

# WILMAPCO Council

## Action Item Summary Sheet

Meeting Date: July 11, 2019

**Action Item #11: To Approve the Proposed Project Prioritization for the FY 2021-2026 DeIDOT Capital Transportation Plan (CTP) Submissions**

**Description/Summary of Item:**

Staff will report on the technical scoring of submissions to the DeIDOT FY 2021-2026 CTP. Based on the prioritization process, Council will rank submissions considering:

- Technical score developed by staff and reviewed by TAC
- Urgency of project
- Cost effectiveness/ life cycle costs
- Private/local funding match provided
- Project recommended in adopted transportation plan
- Submitting agency rankings by ensuring that top local priorities receive higher WILMAPCO ranking than lower local priorities
- Other issues not included in ranking
- Additional "special considerations" to break ties and serve as a reality check

Also included are suggested uses for CMAQ funds using an interim CMAQ scoring process developed by the Air Quality Subcommittee (AQS).

**Summary of Action Taken by PAC:**

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

**Summary of Action Taken by TAC:**

The WILMAPCO TAC approved the technical scoring for the project prioritization at their June 20 meeting.

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

The Air Quality Subcommittee reviewed the CMAQ and Air Quality scoring at the June 13 meeting and concurred with the scores.

**WILMAPCO Staff Recommendations:**

Staff is recommending that Council approve the project prioritization as:

1. Adequately fund preservation and safety projects.
2. Complete projects in the approved FY 2020-2023 TIP. If projects must be deferred, use project priority to guide which projects would be delayed, setting priority based upon technical scores.
3. Complete projects in constrained RTP project list according to the identified in-service dates, setting priority based upon technical scores.
4. Use prioritized list of projects not in the TIP to identify other regional priorities if funding levels allow for additional projects, setting priority based upon technical scores.

**WILMAPCO Council:**

**John Sisson, Chair**  
*Delaware Transit Corporation  
Chief Executive Officer*

**Jennifer Cohan**  
*Delaware Dept. of Transportation  
Secretary*

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

**Alan McCarthy**  
*Cecil County Executive*

**Matthew Meyer**  
*New Castle County Executive*

**Heather Murphy**  
*Maryland Dept. of Transportation  
Director, Office of Planning and  
Capital Programming*

**Michael S. Purzycki**  
*Mayor of Wilmington*

**Michael Spencer**  
*Mayor of Newport*

**Dave Warnick**  
*Rising Sun Commissioner*

**WILMAPCO Executive Director**  
*Tigist Zegeye*

## DRAFT

## RESOLUTION

**BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)  
APPROVING THE PRIORITIZATION OF PROJECT SUBMISSIONS FOR  
THE DELAWARE FY 2021-2026 CAPITAL TRANSPORTATION PROGRAM (CTP)**

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

**WHEREAS**, the Transportation Improvement Program (TIP) shall include a priority listing of projects to be carried out within the four-year time period, as directed by federal transportation legislation; 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 for the FY 2021-2026 Capital Transportation Program (CTP);

**NOW, THEREFORE, BE IT RESOLVED** that the Wilmington Area Planning Council approves the project prioritization for the FY 2023-2026 TIP for submission to the Delaware Department of Transportation.

\_\_\_\_\_  
Date:

