

**DOVER/KENT COUNTY
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2012-2015 and 2013-2016**

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Prepared at the Direction of the
Dover/Kent County Metropolitan Planning Organization Council

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Background

The Dover/Kent County Metropolitan Planning Organization (Dover/Kent County MPO) is the transportation planning organization for Kent County, Delaware and its municipalities. The Dover/Kent County MPO was established in 1992 under the mandates of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which requires that a metropolitan planning process be established in urbanized areas with a population greater than 50,000. The Dover urbanized area exceeded that threshold by the 1990 U.S. Census of Population, with a figure of 50,757. In 2010, the urbanized area population was determined to be 110,769, a 75% increase from the 2000 population of 65,044. The population of Kent County grew from 126,697 in 2000 to 162,310 persons in the 2010 decennial census, a 28% increase.

Transportation funding was reauthorized as Moving Ahead for Progress in the 21st century (MAP-21) in 2012. The Transportation Improvement Program (TIP) is one of the products that the federal legislation requires a metropolitan planning organization to prepare at least every four years. The purpose of the TIP is to disclose transportation projects for which federal funding will be sought over a four year period. The TIP should reflect the region's priorities, represent a consensus among state and regional officials, show a direct relationship to the regional transportation plan, be financially constrained, and conform with federal air quality regulations as they relate to transportation. Finally, the TIP must be subjected to thorough public review during development and prior to adoption.

The 2012-2015 Dover/Kent County MPO TIP amended on September 7, 2011 was prepared from the 2012 Consolidated Transportation Program in coordination with Delaware's Capital Transportation Program (CTP) and the MPO's 2030 Regional Transportation Plan (RTP). This latest amendment was required to add a FY 2016 amounts to the TIP based on the new and substantially reformed FY 2013-FY 2018 CTP. This document was amended November 7 to represent the results of the State's budget process. Members of the MPO Council, Technical Advisory (TAC), and Public Advisory Committees (PAC) were briefed on list of projects and changes from the previous version. Public input was solicited at PAC meetings held throughout Kent County, and during a free bus tour of TIP project sites. The Delaware Department of Transportation (DelDOT) analyzed financial and air quality requirements for the MPO.

The funds anticipated to be used for the Kent County road and transit projects in the TIP during FY 2012, FY 2013, FY 2014, FY 2015 and FY 2016 are \$ 30,229,500; \$29,256,004; \$32,490,905; 42,950,200; and \$58,307,000 respectively. The Federal amount to be spent on these five years is \$18,768,300, \$24,287,004; \$29,404,008; 37,369,240; and \$46,219,500 respectively. In addition to these projects, DelDOT maintains and operates the transportation system under statewide categories such as bridge inspection, pavement rehabilitation, roadway signage, intersection improvements and statewide transit services and equipment. The actual amount of funds to be spent from these statewide categories in the MPO's region cannot always be determined since projects are selected based on statewide needs. A small percentage of costs for statewide projects within the MPO's region is federally funded. This amended MPO TIP will be submitted to DelDOT as the region's input for the FY 2013 Statewide Transportation Improvement Program (STIP).

Regional Goals

Kent County has a diverse economy and population. The City of Dover is a strong metropolitan hub situated in the center of the county in a growth corridor that extends from Smyrna to the north and Milford to the south. Inside the functional growth corridor and actual Kent County Growth Zone are the largest employers, include Dover Air Force Base, the State of Delaware, Kraft General Foods USA, BayHealth Medical Center, the Eagle Group, General Metalcraft Inc., Proctor and Gamble, Inc., and ILC Dover, Inc. The regional warehouse of Wal-Mart, located in Smyrna, has also been playing a greater role in the economic development of the area. Outside of the growth corridor, the county's economy is predominantly agricultural, including a well-established but dwindling Amish community. The presence of three four-year colleges and one two-year college and their satalite locations enhances the region's ability to attract and maintain a diverse community.

On January 28, 2009, the MPO adopted its 2030 Regional Transportation Plan (RTP). The RTP, which has a 20-year planning horizon, assesses the region's short-term improvement needs, projects future needs, projects the funds available to meet the needs, and identifies goals and objectives to meet those needs. The RTP must be financially reasonable and result in a positive impact on the region's air quality. The Dover/Kent County Metropolitan Planning Organization is preparing an update to the RTP to the 2040 Regional Transportation Plan (2040 RTP), expected to be approved in January, 2013. The regional planning process is being coordinated with DeIDOT's statewide planning process, the Office of State Planning Coordination's State Strategies for Policies and Spending, Kent County's Comprehensive Plan Update, and Dover's Comprehensive Plan Update and other plans in the region.

