

FY 2016-2019 Transportation Improvement Program (TIP)

Prepared by the staff of the
Wilmington Area Planning Council

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Adopted March 12, 2015

CONTACT LIST

The WILMAPCO Transportation Improvement Program (TIP) is created in cooperation with many state and local agencies. If you have questions regarding any projects or suggestions for future projects, please contact the appropriate agency below.

Agency	Responsible For:	Address	Phone Number	Website
WILMAPCO	Regional transportation planning agency in Cecil County, Maryland and New Castle County, Delaware	850 Library Ave. Suite 100 Newark, DE 19711	(302) 737-6205	www.wilmapco.org
Delaware Agencies				
City of Wilmington Department of Public Works – Transportation Division	Maintains and repairs all City streets, traffic signals, street lights, and street signs	Wilmington Dept of Public Works Louis L. Redding City/County Bldg. 800 N. French Street Wilmington, DE 19801	(302) 576-3060	www.ci.wilmington.de.us
DelDOT	Constructs, maintains, and repairs most of Delaware's roads, sidewalks, bike paths, traffic signals and street signs	DelDOT External Affairs P.O. Box 778 Dover, DE 19903	(800) 652-5600	www.deldot.gov
DE Transit Corporation (DART First State)	Provides bus, Paratransit, and passenger rail services (SEPTA service) in Delaware	900 Public Safety Blvd. Dover, DE 19711	(302) 652-DART	www.dartfirststate.com
Maryland Agencies				
Cecil County Department of Public Works – Road Maintenance Division	Maintains and repairs all County roads, mows roadway shoulders and agricultural ditches, and makes minor bridge repairs	Cecil County Department of Public Works 200 Chesapeake Blvd. Elkton, MD 21921	(410) 996-6270	www.ccgov.org
Maryland State Highway Administration (SHA)	Constructs and maintains Maryland's state roads, sidewalks, traffic signals & street signs	MD State Highway Administration 707 North Calvert Street Baltimore, MD 21202	(888) 204-4828	www.sha.state.md.us
"The Bus" Cecil County Transit	Provides transit service in Cecil County	Cecil County Dept. of Senior Services and Community Transit 200 Chesapeake Blvd. Elkton, MD 21921	(410) 996-5295	www.ccgov.org/dept_aging
Maryland Mass Transit Administration (MTA)	Operates the MARC system, light rail, Metro Subway and bus routes in Maryland	MD Mass Transit Administration 6 St. Paul Street Baltimore, MD 21202	(800) 543-9809	www.mtmaryland.com

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Introduction

The **Wilmington Area Planning Council** (WILMAPCO) is the metropolitan planning organization (MPO) for New Castle County, DE and Cecil County, MD. It is designated by the governors of both states to plan for, coordinate, and program the many transportation investments in the region. Under federal law and regulation, all plans and programs that involve federal funds or are of regional significance must be reviewed and approved through WILMAPCO. This document, the **Fiscal Year (FY) 2016-2019 Transportation Improvement Program** (TIP), provides a listing of all the transportation projects that will be funded in our region over the next four years.

WILMAPCO is responsible for developing a TIP in cooperation with the Maryland Department of Transportation (MDOT), the Delaware Department of Transportation (DelDOT) and affected transit operators. Under the planning requirements of MAP-21, a collaborative process has been developed wherein state, county and local governments and transportation providers are partners in the planning and programming process and the public has a voice. The program should be updated at least every four years and shall be approved by the MPO and the Governors of each state. WILMAPCO typically adopts a revised TIP annually, and may periodically amend the TIP.

This TIP represents a continued shift from the traditional highway building emphasis of prior years to a more multi-modal approach to transportation planning and programming. Many of the projects provide an increase in transit facilities, an expansion in the network of sidewalks, bike paths and greenways and an improvement in the appearance of all transportation designs. The mandates of MAP-21, the Clean Air Act and its Amendments and, most importantly, your vision for this region, require that more emphasis be placed on system preservation and management. This TIP is consistent with the vision of WILMAPCO's *2040 Regional Transportation Plan*.

TIP Terms

MAP-21 - Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by on July 6, 2012. Funding surface transportation programs at over \$105 billion for FY 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since SAFETEA-LU in 2005. The law requires public involvement and incorporation of multimodal alternatives into the transportation decision making process. (Predecessor: SAFETEA-LU, TEA-21 and ISTEA).

MPO - Metropolitan Planning Organization: A federally designated, locally governed agency charged with developing long range transportation plans and programming federal transportation funds for specific metropolitan areas. WILMAPCO is this region's MPO.

TIP – Transportation Improvement Program: a document containing the transportation investments proposed over the next four years for New Castle County, Delaware and Cecil County, Maryland.

WILMAPCO – Wilmington Area Planning Council: the metropolitan planning organization for New Castle County, DE and Cecil County, MD.

WILMAPCO Council – Comprised of representatives of Delaware and Maryland including a representative of Cecil County municipalities, a representative of New Castle County municipalities, a Cecil County Commissioner, the New Castle County Executive, a Maryland Governor's appointee, a Delaware Governor's appointee, the Mayor of Wilmington, the Secretary of DelDOT, and the Director of the Delaware Transit Corporation.





(For a complete glossary of terms, see Appendix A)

Air quality is also very important in the region. The Clean Air Act Amendments of 1990 stipulate that projects in the TIP must not lead to any further degradation in the region's air quality, but instead should begin to improve the air and contribute to attainment of the region's emission budget. The TIP also needs to be financially constrained which means a financial plan has to be developed to demonstrate funding sources for the projects in the TIP. This TIP has been found to be air quality conforming and financially constrained.

WILMAPCO develops its TIP annually by receiving submissions from its member agencies: DelDOT, MDOT, municipalities, and county officials. The projects are ranked according to how well they reflect the strategies in our long-range plan. The public is kept involved and informed throughout the process. WILMAPCO held a workshop, on February 23, 2015 to receive public comments regarding the proposed program. WILMAPCO participated in MDOT's annual Tour meeting in October to review the slate of new projects with members of the public and elected officials. After the public hearings, WILMAPCO presented the TIP to its Technical Advisory Committee (TAC) and Public Advisory Committee (PAC) for their recommendation and, finally, to the Council. The WILMAPCO Council voted to adopt the FY 2015-2018 TIP on March 12, 2015. The TIP will now become part of Delaware and Maryland's Statewide Transportation Improvement Program to be presented to the Governors and Legislators of each state.





The TIP is amended each year following the approval of matching funds through the Bond Bill, as well as when needed throughout the year due to project changes. Many amendments necessitate additional public outreach.

Developing the FY 2015-2018 Transportation Improvement Program Process and Schedule – Summary

- | | |
|--------------------|---|
| January-March 2014 |  Staff meets upon request with local government and community groups to discuss transportation needs. |
| April-May | <ul style="list-style-type: none"> • Staff develops technical score based upon adopted prioritization criteria • TAC proposes project prioritization • Air Quality Subcommittee reviews project list Council reviews community and committee comments and votes on proposed ranking • Ranked project listing to submitted DelDOT |
| August |  Joint public workshop with DelDOT and the Council on Transportation |
| January-March 2015 |  TIP & Air Quality Conformity released for public comment January 12-March 3 (including local government/public outreach). <ul style="list-style-type: none"> • Revise TIP based on public comments • AQ (Feb. 12)/TAC (Feb. 19)/PAC (Feb. 23) recommendation for adoption  TIP Public Workshop – February 23. 4 -6:30 p.m. <ul style="list-style-type: none"> • Council adoption of FY 2015-18 TIP (March 12) |

Amending the TIP – Summary

The TIP is amended each year following the approval of matching funds through the Bond Bill, as well as when needed throughout the year due to project changes. Many amendments necessitate additional public outreach.

- | | |
|----------------------|--|
| July-September 2015 |  TIP & Air Quality Conformity released for public comment as needed <ul style="list-style-type: none"> • Revise TIP based on public comments • TAC PAC recommendation for adoption |
| |  TIP Public Meeting – September TBD  Council adoption of FY 2016-19 TIP as amended |
| Amendments as needed |  Public comment period extending at least 30 days will be scheduled with amendments as needed. |

 Indicates best opportunities for public comment

Public Participation Process

WILMAPCO believes that public involvement in transportation decision-making is critical. When preparing the TIP, WILMAPCO provides citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, and other interested parties full access to plans and programs, their supporting materials, and an opportunity to participate in all stages of the planning process. The public participation process for the TIP also meets the public participation requirements for MTA's and DTC's Program of Projects. The TIP also considers effects upon low income and minority residents.

The Public Advisory Committee (PAC) is the driving force for direct, ongoing public participation. Comprised of a diverse group of individuals representing regional business, environmental, minority and neighborhood groups, the PAC assists WILMAPCO staff and member organizations in developing methods and avenues for public involvement in WILMAPCO activities and may monitor and report findings to the Council regarding opportunities for, and responses to, public involvement strategies. The PAC advises WILMAPCO on the public participation process for developing the TIP. All PAC meetings, as well as meetings of the Technical Advisory Committee and WILMAPCO Council are open to the public and time is allotted for public comment on the TIP or other transportation issues.

WILMAPCO provides the public and interested groups the opportunity to review the draft TIP during a 30-day public comment period. WILMAPCO held a public meeting with the Delaware Council on Transportation to receive comments on the proposed program. Press releases announcing the meetings were sent to newspapers and radio and television stations throughout the region. All public comments received were presented to the Council before the final adoption of the TIP.

When and How the Public Gets Involved

August

WILMAPCO, together with DelDOT, MDOT and the Delaware Council on Transportation, holds a public hearing to introduce the new projects under consideration and get ideas for additional projects. Amendments to the prior year's TIP are also available during this meeting. Announcements of these meetings are printed in local newspapers, posted in libraries, listed on WILMAPCO's website and a flyer is mailed out to WILMAPCO's mailing list. The public is invited to review the proposed projects, provide comments on existing projects and propose new suggestions.

January - March

- Public workshop is held on the draft TIP
- The Final Draft TIP is submitted to the WILMAPCO Council for release for 30-day public comment period.
- The final document is then available at the WILMAPCO office and at www.wilmapco.org.
- Presentations given to local government and civic groups upon request

Ongoing

Projects in the TIP come out of the WILMAPCO Regional Transportation Plan and the many community and corridor studies that WILMAPCO takes part in. We encourage you to sign up for our newsletter or enews and visit www.wilmapco.org. Contact us at (302)737-6205 to be added to our mailing list.



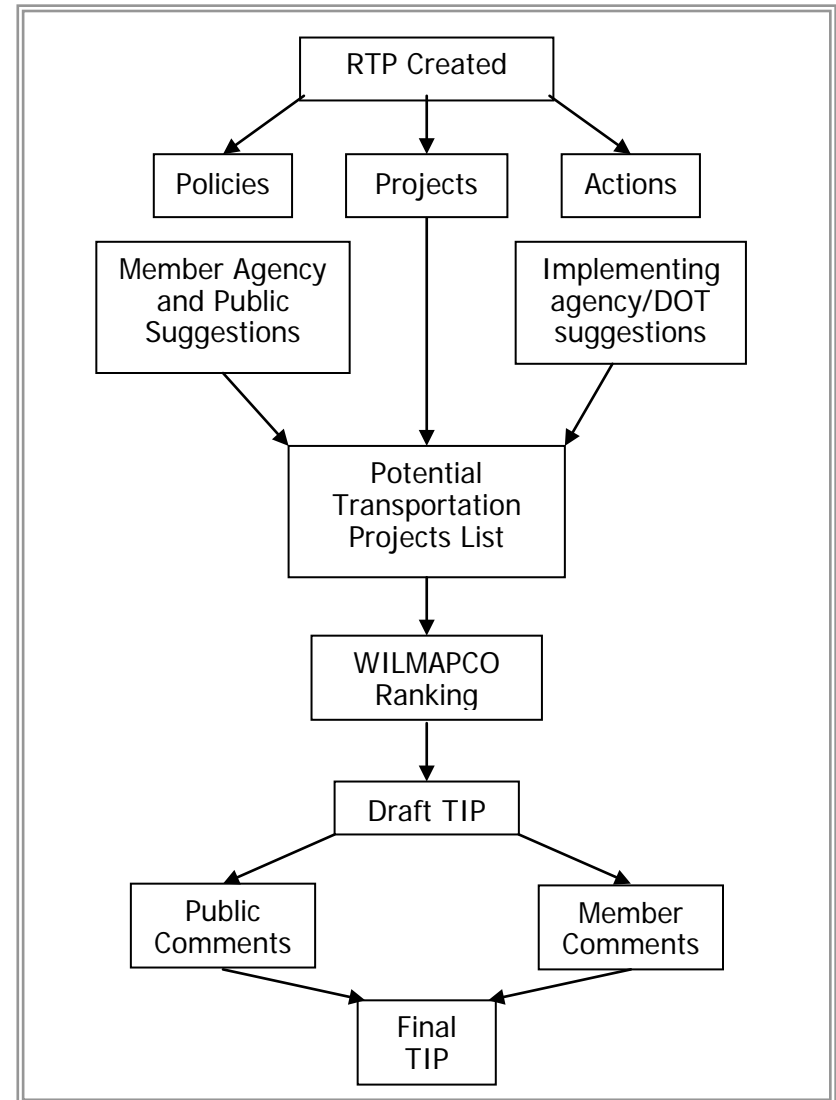
The TIP Process

How It Works

The TIP, one of several documents used for transportation planning, spans only four years. Projects it funds are developed through several methods, some of which may span more than four years.

First, WILMAPCO creates a long-range plan, currently known as *the 2040 Regional Transportation Plan* (RTP). This plan is the culmination of many months of effort involving WILMAPCO staff, member agencies and the public to develop a vision for the region we all can embrace. The RTP summarizes the transportation trends, investments and goals for the next 20 years. It indicates certain areas that need our attention, ranging from gaps in our transportation system, to congested regions in need of relief, to far reaching issues such as air quality or land use planning. From this, we recommend projects or policy changes that need to be undertaken in the coming years.

Transportation projects identified in our RTP are then combined with submissions from local governments, county governments, the public and the DOT's to form a potential transportation project list. These projects are then ranked by WILMAPCO's Technical Advisory Committee and a draft TIP is created. The draft TIP is made available to the public at several points during the process; a document then emerges that can be agreed upon by Council.



How It's Organized

The TIP has a **Delaware Statewide** element (for which New Castle County funding is not broken out), a **New Castle County** element and a **Cecil County** element. Within each element, the projects are separated by category and alphabetized within categories.

