

WILMAPCO Council

Action Item Summary Sheet

Meeting Date: July 13, 2023

Action Item #12: To Accept the FY 2024 Transportation Alternatives Program Application

Description/Summary of Item: Call for applications for Maryland TAP projects was from April 14 to May 15, 2023. WILMAPCO and Maryland SHA received one application for a Cecil County project: the Port Deposit Marina Park - Scenic Overlook, Promenade, Pier and Living Shoreline Development project. Applicant is seeking TAP and Recreational Trails funding to provide safe and resilient shoreline access, pedestrian access and vehicle parking, and scenic views to residents, and for visitors using the Lower Susquehanna Scenic Byway and Captain John A Smith Water Trail. Staff has discussed the application with SHA, which will coordinate internally regarding source of funds if the project is selected.

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

Summary of Action Taken by TAC:

The TAC recommended Council acceptance of the TAP application via an email vote.

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

Application was reviewed by the Nonmotorized Transportation Working Group at their June 6 meeting; the group was pleased to see a Cecil County applicant and supports funding this project.

WILMAPCO Staff Recommendations:

The WILMAPCO staff recommends that Council that Council accept this application.

DRAFT RESOLUTION

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

Richard Mahan
Charlestown Commissioner

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

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) RECOMMENDING THE CECIL COUNTY CANDIDATE PROJECT FOR TRANSPORTATION ALTERNATIVES PROGRAM FUNDING

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

WHEREAS, WILMAPCO and other MPOs are entrusted with project selection; and

WHEREAS, WILMAPCO and Maryland State Highway Administration solicited projects for funding from April 14, to May 15, 2023.; and

WHEREAS, the Technical Advisory Committee has reviewed the application; and

WHEREAS, the Maryland Department of Transportation uses WILMAPCO review when ranking projects statewide;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council recommends the Port Deposit Marina Park - Scenic Overlook, Promenade, Pier and Living Shoreline Development project for Transportation Alternatives Program funding.

Date:

John Sisson, Chairperson
Wilmington Area Planning Council

Transportation Alternatives (TA) FY24 Grant Application

Submitted by VICKY RINKERMAN on May 15th, 2023 at 9:50 am

Status: *In Review*

Project Summary

The content below is read-only and for administrative use only. Please start completing the form starting from the "Applicant Information" section.

Project Name

Marina Park - Scenic Overlook, Promenade, Pier and Living Shoreline Development

Type

Transportation Alternatives

Category

Design

Project Sponsor

Town of Port Deposit

County of Project Sponsor

Cecil

Amount Requested

\$400,000.00

Amount Matched

\$100,000.00

Applicant Information

Applicant #1

First Name

Vicky

Last Name

Rinkerman

Title

Town Administrator

Role

Project Manager

Phone

410-378-2121

Email

vrinkerman@portdeposit.org

Are you a Grant Writer?

No

Have you completed MDOT's Local Public Agency (LPA) self-evaluation?

No

Applicant's Federal Tax ID

526003626

Applicant's DUNS

959923962

Applicant's Organization**Organization Street Address**

Town of Port Deposit	64 S Main Street
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City**State**

Port Deposit	Maryland
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County**Zip Code**

Cecil	21904
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Applicant #2**First Name****Last Name**

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Title**Role**

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Phone**Email**

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Have you completed MDOT's Local Public Agency (LPA) self-evaluation?

Are you a Grant Writer?

No	
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Is the Project Manager/Responsible Charge different from the applicants listed above?

No

Project Manager Experience

Does the project manager have prior experience with federal-aid funded projects, the federal procurement process and federal regulations?

Yes

Please provide details of the project manager experience with federal-aid funded projects.

The Town Administrator has successfully managed numerous federally-funded projects, including stormwater management, stream restoration, and water/sewer infrastructure which fall under various federal agency requirements.

Previous Project History

Have you received any TA/SRTS projects in the State of Maryland?

No

General Project Information

Please answer the following questions using as much detail as possible. The information presented here will be used to determine the project's eligibility and feasibility.

