

**DOVER/KENT COUNTY
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2012-2015**

DRAFT April 2011

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 2000, the urbanized area population was determined to be 65,044. The Census Bureau has not produced a recent estimate of the Dover urbanized area, but the population of Kent County grew from 126,697 in 2000 to 155,415 in 2008. The MPO anticipates the 2010 census will reveal a population and geography growth that will bring the urbanized area population close to 100,000 persons.

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 was prepared from the 2011 Consolidated Transportation Program in coordination with Delaware's Capital Transportation Program (CTP) and the MPO's 2030 Regional Transportation Plan (RTP). The Draft CTP has not been prepared for FY 2012-2015 when this draft was prepared. This document will be amended during July and August 2011, as is standard practices, to represent the results of the State's budget process. Members of the MPO Council, Technical Advisory (TAC), and Public Advisory Committees (PAC) were invited to submit projects for inclusion in the Plan and TIP. The projects were ranked using a process developed by the MPO committees and Council. 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 cost of the projects comprising the 2011-2014 TIP is \$97,150,600. The funds anticipated to be used for the projects in the TIP during FY 2012, FY 2013, FY 2014 and FY 2015 are \$ 33,476,700, \$19,319,100, \$19,367,200, and \$40,131,200 respectively. The Federal amount to be spent on these for the four years is \$23,425,600, \$8,508,600, \$15,183,300, and \$32,104,900 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. The MPO TIP will be submitted to DelDOT as the region's input for the 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 satellite locations enhances the region's ability to attract and maintain a diverse community.

On January 28, 2009, the MPO adopted its 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 will be preparing an update to the Regional Transportation Plan during our FY 2012. The regional planning process will again be coordinated with DelDOT's statewide planning process, the Office of State Planning Coordination's Livable Delaware Initiative, Kent County's Comprehensive Plan Update, and Dover's Comprehensive Plan Update and other plans in the region.

The RTP provides, and 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 ensuring 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 FY2011 TIP were drawn from the recently adopted 2030 RTP.

The Prioritization Process

Projects being considered for inclusion in the TIP were 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 bike plan.	0.20

Factor	Description	Weight
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

To implement the priority process, each MPO member was given the opportunity to submit projects for inclusion in the TIP throughout the year. The submitted project descriptions were distributed to all members along with a list of projects included in DeIDOT's draft FY 2010 CTP. The TAC and PAC conducted the prioritization process before making a recommendation to the MPO Council. 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. The last projects submitted for funding, amended into the RTP, and approved for the FY 2010-2013 TIP, are shown in Table 2 below:

Table 2 Ratings for Projects Submitted to the 2010-2013 TIP

Project Description	(TIP FY) YEAR SUBMITTED	RATING
Adopted Priorities		
SR 1/NE Front St. Grade Separated Intersection - Construct a grade separated intersection at SR 1 and NE Front St. in Milford	2010	2.59
DE 8 Concept Plan and Operations Study Recommendations	2010	2.87
North Dover Study Recommendations	2010	2.72

Public Participation

Public review was an integral aspect of the TIP process. Public participation was solicited through PAC, TAC and Council meetings and a free bus tour of proposed project sites.

The bus tour will be held April 9, 2011, and will visit proposed, active, and recently completed TIP project locations throughout Kent County. The MPO staff, assisted by a member of the Kent County Planning staff, will guide the tour and provide information about the proposed project locations being visited and conditions in the county that impact transportation policy. During the tour, the public and media will have the opportunity to ask questions and interact with the PAC and staff.

The MPO also will provide an opportunity for comment specifically on the TIP at the April 13, 2011 TAC meeting, the April 26, 2011 PAC, and the May 4, 2011 Council meeting before the Council will vote on this document.

News releases and advisories publicizing all of the meetings and the bus tour 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 after repairsl.

To comply with the requirements of Title VI, with reference to the FY 2012-2015 TIP, 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, part of the Philadelphia-Wilmington-Trenton non-attainment area, is classified as moderate non-attainment for ozone. 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 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 RTP and 2011-2014 TIP 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 (NOx). During development of the RTP and 2010-2013 TIP, NOx 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

The projects in the 2011-2014 TIP were represented in the 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 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 RTP on the MPO website at <http://www.doverkentmpo.org>.

