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Tigist Zegeye

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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 additional funding for Highway Safety Improvement Program – New Castle County 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: 4/25/18

TIP to be Amended: FY2018-FY2021

Sponsoring Agency: DelDOT

Project Name: Highway Safety Improvement Program – New Castle County

Project Category: Road Systems

Project Description: This program identifies locations and reduces the severity and frequency of accidents. This is done through identifying locations and accident patterns, conducting field studies, and developing potential solutions. The program utilizes a technical committee to review identified locations with a focus towards implementation of low cost high benefit solutions (signing, striping, signals). However the program does identify several locations each year that involve large scale design and capital construction projects. HEP and HSIP funds are designated within specific project requests.

The proposed projects to be addressed in this program are as follows:

- HEP NCC, SR 273 and Red Mill Road Connector Intersection Improvements
- HEP NCC, SR 72 and Old Baltimore Pike Intersection Improvements
- HEP NCC, SR2, Wollaston Road to Milltown Road
- HEP NCC, SR41 and Faulkland Road Intersection
- HSIP NCC, Churchmans Road WB, Christiana Hospital to SR 1
- HSIP NCC, I-95, N213 Carr Road & N3, Marsh Road Interchange Improvements
- HSIP NCC, N282, Mill Creek Road and Stoney Batter Road Intersection
- HSIP NCC, Old Baltimore Pike and Salem Church Road
- HSIP NCC, SR 273 and Harmony Road Intersection Improvement
- HSIP NCC, SR 71, Old Porter Road to SR 7
- US 40 and SR7 Intersection Improvements

Project Justification: These improvements are federally mandated safety programs and intersection programs that identify both low-cost remedial improvements and long-term safety improvement needs. This amendment is needed because the program is increasing \$6,600,000 due to revised construction estimates for the projects included in this program.

Funding: Federal \$27,268,940 State \$6,086,660 Other \$3600 Total \$33,359,200

Funding	Phase	FY18 SPEND	FY 19 SPEND	FY 20 SPEND	FY 21 SPEND	Total
80% FHWA	CON	\$9,727,400	\$11,800,200	\$2,199,800	\$0	\$23,727,400
90% FHWA	CON	\$1,185,700	\$4,259,000	\$2,263,100	\$1,500,000	\$9,207,800
100% STATE	CON	\$424,000	\$0	\$0	\$0	\$424,000
Total		\$11,337,100	\$16,059,200	\$4,462,900	\$1,500,000	\$33,359,200

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:

Transportation Improvement Program Submission/Amendment Description of Public Participation

Project Name: Highway Safety Improvement Program – New Castle County

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

Public workshops/meetings

Number of public workshops/meetings: _____

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

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?

Comment further on the quantity and quality of the public participation: The outreach varies by project.

Highway Safety Improvement Program - New Castle County
Updated - 01/22/2018

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		
	PE	80% FHWA	186.0														
	PE	80% FHWA	120.0														
	PE	50% FHWA (TOLL CREDIT)	0.0														
	PE	90% FHWA	1,673.0	357.4	ZS30												
	PE	90% FHWA	1,177														
	PE	100% FHWA (TOLL CREDIT)	15.3														
	PE	100% STATE	1,278.9	1,000.0													
	ROW	80% FHWA	270.0														
	ROW	90% FHWA	640.0	50.0													
	ROW	80% FHWA	1,400.0	240.0	Z230												
	ROW	80% FHWA		130.0	LOSE												
	ROW	20% FHWA (TOLL CREDIT)	350.0	60.0	Z230												
	ROW			80.0	LOSE												
	ROW	100% STATE	1,200.0														
	C	80% FHWA	2,702.3	900.0	12,800.0	Z201											
	C	90% FHWA	9,951.0	149.9	2,100.0	Z530											
	C	100% STATE	527.0														
	Total		52,805.2	2,099.9	16,437.4		3,094.8		1,400.0	2,700.0				3,499.9	21,832.2		

100% - National Highway Performance Program (NHPP)
 Z230 - Surface Transportation Block Grant Program (STBG)
 Z530 - Highway Safety Improvement Program (HSIP)
 Note: When there is a Federal Spend - with no authorization listed for FY18 Federal - Phase was previously authorized or planned in the authorized/obligated prior to September 30, 2017.

PROJECT FUNDING SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	BALANCE AS OF Job 1 (See Obs)	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		
	PE	80% FHWA		186.0	0.0	40.0												
	PE	80% FHWA		120.0		10.0												
	PE	50% FHWA (TOLL CREDIT)		0.0		4.0												
	PE	90% FHWA		1,673.0	158.1	1,242.8		13.9		178.7								
	PE	90% FHWA		1,177														
	PE	100% FHWA (TOLL CREDIT)		15.3														
	PE	100% STATE		1,278.9	400.0			600.0										
	ROW	80% FHWA		270.0	22.1	88.3												
	ROW	90% FHWA		640.0	1.0	14.6		50.9		450.0								
	ROW	80% FHWA		1,400.0	627.3													
	ROW	20% FHWA (TOLL CREDIT)		350.0	156.5													

Department of Transportation
FY 2018 - FY 2023

Capital Transportation Program

ROW	100% STATE	1,200.0	1,942.1	7,781.7	3.6	2,366.0	9,440.2	500.0	700.0	440.0	1,759.8	150.0	1,350.0	-	-
C	80% FHWA	33,046.3	1,186.6	1,067.1		423.9	3,833.1	226.3		2,036.8					
C	90% FHWA	9,951.0	424.0												
C	100% STATE	527.0			3.6	3,455.8	13,902.0	1,166.3	856.0	3,796.6	-	1,350.0	-	-	-
Total		52,805.2	3,056.5	11,038.6	3.6	3,455.8	13,902.0	1,166.3	856.0	3,796.6	-	1,350.0	-	-	-