

DRAFT RESOLUTION

WILMAPCO Council:

John Sisson, Chair
Delaware Transit Corporation
Chief Executive Officer

Geoff Anderson
Maryland Dept. of Transportation
Chief, Office of Planning,
Programming and Delivery

David L. Edgell
Delaware Office of State Planning
Coordination, Director

Adam Streight
Cecil County Executive

Shanté Hastings
Delaware Dept. of Transportation
Secretary

Marcus Henry
New Castle County Executive

John Carney
Mayor of Wilmington

Eric Scott Thompson
Mayor of Elsmere

Vacant
Cecil County Municipalities
Representative

WILMAPCO Executive Director
Tigist Zegeye

**BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)
APPROVING THE NEW CASTLE COUNTY PRIORITIZATION OF
2025 CANDIDATE PROJECTS FOR THE
TRANSPORTATION ALTERNATIVES PROGRAM**

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization (MPO) for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

WHEREAS, WILMAPCO and other MPOs are entrusted with project selection; and

WHEREAS, funding is limited and many proposed projects exist; and

WHEREAS, the Prioritization Process was adopted by Council May 11, 2006; and

WHEREAS, the prioritization process will continue to be refined as experience is gained in using the system and as better scoring criteria are developed; and

WHEREAS, the Technical Advisory Committee has reviewed the technical scoring; and

WHEREAS, the Delaware Department of Transportation uses this project ranking to assess WILMAPCO priorities when ranking projects statewide;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council approves the project prioritization for the candidate Transportation Alternatives Program projects for submission to the Delaware Department of Transportation.

Date:

John Sisson, Chairperson
Wilmington Area Planning Council



DRAFT RANK	1	2	3	4	5
Project	Adams Street Sidewalk Improvements	Ardens State Roads Crossing Improvements	Northern Salem Church Road Corridor Improvement Plan	Commons Boulevard Pathway - Phase 2	Delaware River Trail (Petty Path)
Sponsor	City of Wilmington	Village of Ardencroft	Islamic Society of Delaware	New Castle County	City of New Castle
Cosponsor		Village of Arden	NCC Land Use DE Saegerbund & Library Association		
Prioritization					
<u>Transportation</u>					
Bus Stops (0-2)	2	2	2	2	1
Bus Stops - Frequently Used (0-2)	2	0	0	0	0
Bicycle Route (0/2)	0	0	2	0	0
Greenway (0-2)	1	0	2	2	0
Safety (0-5)	2	2	0	2	0
Abandoned RR (0-1)	0	0	0	0	0
Gap (0/4)	0	4	4	4	0
<u>Land Use</u>					
Community Center (0-2)	2	2	2	2	2
Library (0-2)	2	2	0	0	0
School (0-2)	2	2	2	0	1
Park (0/2)	2	2	0	0	2
Municipal/HTO (0-1)	1	1	0	0	1
Historic Element (0-1)	0	1	1	0	1
<u>Demographics/Equity</u>					
Density (0-1)	1	0	0	0	0
Environmental Justice (0-2)	2	0	0	0	1
Mobility Challenged (0-2)	2	0	0	1	0
Black Concentration (0/2)	2	0	0	0	0
Total	23	18	15	13	9
DRAFT RANK	1	2	3	4	5



Delaware Department of Transportation

**Return completed application
By February 14, 2025
via email to:**
Michael Hahn, AICP
Planning Supervisor
MichaelC.Hahn@delaware.gov
Phone: 302-760-2273

Transportation Alternatives Program Application

as defined in 23 USC 101(a)(29) as it appeared prior to changes made by the FAST Act

Program Summary

The Transportation Alternatives Program (TAP) is a community-driven program that facilitates the development of non-traditional transportation projects with the goal of providing choices for non-motorized users that are safe, reliable, and convenient.

The Delaware Department of Transportation (DelDOT) offers this program to provide communities throughout the state opportunities enhance and bolster themselves by implementing their long-term visions and plans for safer, more accessible and equitable pedestrian and bicycle traffic through the creation of visual cues, bike lanes, wider walkways, cross walks, ADA accessibility, and more. All TAP projects require a sponsor to be responsible for 20% of the project costs. TAP projects are capped at 1.5 million dollars for total construction, meaning that the 20% matching funds for a project of this cost is \$300,000 for construction (which includes management for construction). Most PE design efforts are also 20% match throughout. Unless approved in writing, project sponsors are required to provide overmatch funds exceeding one \$1.5 million for construction. Additional program information and past project examples can be found at: <https://deldot.gov/Programs/tap>

Eligible Activities

The TAP program funds activities encompassing a variety of small-scale transportation projects such as:

- Pedestrian and bicycle facilities
- Shared-use pathways and overlooks
- Safe routes to school projects and/or infrastructure related elements for non-drivers such as measures for older adults and individuals with disabilities to access daily needs
- Conversion of abandoned rail corridors for nonmotorized uses

The TAP program funds also provide for related, accompanying community improvements such as:

- Vegetation management
- Environmental mitigation related to stormwater and habitat connectivity
- Sidewalk installation
- Inventory, control, or removal of outdoor advertising for enhancement of scenic/historic views
- Historic Preservation and rehabilitation of historic transportation facilities
- Creation of designated bicycle lanes
- Renovation of streetscapes
- Installation of lighting, signals, and crosswalks

All TAP projects must have a relationship to surface transportation, serve the public, and meet the criteria for one of the Qualifying TAP Categories listed in the federal legislation found at https://www.fhwa.dot.gov/environment/transportation_alternatives/

Project Sponsors

Eligible Project Sponsors may include (see full descriptions under the last Disclaimer bullet):

- Local governments
- Regional transportation authorities or a transit agency
- Natural resource or public land agencies
- School districts and local education agencies
- Other local and regional governmental entity with oversight of transportation or recreational trails
- Non-profit organizations
- A State Agency, at the request of an existing eligible entity at the discretion of the DelDOT

Project sponsors should first establish if the proposed project is eligible for TAP funding by determining its qualifying category and relationship to surface transportation. If you are not an eligible entity to apply, you must have an eligible project sponsor as the primary sponsor. As such, partnerships and joint ventures with intergovernmental coordination is encouraged. Currently in Delaware, TAP funding can be requested for up to 80% of a project's total estimated cost. Since TAP only provides paid costs up to these limits, a project sponsor should ensure all sources of **non-federal** transportation funding is available for a minimum of 20% of the project costs (both PE design and construction). Once this information has been considered, the project sponsor should prepare and submit a TAP application. Please list any other parties that may be involved. The Delaware Department of Transportation (DelDOT) supports and administers the TAP for all Delaware Projects. The project sponsor is likely to assume the maintenance and legal liability for the duration of the project's useful life.

TAP Application Process

Within the TAP Program at the federal level, approximately 1.6 million dollars per federal fiscal year has been suballocated or set aside to the Metropolitan Planning Organizations (MPO) in population areas greater than 200,000. As such, a portion of TAP selection and project fate rests in the authority of the Wilmington Metropolitan Planning Organization (WILMAPCO). As such, applications **inside** the jurisdiction of WILMAPCO will have funds set aside to them and projects applications within their jurisdiction must be received and reviewed for prioritization by them. Their approved list of projects is ultimately sent to DelDOT for project implementation. To apply for a TAP project within the WILMAPCO jurisdiction and to learn more about the jurisdictional boundary, visit: [WILMAPCO](#).

All project applications **outside** of WILMAPCO jurisdiction should be submitted directly to DelDOT.

Project applications submitted to WILMAPCO can still be submitted to DelDOT for consideration and potential award. There is TAP set aside flexible funding and spending measures that do not carry geographic population area or location considerations.

TAP projects should be identified, listed, or apply to a community's overall Master Planning or Comprehensive Plan effort. These plans are typically adopted and recognized by municipalities, county departments, other agencies, or non-profits as part an organized and up-front programming effort. Not being part of one of these plans does not mean that a proposed project will fail to qualify for funding. However, those that are included in a planning document measure are more favorable and may be given first preference when funds and distribution of funds under the TAP Program are limited. Please reference, as needed.

Project Responsibilities and Disclaimers

- Typically TAP projects are administered by DeIDOT's Active Transportation & Community Connections Section as a turnkey operation for the applicant and/or sponsor. TAP Sponsor-administered projects are discouraged. However, if a sponsor administered TAP project is undertaken, the sponsor must work with DeIDOT to develop a separate, pre-arranged, or future agreement with the DeIDOT's Active Transportation & Community Connections Section, Division of Planning. If the agreement cannot be developed within three months of acceptance of the application, the application and project may be considered withdrawn. The project sponsor under their expenses or extra expenses will follow all state and federal laws, including any ADA provisions and any DeIDOT project review. Efforts often require the sponsor to design and construct to DeIDOT standards. All National Environment Policy Act (NEPA) provisions will be required and approved in advance as well as any applicable permit(s) before federal or state reimbursement can apply or for the project to commence into any product purchases, advertisement, or construction.
- All project information completed below should be filled out and will be reviewed by the DeIDOT Active Transportation & Community Connections Section, other appropriate DeIDOT subject matter experts, and may be reviewed by the appropriate MPO. Submissions will be reviewed on a competitive basis and will consider prioritized scoring with the available program funding and geographic population areas. Applicants not accepted are encouraged to re-apply the next time and they may seek consultation with DeIDOT on how to improve their future submission.
- Limits on a project submission or acceptance of a project may be minimized or rejected due to the larger scope and funding availability. Any phased project efforts will have to re-apply to the TAP Program and there is no automatic guarantee of project continuation. Each submission may be reviewed and ranked again versus any newly submitted. Each TAP project or phase is evaluated independently.
- TAP Projects are intended and dedicated for public use or access. If efforts are intended to serve private or individual needs only, the TAP application is most likely to be disqualified.
- TAP Projects are not likely to acquire private or other public properties. This includes efforts for additional right of ways, or a payment offering to achieve public access & easements needs. As community based driven projects, we anticipate these efforts to be willing donations to accomplish the project.
- Safe Routes to School Projects (SRTS) submitted on behalf of an eligible schooling entity may also be eligible for up to a zero percent sponsor or entity contribution during planning or design phases – please contact us in advance to confirm that the project will qualify for this.
- All projects are capped at 1.5 million dollars with a 20% sponsor match for Construction. If project exceeds \$1.5 million then the sponsor will be expected to pay for the overage. This also applies during construction efforts if/when there is unknown price over runs or necessary change orders. All cost overruns will be reviewed to determine the level of sponsor participation.
- The sponsor shall be aware that enhancement upgrades far beyond the normal DeIDOT standard specifications and/or other franchise agreements may require that additional costs to be added onto the sponsor match or they may be excluded from the TAP project. Such cases may include type or extent of lighting measures, fencing, and fixtures such as custom signal poles, retaining walls, railings, or signposts.
- Landscaping, hardscaping, gateway, or public art efforts alone are not a TAP qualification but may be

considered as secondary or complementary with the main project effort. Landscape screening efforts may be eligible in the case of mitigation from billboards, junkyards, or inadvertent intrusions.

- Construction of turnouts, overlooks, and viewing areas should be within close or direct access to public roads, parking areas, and not specifically within a facility alone.
- In the case of inventory, control, or removal of outdoor advertising, the intent is primarily focused on Scenic and Historic Byways or within a viewshed area that has been identified or is recognized by a visual resource inventory and viewed from the public right of way.
- Historic preservation and rehabilitation of historic transportation facilities are to be focused on exterior or interior access measures or improvements and not renovations for maintenance, operations, or replacement.
- Enhancement measures in the activities listed, which go beyond what is customarily provided as environmental mitigation, are considered as transportation enhancements. However, transportation enhancement activities might consist of activities not immediately connected to a nearby project being mitigated. States or the TAP Program may not use TE funds to finance normal environmental mitigation work eligible under the regular federal-aid highway program. Further outreach will be needed with DelDOT or FHWA upon TAP project approval with respect to the extent of project enhancement and mitigation details.
- Under 23 U.S.C. 133(h)(4)(A), as amended by the BIL, the entities eligible to receive TA Set Aside funds are:
 1. A local government. Local government entities include any unit of local government below a State government agency, except for an MPO representing an urbanized area with a population over 200,000. Examples include city, town, township, village, borough, parish, or county agencies.
 2. A regional transportation authority. Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section (23 U.S.C. 135(m)).
 3. A transit agency. Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.
 4. A natural resource or public land agency. Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies.
 - State or local fish and game or wildlife agencies.
 - Department of the Interior land management agencies.
 - U.S. Forest Service.
 5. A school district, local education agency, or school. School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public and not only a private entity.

6. A Tribal government.
7. A metropolitan planning organization (MPO) that serves an urbanized area with a population of 200,000 or fewer. MPOs representing urbanized areas over 200,000 population are not eligible entities.
8. A nonprofit entity. The BIL removed the requirement that the nonprofit entity be responsible for the administration of local transportation safety programs.
9. Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of 23 U.S.C. 133(h).
10. A State, at the request of an eligible entity listed above.

State DOTs are not eligible entities as defined under 23 U.S.C. 133(h)(4)(A) unless requested by another eligible entity. (23 U.S.C. 133(h)(4)(A)(x)). MPOs representing urbanized areas over 200,000 population are not eligible entities. (23 U.S.C. 133(h)(4)(A)(ix)). State DOTs and MPOs may partner with any eligible entity project sponsor to carry out a project. After projects have been selected, the State DOT (DeIDOT) may manage projects.

Project Rankings

Project ranking or priority criteria is determined by DeIDOT and with the available program funding it may have in the project's projected fiscal year(s).

Under a competitive TAP submission process, project ranking, and priorities will be based on certain criteria factors of:

- Transportation Equity and Serving Disadvantaged Communities (this may be ranked higher).
- Safety improvement (this may be ranked higher as a DeIDOT priority). For example, the project is located along a road segment with a documented history of pedestrian or cycle crashes or concerns.
- ADA improvement needs (including parking considerations for an individual to gain access to non-motorized areas).
- History of requests for improvements from community members or residents (include that info).
- Supports or complements the State Strategies for Spending or Level of Investment Areas.
- Connection links or provides the continuation of bike lanes, shared use paths, or sidewalks.
- Close proximity and/or improved access to bus stops within or in near proximate limits of the project area, which may include connections for paratransit, transit users, school children, college, or seniors.
- Close proximity and/or improved access to Community Centers and/or Libraries.
- Close proximity and/or improved access to Schools. The project is located nearby or serves an elementary, middle, or high school, or college.
- Close proximity and/or improved access to Parks or Greenways.

- The project is an enhancement effort for the area rather than a replacement or maintenance effort.
- Connections or ranking for improvement under Level of Bike Stress or pedestrian accessibility (to be determined by DelDOT's modeling).
- Level of purposeful reduction in air pollution, wildlife mortality, or existing water runoff treatment.
- Level of improvement for terrestrial or aquatic habitat connectivity.

Other priority considerations may be: a particular stage of project development; next phase of a previous TAP project; relation to the Safe Routes to Schools Program; relation to the Delaware Byways Program; population category area(s); available funding or overmatch needs; documented community acceptance by adjacent property owners; complexity of maintenance; constructability ease/difficulty; tourism or ecotourism effort toward preservation, promotion, or economic benefit serving the greater good; and, any relationship to an existing Capital Project or safety improvement (DelDOT or others) that may have been omitted or intends to be included.

