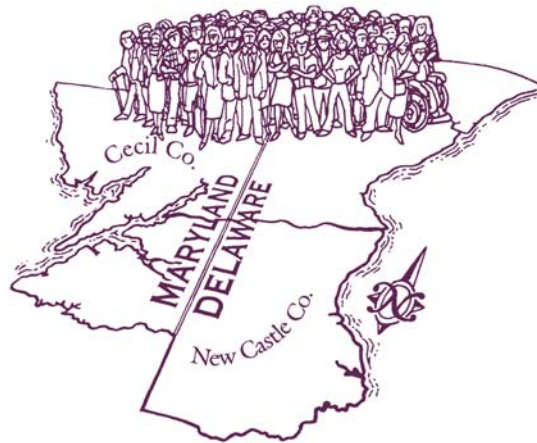


Transportation Improvement Program

Fiscal Years 2018-2021



WILMAPCO

Partners with you in transportation planning

Adopted March 9, 2017

FY 2018-2021 Transportation Improvement Program (TIP)

Prepared by the staff of the
Wilmington Area Planning Council

850 Library Avenue, Suite 100
Newark, Delaware 19711
(302) 737-6205
www.wilmapco.org

Adopted March 9, 2017

The preparation of this document was financed in part with funds provided by the Federal Government, including the Federal Transit Administration and the Federal Highway Administration of the United States Department of Transportation. The public participation process for the Transportation Improvement Program (TIP) will also meet the public participation requirements for MTA's and DTC's Program of Projects. The TIP also considers effects upon low income and minority residents.

CONTACT LIST

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

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

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Introduction

The **Wilmington Area Planning Council** (WILMAPCO) is the metropolitan planning organization (MPO) for New Castle County, DE and Cecil County, MD. It is designated by the governors of both states to plan for, coordinate, and program the many transportation investments in the region. Under federal law and regulation, all plans and programs that involve federal funds or are of regional significance must be reviewed and approved through WILMAPCO. This document, the **Fiscal Year (FY) 2018-2021 Transportation Improvement Program** (TIP), provides a listing of all the transportation projects that will be funded in our region over the next four years.

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

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

TIP Terms

FAST – Signed into law on December 4, 2015, the Fixing America's Surface Transportation Act, or "FAST Act" - the first Federal law in over ten years to provide long-term funding certainty for surface transportation. It authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs. (Predecessor: MAP-21, SAFETEA-LU, TEA-21 and ISTEA).

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

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

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

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





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

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

WILMAPCO develops its TIP annually by receiving submissions from its member agencies: DelDOT, MDOT, municipalities, and county officials. The projects are ranked according to how well they reflect the strategies in our long-range plan. The public is kept involved and informed throughout the process. WILMAPCO held a workshop on February 1, 2017 to receive public comments regarding the proposed program, and again during on date to be determined in August 2017 for proposed amendments. WILMAPCO participated in MDOT's annual Tour meeting in October to review the slate of new projects with members of the public and elected officials. After the public hearings, WILMAPCO presented the TIP to its Technical Advisory Committee (TAC) and Public Advisory Committee (PAC) for their recommendation and, finally, to the Council. The WILMAPCO Council voted to adopt the FY 2018-2021 TIP on March 9, 2017. The TIP will now become part of Delaware and Maryland's Statewide Transportation Improvement Program to be presented to the Governors and Legislators of each state.




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


Developing the FY 2018-2021 Transportation Improvement Program Process and Schedule – Summary

2016	January-March	 Staff meets upon request with local government and community groups to discuss transportation needs.
	April-May	<ul style="list-style-type: none"> • Staff develops technical score based upon adopted prioritization criteria • TAC proposes project prioritization • Air Quality Subcommittee reviews project list Council reviews community and committee comments and votes on proposed ranking • Ranked project listing to submitted DelDOT
2017	August	 Joint public workshop with DelDOT and the Council on Transportation
	January-March	 TIP & Air Quality Conformity released for public comment January 16-February 28 (including local government/public outreach). <ul style="list-style-type: none"> • Revise TIP based on public comments • PAC (2/13)/TAC (2/16) recommendation for adoption  TIP Public Workshop – February 1, 4 -7 p.m. • Council adoption of TIP (March 9)

Amending the TIP – Summary

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

July-September 2017	 TIP & Air Quality Conformity released for public comment July–September
	<ul style="list-style-type: none"> • Revise TIP based on public comments • TAC (Aug. 17) /PAC (Aug. 21) recommendation for adoption
	 TIP Public Meeting
	• Council adoption of TIP as amended (Sept. 14)
Amendments as needed	 Public comment period extending at least 30 days will be scheduled with amendments as needed.

 Indicates best opportunities for public comment

Public Participation Process

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

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

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

When and How the Public Gets Involved

August

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

January - March

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

Ongoing

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



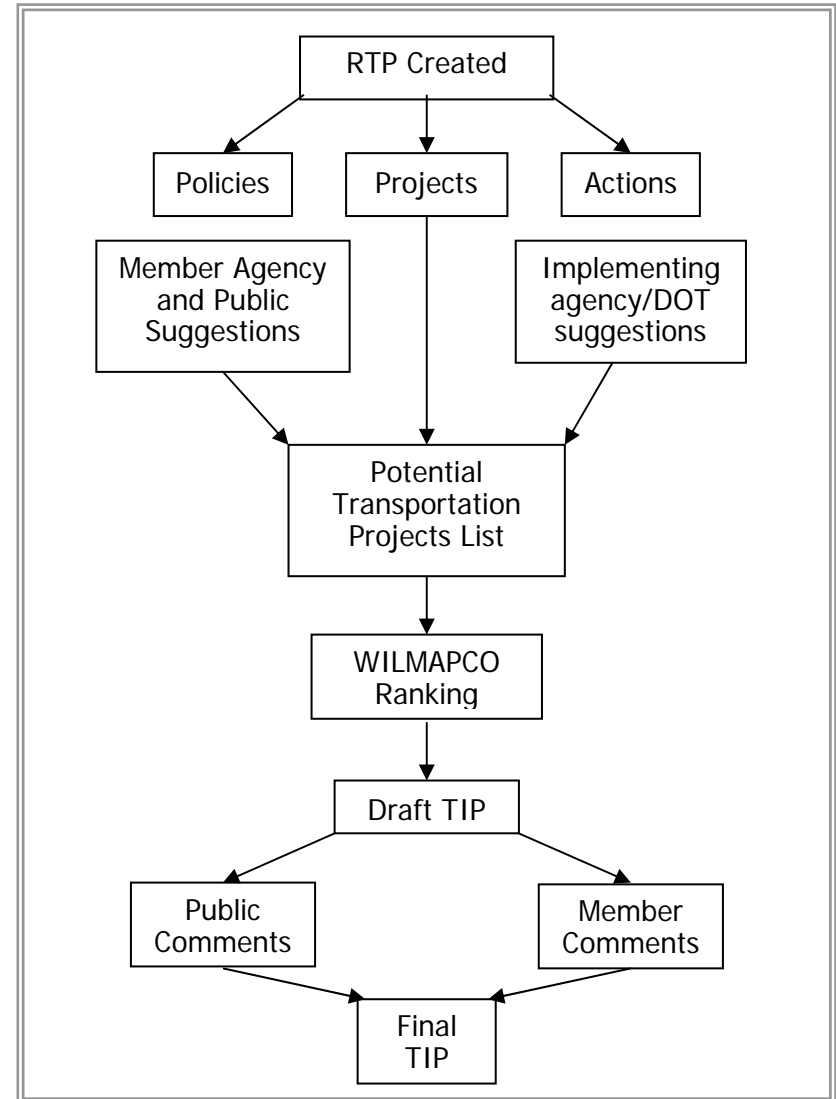
The TIP Process

How It Works

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

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

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



How It's Organized

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

Projects within each element are arranged by the following categories:

- System Preservation
- System Management
- System Expansion

Following the project information are the Appendices which contain a glossary, information about WILMAPCO, and details on the analysis undertaken to ensure the TIP meets federal regulations. The final section provides an alphabetical listing of all the projects listed in the FY 2018-2021 TIP.

TIP Terms

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

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

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

Performance Based Planning and the TIP

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

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

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

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

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

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

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

Project Prioritization Process

How Projects Are Prioritized

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

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

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

Factors used to rank TIP projects:

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

Prioritization Process

Provides a quantitative method to compare projects

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

STEP 1:

Apply screening criteria

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

STEP 2:

Technical score

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

STEP 3:

TAC review

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

STEP 4:

Council ranks submissions

Council considers:

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

Goals and Criteria:

GOAL: IMPROVE QUALITY OF LIFE

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

ENVIRONMENTAL JUSTICE: Project impacts in locations with a high percentage of low-income and/or minority residents.

SAFETY: Intersections scored using crash frequency, type, and severity.

GOAL: EFFICIENTLY TRANSPORT PEOPLE

CONGESTION: Corridor improvement recommended in Congestion Management System (CMS) or location with level of service (LOS) E or F. Along congested areas, addition points are awarded based upon average annual daily traffic and transit use.

TRANSPORTATION JUSTICE: Project impacts in locations with high percentage of zero-car households, elderly & persons with disabilities..

PEDESTRIAN PRIORITY: Project supports pedestrian improvement based on pedestrian priority area scoring.

GOAL: SUPPORT SUSTAINABLE ECONOMIC DEVELOPMENT AND GOODS MOVEMENT

FREIGHT: Scores using the bottlenecks identified in the WILMAPCO freight & goods movement analysis..

ECONOMIC DEVELOPMENT: Projects that support economic development state and local policies based on DE Office of State Planning Policies and Spending map, Investment Level 1 and Investment Level 2 and Cecil County State Priority Funding Areas and County Certified Areas.

