

APPENDICES

APPENDIX A

Glossary

AADT or Annual Average Daily Traffic – The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

Access – The facilities and services that make it possible to get to any destination, measured by the availability of physical connections (roads, sidewalks, etc.), travel options, ease of movement, and nearness of destinations.

ARRA or American Recovery and Reinvestment Act of 2009— The American Recovery and Reinvestment Act of 2009 (ARRA) is a \$787 billion economic stimulus package signed into law by President Barack Obama on Feb. 17, 2009. A percentage of the package targets spending (contracts, grants, and loans) and the rest includes tax cuts and entitlements such as Medicaid and Social Security Administration payments. ARRA has provided 100% federal funding to implement roadway, transit, bicycle and pedestrian preservation and improvement projects.

Amenities - Anything that increases physical or material comfort, such as bus shelters, trees, benches, and landscaping.

C or Construction – Abbreviation used in the WILMAPCO TIP

CAAA or Clean Air Act and its Amendments - The federal law that requires urban areas with high pollution to modify transportation policies in order to reduce emissions. This law makes air quality a primary concern in transportation decision-making.

CBD or Central Business District - Downtown portion of a city that serves as the primary activity center. Its land use is characterized by intense business activity that serves as a destination for a significant number of daily work trips.

CMAQ or Congestion Mitigation and Air Quality - Federal funds available for either transit or highway projects which contribute significantly to a reduction in automobile emissions that cause air pollution.

CMS or Congestion Management System - A process for evaluating the level of congestion on the region's transportation system, and for identifying strategies which will reduce this congestion.

Conformity – An assessment of the compliance of any transportation plan, program, or project with air quality improvement plans. The conformity process is defined by the Clean Air Act.

CTP or Capital Transportation Program - The program devised by the state of Delaware to determine and prioritize transportation capital investments. These needs and cost estimates are updated annually in the program. This process is coordinated with WILMAPCO in the development of its TIP, or Transportation Improvement Program.

CTP or Consolidated Transportation Program – The program devised by the state of Maryland to determine and prioritize transportation capital investments. These needs and cost estimates are updated annually in the program. This process is coordinated with WILMAPCO in the development of its TIP, or Transportation Improvement Program.

Delaware Council on Transportation – Appointed by the Governor and made up of business and community leaders who are interested in transportation subjects and have demonstrated expertise or experience that would help in evaluating relevant issues and programs. It advises DelDOT and the Governor on issues which may aid in providing the best possible transportation services.

DelDOT or Delaware Department of Transportation - DelDOT provides the transportation network throughout Delaware, including design, construction and maintenance of roads and bridges, highway operations and operation of DART First State.

DNREC or Delaware Department of Natural Resources and Environmental Control – Agency charged with protecting and managing Delaware’s natural resources, protecting public health and safety, providing outdoor recreation, and educating and the environment.

DRBA or Delaware River and Bay Authority - Overseen by six commissioners from New Jersey and six from Delaware, the DRBA is charged with providing transportation links between the two states and economic development in Delaware and southern New Jersey. The DRBA operates the Delaware Memorial Bridge, Cape May-Lewes Ferry, Three Forts Ferry Crossing, Salem County Business Center and five airports—New Castle, Civil Air Terminal at Dover AFB, and Delaware Airpark, in Delaware, and Millville and Cape May, in New Jersey.

DTC or Delaware Transit Corporation – Operates “DART First State”, statewide multimodal and specialized transportation services throughout the State of Delaware.

Demographic Trends - Trends regarding population, such as size, growth, density, distribution and vital statistics.

Design Criteria - Criteria used to guide the design of development and transportation projects. Transit-oriented design (TOD) and mobility-friendly design are examples.

EPA or Environmental Protection Agency – The federal regulatory agency responsible for administering and enforcing federal environmental laws including the Clean Air Act.

FHWA or Federal Highway Administration – The agency of the U. S. Department of Transportation that funds surface transportation planning and programs, primarily highways.

FTA or Federal Transit Administration – The agency of the U.S. Department of Transportation that funds surface transportation planning and programs, primarily transit.

Fixing America’s Surface Transportation (FAST) Act - The \$305 billion, five-year funding and authorization bill to govern United States federal surface transportation spending. It was passed by Congress on December 3, 2015, and President Barack Obama signed it on December 4.

Financial Plan - Federal surface transportation spending legislation requires that Plan recommendations are actually affordable. A financial plan must be developed to show that we are reasonably certain that funding sources will be adequate for implementation.

Functional Classification – A hierarchical system of categorizing streets and roads on the basis of the way they are used, the volumes of traffic they carry, and the way they function within the context of the overall transportation system.

FY or Fiscal Year – WILMAPCO’s yearly accounting period begins July 1 and ends the following June 30. Fiscal years are denoted by the calendar year in which they end. The federal fiscal year is October 1-September 30. The MDOT and DelDOT fiscal year runs concurrent with WILMAPCO’s.

GARVEE or Grant Anticipation Revenue Vehicle-- A GARVEE is any bond or other form of debt repayable, either exclusively or primarily, with future Federal-aid highway funds under Section 122 of Title 23 of the United States Code. Although the source of payment is Federal-aid funds, GARVEEs cannot be backed by a Federal guarantee, but are issued at the sole discretion of, and on the security of, the state issuing entity.

GIS or Geographic Information Systems – GIS is a system of computer software, hardware and data to help manipulate, analyze and present information that is tied to a spatial location.

Greenways - Interconnecting paths designed to accommodate bicycle and pedestrian uses. Greenways link our natural areas and make them accessible to our communities. The Lower Susquehanna Greenway, the East Coast Greenway, and the Delaware Coastal Heritage Greenway are examples.

Infrastructure - The physical structure of a community, such as roads, sidewalks, sewers, rail lines, and bridges.

Intelligent Transportation Systems (ITS) - Technologies that improve the management and efficiency of our transportation system, such as electronic toll collection, timed traffic signals and on-board navigation systems.

Intermodal – Those issues or activities which involve or affect more than one mode of transportation, including transportation connections, choices, cooperation and coordination of various modes. Also known as "multimodal". The term "mode" is used to refer to and to distinguish from each other the various forms of transportation, such as automobile, transit, ship, bicycle and walking.

ISTEA – The acronym for the federal Intermodal Surface Transportation Efficiency Act of 1991, landmark legislation that restructured programs for all methods of transportation. Replaced by MAP-21

Land Use – Activities and structures on the land, such as housing, shopping centers, farms, and office buildings.

Long-Range Plan – A transportation plan covering a time span of 20 or more years.

MAP-21-- Moving Ahead for Progress in the 21st Century Act-- The fourth, and most recent, transportation re-authorization legislation. Enacted on July 6, 2012, MAP-21 authorized funding surface transportation programs at over \$105 billion for fiscal years FY 2013 and 2014. Replaces ISTEA, TEA-21 and SAFETEA-LU.

MARC or Maryland Rail Commuter Service - One of the mass transit systems in Baltimore, Washington and Virginia.

MdTA or Maryland Transportation Authority - The Authority is responsible for managing, operating and improving the State's toll facilities.

MDOT or Maryland Department of Transportation - The Department provides Maryland citizens with a transportation network encompassing aviation, highway, marine, mass transit, motor vehicle, railroad and toll facilities.

Metropolitan Planning Organization (MPO) – The organization required by the federal government, designated by states, and operated by local officials for developing transportation programs in urban areas of 50,000 or more people. The MPO for our region is WILMAPCO.

MTA or Maryland Mass Transit Administration - The MTA provides a network of transit, rail and freight services.

Mobility – The movement of people or goods throughout our communities and across the region. Mobility is measured in terms of travel time, comfort, convenience, safety and cost.

Multimodal-- A transportation system or project that accommodates automobiles, public transit, public safety vehicles, freight, pedestrians and bicycles in a balanced way to maximize access and mobility and to minimize congestion throughout the community.

NAAQS or National Ambient Air Quality Standards - The U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six air pollutants: ozone, lead, carbon monoxide, sulfur dioxide, nitrogen dioxide, and respirable particulate matter.

NOx or Nitrogen Oxides - is the generic term for a group of highly reactive gases, all of which contain nitrogen and oxygen in varying amounts. Many of the nitrogen oxides are colorless and odorless. However, one common pollutant, nitrogen dioxide (NO₂) along with particles in the air can often be seen as a reddish-brown layer over many urban areas.

PAC or Public Advisory Committee – An advisory committee to the Council that represents a diverse group of organizations. The mission of the PAC is to advise the Council on public participation strategies and to provide a forum for community concerns.

Park-and-Ride – Lots in outlying areas where people can park and then use transit, carpool, or vanpool for the remainder of their trip.

PD or Project Development – The planning phase of a project. An abbreviation used in the WILMAPCO TIP

PE or Preliminary Engineering – An abbreviation used in the WILMAPCO TIP

Pipeline Process – Formerly used by DelDOT to keep track of projects and to help move them from idea state to implementation.

ROW or Right of Way Acquisition – An abbreviation used in the WILMAPCO TIP.

Regional Transportation Plan (RTP)– A blueprint to guide the region’s transportation for the next 25 years. Federal law requires the RTP to be updated every four years (in areas that do not meet air quality standards) to ensure that the plan remains current and effective at achieving the goals. Formerly known as the Metropolitan Transportation Plan (MTP).

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. The third transportation re-authorization legislation. Enacted into law in July of 2005, the bill authorizes \$284 billion of federal funding through 2009. Replaces ISTEA and TEA-21.

SEPTA or Southeastern Pennsylvania Transportation Authority - Transit authority for Philadelphia and the surrounding areas.

SHA or (Maryland) State Highway Administration - As part of the Maryland Department of Transportation (MDOT), SHA is responsible for more than 16,000 lane miles of interstate, primary and secondary roads and more than 2,500 bridges.

SIP or Statewide Implementation Plan – Documents prepared by states and submitted to the EPA for approval, which identify actions and programs to carry out the requirements of the Clean Air Act.

Special Use Lanes – Lanes on heavily congested roadways that are used exclusively by carpools, vanpools, buses or any vehicle that transports multiple passengers; also called High Occupancy Vehicle (HOV) lanes.

Sprawl – Commercial and residential development occurring farther away from traditional communities and towns, usually limiting mobility and accessibility to auto use only.

STIP or Statewide Transportation Improvement Program – A multi-year, statewide intermodal program of transportation projects that includes project scheduling and funding information. Known in both Delaware and Maryland as the CTP.

TAC or Technical Advisory Committee – An advisory committee to the Council that represents federal, state, and local planning agencies in Delaware and Maryland. The TAC is responsible for overseeing the technical work of WILMAPCO staff and developing recommendations to the Council on projects and programs.

TEA-21 – The acronym for the 1998 federal Transportation Equity Act for the 21st Century. Replaced ISTEA, but continued and expanded ISTEA’s restructured programs for all modes of transportation. It provides guidelines to authorize federal funding of transportation projects.

TIP or Transportation Improvement Program – A program that lists all federally funded projects and services in the WILMAPCO region, covering a period of four years. It is developed annually in cooperation with MDOT, DelDOT and affected transit operators.

Traffic Calming – Design techniques to decrease the speed and volume of vehicle traffic on streets, while still providing vehicle circulation in an area. Techniques include speed bumps, landscaping and roundabouts.

Transit – Passenger service provided to the public along established routes. Paratransit is a variety of smaller, often flexibly scheduled and routed transit services serving the needs of persons that standard transit would serve with difficulty or not at all.

Transit-Oriented Development – Transit-oriented development (TOD) is development characterized by a layout that encourages use of public transit service and walking or bicycling instead of automobile use for many trip purposes. Typically, it places higher density development within an easy walking distance of ¼ to ½ mile of a public transit station or stop and is mixed-use, accessible by all other modes. It is compact, pedestrian friendly, and has a transit stop or station as an activity center.

Transportation Investment Areas (TIA) – Areas for future investments in transportation which will match transportation investments to land use needs.

UPWP or Unified Planning Work Program – A plan, developed by WILMAPCO, that guides all transportation planning activities in the WILMAPCO region.

VOC or Volatile Organic Compounds - VOC's are hydrocarbons released from burning fuel such as gasoline, oil as well as vapors from paints and dry-cleaning solvents. These vapors are released into the atmosphere and are acted upon by the sun and heat and combine with Nitrogen Dioxide (NOx) to form ozone.

VMT or Vehicle Miles of Travel – A standard areawide measure of travel activity, calculated by multiplying average trip length by the total number of trips.

Wilmington Area Planning Council (WILMAPCO) – The MPO for Cecil County, Maryland and New Castle County, Delaware.

APPENDIX B

Self Certification, Resolutions
and Organizational Chart

Self-Certifications

Summary of Statutory Requirements

Metropolitan Planning

The State and the MPO shall certify to FHWA and FTA at least every four years that the planning process is addressing major issues facing their area and is being conducted in accordance with all applicable transportation planning requirements. The planning process will undergo joint review and evaluation by FHWA, FTA, and State DOT to determine if the process meets requirements.

The process for developing the MTPs and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

[23 CFR 450.334; U.S.C. Title 23, Sec. 134, and U.S.C. Title 49, Ch. 53, Sec. 5303]

WILMAPCO Actions

WILMAPCO (Wilmington Area Planning Council) is the metropolitan planning organization (MPO) for Cecil County, Maryland and New Castle County, Delaware. As the MPO, we are required by the federal government to bring local government, state transportation agencies and the public into the transportation decision making process. A range of stakeholders come together through WILMAPCO to develop:

- Regional Transportation Plan (RTP) every four years, <http://www.wilmapco.org/rtp/>
- Congestion Management System (CMS) annually, <http://www.wilmapco.org/cms/>
- Unified Planning Work Program (UPWP) annually, <http://www.wilmapco.org/upwp/>
- Transportation Improvement Program (TIP) annually, <http://www.wilmapco.org/tip/>
- Performance Based Planning through the regional progress report, <http://www.wilmapco.org/regional-progress-report/>
- Public Participation Plan, <http://www.wilmapco.org/ppp/>

Planning is done using a collaborative process that fosters involvement by the public and stakeholders, informs transportation decisions, reflects community's vision, goals and objectives, considers a variety of alternative strategies and a diverse set of concerns, and accounts for all forms of transportation and their impacts. Guidance is provided through the Technical Advisory Committee and its subcommittees, and the Public Advisory Committee.

Measures prohibiting discrimination and exclusion, and requiring equal opportunity

Title VI, Civil Rights Act of 1964

Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under Federally assisted programs on grounds of race, color, or national origin. Title VI assurance regulations were also executed by each State, prohibiting discrimination on the basis of sex or disability.

[23 U.S.C. 324 and 29 U.S.C. 794]

Disadvantaged Business Enterprises (DBE)

The DBE program ensures equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participation in Federally-funded contracts by small, socially and economically disadvantaged businesses, including minority- and women-owned enterprises. The statute provides that at least 10 percent of the amounts made available for any Federal-aid highways, mass transit, and transportation research and technology program be expended with certified DBEs.

[MAP-21, Pub. L. 109-59, Sec. 1101(b); CFR 49, Subtitle A, Part 26]

Americans with Disabilities Act of 1990 (ADA)

Programs and activities funded with Federal dollars are prohibited from discrimination based on disability. Compliance with the applicable regulations is a condition of receiving Federal financial assistance from the DOT.

Older Americans Act

Confirms opportunity for employment with no discriminatory personnel practices because of age. Also, the Older American Act Amendments of 2006 included provisions relating to transportation in Title III-B (Grants for State and Community Programs on Aging, Title IV [Technical Assistance and Innovation to Improve Transportation for Older Individuals], Title V [Senior Community Service Employment Program], and Title VI [Native American Aging Programs].

[Pub. L. 89-73, as amended, and 42 U.S.C. 6101]

Section 324 of 23 U.S.C.

No one on the basis of gender shall be denied participation in or benefits of any program or activity receiving Federal assistance under Title 23.

Rehabilitation Act of 1973

This law protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency, including the U.S. Department of Health and Human Services (DHHS).

WILMAPCO Actions

It is the policy of WILMAPCO to afford equal opportunity for participation in programs, activities and employment. All participation decisions are made without regard to race, color, age, sex, religion, national origin, ancestry, marital status, physical or mental handicap that can reasonably be accommodated, or status as a military veteran.

Public involvement is a key component of the transportation planning and programming process. A proactive public involvement process is one that provides complete information, timely public notice, and full public access to major transportation decisions, and supports early and continuing involvement of the public in developing transportation plans and programs.

It is the policy of WILMAPCO to afford equal opportunity for employment. All employment decisions are made without regard to race, color, age, sex, religion, national origin, ancestry, marital status, physical or mental handicap that can reasonably be accommodated, or status as a military veteran.
<http://www.wilmapco.org/titlevi/>

As an agency, we are committed to incorporating Title VI throughout our planning process. Contracts with third-party firms, as well as our personnel manual, feature all federally-required non-discriminatory clauses and Disadvantaged Business Enterprises (DBE) assurances.

We are also asked to reach out to people who are traditionally left out of the transportation planning process, such as low-income and minority households. Periodically the Public Participation Plan undergoes an evaluation of its public participation activities and initiatives. The PPP is then revised or amended to enhance public participation in the transportation planning process. Evaluation examines geographic distribution of the WILMAPCO Transporter (the newsletter), literature distribution at minority group event(s), contact with minority population media, and creation of foreign language documents and low literacy documents.
<http://www.wilmapco.org/ppp/>

In addition to conducting special outreach to these communities, we must show if transportation investments are adversely impacting these populations and that improvements are equitably distributed. Our Environmental Justice (EJ) and Title VI initiatives seeks to identify and mitigate the transportation burdens low-income and minority groups carry. It aims to direct spending into these communities, via our project prioritization process, to improve EJ public participation, as well as to plan for and help guide the implementation of community-based transportation projects. Our Transportation Justice (TJ) initiative goes beyond federal mandates, assessing the challenges faced by three other mobility-constrained populations: the elderly, the disabled, and zero-car households. The Appendix of the EJ Report contains EEO, DBE, etc. statements are on pp. 89-93. WILMAPCO also coordinates with DelDOT's Civil Rights Department as needed.
<http://www.wilmapco.org/ej/>

WILMAPCO is fully committed to the spirit and intent of the ADA legislation. To facilitate participation by people with disabilities, the following guidelines and activities apply:

- All WILMAPCO public meetings and formal events will be held in facilities that are accessible to persons with disabilities.
- All documents available to the public will be provided in alternative formats for qualified individuals with disabilities, upon request.
- The website will be accessible to and usable by individuals with vision impairments.
- Additional accommodations will be provided on an as-needed basis.

Clean Air Act: Air-Pollution Prevention and Control

All State and local transportation officials will take part in a 3C planning process in nonattainment and maintenance areas to determine which planning elements will be developed, adopted, and implemented to maintain or improve the air quality for said area. In nonattainment and maintenance areas that include more than one State, the affected States may jointly undertake and implement air-quality-planning procedures.

The Federal government will not financially support activities that do not conform to approved plans. Priority of funding will be given to those projects or programs that achieve and maintain national primary ambient air-quality standards.

[42 U.S.C., Ch. 85, §§ 7408, 7410, 7504, 7505a, 7511, 7512, 7506(c) and (d), and 7604; 49 U.S.C., Ch. 53, 23 U.S.C., § 134]

WILMAPCO Actions

The WILMAPCO Air Quality Subcommittee has 13 members representing federal, state and local agencies in Delaware and Maryland. The AQS assesses the air quality impacts of transportation projects in WILMAPCO's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). Their recommendations help our region attain its air quality goals. WILMAPCO does not adopt or amend a RTP or TIP until conformity has been demonstrated with the State Implementation Plan for Air Quality, including the air quality conformity requirements as set forth in the Clean Air Act Amendments of 1990. Resources are allocated annually as part of the UPWP to ensure the coordination of the transportation and air quality planning activities, and support determination of the air quality conformity process of the RTP and TIP. The WILMAPCO Air Quality Subcommittee meets regularly to foster coordination and provide guidance to WILMAPCO Council.

<http://www.wilmapco.org/aqs/>

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Michael Spencer
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RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL CERTIFYING THE METROPOLITAN TRANSPORTATION PLANNING PROCESS FOR FISCAL YEAR 2018

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and is responsible for the performance of the transportation planning process in the Wilmington Urbanized Area; and

WHEREAS, it is the responsibility of WILMAPCO to ensure that said policy, planning, and programming process is consistent with applicable Federal Law; and

WHEREAS, the USDOT Fixing America's Surface Transportation (FAST) Act legislation requires the WILMAPCO certify that its transportation planning process is in conformance with regulations; and,

WHEREAS, the Federal Regulations for metropolitan transportation planning in 23 CFR 450.334 state that the State(s) and the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:


- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101 (b) of the Fixing America's Surface Transportation (FAST) Act –Pub. L. 112-141 and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 35 regarding discrimination against individuals with disabilities.

NOW, THEREFORE, BE IT RESOLVED, that WILMAPCO does hereby certify that the planning process is being carried on in conformance with all applicable requirements.

BE IT FURTHER RESOLVED, that WILMAPCO does hereby request that the Maryland and Delaware Departments of Transportation join this certification, as signified by their signatures on the attached, and forward this joint self-certification to both FHWA and FTA.

March 9, 2017

Date:


John Sisson, Chairperson
Wilmington Area Planning Council

WILMAPCO

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

(To be submitted with each Metropolitan Transportation Improvement Program)

The Maryland Department of Transportation and the Delaware Department of Transportation and the Wilmington Area Planning Council (WILMAPCO), the metropolitan planning organization for the Wilmington urbanized area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101 (b) of the Fixing America's Surface Transportation (FAST) Act-Pub. L. 112-141 and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
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- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
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Wilmington Area Planning Council	Maryland Department of Transportation	Delaware Department of Transportation
_____ Signature	_____ Signature	_____ Signature
_____ Tigist Zegeye Printed Name	_____ Pete K. Rahn Printed Name	_____ Jennifer L. Cohan Printed Name
_____ Executive Director Title	_____ Secretary Title	_____ Secretary Title
_____ 3/9/17 Date	_____ 5-8-17 Date	_____ 5/12/17 Date



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RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE RELEASE OF THE DRAFT FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM FOR A PUBLIC REVIEW PERIOD

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

WHEREAS, the United States Department of Transportation's (USDOT) Regulations of Fixing America's Surface Transportation (FAST), Metropolitan Planning Requirements, require that, in air quality non-attainment areas, the MPO, in cooperation with participants in the planning process, develop and, at least every four years, update the Transportation Improvement Program (TIP); and

WHEREAS, the projects included in the FY 2018-2021 TIP are drawn from the an air quality conforming *2040 Regional Transportation Plan* (RTP) that is the basis for the Cecil County and New Castle County portions of the respective Statewide Capital Transportation Programs for Maryland and Delaware; and

WHEREAS, the FY 2018-2021 TIP has undergone appropriate technical review and has been found to be air quality conforming; and

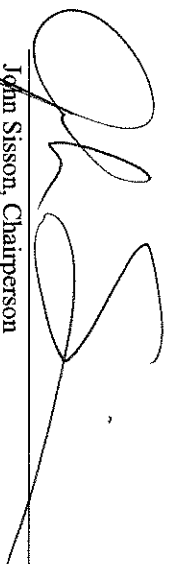
WHEREAS, the public will have the opportunity to comment on the Draft FY 2018-2021 TIP at the upcoming public workshop; and

WHEREAS, the MPO has determined that the projects are financially constrained, as directed by 23 CFR 450.324 (e); and

WHEREAS, the FY 2018 projects contained in the amended FY 2018-2021 TIP will be utilized as the priority list of projects;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby approve the release of the draft FY 2018-2021 TIP Transportation Improvement Program for a public review period.

Date: January 12, 2017


John Sisson, Chairperson
Wilmington Area Planning Council

WILMAPCO

Partners with you in transportation planning

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RESOLUTION

**BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)
APPROVING THE RELEASE OF THE DRAFT AMENDMENTS TO THE NEW
CASTLE COUNTY AND DELAWARE STATEWIDE ELEMENTS OF THE
FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM INCLUDING
USE OF URBAN SURFACE TRANSPORTATION PROGRAM, CONGESTION
MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM,
TRANSPORTATION ALTERNATIVES PROGRAM, FTA URBANIZED AREA,
AND FTA 5310 PROGRAM FUNDS AND AIR QUALITY CONFORMITY**

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

WHEREAS, the United States Department of Transportation (USDOT) Regulations and Regulations of Fixing America's Surface Transportation Act (FAST) Metropolitan Planning Requirements require that the MPO, in cooperation with participants in the planning process, develop, and at least every four years, update the Transportation Improvement Program (TIP); and

WHEREAS, the TIP can be amended from time to time by the WILMAPCO Council; and

WHEREAS, the amendments have undergone appropriate technical review and been found to be air quality conforming; and

WHEREAS, the projects to be amended in the FY 2018-2021 TIP are drawn from the an air quality conforming 2040 *Regional Transportation Plan (RTP)* that is the basis for the New Castle County portion of the Statewide Capital Transportation Program for Delaware; and

WHEREAS, the RTP can be amended from time to time by the WILMAPCO Council; and

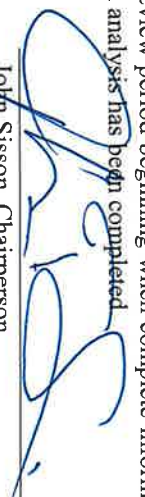
WHEREAS, the public will have the opportunity to comment on the Draft FY 2018-2021 TIP at the upcoming public workshop; and

WHEREAS, the MPO has determined that the amendments are financially constrained, as directed by 23 CFR 450.324; and

WHEREAS, the FY 2018 projects contained in the amended FY 2018-2021 TIP will be utilized as the priority list of projects;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby approve releasing the draft amendments to the FY 2018-2021 TIP including Air Quality Conformity and proposed use of Urban STP, CMAQ, FTA Urbanized Area, FTA 5310, and TAP Funds for FY 2018 projects, for a public review period beginning when complete information about the final CTP has been received and related analysis has been completed

Date: July 13, 2017


John Sisson, Chairperson
Wilmington Area Planning Council

WILMAPCO

Wilmington Area Planning Council

850 Library Avenue, Suite 100
Newark, Delaware 19711
302-737-6205; Fax 302-737-9584
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WILMAPCO Council:

John Sisson, Chair
Delaware Transit Corporation
Chief Executive Officer

Robert J. Alt
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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

**BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)
AMENDING THE NEW CASTLE COUNTY AND DELAWARE STATEWIDE
ELEMENTS OF THE FY 2018-2021 TRANSPORTATION IMPROVEMENT
PROGRAM INCLUDING USE OF URBAN SURFACE TRANSPORTATION
PROGRAM, CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT
PROGRAM, TRANSPORTATION ALTERNATIVES PROGRAM, FTA
URBANIZED AREA, AND FTA 5310 PROGRAM FUNDS**

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

WHEREAS, the United States Department of Transportation (USDOT) Regulations and Regulations of Fixing America's Surface Transportation Act (FAST) Metropolitan Planning Requirements require that the MPO, in cooperation with participants in the planning process, develop, and at least every four years, update the Transportation Improvement Program (TIP); and

WHEREAS, the TIP can be amended from time to time by the WILMAPCO Council; and

WHEREAS, the amendments have undergone appropriate technical review and been found to be air quality conforming; and

WHEREAS, the projects to be amended in the FY 2018-2021 TIP are drawn from the an air quality conforming 2040 *Regional Transportation Plan* (RTP) that is the basis for the New Castle County portion of the Statewide Capital Transportation Program for Delaware; and

WHEREAS, the RTP can be amended from time to time by the WILMAPCO Council; and

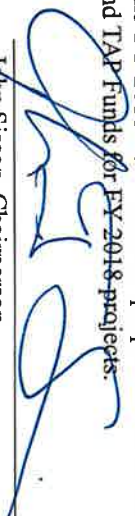
WHEREAS, the public will have the opportunity to comment on the Draft FY 2018-2021 TIP at the upcoming public workshop; and

WHEREAS, the MPO has determined that the amendments are financially constrained, as directed by 23 CFR 450.324; and

WHEREAS, the FY 2018 projects contained in the amended FY 2018-2021 TIP will be utilized as the priority list of projects;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby approve the amendments to the FY 2018-2021 TIP and proposed use of Urban STP, CMAQ, FTA Urbanized Area, FTA 5310, and TAP Funds ~~for FY 2018 projects.~~

September 14, 2017
Date:


John Sisson, Chairperson
Wilmington Area Planning Council

WILMAPCO

Partners with you in transportation planning



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

JENNIFER COHAN
SECRETARY

July 19, 2017

Ms. Tigist Zegeye
Executive Director
WILMAPCO
850 Library Avenue, Suite 100
Newark, Delaware 19711

Dear Ms. Zegeye:

Pursuant to the adoption of Wilmington Area Planning Council's (WILMAPCO) Fiscal Year 2018 - 2021 TIP and the Delaware Department of Transportation's Fiscal Year 2018 - 2021 STIP, I am recommending programming Federal funds for Fiscal Year 2018 projects as follows:

Urban Surface Transportation Program (STP) (Population over 200,000) (Z230)

<u>Project</u>	<u>Amount</u>
HSIP NCC, N282, Mill Creek Road and Stoney Batter Road	\$300,000
Little Baltimore Road Drainage Improvements	\$200,000
Old Baltimore Pike and Salem Church Road	\$300,000
SR 72, McCoy Road to SR 71	\$2,640,000
Christina River Bridge Approaches	\$2,080,400
Christina River Bridge	\$4,000,000
Paving and Rehabilitation	\$3,000,000
MUTCD Compliance Project	\$1,215,885
Bridge Preservation (BR 1-111; 1-148; 1-294; 1-302)	\$3,080,000
Bridge Painting, New Castle County	\$1,632,433
Total:	\$18,448,718

FTA Urbanized Area (5307)

<u>Project</u>	<u>Amount</u>
Preventive Maintenance - New Castle County	\$5,200,000
Wilmington Operations Center Bus Wash	\$720,000
NCC Transit Center	\$600,000
Paratransit Replacement Buses (NCC) FY19	\$2,529,605
Beech Street Maintenance Building	\$2,400,000
Total	\$11,449,605

July 12, 2017

Congestion Mitigation/Air Quality (CMAQ) (Z400)

<u>Project</u>	<u>Amount</u>
Statewide Rideshare – Transportation Management Improvements	\$360,000
Industrial Track Greenway Phase III	\$6,000,000
Christina River Bridge	\$2,179,300
Christina River Bridge and Approaches	\$944,946
Statewide Transportation Management Improvements	\$2,544,000
Total	\$12,028,246

FTA Elderly and Persons with Disabilities (5310)

<u>Project</u>	<u>Amount</u>
Statewide Transit Vehicle Replacement	\$587,943
Total	\$587,943

Transportation Alternatives Program (Z300, Z301, 5307)

<u>Project</u>	<u>Amount</u>
New Castle County Transportation Alternatives	\$721,600
Statewide Transportation Alternatives (FHWA)	\$1,371,458
Statewide Bike and Pedestrian Improvements	\$3,200,000
Transportation Alternatives Wilmington Urbanized Area (FTA)	\$160,000
Total	\$5,453,058

We respectfully request your approval by way of signature on this document. If you have any questions, please contact me at (302) 760-2679.

