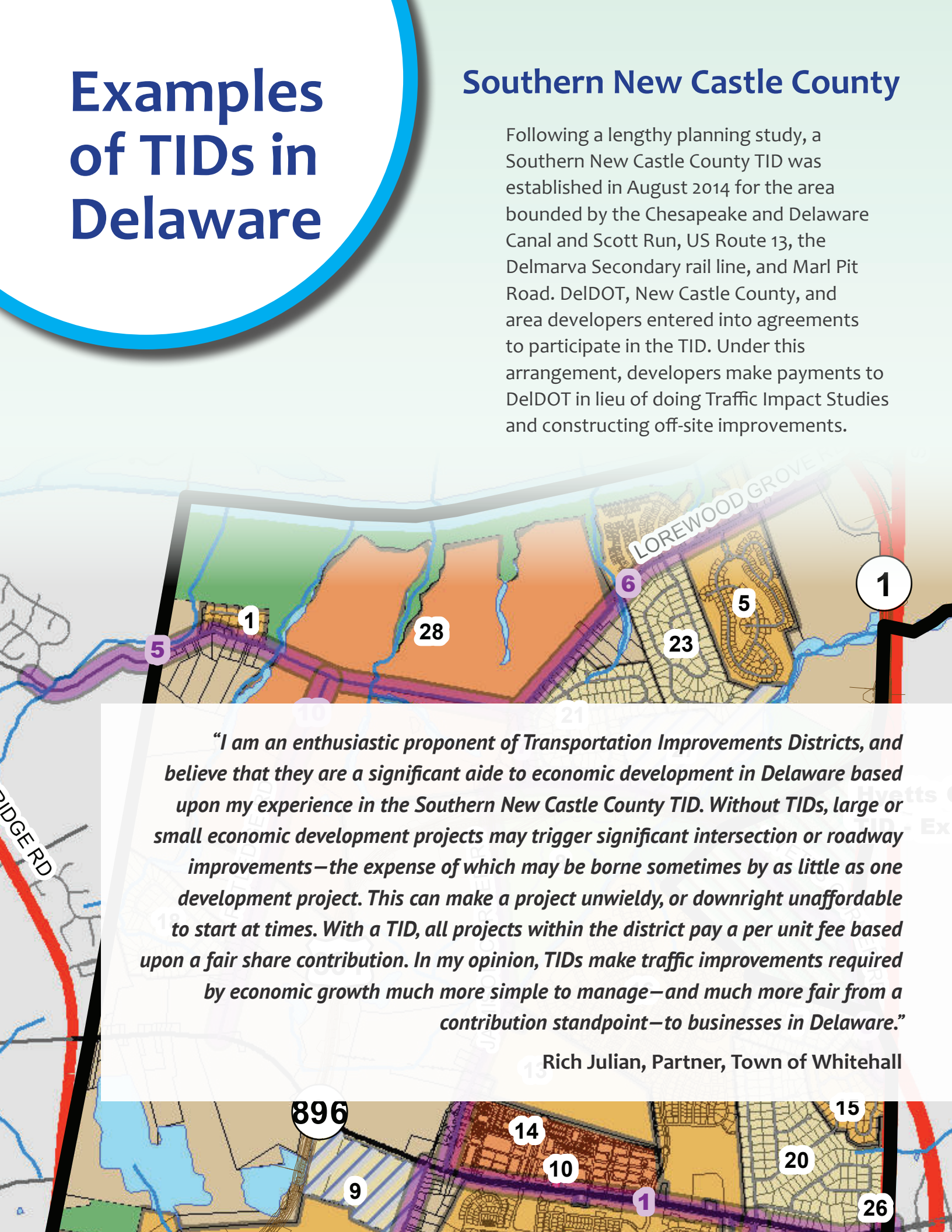
“The concept of Transportation Improvement Districts (TIDs) has proven to be a valuable tool in promoting smart and sensible growth in Southern New Castle County. It has allowed the development community to proceed based on pre-determined contributions that each development makes as it unfolds. It assures DelDOT that funding for road improvements will be in place on a public-private, matching funds basis. And, last but not least, for the residents in the area, it delivers road improvements concurrently as projected growth occurs.”

Jay Sonecha, Founder of Blenheim Homes

Examples of TIDs in Delaware

Southern New Castle County

Following a lengthy planning study, a Southern New Castle County TID was established in August 2014 for the area bounded by the Chesapeake and Delaware Canal and Scott Run, US Route 13, the Delmarva Secondary rail line, and Marl Pit Road. DelDOT, New Castle County, and area developers entered into agreements to participate in the TID. Under this arrangement, developers make payments to DelDOT in lieu of doing Traffic Impact Studies and constructing off-site improvements.

A map of the Southern New Castle County TID area. The map shows a network of roads, including US Route 13 (a red line on the right) and the Delmarva Secondary rail line (a black line). Various areas are color-coded: orange for developed areas, green for open land, and blue for water bodies like the Chesapeake and Delaware Canal. Several numbered markers are placed on the map: 1, 5, 6, 23, 28, and 29. A road labeled 'LOREWOOD GROVE RD' is visible. The map also shows a portion of 'BRIDGE RD' on the left.

"I am an enthusiastic proponent of Transportation Improvements Districts, and believe that they are a significant aide to economic development in Delaware based upon my experience in the Southern New Castle County TID. Without TIDs, large or small economic development projects may trigger significant intersection or roadway improvements—the expense of which may be borne sometimes by as little as one development project. This can make a project unwieldy, or downright unaffordable to start at times. With a TID, all projects within the district pay a per unit fee based upon a fair share contribution. In my opinion, TIDs make traffic improvements required by economic growth much more simple to manage—and much more fair from a contribution standpoint—to businesses in Delaware."

Rich Julian, Partner, Town of Whitehall

Westtown in Middletown

A TID was established as a voluntary program in Middletown, Del., as part of the Westtown Master Plan, through a series of agreements with the affected land owners. Because the town, developers, and DelDOT worked together, separate Traffic Impact Studies could be consolidated into a more efficient process that avoided piecemeal roadway improvements. Under the voluntary agreement, the town oversees general planning coordination, including provisions for sewer and electrical service, and DelDOT oversees the traffic analysis, construction, and funding for roadway improvements.

Developers provide input on roadway and bicycle/pedestrian connections and transit amenities, contribute funds for the roadway improvements, and provide the required rights-of-way, utility relocations, and stormwater management facilities to support the roadway improvements. This collaboration supports complete communities planning techniques and fosters multi-modal transportation connections allowing for efficient infrastructure and a better quality of life: **a community where you can learn, live, shop, work, and play.**

“The Westtown Transportation Improvement District has been a complete success for the Town of Middletown. It has served as a critical element for economic development. Large commercial and industrial employers have chosen to build in Middletown partly because the traffic equation was solved allowing them to meet their tight construction schedules at a cost that is known up front.”

Morris Deputy, P.E., Town Manager



✧ **Interested in developing a TID?**

Contact DelDOT planner Sarah Coakley (302-760-2236 or Sarah.Coakley@state.de.us) for assistance and guidance.

✧ **Curious about DelDOT's TID regulations?**

DelDOT's TID regulations are available online at:
<https://goo.gl/Kn5GRM>

✧ **Want to learn more about TIDs in Delaware?**

The Delaware Complete Communities Planning Toolbox features an in-depth section on TIDs in Delaware:

<https://goo.gl/EX3Vb6>

<https://goo.gl/yC2zYA>



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