\_\_\_\_\_  
John Sisson, Chairperson  
Wilmington Area Planning Council

C	D	G	H	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
County	Project Name	FY 2020 TIP Status	2050 RTP	AG Model Year	Air Quality	EJ	Safety	CMS Corridor	CMS ADT	CMS Transit	TJ	Priority	Freight	Economic Development	Funding Match	Technical Score
1	<b>Projects in FY 2020 - 2023 TIP</b>															
2	<i>Bicycle / Pedestrian</i>															
3	US 13: US 40 - Memorial Drive	C FY 21-25	2025		3	1	4	2	3	3	0	3	4	3	0	26
4	<i>Multimodal</i>															
5	SR 2 / Red Mill Rd. Intersection	C FY 21-22	2022		0	0	4	2	2	3	0	3	2	3	0	19
6	King & Orange Streets: MLK Blvd. - 13th St.	C FY 20-21	2020		1	3	2	2	0	2	0	3	2	3	0	18
7	Walnut St.: MLK - 13th St	C FY 22-24	2024		0	3	1	2	2	2	0	3	2	3	0	18
8	4th St.: Walnut St. - I-95	C FY 23	2023		1	3	2	2	0	2	0	3	2	3	0	18
9	SR 4 / Harmony Road Intersection	C FY 24->	2030		0	0	4	2	2	3	0	1	3	3	0	18
10	SR 273 / Chapman Rd Intersection Improvements	C FY 22-25	2025		0	0	4	2	2	2	0	3	2	3	0	18
11	SR 273 / Harmony Rd. Intersection	C FY 20-21	2021		0	0	4	2	2	2	0	1	2	3	0	16
12	SR 2 Kirkwood Hwy / Harmony Rd	PE FY 24-25	2030		0	0	3	2	2	3	0	1	2	3	0	16
13	SR 4, Ogletown Stanton Road/ SR 7, Christiana Stanton Road Phase 1,	C FY 25->	2030		0	0	3	2	3	2	0	1	2	3	0	15
14	SR 9: Landers Ln - A St	C FY 25->	2030		1	1	2	0	0	0	3	3	2	3	0	15
15	SR 896: US 40 - I-95	PE FY 22-24	2050	2050	-3	0	4	2	2	1	0	3	3	3	0	15
16	SR 2, Elkton Road: MD Line to Coshio Mill Rd	C FY 20-21	2021	2030	-3	0	4	2	2	1	0	1	3	3	0	13
17	US 40 / SR 72 Wrangle Hill Road	C FY 19-21	2021		-1	0	4	2	2	1	0	1	1	3	0	13
18	US 40: Salem Church Rd - Walther Road	C FY 22-24	2024	2030	-3	1	4	2	2	1	0	0	2	3	0	12
19	SR 299: SR 1 - Catherine Street	C FY 20-22	2022	2030	-3	0	3	1	0	2	0	3	2	3	0	11
20	SR 4: SR 2 - SR 896	C FY 23-25	2025	2030	-3	0	4	2	2	0	0	1	2	3	0	11
