

# Transportation Improvement Program

*Fiscal Years 2018-2021*



*Partners with you in transportation planning*

Adopted March 9, 2017

Amended September 14, 2017



# FY 2018-2021 Transportation Improvement Program (TIP)

Prepared by the staff of the  
Wilmington Area Planning Council

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Adopted March 9, 2017  
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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
<b>Delaware Agencies</b>				
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
<b>Maryland Agencies</b>				
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 shows a 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 state Bond Bills, 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

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

## 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"> <li>• Revise TIP based on public comments</li> <li>• TAC (Aug. 17) /PAC (Aug. 14) recommendation for adoption</li> <li> TIP Public Meeting (Sept 11)</li> <li>• Council adoption of TIP as amended (Sept. 14)</li> </ul>
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](http://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](http://www.wilmapco.org). Contact us at (302)737-6205 to be added to our mailing list.



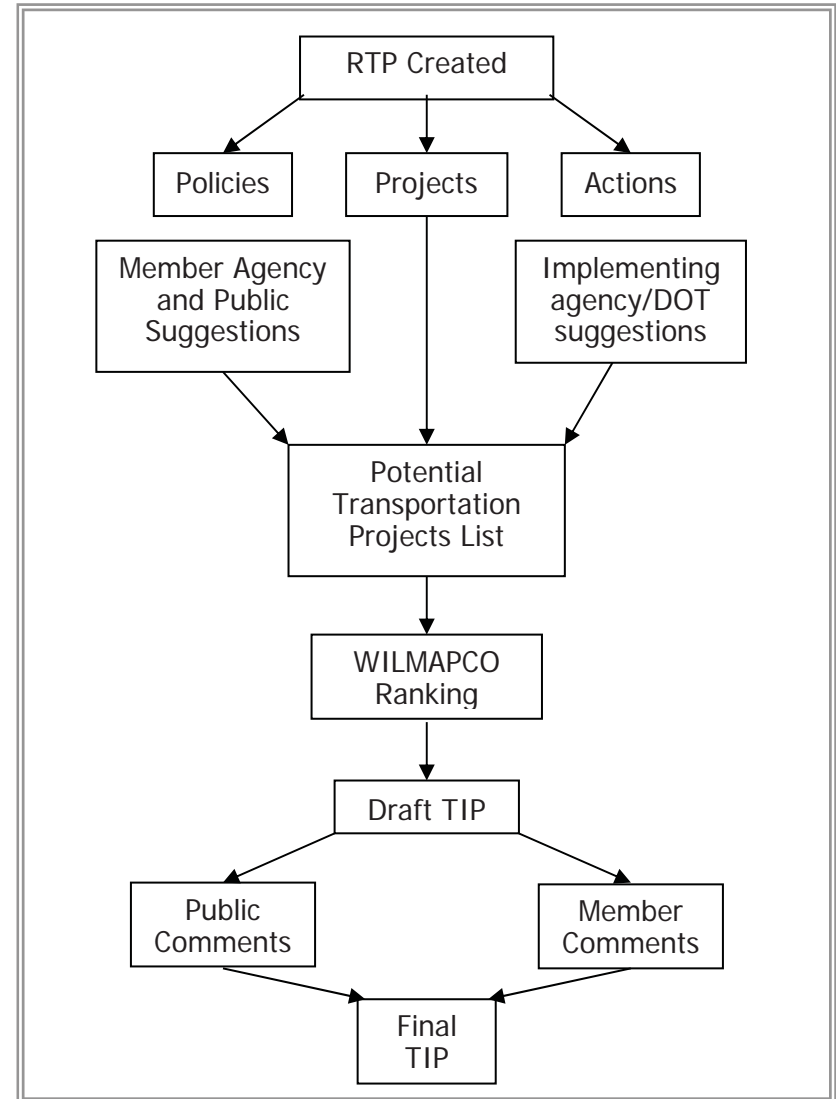
# The TIP Process

## 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
<b>WILMAPCO Goal: Improve Quality of Life</b>		
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.
<b>WILMAPCO Goal: Efficiently Transport People</b>		
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.
<b>WILMAPCO Goal: Support Economic Growth Activity and Good Movement</b>		
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.