The 2030 RTP provides, and the 2040 RTP will provide, a framework to guide future transportation planning, programming activities, and policy alternatives. The following goals are identified for Kent County:

- Strengthen the diverse and relatively stable local economy;
- Maintain the current quality of life, including the agricultural economy, the abundant natural resources and open space, and the accessibility of political leaders;
- Manage growth effectively by ensureing adequate infrastructure is available to support desired growth patterns;
- Improve access and mobility while ensuring the safety and security of all citizens; and
- Preserve and expand transportation infrastructure to safely and efficiently transport people and goods.

A hierarchy of fundamental strategies has been developed to support these goals and further guide transportation planning and programming decisions for transportation investments by:

- Preserving and maintaining the existing transportation system;
- Improving management of the existing transportation system;
- Developing and expanding multiple transportation modes; and
- Providing additional roadway system capacity.

Projects in the FY2012 TIP, as amended, were drawn from the 2030 RTP. They MPO will have adopted an update of the 2040 RTP during the FY 2013 program year, likely at the beginning of CY 2013.

The Prioritization Process

Projects being considered for inclusion in the TIP were originally prioritized using a numerical scoring system to reflect qualitative ratings based on transportation system data. This process was developed by members of the PAC and TAC and adopted by the MPO Council in 2003.

The process consists of a 10-factor matrix that covers the eight factors from SAFETEA-LU that the MPO must consider. A score is assigned to each factor for each project based on information about the project supplied on the project submittal form. The criteria for assigning the ratings and the scales used (high, medium, low, not applicable, or negative) are identical for all project types. Actual ratings are made based on judgments of how well the objective data meets the rating criteria. Once a rating is established for each criterion, it is converted to a numerical score: high = 3, medium = 2, low = 1, not applicable = 0, and negative impact = -1. The numerical scores are multiplied by the weights shown in Table 1, then aggregated for a total score for each project. The MPO is now researching alternative prioritization methodologies to ensure the TIP meets current needs.

Table 1. Factors, Definitions and Weights for TIP Project Scoring

Factor	Description	Weight
Safety	Extent to which project location represents a safety hazard/solution for motorists, pedestrians, bicyclists and/or transit users.	0.20
Support for Comprehensive/ Community Plans	Extent to which the project supports policies or is derived from an approved County or Municipal Comprehensive Plan or a special transportation study, such as corridor study or	0.20

Factor	Description	Weight
	bike plan.	
Environmental Justice	Extent to which project has disproportionately high and adverse effects on minority and low-income populations or disproportionately benefits populations not protected under Title VI of the Civil Rights Act of 1964.	0.10
Transit	Support shifting people/goods to rail or bus; or support more efficient operation of rail or bus.	0.05
Pedestrian/Bicycle Travel	Extent to which project incorporates/supports/enhances bicycle/pedestrian access or use.	0.05
Environmental Impacts	Extent to which project avoids problems related to drainage, noise, cultural/historic areas, and ecologically sensitive areas.	0.03
Economic Impacts	Extent to which project supports worker and customer access to major commercial sites, freight, access to major business/industrial sites, and transshipment points, and supports economic development.	0.05
System Continuity	Extent to which a project fills a gap or eliminates functional bottlenecks/pinch points and/or project has been identified by the congestion management system as having a problem.	0.10
Sustainability	Extent to which forecast levels of performance will be sustained, based on professional judgment about the certainty of, or confidence in assumptions, forecasting and analysis of project impacts.	0.02
Consistency with the MPO Regional Transportation Plan	Extent to which projects support/implement goals.	0.20
Total		1.00

(The state of Delaware department of transportation has experienced a major upheaval in the past few years. The result was a significant contraction in the amount of funds made available for these projects and realignment of the states CTP. The priority list included in the 2009 RTP has, for the most part, been retained in this new 2013 RTP. To implement the priority process, each MPO member was given the opportunity to submit projects for inclusion in the TIP throughout the year. Once a rating was adopted for each project, a letter was sent to the Secretary of Transportation requesting that the project(s) be funded in the CTP and TIP.

Public Participation

Public review was an integral aspect of the TIP process. Public participation was solicited through PAC, TAC and Council meetings and typically with a free bus tour of proposed project sites. The MPO did not create a new TIP for FY 2013 through FY 2016. Staff determined that a TIP based bus tour would not show anything new and was cancelled for the year.

The last bus tour was April 9, 2011, and visited proposed, active, and recently completed TIP project locations throughout Kent County. The MPO staff, assisted by a member of the Kent County Planning staff and representatives from DelDOT, guided the tour and provided information about the proposed project locations being visited and conditions in the county that impact transportation policy. During the tour, the public and media had the opportunity to ask questions and interact with the PAC and staff.