Please select the category of your project

Design

Before design and construction, planning and feasibility projects assess project goals and practicality. These projects may include public engagement or work with stakeholders to determine project benefits, cost estimate or engineering requirements. If the planning and feasibility outcomes are positive, these projects may move into design.

Items needed for consideration for feasibility funding:

Application, cost estimate and project map of desired location

Design projects develop a concept by preparing plans, reports, calculations, estimates and drawings. Design projects can be scoped for full design (from concept to construction ready) or partial design (concept to 30 percent design)

Items needed for consideration for design funding:

Application, detailed cost estimate, project map, concept plans and support letters addressed to applicant.

Construction projects involve the labor and materials to create, modify, install or preserve buildings and infrastructure.

Items needed for consideration for construction funding:

Application, detailed cost estimate, project map, 30-percent design plans at minimum, and support letters addressed to applicant.

Select the categories that best addresses the proposed project. For more information about each category, please refer to the TA Manual.

Project Type:

Transportation Alternatives

Transportation Alternative Categories:

Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

, Construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized modes of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques.

, Construction of turnouts, overlooks, and viewing areas.,

Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation.

Project Information

Project Title

Marina Park - Scenic Overlook, Promenade, Pier and Living Shoreline Development

Project Location

S. Main Street at Bainbridge

Is your project statewide?

Project Limits (length/acreage)

approximately 8 acres

Where is the starting location of the project?

along S. Main Street approximately 600' north of Bainbridge Road (MD 222)

Where is the ending location of the project?

approximately 800' south of Bainbridge Road (MD 222)

Provide a detailed description of the project, including a clearly defined scope of the improvements to be made using the Transportation Alternative/Safe Routes to School funds.

Marina Park is the highlight of Port Deposit's 2018 Working Waterfront Plan and has the potential to become a focal point of heritage and cultural tourism and waterborne recreation along the Lower Susquehanna Heritage Greenway Trail and Captain John Smith Chesapeake National Historic Trail. At present, the area known as Marina Park has many challenges to achieving its potential:

- There are many conflicts between boaters and park users. Boats with trailers do not have enough space to maneuver without affecting the existing parking spaces for park users, including accessible spaces. The recent relocation of the Cecil County sewage facility presents an opportunity to reconfigure the boat ramp and trailer and vehicular parking areas to reduce conflicts.
- The existing shoreline south of the existing boat ramp is heavily used for fishing but is in poor condition with extensive sections of the concrete bulkhead now broken and in disrepair. Opportunities exist at the far southern end to introduce additional living shoreline areas that can also mitigate the related shoreline work for boat and fishing access.
- Suitable landing areas are needed to encourage the paddling community to use the right bank as a viable part of the Susquehanna River Water Trail.
- Issues related to the increasing number and strength of riverine and flash flooding (caused in part by runoff from MD 222) and the subsequent releases at the Conowingo Dam require that shoreline areas be designed for greater resilience to withstand repeated flooding and related storm debris. Preservation of nesting areas for the endangered Northern Map Turtle are critical in this area.
- Connectivity to the central business district must be improved. The existing permitted railroad crossing is in disrepair and sidewalks need restoration to access the park from the north.

All of the Marina Park elements are related to surface transportation and the goals of the Transportation Alternatives (TA) and/or Recreational Trails (RT) programs. Through its own funds, the TA/RT grant, and with environmentally oriented grants currently being pursued, the Town is committed to packaging together the funds to design and construct Marina Park. Specifically, the TA/RTP grant will be to develop the Working Waterfront Master Plan concept for Marina Park to final design. Key design goals are to:

- Resolve the circulation conflicts between boating, fishing, playground, and general park users, including improvement of the existing permitted railroad crossing from Main Street into the park in coordination with Norfolk Southern.
- Establish a parking area to access the scenic overlook to the Susquehanna River.
- Restore and/or reconfigure existing concrete bulkheads and boat ramps south of the existing location.
- Retain the existing informal characteristics of the south waterfront area (grass and trees, informal, self-regulated trailer parking, and fishing access at shoreline)
- Increase the amount of soft-landing access while minimizing the conflict between paddle and motorized boating.
- Address nuisance flooding caused by riverine flooding and roadway runoff from MD 222 and protect nesting areas of the Northern Map Turtle.

