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Tigist Zegeye

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RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)

AMENDING THE FY 2019-2022 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 2019-2022 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 2019-2022 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 2019-2022 Transportation Improvement Program to include revised funding for the SR 2, Elkton Road: Maryland line – Casho Mill Road 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: 4/16/19

TIP to be Amended: FY2019-FY2022

Sponsoring Agency: DelDOT

Project Name: Elkton Road, MD Line to Casho Mill Road – T201504401

Project Category: Road Systems

Project Description: This project includes roadway reconstruction and pedestrian and bicycle improvements along Elkton Road from the Maryland Line to Casho Mill Road. An additional travel lane will be added in each direction from Otts Chapel Road to SR4.

Project Justification: The roadway surface has deteriorated and needs total reconstruction. Also capacity improvements are anticipated to be needed in future, and there are minimal accommodations for pedestrians, bicyclists, and transit users.

Funding: Federal \$28,894,281 State \$11,099,060 Other \$0 Total \$39,993,341

Funding	Phase	FY19 SPEND	FY 20 SPEND	FY 21 SPEND	FY 22 SPEND	Total
80% FHWA	PE	\$323,712	\$0	\$0	\$0	\$323,712
20% FHWA (TOLL CREDIT)	PE	\$80,928	\$0	\$0	\$0	\$80,928
100% STATE	ROW	\$1,001,650	\$2,975,000	\$0	\$0	\$3,976,650
80% FHWA	C	\$260,000	\$12,252,051	\$16,600,000	\$6,500,000	\$35,612,051
Total		\$1,666,290	\$15,227,051	\$16,600,000	\$6,500,000	\$39,993,341

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: Elkton Road, MD Line to Casho Mill Road

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

Public workshops/meetings

Number of public workshops/meetings: 3 Public Workshops (mid-2000's, 11/2008, 10/2016), City of Newark Traffic Committee (4/2017), Newark City Council (7/2018)

Format: Prepared exhibits for public to review or presented at City of Newark meetings

Location(s): Newark Charter Intermediate School, Newark Charter High School, Wilmapco, City of Newark Administration Building

Number of attendees: Varied by meeting

Main issue raised: Concept alternatives and design improvements overview

Consensus of meeting: In favor of improvements

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?

Yes, following the October 2016 Public Workshop, new traffic counts and additional traffic analysis was performed. As a result, it was decided to reduce the number of westbound travel lanes from three to two between SR 4 and Otts Chapel Road.

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

Elkton Road, MD Line to Casho Mill Road
Updated - 06/16/19

PROJECT AUTHORIZATION SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	CURRENT ESTIMATE	FY 2019			FY 2020			FY 2021			FY 2022			STATE TOTAL	FEDERAL TOTAL
				STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE		
T201504401	PE	80% FHWA	2,150.5			L23E										135.0	
T201504401	PE	20% FHWA (TOLL CREDIT)	537.6													*	
T201504401	ROW	100% STATE	5,350.0	4,350.0												4,350.0	
T201504401	C	80% FHWA	35,612.1	6,000.0	3,000.0	Z400	5,000.0	Z400*	8,000.0	Z003*	8,000.0	3,040.0	Z001*	6,000.0	19,040.0		
				8,032.0		Z001	1,241.6	Z001*							9,273.6		
Total			43,650.2	10,350.0	11,187.0		6,241.6		8,000.0		3,040.0			10,350.0	28,468.6		

*AC CONVERSION

Z001, Z003 - National Highway Performance Program (NHPP)
Z400 - Congestion Mitigation And Air Quality Improvement Program (CMAQ)
L23E - Surface Transportation Program (STP)
Note: When there is a Federal Spend - with no authorization listed for FY19 Federal - Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2018.

PROJECT FUNDING SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	BALANCE AS OF 9/30/18 (Prior Only)	CURRENT ESTIMATE	FY 2019			FY 2020			FY 2021			FY 2022			FY 2023 TOTAL	FY 2024 TOTAL
					STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER		
T201504401	PE	80% FHWA		2,150.5		323.7												
T201504401	PE	20% FHWA (TOLL CREDIT)		537.6		80.9												
T201504401	ROW	100% STATE	5,176.3	5,350.0	1,001.7			2,975.0										
T201504401	C	80% FHWA	6,000.0	35,612.1	52.0	208.0		2,450.4	9,801.6		3,320.0	13,280.0		1,300.0	5,200.0			
Total			11,176.3	43,650.2	1,053.7	612.6		5,425.4	9,801.6		3,320.0	13,280.0		1,300.0	5,200.0			