

WILMAPCO Council

Action Item Summary Sheet

Meeting Date: November 8, 2018

Action Item#12: To Amend the WILMAPCO FY 2019-2022 Transportation Improvement Program (TIP)

Description/Summary of Item: DelDOT has requested that the FY 2019-2022 TIP be amended to include additional funding for the Claymont Regional Transportation Center project.

Current FY 2019-22 TIP

Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other		FY 2019-22 TOTAL
PE	6,700.0	876.2	4,044.6	-	-	-	-	-	-	-	-	4,920.8
ROW	100.0	100.0	-	-	-	-	-	-	-	-	-	100.0
CE	-	-	-	-	-	-	-	-	-	-	-	-
C	30,600.0	-	-	-	5,850.0	7,150.0	-	7,920.0	9,680.0	-	-	30,600.0
C	14,875.0	1,070.3	2,334.5	-	3,190.7	6,570.5	-	539.3	1,095.0	-	-	14,800.4
C	125.0	-	-	79.5	-	-	45.5	-	-	-	-	125.0
	52,400.0	2,046.5	6,379.1	79.5	9,040.7	13,720.5	45.5	8,459.3	10,775.0	-	-	50,546.1

Draft Amended FY 2019-22 TIP

Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22	FY 2019-22 TOTAL
PE	6,726.7	576.2	2,844.6	-	300.0	1,200.0	-	-	-	-	-	4,920.8
C	41,973.7	1,350.0	1,650.0	-	4,804.9	5,872.7	-	7,920.0	9,680.0	-	10,696.1	41,973.7
C	15,000.0	1,070.3	2,334.5	79.5	3,190.7	6,570.5	45.5	539.3	1,095.0	-	-	14,925.3
RR	7,000.0	-	-	-	1,417.5	1,732.5	-	1,260.0	1,540.0	-	1,050.0	7,000.0
	70,700.4	2,996.5	6,829.1	79.5	9,713.1	15,375.7	45.5	9,719.3	12,315.0	0.0	11,746.1	68,819.8

Summary of Action Taken by PAC: The PAC did not take action on this item.

Summary of Action Taken by TAC: The TAC voted via email to recommend approval of amendment.

Summary of Action Taken by Subcommittee/Task Force (if applicable):

The Air Quality Subcommittee reviewed this amendment via email.

WILMAPCO Staff Recommendations: The WILMAPCO staff recommends that Council amend FY 2019-2022 TIP.

WILMAPCO Council:

John Sisson, Chair
Delaware Transit Corporation
Chief Executive Officer

Robert J. Alt
Mayor of Elkton

Jennifer Cohan
Delaware Dept. of Transportation
Secretary

Connie C. Holland
Delaware Office of State Planning
Coordination, Director

Alan McCarthy
Cecil County Executive

Matthew Meyer
New Castle County Executive

Heather Murphy
Maryland Dept. of Transportation
Director, Office of Planning and
Capital Programming

Michael S. Purzycki
Mayor of Wilmington

Michael Spencer
Mayor of Newport

WILMAPCO Executive Director
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DRAFT

RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)

AMENDING THE FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM, NEW CASTLE COUNTY ELEMENT

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

WHEREAS, the United States Department of Transportation's (USDOT) Regulations of Fixing America's Surface Transportation (FAST), Metropolitan Planning Requirements, require that, in air quality non-attainment areas, the MPO, in cooperation with participants in the planning process, develop and, at least every four years, updates the Transportation Improvement Program (TIP); and

WHEREAS, the WILMAPCO TIP format incorporates a four-year period for the listing of priority projects to be implemented, as well as a list of program development projects; and

WHEREAS, the amendment to the FY 2019-2022 TIP has undergone appropriate community and technical reviews; and

WHEREAS, the amendment to the TIP has been determined to be air quality conforming in accordance with FAST and Clean Air Act and Amendments (CAAA) of 1990 requirements; and;

WHEREAS, the amendment to the FY 2019-2022 TIP have been found to be financially constrained, as directed by 23 CFR 450.326, and consistent with the Regional Transportation Plan;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby amend the FY 2019-2022 Transportation Improvement Program to include additional funding for the Claymont Regional Transportation Center project.

Date:

John Sisson, Chairperson
Wilmington Area Planning Council





Partners with you in transportation planning

TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission: 10/30/18

TIP to be Amended: FY2019-FY2022

Sponsoring Agency: DelDOT

Project Name: Claymont Regional Transportation Center – T201651201

Project Category: Transit Systems

Project Description: This project will be for the design of a new Claymont commuter rail station integrated with the redevelopment of a former industrial site into an office/commercial complex. The new station will provide full ADA compliance and enhanced passenger facilities.

Project Justification: The existing Claymont station is heavily used but is physically deficient and cannot be made fully compliant with the Americans with Disabilities Act. The redevelopment of an unused industrial site in Claymont offers an opportunity to construct a new station including ADA-compliant high-level platforms and improved passenger amenities.

