

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
March 15, 2018

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, March 15, 2018, at WILMAPCO, 850 Library Avenue, Suite 100, Newark, DE 19711.

1. CALL TO ORDER: Ms. Kaminsky, TAC chairperson, brought the TAC meeting to order at 10:00 a.m.

2. TAC Members present:

Tricia Arndt, Delaware Office of State Planning Coordination
Ian Beam, Maryland Department of Transportation
Laurie Brown, MDOT MTA
Alex Brun, Maryland Department of the Environment, via conference call
David Dahlstrom, Maryland Department of Planning
Stacey Dahlstrom, New Castle County Department of Land Use
Lauren DeVore, Delaware Department of Natural Resources and Environmental Control
Anthony DiGiacomo, Cecil County Land Use and Development Services
Mike Fortner, City of Newark
Gwinneth Kaminsky, City of Wilmington Department of Planning and Development
Jeanne Minner, Town of Elkton, via conference call
David Schlie, MDOT SHA
Catherine Smith, Delaware Transit Corporation
Timothy Snow, Delaware Department of Transportation

TAC Ex-Officio Members present:

None.

TAC Members absent:

City of Wilmington Department of Public Works
Delaware Economic Development Office
Delaware River and Bay Authority

TAC Ex-Officio Members absent:

Amtrak
Diamond State Port Corporation
U.S. Environmental Protection Agency
U.S. Federal Highway Administration
U.S. Federal Transit Administration

Guests and Invitees:

Kathy Harris, DNREC

Staff:

Dan Blevins, Principal Planner
Janet Butler, Administrative Assistant
Heather Dunigan, Principal Planner
Sharen Elcock, Executive Assistant
Dave Gula, Principal Planner
Randi Novakoff, Outreach Manager
Bill Swiatek, Principal Planner

Jacob Thompson, Transportation Planner
Tigist Zegeye, Executive Director

Minutes prepared by: Janet Butler

3. MINUTES

Ms. Kaminsky made the following correction: On page 3, change Mr. to Ms. Dunigan.

ACTION: On motion by Mr. Dahlstrom and seconded by Ms. Arndt, the TAC approved the February 15, 2018 minutes, with correction.

Motion passed.

(3-15-18 - 01)

4. SUBCOMMITTEE UPDATES:

a. Congestion Management Subcommittee (CMS)

Mr. Blevins said CMS met on March 8, 2018. CMS is comparing its performance measures information to the Federal information. The Federal uses much larger peak period averages than CMS. Mr. Blevins referred to maps on the wall, and said that CMS wants to keep the action plans going along with the Federal-based information to show that we can exceed or meet our targets. CMS is looking at baseline information to set travel-time targets. The DOTs State Performance Measures deadline is May 20, 2018.

5. PUBLIC COMMENT PERIOD:

None.

ACTION ITEMS:

6. To Recommend Amendment of the FY 2018-2021 Transportation Improvement Program (TIP), Cecil County Element

Ms. Dunigan said this amendment is to increase funding for Cecil County Transit Capital and Operating Assistance.

ACTION: On motion by Mr. Beam and seconded by Mr. DiGiacomo, the TAC recommended the amendment of the FY 2018-2021 TIP to increase funding for Cecil County Transit Capital and Operating Assistance.

Motion passed.

(3-15-18 - 02)

PRESENTATION/DISCUSSION ITEMS:

7. Electric Vehicles in Delaware

Ms. Kathy Harris, DNREC, distributed a Delaware Clean Transportation Incentive Program Electric Vehicle Rebates brochure (**Attachment A**). In 2009, Delaware joined the Regional Greenhouse Gas Initiative (RGGI). In 2013, Governor Markel signed an Executive Order that directed state agencies to develop recommendations to reduce Greenhouse Gas Emissions (GHG), which recommended a 30% greenhouse gas reduction from a 2008 baseline by 2030. In 2017, Delaware joined the US Climate Alliance, which is a group of 15 states that agreed to meet the greenhouse gas reduction targets set in the Paris Accord.

Transportation programs help to reduce GHG emissions, include use of alternative fuel vehicles. The three major alternatives are propane (school buses), natural gas (tractor-trailers), and electric (passenger vehicles). Electric vehicles are alternative fuels under the US Energy Policy Act of 1992. The three types of electric vehicles include: 1) battery electric; 2) plug-in-hybrid;

and 3) hybrid. There are 41 models available through 18 automakers. While electricity production still emits greenhouse gasses, electric vehicles reduce greenhouse gasses by up to 5,790 pounds annually.

The initiatives at the Division of Energy and Climate include the Clean Transportation Incentive Program, Alternative Fuel Infrastructure Grant, FHWA Alternative Fuel Corridor, Volkswagen Mitigation Trust Fund, Delaware Clean Cities Coalition, and Transportation Climate Initiative.

The Clean Transportation Initiative Program began in July 2015, and was revised in November 2016. The three components of the program are: 1) Clean Vehicle Rebate Program; 2) Electric Vehicle Charging Infrastructure Rebate Program; and 3) Heavy-Duty Vehicle Rebate Program.

The Electric Vehicle Charging Infrastructure Rebate Program provides commercial properties and workplaces with six rebates in Delaware. The residential rebate covers 50% of the cost of the Electric Vehicle Charging Station up to \$500; commercial covers 75% of the cost of the station up to \$2,500; and workplace covers 75% of the cost of the station up to \$5,000. Maryland also has a rebate program that covers 40% of the cost up to \$4,000.

The benefits of workplace charging are: 1) demonstrates willingness to adopt advanced technologies; 2) promotes environmental leadership; 3) contributes to Leadership Energy and Environmental Design (LEED) certification; 4) helps to double employees' all electric daily commuting range; 5) may significantly lower cost of employee's commute; and 6) allows for electric fleet vehicles, saving employer work-related transportation costs.

Program success includes 639 rebates for electric vehicles and 190 rebates for charging stations. There are 35 charging locations and 114 charging stations in Delaware. The majority of the public charging stations are in the beach areas. Gaps are in Middletown, Wilmington, municipalities, and downtowns. The Alternative Fuel Infrastructure Grant, a competitive grant up to \$500,000 per project, funds facilities for compressed natural gas, propane and hydrogen fueled vehicles and DC Fast Charging Stations.

Ms. Kaminsky asked if Tesla is the only proprietary system at charging stations in Lewes, Delaware. Ms. Harris responded yes, there is a concentration of Tesla there.

In 2016, an Alternative Fuel Corridor Regional Nomination was submitted and Delaware's component of 23 miles of I-95 was selected as a corridor for electric vehicle charging. In 2017, SR 1, US 113, and US 13 were designated.

A Partial Consent Decree was also finalized between the US Department of Justice (DOJ) and the Volkswagen (VW) Corporation. Delaware was rewarded 9 million dollars, based on the number of affected vehicles sold in the state. The Division of Energy and Climate will be managing the Electric Vehicle (EV) charging station component of \$1.5 million and the Division of Air Quality will manage the rest of the funds. The first round of funding will go to Fast Charging Infrastructure.

The Transportation Climate Initiative is available in 11 states, focused on increasing alternative fuels in the region, and features market-based policies for transportation. Clean Cities is the US Department of Energy sponsored program with more than 100 coalitions. It helps to reduce petroleum use in the US. The Delaware Coalition includes 40 stakeholders that promote alternative fuels. Lowering greenhouse gas emissions from transportation takes local, state, and regional action.

Since 2015, 639 clean vehicle rebates were provided to individuals and Delaware businesses. Many opportunities exist for Delaware organizations and towns to reduce greenhouse gases. Businesses can install stations at town buildings or in downtown areas; encourage installing workplace charging stations; join the Delaware Clean Cities Coalition; apply for the VW settlement funding; and attend the upcoming March 28, 2018 Public Workshop in Dover.

Mr. DiGiacomo asked what the strategies are for plugging the gaps for electric vehicle charging stations. Ms. Harris responded there is no concrete strategy yet; however, through outreach and education, we will start providing brochures listing the electric vehicle charging stations to people who purchase vehicles. Mr. DiGiacomo asked would developers get a break for installing them. Ms. Harris replied yes, we believe those incentives will be in place.

Mr. DiGiacomo also asked has anyone coordinated the power grid for overnight plug-in that would support the level of growth that is projected. Ms. Harris replied yes, it is definitely a concern for utilities. Delmarva is proposing programs to test that. The Delaware Co-Op announced that while they are doing testing, they are providing free charging stations to people in their network.

Ms. Kaminsky asked if the price of electricity would go up due to installing more stations. Ms. Harris responded yes that would be done through testing. She added the University of Delaware has also been working on vehicle-to-grid technology.

8. 2040 Maryland Transportation Plan (MTP)

Mr. Ian Beam, MDOT, said the MTP establishes a 20-year vision for multimodal projects, and outlines the State's transportation policies and priorities. It also helps guide statewide investment decisions. State law requires that the Maryland Transportation Plan (MTP) must be revised every five years through a public participation process to address current and future challenges, be expressed in terms of goals and objectives, and should align goals and strategies with performance measures.

The Fast Act requires that States' long-range statewide transportation plans use performance-based approaches that support national goals. The state provides for the consideration and analysis of the following Federal planning factors: 1) Support economic vitality. 2) Increase safety. 3) Increase security. 4) Increase accessibility. 5) Protect and enhance the environment. 6) Enhance the integration and connectivity of the transportation system. 7) Promote efficient system management and operation. 8) Emphasize system preservation. 9) Improve resiliency and reliability. 10) Enhance travel and tourism.

The Bicycle and Pedestrian Master Plan also establishes a 20-year vision, which supports cycling and walking as modes of transportation in Maryland, both on-road and off-road, as part of Maryland's multimodal transportation network. The plan is updated every five years, in close coordination with the MTP.

Maryland's transportation system includes 452 electric charging stations and 1,147 charging outlets. Most of Maryland's freight movement is by truck and most truck demand is in Central Maryland. Maryland's congestion costs users \$2.167 billion annually. BWI Airport passenger numbers are increasing and Maryland's transit ridership is decreasing slightly. The population of Maryland is densest in Central Maryland. Citizens are getting older and make up a higher percentage of the population in non-urban areas. Outside of Baltimore City, the highest poverty rates are concentrated in Western Maryland and the Eastern Shore. Projected population growth is 13.6% from 2016 to 2040.

Maryland's economy is mainly supported by services and government sectors. Employment is concentrated in key locations throughout major cities, and along transportation arteries. The percentage of licensed Maryland drivers has remained steady from 2010-2014. Vehicle Miles Traveled (VMT) is increasing now, but had decreased during the Recession. In 2016 Maryland's Transit Ridership was up to 225,000,000; electric vehicles were ranked 10th because of the number of electric vehicle charging stations; land was 9,707 square miles; Maryland was the 5th most densely populated state; and Maryland carried \$410 billion in freight (air, rail, truck, and water).

Maryland's transportation challenges include safety, aging infrastructure, congestion, shared economy (such as Uber/Lyft), online retail, electric and autonomous vehicles, climate change, changing development patterns, millennial generation, aging population, and support for distressed economic regions.

The 2040 MTP Survey went out for public comment from November 17, 2017 through January 31, 2018. The survey went live via e-blasts, MTP website, MDOT website, MPO meetings, Facebook posts, and advertisements. There were 5,927 participants and 4,341 comments received.

The top three issues identified by survey respondents include travel reliability, system maintenance, and safety and security. The top #1 ranked option include tax dollars spent wisely, transportation choices, and system expansion. The 2040 MTP Survey top strategies in priority order are: 1) System maintenance, 2) System expansion, 3) Travel reliability, 4) Tax dollars spent wisely, 5) Environment, 6) Quality of service, 7) Transportation choices, and 8) Safety and security.

Ms. Zegeye asked why the transportation challenges listed above are referred to as challenges. Mr. Beam said they should be referred to as issues and trends, and he would look into making that change. Ms. Zegeye also asked if the information from other divisions such as freight, transit, and aviation would be included in the MTP. Mr. Beam replied yes.