21	Southbridge Local Street Network	PE FY 24-25	2021		1	1	0	0	0	0	0	3	0	3	0	8
22	Garaches Lane	C FY 20-21	2021		1	1	0	0	0	0	0	3	0	3	0	8
23	Tyler McConnell Bridge, SR 141: Montchannin Road - Alapocas Road	PE FY 23-25	2040	2040	-3	0	3	1	2	0	0	0	2	3	0	8
24	Old Capitol Trail/ Newport Rd. Roundabout	C FY 25->	2030		1	1	0	0	0	0	1	1	0	3	0	7
25	Old Capitol Trail/ Stanton Rd. Roundabout	C FY 25->	2030		1	1	0	0	0	0	1	1	0	3	0	7
26	Boyd's Corner Rd: Cedar Lane - US 13	C FY 22-24	2024	2030	-1	0	3	0	0	0	0	0	0	1	3	6
27	Mill Creek Road / Stoney Batter Road Intersection	C FY 19-20	2020		1	0	2	0	0	0	0	1	0	1	0	5
28	Glasgow Ave Improvements	PE FY 22-23	2030		1	0	0	0	0	0	0	1	0	3	0	5
29	Cedar Lane: Marl Pitt Rd. - Boyds Corner Rd.	C FY 22-24	2024		0	0	0	0	0	0	0	0	0	1	3	4
30	US 13: Duck Creek to SR 1	PE FY 19-22	2030		1	0	0	0	0	0	1	0	0	1	3	3
31	N412, Lorewood Grove Road: Rd 412A - SR 1	C FY 22-24	2024		-1	0	0	0	0	0	0	0	0	1	2	2
32	Denny Rd/ Lexington Parkway Intersection	C FY 25->	2030		0	0	0	0	0	0	0	1	0	1	0	2
33	Possum Park Rd / Old Possum Park Rd Intersection	C FY 21-22	2022		0	0	0	0	0	0	0	0	0	1	0	1
34	Center Boulevard extended to Churchmans Rd	C FY 20-21	2021	2030	-3	0	0	0	0	0	0	0	0	3	0	0
35	<i>Roadway</i>															
36	I-95 / SR 896 Interchange	C FY 25->	2030	2030	-3	0	4	2	4	2	0	1	3	3	0	16
37	US 40 / SR 896 Interchange	C FY 23-25	2025	2030	-3	0	4	2	2	1	0	1	3	3	0	13
38	SR 1: Tybouts Corner - SR 273	C FY 23-25	2030	2030	-3	0	3	2	4	2	0	0	2	3	0	13
39	I-295, Northbound	PE FY 23-24	2040	2040	-3	0	3	2	4	0	0	0	4	3	0	13
40	US 40/SR 7 Intersection	PE FY 23-25	2040	2040	-3	0	4	2	2	1	0	1	2	3	0	12
41	SR 9, River Rd.-Area, Dobbinville (viaduct)	PE FY 19-20	2040		0	0	0	0	0	0	3	1	0	3	0	7
42	SR 1: Tybouts Corner -Roth Bridge	C FY 23-25	2050	2050	-3	0	3	0	0	0	0	0	2	3	0	5

