

FY 19 Transportation Planning Study Projects

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October 2018 PAC & TAC meetings
November 2018 MPO Council Meeting

Transportation Planning Study Projects (agenda)

- Past MPO Transportation Planning Study Project selection methods;
- Current MPO Transportation Planning Study Project selection process;
- Current MPO Transportation Planning Study Project Policy
 - Primary and Secondary projects selection support the MTP
 - Tertiary project selection supporting MPO Partners missions/request (uses Decision Lens for Transportation Planning Projects submitted by MPO Partners)
- FY 19 Projects

Tonight I am going to provide a brief presentation on our Transportation Planning Projects, and specifically, those projects which are classified as Other Planning Studies within our UPWP.

Transportation Planning Study Projects (past practice)

- Solicit ideas from MPO Partners
- Selected study ideas/projects placed in UPWP under Transportation Planning Project
- Contracted work
 - Contracts typically under \$50K
- Any new projects required UPWP amendments

From what I could ascertain from my research into past project selections, some projects were solicited from MPO partners and actually listed in the UPWP. Those projects were typically contracted out and if there were any new projects identified within that fiscal year, the UPWP would have to have been amended and approved before any work could begin on that new project. Thus, this could be a very lengthy process.

Transportation Planning Study Projects (current practice)

- Solicit study ideas from MPO Partners
- Selected study ideas/projects reviewed by MPO staff and prioritized using **current** policy (MTP support; primary and secondary selection) and the "**Decision Lens**" software package (MPO Partner support; tertiary selection) before being included in any one of the eight general planning project categories in the UPWP
- Contracted work
 - Strategic contract allows for study work **over** \$50K if funding available
- New study projects **do not** required UPWP amendments if they fall under any of the eight general planning project categories

The Metropolitan Transportation Plan (MTP), like many other planning documents, lists several proposed planning studies. Since the MTP was vetted by the public and approved by the PAC, TAC, and MPO Council, I wanted to make sure those transportation planning projects listed in the MTP received priority over other studies recommended by our MPO partners. I also wanted to make sure that the transportation planning projects being proposed by our MPO partners for the **MPO to fund**, was prioritized using Decision Lens. Furthermore, we have a five year strategic planning contract which provides a streamlined contacting mechanism for the MPO and our Partners for projects costing over \$50,000.00 dollars (if required). Lastly, our FY19 UPWP lists eight general planning project categories typical MPO projects fall within and this contract provides us flexibility not having to amend our UPWP each time an unforeseen project is required to be funded within the fiscal year.

8 UPWP General Planning Project Categories

Bike and Pedestrian Studies

Parking Studies

Transportation Corridors

Transportation Improvement Districts

Transit Studies


Freight (Rail or Truck)

Performance Measures

Miscellaneous Transportation Studies

MPO Transportation Planning Study Project Policy

Policy



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DATE: September 17, 2018

SUBJECT: D-KC MPO Transportation Study/Plan Policy

OBJECTIVE/PURPOSE: To provide clarification for employees in the Dover/Kent Metropolitan Planning Organization (DKMPO) regarding criteria in selecting transportation study/plans identified in the Unified Planning Work Program (UPWP) project(s).

PROCEDURE:

1. Transportation Studies and Plans suggestions will be solicited from D-KC MPO Partners during the month of January. The list will be reviewed by MPO staff and prioritized using the "Decision Lens" software package before being forwarded to the D-KC MPO Public Advisory Committee (PAC) and Technical Advisory Committee (TAC) along with the UPWP for consideration before the UPWP is approved by the Council during the month of March.
2. All study proposals must support the most recent D-KC MPO Long Range Plan or Metropolitan Transportation Plan (MTP). **Priority** of proposed studies will go towards those studies specifically recommended the MTP. The **secondary** priority goes to proposed studies which support specific goals annotated within their MTP. **Tertiary** priority goes to recommended studies and plans supporting our MPO Partners missions/plans which indirectly also support the MPO mission.
3. Should other study/plans ideas come forward during the fiscal year after the UPWP has been approved, those may be considered as well. Should these study-plan ideas meet any of the three priorities listed in #2 above, those will be briefed to the PAC, TAC, and Council for funding consideration before actual work on those plans.
4. Should any D-KC MPO partner **contribute 10%** or more of the estimated transportation study-plan cost, those transportation study plans will receive higher priority over those study plans with no contributions. Should two or more D-KC MPO partners wish to contribute 10% or more, then the study scoring highest on decision lens will be considered priority over the secondary study plans.

