

WILMAPCO Council

Action Item Summary Sheet

Meeting Date: July 9, 2020

Action Item #11: To Amend the FY 2020-2023 Transportation Improvement Program (TIP)

Description/Summary of Item:

DeIDOT has requested that the TIP be amended to include revised funding and name for HSIP, SR 273 and I-95 Intersection Improvements. This project is named "HSIP NCC, SR 273 and Harmony Road Intersection Improvement" in the TIP. Funding has increased by 360%.

| Phase | FY 20 | FY 21 | FY 22 | FY 23 | Total |
|--------------------|-------|---------|----------|-------|----------|
| PE | 781.9 | 166.7 | | | 948.6 |
| C | | 5,036.5 | 11,751.8 | | 16,788.3 |
| Total (\$s x 1000) | 781.9 | 5,203.2 | 11,751.8 | 0.0 | 17,736.9 |

Summary of Action Taken by PAC:

The PAC did not take any action on this agenda item.

Summary of Action Taken by TAC:

The TAC recommended that Council amend the TIP at their June 18 meeting.

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

The Air Quality Subcommittee reviewed the amendment at their June 4 meeting and found that it would not trigger a new air quality conformity analysis.

WILMAPCO Staff Recommendations:

The WILMAPCO staff recommends that Council approve this amendment to the FY 2020-2023 TIP.

WILMAPCO Council:

John Sisson, Chair
Delaware Transit Corporation
Chief Executive Officer

Jennifer Cohan
Delaware Dept. of Transportation
Secretary

Connie C. Holland
Delaware Office of State Planning
Coordination, Director

Alan McCarthy
Cecil County Executive

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

Michael Spencer
Mayor of Newport

Dave Warnick
Rising Sun Commissioner

WILMAPCO Executive Director
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 revised funding for the HSIP NCC, SR 273 and I-95 Intersection Improvements 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: 5/26/2020

TIP to be Amended: FY2020-FY2023

Sponsoring Agency: DelDOT

Project Name: HSIP NCC, SR 273 and I-95 Intersection Improvements (T200800713)

Project Category: Road Systems

Project Description: This project addresses the safety and operational issues from the I-95 off ramp being close to Harmony Road. The project involves relocating the I-95 southbound ramp to westbound SR 273 and provide a signalized intersection to improve safety. Additional work includes a pavement patching, guardrail upgrades, a mill and overlay of SR 273 and I-95 ramps within the interchange area, high mast lighting within the interchange, as well as bridge maintenance work.

Project Justification: This project is part of Churchman’s Crossing Program and also identified on the 2003 HSIP list, Site DD. Additional pavement patching and a mill and overlay within the interchange area is needed due to deteriorating pavement conditions. High mast lighting and guardrail upgrades within the project limits are needed to improve the safety of the interchange. Additional routine bridge maintenance work is also needed due to the current conditions of the bridges.

Funding: Federal \$15,963,207.30 State \$1,773,689.70 Other \$0 Total \$17,736,897

| Funding | Phase | FY 20 SPEND | FY 21 SPEND | FY 22 SPEND | FY 23 SPEND | Total |
|----------|-------|-------------|-------------|--------------|-------------|--------------|
| 90% FHWA | PE | \$781,854 | \$166,746 | \$0 | \$0 | \$948,600 |
| 90% FHWA | C | \$0 | \$5,036,489 | \$11,751,808 | \$0 | \$16,788,297 |
| Total | | \$781,854 | \$5,203,235 | \$11,751,808 | \$0 | \$17,736,897 |

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: HSIP NCC, SR 273 and I-95 Intersection Improvements (T200800713)

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

Public workshops/meetings

Number of public workshops/meetings: 3

Format: 3 in-person public workshops – 5/11/15, 12/3/15, 11/15/16

Location(s): Gallaher Elementary School was utilized for in-person public workshop events

Number of attendees: 5/11/15 - 123 attendees, 12/3/15 - 79 attendees, 11/15/16 – 59 attendees

Main issue raised: Main issues raised were in regards to the proposed long-term alternatives for the interchange area. There was strong support for the short-term solution, the HSIP NCC, SR 273 and I-95 Intersection Improvements project.

Consensus of meeting: Overall strong support for the alternative retained for this project (the short-term improvement project for the SR 273 and I-95 Interchange). For the long-term improvements there was support for Alternative 4A, a Diverging Diamond Interchange (future project).

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 Community Meeting with the H-T-P Civic Association in December 2013 that mainly discussed the median work along Harmony Road. As a result of the meeting a project that installed a median prohibits left-turns from Harmony Road into the Shell gas station.

How was the public notified about the project?

Web page

Publications
workshops

Distribution: Notices sent for

Legal notice

Newsletter/brochure

Videos

Flyers

Radio/television

Other CTP and MPO Hearings _____

How has the project changed as a result of public comments? There were not public comments affecting the short-term improvements project. There was strong support for this project.

Comment further on the quantity and quality of the public participation: Public workshops early on focused on short term and long-term improvements for the interchange. Residents of Birchwood Park & Fox Chase Communities submitted over 200 comment response forms with their opinions on mainly the long-term alternatives presented.

HSIP NCC, SR 273 and I-95 Intersection Improvements

Updated - 5/26/2020

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 | | |
| T200800713 | PE | 90% FHWA | 1,879.5 | | | | | 254.7 | ZS30 | | | | | | | - | 254.7 |
| T200800713 | C | 90% FHWA | 16,788.3 | | | | 300.0 | 2,000.0 | Z001 | 1,378.8 | 8,000.0 | Z001* | | 5,109.5 | Z001* | 1,678.8 | 15,109.5 |
| Total | | | 18,667.8 | - | - | | 300.0 | 2,254.7 | | 1,378.8 | 8,000.0 | | - | 5,109.5 | | 1,678.8 | 15,364.2 |

Z001 - National Highway Performance Program (NHPP)
ZS30 - Highway Safety Improvement Program (HSIP)

* AC Conversion

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 | FY 2024 |
|----------------|-------|----------------|------------------------------------|------------------|------------|-------------|-------|-------------|--------------|-------|--------------|----------------|-------|----------------|-----------------|-------|---------|---------|
| | | | | | STATE | FEDERAL | OTHER | STATE | FEDERAL | OTHER | STATE | FEDERAL | OTHER | STATE | FEDERAL | OTHER | TOTAL | TOTAL |
| T200800713 | PE | 90% FHWA | | 1,879.5 | 3.3 | 30.0 | | 78.2 | 703.7 | | 16.7 | 150.1 | | | | | | |
| T200800713 | C | 90% FHWA | | 16,788.3 | | | | | | | 503.6 | 4,532.8 | | 1,175.2 | 10,576.6 | | | |
| Total | | | - | 18,667.8 | 3.3 | 30.0 | - | 78.2 | 703.7 | - | 520.3 | 4,682.9 | - | 1,175.2 | 10,576.6 | - | - | |