9. FY 2019 Unified Planning Work Program (UPWP)

Ms. Zegeye distributed two FY 2019 UPWP resolutions and financial information (**Attachment B**). The first resolution is for the State/Local Cash Commitment that matches WILMAPCO's Federal funds for the FY 2019 UPWP. All federal funds must be matched by 20% state/local funds. There is a 10% match (\$12,067) from the State of Maryland with minimum cash matches of \$2,200 from Cecil County; \$110,000 from the State of Delaware; \$31,500 from New Castle County; and \$11,796 from the City of Wilmington, with any remaining matching obligation made either in cash or by in-kind services.

The second resolution is to adopt the State/Local Matching Ratio for WILMAPCO's Federal funds for FY 2019 UPWP. Again all federal funds must be matched by 20% state/local funds. The State of Delaware matches 10% of Delaware's Federal planning funds. New Castle County and City of Wilmington together match 10% of Delaware's Federal planning funds. Based on population, New Castle County allocates 85.48% of the 10%, and the City of Wilmington allocates 14.52% of the 10%. Maryland's Federal planning funds are matched by the State of Maryland and Cecil County, each providing 10%.

On page 3 of the handout, the FY 2019 UPWP Funding Analysis includes total funds available and total cash commitment. The cost share is \$2,302,656, the cash share is \$2,009,689, and the toll credit is \$292,967. DeIDOT will provide toll credit and Maryland may provide cash, toll-

credit, or in-kind, which has yet to be decided. Staff is looking for \$9,867 of local match to leverage the \$120,000 from MDOT, FTA and FHWA funds.

On page 4, the FY 2019 Funding Outline includes cash activities, toll credit, and cash total by tasks. On page, five are WILMAPCO's consultant costs that are included in the cash activity for 2019. There are no new projects because the FY 2018 UPWP was amended with \$760,000 in new projects.

On page 6, the FY 2019 Work Tasks show the funding by the Federal and State. The public outreach portion of the FY 2019 UPWP will be presented to PAC in April 2018. The FY 2019 UPWP will go out for public comment period from April 2 to May 2, 2018. The final 2019 UPWP will be presented to the Council at their May 3, 2018 meeting, and the UPWP will be submitted to the DOTs, FTA, and FHWA.

10. Project Prioritization for the FY 2020-23 TIP

Ms. Dunigan distributed the FY 2019-2022 TIP Project Prioritization and 2040 RTP project list (**Attachment C**). She said staff is updating the technical scores and adding new projects. Staff list also be identifying and scoring projects for the 2050 RTP. Staff is also gearing up for the 2050 RTP and working on that project list simultaneously. Staff expects to score the constrained and aspirations lists. Staff will also meet with DelDOT in early April to gather DelDOT's priorities. TAC members can start their discussions internally regarding what projects are missing or are no longer relevant, which can be sent to Ms. Dunigan.

INFORMATION ITEMS:

13. Staff Report

Ms. Heather Dunigan reported on the following plans and events:

- At the March 8, 2018 Council meeting, the FY 2018-2021 TIP was amended to reflect funding changes to the SR141: I-95 Interchange-Jay Drive project and the addition of the SR 273 Bridge over Big Elk Creek project. Council also approved the FY 2019-2022 TIP, including the results of public comments. Copies of the TIP are available to TAC members. Presentations included the FY2019 UPWP by Tigist Zegeye and the City of Wilmington Comprehensive Plan by Herb Inden.
- The FY 2019 Transportation Alternative Program (TAP) Maryland Call for Projects will be open from April 16, 2018 through May 16, 2018. Staff is working with Delaware on establishing a schedule for the FY 2020 submissions for TAP funding and Delaware's Call for Projects will probably be next winter.
- Staff sent out five Requests for Proposals (RFPs): 1) 12th Street Connector Alignment, due February 23, 2018 (March 15th Interviews). 2) Newark Transit, due March 1, 2018 (March 19th Interviews). 3) Five-Points Intersection Safety & Capacity Improvements, due March 8, 2018 (April 2 Interviews). 4) East 7th Street Peninsula Improvements, due March 15, 2018; and 5) US 202 Master Plan RFP, due April 9, 2018.
- Staff presented information on Transportation and Health to The University of Delaware Institute for Lifelong Learning on February 27, 2018.
- The Route 9 Master Plan Monitoring Committee will meet on March 20, 2018. The University of Delaware developed a public survey of Eden Park and Hamilton Park residents. Staff has presented results of the Rt. 9 Master Plan to the Monday Club, an African American Social Group, on February 28, 2018.
- The New Castle County Land Use meetings will be held regarding the New Castle County Comprehensive Plan projects including Route 9 and Claymont Master Plans, the Regional

Transportation Plan (RTP), and how New Castle County will collaborate on public outreach with WILMAPCO for the RTP and the New Castle County Comprehensive Plan.

- Staff is helping to screen presentations for the APA Delaware Conference to be held in 2018. APA Delaware is still accepting applications for public health proposals.
- The joint DelDOT and WILMAPCO TIP Workshop held at the Newark Library on February 26, 2018, had a good turnout with 31 attendees.
- Staff participated in the New Castle County Level of Service (LOS) Summit on March 1, 2018.
- Staff attended the DART Public Service Changes Hearings on March 6, 2018.
- Staff will participate in the Maryland MPO Roundtable event on March 23, 2018.
- Staff will participate in the April 20, 2018, Air Quality Partnership Wilmington Earth Day celebrations, featuring Tropo, the AQS mascot, while promoting "Try It Day!"
- The WILMAPCO Public Opinion Survey telephone calls were completed and the data report will become available soon.
- On March 28, 2018, staff will attend a public workshop on the Red Clay Valley and the Brandywine Valley Scenic Byways to discuss the overlay zoning proposed for the corridors.

OTHER BUSINESS:

Mr. Beam introduced Ms. Laurie Brown, MDOT MTA, who will be attending WILMAPCO TAC meetings for MTA. Ms. Lauren DeVore, DNREC, invited TAC members to attend the public workshop regarding the VW Settlement on March 28, 2018, at the Richardson and Robbins Building; and Mr. Timothy Snow, DelDOT, announced he is leaving DelDOT and starting a new position at WRA.

ADJOURNMENT:

The meeting adjourned at 11:15 a.m.

Attachments (3)

Clean Transportation Rebate Program

Are you interested in purchasing or leasing an electric vehicle for your family or business? The Clean Vehicle Rebate Program offers rebates to Delawareans and Delaware-based businesses for new electric vehicles.

| Rebate Amounts | |
|---|---------|
| Battery Electric Vehicle | \$3,500 |
| Plug-in Hybrid Vehicle | \$1,500 |
| Plug-in Hybrid or Battery Electric vehicle with MSRP > \$60,000 | \$1,000 |

Two Ways to Apply:

- 1. Apply individually.** You can apply for the rebate individually regardless of the dealership from which you purchase/lease. Applications can be found at de.gov/cleantransportation. Applicants must also submit a W-9 form.
- 2. Apply through a participating dealership.** When you purchase or lease from a participating dealership, the dealer will accept the rebate on your behalf and roll it into your lease payment or financing. A list of participating dealerships can be found on the Clean Transportation website.



Delaware Department of Natural
Resources and Environmental Control
Division of Energy and Climate

100 W. Water Street
Suite 5A
Dover, Delaware 19904
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*Funding provided by the
Regional Greenhouse Gas Initiative*

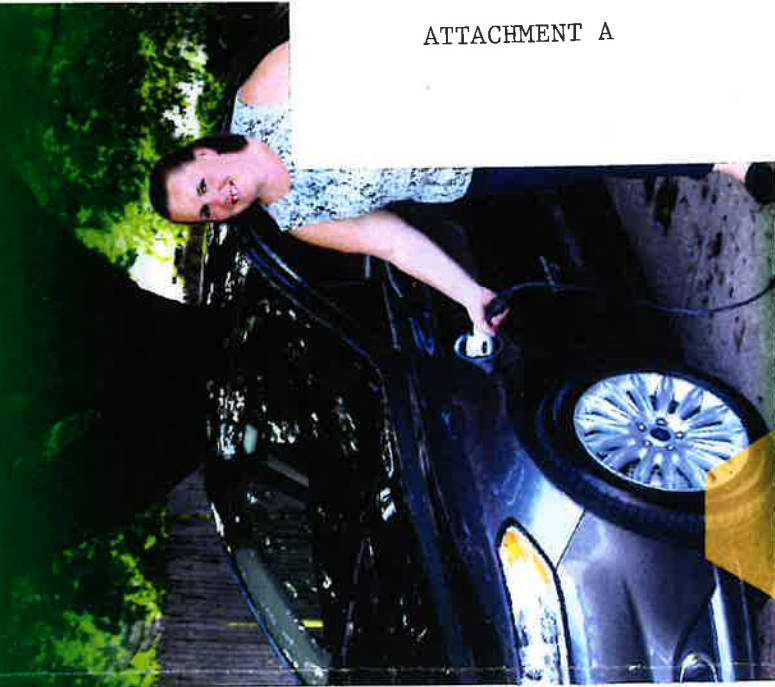
For more information, visit:
www.de.gov/cleantransportation

Images courtesy of National Renewable Energy Laboratory
(NREL) Image Gallery

Delaware Clean Transportation
Incentive Program

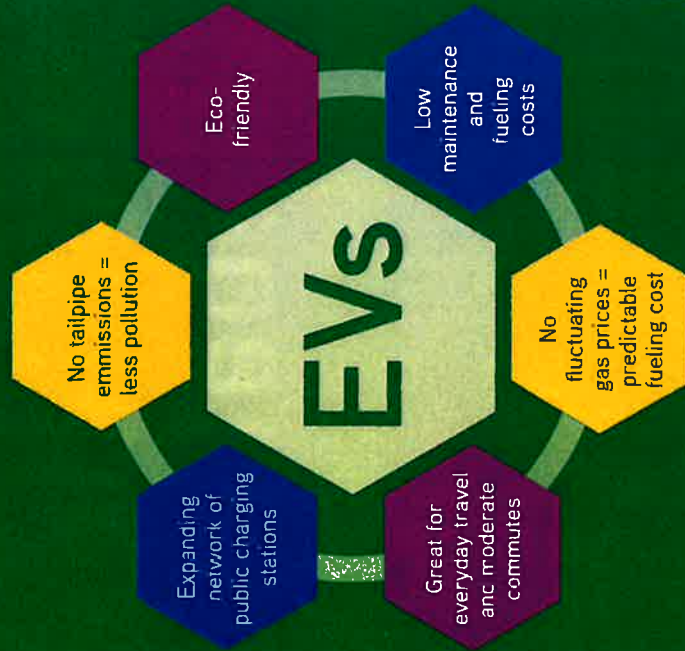
Electric Vehicle Rebates

*Fun to drive, cheap to fuel, clean and green!
Get up to \$3,500 back on your purchase or lease.*



de.gov/cleantransportation

Why choose an electric vehicle?



Electric Vehicle Q&A

Q: *What is the difference between a battery electric vehicle and a plug-in hybrid electric vehicle?*

A: Battery electric vehicles run only on electricity. Plug-in hybrid electric vehicles run on electricity but also have a back-up gas engine.

Q: *How far can electric vehicles travel before having to recharge?*

A: Battery electric vehicles have an average range of 100 miles per charge. New battery electric vehicle models can travel up to 240 miles per charge.

Q: *Where and how do electric vehicles "refuel"?*

A: Electric vehicles can be charged at designated charging stations or at an ordinary wall outlet with an adapter.

This means you can charge at home in your own garage, instead of visiting a gas station every time you need to fuel. Public charging stations are available throughout the state and the country. Currently, there are over 30 locations in Delaware with public electric vehicle charging stations.

Q: *How much does it cost to charge an EV?*

A: Charging an electric vehicle is low-cost—some can be fully charged for as little as \$3.

EVs for Your Business or Organization

Electric vehicle fleets can be a great option for municipalities, businesses, agencies, and organizations.

- Lower fuel costs save fleets money
- Great for frequent local travel
- Demonstrates dedication to environmental sustainability

Each applicant can receive up to 6 vehicle rebates, and rebates are also available for supporting charging stations.