Projects within each element are arranged by the following categories:

- System Preservation
- System Management
- System Expansion

Following the project information are the Appendices which contain a glossary, information about WILMAPCO, and details on the analysis undertaken to ensure the TIP meets federal regulations. The final section provides an alphabetical listing of all the projects listed in the FY 2015-2018 TIP.

TIP Terms

System Preservation - maintains and preserves the existing transportation infrastructure including bridges, pavement, rail lines and existing roads. It also funds equipment replacement and operational costs.

System Management - sustains service level through management techniques and improvements to items such as coordinated signals, intersection improvements, streetscaping, transit facilities and sidewalks.

System Expansion - provides new or expanded services and infrastructure. This includes projects such the development of new roadways and transit services, highway interchanges and addition of road lanes.

Performance Based Planning and the TIP

Performance based planning is an emphasis of MAP-21, which includes seven performance goals promoted through the TIP. MAP-21 requires MPOs to establish and use a performance-based approach to transportation decision making and development of transportation plans. MAP-21 also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets, linking investment priorities to those performance targets.

WILMAPCO is working to establish performance targets that address the MAP-21 surface transportation performance measures in coordination with DelDOT and MDOT and through our RTP update process.

WILMAPCO's TIP links performance based planning with project implementation in a number of ways.

Goal area	National goal	Promoted through the TIP
WILMAPCO Goal: Improve Quality of Life		
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads	Safety, along with preservation of existing infrastructure, is a top funding priority for the TIP. The TIP promotes projects to fund safety areas identified through the Delaware and Maryland Strategic Highway Safety Plans as well as through the ongoing analysis of crash frequencies and rates to identify and address high crash locations.
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment	Appendix C contains the results of the Air Quality Conformity Analysis performed on the TIP. This analysis measures anticipated air pollution emissions from regional transportation and measure the anticipated impact on the TIP toward achieving our air quality goals. Other measures are tracked by DelDOT and MDOT with funding for analysis and mitigation funded through the TIP proper maintenance of storm water discharge systems, wetland mitigation monitoring, and environmental impact analysis and mitigation for individual projects as needed.
WILMAPCO Goal: Efficiently Transport People		
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair	System preservation, along with safety, is a top funding priority for the TIP. Maryland and Delaware assess infrastructure through their Bridge Management System and Pavement Management System to monitor conditions and identify needed preservation early, rather than later when maintenance may be more costly.
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System	The WILMAPCO Congestion Management System collects and analyzes data to identify the most congested locations and identify cost effective measures to address the congestion for inclusion in the TIP.
System reliability	To improve the efficiency of the surface transportation system	Projects fund efficiency improvements using intelligent transportation system technologies along priority corridors. Maryland's CHART program and Delaware's DelTRAC program provide data collections and real time monitoring of priority corridors.

FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 12, 2015

Goal area	National goal	Promoted through the TIP
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices	Every Day Counts program seeks to speed project completion through a variety of means including expedited contractor procurement, design-build projects, and innovative construction methods and paving materials.
WILMAPCO Goal: Support Economic Growth Activity and Good Movement		
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	Regional freight planning has identified bottleneck locations along key corridors. Bottlenecks are a factor in the WILMAPCO project prioritization process.

The WILMAPCO Regional Progress Report measures actions and results towards implementing the RTP and achieving our region's goals. Measures relating to the TIP in the Regional Progress Report include:

- Funding for traffic calming by year
- Expansion projects in Rural Transportation Investment Areas (TIAs)
- Funding in Environmental Justice Areas
- Percent of funding dedicated to system preservation
- Municipal Street Aid funding by year
- TIP projects for Park and Rides
- TIP funding for multimodal projects
- Implementation of Complete Streets through the TIP
- TIP funding for transit projects
- TIP funding by TIA
- TIP projects along Congestion Management System (CMS) Corridors

Project Prioritization Process

How Projects Are Prioritized

To determine what projects should be included in the TIP; a prioritization process was developed by a subcommittee of the TAC and approved by WILMAPCO Council on May 11, 2006. Under federal law, WILMAPCO is responsible for prioritizing and programming all projects that are regionally significant and receive federal funds; while the states retain responsibility for other statewide projects and state funded projects. The TIP must include a priority list of projects to be carried out in the next four years.

Preservation of existing infrastructure is WILMAPCO's greatest priority. For management and expansion projects, the process connects the prioritization criteria with WILMAPCO goals, simplifies the ranking process, and maximizes use of existing data. In a typical year, the process will prioritize program development projects, to influence projects going into the statewide TIPs at an earlier stage. This year, we prioritized both funded and unfunded projects for both the TIP and RTP.

A summary 4-step project prioritization process is included on the following page; the complete process is in the Appendix. First, projects are screened for consistency with the RTP and state and local transportation and land use plans. If projects are consistent, staff calculates a technical score based upon the strategies in the RTP. Then, the Technical Advisory Committee reviews the technical score for its accuracy and submits comments for Council consideration. Council ranks the projects, considering the technical scoring and other relevant issues. This ranking is then shared with the DOT's for their use in developing statewide priorities.

Factors used to rank TIP projects:

- Air Quality
- Environmental Justice/Equitable Access
- Congestion
- Safety
- Transportation Justice
- Freight
- Local/private Funding
- Support for Economic Initiatives

Prioritization Process

Provides a quantitative method to compare projects

- Criteria based on the goals of our long-range Regional Transportation Plan (RTP)
- Process was adopted by WILMAPCO Council on May 11, 2006
- Ranked projects get submitted to DelDOT/MDOT for use in their statewide process

STEP 1:

Apply screening criteria

- Projects reviewed for consistency with RTP and local, county and state transportation plans and land use plans.
- If not consistent, it will not be ranked or the RTP must be amended.

STEP 2:

Technical score

- Staff calculates a score for each project based on the goals and objectives of the RTP
- Criteria are designed to be objective measures using data available to WILMAPCO.

STEP 3:

TAC review

- Technical Advisory Committee (TAC) reviews technical scoring for accuracy and prepares comments for Council consideration

STEP 4:

Council ranks submissions

Council considers:

- Technical score
- TAC comments
- Cost effectiveness
- Urgency of project
- Other considerations

Goals and Criteria:

Improve Quality of Life

Air Quality: Project expected to improve air quality by

- Reducing emissions
- Reducing vehicle miles traveled
- Not adding capacity
- Increasing access to non-auto modes

Environmental Justice: Project enhances environment in location with high percentage low-income or minority residents

Safety: Project addresses high accident location based on the absolute number of crashes and the rate at which crashes occur

Efficient ly Transport People

Congestion: Project addresses congested area

- Points are awarded for projects addressing areas with Level of Service E or F/areas identified in the Congestion Management System
- For projects within these congested areas, additional points may be awarded based on:
 - Average Annual Daily Traffic
 - Transit Use

Transportation Justice: Project improves mobility and eases access to transit and other transportation choices for zero-car households, elderly and persons with disabilities

Support Activity & Goods Movement

Freight: Project supports major freight routes, based on identified truck route bottlenecks

Economic Development: Project supports economic development including adding or improving access to brownfields, major employment centers, and existing communities based on defined Delaware State Strategies and Maryland Priority Funding Areas

Funding Contribution: Local and/or private commitment demonstrated through funding contribution

TIP Summary Tables

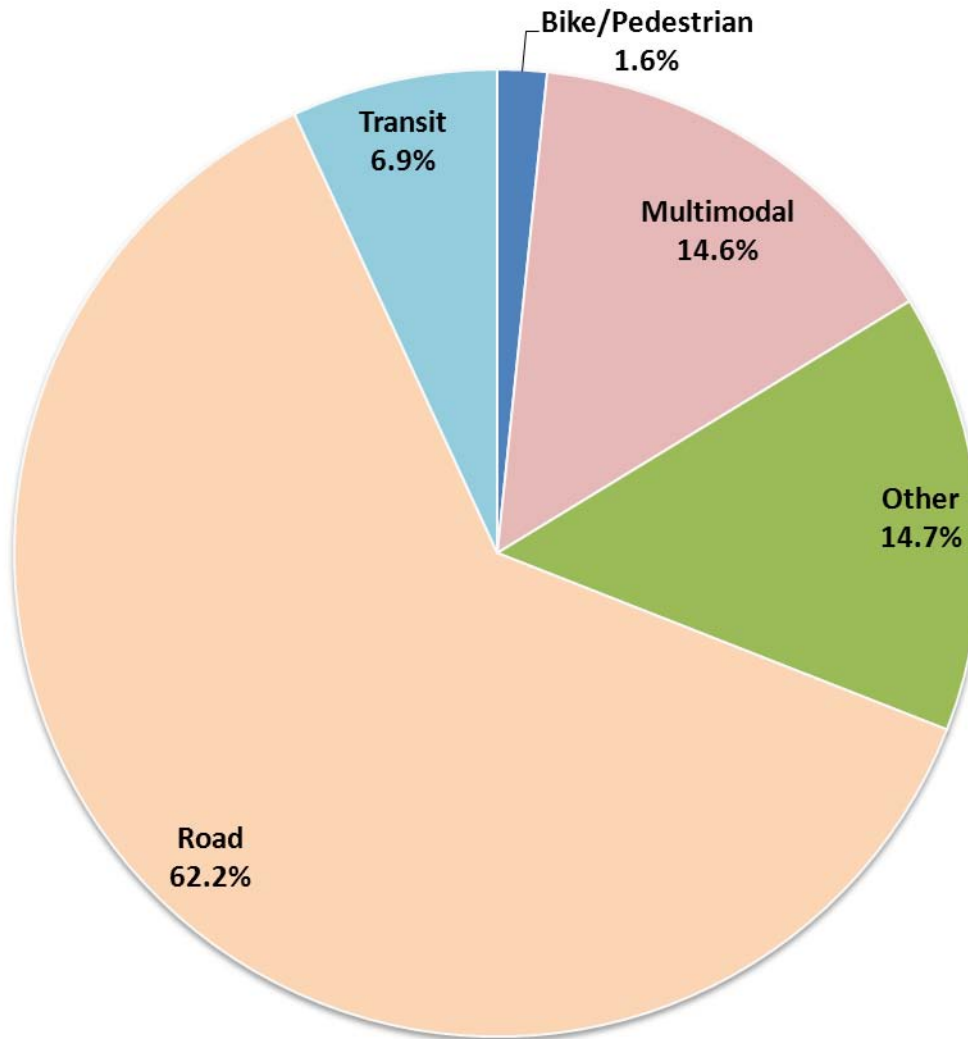
FUNDING BY MODE	FY 2016-19	Percent	Outyears FY2020-21
Bike/Pedestrian	26,694	1.6%	7,264
Multimodal	236,598	14.6%	97,003
Other	237,651	14.7%	109,837
Road	1,005,725	62.2%	245,647
Transit	111,503	6.9%	58,619
Total	1,618,171		518,370

(\$s x 1,000)

FUNDING BY CATEGORY	FY 2016-19	Percent	Outyears FY2020-21
Preservation	643,039	39.7%	286,191
Other	145,606	9.0%	72,638
Management	320,586	19.8%	104,555
Expansion	508,939	31.5%	54,986
Total	1,618,171		518,370

(\$s x 1,000)

TIP Funding by Mode



- ***Bike/pedestrian*** – Project exclusively for walking/bicycling
- ***Multimodal***– A complete street project, serves cars, transit, freight, pedestrians and bicycles in a balanced way
- ***Other***– Includes aeronautics, port, contingency funds, environmental, equipment, planning, etc.
- ***Road***-Project exclusively for road
- ***Transit***-Project exclusively for bus transit, passenger rail, or paratransit

FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 12, 2015

Location	PROJECT TITLE (All \$ x 1,000)	MODE	TOTAL FY 2016-19	OUTYEARS FY2020-21
DE	Bicycle and Pedestrian Improvements	Bike/Pedestrian	\$ 6,250.0	\$ 5,000.0
NCC	C&D Canal Trail	Bike/Pedestrian	\$-	\$-
CC	Chesapeake & Delaware (C&D) Canal Trail - Maryland	Bike/Pedestrian	\$360.0	
NCC	Claymont Sidewalks: Manor and Myrtle Aves	Bike/Pedestrian	\$ 2,420.0	\$-
NCC	Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	Bike/Pedestrian	\$-	\$-
NCC	New Castle to Wilmington Industrial Track Greenway, Phase III	Bike/Pedestrian	\$ 12,700.0	\$-
NCC	Pomeroy Trail	Bike/Pedestrian	\$-	\$-
DE	Recreational Trails	Bike/Pedestrian	\$ 4,964.2	\$ 2,264.2
NCC	Talley Rd: East Coast Greenway/Northern DE Greenway	Bike/Pedestrian	\$-	\$-
Bike/Pedestrian Total			\$ 26,694.2	\$ 7,264.2
CC	Areawide Urban Street Reconstruction	Multimodal	\$700.0	
NCC	Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Multimodal	\$-	\$-
NCC	BR 191 on Milltown Rd over Mill Creek	Multimodal	\$ 1,308.0	\$-
NCC	BR 291, Songsmith Dr over Tributary to Smalley's Pond	Multimodal	\$350.0	\$-
NCC	Cavaliers Mitigation	Multimodal	\$-	\$-
NCC	Christina River Crossing	Multimodal	\$-	\$-
DE	Community Transportation Fund	Multimodal	\$ 33,500.0	\$ 16,750.0
NCC	Elkton Road: Casho Mill Rd to Delaware Ave	Multimodal	\$-	\$-
NCC	Elkton Road: Maryland State Line to Casho Mill Rd	Multimodal	\$ 7,250.0	\$ 19,000.0
NCC	Garasches Lane	Multimodal	\$-	\$-
NCC	Highway Safety Improvement Program, NCC	Multimodal	\$ 46,677.7	\$ 7,200.0
NCC	Jamison Corner Rd Relocated to Boyd's Corner Rd	Multimodal	\$-	\$-
CC	MD 272 Bridge over Amtrak	Multimodal	\$ 6,090.0	
DE	Municipal Street Aid	Multimodal	\$ 12,000.0	\$ 6,000.0
NCC	N412A: Hyetts Corner Rd to Lorewood Grove Rd	Multimodal	\$-	\$-
NCC	SR 2, S Union Street: Railroad Bridge to Sycamore St	Multimodal	\$-	\$-
NCC	SR 299, SR 1 to Catherine Street	Multimodal	\$ 8,300.0	\$-
NCC	SR 4, Christina Parkway: SR2 to SR 896	Multimodal	\$212.7	\$-
NCC	SR 7: Newtown Road to SR 273	Multimodal	\$-	\$-
NCC	SR 72: McCoy Road to SR 71	Multimodal	\$ 10,300.0	\$ 7,761.2
DE	Traffic Calming	Multimodal	\$650.0	\$300.0
DE	Transportation Enhancements	Multimodal	\$ 14,518.8	\$ 7,111.5
CC	Transportation Enhancements/Alternatives Program - Cecil County	Multimodal	\$ 2,437.0	
DE	Transportation Facilities, Statewide	Multimodal	\$ 22,600.0	\$ 11,800.0
DE	Transportation Management (inc. rideshare and signals)	Multimodal	\$ 43,120.0	\$ 19,010.0
NCC	US 13, Philadelphia Pike: Claymont Plan Implementation	Multimodal	\$300.0	\$300.0
NCC	US 40 and SR 896 Grade Separated Intersection	Multimodal	\$ 4,500.0	\$ 1,500.0

