

WILMAPCO Council

Action Item Summary Sheet

Meeting Date: July 14, 2022

Action Item #12: 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 I-95 and SR 896 Interchange project.

Current Funding (\$s x 1,000)

| Phase | FY 2023 | FY 2024 | FY 2025 | FY 2026 | TOTAL |
|--------------|---------------|---------------|---------------|---------------|----------------|
| PE | 3,377 | 199 | | | 3,575 |
| ROW | 610 | | | | 610 |
| C | 18,300 | 44,550 | 44,550 | 44,550 | 151,950 |
| TOTAL | 22,387 | 44,749 | 44,550 | 44,550 | 156,136 |

Amended Funding (\$s x 1,000)

| Phase | FY 2023 | FY 2024 | FY 2025 | FY 2026 | TOTAL |
|---------------------------|---------------|---------------|---------------|---------------|----------------|
| PE – 100% ST | 1,734 | | | | 1,734 |
| ROW – 100% ST | 610 | | | | 610 |
| C – 50% FHWA | 18,000 | 64,000 | 61,650 | | 143,650 |
| C – 100% FHWA (50% TC) | | | 2,350 | 64,000 | 66,350 |
| TOTAL | 20,344 | 64,000 | 64,000 | 64,000 | 212,344 |

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 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

RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)

AMENDING THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM, NEW CASTLE COUNTY ELEMENT

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

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 I-95/SR 896 Interchange 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: 6/17/22

TIP to be Amended: FY2023-FY2026

Sponsoring Agency: DelDOT

Project Name: I-95 and SR896 Interchange (T201609002)

Project Category: Road Systems

Project Description: The proposed improvements include ramp realignments and other geometric improvements to address congestion and safety on both I-95 and SR896. In June 2020, this project was awarded a \$56.8M federal INFRA grant which will allow construction to start in late 2022, 2 years earlier than originally anticipated.

Project Justification: The I-95/SR896 Interchange experiences congestion in the peak hours, along with accidents during different times of the day. Improvements at the interchange to address these and other related issues have been discussed for many years as traffic has increased.

Funding: Federal \$138,175,000 State \$74,168,703 Other \$0 Total \$212,343,703

| Funding | Phase | FY23 SPEND | FY 24 SPEND | FY 25 SPEND | FY 26 SPEND | Total |
|--------------------|-------|--------------|--------------|--------------|--------------|---------------|
| 100% State | PE | \$1,733,802 | \$0 | \$0 | \$0 | \$1,733,802 |
| 100% State | ROW | \$609,901 | \$0 | \$0 | \$0 | \$609,901 |
| 50/50 FHWA | C | \$18,000,000 | \$64,000,000 | \$61,650,000 | \$0 | \$143,650,000 |
| 100% FHWA (50% TC) | C | \$0 | \$0 | \$2,350,000 | \$64,000,000 | \$66,350,000 |
| Total | | \$20,343,703 | \$64,000,000 | \$64,000,000 | \$64,000,000 | \$212,343,703 |

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: DelDOT, 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:

Transportation Improvement Program Submission/Amendment Description of Public Participation

Project Name: I-95 and SR896 Interchange (T201609002)

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

Public workshops/meetings

Number of public workshops/meetings: 2

Format: Workshop #1 - In person Workshop #2 – Virtually

Location(s): #1 – Glasgow High School in Newark, #2 – Virtually via Zoom

Number of attendees: #1 – 137, #2 - 87

Main issue raised:

Workshop #1- The main focus was on the various alternatives presented for the project. There was very strong support for the project. Several people asked questions about accommodating bicyclists over the interchange.

Workshop #2 – There were questions regarding consideration to “toll jumpers”, impacts to the Cooch’s Bridge Historic District, and noise pollution.

Consensus of meeting:

Workshop #1- The majority of people were in favor of alternative 1, the current design.

Workshop #2 – Overall the virtual workshop was well-received. There were a total of 71 comments and questions received regarding the virtual workshop.

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: Continue to work through the Section 106 concerns through the NEPA process

Citizen Advisory/Steering Committee

Survey

Number surveyed: _____

Results: _____

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?

During the first public workshop, there were concerns about the need to accommodate bicyclists and pedestrians along SR 896 across I-95. As a result, the project team added a separated structure along southbound SR 896 that will provide a safe pathway.

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

In general, this project has been very well received. The traveling public recognize the need for the interchange reconstruction.

In addition to the two project specific public workshops, this project was also brought up at several of Senator Hansen and former Representative Jaques's "Constituent Coffees" and presented on at the annual CTP and MPO Hearings. The project team plans on having additional public outreach as the design of the construction phasing is finalized.

I-95 and SR896 Interchange

Updated - 6/13/22

**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 | | |
| T201609002 | PE | 80% FHWA | 17,616.5 | 1,400.0 | - | Z001* | | 6,693.2 | Z001* | | | | | | | 1,400.0 | 6,693.2 |
| T201609002 | PE | 100% STATE | 2,747.2 | | | | | | | | | | | | | - | - |
| T201609002 | ROW | 100% STATE | 880.0 | | | | 880.0 | | | | | | | | | 880.0 | - |
| T201609002 | c | 50% FHWA | 143,650.0 | | | | 71,825.0 | 56,800.0 | INFRA | | | | | | | 71,825.0 | 56,800.0 |
| | | | | | | | | 15,025.0 | Y001 | | | | | | | - | 15,025.0 |
| T201609002 | c | 50% FHWA | 39,175.0 | | | | | 2,487.5 | Y001 | | 10,000.0 | Y001* | | 5,000.0 | Y001* | - | 17,487.5 |
| T201609002 | c | 50% FHWA (TOLL CREDIT) | 39,175.0 | | | | | 2,487.5 | Y001 | | 10,000.0 | Y001* | | 5,000.0 | Y001* | - | 17,487.5 |
| Total | | | 243,243.7 | 1,400.0 | - | | 72,705.0 | 83,493.2 | | - | 20,000.0 | | - | 10,000.0 | | 74,105.0 | 113,493.2 |

Z001, Y001 - National Highway Performance Program (NHPP)

INFRA - INFRA Grant fund code will be determined once agreement is in place

* A/C Conversion

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 | | |
| T201609002 | PE | 80% FHWA | 1,128.2 | 17,616.5 | 1,000.6 | 4,002.5 | | 1,370.9 | 5,483.6 | | - | - | | - | - | | | |
| T201609002 | PE | 100% STATE | | 2,747.2 | | | | 1,013.4 | | | 1,733.8 | | | | | | | |
| T201609002 | ROW | 100% STATE | | 880.0 | | | | 440.0 | | | 440.0 | | | | | | | |
| T201609002 | c | 50% FHWA | | 143,650.0 | | | | | | | 9,000.0 | 9,000.0 | | 32,000.0 | 32,000.0 | | 61,650.0 | |
| T201609002 | c | 50% FHWA | | 39,175.0 | | | | | | | | | | | | | 1,175.0 | |
| T201609002 | c | 50% FHWA (TOLL CREDIT) | | 39,175.0 | | | | | | | | | | | | | 1,175.0 | |
| Total | | | 1,128.2 | 243,243.7 | 1,000.6 | 4,002.5 | - | 2,824.3 | 5,483.6 | - | 11,173.8 | 9,000.0 | - | 32,000.0 | 32,000.0 | - | 64,000.0 | |