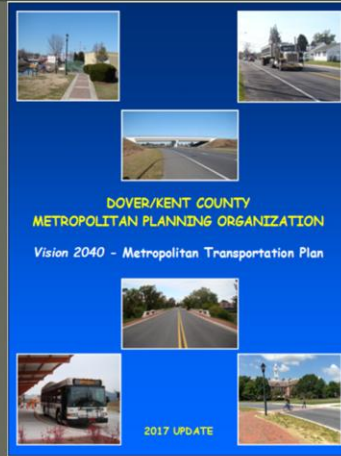
Decision Lens

First, the study would be considered along with all the other study ideas submitted by multiple MPO partners and the study list would be rank ordered in sequence based on the Decision Lens. Decision Lens is a software prioritization and resource optimization systems which allows the MPO the make funding decisions in a project prioritization and resource allocation manner. The system assigns a value to the project regarding the project's impact to **14 criteria**: LOS; Road Functional Classification; Roadway Safety; Bike/Pedestrian Safety; Air Quality; Other Environmental Impacts; Economic Development; Supports Freight Movement; Transit Connections; Pedestrian Connections; MPO Regional Bike/Pedestrian Plan; Social Justice; Relationship to Comprehensive Plan; Community Priority; and the State Strategies for Policy and Spending. If the project scores highest, it is most likely going to get funded. If there are remaining funds available, then the second highest project could get funded, etc.....

The MPO basically uses three priorities when determining which Transportation Planning Projects we will fund in any given year. The Policy as shown on the left hand side of this slide, outlines the **priority** of funding which goes to those Recommended Planning Projects in our 2017 MTP (page #54) and **secondary priority** for projects listed within any of the three main goals of our 2017 MTP (listed on pages #21-26). The **tertiary priority** are those projects submitted by our MPO Partners and those are prioritized in a sequential manner using Decision Lens.

Decision Lens as depicted on the right hand side of this slide, evaluates each submitted MPO Partner planning project against **14 criteria**. Each projects total score, will result in an overall percentage; higher the percentage, the higher priority for funding. For FY19 projects, Jim Galvin ran the decision lens model on July 18, 2018 and those projects are listed on slide #11.

Priority and Secondary Transportation Planning Study Projects



<https://doverkentmpo.delaware.gov/files/2015/06/MTP-for-Web-1.pdf>

Again, transportation planning projects considered to be Primary and Secondary priority, must be listed in our 2017 MTP. I have provided a web link to our MTP on line.

Primary Study Selection Criteria

Dover / Kent County Metropolitan Planning Organization (D/KC MPO) Planning / Projects					
2017 MTP Planning Studies (Primary transportation planning projects)					
Project	Study (Y or N)	Initiated (Y or N)	Completed (Y or N)	Reference Document	Comments
Rt 8 (Dover to MD Line)	Y			2017 MTP	
US 13 (Dover to NCC Line)	Y			2017 MTP	
Duck Creek Parkway (Bassett Street to Main Street)	Y			2017 MTP	
North Main Street (Duck Creek Parkway to Commerce Street- Smyrna)	Y			2017 MTP	
Paddock Road (Rt 1 to US 13)	Y			2017 MTP	
Rt 6 at Rt 300 (Intersection)	Y			2017 MTP	
Hazletville Road (Saulsbury Rd to MD Line)	Y			2017 MTP	
Smyrna Road Upgrades (Carter Rd & Sunnyside Rd) (Road/Rail Projects)	Y			2017 MTP	
Dover Road Upgrades (Denny's Rd, College Rd, Kenton Road)(Road/Rail Projects)	Y			2017 MTP	
Route 1 Corridor Plan (Road/Rail Projects)	Y			2017 MTP	
Harrington Rd Upgrades (Rt 14 through town)(Road/Rail Projects)	Y			2017 MTP	
Virtual Weight Station on US 13 (Interchange/Bridge Projects)	Y			2017 MTP	
Virtual Weight Station on Rt 1 (Interchange/Bridge Projects)	Y			2017 MTP	
Virtual Weight Station on Rt 6 (Interchange/Bridge Projects)	Y			2017 MTP	
Virtual Weight Station on Rt 300 (Interchange/Bridge Projects)	Y			2017 MTP	
Dover Area Freight Management Study (Area Studies)	Y			2017 MTP	
Air Cargo Ramp Study (DAFB) (Area Studies)	Y			2017 MTP	

In addition to providing a listing of the projects that are anticipated to be funded over the next 20 years, as well as unfunded aspiration projects, this Plan describes the need to conduct planning studies at various locations throughout the MPO region. These areas have a transportation need that has been identified by an economic development proponent (the Central Delaware Chamber of Commerce), as well as by the MPO.