Sincerely,

APPROVED: 
 Tigist Zegeye
 Executive Director


 Michael McConnell
 Budget & Program Analyst, Finance

cc: Spencer Stevens, Acting Division Administrator, FHWA
 Theresa Garcia Crews, Regional Administrator, FTA
 Jennifer Cohan, Secretary
 Lanie Thornton, Director, Finance
 Robert McCleary, Director, Transportation Solutions
 Shante Hastings, Deputy Director, Transportation Solutions
 Drew Boyce, Director, Planning
 John T. Sisson, Chief Executive Officer, Delaware Transit Corporation

Statewide Transportation Management Improvements:

-\$2,544,000 - Program amount

Transportation Alternatives Program:

-\$721,600 - T201620008 Town of Townsend Streetscapes IMP Phase II

-\$1,371,458 – remaining program amount

Statewide Bike and Pedestrian Improvements:

55,200 – remaining program amount

1,200,000 – T201630004 Georgetown to Lewes Rail with Trail Phase II

752,800 - T201330012 Junction & Breakwater Pathway, Rehoboth Beach Ext.

16,000 - T201701105 McCoy Road Pedestrian Bridge (ROW)

60,000 - T201701105 McCoy Road Pedestrian Bridge (CON)

576,000 - T201630003 Senator Bikeway

20,000 - T201601201 US 13 Dover Sidewalk Improvements (ROW)

200,000 - T201601201 US 13 Dover Sidewalk Improvements (CON)

320,000 - T201601101 Washington Street Ext.

ITMS State Fiscal Year 2018 Spend					
Description	Federal Amount	State Amount	Total	STP/CMAQ	Justification
ITMS Planning and Engineering	\$960,000.00	\$240,000.00	\$1,200,000.00	STP	Planning and Engineering consultant support to provide traffic signal software on-call support, on-call ITS planning and engineering, University of Delaware ITS Lab support, transportation homeland security and emergency management planning support, FCC required WTM radio engineering, Transportation Management Team (TMT) program support, TMC Technician training, and ITMS related software development and network support.
ITMS Planning and Engineering	\$856,000.00	\$214,000.00	\$1,070,000.00	CMAQ	Planning and Engineering consultant services to provide traffic signal timing analysis; ITMS systems design; development of ITMS systems related specifications; ITMS telecommunications system design to support statewide expansion of computerized traffic signal system, transportation system monitoring devices, and travel information systems. Work under this project shall include the review and retiming of signalized corridors statewide, design of microwave vehicle detection system along SR1 in Kent and Sussex Counties, design of 20 computerized signal system sampling detection sites statewide, and design of 2 weather stations. Work will also include the design of DSRC and 4.9 GHz sites to support connected vehicles.
ITMS/TMC Systems	\$360,000.00	\$90,000.00	\$450,000.00	STP	Provides for purchase of ITMS related Transportation Management Center (TMC) computers and networking equipment, ITMS related software as required to support the continued expansion of the statewide ITMS system, including enhancement of the computerized signal system. Includes central office related software to support the continued implementation of connected and automated vehicles.
ITMS Telecommunications	\$836,000.00	\$209,000.00	\$1,045,000.00	CMAQ	This project is a phase of a multi-year project to implement a fiber optic and wireless based statewide telecommunication system to support connection of facilities and transportation management control, monitoring and information field devices; to include traffic signals, electronic signing, electronic detection, etc. This phase includes the installation/upgrade of five miles of fiber optics. Continued implementation of 4.9 GHz statewide broadband wireless telecommunication systems to support expansion of the ITMS system to include connected and automated vehicles.
ITMS Mobile App	\$396,000.00	\$99,000.00	\$495,000.00	STP	This project is a phase of a multi-year project to enhance DelDOT's mobile app, including the enhancement of voice recognition, real-time bus arrival information, and user personalization. The mobile app provides traveler information for traffic flow, weather information, and transportation system status.
ITMS Field Devices /Support - Traffic Signal System	\$220,000.00	\$55,000.00	\$275,000.00	STP	This is a phase of a multi-year project to add all the DelDOT maintained traffic signals to the computerized signal system. This phase will add 50 more signals to the computerized system. Enhancement of forty traffic signal controllers to provide connected and automated vehicle technology support.
ITMS Field Devices /Support - Video Management System	\$280,000.00	\$70,000.00	\$350,000.00	STP	This is the enhancement of the video management system. This includes four pole mounted cameras and two portable trailer mounted cameras.

ITMS State Fiscal Year 2018 Spend					
Description	Federal Amount	State Amount	Total	STP/ CMAQ	Justification
ITMS Field Devices /Support - Dynamic Message Sign System	\$172,000.00	\$43,000.00	\$215,000.00	CMAQ	This is a phase of a multi-year project to design, construct and implement both fixed location and portable electronic dynamic message signs (DMS). The DMS are controlled and monitored real-time from the TMC. The DMS provide the capability to display travel information prior to key decision points. This project is to build new and/or enhance existing permanent DMS in New Castle and Kent counties.
ITMS Field Devices /Support - Electronic Detection System	\$116,000.00	\$29,000.00	\$145,000.00	CMAQ	This is a phase of a multi-year project to implement a statewide automated real-time vehicle detection system. The detection system will provide a variety of information to include vehicle volumes, classification, speed, travel time and congestion monitoring. The collected data will be used for real-time control, monitoring and information plus the data will be stored for planning purposes. This project phase provides for four fixed location solar powered microwave detection sites to be determined.
ITMS Field Devices /Support - Roadway Weather Information System	\$108,000.00	\$27,000.00	\$135,000.00	CMAQ	This project is a planned multi-year project to expand the existing roadway weather information system to include the addition of seven unobtrusive roadway surface monitoring detectors. Three sites in New Castle County and two sites each in Kent and Sussex Counties).
ITMS Field Devices /Support - Roadway Weather Information System - Hydrology	\$120,000.00	\$30,000.00	\$150,000.00	STP	This project is a planned multi-year project to expand the existing roadway weather information system flood monitoring sites. This phase will include the upgrade of five existing and one new water level monitoring sites.
ITMS Field Devices /Support - Traveler Information System	\$232,000.00	\$58,000.00	\$290,000.00	CMAQ	This project is a planned multi-year project to expand the existing WTMC 1380 AM traveler information radio system to provide statewide coverage. This phase of the project will design, construct and implement three WTMC 1380 AM repeater sites to include: DE404 at Maryland line, US 13 at DE10, US 113 at DE207. The WTMC 1380 AM radio system provides 24 hour real-time multimodal travel, incident and emergency information. WTMC 1380 AM is a component of DelDOT's transportation management and congestion mitigation program..
ITMS Field Devices /Support - Incident Management Program	\$64,000.00	\$16,000.00	\$80,000.00	STP	This project provides for aerial monitoring services by the Civil Air Patrol (CAP). The CAP provides daily flights morning and evening peak periods and provide information to the TMC on the states of the transportation system to include the impact of incidents such as accidents and disabled vehicles.
TOTAL FY17 PROGRAM	\$4,720,000.00	\$1,180,000.00	\$5,900,000.00		
STP	\$3,000,000.00				
CMAQ	\$2,900,000.00				
TOTAL FY 17 PROGRAM	\$5,900,000.00				

Bike/Ped Projects as of 4/07/17			State	Federal	State	Federal	State	Federal	State	Federal	State	Federal
	Phase	Estimate	2017 spend	2017 spend	2018 spend	2018 spend	2019 spend	2019 spend	2020 spend	2020 spend	2021 spend	2021 spend
Bicycle/Pedestrian Project Development, Trail Re-Surfacing	PE	300,000		120,000	-	-	-	-				
additional		30,000		30,000								
additional		150,000				50,000		100,000				
		480,000	-	150,000	-	50,000	-	100,000	-	-	-	-
On-Call Bicycle and Pedestrian Feasibility Assistance	PRD	200,000		163,182	-	-	-	-				
additional		100,000				100,000						
		300,000	-	163,182	-	100,000	-	-	-	-	-	-
Open End Construction Contract, Statewide Trails NCC FY16-FY18	CE	200,000			30,000	120,000	10,000	40,000				
	CON	1,200,000			180,000	720,000	80,000	320,000				
	TRAF	30,000			6,000	24,000	-	-				
		1,430,000	-	-	216,000	864,000	90,000	360,000	-	-	-	-
Open End Construction Contract, Statewide Trails Kent and Sussex County FY16-FY18	CE	200,000			30,000	120,000	10,000	40,000				
	CON	1,200,000			180,000	720,000	80,000	320,000				
	TRAF	30,000			6,000	24,000	-	-				
additional (west dover connector)		540,000	20,000	80,000	88,000	352,000						
		1,970,000	20,000	80,000	304,000	1,216,000	90,000	360,000	-	-	-	-
Senator Bikeway	PE	240,000	46,619	186,476	-	-	-	-				
	Const	720,000	-	-	144,000	576,000	-	-				
		960,000	46,619	186,476	144,000	576,000	90,000	360,000	-	-	-	-
US13 Dover Sidewalk Improvements	PE	220,000	35,707	142,831		-	-	-				
	ROW	25,000	5,000	20,000	-	-	-	-				
	Const	1,000,000	-	-	80,000	320,000	120,000	480,000				
		1,245,000	40,707	162,831	80,000	320,000	120,000	480,000	-	-	-	-
Georgetown to Lewes Rail with Trail Phase II	PE	500,000	472,311	-	-	-	-	-				
	Const	1,500,000	-	-	140,000	560,000	160,000	640,000				
additional		1,500,000					300,000	1,200,000				
		3,500,000	472,311	-	140,000	560,000	460,000	1,840,000	-	-	-	-
West St Trail Connector Dover	PE	178,000	-	106,473								
	CON	724,000	-		144,800	579,200						
additional (RR contract)		330,000			66,000	264,000						
		1,232,000	-	106,473	210,800	843,200	-	-				
Junction & Breakwater, Rehoboth Extension	PE	185,000	-	122,857	-	-	-	-				
	CON	655,000	-	-	-	-	131,000	524,000				
	ROW	286,000	-	-	56,400	225,600	800	3,200				
		1,126,000	-	122,857	56,400	225,600	131,800	527,200	-	-	-	-
Rt 10/Lebanon Road, St. Jones to Brecknock Park	PE	110,000	-	22,396	-	-	-	-				
	CON	614,000	-	-	122,800	491,200	-	-				
	ROW	1,000	-	-	200	800	-	-				
		725,000	-	22,396	123,000	492,000	-	-	-	-	-	-
McCoy Road Pedestrian Bridge	PE	150,000	8,000	32,000	22,000	88,000	-	-				

Bike/Ped Projects as of 4/07/17			State	Federal	State	Federal	State	Federal	State	Federal	State	Federal
	Phase	Estimate	2017 spend	2017 spend	2018 spend	2018 spend	2019 spend	2019 spend	2020 spend	2020 spend	2021 spend	2021 spend
	Const	400,000			-	-	80,000	320,000				
		550,000	8,000	32,000	22,000	88,000	80,000	320,000	-	-	-	-
Capital City Trail, Gateway to S. State St.	PE	400,000	4,000	16,000	60,000	240,000	16,000	64,000				
	const	4,000,000			-	-	40,000	160,000	760000	3,040,000		
	R/W	100,000					20,000	80,000				
		4,500,000	4,000	16,000	60,000	240,000	76,000	304,000	760,000	3,040,000	-	-
Milton Rail to Trail Phase II	PE	250,000	-	-	40,000	160,000	10,000	40,000				
	Const	1,000,000							200000	800,000		
		1,250,000	-	-	40,000	160,000	10,000	40,000	200,000	800,000	-	-
Munchy Branch Trail	PE				-	-	-	-				
	Const											
		1,250,000	-	-	-	-	-	-	-	-	-	-
Double Bridges Rd Multi-Use Trail	PE	320,000	115,000		185,000		25,000					
	Const	1,200,000					80,000	320,000	160000	680,000		
		-	115,000	-	185,000	-	105,000	320,000	160,000	680,000	-	-
Future Project Budget		500,000	-	-	-	-	100,000	400,000				
		1,000,000							300000	1,200,000		
		4,000,000									1,440,000	5,760,000
		5,500,000	-	-	-	-	100,000	400,000	300,000	1,200,000	1,440,000	5,760,000
Washington Street Improvements	PE	320,000	4,000	16,000	52,000	208,000	6,000	24,000				
		320,000	4,000	16,000	52,000	208,000	6,000	24,000	-	-	-	-
TOTALS		26,338,000	710,637	1,058,215	1,633,200	5,942,800	1,358,800	5,435,200	1,420,000	5,720,000	1,440,000	5,760,000

Transportation Alternative Program			State	Federal	State	Federal	State	Federal	State	Federal
	Phase	Estimate	2017 spend	2017 spend	2018 spend	2018 spend	2019 spend	2019 spend	2020 Spend	2020 spend
Town of Ocean View III	PE	25,000		25,000						
	CON & CE	290,000	58,000	232,000						
	TRAF	1,000	200	800						
		316,000	58,200	257,800	-	-	-	-	0	0
Old Lancaster Pike Bidges	CON	767,000	30,000	315,800						
	TRAF			330						
	CE	120,000		50,000						
	Utilities			25,000						
		887,000	30,000	391,130	-	-	-	-	0	0
Midtown Brandywine	CE	48,624		28,400						
	CON	373,294	25,338	101,355						
	TRAF	4,200	800	3,400						
		426,118	26,138	133,155	-	-	-	-	0	0
St. Georges Streetscape II	CE	21,000	4,200	16,800						
	CON	415,900	95,900	320,000						
	TRAF	1,200	300	900						
		438,100	100,400	337,700	-	-	-	-	0	0
Rt. 54 Sidewalks	PE	89,000	4,000	16,000						
On-Hold; Installing Lighting	CON	900,000	20,000		10,000		180,000	720,000		
	CE	70,000					14,000	56,000		
		1,059,000	24,000	16,000	10,000	-	194,000	776,000	0	0
City of Wilmington Bike Facility	PE	42,000								
	CON	200,000	50,000	150,000						
	TRAF	1,000	200	800						
		243,000	50,200	150,800	-	-	-	-	0	0
11th Street Streetscape	PE	95,000				70,000				
	CON & CE	751,000			153,200	597,800				
	TRAF	2,500			500	2,000				
		848,500	-	-	153,700	669,800	-	-	0	0
North Street Enhancements	PE	120,000	8,000	48,000						
	CON & CE	930,000			186,000	744,000				
	TRAF	153,200			153,200					
	Maintenance	50,000	50,000							
		1,203,200	8,000	48,000	339,200	744,000	-	-	0	0
White Clay Creek Bridge (A.A.)	PE	500,000			40,000	200,000	40,000	200,000	4,000	16,000
	CON & CE	1,300,000							52,000	208,000
	TRAF	2,000							400	1,600
		1,802,000	-	-	40,000	200,000	40,000	200,000	56,400	225,600
Bradford Street Enhancements (M.A.)	PE	130,000			20,800	83,200	5,200	20,800		
	CON & CE	865,000					138,400	553,600	34,600	138,400
	TRAF	3,000							600	2,400

Transportation Alternative Program			State	Federal	State	Federal	State	Federal	State	Federal
	Phase	Estimate	2017 spend	2017 spend	2018 spend	2018 spend	2019 spend	2019 spend	2020 Spend	2020 spend
		998,000	-	-	20,800	83,200	143,600	574,400	35,200	140,800
Brandywine South Ped. Improv. (T.P.)	PE	140,000	5,400	21,600	22,600	90,400				
	CON & CE	860,000					172,000	688,000		
	TRAF	2,000					400	1,600		
		1,002,000	5,400	21,600	22,600	90,400	172,400	689,600	0	0
St. Georges Streetscape III (T.P.)	PE	110,000	2,000	8,000	20,000	80,000				
	CON & CE	650,000					52,000	208,000	78,000	312,000
	TRAF	2,000							400	1,600
		762,000	2,000	8,000	20,000	80,000	52,000	208,000	78,400	313,600
Concord Avenue Streetscape II	PE	155,000	18,600	74,400	12,400	49,600				
(C.K.)	CON & CE	850,000			102,000	408,000	68,000	272,000		
	TRAF	4,000					800	3,200		
		1,009,000	18,600	74,400	114,400	457,600	68,800	275,200	0	0
Old Brandywine Village Imp.	PE	150,000	14,000	56,000	16,000	64,000				
(C.K.)	CON & CE	800,000					40,000	160,000	120,000	480,000
	TRAF	2,000							400	1,600
		952,000	14,000	56,000	16,000	64,000	40,000	160,000	120,400	481,600
Wilmington Ped Improvements (A.G.)	PE	150,000	14,697	58,785	15,303	61,215				
	CON & CE	650,000					130,000	520,000		
	TRAF	2,500					500	2,000		
		802,500	14,697	58,785	15,303	61,215	130,500	522,000	0	0
Ocean View IV	PE									
Dropped	CON & CE									
	TRAF									
		-	-	-	-	-	-	-	0	0
Town of Townsend Phase II (T.P.)	PE	129,800	9,200	36,800	16,760	67,040				
	CON & CE	900,000					80,000	320,000	100,000	400,000
	TRAF	2,000					400	1,600		
		1,031,800	9,200	36,800	16,760	67,040	80,400	321,600	100,000	400,000
Auburn Valley Trail M. H.)	PE	160,000		64,000	32,000	128,000				
	CON & CE	750,000					90,000	390,000	60,000	240,000
	TRAF	1,000							200	800
		911,000	-	64,000	32,000	128,000	90,000	390,000	60,200	240,800

Transportation Alternative Program			State	Federal	State	Federal	State	Federal	State	Federal
	Phase	Estimate	2017 spend	2017 spend	2018 spend	2018 spend	2019 spend	2019 spend	2020 Spend	2020 spend
Southbridge Enhancements II (M.H.)	PE	150,000			26,000	104,000	4,000	16,000		
	CON & CE	850,000					34,000	136,000	136,000	544,000
	TRAF	2,000							400	1,600
		1,002,000	-	-	26,000	104,000	38,000	152,000	136,400	545,600
DE City Enhancements Dropped	PE									
	CON & CE									
	TRAF									
		-	-	-	-	-	-	-	0	0
9th Street Enhancements II (C.K.)	PE	125,000	5,600	22,400	19,400	77,600				
	CON & CE	875,000					60,000	240,000	115,000	460,000
	TRAF	2,000								
		1,002,000	5,600	22,400	19,400	77,600	60,000	240,000	115,000	460,000
Hartly Sidewalk Improvements (J.N.)	PE	165,000	7,200	25,800	26,400	105,600				
	CON & CE	600,000					120,000	480,000		
	TRAF	2,000					400	1,600		
		767,000	7,200	25,800	26,400	105,600	120,400	481,600	0	0
R/W Support Service	Planning	150,000		70,000	30,000	120,000				
		150,000	-	70,000	30,000	120,000	-	-	-	-
Transportation Alternative General		3,812,000	817,000	1,090,000	62,000	248,000	86,000	344,000	333,000	832,000
		3,812,000	817,000	1,090,000	62,000	248,000	86,000	344,000	333,000	832,000
SRTS Program General		2,000,000	100,000	400,000	100,000	400,000	100,000	400,000	100,000	400,000
		2,000,000	100,000	400,000	100,000	400,000	100,000	400,000	100,000	400,000
Walnut Street Design	PE	120,000	13,000	52,000	11,000	44,000				
	CON & CE	880,000					176,000	704,000		
	TRAFFIC	4,000					800	3,200		
		1,004,000	13,000	52,000	11,000	44,000	176,800	707,200	-	-
Savannah Road Pedestrian and Bicycle	Planning	40,000	8,000	32,000						

Transportation Alternative Program			State	Federal	State	Federal	State	Federal	State	Federal
	Phase	Estimate	2017 spend	2017 spend	2018 spend	2018 spend	2019 spend	2019 spend	2020 Spend	2020 spend
	PE	100,000			20,000.00	80,000.00				
	CON & CE	550,000					110,000	440,000		
		690,000	8,000	32,000	-	-	110,000	440,000	-	-
Lake Avenue Streetscape				800,000						
			-	800,000	-	-	-	-	-	-
H. Fletcher Brown Park	Planning	30,000	2,000	8,000	4,000	16,000				
	PE	150,000			19,500	78,000	10,500	42,000		
	CON & CE	800,000							160,000	640,000
	TRAFFIC	4,000							800	3,200
		984,000	2,000	8,000	23,500	94,000	10,500	42,000	160,800	643,200
Anchorage Canal	PE	120,000	15,000	44,000	13,200	52,800				
	CON & CE	750,000					150,000	500,000		
	TRAFFIC	50,000					10,000	40,000		
		920,000	15,000	44,000	13,200	52,800	160,000	540,000	-	-
TOTALS		27,022,218	1,328,635	4,198,370	1,112,263	3,891,255	1,873,400	7,463,600	1,295,800	4,683,200

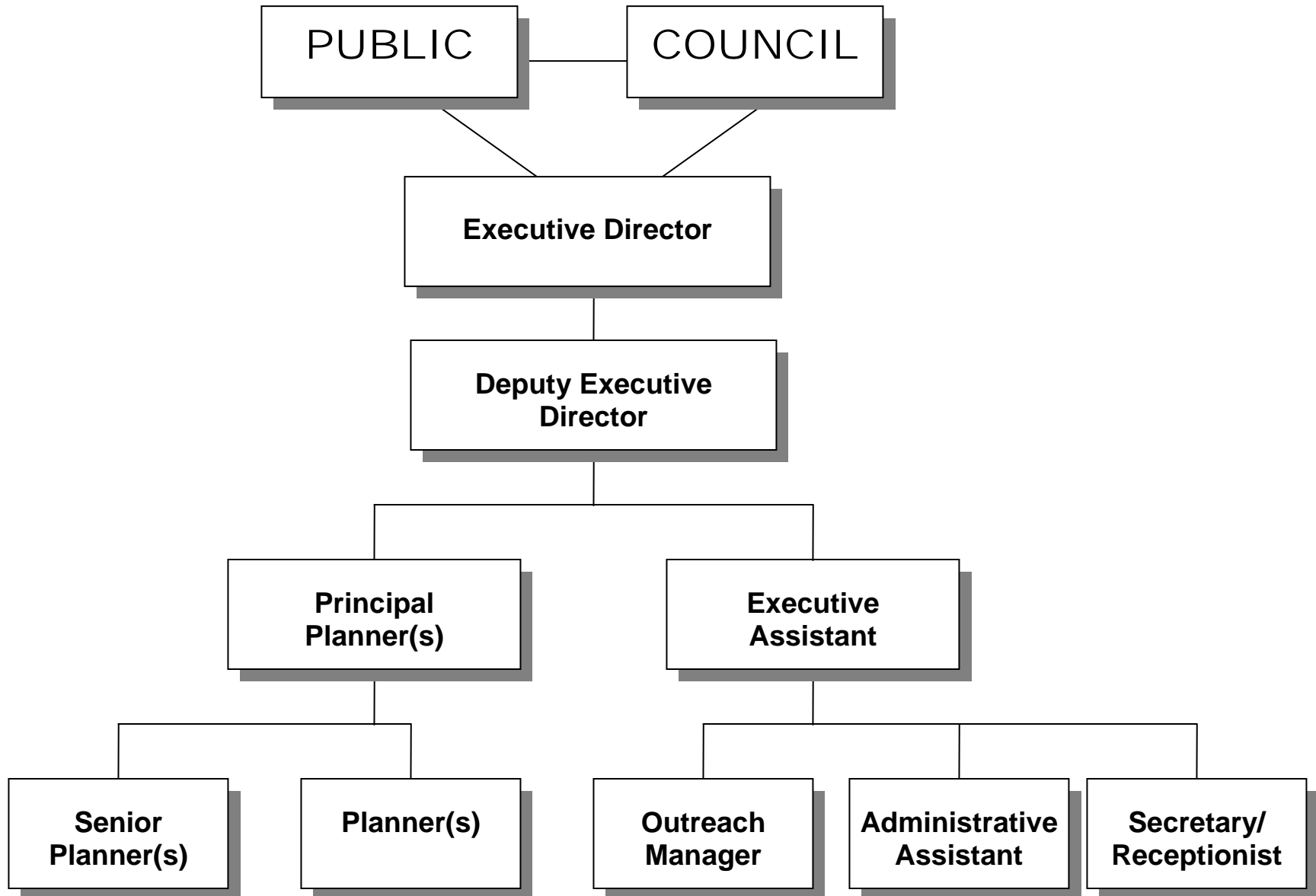
Bike/Ped Projects as of 4/07/17			State	Federal	State	Federal	State	Federal	State	Federal	State	Federal
	Phase	Estimate	2017 spend	2017 spend	2018 spend	2018 spend	2019 spend	2019 spend	2020 spend	2020 spend	2021 spend	2021 spend
Bicycle/Pedestrian Project Development, Trail Re-Surfacing	PE	300,000		120,000	-	-	-	-				
additional		30,000		30,000								
additional		150,000				50,000		100,000				
		480,000	-	150,000	-	50,000	-	100,000	-	-	-	-
On-Call Bicycle and Pedestrian Feasibility Assistance	PRD	200,000		163,182	-	-	-	-				
additional		100,000				100,000						
		300,000	-	163,182	-	100,000	-	-	-	-	-	-
Open End Construction Contract, Statewide Trails NCC FY16-FY18	CE	200,000			30,000	120,000	10,000	40,000				
	CON	1,200,000			180,000	720,000	80,000	320,000				
	TRAF	30,000			6,000	24,000	-	-				
		1,430,000	-	-	216,000	864,000	90,000	360,000	-	-	-	-
Open End Construction Contract, Statewide Trails Kent and Sussex County FY16-FY18	CE	200,000			30,000	120,000	10,000	40,000				
	CON	1,200,000			180,000	720,000	80,000	320,000				
	TRAF	30,000			6,000	24,000	-	-				
additional (west dover connector)		540,000	20,000	80,000	88,000	352,000						
		1,970,000	20,000	80,000	304,000	1,216,000	90,000	360,000	-	-	-	-
Senator Bikeway	PE	240,000	46,619	186,476	-	-	-	-				
	Const	720,000	-	-	144,000	576,000	-	-				
		960,000	46,619	186,476	144,000	576,000	90,000	360,000	-	-	-	-
US13 Dover Sidewalk Improvements	PE	220,000	35,707	142,831		-	-	-				
	ROW	25,000	5,000	20,000	-	-	-	-				
	Const	1,000,000	-	-	80,000	320,000	120,000	480,000				
		1,245,000	40,707	162,831	80,000	320,000	120,000	480,000	-	-	-	-
Georgetown to Lewes Rail with Trail Phase II	PE	500,000	472,311	-	-	-	-	-				
	Const	1,500,000	-	-	140,000	560,000	160,000	640,000				
additional		1,500,000					300,000	1,200,000				
		3,500,000	472,311	-	140,000	560,000	460,000	1,840,000	-	-	-	-
West St Trail Connector Dover	PE	178,000	-	106,473								
	CON	724,000	-		144,800	579,200						
additional (RR contract)		330,000			66,000	264,000						
		1,232,000	-	106,473	210,800	843,200	-	-				
Junction & Breakwater, Rehoboth Extension	PE	185,000	-	122,857	-	-	-	-				
	CON	655,000	-	-	-	-	131,000	524,000				
	ROW	286,000	-	-	56,400	225,600	800	3,200				
		1,126,000	-	122,857	56,400	225,600	131,800	527,200	-	-	-	-
Rt 10/Lebanon Road, St. Jones to Brecknock Park	PE	110,000	-	22,396	-	-	-	-				
	CON	614,000	-	-	122,800	491,200	-	-				
	ROW	1,000	-	-	200	800	-	-				
		725,000	-	22,396	123,000	492,000	-	-	-	-	-	-
McCoy Road Pedestrian Bridge	PE	150,000	8,000	32,000	22,000	88,000	-	-				

Bike/Ped Projects as of 4/07/17			State	Federal	State	Federal	State	Federal	State	Federal	State	Federal
	Phase	Estimate	2017 spend	2017 spend	2018 spend	2018 spend	2019 spend	2019 spend	2020 spend	2020 spend	2021 spend	2021 spend
	Const	400,000			-	-	80,000	320,000				
		550,000	8,000	32,000	22,000	88,000	80,000	320,000	-	-	-	-
Capital City Trail, Gateway to S. State St.	PE	400,000	4,000	16,000	60,000	240,000	16,000	64,000				
	const	4,000,000			-	-	40,000	160,000	760000	3,040,000		
	R/W	100,000					20,000	80,000				
		4,500,000	4,000	16,000	60,000	240,000	76,000	304,000	760,000	3,040,000	-	-
Milton Rail to Trail Phase II	PE	250,000	-	-	40,000	160,000	10,000	40,000				
	Const	1,000,000							200000	800,000		
		1,250,000	-	-	40,000	160,000	10,000	40,000	200,000	800,000	-	-
Munchy Branch Trail	PE				-	-	-	-				
	Const											
		1,250,000	-	-	-	-	-	-	-	-	-	-
Double Bridges Rd Multi-Use Trail	PE	320,000	115,000		185,000		25,000					
	Const	1,200,000					80,000	320,000	160000	680,000		
		-	115,000	-	185,000	-	105,000	320,000	160,000	680,000	-	-
Future Project Budget		500,000	-	-	-	-	100,000	400,000				
		1,000,000							300000	1,200,000		
		4,000,000									1,440,000	5,760,000
		5,500,000	-	-	-	-	100,000	400,000	300,000	1,200,000	1,440,000	5,760,000
Washington Street Improvements	PE	320,000	4,000	16,000	52,000	208,000	6,000	24,000				
		320,000	4,000	16,000	52,000	208,000	6,000	24,000	-	-	-	-
TOTALS		26,338,000	710,637	1,058,215	1,633,200	5,942,800	1,358,800	5,435,200	1,420,000	5,720,000	1,440,000	5,760,000

FY 2018 & 2016 Transportation Alternatives Program Prioritization

			FY 18 - Washington St Extension	FY 18 - McCoy Rd Pedestrian Bridge	FY 16 - SR 9 and Memorial Drive Corridor Pedestrian Improvements	FY 16 - Newark Main Street Parklets and Crosswalk Upgrades	FY 16 - Delaware and Pennsylvania Avenue	FY 16 - North and South Union Street	FY 16 - West 4th and North Rodney Streets	FY 16 - North King Street and H. Fletcher Brown Park	FY 16 - North Church and Spruce Streets
Criteria	Measure	Pts	Wilmington/NCC	NCC	NCC	Newark	Wilmington	Wilmington/ West Side Grows	Wilmington	Wilmington/ Rotary Club	Wilmington/ Wilm. Housing Partnership
Bus Stop	within .125/.25 mile	1-2	2	0	2	2	2	2	2	2	2
High load bus stop	within .125/.25 mile	1-2	1	0	2	2	2	2	2	2	2
Community Center	within .25/.5 mile	1-2	1	0	2	2	2	2	2	2	2
Greenway	within .25/.5 mile	1-2	2	0	0	2	2	2	1	2	2
Bike route	alongside	2	2	0	2	2	2	2	2	2	2
Library	within .25/.5 mile	1-2	1	0	2	1	1	2	1	1	1
Municipality/Hometown Overlay	within	1	1	0	0	1	1	1	1	1	1
Park	alongside	2	2	2	0	0	2	2	2	2	2
Safety	within	1-5	5	0	5	5	5	5	5	0	5
School	within .5/1 mile	1-2	2	2	2	2	2	2	2	2	2
EJ Neighborhood	within	1-2	0	0	1	0	2	2	2	0	1
TJ Neighborhood	within	1-2	1	0	2	0	1	0	1	0	1
TAZ density	within	1	0	0	0	1	1	1	1	1	1
Abandoned railroad corridor	qualitative	1	0	0	0	0	0	0	0	0	0
Historic element	qualitative	1	0	0	1	1	1	0	0	1	1
Gap Analysis	qualitative	4	4	4	4	0	0	4	0	4	0
TOTAL			24	8	25	21	26	29	24	22	25

WILMAPCO Organization



APPENDIX C

Air Quality Conformity Analysis

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

MEMORANDUM

To: Tigist Zegeye, Executive Director, WILMAPCO
From: Bill Swiatek, Senior Planner, WILMAPCO
Date: February 8, 2016
Re: FY 2018- 21 TIP / Amended 2040 RTP Conformity Determination

At their December 15, 2016 meeting, the WILMAPCO Air Quality Subcommittee (AQS) reviewed all projects found in the FY 2018- 21 Transportation Improvement Program (TIP) and Amended 2040 Regional Transportation Plan (RTP) and discussed their air quality impacts. With its scheduled monthly meetings, the AQS fulfills the interagency consultation process required with transportation conformity in New Castle County, Delaware and Cecil County, Maryland. The AQS found that the proposed projects in the FY 2018- 21 TIP and Amended 2040 RTP do not trigger new regional emissions analyses. No new regionally-significant projects were added in the FY 2018-21 TIP and 2040 RTP, and the modeled horizon years of existing regionally-significant projects remained intact.