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Location	PROJECT TITLE (All \$ x 1,000)	MODE	TOTAL FY 2016-19	OUTYEARS FY2020-21
NCC	US 40 Corridor Intermodal Study	Multimodal	\$-	\$-
NCC	US 40, Pulaski Hwy and SR 72, Wrangle Hill Rd Intersection	Multimodal	\$ 18,830.0	\$-
NCC	Washington Street, New Castle	Multimodal	\$-	\$-
NCC	Westtown, Wiggins Mill Rd: Green Giant to St Annes	Multimodal	\$-	\$120.0
NCC	Wilmington Initiatives: Walnut St., MLK to 16th St	Multimodal	\$ 1,000.0	\$-
NCC	Wilmington Riverfront Program	Multimodal	\$954.0	\$150.0
NCC	Wilmington Signal Improvements, Phase II	Multimodal	\$ 1,000.0	\$-
Multimodal Total			\$ 236,598.2	\$ 97,002.7
DE	Aeronautics, Statewide	Other	\$ 1,824.0	\$912.0
CC	Areawide Environmental Projects	Other	\$ 6,750.0	
DE	Dam Preservation Program	Other	\$ 5,571.0	\$ 1,500.0
DE	Engineering & Contingency/Education & Training	Other	\$ 104,180.0	\$ 52,090.0
DE	Environmental Program	Other	\$ 2,090.0	\$ 1,045.0
DE	Equipment	Other	\$ 34,400.0	\$ 17,600.0
NCC	Glenville Wetland Bank & Subdivision Improvements	Other	\$-	\$-
NCC	Mid County DMV	Other	\$-	\$-
DE	Planning	Other	\$ 39,335.9	\$ 19,502.5
DE	Statewide Rail Preservation	Other	\$ 1,200.0	\$600.0
DE	Technology	Other	\$ 42,300.0	\$ 16,587.5
Other Total			\$ 237,650.8	\$ 109,837.0
CC	Areawide Bridge Replacement and Rehabilitation	Road	\$ 6,270.0	
CC	Areawide Congestion Management	Road	\$ 2,310.0	
CC	Areawide Resurfacing and Rehabilitation	Road	\$ 12,070.0	
CC	Areawide Safety and Spot Improvements	Road	\$ 11,220.0	
NCC	BR 032 on Foulk Road over S. Branch Naamans Creek	Road	\$650.0	\$-
NCC	BR 110 on N239, Pyles Ford Road	Road	\$368.3	\$-
NCC	BR 111 on N253 Bengue Road over Red Clay Creek	Road	\$10.0	\$-
NCC	BR 148A&B on N330 Greenbank Road over Red Clay Creek	Road	\$11.0	\$-
NCC	BR 159 on James Street over Christina River	Road	\$ 3,000.0	\$-
NCC	BR 185 on Oak Ridge Road over Hyde Run	Road	\$583.0	\$-
NCC	BR 227 on Paper Mill Rd over Middle Run Tributary	Road	\$390.0	\$-
NCC	BR 238 on Elizabeth Ct and BR 239 on Red Mill Rd over White Clay Creek Tributary	Road	\$860.0	\$-
NCC	BR 251 on N355 Harmony Road over White Clay Creek	Road	\$10.0	\$-
NCC	BR 254 Old Newark Rd over Cool Run	Road	\$600.0	\$-
NCC	BR 274 on Wedgewood Rd over E. Branch Christina Creek	Road	\$-	\$-
NCC	BR 308 on N378 Clarks Corner Road over Dragon Run	Road	\$22.0	\$-
NCC	BR 366 on N399 Chesapeake City Road over Guthrie Run	Road	\$20.0	\$-
NCC	BR 393 on SR 299 over Appoquinimink River	Road	\$403.0	\$-

FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 12, 2015

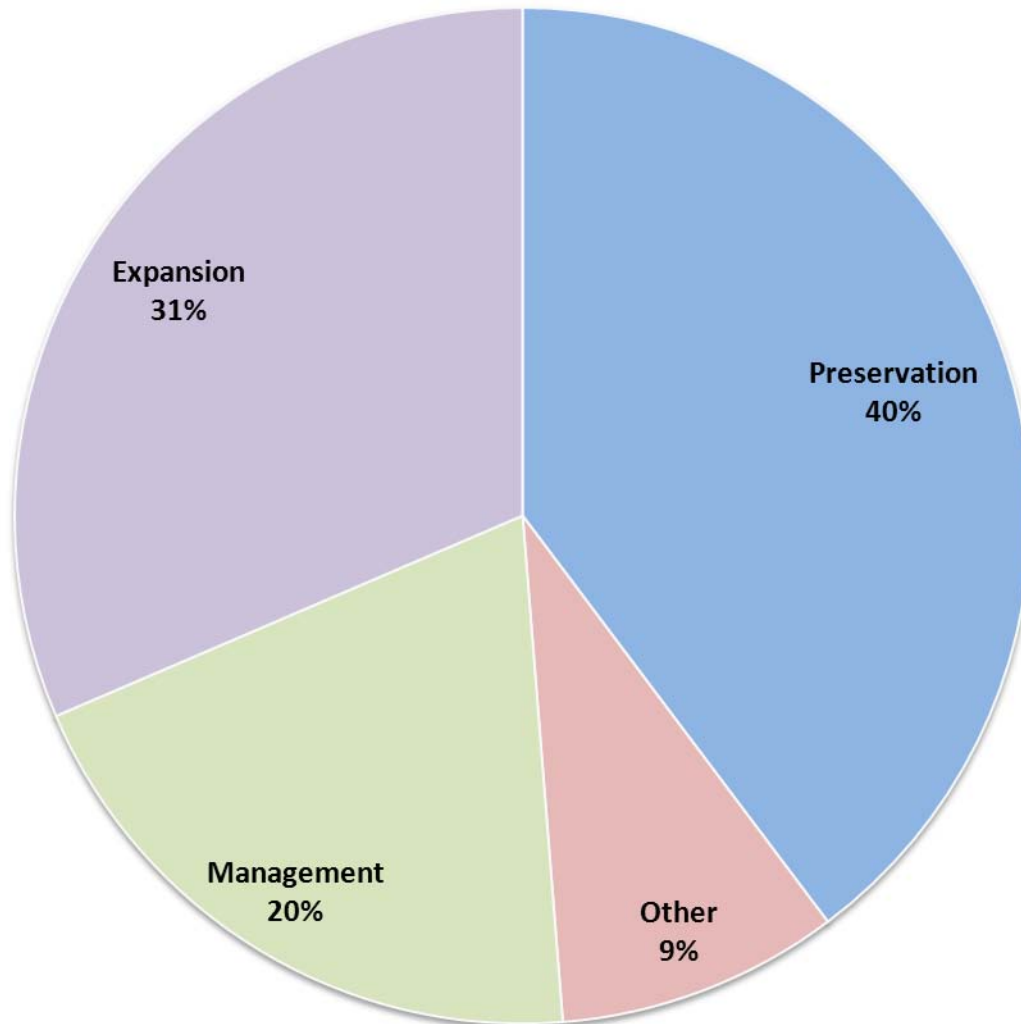
Location	PROJECT TITLE (All \$ x 1,000)	MODE	TOTAL FY 2016-19	OUTYEARS FY2020-21
NCC	BR 424 on Old Corbitt Road, East of Odessa	Road	\$-	\$-
NCC	BR 438, Blackbird Station over Blackbird Creek	Road	\$565.8	\$-
NCC	BR 488 on US 13 SB, South of Odessa	Road	\$ 3,072.9	\$-
NCC	BR 501 on SR 141 Viaduct over SR 4	Road	\$-	\$-
NCC	BR 543 on Carr Road over Shellpot Creek	Road	\$683.0	\$-
NCC	BR 567 on Hay Rd over Shellpot Creek	Road	\$ 1,790.0	\$-
NCC	BR 577 on Northeast Blvd over Brandywine River	Road	\$ 2,320.0	\$-
NCC	BR 585 on N049 Augustine Cutoff over Brandywine Creek	Road	\$-	\$-
NCC	BR 634 on SR100 DuPont Road over Delaware Valley RR	Road	\$270.0	\$-
NCC	BR 651 on Newport Road over CSX Railroad	Road	\$580.0	\$-
NCC	BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst	Road	\$-	\$-
NCC	BR 680 on SR 141 over US 13	Road	\$ 11,463.0	\$-
NCC	BR 687, 688, 693 Wilmington Drawbridge	Road	\$-	\$-
NCC	BR 714 on N347 Chapman Road over I-95	Road	\$535.0	\$-
NCC	BR 717 on I-95 NB over SR1	Road	\$265.0	\$-
NCC	BR 748, I-95 Wilmington Viaduct	Road	\$ 22,100.0	\$ 10,000.0
NCC	BR 759 on I-95 over Brandywine River	Road	\$ 42,410.0	\$-
NCC	BR 813 on I-495 over Christina River, Emergency Repairs	Road	\$-	\$-
NCC	BR 814 on 12th Street over NS RR	Road	\$ 1,200.0	\$-
NCC	BR 826 N & S on I-495 over Stoney Creek	Road	\$-	\$-
DE	Bridge Management/Inspection/ Design Training Programs	Road	\$ 25,000.0	\$ 12,500.0
DE	Bridge Preservation / Bridge Painting Programs	Road	\$ 51,009.0	\$ 39,000.0
NCC	Bridge Structure Rehabilitation	Road	\$ 4,151.4	\$-
CC	Cecil County Bridge Preservation (CE-0097 Baron Rd)	Road	\$-	\$-
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd (S. NCC Imp)	Road	\$-	\$-
NCC	Critical Cantilever Sign Structures	Road	\$625.0	\$-
NCC	I-295 Improvements, Westbound from I-295 to US 13	Road	\$ 4,500.0	\$ 2,500.0
NCC	I-95 & US 202 Interchange	Road	\$-	\$-
DE	Intersection Improvements	Road	\$ 11,672.0	\$ 5,736.0
NCC	Interstate Maintenance	Road	\$ 3,416.3	\$-
DE	Materials & Minor Contracts	Road	\$ 20,425.0	\$ 10,100.0
DE	Paving & Rehabilitation	Road	\$ 232,600.0	\$ 110,100.0
DE	Rail Crossing Safety and Rideability	Road	\$ 6,746.4	\$ 3,223.0
NCC	Road A and Centre Blvd: Fashion Center Entrance	Road	\$-	\$-
NCC	Road A/SR 7 (Road, Bridge and Mall Connector Study)	Road	\$ 1,000.0	\$-
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154)	Road	\$ 26,532.2	\$ 22,641.1
DE	Signage & Pavement Markings	Road	\$ 12,488.0	\$ 6,144.0
NCC	SR 1/I-95 Interchange	Road	\$-	\$-

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Adopted March 12, 2015

Location	PROJECT TITLE (All \$ x 1,000)	MODE	TOTAL FY 2016-19	OUTYEARS FY2020-21
NCC	SR 1: Roth Bridge to SR 273	Road	\$ 16,100.0	\$ 1,130.0
NCC	SR 141 and Commons Blvd. Intersection Improvements	Road	\$ 1,278.4	\$-
NCC	SR 141/I-95 Interchange - Ramps	Road	\$ 34,500.0	\$-
NCC	SR 9, River Road Flood Remediation	Road	\$600.0	\$600.0
NCC	US 301: Maryland Line to SR 1	Road	\$ 426,231.9	\$ 21,972.7
NCC	US 40 and SR 7 Intersection Improvements	Road	\$797.0	\$-
Road Total			\$1,005,724.7	\$ 245,646.8
NCC	Beech Street Generator	Transit	\$250.0	\$-
NCC	Boyd's Corner Park and Ride	Transit	\$-	\$-
NCC	Christiana Mall Park and Ride	Transit	\$850.0	\$-
NCC	DTC Mid County Operations Facility Paving	Transit	\$-	\$-
NCC	Fairplay Station (Churchmans Xing) Elevator	Transit	\$880.0	\$-
CC	Jobs Access and Reverse Commute (JARC) Transit Operating Assistance	Transit	\$-	
CC	MARC Maintenance Facility	Transit	\$-	
CC	New Freedom Transit Operating Assistance	Transit	\$-	
NCC	Newark Train Station/Regional Transportation Center	Transit	\$-	\$-
NCC	Performance Contract (moved from DE - Statewide)	Transit	\$-	\$-
CC	Small Urban Transit - Capital Assistance	Transit	\$ 2,766.0	
CC	Small Urban Transit - Operating Assistance	Transit	\$ 1,998.0	
CC	Susquehanna River Rail Bridge	Transit	\$ 10,337.0	
NCC	Third Rail Track Expansion (NE Corridor Imp., Shipley St BR)	Transit	\$ 14,632.5	\$-
NCC	Transit (Fixed Route) Vehicle Expansion, NCC	Transit	\$ 4,023.8	\$-
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Transit	\$ 13,812.3	\$ 29,905.3
NCC	Transit (Paratransit) Vehicle Expansion, NCC	Transit	\$ 3,900.6	\$ 2,621.7
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Transit	\$ 19,129.1	\$ 7,027.5
DE	Transit Facilities, Statewide	Transit	\$ 4,200.0	\$ 2,100.0
NCC	Transit Preventive Maintenance, NCC	Transit	\$ 26,000.0	\$ 13,000.0
DE	Transit Vehicles Replace & Refurbish, Statewide	Transit	\$ 8,073.2	\$ 3,964.6
NCC	Wilmington Ops. Ctr/Admin Bldg / Master Plan	Transit	\$650.0	\$-
NCC	Wilmington UST Replacement - State of Good Repair	Transit	\$-	\$-
Transit Total			\$ 111,502.6	\$ 58,619.1
Grand Total			1618170.45	518369.788