Join our Workplace Charging campaign! See what is available to you at de.gov/cleantransportation



Wilmington Area Planning Council

850 Library Avenue, Suite 100
Newark, Delaware 19711
302-737-6205; Fax 302-737-9584
From Cecil County: 888-808-7088
e-mail: wilmapco@wilmapco.org
web site: www.wilmapco.org

WILMAPCO Council:

John Sisson, Chair
Delaware Transit Corporation
Chief Executive Officer

Robert J. Alt
Mayor of Elkton

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

WILMAPCO Executive Director
Tigist Zegeye

RESOLUTION

DRAFT

BY THE WILMINGTON AREA PLANNING COUNCIL ADOPTING THE STATE/LOCAL CASH COMMITMENT WHEN MATCHING WILMAPCO'S FEDERAL FUNDS FOR FY 2019 UNIFIED PLANNING WORK PROGRAM

WHEREAS, WILMAPCO receives federal funding from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to support transportation planning activities; and,

WHEREAS, all federal funds must be matched by twenty percent (20%) State/Local funds; and,

WHEREAS, federal regulations permit State/Local matching to be made either in cash or by way of "in-kind services", or soft match; and,

WHEREAS, WILMAPCO requires certain of the matched funds to be made in cash in order to ensure that WILMAPCO's cash obligations may be met; and

WHEREAS, the historically agreed upon cash commitment have been the full 10% match from the State of Maryland in cash with minimum cash matches of \$2,200 from Cecil County, \$110,000 from the State of Delaware, \$31,500 from New Castle County and \$11,796 from the City of Wilmington, with any remaining matching obligation made either in cash or by in-kind services;

NOW, THEREFORE, BE IT RESOLVED that the WILMAPCO Council does hereby adopt the State/Local Cash Commitment when matching WILMAPCO's federal funding for fiscal year 2019 UPWP, as outlined above.

Date: _____

John Sisson, Chairperson
Wilmington Area Planning Council



Partners with you in transportation planning

Wilmington Area Planning Council

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web site: www.wilmapco.org

WILMAPCO Council:

RESOLUTION

DRAFT

John Sisson, Chair
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Heather Murphy
Maryland Dept. of Transportation
Director, Office of Planning and
Capital Programming

Michael S. Purzycki
Mayor of Wilmington

Michael Spencer
Mayor of Newport

WILMAPCO Executive Director
Tigist Zegeye

BY THE WILMINGTON AREA PLANNING COUNCIL ADOPTING THE STATE/LOCAL MATCHING RATIO FOR WILMAPCO'S FEDERAL FUNDS FOR FY 2019 UNIFIED PLANNING WORK PROGRAM

WHEREAS, WILMAPCO receives federal funding from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to support transportation planning activities; and,

WHEREAS, all federal funds must be matched by twenty percent (20%) State/Local funds; and,

WHEREAS, State/Local funds must be broken down by fixed ratio; and,

WHEREAS, the State of Delaware shall match 10% of Delaware's federal planning funds apportioned to WILMAPCO, and,

WHEREAS, New Castle County and the City of Wilmington shall together match 10% of Delaware's federal planning funds apportioned to WILMAPCO. Based on population, New Castle County shall allocate 85.48% of the 10%, and the City of Wilmington shall allocate 14.52% of the 10%; and,

WHEREAS, the State of Maryland shall match 10% of Maryland's federal planning funds apportioned to WILMAPCO; and,

WHEREAS, Cecil County shall match 10% of Maryland's federal planning funds apportioned to WILMAPCO; and,

WHEREAS, the actual dollar amount of the twenty percent (20%) State/Local funds will vary annually based on the actual federal funds WILMAPCO needs;

NOW, THEREFORE, BE IT RESOLVED that the WILMAPCO Council does hereby adopt the State/Local Matching Ratio for WILMAPCO's federal funding for fiscal year 2019 UPWP, as outlined above.

Date: _____

John Sisson, Chairperson
Wilmington Area Planning Council

WILMAPCO

Partners with you in transportation planning

**FY 2019
Unified Planning Work Program**

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III FY 2019 UPWP FINANCIAL INFORMATION

**FY 2019 UPWP FUNDING ANALYSIS
TOTAL FUNDS AVAILABLE
and
TOTAL CASH COMMITMENT**

| SOURCE | COST SHARE | CASH SHARE | TOLL CREDIT |
|---------------------------|--------------------|--------------------|--------------------|
| DELAWARE | | | |
| FHWA | \$1,409,173 | \$1,409,173 | |
| FTA | \$336,415 | \$336,415 | |
| STATE | \$218,198 | \$110,000 | \$108,198 |
| NEW CASTLE COUNTY | \$186,516 | \$31,500 | \$155,016 |
| CITY OF WILMINGTON | \$31,682 | \$11,796 | \$19,886 |
| DELAWARE TOTAL | \$2,181,984 | \$1,898,884 | \$283,100 |
| MARYLAND | | | |
| FHWA | \$71,439 | \$71,439 | |
| FTA | \$25,099 | \$25,099 | |
| STATE | \$12,067 | \$12,067 | |
| CECIL COUNTY | \$12,067 | \$2,200 | \$9,867 |
| MARYLAND TOTAL | \$120,672 | \$110,805 | \$9,867 |
| GRAND TOTAL | \$2,302,656 | \$2,009,689 | \$292,967 |

**FY 2019
Unified Planning Work Program**

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FY 2019 UPWP FUNDING OUTLINE

| Task # | Task Description | Cash Activity | Toll Credit Activity | Total |
|----------------------|--|---------------------------|-------------------------|---------------------------|
| MPO 19.01 | Administration | \$298,830 | \$55,434 | \$354,264 |
| MPO 19.02 | Unified Planning Work Program (UPWP) | \$88,611 | \$17,007 | \$105,618 |
| MPO 19.03 | Public Outreach & Public Education | \$227,021 | \$37,910 | \$264,930 |
| MPO 19.04 | Data Collection, Management & Distribution | \$132,917 | \$11,500 | \$144,416 |
| MPO 19.05 | Regional Planning & Technical Analysis | \$177,152 | \$19,606 | \$196,757 |
| MPO 19.06 | Air Quality Coordination & Analysis | \$51,507 | \$9,886 | \$61,393 |
| MPO 19.07 | New Federal Regulation Compliance | \$74,005 | \$14,204 | \$88,209 |
| MPO 19.08 | Goods Movement Plan Implementation | \$45,810 | \$8,792 | \$54,603 |
| MPO 19.09 | Regional Coordination | \$140,017 | \$26,873 | \$166,890 |
| MPO 19.10 | RTP Implementation | \$101,731 | \$19,525 | \$121,256 |
| MPO 19.11 | Sub-Regional Studies and Coordination | \$239,563 | \$36,766 | \$276,329 |
| MPO 19.12 | Transportation Improvement Program (TIP) | \$80,690 | \$15,486 | \$96,176 |
| MPO 19.13 | Monitoring of Sub-Regional Studies | \$152,099 | \$19,979 | \$172,079 |
| TOTAL | | <u>\$1,809,952</u> | <u>\$292,967</u> | <u>\$2,102,919</u> |
| Vacation and Holiday | | \$199,737 | | \$199,737 |
| Grand Total | | \$2,009,689 | \$292,967 | \$2,302,656 |

**FY 2019
Unified Planning Work Program**

DRAFT

WILMAPCO Consultant Costs (included in cash activity above) 2019

| | | |
|-----------|---|------------------|
| MPO 19.01 | BOOKKEEPING | \$10,000 |
| MPO 19.03 | MEDIA RELATIONS COORDINATION | \$24,000 |
| MPO 19.03 | URBAN BIKE PROJECT: EARN A BIKE & TRIP FOR KIDS PROGRAM | \$3,000 |
| MPO 19.03 | NEWARK BIKE PROJECT | \$2,500 |
| MPO 19.04 | INTERSECTIONS COUNTS - REGIONAL | \$25,000 |
| MPO 19.04 | REGIONAL MODELING SUPPORT | \$48,000 |
| MPO 19.05 | CONGESTION MANAGEMENT SYSTEM CONSULTANT SUPPORT | \$35,000 |
| MPO 19.05 | UNIVERSITY OF DELAWARE PARK & RIDE | \$10,000 |
| MPO 19.05 | REGIONAL TRANSPORTATION PERFORMANCE MEASUREMENT DEVELOPMENT | \$30,000 |
| MPO 19.11 | WILMINGTON INITIATIVES PUBLIC OUTREACH AND MANAGEMENT | \$48,000 |
| MPO 19.13 | NCC-ROUTE 40 PROGRAM DEVELOPMENT SUPPORT | \$48,000 |
| | | \$283,500 |

DRAFT

| FY 2019 WORK TASKS - WILMAPCO | | | | | | | | | | |
|--|-------------|-----------|----------|----------|-----------|----------|----------------------|-----------------|-----------------------|-------------------|
| TASK # | FEDERAL | | | | STATE 10% | | LOCAL 10% | | | FY2019 PROGRAM |
| | FHWA | FTA | FHWA | FTA | DELAWARE | MARYLAND | NEW CASTLE COUNTY | CECIL COUNTY | CITY OF WILMINGTON | |
| | DELAWARE | | MARYLAND | | | | | | | |
| PROGRAM COST ALLOCATION | | | | | | | | | | |
| Administration | | | | | | | | | | |
| MPO 19.01 | \$216,800 | \$51,757 | \$10,992 | \$3,862 | \$33,570 | \$1,857 | \$28,695 | \$1,857 | \$4,874 | \$354,264 |
| Unified Planning Work Program (UPWP) | | | | | | | | | | |
| MPO 19.02 | \$64,636 | \$15,431 | \$3,277 | \$1,151 | \$10,008 | \$553 | \$8,555 | \$553 | \$1,453 | \$105,618 |
| Public Outreach & Education | | | | | | | | | | |
| MPO 19.03 | \$162,131 | \$38,706 | \$8,219 | \$2,888 | \$25,105 | \$1,388 | \$21,459 | \$1,388 | \$3,645 | \$264,930 |
| Data Collection, Management & Distribution | | | | | | | | | | |
| MPO 19.04 | \$88,379 | \$21,099 | \$4,480 | \$1,574 | \$13,685 | \$757 | \$11,698 | \$757 | \$1,987 | \$144,416 |
| Regional Planning & Technical Analysis | | | | | | | | | | |
| MPO 19.05 | \$120,411 | \$28,746 | \$6,104 | \$2,145 | \$18,645 | \$1,031 | \$15,937 | \$1,031 | \$2,707 | \$196,757 |
| Air Quality Coordination and Analysis | | | | | | | | | | |
| MPO 19.06 | \$37,571 | \$8,969 | \$1,905 | \$669 | \$5,818 | \$322 | \$4,973 | \$322 | \$845 | \$61,393 |
| New Federal Regulation Compliance | | | | | | | | | | |
| MPO 19.07 | \$53,982 | \$12,887 | \$2,737 | \$961 | \$8,359 | \$462 | \$7,145 | \$462 | \$1,214 | \$88,209 |
| Goods Movement Plan Implementation | | | | | | | | | | |
| MPO 19.08 | \$33,416 | \$7,977 | \$1,694 | \$595 | \$5,174 | \$286 | \$4,423 | \$286 | \$751 | \$54,603 |
| Regional Coordination | | | | | | | | | | |
| MPO 19.09 | \$102,133 | \$24,382 | \$5,178 | \$1,819 | \$15,814 | \$875 | \$13,518 | \$875 | \$2,296 | \$166,890 |
| RTP Implementation | | | | | | | | | | |
| MPO 19.10 | \$74,206 | \$17,715 | \$3,762 | \$1,322 | \$11,490 | \$635 | \$9,822 | \$635 | \$1,668 | \$121,256 |
| Sub-regional Studies & Coordination | | | | | | | | | | |
| MPO 19.11 | \$169,107 | \$40,371 | \$8,573 | \$3,012 | \$26,185 | \$1,448 | \$22,383 | \$1,448 | \$3,802 | \$276,329 |
| Transportation Improvement Program | | | | | | | | | | |
| MPO 19.12 | \$58,858 | \$14,051 | \$2,984 | \$1,048 | \$9,114 | \$504 | \$7,790 | \$504 | \$1,323 | \$96,176 |
| Monitoring of Sub-regional Studies | | | | | | | | | | |
| MPO 19.13 | \$105,308 | \$25,141 | \$5,339 | \$1,876 | \$16,306 | \$902 | \$13,938 | \$902 | \$2,368 | \$172,079 |
| TOTAL FY 2019 NEW TASKS | | | | | | | | | | |
| | \$1,286,938 | \$307,234 | \$65,243 | \$22,922 | \$199,271 | \$11,021 | \$170,337 | \$11,021 | \$28,934 | \$2,102,921 |
| | | | | | | | | | | |
| Vacation & Holiday | \$122,235 | \$29,181 | \$6,196 | \$2,177 | \$18,927 | \$1,046 | \$16,179 | \$1,046 | \$2,748 | \$199,735 |
| Grand Total | \$1,409,173 | \$336,415 | \$71,439 | \$25,099 | \$218,198 | \$12,067 | \$186,516 | \$12,067 | \$31,682 | \$2,302,656 |