Therefore, the FY 2018-21 TIP and 2040 RTP conformity determination will rely on the FY 2017-20 TIP / 2040 RTP regional emissions analyses, adopted by the WILMAPCO Council on September 8, 2016, and approved by the Federal Highway Administration and the Federal Transit Administration on November 16, 2016. These conformity analyses can be found on our website at: <http://www.wilmapco.org/aq>.

CC: Air Quality Subcommittee
Heather Dunigan, Principal Planner

WILMAPCO

Partners with you in transportation planning

NEW PROJECTS - FY 2018-21 TIP

BR 1-295 on Providence Drive over Tributary to Christina: Replacement of a deteriorated corrugated metal pipe (CMP) with a concrete pipe

Denny Road and Lexington Parkway Intersection Improvement: Intersection improvements to address neighborhood transportation operational issues. A roundabout may be considered.

Middletown Park and Ride: Development of new park and ride lot(s) in Southern New Castle County, likely near the future interchanges of the new US 301. Locations include Jamisons Corner Road, Summit Bridge Road, and Levels Road.

Old Capitol Trail, Newport Road to Stanton Road: This project aims to slow traffic and improve safety along Old Capitol Trail (OCT) in the Village of Marshallton. The intersection of Newport Road at OCT will be rebuilt as a four-leg roundabout, while the intersection of Stanton Road at OCT will be rebuilt as a three-leg roundabout. Drainage improvements will be incorporated with the rebuilding of the Newport Road intersection, along with marked crosswalks and new sidewalks in the immediate vicinity of both intersections. A new sidewalk will be constructed on the north side of OCT between Stanton Road and the Red Clay Creek Bridge. Pedestrian-scaled decorative lighting will also be added along both sides of OCT between Newport Road and Stanton Road. These projects were key recommendations in the 2014 Marshallton Circulation Study (www.wilmapco.org/marshallton), and have strong community support.

SR4, Harmony Road Intersection Improvements: Churchmans Crossing continues to experience growth, especially non-residential land uses. Many of the intersections in the area experience congestion, either now or are expected to in the future. Improvements to other modes, including pedestrians, bicyclists, and transit riders, continue to need to be addressed to support a range of transportation choices.

SR4, Ogletown Stanton Roads/SR7, Christiana Stanton Phase I, Stanton Split: This project is part of the Churchman's Crossing Study Recommendations, dated April 1, 1997. Also within area of the 2007 HSIP list, Site S. Churchmans Crossing continues to experience growth, especially non-residential land uses. Many of the intersections in the area experience congestion, either now or are expected to in the future. Improvements to other modes, including pedestrians, bicyclists, and transit riders, continue to need to be addressed to support a range of transportation choices.

SR896 at Bethel Church Road Interchange*: Part of the improvements identified for US 301 to address crash issues in the area, the project will soften the sharp curve and remove the signal. Need for the project is founded in an existing roadway system that lacks capacity for current and future volumes.

****ALREADY IN CONFORMITY MODEL*** (2030 in-service)

REGIONALLY SIGNIFICANT¹

“The transportation plan must ... describe any proposed regionally significant additions or modifications to the transportation (highway and transit) system that are expected to be operational in each horizon year. Regionally significant projects must also be identified in sufficient detail to analyze their emissions impacts.

Regionally significant is defined in the transportation conformity rule as:

Regionally significant project means a transportation project (other than an exempt project in accordance with 40 CFR §§93.126, 93.127) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc. or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guide-way transit facilities that offer an alternative to regional highway travel.

Projects that are regionally significant, regardless of funding source, must be included in the regional emissions analysis. The determination of other regionally significant projects for the purposes of regional emissions analysis may vary in accordance with the interagency consultation procedures included in 40 CFR §93.105(c)(1)(ii) as amended by 62 FR 43805, Aug. 15, 1997 of the transportation conformity rule. Regionally significant additions or modifications to the transportation system must be identified and described in the following level of detail:

- Highway network additions or modifications must identify intersections with existing regionally significant facilities,
- The effect of such additions or modifications on route options between transportation analysis zones must be defined,
- Additions or modifications to highway segments must identify the design concept and scope sufficiently to model travel time under various traffic volumes, consistent with MPO modeling methods,
- Transit facilities, equipment and services proposed for the future must be defined in terms and design concept and scope and operating policies sufficient to model transit ridership, and
- Additions or modifications to the transportation network must be sufficiently described to show a reasonable relationship between forecasted land use and the future transportation system.

In addition, the plan must discuss other future transportation policies, requirements, services, and activities, including intermodal activities (e.g. access improvements to ports, airports, major transfer hubs between truck and rail terminals, etc.).”

¹ U.S. Department of Transportation, Transportation Conformity Reference Guide, May 2000, Publication # FHWA-EP-00-014, pg. C-1-3.

APPENDIX D

Financial Plan and
Annual Listing
of Obligated Projects

FINANCIAL PLAN

The Metropolitan Planning Regulation (23 CFR 450) requires that the Transportation Improvement Program (TIP) be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the TIP, the WILMAPCO has taken into consideration the transportation funding revenues expected to be available during the four years of the TIP.

This section of the TIP includes the documentation of reasonably available finances that demonstrates how this TIP, once approved, can be implemented. In developing the TIP, MPO members, particularly MDOT, and DelDOT, have cooperatively developed estimates of funds that are reasonably expected to be available to support TIP implementation. The revenue and cost estimates for the TIP reflect year of expenditure dollars, based on reasonable financial principles and information.

The Delaware, Maryland and federal financial forecasts that support the TIP are based on a six-year Financial Plan developed by Maryland and Delaware. The forecasted revenues and expenditures use the latest available economic estimates. The TIP is based on conservative assumptions formulated from historical trends for projected funding. The TIP serves several purposes. It is the documentation of the intent to implement specific facilities and projects from the RTP. It provides a medium for local elected officials, agency staffs, and interested members of the public to review and comment on the priorities assigned to the selected projects. The TIP establishes eligibility for federal funding for those projects selected for implementation during the first program year, detailed in the federal funding letter included in this appendix.

A summary of available federal funds for Delaware and Maryland and their allocation by fund source to implementing agencies is included. The project listings provide specific federal funding amounts and the source of the matching funds.

Detailed funding sources

State Funding:

State funding comes from the Transportation Trust Fund (TTF). In Delaware, this receives revenues from motor fuel taxes, Delaware Turnpike revenues, Route 1 tolls, motor vehicle document fees and motor vehicle registration fees, and miscellaneous sources including include motor carrier registration fees, operator license fees, titling fees, Division of Motor Vehicles record sales, and vanity tag fees. In Maryland, sources of funds include motor fuel taxes, motor vehicle excise (titling) taxes, motor vehicle fees (registrations, licenses and other fees), and federal-aid. In addition, Maryland's Trust Fund also includes corporate income taxes, operating revenues (e.g., transit fares, port fees, airport fees), and bond proceeds. Federal-aid projections are based on current appropriations and the match required to meet capital program cashflow requirements. Bonds are issued to support the cashflow requirements of the planned capital program while maintaining debt coverage requirements.

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

Local Funding:

Local funding comes from municipal and private contributions.

Federal Funding:

Federal funding comes from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) capital funds.

FHWA funds include:

- Surface Transportation Program (STP) Metro is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchange, interchange reconstruction, and studies.
- Transportation Alternatives Program (TAP) can fund bicycle / pedestrian projects, historic preservation projects, environmental mitigation projects, transportation museum projects, landscaping and beautification projects, and conversion of rails to trails projects. The projects must relate to surface transportation. Includes Recreational Trails (RT) provides funding to DNREC to develop and maintain recreational trails for motorized and nonmotorized recreational trail users and Safe Routes to School (SRS) is designed to enable and encourage children, including those with disabilities, to walk and bicycle to school, and to help plan, develop, and implement projects that will improve safety, reduce traffic, fuel consumption, and air pollution in the vicinity of schools.
- Congestion Mitigation/Air Quality (CMAQ) can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Discretionary funds are additional funds (not formula funds) that the federal government may decide to award to the region. Examples of discretionary funding sources include bridge, Transportation and Community and System Preservation, Congressional Allocation, and Jobs & Growth Tax Relief.
- Other Regional Priorities typically fund construction, widening, and reconstruction on roadways on the state highway system.
- Surface Treatment funds repaving and resurfacing projects on the State Highway System.
- Bridge can fund the replacement, rehabilitation, and widening of any public bridge.
- Safety funds typically fund projects that reduce the number and severity of crashes.
- STP Flexible can fund almost any type of roadway improvement project.
- The Interstate Maintenance Program (IM) provides funding to rehabilitate, restore, and resurface the interstate highway system
- National Highway System (NHS) funds can be used for any type of improvement on roadways designated as part of the National Highway System.
- Highway Safety Improvement Program (HSIP) authorizes a new Federal-aid funding program to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Highway Bridge Replacement and Rehabilitation Program (BRXZ) provides funds to assist States in their programs to rehabilitate deficient highway bridges and retrofit bridges on public roads.

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

FTA funds include:

- Section 5307 can fund capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- Section 5309 can fund mass transit capital projects, regional rapid transit system construction, and studies to plan and implement the above.
- Section 5310 can fund capital equipment purchases for transportation of elderly and disabled persons within the urbanized area.
- Section 5311 can fund administrative, capital, and operating expenses for continuing public transportation service in the non-urbanized area of the state.
- Section 5337, State of Good Repair Grants, is a formula based program dedicated to repairing and upgrading the nation's rail transit systems along with high -intensity motor bus systems that use high occupancy vehicle lanes, including bus rapid transit (BRT).

FY 2018-21 Estimated Spending Summary

All \$ x 1000		State		Federal		Other		TOTAL
		Funds	Percent	Funds	Percent	Funds	Percent	
Delaware Statewide Element	2018	236,288.2	65%	124,611.5	34%	1,938.9	1%	362,838.6
	2019	214,431.6	65%	114,311.5	35%	2,070.9	1%	330,813.9
	2020	217,458.9	67%	105,023.7	32%	1,520.9	0%	324,003.5
	2021	204,724.6	67%	98,378.2	32%	1,503.3	0%	304,606.1
	TOTAL	872,903.2	66%	442,324.8	33%	7,034.1	1%	1,322,262.1
New Castle County Element	2018	46,857.7	13%	284,732.0	81%	19,935.1	6%	351,524.7
	2019	65,412.3	25%	158,964.5	60%	39,526.6	15%	263,903.4
	2020	72,272.9	29%	145,204.5	58%	33,665.3	13%	251,142.7
	2021	36,766.1	26%	105,823.5	74%	1,300.0	1%	143,889.6
	TOTAL	221,309.0	22%	694,724.4	69%	94,426.9	9%	1,010,460.3
Cecil County Element	2018	4,808.0	19%	19,547.8	77%	928.5	4%	25,284.3
	2019	3,748.0	19%	15,826.9	80%	208.7	1%	19,783.6
	2020	3,748.0	20%	15,005.0	80%	4.0	0%	18,757.0
	2021	3,748.0	20%	15,005.0	80%	4.0	0%	18,757.0
	TOTAL	16,052.0	19%	65,384.7	79%	1,145.2	1%	82,581.9
Combined Total	2018	287,953.8	39%	428,891.3	58%	22,802.5	3%	739,647.5
	2019	283,591.9	46%	289,102.8	47%	41,806.2	7%	614,500.9
	2020	293,479.8	49%	265,233.2	45%	35,190.2	6%	593,903.1
	2021	245,238.8	52%	219,206.6	47%	2,807.3	1%	467,252.7
	TOTAL	1,110,264.2	46%	1,202,433.9	50%	102,606.2	4%	2,415,304.3

WILMAPCO Annual Listing of Obligated Projects

The Annual Listing of Obligated Projects includes all projects listed in the Transportation Improvement Program (TIP) for which federal funds were obligated during the preceding federal program year by the Delaware Department of Transportation (DelDOT) or Maryland Department of Transportation (MDOT). The Annual Listing is intended to demonstrate transportation spending decisions by providing an accounting for federal funds that have been authorized and committed by the state or designated recipients for expenditure on projects programmed in the TIP. In addition to this introduction, the Annual Listing report includes reports submitted by DelDOT and MDOT. This listing is done to implement the requirement from MAP-21 that Metropolitan Planning Organizations publish an annual listing of obligated projects. Federal transportation law states:

23 CFR 450.332 Annual listing of obligated projects.

- a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.*
- b) The listing shall be prepared in accordance with § 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under § 450.324(e)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.*
- c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.*

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

MDOT FY 2014 Obligated Project Listing

Environmental Projects (Funds 24, 25, 26, 74 and 88)

Route	Description	Obligated Funds	STIP Reference	Contract Num	Approp. Code	Fed Project Num	Phase
	AT VARIOUS LOCATIONS IN DISTRICTS 1 & 2	\$129,881.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AT067B51	M240	000A976	CO
	TC35 - VEGETATION MGMT, NATIVE PLANT EST	\$287,840.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AT091B21	M240	000A898	PE
	TC40-VEGETATION MGMT/SUSTAINABLE LANDSC	\$80,000.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AX197B21	L240	000A833	PE
	SB-LOWER SUSQUEHANNA BYWAY CORR MGMT PL	\$50,000.00	WILMAPCO 3-3	AX238B21	Q970	MD06019	PE
	PERMIT PROCESSING/COMPLIANCE MISC ACTIVI	\$56,448.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AX748B21	Q240	000A457	PE
	SCENIC BYWAYS PROGRAM MANAGEMENT	\$32,000.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AX838B21	L240	0003143	PE
Total:		\$636,169.00					

Safety and Spot Improvements (Funds 23, 27, 30, 32, 33, 75, 76, 79, 85 and 87)

Route	Description	Obligated Funds	STIP Reference	Contract Num	Approp. Code	Fed Project Num	Phase
US 301	TC35-AT MD299-CCTV CAMERAS-CECILTON WEIG	\$100,778.00	WILMAPCO 3-5	CE400B51	L050	1271056	CO
	STATEWIDE -12 LOCATIONS-TRUCK WEIGHT INSPECTION STATIONS-FULL DEPTH CONCRETE REPAIRS	\$9,345.26	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX515C15	L050	000A419	PP
MD0279	ELKTON NEWARK ROAD AT MD 545	\$339,911.00	WILMAPCO 3-5	CE383B21	L400	2931006	PE
MD 273	TELEGRAPH ROAD AT MD 272	\$387,892.00	WILMAPCO 3-5	CE384B21	L400	2881008	PE
MD 273	TELEGRAPH ROAD AT MD 213	\$292,767.00	WILMAPCO 3-5	CE385C21	L400	2881009	PE
	ADA COMPLIANCE (RETROFIT) PROGRAM FY 13	\$216,960.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	XX528B21	L230	000A966	PE
	ADA COMPLIANCE (RETROFIT) PROGRAM FY 13	\$941,282.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	XX528B21	M240	000A966	PE
	AUTOMATIC TRAFFIC RECORDS STWD	\$673,302.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AT051B51	M001	000B079	CO
	AUTOMATIC TRAFFIC RECORDS STWD	\$326,698.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AT051C51	M240	000B079	CO
	MOD/SIGNALIZATION OF HIGHWAY LIGHTING	\$2,339.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AT605B51	L240	000A020	CO
	APS/AUDIBLE PEDESTRIAN SIGNALS-PHASE 4	\$560,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AT949B52	M240	0003301	CO

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

85PE TEDD INHOUSE SURVEY REVIEWS	\$72,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX769B21	M240	000A469	PE
85PE TEDD CONSULTANT SIGNING DESIGN	\$352,613.11	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX773B22	L240	000A473	PE
85PE TEDD CONSULTANT SIGNING DESIGN	\$100,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX773C22	L240	000A473	PE
85PE TEDD INHOUSE SIGNAL DESIGN	\$1,064,541.72	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX774B21	L240	000A464	PE
85PE TEDD CONSULTANT SIGNAL DESIGN	\$1,538,822.83	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX774B22	L240	000A465	PE
85PE TEDD CONSULTANT SIGNAL DESIGN	\$140,136.68	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX774F22	H240	000A465	PE
85PE CPD CONSULTANT PE	\$100,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX781B21	L050	000A478	PE
TC11-TCO STRU INSP/REMED DESGN FY 12-14	\$884,909.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX902B21	M240	000A874	PE
SIGNALS IN DISTRICTS 1 AND 2	\$500,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	XX661B51	M232	000A748	CO
SIGNALS IN DISTRICTS 1 AND 2	\$400,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	XX661B51	L24E	000A748	CO
INST/MOD/RECONSTRUCT UPS/TRAFFIC SIGNAL	\$1,000,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	XY128B51	M240	000A896	CO
TC11-LOCATIONAL ANALYSIS SAFETY FY12-14	\$1,000,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AT834C22	LS3E	000A834	PE
PEDESTRIAN SAFETY CAMPAIGN	\$1,395,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AW072B11	MS31	000B066	PP
TDSD/IN-HOUSE TRAFFIC STUDY REVIEW	\$305,034.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX242B23	LS3E	000A719	PE
AT VARIOUS LOACTIONS IN DISTRICT 2	\$497,425.00	WILMAPCO 3-5; RU Safety Spot	XX441B52	MS30	000B076	CO
TC35 - SIDEWALK RETROFIT PROGRAM	\$1,000,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AT093B21	M240	000A902	PE
Total:		\$14,201,756.60				

Resurfacing and Rehabilitation (Fund 77)

Route	Description	Obligated Funds	STIP Reference	Contract Num	Approp. Code	Fed Project Num	Phase
US 40	TC11-MD 213 TO DELAWARE STATE LINE	\$833,749.00	WILMAPCO 3-4	CE326B51	L24E	1251056	CO
US 40	TC11-MD 213 TO DELAWARE STATE LINE	\$1,000,000.00	WILMAPCO 3-4	CE326D51	M240	1251056	CO
MD 282	CECILTON TO MD213-WESTERN CORP TOWN LIM	\$243,803.00	WILMAPCO 3-4	CE392B51	M230	1280009	CO
MD 282	CECILTON TO MD213-WESTERN CORP TOWN LIM	\$208,878.00	WILMAPCO 3-4	CE392C51	33C0	1280009	CO
MD 222	TC13-US 40 TO I-95	\$75,750.00	WILMAPCO 3-4	CE394B51	L230	2851008	CO
MD 222	TC13-US 40 TO I-95	\$141,716.00	WILMAPCO 3-4	CE394D51	L23E	2851008	CO
MD 222	TC13-US 40 TO I-95	\$1,127,400.00	WILMAPCO 3-4	CE394F51	M240	2851008	CO
	RESURF VARIOUS LOC IN CECIL COUNTY	\$1,376,463.52	WILMAPCO 3-4	XX907B51	M240	000A282	CO
	RESURF VARIOUS LOC IN CECIL COUNTY	\$593,544.00	WILMAPCO 3-4	XX907B51	Q250	000A282	CO
	TC94-THINLINE THERMOPLASTIC-VAR LOC D1,2	\$1,214,182.00	WILMAPCO 3-4; SW 8-3; RU Resurfacing	XY231B53	M240	000A982	CO

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

TC94-THINLINE THERMOPLASTIC-VAR LOC D1,2	\$134,909.00	WILMAPCO 3-4; SW 8-3; RU Resurfacing	XY231B53	L05E	000A982	CO
VARIOUS LOCATIONS IN DISTRICT 2	\$25,000.00	WILMAPCO 3-4; RU Resurfacing	XY232B52	MS32	000A970	CO
VARIOUS LOCATIONS IN DISTRICTS 1 AND 2	\$1,795,706.00	WILMAPCO 3-4; SW 8-3; RU Resurfacing	XY236B53	MS30	000B060	CO
Total:		\$8,771,100.52				

Bridge Replacement and Rehabilitation (Fund 80)

Route	Description	Obligated Funds	STIP Reference	Contract Num	Approp. Code	Fed Project Num	Phase
	TC13-INVERT PAVING/RESTORE 47 STRUCTURES	\$1,000,000.00	WILMAPCO 3-2; SW 9-4; RU Bridge	AT090B51	M001	000B050	CO
	TC13-INVERT PAVING/RESTORE 47 STRUCTURES	\$1,000,000.00	WILMAPCO 3-2; SW 9-4; RU Bridge	AT090C51	M240	000B050	CO
	BRIDGE INSPECTION-STATEWIDE-FY2014 &2015	\$3,760,000.00	WILMAPCO 3-2; SW 9-4; RU Bridge	AW139C1P	M001	000B078	PP
	TC12-BRIDGE INSPECTION PROGRAM-FY 2013	\$881,073.00	WILMAPCO 3-2; SW 9-4; RU Bridge	AW139C2N	M240	000A950	PE
	BRIDGE INSPECTION-STATEWIDE-FY2014 &2015	\$3,760,000.00	WILMAPCO 3-2; SW 9-4; RU Bridge	AW139D1P	M240	000B078	PP
	SMALL STRUCTURE INSPECTIONS STWD-FY 2012	\$34,672.00	WILMAPCO 3-2; SW 9-4; RU Bridge	AW140B2M	L24E	000A828	PE
	TC-INVERT PAVING/REPAIR VAR STRUCTURES	\$140,624.13	WILMAPCO 3-2; SW 9-4; RU Bridge	AX194B51	M240	000A795	CO
	VAR BRIDGE STRUCTURAL EVALUATION/TESTING	\$282,240.00	WILMAPCO 3-2; SW 9-4; RU Bridge	AX971B21	L240	000A612	PE
Total:		\$10,858,609.13					

Congestion Management (Funds 81 and 86)

Route	Description	Obligated Funds	STIP Reference	Contract Num	Approp. Code	Fed Project Num	Phase
	CHART SUPPORT FOR CAPWIN FY 13-14	\$336,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AT441B22	M240	0003334	PE
	TC70-CHART RWIS UPGRADE	\$221,171.61	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AT620B52	L05E	000A826	CO
	TC11-CATT LAB OPERATION SUPPORT FY 12-14	\$350,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX103B2B	L240	0003212	PE
	TC11-CATT LAB OPERATION SUPPORT FY 12-14	\$500,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX103C2B	L240	0003212	PE
	TC11-TECH SUPPORT FOR CHART ITS FY 12-14	\$57,654.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX104C2B	H240	0003213	PE

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

TC11-TECH SUPPORT FOR CHART ITS FY 12-14	\$1,005,257.07	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX104D2B	M240	0003213	PE
CHART PERFORMANCE EVALUATION CY13-15	\$308,448.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX124B1B	M240	0003321	PP
CHART SUPPORT SRV- BCS 2007-06A	\$160,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX624B21	L240	3114037	PE
CHART SUPPORT SERVICES - BCS 2007-06B	\$160,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX625B21	L240	3114038	PE
CHART SUPPORT SERVICES - BCS 2007-06C	\$208,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX626B21	L240	3114039	PE
TC11-CHART SYSTEM NETWORK ENGR FY12-16	\$3,035,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX789B23	L24E	0003211	PE
TC11-CHART SYSTEM NETWORK ENGR FY12-16	\$1,090,260.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX789C23	LZ2E	0003211	PE
CHART LEASED CIRCUITS FY 10-14	\$487,188.59	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX790B21	L240	0003114	PE
CHART LEASED CIRCUITS FY 10-14	\$0.41	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX790C21	Q760	0003114	PE
CHART LEASED CIRCUITS FY 10-14	\$274,196.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX790F21	H770	0003114	PE
CHART SUPPORT FOR MATOC FY 13-14	\$540,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	ZY103B21	M240	0003259	PE
CHART Operation Centers Staffing Support	\$500,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX257B61	L24E	3114044	Other
CHART - MSP Staffing and Support FY 13-15	\$659,565.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX757B23	M240	0003261	PE
CHART SYSTEM DEVELOPMENT FY 13-14	\$2,700,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	SD104B93	LZ1E	0003258	Other
CHART SYSTEM DEVELOPMENT FY 13-14	\$300,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	SD104C93	LZ10	0003258	Other
CHART SYSTEM DEVELOPMENT FY 13-14	\$1,250,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	SD104C93	LZ10	0003258	Other
CHART SYSTEM DEVELOPMENT FY 13-14	\$1,950,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	SD104D93	LZ20	0003258	Other
Total:		\$16,092,740.68				

Other Projects

Route	Description	Obligated Funds	STIP Reference	Contract Num	Approp. Code	Fed Project Num	Phase
	LOWER SUSQUEHANNA BYWAY CORRIDOR MGMT	\$8,156.00	WILMAPCO 3-3	AX286B26	L970	MD06019	PE

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

I-95 CC SUPPORT FOR ITS-MCOM YEAR 2	\$3,560,000.00	WILMAPCO 3-12	AX350B2B	LT2E	0003329	PE
RECREATIONAL TRAILS FY 14 PROJECTS	\$1,112,384.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AX688B24	M940	0003340	PE
RECREATIONAL TRAILS FY 14 PROJECTS	\$245,463.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AX688C54	H940	0003340	CO
I-95 CC MULT-STATE MODEL ANALYSIS	\$65,000.00	WILMAPCO 3-12	AX791B22	5L50	0003329	PE
I-95 CC MULT-STATE MODEL ANALYSIS	\$100,000.00	WILMAPCO 3-12	AX791C22	5L5E	0003329	PE
SB0605 BLUE CRAB BYWAY MANAGEMENT-YEAR 1	\$13,644.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AX863B22	L970	MD06020	PE
SAFE ROUTE TO SCHOOL-PLN OF INFRAST PJT	\$509,120.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AT011B11	LU3E	0003339	PP
FUEL TAX AUDITING & ACTIVITIES ENFORCE	\$5,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX019B91	L96E	PTE2013	Other
SAFE ROUTES TO SCHOOLS COORDINATOR	\$101,557.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX352B22	LU10	0003232	PE
SAFE ROUTES TO SCHOOLS COORDINATOR	\$148,179.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX352C22	LU3E	0003232	PE
SAFE ROUTES TO SCHOOL - GRANT F	\$3,330,915.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX933B52	LU2E	0003338	CO
SAFE ROUTES TO SCHOOL COORDINATOR&SRTS	\$69,808.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	HS193B21	LU3E	0001875	PE
MD STRATEGIC HWY SAFETY PLAN 2011-2014	\$217,601.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	HS207B23	LS3E	000A888	PE
PED/BIKE SAFETY PROGRAM - FY 13	\$414,500.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	HS207B25	MS32	0003279	PE
CHART IN-HOUSE STAFF FOR FY 2014	\$7,000,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AT040B61	M240	3114048	Other
CHART VEHICLES FOR FY 2014 - OPERATIONS	\$2,000,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX280B63	M240	0003302	Other
CHART OPERATIONS FY 2013	\$1,456,443.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX335B61	M240	3114047	Other
TC11-LEGACY PAVEMENT IMP-DIST 2/DIST 4	\$183,939.42	60-9509-38	AX264B51	LZ2E	000A805	CO
Total:		\$20,541,709.42				
Grand Total:		\$71,102,085.35				

* This information is based on the State Fiscal Year 2014 (July 2013 to June 2014)

**The above report is intended to represent a snapshot of the Federal funds obligated to the specified project within the aforementioned fiscal year. The information above is collected from Federal Highway FMIS System. SHA Program Development Division only compiles the report.