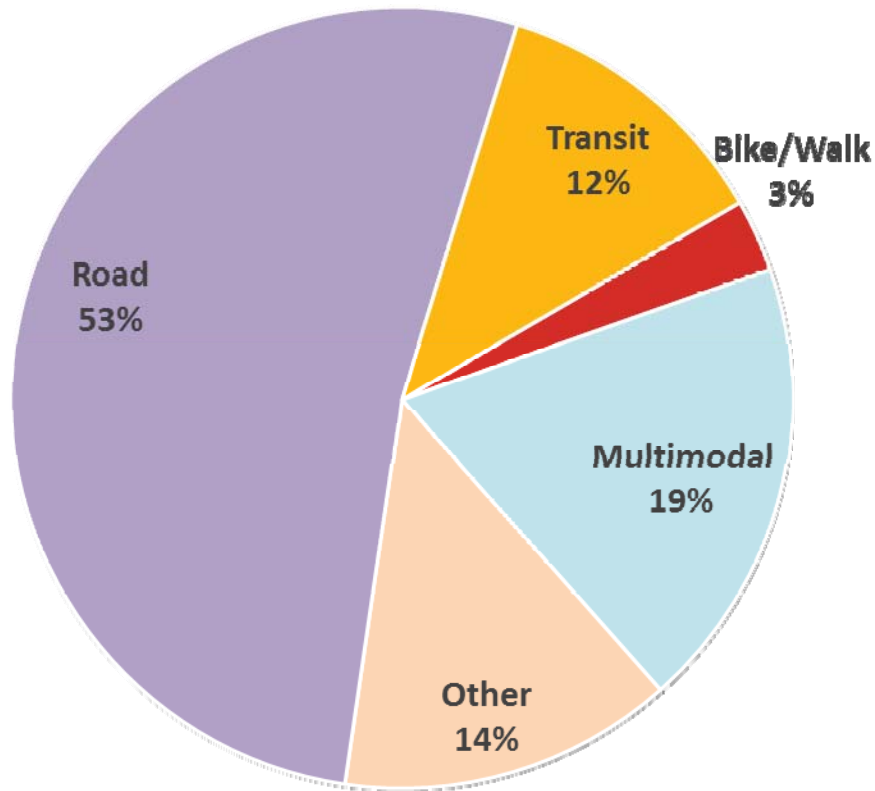
# TIP Summary Tables

FUNDING BY MODE	TOTAL FY 2018-21	PERCENT	TOTAL FY 2022-23
Bike/Walk	61,288	3%	16,064
Multimodal	456,711	19%	149,287
Other	328,452	14%	144,584
Road	1,279,558	53%	478,571
Transit	289,295	12%	33,875
<b>Total (\$s x 1,000)</b>	<b>2,415,304</b>	<b>100%</b>	<b>822,381</b>

FUNDING BY CATEGORY	TOTAL FY 2018-21	PERCENT	TOTAL FY 2022-23
Preservation	1,106,572	46%	492,111
Other	179,954	7%	89,216
Management	641,796	27%	192,461
Expansion	486,982	20%	48,594
<b>Total (\$s x 1,000)</b>	<b>2,415,304</b>	<b>100%</b>	<b>822,381</b>



## 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**

Amended September 14, 2017

	<b>PROJECT TITLE*</b> <b>(All \$ x 1,000)</b>	<b>MODE</b>	<b>TOTAL FY</b> <b>2018-21</b>	<b>TOTAL FY</b> <b>2022-23</b>
DE	Bicycle and Pedestrian Improvements	Bike/Pedestrian	30,980.4	8,000.0
NCC	Claymont Sidewalks: Manor and Myrtle Aves	Bike/Pedestrian	1,528.9	-
NCC	New Castle to Wilmington Industrial Track Greenway, Phase III	Bike/Pedestrian	16,177.8	-
DE	Recreational Trails	Bike/Pedestrian	5,483.4	2,264.2
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Bike/Pedestrian	7,117.9	5,800.0
		<b>Bike/Pedestrian Total</b>	<b>61,288.4</b>	<b>16,064.2</b>
CC	Areawide Urban Street Reconstruction	Multimodal	1,400.0	-
NCC	Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Multimodal	4,700.0	10,346.0
NCC	BR 191 on Milltown Rd over Mill Creek	Multimodal	-	-
NCC	BR 291, Songsmith Dr over Tributary to Smalley's Pond	Multimodal	-	-
NCC	Christina River Bridge and Approaches	Multimodal	69,115.2	-
DE	Community Transportation Fund	Multimodal	70,720.0	35,360.0
NCC	Denny Road and Lexington Parkway Intersection Improvements	Multimodal	250.0	500.0
NCC	Elkton Road: Maryland State Line to Casho Mill Rd	Multimodal	26,658.7	-
NCC	Garasches Lane	Multimodal	5,274.1	-
NCC	Highway Safety Improvement Program, NCC	Multimodal	31,169.6	-
NCC	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	Multimodal	4,484.9	-
NCC	HSIP NCC, SR 273, Appleby Road to Airport Road	Multimodal	9,494.2	-
NCC	Jamison Corner Rd Relocated at Boyd's Corner Rd	Multimodal	7,623.0	-
NCC	Little Baltimore Road Drainage Improvements Valley Road & Little Baltimore Road	Multimodal	2,335.0	-
CC	MD 222 Bridge over Rock Run	Multimodal	38.0	-
CC	MD 272 Bridge over Amtrak	Multimodal	1,661.0	-
DE	Municipal Street Aid	Multimodal	20,000.0	10,000.0
NCC	N412, Lorewood Grove Road: Rd 412A to SR 1	Multimodal	3,127.0	6,000.0
NCC	Old Capitol Trail, Newport Road to Stanton Road	Multimodal	150.0	300.0
NCC	Possum Park Road and Old Possum Park Road Intersection	Multimodal	1,781.6	-
NCC	SR 2 / Red Mill Road Intersection	Multimodal	10,371.9	1,200.0
NCC	SR 273 / Chapman Road Intersection Improvements	Multimodal	2,340.0	12,000.0
NCC	SR 299, SR 1 to Catherine Street	Multimodal	8,622.9	-
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Multimodal	987.5	6,500.0
NCC	SR 7: Newtown Road to SR 273	Multimodal	121.2	-
NCC	SR 72: McCoy Road to SR 71	Multimodal	18,239.2	-
NCC	SR4, Harmony Road Intersection Improvements	Multimodal	250.0	500.0
NCC	SR4, Oglethorpe Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Multimodal	300.0	600.0
DE	Traffic Calming	Multimodal	600.0	300.0
DE	Transportation Alternatives Program	Multimodal	26,500.9	10,328.0
CC	Transportation Enhancements/Alternatives Program - Cecil County	Multimodal	1,017.9	-
DE	Transportation Facilities, Statewide	Multimodal	45,162.8	14,500.0
DE	Transportation Management (inc. rideshare and signals)	Multimodal	43,973.1	20,960.0
NCC	US 13, Duck Creek to SR 1	Multimodal	-	-
NCC	US 40 / SR 72 Intersection	Multimodal	15,462.7	-