C	County	Project Name	D	G	H	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	
1				FY 2020 TIP Status	FY 2050 RTP	AQ Model Year	Air Quality	EJ	Safety	CMS Corridor	CMS ADT	CMS Transit	TJ	Pedestrian Priority	Freight	Economic Development	Funding Match	Technical Score	
44	CC	I-95 / Bewliders Road Interchange		2025	2030	-3	0	0	0	0	0	0	0	0	3	3	1	4	
45	NCC	Otto Chapel Rd/Welsh Track Rd Intersection		2030		0	0	0	3	0	0	0	0	0	0	0	0	3	
46	NCC	SR 896 / Bethel Church Rd Interchange		2025	2030	-3	0	0	1	0	0	0	0	0	0	0	0	-2	
47	NCC	Transit																	
48	NCC	Fairplay Train Station - Perking		2030		3	0	0	3	2	2	3	0	0	0	3	0	16	
49	NCC	New Castle County Transit Center		2021		3	0	0	0	0	0	0	0	0	0	3	0	6	
50	<b>Projects not in FY 2020 - 2023 TIP</b>																		
51	<b>Bicycle / Pedestrian</b>																		
52	NCC	East Coast Greenway: New Castle - Churchmans Crossing gaps		2024		3	3	4	2	2	2	2	3	3	2	3	0	27	
53	NCC	East Coast Greenway: Churchmans Crossing - Newark gaps (approx 2		2024		3	1	4	2	2	2	2	1	1	3	3	0	22	
54	NCC	Library Ave Pedestrian Improvements		2024		1	0	3	2	2	2	1	0	3	3	3	0	18	
55	NCC	Newark Bicycle Signal Detection		2024		1	0	3	3	2	2	1	0	3	3	3	0	18	
56	NCC	Newark Bike Lanes		2024		1	0	3	2	2	2	1	0	3	3	3	0	18	
57	NCC	Newark Mid-block Pedestrian Crossing Improvements		2030		1	0	3	3	2	2	1	0	3	3	3	0	18	
58	NCC	Newark Pedestrian Improvements		2030		1	0	3	2	2	2	1	0	3	3	3	0	18	
59	NCC	US 40: SR 1 - US 13, Sidepaths		2026		1	1	4	2	2	2	2	0	1	2	3	0	18	
60	NCC	Commons Blvd Pathway		2024		3	0	3	1	2	2	1	0	1	2	3	0	16	
61	NCC	BR 234, Kirkwood Highway over Mill Creek		2030		1	0	1	2	2	2	3	0	1	3	3	0	16	
62	NCC	Rt 9 Neighborhood pathway network		2026		1	1	2	0	0	0	0	3	3	2	3	0	15	
63	CC	East Coast Greenway - Cecil County Phase 1		2024		3	1	0	0	0	0	0	3	3	0	3	0	13	
64	CC	East Coast Greenway - Cecil County Phase 2		2024		3	1	0	0	0	0	0	3	3	0	3	0	13	
65	NCC	Augustine Cutoff Pathway		2035		3	1	0	1	2	0	0	3	1	0	3	0	13	
66	NCC	Old Baltimore Pike: SR 72 - SR 273, Sidepath		2022		1	0	0	2	0	0	2	1	3	0	3	0	12	
67	NCC	US 40: MD State Line to SR 896, Sidepaths		2030		1	0	4	1	2	2	1	0	0	0	3	0	12	
68	NCC	North Claymont Naamans Pathway		2030		1	0	3	0	0	0	0	0	1	2	3	0	11	
69	NCC	East Coast Greenway: Claymont Station - Northern DE Greenway		2028		3	0	0	0	0	0	0	0	1	2	3	0	10	
70	NCC	US 13: US 40 - Tybouts Corner, Sidepaths		2030		1	1	3	0	0	0	0	1	1	2	3	0	10	
71	NCC	DE 896: US 40 to Porter Road, Sidepaths		2030		1	0	3	2	2	2	0	0	1	0	1	0	10	
72	NCC	Glasgow Pathway: Porter Rd - Canal		2035		1	0	3	2	2	2	0	0	1	0	1	0	10	
73	NCC	East Coast Greenway: PA line to Claymont Regional Transportation		2022		3	0	0	0	0	0	0	0	1	2	3	0	9	
74	NCC	US 40: Newtown Trail & Pedestrian Improvements		2040		1	0	0	0	0	0	0	0	1	3	3	0	8	
75	NCC	North Claymont Sidewalk Upgrades		2024		1	0	0	0	0	0	0	0	1	2	3	0	7	
76	NCC	I-495 / US 13 Pedestrian Improvements		2024		1	0	0	0	0	0	0	0	1	2	3	0	7	
77	NCC	Marshallton Circulation Study - Gilbert Ave Sidewalk		2024		1	1	1	0	0	0	0	1	1	0	3	0	7	
78	NCC	Marshallton Circulation Study - Newport Rd Sidewalk		2024		1	1	1	0	0	0	0	1	1	0	3	0	7	
79	NCC	Red Clay Creek Greenway through Marshallton		2030		1	1	0	0	0	0	0	1	1	0	3	0	7	
80	NCC	North Claymont I-495 Pedestrian Bridge		2050		1	0	0	0	0	0	0	0	1	2	3	0	7	
81	NCC	Harvey Road and Sconset Road Pedestrian Improvements		2022		1	0	0	0	0	0	0	1	1	0	3	0	6	
82	<b>Multimodal</b>																		
83	NCC	S. College Ave Gateway: SR 4 - Main St		2028		1	0	4	2	3	3	1	0	3	3	3	0	20	
84	NCC	Delaware Avenue Extension to Marrows Rd (developer funded)		2022		-1	0	3	2	2	2	1	0	3	2	3	4	19	