The MPO is offering the opportunity for public comment beginning Monday, October 1, 2012 through November 5, 2012. The MPO will also provide an opportunity for comment specifically on the TIP at the October 10, 2012 TAC meeting, the October 23, 2012 PAC, and the November 7, 2012 Council meeting before the Council will vote on this document. Similarly, the MPO offered the opportunity to comment on the TIP amendments to the TAC, PAC and public

News releases and advisories publicizing all of the meetings will be posted on the MPO's website and sent to members of each MPO committee, print and electronic media outlets, each of the libraries in Kent County, state legislators representing Kent County and contiguous areas, Kent County Levy Court, mayors of Kent County municipalities, and Dover City Council. Copies of the draft TIP will be made available to anyone who asks. Copies of the draft document will be posted on the MPO's website.

To comply with the requirements of Title VI, with reference to the FY 2012-2015 TIP and the FY 2013-2016 amendments, the MPO will make an extra effort to include minorities and low-income populations in the decision-making process of submitted projects through the implementation of its public participation policy and representation on the MPO's PAC. When a proposed project is located in an Environmental Justice (EJ) neighborhood, special measures are taken to reach out to those who would be affected and the free bus tour will give all members of the community an opportunity to be part of transportation programming in the MPO area.

Air Quality Conformity

Overview

Kent County is part of the Philadelphia-Wilmington-Trenton non-attainment area, though was not cited as a non-attainment county for Ozone. In July, 2012, Kent County was found to have 'Moderate' Ozone issues, but remained in attainment of the standards. As the federally-designated metropolitan planning organization for Kent County, DE, The Dover/Kent County MPO, is required through

federal regulations to show that the 2030 RTP and the 2011-2014 TIP complies with the requirements of the 1990 Clean Air Act and subsequent amendments (CAA).

To comply with the CAA, the MPO must demonstrate that the transportation system created through implementation of the 2030 RTP and 2012-2015 TIP and the 2013-2016 Amendment does not generate more emissions than allowed in the emissions budget set by the Delaware Department of Natural Resources and Environmental Control (DNREC) in the State Implementation Plan (SIP). The SIP is also approved by the US EPA. The emissions targeted for the Dover/Kent County MPO region are the two major ozone contributors, volatile organic compounds (VOCs) and nitrogen oxide (NO_x). During development of the 2030 RTP and 2010-2013 TIP, NO_x and VOC emissions were tested in Kent County for 2010, 2020, and 2030 against the MOBILE6.2 eight-hour ozone standard attainment plan budgets. Because the proposed TIP adds no new non-exempt, regionally significant projects, the analysis previously completed is accurate. These tested amounts mirror the budgets set in the latest revision to the Kent County rate of progress plan which the EPA approved on November 20, 2008.

The 2012-2015 TIP and 2013-2016 TIP

The projects in the 2012-2015 TIP and the 2013-2016 Amendments were represented in the 2030 RTP. There have been no significant changes in the scope of the projects and no non-exempt, regionally significant projects have been added. The modeling process completed for the 2030 Regional Transportation Plan and 2010-2013 TIP remains an accurate analysis of air quality impacts. The results of the modeling process can be found in the 2010-2013 TIP as Appendix B or the 2030 RTP on the MPO website at <http://doverkentmpo.delaware.gov/files/2011/03/Dover-Kent-LRTP-2009-web-version.pdf>.

Determination

The Dover/Kent County MPO 2012-2015 Transportation Improvement Program conforms to the SIP.

Program Categories and Project List

The FY 2012-2015 TIP and the 2013-2016 Amendments mirror DelDOT's FY 2012-2017 and 2013-2018 Adopted CTP. The projects and funded amounts included in this 2012-2015 TIP with the 2013-2016 amendments reflect the amounts allocated in the 2012-2017 CTP for years of FY2012 through 2015 and in the 2013-2018 CTP. Projects are divided according to the portion of the transportation system in which each is allocated – Road System: Expressways, Arterials, Collectors, Locals, Bridges and Other. Transit System: Vehicles, Amenities, and Rail.

Table 3 lists statewide projects and programs for which funding is being requested for fiscal years 2013, 2014, 2015 and 2016. These are predominantly funding programs that include projects in all three Delaware counties. More information about these projects and programs can be found in the FY 2012-2017 CTP and the FY 2013-2018 CTP. These 2012-2015 TIP amendment and 2013-2016 amendments reflect the CTP's prepared for the fiscal years.