Planning studies would be required to identify the transportation need, to determine potential solutions, and recommend a preferred alternative, all within the context of a comprehensive public involvement effort.

Page #31 in the 2017 MTP: Based on the analysis conducted as part of the Delmarva Freight Plan, there were numerous freight-related recommendations for the MPO region. The recommendations, which can be found at www.wilmapco.org/freight/Delmarva, are delineated into 3 categories: Road/Rail projects, Interchange/Bridge projects, and Area studies.

We are now tracking each of these specifically mentioned primary projects. The **first seven** on this slide are listed on page #54 in our 2017 MTP. The **subsequent ten projects** are listed in the 2017 MTP on page #31 as being Delmarva Freight Plan Recommendations which should be considered by the MPO.

Once we begin any of these primary projects, we will update this tracking spreadsheet and post on our web site.

Secondary Study Selection Criteria

Dover / Kent County Metropolitan Planning Organization (D/KC MPO) Planning / Project Status					
2017 MTP Goals and Objectives (Secondary transportation planning projects)					
Project	Study (Y or N)	Initiated (Y or N)	Completed (Y or N)	Reference Document	Comments
Move People Safely and Efficiently					The primary goal of a transportation system is to move people as safely and efficiently as possible, for all modes of travel. Safe and efficient transportation is inextricably linked to improved quality of life, reduced delays, and increased economic development opportunities. This goal has several primary objectives to ensure that future transportation projects included in the long range plan enable people to continue to move safely and efficiently.
Maintain existing infrastructure					
Shorten project delivery					
Improve accessibility for all users					
Maximize transit ridership					
Minimize average delay times					
Strengthen Communities					A transportation system is at its most effective when it safely moves people and goods as efficiently as possible, with minimal delay and disruption to the user. However, a transportation network is also a vital component to a strong, active, and vibrant community.
Enhance human health					
Preserve natural resources/Enhance community resources					
Promote Economic Development					Transportation is undoubtedly one of the key components to the success or failure of a community's economy, whether on a local, regional, or national level. Access to key freight routes, highways that are free of congestion, the ability to receive and ship materials in a timely fashion, and even the ability for workers to safely walk to work, are all vital for businesses to succeed in today's global economy.
Maintain effective transportation networks					
Ensure that economic development is considered in project prioritization					
Evaluate the transportation needs of designated and proposed economic growth areas.					

The Secondary priority of projects are those listed pages 21-26 in the 2017 MTP, which support the MTP's **three main goals** as shown in this slide. Here are the definitions in each of the three main goals which are defined in the MTP.

Secondary Study Selection Criteria (Cont.)				
Dover / Kent County Metropolitan Planning Organization (D/KC MPO) Planning / Project Status				
2017 MTP Goals and Objectives (Secondary transportation)				Ensuring that the existing transportation system is well-maintained is a primary objective of all levels of government, from the Federal Highway Administration to local municipalities, and is consistent with the overall approach of DelDOT. Through the federal transportation legislation, the FHWA requires states to have State of Good Repair and Asset Management programs, to ensure that existing physical assets are sustained for their useful service life through maintenance, preservation, and replacement.
Project	Study (Y or N)	Initiated (Y or N)	Completed (Y or N)	Risk Rating
Move People Safely and Efficiently				
Maintain existing infrastructure				
Shorten project delivery				
Improve accessibility for all users				
Maximize transit ridership				
Minimize average delay times				
Strengthen Communities				
Enhance human health				
Preserve natural resources/Enhance community resources				
Promote Economic Development				
Maintain effective transportation networks				
Ensure that economic development is considered in project prioritization				
Evaluate the transportation needs of designated and proposed economic growth areas.				