**Return completed application
By February 14, 2025
via email to:**
 Michael Hahn, AICP
 Planning Supervisor
MichaelC.Hahn@delaware.gov
 Phone: 302-760-2273

Transportation Alternatives Program Application Form

Applicant Information

Project Sponsor:	City of Wilmington
Co-Sponsor Name (if applicable):	
Contact Person and Title:	Steven Weber Director of Transportation
Address:	800 N. French St. 6th Floor
City, State, and Zip:	Wilmington, Delaware, 19801
Telephone:	(302) 467-3069
Email Address(s):	sgweber@wilmingtonde.gov

Project Information

Project Title:	Adams Street Sidewalk Improvements, 6th Street to DE Ave.
Project Location: (Include Streets, City/Town, and County)	along Adams Street from 6th to DE Ave. within the City of Wilmington

Brief Project Description and how it qualifies based on activities checked below. Note the primary activity in the description.

A location map with aerial view must be attached; include photos, as needed.

the project involves the construction of a sidewalk improvement project along Adams Street from 6th Street to DE Ave. work to include sidewalk replacement, ADA upgrades, traffic calming at intersections and minor landscaping.

Qualifying Activities

Check the Transportation Alternative activity that the proposed project will address. All projects must have a relationship to surface transportation and/or must be dedicated to public use or access. The project must fit into at least one of the activities listed below. Indicate which eligible activities the project will achieve. Check all that apply. Note: Checking more activities may not ensure or increase eligibility. Projects or Activities were described in 23 U.S.C. 101(a)(29) or 23 U.S.C. 213 as an effort prior to the enactment of the FAST Act. Click for [eligible activities](#).

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- Construction of turnouts, overlooks, and viewing areas

Community improvement activities, which include but are not limited to:

- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
- Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- Planning, designing, or constructing boulevards and other roadways largely in the right of-way of former Interstate System routes or other divided highways. See [Boulevards from Divided Highways](#) for examples.
- The [safe routes to school program](#) (SRTS) under section 1404 of the SAFETEA-LU (23 U.S.C. 402 note; Public Law 109-59) [now codified as 23 U.S.C. 208 and including]:
 - [Infrastructure-related projects](#) eligible under section 1404(f)(1) [now eligible under 23 U.S.C. 208(g)(1)].
 - [Noninfrastructure-related activities](#) eligible under section 1404(f)(2) [(now eligible under 23 U.S.C. 208(g)(2)].
 - SRTS coordinators eligible under section 1404(f)(3) [now eligible under 23 U.S.C. 208(g)(3)].

1. Has this proposed project been identified, listed, or does it correlate with an overall Master Planning, federal Planning and Environmental Linkages (PEL), or Comprehensive Plan? These efforts are typically adopted and recognized and promoted by municipalities, county departments, other agencies, or non-profits as part an organized and up-front programming effort. Checking “No” does not mean that project will fail to qualify, however those with a “Yes” are more favorable or may be given first preference.

Yes No

List any Plan references and indicate the corresponding pages and/or passages that which the proposed project applies to the above qualifier.

NA

Additional Qualifier Activities (please fill out if applicable, otherwise leave blank)

2. If this project application is considered to be under or as part of a [Safe Routes to School Program \(SRTS\)](#), please briefly specify and describe this relationship. Please also indicate the level of student enrollment and any known data such as number of students that may walk or ride their bike on a regular basis to school versus that of school bus use and/or parental drop-off. Include any descriptive data on why you may be seeking a Safe Routes to School project. You may also list other functions on why/how others may walk to/from school grounds during other functions. Please list a contact at the school as a co-sponsor in the applicant information above.

NA

3. If this project application is considered to be under or as part of the [Delaware Byways Program](#), please briefly specify and describe this relationship. Please also indicate the how the application intent (the project) fits into efforts of the byway's Corridor Management Plan that may have identified the need or purpose. Include any descriptive data on what you may be seeking.

NA

4. Is this project part of a sustainability or resiliency plan or effort?
Yes No

Please explain how the application intent (the project) fits into these efforts. *(List any Plan references and indicate the corresponding pages that which the proposed project applies to the above qualifier)*

NA

5. Is this project part of a Plan or an effort to benefit or to serve healthy lifestyles or safe communities?
Yes No

Please explain how the application intent (the project) fits into these efforts. *(List any Plan references and indicate the corresponding pages that which the proposed project applies to the above qualifier)*

This project will provide ADA upgrades to existing sidewalk network that will make it safer and easier to traverse for pedestrians.

Project Implementation Information

6. Project phases included in funding request (check all appropriate boxes):

Planning Activities (*Examples: concept planning, feasibility assessment, master planning, public meetings, etc.*)

Preliminary Engineering/Final Design Plans

Construction

7. Describe any project work phases, efforts, or outreach that are currently underway or have been completed.

DeIDOT is managing the design of this project on behalf of the City of Wilmington. all statements and approvals are being obtained. There is no RW needs for this project.

8. Please explain the relationship to surface transportation in the project proposal. This may be, but not limited to 1) the project's proximity to a highway or a pedestrian/bicycle corridor, 2) whether the project enhances the aesthetic, cultural, or historic aspects of the travel experience, and 3) whether it serves a current or past transportation purpose. Please note, DeIDOT may not impose guidelines or review measures on project eligibility that are more restrictive than any current or past [FHWA guidance](#).

The project is located within the City of Wilmington and will fix an existing pedestrian facility to make it ADA compliant.

9. What other qualifiers you may wish to describe/list that are beneficial to the community such as transportation and pedestrian safety, the natural environment, serving & improvement to disadvantage communities and environmental justice neighborhoods, accommodating commuting or transit needs, economic development or job improvements, recreation, tourism, or investment in healthy communities and improvement of lifestyles. Please include any letters of support, if needed.

this project will improve safety and mobility for residents in the downtown area. Once the phase II project is complete this pedestrian network will be connected to the riverfront.

10. Have any public information or community meetings been held? Yes No

If yes, describe and/or supply meeting minutes:

a public workshop and public outreach meeting was held on March 27th, 2024. Comments were submitted

11. Are adjacent property owners aware and in support of this project? Yes No

(Describe evidence and support below and/or attach documentation for question #11)

there was no opposition to this project as part of the workshop outreach.

12. Are adjacent property owners and those that may be involved willing to donate Real Estate for Right of Way needs (e.g. Permanent Easement and/or additional private property for right of way)? Please note under TAP, this potential conversion in use of real property should be best known upfront and the property owners and/or sponsors should be advised that it may occur. Right of way needs, displacement acquisitions, or objections by property owners may limit and/or disqualify this application or the project in later stages. TAP efforts are community driven projects. Utility relocations, considerable drainage adjustments, steep slopes, avoidance for wetland impacts, or adjustment to other fixtures for example could have bearing on right of way or easement needs.

Yes No Uncertain

(Describe below or attach info, as needed for question #12)

there are no RW needs for this project. All work is within the existing public right of way.

13. Who will take over the proposed ownership and maintenance responsibilities for this project when complete? Maintenance includes but is not limited to mowing, sweeping, trash removal, snow removal, lighting ownership, landscaping care, and eventual rehabilitation etc. Typically, DeIDOT is not responsible for general maintenance.

(Describe below or attach info, as needed, for question #13)

Once the project is completed the City of Wilmington will maintain day to day operations. A project agreement will be drafted and executed prior to construction starting.

14. In the box below, does the project have an estimated cost and any suggestions regarding the phasing or sequencing the project? Attach estimates or describe, as applicable.

Costruction - \$2,800,000.00
CE - \$500,000.00
Contingency - \$300,000.00
Traffic - \$100,000.00

Total = \$3,700,000.00

No Sponsor match will be required from the City of Wilmington for this project.

15. Does the sponsor have the 20% non-federal matching funds for TAP phases checked for the funding request (both apply during PE design and Construction)? Please note that TAP projects exceeding 1.5 million dollars in Construction effort for remaining fund needs will then be full sponsor responsibility. So, 20% matching funds for a 1.5 M construction project of this cost is \$300,000 plus whatever exceeds. In most cases, the project sponsors are then required to provide overmatch.

Yes No Uncertain

If no or uncertain, explain your source of funding, any funding obligation, and any limitations to those funds:

16. If the applicant intends to request the State as the sponsor of project, please answer the following questions: Why is this being undertaken? What measures have been undertaken before requesting the State to become sponsor? What are the anticipated financial responsibilities of each party involved in the project?

(If this question does not apply, please skip)

DeIDOT will administer this project on behalf of the City of Wilmington.

17. Sizable adverse environmental effects and impacts may disqualify an application from this program as being too complex and/or financially outside the TAP program. Are there any environmental issues (wetlands, cultural resources, hazardous materials, endangered species) that are known to be impacted or involved by the project that must be considered when undertaking this project? If yes or uncertain, please explain:

Yes No Uncertain

the NEPA documents are being processed for approval.

18. Are there any utility (above or below ground) fixtures that are known to be impacted or involved by the project? List if known:

Yes No Uncertain

all affected utilities are being identified and coordination with agencies will take affect prior to project being advertised for construction services.

19. Has the sponsor participated in TAP or Transportation Enhancement with DeIDOT previously?

Yes No Uncertain

If yes, describe at least one past or active project; suggest any improvement efforts (if applicable) that could be different this time.

Southbridge Streetscape Phase II and III.
Greater Brandywine Village Streetscape Improvements

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by [Click here to enter text.](#) and that said entity shall:

1. Be aware that other enhancement upgrades beyond the normal DelDOT standard specifications and/or other franchise agreements may require that additional costs to be added onto the sponsor match or simply excluded from the TAP project. Such cases may include type or extent of lighting measures, fencing, and fixtures such as custom signal poles, retaining walls, railings, or signposts. Landscaping, hardscaping, gateway, or public art efforts alone are not a TAP qualification but may be considered as secondary or complementary with the main project effort. Construction of turnouts, overlooks, and viewing areas should be within close or direct access to public roads and not specifically within a facility alone. In the case of inventory, control, or removal of outdoor advertising, the intent is primarily focused on Scenic and Historic Byways or within a viewshed area that has been identified or is recognized by a visual resource inventory and viewed from the public right of way. Historic preservation and rehabilitation of historic transportation facilities are to be focused on exterior or interior access measures or improvements and not renovations for maintenance, operations, or replacement. Mitigation should not include measures to address anticipated capital or local projects or to help achieve permit requirements normally required under NEPA, or with use of funds to finance normal environmental mitigation work eligible under the regular federal-aid highway program. Further public outreach will be needed with DelDOT or FHWA upon TAP project approval with respect to the extent of project enhancement or mitigation details.
2. Provide any required 20% funding match (upon TAP Project approval) in a timely fashion (within 90 days of request for match).
3. Enter into agreements, including maintenance with the Delaware Department of Transportation, as necessary.
4. Avoid delays in providing funding match, signature execution of agreements, or payment of invoices. Circumstances may apply, but those extending 3 months or longer may be subject to termination in consideration of existing or future work for other TAP applications and with possible reimbursement for expenditure of any federal funding.
5. Comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions that could be required for the project.
6. Comply with NEPA process prior to construction which may require involvement with the State Historic Preservation Officer (SHPO), public involvement and coordination with other State and/or Federal agencies, prior to design or construction.
7. Help obtain necessary permits and follow other mitigation that may be necessary.
8. Support other actions and outreach necessary to fully implement the proposed project or effort.

9. Review plans or circulate internally with other appropriate personnel that may hold interest.

10. Allow the project to be dedicated and intended for public use or access.

I further certify that [Click here to enter text.](#) will follow through on the project once programmed in Delaware Department of Transportation (DelDOT) Transportation Alternatives Program schedule.

Signature



Print Name

Steven G. Weber

Title

Director of Transportation



Delaware Department of Transportation

**Return completed application
By February 14, 2025
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Program Summary

The Transportation Alternatives Program (TAP) is a community-driven program that facilitates the development of non-traditional transportation projects with the goal of providing choices for non-motorized users that are safe, reliable, and convenient.

The Delaware Department of Transportation (DelDOT) offers this program to provide communities throughout the state opportunities enhance and bolster themselves by implementing their long-term visions and plans for safer, more accessible and equitable pedestrian and bicycle traffic through the creation of visual cues, bike lanes, wider walkways, cross walks, ADA accessibility, and more. All TAP projects require a sponsor to be responsible for 20% of the project costs. TAP projects are capped at 1.5 million dollars for total construction, meaning that the 20% matching funds for a project of this cost is \$300,000 for construction (which includes management for construction). Most PE design efforts are also 20% match throughout. Unless approved in writing, project sponsors are required to provide overmatch funds exceeding one \$1.5 million for construction. Additional program information and past project examples can be found at: <https://deldot.gov/Programs/tap>

Eligible Activities

The TAP program funds activities encompassing a variety of small-scale transportation projects such as:

- Pedestrian and bicycle facilities
- Shared-use pathways and overlooks
- Safe routes to school projects and/or infrastructure related elements for non-drivers such as measures for older adults and individuals with disabilities to access daily needs
- Conversion of abandoned rail corridors for nonmotorized uses

The TAP program funds also provide for related, accompanying community improvements such as:

- Vegetation management
- Environmental mitigation related to stormwater and habitat connectivity
- Sidewalk installation
- Inventory, control, or removal of outdoor advertising for enhancement of scenic/historic views
- Historic Preservation and rehabilitation of historic transportation facilities
- Creation of designated bicycle lanes
- Renovation of streetscapes
- Installation of lighting, signals, and crosswalks

All TAP projects must have a relationship to surface transportation, serve the public, and meet the criteria for one of the Qualifying TAP Categories listed in the federal legislation found at https://www.fhwa.dot.gov/environment/transportation_alternatives/

Project Sponsors

Eligible Project Sponsors may include (see full descriptions under the last Disclaimer bullet):

- Local governments
- Regional transportation authorities or a transit agency
- Natural resource or public land agencies
- School districts and local education agencies
- Other local and regional governmental entity with oversight of transportation or recreational trails
- Non-profit organizations
- A State Agency, at the request of an existing eligible entity at the discretion of the DelDOT

Project sponsors should first establish if the proposed project is eligible for TAP funding by determining its qualifying category and relationship to surface transportation. If you are not an eligible entity to apply, you must have an eligible project sponsor as the primary sponsor. As such, partnerships and joint ventures with intergovernmental coordination is encouraged. Currently in Delaware, TAP funding can be requested for up to 80% of a project's total estimated cost. Since TAP only provides paid costs up to these limits, a project sponsor should ensure all sources of **non-federal** transportation funding is available for a minimum of 20% of the project costs (both PE design and construction). Once this information has been considered, the project sponsor should prepare and submit a TAP application. Please list any other parties that may be involved. The Delaware Department of Transportation (DelDOT) supports and administers the TAP for all Delaware Projects. The project sponsor is likely to assume the maintenance and legal liability for the duration of the project's useful life.

TAP Application Process

Within the TAP Program at the federal level, approximately 1.6 million dollars per federal fiscal year has been suballocated or set aside to the Metropolitan Planning Organizations (MPO) in population areas greater than 200,000. As such, a portion of TAP selection and project fate rests in the authority of the Wilmington Metropolitan Planning Organization (WILMAPCO). As such, applications **inside** the jurisdiction of WILMAPCO will have funds set aside to them and projects applications within their jurisdiction must be received and reviewed for prioritization by them. Their approved list of projects is ultimately sent to DelDOT for project implementation. To apply for a TAP project within the WILMAPCO jurisdiction and to learn more about the jurisdictional boundary, visit: [WILMAPCO](#).

All project applications **outside** of WILMAPCO jurisdiction should be submitted directly to DelDOT.

Project applications submitted to WILMAPCO can still be submitted to DelDOT for consideration and potential award. There is TAP set aside flexible funding and spending measures that do not carry geographic population area or location considerations.