B

FY 2019-2022 TIP Project Prioritization

| | | | Improve Quality of Life | | | Efficiently Transport People | | | | | | Support Sustainable Econ Dev/Goods Movement | | | | 2017 | | 2017 | |
|----|-----------------|---------------|--|-------------|-----------------------|------------------------------|--------------|---------|-------------|------------------------|---------------------|---|----------------------|---------------|-----------------|--------------------------|--|------|--|
| | Construction FY | AQ Model Year | | Air Quality | Environmental Justice | Safety | CMS Corridor | CMS ADT | CMS Transit | Transportation Justice | Pedestrian Priority | Freight | Economic Development | Funding Match | Technical Score | Council Rank for FY 2019 | | | |
| 1 | | | PROJECT | | | | | | | | | | | | | | | | |
| 2 | | | PROJECTS IN FY 2018-2021 TIP | | | | | | | | | | | | | | | | |
| 3 | | | Arterial | | | | | | | | | | | | | | | | |
| 4 | 18-19 | | SR 2, Kirkwood Highway and Red Mill Rd. Intersection | 0 | 0 | 4 | 2 | 2 | 3 | 0 | 3 | 2 | 3 | 0 | 19 | 1 | | | |
| 5 | 21-22 | | Churchmans: SR 273/Chapman Rd. | 0 | 0 | 4 | 2 | 2 | 2 | 0 | 3 | 2 | 3 | 0 | 18 | 2 | | | |
| 6 | PE | | Churchmans: SR4/Harmony Rd. | 0 | 0 | 4 | 2 | 2 | 3 | 0 | 1 | 3 | 3 | 0 | 18 | 2 | | | |
| 7 | 18 | | Wilmington Initiatives: Walnut St, Front St - 3rd St | 0 | 3 | 1 | 2 | 2 | 2 | 0 | 3 | 2 | 3 | 0 | 18 | 2 | | | |
| 8 | OY | | Wilmington Traffic Calming: 4th St: Walnut - I-95 | 1 | 3 | 2 | 2 | 0 | 2 | 0 | 3 | 2 | 3 | 0 | 18 | 2 | | | |
| 9 | 19-20 | | Wilmington Traffic Calming: King/Orange: MLK Blvd. to 13th | 1 | 3 | 2 | 2 | 0 | 2 | 0 | 3 | 2 | 3 | 0 | 18 | 2 | | | |
| 10 | OY | | Wilmington Traffic Calming: Walnut: 3rd - 13th St | 0 | 3 | 1 | 2 | 2 | 2 | 0 | 3 | 2 | 3 | 0 | 18 | 2 | | | |
| 11 | PE | | Churchmans: SR4/SR7 Stanton Split | 0 | 0 | 3 | 2 | 3 | 2 | 0 | 1 | 2 | 3 | 0 | 16 | 3 | | | |
| 12 | 18-19 | | US 40: US 40/SR 7 (pedestrian improvements) | 1 | 0 | 4 | 2 | 2 | 1 | 0 | 1 | 2 | 3 | 0 | 16 | 3 | | | |
| 13 | 19-21 | 2030 | SR 2 Elkton Rd: Maryland State Line - Casho Mill Rd. | -3 | 0 | 4 | 2 | 2 | 1 | 0 | 1 | 3 | 3 | 0 | 13 | 4 | | | |
| 14 | 18-19 | | US 40: US 40/SR 72 Intersection, including Del Laws Rd. | -1 | 0 | 4 | 2 | 2 | 1 | 0 | 1 | 1 | 3 | 0 | 13 | 4 | | | |
| 15 | 22-23 | 2030 | US 40: US 40/SR 896 Grade Separated Intersection | -3 | 0 | 4 | 2 | 2 | 1 | 0 | 1 | 3 | 3 | 0 | 13 | 4 | | | |
| 16 | OY | 2030 | US 40: US 40, Salem Church Rd to Walther Rd | -3 | 1 | 4 | 2 | 2 | 1 | 0 | 0 | 2 | 3 | 0 | 12 | 5 | | | |
| 17 | OY | 2030 | SR 4, Christina Parkway: SR 2 - SR 896 | -3 | 0 | 4 | 2 | 2 | 0 | 0 | 1 | 2 | 3 | 0 | 11 | 6 | | | |
| 18 | 19-21 | 2030 | SR299: SR 1 - Catherine Street | -3 | 0 | 3 | 1 | 0 | 2 | 0 | 3 | 2 | 3 | 0 | 11 | 6 | | | |
| 19 | 18-20 | | I-95 & SR 141 Interchange - Jay Dr | -1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 9 | 7 | | | |
| 20 | PE | | SR 9, River Rd. Area, Dobbinsville | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 | 0 | 7 | 8 | | | |
| 21 | 19-21 | 2030 | SR 72: SR 71 - McCoy Rd | -3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 9 | | | |
| 22 | OY | | US 13: Duck Creek - SR 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 9 | | | |
| 23 | PE | | SR 896/Bethel Church Rd Interchange | -3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 10 | | | |
| 24 | | | Collectors | | | | | | | | | | | | | | | | |
| 25 | 20-21 | | Garasches Lane | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 8 | 1 | | | |
| 26 | PE | | Old Capital Trail: Newport Rd to Stanton Rd | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 7 | 2 | | | |
| 27 | 20-21 | | Possum Park Rd. at Old Possum Park Rd. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | | | |
| 28 | | | Expressways | | | | | | | | | | | | | | | | |
| 29 | 18-20 | | I-295 Westbound: US 13 - I-95 | 0 | 0 | 3 | 2 | 4 | 0 | 0 | 0 | 4 | 3 | 0 | 16 | 1 | | | |
| 30 | PE | 2030 | SR 1 Widening, SR 273 - Roth BR | -3 | 0 | 4 | 2 | 4 | 3 | 0 | 0 | 2 | 3 | 0 | 15 | 2 | | | |

FY 2019-2022 TIP Project Prioritization

| | Construction FY | AQ Model Year | PROJECT | Improve Quality of Life | | | Efficiently Transport People | | | | | Support Sustainable Econ Dev/Goods Movement | | | 2017 | 2017 | Council Rank for FY 2019 |
|----|-----------------|---------------|--|-------------------------|---------------|--------|------------------------------|---------|-------------|----------------|------------|---|----------------------|---------------|------|------|--------------------------|
| | | | | Air Quality | Environmental | Safety | CMS Corridor | CMS ADT | CMS Transit | Transportation | Pedestrian | Freight | Economic Development | Funding Match | | | |
| 1 | | | | | | | | | | | | | | | | | |
| 31 | 21-23 | 2030 | I-95: SR 896 Interchange | -3 | 0 | 3 | 2 | 4 | 2 | 0 | 0 | 3 | 3 | 0 | 14 | | 3 |
| 32 | 19-20 | 2030 | Road A / SR 7 | -3 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 8 | | 4 |
| 33 | | | Local | | | | | | | | | | | | | | |
| 34 | 22-24 | | Southern New Castle County: Boyd's Corner Rd.: Cedar Ln - US 13 | -1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | | 1 |
| 35 | 18-19 | | Southern New Castle County: Cedar Lane Rd. at Marl Pit Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | | 2 |
| 36 | 22-23 | | Southern New Castle County: Cedar Lane Rd.: Marl Pit - Boyd's Corner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | | 2 |
| 37 | 22-23 | | Southern New Castle County: Lorewood Grove Rd.: N412A - SR 1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | | 3 |
| 38 | PE | | Denny/Lexington Parkway Intersection | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | | 3 |
| 39 | | | Pedestrian/Bicycle | | | | | | | | | | | | | | |
| 40 | 20-21 | | US 13: Christina River Bridge - US 40 Pedestrian Safety Improvements | 3 | 1 | 4 | 2 | 3 | 3 | 0 | 3 | 4 | 3 | 0 | 26 | | 1 |
| 41 | PAR funding | | SR 48: N. DuPont Rd - SR 141 Pedestrian Safety Improvements | 1 | 3 | 3 | 1 | 2 | 1 | 1 | 1 | 2 | 3 | 0 | 18 | | 2 |
| 42 | W/ Pave/Rehab | | Delaware Avenue Separated Bicycle Facility | 1 | 0 | 2 | 2 | 2 | 1 | 0 | 3 | 2 | 3 | 0 | 16 | | 3 |
| 43 | | | Transit | | | | | | | | | | | | | | |
| 44 | | | Wilmington DART Bus Hub | 3 | 3 | 2 | 2 | 2 | 2 | 0 | 3 | 2 | 3 | 2 | 24 | | 1 |
| 45 | | | Transit Vehicle Replacement and Refurbishment, New Castle County | 1 | 3 | 2 | 2 | 2 | 3 | 3 | 0 | 0 | 3 | 0 | 19 | | 2 |
| 46 | PE | | Rail Improvements: Fairplay Station Parking / Elevator | 3 | 0 | 3 | 2 | 2 | 3 | 0 | 0 | 0 | 3 | 0 | 16 | | 3 |
| 47 | | | Transit Vehicle Expansion, NCC | 3 | 1 | 2 | 1 | 2 | 1 | 3 | 0 | 0 | 3 | 0 | 16 | | 3 |
| 48 | 18-20 | | Claymont Regional Transportation Center | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 3 | 0 | 14 | | 4 |
| 49 | 19-20 | | Middletown Park and Rides | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 12 | | 5 |
| 50 | 20-21 | | New Castle County Transit Center | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | | 6 |
| 51 | | | Rideshare Program, statewide | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | | 6 |
| 52 | | | NOT IN FY 2018-2021 TIP | | | | | | | | | | | | | | |
| 53 | | | Arterial | | | | | | | | | | | | | | |
| 54 | | | Churchmans: SR2/Harmony Rd. | 0 | 0 | 3 | 2 | 2 | 3 | 0 | 1 | 2 | 3 | 0 | 16 | | 1 |
| 55 | | | SR 896: US 40 - I-95, third lane | -3 | 0 | 4 | 2 | 3 | 1 | 0 | 3 | 3 | 3 | 0 | 16 | | 1 |
| 56 | | | US 40: US 40/SR 7 intersection improvements | 0 | 0 | 4 | 2 | 2 | 1 | 0 | 1 | 2 | 3 | 0 | 15 | | 2 |
| 57 | | | SR 2: S. Union Street Streetscape | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 3 | 0 | 3 | 0 | 14 | | 3 |
| 58 | | | US 13: SR 71, Tybouts Corner - US 40 | -3 | 0 | 3 | 2 | 4 | 2 | 0 | 1 | 2 | 3 | 0 | 14 | | 3 |
| 59 | | | Churchmans: Churchmans Rd. Extension | -3 | 0 | 4 | 2 | 2 | 2 | 0 | 1 | 2 | 3 | 0 | 13 | | 4 |