***STIP created prior to 2010. Unable to locate

CTP FY17 thru FY23 SPEND PLAN

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	C	I	J	K	V	W	X	Y	AC	AD	AE	AI	AJ	AK	AO	AP	AQ
	Project Title	Phase	Current Estimate	SPEND + PRIOR EXP	FY18 State Auth	FY18 Fed OB	FY18 Fund Code	type	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code
1																	
2	Highway SAFETY Improvement Program - New Castle County	PD	244,449	244,441													
3	Highway SAFETY Improvement Program - New Castle County	PE	4,648,339	4,202,516	1,000,000			art									
4	Highway SAFETY Improvement Program - New Castle County	ROW	3,580,000	3,113,920	50,000			VARIOUS		450,000		VARIOUS	1,200,000				
5	Highway SAFETY Improvement Program - New Castle County	CE	2,056,190	1,861,676		100,000		VARIOUS	art			139,580	VARIOUS				
6	Highway SAFETY Improvement Program - New Castle County	C	35,312,512	26,388,378	1,049,928	9,600,000		VARIOUS	art			2,050,000	VARIOUS	300,000			
7	Highway SAFETY Improvement Program - New Castle County	Traffic	1,704,689	1,118,709						4,500		VARIOUS					
8	Highway SAFETY Improvement Program - New Castle County	Utilities	876,295	847,895						333,000		VARIOUS					
9	Highway SAFETY Improvement Program - New Castle County	Continge	1,475,049	1,159,095						117,766							
10	Highway SAFETY Improvement Program - New Castle County Total		49,897,523	38,935,630	2,099,928	10,009,000				3,094,846		1,500,000	2,700,000				
11	I-95 & US 202 Interchange	PE	2,734,059	2,732,646													
12	I-95 & US 202 Interchange	CE	6,671,940	6,720,688													
13	I-95 & US 202 Interchange	C	27,607,113	27,607,113													
14	I-95 & US 202 Interchange	Traffic	584,203	586,363													
15	I-95 & US 202 Interchange	Utilities	460,000	453,342													
16	I-95 & US 202 Interchange	Continge	6,062,803	5,262,939													
17	I-95 & US 202 Interchange Total		44,120,118	43,262,092													
18	I-95 and SR141 Interchange, Ramps G & F Improvements	PE	2,700,000	2,668,179													
19	I-95 and SR141 Interchange, Ramps G & F Improvements	CE	3,515,886	3,570,466													
20	I-95 and SR141 Interchange, Ramps G & F Improvements	C	31,659,509	33,726,341		5,986,580	AC Z001& 2 & 3	Exp									
21	I-95 and SR141 Interchange, Ramps G & F Improvements	Traffic	604,136	263,404													
22	I-95 and SR141 Interchange, Ramps G & F Improvements	Utilities	636,163	465,983													
23	I-95 and SR141 Interchange, Ramps G & F Improvements	Continge	2,751,282	2,500,000													
24	I-95 and SR141 Interchange, Ramps G & F Improvements Total		41,866,973	43,134,372		5,986,580											
25	I-95 and SR896 Interchange	C	4,000,000	4,097,739													
26	I-95 and SR896 Interchange	ROW	1,000,000	1,000,000								1,000,000					
27	I-95 and SR896 Interchange	C	60,000,000	10,000,000													Z001
28	I-95 and SR896 Interchange Total		65,000,000	15,097,739								1,000,000					
29	I-95 Crossover Relocation	CE	39,750	1,231													
30	I-95 Crossover Relocation	C	300,000	92,024													
31	I-95 Crossover Relocation	Traffic	2,641	1,402													
32	I-95 Crossover Relocation	Continge	10,999														
33	I-95 Crossover Relocation Total		353,390	94,657													
34	SR 1 Widening, SR273 to the Roth Bridge	PD	310,228	309,698													
35	SR 1 Widening, SR273 to the Roth Bridge	PE	9,229,500	9,941,567													
36	SR 1 Widening, SR273 to the Roth Bridge	ROW	2,000,000	2,000,000										Z001			MOE
37	SR 1 Widening, SR273 to the Roth Bridge	C	250,000,000														
38	SR 1 Widening, SR273 to the Roth Bridge Total		261,539,728	8,251,264													
39	SR 1 Northbound Auxiliary Lane, US 40 to SR 273	CE	86,624	45,144													
40	SR 1 Northbound Auxiliary Lane, US 40 to SR 273	C	2,121,571	2,079,207													
41	SR 1 Northbound Auxiliary Lane, US 40 to SR 273	Traffic	377,000	268,699													
42	SR 1 Northbound Auxiliary Lane, US 40 to SR 273	Continge	215,008														
43	SR 1 Northbound Auxiliary Lane, US 40 to SR 273 Total		2,800,203	2,393,141													
44	SR 1 Median Barrier Replacement	CE	94,900	9,027													
45	SR 1 Median Barrier Replacement	C	932,030	2,001,000													
46	SR 1 Median Barrier Replacement	Continge	101,263	85,731													
47	SR 1 Median Barrier Replacement Total		1,128,193	2,162,758													
48	SR141 Improvements, I-95 Interchange to Jay Drive	PE	5,795,623	5,667,614													
49	SR141 Improvements, I-95 Interchange to Jay Drive	ROW	752,000														
50	SR141 Improvements, I-95 Interchange to Jay Drive	C	45,000,000	45,000,000		11,560,000	Z001	Exp		15,000,000	Z001 & Z002 AC		7,000,000	Z002 AC			
51	SR141 Improvements, I-95 Interchange to Jay Drive Total		51,548,023	51,418,539		11,560,000				18,000,000							
52	Glenville Subdivision Improvements	PE	176,873	155,195													
53	Glenville Subdivision Improvements	CE	166,599	118,468													
54	Glenville Subdivision Improvements	C	880,500	880,500													
55	Glenville Subdivision Improvements	Traffic	1,207	1,207													
56	Glenville Subdivision Improvements	Utilities	40,000	30,393													
57	Glenville Subdivision Improvements	Continge	138,870	135,871													
58	Glenville Subdivision Improvements Total		1,404,049	1,321,634													
59	I-295 Improvements, Westbound from I-295 to US 13	PE	750,000	611,833													
60	I-295 Improvements, Westbound from I-295 to US 13	CE	295,873	1,000													
61	I-295 Improvements, Westbound from I-295 to US 13	C	7,000,000	7,000,000													
62	I-295 Improvements, Westbound from I-295 to US 13 Total		8,045,873	7,612,833													
63	Road A / SR7 Improvements	PD	259,576	177,896													
64	Road A / SR7 Improvements	PE	1,850,000	2,193,504													
65	Road A / SR7 Improvements	ROW	100,000	1,000,000													
66	Road A / SR7 Improvements	C	11,000,000	11,000,000					1,700,000	4,800,000	Z001		4,000,000	Z001			
67	Road A / SR7 Improvements Total		13,309,576	14,371,400					1,700,000	4,800,000			4,000,000				
68	SR 1 / I-95 Interchange	PD	32,000	31,600													
69	SR 1 / I-95 Interchange	PE	7,814,056	7,593,623													
70	SR 1 / I-95 Interchange	ROW	15,542,834	10,477,423													
71	SR 1 / I-95 Interchange	C	13,412,252	12,191,662													
72	SR 1 / I-95 Interchange	Traffic	85,743,000	85,743,000													
73	SR 1 / I-95 Interchange	Utilities	1,857,038	1,811,861													
74	SR 1 / I-95 Interchange	Continge	266,126	266,068													
75	SR 1 / I-95 Interchange	C	32,062,473	30,970,783													
76	SR 1 / I-95 Interchange Total		156,786,778	140,066,021													
77	Lighting Replacement, Interstate, Open End, FY15-FY16	PE	95,500	95,481													
78	Lighting Replacement, Interstate, Open End, FY15-FY16	CE	225,000	45,515													
79	Lighting Replacement, Interstate, Open End, FY15-FY16	C	1,044,873	1,044,873													
80	Lighting Replacement, Interstate, Open End, FY15-FY16	Continge	135,000														
81	Lighting Replacement, Interstate, Open End, FY15-FY16 Total		1,490,373	1,185,868													
82	Lighting Enhancements, Interstate, Open End, FY18-FY19	CE	100,000	100,000	10,000			Exp									
83	Lighting Enhancements, Interstate, Open End, FY18-FY19	C	932,775	1,000,000	100,000			Exp									
84	Lighting Enhancements, Interstate, Open End, FY18-FY19	Continge	100,000	100,000	10,000			Exp									
85	Lighting Enhancements, Interstate, Open End, FY18-FY19	C	1,132,756	1,200,000	120,000												
86	I-951-2951-495 Interstate High Mast Lighting Improvements	PE	176,500	138,769													
87	I-951-2951-495 Interstate High Mast Lighting Improvements	CE	200,000														
88	I-951-2951-495 Interstate High Mast Lighting Improvements	C	4,044,444	4,007,338													
89	I-951-2951-495 Interstate High Mast Lighting Improvements	Utilities	85,000														
90	I-951-2951-495 Interstate High Mast Lighting Improvements	Continge	420,000														
91	I-951-2951-495 Interstate High Mast Lighting Improvements Total		4,928,944	4,854,107													
92	Interstate Maintenance Drainage Repair, FY14-FY16, Open-End	CE	375,789	71,461													
93	Interstate Maintenance Drainage Repair, FY14-FY16, Open-End	C	2,188,140	662,518													
94	Interstate Maintenance Drainage Repair, FY14-FY16, Open-End	Continge	256,393														
95	Interstate Maintenance Drainage Repair, FY14-FY16, Open-End Total		2,820,322	733,979													
96	Drainage Improvements, Interstate, North, Open End FY18-FY20	CE	250,000	25,000				Exp									

CTP FY17 thru FY23 SPEND PLAN

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	C	I	J	K	V	W	X	Y	AC	AD	AE	AI	AJ	AK	AO	AP	AQ
	Project Title	Phase	Current Estimate	SPEND + PRIOR EXP	FY18 State Auth	FY18 Fed OB	FY18 Fund Code	Type	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code
97	Drainage Improvements, Interstate, North, Open End FY18-FY20	C	2,500,000	2,500,000	250,000	-	-	Exp	-	-	-	-	-	-	-	-	-
98	Drainage Improvements, Interstate, North, Open End FY18-FY20	Conting	250,000	250,000	25,000	-	-	Exp	-	-	-	-	-	-	-	-	-
99	Drainage Improvements, Interstate, North, Open End FY18-FY20	C	3,000,000	3,000,000	300,000	-	-	Exp	-	-	-	-	-	-	-	-	-
100	US 301, GARVEE Debt Service	Program	159,273,823	148,287,536	-	10,983,288	AC Z001	Exp	-	10,983,288	AC Z001	-	10,983,288	AC Z001	-	10,977,450	AC Z001
101	US 301, GARVEE Debt Service Total		159,273,823	148,287,536	-	10,983,288			-	10,983,288		-	10,983,288		-	10,977,450	
102	US 301, Maryland State Line to SR 1	PD	11,142,386	11,142,386	-	-	-	-	-	-	-	-	-	-	-	-	-
103	US 301, Maryland State Line to SR 1	PE	8,784,194	8,784,194	-	-	-	-	-	-	-	-	-	-	-	-	-
104	US 301, Maryland State Line to SR 1	ROW	96,172,311	96,172,311	-	-	-	-	-	-	-	-	-	-	-	-	-
105	US 301, Maryland State Line to SR 1	CE	57,412,211	50,655,180	-	-	-	-	-	-	-	-	-	-	-	-	-
106	US 301, Maryland State Line to SR 1	C	312,052,289	155,985,952	-	-	-	Exp	-	-	-	-	-	-	-	-	-
107	US 301, Maryland State Line to SR 1	Traffic	4,990,482	4,990,482	-	-	-	-	-	-	-	-	-	-	-	-	-
108	US 301, Maryland State Line to SR 1	Utilities	3,969,876	3,158,899	-	-	-	-	-	-	-	-	-	-	-	-	-
109	US 301, Maryland State Line to SR 1	Conting	38,947,658	38,928,046	-	-	-	-	-	-	-	-	-	-	-	-	-
110	US 301, Maryland State Line to SR 1	Audit	60,733,539	60,206,628	-	-	-	-	-	-	-	-	-	-	-	-	-
111	US 301, Maryland State Line to SR 1 Total		594,465,726	428,449,450	-	-	-	-	-	-	-	-	-	-	-	-	-
112	SR 2 / Rad Mill Road Intersection Improvements	PE	1,200,000	1,075,694	-	-	-	-	-	-	-	-	-	-	-	-	-
113	SR 2 / Rad Mill Road Intersection Improvements	ROW	3,500,000	3,500,000	-	-	Z001	-	3,500,000	-	AC Z001	-	-	-	-	-	-
114	SR 2 / Rad Mill Road Intersection Improvements	C	7,200,000	7,200,000	-	-	-	-	-	-	-	-	-	Z230	1,440,000	4,800,000	Z230
115	SR 2 / Rad Mill Road Intersection Improvements Total		11,900,000	11,775,694	-	-	-	-	3,500,000	-	-	-	-	-	-	1,440,000	4,800,000
116	SR 4, Christina Parkway from SR 2, Elkon Road to SR 896, South College Ave	PD	195,783	195,783	-	-	-	-	-	-	-	-	-	-	-	-	-
117	SR 4, Christina Parkway from SR 2, Elkon Road to SR 896, South College Ave	PE	1,000,000	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-
118	SR 4, Christina Parkway from SR 2, Elkon Road to SR 896, South College Ave	ROW	300,000	300,000	-	-	Z460	-	-	-	-	300,000	-	-	-	-	-
119	SR 4, Christina Parkway from SR 2, Elkon Road to SR 896, South College Ave	C	20,000,000	6,500,000	-	-	M0E1*	-	-	-	M0E1*	-	-	-	-	-	-
120	SR 4, Christina Parkway from SR 2, Elkon Road to SR 896, South College Ave	N	21,495,783	7,995,783	-	-	-	-	-	-	-	300,000	-	-	-	-	-
121	SR 299, SR 1 to Catherine Street	PE	1,700,000	1,557,562	-	-	-	-	-	-	-	-	-	-	-	-	-
122	SR 299, SR 1 to Catherine Street	ROW	1,500,000	1,500,000	-	-	-	-	-	-	-	-	-	-	-	-	-
123	SR 299, SR 1 to Catherine Street	C	6,500,000	6,500,000	-	-	Z460	-	1,300,000	200,000	Z231	-	3,000,000	Z231	-	2,000,000	Z231
124	SR 299, SR 1 to Catherine Street Total		9,700,000	9,557,562	-	-	-	-	1,300,000	200,000	-	-	3,000,000	-	-	-	-
125	US13, US40 to Memorial Drive Pedestrian Improvements	PE	1,000,000	963,016	-	-	-	-	-	-	-	-	-	-	-	-	-
126	US13, US40 to Memorial Drive Pedestrian Improvements	ROW	1,000,000	1,000,000	200,000	-	Z001	art	-	-	-	-	-	-	-	-	-
127	US13, US40 to Memorial Drive Pedestrian Improvements	C	26,000,000	11,317,858	-	-	-	-	-	-	-	5,200,000	2,000,000	Z001	-	2,400,000	AC Z001
128	US13, US40 to Memorial Drive Pedestrian Improvements Total		28,000,000	13,280,874	200,000	800,000	-	-	-	-	-	5,200,000	2,000,000	-	-	2,400,000	-
129	Walnut Street, Front Street to 3rd Street, Wilmington	PE	650,000	730,171	-	-	-	-	-	-	-	-	-	-	-	-	-
130	Walnut Street, Front Street to 3rd Street, Wilmington	ROW	25,000	25,000	-	-	-	-	-	-	-	-	-	-	-	-	-
131	Walnut Street, Front Street to 3rd Street, Wilmington	C	2,000,000	2,000,000	100,000	-	-	art	1,600,000	-	-	-	-	-	-	-	-
132	Walnut Street, Front Street to 3rd Street, Wilmington Total		2,675,000	2,755,171	100,000	-	-	-	1,600,000	-	-	-	-	-	-	-	-
133	Wilmington Initiatives, 4th Street, Walnut St to I-95	PE	750,000	750,000	-	-	-	-	-	-	-	750,000	-	-	-	-	-
134	Wilmington Initiatives, 4th Street, Walnut St to I-95	ROW	500,000	500,000	-	-	-	-	-	-	-	-	-	-	-	-	-
135	Wilmington Initiatives, 4th Street, Walnut St to I-95	C	1,750,000	1,750,000	-	-	-	-	-	-	-	-	-	-	-	-	-
136	Wilmington Initiatives, 4th Street, Walnut St to I-95 Total		3,000,000	3,000,000	-	-	-	-	-	-	-	750,000	-	-	-	-	-
137	Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street	PE	1,200,000	1,230,460	-	-	-	-	-	-	-	-	-	-	-	-	-
138	Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street	ROW	50,000	100,000	50,000	-	Z001	-	-	-	-	-	-	-	-	-	-
139	Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street	C	5,000,000	5,000,000	-	-	-	-	1,000,000	500,000	Z400	-	3,500,000	Z400 & Z003	-	-	-
140	Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street Total		6,250,000	6,230,460	50,000	-	-	-	1,000,000	500,000	-	-	3,500,000	-	-	-	-
141	Wilmington Initiatives, Walnut St, MLK to 13th Street	PE	1,705,014	1,705,014	-	-	-	-	1,000,000	-	-	-	-	-	-	-	-
142	Wilmington Initiatives, Walnut St, MLK to 13th Street	ROW	1,000,000	1,000,000	-	-	-	-	-	-	-	1,000,000	-	Z003	-	-	-
143	Wilmington Initiatives, Walnut St, MLK to 13th Street	C	10,000,000	5,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-
144	Wilmington Initiatives, Walnut St, MLK to 13th Street Total		12,705,014	7,705,014	-	-	-	-	1,000,000	-	-	1,000,000	-	-	-	-	-
145	SR 9, River Road Area Improvements, Flood Remediation	PE	138,434	138,434	-	-	-	-	-	-	-	-	-	-	-	-	-
146	SR 9, River Road Area Improvements, Flood Remediation	ROW	1,379,803	1,379,803	-	-	-	-	1,200,000	-	-	-	-	-	-	-	-
147	SR 9, River Road Area Improvements, Flood Remediation	C	500,000	-	-	-	-	-	-	-	-	-	-	-	-	-	Z230
148	SR 9, River Road Area Improvements, Flood Remediation	PE	9,350,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
149	SR 9, River Road Area Improvements, Flood Remediation Total		11,048,237	1,518,237	-	-	-	-	1,200,000	-	-	-	-	-	-	-	-
150	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	PD	557,322	524,505	-	-	-	-	-	-	-	-	-	-	-	-	-
151	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	PE	1,609,144	1,544,738	-	-	-	-	-	-	-	-	-	-	-	-	-
152	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	ROW	1,000,000	328,109	-	-	-	-	-	-	-	-	-	-	-	-	-
153	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	CE	1,517,302	1,291,966	-	-	-	-	-	-	-	-	-	-	-	-	-
154	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	C	8,333,333	8,917,405	-	-	-	-	-	-	-	-	-	-	-	-	-
155	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	Traffic	317,341	74,688	-	-	-	-	-	-	-	-	-	-	-	-	-
156	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	Utilities	183,561	80,882	-	-	-	-	-	-	-	-	-	-	-	-	-
157	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	Conting	1,236,497	1,132,496	-	-	-	-	-	-	-	-	-	-	-	-	-
158	HSIP NCC, N54, Howell School Road, SR 896 to SR 71 Total		14,754,500	13,894,790	-	-	-	-	-	-	-	-	-	-	-	-	-
159	HSIP NCC, SR 273, Appleby Road to Airport Road	PD	200,000	127,562	-	-	-	-	-	-	-	-	-	-	-	-	-
160	HSIP NCC, SR 273, Appleby Road to Airport Road	PE	1,250,000	1,215,632	-	-	-	-	-	-	-	-	-	-	-	-	-
161	HSIP NCC, SR 273, Appleby Road to Airport Road	ROW	1,391,000	1,191,820	-	-	-	-	-	-	-	-	-	-	-	-	-
162	HSIP NCC, SR 273, Appleby Road to Airport Road	CE	200,000	183,335	-	-	-	-	-	-	-	-	-	-	-	-	-
163	HSIP NCC, SR 273, Appleby Road to Airport Road	C	7,288,000	7,288,000	160,000	-	AC ZS30	hsip	-	-	-	-	-	-	-	-	-
164	HSIP NCC, SR 273, Appleby Road to Airport Road	Traffic	841,996	816,043	-	-	-	-	-	-	-	-	-	-	-	-	-
165	HSIP NCC, SR 273, Appleby Road to Airport Road	Utilities	756,954	735,958	-	-	-	-	-	-	-	-	-	-	-	-	-
166	HSIP NCC, SR 273, Appleby Road to Airport Road Total		11,927,950	11,857,300	160,000	4,239,200	-	-	-	-	-	-	-	-	-	-	-
167	Elkon Road, MD Line to Casho Mill Road	PE	2,292,812	2,292,812	-	-	-	-	-	-	-	-	-	-	-	-	-
168	Elkon Road, MD Line to Casho Mill Road	ROW	1,000,000	1,000,000	800,000	-	-	hsip	-	-	-	-	-	-	-	-	-
169	Elkon Road, MD Line to Casho Mill Road	C	25,000,000	25,000,000	-	-	-	-	5,000,000	3,000,000	Z001	-	13,000,000	AC Z001	-	4,000,000	AC Z001
170	Elkon Road, MD Line to Casho Mill Road Total		28,289,212	28,295,832	800,000	-	-	-	5,000,000	3,000,000	-	-	13,000,000	-	-	4,000,000	-
171	SR 273 / Chapman Road Intersection Improvements	PE	1,300,000	1,159,012	-	-	-	-	-	-	-	-	-	-	-	-	-
172	SR 273 / Chapman Road Intersection Improvements	ROW	750,000	750,000	-	-	-	-	750,000	-	Z001	-	-	-	-	-	-
173	SR 273 / Chapman Road Intersection Improvements	C	12,500,000	12,500,000	-	-	-	-	-	-	-	-	-	Z001	2,500,000	500,000	Z001
174	SR 273 / Chapman Road Intersection Improvements Total		14,550,000	14,409,012	-	-	-	-	750,000	-	-	-	-	-	-	2,500,000	500,000
175	Manor Avenue Sidewalk Improvements	PE	300,000	234,753	-	-	-	-	-	-	-	-	-	-	-	-	-
176	Manor Avenue Sidewalk Improvements	ROW	20,000	20,000	-	-	-	-	-	-	-	-	-	-	-	-	-
177	Manor Avenue Sidewalk Improvements	CE	235,600	235,600	-	-	-	-	-	-	-	-	-	-	-	-	-
178	Manor Avenue Sidewalk Improvements	C	673,294	673,294	-	-	-	-	-	-	-	-	-	-	-	-	-
179	Manor Avenue Sidewalk Improvements	Traffic	5,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-
180	Manor Avenue Sidewalk Improvements	Conting	76,376	76,376	-	-	-	-	-	-	-	-	-	-	-	-	-
181	Manor Avenue Sidewalk Improvements Total		1,310,270	1,280,023	-	-	-	-	-	-	-	-	-	-	-	-	-
182	Myrtle Avenue Sidewalk Improvements	PE	350,0														

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	C	I	J	K	V	W	X	Y	AC	AD	AE	AI	AJ	AK	AO	AP	AQ
	Project Title	Phase	Current Estimate	SPEND + PRIOR EXP	FY18 State Auth	FY18 Fed OB	FY18 Fund Code	type	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code
191	US 40 & SR 896 Improvements	CE	5,000,000	500,000	-	-	-	-	-	-	-	-	-	-	-	-	-
192	US 40 & SR 896 Improvements	C	40,000,000	2,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-
193	US 40 & SR 896 Grade Improvements Total			41,000,000	-	-	-	-	2,000,000	-	-	-	-	-	-	-	Z001
194	US 40 / SR 72 Intersection Improvements	PD	502,878	404,147	-	-	-	-	-	-	-	-	-	-	-	-	-
195	US 40 / SR 72 Intersection Improvements	PE	1,643,000	1,646,236	-	-	-	-	-	-	-	-	-	-	-	-	-
196	US 40 / SR 72 Intersection Improvements	ROW	3,500,000	3,450,777	-	-	-	-	-	-	-	-	-	-	-	-	-
197	US 40 / SR 72 Intersection Improvements	C	13,000,000	13,000,000	-	-	-	art	-	1,400,000	AC Z001	-	-	-	-	-	-
198	US 40 / SR 72 Intersection Improvements Total		18,445,878	18,501,240	-	-	-	-	-	1,400,000	-	-	-	-	-	-	-
199	US 40, Salem Church Road to Walther Road	PE	2,000,000	1,915,613	-	-	-	-	-	-	-	-	-	-	-	-	-
200	US 40, Salem Church Road to Walther Road	ROW	2,000,000	2,000,000	-	-	-	-	-	-	-	2,000,000	-	-	-	-	-
201	US 40, Salem Church Road to Walther Road	C	15,000,000	11,000,000	-	-	-	-	-	-	-	-	-	-	3,000,000	500,000	Z001
202	US 40, Salem Church Road to Walther Road Total		19,000,000	14,915,613	-	-	-	-	-	-	-	2,000,000	-	-	3,000,000	500,000	-
203	SR 896 and Bethel Church Rd Interchange	PE	1,500,000	1,500,000	-	-	-	-	-	-	-	-	-	-	-	-	-
204	SR 896 and Bethel Church Rd Interchange Total		1,500,000	1,500,000	-	-	-	-	-	-	-	-	-	-	-	-	-
205	SR4, Harmony Road Intersection Improvements	PE	750,000	750,000	-	-	-	-	-	-	-	-	-	-	1,500,000	-	-
206	SR4, Harmony Road Intersection Improvements Total		750,000	750,000	-	-	-	-	-	-	-	-	-	-	750,000	-	-
207	SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stanton Split	PE	900,000	900,000	-	-	-	-	-	-	-	-	-	-	750,000	-	-
208	SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stanton Split Tot		900,000	900,000	-	-	-	-	-	-	-	-	-	-	900,000	-	-
209	Denney Road and Lexington Parkway Intersection Improvements	PE	750,000	750,000	-	-	-	-	-	-	-	-	-	-	750,000	-	-
210	Denney Road and Lexington Parkway Intersection Improvements Total		750,000	750,000	-	-	-	-	-	-	-	-	-	-	750,000	-	-
211	Old Capitol Trail, Newport Road to Stanton Road	PE	450,000	450,000	-	-	-	-	-	-	-	-	-	-	450,000	-	-
212	Old Capitol Trail, Newport Road to Stanton Road Total		450,000	450,000	-	-	-	-	-	-	-	-	-	-	450,000	-	-
213	SR 72, Advanced Utility Relocation from McCoy Road to SR71	C	3,300,000	3,300,000	660,000	2,640,000	-	Cal	-	-	-	-	-	-	-	-	-
214	SR 72, Advanced Utility Relocation from McCoy Road to SR71 Total		3,300,000	3,300,000	660,000	2,640,000	-	-	-	-	-	-	-	-	-	-	-
215	SR 72, McCoy Road to SR 71	C	894,108	875,519	-	-	-	-	-	-	-	-	-	-	-	-	-
216	SR 72, McCoy Road to SR 71	ROW	3,000,000	2,999,420	-	-	-	-	-	-	-	-	-	-	-	-	-
217	SR 72, McCoy Road to SR 71	C	12,761,214	12,761,214	-	-	-	-	-	-	M23E	2,552,243	10,208,973	Z460&Z230	-	-	Z460
218	SR 72, McCoy Road to SR 71 Total		16,655,322	16,656,633	-	-	-	-	-	-	-	2,552,243	10,208,973	-	-	-	-
219	Possum Park Road and Old Possum Park Road Intersection Improvements	PE	182,000	182,000	-	-	-	-	-	-	-	-	-	-	-	-	-
220	Possum Park Road and Old Possum Park Road Intersection Improvements	ROW	100,000	100,000	-	-	-	-	-	-	-	-	-	-	-	-	-
221	Possum Park Road and Old Possum Park Road Intersection Improvements	C	1,500,000	1,500,000	-	-	-	Cal	-	-	-	-	-	-	-	-	-
222	Possum Park Road and Old Possum Park Road Intersection Improvements Total		1,782,000	1,782,000	1,500,000	-	-	-	-	-	-	-	-	-	-	-	-
223	SR 7, Newtown Road to SR 273	PD	75,800	63,232	-	-	-	-	-	-	-	-	-	-	-	-	-
224	SR 7, Newtown Road to SR 273	PE	919,000	919,000	-	-	-	-	-	-	-	-	-	-	-	-	-
225	SR 7, Newtown Road to SR 273	ROW	4,150,000	4,140,499	-	-	-	-	-	-	-	-	-	-	-	-	-
226	SR 7, Newtown Road to SR 273	CE	1,695,588	1,442,866	-	-	-	-	-	-	-	-	-	-	-	-	-
227	SR 7, Newtown Road to SR 273	C	5,992,493	5,362,934	-	-	-	-	-	-	-	-	-	-	-	-	-
228	SR 7, Newtown Road to SR 273	Traffic	381,261	365,099	-	-	-	-	-	-	-	-	-	-	-	-	-
229	SR 7, Newtown Road to SR 273	Utilities	121,494	121,494	-	-	-	-	-	-	-	-	-	-	-	-	-
230	SR 7, Newtown Road to SR 273	Conting	729,500	587,612	-	-	-	-	-	-	-	-	-	-	-	-	-
231	SR 7, Newtown Road to SR 273	Mainten	925	650	-	-	-	-	-	-	-	-	-	-	-	-	-
232	SR 7, Newtown Road to SR 273 Total		14,219,567	13,002,695	-	-	-	-	-	-	-	-	-	-	-	-	-
233	Jamison Corner Road Relocated at Boyds Corner Road	PE	544,813	544,813	-	-	-	-	-	-	-	-	-	-	-	-	-
234	Jamison Corner Road Relocated at Boyds Corner Road	ROW	1,000,000	473,362	-	-	-	-	-	-	-	-	-	-	-	-	-
235	Jamison Corner Road Relocated at Boyds Corner Road	CE	215,342	215,342	85,233	-	-	local	-	-	-	-	-	-	-	-	-
236	Jamison Corner Road Relocated at Boyds Corner Road	C	7,800,000	7,149,108	-	-	-	local	-	-	-	-	-	-	-	-	-
237	Jamison Corner Road Relocated at Boyds Corner Road	Utilities	366,202	388,300	-	-	-	-	-	-	-	-	-	-	-	-	-
238	Jamison Corner Road Relocated at Boyds Corner Road Total		9,584,925	8,769,925	85,233	-	-	-	-	-	-	-	-	-	-	-	-
239	N15, Boyds Corner Road, Cedar Lane Road to US 13	PE	2,010,300	2,009,347	500,000	-	-	local	-	-	-	-	-	-	-	-	-
240	N15, Boyds Corner Road, Cedar Lane Road to US 13	ROW	2,800,000	4,200,000	-	-	-	-	2,800,000	-	-	-	-	-	-	-	-
241	N15, Boyds Corner Road, Cedar Lane Road to US 13	C	13,300,000	10,325,000	-	-	-	-	-	-	-	-	-	-	-	-	-
242	N15, Boyds Corner Road, Cedar Lane Road to US 13	Utilities	21,000	21,000	-	-	-	-	-	-	-	-	-	-	-	-	-
243	N15, Boyds Corner Road, Cedar Lane Road to US 13 Total		18,131,300	16,576,347	500,000	-	-	-	2,800,000	-	-	-	-	-	-	-	-
244	N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	PE	168,590	168,577	-	-	-	local	50,000	-	-	-	-	-	-	-	-
245	N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	ROW	3,000,000	3,000,000	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
246	N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	C	7,000,000	6,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-
247	N412, Lorewood Grove Road, Jamison Corner Rd to SR 1 Total		10,168,590	9,168,577	3,000,000	-	-	-	50,000	-	-	-	-	-	-	-	-
248	N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	PE	1,981,454	392,894	-	-	-	-	-	-	-	-	-	-	-	-	-
249	N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	ROW	2,600,000	2,600,000	-	-	-	-	-	-	-	2,600,000	-	-	-	-	-
250	N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	C	5,500,000	5,500,000	-	-	-	-	-	-	-	-	-	-	-	-	-
251	N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road Total		10,081,454	8,492,894	-	-	-	-	-	-	-	2,600,000	-	-	-	-	-
252	Cedar Lane Road and Marl Pit Road Intersection Improvements	PE	100,000	102,775	-	-	-	-	-	-	-	-	-	-	-	-	-
253	Cedar Lane Road and Marl Pit Road Intersection Improvements	ROW	100,000	100,000	-	-	-	-	-	-	-	-	-	-	-	-	-
254	Cedar Lane Road and Marl Pit Road Intersection Improvements	C	1,500,000	1,500,000	1,500,000	-	-	local	-	-	-	-	-	-	-	-	-
255	Cedar Lane Road and Marl Pit Road Intersection Improvements Total		1,700,000	1,702,775	1,500,000	-	-	-	-	-	-	-	-	-	-	-	-
256	Christina River Bridge Approaches	PD	500,000	500,000	-	-	-	-	-	-	-	-	-	-	-	-	-
257	Christina River Bridge Approaches	PE	8,450,000	8,476,254	-	-	-	-	-	-	-	-	-	-	-	-	-
258	Christina River Bridge Approaches	ROW	9,600,000	9,600,070	-	-	-	-	-	-	-	-	-	-	-	-	-
259	Christina River Bridge Approaches	C	30,000,000	29,000,000	-	-	-	12,680,013	VARIOUS	Br Pres	-	5,000,000	AC Z230	-	-	-	-
260	Christina River Bridge Approaches	Traffic	62,713	62,713	-	-	-	-	-	-	-	-	-	-	-	-	-
261	Christina River Bridge Approaches	Mainten	756,971	755,971	-	-	-	-	-	-	-	-	-	-	-	-	-
262	Christina River Bridge Approaches Total		49,369,213	48,395,094	12,680,013	-	-	-	-	5,000,000	-	-	-	-	-	-	-
263	Christina River Bridge	ROW	5,000,000	4,010,522	-	-	-	-	-	-	-	-	-	-	-	-	-
264	Christina River Bridge	CE	4,352,131	4,197,048	-	-	-	625,960	AC RPS9	Br Pres	-	2,187,014	AC Z400	-	-	-	-
265	Christina River Bridge	C	28,386,108	28,384,452	-	-	-	8,319,223	Various	Br Pres	-	8,001,685	AC Z400/Z240/Z01	1,850,773	-	-	-
266	Christina River Bridge	Utilities	825,383	825,383	-	-	-	627,613	AC Z400	Br Pres	-	-	-	-	-	-	-
267	Christina River Bridge	Conting	1,436,178	1,436,178	-	-	-	-	-	-	-	-	-	-	1,148,943	-	-
268	Christina River Bridge Total		40,000,000	38,853,613	-	-	-	9,572,435	-	-	-	10,188,700	-	-	2,999,720	-	-
269	Garasches Lane, Wilmington	PD	652,208	272,698	-	-	-	-	-	-	-	-	-	-	-	-	-
270	Garasches Lane, Wilmington	PE	350,000	307,953	-	-	-	-	-	-	-	10,000	40,000	Z230	-	-	-
271	Garasches Lane, Wilmington	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
272	Garasches Lane, Wilmington	C	5,000,000	5,000,000	-	-	-	-	-	-	-	1,000,000	3,200,000	Z230	-	-	800,000 AC Z230
273	Garasches Lane, Wilmington Total		6,002,208	5,680,641	-	-	-	-	10,000	40,000	-	1,000,000	3,200,000	-	-	-	800,000
274	Justison Landing	PE	10,928,015	9,267,787	-	-	-	-	-	-	-	-	-	-	-	-	-
275	Justison Landing	ROW	5,259,544	5,239,819	218,000	-	-	E&C	68,000	-	-	68,000	-	-	68,000	-	-
276	Justison Landing	C	35,811,503	35,473,783	-	-	-	-	-	-	-	-	-	-	-	-	-
277	Justison Landing	Traffic	142,810	65,359	-	-	-	-	-	-	-	-	-	-	-	-	-
278	Justison Landing	Utilities	2,220,203	1,318,747	-	-	-	-	-	-	-	-	-	-	-	-	-
279	Justison Landing	Conting	75,000	67,069	-	-	-	-	-	-	-	-	-	-	-	-	-
280	Justison Landing	Mainten	3,490,729	2,858,655	-	-											