**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

Amended September 14, 2017

	<b>PROJECT TITLE*</b> <b>(All \$ x 1,000)</b>	<b>MODE</b>	<b>TOTAL FY</b> <b>2018-21</b>	<b>TOTAL FY</b> <b>2022-23</b>
NCC	US 40 and SR 896 Grade Separated Intersection	Multimodal	5,600.0	2,500.0
NCC	US 40: Salem Church Road to Walther Road	Multimodal	4,650.0	10,000.0
NCC	Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	Multimodal	6,188.0	-
NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	Multimodal	750.0	2,250.0
NCC	Wilmington Initiatives: Walnut St., MLK to 13th St	Multimodal	2,000.0	5,000.0
NCC	Wilmington Initiatives: Walnut Street: Front Street to 3rd 4th Street	Multimodal	2,369.0	-
NCC	Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	Multimodal	722.0	143.0
NCC	Wilmington Signal Improvements, Phase II	Multimodal	500.0	-
	<b>Multimodal Total</b>		<b>456,711.3</b>	<b>149,287.0</b>
DE	Aeronautics, Statewide	Other	2,215.0	980.0
CC	Areawide Environmental Projects	Other	12,480.0	-
DE	Dam Preservation Program	Other	11,670.0	5,400.0
DE	Engineering & Contingency/Education & Training	Other	121,437.7	60,090.0
DE	Environmental Program	Other	2,267.0	1,126.0
DE	Equipment	Other	49,004.2	20,000.0
NCC	Glenville Wetland Bank & Subdivision Improvements	Other	-	-
DE	Planning	Other	56,249.5	28,000.2
DE	Statewide Rail Preservation	Other	1,200.0	600.0
DE	Technology	Other	71,928.6	28,387.5
	<b>Other Total</b>		<b>328,452.0</b>	<b>144,583.7</b>
CC	Areawide Bridge Replacement and Rehabilitation	Road	13,240.0	-
CC	Areawide Congestion Management	Road	2,819.0	-
CC	Areawide Resurfacing and Rehabilitation	Road	27,950.0	-
CC	Areawide Safety and Spot Improvements	Road	20,040.0	-
NCC	BR 032 on Foulk Road over S. Branch Naamans Creek	Road	-	-
NCC	BR 111 & BR 599 on N253 Bengel Road over Red Clay Creek and Mill Race	Road	-	-
NCC	BR 1-295 on Providence Drive Over Tributary To Christina River	Road	-	-
NCC	BR 148A&B on N330 Greenbank Road over Red Clay Creek	Road	-	-
NCC	BR 159 on James Street over Christina River	Road	-	-
NCC	BR 227 on Paper Mill Rd over Middle Run Tributary	Road	-	-
NCC	BR 238 on Elizabeth Ct over White Clay Creek Tributary	Road	-	-
NCC	BR 239 on Red Mill Road over Tributary to White Clay Creek	Road	-	-
NCC	BR 251 on N355 Harmony Road over White Clay Creek	Road	-	-
NCC	BR 254 Old Newark Rd over Cool Run	Road	-	-
NCC	BR 294 on N346 Walther Road over Tributary to Christina River	Road	-	-
NCC	BR 302 over Toms Creek and BR 304 over Gambles Gut on SR 9	Road	-	-
NCC	BR 308 on N378 Clarks Corner Road over Dragon Run	Road	-	-
NCC	BR 393 on SR 299 over Appoquinimink River	Road	-	-
NCC	BR 438, Blackbird Station over Blackbird Creek	Road	-	-
NCC	BR 488S on US 13 SB over Blackbird Creek, South of Odessa	Road	-	-
NCC	BR 501 on Newport Viaduct over Christina River Piers Foundation Repairs	Road	-	-
NCC	BR 501, 501A, 501B on SR 141 Viaduct over SR 4	Road	-	-