FY 2019-2022 TIP Project Prioritization

| | Construction FY | AQ Model Year | PROJECT | Improve Quality of Life | | | Efficiently Transport People | | | | | | Support Sustainable Econ Dev/Goods Movement | | | 2017 | 2017 |
|----|-----------------|---------------|---|-------------------------|---------------|--------|------------------------------|---------|-------------|----------------|---------|------------|---|----------------------|---------------|------|------|
| | | | | Air Quality | Environmental | Safety | CMS Corridor | CMS ADT | CMS Transit | Transportation | Justice | Pedestrian | Freight | Economic Development | Funding Match | | |
| 1 | | | | | | | | | | | | | | | | | |
| 60 | | | Wilmington Initiatives: Market St: 11th St. - 16th St. | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 13 | 4 |
| 61 | | | US 40: SR 896-Salem Church Rd, Widening | -3 | -1 | 4 | 2 | 3 | 2 | 0 | 0 | 0 | 2 | 3 | 0 | 12 | 5 |
| 62 | | | City of New Castle: SR 9 | -1 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 10 | 6 |
| 63 | | | SR 141: US 13 - Commons Blvd. | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 9 | 7 |
| 64 | 2040 | | Tyler McConnell Bridge, SR141: Montchanin Rd. - Alapocas Rd. | -3 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 8 | 8 |
| 65 | | | US 40: Eden Square Connector | -1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 7 | 9 |
| 66 | | | City of New Castle Intersections | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 6 | 10 |
| 67 | | | US 13, Odessa Transportation Plan Implementation | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 5 | 11 |
| 68 | | | Newtown Road: SR896 - SR 72 | -3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 12 |
| 69 | | | Collectors | | | | | | | | | | | | | | |
| 70 | | | Wilmington Traffic Calming: 12th St. Connector | -1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 8 | 1 |
| 71 | | | Expressways | | | | | | | | | | | | | | |
| 72 | | | I:95: Riverfront Interchange | -3 | -3 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 8 | 1 |
| 73 | | 2030 | US 301: Spur | -3 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 6 | 2 |
| 74 | | | Local | | | | | | | | | | | | | | |
| 75 | | | Wilmington Initiatives: Shipley Street | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 12 | 1 |
| 76 | | | Wilmington Initiatives: Tatnall St. Connector | -1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 7 | 2 |
| 77 | | | Wilmington Riverfront: West St. Connector Extension | -1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 7 | 2 |
| 78 | | | Southbridge Street Network | -1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 6 | 3 |
| 79 | | | Westown: SR 71/St Annes Church Rd. | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 6 | 3 |
| 80 | | | Westown: Wiggins Mill Rd: Green Giant Rd. - St Annes Church Rd. | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 4 |
| 81 | | | Other | | | | | | | | | | | | | | |
| 82 | | | Aeronautics, New Castle County Airport Terminal Improvements | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 1 |
| 83 | | | Pedestrian/Bicycle | | | | | | | | | | | | | | |
| 84 | | | Wilmington Initiatives: Bicycle Improvements | 1 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 0 | 3 | 0 | 22 | 1 |
| 85 | | | Bicycle, Pedestrian: Marsh Rd. | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 10 | 2 |
| 86 | | | DuPont Road Pedestrian Facilities | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 10 | 2 |
| 87 | | | Wilmington Initiatives: Water Street Walkway | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 9 | 3 |
| 88 | | | Churchmans: Red Mill Rd. Sidewalks, Ruther Dr - SR 2 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 8 | 4 |

| 1 | Construction FY | AQ Model Year | PROJECT | Improve Quality of Life | | | Efficiently Transport People | | | | | | Support Sustainable Econ Dev/Goods Movement | | | 2017 | 2017 |
|----|-----------------|---------------|--|-------------------------|---------------|--------|------------------------------|---------|-------------|----------------|------------|----------|---|----------------------|---------------|-----------------|--------------------------|
| | | | | Air Quality | Environmental | Safety | CMS Corridor | CMS ADT | CMS Transit | Transportation | Pedestrian | Priority | Freight | Economic Development | Funding Match | Technical Score | Council Rank for FY 2019 |
| 89 | | | US 40: Newtown Trail & Pedestrian Improvements | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 8 | 4 |
| 90 | | | Bicycle, Pedestrian: Foulk Rd. | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 6 | 5 |
| 91 | | | Grubb Road Pedestrian Improvements: Foulk Rd. - Naamans Rd. | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 6 | 5 |
| 92 | | | SR 3, Marsh Rd/Washington Street Ext. and SR 3 Pedestrian Improvements | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 5 | 6 |
| 93 | | | Transit | | | | | | | | | | | | | | |
| 94 | | | Transit bus stop improvements - NCC | 3 | 3 | 2 | 0 | 0 | 0 | 3 | 3 | 3 | 2 | 3 | 0 | 19 | 1 |
| 95 | | | Transit Vehicle Expansion: SR 141 | 3 | 1 | 3 | 1 | 2 | 0 | 3 | 0 | 2 | 3 | 3 | 0 | 18 | 2 |
| 96 | | | US 40: Transit improvements | 1 | 3 | 4 | 1 | 2 | 2 | 0 | 1 | 0 | 3 | 3 | 0 | 17 | 3 |
| 97 | | | Boyd's Corner Park and Ride Expansion | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 4 |
| 98 | | | Transit Vehicle Expansion: Paratransit | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 0 | 6 | 5 |
| 99 | | | Rail preservation: NCC Historic Red Clay | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |

Source:

Air Quality: review by Air Quality Subcommittee
 Environmental Justice: 2013 Environmental Justice & Title VI Plan
 Safety: DelDOT crash data, 2013-2015
 CMS: 2017 Congestion Management System Summary

Transportation Justice: 2015 Accessibility and Mobility Report

Freight: WILLAPCO Regional Freight and Goods Movement Analysis
 Economic Development: Delaware Office of State Planning Policies and Spending Map
 Funding Match: DelDOT finance

Listing of Financially Reasonable Projects Under \$15 Million

| Map ID | County | Project Name | Description | Mode | Category | Investment Area | Technical Score | Year of Expenditure Cost x \$1,000 | In Service Year |
|--------|--------|--|--|------------|------------|-----------------|-----------------|------------------------------------|-----------------|
| 1 | NCC | Grubb Road, SR 261: Foulk Rd. to Naamans Rd. | Construct new sidewalk | Bike/ped | Management | Core | 4 | \$643 | 2019 |
| 2 | NCC | I-495 at Philadelphia Pike | Improve/reconfigure intersection to improve safety | Road | Management | Core | n/a | \$368 | 2017 |
| 3 | NCC | Claymont Sidewalks - Myrtle Avenue | Construct new sidewalk between US 13 and train station | Bike/ped | Management | Core | 6 | \$1,514 | 2017 |
| 4 | NCC | Claymont Sidewalks - Manor Avenue | Construct new sidewalk between US 13 and train station | Bike/ped | Management | Core | 5 | \$1,147 | 2018 |
| 5 | NCC | I-95, Carr Road and Marsh Road Interchange Improvements | Improve/reconfigure interchange to improve safety | Multimodal | Management | Core | n/a | \$5,350 | 2018 |
| 6 | NCC | King & Orange Streets, MLK Blvd. to 13th St. | Improve streetscape and transit facilities, i.e. bus shelters, lighting, and pedestrian upgrades | Multimodal | Management | Center | 16 | \$8,478 | 2021 |
| 7 | NCC | 4th St., Walnut St. to I-95 | Construct bus shelters, improve striping, crosswalks, sidewalks and signals | Multimodal | Management | Center | 19 | \$3,650 | 2020 |
| 8 | NCC | Garasches Lane | Improve access between the Southbridge neighborhood and the Wilmington Riverfront | Multimodal | Management | Center | 6 | \$1,838 | 2021 |
| 9 | NCC | SR 2, South Union St: Railroad Bridge to Sycamore St. | Roadway reconstruction, pedestrian safety, drainage improvements | Multimodal | Management | Center | 11 | \$1,917 | 2015 |
| 10 | NCC | US 13, US 40 to Memorial Drive | Improve pedestrian safety and access | Bike/ped | Management | Core | 19 | \$8,857 | 2021 |
| 11 | NCC | I-295, Westbound from I-95 to US 13 | Improve roadway, operational safety improvements | Road | Expansion | Core | 16 | \$8,382 | 2017 |
| 12 | NCC | City of New Castle Intersections (SR9/3rd and SR9/6th & SR9/Delaware St) | Reconfigure intersections to pedestrian access and reduce cut through traffic | Multimodal | Management | Core | 5 | \$3,764 | 2021 |
| 13 | NCC | SR 9, River Rd. Area, Dobbinsville (viaduct) | Reconfigure/ raise roadway to prevent flooding | Road | Management | Core | 3 | \$14,157 | 2021 |
| 14 | NCC | SR 41 / Faulkland Rd. Intersection (Highway Safety Improvement Program) | Reconfigure interchange, safety improvements | Road | Management | Core | n/a | \$702 | 2019 |
| 15 | NCC | SR 41 / Hercules Rd. Intersection (Highway Safety Improvement Program) | Improve/reconfigure intersection, improve pedestrian access | Other | Management | Community | n/a | \$3,287 | 2016 |
| 16 | NCC | Mill Creek Road and Stoney Batter Road Intersection (Highway Safety Improvement Program) | Improve/reconfigure intersection, improve pedestrian access | Multimodal | Management | Core | n/a | \$3,748 | 2016 |
| 17 | NCC | SR 2, Kirkwood Hwy: Pike Creek Rd to Woodmill Dr | Reconfigure intersection, safety improvements | Road | Management | Core | n/a | \$3,715 | 2018 |
| 18 | NCC | Possum Park Rd and Old Possum Park Rd Intersection Improvements | Improve/reconfigure intersection, improve pedestrian access | Multimodal | Management | Core | 1 | \$2,198 | 2017 |
| 19 | NCC | SR 2 / Red Mill Rd. Intersection Improvements | Improve/reconfigure intersection, improve pedestrian access | Multimodal | Management | Core | 12 | \$7,178 | 2020 |