TAP projects should be identified, listed, or apply to a community's overall Master Planning or Comprehensive Plan effort. These plans are typically adopted and recognized by municipalities, county departments, other agencies, or non-profits as part an organized and up-front programming effort. Not being part of one of these plans does not mean that a proposed project will fail to qualify for funding. However, those that are included in a planning document measure are more favorable and may be given first preference when funds and distribution of funds under the TAP Program are limited. Please reference, as needed.

Project Responsibilities and Disclaimers

- Typically TAP projects are administered by DelDOT's Active Transportation & Community Connections Section as a turnkey operation for the applicant and/or sponsor. TAP Sponsor-administered projects are discouraged. However, if a sponsor administered TAP project is undertaken, the sponsor must work with DelDOT to develop a separate, pre-arranged, or future agreement with the DelDOT's Active Transportation & Community Connections Section, Division of Planning. If the agreement cannot be developed within three months of acceptance of the application, the application and project may be considered withdrawn. The project sponsor under their expenses or extra expenses will follow all state and federal laws, including any ADA provisions and any DelDOT project review. Efforts often require the sponsor to design and construct to DelDOT standards. All National Environment Policy Act (NEPA) provisions will be required and approved in advance as well as any applicable permit(s) before federal or state reimbursement can apply or for the project to commence into any product purchases, advertisement, or construction.
- All project information completed below should be filled out and will be reviewed by the DelDOT Active Transportation & Community Connections Section, other appropriate DelDOT subject matter experts, and may be reviewed by the appropriate MPO. Submissions will be reviewed on a competitive basis and will consider prioritized scoring with the available program funding and geographic population areas. Applicants not accepted are encouraged to re-apply the next time and they may seek consultation with DelDOT on how to improve their future submission.
- Limits on a project submission or acceptance of a project may be minimized or rejected due to the larger scope and funding availability. Any phased project efforts will have to re-apply to the TAP Program and there is no automatic guarantee of project continuation. Each submission may be reviewed and ranked again versus any newly submitted. Each TAP project or phase is evaluated independently.
- TAP Projects are intended and dedicated for public use or access. If efforts are intended to serve private or individual needs only, the TAP application is most likely to be disqualified.
- TAP Projects are not likely to acquire private or other public properties. This includes efforts for additional right of ways, or a payment offering to achieve public access & easements needs. As community based driven projects, we anticipate these efforts to be willing donations to accomplish the project.
- Safe Routes to School Projects (SRTS) submitted on behalf of an eligible schooling entity may also be eligible for up to a zero percent sponsor or entity contribution during planning or design phases – please contact us in advance to confirm that the project will qualify for this.
- All projects are capped at 1.5 million dollars with a 20% sponsor match for Construction. If project exceeds \$1.5 million then the sponsor will be expected to pay for the overage. This also applies during construction efforts if/when there is unknown price over runs or necessary change orders. All cost overruns will be reviewed to determine the level of sponsor participation.
- The sponsor shall be aware that enhancement upgrades far beyond the normal DelDOT standard specifications and/or other franchise agreements may require that additional costs to be added onto the sponsor match or they may be excluded from the TAP project. Such cases may include type or extent of lighting measures, fencing, and fixtures such as custom signal poles, retaining walls, railings, or signposts.
- Landscaping, hardscaping, gateway, or public art efforts alone are not a TAP qualification but may be

considered as secondary or complementary with the main project effort. Landscape screening efforts may be eligible in the case of mitigation from billboards, junkyards, or inadvertent intrusions.

- Construction of turnouts, overlooks, and viewing areas should be within close or direct access to public roads, parking areas, and not specifically within a facility alone.
- In the case of inventory, control, or removal of outdoor advertising, the intent is primarily focused on Scenic and Historic Byways or within a viewshed area that has been identified or is recognized by a visual resource inventory and viewed from the public right of way.
- Historic preservation and rehabilitation of historic transportation facilities are to be focused on exterior or interior access measures or improvements and not renovations for maintenance, operations, or replacement.
- Enhancement measures in the activities listed, which go beyond what is customarily provided as environmental mitigation, are considered as transportation enhancements. However, transportation enhancement activities might consist of activities not immediately connected to a nearby project being mitigated. States or the TAP Program may not use TE funds to finance normal environmental mitigation work eligible under the regular federal-aid highway program. Further outreach will be needed with DelDOT or FHWA upon TAP project approval with respect to the extent of project enhancement and mitigation details.
- Under 23 U.S.C. 133(h)(4)(A), as amended by the BIL, the entities eligible to receive TA Set Aside funds are:
 1. A local government. Local government entities include any unit of local government below a State government agency, except for an MPO representing an urbanized area with a population over 200,000. Examples include city, town, township, village, borough, parish, or county agencies.
 2. A regional transportation authority. Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section (23 U.S.C. 135(m)).
 3. A transit agency. Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.
 4. A natural resource or public land agency. Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies.
 - State or local fish and game or wildlife agencies.
 - Department of the Interior land management agencies.
 - U.S. Forest Service.
 5. A school district, local education agency, or school. School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public and not only a private entity.

6. A Tribal government.
7. A metropolitan planning organization (MPO) that serves an urbanized area with a population of 200,000 or fewer. MPOs representing urbanized areas over 200,000 population are not eligible entities.
8. A nonprofit entity. The BIL removed the requirement that the nonprofit entity be responsible for the administration of local transportation safety programs.
9. Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of 23 U.S.C. 133(h).
10. A State, at the request of an eligible entity listed above.

State DOTs are not eligible entities as defined under 23 U.S.C. 133(h)(4)(A) unless requested by another eligible entity. (23 U.S.C. 133(h)(4)(A)(x)). MPOs representing urbanized areas over 200,000 population are not eligible entities. (23 U.S.C. 133(h)(4)(A)(ix)). State DOTs and MPOs may partner with any eligible entity project sponsor to carry out a project. After projects have been selected, the State DOT (DelDOT) may manage projects.

Project Rankings

Project ranking or priority criteria is determined by DelDOT and with the available program funding it may have in the project's projected fiscal year(s).

Under a competitive TAP submission process, project ranking, and priorities will be based on certain criteria factors of:

- Transportation Equity and Serving Disadvantaged Communities (this may be ranked higher).
- Safety improvement (this may be ranked higher as a DelDOT priority). For example, the project is located along a road segment with a documented history of pedestrian or cycle crashes or concerns.
- ADA improvement needs (including parking considerations for an individual to gain access to non-motorized areas).
- History of requests for improvements from community members or residents (include that info).
- Supports or complements the State Strategies for Spending or Level of Investment Areas.
- Connection links or provides the continuation of bike lanes, shared use paths, or sidewalks.
- Close proximity and/or improved access to bus stops within or in near proximate limits of the project area, which may include connections for paratransit, transit users, school children, college, or seniors.
- Close proximity and/or improved access to Community Centers and/or Libraries.
- Close proximity and/or improved access to Schools. The project is located nearby or serves an elementary, middle, or high school, or college.
- Close proximity and/or improved access to Parks or Greenways.

- The project is an enhancement effort for the area rather than a replacement or maintenance effort.
- Connections or ranking for improvement under Level of Bike Stress or pedestrian accessibility (to be determined by DelDOT's modeling).
- Level of purposeful reduction in air pollution, wildlife mortality, or existing water runoff treatment.
- Level of improvement for terrestrial or aquatic habitat connectivity.

Other priority considerations may be: a particular stage of project development; next phase of a previous TAP project; relation to the Safe Routes to Schools Program; relation to the Delaware Byways Program; population category area(s); available funding or overmatch needs; documented community acceptance by adjacent property owners; complexity of maintenance; constructability ease/difficulty; tourism or ecotourism effort toward preservation, promotion, or economic benefit serving the greater good; and, any relationship to an existing Capital Project or safety improvement (DelDOT or others) that may have been omitted or intends to be included.

Transportation Alternatives Program Application Form

Applicant Information

Project Sponsor:	Village of Ardencroft
Co-Sponsor Name (if applicable):	Village of Arden
Contact Person and Title:	Ben Gruswitz, Ardencroft Chair
Address:	2121 The Highway
City, State, and Zip:	Arden, DE 19810
Telephone:	302-385-6222
Email Address(s):	chair@ardencroft.delaware.gov

Project Information

Project Title:	Ardens State Roads Crossing Improvements
Project Location: (Include Streets, City/Town, and County)	Harvey Road in Arden (between Marsh Rd and I-95 overpass) and Veale Road

<p>Brief Project Description and how it qualifies based on activities checked below. Note the primary activity in the description.</p> <p>A location map with aerial view <u>must be attached</u>; include photos, as needed.</p>	<p>The Villages of Arden, Ardentown, and Ardencroft are seeking TAP funding to enhance pedestrian crossings on Harvey and Veale Roads to provide a more cohesive active transportation network throughout the three villages. Specifically, the three villages are seeking to conduct necessary community outreach and preliminary engineering and design work on up to 6 potential crossing locations, 3 of which currently exist and are in need of rehabilitation, and 3 of which do not currently exist but are recommended based on the Ardens Transportation Plan. The villages then aim to move forward with implementation after conducting a prioritization process based upon the future availability of matching funds.</p> <p>These crossings were identified through the Ardens Transportation Plan, conducted in coordination with WILMAPCO and approved in July 2023. This project aligns with TAP's goals through the construction of on-road active transportation facilities that will enhance pedestrian safety and traffic calming along these busy roadways. These crosswalks will also provide enhanced connections to the three villages' existing off-road trail networks, expanding the low-stress active transportation network for access to key community destinations.</p>
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Qualifying Activities

Check the Transportation Alternative activity that the proposed project will address. All projects must have a relationship to surface transportation and/or must be dedicated to public use or access. The project must fit into at least one of the activities listed below. Indicate which eligible activities the project will achieve. Check all that apply. Note: Checking more activities may not ensure or increase eligibility. Projects or Activities were described in 23 U.S.C. 101(a)(29) or 23 U.S.C. 213 as an effort prior to the enactment of the FAST Act. Click for [eligible activities](#).

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- Construction of turnouts, overlooks, and viewing areas

Community improvement activities, which include but are not limited to:

- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
- Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- Planning, designing, or constructing boulevards and other roadways largely in the right of-way of former Interstate System routes or other divided highways. See [Boulevards from Divided Highways](#) for examples.
- The [safe routes to school program](#) (SRTS) under section 1404 of the SAFETEA-LU (23 U.S.C. 402 note; Public Law 109-59) [now codified as 23 U.S.C. 208 and including]:
 - [Infrastructure-related projects](#) eligible under section 1404(f)(1) [now eligible under 23 U.S.C. 208(g)(1)].
 - [Noninfrastructure-related activities](#) eligible under section 1404(f)(2) [(now eligible under 23 U.S.C. 208(g)(2)].
 - SRTS coordinators eligible under section 1404(f)(3) [now eligible under 23 U.S.C. 208(g)(3)].

1. Has this proposed project been identified, listed, or does it correlate with an overall Master Planning, federal Planning and Environmental Linkages (PEL), or Comprehensive Plan? These efforts are typically adopted and recognized and promoted by municipalities, county departments, other agencies, or non-profits as part an organized and up-front programming effort. Checking “No” does not mean that project will fail to qualify, however those with a “Yes” are more favorable or may be given first preference.

Yes No

List any Plan references and indicate the corresponding pages and/or passages that which the proposed project applies to the above qualifier.

This project is identified in the 2023 Ardens Transportation Plan. These crosswalks are listed as ID Letters E, H, W, and Y on page 58 of the plan, and shown in images on pages 59-65. The Ardens Transportation Plan serves as a transportation master plan for the three villages, providing recommendations ranging from enhanced crosswalks to speed limit reductions, bioswales and bump-outs, and gateway signage for enhanced placemaking. Improved crossings are also identified in the Ardentown Paths Plan from 2017.

Additional Qualifier Activities (please fill out if applicable, otherwise leave blank)

2. If this project application is considered to be under or as part of a [Safe Routes to School Program \(SRTS\)](#), please briefly specify and describe this relationship. Please also indicate the level of student enrollment and any known data such as number of students that may walk or ride their bike on a regular basis to school versus that of school bus use and/or parental drop-off. Include any descriptive data on why you may be seeking a Safe Routes to School project. You may also list other functions on why/how others may walk to/from school grounds during other functions. Please list a contact at the school as a co-sponsor in the applicant information above.

3. If this project application is considered to be under or as part of the [Delaware Byways Program](#), please briefly specify and describe this relationship. Please also indicate the how the application intent (the project) fits into efforts of the byway’s Corridor Management Plan that may have identified the need or purpose. Include any descriptive data on what you may be seeking.

4. Is this project part of a sustainability or resiliency plan or effort?
Yes No

Please explain how the application intent (the project) fits into these efforts. *(List any Plan references and indicate the corresponding pages that which the proposed project applies to the above qualifier)*

The Ardens Transportation Plan focuses on developing sustainable active transportation options for residents through enhanced pedestrian crossings, the build-out of a bicycle and pedestrian network, and through enhanced transit and school bus stops. The three villages also considered sustainable materials and resource management in the plan, with recommendations pertaining to stormwater management and consideration of materials such as permeable pavers.

5. Is this project part of a Plan or an effort to benefit or to serve healthy lifestyles or safe communities?
Yes No

Please explain how the application intent (the project) fits into these efforts. *(List any Plan references and indicate the corresponding pages that which the proposed project applies to the above qualifier)*

The Ardens Transportation Plan constitutes a community effort to benefit healthy lifestyles and create safe communities by incentivizing active transportation and enhancing pedestrian and cyclist safety throughout the villages. By adding enhanced pedestrian crossings and slowing the speed of traffic, the plan facilitates active transportation options and increases the safety of pedestrians, making it easier for residents to elect active transportation as opposed to driving to destinations within the villages.

Project Implementation Information

6. Project phases included in funding request (check all appropriate boxes):

- Planning Activities (*Examples: concept planning, feasibility assessment, master planning, public meetings, etc.*)
- Preliminary Engineering/Final Design Plans
- Construction

7. Describe any project work phases, efforts, or outreach that are currently underway or have been completed.

Initial outreach about these projects occurred through the Ardens Transportation Plan process. Since the plan was approved, the Ardens Transportation Monitoring Committee has been working to develop a concept design sketches for Crossings E, H, and W. See attached concept illustration. In addition, the Monitoring Committee has gathered speed and volume data for Harvey and Veale Roads, and is currently working with plan consultant Bowman Consulting to conduct a pedestrian crossing analysis with ped counts.

8. Please explain the relationship to surface transportation in the project proposal. This may be, but not limited to 1) the project's proximity to a highway or a pedestrian/bicycle corridor, 2) whether the project enhances the aesthetic, cultural, or historic aspects of the travel experience, and 3) whether it serves a current or past transportation purpose. Please note, DelDOT may not impose guidelines or review measures on project eligibility that are more restrictive than any current or past [FHWA guidance](#).

This project enhances active transportation by providing greater connectivity throughout the three villages. Arden, Ardentown, and Ardencroft share an interconnected trail network that promotes active transportation and allows pedestrians to easily access key destinations. However, use of the trails is inhibited by difficult pedestrian crossings along Harvey and Veale Road. According to DelDOT's AADT map, Harvey Road sees up to 8-10k vehicles per day, while Veale Road sees over 4,000 per day. Each of these roadways is also classified as a LTS level 4 according to DelDOT. By rehabbing existing and installing new crosswalks, this project not only enhances pedestrian safety, but also enhances the three villages' cultural traditions surrounding active transportation and natural preservation.

9. What other qualifiers you may wish to describe/list that are beneficial to the community such as transportation and pedestrian safety, the natural environment, serving & improvement to disadvantage communities and environmental justice neighborhoods, accommodating commuting or transit needs, economic development or job improvements, recreation, tourism, or investment in healthy communities and improvement of lifestyles. Please include any letters of support, if needed.