Project Prioritization for FY 2021-2026 DelDOT Capital Transportation Program

Draft 6/5/2019

C	County	D	G	H	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
1		Project Name	FY 2020 TIP Status	2050 RTP	AQ Model Year	Air Quality	EJ	Safety	CMS Corridor	CMS ADT	CMS Trans	TJ	Priority	Freight	Economic Development	Funding Match	Technical Score
86	NCC	Signal Coordination - S. College Ave	2028	2030		0	0	3	2	3	1	0	3	3	3	0	18
87	NCC	Churchmans Crossing Sidewalks & Bus Stop Improvements	2030	2030		1	0	4	2	2	2	0	1	3	3	0	18
88	NCC	Delaware Avenue Separated Bicycle Facility (DE Ave P&R)	2022	2022		1	0	3	2	2	1	0	3	2	3	0	17
89	NCC	US 40 Overpass of Norfolk Southern RR near SR 72	2045	2045		0	0	4	2	2	1	0	1	4	3	0	17
90	CC	MD 213 / US 40 Intersection Improvements	2030	2030		0	0	4	2	3	0	3	3	0	3	0	17
91	NCC	SR 4 / Churchmans Road Intersection	2040	2040		0	0	4	2	1	3	0	1	3	3	0	17
92	NCC	12th St. Connector	2025	2025		1	1	3	0	0	0	0	3	0	3	0	14
93	NCC	Support for shared ride services	2024	2024		3	0	0	2	0	0	3	0	0	3	2	13
94	NCC	Support for shared ride services	2040	2040		3	0	0	2	0	0	3	0	0	3	2	13
95	NCC	I-95 / Naamans Road Diverging Diamond	2040	2040		0	3	3	0	0	0	0	1	2	3	0	12
96	NCC	Old Baltimore Pike / Salem Church Rd Intersection	2020	2020		0	0	4	1	2	1	0	0	0	3	0	11
97	NCC	Maryland Ave. / Monroe Street	2025	2025		0	0	0	2	0	3	0	3	0	3	0	11
98	CC	MD 213, Bridge St. : US 40 - MD 279	2036	2036		0	0	0	2	0	0	3	3	0	3	0	11
99	NCC	Eagle Run Road: SR 273 - SR 7	2020	2030		-3	0	3	1	2	1	0	1	0	3	2	10
100	NCC	Governor Printz Boulevard Road Diet	2030	2030		3	0	0	0	0	0	1	1	2	3	0	10
101	NCC	Eagle Run Rd to Continental Drive Connector	2040	2040		-3	0	3	1	2	1	0	1	0	3	2	10
102	NCC	Support for new technologies	2024	2024		3	0	3	0	0	0	0	0	0	3	0	9
103	NCC	North Claymont Spine Road	2030	2030		-1	0	0	0	0	0	0	1	2	3	4	9
104	NCC	SR 9, New Castle Ave: 3rd St - Landers Ln	2030	2030		1	0	0	0	0	0	0	3	2	3	0	9
105	NCC	Support for new technologies	2035	2035		3	0	3	0	0	0	0	0	0	3	0	9
106	NCC	Support for shared ride services	2025	2025		3	0	0	0	0	0	3	0	0	3	0	9
107	NCC	West Park Place Traffic Calming	2030	2030		1	0	2	0	0	0	0	3	0	3	0	9
108	NCC	Support for new technologies	2040	2040		3	0	3	0	0	0	0	0	0	3	0	9
109	NCC	East 7th Street Peninsula	2025	2025		1	0	0	0	0	0	0	3	0	3	0	7
110	NCC	I-495 / US 13 Improvements	2035	2035		1	0	0	0	0	0	0	1	2	3	0	7
111	NCC	US 13: I-495 - PA Line	2040	2040		1	0	0	0	0	0	0	1	2	3	0	7
112	NCC	North Claymont Ridge Road	2024	2024		0	0	0	0	0	0	0	1	2	3	0	6
113	NCC	North Claymont Society Drive	2024	2024		0	0	0	0	0	0	0	1	2	3	0	6
114	NCC	Hickman Road Improvements	2024	2024		0	0	0	0	0	0	0	1	2	3	0	6
115	NCC	Naamans / Philadelphia Pike Access Management	2024	2024		0	0	0	0	0	0	0	1	2	3	0	6
116	NCC	US 13 / Naamans Road Intersection	2035	2035		0	0	0	0	0	0	0	1	2	3	0	6
117	NCC	North Claymont Access Road	2035	2035		0	0	0	0	0	0	0	1	2	3	0	6
118	NCC	I-95 / Naamans Road Improvements	2050	2050		0	0	0	0	0	0	0	1	2	3	0	6
119	NCC	Harvey Road Traffic Calming	2036	2036		1	0	0	0	0	0	1	1	0	3	0	6
120	NCC	New Sweden Road Extension (South Wilmington)	2040	2040		-1	1	0	0	0	0	0	3	0	3	0	6
121	NCC	Wyoming Rd and Marrows Road Access Management	2036	2036		0	0	0	0	0	0	0	3	0	3	0	6
122	NCC	Wiggins Mill Road	2030	2030		-1	0	0	0	0	0	0	0	0	1	4	4
123	CC	MD 272: US 40 - Lums Rd.	2040	2050		-3	0	0	0	0	0	0	3	0	3	0	3
124		Roadway															
125	NCC	SR 141 & I-95 Interchange	2040	2030		-3	0	3	1	4	0	0	0	4	3	0	12
126	NCC	US 301: Spur	2030	2030		-3	0	3	1	2	0	0	0	3	0	0	6
127	CC	I-95: Susquehanna River - DE Line	2040	2040		-3	0	3	0	0	0	0	0	0	3	0	3
128	CC	I-95 / MD 222 Interchange	2040	2040		-3	0	0	0	0	0	0	1	0	3	0	1