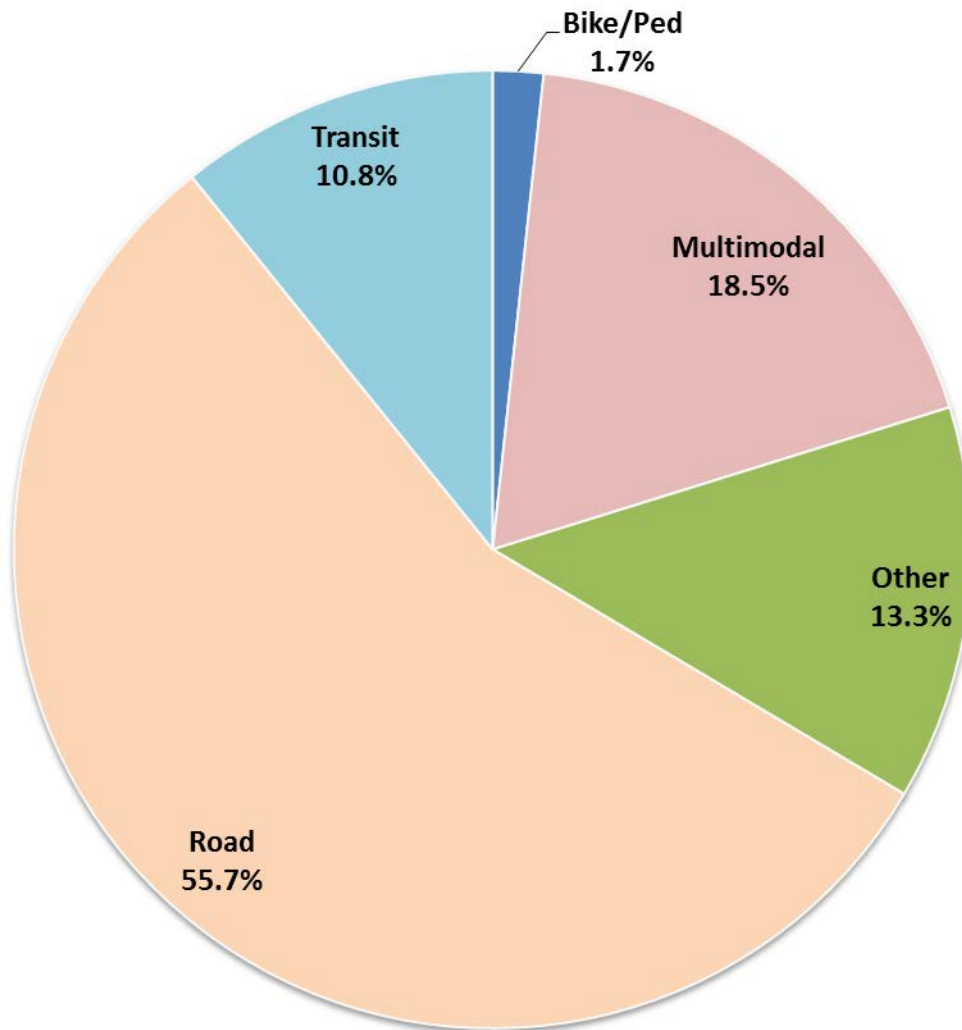
FUNDING CONTRIBUTION: Local and/or private commitment demonstrated by funding contribution.

TIP Summary Tables

FUNDING BY MODE	TOTAL FY 2018-21	PERCENT	TOTAL FY 2022-23
Bike/Ped	37,312	2%	10,264
Multimodal	404,241	18%	174,356
Other	291,319	13%	135,395
Road	1,216,506	56%	437,894
Transit	236,276	11%	33,326
Total (\$s x 1,000)	2,185,653	100%	791,235

FUNDING BY CATEGORY	TOTAL FY 2018-21	PERCENT	TOTAL FY 2022-23
Preservation	1,001,029	46%	453,171
Other	166,469	8%	83,227
Management	554,103	25%	217,507
Expansion	464,052	21%	37,330
Total (\$s x 1,000)	2,185,653	100%	791,235

TIP Funding by Mode



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

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 9, 2017

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	TOTAL FY 2018-21	TOTAL FY 2022-23
DE	Bicycle and Pedestrian Improvements	Management	Bike/Pedestrian	16,000.0	8,000.0
DE	Recreational Trails	Management	Bike/Pedestrian	4,882.1	2,264.2
NCC	Claymont Sidewalks: Manor and Myrtle Aves	Management	Bike/Pedestrian	1,750.0	0.0
NCC	Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	Management	Bike/Pedestrian	0.0	0.0
NCC	New Castle to Wilmington Industrial Track Greenway, Phase III	Expansion	Bike/Pedestrian	8,379.6	0.0
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Management	Bike/Pedestrian	6,300.0	0.0
	Bike/Pedestrian Total			37,311.7	10,264.2
CC	Areawide Urban Street Reconstruction	Preservation	Multimodal	1,400.0	
CC	MD 222 Bridge over Rock Run	Preservation	Multimodal	38.0	
CC	MD 272 Bridge over Amtrak	Management	Multimodal	1,661.0	
CC	Transportation Enhancements/Alternatives Program - Cecil County	Management	Multimodal	1,017.9	
DE	Community Transportation Fund	Preservation	Multimodal	67,000.0	33,500.0
DE	Municipal Street Aid	Preservation	Multimodal	20,000.0	10,000.0
DE	Traffic Calming	Management	Multimodal	600.0	300.0
DE	Transportation Alternatives Program	Management	Multimodal	22,011.1	10,328.0
DE	Transportation Facilities, Statewide	Preservation	Multimodal	30,800.0	12,500.0
DE	Transportation Management (inc. rideshare and signals)	Management	Multimodal	40,580.0	20,960.0
NCC	Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Expansion	Multimodal	6,625.0	9,975.0
NCC	BR 191 on Milltown Rd over Mill Creek	Preservation	Multimodal	0.0	0.0
NCC	BR 291, Songsmith Dr over Tributary to Smalley's Pond	Preservation	Multimodal	0.0	0.0
NCC	Christina River Bridge and Approaches	Expansion	Multimodal	54,600.0	0.0
NCC	Denny Road and Lexington Parkway Intersection Improvements	Management	Multimodal	250.0	500.0
NCC	Elkton Road: Maryland State Line to Casho Mill Rd	Expansion	Multimodal	26,042.3	0.0
NCC	Garasches Lane	Management	Multimodal	3,200.0	0.0
NCC	Highway Safety Improvement Program, NCC	Management	Multimodal	46,805.7	7,500.0
NCC	Jamison Corner Rd Relocated to Boyds Corner Rd	Management	Multimodal	136.3	0.0
NCC	N412, Lorewood Grove Road: Rd 412A to SR 1	Management	Multimodal	9,547.0	500.0
NCC	Old Capitol Trail, Newport Road to Stanton Road	Management	Multimodal	150.0	300.0
NCC	Possum Park Road and Old Possum Park Road Intersection	Management	Multimodal	1,575.0	0.0
NCC	SR 299, SR 1 to Catherine Street	Expansion	Multimodal	7,975.4	0.0
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Management	Multimodal	655.8	12,500.0
NCC	SR4, Harmony Road Intersection Improvements	Management	Multimodal	250.0	500.0
NCC	SR4, Ogleton Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Management	Multimodal	300.0	600.0
NCC	SR 7: Newtown Road to SR 273	Expansion	Multimodal	0.0	0.0
NCC	SR 72: McCoy Road to SR 71	Expansion	Multimodal	17,061.2	0.0
NCC	US 13, Duck Creek to SR 1	Management	Multimodal	2,200.0	2,000.0
NCC	US 40 and SR 896 Grade Separated Intersection	Management	Multimodal	6,000.0	30,000.0
NCC	US 40 / SR 72 Intersection	Management	Multimodal	12,950.0	0.0
NCC	US 40: Salem Church Road to Walther Road	Expansion	Multimodal	7,900.0	10,000.0
NCC	Valley Road & Little Baltimore Road	Preservation	Multimodal	2,225.0	0.0
NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	Management	Multimodal	750.0	2,250.0
NCC	Wilmington Initiatives: Walnut Street: Front Street to 4th Street	Management	Multimodal	1,662.5	0.0