According to US Census data, Arden, Ardentown, and Ardencroft have the top 3 highest median ages of all municipalities in New Castle County at 60, 57, and 58, respectively. Over 1/3 of each village is over the age of 65. Providing safe crossings across Harvey and Veale Road are particularly important for the villages' aging population, who may be at increased safety risk while crossing roadways.

10. Have any public information or community meetings been held? Yes No
If yes, describe and/or supply meeting minutes:

The Ardens Transportation Monitoring Committee meets monthly. Meeting minutes are available for each meeting via WILMAPCO's website. This project was discussed at the most-recent February 2025 meeting on Feb 3rd. In addition, the Ardens Transportation Plan provided ample opportunities for community input through workshops, and each of the three villages voted to approve the plan at public meetings in June 2023.

11. Are adjacent property owners aware and in support of this project? Yes No
(Describe evidence and support below and/or attach documentation for question #11)

Adjacent leaseholders are aware of the plan and have been made aware of these potential projects during the planning process. In particular, the villages facilitated surveys and flyers to drive feedback for the plan, and each village voted to approve the plan, conditioned upon respectful communication with adjacent leaseholders and adherence to property rights. As the project moves forward, specific household-level feedback may be necessary, particularly for leaseholders living in direct proximity to the crosswalks, during the planning/PE process once initiated, especially as crosswalk positioning options are narrowed down. Letters of support are attached to this application as well.

12. Are adjacent property owners and those that may be involved willing to donate Real Estate for Right of Way needs (e.g. Permanent Easement and/or additional private property for right of way)? Please note under TAP, this potential conversion in use of real property should be best known upfront and the property owners and/or sponsors should be advised that it may occur. Right of way needs, displacement acquisitions, or objections by property owners may limit and/or disqualify this application or the project in later stages. TAP efforts are community driven projects. Utility relocations, considerable drainage adjustments, steep slopes, avoidance for wetland impacts, or adjustment to other fixtures for example could have bearing on right of way or easement needs.

Yes No Uncertain

(Describe below or attach info, as needed for question #12)

Land in Arden, Ardentown, and Ardencroft are owned by land-owning entities that lease parcels to leaseholders. Individual leaseholders will be engaged for considerations as needed, but final approval for any right-of-way or easement acquisition would come from the appropriate parties.

13. Who will take over the proposed ownership and maintenance responsibilities for this project when complete? Maintenance includes but is not limited to mowing, sweeping, trash removal, snow removal, lighting ownership, landscaping care, and eventual rehabilitation etc. Typically, DeIDOT is not responsible for general maintenance.

(Describe below or attach info, as needed, for question #13)

Depending on design decisions, the three villages accept that maintenance and ownership of the crosswalk facilities may need to fall within local control. Arden, Ardentown, and Ardencroft will work collaboratively with DeIDOT to understand potential responsibilities involved, and will choose designs that are consistent with responsibilities the villages are willing to take on.

14. In the box below, does the project have an estimated cost and any suggestions regarding the phasing or sequencing the project? Attach estimates or describe, as applicable.

Arden, Ardentown, and Ardencroft will pursue planning activities to prioritize the 6 potential enhancement locations based upon anticipated availability of matching funds, contingent upon CTF allocations. After prioritization, the three villages will look to proceed with PE/Design work on the prioritized locations, with the aim to narrow down to 1-2 for implementation. The Villages currently have cost estimates for 5 of the 6 locations identified for review, with one additional that was not identified in the Ardens Transportation Plan but has since come up as a priority. Cost estimates are attached for the specific project ID's included in this request. Estimated project development costs are approximately \$230k, with final construction costs for all 6 projects estimated at approximately \$1.15 million. However, final construction costs to be determined subject to CTF availability for the local match.

15. Does the sponsor have the 20% non-federal matching funds for TAP phases checked for the funding request (both apply during PE design and Construction)? Please note that TAP projects exceeding 1.5 million dollars in Construction effort for remaining fund needs will then be full sponsor responsibility. So, 20% matching funds for a 1.5 M construction project of this cost is \$300,000 plus whatever exceeds. In most cases, the project sponsors are then required to provide overmatch.

Yes No Uncertain

If no or uncertain, explain your source of funding, any funding obligation, and any limitations to those funds:

The three villages will look to use CTF dollars as the local match for these projects but precise funding amounts are unavailable at this time due to the current vacancy of Senate District 5. Prior to the drafting of the application, Ardencroft Chair Ben Gruswitz met with Rep. Larry Lambert and received confirmation of support for the project and indication of the availability of funding, contingent upon conversations with the newly-elected Senator. Upon the filling of SD5's current vacancy, the villages will meet again with Rep. Lambert and the newly-elected Senator to discuss these projects and determine appropriate matching funds amounts.

16. If the applicant intends to request the State as the sponsor of project, please answer the following questions: Why is this being undertaken? What measures have been undertaken before requesting the State to become sponsor? What are the anticipated financial responsibilities of each party involved in the project?

(If this question does not apply, please skip)

17. Sizable adverse environmental effects and impacts may disqualify an application from this program as being too complex and/or financially outside the TAP program. Are there any environmental issues (wetlands, cultural resources, hazardous materials, endangered species) that are known to be impacted or involved by the project that must be considered when undertaking this project? If yes or uncertain, please explain:

Yes No Uncertain

The villages do not expect to encounter any environmental effects during the course of the project, as these activities will occur within existing right-of-way and will result in very minimal ground disturbance, if at all.

18. Are there any utility (above or below ground) fixtures that are known to be impacted or involved by the project? List if known:

Yes No Uncertain

19. Has the sponsor participated in TAP or Transportation Enhancement with DelDOT previously?

Yes No Uncertain

If yes, describe at least one past or active project; suggest any improvement efforts (if applicable) that could be different this time.

SRTS Project in coordination with Wilmington Montessori in 2017

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by [Click here to enter text.](#) and that said entity shall:

1. Be aware that other enhancement upgrades beyond the normal DelDOT standard specifications and/or other franchise agreements may require that additional costs to be added onto the sponsor match or simply excluded from the TAP project. Such cases may include type or extent of lighting measures, fencing, and fixtures such as custom signal poles, retaining walls, railings, or signposts. Landscaping, hardscaping, gateway, or public art efforts alone are not a TAP qualification but may be considered as secondary or complementary with the main project effort. Construction of turnouts, overlooks, and viewing areas should be within close or direct access to public roads and not specifically within a facility alone. In the case of inventory, control, or removal of outdoor advertising, the intent is primarily focused on Scenic and Historic Byways or within a viewshed area that has been identified or is recognized by a visual resource inventory and viewed from the public right of way. Historic preservation and rehabilitation of historic transportation facilities are to be focused on exterior or interior access measures or improvements and not renovations for maintenance, operations, or replacement. Mitigation should not include measures to address anticipated capital or local projects or to help achieve permit requirements normally required under NEPA, or with use of funds to finance normal environmental mitigation work eligible under the regular federal-aid highway program. Further public outreach will be needed with DelDOT or FHWA upon TAP project approval with respect to the extent of project enhancement or mitigation details.
2. Provide any required 20% funding match (upon TAP Project approval) in a timely fashion (within 90 days of request for match).
3. Enter into agreements, including maintenance with the Delaware Department of Transportation, as necessary.
4. Avoid delays in providing funding match, signature execution of agreements, or payment of invoices. Circumstances may apply, but those extending 3 months or longer may be subject to termination in consideration of existing or future work for other TAP applications and with possible reimbursement for expenditure of any federal funding.
5. Comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions that could be required for the project.
6. Comply with NEPA process prior to construction which may require involvement with the State Historic Preservation Officer (SHPO), public involvement and coordination with other State and/or Federal agencies, prior to design or construction.
7. Help obtain necessary permits and follow other mitigation that may be necessary.
8. Support other actions and outreach necessary to fully implement the proposed project or effort.

9. Review plans or circulate internally with other appropriate personnel that may hold interest.
10. Allow the project to be dedicated and intended for public use or access.

I further certify that [Click here to enter text.](#) will follow through on the project once programmed in Delaware Department of Transportation (DelDOT) Transportation Alternatives Program schedule.

Signature

Print Name

Title



Delaware Department of Transportation

**Return completed application
By February 14, 2025
via email to:**
Michael Hahn, AICP
Planning Supervisor
MichaelC.Hahn@delaware.gov
Phone: 302-760-2273

Transportation Alternatives Program Application

as defined in 23 USC 101(a)(29) as it appeared prior to changes made by the FAST Act

Program Summary

The Transportation Alternatives Program (TAP) is a community-driven program that facilitates the development of non-traditional transportation projects with the goal of providing choices for non-motorized users that are safe, reliable, and convenient.

The Delaware Department of Transportation (DelDOT) offers this program to provide communities throughout the state opportunities enhance and bolster themselves by implementing their long-term visions and plans for safer, more accessible and equitable pedestrian and bicycle traffic through the creation of visual cues, bike lanes, wider walkways, cross walks, ADA accessibility, and more. All TAP projects require a sponsor to be responsible for 20% of the project costs. TAP projects are capped at 1.5 million dollars for total construction, meaning that the 20% matching funds for a project of this cost is \$300,000 for construction (which includes management for construction). Most PE design efforts are also 20% match throughout. Unless approved in writing, project sponsors are required to provide overmatch funds exceeding one \$1.5 million for construction. Additional program information and past project examples can be found at: <https://deldot.gov/Programs/tap>

Eligible Activities

The TAP program funds activities encompassing a variety of small-scale transportation projects such as:

- Pedestrian and bicycle facilities
- Shared-use pathways and overlooks
- Safe routes to school projects and/or infrastructure related elements for non-drivers such as measures for older adults and individuals with disabilities to access daily needs
- Conversion of abandoned rail corridors for nonmotorized uses

The TAP program funds also provide for related, accompanying community improvements such as:

- Vegetation management
- Environmental mitigation related to stormwater and habitat connectivity
- Sidewalk installation
- Inventory, control, or removal of outdoor advertising for enhancement of scenic/historic views
- Historic Preservation and rehabilitation of historic transportation facilities
- Creation of designated bicycle lanes
- Renovation of streetscapes
- Installation of lighting, signals, and crosswalks

All TAP projects must have a relationship to surface transportation, serve the public, and meet the criteria for one of the Qualifying TAP Categories listed in the federal legislation found at https://www.fhwa.dot.gov/environment/transportation_alternatives/

Project Sponsors

Eligible Project Sponsors may include (see full descriptions under the last Disclaimer bullet):

- Local governments
- Regional transportation authorities or a transit agency
- Natural resource or public land agencies
- School districts and local education agencies
- Other local and regional governmental entity with oversight of transportation or recreational trails
- Non-profit organizations
- A State Agency, at the request of an existing eligible entity at the discretion of the DelDOT

Project sponsors should first establish if the proposed project is eligible for TAP funding by determining its qualifying category and relationship to surface transportation. If you are not an eligible entity to apply, you must have an eligible project sponsor as the primary sponsor. As such, partnerships and joint ventures with intergovernmental coordination is encouraged. Currently in Delaware, TAP funding can be requested for up to 80% of a project's total estimated cost. Since TAP only provides paid costs up to these limits, a project sponsor should ensure all sources of **non-federal** transportation funding is available for a minimum of 20% of the project costs (both PE design and construction). Once this information has been considered, the project sponsor should prepare and submit a TAP application. Please list any other parties that may be involved. The Delaware Department of Transportation (DelDOT) supports and administers the TAP for all Delaware Projects. The project sponsor is likely to assume the maintenance and legal liability for the duration of the project's useful life.

TAP Application Process

Within the TAP Program at the federal level, approximately 1.6 million dollars per federal fiscal year has been suballocated or set aside to the Metropolitan Planning Organizations (MPO) in population areas greater than 200,000. As such, a portion of TAP selection and project fate rests in the authority of the Wilmington Metropolitan Planning Organization (WILMAPCO). As such, applications **inside** the jurisdiction of WILMAPCO will have funds set aside to them and projects applications within their jurisdiction must be received and reviewed for prioritization by them. Their approved list of projects is ultimately sent to DelDOT for project implementation. To apply for a TAP project within the WILMAPCO jurisdiction and to learn more about the jurisdictional boundary, visit: [WILMAPCO](#).

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Project Responsibilities and Disclaimers

- Typically TAP projects are administered by DelDOT's Active Transportation & Community Connections Section as a turnkey operation for the applicant and/or sponsor. TAP Sponsor-administered projects are discouraged. However, if a sponsor administered TAP project is undertaken, the sponsor must work with DelDOT to develop a separate, pre-arranged, or future agreement with the DelDOT's Active Transportation & Community Connections Section, Division of Planning. If the agreement cannot be developed within three months of acceptance of the application, the application and project may be considered withdrawn. The project sponsor under their expenses or extra expenses will follow all state and federal laws, including any ADA provisions and any DelDOT project review. Efforts often require the sponsor to design and construct to DelDOT standards. All National Environment Policy Act (NEPA) provisions will be required and approved in advance as well as any applicable permit(s) before federal or state reimbursement can apply or for the project to commence into any product purchases, advertisement, or construction.
- All project information completed below should be filled out and will be reviewed by the DelDOT Active Transportation & Community Connections Section, other appropriate DelDOT subject matter experts, and may be reviewed by the appropriate MPO. Submissions will be reviewed on a competitive basis and will consider prioritized scoring with the available program funding and geographic population areas. Applicants not accepted are encouraged to re-apply the next time and they may seek consultation with DelDOT on how to improve their future submission.
- Limits on a project submission or acceptance of a project may be minimized or rejected due to the larger scope and funding availability. Any phased project efforts will have to re-apply to the TAP Program and there is no automatic guarantee of project continuation. Each submission may be reviewed and ranked again versus any newly submitted. Each TAP project or phase is evaluated independently.
- TAP Projects are intended and dedicated for public use or access. If efforts are intended to serve private or individual needs only, the TAP application is most likely to be disqualified.
- TAP Projects are not likely to acquire private or other public properties. This includes efforts for additional right of ways, or a payment offering to achieve public access & easements needs. As community based driven projects, we anticipate these efforts to be willing donations to accomplish the project.
- Safe Routes to School Projects (SRTS) submitted on behalf of an eligible schooling entity may also be eligible for up to a zero percent sponsor or entity contribution during planning or design phases – please contact us in advance to confirm that the project will qualify for this.
- All projects are capped at 1.5 million dollars with a 20% sponsor match for Construction. If project exceeds \$1.5 million then the sponsor will be expected to pay for the overage. This also applies during construction efforts if/when there is unknown price over runs or necessary change orders. All cost overruns will be reviewed to determine the level of sponsor participation.
- The sponsor shall be aware that enhancement upgrades far beyond the normal DelDOT standard specifications and/or other franchise agreements may require that additional costs to be added onto the sponsor match or they may be excluded from the TAP project. Such cases may include type or extent of lighting measures, fencing, and fixtures such as custom signal poles, retaining walls, railings, or signposts.
- Landscaping, hardscaping, gateway, or public art efforts alone are not a TAP qualification but may be

considered as secondary or complementary with the main project effort. Landscape screening efforts may be eligible in the case of mitigation from billboards, junkyards, or inadvertent intrusions.