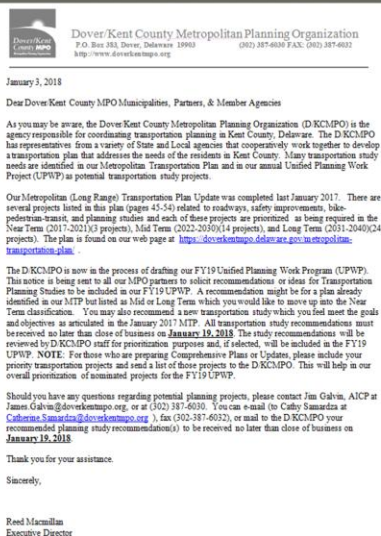
Additionally, the three main goals listed contain several objects. This is an example of the first three objectives under goal #1 (Move People Safety and Efficiently). Each objective within the three main goals has a definition as shown in this example.

If a Transportation Planning Project is identified as being specifically mentioned in pages 21-26 of our 2017 MTP, that project would be considered a secondary project.

An example of using the secondary priority was the 2017 Garrison Oak Connector Road traffic count study. **This project is specifically listed** on page #26 in the MTP and falls under the third objective for the Promote Economic Development MTP Goal as pointed to by the red arrow.

Going forward (as with priority projects), once any secondary priority planning projects get initiated, we will update the planning project tracking spreadsheet and upload on our new web site.

Tertiary Transportation Planning Study Projects



- Planning study projects not in our MTP
- Study projects submitted by our MPO Partners
- Study projects evaluated through Decision Lens

Tertiary Transportation Planning Projects are those not specifically mentioned in our 2017 MTP, however are important to any one of our MPO Partners. As the image on the left hand slide shows, the MPO solicits planning project ideas in January to be considered for the subsequent fiscal year UPWP (beginning on July 1st). Each of these projects are processed through Decision Lens and a priority of funding list is created. Priority of funding for any available funds after the primary and secondary transportation planning projects for that fiscal year are secured.

Tertiary Study Selection Criteria

FY 19 Dover / Kent County Metropolitan Planning Organization (DKC MPO) Planning / Project Status				
FY 2019 UPWP MPO Partner Study Recommendations (Tertiary transportation planning projects)				
Project	Study [Y or]	Initiate d [Y or]	Comple t ed [Y or]	Reference Document
Air Quality Conformity Analysis Report	Y			FHWA
Camden Truck Traffic Study (air emissions and traffic)				On October 1, the MPO got Green Light from DelDOT to initiate study. Due to potential negative impacts to all Kent County TIP projects being delayed in February 2019 with this study is considered highest priority despite not having been through Decision Lens.
Intersection improvements: N DuPont Highway at Milford Plaza Shopping				On 15 AUG 2018, DelDOT indicated study documents will to a public workshop in January 2019. Study ranked #1 in Decision Lens but Environmental analysis may be completed by DelDOT for conformity determination. MPO Study currently on hold.
Intersection improvements: Rehoboth Boulevard Corridor				DNREC
Holly Hill Road DE 14 to Baltimore Air Coil				City of Milford
Milford Riverwalk Bicycle Connection				City of Milford
SW Front Street Traffic Reconfiguration Study				City of Milford
Intersection Improvements: S. DuPont Highway and Seabury Avenue				City of Milford
Intersection Improvements: DE 14 at Milford Shopping Center entrance				City of Milford
Bay Health Connector Road				Milford
Rail Road ROW adjacent Properties study	Y			7/29/2018 Carload Express

Preparation of an Air Quality Conformity Analysis Report on DKC MPOs three FY19 Regionally Significant projects using the 1997 8-hour Ozone Standard. The project is due to the February 26, 2018 US Court of Appeals for the 12th Circuit decision in South Coast Air Quality Management District v. EPA, No. 15-1115, which struck down portion of the 2008 Ozone NAAQS SIP Requirements Rule concerning the ozone National Ambient Air Quality Standards (NAAQS).

The MPO is following FHWA guidance from an October 1, 2018 e-mail which states: The FHWA and FTA strongly encourage all impacted areas to make every effort to complete their 1997 ozone conformity determinations as soon as possible to prevent any delays of transportation plans, programs, and non-exempt projects. Conformity determinations for the 1997 ozone NAAQS will be required on plan, TIP, and project actions after February 15, 2019, and agencies need to plan ahead to make sure they are prepared to make these determinations.

Proposed scope: Conduct a Truck Traffic Corridor study with two main focuses: Truck traffic movements and Air pollution levels. The proposed truck traffic corridor is along route 10 from Route 13 to the east to the end of the Camden Municipal boundary to the west. There is one major intersection which turning movements will be recorded as part of the study (see map) at Route 10 and Alt Route 13.