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 9, 2017

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	TOTAL FY 2018-21	TOTAL FY 2022- 23
NCC	Wilmington Initiatives: Walnut St., MLK to 13th St	Management	Multimodal	2,000.0	10,000.0
NCC	Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	Management	Multimodal	6,050.0	0.0
NCC	Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	Management	Multimodal	2,222.0	143.0
NCC	Wilmington Signal Improvements, Phase II	Management	Multimodal	0.0	0.0
	Multimodal Total			404,241.3	174,356.0
CC	Areawide Environmental Projects	Preservation	Other	12,480.0	
DE	Aeronautics, Statewide	Management	Other	2,185.0	980.0
DE	Dam Preservation Program	Preservation	Other	6,350.0	4,000.0
DE	Engineering & Contingency/Education & Training	Other	Other	115,180.0	57,590.0
DE	Environmental Program	Other	Other	2,267.0	1,126.0
DE	Equipment	Preservation	Other	40,000.0	20,000.0
DE	Planning	Other	Other	49,022.3	24,511.1
DE	Statewide Rail Preservation	Preservation	Other	1,200.0	600.0
DE	Technology	Management	Other	62,634.8	26,587.5
	Other Total			291,319.1	135,394.6
CC	Areawide Bridge Replacement and Rehabilitation	Preservation	Road	13,240.0	
CC	Areawide Congestion Management	Management	Road	2,819.0	
CC	Areawide Resurfacing and Rehabilitation	Preservation	Road	27,950.0	
CC	Areawide Safety and Spot Improvements	Preservation	Road	20,040.0	
DE	Bridge Management/Inspection/ Design Training Programs	Management	Road	40,561.5	11,375.4
DE	Bridge Preservation / Bridge Painting / Pipe Replacement Programs	Preservation	Road	121,210.0	67,000.0
DE	Corridor Capacity Preservation	Management	Road	4,000.0	2,000.0
DE	Industrial Streets	Preservation	Road	0.0	0.0
DE	Intersection Improvements	Management	Road	26,400.0	13,200.0
DE	Materials & Minor Contracts	Preservation	Road	32,000.0	16,000.0
DE	Paving & Rehabilitation	Preservation	Road	295,000.0	160,000.0
DE	Rail Crossing Safety and Rideability	Management	Road	6,446.0	3,223.0
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Management	Road	38,116.5	20,395.9
DE	Signage & Pavement Markings	Preservation	Road	20,002.1	10,965.0
NCC	BR 032 on Foulk Road over S. Branch Naamans Creek	Preservation	Road	0.0	0.0
NCC	BR 111 & BR 599 on N253 Bengue Road over Red Clay Creek and Mill Race	Preservation	Road	900.0	0.0
NCC	BR 148A&B on N330 Greenbank Road over Red Clay Creek	Preservation	Road	922.0	0.0
NCC	BR 159 on James Street over Christina River	Preservation	Road	4,700.0	0.0
NCC	BR 227 on Paper Mill Rd over Middle Run Tributary	Preservation	Road	1,010.0	0.0
NCC	BR 238 on Elizabeth Ct over White Clay Creek Tributary	Preservation	Road	426.0	0.0
NCC	BR 239 on Red Mill Road over Tributary to White Clay Creek	Preservation	Road	600.0	0.0
NCC	BR 251 on N355 Harmony Road over White Clay Creek	Preservation	Road	1,820.0	0.0
NCC	BR 254 Old Newark Rd over Cool Run	Preservation	Road	171.3	0.0
NCC	BR 294 on N346 Walther Road over Tributary to Christina River	Preservation	Road	760.0	0.0
NCC	BR 1-295 on Providence Drive Over Tributary To Christina River	Preservation	Road	479.0	0.0
NCC	BR 302 over Toms Creek and BR 304 over Gambles Gut on SR 9	Preservation	Road	1,220.0	0.0
NCC	BR 308 on N378 Clarks Corner Road over Dragon Run	Preservation	Road	700.0	0.0

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 9, 2017

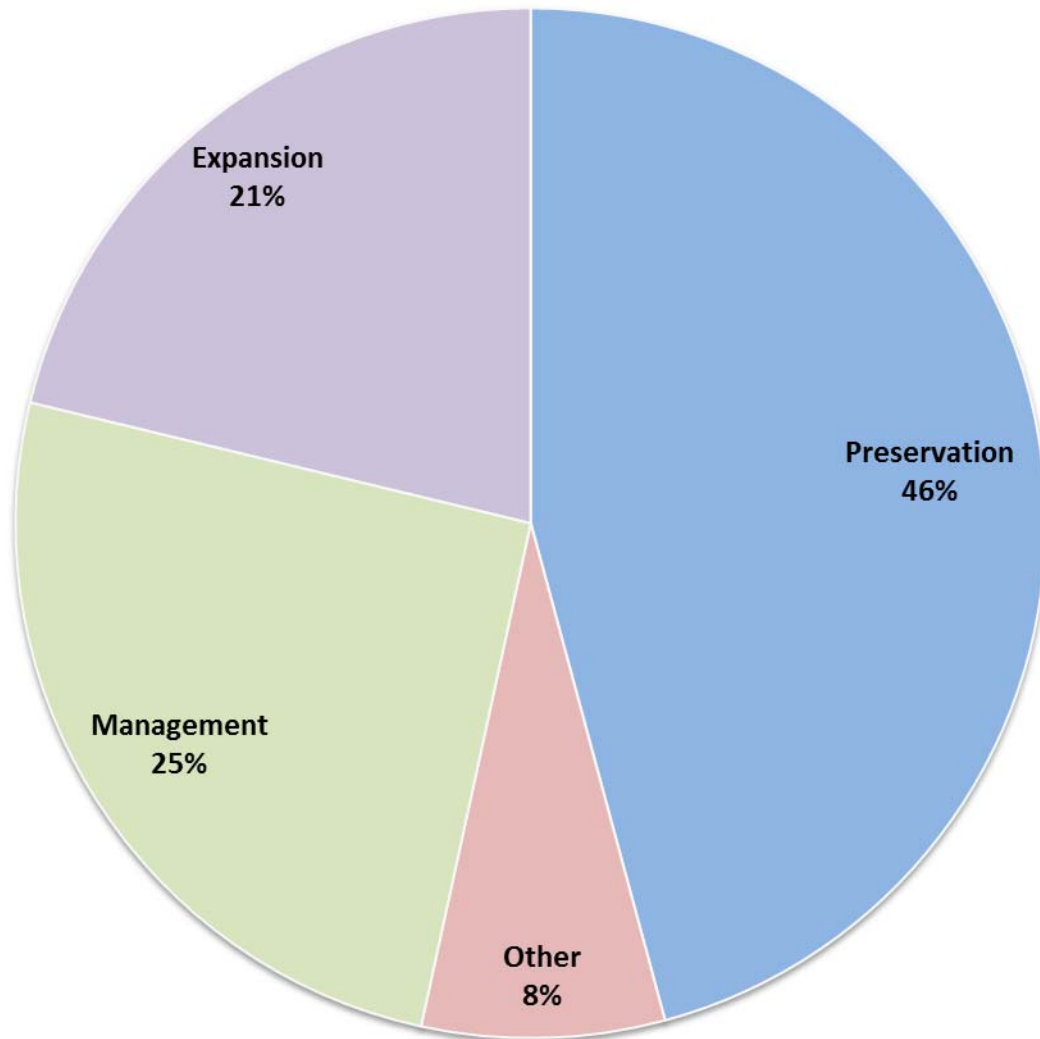
Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	TOTAL FY 2018-21	TOTAL FY 2022-23
NCC	BR 393 on SR 299 over Appoquinimink River	Preservation	Road	0.0	0.0
NCC	BR 438, Blackbird Station over Blackbird Creek	Preservation	Road	1,000.0	0.0
NCC	BR 488S on US 13 SB over Blackbird Creek, South of Odessa	Preservation	Road	4,030.0	0.0
NCC	BR 501, 501A, 501B on SR 141 Viaduct over SR 4	Preservation	Road	0.0	0.0
NCC	BR 501 on Newport Viaduct over Christina River Piers Foundation Repairs	Preservation	Road	5,364.5	0.0
NCC	BR 543 on Carr Road over Shellpot Creek	Preservation	Road	0.0	0.0
NCC	BR 567 on Hay Rd over Shellpot Creek	Preservation	Road	1,827.5	0.0
NCC	BR 577 on Northeast Blvd over Brandywine River	Preservation	Road	4,000.0	0.0
NCC	BR 634 on SR100 DuPont Road over Delaware Valley RR	Preservation	Road	5,400.0	0.0
NCC	BR 651 on Newport Road over CSX Railroad	Preservation	Road	0.0	0.0
NCC	BR 680 on SR 141 over US 13	Preservation	Road	13,200.0	0.0
NCC	BR 684 on N028 South Heald Street over Norfolk Southern Railroad	Preservation	Road	630.0	6,350.0
NCC	BR 686 on N029 South Walnut Street over Norfolk Southern Railroad	Preservation	Road	700.0	4,830.0
NCC	BR 714 on N347 Chapman Road over I-95	Preservation	Road	15,578.7	0.0
NCC	BR 717 on I-95 NB over SR1	Preservation	Road	0.0	0.0
NCC	BR 759 on I-95 over Brandywine River	Preservation	Road	1,200.0	0.0
NCC	BR 813 on I-495 over Christina River, Emergency Repairs	Preservation	Road	0.0	0.0
NCC	BR 814 on 12th Street over NS RR	Preservation	Road	2,510.0	0.0
NCC	Bridge Structure Rehabilitation / Cantilever and Overhead Sign Structures	Preservation	Road	4,902.2	0.0
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Management	Road	4,459.0	5,500.0
NCC	Cantilever and Overhead Sign Structures	Management	Road	0.0	0.0
NCC	I-295 Improvements, Westbound from I-295 to US 13	Expansion	Road	7,000.0	0.0
NCC	I-95 & SR 896 Interchange Improvements	Management	Road	4,500.0	25,000.0
NCC	I-95 & US 202 Interchange	Expansion	Road	0.0	0.0
NCC	I-495 Lane Extension at I-95, SB	Expansion	Road	0.0	0.0
NCC	Interstate Maintenance	Preservation	Road	9,102.2	0.0
NCC	Mill Creek Slope Stabilization, Brackenville Road to Erickson Avenue	Preservation	Road	4,000.0	0.0
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	Preservation	Road	88,650.0	80,000.0
NCC	Road A/SR 7 (Road, Bridge and Mall Connector Study)	Expansion	Road	12,080.0	100.0
NCC	SR 1 Widening: Roth Bridge to SR 273	Expansion	Road	3,039.2	0.0
NCC	SR 1 Median Barrier Replacement	Preservation	Road	0.0	0.0
NCC	SR 1/SR 72 Diverging Diamond Interchange	Management	Road	0.0	0.0
NCC	SR 141/I-95 Interchange - Ramps	Management	Road	16,747.1	0.0
NCC	SR141: I-95 Interchange to Jay Drive	Management	Road	45,250.0	0.0
NCC	SR 9, River Road Flood Remediation	Preservation	Road	1,200.0	0.0
NCC	SR 896 and Bethel Church Rd Interchange	Expansion	Road	500.0	1,000.0
NCC	Tweeds Mill Parking Structure Repairs	Preservation	Road	0.0	0.0
NCC	US 301: Maryland Line to SR 1 and GARVEE Debt Service	Expansion	Road	295,626.7	10,954.8
NCC	US 40 and SR 7 Intersection Improvements	Management	Road	2,515.0	0.0
	Road Total			1,216,505.5	437,894.2
CC	MARC Maintenance Facility	Expansion	Transit	0.0	
CC	Small Urban Transit - Capital Assistance (Section 5310)	Preservation	Transit	0.0	
CC	Small Urban Transit - Operating Assistance	Preservation	Transit	656.0	