Listing of Financially Reasonable Projects Under \$15 Million

| Map ID | County | Project Name | Description | Mode | Category | Investment Area | Technical Score | Year of Expenditure Cost x \$1,000 | In Service Year |
|--------|--------|---|--|------------|------------|------------------|-----------------|------------------------------------|-----------------|
| 20 | NCC | SR 273 / Red Mill Rd. Connector Intersection (Highway Safety Improvement Program) | Improve/reconfigure intersection | Road | Management | Core | n/a | \$2,398 | 2019 |
| 21 | NCC | Churchmans Road, Christiana Hospital to SR 1 | Improve roadway, operational safety improvements | Road | Management | Core | n/a | \$1,861 | 2016 |
| 22 | NCC | SR 273 / Harmony Rd. Intersection Improvements (Highway Safety Improvement Program) | Improve/reconfigure intersection | Multimodal | Management | Core | n/a | \$4,811 | 2020 |
| 23 | NCC | Road A / SR 7 Improvements | Expand and reconfigure roadway | Road | Expansion | Core | 6 | \$14,353 | 2018 |
| 24 | NCC | Cavaliers Mitigation | Construct berms and vegetative walls | Multimodal | Management | Core | 5 | \$1,600 | 2015 |
| 25 | NCC | Christiana Mall Park and Ride | Relocate existing park and ride transit center | Transit | Management | Core | 6 | \$5,343 | 2018 |
| 26 | NCC | SR 273 / Appleby Rd and Airport Rd Intersections | Improve/reconfigure intersection, improve pedestrian access | Multimodal | Management | Core | n/a | \$9,056 | 2018 |
| 27 | NCC | SR 4, SR 2 to SR 896 (westbound) | Eliminate bottleneck, improve non-motorized access | Road | Expansion | Center | 10 | \$54,028 | 2030 |
| 28 | NCC | SR 896 and Old Chestnut Rd. Intersection (Highway Safety Improvement Program) | Improve/reconfigure intersection, improve pedestrian access | Other | Management | Center | n/a | \$1,455 | 2015 |
| 29 | NCC | SR 72 and Old Baltimore Pike Intersection | Reconfigure interchange, safety improvements | Road | Management | Core | n/a | \$1,018 | 2017 |
| 30 | NCC | Old Baltimore Pike and Salem Church Rd Intersection | Improve/reconfigure intersection | Road | Management | Core | n/a | \$2,642 | 2018 |
| 31 | NCC | US 40 / SR 7 Intersection | Improve/reconfigure intersection, improve pedestrian access | Multimodal | Management | Core | n/a | \$848 | 2016 |
| 32 | NCC | US 40, Eden Square Connector | Construct new roadway, improve non-motorized access | Multimodal | Expansion | Core | 5 | \$7,024 | 2030 |
| 33 | NCC | SR 71, Old Porter Rd. to SR 7 (Highway Safety Improvement Program) | Improve/reconfigure intersection, improve pedestrian access | Other | Management | Core | n/a | \$2,687 | 2017 |
| 34 | NCC | US 40 / Glasgow Avenue Intersection | Improve/reconfigure intersection, improve pedestrian access | Multimodal | Management | Core | n/a | \$339 | 2016 |
| 35 | NCC | SR 896 at N54 & N396 Intersection, Including Howell School Road to SR 71 | Realign roadway, improve safety, traffic operations, and non-motorized access | Multimodal | Management | Community/Rural | 5 | \$11,877 | 2017 |
| 36 | NCC | C & D Branch Canal Trail and C&D Canal Trail to MD line | Enhance regional trail system | Bike/ped | Management | Rural | 1 | \$194 | 2016 |
| 37 | CC | C & D Canal Trail | Enhance regional trail system | Bike/ped | Management | Rural | 1 | \$2,142 | 2016 |
| 38 | NCC | N412, Lorewood Grove Road, Rd 412A to SR 1 | Improve roadway, operational safety improvements, improve non-motorized access | Road | Management | Developing/Rural | 4 | \$11,786 | 2019 |
| 39 | NCC | Jamison Corner Rd: Relocated to Boyds Corner Rd | Improve/reconfigure roadway | Multimodal | Management | Developing | 7 | \$10,065 | 2017 |

Listing of Financially Reasonable Projects Under \$15 Million

| Map ID | County | Project Name | Description | Mode | Category | Investment Area | Technical Score | Year of Expenditure Cost x \$1,000 | In Service Year |
|--------|--------|--|---|------------|------------|-----------------|-----------------|------------------------------------|-----------------|
| 40 | NCC | Cedar Lane: Marl Pit Rd. to Boyds Corner Rd. | Improve roadway, operational safety improvements, construct roundabout at Cedar & Marl Pit Rds. | Road | Management | Developing | 5 | \$14,614 | 2021 |
| 41 | NCC | Boyds Corner Park and Ride | Expand existing park and ride transit center | Transit | Management | Rural | 5 | \$411 | 2016 |
| 42 | NCC | SR 299, SR 1 to Catherine Street | Expand roadway, improve pedestrian access | Road | Expansion | Core | 5 | \$9,944 | 2019 |
| 43 | NCC | Wiggins Mill Road | Improve roadway, improve non-motorized access | Multimodal | Management | Core, Rural | 5 | \$4,178 | 2030 |
| 44 | NCC | US 13: Duck Creek to SR 1 | Roadway access improvements, improve non-motorized access | Multimodal | Management | Rural | 2 | \$10,755 | 2021 |
| 45 | CC | Elkton Bus Service Circulator | Community bus service expansion | Transit | Expansion | Center | 11 | \$75 | 2020 |

Listing of Financially Reasonable Projects Above \$15 Million

| Map ID | County | Project Name | Description | Mode | Category | Investment Area | Technical Score | Year of Expenditure Cost x \$1,000 | In Service Year |
|--------|--------|---|---|------------|------------|-----------------|-----------------|------------------------------------|-----------------|
| 46 | NCC | Claymont Train Station | Commuter rail capacity improvements | Transit | Management | Core | 10 | \$39,055 | 2020 |
| 47 | NCC | Tyler McConnell Bridge, SR 141, Montchannin Road to Alapocas Road | Major roadway and bridge expansion, congestion reduction, safety improvements | Multimodal | Expansion | Rural | 8 | \$17,759 | 2030 |
| 48 | NCC | Wilmington Transit Hub (Project Location Unknown) | Transit center expansion improvements | Transit | Expansion | Center | 18 | \$15,791 | 2021 |
| 49 | NCC | Walnut St., Front St. to 13th St. with sweep removal | Improve roadway, operational safety improvements | Multimodal | Management | Center | 18 | \$15,184 | 2021 |
| 50 | NCC | Christina River Bridge | Major bridge construction, congestion reduction, safety improvements | Multimodal | Expansion | Core | 13 | \$62,599 | 2019 |
| 51 | NCC | NCC Industrial Track Greenway, Phase III | Expand regional trail system | Bike/ped | Expansion | Center/Core | 10 | \$14,967 | 2018 |
| 52 | NCC | SR 141 & I-95: Commons Blvd | Reconfigure interchange, safety improvements | Road | Management | Core | 14 | \$35,088 | 2021 |
| 53 | NCC | SR 141 & I-95 Interchange: Ramps G & F Improvements | Reconfigure interchange, safety improvements | Road | Management | Core | 14 | \$39,651 | 2018 |
| 54 | NCC | Fairplay Train Station - Parking | Commuter rail station parking improvements | Transit | Management | Core | 12 | \$18,033 | 2021 |
| 55 | NCC | SR 273 / Chapman Rd Intersection Improvements | Improve/reconfigure intersection, improve pedestrian access | Multimodal | Management | Core | n/a | \$18,410 | 2021 |
| 56 | NCC | Newark Regional Transportation Center, Phase I | Commuter rail capacity improvements | Transit | Management | Center | 11 | \$38,789 | 2017 |
| 57 | NCC | Newark Regional Transportation Center, Phase II | Commuter rail capacity improvements | Transit | Management | Center | 11 | \$65,945 | 2025 |
| 58 | NCC | SR 2, Elkton Road: MD Line to Casho Mill Rd | Roadway reconstruction, intersection improvements | Multimodal | Expansion | Center | 8 | \$27,204 | 2021 |
| 59 | NCC | SR 4, SR 2 to SR 896 (eastbound) | Eliminate bottleneck, improve non-motorized access | Road | Expansion | Center | 10 | \$25,233 | 2020 |
| 60 | NCC | I-95 and SR 896 Interchange | Improve/reconfigure interchange | Road | Expansion | Core | 18 | \$96,216 | 2025 |
| 61 | NCC | US 40 and SR 896 Interchange | Construct grade separated intersection, safety improvements | Road | Expansion | Core | 15 | \$60,533 | 2022 |
| 62 | NCC | US 40 / SR 72 Wrangle Hill Road | Improve/reconfigure intersection, improve pedestrian access | Multimodal | Management | Core | 9 | \$22,512 | 2018 |
| 63 | NCC | US 40: Salem Church Rd to Walther Road | Improve roadway, improve non-motorized access | Multimodal | Expansion | Core | 13 | \$26,003 | 2023 |
| 64 | NCC | SR 1: Tybouts Corner to SR 273 | Reconstruct roadway | Road | Expansion | Core | 9 | \$123,052 | 2020 |
| 65 | NCC | SR 1: Tybouts Corner to Roth Bridge | Expand and reconstruct roadway | Road | Expansion | Community | 9 | \$162,085 | 2030 |
| 66 | NCC | SR 72, McCoy Road to SR 71 | Expand roadway, improve non-motorized access | Multimodal | Expansion | Community | 2 | \$22,977 | 2019 |

Listing of Financially Reasonable Projects Above \$15 Million

| Map ID | County | Project Name | Description | Mode | Category | Investment Area | Technical Score | Year of Expenditure Cost x \$1,000 | In Service Year |
|--------|--------|---|--|------------|------------|-------------------|-----------------|------------------------------------|-----------------|
| 67 | NCC | SR 896 at Bethel Church Rd Interchange | Construct grade separated intersection, safety improvements | Road | Expansion | Rural | 0 | \$34,609 | 2022 |
| 68 | NCC | US 301: Spur | Major roadway expansion, congestion reduction, safety improvements | Road | Expansion | Rural | 4 | \$163,886 | 2030 |
| 69 | NCC | US 301: MD State Line to SR 1 (Mainline) | Major roadway expansion, congestion reduction, safety improvements | Road | Expansion | Developing/Rural | 4 | \$554,387 | 2019 |
| 70 | NCC | Boyd's Corner Rd: Cedar Lane to US 13 | Expand roadway, improve non-motorized access | Multimodal | Expansion | Developing | 5 | \$22,992 | 2021 |
| 71 | CC | I-95: Susquehanna River to DE Line | Major roadway and bridge expansion, congestion reduction, safety improvements | Road | Expansion | Core | 3 | \$1,346,247 | 2040 |
| 72 | CC | MD 272: US 40 to Lums Rd. | Major roadway improvements, congestion reduction, safety improvements | Multimodal | Expansion | Core | 1 | \$77,003 | 2040 |
| 73 | CC | MD 222, Perryville/Bainbridge Rd: US 40 to MD 276 | Roadway reconstruction | Road | Expansion | Center/Core | 1 | \$183,887 | 2040 |
| 74 | CC | I-95 and MD 222 Interchange | Improve/reconfigure interchange | Road | Expansion | Core | 8 | \$413,205 | 2040 |
| 75 | CC | Susquehanna River Rail Bridge Preliminary Engineering | Reconstruct bridge, improve non-motorized access | Multimodal | Management | Core | 4 | \$22,098 | 2020 |
| 76 | CC | MARC Maintenance Facility | New rail maintenance facility | Transit | Expansion | Core | 3 | \$26,766 | 2020 |
| 77 | CC | Maryland Commuter Rail: Perryville to Elkton (MARC extension) | Expand commuter rail capacity | Transit | Expansion | Core/Center/Rural | 8 | \$38,450 | 2029 |
| 78 | CC | MD 272 Bridge over Amtrak | Major roadway and bridge improvements, congestion reduction, safety improvements | Multimodal | Management | Center/Core | 5 | \$15,638 | 2016 |
| 79 | CC | MD 213 / US 40 Intersection Improvements (PD only) | Project Development Only - improve/reconfigure intersection | Road | Management | Center | 13 | \$76,306 | 2016 |