Funding: Federal \$40,980,140 State \$27,714,686 Other \$125,000 Total \$68,819,826

Funding	Phase	FY19 SPEND	FY 20 SPEND	FY 21 SPEND	FY 22 SPEND	Total
80% FTA	PE	\$3,420,756	\$1,500,000	\$0	\$0	\$4,920,756
55% FTA	CON	\$3,000,000	\$10,677,601	\$17,600,000	\$10,696,099	\$41,973,700
67% FTA	CON	\$3,484,326	\$9,806,716	\$1,634,328	\$0	\$14,925,370
55% FTA	Rail Road	\$0	\$3,150,000	\$2,800,000	\$1,050,000	\$7,000,000
Total		\$9,905,082	\$25,134,317	\$22,034,328	\$11,746,099	\$68,819,826

1. Does this project require a new conformity determination? **No**
(Section 51.400)(C2) "A TIP amendment requires a new conformity determination for the entire TIP before the amendment is approved by the MPO, unless it merely adds or deletes exempt projects listed in (Section 51.460)."

2. Is this project regionally significant? **Yes**
(Section 450.324)(f)(3) "The TIP shall include...all regionally significant transportation projects for which an FHWA or the FTA approval is required whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds, e.g., addition of an interchange to the Interstate System with State, local, and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act, etc."

3. Has this project had the opportunity for public comment? **Yes**
(Section 450.326) "... Public involvement procedures consistent with Section 450.316 (b)(1) shall be utilized in amending the TIP, except that these procedures are not required for TIP amendments that only involve projects of the type covered in Section 450.324 (I)."

4. Has this project been found to be financially constrained? **Yes**
(Section 450.324)(e) "The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources (while the existing transportation system is being adequately operated and maintained. The financial plan shall be developed by the MPO in cooperation with the State and transit operator..."

Please indicate funding sources by agency: DelDOT, FTA

5. Is this project consistent with the WII.MAPCO Metropolitan Transportation Plan? **Yes**
(Section 450.324)(f)(2) "The TIP shall include...only projects that are consistent with the transportation plan."

If not, is there a resolution to amend the Metropolitan Transportation Plan? _____

Please provide any additional pertinent information below:

Transportation Improvement Program Submission/Amendment Description of Public Participation

Project Name: Claymont Regional Transportation Center

Which techniques were used to seek public comment (please use additional pages if needed).

Public workshops/meetings

Number of public workshops/meetings: 2

Format: Open house workshops held as part of development for the North Claymont Area Master Plan

Location(s): Claymont Community Center and Archmere Academy

Number of attendees: 120 at each workshop

Main issue raised: Attendees showed strong support for the Transportation Center project. There were questions about the timing of implementation and an interest in coordinating bus services at the station.

Consensus of meeting: Train station improvements & transit-oriented development where most supported projects by the community

Overall, the public support for the project was (check one):

Strong support, few concerns

Some opposition, many concerns raised

Some support, but some concerns raised

Strong opposition, major problems identified

Mixed, equal support and opposition

Unresolved issues identified: _____

Citizen Advisory/Steering Committee

Survey

Number surveyed: 46 responses at the first workshop and 15 at the second

Results: Strong support for an accessible train station being quickly built

Elected officials briefings

Other _____

How was the public notified about the project?

Web page

Publications

Distribution: _____

Legal notice

Newsletter/brochure

Videos

Flyers

Radio/television

Other CTP and MPO Hearings _____

How has the project changed as a result of public comments?

Roundabout and pedestrian/bicycle access included. Public art included.

Comment further on the quantity and quality of the public participation: Project enthusiastically supported by the community.

PROJECT AUTHORIZATION SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	CURRENT ESTIMATE	FY 2018			FY 2019			FY 2020			FY 2021			STATE TOTAL	FEDERAL TOTAL
				STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE		
T20184200	PE	80% FTA	2,300.0														
T20184201	PE	100% OTHER	26.7														
T20184202	C	33% FTA	41,973.7	11,124.0			2,644.0	3,400.5	5,027	1,530.0	530*		7,450.0	530*	13,720.0	16,090.0	
T20184203	C	47% FTA	13,000.0	4,875.0				3,900.0	5,072	5,405.5	533*					8,808.5	
T20184204	Rail Road	53% FTA	2,000.0	10,000.0						3,500.0	410*					4,975.0	
Total			70,700.4	16,000.0	11,530.0	2,645.0	6,000.0	13,085.5	7,430.0	18,645.0	45.5	9,719.3	12,315.0	*	11,746.1	*	

*2017 - Performance Area Formula Grant Program
*2019 - Capital Grant Programs - Final Guidelines - Amendment 03 (Pre-DBT) - New State Use & Bus Facilities
*2021 - State of Cause Recast

PROJECT FUNDING SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	BALANCE AS OF Jun 1, (State Data)	CURRENT ESTIMATE	FY 2018			FY 2019			FY 2020			FY 2021			FY 2022 TOTAL	FY 2023 TOTAL
					STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER		
T20184200	PE	80% FTA	1,500.0	6,200.0	190.2		306.9	476.2	2,424.6	500.0	1,200.0							
T20184201	PE	100% OTHER		26.7														
T20184202	C	33% FTA	11,125.0	11,973.7				1,290.0	1,600.0	8,918.9	5,272.7		7,450.0	4,680.0	10,956.1			
T20184203	C	67% FTA	4,875.0	13,000.0				1,070.5	2,714.5	79.4	2,192.7	6,320.0	17.5	2,302.1	1,095.0			
T20184204	Rail Road	53% FTA		2,000.0						1,417.5	4,737.5		1,750.0	1,540.0	1,050.0			
Total			17,199.0	70,700.4	190.2	706.9	*	2,996.5	6,829.1	79.5	9,713.1	15,375.7	45.5	9,719.3	12,315.0	*	11,746.1	