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Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	TOTAL FY 2018-21	TOTAL FY 2022-23
CC	Susquehanna River Rail Bridge	Management	Transit	500.0	
DE	Transit Facilities, Statewide	Preservation	Transit	11,195.0	3,580.0
DE	Transit Vehicles Replace & Refurbish, Statewide	Preservation	Transit	11,563.0	5,260.9
NCC	Christiana Mall Park and Ride/NCC Transit Center	Management	Transit	4,200.0	0.0
NCC	City of Wilmington Bus Stop Beautification	Preservation	Transit	0.0	0.0
NCC	Claymont Station/Claymont Regional Transportation Center	Management	Transit	45,200.0	0.0
NCC	Fairplay Station (Churchmans Xing) Elevator	Management	Transit	0.0	0.0
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Management	Transit	652.0	600.0
NCC	Middletown Park and Ride	Management	Transit	3,500.0	0.0
NCC	Newark Train Station/Regional Transportation Center	Management	Transit	49,355.8	0.0
NCC	SEPTA New Payment Technology (NPT)	Management	Transit	0.0	0.0
NCC	Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	Expansion	Transit	15,529.5	5,300.0
NCC	Transit Facilities, New Castle County	Preservation	Transit	4,450.0	0.0
NCC	Transit (Fixed Route) Vehicle Expansion, NCC	Expansion	Transit	1,693.2	0.0
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Preservation	Transit	45,999.2	525.4
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Preservation	Transit	13,227.0	5,059.2
NCC	Transit Preventive Maintenance, NCC	Preservation	Transit	26,000.0	13,000.0
NCC	Wilmington Transit Facilities	Management	Transit	0.0	0.0
NCC	Wilmington Transit Moving Forward / Christiana Crescent Elevators	Management	Transit	2,555.0	0.0
NCC	Wilmington UST Replacement - State of Good Repair	Preservation	Transit	0.0	0.0
	Transit Total			236,275.5	33,325.5
	Grand Total			2,185,653.1	791,234.5

TIP Funding by WILMAPCO Category



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

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Adopted March 9, 2017

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	TOTAL FY 2018-21	TOTAL FY 2022- 23
DE	Bridge Preservation / Bridge Painting / Pipe Replacement Programs	Preservation	Road	121,210.0	67,000.0
DE	Community Transportation Fund	Preservation	Multimodal	67,000.0	33,500.0
DE	Dam Preservation Program	Preservation	Other	6,350.0	4,000.0
DE	Equipment	Preservation	Other	40,000.0	20,000.0
DE	Industrial Streets	Preservation	Road	-	-
DE	Materials & Minor Contracts	Preservation	Road	32,000.0	16,000.0
DE	Municipal Street Aid	Preservation	Multimodal	20,000.0	10,000.0
DE	Paving & Rehabilitation	Preservation	Road	295,000.0	160,000.0
DE	Signage & Pavement Markings	Preservation	Road	20,002.1	10,965.0
DE	Statewide Rail Preservation	Preservation	Other	1,200.0	600.0
DE	Transit Facilities, Statewide	Preservation	Transit	11,195.0	3,580.0
DE	Transit Vehicles Replace & Refurbish, Statewide	Preservation	Transit	11,563.0	5,260.9
DE	Transportation Facilities, Statewide	Preservation	Multimodal	30,800.0	12,500.0
NCC	BR 032 on Foulk Road over S. Branch Naamans Creek	Preservation	Road	-	-
NCC	BR 111 & BR 599 on N253 Benge Road over Red Clay Creek and Mill Race	Preservation	Road	900.0	-
NCC	BR 148A&B on N330 Greenbank Road over Red Clay Creek	Preservation	Road	922.0	-
NCC	BR 159 on James Street over Christina River	Preservation	Road	4,700.0	-
NCC	BR 191 on Milltown Rd over Mill Creek	Preservation	Multimodal	-	-
NCC	BR 227 on Paper Mill Rd over Middle Run Tributary	Preservation	Road	1,010.0	-
NCC	BR 238 on Elizabeth Ct over White Clay Creek Tributary	Preservation	Road	426.0	-
NCC	BR 239 on Red Mill Road over Tributary to White Clay Creek	Preservation	Road	600.0	-
NCC	BR 251 on N355 Harmony Road over White Clay Creek	Preservation	Road	1,820.0	-
NCC	BR 254 Old Newark Rd over Cool Run	Preservation	Road	171.3	-
NCC	BR 291, Songsmith Dr over Tributary to Smalley's Pond	Preservation	Multimodal	-	-
NCC	BR 294 on N346 Walther Road over Tributary to Christina River	Preservation	Road	760.0	-
NCC	BR 1-295 on Providence Drive Over Tributary To Christina River	Preservation	Road	479.0	-
NCC	BR 302 over Toms Creek and BR 304 over Gambles Gut on SR 9	Preservation	Road	1,220.0	-
NCC	BR 308 on N378 Clarks Corner Road over Dragon Run	Preservation	Road	700.0	-
NCC	BR 393 on SR 299 over Appoquinimink River	Preservation	Road	-	-
NCC	BR 438, Blackbird Station over Blackbird Creek	Preservation	Road	1,000.0	-
NCC	BR 488S on US 13 SB over Blackbird Creek, South of Odessa	Preservation	Road	4,030.0	-
NCC	BR 501, 501A, 501B on SR 141 Viaduct over SR 4	Preservation	Road	-	-
NCC	BR 501 on Newport Viaduct over Christina River Piers Foundation Repairs	Preservation	Road	5,364.5	-
NCC	BR 543 on Carr Road over Shellpot Creek	Preservation	Road	-	-
NCC	BR 567 on Hay Rd over Shellpot Creek	Preservation	Road	1,827.5	-
NCC	BR 577 on Northeast Blvd over Brandywine River	Preservation	Road	4,000.0	-
NCC	BR 634 on SR100 DuPont Road over Delaware Valley RR	Preservation	Road	5,400.0	-
NCC	BR 651 on Newport Road over CSX Railroad	Preservation	Road	-	-
NCC	BR 680 on SR 141 over US 13	Preservation	Road	13,200.0	-
NCC	BR 684 on N028 South Heald Street over Norfolk Southern Railroad	Preservation	Road	630.0	6,350.0
NCC	BR 686 on N029 South Walnut Street over Norfolk Southern Railroad	Preservation	Road	700.0	4,830.0
NCC	BR 714 on N347 Chapman Road over I-95	Preservation	Road	15,578.7	-

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

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Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	TOTAL FY 2018-21	TOTAL FY 2022-23
NCC	BR 717 on I-95 NB over SR1	Preservation	Road	-	-
NCC	BR 759 on I-95 over Brandywine River	Preservation	Road	1,200.0	-
NCC	BR 813 on I-495 over Christina River, Emergency Repairs	Preservation	Road	-	-
NCC	BR 814 on 12th Street over NS RR	Preservation	Road	2,510.0	-
NCC	Bridge Structure Rehabilitation / Cantilever and Overhead Sign Structures	Preservation	Road	4,902.2	-
NCC	City of Wilmington Bus Stop Beautification	Preservation	Transit	-	-
NCC	Interstate Maintenance	Preservation	Road	9,102.2	-
NCC	Mill Creek Slope Stabilization, Brackenville Road to Erickson Avenue	Preservation	Road	4,000.0	-
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	Preservation	Road	88,650.0	80,000.0
NCC	SR 1 Median Barrier Replacement	Preservation	Road	-	-
NCC	SR 9, River Road Flood Remediation	Preservation	Road	1,200.0	-
NCC	Transit Facilities, New Castle County	Preservation	Transit	4,450.0	-
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Preservation	Transit	45,999.2	525.4
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Preservation	Transit	13,227.0	5,059.2
NCC	Transit Preventive Maintenance, NCC	Preservation	Transit	26,000.0	13,000.0
NCC	Tweeds Mill Parking Structure Repairs	Preservation	Road	-	-
NCC	Valley Road & Little Baltimore Road	Preservation	Multimodal	2,225.0	-
NCC	Wilmington UST Replacement - State of Good Repair	Preservation	Transit	-	-
CC	Areawide Bridge Replacement and Rehabilitation	Preservation	Road	13,240.0	
CC	Areawide Environmental Projects	Preservation	Other	12,480.0	
CC	Areawide Resurfacing and Rehabilitation	Preservation	Road	27,950.0	
CC	Areawide Safety and Spot Improvements	Preservation	Road	20,040.0	
CC	Areawide Urban Street Reconstruction	Preservation	Multimodal	1,400.0	
CC	MD 222 Bridge over Rock Run	Preservation	Multimodal	38.0	
CC	Small Urban Transit - Capital Assistance (Section 5310)	Preservation	Transit	-	
CC	Small Urban Transit - Operating Assistance	Preservation	Transit	656.0	
	Preservation Total			1,001,028.6	453,170.5
DE	Engineering & Contingency/Education & Training	Other	Other	115,180.0	57,590.0
DE	Environmental Program	Other	Other	2,267.0	1,126.0
DE	Planning	Other	Other	49,022.3	24,511.1
	Other Total			166,469.3	83,227.1
DE	Aeronautics, Statewide	Management	Other	2,185.0	980.0
DE	Bicycle and Pedestrian Improvements	Management	Bike/Pedestrian	16,000.0	8,000.0
DE	Bridge Management/Inspection/ Design Training Programs	Management	Road	40,561.5	11,375.4
DE	Corridor Capacity Preservation	Management	Road	4,000.0	2,000.0
DE	Intersection Improvements	Management	Road	26,400.0	13,200.0
DE	Rail Crossing Safety and Rideability	Management	Road	6,446.0	3,223.0
DE	Recreational Trails	Management	Bike/Pedestrian	4,882.1	2,264.2
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Management	Road	38,116.5	20,395.9
DE	Technology	Management	Other	62,634.8	26,587.5
DE	Traffic Calming	Management	Multimodal	600.0	300.0
DE	Transportation Alternatives Program	Management	Multimodal	22,011.1	10,328.0
DE	Transportation Management (inc. rideshare and signals)	Management	Multimodal	40,580.0	20,960.0