Funds from TA/RTP will be used for professional engineering services, including geotechnical and structures, roadway and utilities, railroad coordination, living shoreline design, and to achieve NEPA compliance and permitting.

Provide a short description of the project.

Marina Park in Port Deposit will provide safe and resilient shoreline access, pedestrian access and vehicle parking, and scenic views to residents, and for visitors using the Lower Susquehanna Scenic Byway and Captain John A Smith Water Trail. TA/RTP funds will be used to advance concept plans to final design and construction documents.

What is the purpose and goal of the project?

In the years to come, Port Deposit's waterfront is to be a welcoming place for both residents and visitors. It will offer a beautiful, functional, safe and resilient park, with high-quality recreational amenities, both onshore and for water access. The park will be readily accessible to the Main Street business area, with activities to reinforce the relationship between the two areas. We expect our waterfront to be enjoyed by fishing and boating enthusiasts, families, event goers, and businesses committed to the Susquehanna River. Sometimes it will be a quiet place for a walk to watch the sunset, wildlife, or people enjoying the water and the park. Sometimes it will be an exciting place where many kids and adults can enjoy community gatherings or fun events. Every day, our waterfront and our park will be a jewel and a vital part of daily life in Port Deposit.

The Working Waterfront Master Plan lays out for specific goals for Marina Park

- Increase economic activity in the Town using community-based assets
- Improve safety and convenience of linkages between the Town and Waterfront
- Enhance shoreline access and circulation
- Enhance appearance of public areas
- Improve the resilience on the south end of Port Deposit, including protection of nesting areas for the endangered Northern Map Turtle.

Please describe the technical data to support the proposed scope (e.g. traffic data, crash/injury data and surveys).

According to Partners for Economic Solutions (part of the consultant team for the Working Waterfront Master Plan), the tourist destinations and events, along with people driving along Maryland's scenic by-ways and boaters attracted to the lower Susquehanna River, draw roughly 45,000 to 47,000 annual visitors. Visitors also tour Main Street, walk along the expanded boardwalk, eat at one of the local restaurants and visit local shops and recreational resources (including the proposed Marina Park).

Desktop review of environmental data from the Department of Natural Resources, cultural resources data from the Maryland Historical Trust, and floodplain/storm surge data from the Maryland Coastal Resiliency Assessment prepared by the NOAA Office for Coastal Management, informed the Working Waterfront Master Plan.

What are the past and current uses of the project site?

The site is loosely used for park and shoreline access purposes today. The Town recently acquired two small private parcels that are within the park area and the Town holds an easement across the Norfolk Southern Railroad that allows access to the park area.

How does this project positively affect the community and/or school?

The Town of Port Deposit's Comprehensive Plan sets forth a vision of Port Deposit as an economically revitalized community that seeks to promote and enhance the inherent Nineteenth Century character of its Old Town, preserve its unique natural resources and association with its riverfront, and stimulate new development that strengthens the Town's traditional core. Marina Park will be an anchor to achieve the vision. It is expected that Marina Park will provide: spin-off economic benefits through increased visitor-ship that spurs patronage of the historic Main Street commercial area; safe recreational access to the waterfront for residents and visitors; and improved resilience from flooding that carries sediment and debris onto Main Street and affects nesting areas of the endangered Northern Map Turtle. (Before restoration of the nesting areas beginning in 2012 by Towson University scientists, the Northern Map Turtle would cross MD 222 to create nesting areas in the streams and bluffs.)

Does the project provide connections to existing regional trails or pedestrian/bicycle facilities?

Yes

Does the project provide a missing link in the existing transportation network?

Yes

Does this project increase opportunities to meet daily needs without motorized transportation?

Yes

Does this project add features/devices that will improve bicycle and pedestrian safety (e.g. crosswalks, bike/ped signals, lighting, physical barriers to separate facilities)?

Yes

Do all stakeholders support the project?

Yes

Has it been adopted in the local masterplan?

Yes

Is the proposed project in the MPO's Transportation Improvement Program?

No

If yes, please describe in more detail.

Has any public involvement been conducted?

Yes

If yes, what were the outcomes?

