



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Secretary

July 15, 2020

Mr. Gregory Murrill
Division Administrator
Attn: Dr. Kwame Arhin
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Ryan Long
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103-2968

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby submits an Amendment to the Fiscal Year (FY) 2019 Maryland Statewide Transportation Improvement Program (STIP) to reflect additional funding in the Wilmington Area Planning Council (WILMAPCO) Cecil County transit portion of the WILMAPCO FY 2020-2023 Transportation Improvement Program (TIP). The WILMAPCO Council approved this Amendment on July 9, 2020.

MDOT MTA is increasing Section 5307 funding for Cecil County Transit for capital assistance by \$51K in FY20. Additionally, MDOT MTA is increasing Section 5307 funding for operating assistance by \$11K in FY20. MDOT MTA is also increasing Section 5307 funding for capital and operating assistance by \$536K and \$11K respectively in FY21 based on the estimated FY21 awards.

MDOT MTA will also be adding Section 5312 funding for capital assistance totaling \$298K in FY21, as well as adding Section 5312 funding for operating assistance totaling \$165K in FY21. This funding will be used to create a new software system that will enable online ride bookings. The MDOT has assigned Control #19-69 for this modification to the STIP. The supporting documentation is attached.

Mr. Gregory Murrill
 Ms. Terry Garcia Crews
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| Project Name | STIP # | TIP # | Funding Source | Type | FY19- FY22 Net Federal Change (in 000's) |
|--|----------------|----------------|-----------------------|-------------|---|
| Small Urban Transit – Capital Assistance | MTA LINE 52 | MTA LINE 52 | 5307 | Amendment | \$587 |
| Small Urban Transit – Operating Assistance | MTA LINE 52 | MTA LINE 52 | 5307 | Amendment | \$22 |
| Public Transportation Innovation- Capital Assistance | MTA LINE 52 | MTA LINE 52 | 5312 | Amendment | \$398 |
| Public Transportation Innovation- Operating Assistance | MTA LINE 52 | MTA LINE 52 | 5312 | Amendment | \$165 |

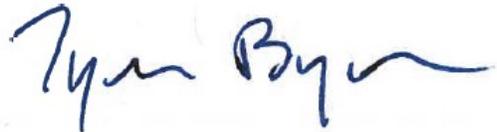
(shown in 000's)

Mr. Gregory Murrill
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The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained.

Should you have additional questions or concerns, please contact Mr. Ian Beam at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and the last name "Byrne" clearly legible.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Mr. Ian Beam, Regional Planner, OPCP, MDOT

Wilmington Area Planning Council

The Tower at STAR Campus
100 Discovery Blvd, Suite 800
Newark DE 19713
302-737-6205; Fax 302-286-7131
From Cecil County: 888-808-7088
e-mail: wilmapco@wilmapco.org
website: www.wilmapco.org

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

RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)

AMENDING THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM, CECIL 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

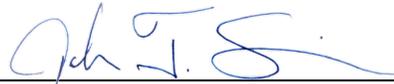
WHEREAS, the amendment to the TIP has been determined to be air quality conforming in accordance with FAST and Clean Air Act and Amendments (CAAA) of 1990 requirements; and;

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 Small Urban Transit System – Capital and Operating Assistance project.

7/9/2020

Date:



John Sisson, Chairperson
Wilmington Area Planning Council





Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary
Kevin B. Quinn, Jr.
Administrator

TO: MS. HEATHER MURPHY, DIRECTOR
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: MR. TYSON BYRNE, MANAGER
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

FROM: MS. KATE SYLVESTER, DIRECTOR *KS*
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: May 11th, 2020

SUBJECT: Amendment to the FY 2020-2023 WILMAPCO TIP

MDOT MTA is requesting an amendment to the FY 2020-2023 WILMAPCO TIP for capital and operating assistance to small urban transit systems, TIP ID # MTA Line 52.

MDOT MTA is increasing Section 5307 funding for capital assistance by \$51K in FY20. Additionally, MDOT MTA is increasing Section 5307 funding for operating assistance by \$11K in FY20.

MDOT MTA is increasing Section 5307 funding for capital and operating assistance by \$536K and \$11K respectively in FY21 based on the estimated FY21 awards.

MDOT MTA was awarded a new discretionary grant and will be adding Section 5312 funding for capital assistance totaling \$298K in FY21. Additionally, MDOT MTA is adding Section 5312 funding for operating assistance totaling \$165K in FY21. Funding will be used to create a new software that users will be able to use to book rides.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested amendment for inclusion in the WILMAPCO Region FY 2020-2023 TIP. If you have any questions, please do not hesitate to contact Ms. Lara Bachman, MTA Office of Planning and Capital Programming, at 410-767-3135 or via email at lbachman@mdot.maryland.gov.

cc: Mr. Ian Beam, Regional Planner, Office of Planning & Capital Programming, MDOT



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TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION/AMENDMENT FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission: 5/12/2020

TIP to be Amended: 2020-2023 - MTA LINE 52

Sponsoring Agency: Maryland Department of Transportation/Maryland Transit Administration

Project Name: Small Urban Transit System - Capital and Operating Assistance

Program Category: System Preservation

Project Description: Capital and operating assistance to the Cecil County Department of Aging to enable the Department to provide much needed transportation service in the Cecil County.