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Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	TOTAL FY 2018-21	TOTAL FY 2022- 23
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Management	Road	4,459.0	5,500.0
NCC	Christiana Mall Park and Ride/NCC Transit Center	Management	Transit	4,200.0	-
NCC	Claymont Sidewalks: Manor and Myrtle Aves	Management	Bike/Pedestrian	1,750.0	-
NCC	Claymont Station/Claymont Regional Transportation Center	Management	Transit	45,200.0	-
NCC	Cantilever and Overhead Sign Structures	Management	Road	-	-
NCC	Denny Road and Lexington Parkway Intersection Improvements	Management	Multimodal	250.0	500.0
NCC	Fairplay Station (Churchmans Xing) Elevator	Management	Transit	-	-
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Management	Transit	652.0	600.0
NCC	Garasches Lane	Management	Multimodal	3,200.0	-
NCC	Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	Management	Bike/Pedestrian	-	-
NCC	Highway Safety Improvement Program, NCC	Management	Multimodal	46,805.7	7,500.0
NCC	I-95 & SR 896 Interchange Improvements	Management	Road	4,500.0	25,000.0
NCC	Jamison Corner Rd Relocated to Boyds Corner Rd	Management	Multimodal	136.3	-
NCC	Middletown Park and Ride	Management	Transit	3,500.0	-
NCC	N412, Lorewood Grove Road: Rd 412A to SR 1	Management	Multimodal	9,547.0	500.0
NCC	Newark Train Station/Regional Transportation Center	Management	Transit	49,355.8	-
NCC	Old Capitol Trail, Newport Road to Stanton Road	Management	Multimodal	150.0	300.0
NCC	Possum Park Road and Old Possum Park Road Intersection	Management	Multimodal	1,575.0	-
NCC	SEPTA New Payment Technology (NPT)	Management	Transit	-	-
NCC	SR 1/SR 72 Diverging Diamond Interchange	Management	Road	-	-
NCC	SR 141/I-95 Interchange - Ramps	Management	Road	16,747.1	-
NCC	SR141: I-95 Interchange to Jay Drive	Management	Road	45,250.0	-
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Management	Multimodal	655.8	12,500.0
NCC	SR4, Harmony Road Intersection Improvements	Management	Multimodal	250.0	500.0
NCC	SR4, Oglestown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Management	Multimodal	300.0	600.0
NCC	US 13, Duck Creek to SR 1	Management	Multimodal	2,200.0	2,000.0
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Management	Bike/Pedestrian	6,300.0	-
NCC	US 40 and SR 7 Intersection Improvements	Management	Road	2,515.0	-
NCC	US 40 and SR 896 Grade Separated Intersection	Management	Multimodal	6,000.0	30,000.0
NCC	US 40 / SR 72 Intersection	Management	Multimodal	12,950.0	-
NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	Management	Multimodal	750.0	2,250.0
NCC	Wilmington Initiatives: Walnut Street: Front Street to 4th Street	Management	Multimodal	1,662.5	-
NCC	Wilmington Initiatives: Walnut St., MLK to 13th St	Management	Multimodal	2,000.0	10,000.0
NCC	Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	Management	Multimodal	6,050.0	-
NCC	Wilmington Transit Facilities	Management	Transit	-	-
NCC	Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	Management	Multimodal	2,222.0	143.0
NCC	Wilmington Signal Improvements, Phase II	Management	Multimodal	-	-
NCC	Wilmington Transit Moving Forward / Christiana Crescent Elevators	Management	Transit	2,555.0	-
CC	Areawide Congestion Management	Management	Road	2,819.0	-
CC	MD 272 Bridge over Amtrak	Management	Multimodal	1,661.0	-
CC	Susquehanna River Rail Bridge	Management	Transit	500.0	-
CC	Transportation Enhancements/Alternatives Program - Cecil County	Management	Multimodal	1,017.9	-
	Management Total				

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Adopted March 9, 2017

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	TOTAL FY 2018-21	TOTAL FY 2022- 23
NCC	Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Expansion	Multimodal	6,625.0	9,975.0
NCC	Christina River Bridge and Approaches	Expansion	Multimodal	54,600.0	-
NCC	Elkton Road: Maryland State Line to Casho Mill Rd	Expansion	Multimodal	26,042.3	-
NCC	I-295 Improvements, Westbound from I-295 to US 13	Expansion	Road	7,000.0	-
NCC	I-95 & US 202 Interchange	Expansion	Road	-	-
NCC	I-495 Lane Extension at I-95, SB	Expansion	Road	-	-
NCC	New Castle to Wilmington Industrial Track Greenway, Phase III	Expansion	Bike/Pedestrian	8,379.6	-
NCC	Road A/SR 7 (Road, Bridge and Mall Connector Study)	Expansion	Road	12,080.0	100.0
NCC	SR 1 Widening: Roth Bridge to SR 273	Expansion	Road	3,039.2	-
NCC	SR 299, SR 1 to Catherine Street	Expansion	Multimodal	7,975.4	-
NCC	SR 7: Newtown Road to SR 273	Expansion	Multimodal	-	-
NCC	SR 72: McCoy Road to SR 71	Expansion	Multimodal	17,061.2	-
NCC	SR 896 and Bethel Church Rd Interchange	Expansion	Road	500.0	1,000.0
NCC	Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	Expansion	Transit	15,529.5	5,300.0
NCC	Transit (Fixed Route) Vehicle Expansion, NCC	Expansion	Transit	1,693.2	-
NCC	US 301: Maryland Line to SR 1 and GARVEE Debt Service	Expansion	Road	295,626.7	10,954.8
NCC	US 40: Salem Church Road to Walther Road	Expansion	Multimodal	7,900.0	10,000.0
CC	MARC Maintenance Facility	Expansion	Transit	-	-
	Expansion Total			464,052.1	37,329.8
	Grand Total			2,185,653.1	791,234.5

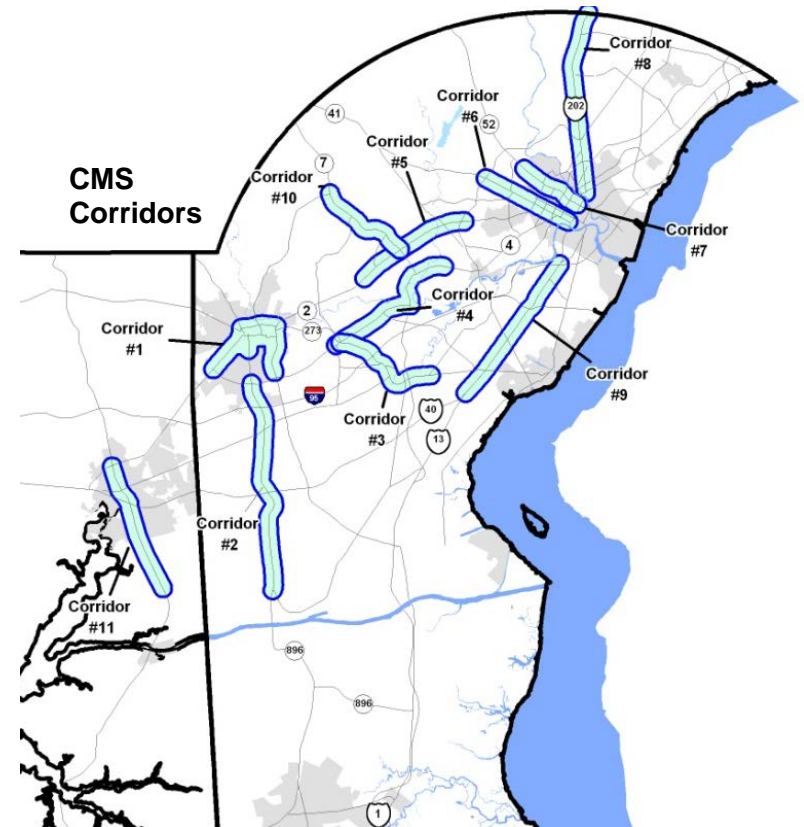
Integrating the Congestion Management System

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

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

WILMAPCO CMS "TOOLBOX" STRATEGIES

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



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

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

CMS Corridor	Project Name
#1	Elkton Road: MD Line-Casho Mill Rd, reconstruction, intersection improvements, expansion, multimodal improvements
#1, 2	SR 4, Christina Parkway: SR 2 – SR 896 reconstruction, expansion, multimodal improvements
#1, 4, 6	Third Rail Track Expansion, Newark to Wilmington
# 2	US 40 and 896 interchange - Grade Separated Intersection
#2	I-95 and SR 896 Interchange
#3	Road A/SR7, Widening & reconfiguration of intersections
#4	Fairplay Station Elevator Improvements
#4	SR 4/Harmony Rd, intersection improvements
#4	SR 4/SR 7, intersection improvements
#6	Wilmington Riverfront Program
#6	4th St: Walnut St - I-95
#6, 7	King & Orange Sts: MLK - 13th
#6, 7	Walnut St: MLK to 13th St.
#6, 7, 8	Wilmington Signal Improvements, Phase III
#8	I-95 & US 202 Interchange
#9	US 13: US 40 - Memorial Dr Pedestrian Improvements
#11	US 40 and SR 7 Intersection Improvements
#11	US 40 Widening: Salem Church Rd to Walther Rd