TIP Funding by WILMAPCO Category



- **Preservation** – Maintain an existing facility or service
- **Management** – Enhance existing facility or service to sustain an acceptable level of service
- **Expansion** – New or expanded services and infrastructure
- **Other** – Engineering & contingency, education & training, environmental program and planning

FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 12, 2015

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	TOTAL FY 2016- 19	OUTYEARS FY 2020-21
CC	Areawide Bridge Replacement and Rehabilitation	Preservation	\$6,270.0	
CC	Areawide Environmental Projects	Preservation	\$6,750.0	
CC	Areawide Resurfacing and Rehabilitation	Preservation	\$12,070.0	
CC	Areawide Safety and Spot Improvements	Preservation	\$11,220.0	
CC	Areawide Urban Street Reconstruction	Preservation	\$ 700.0	
NCC	Beech Street Generator	Preservation	\$ 250.0	\$-
NCC	BR 032 on Foulk Road over S. Branch Naamans Creek	Preservation	\$ 650.0	\$-
NCC	BR 110 on N239, Pyles Ford Road	Preservation	\$ 368.3	\$-
NCC	BR 111 on N253 Bengé Road over Red Clay Creek	Preservation	\$ 10.0	\$-
NCC	BR 148A&B on N330 Greenbank Road over Red Clay Creek	Preservation	\$ 11.0	\$-
NCC	BR 159 on James Street over Christina River	Preservation	\$3,000.0	\$-
NCC	BR 185 on Oak Ridge Road over Hyde Run	Preservation	\$ 583.0	\$-
NCC	BR 191 on Milltown Rd over Mill Creek	Preservation	\$1,308.0	\$-
NCC	BR 227 on Paper Mill Rd over Middle Run Tributary	Preservation	\$ 390.0	\$-
NCC	BR 238 on Elizabeth Ct and BR 239 on Red Mill Rd over White Clay Creek Tributary	Preservation	\$ 860.0	\$-
NCC	BR 251 on N355 Harmony Road over White Clay Creek	Preservation	\$ 10.0	\$-
NCC	BR 254 Old Newark Rd over Cool Run	Preservation	\$ 600.0	\$-
NCC	BR 274 on Wedgewood Rd over E. Branch Christina Creek	Preservation	\$ -	\$-
NCC	BR 291, Songsmith Dr over Tributary to Smalley's Pond	Preservation	\$ 350.0	\$-
NCC	BR 308 on N378 Clarks Corner Road over Dragon Run	Preservation	\$ 22.0	\$-
NCC	BR 366 on N399 Chesapeake City Road over Guthrie Run	Preservation	\$ 20.0	\$-
NCC	BR 393 on SR 299 over Appoquinimink River	Preservation	\$ 403.0	\$-
NCC	BR 424 on Old Corbitt Road, East of Odessa	Preservation	\$ -	\$-
NCC	BR 438, Blackbird Station over Blackbird Creek	Preservation	\$ 565.8	\$-
NCC	BR 488 on US 13 SB, South of Odessa	Preservation	\$3,072.9	\$-
NCC	BR 501 on SR 141 Viaduct over SR 4	Preservation	\$ -	\$-
NCC	BR 543 on Carr Road over Shellpot Creek	Preservation	\$ 683.0	\$-
NCC	BR 567 on Hay Rd over Shellpot Creek	Preservation	\$1,790.0	\$-
NCC	BR 577 on Northeast Blvd over Brandywine River	Preservation	\$2,320.0	\$-
NCC	BR 585 on N049 Augustine Cutoff over Brandywine Creek	Preservation	\$ -	\$-
NCC	BR 634 on SR100 DuPont Road over Delaware Valley RR	Preservation	\$ 270.0	\$-
NCC	BR 651 on Newport Road over CSX Railroad	Preservation	\$ 580.0	\$-
NCC	BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst	Preservation	\$ -	\$-
NCC	BR 680 on SR 141 over US 13	Preservation	\$11,463.0	\$-
NCC	BR 687, 688, 693 Wilmington Drawbridge	Preservation	\$ -	\$-
NCC	BR 714 on N347 Chapman Road over I-95	Preservation	\$ 535.0	\$-
NCC	BR 717 on I-95 NB over SR1	Preservation	\$ 265.0	\$-

FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 12, 2015

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	TOTAL FY 2016- 19	OUTYEARS FY 2020-21
NCC	BR 748, I-95 Wilmington Viaduct	Preservation	\$22,100.0	\$10,000.0
NCC	BR 759 on I-95 over Brandywine River	Preservation	\$42,410.0	\$-
NCC	BR 813 on I-495 over Christina River, Emergency Repairs	Preservation	\$ -	\$-
NCC	BR 814 on 12th Street over NS RR	Preservation	\$1,200.0	\$-
NCC	BR 826 N & S on I-495 over Stoney Creek	Preservation	\$ -	\$-
DE	Bridge Preservation / Bridge Painting Programs	Preservation	\$51,009.0	\$39,000.0
NCC	Bridge Structure Rehabilitation	Preservation	\$4,151.4	\$-
CC	Cecil County Bridge Preservation (CE-0097 Baron Rd)	Preservation	\$ -	
DE	Community Transportation Fund	Preservation	\$33,500.0	\$16,750.0
DE	Dam Preservation Program	Preservation	\$5,571.0	\$1,500.0
DE	Equipment	Preservation	\$34,400.0	\$17,600.0
NCC	Glenville Wetland Bank & Subdivision Improvements	Preservation	\$ -	\$-
NCC	Interstate Maintenance	Preservation	\$3,416.3	\$-
CC	Jobs Access and Reverse Commute (JARC) Transit Operating Assistance	Preservation	\$ -	
DE	Materials & Minor Contracts	Preservation	\$20,425.0	\$10,100.0
DE	Municipal Street Aid	Preservation	\$12,000.0	\$6,000.0
CC	New Freedom Transit Operating Assistance	Preservation	\$ -	
DE	Paving & Rehabilitation	Preservation	\$232,600.0	\$110,100.0
DE	Signage & Pavement Markings	Preservation	\$12,488.0	\$6,144.0
CC	Small Urban Transit - Capital Assistance	Preservation	\$2,766.0	
CC	Small Urban Transit - Operating Assistance	Preservation	\$1,998.0	
NCC	SR 9, River Road Flood Remediation	Preservation	\$ 600.0	\$ 600.0
DE	Statewide Rail Preservation	Preservation	\$1,200.0	\$ 600.0
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Preservation	\$13,812.3	\$29,905.3
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Preservation	\$19,129.1	\$7,027.5
DE	Transit Facilities, Statewide	Preservation	\$4,200.0	\$2,100.0
NCC	Transit Preventive Maintenance, NCC	Preservation	\$26,000.0	\$13,000.0
DE	Transit Vehicles Replace & Refurbish, Statewide	Preservation	\$8,073.2	\$3,964.6
DE	Transportation Facilities, Statewide	Preservation	\$22,600.0	\$11,800.0
NCC	Wilmington UST Replacement - State of Good Repair	Preservation	\$ -	\$-
Preservation Total			\$ 643,039.4	\$286,191.4
DE	Engineering & Contingency/Education & Training	Other	\$104,180.0	\$52,090.0
DE	Environmental Program	Other	\$2,090.0	\$1,045.0
DE	Planning	Other	\$39,335.9	\$19,502.5
Other Total			\$145,605.9	\$72,637.5
DE	Aeronautics, Statewide	Management	\$1,824.0	\$ 912.0
CC	Areawide Congestion Management	Management	\$2,310.0	
DE	Bicycle and Pedestrian Improvements	Management	\$6,250.0	\$5,000.0

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Adopted March 12, 2015

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	TOTAL FY 2016- 19	OUTYEARS FY 2020-21
NCC	Boyds Corner Park and Ride	Management	\$ -	\$-
DE	Bridge Management/Inspection/ Design Training Programs	Management	\$25,000.0	\$12,500.0
NCC	C&D Canal Trail	Management	\$ -	\$-
NCC	Cavaliers Mitigation	Management	\$ -	\$-
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd (S. NCC Imp)	Management	\$ -	\$-
CC	Chesapeake & Delaware (C&D) Canal Trail - Maryland	Management	\$ 360.0	
NCC	Christiana Mall Park and Ride	Management	\$ 850.0	\$-
NCC	Claymont Sidewalks: Manor and Myrtle Aves	Management	\$2,420.0	\$-
NCC	Critical Cantilever Sign Structures	Management	\$ 625.0	\$-
NCC	DTC Mid County Operations Facility Paving	Management	\$ -	\$-
NCC	Elkton Road: Casho Mill Rd to Delaware Ave	Management	\$ -	\$-
NCC	Fairplay Station (Churchmans Xing) Elevator	Management	\$ 880.0	\$-
NCC	Garasches Lane	Management	\$ -	\$-
NCC	Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	Management	\$ -	\$-
NCC	Highway Safety Improvement Program, NCC	Management	\$46,677.7	\$7,200.0
DE	Intersection Improvements	Management	\$11,672.0	\$5,736.0
NCC	Jamison Corner Rd Relocated to Boyds Corner Rd	Management	\$ -	\$-
CC	MD 272 Bridge over Amtrak	Management	\$6,090.0	
NCC	Mid County DMV	Management	\$ -	\$-
NCC	N412A: Hyetts Corner Rd to Lorewood Grove Rd	Management	\$ -	\$-
NCC	Newark Train Station/Regional Transportation Center	Management	\$ -	\$-
NCC	Performance Contract (moved from DE - Statewide)	Management	\$ -	\$-
DE	Rail Crossing Safety and Rideability	Management	\$6,746.4	\$3,223.0
DE	Recreational Trails	Management	\$4,964.2	\$2,264.2
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154)	Management	\$26,532.2	\$22,641.1
NCC	SR 141 and Commons Blvd. Intersection Improvements	Management	\$1,278.4	\$-
NCC	SR 141/I-95 Interchange - Ramps	Management	\$34,500.0	\$-
NCC	SR 2, S Union Street: Railroad Bridge to Sycamore St	Management	\$ -	\$-
NCC	SR 4, Christina Parkway: SR2 to SR 896	Management	\$ 212.7	\$-
CC	Susquehanna River Rail Bridge	Management	\$10,337.0	
NCC	Talley Rd: East Coast Greenway/Northern DE Greenway	Management	\$ -	\$-
DE	Technology	Management	\$42,300.0	\$16,587.5
DE	Traffic Calming	Management	\$ 650.0	\$ 300.0
DE	Transportation Enhancements	Management	\$14,518.8	\$7,111.5
CC	Transportation Enhancements/Alternatives Program - Cecil County	Management	\$2,437.0	
DE	Transportation Management (inc. rideshare and signals)	Management	\$43,120.0	\$19,010.0
NCC	US 13, Philadelphia Pike: Claymont Plan Implementation	Management	\$ 300.0	\$ 300.0
NCC	US 40 and SR 7 Intersection Improvements	Management	\$ 797.0	\$-

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Adopted March 12, 2015

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	TOTAL FY 2016- 19	OUTYEARS FY 2020-21
NCC	US 40 and SR 896 Grade Separated Intersection	Management	\$4,500.0	\$1,500.0
NCC	US 40 Corridor Intermodal Study	Management	\$ -	\$-
NCC	US 40, Pulaski Hwy and SR 72, Wrangle Hill Rd Intersection	Management	\$18,830.0	\$-
NCC	Washington Street, New Castle	Management	\$ -	\$-
NCC	Westtown, Wiggins Mill Rd: Green Giant to St Annes	Management	\$ -	\$ 120.0
NCC	Wilmington Initiatives: Walnut St., MLK to 16th St	Management	\$1,000.0	\$-
NCC	Wilmington Ops. Ctr/Admin Bldg / Master Plan	Management	\$ 650.0	\$-
NCC	Wilmington Riverfront Program	Management	\$ 954.0	\$ 150.0
NCC	Wilmington Signal Improvements, Phase II	Management	\$1,000.0	\$-
Management Total			\$ 320,586.4	\$104,555.3
NCC	Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Expansion	\$ -	\$-
NCC	Christina River Crossing	Expansion	\$ -	\$-
NCC	Elkton Road: Maryland State Line to Casho Mill Rd	Expansion	\$7,250.0	\$19,000.0
NCC	I-295 Improvements, Westbound from I-295 to US 13	Expansion	\$4,500.0	\$2,500.0
NCC	I-95 & US 202 Interchange	Expansion	\$ -	\$-
CC	MARC Maintenance Facility	Expansion	\$ -	\$-
NCC	New Castle to Wilmington Industrial Track Greenway, Phase III	Expansion	\$12,700.0	\$-
NCC	Pomeroy Trail	Expansion	\$ -	\$-
NCC	Road A and Centre Blvd: Fashion Center Entrance	Expansion	\$ -	\$-
NCC	Road A/SR 7 (Road, Bridge and Mall Connector Study)	Expansion	\$1,000.0	\$-
NCC	SR 1/I-95 Interchange	Expansion	\$ -	\$-
NCC	SR 1: Roth Bridge to SR 273	Expansion	\$16,100.0	\$1,130.0
NCC	SR 299, SR 1 to Catherine Street	Expansion	\$8,300.0	\$-
NCC	SR 7: Newtown Road to SR 273	Expansion	\$ -	\$-
NCC	SR 72: McCoy Road to SR 71	Expansion	\$10,300.0	\$7,761.2
NCC	Third Rail Track Expansion (NE Corridor Imp., Shipley St BR)	Expansion	\$14,632.5	\$-
NCC	Transit (Fixed Route) Vehicle Expansion, NCC	Expansion	\$4,023.8	\$-
NCC	Transit (Paratransit) Vehicle Expansion, NCC	Expansion	\$3,900.6	\$2,621.7
NCC	US 301: Maryland Line to SR 1	Expansion	\$426,231.9	\$21,972.7
Expansion Total			\$ 508,938.9	\$54,985.6
Grand Total			\$1,618,170.5	\$518,369.8