The Town formed the Port Deposit Working Waterfront Committee (PDWWC) to assist with and provide direct input into the development of the plan. Two public meetings were held to provide an opportunity to raise issues and develop ideas for consideration in the plan. A community survey was also developed to solicit input for the plan. The recommendations included within Working Waterfront Plan are based upon the committee and public input received and reflect the range of ideas suggested and modified through the collaborative exchange of ideas.

Were there any informal community meeting(s) conducted?

Yes

If yes, what were the outcomes?

See above

Other type of outreach conducted

Flyers, Social Media, Website

Schools

Metropolitan Planning Organization (MPO)

An MPO is a federally mandated and federally funded transportation policy making organization that is made up of representatives from local government and government transportation authorities.

[Click here](#) to see if your project is within one of these MPO's.

Based on your organization's location, your project falls under the following MPO group:

Wilmington Area Planning Council (WILMAPCO)

MPO Required Information

Baltimore Regional Transportation board (BRTB) Required Question

Describe the motivation for the project and how it advances the Goals and Strategies of Resilience 2050.

Environmental Resources

The environmental and cultural resources process is relevant for all projects including planning and feasibility studies, design projects and construction projects. Since the TA Program is funded with federal resources, all projects using TA funding must comply with the National Environmental Policy Act (NEPA). Answer the questions below to better understand if the proposed project may have impacts on environmental resources.

Will the proposed project have impact on Agricultural Lands?

No

Will the proposed project have impact on Recreational or Parklands?

Yes

Will the proposed project have impact on Historic Sites - archaeological areas or standing structures?

No

Will the proposed project have impact on Wetlands or Waters of the US?

Yes

Will the proposed project have impact on Floodplains?

Yes

Will the proposed project have impact on Forests?

No

Will the proposed project have impact on Critical Areas/Coastal Zones?

Yes

Will the proposed project have impact on Endangered Species?

Yes

Will the proposed project have impact on Hazardous Waste Sites/Hazardous Materials?

No

Will the proposed project have impact on Air Quality?

No

Have conversations about NEPA and Environmental Permits begun?

No

Please describe any Other Environmental Impact

Project Right-of-Way

This section of project right-of-way (ROW) and access includes questions designed so that the proposed location can be identified. ROW can be acquired by one of the three means: paid compensation, donation, or right-of-entry agreement.

Do you own the property within the project limits?

Yes

How many owners or parcels are located within the project location? (max 99)

4

If property owner is MDOT SHA, have you discussed project with MDOT SHA?

No

How many parcels will need to be acquired for this project? (max 99)

0

Have plats been completed?

No

Has an appraisal been completed?

No

Are there any utilities in the proposed project location?

Yes

If Yes, which utility company?

Artesian Water; Delmarva Power; Cecil County Sewer

Project Status

Please provide as much detail in order to determine the project's readiness to proceed.

Has design work started?

No

Identify the percentage of design complete at time of application submittal.

What percentage of design of the project is complete at the time of this application submittal

0%

What is the anticipated completion date for 100% final design of the project?

Dec 31, 2025

Project Design Status

ADA compliance is required for all project receiving TA Program funds. Has ADA compliance design started?

No

Provide explanation

The Town has a concept plan and would ensure compliance with ADA regulations.

Hydrologic and hydraulic design is required for all project receiving TA Program funds. Has hydrologic and hydraulic design started?

No

Provide explanation

The Town has a concept plan and would comply with all the hydrologic and hydraulic design standards.

Landscape design is required for all project receiving TA Program funds. Has landscape design started?

No

Provide explanation

The Town has a concept plan that outlines proposed plans for project landscape design.

Does this project include Structural/Foundation design elements?

Yes

Has Structural/Foundation design started?

No

Does this project include Traffic Control design elements?

No

Does this project include Signage design elements?

Yes

Has Signage design started?

No

Does this project include Lighting design elements?

Yes

Has Lighting design started?

No

Professional Consultant Services

Do you intend on using in-house engineering services or do you intend on procuring professional engineering consultant services?

Yes - Procure

Have you already procured consultant services?