Addressing Transportation Equity

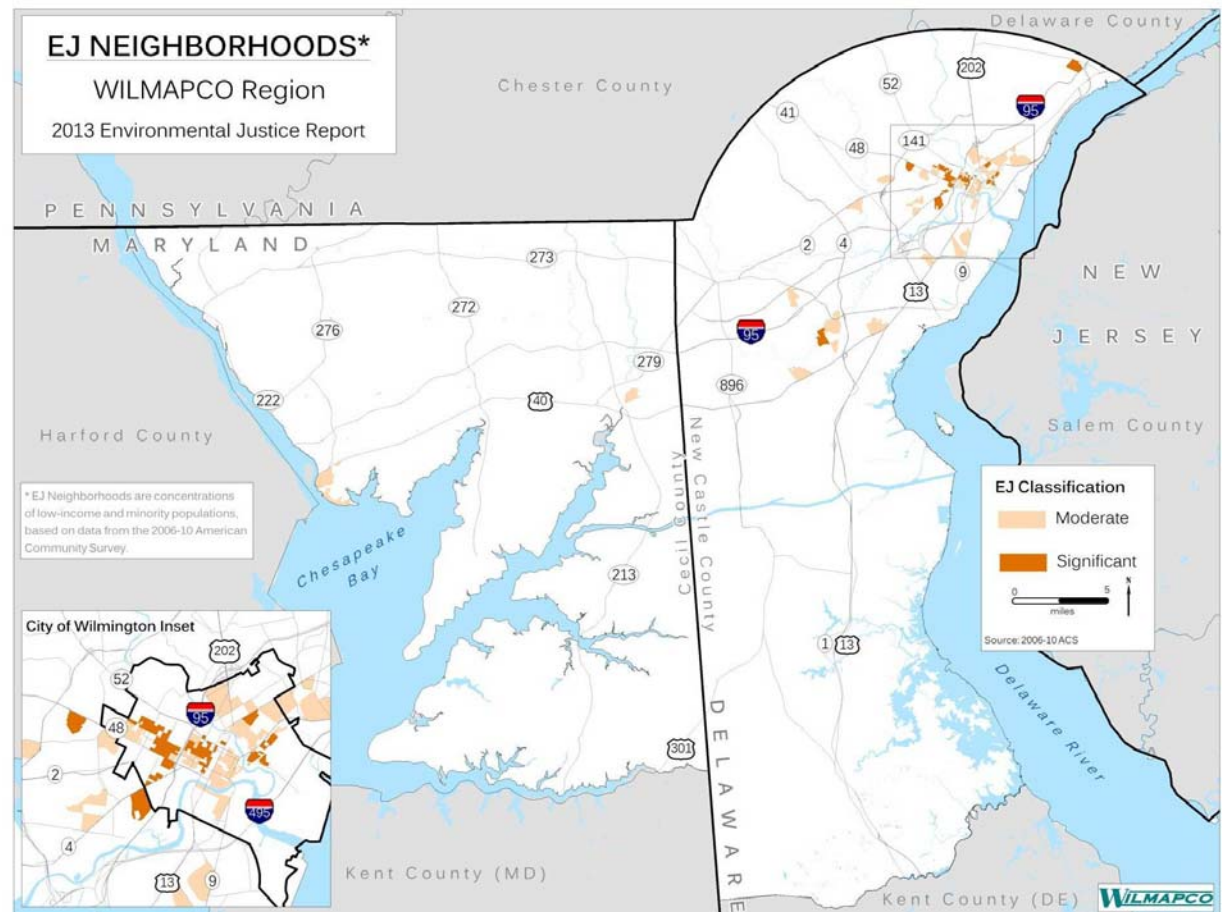
Transportation Equity, often referred to as Environmental Justice (EJ), is based in Title VI of the Civil Rights Act of 1964 and a 1994 Presidential Executive Order making equity part of the mission of every federal agency. As an MPO, we serve as the forum where DOTs, transit providers, local agencies,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

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

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

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

In 2007, WILMAPCO completed phase two of our transportation equity analysis which identified "Transportation Justice Areas". This analysis, revised in 2013, broadened the spectrum of communities considered transportation disadvantaged beyond those required by federal mandate. Separate from EJ (low-income and minority) populations, these Transportation Justice (TJ) populations include the elderly, the disabled, and households without an automobile.



FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 9, 2017

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

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

Comparison of Amended (9/2016) with FY 2018 TIP

PROJECT TITLE (All \$ x 1,000)	Difference vs. FY 2017-20 TIP, September 2016				
	New project		Funding restored		
	Increased funds vs. Sept. FY 2017-20 TIP		Decreased funds vs. Sept. FY 2017-20 TIP		
	No funds in draft TIP				
	FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	Difference FY18-21
DELAWARE- STATEWIDE					
Aeronautics, Statewide	0.0	0.0	0.0	0.0	0.0
Bicycle and Pedestrian Improvements	0.0	0.0	0.0	0.0	0.0
Bridge Management/Inspection/ Design Training Programs	0.0	0.0	0.0	0.0	0.0
Bridge Preservation / Bridge Painting / Pipe Replacement Programs	0.0	0.0	0.0	-2,500.0	-2,500.0
Community Transportation Fund	0.0	0.0	0.0	0.0	0.0
Corridor Capacity Preservation	0.0	0.0	0.0	0.0	0.0
Dam Preservation Program	0.0	0.0	0.0	0.0	0.0
Engineering & Contingency/Education & Training	0.0	0.0	0.0	0.0	0.0
Environmental Program	0.0	0.0	0.0	0.0	0.0
Equipment	0.0	0.0	0.0	0.0	0.0
Industrial Streets	0.0	0.0	0.0	0.0	0.0
Intersection Improvements	0.0	0.0	0.0	0.0	0.0
Materials & Minor Contracts	0.0	0.0	0.0	0.0	0.0
Municipal Street Aid	0.0	0.0	0.0	0.0	0.0
Paving & Rehabilitation	0.0	0.0	0.0	-10,000.0	-10,000.0
Planning	0.0	0.0	0.0	0.0	0.0
Rail Crossing Safety and Rideability	0.0	0.0	0.0	0.0	0.0
Recreational Trails	0.0	0.0	0.0	-117.9	-117.9
Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	0.0	0.0	0.0	0.0	0.0
Signage & Pavement Markings	0.0	-1,928.0	0.0	0.0	-1,928.0
Statewide Rail Preservation	0.0	0.0	0.0	0.0	0.0
Technology	0.0	0.0	0.0	0.0	0.0
Traffic Calming	0.0	0.0	0.0	0.0	0.0
Transit Facilities, Statewide	-700.0	0.0	0.0	0.0	-700.0
Transit Vehicles Replace & Refurbish, Statewide	700.0	0.0	0.0	2,653.5	3,353.5
Transportation Alternatives Program	0.0	0.0	0.0	0.0	0.0
Transportation Facilities, Statewide	1,200.0	0.0	0.0	0.0	1,200.0
Transportation Management (inc. rideshare and signals)	0.0	0.0	0.0	-1,250.0	-1,250.0

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 9, 2017

<div> <div>New project</div> <div>Funding restored</div> </div>		Difference vs. FY 2017-20 TIP, September 2016				
Increased funds vs. Sept. FY 2017-20 TIP	Decreased funds vs. Sept. FY 2017-20 TIP					
No funds in draft TIP						
NEW CASTLE COUNTY						
Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)		0.0	0.0	0.0	0.0	0.0
BR 032 on Foulk Road over S. Branch Naamans Creek		0.0	0.0	0.0	0.0	0.0
BR 111 & BR 599 on N253 Bengel Road over Red Clay Creek and Mill Race		0.0	0.0	0.0	0.0	0.0
BR 148A&B on N330 Greenbank Road over Red Clay Creek		-878.0	900.0	0.0	0.0	22.0
BR 159 on James Street over Christina River		0.0	0.0	0.0	0.0	0.0
BR 191 on Milltown Rd over Mill Creek		0.0	0.0	0.0	0.0	0.0
BR 227 on Paper Mill Rd over Middle Run Tributary		-790.0	800.0	0.0	0.0	10.0
BR 238 on Elizabeth Ct over White Clay Creek Tributary		0.0	0.0	0.0	0.0	0.0
BR 239 on Red Mill Road over Tributary to White Clay Creek		600.0	0.0	0.0	0.0	600.0
BR 251 on N355 Harmony Road over White Clay Creek		0.0	0.0	0.0	0.0	0.0
BR 254 Old Newark Rd over Cool Run		-144.7	0.0	0.0	0.0	-144.7
BR 291, Songsmith Dr over Tributary to Smalley's Pond		0.0	0.0	0.0	0.0	0.0
BR 294 on N346 Walther Road over Tributary to Christina River		0.0	0.0	0.0	0.0	0.0
BR 1-295 on Providence Drive Over Tributary To Christina River		27.5	451.5	0.0	0.0	479.0
BR 302 over Toms Creek and BR 304 over Gambles Gut on SR 9		0.0	0.0	0.0	0.0	0.0
BR 308 on N378 Clarks Corner Road over Dragon Run		100.0	0.0	0.0	0.0	100.0
BR 393 on SR 299 over Appoquinimink River		0.0	0.0	0.0	0.0	0.0
BR 438, Blackbird Station over Blackbird Creek		1,000.0	0.0	0.0	0.0	1,000.0
BR 488S on US 13 SB over Blackbird Creek, South of Odessa		0.0	0.0	0.0	0.0	0.0
BR 501, 501A, 501B on SR 141 Viaduct over SR 4		0.0	0.0	0.0	0.0	0.0
BR 501 on Newport Viaduct over Christina River Piers Foundation Repairs		344.5	0.0	0.0	0.0	344.5
BR 543 on Carr Road over Shellpot Creek		0.0	0.0	0.0	0.0	0.0
BR 567 on Hay Rd over Shellpot Creek		1,827.5	0.0	0.0	0.0	1,827.5
BR 577 on Northeast Blvd over Brandywine River		0.0	0.0	0.0	0.0	0.0
BR 634 on SR100 DuPont Road over Delaware Valley RR		380.0	0.0	0.0	0.0	380.0
BR 651 on Newport Road over CSX Railroad		0.0	0.0	0.0	0.0	0.0
BR 680 on SR 141 over US 13		3,700.0	0.0	0.0	0.0	3,700.0
BR 684 on N028 South Heald Street over Norfolk Southern Railroad		0.0	0.0	0.0	30.0	30.0
BR 686 on N029 South Walnut Street over Norfolk Southern Railroad		0.0	0.0	0.0	0.0	0.0
BR 714 on N347 Chapman Road over I-95		-50.0	-5,950.0	5,500.0	7,500.0	7,000.0
BR 717 on I-95 NB over SR1		0.0	0.0	0.0	0.0	0.0
BR 759 on I-95 over Brandywine River		0.0	0.0	0.0	0.0	0.0
BR 813 on I-495 over Christina River, Emergency Repairs		0.0	0.0	0.0	0.0	0.0
BR 814 on 12th Street over NS RR		0.0	0.0	0.0	0.0	0.0
Bridge Structure Rehabilitation / Cantilever and Overhead Sign Structures		3,000.0	1,902.2	0.0	0.0	4,902.2
Cedar Lane: Marl Pit to Boyd's Corner Rd & Marl Pit Int. (S. NCC Imp)		-1,118.0	69.0	0.0	0.0	-1,049.0
Christiana Mall Park and Ride/NCC Transit Center		0.0	0.0	0.0	0.0	0.0
City of Wilmington Bus Stop Beautification		0.0	0.0	0.0	0.0	0.0

