

WILMAPCO Council

Action Item Summary Sheet

Meeting Date: March 8, 2018

Action Item #9: To Amend the FY 2018-2021 Transportation Improvement Program (TIP)

Description/Summary of Item: DeIDOT has requested that the FY 2018-2021 TIP be amended to reflect \$17.2 million increased funding for the SR 141: I-95 Interchange – Jay Drive project.

Phase	FY 18 ST	FY 18 FHWA	FY 19 ST	FY 19 FHWA	FY 20 ST	FY 20 FHWA	FY 21 ST	FY 21 FHWA
Current Funding								
PE	117.1	468.4						
ROW	750.0							
C	20.0	80.0	5,400.0	21,600.0	3,580.0	14,320.0		
Amended Funding								
PE	152.3	609.4						
ROW	750.0							
C			400.0	1,600.0	6,000.0	24,000.0	6,000.0	24,000.0
Change	15.2	61.0	(5,000.0)	(20,000.0)	2,420.0	9,680.0	6,000.0	24,000.0

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

Summary of Action Taken by TAC: The TAC recommended Council approval at their February 15 meeting.

Summary of Action Taken by Subcommittee/Task Force (if applicable): The AQS reviewed the draft amendment via email and found that it would not trigger a revised air quality conformity analysis.

WILMAPCO Staff Recommendations: The WILMAPCO staff recommends Council amend the FY 2018-21 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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RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) AMENDING THE FY 2018-2021 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 2018-2021 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 2018-2021 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 2018-2021 Transportation Improvement Program to include revised funding for the SR 141: I-95 Interchange – Jay Drive project.

Date: _____

John Sisson, Chairperson
Wilmington Area Planning Council





TRANSPORTATION *Partners with you in transportation planning* **IMPROVEMENT**
PROGRAM
AMENDMENT FORM

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

Date of Submission: 2/06/18

TIP to be Amended: FY2018-FY2021

Sponsoring Agency: DelDOT

Project Name: SR141 Improvements, I-95 Interchange to Jay Drive – T201109001

Project Category: Road Systems

Project Description: Proposed improvements include constructing an additional left turn lane from Commons Boulevard, constructing additional SR141 through lanes at the intersection and pedestrian and transit infrastructure improvements. The project will also reconstruct the two SR141 bridges 1-676 and 1-677 over southbound I-95 and associated ramps.

Project Justification: The I-95 and SR141 interchange currently experiences congestion during the morning and afternoon peak hours. As a result of the high number of congestion related accidents, the location has been identified for safety improvements in the Department's Hazard Elimination Program (HEP) 1998 Site U. The SR141 Improvements, I-95 Interchange to Jay Drive project is the second project to perform major roadway and bridge reconstruction improvements to the interchange. Proposed improvement will address existing safety, capacity and infrastructure deficiencies throughout the interchange. The project will continue the reconstruction improvements started by the first interchange project (I-95 and SR141 Interchange, Ramps G & F Improvements) which is anticipated to be completed by mid-2018.

Funding: Federal \$50,209,374 State \$13,302,329 Other \$0 Total \$63,511,703

Funding	Phase	FY18 SPEND	FY 19 SPEND	FY 20 SPEND	FY 21 SPEND	Total
80% FHWA	PE	\$761,718	\$0	\$0	\$0	\$761,718
100% OTHER	PE	\$0	\$0	\$0	\$0	\$0
100% STATE	ROW	\$749,985	\$0	\$0	\$0	\$749,985
80% FHWA	CON	\$0	\$2,000,000	\$30,000,000	\$30,000,000	\$62,000,000
Total		\$1,511,703	\$2,000,000	\$30,000,000	\$30,000,000	\$63,511,703

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: DeIDOT, FHWA

5. Is this project consistent with the WILMAPCO 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:

Project construction cost has increased because of the Semi Final Construction Engineers Estimate. The project cost has also increased because the project limits have recently been extended east along SR141. The project is including a PCC patching and overlay rehabilitation of SR141 from Jay Drive to Bridge 1-680 over US13.

Transportation Improvement Program Submission/Amendment Description of Public Participation

Project Name: SR141 Improvements, I-95 Interchange to Jay Drive

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

Public workshops/meetings
Number of public workshops/meetings: 1
Format: Public Virtual Workshop
Location(s): On Line
Number of attendees: 6 web responses
Main issue raised:
Consensus of meeting:
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: _____
Results: _____

Elected officials briefings. DeIDOT Design and consultant staff have met with area Legislators several times during the design phase to review the project, answer questions and supply display materials to share with constituents. DeIDOT staff also attended a Chelsea Estate community meeting at the request of a Legislator to update the community on the project.

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?

There have been no major design changes made to the project based on public input. Any changes that have been made have come from individual meetings with property owners.

Comment further on the quantity and quality of the public participation:

Much of the public involvement for the project has been with individual property owners and representatives of properties adjacent to the project. The Department has met a number of times with each of the following; The News Journal, Delaware Air Force National Guard, New Castle County, Delaware River and Bay Authority, and Harvey Hanna & Associate. These meeting provided an opportunity for the Design Team and the property owner to review the project, review any property need for the project, become familiar with any operational requirements by the property owner that may need to be addressed in the project design and to answer other project related questions.

SR141 Improvements, I-95 Interchange to Jay Drive
Updated - 2/06/18

**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		
TZ01109001	PE	80% FHWA	5,995.9		141.0	M001									*	141.0	
TZ01109001	PE	100% OTHER	10.2												*	*	
TZ01109001	ROW	100% STATE	752.4												*	*	
TZ01109001	C	80% FHWA	63,000.0		11,000.0	Z001	16,000.0	Z001*	7,000.0	Z002*		7,000.0	Z001*		*	41,000.0	
							2,000.0	Z002*				7,400.0	Z400*		*	9,400.0	
Total			69,758.5	*	11,141.0		18,000.0		7,000.0		14,400.0				*	50,541.0	

*AC Conversion

M001, Z002, Z001 - National Highway Performance Program (NHPP)
Z400 - Congestion Mitigation And Air Quality Improvement Program (CMAQ)

**PROJECT FUNDING SCHEDULE
IN (\$000)**

PROJECT NUMBER	PHASE	FUNDING SOURCE	BALANCE AS OF July 1, (State Only)	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		
TZ01109001	PE	80% FHWA	149.1	5,995.9	152.3	609.4												
TZ01109001	PE	100% OTHER	10.2	10.2														
TZ01109001	ROW	100% STATE	751.5	752.4	750.0													
TZ01109001	C	80% FHWA	9,000.0	63,000.0	*	*	400.0	1,600.0	400.0	1,600.0	6,000.0	24,000.0	6,000.0	24,000.0		1,000.0		
Total			9,900.6	69,758.5	902.3	609.4	*	400.0	400.0	1,600.0	6,000.0	24,000.0	6,000.0	24,000.0	*	1,000.0	*	