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CTP FY17 thru FY23 SPEND PLAN

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	C	I	J	K	V	W	X	Y	AC	AD	AE	AI	AJ	AK	AO	AP	AQ
	Project Title	Phase	Current Estimate	SPEND + PRIOR EXP	FY18 State Auth	FY18 Fed OB	FY18 Fund Code	type	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code
1																	
179	Christina Crescent Elevators	CE	50,000	50,000	-	-	-	-	-	-	-	-	-	-	-	-	-
180	Christina Crescent Elevators	C	516,000	516,000	-	-	-	-	-	-	-	-	-	-	-	-	-
181	Christina Crescent Elevators	Conting	434,000	434,000	-	-	-	-	-	-	-	-	-	-	-	-	-
182	Christina Crescent Elevators Total		1,000,000	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-
183	Wilmington Transit Center	PE	320,000	320,000	-	-	-	-	-	-	-	-	-	-	-	-	-
184	Wilmington Transit Center	ROW	500,000	920,090	-	-	-	-	-	-	-	-	-	-	-	-	-
185	Wilmington Transit Center	C	2,180,000	2,180,000	-	-	-	-	-	-	-	-	-	-	-	-	-
186	Wilmington Transit Center Total		3,000,000	3,420,090	-	-	-	-	-	-	-	-	-	-	-	-	-
187	DART I Roof Replacement	CE	50,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
188	DART I Roof Replacement	C	450,000	450,000	-	-	-	-	-	-	-	-	-	-	-	-	-
189	DART I Roof Replacement Total		500,000	450,000	-	-	-	-	-	-	-	-	-	-	-	-	-
190	Beech St Maintenance Building	PE	500,000	500,000	-	-	-	-	-	-	-	-	-	-	-	-	-
191	Beech St Maintenance Building	C	3,000,000	3,000,000	600,000	2,400,000	S307	TF	-	-	-	-	-	-	-	-	-
192	Beech St Maintenance Building Total		3,500,000	3,500,000	600,000	2,400,000			-	-	-	-	-	-	-	-	-
193	Beech St Facilities Renovation	PE	25,000	25,000	-	-	-	-	-	-	-	-	-	-	-	-	-
194	Beech St Facilities Renovation	C	1,350,000	1,350,000	-	-	-	-	-	-	-	-	-	-	-	-	-
195	Beech St Facilities Renovation Total		1,375,000	1,375,000	-	-	-	-	-	-	-	-	-	-	-	-	-
196	DART I Bus Vacuum	C	-	-	-	-	-	-	-	-	-	150,000	-	-	-	-	-
197	DART I Bus Vacuum Total		-	-	-	-	-	-	-	-	-	150,000	-	-	-	-	-
198	DART I Parking Lot 4 Paving	C	250,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
199	DART I Parking Lot 4 Paving Total		250,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
400	Monroe Street Oil Tanks Upgrade to AST	C	150,000	150,000	-	-	-	-	-	-	-	-	-	-	-	-	-
401	Monroe Street Oil Tanks Upgrade to AST Total		150,000	150,000	-	-	-	-	-	-	-	-	-	-	-	-	-
402	Riverfront Deck Repairs	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
403	Riverfront Deck Repairs	C	371,000	200	-	-	-	-	-	-	-	-	-	-	-	-	-
404	Riverfront Deck Repairs Total		371,000	200	-	-	-	-	-	-	-	-	-	-	-	-	-
405	Newark Regional Transportation Center, Planning and Design	PE	10,300,000	11,349,021	-	-	-	-	-	-	-	-	-	-	-	-	-
406	Newark Regional Transportation Center, Planning and Design	Program	2,633,200	2,633,636	-	-	-	-	-	-	-	-	-	-	-	-	-
407	Newark Regional Transportation Center, Planning and Design Total		12,933,200	13,982,657	-	-	-	-	-	-	-	-	-	-	-	-	-
408	Newark Regional Transportation Center, Parking Lot & Access Rd	ROW	100,000	100,000	-	-	-	-	-	-	-	-	-	-	-	-	-
409	Newark Regional Transportation Center, Parking Lot & Access Rd	CE	728,151	728,151	-	-	-	TF	-	-	-	-	-	-	-	-	-
410	Newark Regional Transportation Center, Parking Lot & Access Rd	C	4,816,346	4,816,346	-	-	-	-	-	-	-	-	-	-	-	-	-
411	Newark Regional Transportation Center, Parking Lot & Access Rd	Traffic	150,897	150,897	-	-	-	-	-	-	-	-	-	-	-	-	-
412	Newark Regional Transportation Center, Parking Lot & Access Rd	Utilities	1,290,164	1,461,542	-	-	-	-	-	-	-	-	-	-	-	-	-
413	Newark Regional Transportation Center, Parking Lot & Access Rd	Conting	312,520	312,520	-	-	-	-	-	-	-	-	-	-	-	-	-
414	Newark Regional Transportation Center, Parking Lot & Access Rd Total		7,407,079	7,569,456	-	-	-	-	-	-	-	-	-	-	-	-	-
415	Newark Regional Transportation Center, Station Building	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
416	Newark Regional Transportation Center, Station Building	C	5,000,000	5,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-
417	Newark Regional Transportation Center, Station Building Total		5,000,000	5,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-
418	Newark Regional Transportation Center, Platform and Pedestrian Bridge	C	37,000,000	37,000,000	21,800,000	-	-	TF	-	-	-	-	-	-	-	-	-
419	Newark Regional Transportation Center, Platform and Pedestrian Bridge Total		37,000,000	37,000,000	21,800,000	-	-		-	-	-	-	-	-	-	-	-
420	SEPTA New Payment Technology (NPT)	CE	144,000	96,644	-	-	-	-	-	-	-	-	-	-	-	-	-
421	SEPTA New Payment Technology (NPT) Total		144,000	96,644	-	-	-	-	-	-	-	-	-	-	-	-	-
422	Shipley Street Bridge Rehabilitation	C	7,629,500	7,629,500	629,500	-	-	rail	-	-	-	-	-	-	-	-	-
423	Shipley Street Bridge Rehabilitation Total		7,629,500	7,629,500	629,500	-	-		-	-	-	-	-	-	-	-	-
424	Third Track Antrak Phase	PE	285,915	128,541	-	-	-	-	-	-	-	-	-	-	-	-	-
425	Third Track Antrak Phase	CE	118,040	129	-	-	-	-	-	-	-	-	-	-	-	-	-
426	Third Track Antrak Phase	C	39,973,625	16,741,187	-	-	-	-	-	-	-	-	-	-	-	-	-
427	Third Track Antrak Phase Total		40,477,580	16,869,886	-	-	-	-	-	-	-	-	-	-	-	-	-
428	Northeast Corridor Allocation Policy	C	16,100,000	20,919,861	2,200,000	-	-	rail	2,300,000	-	-	2,400,000	-	-	2,500,000	-	-
429	Northeast Corridor Allocation Policy Total		16,100,000	20,919,861	2,200,000	-	-		2,300,000	-	-	2,400,000	-	-	2,500,000	-	-
430	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	PE	2,733,827	2,678,586	-	-	-	-	-	-	-	-	-	-	-	-	-
431	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	ROW	234,100	233,040	-	-	-	-	-	-	-	-	-	-	-	-	-
432	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	CE	3,448,034	3,741,894	-	-	-	-	-	-	-	-	-	-	-	-	-
433	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	C	7,368,795	7,367,486	-	-	-	-	-	-	-	-	-	-	-	-	-
434	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	Utilities	2,243,158	416	-	-	-	-	-	-	-	-	-	-	-	-	-
435	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	Conting	6,083,182	5,766,331	-	-	-	-	-	-	-	-	-	-	-	-	-
436	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	Maintena	680,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
437	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	Rail Roa	7,671,028	7,249,085	-	-	-	-	-	-	-	-	-	-	-	-	-
438	Northeast Corridor Improvements Yard to Ragan, Civil, Structural Total		30,462,123	27,036,850	-	-	-	-	-	-	-	-	-	-	-	-	-
439	Preventive Maintenance - New Castle County	Procurem	52,000,000	45,500,000	-	-	-	-	5,200,000	-	-	5,200,000	-	-	5,200,000	-	-
440	Preventive Maintenance - New Castle County Total		52,000,000	45,500,000	-	-	-	-	5,200,000	-	-	5,200,000	-	-	5,200,000	-	-
441	Transit Vehicle Expansion (3) 25' Cutaway Buses - FY18	Procurem	522,960	-	-	-	-	-	-	-	-	-	-	-	-	-	-
442	Transit Vehicle Expansion (3) 25' Cutaway Buses - FY18 Total		522,960	-	-	-	-	-	-	-	-	-	-	-	-	-	-
443	Transit Vehicle Expansion (2) 45' OTR Buses NCC FY19	Procurem	1,693,160	1,693,160	338,632	-	-	5339	-	-	-	-	-	-	-	-	-
444	Transit Vehicle Expansion (2) 45' OTR Buses NCC FY19 Total		1,693,160	1,693,160	338,632	-	-	1,354,528	-	-	-	-	-	-	-	-	-
445	Transit Vehicle Expansion (4) 32' Electric Buses NCC FY19	Procurem	9,972,000	9,972,000	9,972,000	-	-	TV	-	-	-	-	-	-	-	-	-
446	Transit Vehicle Expansion (4) 32' Electric Buses NCC FY19 Total		9,972,000	9,972,000	9,972,000	-	-		-	-	-	-	-	-	-	-	-
447	Transit Vehicle Replacement (1) 40' Low Floor Bus NCC FY19	Procurem	-	0	-	-	-	5307	-	-	-	-	-	-	-	-	-
448	Transit Vehicle Replacement (1) 40' Low Floor Bus NCC FY19 Total		-	0	-	-	-		-	-	-	-	-	-	-	-	-
449	Transit Vehicle Replacement (1) 45' OTR Bus NCC FY21	Procurem	913,500	913,500	-	-	-	-	-	-	-	182,700	730,800	-	5307	-	-
450	Transit Vehicle Replacement (1) 45' OTR Bus NCC FY21 Total		913,500	913,500	-	-	-	-	-	-	-	182,700	730,800	-		-	-
451	Transit Vehicle Replacement (2) 30' Low Floor Buses NCC FY15	Procurem	1,009,400	929,362	-	-	-	-	-	-	-	-	-	-	-	-	-
452	Transit Vehicle Replacement (2) 30' Low Floor Buses NCC FY15 Total		1,009,400	929,362	-	-	-	-	-	-	-	-	-	-	-	-	-
453	Transit Vehicle Replacement (4) 30' Low Floor Buses FY17	Procurem	1,838,800	1,838,720	-	-	-	-	-	-	-	-	-	-	-	-	-
454	Transit Vehicle Replacement (4) 30' Low Floor Buses FY17 Total		1,838,800	1,838,720	-	-	-	-	-	-	-	-	-	-	-	-	-
455	Transit Vehicle Replacement (2) 40' Low Floor Buses FY17	Program	919,400	-	-	-	-	-	-	-	-	-	-	-	-	-	-
456	Transit Vehicle Replacement (2) 40' Low Floor Buses FY17 Total		919,400	-	-	-	-	-	-	-	-	-	-	-	-	-	-
457	Transit Vehicle Replacement (2) 40' Low Floor FY17	Procurem	919,400	-	-	-	-	-	-	-	-	-	-	-	-	-	-
458	Transit Vehicle Replacement (2) 40' Low Floor FY17 Total		919,400	-	-	-	-	-	-	-	-	-	-	-	-	-	-
459	Transit Vehicle Replacement (2) 45' OTR Buses	Procurem	1,593,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-
460	Transit Vehicle Replacement (2) 45' OTR Buses Total		1,593,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-
461	Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY17	Procurem	405,660	-	-	-	-	-	-	-	-	-	-	-	-	-	-
462	Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY17 Total		405,660	-	-	-	-	-	-	-	-	-	-	-	-	-	-
463	Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22	Procurem	477,120	477,120	-	-	-	-	-	-	-	-	-	-	100,820	403,280	5307
464	Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22 Total		477,120	477,120	-	-	-	-	-	-	-	-	-	-	100,820	403,280	
465	Transit Vehicle Replacement (31, 32) 40' Heavy Duty Low Floor Buses NCC FY19	Procurem	26,961,901	26,099,344	-	-	-	-	-	-	-	-	-	-	-	-	-
466	Transit Vehicle Replacement (31, 32) 40' Heavy Duty Low Floor Buses NCC FY19 Total		26,961,901	26,099,344	-	-	-	-	-	-	-	-	-	-	-	-	-
467	Transit Vehicle Replacement (60) 40' Low Floor Buses NCC FY20	Procurem	31,920,000	31,920,000	-	-	-	-	6,384,000	25,536,000	S307&S339various	-	-	-	VARIOUS	-	-

CTP FY17 thru FY23 SPEND PLAN

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	C	I	J	K	V	W	X	Y	AC	AD	AE	AJ	AJ	AK	AO	AP	AQ
	Project Title	Phase	Current Estimate	SPEND + PRIOR EXP	FY18 State Auth	FY18 Fed OB	FY18 Fund Code	type	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code
473	Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20	Procurem	4,538,700	4,538,700	-	-	-	-	907,740	1,630,960	5307W	-	-	-	-	-	-
474	Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20 Total		4,538,700	4,538,700	-	-	-	-	907,740	1,630,960		-	-	-	-	-	-
475	Transit Vehicle Replacement Paratransit Buses NCC FY16-22	Procurem	41,000,000	15,505,112	632,401	2,529,685	5307W	TV	150,887	603,547	5319	1,279,612	5,118,526	VARIOUS	-	-	-
476	Transit Vehicle Replacement Paratransit Buses NCC FY16-22 Total		41,000,000	15,505,112	632,401	2,529,685			150,887	603,547		1,279,612	5,118,526		-	-	-
477	Transit Vehicle Replacement Support Vehicles NCC FY16-21	Procurem	756,400	454,045	-	-	-	TV	87,750	-	-	269,625	-	-	48,370	-	-
478	Transit Vehicle Replacement Support Vehicles NCC FY16-21 Total		756,400	454,045	-	-	-		87,750	-	-	269,625	-	-	48,370	-	-
479	Transit Vehicle Replacement Unity Bus Purchase	Procurem	110,750	-	-	-	-	-	-	-	-	-	-	-	-	-	-
480	Transit Vehicle Replacement Unity Bus Purchase FY16-21 Total		110,750	-	-	-	-	-	-	-	-	-	-	-	-	-	-
481	Transit Vehicle Replacement Unity Bus Purchase FY16-21	Procurem	329,300	114,073	-	-	-	-	114,073	-	-	-	-	-	-	-	-
482	Transit Vehicle Replacement Unity Bus Purchase FY16-21 Total		329,300	114,073	-	-	-	-	114,073	-	-	-	-	-	-	-	-
483	New Castle		2,640,260,014	3,904,594,023	64,385,694	111,110,149	-	-	67,222,450	122,576,440	5,307	23,034,240	99,770,067	5,307	14,257,590	84,457,330	-
484	Ken		418,645,077	609,282,365	4,679,721	18,098,130	-	-	6,553,803	7,035,934	-	6,100,082	10,450,225	-	20,300,663	7,310,052	-
485	Sussex		2,877,074,472	903,129,662	6,338,897	18,684,206	-	-	10,833,426	3,943,147	-	30,963,226	11,589,974	-	20,450,000	12,489,147	-
787	Recreational Trails	Program	11,682,428	10,411,673	-	1,394,170	M940	local	-	1,000,000	M940	-	1,000,000	Z940	-	905,680	Z940
788	Recreational Trails Total		11,682,428	10,411,673	-	1,394,170			-	1,000,000		-	1,000,000		-	905,680	
789	Bridge Inspection Program	PE	25,200,000	32,173,436	1,077,180	3,373,520	VARIOUS	Br Mgmt	1,064,680	3,323,520	VARIOUS	1,090,680	3,347,520	VARIOUS	1,150,680	3,587,520	VARIOUS
790	Bridge Inspection Program Total		25,200,000	32,173,436	1,077,180	3,373,520			1,064,680	3,323,520		1,090,680	3,347,520		1,150,680	3,587,520	
791	Bridge Management	Program	33,640,000	43,533,274	10,376,031	6,398,925	VARIOUS	Br Mgmt	3,600,000	2,400,000	VARIOUS	5,165,000	585,000	VARIOUS	5,276,000	704,000	VARIOUS
792	Bridge Management Total		33,640,000	43,533,274	10,376,031	6,398,925			3,600,000	2,400,000		5,165,000	585,000		5,276,000	704,000	
793	Bridge Painting Program	C	18,000,000	21,000,000	600,000	2,400,000	VARIOUS	Br Mgmt	600,000	2,400,000	VARIOUS	600,000	2,400,000	VARIOUS	600,000	2,400,000	VARIOUS
794	Bridge Painting Program Total		18,000,000	21,000,000	600,000	2,400,000			600,000	2,400,000		600,000	2,400,000		600,000	2,400,000	
795	BRIDGES	PD	365,000	340,657	-	-	-	-	-	-	-	-	-	-	-	-	-
796	BRIDGES	PE	31,428,273	28,542,533	2,673,089	400,000	-	-	-	-	-	-	-	-	-	-	-
797	BRIDGES	ROW	1,905,122	1,325,660	321,000	79,200	-	-	55,000	40,000	-	-	-	-	6,000	24,000	-
798	BRIDGES	CE	15,365,407	12,596,965	31,000	20,000	-	-	-	-	-	-	130,000	-	-	-	-
799	BRIDGES	C	197,983,192	188,584,734	12,009,600	26,128,102	-	-	6,719,500	18,739,105	-	4,252,000	17,269,540	-	-	5,000,000	-
800	BRIDGES	Traffic	742,733	656,317	-	-	-	-	-	-	-	-	-	-	-	-	-
801	BRIDGES	Utilities	992,431	619,801	-	-	-	-	-	-	-	-	-	-	-	-	-
802	BRIDGES	Mainten	40,000	20,000	-	-	-	-	-	-	-	-	-	-	-	-	-
803	BRIDGES	Audite	100,000	60,750	-	-	-	-	-	-	-	-	-	-	-	-	-
804	BRIDGES	Environ	58,000	35,000	-	-	-	-	-	-	-	-	-	-	-	-	-
805	BRIDGES	Program	109,087,500	188,328,909	1,950,000	4,000,000	-	-	5,000,000	15,140,000	-	8,000,000	24,000,000	-	7,500,000	24,000,000	-
806	BRIDGES	Conting	19,149,500	17,673,128	10,000	865,527	-	-	-	50,000	-	-	100,274	-	-	-	-
807	BRIDGES	Rail Roa	-	529,907	-	-	-	-	-	-	-	-	-	-	-	-	-
808	BRIDGES Total		378,067,128	439,359,062	16,994,689	31,492,836	-	-	11,774,500	34,525,235	-	12,252,000	41,508,874	-	7,506,000	29,024,000	-
809	DAMS	PE	2,130,146	1,773,450	-	-	-	-	-	-	-	-	-	-	-	-	-
810	DAMS	CE	742,700	467,401	-	-	-	-	-	-	-	-	-	-	-	-	-
811	DAMS	C	5,710,000	5,758,692	-	1,208,000	-	-	-	-	-	-	-	-	-	-	-
812	DAMS	Program	13,750,000	16,950,821	1,208,000	-	-	-	1,450,000	-	-	2,700,000	-	-	2,700,000	-	-
813	DAMS	Conting	417,854	-	-	-	-	-	-	-	-	-	-	-	-	-	-
814	DAMS Total		22,750,700	25,368,218	1,208,000	1,208,000	-	-	1,450,000	-	-	2,700,000	-	-	2,700,000	-	-
815	Transportation Alternatives Program (FHWA)	Program	39,490,100	40,592,922	1,018,325	2,636,679	VARIOUS	TA	1,302,300	2,724,679	VARIOUS	1,302,300	2,724,679	VARIOUS	-	2,724,679	VARIOUS
816	Transportation Alternatives Program (FHWA) Total		39,490,100	40,592,922	1,018,325	2,636,679			1,302,300	2,724,679		1,302,300	2,724,679		-	2,724,679	
817	Transportation Alternatives Program (FTA)	Program Funding	-	4,000,000	40,000	160,000	-	-	40,000	160,000	-	40,000	160,000	-	40,000	160,000	-
818	Transportation Alternatives Program (FTA) Total		-	4,000,000	40,000	160,000			40,000	160,000		40,000	160,000		40,000	160,000	
819	Paving and Rehabilitation	Program	596,000,000	537,800,000	59,200,000	19,800,000	VARIOUS	paving	57,200,000	20,800,000	VARIOUS	58,200,000	18,600,000	VARIOUS	55,200,000	14,800,000	VARIOUS
820	Paving and Rehabilitation Total		596,000,000	537,800,000	59,200,000	19,800,000			57,200,000	20,800,000		58,200,000	18,600,000		55,200,000	14,800,000	
821	Slope Stabilization Program	Program	20,500,000	2,500,000	-	-	-	local	2,500,000	-	-	5,000,000	-	-	3,000,000	-	-
822	Slope Stabilization Program Total		20,500,000	2,500,000	-	-	-		2,500,000	-	-	5,000,000	-	-	3,000,000	-	-
823	Signage and Pavement Markings	Program	30,458,000	42,407,593	4,700,000	1,812,513	M24E	signage	2,272,000	1,282,513	Z240	4,200,000	1,282,513	Z240	4,200,000	1,282,513	M0E1
824	Signage and Pavement Markings Total		30,458,000	42,407,593	4,700,000	1,812,513			2,272,000	1,282,513		4,200,000	1,282,513		4,200,000	1,282,513	
825	Materials and Minor Contracts	Program	52,929,000	70,157,937	20,000,000	-	-	M&MC	12,000,000	8,000,000	-	8,000,000	-	-	8,000,000	-	-
826	Materials and Minor Contracts Total		52,929,000	70,157,937	20,000,000	-	-		12,000,000	8,000,000		8,000,000	-	-	8,000,000	-	-
827	Rail Crossing Safety	PD	711,000	630,000	9,000	81,000	MS50	RX	9,000	81,000	MS50	9,000	81,000	MS50	9,000	81,000	MS50
828	Rail Crossing Safety	C	11,387,122	15,356,409	296,082	2,664,738	VARIOUS	RX	202,749	1,834,738	VARIOUS	202,749	1,834,738	VARIOUS	202,749	1,834,738	VARIOUS
829	Rail Crossing Safety Total		12,098,122	15,986,409	296,082	2,664,738			211,749	1,915,738		211,749	1,915,738		211,749	1,915,738	
830	Statewide Railroad Rideability Program	C	400,000	100,000	-	-	-	-	-	-	-	100,000	-	-	100,000	-	-
831	Statewide Railroad Rideability Program	Utilities	5,500,000	700,000	100,000	-	-	-	-	-	-	100,000	-	-	100,000	-	-
832	Statewide Railroad Rideability Program Total		5,900,000	700,000	100,000	-	-	-	-	-	-	100,000	-	-	100,000	-	-
833	Hazard Elimination Program	Program	19,722,554	18,900,430	324,444	3,170,000	MS3E	safety	244,444	2,200,000	MS3E	244,444	2,200,000	MS3E	244,444	2,200,000	ZS30
834	Hazard Elimination Program Total		19,722,554	18,900,430	324,444	3,170,000			244,444	2,200,000		244,444	2,200,000		244,444	2,200,000	
835	High Risk Rural Roads Program	Program	1,656,550	-	0	-	-	LS2E	-	-	-	-	-	-	-	-	-
836	High Risk Rural Roads Program Total		1,656,550	-	0	-			-	-		-	-		-	-	
837	Future Safety Program 80/20	C	9,750,000	14,750,000	-	-	-	-	450,000	1,800,000	ZS30	500,000	2,000,000	MS3E	500,000	2,000,000	MS3E
838	Future Safety Program 80/20 Total		9,750,000	14,750,000	-	-	-		450,000	1,800,000		500,000	2,000,000		500,000	2,000,000	
839	Future Safety Program 90/10	ROW	888,889	888,889	-	-	-	-	33,889	330,000	ZS30	394,444	3,550,000	MS3E	283,333	2,550,000	ZS30
840	Future Safety Program 90/10	C	13,144,443	18,722,221	-	-	-	-	344,444	3,100,000	ZS30	394,444	4,350,000	MS3E	283,333	2,550,000	ZS30
841	Future Safety Program 90/10 Total		14,033,332	19,611,110	-	-	-		433,333	3,900,000		394,444	4,350,000		283,333	2,550,000	
842	Section 154 Penalty Transfer (Sanction) Program	Program	18,560,740	18,051,367	-	2,420,195	MS31	safety	-	2,420,195	MS31	-	2,534,091	MS31	-	2,420,195	MS31
843	Section 154 Penalty Transfer (Sanction) Program Total		18,560,740	18,051,367	-	2,420,195			-	2,420,195		-	2,534,091		-	2,420,195	
844	Traffic Calming	Program	3,050,464	1,050,000	150,000	-	-	calm	150,000	-	-	150,000	-	-	150,000	-	-
845	Traffic Calming Total		3,050,464	1,050,000	150,000	-	-		150,000	-	-	150,000	-	-	150,000	-	-
846	Intersection Improvements	Program	37,125,000	47,343,088	4,500,000	2,500,000	M240	Int Imp	4,500,000	2,500,000	M240	3,500,000	2,500,000	M240	3,500,000	2,500,000	Z240
847	Intersection Improvements Total		37,125,000	47,343,088	4,500,000	2,500,000			4,500,000	2,500,00							