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 9, 2017

	New project		Funding restored		Difference vs. FY 2017-20 TIP, September 2016	
	Increased funds vs. Sept. FY 2017-20 TIP		Decreased funds vs. Sept. FY 2017-20 TIP			
	No funds in draft TIP					
Christina River Bridge and Approaches	1,000.0	9,000.0	4,500.0	0.0	14,500.0	
Claymont Sidewalks: Manor and Myrtle Aves	1,000.0	0.0	0.0	0.0	1,000.0	
Claymont Station/Claymont Regional Transportation Center	6,000.0	20,000.0	4,000.0	-10,000.0	20,000.0	
Cantilever and Overhead Sign Structures	-3,000.0	-1,902.2	0.0	0.0	-4,902.2	
Denny Road and Lexington Parkway Intersection Improvements	0.0	0.0	0.0	250.0	250.0	
Elkton Road: Maryland State Line to Casho Mill Rd	142.3	0.0	0.0	0.0	142.3	
Fairplay Station (Churchmans Xing) Elevator	0.0	0.0	0.0	0.0	0.0	
Fairplay Station Churchman's Crossing Parking Expansion	0.0	0.0	0.0	0.0	0.0	
Garasches Lane	0.0	0.0	0.0	0.0	0.0	
Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	0.0	0.0	0.0	0.0	0.0	
Highway Safety Improvement Program, NCC	198.3	1,838.0	0.0	0.0	2,036.3	
I-295 Improvements, Westbound from I-295 to US 13	0.0	0.0	0.0	0.0	0.0	
I-95 & SR 896 Interchange Improvements	0.0	0.0	0.0	-9,500.0	-9,500.0	
I-95 & US 202 Interchange	0.0	0.0	0.0	0.0	0.0	
I-495 Lane Extension at I-95, SB	0.0	0.0	0.0	0.0	0.0	
Interstate Maintenance	4,600.0	3,502.2	1,000.0	0.0	9,102.2	
Jamison Corner Rd Relocated to Boyds Corner Rd	-362.7	0.0	0.0	0.0	-362.7	
Middletown Park and Ride	500.0	1,500.0	1,500.0	0.0	3,500.0	
Mill Creek Slope Stabilization, Brackenville Road to Erickson Avenue	0.0	0.0	0.0	0.0	0.0	
N412, Lorewood Grove Road: Rd 412A to SR 1	0.0	0.0	0.0	0.0	0.0	
New Castle to Wilmington Industrial Track Greenway, Phase III	2,704.3	0.0	0.0	0.0	2,704.3	
Newark Train Station/Regional Transportation Center	-2,750.0	1,678.1	3,000.0	0.0	1,928.1	
Old Capitol Trail, Newport Road to Stanton Road	0.0	0.0	0.0	150.0	150.0	
Possum Park Road and Old Possum Park Road Intersection	0.0	0.0	0.0	0.0	0.0	
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	0.0	0.0	0.0	0.0	0.0	
Road A/SR 7 (Road, Bridge and Mall Connector Study)	980.0	0.0	-100.0	100.0	980.0	
SEPTA New Payment Technology (NPT)	0.0	0.0	0.0	0.0	0.0	
SR 1 Widening: Roth Bridge to SR 273	1,139.2	0.0	0.0	-500.0	639.2	
SR 1 Median Barrier Replacement	0.0	0.0	0.0	0.0	0.0	
SR 1/SR 72 Diverging Diamond Interchange	0.0	0.0	0.0	0.0	0.0	
SR 141/I-95 Interchange - Ramps	0.0	0.0	0.0	0.0	0.0	
SR141: I-95 Interchange to Jay Drive	50.0	0.0	0.0	0.0	50.0	
SR 299, SR 1 to Catherine Street	-825.0	-2,925.0	700.0	3,000.0	-50.0	
SR 4, Christina Parkway: SR 2 to SR 896	200.0	5.8	150.0	0.0	355.8	
SR4, Harmony Road Intersection Improvements	0.0	0.0	0.0	250.0	250.0	
SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	0.0	0.0	0.0	300.0	300.0	
SR 7: Newtown Road to SR 273	0.0	0.0	0.0	0.0	0.0	
SR 72: McCoy Road to SR 71	0.0	0.0	0.0	0.0	0.0	
SR 9, River Road Flood Remediation	0.0	0.0	0.0	-500.0	-500.0	

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 9, 2017

New project	Funding restored		Difference vs. FY 2017-20 TIP, September 2016		
Increased funds vs. Sept. FY 2017-20 TIP	Decreased funds vs. Sept. FY 2017-20 TIP				
No funds in draft TIP					
SR 896 and Bethel Church Rd Interchange	0.0	0.0	0.0	500.0	500.0
Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	0.0	0.0	0.0	0.0	0.0
Transit Facilities, New Castle County	550.0	3,750.0	150.0	0.0	4,450.0
Transit (Fixed Route) Vehicle Expansion, NCC	-950.0	0.0	0.0	0.0	-950.0
Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	0.0	0.0	0.0	0.0	0.0
Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	0.0	0.0	0.0	0.0	0.0
Transit Preventive Maintenance, NCC	0.0	0.0	0.0	0.0	0.0
Tweeds Mill Parking Structure Repairs	0.0	0.0	0.0	0.0	0.0
US 13, Duck Creek to SR 1	0.0	0.0	0.0	0.0	0.0
US 13: US 40 to Memorial Drive Pedestrian Improvements	0.0	0.0	0.0	0.0	0.0
US 301: Maryland Line to SR 1 and GARVEE Debt Service	5,826.5	- 28,166.4	32,375.4	0.0	10,035.5
US 40 and SR 7 Intersection Improvements	15.0	0.0	0.0	0.0	15.0
US 40 and SR 896 Grade Separated Intersection	0.0	500.0	0.0	-9,000.0	-8,500.0
US 40 / SR 72 Intersection	0.0	0.0	0.0	0.0	0.0
US 40: Salem Church Road to Walther Road	0.0	0.0	0.0	0.0	0.0
Valley Road & Little Baltimore Road	-200.0	250.0	0.0	0.0	50.0
Wilmington Initiatives: 4th St., Walnut St. to I-95	0.0	0.0	0.0	0.0	0.0
Wilmington Initiatives: Walnut Street: Front Street to 4th Street	0.0	0.0	0.0	0.0	0.0
Wilmington Initiatives: Walnut St., MLK to 13th-St	0.0	0.0	0.0	0.0	0.0
Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	0.0	0.0	0.0	0.0	0.0
Wilmington Transit Facilities	-550.0	-3,750.0	-150.0	0.0	-4,450.0
Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	0.0	0.0	0.0	0.0	0.0
Wilmington Signal Improvements, Phase II	0.0	0.0	0.0	0.0	0.0
Wilmington Transit Moving Forward / Christiana Crescent Elevators	0.0	0.0	105.0	0.0	105.0
Wilmington UST Replacement - State of Good Repair	0.0	0.0	0.0	0.0	0.0