C	D	G	H	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
County	Project Name	FY 2020 TIP Status	2050 RTP	AQ Model Year	Air Quality	EJ	Safety	CMS Corridor	CMS ADT	CMS Transit	TJ	Pedestrian Priority	Freight	Economic Development	Funding Match	Technical Score
1	Transit															
129																
130	Elkton Bus Service Circulator		2030		3	1	0	0	0	0	3	3	3	3	2	18
131	Newark Transit Amenities and Service Modification		2024		1	1	0	2	2	1	1	3	3	3	0	17
132	Maryland Commuter Rail: Perryville to Elkton		2029		3	1	0	0	0	0	3	0	3	3	0	13
133	Elkton Train Station		2036		3	1	0	0	0	0	3	3	0	3	0	13
134	Transit service expansion and frequency enhancements		2024		3	3	0	0	0	0	3	0	0	3	0	12
135	Transit service expansion and frequency enhancements		2030		3	3	0	0	0	0	3	0	0	3	0	12
136	Transit service expansion and frequency enhancements		2040		3	3	0	0	0	0	3	0	0	3	0	12
137	Newport Rail Station		2030		3	0	1	0	0	0	1	3	0	3	0	11
138	North Claymont Bus Enhancements		2024		3	0	0	0	0	0	0	1	2	3	0	9
139	North Claymont / SEPTA Bus Transit		2024		0	0	0	0	0	0	0	1	2	3	0	6
140	Rail - Newark to Elkton		2030		3	0	0	0	0	0	0	0	0	3	0	6

# DRAFT

## CMAQ SCORING

Primary Ranking Secondary Ranking

ID	Rank	Project	Notes	Highest Ranking Project Type	AQ Tech Score	Overall Tech Score
1	1	GENERAL: Heavy Equipment Program (only diesel retrofits/replacements)		2. Engine Replacements	0	0
2	1	GENERAL: Transit Vehicle Replacement (diesel retrofits/replacements)	Fixed-route only	2. Engine Replacements	0	0
3	2	NCC Transit Center Park and Ride	Not replacement of existing	3. Park and ride	3	6
4	3	Newark Regional Transportation Center		4. Transit expansion	3	22
5	4	Claymont Train Station	new	4. Transit expansion	3	14
6	5	Third Track Expansion, Newark to Wilmington	new	4. Transit expansion	1	17
7	6	GENERAL: Transportation Management Improvements (expansion)		5. Incident Management	0	0
8	7	US 13: US 40 - Memorial Drive Pedestrian Improvements		7. Bike/ped	3	26
9	8	4th Street, Walnut Street to I-95		7. Bike/ped	1	18
10	8	King and Orange Streets, MLK Blvd. to 13th Street		7. Bike/ped	1	18
11	9	SR 9, New Castle Ave., Landers Ln. to A St.		7. Bike/ped	1	9
12	10	Garasches Lane		7. Bike/ped	1	8
13	11	Old Capitol Trail: Newport Road to Stanton Road (multimodal)		7. Bike/ped	1	7
14	12	Glasgow Avenue: SR 896 - US 40 (multimodal)	new	7. Bike/ped	1	5
15	13	US 13: Duck Creek - SR 1		7. Bike/ped	1	3
16	14	Walnut Street, MLK Blvd. to 13th Street		7. Bike/ped	0	18
17	15	GENERAL: Bicycle, Pedestrian, and Other Improvements (non-recreational only)		7. Bike/ped	0	0
18	16	US 40/SR 72 Intersection Improvements		7. Bike/ped	-1	13
19	17	US 40 and SR 7 Intersection Improvements	Ped/bike only	7. Bike/ped	-3	12
20	18	SR 2 (Elkton Rd): MD Line to SR 273	Ped/bike only (not new lane)	7. Bike/ped	-3	13
21	19	Rideshare Program, statewide		12. Ridesharing	3	13

### CMAQ Project Prioritization Process - Methodology

- Rank projects by type, based on FHWA cost-effectiveness data (PM2.5, NOx, and VOCs). Priority by type is: 1. Idle reduction, 2. Heavy vehicle engine replacements (diesel), 3. Park and ride, 4. Transit service expansion, 5. Incident management, 6. Extreme temperature cold start technology, 7. Bicycle and pedestrian, 8. Intermodal freight, 9. Transit amenity improvements, 10. Employee transit benefits, 11. Car sharing, 12. Ridesharing, 13. Intersection improvements, 14. Roundabouts, 15. Bike sharing, 16. Subsidized transit fares, and 17. Electric charging stations
- Within project types, sort first by air quality technical score and then by the overall technical score in the project prioritization process.
- Within project types, sort by quantitative emission benefits for diesel projects and qualitative benefits for others. Quantitative benefits can be determined from EPA calculators. An index determining the qualitative benefit follows:

#### Qualitative Index

Reduce VMT—negligible (0); moderate (3); significant (6)  
 Cost—<\$2 million (0); \$2 million—\$500,000 (3); >\$500,000 (6)  
 Life expectancy—<5 years (0); 5-10 years (3); >10 years (6)