- Construction of turnouts, overlooks, and viewing areas should be within close or direct access to public roads, parking areas, and not specifically within a facility alone.
- In the case of inventory, control, or removal of outdoor advertising, the intent is primarily focused on Scenic and Historic Byways or within a viewshed area that has been identified or is recognized by a visual resource inventory and viewed from the public right of way.
- Historic preservation and rehabilitation of historic transportation facilities are to be focused on exterior or interior access measures or improvements and not renovations for maintenance, operations, or replacement.
- Enhancement measures in the activities listed, which go beyond what is customarily provided as environmental mitigation, are considered as transportation enhancements. However, transportation enhancement activities might consist of activities not immediately connected to a nearby project being mitigated. States or the TAP Program may not use TE funds to finance normal environmental mitigation work eligible under the regular federal-aid highway program. Further outreach will be needed with DelDOT or FHWA upon TAP project approval with respect to the extent of project enhancement and mitigation details.
- Under 23 U.S.C. 133(h)(4)(A), as amended by the BIL, the entities eligible to receive TA Set Aside funds are:
 1. A local government. Local government entities include any unit of local government below a State government agency, except for an MPO representing an urbanized area with a population over 200,000. Examples include city, town, township, village, borough, parish, or county agencies.
 2. A regional transportation authority. Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section (23 U.S.C. 135(m)).
 3. A transit agency. Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.
 4. A natural resource or public land agency. Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies.
 - State or local fish and game or wildlife agencies.
 - Department of the Interior land management agencies.
 - U.S. Forest Service.
 5. A school district, local education agency, or school. School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public and not only a private entity.

6. A Tribal government.
7. A metropolitan planning organization (MPO) that serves an urbanized area with a population of 200,000 or fewer. MPOs representing urbanized areas over 200,000 population are not eligible entities.
8. A nonprofit entity. The BIL removed the requirement that the nonprofit entity be responsible for the administration of local transportation safety programs.
9. Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of 23 U.S.C. 133(h).
10. A State, at the request of an eligible entity listed above.

State DOTs are not eligible entities as defined under 23 U.S.C. 133(h)(4)(A) unless requested by another eligible entity. (23 U.S.C. 133(h)(4)(A)(x)). MPOs representing urbanized areas over 200,000 population are not eligible entities. (23 U.S.C. 133(h)(4)(A)(ix)). State DOTs and MPOs may partner with any eligible entity project sponsor to carry out a project. After projects have been selected, the State DOT (DelDOT) may manage projects.

Project Rankings

Project ranking or priority criteria is determined by DelDOT and with the available program funding it may have in the project's projected fiscal year(s).

Under a competitive TAP submission process, project ranking, and priorities will be based on certain criteria factors of:

- Transportation Equity and Serving Disadvantaged Communities (this may be ranked higher).
- Safety improvement (this may be ranked higher as a DelDOT priority). For example, the project is located along a road segment with a documented history of pedestrian or cycle crashes or concerns.
- ADA improvement needs (including parking considerations for an individual to gain access to non-motorized areas).
- History of requests for improvements from community members or residents (include that info).
- Supports or complements the State Strategies for Spending or Level of Investment Areas.
- Connection links or provides the continuation of bike lanes, shared use paths, or sidewalks.
- Close proximity and/or improved access to bus stops within or in near proximate limits of the project area, which may include connections for paratransit, transit users, school children, college, or seniors.
- Close proximity and/or improved access to Community Centers and/or Libraries.
- Close proximity and/or improved access to Schools. The project is located nearby or serves an elementary, middle, or high school, or college.
- Close proximity and/or improved access to Parks or Greenways.

- The project is an enhancement effort for the area rather than a replacement or maintenance effort.
- Connections or ranking for improvement under Level of Bike Stress or pedestrian accessibility (to be determined by DelDOT's modeling).
- Level of purposeful reduction in air pollution, wildlife mortality, or existing water runoff treatment.
- Level of improvement for terrestrial or aquatic habitat connectivity.

Other priority considerations may be: a particular stage of project development; next phase of a previous TAP project; relation to the Safe Routes to Schools Program; relation to the Delaware Byways Program; population category area(s); available funding or overmatch needs; documented community acceptance by adjacent property owners; complexity of maintenance; constructability ease/difficulty; tourism or ecotourism effort toward preservation, promotion, or economic benefit serving the greater good; and, any relationship to an existing Capital Project or safety improvement (DelDOT or others) that may have been omitted or intends to be included.

Transportation Alternatives Program Application Form

Applicant Information

Project Sponsor:	
Co-Sponsor Name (if applicable):	
Contact Person and Title:	
Address:	
City, State, and Zip:	
Telephone:	
Email Address(s):	

Project Information

Project Title:	
Project Location: (Include Streets, City/Town, and County)	

Brief Project Description and how it qualifies based on activities checked below. Note the primary activity in the description.

A location map with aerial view must be attached; include photos, as needed.

Qualifying Activities

Check the Transportation Alternative activity that the proposed project will address. All projects must have a relationship to surface transportation and/or must be dedicated to public use or access. The project must fit into at least one of the activities listed below. Indicate which eligible activities the project will achieve. Check all that apply. Note: Checking more activities may not ensure or increase eligibility. Projects or Activities were described in 23 U.S.C. 101(a)(29) or 23 U.S.C. 213 as an effort prior to the enactment of the FAST Act. Click for [eligible activities](#).

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- Construction of turnouts, overlooks, and viewing areas

Community improvement activities, which include but are not limited to:

- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
- Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- Planning, designing, or constructing boulevards and other roadways largely in the right of-way of former Interstate System routes or other divided highways. See [Boulevards from Divided Highways](#) for examples.
- The [safe routes to school program](#) (SRTS) under section 1404 of the SAFETEA-LU (23 U.S.C. 402 note; Public Law 109-59) [now codified as 23 U.S.C. 208 and including]:
 - [Infrastructure-related projects](#) eligible under section 1404(f)(1) [now eligible under 23 U.S.C. 208(g)(1)].
 - [Noninfrastructure-related activities](#) eligible under section 1404(f)(2) [(now eligible under 23 U.S.C. 208(g)(2)].
 - SRTS coordinators eligible under section 1404(f)(3) [now eligible under 23 U.S.C. 208(g)(3)].

1. Has this proposed project been identified, listed, or does it correlate with an overall Master Planning, federal Planning and Environmental Linkages (PEL), or Comprehensive Plan? These efforts are typically adopted and recognized and promoted by municipalities, county departments, other agencies, or non-profits as part an organized and up-front programming effort. Checking “No” does not mean that project will fail to qualify, however those with a “Yes” are more favorable or may be given first preference.

Yes No

List any Plan references and indicate the corresponding pages and/or passages that which the proposed project applies to the above qualifier.

Additional Qualifier Activities (please fill out if applicable, otherwise leave blank)

2. If this project application is considered to be under or as part of a [Safe Routes to School Program \(SRTS\)](#), please briefly specify and describe this relationship. Please also indicate the level of student enrollment and any known data such as number of students that may walk or ride their bike on a regular basis to school versus that of school bus use and/or parental drop-off. Include any descriptive data on why you may be seeking a Safe Routes to School project. You may also list other functions on why/how others may walk to/from school grounds during other functions. Please list a contact at the school as a co-sponsor in the applicant information above.

3. If this project application is considered to be under or as part of the [Delaware Byways Program](#), please briefly specify and describe this relationship. Please also indicate the how the application intent (the project) fits into efforts of the byway's Corridor Management Plan that may have identified the need or purpose. Include any descriptive data on what you may be seeking.

4. Is this project part of a sustainability or resiliency plan or effort?
Yes No

Please explain how the application intent (the project) fits into these efforts. *(List any Plan references and indicate the corresponding pages that which the proposed project applies to the above qualifier)*

5. Is this project part of a Plan or an effort to benefit or to serve healthy lifestyles or safe communities?
Yes No

Please explain how the application intent (the project) fits into these efforts. *(List any Plan references and indicate the corresponding pages that which the proposed project applies to the above qualifier)*

Project Implementation Information

6. Project phases included in funding request (check all appropriate boxes):

- Planning Activities (*Examples: concept planning, feasibility assessment, master planning, public meetings, etc.*)
- Preliminary Engineering/Final Design Plans
- Construction

7. Describe any project work phases, efforts, or outreach that are currently underway or have been completed.

8. Please explain the relationship to surface transportation in the project proposal. This may be, but not limited to 1) the project's proximity to a highway or a pedestrian/bicycle corridor, 2) whether the project enhances the aesthetic, cultural, or historic aspects of the travel experience, and 3) whether it serves a current or past transportation purpose. Please note, DelDOT may not impose guidelines or review measures on project eligibility that are more restrictive than any current or past [FHWA guidance](#).

9. What other qualifiers you may wish to describe/list that are beneficial to the community such as transportation and pedestrian safety, the natural environment, serving & improvement to disadvantage communities and environmental justice neighborhoods, accommodating commuting or transit needs, economic development or job improvements, recreation, tourism, or investment in healthy communities and improvement of lifestyles. Please include any letters of support, if needed.

10. Have any public information or community meetings been held? Yes No

If yes, describe and/or supply meeting minutes:

11. Are adjacent property owners aware and in support of this project? Yes No

(Describe evidence and support below and/or attach documentation for question #11)

12. Are adjacent property owners and those that may be involved willing to donate Real Estate for Right of Way needs (e.g. Permanent Easement and/or additional private property for right of way)? Please note under TAP, this potential conversion in use of real property should be best known upfront and the property owners and/or sponsors should be advised that it may occur. Right of way needs, displacement acquisitions, or objections by property owners may limit and/or disqualify this application or the project in later stages. TAP efforts are community driven projects. Utility relocations, considerable drainage adjustments, steep slopes, avoidance for wetland impacts, or adjustment to other fixtures for example could have bearing on right of way or easement needs.

Yes No Uncertain

(Describe below or attach info, as needed for question #12)

13. Who will take over the proposed ownership and maintenance responsibilities for this project when complete? Maintenance includes but is not limited to mowing, sweeping, trash removal, snow removal, lighting ownership, landscaping care, and eventual rehabilitation etc. Typically, DeIDOT is not responsible for general maintenance.

(Describe below or attach info, as needed, for question #13)

14. In the box below, does the project have an estimated cost and any suggestions regarding the phasing or sequencing the project? Attach estimates or describe, as applicable.

15. Does the sponsor have the 20% non-federal matching funds for TAP phases checked for the funding request (both apply during PE design and Construction)? Please note that TAP projects exceeding 1.5 million dollars in Construction effort for remaining fund needs will then be full sponsor responsibility. So, 20% matching funds for a 1.5 M construction project of this cost is \$300,000 plus whatever exceeds. In most cases, the project sponsors are then required to provide overmatch.

Yes No Uncertain

If no or uncertain, explain your source of funding, any funding obligation, and any limitations to those funds:

16. If the applicant intends to request the State as the sponsor of project, please answer the following questions: Why is this being undertaken? What measures have been undertaken before requesting the State to become sponsor? What are the anticipated financial responsibilities of each party involved in the project?

(If this question does not apply, please skip)

17. Sizable adverse environmental effects and impacts may disqualify an application from this program as being too complex and/or financially outside the TAP program. Are there any environmental issues (wetlands, cultural resources, hazardous materials, endangered species) that are known to be impacted or involved by the project that must be considered when undertaking this project? If yes or uncertain, please explain:

Yes No Uncertain

18. Are there any utility (above or below ground) fixtures that are known to be impacted or involved by the project? List if known:

Yes No Uncertain

19. Has the sponsor participated in TAP or Transportation Enhancement with DelDOT previously?

Yes No Uncertain

If yes, describe at least one past or active project; suggest any improvement efforts (if applicable) that could be different this time.

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by [Click here to enter text.](#) and that said entity shall:

1. Be aware that other enhancement upgrades beyond the normal DelDOT standard specifications and/or other franchise agreements may require that additional costs to be added onto the sponsor match or simply excluded from the TAP project. Such cases may include type or extent of lighting measures, fencing, and fixtures such as custom signal poles, retaining walls, railings, or signposts. Landscaping, hardscaping, gateway, or public art efforts alone are not a TAP qualification but may be considered as secondary or complementary with the main project effort. Construction of turnouts, overlooks, and viewing areas should be within close or direct access to public roads and not specifically within a facility alone. In the case of inventory, control, or removal of outdoor advertising, the intent is primarily focused on Scenic and Historic Byways or within a viewshed area that has been identified or is recognized by a visual resource inventory and viewed from the public right of way. Historic preservation and rehabilitation of historic transportation facilities are to be focused on exterior or interior access measures or improvements and not renovations for maintenance, operations, or replacement. Mitigation should not include measures to address anticipated capital or local projects or to help achieve permit requirements normally required under NEPA, or with use of funds to finance normal environmental mitigation work eligible under the regular federal-aid highway program. Further public outreach will be needed with DelDOT or FHWA upon TAP project approval with respect to the extent of project enhancement or mitigation details.
2. Provide any required 20% funding match (upon TAP Project approval) in a timely fashion (within 90 days of request for match).
3. Enter into agreements, including maintenance with the Delaware Department of Transportation, as necessary.
4. Avoid delays in providing funding match, signature execution of agreements, or payment of invoices. Circumstances may apply, but those extending 3 months or longer may be subject to termination in consideration of existing or future work for other TAP applications and with possible reimbursement for expenditure of any federal funding.
5. Comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions that could be required for the project.
6. Comply with NEPA process prior to construction which may require involvement with the State Historic Preservation Officer (SHPO), public involvement and coordination with other State and/or Federal agencies, prior to design or construction.
7. Help obtain necessary permits and follow other mitigation that may be necessary.
8. Support other actions and outreach necessary to fully implement the proposed project or effort.

9. Review plans or circulate internally with other appropriate personnel that may hold interest.
10. Allow the project to be dedicated and intended for public use or access.

I further certify that [Click here to enter text.](#) will follow through on the project once programmed in Delaware Department of Transportation (DelDOT) Transportation Alternatives Program schedule.