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

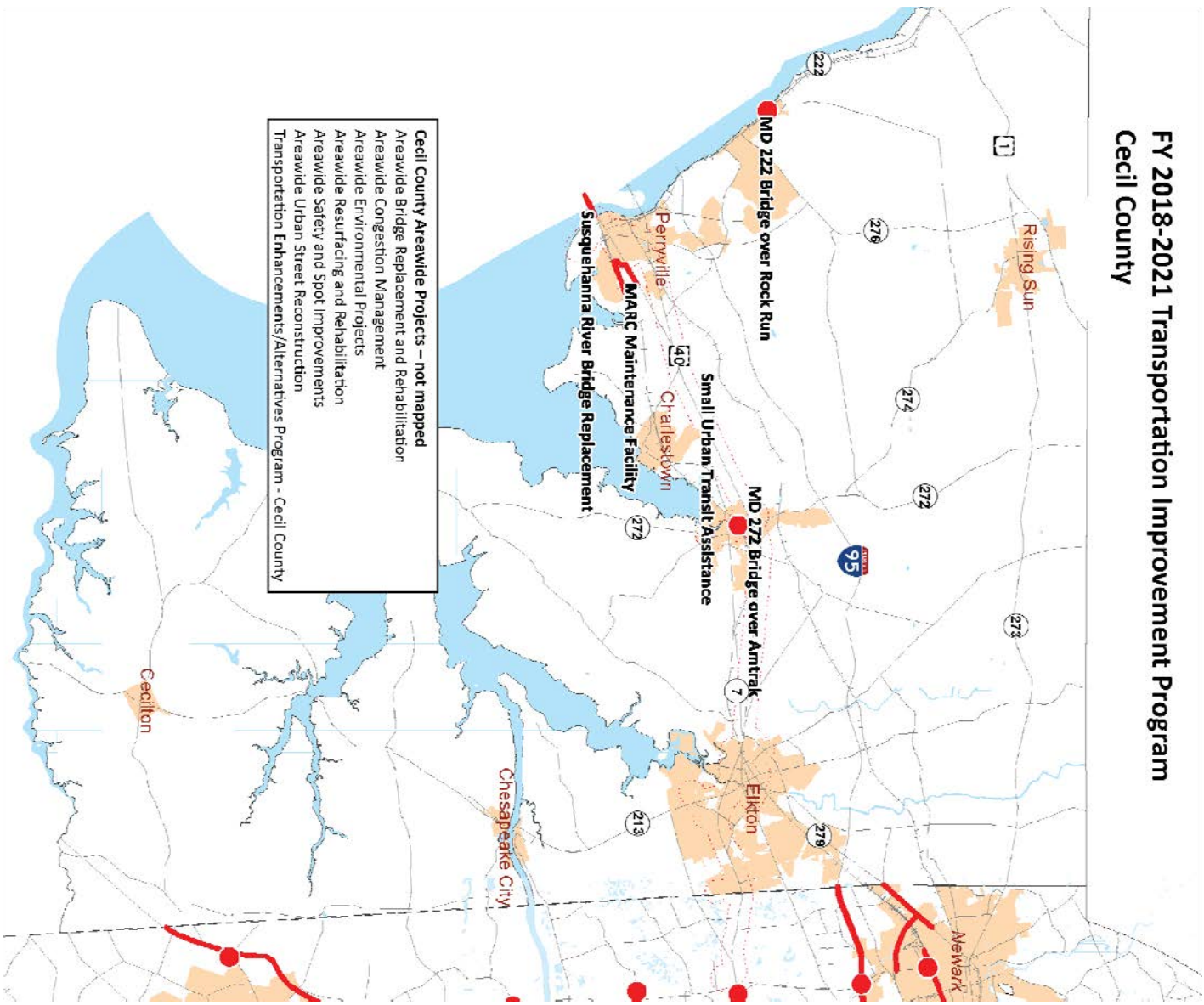
Adopted March 9, 2017

New project	Funding restored	Difference vs. FY 2017-20 TIP, September 2016				
Increased funds vs. Sept. FY 2017-20 TIP	Decreased funds vs. Sept. FY 2017-20 TIP					
No funds in draft TIP						
CECIL COUNTY						
Areawide Bridge Replacement and Rehabilitation	0.0	0.0	0.0	3,310.0	3,310.0	
Areawide Congestion Management	0.0	0.0	0.0	650.0	650.0	
Areawide Environmental Projects	0.0	0.0	0.0	3,120.0	3,120.0	
Areawide Resurfacing and Rehabilitation	0.0	0.0	0.0	6,300.0	6,300.0	
Areawide Safety and Spot Improvements	0.0	0.0	0.0	5,010.0	5,010.0	
Areawide Urban Street Reconstruction	0.0	0.0	0.0	350.0	350.0	
MARC Maintenance Facility	0.0	0.0	0.0	0.0	0.0	
MD 222 Bridge over Rock Run	0.0	0.0	0.0	0.0	0.0	
MD 272 Bridge over Amtrak	0.0	0.0	0.0	0.0	0.0	
Small Urban Transit - Capital Assistance (Section 5310)	0.0	0.0	0.0	0.0	0.0	
Small Urban Transit - Operating Assistance	0.0	0.0	0.0	0.0	0.0	
Susquehanna River Rail Bridge	0.0	0.0	0.0	0.0	0.0	
Transportation Enhancements/Alternatives Program - Cecil County	0.0	0.0	0.0	17.0	17.0	
Delaware Statewide Subtotal	1,200.0	-1,928.0	0.0	-11,214.4	-11,942.4	
New Castle County Subtotal	24,266.8	3,453.2	52,730.4	-17,420.0	63,030.3	
Cecil County Subtotal	0.0	0.0	0.0	18,757.0	18,757.0	
TOTAL	25,466.8	1,525.2	52,730.4	-9,877.4	69,844.9	

Removed from Project List

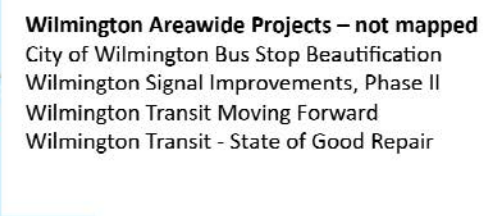
Glenville Wetland Bank & Subdivision Improvements
SR 1/I-95 Interchange
SR 1 Northbound Auxiliary Lane, US 40 to SR 273
US 13, Philadelphia Pike: Claymont Plan Implementation
Cecil County Bridge CE-0042, Mechanics Valley Rd over CSX Railroad
Chesapeake & Delaware (C&D) Canal Trail - Maryland
Small Urban Transit - Capital Assistance (Section 5307)
Small Urban Transit - Capital Assistance

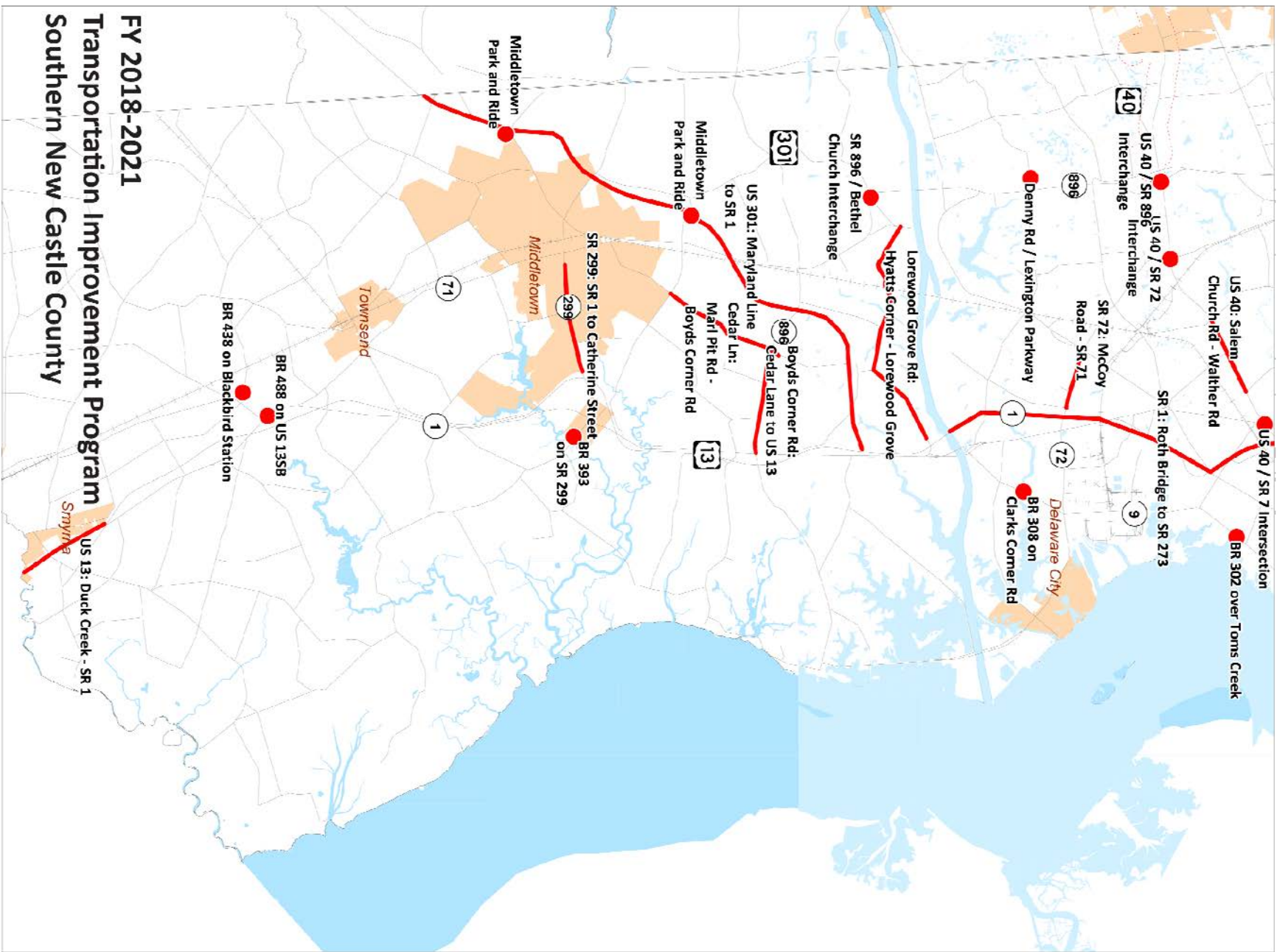
Project Maps





Adopted March 9, 2017





FY 2018-2021
Transportation Improvement Program
Southern New Castle County

Sample TIP Project Page

Investment Area categories are:

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

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

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

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

Funding Program
DOT funding category

Functional categories are:

Program Development – Identify a need and decide on a solution

Preservation – Maintain an existing facility or service

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

Expansion – New or expanded services and infrastructure