Determination

The Dover/Kent County MPO 2011-2014 Transportation Improvement Program conforms to the SIP.

Program Categories and Project List

The FY 2011-2014 TIP mirrors DelDOT's FY 2011-2016 Adopted CTP. The projects and funded amounts included in this 2012-2015 Draft TIP reflect the amounts allocated in the 2011-2016 CTP for 2012 through 2015. 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 2012, 2013 and 2014. 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 2011-2016 draft CTP. This 2012-2015 TIP will be amended when the final CTP is approved in July, 2011.

Appendix A lists the projects in the MPO's planning area for which funding is being requested for fiscal years 2012, 2013, 2014 and 2015. 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, 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	2012-2015 TOTAL
ROAD					
LOCALS	1,106.0	1,106.0	1,106.0	1,106.0	4,424.0
BRIDGES	5,385.0	18,510.0	18,510.0	18,510.0	60,915.0
Bridge Management	3,500.0	3,500.0	3,500.0	3,500.0	14,000.0
Bridge Preservation Program	1,885.0	15,010.0	15,010.0	15,010.0	446,915.0

PROJECT (x000)	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	2012-2015 TOTAL
TRANSPORTATION ENHANCEMENTS	4,426.2	4,426.2	4,426.2	4,426.2	17,704.8
Transit Enhancements (FTA) w/ salaries	176.2	176.2	176.2	176.2	704.8
Transportation Enhancements (FHWA)	4,250.0	4,250.0	4,250.0	4,250.0	17,000.0
PAVING & REHABILITATION	67,874.0	83,800.0	88,800.0	90,600.0	331,074.0
SIGNAGE & PAVEMENT MARKINGS	2,400.0	2,400.0	3,200.0	3,200.0	11,200.0
MATERIALS & MINOR CONTRACTS	6,000.0	5,900.0	5,900.0	5,900.0	24,100.0
RAIL CROSSING SAFETY	2,196.7	2,296.7	2,246.7	2,246.7	8,986.8
SAFETY	4,552.2	3,222.2	3,222.2	3,222.2	14,218.8
TRAFFIC CALMING	400.0	400.0	400.0	400.0	1,600.0
ENGINEERING & CONTINGENCY	11,405.2	16,141.3	19,405.2	24,112.6	71,064.3
INTERSECTION IMPROVEMENTS	6,200.0	6,560.0	5,600.0	5,600.0	23,960.0
SUPPORT					
AERONAUTICS	924.9	924.9	924.9	924.9	3,699.6
PLANNING	8,399.9	8,399.9	8,436.4	8,508.2	33,744.6
TECHNOLOGY	7,381.2	7,381.2	7,381.2	7,381.2	29,524.8
HEAVY EQUIPMENT	5,000.0	5,000.0	5,000.0	5,000.0	20,000.0
TRANSPORTATION FACILITIES	6,900.0	6,600.0	6,000.0	6,000.0	25,500.0
TRANSPORTATION MANAGEMENT IMPROVEMENTS	8,200.0	9,621.3	8,200.0	8,200.0	34,221.3

PROJECT (x000)	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	2012-2015 TOTAL
ENGINEERING & CONTINGENCY	200.0	200.0	200.0	200.0	800.0
ADVANCED ACQUISITIONS	2,000.0	2,000.0	2,000.0	2,000.0	8,000.0
TRANSIT					
RAIL	350.0	350.0	350.0	350.0	1,400.0
TRANSIT FACILITIES	100.0	214.2	100.0	100.0	514.2
TRANSIT VEHICLES	9,837.1	2,628.0	2,522.8	2,544.8	17,532.7
GRANTS AND ALLOCATIONS					
MUNICIPAL STREET	4,000.0	4,000.0	4,000.0	4,000.0	16,000.0
COMMUNITY TRANSPORTATION	20,000.0	20,000.0	20,000.0	20,000.0	80,000.0
	195,056.4	222,396.9	227,806.6	234,407.8	879,667.7