Listing of Unfunded Aspiration Projects

| Map ID | County | Project Name | Source Plan | Mode | Category | Investment Area |
|--------|--------|--|--|---------|------------|---------------------|
| 1 | NCC | Rockland Rd and Montchanin Court Guardrail | Other Intersection / Road Improvements | Road | Management | Rural |
| 2 | NCC | Convert 1500 block of King St to two-way street | 2010 Downtown Circulation Study | Road | Management | Center |
| 3 | NCC | Two-way traffic on 8th St between King & Walnut Sts | 2010 Downtown Circulation Study | Road | Management | Center |
| 4 | NCC | Add Southbound lanes on Market St. between 2nd St and MLK Blvd. | 2010 Downtown Circulation Study | Road | Management | Center |
| 5 | NCC | Maryland Ave. and Monroe Street | Wilmington Initiatives | Road | Management | Center |
| 6 | NCC | South Wilmington Route Signage | 2009 South Wilmington Signage Study | Road | Management | Center |
| 7 | NCC | Port of Wilmington Truck Staging Area (site location undetermined) | 2013 Port of Wilmington Truck Parking Study | Road | Management | Core |
| 8 | NCC | US 13/ SR 141 Interchange | Other Intersection / Road Improvements | Road | Management | Core |
| 9 | NCC | I-295 Improvements, Eastbound at SR 141 | Other Intersection / Road Improvements | Road | Expansion | Core |
| 10 | NCC | I-95 & SR 141 Interchange | I-95 MD Line to I-295 Program | Road | Management | Core |
| 11 | NCC | Old Capitol Trail/ Newport Rd. Roundabout | 2014 Marshallton Circulation Study | Road | Management | Core |
| 12 | NCC | Old Capitol Trail/ Stanton Rd. Roundabout | 2014 Marshallton Circulation Study | Road | Management | Core |
| 13 | NCC | Valley Rd/Little Baltimore Rd/North Star Rd Intersection | Other Intersection / Road Improvements | Road | Management | Community |
| 14 | NCC | Center Boulevard extended to Churchmans Rd | Other Intersection / Road Improvements | Road | Expansion | Core |
| 15 | NCC | Eagle Run Rd to Continental Drive Connector | 1997 Churchmans Crossing Plan | Road | Expansion | Core |
| 16 | NCC | SR 273: I-95 to SR 1 | Other Intersection / Road Improvements | Road | Management | Core |
| 17 | NCC | I-95: MD Line to SR 1 | I-95 MD Line to I-295 Program | Road | Expansion | Core |
| 18 | NCC | I-95/ Chapman Road ramp | 1997 Churchmans Crossing Plan | Road | Management | Core |
| 19 | NCC | I-95/DE 72 partial interchange - northbound entrance, southbound exit only | US 301 | Road | Expansion | Core |
| 20 | NCC | SR 1 NB Ramp to US 40 | US 40 Plan | Road | Management | Core |
| 21 | NCC | Denny Rd/ Lexington Parkway Intersection | Other Intersection / Road Improvements | Road | Management | Community |
| 22 | NCC | Howell School Road: SR 71 - RC Peoples Boulevard | Other Intersection / Road Improvements | Road | Management | Community/ Rural |
| 23 | NCC | Ratledge Rd. | Southern New Castle County | Road | Management | Developing |
| 24 | CC | US 301: Kent County line to Delaware State line, Access control improvements | Other Intersection / Road Improvements | Road | Management | Rural |
| 25 | CC | MD 213: Frenchtown Road to US 40 | Other Intersection / Road Improvements | Road | Management | Center |
| 26 | CC | I-95 Corridor Access and Interchange Improvements | Other Intersection / Road Improvements | Road | Expansion | Core |
| 27 | NCC | Newport Rail Station | 2013 Newport Train Station Feasibility Study | Transit | Expansion | Core |
| 28 | NCC | Rail - Newark to Elkton (SEPTA extension) | 2003 Track A Feasibility Study | Transit | Expansion | Center |
| 29 | CC | Elkton Train Station | 2011 Elkton TOD Plan | Transit | Expansion | Center |
| 30 | CC | North East Transit Hub/ Train Station | 2014 North East TOD Plan | Transit | Expansion | Center |
| 31 | CC | Perryville Train Station Parking Improvements | 2012 Perryville TOD Plan | Transit | Management | Center |
| 32 | CC | Port Deposit Shared Ride Service | 2013 Port Deposit Transit Feasibility Study | Transit | Management | Core |

Listing of Unfunded Aspiration Projects

| Map ID | County | Project Name | Source Plan | Mode | Category | Investment Area |
|--------|--------|--|---|------------|------------|------------------------|
| 33 | NCC | ECGW - NCC (grouped for mapping purposes) | Other Bike/Ped | Bike/ped | Expansion | Core/Center |
| 34 | NCC | Foulk Road Sidewalks | Other Bike/Ped | Bike/Ped | Management | Core |
| 35 | NCC | Christina River Greenway | 2006 New Castle County Greenway Plan | Bike/ped | Expansion | Core |
| 36 | NCC | Terminal Avenue/ SR 9 Pedestrian Improvements | 2013 Port of Wilmington Truck Parking Study | Bike/Ped | Management | Core |
| 37 | NCC | Marshallton Pedestrian Improvements | 2014 Marshallton Circulation Study | Bike/Ped | Management | Core |
| 38 | NCC | Mill Creek/Hockessin Greenway | 2006 New Castle County Greenway Plan | Bike/ped | Expansion | Core/Community |
| 39 | NCC | BR 234 Pedestrian Improvements | 1997 Churchmans Crossing Plan | Bike/ped | Management | Core |
| 40 | NCC | Pike Creek Road Sidewalks | Other Bike/Ped | Bike/Ped | Management | Core |
| 41 | NCC | Newark Bicycle Plan Improvements | 2014 Newark Bicycle Plan | Bike/Ped | Management | Center |
| 42 | NCC | Old Baltimore Pike: SR 72 to SR 273, Sidepath | US 40 Plan | Bike/ped | Management | Core |
| 43 | NCC | Cooch's Bridge/Old Baltimore Pike Greenway | 2006 New Castle County Greenway Plan | Bike/ped | Expansion | Core |
| 44 | NCC | SR 896 Corridor Pathway (formerly Iron Hill Bikeway) | 2006 New Castle County Greenway Plan | Bike/ped | Expansion | Core |
| 45 | NCC | DE 896: Old Baltimore Pike to Porter Road, Sidepaths | US 40 Plan | Bike/ped | Management | Core |
| 46 | NCC | US 40: MD State Line to SR 896, Sidepaths | US 40 Plan | Bike/ped | Management | Core |
| 47 | NCC | US 40: Newtown Trail & Pedestrian Improvements | US 40 Plan | Bike/ped | Expansion | Core |
| 48 | NCC | US 40: SR 1 to US 13, Sidepaths | US 40 Plan | Bike/ped | Management | Core |
| 49 | NCC | US 13: US 40 to Tybouts Corner, Sidepaths | US 40 Plan | Bike/ped | Management | Core |
| 50 | NCC | SR 72: US 40 to SR 71, Sidewalks | US 40 Plan | Bike/ped | Management | Core/Community |
| 51 | NCC | Del Laws Road, Sidewalks | US 40 Plan | Bike/ped | Management | Core |
| 52 | CC | ECGW - CC (grouped for mapping purposes) | Other Bike/Ped | Bike/ped | Expansion | Center/ Core/Community |
| 53 | CC | North East TOD Pedestrian Improvements | 2014 North East TOD Plan | Bike/Ped | Management | Center |
| 54 | CC | Perryville Bicycle and Pedestrian Improvements | 2012 Perryville Greenway Plan | Bike/Ped | Expansion | Center/ Core |
| 55 | CC | Susquehanna River Pedestrian/Bicycle Crossing | Other Bike/Ped | Bike/ped | Expansion | Center/Core |
| 56 | CC | Lower Susquehanna Heritage Greenway | Other Bike/Ped | Bike/ped | Expansion | Rural |
| 57 | NCC | US 13, Philadelphia Pike, Claymont Transportation Plan Implementation (Phase II) | Other Intersection / Road Improvements | Multimodal | Management | Core |
| 58 | NCC | Wilmington Traffic Calming; 12th St. Connector | Wilmington Initiatives Plan | Multimodal | Management | Center |
| 59 | NCC | King/MLK Sweep Improvement | Wilmington Initiatives Plan | Multimodal | Management | Center |
| 60 | NCC | Market Street: 11th to 16th Sts. | Wilmington Initiatives Plan | Multimodal | Management | Center |
| 61 | NCC | Shipley Street Enhancements: 12th Street to MLK Blvd. | Wilmington Initiatives Plan | Multimodal | Management | Center |
| 62 | NCC | Water St. West: Shipley Street to West Street | Wilmington Initiatives Plan | Multimodal | Management | Center |
| 63 | NCC | Tatnall St. Connector | Wilmington Initiatives Plan | Multimodal | Management | Center |
| 64 | NCC | Water St. East Extended (French St. to Front St.) | Wilmington Initiatives Plan | Multimodal | Expansion | Center |
| 65 | NCC | S. Walnut Street Bridge Area | Wilmington Initiatives Plan | Multimodal | Management | Center |

Listing of Unfunded Aspiration Projects

| Map ID | County | Project Name | Source Plan | Mode | Category | Investment Area |
|--------|--------|---|--|------------|------------|------------------------------|
| 66 | NCC | Southbridge Streetscape Improvements (Future Phases) | 2008 Southbridge Circulation Study | Multimodal | Management | Center |
| 67 | NCC | SR 9, New Castle Ave - 3rd St to Heald St, Pavement Reconstruction | Other Intersection / Road Improvements | Multimodal | Management | Center/ Core |
| 68 | NCC | SR 52 and Snuff Mill Rd, Twadell Mill Rd, Center Meeting Rd Intersections | 2002 Centerville Village Plan | Multimodal | Management | Rural |
| 69 | NCC | Churchmans Crossing Sidewalks & Bus Stop Improvements | 1997 Churchmans Crossing Plan | Multimodal | Management | Core |
| 70 | NCC | SR 4 / SR 7 (JP Morgan) Intersection Improvements | 1997 Churchmans Crossing Plan | Multimodal | Management | Core |
| 71 | NCC | SR 4, Ogletown Stanton Road/ SR 7, Christiana Stanton Road Phase 1, Stanton Split | 1997 Churchmans Crossing Plan | Multimodal | Management | Core |
| 72 | NCC | Churchmans Road Extended, SR 2 to SR 4 | 1997 Churchmans Crossing Plan | Multimodal | Expansion | Core |
| 73 | NCC | SR 4, Churchmans Road Intersection Improvements | 1997 Churchmans Crossing Plan | Multimodal | Management | Core |
| 74 | NCC | SR 4, Harmony Road Intersection Improvements | 1997 Churchmans Crossing Plan | Multimodal | Management | Core |
| 75 | NCC | SR 2, Kirkwood Hwy / Harmony Rd. | 1997 Churchmans Crossing Plan | Multimodal | Management | Core |
| 76 | NCC | Newark Transportation Plan Implementation | 2011 Newark Transportation Plan | Multimodal | Management | Center |
| 77 | NCC | DE 896: Old Baltimore Pike and I-95, widen to 6 lanes | US 301 | Multimodal | Expansion | Core |
| 78 | NCC | Local Glasgow Circulator Roads - to include sidewalks and bicycle accommodations | US 40 Plan | Multimodal | Management | Core |
| 79 | NCC | Salem Church Rd: I-95 to US 40, Sidewalks | US 40 Plan | Multimodal | Management | Core |
| 80 | NCC | Reybold Road: SR 72 to Salem Church Rd | US 40 Plan | Multimodal | Management | Core |
| 81 | NCC | SR 72: Reybold to US 40 | US 40 Plan | Multimodal | Management | Core |
| 82 | NCC | Salem Church Road/US 40/Porter Road Intersection | US 40 Plan | Multimodal | Management | Core |
| 83 | NCC | DE 1 southbound ramp/US 40 Intersection | US 40 Plan | Multimodal | Management | Core |
| 84 | NCC | US 40/ SR 7 Interchange | US 40 Plan | Multimodal | Management | Core |
| 85 | NCC | DE 7: US 40 to DE 71 | US 40 Plan | Multimodal | Management | Core |
| 86 | NCC | US 40: Salem Church Rd to Walther Rd | US 40 Plan | Multimodal | Expansion | Core |
| 87 | NCC | Church Road: Wynnfield to SR 71 | US 40 Plan | Multimodal | Management | Core |
| 88 | NCC | Old Porter Road: Porter Road to SR 71 | US 40 Plan | Multimodal | Management | Core/ Community |
| 89 | NCC | Scotland Drive/US 40, Intersection | US 40 Plan | Multimodal | Management | Core |
| 90 | NCC | US 40 Overpass of Norfolk Southern RR | US 40 Plan | Multimodal | Management | Core |
| 91 | NCC | US 40, SR 72 to Salem Church Rd | US 40 Plan | Multimodal | Management | Core |
| 92 | NCC | US 40: SR 896 to SR72 | US 40 Plan | Multimodal | Management | Core |
| 93 | NCC | US 40/ Glasgow Avenue Intersection | US 40 Plan | Multimodal | Management | Core |
| 94 | NCC | US 40 & Pleasant Valley Road Intersection | US 40 Plan | Multimodal | Management | Core |
| 95 | NCC | SR 896: C & D Canal to US 40, Widening to 6 lanes | US 301 | Multimodal | Expansion | Core/ Rural/ Community |
| 96 | NCC | US 40/ US 13 Interchange | US 40 Plan | Multimodal | Management | Core |

