

WILMAPCO Council

Action Item Summary Sheet

Meeting Date: July 14, 2022

Action Item #9: To Amend the FY 2023-2026 Transportation Improvement Program (TIP)

Description/Summary of Item:

DelDOT has requested that the TIP be amended to increase funding for the Claymont Regional Transportation Center project.

Claymont Regional Transportation Center

Current Funding (\$s x 1,000)

Phase	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
C / Contingency	13,836	2,300			16,135
TOTAL	13,836	2,300			16,135

Amended Funding (\$s x 1,000)

Phase	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
C – 54/46 FTA	6,979	8,100	370		15,449
C – 55/45 FTA	13,344	1,178			14,522
C – 100% Other		341			341
C – 100% ST	50	30			80
TOTAL	20,373	9,649	370		30,391

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

Summary of Action Taken by TAC:

Via an email vote, the TAC recommended that Council approve this amendment.

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

The Air Quality Subcommittee is reviewed the amendment at their July 7 meeting and found that this would not trigger a revised air quality conformity analysis. .

WILMAPCO Staff Recommendations:

The WILMAPCO staff recommends that Council amend the TIP to update funding for this project.

DRAFT

WILMAPCO Council:

John Sisson, Chair
*Delaware Transit Corporation
Chief Executive Officer*

David L. Edgell
*Delaware Office of State Planning
Coordination, Director*

Danielle Hornberger
Cecil County Executive

Michael Kline
Mayor of North East

Nicole Majeski
*Delaware Dept. of Transportation
Secretary*

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

Eric Scott Thompson
Mayor of Elsmere

WILMAPCO Executive Director
Tigist Zegeye

RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)

AMENDING THE FY 2023-2026 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 Infrastructure Investment and Jobs Act (IIJA), 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 2023-2026 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 IIJA and Clean Air Act and Amendments (CAAA) of 1990 requirements; and;

WHEREAS, the amendment to the FY 2023-2026 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 2023-2026 Transportation Improvement Program to include the revised 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: 6/22/22

TIP to be Amended: FY2023-FY2026

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 \$16,409,341 State \$13,641,256 Other \$340,870 Total \$30,391,467

Funding	Phase	FY23 SPEND	FY 24 SPEND	FY 25 SPEND	FY 26 SPEND	Total
54/46 FTA	C	\$6,979,203	\$8,100,000	\$369,580	\$0	\$15,448,783
55/45 FTA	C	\$13,343,625	\$1,178,189	\$0	\$0	\$14,521,814
100% Other	C	\$0	\$340,870	\$0	\$0	\$340,870
100% State	C	\$50,000	\$30,000	\$0	\$0	\$80,000
	Total	\$20,372,828	\$9,649,059	\$369,580	\$0	\$30,391,467

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 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:

Claymont Regional transportation Center
Updated - 6/22/22

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

PROJECT NUMBER	PHASE	FUNDING SOURCE	CURRENT ESTIMATE	FY 2021			FY 2022			FY 2023			FY 2024			STATE TOTAL	FEDERAL TOTAL
				STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE		
T201651201	PE	80% FTA	4,700.0		1,027.7	5307										-	1,027.7
T201651201	PE	100% OTHER	26.7													-	-
T201651201	ROW	100% STATE	134.9													-	-
T201651201	c	54% FTA	15,448.8					4,412.7	5307			3,929.7	5307			-	8,342.3
T201651201	c	55% FTA	50,165.5		5,325.4	5307										-	5,325.4
					4,674.6	5337										-	4,674.6
T201651201	c	67% FTA	15,000.0													-	-
T201651201	c	100% OTHER	341.0													-	-
T201651201	c	100% STATE	400.0													-	-
Total			86,216.8	-	11,027.7		-	4,412.7		-	3,929.7		-	-		-	19,370.0

5307 - Urbanized Area Formula Grant Program
5337 - State of Good Repair

Note: When there is a Federal Spend-with no authorization/obligation listed for the FY21 Federal-Phase was previously authorized or planned to be authorized/obligated prior to september 30, 2020.

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

PROJECT NUMBER	PHASE	FUNDING SOURCE	BALANCE AS OF July 1, (State Only)	CURRENT ESTIMATE	FY 2021			FY 2022			FY 2023			FY 2024			FY 2025 TOTAL	FY 2026 TOTAL
					STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER		
T201651201	PE	80% FTA	689.3	4,700.0	59.7	238.9		35.9	143.7									
T201651201	PE	100% OTHER		26.7														
T201651201	ROW	100% STATE		134.9	1.7													
T201651201	c	54% FTA		15,448.8						3,210.4	3,768.8		3,726.0	4,374.0		369.6		
T201651201	C	55% FTA	21,877.9	50,165.5	4,121.8	4,991.3		11,503.9	14,060.3	5,974.4	7,364.2		530.2	648.0				
T201651201	C	67% FTA	1,812.3	15,000.0	1,450.2	3,121.8												
T201651201	C	100% OTHER		341.0	-											340.8		
T201651201	C	100% STATE		400.0	40.0			50.0		50.0			30.0					
Total			24,379.5	86,216.8	5,673.4	8,352.0	-	11,589.8	14,204.0	-	9,234.8	11,133.0	-	4,286.2	5,022.0	340.8	369.6	