CTP FY17 thru FY23 SPEND PLAN

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	C	I	J	K	V	W	X	Y	AC	AD	AE	AJ	AJ	AK	AO	AP	AQ
	Project Title	Phase	Current Estimate	SPEND + PRIOR EXP	FY18 State Auth	FY18 Fed OB	FY18 Fund Code	Type	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code
668	Heavy Equipment Program	Program	76,388,000	79,004,195	12,500,000	-	-	Equip	12,500,000	-	-	12,500,000	-	-	11,500,000	-	-
669	Heavy Equipment Program Total		76,388,000	79,004,195	12,500,000	-	-		12,500,000	-	-	12,500,000	-	-	11,500,000	-	-
670	Federal Land Access Program	Program	180,000	210,000	6,000	24,000	TBD1	Plan	180,000	24,000	TBD1	180,000	24,000	TBD1	180,000	24,000	TBD1
671	Federal Land Access Program Total		180,000	210,000	6,000	24,000			180,000	24,000		180,000	24,000		180,000	24,000	
672	Local Transportation Assistance Program	Program	2,641,285	2,100,000	150,000	150,000	Z438	Plan	150,000	150,000	Z438	150,000	150,000	Z438	150,000	150,000	Z438
673	Local Transportation Assistance Program Total		2,641,285	2,100,000	150,000	150,000			150,000	150,000		150,000	150,000		150,000	150,000	
674	Metropolitan Planning Organization / FHWA/FTA	Program	20,482,214	20,014,817	570,183	2,280,729	Z450/M77D	Plan	473,022	1,892,087	Z450/M77D	591,952	2,367,807	Z450/M77D	591,952	2,367,807	Z450/M77D
675	Metropolitan Planning Organization / FHWA/FTA Total		20,482,214	20,014,817	570,183	2,280,729			473,022	1,892,087		591,952	2,367,807		591,952	2,367,807	
676	Pedestrian ADA Accessibility	Program	18,000,000	21,741,031	3,000,000	-	-	bike	3,000,000	-	-	3,000,000	-	-	3,000,000	-	-
677	Pedestrian ADA Accessibility Total		18,000,000	21,741,031	3,000,000	-	-		3,000,000	-	-	3,000,000	-	-	3,000,000	-	-
678	Planning Program Development	Program	14,780,000	14,000,000	2,000,000	-	-	Plan	2,000,000	-	-	2,000,000	-	-	2,000,000	-	-
679	Planning Program Development Total		14,780,000	14,000,000	2,000,000	-	-		2,000,000	-	-	2,000,000	-	-	2,000,000	-	-
680	Rural Technical Assistance Program	Program	625,600	673,770	-	87,653	S311	Plan	87,653	-	-	87,653	-	-	87,653	-	-
681	Rural Technical Assistance Program Total		625,600	673,770	-	87,653			87,653	-	-	87,653	-	-	87,653	-	-
682	Statewide Planning & Research Program / FHWA	Program	26,070,400	31,689,546	876,203	3,504,810	Z550-Z560	Plan	895,979	3,583,916	Z550-Z560	895,979	3,669,749	Z550-Z560	895,979	3,669,749	Z550-Z560
683	Statewide Planning & Research Program / FHWA Total		26,070,400	31,689,546	876,203	3,504,810			895,979	3,583,916		895,979	3,669,749		895,979	3,669,749	
684	Statewide Planning & Research Program / FTA	Planning	994,400	983,395	28,097	112,388	77FE	Plan	28,097	112,388	77FE	28,097	112,388	77FE	28,097	112,388	77FE
685	Statewide Planning & Research Program / FTA Total		994,400	983,395	28,097	112,388			28,097	112,388		28,097	112,388		28,097	112,388	
686	Truck Weigh Enforcement	Program	3,160,000	4,515,000	395,000	-	-	Plan	645,000	-	-	645,000	-	-	645,000	-	-
687	Truck Weigh Enforcement Total		3,160,000	4,515,000	395,000	-	-		645,000	-	-	645,000	-	-	645,000	-	-
688	University Research Program	Program	2,000,000	1,750,000	250,000	-	-	Plan	250,000	-	-	250,000	-	-	250,000	-	-
689	University Research Program Total		2,000,000	1,750,000	250,000	-	-		250,000	-	-	250,000	-	-	250,000	-	-
690	Disadvantaged Business Enterprise Supportive Services Program	Program	1,309,660	875,000	-	125,000	M480	IT	125,000	-	-	125,000	-	-	125,000	-	-
691	Disadvantaged Business Enterprise Supportive Services Program Total		1,309,660	875,000	-	125,000			125,000	-	-	125,000	-	-	125,000	-	-
692	DMV Mainframe Modernization Project FY2013	IT Devel	19,000,000	13,331,461	3,400,000	-	-	IT	1,000,000	-	-	-	-	-	-	-	-
693	DMV Mainframe Modernization Project FY2013 Total		19,000,000	13,331,461	3,400,000	-	-		1,000,000	-	-	-	-	-	-	-	-
694	Enterprise Document Management	Program	2,492,905	1,521,568	-	-	-	-	-	-	-	-	-	-	-	-	-
695	Enterprise Document Management Total		2,492,905	1,521,568	-	-	-		-	-	-	-	-	-	-	-	-
696	Mileage Based User Fee	PD	250,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
697	Mileage Based User Fee	Procurem	2,110,000	895,000	-	-	-	-	-	-	-	-	-	-	-	-	-
698	Mileage Based User Fee Total		2,400,000	895,000	-	-	-		-	-	-	-	-	-	-	-	-
699	Information Technology Initiatives Program	Program	60,600,000	95,100,000	12,000,000	-	-	IT	12,000,000	-	-	12,000,000	-	-	13,000,000	-	-
700	Information Technology Initiatives Program Total		60,600,000	95,100,000	12,000,000	-	-		12,000,000	-	-	12,000,000	-	-	13,000,000	-	-
701	On the Job Training / Supportive Services	Program	703,511	700,000	-	100,000	L24E	IT	100,000	-	-	100,000	-	-	100,000	-	-
702	On the Job Training / Supportive Services Total		821,511	700,000	-	100,000			100,000	-	-	100,000	-	-	100,000	-	-
703	Summer Transportation Institute Program	Program	544,250	481,250	13,750	55,000	M4SE	IT	13,750	55,000	M4SE	13,750	55,000	M4SE	13,750	55,000	M4SE
704	Summer Transportation Institute Program Total		544,250	481,250	13,750	55,000			13,750	55,000		13,750	55,000		13,750	55,000	
705	DMV Toll Equipment Upgrade	Program	10,658,607	10,658,607	-	-	-	-	-	-	-	-	-	-	-	-	-
706	DMV Toll Equipment Upgrade Total		10,658,607	10,658,607	-	-			-	-	-	-	-	-	-	-	-
707	Transportation Facilities - Administration	Program	17,062,970	15,750,000	2,250,000	-	-	FAC	2,250,000	-	-	2,250,000	-	-	1,250,000	-	-
708	Transportation Facilities - Administration Total		17,062,970	15,750,000	2,250,000	-	-		2,250,000	-	-	2,250,000	-	-	1,250,000	-	-
709	Transportation Facilities - Operations	Program	44,468,664	51,162,790	17,000,000	-	-	FAC	7,000,000	-	-	8,000,000	-	-	7,000,000	-	-
710	Transportation Facilities - Operations Total		44,468,664	51,162,790	17,000,000	-	-		7,000,000	-	-	8,000,000	-	-	7,000,000	-	-
711	Traffic Signal Revolving Fund Program	Traffic	1,544,400	875,000	125,000	-	-	TMI	125,000	-	-	125,000	-	-	-	-	-
712	Traffic Signal Revolving Fund Program Total		1,544,400	875,000	125,000	-	-		125,000	-	-	125,000	-	-	-	-	-
713	MUTCD Compliance Program	Traffic	24,000,000	16,081,739	400,000	2,399,800	AC Z001/Z230	TMI	400,000	1,600,000	Z001	400,000	1,600,000	Z001	400,000	1,600,000	Z001
714	MUTCD Compliance Program Total		24,000,000	16,081,739	400,000	2,399,800			400,000	1,600,000		400,000	1,600,000		400,000	1,600,000	
715	Rideshare Program / Trip Mitigation	Program	3,660,000	3,331,391	360,000	-	-	M40E	360,000	-	-	360,000	-	-	384,000	-	-
716	Rideshare Program / Trip Mitigation Total		3,660,000	3,331,391	360,000	-	-		360,000	-	-	360,000	-	-	384,000	-	-
717	Transportation Management Improvements	Program	52,760,000	55,125,000	1,975,000	5,900,000	VARIOUS	TMI	1,975,000	5,900,000	VARIOUS	1,975,000	5,900,000	VARIOUS	1,725,000	5,900,000	VARIOUS
718	Transportation Management Improvements Total		52,760,000	55,125,000	1,975,000	5,900,000			1,975,000	5,900,000		1,975,000	5,900,000		1,725,000	5,900,000	
719	Bus Shelter Glass Replacement - FTA State of Good Repair Grant	C	864,450	-	-	-	-	-	-	-	-	-	-	-	-	-	-
720	Bus Shelter Glass Replacement - FTA State of Good Repair Grant Total		864,450	-	-	-			-	-	-	-	-	-	-	-	-
721	Bus Stop ADA Accessibility - FTA State of Good Repair Grant	CE	1,000	235	-	-	-	-	-	-	-	-	-	-	-	-	-
722	Bus Stop ADA Accessibility - FTA State of Good Repair Grant	C	1,441,240	1,441,896	-	-	-	-	-	-	-	-	-	-	-	-	-
723	Bus Stop ADA Accessibility - FTA State of Good Repair Grant	Conting	333,537	411,547	-	-	-	-	-	-	-	-	-	-	-	-	-
724	Bus Stop ADA Accessibility - FTA State of Good Repair Grant Total		1,775,777	1,853,679	-	-			-	-	-	-	-	-	-	-	-
725	Bus Stop Improvement Program	Program	6,140,000	4,500,000	750,000	-	-	TF	-	-	-	2,250,000	-	-	-	-	-
726	Bus Stop Improvement Program Total		6,140,000	4,500,000	750,000	-	-		-	-	-	2,250,000	-	-	-	-	-
727	CAD/AVL Modern Upgrade	PD	825,000	825,000	-	-	-	-	-	-	-	-	-	-	-	-	-
728	CAD/AVL Modern Upgrade Total		825,000	825,000	-	-			-	-	-	-	-	-	-	-	-
729	CAD/AVL System and Trapez Upgrade	PD	1,150,000	1,150,000	1,150,000	-	-	TF	-	-	-	-	-	-	-	-	-
730	CAD/AVL System and Trapez Upgrade Total		1,150,000	1,150,000	1,150,000	-	-		-	-	-	-	-	-	-	-	-
731	Call Center Recorder and Upgrade	PD	60,000	32,000	-	-	-	-	-	-	-	-	-	-	-	-	-
732	Call Center Recorder and Upgrade Total		60,000	32,000	-	-			-	-	-	-	-	-	-	-	-
733	Training Room Upgrades	C	50,000	50,000	-	-	-	-	50,000	-	-	-	-	-	-	-	-
734	Training Room Upgrades Total		50,000	50,000	-	-			50,000	-	-	-	-	-	-	-	-
735	Fuel Management Software System	C	1,285,000	1,285,000	-	-	-	-	-	-	-	-	-	-	-	-	-
736	Fuel Management Software System Total		1,285,000	1,285,000	-	-			-	-	-	-	-	-	-	-	-
737	Statewide Transit Safety and Security Improvements FY15 - FY17	Procurem	3,625,000	3,406,165	500,000	-	-	TF	500,000	-	-	500,000	-	-	-	-	-
738	Statewide Transit Safety and Security Improvements FY15 - FY17 Total		3,625,000	3,406,165	500,000	-	-		500,000	-	-	500,000	-	-	-	-	-
739	Transit Facility Minor Capital Projects FY16 - FY18	PE	640,000	640,000	-	-	-	-	-	-	-	-	-	-	-	-	-
740	Transit Facility Minor Capital Projects FY16 - FY18	C	4,605,000	4,605,000	500,000	-	-	TF	500,000	-	-	500,000	-	-	-	-	-
741	Transit Facility Minor Capital Projects Total		5,245,000	5,245,000	500,000	-	-		500,000	-	-	500,000	-	-	-	-	-
742	Transit Systems Equipment (FY16-18)	PD	336,360	80,000	80,000	-	-	TF	80,000	-	-	80,000	-	-	-	-	-
743	Transit Systems Equipment (FY16-18) Total		336,360	80,000	80,000	-	-		80,000	-	-	80,000	-	-	-	-	-
744	DTC Yard Management System & Equipment	PD	1,100,000	1,100,000	1,100,000	-	-	TF	-	-	-	-	-	-	-	-	-
745	Yard Management System & Equipment Total		1,100,000	1,100,000	1,100,000	-	-		-	-	-	-	-	-	-	-	-
746	Propane Fueling Stations	C	340,000	156,857	-	-	-	-	-	-	-	-	-	-	-	-	-
747	Propane Fueling Stations Total		340,000	156,857	-	-			-	-	-	-	-	-	-	-	-
748	Inventory Bar coding	C	160,000	160,000	-	-	-	-	-								

CTP FY17 thru FY23 SPEND PLAN

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	C	I	J	K	V	W	X	Y	AC	AD	AE	AJ	AJ	AK	AO	AP	AQ
	Project Title	Phase	Current Estimate	SPEND + PRIOR EXP	FY18 State Auth	FY18 Fed OB	FY18 Fund Code	type	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code
1																	
962	Rail Preservation	C	3,800,000	2,100,000	300,000	-	-	Rail	-	-	-	900,000	-	-	-	-	-
963	Rail Preservation Total		3,800,000	2,100,000	300,000	-	-		-	-	-	900,000	-	-	-	-	-
964	CAD/AVL	Procuren	9,835,451	9,192,954	-	-	-		-	-	-	-	-	-	-	-	-
965	CAD/AVL Total		9,835,451	9,192,954	-	-	-		-	-	-	-	-	-	-	-	-
966	Fare Collection Improvements	PD	3,250,000	3,250,000	-	-	-		-	-	-	-	-	-	-	-	-
967	Fare Collection Improvements Total		3,250,000	3,250,000	-	-	-		-	-	-	-	-	-	-	-	-
968	Job Access Reverse Commute (JARC) Program	Program	5,454,816	4,772,964	-	340,926	VARIOUS	TV	-	340,926	VARIOUS	-	-	VARIOUS	-	340,926	VARIOUS
969	Job Access Reverse Commute (JARC) Program Total		5,454,816	4,772,964	-	340,926			-	340,926		-	-		-	340,926	
970	Maintenance Equipment and Tools (Transit) Program	Procuren	1,287,900	1,154,951	194,148	-	-	TV	182,000	-	-	184,000	-	-	-	-	-
971	Maintenance Equipment and Tools (Transit) Program Total		1,287,900	1,154,951	194,148	-	-		182,000	-	-	184,000	-	-	-	-	-
972	New Freedom Program Statewide 50/50	Planning	4,069,290	3,379,260	-	-	5310	TV	-	240,000	5310	-	-	5310	-	-	-
973	New Freedom Program Statewide 50/50 Total		4,069,290	3,379,260	-	240,000			-	240,000		-	-	240,000	-	-	-
974	Radio Replacement (Hand Held)	C	-	-	-	-	-		-	-	-	-	-	-	-	-	-
975	Radio Replacement (Hand Held) Total		-	-	-	-	-		-	-	-	-	-	-	-	-	-
976	Taxi Pilot Equipment Start-up	Procuren	280,000	280,000	140,000	-	-	TV	-	-	-	-	-	-	-	-	-
977	Taxi Pilot Equipment Start-up Total		280,000	280,000	140,000	-	-		-	-	-	-	-	-	-	-	-
978	Transit Vehicle Replacement 5310 Program - Statewide	Procuren	9,366,448	9,474,891	741,657	587,943	5310	TV	741,657	587,943	5310	741,657	587,943	5310	741,657	587,943	5310
979	Transit Vehicle Replacement 5310 Program - Statewide Total		9,366,448	9,474,891	741,657	587,943			741,657	587,943		741,657	587,943		741,657	587,943	
980	Paratransit Replacement Buses FY15 (26)	Procuren	2,921,400	2,202,952	-	-	-		-	-	-	-	-	-	-	-	-
981	Paratransit Replacement Buses FY15 (26) Total		2,921,400	2,202,952	-	-	-		-	-	-	-	-	-	-	-	-
982	Paratransit Replacement Buses FY17 (77)	Procuren	8,388,407	8,707,029	-	-	-		-	-	-	-	-	-	-	-	-
983	Paratransit Replacement Buses FY17 (77) Total		8,388,407	8,707,029	-	-	-		-	-	-	-	-	-	-	-	-
984	Paratransit Replacement Buses FY18 (55)	Procuren	5,665,000	5,665,000	-	-	-		-	-	-	-	-	-	-	-	-
985	Paratransit Replacement Buses FY18 (55) Total		5,665,000	5,665,000	-	-	-		-	-	-	-	-	-	-	-	-
986	Transit Vehicle Replacement Support Vehicles Statewide FY16	Procuren	725,274	725,274	-	-	-		-	-	-	-	-	-	-	-	-
987	Transit Vehicle Replacement Support Vehicles Statewide FY16 Total		725,274	725,274	-	-	-		-	-	-	-	-	-	-	-	-
988	Transit Vehicle Replacement Support Vehicles Statewide FY18	Procuren	202,900	202,900	202,900	-	-	TV	-	-	-	-	-	-	-	-	-
989	Transit Vehicle Replacement Support Vehicles Statewide FY18 Total		202,900	202,900	202,900	-	-		-	-	-	-	-	-	-	-	-
990	Community Transportation Program	Program	119,100,000	123,760,000	17,680,000	-	-	G&A	17,680,000	-	-	17,680,000	-	-	17,680,000	-	-
991	Community Transportation Program Total		119,100,000	123,760,000	17,680,000	-	-		17,680,000	-	-	17,680,000	-	-	17,680,000	-	-
992	Municipal Street Aid	Program	30,000,000	39,000,000	5,000,000	-	-	G&A	5,000,000	-	-	5,000,000	-	-	5,000,000	-	-
993	Municipal Street Aid Total		30,000,000	39,000,000	5,000,000	-	-		5,000,000	-	-	5,000,000	-	-	5,000,000	-	-
994			2,250,010,209	2,307,087,659	242,406,188	101,266,327			200,535,011	99,721,920		207,518,052	106,425,881		187,384,662	88,275,791	
995			8,185,987,772	10,173,401,074	317,750,500	249,158,832		-	285,144,770	233,283,441		287,615,000	228,236,146	10,614	242,472,915	192,540,320	5,307

APPENDIX E

TIP Development and Amendment Process

WILMAPCO TIP Development Process

FY 2018-2021 TIP

(Italic font refers to current FY 2017-20 TIP)

<u>2016</u>	
January	<ul style="list-style-type: none"> ➤ Request for FY 2018-21 TIP submissions sent out (including submission for the FY 2017 UPWP) ➤ Meet with local government to get project submissions
February	<ul style="list-style-type: none"> ➤ Joint WILMAPCO/DelDOT public meeting to get feedback on submissions (2/24)
March	<ul style="list-style-type: none"> ➤ Deadline for project submissions (3/10)
April	<ul style="list-style-type: none"> ➤ NMTWG reviews bicycle and pedestrian submissions and technical scores for FY 2018-21 TIP (4/5) ➤ CMS reviews submissions and congestion criteria technical scores for FY 2018-21 TIP ➤ AQ reviews submissions and air quality technical scores for FY 2018-21 TIP (4/14) ➤ TAC reviews submissions and technical scores for FY 2018-21 TIP (4/21)
May	<ul style="list-style-type: none"> ➤ Council approves prioritized project list for inclusion in DelDOT FY 2018-23 CTP (5/12)
July	<ul style="list-style-type: none"> ➤ <i>DelDOT provides proposed amendments to FY 2017-20 TIP based on state funding in the Delaware FY 2016 Bond Bill</i> ➤ <i>Council releases amendments to FY 2017-20 TIP for public comment period. Federally-funded and regionally significant amendments must reflect WILMAPCO priorities. (7/14)</i>
August	<ul style="list-style-type: none"> ➤ <i>Joint WILMAPCO/DelDOT public meeting to seek comments on proposed FY 2017-20 TIP amendments as needed (8/31)</i> ➤ <i>PAC (8/22) /TAC (8/18) take action on amendments to FY 2017-20 TIP as needed</i>
September	<ul style="list-style-type: none"> ➤ <i>Council amends FY 2016-19 TIP as needed (9/8)</i>
October	<ul style="list-style-type: none"> ➤ DelDOT provides WILMAPCO with its submission to the FY 2018 Delaware Budget Office, incorporating WILMAPCO priorities, for discussion with TAC/AQS/Council
December	<ul style="list-style-type: none"> ➤ DelDOT supplies WILMAPCO with revised project funding and descriptions 1st week for the FY 2018-21 TIP ➤ PAC (12/12)/TAC (12/15)/AQ (12/15) review draft FY 2018-21 TIP ➤ Air Quality Conformity Determination completed as needed
<u>2017</u>	
January	<ul style="list-style-type: none"> ➤ FY 2018-21 TIP released for public comment from January 16 to February 18 (including local government/public outreach)
February	<ul style="list-style-type: none"> ➤ Joint WILMAPCO/DelDOT workshop on draft FY 2018-21 TIP (2/1) ➤ Revise FY 2018-21 TIP based on public comments ➤ PAC (2/13)/TAC (2/16) adoption of FY 2018-21 TIP
March	<ul style="list-style-type: none"> ➤ Council adoption of FY 2018-21 TIP (3/9)



Partners with you in transportation planning

TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION/AMENDMENT FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission/Amendment: _____

Sponsoring Agency: _____

Project Name: _____

Project Category: _____

Project Description: _____

Project Justification: _____

Funding: Federal _____ State _____ Local _____ Total _____

Funding	Phase	Current	FY 20__	FY 20__	FY 20__	FY 20__	Total
Total							

All \$\$ x 1,000

1. Does this project require a new conformity determination? _____
(Section 51.400)(C2) "A TIP amendment requires a new conformity determination for the entire TIP before the amendment is approved by the MPO, unless it merely adds or deletes exempt projects listed in (Section 51.460)."

2. Is this project regionally significant? _____
(Section 450.324)(f)(3) "The TIP shall include...all regionally significant transportation projects for which an FHWA or the FTA approval is required whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds, e.g., addition of an interchange to the Interstate System with State, local, and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act, etc."

3. Has this project had the opportunity for public comment? _____
(Section 450.326) "... Public involvement procedures consistent with Section 450.316 (b)(1) shall be utilized in amending the TIP, except that these procedures are not required for TIP amendments that only involve projects of the type covered in Section 450.324 (f)."

4. Has this project been found to be financially constrained? _____
(Section 450.324)(e) "The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources (while the existing transportation system is being adequately operated and maintained. The financial plan shall be developed by the MPO in cooperation with the State and transit operator..."

Please indicate funding sources by agency: _____

5. Is this project consistent with the WILMAPCO Metropolitan Transportation Plan? _____
(Section 450.324)(f)(2) "The TIP shall include...only projects that are consistent with the transportation plan."

If not, is there a resolution to amend the Metropolitan Transportation Plan? _____

6. Does the project promote economic development initiatives such as adding or improving access to brownfield locations or to an existing or planned site used for employment, tourism, manufacturing, commercial or industrial purposes, or addresses a problem, topic or issue identified through regional economic development planning? _____

7. Please provide any additional pertinent information below:

**Transportation Improvement Program Submission/Amendment
Description of Public Participation**

Project Name: _____

Which techniques were used to seek public comment (please use additional pages if needed).

_____ Public workshops/meetings

Number of public workshops/meetings: _____

Format: _____

Location(s): _____

Number of attendees: _____

Main issue raised: _____

Consensus of meeting: _____

Overall, the public support for the project was (check one):

_____ Strong support, few concerns _____ Some opposition, many concerns
_____ Some support, but some concerns _____ raised
_____ raised _____ Strong opposition, major problems
_____ Mixed, equal support and _____ identified
_____ opposition

Unresolved issues identified: _____

_____ Citizen Advisory/Steering Committee

_____ Survey

Number surveyed: _____

Results: _____

_____ Elected officials briefings

_____ Project web site

_____ Other _____

How was the public notified about the project?

_____ Web page _____ Publications Distribution: _____

_____ Legal notice _____ Newsletter/brochure

_____ Videos _____ Flyers

_____ Radio/television

_____ Other _____

How has the project changed as a result of public comments?

Comment further on the quantity and quality of the public participation:

Transportation Improvement Program Submission

Description: Please describe the transportation problem you would like to have fixed (continue on the back, if necessary).

Frequency of Occurrence: Please identify how often the problem occurs.

Solution: Do you have a suggestion on how to resolve the problem?

What would your solution improve?

Congestion ☐ Safety ☐ Convenience ☐ Appearance ☐ Other ☐

Location: Identify the town, community or area(s) where the problem occurs. Then provide the exact location using cross streets or other landmarks or attach a map.

Contact Information: In case we require more information to help identify or solve the problem, we ask that you please provide us with contact information.

Name _____

Organization (if applicable) _____

Mailing Address _____

Phone Number _____

Email _____

Thank you for your submission. Send this form to:

WILMAPCO
850 Library Ave.
Suite 100
Newark, DE 19711

Phone (302) 737-6205 (Cecil County- 888-808-7088)
Fax (302) 737-9584
Email WILMAPCO@WILMAPCO.org
Website www.wilmapco.org



APPENDIX F

WILMAPCO Prioritization and Project Submissions

PROJECT PRIORITIZATION PROCESS

WILMAPCO has created a Prioritization process to evaluate transportation projects using measurable criteria based on the goals of our long-range plan. It provides a quantitative method to compare projects proposed for our Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).

STEP 1: APPLY SCREENING CRITERIA

Is project consistent with the Regional Transportation Plan and local, county and state transportation plans and land use plans? If not, project should not be ranked or plan amendments should be made prior to ranking.

STEP 2: STAFF CALCULATES TECHNICAL SCORE

Using available technical data, WILMAPCO Staff calculates a technical score for each project based on the goals and objectives of the Regional Transportation Plan. Each goal has a similar point value, with the maximum for each project of 36 points.

STEP 3: WILMAPCO'S TECHNICAL ADVISORY COMMITTEE (TAC) REVIEWS TECHNICAL SCORING FOR ACCURACY AND CONSIDERS:

WILMAPCO's Technical Advisory Committee (TAC) reviews technical scoring for accuracy and considers:

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

STEP 4: WILMAPCO COUNCIL RANKS SUBMISSIONS

Council ranks submissions considering:

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

GOAL: IMPROVE QUALITY OF LIFE

- 6 – 10 points

Criteria:

- Protect public health and safety
- Promote active transportation
- Preserve natural and cultural resources
- Ensure transportation choice and equity

AIR QUALITY: Expected to impact air quality, based on project types:

Project expected to moderately or significantly improve air quality. Project types include:	
3	a. fixed-route bus and train service expansions b. public transit technology improvements c. major non-recreational nonmotorized system expansion (not tied to a roadway project which would increase vehicle capacity)
1	Project expected to slightly improve air quality. Project types include: a. fixed-route bus and train service replacements b. minor non-recreational nonmotorized system expansions (not tied to a roadway project which would increase vehicle capacity)
0	Project not expected to impact air quality. Project types include: a. roadway projects which do not add capacity b. park-and-ride lot maintenance c. rail preservation d. paratransit expansion and maintenance
-1	Project expected to slightly worsen air quality. Project types include: a. roadway projects which add capacity but are non-regionally significant, including those with a non-recreational nonmotorized system expansion component
-3	Project expected to moderately or significantly worsen air quality. Project types include: a. roadway projects which add capacity and are regionally significant, including those with a non-recreational nonmotorized system expansion component

ENVIRONMENTAL JUSTICE: Project enhances environment in locations with a high percentage of low-income and/or minority residents. Supportive projects reduce risk of accidents, and/or enhance neighborhoods. Negative impacts include increased accident risk for vehicular and/or non-motorized traffic, displacement of homes or businesses, and/or increased traffic through neighborhoods.

3	Project supports environmental justice in area with high low-income or minority population
1	Project supports environmental justice in area with above average low-income or minority population
0	Project does not impact environmental justice
-1	Project negatively impacts area with above average low-income or minority population
-3	Project negatively impacts area with high low-income or minority population

SAFETY: Intersections scored using a composite of average annual crash frequency, manner of impact (i.e. Head-on, sideswipe, etc.), and severity (fatality, injury, property damage, etc.). Analysis includes a 3-year average of crashes at signalized and non-signalized intersections that average 10 or more crashes per year. Score is based on the highest scoring intersection within the project limits.

4	20% highest crash scores
3	20-40% worst crash scores
2	40-60% worst crash scores
1	60-80% worst crash scores
0	20% lowest crash scores

GOAL: EFFICIENTLY TRANSPORT PEOPLE

0 – 15 points

Criteria:

- Improve system performance
- Promote accessibility and connectivity
- Engage the public via an open involvement process

CONGESTION: Corridor improvement recommended in Congestion Management System (CMS) or location with level of service (LOS) E or F. If recommended in CMS or LOS E/F*:

2	Project within a CMS corridor identified by the CMS Subcommittee
1	Road segment with LOS E or F but outside of identified CMS corridors
0	Road segment is neither in CMS nor LOS E or F

*If project meets the above CMS criteria, then the following two criteria will be calculated in addition to the points awarded above.

Average Annual Daily Traffic (AADT)		Transit Usage—Transit Load Factor by segment based on average # of riders vs. # of available seats.	
+		+	
4	Greater than 60,000 AADT	3	Greater than 35% capacity
3	40,000 – 60,000 AADT	2	25 – 35% capacity
2	20,000 – 40,000 AADT	1	15 – 25% capacity
0	Less than 20,000 AADT	0	Less than 15% capacity

TRANSPORTATION JUSTICE: Use percentage of zero-car households, elderly & persons with disabilities instead of low-income/minority (thresholds as determined by EJ report, phase ii), identify projects that support non-motorized or transit alternatives.

3	Supportive project within an area of high concentrations of mobility-constrained populations
1	Supportive project within an area of moderate concentrations of mobility-constrained populations
0	Does not improve mobility or ease access to transportation choices

PEDESTRIAN PRIORITY: Project supports pedestrian improvement based on pedestrian priority area scoring. Scores are based upon the highest pedestrian network score in which the project passes.

3	Top 90th percentile of pedestrian network scores
1	Top 70 th – 90th percentile of pedestrian network scores
0	Bottom 70th percentile of pedestrian network scores

GOAL: SUPPORT SUSTAINABLE ECONOMIC DEVELOPMENT AND GOODS MOVEMENT

0 – 11 points

Criteria:

- Maximize our investments
- Develop effective transportation networks
- Plan for energy security and climate change

FREIGHT: Scores using the three-tiered scoring defined in the WILMAPCO freight & goods movement analysis.

Bottlenecks are identified using high truck trip generating traffic zones, areas of high truck crash frequencies and travel time delays which hamper the efficient movement of truck traffic which can effect economic growth and competitiveness.

4	"Significant Bottleneck" – Refers to segments with multiple failing criteria, and generally includes roadways which carry the highest traffic volumes and experience heaviest congestion.
3	"Moderate Bottleneck" – Refers to segments that are experiencing some failing, or nearly failing, criteria. There is more variation in scoring across the criteria, with some criteria demonstrating failure and others at more modest levels.
2	"Minor Bottleneck" – Refers to segments that experience one or more criteria that are near failing. While most have only a few criteria showing near failure, others are at acceptable levels.
0	All other road segments

SUPPORT OF ECONOMIC DEVELOPMENT INITIATIVES: Projects that support economic development state and local policies.

Those include adding or improving access to brownfield locations; an existing or planned site used for employment, tourism, manufacturing, commercial or industrial purposes; or addresses an issue identified through regional economic development planning. For New Castle County, use DE Office of State Planning Policies and Spending map, Investment Level 1 and Investment Level 2: For Cecil County, use the State Priority Funding Areas and County Certified Areas.

3	Project located in Delaware Investment Level 1 area or Maryland Priority Funding Area
1	Project located in Delaware Investment Level 2 area or Cecil County Certified Area
0	Project not located in either of the above areas

PRIVATE OR LOCAL FUNDING CONTRIBUTION: Local and/or private commitment demonstrated by funding contribution.

4	Greater than 80% through private/local funds
3	60-80% funded through private/local funds
2	40-60% funded through private/local funds
1	20-40% funded through private/local funds
0	Less than 20% through private/local fund

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:

May 16, 2016

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

Bill Miners, Vice-Chair
*Chesapeake City
Councilman*

Jennifer Cohan
*Delaware Dept. of Transportation
Secretary*

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

Tari Moore
Cecil County Executive

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

Michael Spencer
Mayor of Newport

Dennis P. Williams
Mayor of Wilmington

WILMAPCO Executive Director
Tigist Zegeye

Hon. Jennifer L. Cohan, Secretary

Delaware Department of Transportation

800 Bay Road

P.O. Box 778

Dover, DE 19903

RE: Prioritization for the FY 2018-2021 Transportation Improvement Program

Dear Ms. Cohan:

I am writing to submit priority projects as voted on by WILMAPCO Council at their May 12 meeting, through the process described in the MOA between WILMAPCO and DeIDOT.

For the FY 2018-2021 Transportation Improvement Program (TIP) and the New Castle County element of the Delaware CTP, the priority is to:

1. Adequately fund preservation and safety projects.
2. Complete projects in the approved FY 2017-2020 TIP. If projects must be deferred, use project priority to guide which projects would be delayed, setting priority based upon technical scores. A prioritized project list is enclosed.
3. Complete projects in constrained RTP project list according to the identified in-service dates, setting priority based upon technical scores. The prioritized list of projects not in the TIP list is enclosed.
4. Use prioritized list of projects not in the TIP to identify other regional priorities if funding levels allow for additional projects, setting priority based upon technical scores.

In selecting CMAQ-funded projects, we recommend drawing from the enclosed list of CMAQ eligible projects identified by the WILMAPCO Air Quality Subcommittee.

WILMAPCO

Partners with you in transportation planning

Once DelDOT has prioritized projects statewide, we look forward to hearing the status of our submissions. If you have any questions, please call 302-737-6205 to speak to me (ext. 114) or Heather Dunigan (ext. 118).