Appendix A lists the projects in the MPO's planning area for which funding is being requested for fiscal years 2012, 2013, 2014, 2015 and 2016. The majority of the projects are Road System projects. The appendix provides a project description, location map and pictures of each project. Funding, both authorizations and spend are listed in thousands for each project in each year of the TIP

Appendix D lists projects which have been submitted to the TIP through the RTP, but have not been funded. Once a project is submitted to the TIP, it is kept on the prioritized list until it is funded or the MPO decides to remove it.

Table 3: 2011 Identified Statewide Projects

PROJECT (x000)	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	2012-2016 TOTAL
ROAD						
Bicycle, Pedestrian and other Improvements		5,373.0	12,272.1	470.0	0.0	18,115.1
Recreational Trails T200830001	1100.0	1,486.1	1,080.0	1,095.7	900.5	5,668.3
LOCALS						
BRIDGES						
Bridge Management	5,385.0	18,510.0	18,510.0	18,510.0	18,300.0	79,215.0

PROJECT (x000)	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	2012-2016 TOTAL
Bridge Preservation	4389.9	4600.0	3300.0	3300.0	3300.0	18,889.9
TRANSPORTATION ENHANCEMENTS	3615.5	3615.5	2500.0	12500.0	15000.0	31,875.0
PAVING & REHABILITATION	4,790.5	4566.8	4540.5	4540.5	4540.5	22,978.8
SIGNAGE & PAVEMENT MARKINGS	118,191.0	99,563.8	34,800	27,450	37,000	317,004.8.0
MATERIALS & MINOR CONTRACTS	2,400.0	3,200	3,200	3,200	3,200	15,200.0
RAIL CROSSING SAFETY	8,000.0	5,800	6,539.1	5,539.1	5,547.6	31,425.8
SAFETY	2,196.7	1,951.9	2,261.7	2,261.7	2,261.7	10,933.7
TRAFFIC CALMING	4,055.2	2,762.2	2,722.2	2,722.2	2,722.2	14,984.0
ENGINEERING & CONTINGENCY	87,039.5	28,282.7	30,007.9	29,976.9	30,967.9	206,274.9
INTERSECTION IMPROVEMENTS	9,200.0	6,065.0	5,800.0	5,800.0	5,800.0	32,655.0
CORRIDOR CAPACITY PRES		3,000.0	0.0	3,000.0	0.0	6,000.0
SUPPORT						
AERONAUTICS	924.9	743.7	743.7	743.7	743.7	3,899.7
PLANNING	8,415.6	13,578.9	5,911.6	8,033.4	7,967.5	35,491.4
Local TAP		350.0	280.0	280.0	280.0	1190.0
MPO/FHWA		1840.5	1840.5	1840.5	1840.5	7362.0
MPO/FTA		478.2	478.2	478.2	478.2	1912.8
Planning PD		2037.0	880.0	880.0	880.0	4677.0
Records Management		1000.0	0.0	0.0	0.0	1000.0
Rural TAP		78.2	78.2	78.2	78.2	312.8

PROJECT (x000)	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	2012-2016 TOTAL
Safe Routes to School		990.0	990.0	990.0	990.0	3960.0
Scenic Byways		3163.8	545.8	65.9	0.0	3775.5
Statewide Planning & Research/FHWA		3516.9	3296.3	3296.3	3296.3	13,405.8
Statewide Planning & Research/FTA		124.3	124.3	124.3	124.3	497.2
TECHNOLOGY	7,381.2	6,081.2	6,381.2	6,681.2	6,981.2	33,506.0
DBE		125.0	125.0	125.0	125.0	500.0
IT Initiatives		5800.0	6100.0	6400.0	6700.0	25,000.0
OJT/ Support Services		100.0	100.0	100.0	100.0	400.0
Summer Institute		56.2	56.2	56.2	56.2	224.58
HEAVY EQUIPMENT	6,500.0	7,700.0	12,800.0	10,800.0	10,800.0	48,600.0
TRANSPORTATION FACILITIES	9,800.0	2300.0	680.0	680.0	680.0	14,140.0
TRANSPORTATION MANAGEMENT IMPROVEMENTS	8,200.0	8376.2	7889.0	7902.8	7902.8	40,270.8
ENGINEERING & CONTINGENCY	200.0	200.0	200.0	200.0	200.0	1000.0
ADVANCED ACQUISITIONS	2,000.0	0.0	1000.0	1000.0	1000.0	5,000.0
TRANSIT						
RAIL	350.0	1,080.0	300.0	350.0	350.0	2,430.0
TRANSIT FACILITIES	100.0	4,070.0	3,252.8	100.0	100.0	7,522.8
TRANSIT VEHICLES	9,837.1	5,834.8	5,133.8	3,538.2	2,530.1	26,847.0

