

| ID | Project | TIP Page | Notes | Cost FY14-17 | Project Type | Qualitative Index* | | | | Overall Prioritization** | |
|------|---|----------|--------------------|---------------|--------------|--------------------|------|------|-------|--------------------------|------------|
| | | | | | | VMT | Cost | Life | Total | AQ | Final Tech |
| 1.) | Rail: Newark to Wilmington Track Expansion | 2-71 | | \$ 17,348,200 | Transit | 6 | 0 | 6 | 12 | 3 | 27 |
| 2.) | Transit Vehicle Expansion, NCC | 2-76 | Fixed-route only | \$ 1,466,900 | Transit | 6 | 3 | 3 | 12 | 3 | 15 |
| 3.) | Rail: Newark Regional Transit Center | 2-71 | | \$ 30,562,000 | Transit | 3 | 0 | 6 | 9 | 1 | 11 |
| 4.) | Wilmington DART Bus Hub | 2-82 | total cost unknown | \$ - | Transit | 0 | 0 | 6 | 6 | 1 | 18 |
| 5.) | Transit Vehicle Replacement and Refurbishment | 2-34 | Fixed-route only | \$ 54,556,100 | Transit | 0 | 0 | 3 | 3 | 1 | 18 |
| 6.) | Boyds Corner Park and Ride Expansion | 2-59 | no TIP funding | \$ 425,000 | Shared Ride | 3 | 6 | 6 | 15 | 1 | 5 |
| 7.) | Rideshare Program, statewide | 1-24 | | \$ 1,920,000 | Shared Ride | 3 | 3 | 6 | 12 | 1 | 4 |
| 8.) | Christiana Mall Park and Ride | 2-59 | no TIP funding | \$ 500,000 | Shared Ride | 3 | 3 | 6 | 9 | 1 | 6 |
| 9.) | Mid County DMV | 2-48 | More lanes only | \$ 2,000,000 | I/M | 0 | 3 | | 3 | 1 | 5 |
| 10.) | US 40: US 40/SR 72 Intersection (multimodal) | 2-62 | | \$ 11,690,000 | Traffic Flow | 3 | 0 | 6 | 9 | 1 | 9 |
| 11.) | SR 2 (Elkton Rd): MD Line to Casho Mill Rd. (multimodal) | 2-56 | | \$ - | Traffic Flow | 3 | 0 | 6 | 9 | 1 | 8 |
| 12.) | New Castle Industrial Track: S of Christina River - Riverwalk | 2-69 | PE only | \$ 300,000 | Ped/Bike | 6 | 6 | 6 | 18 | 3 | 10 |
| 13.) | Garasches Lane | 2-42 | total cost unknown | \$ - | Ped/Bike | 3 | | 6 | 9 | 1 | 8 |
| 14.) | Grubb Road Ped. Improvements: Foulk Rd. to Naamans Rd. | 2-43 | | \$ - | Ped/Bike | 3 | 0 | 6 | 9 | 1 | 4 |

** WILMAPCO's overall project prioritization process (for informational purposes)

Interim CMAQ Project Prioritization Process - Methodology

- Rank projects by type, based on emissions reporting within FHWA's National CMAQ database and federal guidance. Priority by type is: 1. Diesel Retrofits and Replacements, 2. Transit, 3. Shared Ride, 4. I/M and other TCMS, 5. Traffic Flow, 6. Pedestrian/Bicycle
- 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); \$500,000 - \$2 million (3); <\$500,000 (6)

Life expectancy - <5 years (0); 5-10 years (3); >10 years (6)