Sincerely,



Tigist Zegeye
Executive Director

Enclosures (2)

Cc: WILMAPCO Council
Drew Boyce, DelDOT
Bill Geronimo, DelDOT
Michael McConnell, DelDOT
Tim Snow, DelDOT
Lanie Thornton, DelDOT
Mark Tudor, DelDOT
Heather Dunigan, WILMAPCO

FY 2018-2021 TIP Project Prioritization

	PROJECT	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 2018
1	PROJECT													
2	PROJECTS IN FY 2017-2020 TIP													
3	Arterial													
4	Wilmington Initiatives: Walnut St, Front St - 4th St	0	3	2	2	2	2	0	3	2	3	0	19	1
5	SR 2, Kirkwood Highway and Red Mill Rd. Intersection	0	0	4	1	2	3	0	3	2	3	0	18	2
6	Wilmington Traffic Calming: 4th St: Walnut - I-95	1	3	2	2	0	2	0	3	2	3	0	18	2
7	Wilmington Traffic Calming: King/Orange: MLK Blvd. to 13th	1	3	2	2	0	2	0	3	2	3	0	18	2
8	Wilmington Traffic Calming: Walnut: MLK Blvd. to 16th	0	3	1	2	2	2	0	3	2	3	0	18	2
9	Churchmans: SR 273/Chapman Rd.	0	0	3	2	2	2	0	3	2	3	0	17	3
10	US 40: US 40/SR 7	1	0	4	2	2	1	0	1	2	3	0	16	4
11	SR 2 Elkton Rd: Maryland State Line - Casho Mill Rd.	-3	0	4	2	2	1	0	1	3	3	0	13	5
12	US 40: US 40/SR 896 Grade Separated Intersection	-3	0	4	2	2	1	0	1	3	3	0	13	5
13	US 40: US 40, Salem Church Rd to Walther Rd	-3	1	4	2	2	1	0	0	2	3	0	12	6
14	US 40: US 40/SR 72 Intersection, including Del Laws Rd.	-1	0	4	1	2	1	0	1	1	3	0	12	6
15	SR 4, Christina Parkway: SR 2 - SR 896	-3	0	4	2	2	0	0	1	2	3	0	11	7
16	I-95 & SR 141 Interchange - Commons Boulevard	-1	0	4	0	0	0	0	0	4	3	0	10	8
17	SR299: SR 1 - Catherine Street	-3	0	0	1	0	2	0	3	2	3	0	8	9
18	SR 9, River Rd. Area, Dobbinsville	0	0	0	0	0	0	3	1	0	3	0	7	10
19	SR 72: SR 71 - McCoy Rd	-3	0	2	1	0	0	0	0	2	1	1	4	11
20	US 13: Duck Creek - SR 1	1	0	0	0	0	0	1	0	0	1	0	3	12
21	Collectors													
22	Garasches Lane	1	1	0	0	0	0	0	3	0	3	0	8	1
23	Possum Park Rd. at Old Possum Park Rd.	0	0	0	0	0	0	0	0	0	1	0	1	2
24	Expressways													
25	I-295 Westbound: US 13 - I-95	0	0	3	2	4	0	0	0	4	3	0	16	1
26	SR 1 Widening, SR 273 - Roth BR	-3	0	4	2	4	3	0	0	2	3	0	15	2
27	I-95: SR 896 Interchange	-3	0	3	2	4	2	0	0	3	3	0	14	3
28	Road A /SR 7	-3	0	2	2	2	2	0	0	0	3	0	8	4

FY 2018-2021 TIP Project Prioritization

	PROJECT	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 2018
1	PROJECT													
29	Local													
30	Southern New Castle County: Boyd's Corner Rd.: Cedar Ln - US 13	-1	0	1	0	0	0	0	0	0	1	3	4	1
31	Southern New Castle County: Cedar Lane Rd. at Marl Pit Rd	0	0	0	0	0	0	0	0	0	1	3	4	1
32	Southern New Castle County: Cedar Lane Rd.: Marl Pit - Boyd's Corner	0	0	0	0	0	0	0	0	0	1	3	4	1
33	Southern New Castle County: Lorewood Grove Rd.: N412A - SR 1	-1	0	0	0	0	0	0	0	0	1	2	2	2
34	Pedestrian/Bicycle													
35	US 13: Christina River Bridge - US 40 Pedestrian Safety Improvements	3	1	4	2	3	3	0	3	4	3	0	26	1
36	Myrtle Avenue Sidewalk Improvements	1	0	0	0	0	0	0	3	0	3	0	7	2
37	Grubb Road Pedestrian Improvements: Foulk Rd. - Naamans Rd.	1	0	0	0	0	0	1	1	0	3	0	6	3
38	Manor Avenue Sidewalk Improvements	1	0	0	0	0	0	0	1	0	3	0	5	4
39	Transit													
40	Transit Vehicle Replacement and Refurbishment, New Castle County	1	3	1	2	2	3	3	0	0	3	0	18	1
41	Rail Improvements: Fairplay Station Parking / Elevator	3	0	3	2	2	3	0	0	0	3	0	16	2
42	Transit Vehicle Expansion, NCC	3	1	1	1	2	1	3	0	0	3	0	15	3
43	Claymont Train Station	3	0	0	0	0	0	3	3	2	3	0	14	4
44	New Castle County Transit Center	3	0	0	0	0	0	0	0	0	3	0	6	5
45	Rideshare Program, statewide	3	0	0	0	0	0	0	0	0	3	0	6	5

FY 2018-2021 TIP Project Prioritization

		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 2018
1	PROJECT													
46	NOT IN FY 2016-2019 TIP													
47	Arterial													
48	Churchmans: SR4/Harmony Rd.	0	0	4	2	2	3	0	1	3	3	0	18	1
49	Churchmans: SR2/Harmony Rd.	0	0	3	2	2	3	0	1	2	3	0	16	2
50	Churchmans: SR4/SR7 JP Morgan	0	0	3	2	3	2	0	1	2	3	0	16	2
51	Wilmington Initiatives: Market St: 11th St. - 16th St.	0	3	3	2	2	0	0	3	0	3	0	16	2
52	SR 2: S. Union Street Streetscape	0	0	0	2	2	3	1	3	0	3	0	14	3
53	Churchmans: Churchmans Rd. Extension	-3	0	4	2	2	2	0	1	2	3	0	13	4
54	US 13: SR 71, Tybouts Corner - US 40	-3	0	0	2	4	2	0	1	2	3	0	11	5
55	US 40: SR 1 - SR 72, Widening	-3	-1	4	1	3	2	0	0	2	3	0	11	5
56	City of New Castle: SR 9	-1	0	1	1	0	2	0	3	0	3	0	9	6
57	Tyler McConnell Bridge, SR141: Montchanin Rd. - Alapocas Rd.	-3	0	3	1	2	0	0	0	2	3	0	8	7
58	US 40: Eden Square Connector	-1	0	4	0	0	0	0	1	0	3	0	7	8
59	City of New Castle Intersections	0	0	0	0	0	0	0	3	0	3	0	6	9
60	SR 141: US 13 - Burnside Blvd.	0	0	0	0	0	0	1	0	2	3	0	6	9
61	US 13, Odessa Transportation Plan Implementation	1	0	0	0	0	0	0	1	0	3	0	5	10
62	Newtown Road: SR896 - SR 72	-3	0	0	0	0	0	0	1	0	3	0	1	11
63	Collectors													
64	Wilmington Traffic Calming: 12th St. Connector	-1	3	0	0	0	0	0	3	0	3	0	8	1
66	Expressways													
67	I:95: Riverfront Interchange	-3	-3	0	1	4	3	0	0	3	3	0	8	1
68	US 301: Spur	-3	0	1	1	2	0	0	0	3	0	0	4	2
69	Local													
70	Wilmington Initiatives: Shipley Street	1	3	0	2	0	0	0	3	0	3	0	12	1
71	Wilmington Initiatives: Tatnall St. Connector	-1	0	0	2	0	0	0	3	0	3	0	7	2
72	Wilmington Riverfront: West St. Connector Extension	-1	0	0	2	0	0	0	3	0	3	0	7	2
65	Southbridge Street Network	-1	1	0	0	0	0	0	3	0	3	0	6	3
73	Mill Creek Rd. and McKennan's Church Rd. Intersection	0	0	0	0	0	0	1	1	0	3	0	5	4
74	Reybold Road Extended: SR 72 - Salem Church Rd.	-1	0	0	1	0	0	0	1	0	3	0	4	5
75	Westtown: Wiggins Mill Rd: Green Giant Rd. - St Annes Church Rd.	-1	0	0	0	0	0	0	0	0	1	4	4	5

FY 2018-2021 TIP Project Prioritization

	PROJECT	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 2018
1	PROJECT													
76	Other													
77	Aeronautics, New Castle County Airport Terminal Improvements	0	0	4	0	0	0	0	0	0	1	0	5	1
78	Pedestrian/Bicycle													
79	US 40 Plan: US 40 Sidepaths (SR 896-SR 72)	3	1	4	1	3	2	0	3	2	3	0	22	1
80	Wilmington Initiatives: Bicycle Improvements	1	3	2	2	2	3	3	3	0	3	0	22	1
81	SR 48: N. DuPont Rd - SR 141 Pedestrian Safety Improvements	1	3	4	1	2	1	1	1	2	3	0	19	2
82	Delaware Avenue Separated Bicycle Facility	1	0	3	2	2	1	0	3	2	3	0	17	3
83	US 40: SR 72 - Salem Church Sidepath	1	1	4	1	2	1	0	1	2	3	0	16	4
84	DuPont Road Pedestrian Facilities	3	3	0	0	0	0	0	1	0	3	0	10	5
85	Wilmington Initiatives: Water Street Walkway	1	0	0	2	0	0	0	3	0	3	0	9	6
86	Churchmans: Red Mill Rd. Sidewalks	1	0	0	1	2	0	0	1	0	3	0	8	7
87	US 40: Newtown Trail & Pedestrian Improvements	1	0	0	0	0	0	0	1	3	3	0	8	7
88	Bicycle, Pedestrian: Marsh Rd.	1	0	0	0	0	0	0	3	0	3	0	7	8
89	Bicycle, Pedestrian: Foulk Rd.	1	0	1	0	0	0	0	1	0	3	0	6	9
90	SR 3, Marsh Rd/Washington Street Ext. and SR 3 Pedestrian	1	0	0	0	0	0	0	1	0	3	0	5	10
91	Transit													
92	Wilmington DART Bus Hub	3	3	2	2	2	2	0	3	2	3	2	24	1
93	Transit bus stop improvements - NCC	3	3	2	0	0	0	3	3	2	3	0	19	2
94	Transit Vehicle Expansion: SR 141	3	1	3	1	2	0	3	0	2	3	0	18	3
95	US 40: Transit improvements	1	3	4	1	2	2	0	1	0	3	0	17	4
96	Statewide CAD/AVL - Real time transit info via smart phone	3	3	0	0	0	0	3	0	0	3	0	12	5
97	Boyd's Corner Park and Ride Expansion	3	0	0	1	2	0	0	0	0	1	0	7	6
98	Transit Vehicle Expansion: Paratransit	0	0	0	0	0	0	3	0	0	3	0	6	7
99	Rail preservation: NCC Historic Red Clay	0	0	0	0	0	0	0	0	0	1	0	1	8

CMAQ SCORING**Qualitative Index***

<i>ID</i>	<i>Project</i>	<i>Notes</i>	<i>FY17-20 TIP</i>	<i>Project Type</i>	<i>VMT</i>	<i>Cost</i>	<i>Life</i>	<i>Total</i>
1	Rideshare Program, statewide		\$1,800,000	Shared Ride	3	3	6	12
2	Christiana Mall Park and Ride		\$3,250,000	Shared Ride	3	0	6	9
3	Transit Vehicle Expansion, NCC	Fixed-route only	\$2,622,500	Transit	6	0	3	9
4	Rail: Newark Regional Transit Center		\$42,999,800	Transit	3	0	6	9
5	Transit Vehicle Replacement and Refurbishment	Fixed-route only	\$79,741,100	Transit	0	0	3	3
6	Wilmington Traffic Calming: Walnut: MLK Blvd. to 13th		\$1,500,000	Traffic Flow	3	3	6	12
7	US 40: US 40/SR 72 Intersection (multimodal)		\$14,514,500	Traffic Flow	3	0	6	9
8	SR 2 (Elkton Rd): MD Line to Casho Mill Rd. (multimodal)		\$26,958,300	Traffic Flow	3	0	6	9
9	Wilmington Traffic Calming: 4th St: Walnut - I-95		\$500,000	Ped/Bike	3	6	6	15
10	US 13: Duck Creek - SR 1		\$1,500,000	Ped/Bike	3	3	6	12
11	US 40: US 40/SR 7		\$780,000	Ped/Bike	3	3	6	12
12	New Castle Industrial Track: S of Christina River - Riverwalk		\$12,050,000	Ped/Bike	6	0	6	12
13	Grubb Road Pedestrian Improvements: Foulk Rd. - Naamans Rd.		\$550,000	Ped/Bike	3	3	6	12
14	Wilmington Traffic Calming: King/Orange: MLK Blvd. to 13th		\$6,650,000	Ped/Bike	3	0	6	9
15	US 13: Memorial Drive - US 40 Pedestrian Safety Improvements		\$3,700,000	Ped/Bike	3	0	6	9
16	Myrtle & Manor Avenue Sidewalk Improvements		\$2,220,000	Ped/Bike	3	0	6	9
17	Garasches Lane		\$3,800,000	Ped/Bike	3	0	6	9

APPENDIX G

Public Comments

LOCAL

WILMAPCO plan earmarks \$83 million for Cecil

By BRAD KRONER

bkroner@chespub.com

WILKTON — Under a draft of the Wilmington Area Planning Council's (WILMAPCO) transportation improvement program for the years 2018-2021, Cecil County is set to receive \$82.5 million in federal dollars over four years.

WILMAPCO is a regional planning group selected by the United States Department of Transportation to allocate federal funds to local projects. Its focus areas include New Castle County, Del., and Cecil County.

Every year, WILMAPCO develops and revises a transportation plan to organize how federal dollars will be spent, based on the needs of the member counties. The plan is constantly in flux, with more dollars coming in each year for future projects in years ahead.

Bill Swiatek, a senior WILMAPCO planner, explained that the transportation plan is continually revised and updated as funding is identified.

"It's updated every year, and it's amended throughout the year as funding becomes available," Swiatek

said. "It's very much a living document."

The transportation plan is undergoing a public comment period, which is open through Sept. 13. A public workshop will be held from 4 to 7 p.m. Sept. 13 at the Newark, Del., Free Library.

As it is still going through public comment, the plan is not yet finalized.

As drafted, WILMAPCO's 2018-21 transportation plan totals at \$2.4 billion over four years, with \$739,000 coming in fiscal year 2018. Cecil County receives the smallest portion of those funds, receiving \$82.5 million over four years and \$25 million in fiscal year 2018.

The entirety of Cecil County's allocation is budgeted for the preservation



CECIL WHIG PHOTO BY JESSICA IANNETTA

The Route 272 bridge over Amtrak lines in North East is one of the Cecil County projects that will receive funding through WILMAPCO.

and management of existing roads and bridges. "Most of the money is going to areawide projects," Swiatek said. "It's money that's there in case a bridge gets replaced or roads get resurfaced. That's got a nice pot of money there."

One expansion project — a maintenance facility for the MARC commuter line — is listed in the document, but the line item includes no funding, due to the state of Maryland deferring its funding for the project to fiscal year 2023.

"The MARC facility project doesn't have any funding," he said, noting that it remains a priority for WILMAPCO. "That project has kind of stalled."

The budget also lacks funding for the Susquehanna River bridge project "which has been studied, but funding for that hasn't been identified yet."

Because of Cecil County's rural identity, the focus is on preserving roadways, instead of expanding them, Swiatek said.

"Cecil County's a pretty rural county and most parts of the county don't need a lot of extension projects," Swiatek said. "They just sort of need to keep the system preserved as it currently is."

The biggest chunk of the county's funding, \$28 million, is earmarked for resurfacing and rehabilitation of the county's roads. The plan also includes \$20 million for "spot improvements" and safety enhancements for roads.

"Typical projects are ramp and intersection modifications, sight distance and small drainage improvements, climbing lanes, and localized widening," according to WILMAPCO's website.

These projects are being completed statewide, with no specific bridges or roads being listed on the plan under this line item.

Overall, \$13 million is budgeted for statewide bridge replacements and rehabilitations and \$12 million is budgeted for environmental projects, which include noise barriers, wetland mitigation, landscaping and other beautification efforts. The rest of the funds are split between congestion management, bridge painting and urban street reconstruction.

Two specific projects are listed in the plan in fiscal year 2018.

The Route 272 Bridge over Amtrak lines is set to receive \$1.6 million in fiscal year 2018, the final year of the project. Last year, the project received \$5.9 million.

The project "will replace the existing bridge with a new structure," according to WILMAPCO's interactive project map. "New bridge will be wider to accommodate improved sidewalks and bicycle facilities and higher to accommodate double-stacking of freight rail and future railroad expansion."

After receiving \$1.8 million last year, the Route 222 bridge over Rock Run is receiving \$38,000 in fiscal year 2018, the last year of the project. No description of this project is given on WILMAPCO's website.

The state of Delaware is earmarked to receive the biggest sum, receiving \$1.3 billion over the four years and \$362 million in fiscal year 2018. New Castle County will receive \$1 billion, with \$351 million in year one.

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Wilmington Area Planning Council lists upcoming transportation projects

▲ Alex Vuocolo 🕒 July 26, 2017 💬 0 Comment



The Wilmington Area Planning Council released a draft list of \$2.4 billion in upcoming transportation projects in New Castle and Cecil counties for public review

and comment.

The list is a part of the Transportation Improvement Program, a federally required plan for transportation projects in the region.

Forty six percent of the funds will go to existing infrastructure, according to a press release from the planning group, which aligns with the Wilmington Area Planning Council's goal of preservation first.

Major projects include:

- Transit
 - New rail and bus transit centers in Newark, Claymont, and Wilmington
 - Bus transit park & rides near Christiana Mall and Middletown
- Road
 - Bridge preservation and safety projects in Cecil and New Castle counties
 - Highway projects including I-295 westbound and US 301
 - Multimodal projects including US 40, Elkton Road, southern New Castle County roads, and City of Wilmington streets
- Bicycle and Pedestrian
 - New Castle-Wilmington Jack Markell Trail completion
 - Pedestrian improvements on US 13 and US 40

The Delaware Department of Transportation and the Wilmington Area Planning Council will hold a public workshop on Monday, September 11, from 4 to 7 p.m. at the Newark Free Library.



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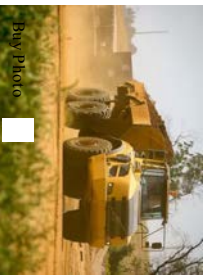
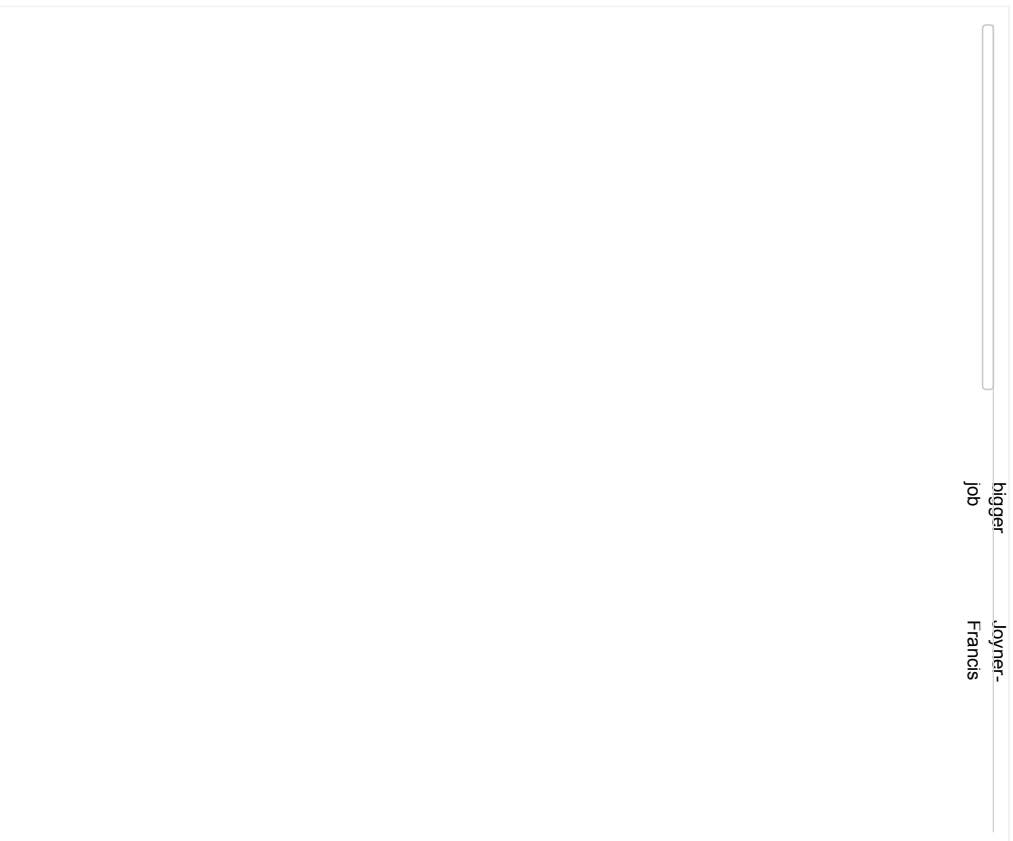
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Delaware transportation plan includes \$288 million for transit, \$1.3 billion for roads

Karl Baker, The News Journal Published 10:19 a.m. ET Aug. 29, 2017 | Updated 11:04 a.m. ET Aug. 29, 2017

bigger joyner-
job Francis



(Photo: SUCHAT PEDERSON/THE NEWS JOURNAL)

Delawareans have two weeks left to comment on the state's multibillion-dollar transportation plan that will govern infrastructure spending for the next three years.

It includes \$219 million for bridge maintenance, \$284 million for the U.S. 301 tollway and its debt, and dozens of smaller transit and road projects that form the backbone of the state's transportation network.

STORY: [DelDOT awarded federal funds for Blackbird Bridge project \(story/news/2017/08/04/deldot-awarded-federal-funds-blackbird-bridge-project/539859001\)](#)

STORY: [Attorney General Matt Denn will not seek re-election \(story/news/2017/08/28/attorney-general-matt-denn-not-run-re-election/608751001\)](#)

The Wilmington Area Planning Council, or WILMAPCO, released this summer its latest revision of the planning document (<http://www.wilmapco.org/Tipfy2018/fy2018tipdrafra.pdf>), which it calls the 2018-21 Transportation Improvement Program.

It will hold a public meeting from 4 to 7 p.m. on Sept. 11 to share the plan, and to receive comments. The meeting will occur at the Newark Free Library, located at 750 Library Ave.

Individuals also can email the planning organization with comments at wilmapco@wilmapco.org.

WILMAPCO is the designated metropolitan planning organization for New Castle and Cecil counties. It is an entity mandated by the federal government to decide where to invest dollars from the U.S. Department of Transportation.

Within the latest draft of the Transportation Improvement Program is \$1 billion for projects exclusively in New Castle County, \$1.3 billion for Delaware statewide projects, and \$83 million for Cecil County.

More than half of the dollars are dedicated to road projects only, and include maintenance work on existing roads and the expansion of others.

The latest plan calls for \$15 million worth of cuts to the enormous U.S. 301 tollway, which is remaking the face of southern New Castle County (story/news/2016/08/10/us-301-quickly-becoming-really-near-middletown/83388458/). The estimated cost of the 14-mile expressway was \$470 million when construction began last year.

A WILMAPCO official on Tuesday was not immediately available to comment.

Contact Karl Baker at kbaker@delawareonline.com (<mailto:kbaker@delawareonline.com>) or (302) 324-2329. Follow him on Twitter @kbaker6.

HAVE A SAY IN HOW YOUR TRANSPORTATION DOLLAR\$ ARE SPENT

WILMAPCO's Transportation Improvement Program (TIP) funds the region's transportation projects.

The TIP represents the first 4 years of your region's long-range plan, and prioritizes and documents planned projects including roads, buses, rail, bicycle and pedestrian improvements.

How can you participate?

- Stay informed—sign up for our monthly e-news and quarterly newsletter by visiting or calling 302.737.6205
- Attend public meetings or invite us to speak to your group. Two TIP workshops are held each year. In addition, WILMAPCO, DelDOT and MDOT host many public events on individual plans and projects
- Call us or E-mail comments to kbaker@delawareonline.com



Cecil County
New Castle County

WHAT'S NEW:

Draft TIP is available for comment
from July 24—September 13, 2017

NEXT PUBLIC WORKSHOP:

SEPTEMBER 14, 2017
Visit between 4—7 p.m.,
Newark Free Library
750 Library Ave, Newark, DE 19711

- Contains \$2.4 billion in road, transit, rail, multimodal & bicycle/pedestrian projects
- Contains 10 percent more funding than the TIP approved in March 2017
- Simplifies document by consolidating minor bridge and safety projects
- Emphasizes preservation first, with 46 percent of funds used to maintain existing infrastructure

- Transit improvement highlights—
 - New rail and bus transit centers in Newark, Claymont and Wilmington
 - Bus transit park & rides near Christiana Mall and Middletown
- Road improvement highlights—
 - Bridge preservation and safety projects in Cecil and New Castle counties
 - Highway projects including I-295 westbound and US 301
 - Multimodal projects including US 40, Elkton Road, southern New Castle County roads, and City of Wilmington streets
- Bicycle and pedestrian highlights—
 - New Castle-Wilmington Jack Markell Trail completion
 - Pedestrian improvements on US 13 and US 40



SEE INSIDE FOR
PROJECT MAP



WILMAPCO
WILMINGTON AREA PLANNING COUNCIL
850 Library Avenue, Newark, DE
302.737.6205 @

[illegible][illegible][illegible]

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id=com.gannett.local.library.news.delawareonline&h=en) iPad app (<https://itunes.apple.com/us/app/the-news-journal-for-ipad/id600071892?m=8>) Don't forget to "like" us on Facebook! (<https://www.facebook.com/delawareonline>)

MIDDLETOWN TRANSCRIPT

Department of Transportation announces public hearings

By Submitted News

Posted Sep 7, 2017 at 7:30 PM

The Delaware Department of Transportation encourages the public to participate in the development of the state's six-year Capital Transportation Program for fiscal 2019-24 and each of the counties' four-year Transportation Improvement Program for fiscal 2018-21 by attending public hearings in September.

The public hearings are jointly sponsored by the Council on Transportation, the Delaware Department of Transportation, Wilmington Area Planning Council, Dover/Kent County Metropolitan Planning Organization, Sussex County and Salisbury Wicomico MPO.

The hearings provide an opportunity to review current and suggested transportation projects. The hearings also include capital investments for DART First State public transit and will be used to satisfy the public involvement requirements of Federal Transit Administration Section 5307.

The public hearings will be held in an open format with a court reporter available to take public comments. Interested persons are encouraged to submit written comments during the public hearing process.

The first public hearing will be held in conjunction with the Wilmington Area Planning Council from 4 to 7 p.m. Sept. 11 at the Newark Free Library, 750 Library Ave. Project information will be displayed, and opportunities for discussion with DelDOT and WILMAPCO representatives will be available.

The second public hearing will be held in conjunction with Dover/Kent County MPO from 4 to 7 p.m. Sept. 19 at the Camden Town Hall, 1783 Friends Way. Project information will be displayed, and opportunities for discussion with DelDOT and MPO representatives will be available.

The third public hearing in conjunction with both Sussex County and Salisbury/Wicomico MPO from 4 to 7 p.m. Sept. 27 at DelDOT's South District Administration Building-Conference Room, 23697 Dupont Blvd., Georgetown. Project information will be displayed, and opportunities for discussion with DelDOT and county and MPO representatives will be available.

Interested persons are encouraged to express their views in writing, giving reasons for support of or in opposition to the proposed projects. Comments will be received during the public hearing or can be mailed to DelDOT Community Relations, P.O. Box 778, Dover, DE 19903.

For more, call 800-652-5600 or 760-2080.

From: mnovakoff@wilmington.org
To: [Randi Novakoff](#)
Subject: A comment from CHARLIE WEYMOUTH
Date: Thursday, August 24, 2017 2:15:10 PM

This sender failed our fraud detection checks and may not be who they appear to be. Learn about [spoofing](#) [Feedback](#)

A form has been submitted on August 24, 2017, via: [http://www.wilmington.org/tip/comment/\[IP71.175.243.236\]](http://www.wilmington.org/tip/comment/[IP71.175.243.236])

TIP

Your Name	CHARLIE WEYMOUTH
Email	CWWEYMOUTH@AOL.COM
Address	1827 LOVERING AVE.

Jim Corbett ! I have done a "once through" of subject paper and offer the following comment:

Your offered comments at the WILMAPCO orchestrated Hockessin Fire Hall gathering attended the needed broader structure on a Regional/National of interconnecting systems. and a prime necessity of the interstate roads as critical to trade/commerce---well be such. I had hoped your following paper would further elaborate on possible greater efficiencies in marine transit, particularly (following your forwarded paper) deep draft accommodation----at least to Delaware City. Responding to further inquiry, I received subject paper which concentrates on comparative analysis of the National feeder road system to selected key Port nexus.

Noting your earlier focused experience concerning Ports while with the College of Marine Sciences, alerts me that WILMAPCO, by inviting your recent presentation, invites a mis conception that straightening out the subject critical interstates would be to primarily accommodate the drastically increased truck traffic to the expanded Port(s). To the contrary, the urgent need to protect and improve these specific routes has been ongoing for at least forty years. As recent as ten years ago, resolution had been found in forming a preferred route along SR 7. Further, serving on a Comprehensive Plan sub committee, it was my given advice to allow no further directly adjacent commercial /retail along this route, while well knowing that small retail within PUDs had failed. Ongoing, during this period, I had strongly recommended restricting access to existent/proposed interstates and devices be found to form necessary secondary road. Ed O'Donnell tried to found interconnecting the residential subdivisions as a relief-----met by little enthusiasm. And the required Secondary system presented in the first Comprehensive Plan, within a year after and following, had been de nutted (via "District" Plans.) Instead, pro Developer influence has allowed un mitigated residential growth with the near entirety of infrastructure growth to be absorbed by the State or the Feds (WILMAPCO presence usually predicts approval to more suckling of Federal money.) Millions, historically, have been poured into Rt. 41--- by passing old 41 thru Hockessin, lowering major hills, relocating retail, widening at limited points, and, of course, a

Type
Comment
Here

profusion of signal lights to further accommodate residential growth access.

Assignment of financial responsibility, hopefully local to the Developer, must be found. Corrupt politics is profuse.

Providing thru WILMAPCO, this "Community" Advisory Committee is but one more delay tactic----proven so often as found with the Rt.301 rerouting, the North Claymont Master Plan, etc. One has to wonder how much organized labor has had to play in all of this.

What, for these alternative routes, resolution is already being pursued. And, as for corrective matters, is the State being placed in further debt ? Immediately, stop all the discretionary TIP outlays, and make the locals keep their own house clean.