Integrating the Congestion Management System

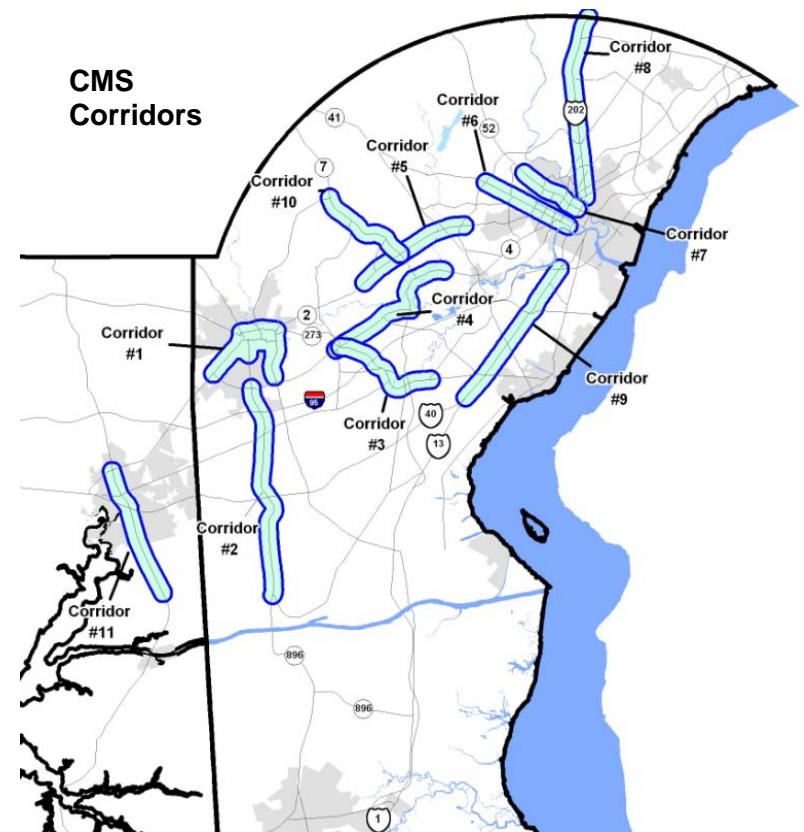
Under federal transportation legislation, metropolitan planning areas are required to develop a system wide congestion management process to assist with identifying, analyzing and addressing congestion in the region. Additionally, in areas that are not in attainment of federal air quality standards, such as WILMAPCO's region, a wide range of transportation solutions must be fully investigated and transportation demand strategies implemented wherever feasible before new roadway capacity can be constructed. WILMAPCO's Congestion Management System (CMS) supports the regional transportation planning process by screening the major corridors in our region to determine need and to examine feasible options for improvement. The CMS is multi-modal in that it considers congestion on the regional transit system, as well as the regional roadway system

To facilitate evaluation, a "toolbox" of congestion mitigation measures was assembled that includes all strategies that could be used to address congestion. This strategy "toolbox" was set-up in a hierarchy so that the first strategies take precedence over those below. The general categories for this toolbox are as follows:

WILMAPCO CMS "TOOLBOX" STRATEGIES

- Strategy #1:** Eliminate car trips or reduce Vehicle Miles Traveled (VMT) during peak congestion hours
- Strategy #2:** Shift trips from automobile to other modes of transportation
- Strategy #3:** Shift trips from single-occupancy vehicles to higher-occupancy vehicles (vans, buses, etc.)
- Strategy #4:** Improve roadway operations (timing of lights, toll booths, highway message boards)
- Strategy #5:** Add roadway capacity (adding lanes or roads)

This "top-down" approach ensures that solutions which would eliminate or shift auto trips or improve roadway operations are evaluated before adding roadway capacity. This hierarchy is consistent with WILMAPCO's overall goals for the region and with the USDOT charge to address all other possible solutions before recommending road capacity increases.



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The WILMAPCO Congestion Management System identified 14 corridors in New Castle and Cecil County that met the established criteria for congestion. The following table shows management and expansion projects in each corridor.

CMS Corridor	Project Name	Mitigation Strategy
#1	Elkton Road: Casho Mill Rd to Delaware Ave, Reconstruction, Improve intersection	4-1
#1	Elkton Road: MD Line to Casho Mill Rd, Reconstruction, Intersection Improvements	4-1
#1	Pomeroy Trail, Construction of Bicycle & Pedestrian Pathway	2-9 & 2-10
#1,4,6	Third Rail Track Expansion, Newark to Wilmington	2-1 & 2-3
#2	US 40 and 896 interchange - Grade Separated Intersection	5-2
#3	Road A/SR 7, Widening & reconfiguration of intersections	4-1 & 5-1
#3	SR 7: Newtown Road to SR 273, Widen from 2 to 4 lanes	5-1
#4	Churchman's Crossing, Fairplay Station - Parking Expansion	3-4
#5	SR 141:Kirkwood Hwy to Faulkland Rd, Construct 4-Lane Arterial	5-1
#6	S Union Street, SR 2: Railroad Bridge to Sycamore St, Sidewalk & Curb Replacement	2-8 & 2-10
#6	Wilmington Riverfront Initiatives	3-4
#6,7,8	Wilmington Signal Improvements, Phase II	4-3
#7	Wilmington Transit Hub (currently unfunded)	2-2, 2-3 & 2-5
#8	I-95 and US 202 Interchange, Widening of Ramp	5-1
#9	I-295 Improvements, from I-295 to US 13	5-1
#10	No projects currently scheduled	----
#11	No projects currently scheduled	----

Addressing Transportation Equity

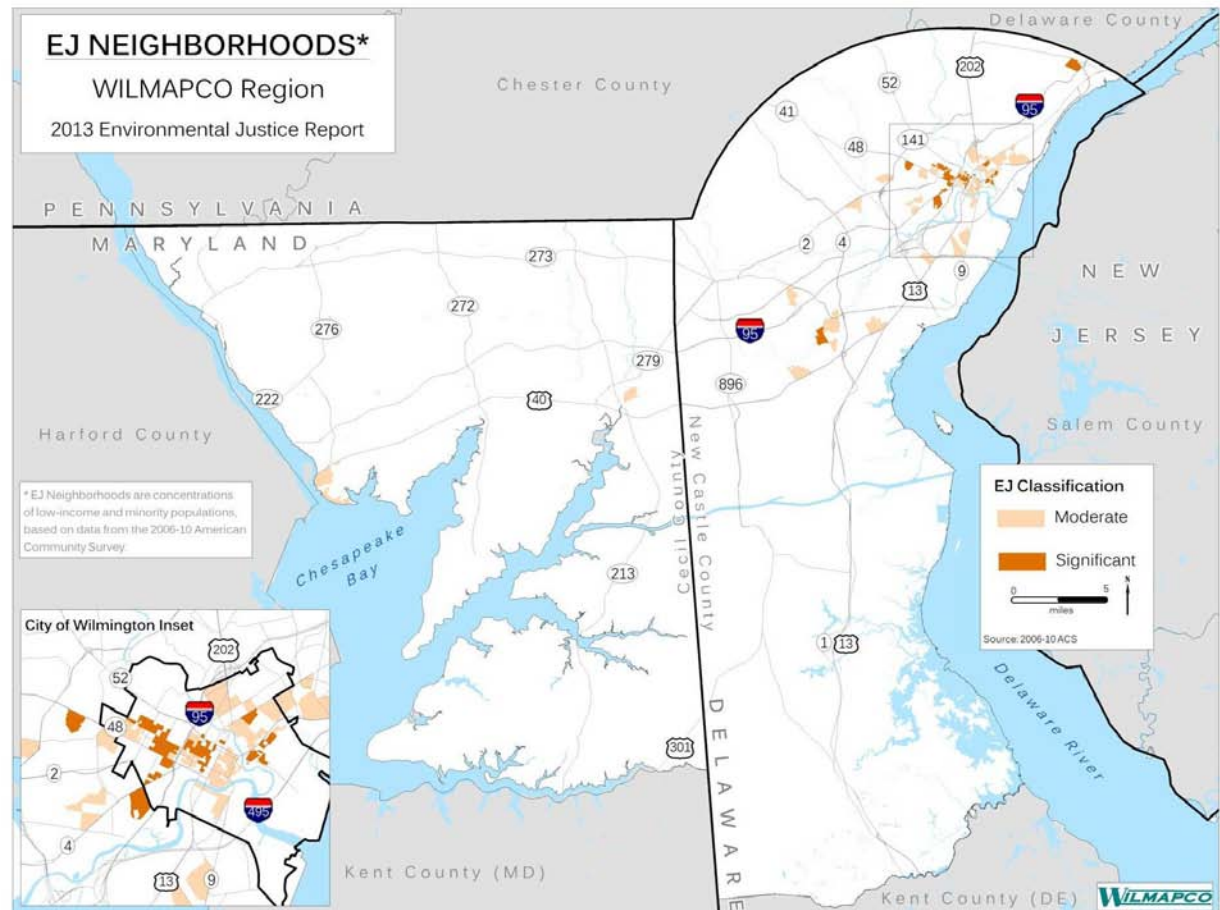
Transportation Equity, often referred to as Environmental Justice (EJ), is based in Title VI of the Civil Rights Act of 1964 and a 1994 Presidential Executive Order making equity part of the mission of every federal agency. As an MPO, we serve as the forum where DOTs, transit providers, local agencies, state and the public develop local transportation plans and programs for our region. MPO's must carry out three tasks to comply with the Transportation Equity initiative:

- Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Enhance analytical capabilities for use in the Long Range Plan and the TIP to ensure Title VI requirements are met.
- Evaluate and, where necessary, improve public involvement processes to eliminate participation barriers and include low-income and minority populations in transportation decision making.

To determine where minority and low-income populations are located, a methodology was developed that first defined which population segments should be considered. Guidelines on Environmental Justice provided by the Federal Highway Administration (FHWA) listed the general criteria to use to identify concentrations of Minority / Low Income populations. These criteria are:

- Minority Population
- Hispanic Population
- Low Income (Household Poverty Levels)

In 2007, WILMAPCO completed phase two of our transportation equity analysis which identified "Transportation Justice Areas". This analysis broadened the spectrum of communities considered transportation disadvantaged beyond those required by federal mandate. Separate from EJ (low-income and minority) populations, these Transportation Justice (TJ) populations include the elderly, the disabled, and households without an automobile.



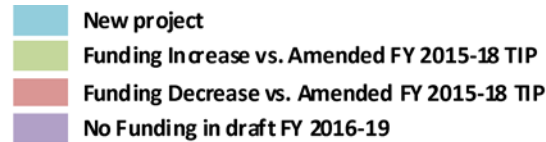
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 12, 2015

The table below contains a listing of all projects that fall within an identified Environmental Justice or Transportation Justice area.

County	Project Name	EJ	TJ
NCC	Beech St. Generator	Yes	Yes
NCC	BR 585 on N049 Augustine Cutoff over Brandywine Creek	Yes	Yes
NCC	BR 687, 688, 693 Wilmington Drawbridge	Yes	Yes
NCC	Garasches Lane	Yes	Yes
NCC	Interstate Maintenance	Yes	Yes
CC	MD 272 Bridge over Amtrak	Yes	Yes
NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	Yes	Yes
NCC	Wilmington Initiatives: Walnut St., MLK to 16th St.	Yes	Yes
NCC	Wilmington Signal Improvements, Link to TMC in Smyrna	Yes	Yes
NCC	BR 239 on Red Mill Rd. over Tributary to White Clay Creek	Yes	
NCC	BR 254 Old Newark Rd over Cool Run	Yes	
CC	Small Urban Transit - Capital and Operating Assistance	Yes	
NCC	SR 7: Newtown Road to SR 273, Widen from 2 to 4 lanes	Yes	
NCC	SR 9, New Castle Ave - 3rd St to Heald St, Pavement Reconstruction	Yes	
NCC	Wilmington Operations Center, Operations of Paratransit & Fixed Route	Yes	
NCC	Wilmington Transit Hub	Yes	
NCC	BR 577 on Northeast Blvd over Brandywine River		Yes
NCC	BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst		Yes
NCC	BR 748, I-95 Wilmington Viaduct		Yes
NCC	Christina River Bridge Crossing		Yes
NCC	Claymont Transportation Plan Implementation, Safety Improvements		Yes
NCC	NCC Industrial Track Greenway, Phase III		Yes
NCC	S Union Street, SR 2: Railroad Bridge to Sycamore St.		Yes
NCC	Third Rail Track Expansion, Newark to Wilmington		Yes
NCC	Tyler McConnell Bridge, SR 141, Montchannin Rd to Alapocas Rd		Yes

Comparison of FY 2015 TIP, Adopted 9/2014 with FY 2016 TIP, 3/2015



PROJECT TITLE (All \$ x 1,000)	FY 2015-18 TIP, September 2014							FY 2016-2019 TIP, March 2016							Difference FY16-19
	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	TOTAL FY 2015-18	OUTYEARS FY2019-20	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	FY 2019 TOTAL	TOTAL FY 2016-19	OUTYEARS FY2020-21	
DELAWARE- STATEWIDE															
Aeronautics, Statewide	260.0	426.0	456.0	456.0	456.0	1,794.0	912.0	426.0	456.0	456.0	456.0	456.0	1,824.0	912.0	-
Bicycle and Pedestrian Improvements	1,250.0	1,690.0	1,250.0	1,250.0	1,250.0	5,440.0	2,500.0	3,623.0	1,250.0	1,250.0	1,250.0	2,500.0	6,250.0	5,000.0	1,250.0
Bridge Management/ Inspection/ Design Training Programs	3,923.0	6,874.9	6,250.0	6,250.0	6,250.0	25,624.9	12,500.0	6,514.9	6,250.0	6,250.0	6,250.0	6,250.0	25,000.0	12,500.0	-
Bridge Preservation / Bridge Painting Programs	801.5	2,700.0	10,400.0	17,000.0	16,250.0	46,350.0	27,000.0	2,740.0	2,509.0	13,000.0	16,500.0	19,000.0	51,009.0	39,000.0	(4,641.0)
Community Transportation Fund	10,000.0	16,750.0	8,375.0	8,375.0	8,375.0	41,875.0	16,750.0	16,750.0	8,375.0	8,375.0	8,375.0	8,375.0	33,500.0	16,750.0	-
Dam Preservation Program	-	700.0	1,321.0	1,750.0	750.0	4,521.0	2,500.0	700.0	1,321.0	1,750.0	750.0	1,750.0	5,571.0	1,500.0	-
Engineering & Contingency/ Education & Training	25,455.0	25,000.0	26,045.0	26,045.0	26,045.0	103,135.0	52,090.0	25,140.0	26,045.0	26,045.0	26,045.0	26,045.0	104,180.0	52,090.0	-
Environmental Program	122.5	522.5	522.5	522.5	522.5	2,090.0	1,045.0	522.5	522.5	522.5	522.5	522.5	2,090.0	1,045.0	-
Equipment	11,649.0	3,800.0	8,400.0	8,400.0	8,800.0	29,400.0	17,600.0	3,800.0	8,400.0	8,400.0	8,800.0	8,800.0	34,400.0	17,600.0	-
Intersection Improvements	4,068.0	4,500.0	3,068.0	2,868.0	2,868.0	13,304.0	5,736.0	4,500.0	3,068.0	2,868.0	2,868.0	2,868.0	11,672.0	5,736.0	-
Materials & Minor Contracts	5,000.0	5,065.0	5,050.0	5,250.0	5,075.0	20,440.0	10,100.0	5,265.0	5,050.0	5,250.0	5,075.0	5,050.0	20,425.0	10,100.0	-
Municipal Street Aid	5,000.0	5,000.0	3,000.0	3,000.0	3,000.0	14,000.0	6,000.0	5,000.0	3,000.0	3,000.0	3,000.0	3,000.0	12,000.0	6,000.0	-
Paving & Rehabilitation	47,528.0	90,793.0	57,100.0	67,600.0	52,600.0	268,093.0	122,600.0	90,273.0	57,100.0	67,600.0	52,600.0	55,300.0	232,600.0	110,100.0	(6,000.0)
Planning	7,441.3	10,203.4	10,095.2	9,278.0	10,151.2	39,727.9	19,502.5	10,233.4	10,125.3	9,308.1	10,151.3	9,751.2	39,335.9	19,502.5	60.2
Rail Crossing Safety and Rideability	1,377.2	1,453.2	1,911.7	1,611.7	1,611.5	6,588.1	3,223.0	1,517.2	1,911.7	1,611.7	1,611.5	1,611.5	6,746.4	3,223.0	0.0
Recreational Trails	706.0	1,350.0	1,350.0	1,350.0	1,350.0	5,400.0	2,700.0	1,350.0	1,350.0	1,350.0	1,132.1	1,132.1	4,964.2	2,264.2	(435.8)

FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 12, 2015

PROJECT TITLE (All \$ x 1,000)	FY 2015-18 TIP, September 2014							FY 2016-2019 TIP, March 2016							Difference FY16-19
	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	TOTAL FY 2015-18	OUTYEARS FY2019-20	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	FY 2019 TOTAL	TOTAL FY 2016-19	OUTYEARS FY2020-21	
Safety/Improve (Hazard Elim/High Risk Rural Rd/Sect 154)	5,374.7	4,987.2	4,987.2	4,987.2	4,987.2	19,948.9	9,974.4	5,572.2	4,987.2	4,987.2	4,987.2	11,570.6	26,532.2	22,641.1	6,583.3
Signage & Pavement Markings	3,164.6	3,272.0	3,272.0	3,072.0	3,072.0	12,688.0	6,144.0	3,579.0	3,272.0	3,072.0	3,072.0	3,072.0	12,488.0	6,144.0	-
Statewide Rail Preservation	350.0	300.0	300.0	300.0	300.0	1,200.0	600.0	300.0	300.0	300.0	300.0	300.0	1,200.0	600.0	-
Technology	11,455.8	8,943.9	12,398.7	10,233.8	10,733.8	42,310.1	16,527.5	9,643.9	13,098.7	10,233.8	10,733.8	8,233.8	42,300.0	16,587.5	700.0
Traffic Calming	83.0	-	200.0	150.0	150.0	500.0	300.0	10.0	200.0	150.0	150.0	150.0	650.0	300.0	-
Transit Facilities, Statewide	1,767.8	875.0	1,500.0	600.0	1,500.0	4,475.0	2,100.0	1,685.0	1,500.0	600.0	1,500.0	600.0	4,200.0	2,100.0	-
Transit Vehicles Replace & Refurbish, Statewide	4,264.2	4,365.9	2,002.5	1,962.4	1,887.4	10,218.1	3,761.5	4,442.3	2,027.1	1,987.0	2,029.6	2,029.6	8,073.2	3,964.6	333.7
Transportation Enhancements	2,940.4	4,112.4	4,390.5	3,815.5	3,080.5	15,398.9	7,631.0	4,162.4	4,190.5	3,815.5	2,957.0	3,555.8	14,518.8	7,111.5	(583.3)
Transportation Facilities, Statewide	5,300.0	5,500.0	5,600.0	5,600.0	5,700.0	22,400.0	11,600.0	7,461.6	5,600.0	5,600.0	5,700.0	5,700.0	22,600.0	11,800.0	-
Transportation Management (inc. rideshare and signals)	6,545.1	6,350.0	10,605.0	13,505.0	9,505.0	39,965.0	19,010.0	6,350.0	10,605.0	13,505.0	9,505.0	9,505.0	43,120.0	19,010.0	-
															-
NEW CASTLE COUNTY															-
Beech Street Generator	25.0	-	250.0	-	-	250.0	-	-	250.0	-	-	-	250.0	-	-
Boyd's Corner Park and Ride	-	-	-	-	60.0	60.0	335.0	-	-	-	-	-	-	-	(395.0)
Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	29.8	16.2	-	-	-	16.2	-	16.2	-	-	-	-	-	-	-
BR 032 on Foulk Road over S. Branch Naamans Creek	8.3	30.8	650.0	-	-	680.8	-	30.8	650.0	-	-	-	650.0	-	-
BR 110 on N239, Pyles Ford Road	7.5	-	368.3	-	-	368.3	-	-	368.3	-	-	-	368.3	-	(0.0)
BR 111 on N253 Bengie Road over Red Clay Creek								10.0	10.0	-	-	-	10.0	-	10.0
BR 148A&B on N330 Greenbank Road over Red Clay Creek								11.0	11.0	-	-	-	11.0	-	11.0
BR 159 on James Street over Christina River	100.8	2,633.6	3,000.0	-	-	5,633.6	-	2,513.6	3,000.0	-	-	-	3,000.0	-	-
BR 185 on Oak Ridge Road over Hyde Run	-	55.0	33.0	550.0	-	638.0	-	-	33.0	550.0	-	-	583.0	-	-
BR 191 on Milltown Rd over Mill Creek	8.0	27.1	1,136.2	-	-	1,163.3	-	27.1	1,308.0	-	-	-	1,308.0	-	171.8
BR 227 on Paper Mill Rd over Middle Run Tributary	8.7	36.3	380.0	-	-	416.3	-	26.3	10.0	380.0	-	-	390.0	-	10.0

FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 12, 2015

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	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	TOTAL FY 2015-18	OUTYEARS FY2019-20	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	FY 2019 TOTAL	TOTAL FY 2016-19	OUTYEARS FY2020-21	
BR 238 on Elizabeth Ct and BR 239 on Red Mill Rd over White Clay Creek Tributary	-	50.0	35.0	800.0	-	885.0	-	25.0	25.0	35.0	800.0	-	860.0	-	25.0
BR 251 on N355 Harmony Road over White Clay Creek	-	-	-	-	-	-	-	10.0	10.0	-	-	-	10.0	-	10.0
BR 254 Old Newark Rd over Cool Run	18.8	49.3	600.0	-	-	649.3	-	49.3	600.0	-	-	-	600.0	-	-
BR 274 on Wedgewood Rd over E. Branch Christina Creek	8.1	830.2	-	-	-	830.2	-	830.2	-	-	-	-	-	-	-
BR 291, Songsmith Dr over Tributary to Smalley's Pond	7.6	53.7	350.0	-	-	403.7	-	53.7	350.0	-	-	-	350.0	-	-
BR 308 on N378 Clarks Corner Road over Dragon Run	-	-	-	-	-	-	-	22.0	22.0	-	-	-	22.0	-	22.0
BR 366 on N399 Chesapeake City Road over Guthrie Run	122.1	20.0	20.0	-	-	40.0	-	20.0	20.0	-	-	-	20.0	-	-
BR 393 on SR 299 over Appoquinimink River	140.1	142.4	403.0	-	-	545.4	-	142.4	403.0	-	-	-	403.0	-	-
BR 424 on Old Corbitt Road, East of Odessa	-	1.0	-	-	-	1.0	-	-	-	-	-	-	-	-	-
BR 438, Blackbird Station over Blackbird Creek	-	47.3	36.3	529.5	-	613.1	-	47.3	36.3	529.5	-	-	565.8	-	-
BR 488 on US 13 SB, South of Odessa	-	-	85.9	3,025.0	-	3,110.9	-	38.0	47.9	3,025.0	-	-	3,072.9	-	(38.0)
BR 501 on SR 141 Viaduct over SR 4	7,553.3	2,436.1	-	-	-	2,436.1	-	2,436.1	-	-	-	-	-	-	-
BR 543 on Carr Road over Shellpot Creek	11.9	14.8	35.0	648.0	-	697.8	-	14.8	35.0	648.0	-	-	683.0	-	-
BR 567 on Hay Rd over Shellpot Creek	280.5	210.4	1,790.0	-	-	2,000.4	-	210.4	1,790.0	-	-	-	1,790.0	-	-
BR 577 on Northeast Blvd over Brandywine River	-	200.0	310.0	2,000.0	-	2,510.0	-	200.0	320.0	1,000.0	1,000.0	-	2,320.0	-	10.0
BR 585 on N049 Augustine Cutoff over Brandywine Creek	3,065.5	549.4	-	-	-	549.4	-	165.0	-	-	-	-	-	-	-
BR 634 on SR100 DuPont Road over Delaware Valley RR	-	-	-	-	-	-	-	150.0	230.0	40.0	-	-	270.0	-	270.0
BR 651 on Newport Road over CSX Railroad	-	60.5	-	-	-	60.5	-	60.5	30.0	550.0	-	-	580.0	-	580.0
BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst	1,292.1	3,413.9	-	-	-	3,413.9	-	3,879.3	-	-	-	-	-	-	-
BR 680 on SR 141 over US 13	147.0	625.0	383.0	80.0	6,000.0	7,088.0	5,000.0	625.0	383.0	80.0	6,000.0	5,000.0	11,463.0	-	(0.0)
BR 687, 688, 693 Wilmington Drawbridge	1,153.6	496.2	-	-	-	496.2	-	496.2	-	-	-	-	-	-	-

FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 12, 2015

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	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	TOTAL FY 2015-18	OUTYEARS FY2019-20	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	FY 2019 TOTAL	TOTAL FY 2016-19	OUTYEARS FY2020-21	
BR 714 on N347 Chapman Road over I-95								200.0	400.0	135.0	-	-	535.0	-	535.0
BR 717 on I-95 NB over SR1								250.0	265.0	-	-	-	265.0	-	265.0
BR 748, I-95 Wilmington Viaduct	-	2,000.0	2,000.0	100.0	10,000.0	14,100.0	20,000.0	2,000.0	2,000.0	100.0	10,000.0	10,000.0	22,100.0	10,000.0	-
BR 759 on I-95 over Brandywine River								2,600.0	2,410.0	19,000.0	19,000.0	2,000.0	42,410.0	-	42,410.0
BR 813 on I-495 over Christina River, Emergency Repairs	-	40,000.0	-	-	-	40,000.0	-	36,274.3	-	-	-	-	-	-	-
BR 814 on 12th Street over NS RR	-	10.0	750.0	450.0	-	1,210.0	-	10.0	750.0	450.0	-	-	1,200.0	-	-
BR 826 N & S on I-495 over Stoney Creek	1,632.2	1,199.2	-	-	-	1,199.2	-	1,199.2	-	-	-	-	-	-	-
Bridge Structure Rehabilitation	4,272.5	8,476.0	900.0	900.0	900.0	11,176.0	900.0	10,953.1	2,333.4	1,818.1	-	-	4,151.4	-	551.4
Cavaliers Mitigation	4.9	25.4	-	-	-	25.4	-	25.4	-	-	-	-	-	-	-
C&D Canal Trail	757.2	186.5	-	-	-	186.5	-	186.5	-	-	-	-	-	-	-
Cedar Lane: Marl Pit to Boyds Corner Rd (S. NCC Imp)	-	-	-	-	200.0	200.0	1,000.0	-	-	-	-	-	-	-	(700.0)
Christiana Mall Park and Ride	37.3	-	100.0	-	-	100.0	-	-	100.0	150.0	600.0	-	850.0	-	750.0
Christina River Crossing	1,469.6	752.8	200.0	10,000.0	1,000.0	11,952.8	-	752.8	-	-	-	-	-	-	(11,200.0)
Claymont Sidewalks: Manor and Myrtle Aves	-	-	400.0	1,020.0	1,000.0	2,420.0	-	175.0	400.0	1,020.0	1,000.0	-	2,420.0	-	-
Critical Cantilever Sign Structures								162.5	625.0	-	-	-	625.0	-	625.0
DTC Mid County Operations Facility Paving	524.7	48.7	-	-	-	48.7	-	-	-	-	-	-	-	-	-
Elkton Road: Casho Mill Rd to Delaware Ave	91.5	50.5	-	-	-	50.5	-	50.5	-	-	-	-	-	-	-
Elkton Road: Maryland State Line to Casho Mill Rd	-	250.0	250.0	500.0	500.0	1,500.0	20,000.0	250.0	250.0	500.0	500.0	6,000.0	7,250.0	19,000.0	-
Fairplay Station (Churchmans Xing) Elevator	1.0	1,200.0	-	-	-	1,200.0	-	320.0	880.0	-	-	-	880.0	-	880.0
Garasches Lane	41.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-
Glenville Wetland Bank & Subdivision Improvements	117.9	108.8	-	-	-	108.8	-	108.8	-	-	-	-	-	-	-
Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	-	-	-	-	75.0	75.0	475.0	-	-	-	-	-	-	-	(150.0)
Highway Safety Improvement Program, NCC	2,364.8	8,954.3	14,824.3	13,225.0	9,800.0	46,803.6	6,400.0	9,721.7	13,149.8	12,477.9	11,400.0	9,650.0	46,677.7	7,200.0	3,678.4

FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 12, 2015

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	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	TOTAL FY 2015-18	OUTYEARS FY2019-20	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	FY 2019 TOTAL	TOTAL FY 2016-19	OUTYEARS FY2020-21	
I-295 Improvements, Westbound from I-295to US 13	2.3	-	-	-	-	-	-	-	-	-	2,000.0	2,500.0	4,500.0	2,500.0	4,500.0
I-95 & US 202 Interchange	10,536.5	8,889.9	-	-	-	8,889.9	-	9,351.9	-	-	-	-	-	-	-
Interstate Maintenance	166.7	4,250.5	4,340.3	1,076.0	-	9,666.9	-	3,042.7	3,340.3	76.0	-	-	3,416.3	-	(2,000.0)
Jamison Corner Rd Relocated to Boyds Corner Rd	1.3	-	-	-	-	-	-	465.0	-	-	-	-	-	-	-
Mid County DMV	16,416.3	3,384.0	-	-	-	3,384.0	-	3,295.3	-	-	-	-	-	-	-
N412A: Hyetts Corner Rd to Lorewood Grove Rd	54.9	6.6	-	-	-	6.6	-	404.6	-	-	-	-	-	-	-
New Castle to Wilmington Industrial Track Greenway, Phase III	827.3	1,005.5	250.0	6,050.0	6,000.0	13,305.5	-	605.5	650.0	6,050.0	6,000.0	-	12,700.0	-	400.0
Newark Train Station/ Regional Transportation Center	2,109.1	4,150.0	1,386.5	-	-	5,536.5	-	4,516.0	-	-	-	-	-	-	(1,386.5)
Performance Contract (moved from DE - Statewide)	1,414.7	240.4	-	-	-	240.4	-	240.4	-	-	-	-	-	-	-
Pomeroy Trail	31.2	7.1	-	-	-	7.1	-	0.3	-	-	-	-	-	-	-
Road A/SR 7 (Road, Bridge and Mall Connector Study)	612.2	2,720.7	200.0	-	-	2,920.7	-	500.0	800.0	200.0	-	-	1,000.0	-	800.0
Road A and Centre Blvd: Fashion Center Entrance	0.9	-	-	-	-	-	-	2,257.1	-	-	-	-	-	-	-
SR 1/I-95 Interchange	28,525.8	15,550.2	-	-	-	15,550.2	-	10,533.8	-	-	-	-	-	-	-
SR 1: Roth Bridge to SR 273	1,249.5	-	-	-	-	-	-	1,150.0	6,000.0	6,000.0	1,000.0	3,100.0	16,100.0	1,130.0	16,100.0
SR 141/I-95 Interchange - Ramps	689.4	2,249.7	16,500.0	15,500.0	1,000.0	35,249.7	-	1,079.7	16,500.0	15,500.0	2,500.0	-	34,500.0	-	1,500.0
SR 141 and Commons Blvd. Intersection Improvements	493.5	-	522.0	750.0	-	1,272.0	-	500.0	522.0	256.4	-	500.0	1,278.4	-	6.4
SR 2, S Union Street: Railroad Bridge to Sycamore St	2,083.0	1,917.0	-	-	-	1,917.0	-	1,887.0	-	-	-	-	-	-	-
SR 299, SR 1 to Catherine Street	-	400.0	550.0	1,050.0	3,000.0	5,000.0	3,500.0	400.0	700.0	1,100.0	3,000.0	3,500.0	8,300.0	-	200.0
SR 4, Christina Parkway:SR2 to SR 896	19.7	-	212.7	-	-	212.7	-	-	212.7	-	-	-	212.7	-	(0.0)
SR 7: Newtown Road to SR 273	2,785.1	785.9	-	-	-	785.9	-	855.9	-	-	-	-	-	-	-
SR 72: McCoy Road to SR 71	77.2	1,195.6	2,000.0	-	-	3,195.6	-	1,182.3	2,000.0	3,300.0	-	5,000.0	10,300.0	7,761.2	8,300.0
SR 9, River Road Flood Remediation	-	-	-	-	-	-	1,200.0	-	-	-	-	600.0	600.0	600.0	-

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PROJECT TITLE (All \$ x 1,000)	FY 2015-18 TIP, September 2014							FY 2016-2019 TIP, March 2016							Difference FY16-19
	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	TOTAL FY 2015-18	OUTYEARS FY2019-20	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	FY 2019 TOTAL	TOTAL FY 2016-19	OUTYEARS FY2020-21	
Talley Rd: East Coast Greenway/Northern DE Greenway	1,897.1	268.6	-	-	-	268.6	-	268.6	-	-	-	-	-	-	-
Third Rail Track Expansion (NE Corridor Imp., Shipley St BR)	6,600.7	24,555.4	9,504.0	5,128.6	-	39,187.9	-	24,722.5	9,504.0	5,128.6	-	-	14,632.5	-	0.0
Transit (Fixed Route) Vehicle Expansion, NCC	-	919.6	1,466.9	-	2,556.9	4,943.4	-	919.6	1,466.9	-	2,556.9	-	4,023.8	-	-
Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	13,470.7	13,934.0	87.8	3,515.5	586.0	18,123.3	21,737.1	13,860.4	87.8	3,515.5	586.0	9,623.0	13,812.3	29,905.3	-
Transit (Paratransit) Vehicle Expansion, NCC	-	-	510.0	919.3	1,217.4	2,646.7	2,545.4	-	510.0	919.3	1,217.4	1,253.9	3,900.6	2,621.7	-
Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	3,331.4	678.5	6,016.8	5,050.6	3,191.6	14,937.5	5,622.6	678.5	6,016.8	5,050.6	3,191.6	4,870.1	19,129.1	7,027.5	-
Transit Preventive Maintenance, NCC	6,500.0	6,500.0	6,500.0	6,500.0	6,500.0	26,000.0	13,000.0	6,500.0	6,500.0	6,500.0	6,500.0	6,500.0	26,000.0	13,000.0	-
US 13, Philadelphia Pike: Claymont Plan Implementation	192.0	-	-	-	150.0	150.0	300.0	-	-	-	150.0	150.0	300.0	300.0	-
US 301: Maryland Line to SR 1	17,582.5	36,571.5	109,872.7	162,721.9	122,494.8	431,661.0	42,230.8	38,259.1	109,772.7	162,721.9	122,494.8	31,242.5	426,231.9	21,972.7	(100.0)
US 40 and SR 7 Intersection Improvements	-	-	-	-	-	-	-	18.0	47.0	750.0	-	-	797.0	-	797.0
US 40 and SR 896 Grade Separated Intersection	-	-	1,000.0	1,500.0	1,500.0	4,000.0	2,000.0	-	1,000.0	1,500.0	1,500.0	500.0	4,500.0	1,500.0	-
US 40 Corridor Intermodal Study	55.2	-	-	-	-	-	-	20.0	-	-	-	-	-	-	-
US 40, Pulaski Hwy and SR 72, Wrangle Hill Rd Intersection	614.7	1,513.4	5,000.0	4,500.0	7,500.0	18,513.4	1,500.0	1,453.4	5,030.0	4,800.0	7,500.0	1,500.0	18,830.0	-	330.0
Washington Street, New Castle	3,560.2	2,425.5	-	-	-	2,425.5	-	3,054.3	-	-	-	-	-	-	-
Westtown, Wiggins Mill Rd: Green Giant to St Annes	-	-	-	-	-	-	10.0	-	-	-	-	-	-	120.0	-
Wilmington Initiatives: Walnut St., MLK to 16th St	-	-	-	-	-	-	-	-	-	-	-	1,000.0	1,000.0	-	1,000.0
Wilmington Ops. Ctr/Admin Bldg / Master Plan	179.8	772.7	-	-	25.0	797.7	625.0	818.8	-	-	25.0	625.0	650.0	-	-
Wilmington Riverfront Program	132.4	225.0	275.0	75.0	75.0	650.0	150.0	943.0	293.0	293.0	293.0	75.0	954.0	150.0	454.0
Wilmington Signal Improvements, Phase II	566.1	1,429.9	1,000.0	-	-	2,429.9	-	1,429.9	1,000.0	-	-	-	1,000.0	-	-
Wilmington UST Replacement - State of Good Repair	126.4	639.1	-	-	-	639.1	-	873.6	-	-	-	-	-	-	-

FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 12, 2015

PROJECT TITLE (All \$ x 1,000)	FY 2015-18 TIP, September 2014							FY 2016-2019 TIP, March 2016							Difference FY16-19
	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	TOTAL FY 2015-18	OUTYEARS FY2019-20	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	FY 2019 TOTAL	TOTAL FY 2016-19	OUTYEARS FY2020-21	
CECIL COUNTY															
Areawide Bridge Replacement and Rehabilitation	3,120.0	3,280.0	3,320.0	2,950.0	-	9,550.0	-	3,280.0	3,320.0	2,950.0	-	-	6,270.0	-	-
Areawide Congestion Management	1,290.0	1,250.0	1,155.0	1,155.0	-	3,560.0	-	1,250.0	1,155.0	1,155.0	-	-	2,310.0	-	-
Areawide Environmental Projects	3,120.0	3,580.0	3,630.0	3,120.0	-	10,330.0	-	3,580.0	3,630.0	3,120.0	-	-	6,750.0	-	-
Areawide Resurfacing and Rehabilitation	5,045.0	6,080.0	6,300.0	5,770.0	-	18,150.0	-	6,080.0	6,300.0	5,770.0	-	-	12,070.0	-	-
Areawide Safety and Spot Improvements	5,930.0	6,660.0	6,210.0	5,010.0	-	17,880.0	-	6,660.0	6,210.0	5,010.0	-	-	11,220.0	-	-
Areawide Urban Street Reconstruction	330.0	340.0	350.0	350.0	-	1,040.0	-	340.0	350.0	350.0	-	-	700.0	-	-
Cecil County Bridge Preservation (CE-0097 Baron Rd)	2,800.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chesapeake & Delaware (C&D) CanalTrail - Maryland	500.0	1,200.0	360.0	-	-	1,560.0	-	1,200.0	360.0	-	-	-	360.0	-	-
Jobs Access and Reverse Commute (JARC) Transit Operating Assistance	554.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MARC Maintenance Facility	1,331.0	1,705.0	-	-	-	1,705.0	-	1,705.0	-	-	-	-	-	-	-
MD 272 Bridge over Amtrak	2,581.0	6,366.0	5,238.0	852.0	-	12,456.0	-	6,366.0	5,238.0	852.0	-	-	6,090.0	-	-
New Freedom Transit Operating Assistance	72.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Small Urban Transit - Capital Assistance	922.0	922.0	922.0	922.0	922.0	3,688.0	-	922.0	922.0	922.0	922.0	-	2,766.0	-	-
Small Urban Transit - Operating Assistance	666.0	666.0	666.0	666.0	666.0	2,664.0	-	666.0	666.0	666.0	666.0	-	1,998.0	-	-
Susquehanna River Rail Bridge	4,000.0	7,500.0	6,500.0	3,337.0	500.0	17,837.0	-	7,500.0	6,500.0	3,337.0	500.0	-	10,337.0	-	-
Transportation Enhancements/Alternatives Program - Cecil County	-	619.0	2,437.0	-	-	3,056.0	-	619.0	2,437.0	-	-	-	2,437.0	-	-
Delaware Statewide Subtotal	165,827.0	215,534.4	189,850.3	205,232.1	186,270.1	796,886.8	380,406.9	221,561.4	182,513.9	201,286.7	186,321.0	197,128.0	767,249.6	393,581.4	(2,732.9)
New Castle County Subtotal	148,209.5	212,447.9	196,484.7	248,164.4	185,331.7	842,428.7	148,530.9	213,536.9	205,458.9	266,149.7	210,814.7	105,189.5	787,612.8	124,788.4	69,232.6
Cecil County Subtotal	32,261.0	40,168.0	37,088.0	24,132.0	2,088.0	103,476.0	-	40,168.0	37,088.0	24,132.0	2,088.0	-	63,308.0	-	-
TOTAL	346,297.5	468,150.3	423,422.9	477,528.4	373,689.8	1,742,791.5	528,937.8	475,266.3	425,060.8	491,568.5	399,223.7	302,317.5	1,618,170.5	518,369.8	66,499.7

FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 12, 2015

Projects Removed from TIP Document

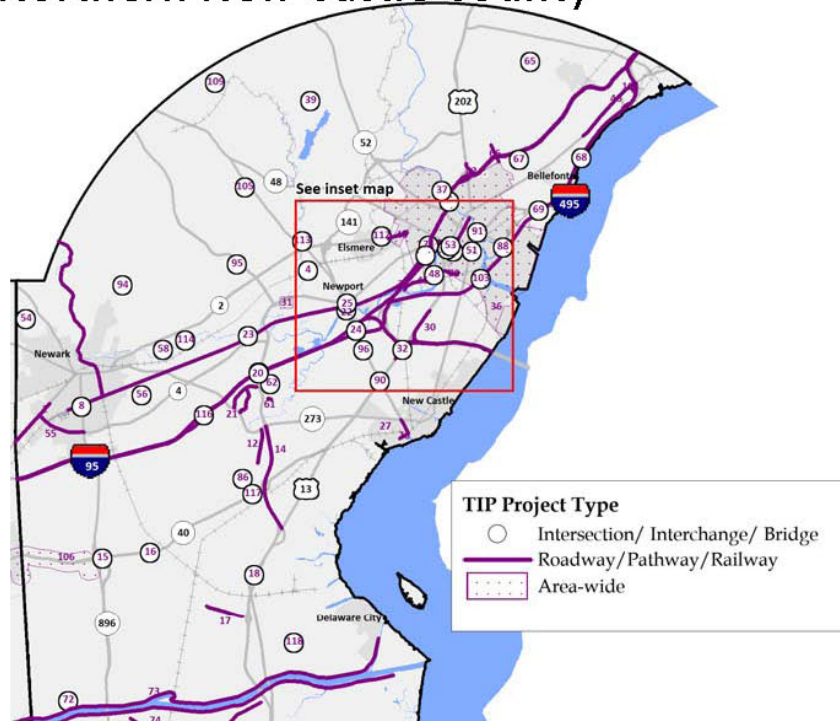
Downstate (Delmarva) Intercity Rail Study ARRA	Complete
BR 112 on Yorklyn Rd over Red Clay Creek	Being fixed under a Structure Maintenance open end contract
BR 229 on SR 2 over White Clay Creek	Being fixed under a Structure Maintenance open end contract
DTC Mid County Operations Facility Paving	Complete
Rail Cars ARRA	Complete

Projects without Funding

Boyds Corner Park and Ride
BR 394S US 13 over Drawyers Creek Southbound
BR 424 on Old Corbitt Road, East of Odessa
Cedar Lane: Marl Pit to Boyds Corner Rd (S. NCC Imp)
City of New Castle Improvements (SR9/3rd, SR9/6th, SR 9/Harmony)
Claymont Station
Fairplay Station (Churchmans Xing) Parking
Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.
Possum Park Rd and Old Possum Park Rd Intersection
Pyles Ford Rd, Culvert Replacements
SR 9, New Castle Ave: 3rd Street to Heald Street
Tyler McConnell Bridge, SR 141: Montchanin to Alapocas
US 13, Duck Creek to SR 1
Wilmington Initiatives: 4th St., Walnut St. to I-95
Wilmington Transit Hub