No

Design Project Status: From Advertising through Project Closeout

Advertisement date for Design

Feb 15, 2024

Technical Proposal Submittal Date

Apr 1, 2024

Issue Notice to Proceed (NTP) for Design

May 15, 2024

Expected Design Completion Date

Dec 1, 2025

Expected project close out Date

Jan 31, 2026

Project Maintenance

Who will maintain the project?

Applicant

Describe the plan to provide for ongoing maintenance costs?

The Town's operating budget will include costs for maintenance and Public Works staff will provide ongoing maintenance.

Do you have local or government support?

Yes

Project Costs

Requested Funds

MDOT SHA will add ten percent to the total TA/SRTS funds requested for all construction awards. These costs help cover MDOT SHA's cost of design plan review, regulatory compliance, construction oversight, and material testing. This allows MDOT SHA to use TA/SRTS funding for administrative costs rather than passing these costs on to the sponsor. The sponsor will be responsible for the additional match associated with these costs.

*Final numbers are subject to change, depending on final project costs.

Cost-Sharing Agreement

MDOT SHA will add ten percent to the total TA/SRTS funds requesting construction funding. These costs help cover MDOT SHA's cost of design plan review, regulatory compliance, district construction oversight and material testing. *The construction oversight is not a full-time on-site personnel, if that is needed, please follow up with TA team and District office.* The project sponsor will be responsible for the additional match associated with these costs and a cost-sharing agreement will be executed before start of construction. A cost-sharing agreement is on top of an executed Memorandum of Understanding for the awarded construction project.

Line Item	Description	
Design/Project Development	Professional Engineering and Environmental Services	
Unit Price/Hourly Rate	Total Units/Hours	Line Total
\$400,000.00	1	\$400,000.00

Applicant Requested Funds

\$400,000.00

Cash Match

Minimum Match Required	Total Match Provided
\$100,000.00	\$100,000.00

Total Match Insufficient

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Do you have the cash in hand or is it promised after awarded?

Do you have the cash in hand or is it promised after awarded?	Description
Cash in hand	Town reserve and/or other grants pending

Match Line Total

\$100,000.00

Application Summary Information

SHA Grant Management Cost	\$0.00
TA/SRTS Grant Request	\$400,000.00
Applicant Provided Match	\$100,000.00
Total Project Cost	\$500,000.00

Will this amount complete the project?

Yes

Will this amount complete an independent/stand-alone phase of the project?

Yes


If no, please describe how applicant will make up the difference in project cost.

Supporting Documents

Project map and detailed cost estimate must be uploaded with all applications. If seeking construction funding, design plans must be submitted. If seeking design funding, conceptual plans must be submitted.

All support letters should be addressed to the project sponsor.

Project Map

-  [project_map.pdf \(0.13 MB\)](#)
-  [project_map.pdf \(0.13 MB\)](#)
-  [project_map.pdf \(0.13 MB\)](#)

Cost Estimate

-  [Budget.pdf \(0.09 MB\)](#)




30% Design plans for construction or Conceptual for design projects.

-  [CONCEPT_PLAN.pdf \(0.09 MB\)](#)


Please select any additional types of documentation you would like to upload with this application. Please note that no additional documentation is required.

Support Letters, Previous Studies, Right-of-Way Documentation





Support Letters

-  [Port_Deposit_Marina_Park_Letter_of_Support.LSHG.pdf \(0.47 MB\)](#)
-  [Port_Deposit_Letter_of_Support.Gallion.pdf \(0.29 MB\)](#)
-  [PortDepositMarinaLetter2023.Hornberger.pdf \(0.55 MB\)](#)

Previous Studies

-  [WorkingWaterfrontPlan.PD.FINAL.2018.pdf \(11.9 MB\)](#)

Right-of-Way Documentation

 ROW.pdf (0.11 MB)
 ROW.parcel94.pdf (0.51 MB)
 ROW.parcel95.pdf (0.52 MB)
 ROW.parcel108.pdf (0.49 MB)

Below are the breakdown of project types and what items are needed with the application. Remember this is federal funds, there is a cash match component of 20-percent, National Environmental Policy Act (NEPA) needs to be obtained for ALL projects. Failure to provide all items needed for funding determination can result in application not moving into the review process.

