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Tigist Zegeye

DRAFT

RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)

AMENDING THE FY 2020-2023 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 2020-2023 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 2020-2023 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 2020-2023 Transportation Improvement Program to include increased funding for the Rail Crossing Safety 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: 10/08/19

TIP to be Amended: FY2020-FY2023

Sponsoring Agency: DelDOT

Project Name: Rail Crossing Safety (05-10040)

Project Category: Road Systems

Project Description: Title 23 of the Code of Federal Regulations, section 130, requires each State to develop a Highway-Rail Grade Crossing (HRGX) safety program. On an annual basis, under this program, DelDOT will utilize the Federal Railroad Administration's (FRA) GradeDec.NET (system for HRGX investment analysis) software to calculate benefit/cost ratios for all of Delaware's public highway-rail grade crossings. The benefit/cost ratios take into account the most recent five years of crash data, train speeds, the number of trains per day and Average Annual Daily Traffic (AADT) volume, in addition to several other factors.

All at-grade crossings statewide are ranked according to their benefit/cost ratios to identify candidate locations for safety upgrades. Candidate locations are then studied to determine if improvements are warranted based on field conditions, traffic data and crash data. The HRGX committee then reviews the recommendations for each candidate location and recommends those to move forward for implementation. Recommended improvements are then forwarded to the Railroad Program Manager for implementation using Section 130 and/or other available funding sources.

Project Justification: The Highway/Rail Grade Crossing Safety Program is a federally participating safety program. The improvements provide for safer highway/rail grade crossings at locations with a statistically significant crash history.

This amendment is necessary to increase Program to incorporate the North Broad Street Middletown Railroad Crossing Safety Improvements project because, in the past year, the roadway at this crossing has been closed as a result of two emergency repairs. The roadway surface has several patches that are not permanent and will need to be maintained until the crossing surface is replaced. Due to the potential for additional rail, surface and signal failures, this work was going to be expedited so it can be completed prior to other DelDOT projects in this area (Marl Pit & Cedar Lane) that will have this location within their detour route. In addition, this project will improve both the railroad and roadway signalization to provide better visibility, comply with a 2008 recommendation for improved railroad preemption, and eliminate the possibility of vehicles becoming entrapped between the traffic and railroad signals.

Funding: Federal \$8,698,003 State \$1,466,445 Other \$0 Total \$10,164,448

Funding	Phase	FY20 SPEND	FY 21 SPEND	FY 22 SPEND	FY 23 SPEND	Total
90% FHWA	PD	\$102,326	\$102,326	\$102,326	\$102,326	\$409,304
90% FHWA	C	\$1,478,786	\$1,258,786	\$1,258,786	\$1,258,786	\$5,255,144
80% FHWA	C	\$4,500,000	\$0	\$0	\$0	\$4,500,000
Total		\$6,081,112	\$1,361,112	\$1,361,112	\$1,361,112	\$10,164,448

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? **No**
(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:

Project will improve safety for both vehicles and the railroad. Railroad has a slow order at this crossing and its repair will reduce delays/congestion along the roadway while allowing for improved freight travel. Traffic & Railroad Signals, as well as the guardrail will be upgraded to meet current standards.

Rail Crossing Safety
Updated - 09/27/19

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	STATE	FEDERAL	STATE	FEDERAL	STATE	FEDERAL		
	PD	90% FHWA	711.0	10.2	92.1	10.2	92.1	10.2	92.1	10.2	92.1	40.8	368.4
	C	90% FHWA	9,740.5	123.1	6,000.0	125.9	612.5	125.9	612.5	125.9	612.5	500.8	2,437.5
	C	80% FHWA	6,000.0	300.0	507.9	254.0	520.4	254.0	520.4	254.0	520.4	*	2,069.1
	C	100% STATE	5,828.0	1,535.2	387.0	224.0*						300.0	4,413.0
Total			22,279.5	1,968.5	2,400.0	1,361.1	1,225.0	1,361.1	1,225.0	1,361.1	1,225.0	2,376.8	9,675.0

*AC Contribution

Z240 - Surface Transportation Block Grant Program - FAST
Z250-Z240 - Elimination Of Hazards At Railway-Highway Crossings

Note: When there is a Federal Spend - with no authorization listed for FY 19 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 July 1, (State 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		
	PD	90% FHWA	19.2	711.0	10.2	92.1	10.2	92.1	10.2	92.1	10.2	92.1	10.2	92.1	10.2	92.1	102.3	102.3
	C	90% FHWA	133.3	9,740.5	218.8	1,969.0	147.9	1,300.9	125.9	1,132.9	125.9	1,132.9	125.9	1,132.9	125.9	1,132.9	1,258.8	1,258.8
	C	80% FHWA	300.0	6,000.0	300.0	1,200.0	900.0	3,600.0										
	C	100% STATE	500.0	5,828.0	5,828.0													
Total			952.5	22,279.5	6,357.0	3,261.1	1,058.1	5,023.0	1,361.1	1,225.0	1,361.1	1,225.0	1,361.1	1,225.0	1,361.1	*	1,361.1	1,361.1