Listing of Unfunded Aspiration Projects

| Map ID | County | Project Name | Source Plan | Mode | Category | Investment Area |
|--------|--------|--|---|------------|--------------|---------------------|
| 97 | NCC | Route 9; Reconstruct Ferry Cutoff as 4 lanes | 1999 City of New Castle Transportation Plan | Multimodal | Expansion | Core |
| 98 | NCC | US 13: US 40 to Wilmington | Other Intersection / Road Improvements | Multimodal | Expansion | Core |
| 99 | NCC | Delaware City Plan Implementation | 2009 Delaware City Transportation Plan | Multimodal | Preservation | Community/ Rural |
| 100 | NCC | US 13: Odessa Transportation Plan Implementation | Other Intersection / Road Improvements | Multimodal | Management | Core |
| 101 | CC | MD 213 / MD 282 Intersection | Other Intersection / Road Improvements | Multimodal | Management | Core |
| 102 | CC | Chesapeake City Parking Plan Implementation | 2009 Chesapeake City Parking Plan | Multimodal | Management | Core |
| 103 | CC | MD 213, Singerly Rd: North of Providence Rd. to MD 273, 2 lane reconstruction | Other Intersection / Road Improvements | Multimodal | Management | Rural |
| 104 | CC | MD 213, Bridge St.: US 40 to MD 279, Multi-lane urban reconstruction | Other Intersection / Road Improvements | Multimodal | Management | Center |
| 105 | CC | Elkton Downtown Connector Streets & Streetscaping | 2011 Elkton TOD Plan | Multimodal | Expansion | Center |
| 106 | CC | US 40 Corridor and Intersection Improvements | US 40 Plan - Cecil County | Multimodal | Management | Core/ Center |
| 107 | CC | Rolling Mill Rd. Bridge (2-lanes with sidewalks) | 2014 North East TOD Plan | Multimodal | Management | Center |
| 108 | CC | MD 272/ North Main St. Intersection Improvements | 2014 North East TOD Plan | Multimodal | Management | Center |
| 109 | CC | MD 7, Philadelphia Rd.-Cecil Ave.: East limits of Charlestown to MD 272, 2 lane reconstruction | Other Intersection / Road Improvements | Multimodal | Management | Core/ Center |
| 110 | CC | Perryville Connector Streets | 2012 Perryville TOD Plan | Multimodal | Expansion | Center |
| 111 | CC | MD 275, Perry lawn Drive: MD 222 to MD 276 (divided highway reconstruct) | Other Intersection / Road Improvements | Multimodal | Management | Core/ Center |
| 112 | CC | MD 222, Bainbridge Rd: MD 275 to Bainbridge entrance, 2 lane reconstruction | Other Intersection / Road Improvements | Multimodal | Management | Core |
| 113 | CC | MD 273, Telegraph Rd: East Limits of Rising Sun to Sylmar Rd, 2 lane reconstruction | Other Intersection / Road Improvements | Multimodal | Management | Community |

Projects Grouped from Map ID # 40 - East Coast Greenway - NCC

| | | | | | | |
|-----|-----|---|---------------------|----------|-----------|-----------------|
| N/A | NCC | East Coast Greenway: Churchmans Crossing - Newark | East Coast Greenway | Bike/Ped | Expansion | Core/ Center |
| N/A | NCC | East Coast Greenway: New Castle - Churchmans Crossing | East Coast Greenway | Bike/Ped | Expansion | Core/ Center |
| N/A | NCC | East Coast Greenway: PA line to Cauffiel | East Coast Greenway | Bike/Ped | Expansion | Core/ Center |

Projects Grouped from Map ID #91 - Newark Transportation Plan

| | | | | | | |
|-----|-----|--|---------------------------------|------------|------------|--------|
| N/A | NCC | Cleveland Ave at N. College | 2011 Newark Transportation Plan | Multimodal | Management | Center |
| N/A | NCC | Delaware Ave Cycletrack | 2011 Newark Transportation Plan | Bike/Ped | Expansion | Center |
| N/A | NCC | Delaware Avenue Extension to Marrows Rd | 2011 Newark Transportation Plan | Multimodal | Expansion | Center |
| N/A | NCC | Library Ave Pedestrian Improvements | 2011 Newark Transportation Plan | Bike/Ped | Management | Center |
| N/A | NCC | Main Street Pedestrian Improvements | 2011 Newark Transportation Plan | Bike/Ped | Management | Center |
| N/A | NCC | N. Chapel St. Underpass at Cleveland Ave | 2011 Newark Transportation Plan | Multimodal | Management | Center |
| N/A | NCC | Newark Bicycle Signal Detection | 2011 Newark Transportation Plan | Bike/Ped | Management | Center |
| N/A | NCC | Newark Bike Lanes | 2011 Newark Transportation Plan | Bike/Ped | Management | Center |

Listing of Unfunded Aspiration Projects

| Map ID | County | Project Name | Source Plan | Mode | Category | Investment Area |
|---------------------|--------|---|---------------------------------|------------|------------|-----------------|
| N/A | NCC | Newark Car-sharing Expansion | 2011 Newark Transportation Plan | Bike/Ped | Expansion | Center |
| N/A | NCC | Newark Downtown Parking Improvements | 2011 Newark Transportation Plan | Road | Management | Center |
| N/A | NCC | Newark Mid-block Pedestrian Crossing Improvements | 2011 Newark Transportation Plan | Bike/Ped | Management | Center |
| N/A | NCC | Newark Pedestrian Improvements | 2011 Newark Transportation Plan | Bike/Ped | Management | Center |
| N/A | NCC | Newark Sharrows | 2011 Newark Transportation Plan | Bike/Ped | Management | Center |
| N/A | NCC | Newark Transit Amenities and Service Modification | 2011 Newark Transportation Plan | Transit | Management | Center |
| N/A | NCC | S. College Ave Gateway | 2011 Newark Transportation Plan | Multimodal | Management | Center |
| N/A | NCC | Signal Coordination - Library Ave | 2011 Newark Transportation Plan | Road | Management | Center |
| N/A | NCC | Signal Coordination - S. College Ave | 2011 Newark Transportation Plan | Road | Management | Center |
| N/A | NCC | SR 273/ Marrows Road Alignment Update | 2011 Newark Transportation Plan | Road | Management | Center |
| N/A | NCC | West Park Place Traffic Calming | 2011 Newark Transportation Plan | Multimodal | Management | Center |
| N/A | NCC | Wyoming Rd and Marrows Road Access Management | 2011 Newark Transportation Plan | Multimodal | Management | Center |
| Projects Not Mapped | | | | | | |
| N/A | NCC | TJ Fixed-route Bus Improvements | 2007 WILMAPCO TJ Report | Transit | Expansion | Center/ Core |
| N/A | CC | TJ Fixed-route Bus Improvements | 2007 WILMAPCO TJ Report | Transit | Expansion | Center/ Core |
| N/A | NCC | TJ Walkability Improvements (Adams Four) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | TJ Walkability Improvements (Bayard Square) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | TJ Walkability Improvements (Browntown) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | TJ Walkability Improvements (Cool Springs - East) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | TJ Walkability Improvements (Cool Springs - West) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | TJ Walkability Improvements (Cranston Heights) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | TJ Walkability Improvements (Eastlake - North) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | TJ Walkability Improvements (Eastlake - South) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | TJ Walkability Improvements (Eastside) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | TJ Walkability Improvements (Happy Valley) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | TJ Walkability Improvements (Naamans Road) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | TJ Walkability Improvements (New Castle) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | TJ Walkability Improvements (Prices Run - East) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | TJ Walkability Improvements (Prices Run - West) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | TJ Walkability Improvements (Richardson Park) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | CC | TJ Walkability Improvements (South Elktion) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | TJ Walkability Improvements (South Newark) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |

Listing of Unfunded Aspiration Projects

| Map ID | County | Project Name | Source Plan | Mode | Category | Investment Area |
|--------|--------|--|---------------------------------------|----------|------------|-------------------------------|
| N/A | NCC | TJ Walkability Improvements (Trolley Square) | 2007 WILMAPCO TJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Fixed-route Bus Improvements | 2009 WILMAPCO EJ Report | Bike/Ped | Expansion | Center/ Core |
| N/A | NCC | EJ Walkability Improvements (Adams Four) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (Alban Park) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (Chestnut Run) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (Downtown) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (Fourth and Union) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (Hedgeville) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (Hilltop - Central) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (Hilltop - North) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (Hilltop - South) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (Hilltop - West) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (Melrose Place) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (Prices Run) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (Silverbrook Gardens) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (Southbridge - East) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (Southbridge - West) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (St. Paul's) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (West Center City - North) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (West Center City - South) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Center |
| N/A | NCC | EJ Walkability Improvements (Wilton) | 2009 WILMAPCO EJ Report | Bike/Ped | Management | Core |
| N/A | CC | Cecil County Bicycle Plan Implementation | 2012 Cecil County Bicycle Master Plan | Bike/Ped | Expansion | Community/ Core/ Center |
| N/A | NCC | Walkable Community Workshop - US 40/SR 72 Report | 2012 Walkable Community Workshop | Bike/Ped | Management | Core |
| N/A | CC | Walkable Community Workshop- Chesapeake City | 2012 Walkable Community Workshop | Bike/Ped | Management | Core |
| N/A | NCC | Walkable Community Workshop-City of New Castle | 2005 Walkable Community Workshop | Bike/Ped | Management | Core |
| N/A | NCC | Walkable Community Workshop- Edgemoor Gardens | 2005 Walkable Community Workshop | Bike/Ped | Management | Core |
| N/A | NCC | Walkable Community Workshop- Garfield Park | 2012 Walkable Community Workshop | Bike/Ped | Management | Core |
| N/A | NCC | Walkable Community Workshop- Jewish Family Services | 2009 Walkable Community Workshop | Bike/Ped | Management | Core |

Listing of Unfunded Aspiration Projects

| Map ID | County | Project Name | Source Plan | Mode | Category | Investment Area |
|--------|---------|--|--|-------------------|------------|-------------------------|
| N/A | NCC | Walkable Community Workshop- Westside Wilmington | 2014 Walkable Community Workshop | Bike/Ped | Management | Center |
| N/A | NCC | Wilmington Bicycle Plan Implementation | 2008 Wilmington Bicycle Plan | Bike/Ped | Expansion | Center |
| N/A | NCC | Delaware Scenic Byways | Corridor Management Plans | Bike/Ped | Management | Center/ Core |
| N/A | NCC/ CC | Top Pedestrian Priority Segments | 2012 Top Pedestrian Priority Segments Analysis | Bike/Ped | Management | Center/ Core |
| N/A | NCC | Delaware Transit Corp Business Plan Implementation | Transit | Transit | Management | Center/ Core/ Community |
| N/A | CC | Park-and-Ride Lot, Rt 273, Cecil County | Transit | Transit | Management | Rural |
| N/A | CC | Transit Improvement - Cecil County | Transit | Transit | Management | Center/ Core |
| N/A | NCC | Transit Improvement - New Castle County | Transit | Transit | Management | Center/ Core |
| N/A | NCC/ CC | EJ Walkability and Transit Improvements | 2013 WILMAPCO EJ Report | Transit, Bike/Ped | Management | Center/ Core |

RTP DEVELOPMENT

The contents of the present Plan were informed by many factors, agencies, and individuals. Chief among these was ensuring its compliance with current federal transportation requirements. This includes having a financially reasonable and air quality-conforming project list. An effort was also made to prepare for pending performance measure requirements. While we did not set performance targets, performance measures were identified for each RTP action in coordination with the Maryland and Delaware DOTs.

Our progress in achieving previous RTP actions (documented in the 2014 Regional Progress Report,

which is available in the appendix) was another major influence. Objectives and actions were revised, added, or removed, based on our performance.

Finally, feedback from our member agencies, local governments, civic representatives, and the general public informed the Plan. A public opinion survey (available in the appendix) of 600 residents across our region was conducted to better understand transportation needs. Representatives from WILMAPCO also gathered feedback on draft versions of the RTP through an "Our Town" open house event held on September 3, 2014, and presentations given to dozens of civic and local government groups.