Project Justification: Operating assistance will enable the Cecil County Department of Aging to finance the operation of their services including administrative expenses and augment local funds by financing net operating deficit.

| Project | Funding Source | FY 2020 | FY 2021 | FY 2022 | FY 2023 | Total (000s) |
|---|----------------|---------|---------|---------|---------|--------------|
| Small Urban Transit - Capital Assistance (Section 5310) | Federal | - | 108 | - | 108 | 216 |
| | State | - | - | - | - | - |
| | Local | - | 27 | - | 27 | 54 |
| Small Urban Transit - Capital Assistance (Section 5307) | Federal | 451 | 936 | 400 | 400 | 2,187 |
| | State | 56 | 117 | 50 | 50 | 273 |
| | Local | 56 | 117 | 50 | 50 | 273 |
| Rural Area Transit - Operating Assistance (Section 5311) | Federal | 328 | 328 | 328 | 328 | 1,312 |
| | State | 109 | 109 | 109 | 109 | 436 |
| | Local | 219 | 219 | 219 | 219 | 876 |
| Small Urban Transit - Operating Assistance (Section 5307) | Federal | 36 | 36 | 25 | 25 | 122 |
| | State | 97 | 13 | 13 | 13 | 136 |
| | Local | 72 | 72 | 13 | 13 | 170 |
| Public Transportation Innovation- Capital Assistance (Section 5312) | Federal | - | 398 | - | - | 398 |
| | State | - | - | - | - | - |
| | Local | - | 30 | - | - | 30 |
| | Local In-Kind | - | 111 | - | - | 111 |
| Public Transportation Innovation- Operating Assistance (Section 5312) | Federal | - | 165 | - | - | 165 |
| | State | - | - | - | - | - |
| | Local | - | - | - | - | - |
| Total | | | | | | 6,730 |

TIP ADMINISTRATIVE MODIFICATION

STIP/TIP ID# MTA Line 52

BEFORE

| Funding Category | Previous | FY20 | FY21 | FY22 | FY23 | Total (000s) |
|------------------|----------|--------|--------|--------|--------|-----------------|
| 5310 Capital | \$ - | \$ - | \$ 108 | \$ - | \$ 108 | \$ 216 |
| 5307 Capital | \$ - | \$ 400 | \$ 400 | \$ 400 | \$ 400 | \$ 1,600 |
| 5311 Operating | \$ - | \$ 328 | \$ 328 | \$ 328 | \$ 328 | \$ 1,312 |
| 5307 Operating | \$ - | \$ 25 | \$ 25 | \$ 25 | \$ 25 | \$ 100 |
| 5312 Capital | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 5312 Operating | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Matching Funds | \$ - | \$ 454 | \$ 481 | \$ 454 | \$ 481 | \$ 1,870 |
| | | | | | | \$ 5,098 |

ADJUSTMENT

| Funding Category | Previous | FY20 | FY21 | FY22 | FY23 | Total (000s) |
|------------------|----------|--------|--------|------|------|-----------------|
| 5310 Capital | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 5307 Capital | \$ - | \$ 51 | \$ 536 | \$ - | \$ - | \$ 587 |
| 5311 Operating | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 5307 Operating | \$ - | \$ 11 | \$ 11 | \$ - | \$ - | \$ 22 |
| 5312 Capital | \$ - | \$ - | \$ 398 | \$ - | \$ - | \$ 398 |
| 5312 Operating | \$ - | \$ - | \$ 165 | \$ - | \$ - | \$ 165 |
| Matching Funds | \$ - | \$ 156 | \$ - | \$ - | \$ - | \$ 156 |
| | | | | | | \$ 1,328 |

AFTER

| Funding Category | Previous | FY20 | FY21 | FY22 | FY23 | Total (000s) |
|------------------|----------|--------|--------|--------|--------|-----------------|
| 5310 Capital | \$ - | \$ - | \$ 108 | \$ - | \$ 108 | \$ 216 |
| 5307 Capital | \$ - | \$ 451 | \$ 936 | \$ 400 | \$ 400 | \$ 2,187 |
| 5311 Operating | \$ - | \$ 328 | \$ 328 | \$ 328 | \$ 328 | \$ 1,312 |
| 5307 Operating | \$ - | \$ 36 | \$ 36 | \$ 25 | \$ 25 | \$ 122 |
| 5312 Capital | \$ - | \$ - | \$ 398 | \$ - | \$ - | \$ 398 |
| 5312 Operating | \$ - | \$ - | \$ 165 | \$ - | \$ - | \$ 165 |
| Matching Funds | \$ - | \$ 610 | \$ 815 | \$ 454 | \$ 481 | \$ 2,360 |
| | | | | | | \$ 6,760 |

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