Best----- Charlie Weymouth, AIA

From: [Butch](#)
To: [Heather Dunigan](#); [Daniel Blevins](#); [Randi Novakoff](#); [Bill Swiatek](#); [Tigist Zegeye](#)
Subject: Idea for better traffic in NCC
Date: Monday, September 11, 2017 4:33:43 PM

Hi Team,

I heard your ad on WDEL today. Went to the site to give my input but a quick look did not find a place to give it. So, here we are.

Much of the traffic on I-95 goes from the toll both to the Delaware Memorial Bridge. I think it is high time we put in an elevated highway just for that traffic. It could have emergency on/off ramps for state vehicles but otherwise it should deliver them right to NJ.

Thanks for listening.

Butch Dunn

From: [Daniel Blevins](#)
To: [Heather Dunigan](#); [Randi Novakoff](#)
Subject: FW: WILMAPCO MEETING ON SEPT. 11TH FROM 4 TO 7 P.M.
Date: Friday, September 08, 2017 11:01:14 AM

Not exactly a public comment, but FYI.....

From: Dave Gordon [mailto:da.gordon77@gmail.com]

Sent: Thursday, September 7, 2017 7:25 PM

To: Daniel Blevins <dblevins@wilmapo.org>; Cohan, Jennifer (DelDOT) <jennifer.cohan@state.de.us>; Jerry.Lovell@state.de.us; Freel, Bud (DelDOT) <bud.freel@state.de.us>; Boyce, Drew (DelDOT) <drew.boyce@state.de.us>; Tudor, Mark (DelDOT) <Mark.Tudor@state.de.us>; Hall-Long, Bethany (Lt Governor) <bethany.hall-long@state.de.us>; Tigist Zegeye <tzegeye@wilmapo.org>; Bentz, David (LegHall) <david.bentz@state.de.us>; Bryan Townsend <bryan.townsend@gmail.com>; Short, Bryon (LegHall) <Byron.Short@state.de.us>; BriggsKing, Ruth (LegHall) <Ruth.BriggsKing@state.de.us>; Cloutier, Catherine (LegHall) <Catherine.cloutier@state.de.us>; Majeski, Nicole (DelDOT) <Nicole.majeski@state.de.us>; McBride, David (LegHall) <david.mcbride@state.de.us>; Sokola, David (LegHall) <David.Sokola@state.de.us>; Wilson, David L (LegHall) <David.L.Wilson@state.de.us>; Tackett, David <dtackett@ncde.org>; Osienski, Edward (LegHall) <edward.osienski@state.de.us>; Smith, Melanie G (LegHall) <Melanie.G.Smith@state.de.us>; Hocker, Gerald (LegHall) <Gerald.Hocker@state.de.us>; Hudson, Deborah (LegHall) <Deborah.Hudson@state.de.us>; Marshall, Robert (LegHall) <robert.marshall@state.de.us>; Ramone, Michael (LegHall) <michael.ramone@state.de.us>; Michael.Mulrooney@state.de.us; Miro, Joseph (LegHall) <joseph.miro@state.de.us>; Walsh, John (LegHall) <John.Walsh@state.de.us>; Meyer, Matthew <mmeyer@ncde.org>; Hartley-Nagle, Karen <kmhartley-nagle@ncde.org>; Hall, Richard <rehall@ncde.org>; McDowell, Harris (LegHall) <Harris.McDowell@state.de.us>; Cartier, John <jjcartier@ncde.org>; ji.johnson@state.de.us; Williams, Kimberly (LegHall) <kimberly.williams@state.de.us>; Janet Kilpatrick <jkilpatrick@ncde.org>; gsmiley326@verizon.net; Bell, James <jwbell@ncde.org>; Powers Jr., William <wepowersjr@ncde.org>; Weiner, Robert <rsweiner@ncde.org>; Timothy Sheldon <tpsheldon@ncde.org>; Diller, Elisa <ediller@ncde.org>; Woods, Kenneth <krwoods@ncde.org>; Ken Woods <kwwoods@lu19.com>; Greg.Lavelle@state.de.us; gary.simpson@state.de.us; senator-colin@prodigy.net; Gordon, Caitlyn (LegHall) <Caitlyn.Gordon@state.de.us>; Street, Jea <jpstreet@ncde.org>; Schwartzkopf, Peter (LegHall) <Peter.Schwartzkopf@state.de.us>; Hollins, Penrose <phollins@ncde.org>; john.kowalko@state.de.us; Viola, John (LegHall) <john.Viola@state.de.us>; valerie.longhurst <Valerie.longhurst@state.de.us>; Krista_Brady@coons.senate.gov; Bob K <tennisnut57@comcast.net>

Subject: WILMAPCO MEETING ON SEPT. 11TH FROM 4 TO 7 P.M.

Hello All

This is a reminder that DELDOT ENGINEERS will be at the meeting on Monday Sept. 11th@ the Newark Free Library@750 Library Ave., just off Main Street in Newark. This will be your chance to review the list of the projects that DELDOT & WILMAPCO will showcase on display. There are at least \$1 billion dollars of your money being spent to hopefully improve getting around in our State.

I've attended some of the meetings over the years and it's been tough to nail DELDOT down, on any particular project. The reasons are complicated. Money and politics prove to be problem. DELDOT can't fund all of the projects and politicians retire , get voted out, or sometimes have ran the course and cannot run again do the length of their terms: such as Governors.

The reason I'm going to attend this particular meeting is to find out when DELDOT and our new Governor can fix ROUTE ONE, near the Christiana Mall. It should not be tough to figure this out. The funds were there to get the new sections done a few years ago, and it should have been "NO BRAINER" , that you have to continue on with next phase as soon as that one was complete. The problems didn't go away, they only got worse.

I'm urging all of you to do your part and write to GOVERNOR JOHN CARNEY and JENNIFER COHEN of DELDOT, to sit down and make this a priority to fix this area now. I've lived in DELAWARE my whole life and we have lived in EDGEBROOKE the past 40 years. We have been promised many designs and stories by every politician that have served in our area and every past leader of DELDOT, that they are going to fix this thing.

The same thing has occurred down state on ROUTE ONE in REHOBOTH. We need big improvements down there as well.

Regards

David A. Gordon
1 EDGEBROOKE WAY
NEWARK, DELAWARE 19702

Transportation Improvement Program

Welcome to the Wilmington Area Planning Council's public meeting on the Transportation Improvement Program, hosted in partnership with DelDOT. Your comments will be an important source of information for WILMAPCO to consider when identifying priority projects.

1. Which proposed project(s) do you like the best?

Claymont Train Sta., I-95/SR273, SR7 widening at Christina Mall

2. Do you have comments or suggestions about any proposed projects? Please explain. *None*

Newport Train Station, Third rail Wilmington-Edgemoor, Improved light timing on Old Balt. Pike
SR273-SR 896

3. What other projects should we consider in the future?

4. Other comments (Please continue on back if needed):

5. How did you hear about this meeting? (check all that apply)

- ☐ Workshop flyer ☐ Newspaper ☐ Read in e-news/newsletter ☐ Radio
☐ WILMAPCO or DelDOT website ☐ Facebook ☒ Other Twitter

Contact Information

Name: Matthew Greve

Street Address: 1012 Baltimore Ave

City: Wilmington

State: DE

ZIP Code: 19805-2531

Phone Number: 205-383-6184

E-mail: greve.matth@gmail.com

Thank you for your participation!

Please turn in before you leave or fax to (302) 737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711, or visit our web site at www.wilmapco.org/tip. Call (302) 737-6205 if you have any questions.

Transportation Improvement Program

Welcome to the Wilmington Area Planning Council's public meeting on the Transportation Improvement Program, hosted in partnership with DelDOT. Your comments will be an important source of information for WILMAPCO to consider when identifying priority projects.

1. Which proposed project(s) do you like the best?

I really like the proposal to fix the I-95 South to DE-273 West movement. A light is desperately needed to remove that extremely busy weave. I also like the proposal to remove the diagonal stretch of road from near the Wilmington train station.

2. Do you have comments or suggestions about any proposed projects? Please explain.

The South Main/Elkton Road project in Newark seems weird. I don't go through that area a whole lot so I don't know how bad traffic really is there, my bigger issue is with stoplight timing there. I've personally found that traffic looks fine there.

3. What other projects should we consider in the future?

I would like to see bicycle improvements on ^{East} Plain Street in Newark, ~~previously~~ ^{currently}. I also would like to see an improvement to the I-95/DE-896 interchange. It had a similar problem to I-95/DE-273. However it also has backups for several miles onto I-95 ^{South} because of the loop from the I-95 South to DE-896 South. Not sure if US-301's improvement/expressway will help with that.

4. Other comments (Please continue on back if needed):

Also, would it be possible to expand DE-1 South to two lanes after Exit 156?

5. How did you hear about this meeting? (check all that apply)

☐ Workshop flyer ☐ Newspaper ☐ Read in e-news/newsletter ☐ Radio
☐ WILMAPCO or DelDOT website ☒ Facebook ☒ Other Bike Newark, Heather Dunigan

Contact Information

Name: Jan Peters Street Address: 400 Wallaston Ave, Apt 63
City: Newark State: DE ZIP Code: 19711
Phone Number: 860.794.4938 E-mail: jpeters61@gmail.com

Thank you for your participation!

Please turn in before you leave or fax to (302) 737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711, or visit our web site at www.wilmapco.org/tip. Call (302) 737-6205 if you have any questions.

Transportation Improvement Program

Welcome to the Wilmington Area Planning Council's public meeting on the Transportation Improvement Program, hosted in partnership with DeIDOT. Your comments will be an important source of information for WILMAPCO to consider when identifying priority projects.

1. Which proposed project(s) do you like the best?

- Newark Train Station
- Claymont Regional Trans. Center
- Cobleskone Rd and Maul Pit Rd intersection improvements

2. Do you have comments or suggestions about any proposed projects? Please explain.

- Barasch's Lane project - should retain multimodal aspects and should also not adversely affect Eden Park (maybe some truck signage could prevent this)
- Potential bottleneck at Pasha Mill Road project

3. What other projects should we consider in the future?

- more roundabout projects
- Road diets where feasible
- multimodal projects

G-16

4. Other comments (Please continue on back if needed):

- Consider ESR (Electric Vehicle Supply Equipment) at Newark Train Station and Claymont Transportation Center.
- Restore truck stop electrification (TSE) sites off I-95 and Singma - let us partner with you! :)

5. How did you hear about this meeting? (check all that apply)

- ☒ Workshop flyer ☐ Newspaper ☐ Read in e-news/newsletter ☐ Radio
☒ WILMAPCO or DeIDOT website ☐ Facebook ☐ Other _____

Contact Information

Name: Dawn Delore Street Address: 100 W. Water Street
City: Dover State: DE ZIP Code: 19904
Phone Number: _____ E-mail: dawn.delore@state.de.us

Thank you for your participation!

Please turn in before you leave or fax to (302) 737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711, or visit our web site at www.wilmapco.org/tip. Call (302) 737-6205 if you have any questions.

From: Charlie Weymouth [REDACTED]
Sent: Monday, January 30, 2017 9:39 AM
To: Daniel Blevins
<dblevins@wilmapco.org>; jennifer.cohan@state.de.us; harris.mcdowell@state.de.us; mmeyer@nccde.org; cemulholland@gmail.com
Subject: TIP---Requested Comments

WILMAPCO is now challenged as to being a viable entity. Beyond its redundancy of services already found in other agencies, though adequate as a conduit for Federal Funds and such with attempts at long range planning, credibility is compromised by the following:

- It's limited physical overview of but to two Counties, absent lower South Eastern Pennsylvania and cross River New Jersey jurisdictions.
- The glaring dis function of New Castle County and Del Dot, wherein, uniquely, our Counties are not required locally to absorb substantial portions of infrastructure costs----most notably the road system.
- To the above, the State and Feds should cease funding subject local, private, roads and maintenance thereof. Adequate enforcement fines must be set in place, to include property confiscation.
- Further to the above, TIP and, certainly, WILMAPCO should concentrate on Port, Rail, cross River improvements, accessories thereto, letting the State and locals squabble over who should pay the bill and what should be the long range, Statewide priorities---certainly not to accommodate every opportunistic residential land developer----dependent upon the lowest of local taxes to encourage the residential influx.
- Lack of vision and forward thinking toward implementing a long range plan to accommodate the best of industries, including law, medicine, research, and finance, and to include select hard trade physical improvements to be multiple ports, and such affording "open shop", further, accommodating robotics and automation.
- Lack of concern toward alternate, rapid, yet mini sized, access with individual mobility to our urban incorporated recreational and living centers-----privately financed.

Best--- Charlie Weymouth, AIA

Cheryl Ann Leonard

more parking at bus stops accessible to the public in safe locations
Less expensive parking in the city
A bus that picks up and drops off at the [Hotel du Pont](#)
Handicap parking is too far from the work place.
[Like](#) · [Reply](#) · [Message](#) · January 24 at 12:48am



From: MCG [mailto: [REDACTED]]
Sent: Monday, January 30, 2017 1:48 PM
To: Heather Dunigan
Subject: TIP

We need high speed magnetic levitation trains and tracks and relief from train horn noise at night when most people are sleeping. Michele Greene, Wilmington DE 198022, 302-442-1961

TIP
Your
Name Terry Pierse
Email tpierse2@gmail.com [REDACTED]
Address 2107 Fairfield Place [REDACTED]
Type
Comment
Here

My wife and I attended the Union Street Reconfiguration event at Woodlawn Library. We're favorably impressed with the Plan for Union Street and are very much in favor of the proposed changes.

Your Name Daniel J Liszewski

Email [REDACTED]

Address [REDACTED]

Type Comment Here Samoset Drive is broken. Was broken on day 1 Wawa and Chik-fil-A opened.

From: Francis Warnock [mailto:]
Sent: Friday, February 17, 2017 5:43 PM
To: Heather Dunigan
Subject: Frank Warnock TIP Comments

Frank Warnock TIP Comments, 2/17/2017

BR 714 ON N347 CHAPMAN ROAD OVER I-95

Narrow from 12' lanes to 11' lanes. Eliminate both raised concrete sidewalks in favor of bike lanes. If not possible, narrow from 12' lanes to 11' lanes and eliminate one side of raised sidewalk in favor of (narrower than above) bike lanes.

SR 2 / Red Mill Road Intersection Improvements

Include pocket bike lanes through all legs of intersection. Add crosswalks across SR2 on the east side and across Red Mill on the south side of intersection, for folks walking to/from WCCSP or on Kirkwood Hwy. Include Yield signs with "Yield To Pedestrians" blade (or R1-5aL) on each radius turn just *before* crosswalks - not after.

SR 273 / Chapman Road Intersection Improvements

Add bike pocket lanes across SR273 for folks biking to Bob Evans. Assuming all existing crosswalks remain in place, a Multi-Use Pathway (MUP) facility along SR273 between Eagle Run and Browns Lane would provide a wonderful connection to Town Center shopping and Christiana proper. Design all crosswalks to maintain MUP width and ROW to accommodate bicycle traffic. Design all island cuts to be level with the roadway, and to also maintain MUP alignment and width. Include Yield signs with "Yield To Pedestrians" blade (or R1-5aL) on each radius turn just *before* crosswalks - not after.

HEP NCC, SR 72 and Old Baltimore Pike Intersection Improvements

Include pocket bike lanes through all legs of intersection. Add crosswalk across SR72 on north side to connect existing MUP to Royal Farms (sidewalks). Design crosswalk across OBP west side to maintain MUP width and ROW to accommodate bicycle traffic. Design all island cuts to be level with the roadway, and to also maintain MUP alignment and width. Include Yield signs with "Yield To Pedestrians" blade (or R1-5aL) on each radius turn just *before* crosswalks - not after.

HSIP NCC, Old Baltimore Pike and Salem Church Road

Maintain clearly marked bike lanes through the intersection.

HEP NCC, SR 273 and Red Mill Road Connector Intersection Improvements

Add MUPs and crosswalk connections between Harmony Woods and Old Ogletown Rd. Design all crosswalks to maintain MUP width and ROW, to accommodate bicycle traffic. Design all island cuts to be level with the roadway, and to also maintain MUP alignment and width. Include Yield signs with "Yield To Pedestrians" blade (or R1-5aL) on each radius turn just *before* crosswalks - not after.

SR4, Harmony Road Intersection Improvements

Maintain bike pocket lanes through intersection. Design Harmony crosswalk on south side to maintain MUP width and ROW, to accommodate bicycle traffic. Design all island cuts to be level with the roadway, and to also maintain MUP alignment and width.

Include Yield signs with "Yield To Pedestrians" blade (or R1-5aL) on each radius turn just *before* crosswalks - not after.

All projects that include crosswalks through radius right turns

Where Multi-Use Pathways (MUPs) are present in any project, please design all crosswalks and island cuts to maintain pathway alignment and width to accommodate bicycle traffic - no awkward or acute angles. For all sidewalks and MUPs, design island cuts to be level with the roadway. and include Yield signs with "Yield To Pedestrians" blade (or R1-5aL) on each radius turn before the crosswalk - not after.

--

Frank Warnock
Walking, Bicycling, and Conservation Advocate
Ogletown, Delaware, 19713
www.facebook.com/ogletown.pond/
www.1stbikes.org
(302) 420-2198

Transportation Improvement Program

Welcome to the Wilmington Area Planning Council's public meeting on the Transportation Improvement Program, hosted in partnership with DelDOT. Your comments will be an important source of information for WILMAPCO to consider when identifying priority projects.

1. Which proposed project(s) do you like the best?

RT 299 - This site is long overdue for work

2. Do you have comments or suggestions about any proposed projects? Please explain.

Why are there no crosswalk across RT 299 at New Street? Can they be added since it is a signalized intersection, limanunty at New Street will want to cross directly at post office.

3. What other projects should we consider in the future?

Please look closely at traffic & use at Maxentown Rd. It has become a major thoroughway for the area. becoming very unsafe for students (St. Ann's), bicycling, & farm equipment. May be overkill avoiding RT 299, traffic from new residences on Friendsboro Road, or traffic from Amman/ West Town businesses.

4. Other comments (Please continue on back if needed):

5. How did you hear about this meeting? (check all that apply)

☒ Workshop flyer ☐ Read in newspaper ☐ Read in WILMAPCO enews/newsletter ☐ Heard on radio
☐ WILMAPCO website ☒ Facebook ☒ Other PHC

Contact Information

Name: DAVID CARTER Street Address: _____
 City: _____ State: _____ ZIP Code: _____
 Phone Number: _____ E-mail: _____

Thank you for your participation!

Please turn in before you leave or fax to 302-737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711 or comment at our web site at www.wilmapco.org. Call 302-737-6205 if you have any questions.

Transportation Improvement Program

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1. Which proposed project(s) do you like the best?

2. Do you have comments or suggestions about any proposed projects? Please explain.

3. What other projects should we consider in the future?

G-28

4. Other comments (Please continue on back if needed):

all a mess Bad Bad Signage
 95 at mall Rt 1 495-295-95
 Rt 846th Rt 4 left turn
 camera.
 Dangerous 100 million didn't fix anything

5. How did you hear about this meeting? (check all that apply)

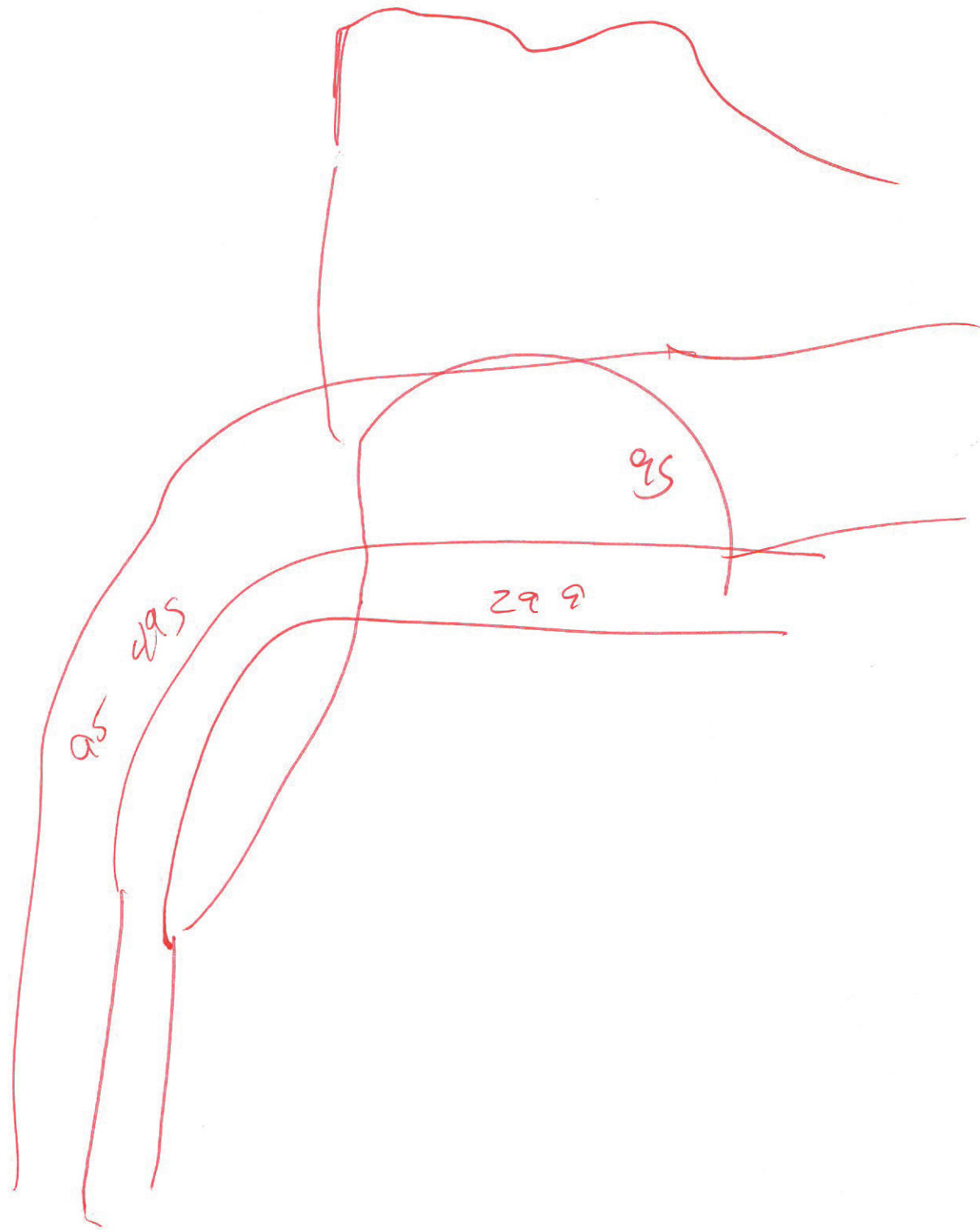
- ☐ Workshop flyer ☐ Read in newspaper ☐ Read in WILMAPCO enews/newsletter ☐ Heard on radio
☐ WILMAPCO website ☐ Facebook ☐ Other _____

Contact Information

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 City: Newark State: DE ZIP Code: 19713
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Thank you for your participation!

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Transportation Improvement Program

Welcome to the Wilmington Area Planning Council's public meeting on the Transportation Improvement Program, hosted in partnership with DelDOT. Your comments will be an important source of information for WILMAPCO to consider when identifying priority projects.

1. Which proposed project(s) do you like the best?

2. Do you have comments or suggestions about any proposed projects? Please explain.

Explain Road - Improvement necessary, but concerned about to many lanes making it dangerous for pedestrian. Also, what can be done to dis-incentivize toll jumpers from I-95 using this road. Improvement may exacerbate problem. Can you pass a law + read photos + ticket toll jumpers?

3. What other projects should we consider in the future?

G-24

4. Other comments (Please continue on back if needed):

5. How did you hear about this meeting? (check all that apply)

- ☐ Workshop flyer ☐ Read in newspaper ☐ Read in WILMAPCO enews/newsletter ☐ Heard on radio
☐ WILMAPCO website ☐ Facebook ☐ Other _____

Contact Information

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4. Other comments (Please continue on back if needed):

Speed limit signs needed. → SEE BACK →

5. How did you hear about this meeting? (check all that apply)

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 ☐ Read in newspaper
 ☐ Read in WILMAPCO enews/newsletter
 ☐ Heard on radio
☐ WILMAPCO website
 ☐ Facebook
 ☐ Other _____

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Thank you for your participation!


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SPEED LIMIT SIGNS NEEDED.

① I 95 south, at the southern end of the viaduct. Not only is there no sign there, but there ~~are~~ are not any others until the road splits just north of Rt 141. People entering from that ramp, just south of the Blue Rocks stadium, have no idea what the ~~speed~~ speed limit is for several miles.

There is a sign in the northbound lanes at the same spot, but it is not needed as much since a speed limit sign also exists farther to the south, just after the I-95 split, that every northbound car has seen. Also, there was a sign at the southend of the viaduct in the past.

② I 95 northbound, where the flyover lanes bring in traffic from northbound

Route 1. There is a sign on the far right, but it is almost impossible for anyone on the flyover lanes to see it. Either a second sign needs to be erected in the median, or the present one should be put on the center ~~edge~~ of the signholder that crosses the entire road → 

Everyone on ~~the~~ BOTH ramps from northbound Rt 1, plus everyone on I 95, could see it from there. People on the northbound flyover ramp are coming from a "55" zone, and are being dumped into the far left lane of a road where the limit is "65", and have no realistic way of knowing that with the current sign's location. Thanks for listening

Mike Zimarsky

Newark 19711

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1. Which proposed project(s) do you like the best?

→ Newark train station
→ Elken Road project

2. Do you have comments or suggestions about any proposed projects? Please explain.

→ Ensure multipurpose trails access meaningful locations and interests.
→ Christian Parkway road can be investigated along with Star Campus and train station to create a meaningful and low impact through trail.

3. What other projects should we consider in the future?

→ Push Delaware laws to allow DelDOT to build trails in power line right of way.
→ Connect trails to form a network.
→ Add trail signs to tell folks where they're going and distance/time.
→ Connect Glasgow Park to the community with multipurpose trails.

4. Other comments (Please continue on back if needed):

→ Not all multipurpose trails are recreational. Get developers to add bike parking like Newark Shopping Center. Market for non-auto alternative by advertising trails to and from points of interest, shopping, food, houses, etc.
→ Interestingly how Newark train station has only one platform. I like the plan to allow MTRC in the future.

5. How did you hear about this meeting? (check all that apply)

☐ Workshop flyer ☒ Read in newspaper ☐ Read in WILMAPCO enews/newsletter ☐ Heard on radio
☐ WILMAPCO website ☒ Facebook ☐ Other _____

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City: Newark State: DE ZIP Code: _____
Phone Number: _____

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Continued improvements w/ suburban corridors, side-walk improvements, and ~~the~~ public transit friendly projects

2. Do you have comments or suggestions about any proposed projects? Please explain.

3. What other projects should we consider in the future?

Traffic congestion on US-202, DE-92 (Neamonds), Old Baltimore Pike, and 141 from Prices Corner through I-95.

4. Other comments (Please continue on back if needed):

5. How did you hear about this meeting? (check all that apply)

- ☐ Workshop flyer ☐ Read in newspaper ☒ Read in WILMAPCO enews/newsletter ☐ Heard on radio
☒ WILMAPCO website ☐ Facebook ☐ Other _____

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 Phone Number: E-mail:

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3. What other projects should we consider in the future?

there should be more bike paths towards pedestrian safety and bike lanes that are protected from traffic. This would increase the bike transport and reduce traffic from cars. Also look into removing down on trees as many are not needed any longer.

4. Other comments (Please continue on back if needed):

5. How did you hear about this meeting? (check all that apply)

- ☐ Workshop flyer ☐ Read in newspaper ☐ Read in WILMAPCO enews/newsletter ☐ Heard on radio
☐ WILMAPCO website ☐ Facebook ☒ Other friend

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We suggest an assessment of the hundreds of STOP signs in the Newark area to determine their efficiency and necessity.

*Traveling West on Old Route 100 to light on intersection w/ 896, only 3-4 cars go through before light changes. We often sit through at least 2 chances of the light to proceed, or to make left turn or go straight.

4. Other comments (Please continue on back if needed):

*In general, the Newark area has too many lights and STOP signs that impede the efficient flow of traffic. We have noted that on Elkton Newark Rd the lights are not timed, especially at peak hours of congestion, to allow traffic to move along and thus reduce the backup of traffic. In many areas, a STOP sign could be replaced by a YIELD or NO SIGN.

5. How did you hear about this meeting? (check all that apply)

- ☐ Workshop flyer ☐ Read in newspaper ☐ Read in WILMAPCO news/newsletter ☐ Heard on radio
- ☐ WILMAPCO website ☐ Facebook ☐ Other

Contact Information

Name: Edward Patricia Fols Street Address: when they should safely proceed in accordance with what they observe

City: Edgemoor State: MD ZIP Code: _____

Phone Number: _____ E-mail: _____

Thank you for your participation!

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Transit Vehicle Replacement Paratransit Buses NCC FY16-22	2	-	8
Transit Vehicle Replacement Support Vehicles NCC FY16-21	2	-	8
Transit Vehicle Replacement Support Vehicles Statewide FY16	1	-	23
Transit Vehicle Replacement Support Vehicles Statewide FY18	1	-	23
Transit Vehicle Replacement Unicity Bus Purchase	2	-	8
Transit Vehicle Replacement Unicity Bus Purchase FY16-21	2	-	8
TRANSPORTATION ALTERNATIVES Program - Delaware	1	-	35
Transportation facilities	1	-	22
Transportation Facilities - Administration	1	-	22

Transportation Facilities - Operations	1	-	22
Transportation Management Improvements	1	-	37
Traveler Information Signage	1	-	21
Truck Weigh Enforcement	1	-	39
University Research Program	1	-	39
US 301, GARVEE Debt Service	2	-	53
US 301, Maryland State Line to SR 1	2	-	53
US 301: MARYLAND STATE LINE TO SR 1	2	-	52
US 40 & SR 896 Improvements	2	-	35
US 40 / SR 72 Intersection Improvements	2	-	35
US 40 and SR7 Intersection Improvements	2	-	18
US 40, Salem Church Road to Walther Road	2	-	35
US 40: MARYLAND LINE TO US 13, CORRIDOR IMPROVEMENTS	2	-	34
US13, Duck Creek to SR1	2	-	18
US13, US40 to Memorial Drive Pedestrian Improvements	2	-	33
USGS StreamStats Update	1	-	12
Valley Road / Little Baltimore Pike	2	-	36
Walnut Street, Front Street to 3rd Street, Wilmington	2	-	38
Wilmington Admin Site Asbestos Remediation & Demo	2	-	6
Wilmington Administration Center Rehabilitation - FTA State of Good Repair Grant	2	-	6
WILMINGTON INITIATIVES	2	-	37
Wilmington Initiatives, 4th Street, Walnut St to I-95	2	-	38
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street	2	-	38
Wilmington Initiatives, Walnut St, MLK to 13th Street	2	-	38
Wilmington Operations Center Bus Wash	2	-	6
WILMINGTON RIVERFRONT	2	-	39
Wilmington Signal Improvements Project, Phase 2	2	-	41
Wilmington Transit Center	2	-	32
Wilmington UST Replacement - FTA State of Good Repair Grant	2	-	6