Acknowledgement

Review the information below and the applicant will certify the following:

Project development will comply with all state and federal regulations.

Yes

The project will advertise within two years of kick-off meeting.

Yes

The applicant organization will provide technical guidance and oversight throughout project development.

Yes

The budget accurately reflects cost of proposed project.

Yes

The applicant organization understands that these funds must be expended in a timely manner by submitting invoices every month or quarterly.

Yes

The applicant organization will be responsible for ensuring future maintenance and operating costs of the completed project.

Yes

The applicant organization understands that delays of project in a timely process may result in a loss of funding.

Yes

Are there any known contingencies that may delay the schedule such as property acquisition, another project or assembly of funds?

No

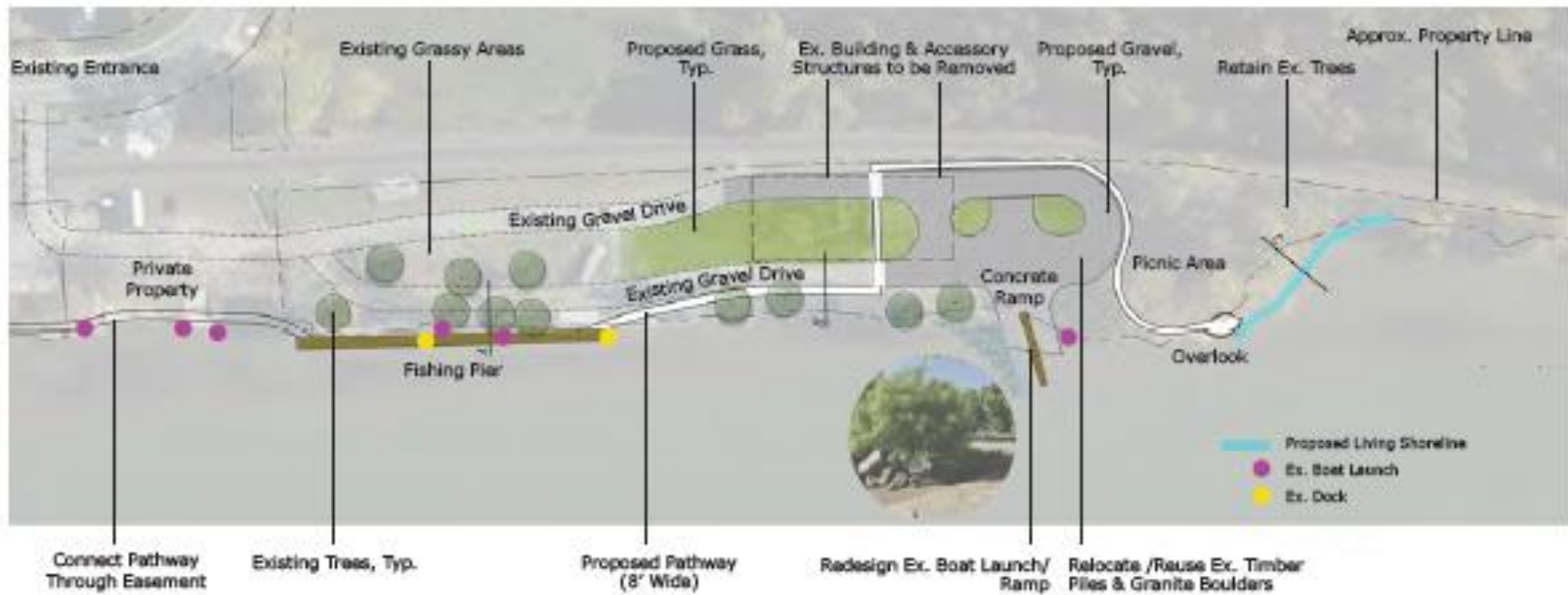
Applicant understands and agrees with above statements.

Vicky Rinkerman

I agree to be legally bound by this document.

Port Deposit – Marina Park Scenic Overlook & Access Improvements

Concept plan for increasing shoreline access along the south waterfront area



Town of Port Deposit, Maryland

September 2018

Port Deposit – Marina Park Scenic Overlook & Access Improvements