Signature

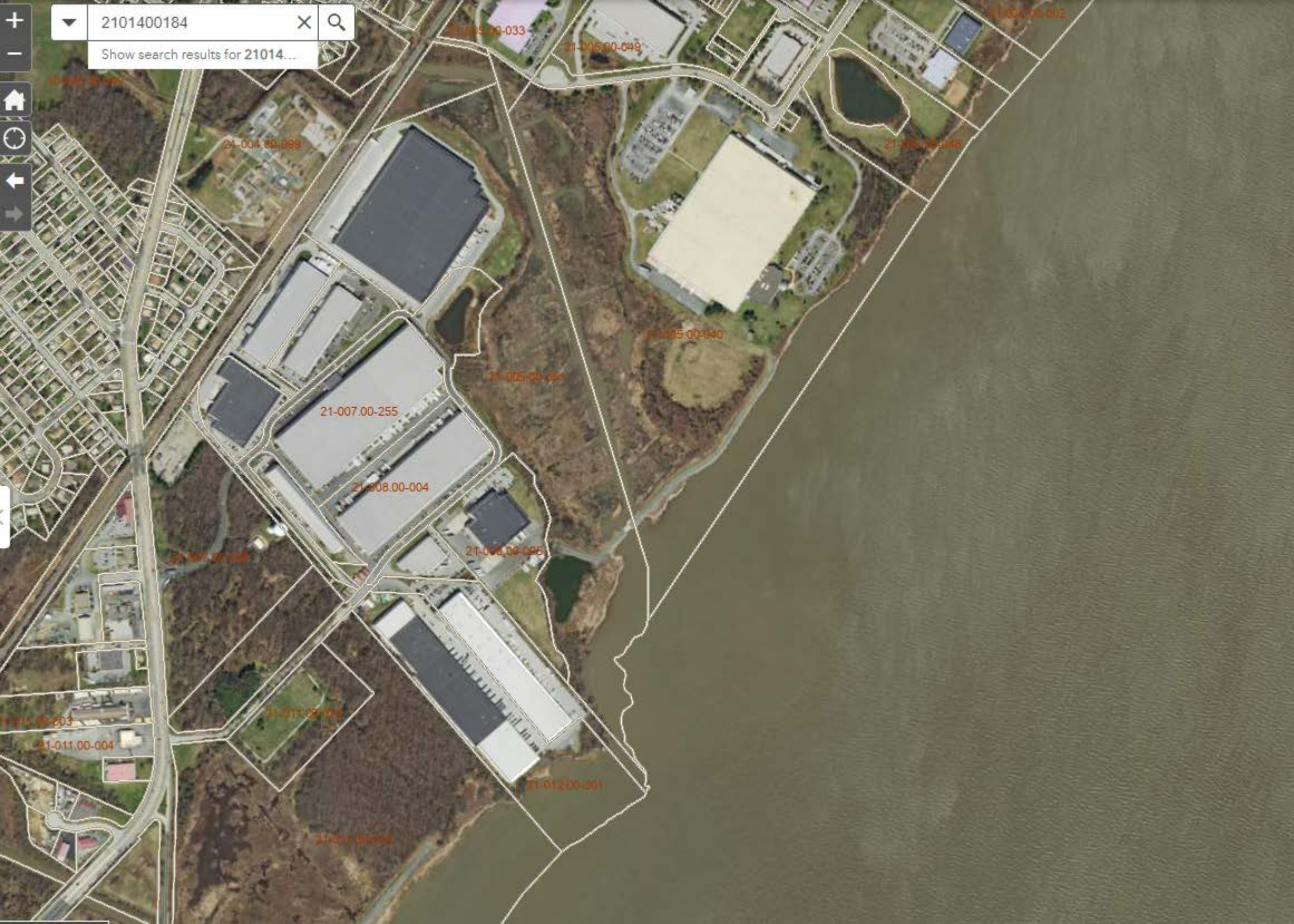
Antonina T antillo

Print Name

Title

2101400184

Show search results for 21014...





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Proposed
Potential
Trail Area

10-000.00-040

21-004.00-099

21-005.00-033

21-005.00-049

21-005.00-046

21-005.00-040

21-005.00-091

21-007.00-255

21-008.00-004

21-008.00-095

21-007.00-035

21-011.00-004

21-011.00-003

21-011.00-004

21-012.00-001

21-011.00-004



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DELAWARE DEPARTMENT OF TRANSPORTATION



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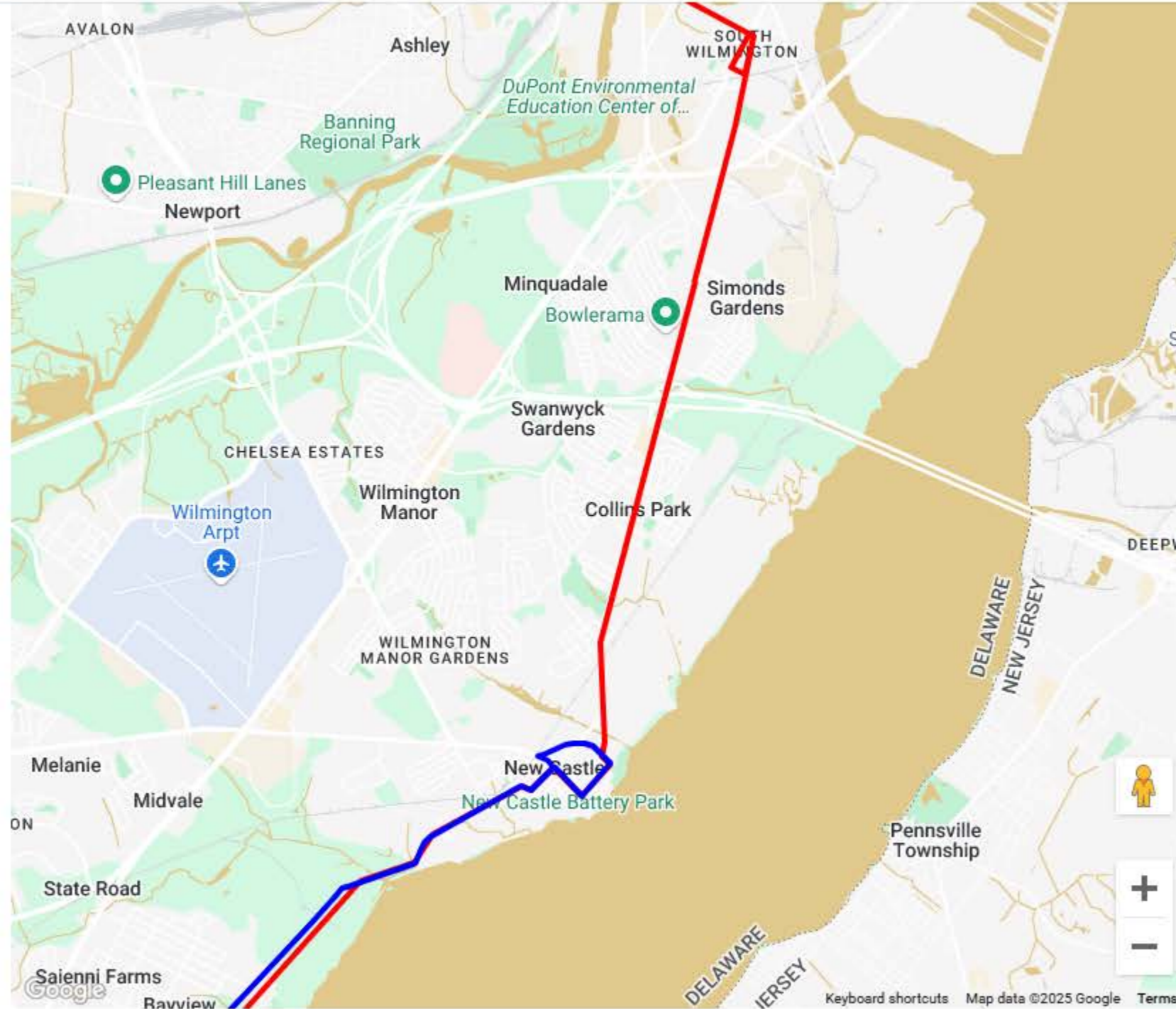


Rt. 9 Residential History Project

Contact Us



DE Byways- Intersection of DE Bayshore Byways and Harriet Tubman Byway



Delaware Byways



Delaware Department of Transportation

**Return completed application
By February 14, 2025
via email to:**
Michael Hahn, AICP
Planning Supervisor
MichaelC.Hahn@delaware.gov
Phone: 302-760-2273

Transportation Alternatives Program Application

as defined in 23 USC 101(a)(29) as it appeared prior to changes made by the FAST Act

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- Limits on a project submission or acceptance of a project may be minimized or rejected due to the larger scope and funding availability. Any phased project efforts will have to re-apply to the TAP Program and there is no automatic guarantee of project continuation. Each submission may be reviewed and ranked again versus any newly submitted. Each TAP project or phase is evaluated independently.
- TAP Projects are intended and dedicated for public use or access. If efforts are intended to serve private or individual needs only, the TAP application is most likely to be disqualified.
- TAP Projects are not likely to acquire private or other public properties. This includes efforts for additional right of ways, or a payment offering to achieve public access & easements needs. As community based driven projects, we anticipate these efforts to be willing donations to accomplish the project.
- Safe Routes to School Projects (SRTS) submitted on behalf of an eligible schooling entity may also be eligible for up to a zero percent sponsor or entity contribution during planning or design phases – please contact us in advance to confirm that the project will qualify for this.
- All projects are capped at 1.5 million dollars with a 20% sponsor match for Construction. If project exceeds \$1.5 million then the sponsor will be expected to pay for the overage. This also applies during construction efforts if/when there is unknown price over runs or necessary change orders. All cost overruns will be reviewed to determine the level of sponsor participation.
- The sponsor shall be aware that enhancement upgrades far beyond the normal DelDOT standard specifications and/or other franchise agreements may require that additional costs to be added onto the sponsor match or they may be excluded from the TAP project. Such cases may include type or extent of lighting measures, fencing, and fixtures such as custom signal poles, retaining walls, railings, or signposts.
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- Under 23 U.S.C. 133(h)(4)(A), as amended by the BIL, the entities eligible to receive TA Set Aside funds are:
 1. A local government. Local government entities include any unit of local government below a State government agency, except for an MPO representing an urbanized area with a population over 200,000. Examples include city, town, township, village, borough, parish, or county agencies.
 2. A regional transportation authority. Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section (23 U.S.C. 135(m)).
 3. A transit agency. Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.
 4. A natural resource or public land agency. Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies.
 - State or local fish and game or wildlife agencies.
 - Department of the Interior land management agencies.
 - U.S. Forest Service.
 5. A school district, local education agency, or school. School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public and not only a private entity.

6. A Tribal government.
7. A metropolitan planning organization (MPO) that serves an urbanized area with a population of 200,000 or fewer. MPOs representing urbanized areas over 200,000 population are not eligible entities.
8. A nonprofit entity. The BIL removed the requirement that the nonprofit entity be responsible for the administration of local transportation safety programs.
9. Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of 23 U.S.C. 133(h).
10. A State, at the request of an eligible entity listed above.

State DOTs are not eligible entities as defined under 23 U.S.C. 133(h)(4)(A) unless requested by another eligible entity. (23 U.S.C. 133(h)(4)(A)(x)). MPOs representing urbanized areas over 200,000 population are not eligible entities. (23 U.S.C. 133(h)(4)(A)(ix)). State DOTs and MPOs may partner with any eligible entity project sponsor to carry out a project. After projects have been selected, the State DOT (DelDOT) may manage projects.

Project Rankings

Project ranking or priority criteria is determined by DelDOT and with the available program funding it may have in the project's projected fiscal year(s).

Under a competitive TAP submission process, project ranking, and priorities will be based on certain criteria factors of:

- Transportation Equity and Serving Disadvantaged Communities (this may be ranked higher).
- Safety improvement (this may be ranked higher as a DelDOT priority). For example, the project is located along a road segment with a documented history of pedestrian or cycle crashes or concerns.
- ADA improvement needs (including parking considerations for an individual to gain access to non-motorized areas).
- History of requests for improvements from community members or residents (include that info).
- Supports or complements the State Strategies for Spending or Level of Investment Areas.
- Connection links or provides the continuation of bike lanes, shared use paths, or sidewalks.
- Close proximity and/or improved access to bus stops within or in near proximate limits of the project area, which may include connections for paratransit, transit users, school children, college, or seniors.
- Close proximity and/or improved access to Community Centers and/or Libraries.
- Close proximity and/or improved access to Schools. The project is located nearby or serves an elementary, middle, or high school, or college.
- Close proximity and/or improved access to Parks or Greenways.

- The project is an enhancement effort for the area rather than a replacement or maintenance effort.
- Connections or ranking for improvement under Level of Bike Stress or pedestrian accessibility (to be determined by DelDOT's modeling).
- Level of purposeful reduction in air pollution, wildlife mortality, or existing water runoff treatment.
- Level of improvement for terrestrial or aquatic habitat connectivity.

Other priority considerations may be: a particular stage of project development; next phase of a previous TAP project; relation to the Safe Routes to Schools Program; relation to the Delaware Byways Program; population category area(s); available funding or overmatch needs; documented community acceptance by adjacent property owners; complexity of maintenance; constructability ease/difficulty; tourism or ecotourism effort toward preservation, promotion, or economic benefit serving the greater good; and, any relationship to an existing Capital Project or safety improvement (DelDOT or others) that may have been omitted or intends to be included.

Transportation Alternatives Program Application Form

Applicant Information

Project Sponsor:	
Co-Sponsor Name (if applicable):	
Contact Person and Title:	
Address:	
City, State, and Zip:	
Telephone:	
Email Address(s):	

Project Information

Project Title:	
Project Location: (Include Streets, City/Town, and County)	

Brief Project Description and how it qualifies based on activities checked below. Note the primary activity in the description.

A location map with aerial view must be attached; include photos, as needed.

Qualifying Activities

Check the Transportation Alternative activity that the proposed project will address. All projects must have a relationship to surface transportation and/or must be dedicated to public use or access. The project must fit into at least one of the activities listed below. Indicate which eligible activities the project will achieve. Check all that apply. Note: Checking more activities may not ensure or increase eligibility. Projects or Activities were described in 23 U.S.C. 101(a)(29) or 23 U.S.C. 213 as an effort prior to the enactment of the FAST Act. Click for [eligible activities](#).

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- Construction of turnouts, overlooks, and viewing areas

Community improvement activities, which include but are not limited to:

- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
- Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- Planning, designing, or constructing boulevards and other roadways largely in the right of-way of former Interstate System routes or other divided highways. See [Boulevards from Divided Highways](#) for examples.
- The [safe routes to school program](#) (SRTS) under section 1404 of the SAFETEA-LU (23 U.S.C. 402 note; Public Law 109-59) [now codified as 23 U.S.C. 208 and including]:
 - [Infrastructure-related projects](#) eligible under section 1404(f)(1) [now eligible under 23 U.S.C. 208(g)(1)].
 - [Noninfrastructure-related activities](#) eligible under section 1404(f)(2) [(now eligible under 23 U.S.C. 208(g)(2)].
 - SRTS coordinators eligible under section 1404(f)(3) [now eligible under 23 U.S.C. 208(g)(3)].

1. Has this proposed project been identified, listed, or does it correlate with an overall Master Planning, federal Planning and Environmental Linkages (PEL), or Comprehensive Plan? These efforts are typically adopted and recognized and promoted by municipalities, county departments, other agencies, or non-profits as part an organized and up-front programming effort. Checking “No” does not mean that project will fail to qualify, however those with a “Yes” are more favorable or may be given first preference.

Yes No

List any Plan references and indicate the corresponding pages and/or passages that which the proposed project applies to the above qualifier.

Additional Qualifier Activities (please fill out if applicable, otherwise leave blank)

2. If this project application is considered to be under or as part of a [Safe Routes to School Program \(SRTS\)](#), please briefly specify and describe this relationship. Please also indicate the level of student enrollment and any known data such as number of students that may walk or ride their bike on a regular basis to school versus that of school bus use and/or parental drop-off. Include any descriptive data on why you may be seeking a Safe Routes to School project. You may also list other functions on why/how others may walk to/from school grounds during other functions. Please list a contact at the school as a co-sponsor in the applicant information above.

3. If this project application is considered to be under or as part of the [Delaware Byways Program](#), please briefly specify and describe this relationship. Please also indicate the how the application intent (the project) fits into efforts of the byway's Corridor Management Plan that may have identified the need or purpose. Include any descriptive data on what you may be seeking.

4. Is this project part of a sustainability or resiliency plan or effort?
Yes No

Please explain how the application intent (the project) fits into these efforts. *(List any Plan references and indicate the corresponding pages that which the proposed project applies to the above qualifier)*

5. Is this project part of a Plan or an effort to benefit or to serve healthy lifestyles or safe communities?
Yes No

Please explain how the application intent (the project) fits into these efforts. *(List any Plan references and indicate the corresponding pages that which the proposed project applies to the above qualifier)*

Project Implementation Information

6. Project phases included in funding request (check all appropriate boxes):

- Planning Activities (*Examples: concept planning, feasibility assessment, master planning, public meetings, etc.*)
- Preliminary Engineering/Final Design Plans
- Construction

7. Describe any project work phases, efforts, or outreach that are currently underway or have been completed.

8. Please explain the relationship to surface transportation in the project proposal. This may be, but not limited to 1) the project's proximity to a highway or a pedestrian/bicycle corridor, 2) whether the project enhances the aesthetic, cultural, or historic aspects of the travel experience, and 3) whether it serves a current or past transportation purpose. Please note, DelDOT may not impose guidelines or review measures on project eligibility that are more restrictive than any current or past [FHWA guidance](#).