Project Maps

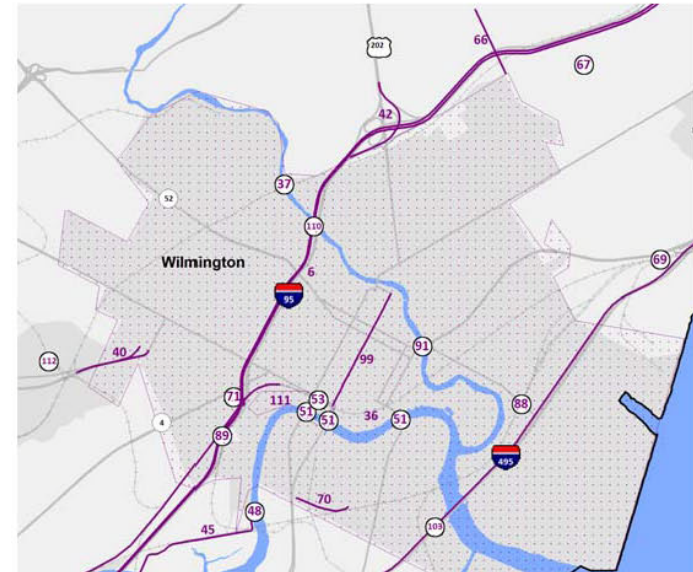
Northern New Castle County



1	SR 2, Elton Road: MD Line to Casho Mill Rd
3	Third Rail Track Expansion, Newark to Wilmington
4	BR 651 on Newport Rd over CSX
6	Interstate Maintenance
7	Pomeroy Trail
8	Newark Train Station
12	SR 7: Newtown Road to SR 273
14	SR 1: Roth Bridge to SR 273
15	US 40 / SR 896 Interchange
16	US 40 / SR 72 Interchange
17	SR 72: McCoy Road to SR 71
18	Mid County DMV
20	SR 1/I-95 Interchange
21	Road A/SR 7 (Road, Bridge, & Mall Connector Study)
22	BR 159 on James Street over Christina River

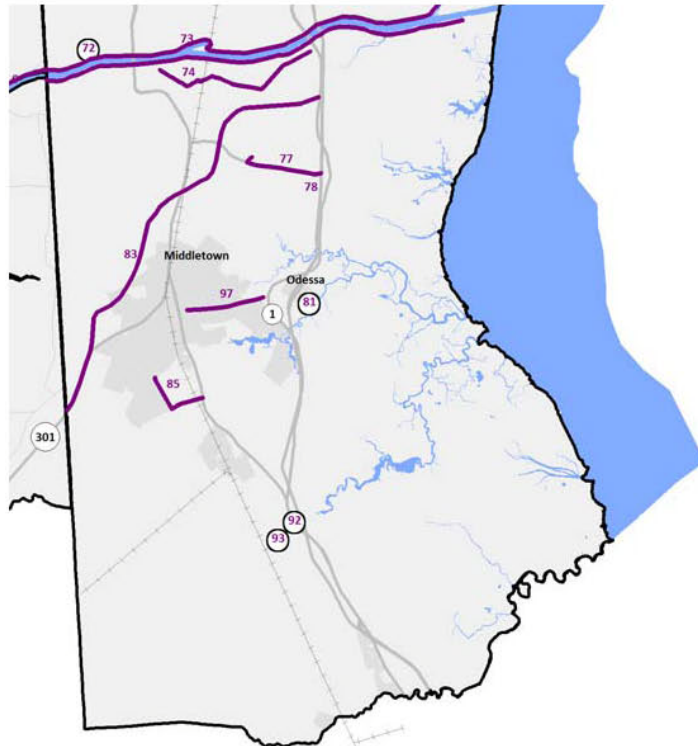
23	Fairplay Train Station - Elevator Improvements
24	SR 141/I-95 Interchange
25	BR 501 on SR 141 Viaduct over SR 4
26	SR 9, River Road Flood Remediation
27	Washington Street
30	I-295 Improvements, Westbound: I-295 to US 13
31	Glenville Wetland Bank
32	BR 665N & 1-665S on US 13
36	Wilmington Signal Improvements
37	BR 585 on N049 Augustine Cutoff
39	BR 110 on N239, Pyles Ford Road
40	SR 2, S Union Street: Railroad Bridge to Sycamore St
42	I-95 & US 202 Interchange
45	NCC Industrial Track Greenway, Phase III
46	Claymont Transportation Plan Implementation

City of Wilmington



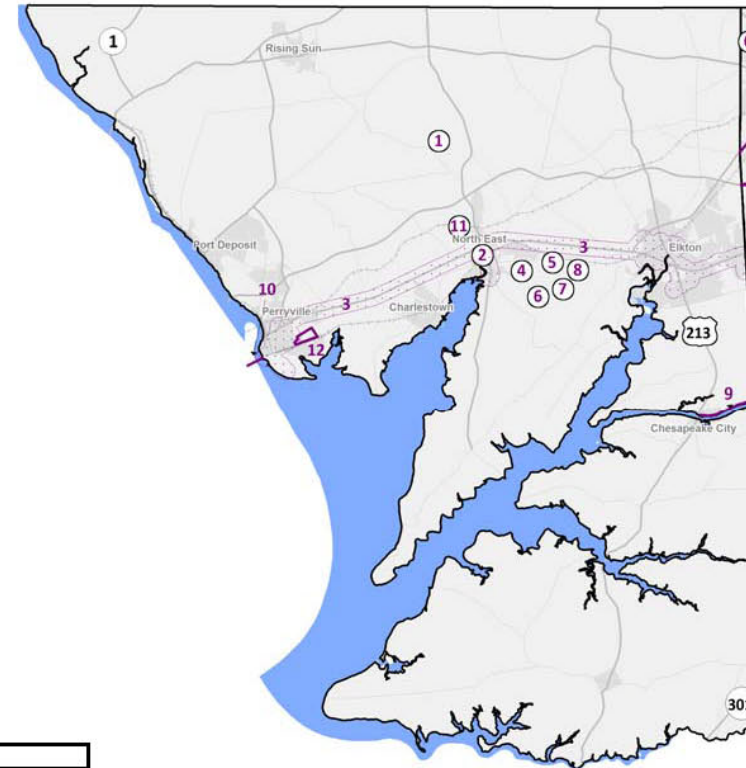
48	Christina River Bridge
51	BR 687, 688, 693 Wilmington Drawbridge
51	BR 687, 688, 693 Wilmington Drawbridge
51	BR 687, 688, 693 Wilmington Drawbridge
53	Wilmington DART Operations Center
54	BR 274 on Wedgewood Rd
55	SR 4 from SR 2 to SR 896
56	BR 254 Old Newark Rd over Cool Run
58	BR 238 & BR 239 on Red Mill Rd.
61	Road A and Centre Blvd: Fashion Center Entrance
62	Christiana Mall Park and Ride
65	BR 032 on Foulk Rd over S. Branch Naamans Creek
66	Northern Delaware Greenway - Talley Road
67	BR 543 on Carr Rd over Shellpot Creek
68	BR 826 on I-495 over Stoney Creek
69	BR 567 on Hay Rd over Shellpot Creek
70	Garasches Lane
71	Beech St. Generator
72	BR 366 on N399 Chesapeake City Road over Guthrie Ru
73	C & D Canal Trail

Southern New Castle County



74	Lorewood Grove Rd: Hyatts Corner to Lorewood Grove	97	SR 299: SR 1 to Catherine Street
77	Jamison Corner Rd: Relocated to Boyds Corner Rd	99	Wilmington Initiatives: Walnut St., MLK to 16th St.
78	Boyds Corner Rd: Cedar Lane to US 13	103	BR 813 on I-495 over Christina River
81	BR 393 on SR 299 over Appoquinimink River	104	Claymont Sidewalks - Myrtle and Manor Avenues
83	US 301: Maryland Line to SR 1	104	Claymont Sidewalks - Myrtle and Manor Avenues
85	Westtown, Wiggins Mill Rd: Green Giant to St Annes	105	BR 185 on Oak Ridge Rd over Hyde Run
86	BR 291 on Songsmith Dr	109	BR 111 on Bengie Road over Red Clay Creek
87	Cavalliers Mitigation	110	BR 759 on I-95 over Brandywine River
88	BR 814 on 12th Street over NS RR	111	Wilmington Riverfront Program
89	BR 748, I-95 Wilmington Viaduct	112	BR 634 on SR100 DuPont Road over Delaware Valley RR
90	BR 680 on SR 141 over US 13	113	BR 148A&B on Greenbank Road over Red Clay Creek
91	BR 577 on Northeast Blvd over Brandywine River	114	BR 251 on Harmony Road over White Clay Creek
92	BR 488 on US 13 SB, South of Odessa	115	BR 717 on I-95 NB over SR1
93	BR 438 on Blackbird Station over Blackbird Creek	116	BR 714 on Chapman Road over I-95
94	BR 227 on Paper Mill Road over Middle Run	117	US 40 and SR 7 Intersection Improvements
95	BR 191 on Milltown Rd over Mill Creek	118	BR 308 on Clarks Corner Road over Dragon Run
96	SR 141 and Commons Blvd Intersection		

Cecil County



1	Area-wide Safety & Spot Improvements
2	MD 272 Bridge over Amtrak
3	Small Urban Transit - Operating Assistance
3	Small Urban Transit - Capital Assistance
4	Area-wide Bridge Replacement and Rehabilitation
5	Area-wide Urban Street Reconstruction
6	Area-wide Congestion Management
7	Area-wide Environmental Projects
8	Area-wide Resurfacing and Rehabilitation
9	C & D Canal Trail
10	Susquehanna River Bridge Replacement
11	BR 0097 over Baron Rd
12	MARC Maintenance Facility

Sample TIP Project Page

Investment Area categories are:

Center/Core – Well established areas with the most people and/or jobs. Planned investment emphasizes public transportation, walking and bicycling.

Community – Well established areas with moderate growth and development expected. Planned investment expands and improves existing transportation services and facilities.

Developing – Areas where land uses and development patterns are emerging. Planned investment encourages phased planned growth and rational development.

Rural – Areas where limited growth and development exist or are expected. Planned investment preserves natural resources and existing transportation facilities and services.

DOT funding category

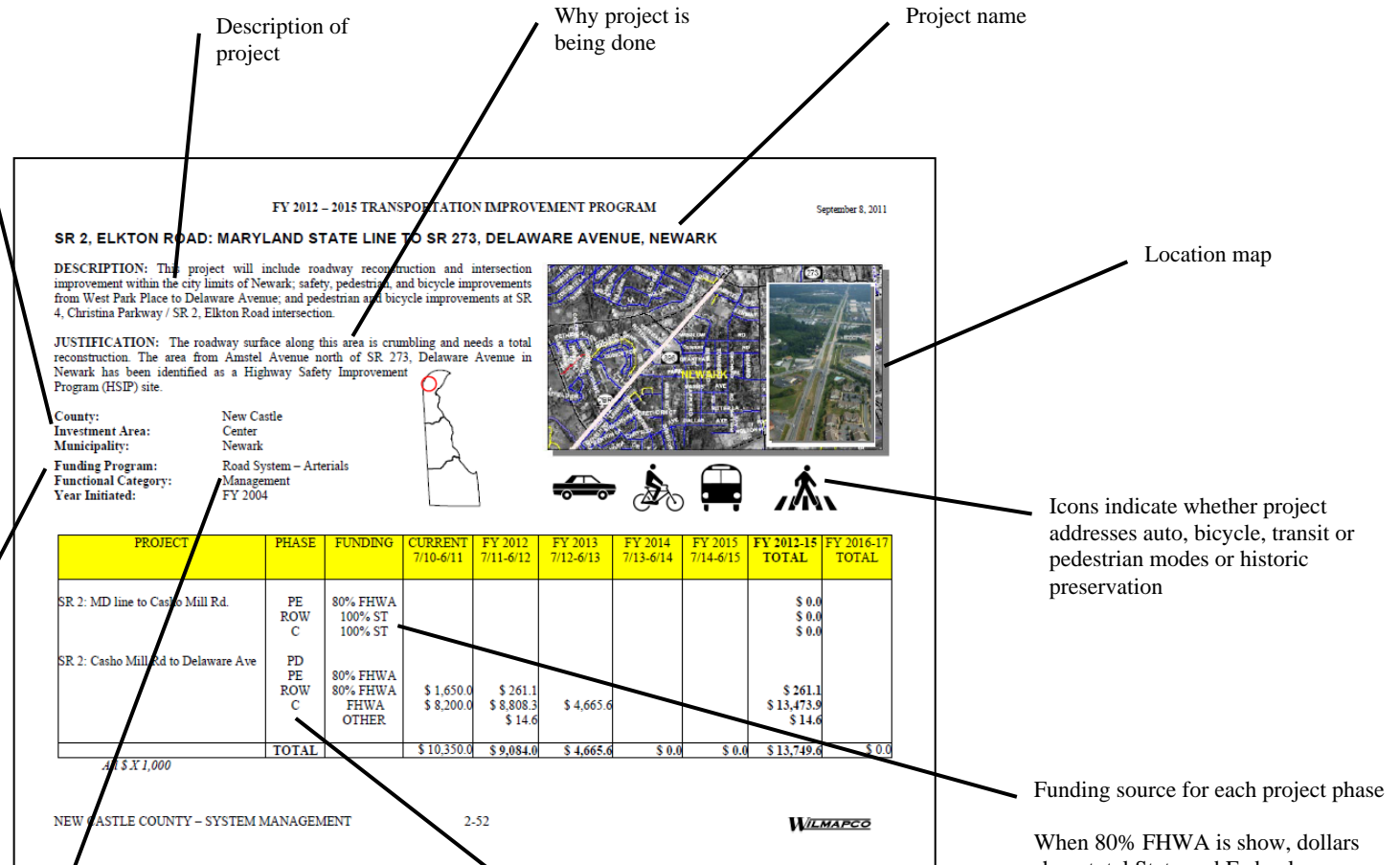
Functional categories are:

Program Development – Identify a need and decide on a solution

Preservation – Maintain an existing facility or service

Management – Enhance existing facility or service to sustain an acceptable level of service

Expansion – New or expanded services and infrastructure



PD: Project Development
PE: Preliminary Engineering
ROW: Right of Way Acquisition
C: Construction
PRO: Procurement