The Dover/Kent County Metropolitan Planning Organization (DKC MPO) will conduct a Zoning Map study regarding all parcels of land adjacent to the railroad lines in Kent County, Delaware. The purpose of the study is to create an inventory of properties with appropriate zoning suitable as future commercial, manufacturing, or industrial sites where Cargo Oriented Development (COD) could occur and which would promote and support economic growth that relies on freight rail transportation networks and facilities by maximizing access to freight terminals and nodes. The study will be conducted with DKC MPO staff resources who will provide the following:

1. A map depicting (to include but not limited to) all undeveloped/vacant, commercial, and industrial parcels having at least 500' of direct railroad frontage and having a width at least 200'; parcels on both sides of the track in Kent County (to include municipalities); and current zoning;
2. Applicable State, County, and Municipal Comprehensive Plan language regarding Rail Freight future use; and
3. Recommendations (to include future Rail Freight studies; multi-modal mobility hubs; etc.).

Here is the list of **10 FY19** Tertiary transportation planning projects. The tertiary list is primarily used as a priority of available funds list regarding contracted work through our strategic contracting vendors. You will note that the Air Quality Conformity Analysis Report is listed highest, however this project did not go through Decision Lens because it was not recommended by any MPO Partner. This is a requirement which recently came about due to FHWA and EPA guidance regarding clean air act requirements and if not performed, could negatively impact our TIP projects.

The Camden Truck Traffic Study submitted by DNREC scored highest with a 78% score and the Railroad ROW scored lowest with a 49%. However, as the tracking spreadsheet depicts for the DNREC truck traffic study, DelDOT has indicated that environmental analysis may be completed by DelDOT soon so that project will not be considered this year by the MPO. So, the next project to be considered if there is available funding is the Milford Plaza Shopping Center Intersection project; then the Rehoboth Boulevard Corridor; etc... in that sequential order.

You will also note that the railroad zoning project scored lowest and thus, **no contract funding** is being used for this study. Nonetheless, MPO staff is conducting this study in-house in conjunction with Comprehensive Plan reviews.

The call out boxes on the right side of the screen are the projects scopes of work. This is an example of information we will be sharing on our web page in order for any interested citizen to see the current status of each planning project.

This spreadsheet exemplifies how the MPO will keep track and update all our planning projects.



This slide shows the number of transportation planning study projects the MPO staff is currently working. The left hand side of the screen depicts three FY18 projects which continued into FY19. The Milford Truck Study is no longer being pursued due to the high cost of the proposed contractor estimate.

The right hand side of the screen depicts current FY19 projects being worked or considered. Again, as funding becomes available, we will identify any Primary, then Secondary planning projects as described in our MTP. If no primary or secondary projects are ready to be pursued, we will select the tertiary projects in sequential order as listed on the previous slide.

Project Costs

Milford Parking Study (18-07.06)- **\$47,000.00**
 Milford Truck Traffic Study (not initiated due to cost)(18-07.07)- **\$80,040.50**
 Bank Lane Bike Feasibility Study (18-07.15)- **\$49,888.00**
 Harrington Comprehensive Plan Support (19-08.02)- **\$2,000.00**
 (Transportation Chapter only)
 Railroad Zoning Study (19-08.05.f.1)- **\$0.00** contractor costs (study in-house)
 Air Quality Conformity Analysis Report (19-08.05.h.1)- **\$29,100.00**
 Wyoming Street Directional Change Study- **\$22,086.00**

In conclusion

- The MPO has a policy when selecting Transportation Planning Study Projects
 - Primary and Secondary priority of MTP study projects
 - Tertiary priority for MPO Partner study projects
- The MPO uses Decision Lens when creating the tertiary study priority list
- The MPO will update our PAC, TAC, and Council on transportation planning study projects being considered, funded, and completed
- Questions??

In conclusion, I have provided a summary briefing regarding how the D/KC MPO selects Other Planning Studies as listed in our Transportation Planning Project UPWP task. We are going to expand the use of Decision Lens for FY20 planning projects by soliciting PAC and TAC volunteers who would like to assist staff in creating the tertiary priority list. This will help us as we prepare for the eventual 2017 MTP update process which will begin around January 2020 in order to be adopted by January 2021. Lastly, this presentation was meant to provide the PAC, TAC, and Council with a list of transportation projects the MPO staff is currently working.

This concludes my presentation. Are there any questions?

Thanks.