9. What other qualifiers you may wish to describe/list that are beneficial to the community such as transportation and pedestrian safety, the natural environment, serving & improvement to disadvantage communities and environmental justice neighborhoods, accommodating commuting or transit needs, economic development or job improvements, recreation, tourism, or investment in healthy communities and improvement of lifestyles. Please include any letters of support, if needed.

10. Have any public information or community meetings been held? Yes No

If yes, describe and/or supply meeting minutes:

11. Are adjacent property owners aware and in support of this project? Yes No

(Describe evidence and support below and/or attach documentation for question #11)

12. Are adjacent property owners and those that may be involved willing to donate Real Estate for Right of Way needs (e.g. Permanent Easement and/or additional private property for right of way)? Please note under TAP, this potential conversion in use of real property should be best known upfront and the property owners and/or sponsors should be advised that it may occur. Right of way needs, displacement acquisitions, or objections by property owners may limit and/or disqualify this application or the project in later stages. TAP efforts are community driven projects. Utility relocations, considerable drainage adjustments, steep slopes, avoidance for wetland impacts, or adjustment to other fixtures for example could have bearing on right of way or easement needs.

Yes No Uncertain

(Describe below or attach info, as needed for question #12)

13. Who will take over the proposed ownership and maintenance responsibilities for this project when complete? Maintenance includes but is not limited to mowing, sweeping, trash removal, snow removal, lighting ownership, landscaping care, and eventual rehabilitation etc. Typically, DeIDOT is not responsible for general maintenance.

(Describe below or attach info, as needed, for question #13)

14. In the box below, does the project have an estimated cost and any suggestions regarding the phasing or sequencing the project? Attach estimates or describe, as applicable.

15. Does the sponsor have the 20% non-federal matching funds for TAP phases checked for the funding request (both apply during PE design and Construction)? Please note that TAP projects exceeding 1.5 million dollars in Construction effort for remaining fund needs will then be full sponsor responsibility. So, 20% matching funds for a 1.5 M construction project of this cost is \$300,000 plus whatever exceeds. In most cases, the project sponsors are then required to provide overmatch.

Yes No Uncertain

If no or uncertain, explain your source of funding, any funding obligation, and any limitations to those funds:

16. If the applicant intends to request the State as the sponsor of project, please answer the following questions: Why is this being undertaken? What measures have been undertaken before requesting the State to become sponsor? What are the anticipated financial responsibilities of each party involved in the project?

(If this question does not apply, please skip)

17. Sizable adverse environmental effects and impacts may disqualify an application from this program as being too complex and/or financially outside the TAP program. Are there any environmental issues (wetlands, cultural resources, hazardous materials, endangered species) that are known to be impacted or involved by the project that must be considered when undertaking this project? If yes or uncertain, please explain:

Yes No Uncertain

18. Are there any utility (above or below ground) fixtures that are known to be impacted or involved by the project? List if known:

Yes No Uncertain

19. Has the sponsor participated in TAP or Transportation Enhancement with DelDOT previously?

Yes No Uncertain

If yes, describe at least one past or active project; suggest any improvement efforts (if applicable) that could be different this time.

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by [Click here to enter text.](#) and that said entity shall:

1. Be aware that other enhancement upgrades beyond the normal DelDOT standard specifications and/or other franchise agreements may require that additional costs to be added onto the sponsor match or simply excluded from the TAP project. Such cases may include type or extent of lighting measures, fencing, and fixtures such as custom signal poles, retaining walls, railings, or signposts. Landscaping, hardscaping, gateway, or public art efforts alone are not a TAP qualification but may be considered as secondary or complementary with the main project effort. Construction of turnouts, overlooks, and viewing areas should be within close or direct access to public roads and not specifically within a facility alone. In the case of inventory, control, or removal of outdoor advertising, the intent is primarily focused on Scenic and Historic Byways or within a viewshed area that has been identified or is recognized by a visual resource inventory and viewed from the public right of way. Historic preservation and rehabilitation of historic transportation facilities are to be focused on exterior or interior access measures or improvements and not renovations for maintenance, operations, or replacement. Mitigation should not include measures to address anticipated capital or local projects or to help achieve permit requirements normally required under NEPA, or with use of funds to finance normal environmental mitigation work eligible under the regular federal-aid highway program. Further public outreach will be needed with DelDOT or FHWA upon TAP project approval with respect to the extent of project enhancement or mitigation details.
2. Provide any required 20% funding match (upon TAP Project approval) in a timely fashion (within 90 days of request for match).
3. Enter into agreements, including maintenance with the Delaware Department of Transportation, as necessary.
4. Avoid delays in providing funding match, signature execution of agreements, or payment of invoices. Circumstances may apply, but those extending 3 months or longer may be subject to termination in consideration of existing or future work for other TAP applications and with possible reimbursement for expenditure of any federal funding.
5. Comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions that could be required for the project.
6. Comply with NEPA process prior to construction which may require involvement with the State Historic Preservation Officer (SHPO), public involvement and coordination with other State and/or Federal agencies, prior to design or construction.
7. Help obtain necessary permits and follow other mitigation that may be necessary.
8. Support other actions and outreach necessary to fully implement the proposed project or effort.

9. Review plans or circulate internally with other appropriate personnel that may hold interest.
10. Allow the project to be dedicated and intended for public use or access.

I further certify that [Click here to enter text.](#) will follow through on the project once programmed in Delaware Department of Transportation (DelDOT) Transportation Alternatives Program schedule.

Signature

Print Name

Title



Delaware Department of Transportation

**Return completed application
By February 14, 2025
via email to:
Michael Hahn, AICP
Planning Supervisor
MichaelC.Hahn@delaware.gov
Phone: 302-760-2273**

Transportation Alternatives Program Application

as defined in 23 USC 101(a)(29) as it appeared prior to changes made by the FAST Act

Program Summary

The Transportation Alternatives Program (TAP) is a community-driven program that facilitates the development of non-traditional transportation projects with the goal of providing choices for non-motorized users that are safe, reliable, and convenient.

The Delaware Department of Transportation (DelDOT) offers this program to provide communities throughout the state opportunities enhance and bolster themselves by implementing their long-term visions and plans for safer, more accessible and equitable pedestrian and bicycle traffic through the creation of visual cues, bike lanes, wider walkways, cross walks, ADA accessibility, and more. All TAP projects require a sponsor to be responsible for 20% of the project costs. TAP projects are capped at 1.5 million dollars for total construction, meaning that the 20% matching funds for a project of this cost is \$300,000 for construction (which includes management for construction). Most PE design efforts are also 20% match throughout. Unless approved in writing, project sponsors are required to provide overmatch funds exceeding one \$1.5 million for construction. Additional program information and past project examples can be found at: <https://deldot.gov/Programs/tap>

Eligible Activities

The TAP program funds activities encompassing a variety of small-scale transportation projects such as:

- Pedestrian and bicycle facilities
- Shared-use pathways and overlooks
- Safe routes to school projects and/or infrastructure related elements for non-drivers such as measures for older adults and individuals with disabilities to access daily needs
- Conversion of abandoned rail corridors for nonmotorized uses

The TAP program funds also provide for related, accompanying community improvements such as:

- Vegetation management
- Environmental mitigation related to stormwater and habitat connectivity
- Sidewalk installation
- Inventory, control, or removal of outdoor advertising for enhancement of scenic/historic views
- Historic Preservation and rehabilitation of historic transportation facilities
- Creation of designated bicycle lanes
- Renovation of streetscapes
- Installation of lighting, signals, and crosswalks

All TAP projects must have a relationship to surface transportation, serve the public, and meet the criteria for one of the Qualifying TAP Categories listed in the federal legislation found at https://www.fhwa.dot.gov/environment/transportation_alternatives/

Project Sponsors

Eligible Project Sponsors may include (see full descriptions under the last Disclaimer bullet):

- Local governments
- Regional transportation authorities or a transit agency
- Natural resource or public land agencies
- School districts and local education agencies
- Other local and regional governmental entity with oversight of transportation or recreational trails
- Non-profit organizations
- A State Agency, at the request of an existing eligible entity at the discretion of the DelDOT

Project sponsors should first establish if the proposed project is eligible for TAP funding by determining its qualifying category and relationship to surface transportation. If you are not an eligible entity to apply, you must have an eligible project sponsor as the primary sponsor. As such, partnerships and joint ventures with intergovernmental coordination is encouraged. Currently in Delaware, TAP funding can be requested for up to 80% of a project's total estimated cost. Since TAP only provides paid costs up to these limits, a project sponsor should ensure all sources of **non-federal** transportation funding is available for a minimum of 20% of the project costs (both PE design and construction). Once this information has been considered, the project sponsor should prepare and submit a TAP application. Please list any other parties that may be involved. The Delaware Department of Transportation (DelDOT) supports and administers the TAP for all Delaware Projects. The project sponsor is likely to assume the maintenance and legal liability for the duration of the project's useful life.

TAP Application Process

Within the TAP Program at the federal level, approximately 1.6 million dollars per federal fiscal year has been suballocated or set aside to the Metropolitan Planning Organizations (MPO) in population areas greater than 200,000. As such, a portion of TAP selection and project fate rests in the authority of the Wilmington Metropolitan Planning Organization (WILMAPCO). As such, applications **inside** the jurisdiction of WILMAPCO will have funds set aside to them and projects applications within their jurisdiction must be received and reviewed for prioritization by them. Their approved list of projects is ultimately sent to DelDOT for project implementation. To apply for a TAP project within the WILMAPCO jurisdiction and to learn more about the jurisdictional boundary, visit: [WILMAPCO](#).

All project applications **outside** of WILMAPCO jurisdiction should be submitted directly to DelDOT.

Project applications submitted to WILMAPCO can still be submitted to DelDOT for consideration and potential award. There is TAP set aside flexible funding and spending measures that do not carry geographic population area or location considerations.

TAP projects should be identified, listed, or apply to a community's overall Master Planning or Comprehensive Plan effort. These plans are typically adopted and recognized by municipalities, county departments, other agencies, or non-profits as part an organized and up-front programming effort. Not being part of one of these plans does not mean that a proposed project will fail to qualify for funding. However, those that are included in a planning document measure are more favorable and may be given first preference when funds and distribution of funds under the TAP Program are limited. Please reference, as needed.

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- All project information completed below should be filled out and will be reviewed by the DelDOT Active Transportation & Community Connections Section, other appropriate DelDOT subject matter experts, and may be reviewed by the appropriate MPO. Submissions will be reviewed on a competitive basis and will consider prioritized scoring with the available program funding and geographic population areas. Applicants not accepted are encouraged to re-apply the next time and they may seek consultation with DelDOT on how to improve their future submission.
- Limits on a project submission or acceptance of a project may be minimized or rejected due to the larger scope and funding availability. Any phased project efforts will have to re-apply to the TAP Program and there is no automatic guarantee of project continuation. Each submission may be reviewed and ranked again versus any newly submitted. Each TAP project or phase is evaluated independently.
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- TAP Projects are not likely to acquire private or other public properties. This includes efforts for additional right of ways, or a payment offering to achieve public access & easements needs. As community based driven projects, we anticipate these efforts to be willing donations to accomplish the project.
- Safe Routes to School Projects (SRTS) submitted on behalf of an eligible schooling entity may also be eligible for up to a zero percent sponsor or entity contribution during planning or design phases – please contact us in advance to confirm that the project will qualify for this.
- All projects are capped at 1.5 million dollars with a 20% sponsor match for Construction. If project exceeds \$1.5 million then the sponsor will be expected to pay for the overage. This also applies during construction efforts if/when there is unknown price over runs or necessary change orders. All cost overruns will be reviewed to determine the level of sponsor participation.
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 3. A transit agency. Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.
 4. A natural resource or public land agency. Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies.
 - State or local fish and game or wildlife agencies.
 - Department of the Interior land management agencies.
 - U.S. Forest Service.
 5. A school district, local education agency, or school. School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public and not only a private entity.

6. A Tribal government.

7. A metropolitan planning organization (MPO) that serves an urbanized area with a population of 200,000 or fewer. MPOs representing urbanized areas over 200,000 population are not eligible entities.

8. A nonprofit entity. The BIL removed the requirement that the nonprofit entity be responsible for the administration of local transportation safety programs.

9. Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of 23 U.S.C. 133(h).

10. A State, at the request of an eligible entity listed above.

State DOTs are not eligible entities as defined under 23 U.S.C. 133(h)(4)(A) unless requested by another eligible entity. (23 U.S.C. 133(h)(4)(A)(x)). MPOs representing urbanized areas over 200,000 population are not eligible entities. (23 U.S.C. 133(h)(4)(A)(ix)). State DOTs and MPOs may partner with any eligible entity project sponsor to carry out a project. After projects have been selected, the State DOT (DelDOT) may manage projects.

Project Rankings

Project ranking or priority criteria is determined by DelDOT and with the available program funding it may have in the project's projected fiscal year(s).

Under a competitive TAP submission process, project ranking, and priorities will be based on certain criteria factors of:

- Transportation Equity and Serving Disadvantaged Communities (this may be ranked higher).
- Safety improvement (this may be ranked higher as a DelDOT priority). For example, the project is located along a road segment with a documented history of pedestrian or cycle crashes or concerns.
- ADA improvement needs (including parking considerations for an individual to gain access to non-motorized areas).
- History of requests for improvements from community members or residents (include that info).
- Supports or complements the State Strategies for Spending or Level of Investment Areas.
- Connection links or provides the continuation of bike lanes, shared use paths, or sidewalks.
- Close proximity and/or improved access to bus stops within or in near proximate limits of the project area, which may include connections for paratransit, transit users, school children, college, or seniors.
- Close proximity and/or improved access to Community Centers and/or Libraries.
- Close proximity and/or improved access to Schools. The project is located nearby or serves an elementary, middle, or high school, or college.
- Close proximity and/or improved access to Parks or Greenways.

- The project is an enhancement effort for the area rather than a replacement or maintenance effort.
- Connections or ranking for improvement under Level of Bike Stress or pedestrian accessibility (to be determined by DelDOT's modeling).
- Level of purposeful reduction in air pollution, wildlife mortality, or existing water runoff treatment.
- Level of improvement for terrestrial or aquatic habitat connectivity.

Other priority considerations may be: a particular stage of project development; next phase of a previous TAP project; relation to the Safe Routes to Schools Program; relation to the Delaware Byways Program; population category area(s); available funding or overmatch needs; documented community acceptance by adjacent property owners; complexity of maintenance; constructability ease/difficulty; tourism or ecotourism effort toward preservation, promotion, or economic benefit serving the greater good; and, any relationship to an existing Capital Project or safety improvement (DelDOT or others) that may have been omitted or intends to be included.



Delaware Department
of Transportation

**Return completed application
By February 14, 2025
via email to:**
Michael Hahn, AICP
Planning Supervisor
MichaelC.Hahn@delaware.gov
Phone: 302-760-2273

Transportation Alternatives Program Application Form

Applicant Information

Project Sponsor:	Islamic Society of Delaware (ISD)
Co-Sponsor Name (if applicable):	New Castle County Department of Land Use Delaware Saegerbund & Library Association (DSB)
Contact Person and Title:	Mustafa Hasan - President, Islamic Society of Delaware Joe Day III, NCC Department of Land Use Drew Marshall, Project Manager, Islamic Society of Delaware
Address:	28 Salem Church Road
City, State, and Zip:	Newark, Delaware, 19702
Telephone:	908-392-3694 (302) 395-5400 302-547-2503
Email Address(s):	mustafa@isdonline.org Joseph.Day@newcastlede.gov cryptohydrate@gmail.com

Project Information

Project Title:	Northern Salem Church Road Corridor Improvement Plan
Project Location: (Include Streets, City/Town, and County)	Salem Church Road, Newark, Delaware, New Castle County

<p>Brief Project Description and how it qualifies based on activities checked below. Note the primary activity in the description.</p> <p><u>A location map with aerial view must be attached; include photos, as needed.</u></p>	<p>This improvement plan would significantly improve pedestrian access to the ISD and the DSB, especially during Oktoberfest in September and weekly special events at ISD, and drastically improve safety for attendees to events at both DSB and ISD. It would also benefit other religious organizations such as Jacob's Well, Newark Evangelical Church, Journey Church, and Islamic Academy of Delaware.</p> <p>All of the requested improvements are already in place informally when the ISD Parking & Security team is on-site.</p> <p>To improve safety and traffic movement on Salem Church Road, we propose the following improvements:</p> <ol style="list-style-type: none"> 1. Provide sidewalk on the ISD side from Route 4 to Elm Drive. 2. Provide sidewalk on the German Club side from Route 4 to Jacob's Well. 3. Provide crosswalk at the ISD entrance with crosswalk signage. 4. Provide crosswalk at the German Club entrance with crosswalk signage. 5. Provide left turn lane for the ISD entrance. 6. Provide left turn lane for the German Club entrance. 7. Maintain street parking on both sides Salem Church Road from Route 4 to Elm Drive / Jacob's Well as shown in
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Qualifying Activities

Check the Transportation Alternative activity that the proposed project will address. All projects must have a relationship to surface transportation and/or must be dedicated to public use or access. The project must fit into at least one of the activities listed below. Indicate which eligible activities the project will achieve. Check all that apply. Note: Checking more activities may not ensure or increase eligibility. Projects or Activities were described in 23 U.S.C. 101(a)(29) or 23 U.S.C. 213 as an effort prior to the enactment of the FAST Act. Click for [eligible activities](#).

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- Construction of turnouts, overlooks, and viewing areas

Community improvement activities, which include but are not limited to:

- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
- Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- Planning, designing, or constructing boulevards and other roadways largely in the right of-way of former Interstate System routes or other divided highways. See [Boulevards from Divided Highways](#) for examples.
- The [safe routes to school program](#) (SRTS) under section 1404 of the SAFETEA-LU (23 U.S.C. 402 note; Public Law 109-59) [now codified as 23 U.S.C. 208 and including]:
 - [Infrastructure-related projects](#) eligible under section 1404(f)(1) [now eligible under 23 U.S.C. 208(g)(1)].
 - [Noninfrastructure-related activities](#) eligible under section 1404(f)(2) [(now eligible under 23 U.S.C. 208(g)(2)].
 - SRTS coordinators eligible under section 1404(f)(3) [now eligible under 23 U.S.C. 208(g)(3)].

1. Has this proposed project been identified, listed, or does it correlate with an overall Master Planning, federal Planning and Environmental Linkages (PEL), or Comprehensive Plan? These efforts are typically adopted and recognized and promoted by municipalities, county departments, other agencies, or non-profits as part an organized and up-front programming effort. Checking “No” does not mean that project will fail to qualify, however those with a “Yes” are more favorable or may be given first preference.

Yes No

List any Plan references and indicate the corresponding pages and/or passages that which the proposed project applies to the above qualifier.

The Salem Church Road Pedestrian Safety Study was conducted in 2023 and the Next Steps section of that presentation includes exploration of improvements to the Salem Church Road Corridor. Salem Church Road Corridor study completed in October 2024 and also favors improvements to corridor.

Additional Qualifier Activities (please fill out if applicable, otherwise leave blank)

2. If this project application is considered to be under or as part of a [Safe Routes to School Program \(SRTS\)](#), please briefly specify and describe this relationship. Please also indicate the level of student enrollment and any known data such as number of students that may walk or ride their bike on a regular basis to school versus that of school bus use and/or parental drop-off. Include any descriptive data on why you may be seeking a Safe Routes to School project. You may also list other functions on why/how others may walk to/from school grounds during other functions. Please list a contact at the school as a co-sponsor in the applicant information above.

The sidewalks would directly improve access to two schools, Christiana High School and the Islamic Academy of Delaware both would benefit directly from improved access, since there are several Christiana School District bus stops that drop off in front of the Islamic Society of Delaware which are not ADA compliant. The Islamic Academy of Delaware has 220 students enrolled, and the Principal is Nidal Abuasi 302-455-9988.

3. If this project application is considered to be under or as part of the [Delaware Byways Program](#), please briefly specify and describe this relationship. Please also indicate the how the application intent (the project) fits into efforts of the byway's Corridor Management Plan that may have identified the need or purpose. Include any descriptive data on what you may be seeking.

The Washington Rochambeau Revolutionary Route passes through the Tri-Woods neighborhood via Regal Boulevard, which connects to the planned sidewalk on Elm Drive. The sidewalk would safely connect the byway to both White Clay Creek State park via Middle Run trail system, and eastern Newark via the East Coast Greenway on Route 4. Safe shoulder access for bicycles and pedestrians is not available on the northernmost

4. Is this project part of a sustainability or resiliency plan or effort?
Yes No

Please explain how the application intent (the project) fits into these efforts. (List any Plan references and indicate the corresponding pages that which the proposed project applies to the above qualifier)

5. Is this project part of a Plan or an effort to benefit or to serve healthy lifestyles or safe communities?
Yes No

Please explain how the application intent (the project) fits into these efforts. (List any Plan references and indicate the corresponding pages that which the proposed project applies to the above qualifier)

Project connects Salem Church road to the Middle Run trail system of White Clay Creek State Park. The sidewalk helps pedestrians safely access popular functions on Salem Church road at the DSB (Oktoberfest), which draws over 20,000 per year over a 3 day span in September, and popular functions at 4 different nearby religious institutions. The sidewalks also prevent pedestrians from encroaching on properties in Martin Drive who often use unofficial shortcuts without permission from the property owners, leading to

Project Implementation Information

6. Project phases included in funding request (check all appropriate boxes):

- Planning Activities (*Examples: concept planning, feasibility assessment, master planning, public meetings, etc.*)
- Preliminary Engineering/Final Design Plans
- Construction

7. Describe any project work phases, efforts, or outreach that are currently underway or have been completed.

In June 2024, the Islamic Society of Delaware began temporary traffic control measures for pedestrians during special events, creating safer pedestrian access between Route 4 and the DSB. Monthly public outreach and information campaigns were implemented, and parking enforcement staffing was increased. ISD attendees were notified of the changes during weekly sermons, online broadcasts and via WhatsApp and email, leading to major improvements in traffic flow. Over 50 ISD members attended Salem Church road corridor

8. Please explain the relationship to surface transportation in the project proposal. This may be, but not limited to 1) the project's proximity to a highway or a pedestrian/bicycle corridor, 2) whether the project enhances the aesthetic, cultural, or historic aspects of the travel experience, and 3) whether it serves a current or past transportation purpose. Please note, DelDOT may not impose guidelines or review measures on project eligibility that are more restrictive than any current or past [FHWA guidance](#).

This proposal unifies historic Ogletown, connecting Tri-woods, Birchwood Park, Foxwoods, and other residential areas along northern Salem Church road to Route 4 (East Coast Greenway) and the DSB, founded in 1853. The plan also provides safe passage into the southern end of White Clay Creek State Park's Middle Run Trail system, provides pedestrian access to the newly improved infrastructure around the historic Thomas Ogle gravesite, and intersects with the Washington Rochambeau Revolutionary route & bike trail map via Elm Drive. The 10 DART bus has 4 stops on both sides of the road outside of the Islamic Society of Delaware.

9. What other qualifiers you may wish to describe/list that are beneficial to the community such as transportation and pedestrian safety, the natural environment, serving & improvement to disadvantage communities and environmental justice neighborhoods, accommodating commuting or transit needs, economic development or job improvements, recreation, tourism, or investment in healthy communities and improvement of lifestyles. Please include any letters of support, if needed.

The proposed project area is within a Moderate DelDOT Equity Focus area. The Islamic Society of Delaware is one of 6 recipients of a Community Environmental Protection Fund grant for 2025, and can commit some of this grant to the budget. Letters of support have been received by owner of 36 Salem Church road for the Martin Dr. connector, and from the Islamic Academy of Delaware. ADA compliance for bus stops, and improved access for residents to businesses on Route 4 are also key improvements that this plan would offer

10. Have any public information or community meetings been held? Yes No
If yes, describe and/or supply meeting minutes:

Deldot conducted the Salem Church Road corridor meeting in October 2024 where residents filled out papers with feedback and requests for the corridor. The Islamic Society of Delaware's leadership has interfaced with the community in numerous meetings regarding road improvements. For both ISD and DSB communities, improving access and safety while maintaining street parking for special events is ideal.

11. Are adjacent property owners aware and in support of this project? Yes No
(Describe evidence and support below and/or attach documentation for question #11)

The owners of 36 Salem Church road are in support of the project and have provided a letter of support, and there is also support from many residents on Martin Dr. who are members of the Islamic Society of Delaware. Delaware Saegerbund is an active co-sponsor.

12. Are adjacent property owners and those that may be involved willing to donate Real Estate for Right of Way needs (e.g. Permanent Easement and/or additional private property for right of way)? Please note under TAP, this potential conversion in use of real property should be best known upfront and the property owners and/or sponsors should be advised that it may occur. Right of way needs, displacement acquisitions, or objections by property owners may limit and/or disqualify this application or the project in later stages. TAP efforts are community driven projects. Utility relocations, considerable drainage adjustments, steep slopes, avoidance for wetland impacts, or adjustment to other fixtures for example could have bearing on right of way or easement needs.

Yes No Uncertain

(Describe below or attach info, as needed for question #12)

ISD has a strong relationship with owners of 36 Salem Church road property, and the ISD owns 10, 16 and 20 Salem Church road, and frontage of these properties can be used to expand sidewalks, street parking and turn lanes.

13. Who will take over the proposed ownership and maintenance responsibilities for this project when complete? Maintenance includes but is not limited to mowing, sweeping, trash removal, snow removal, lighting ownership, landscaping care, and eventual rehabilitation etc. Typically, DelDOT is not responsible for general maintenance.

(Describe below or attach info, as needed, for question #13)

Location is a roadway in New Castle County, Delaware. Some areas along the proposed project area are currently landscaped by DelDOT. Trash removal, sweeping and landscaping care is currently supplemented by volunteers at the Islamic Society of Delaware but there is no landscaping agreement currently in place.

14. In the box below, does the project have an estimated cost and any suggestions regarding the phasing or sequencing the project? Attach estimates or describe, as applicable.

The most critical infrastructure currently is the crosswalks and the sidewalk from Route 4 to the DSB entrance (right side of Salem Church road). The right hand shoulder is currently being used as a sidewalk. The crosswalks are currently already designated informally and used weekly by crossing guards. These two items would dramatically improve safety and recreational access, as well as reduce the impact of construction on traffic in the corridor. This side of the project could be conducted as a phase 1, and then the other pieces of the project as phase 2, but the phasing would need to be confirmed in the feasibility study.

15. Does the sponsor have the 20% non-federal matching funds for TAP phases checked for the funding request (both apply during PE design and Construction)? Please note that TAP projects exceeding 1.5 million dollars in Construction effort for remaining fund needs will then be full sponsor responsibility. So, 20% matching funds for a 1.5 M construction project of this cost is \$300,000 plus whatever exceeds. In most cases, the project sponsors are then required to provide overmatch.

Yes No Uncertain

If no or uncertain, explain your source of funding, any funding obligation, and any limitations to those funds:

The NCC Department of Land Use is a co-sponsor for the initiative. Possible additional funding includes Bond funding provided by local politicians, community transportation funds, CEPF grants, and contributions from organizations such as the Islamic Society of Delaware and the Delaware Saegerbund.

16. If the applicant intends to request the State as the sponsor of project, please answer the following questions: Why is this being undertaken? What measures have been undertaken before requesting the State to become sponsor? What are the anticipated financial responsibilities of each party involved in the project?

(If this question does not apply, please skip)

17. Sizable adverse environmental effects and impacts may disqualify an application from this program as being too complex and/or financially outside the TAP program. Are there any environmental issues (wetlands, cultural resources, hazardous materials, endangered species) that are known to be impacted or involved by the project that must be considered when undertaking this project? If yes or uncertain, please explain:

Yes No Uncertain

18. Are there any utility (above or below ground) fixtures that are known to be impacted or involved by the project? List if known:

Yes No Uncertain

There are 9 telephone poles adjacent to the proposed sidewalk area, including 1 directly across from the DSB exit, 1 on the SW corner of 36 Salem Church Road, and 1 directly in front of the bus stop and Islamic Society of Delaware.

19. Has the sponsor participated in TAP or Transportation Enhancement with DelDOT previously?

Yes No Uncertain

If yes, describe at least one past or active project; suggest any improvement efforts (if applicable) that could be different this time.

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by the Islamic Society of Delaware and that said entity shall:

1. Be aware that other enhancement upgrades beyond the normal DelDOT standard specifications and/or other franchise agreements may require that additional costs to be added onto the sponsor match or simply excluded from the TAP project. Such cases may include type or extent of lighting measures, fencing, and fixtures such as custom signal poles, retaining walls, railings, or signposts. Landscaping, hardscaping, gateway, or public art efforts alone are not a TAP qualification but may be considered as secondary or complementary with the main project effort. Construction of turnouts, overlooks, and viewing areas should be within close or direct access to public roads and not specifically within a facility alone. In the case of inventory, control, or removal of outdoor advertising, the intent is primarily focused on Scenic and Historic Byways or within a viewshed area that has been identified or is recognized by a visual resource inventory and viewed from the public right of way. Historic preservation and rehabilitation of historic transportation facilities are to be focused on exterior or interior access measures or improvements and not renovations for maintenance, operations, or replacement. Mitigation should not include measures to address anticipated capital or local projects or to help achieve permit requirements normally required under NEPA, or with use of funds to finance normal environmental mitigation work eligible under the regular federal-aid highway program. Further public outreach will be needed with DelDOT or FHWA upon TAP project approval with respect to the extent of project enhancement or mitigation details.
2. Provide any required 20% funding match (upon TAP Project approval) in a timely fashion (within 90 days of request for match).
3. Enter into agreements, including maintenance with the Delaware Department of Transportation, as necessary.
4. Avoid delays in providing funding match, signature execution of agreements, or payment of invoices. Circumstances may apply, but those extending 3 months or longer may be subject to termination in consideration of existing or future work for other TAP applications and with possible reimbursement for expenditure of any federal funding.
5. Comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions that could be required for the project.
6. Comply with NEPA process prior to construction which may require involvement with the State Historic Preservation Officer (SHPO), public involvement and coordination with other State and/or Federal agencies, prior to design or construction.
7. Help obtain necessary permits and follow other mitigation that may be necessary.
8. Support other actions and outreach necessary to fully implement the proposed project or effort.

9. Review plans or circulate internally with other appropriate personnel that may hold interest.

10. Allow the project to be dedicated and intended for public use or access.

I further certify that the Islamic Society of Delaware will follow through on the project once programmed in Delaware Department of Transportation (DelDOT) Transportation Alternatives Program schedule.

Signature



Print Name

Mustafa Hassan

Title

President, Islamic Society of Delaware