**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

Amended September 14, 2017

	<b>PROJECT TITLE*</b> <b>(All \$ x 1,000)</b>	<b>MODE</b>	<b>TOTAL FY</b> <b>2018-21</b>	<b>TOTAL FY</b> <b>2022-23</b>
NCC	BR 543 on Carr Road over Shellpot Creek	Road	-	-
NCC	BR 567 on Hay Rd over Shellpot Creek	Road	-	-
NCC	BR 577 on Northeast Blvd over Brandywine River	Road	-	-
NCC	BR 634 on SR100 DuPont Road over Delaware Valley RR	Road	-	-
NCC	BR 651 on Newport Road over CSX Railroad	Road	-	-
NCC	BR 680 on SR 141 over US 13	Road	-	-
NCC	BR 684 on N028 South Heald Street over Norfolk Southern Railroad	Road	-	-
NCC	BR 686 on N029 South Walnut Street over Norfolk Southern Railroad	Road	-	-
NCC	BR 714 on N347 Chapman Road over I-95	Road	-	-
NCC	BR 717 on I-95 NB over SR1	Road	-	-
NCC	BR 759 on I-95 over Brandywine River	Road	-	-
NCC	BR 813 on I-495 over Christina River, Emergency Repairs	Road	-	-
NCC	BR 814 on 12th Street over NS RR	Road	-	-
DE	Bridge Management/Inspection	Road	43,176.6	21,817.0
DE	Bridge Preservation / Bridge Painting / Pipe Replacement Programs	Road	219,207.4	105,310.0
NCC	Bridge Structure Rehabilitation / Painting	Road	2,355.6	-
NCC	Cantilever and Overhead Sign Structures	Road	-	-
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Road	4,547.6	5,500.0
DE	Corridor Capacity Preservation	Road	4,000.0	2,000.0
NCC	I-295 Improvements, Westbound from I-295 to US 13	Road	7,000.0	-
NCC	I-495 Lane Extension at I-95, SB	Road	-	-
NCC	I-95 & SR 896 Interchange Improvements	Road	4,600.0	10,000.0
NCC	I-95 & US 202 Interchange	Road	-	-
DE	Industrial Streets	Road	-	-
DE	Intersection Improvements	Road	27,543.1	13,200.0
NCC	Interstate Maintenance	Road	9,204.5	-
DE	Materials & Minor Contracts	Road	46,157.9	16,000.0
DE	Mill Creek Slope Stabilization, Brackenville Road to Erickson Avenue	Road	13,000.0	5,000.0
CC	Painting of Cecil County Bridges	Road	780.0	-
DE	Paving & Rehabilitation	Road	297,800.0	160,000.0
DE	Rail Crossing Safety and Rideability	Road	10,033.9	4,435.0
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	Road	91,106.0	80,000.0
NCC	Road A/SR 7 (Road, Bridge and Mall Connector Study)	Road	12,960.0	-
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Road	40,719.0	20,395.9
DE	Signage & Pavement Markings	Road	24,460.1	11,965.0
NCC	SR 1 Median Barrier Replacement	Road	1,167.1	-
NCC	SR 1 Northbound Auxiliary Lane, US 40 to SR 273	Road	-	-
NCC	SR 1 Widening: Roth Bridge to SR 273	Road	3,539.2	-
NCC	SR 1/I-95 Interchange	Road	-	-
NCC	SR 1/SR 72 Diverging Diamond Interchange	Road	295.6	-
NCC	SR 141/I-95 Interchange - Ramps	Road	23,183.5	-
NCC	SR 896 and Bethel Church Rd Interchange	Road	500.0	1,000.0

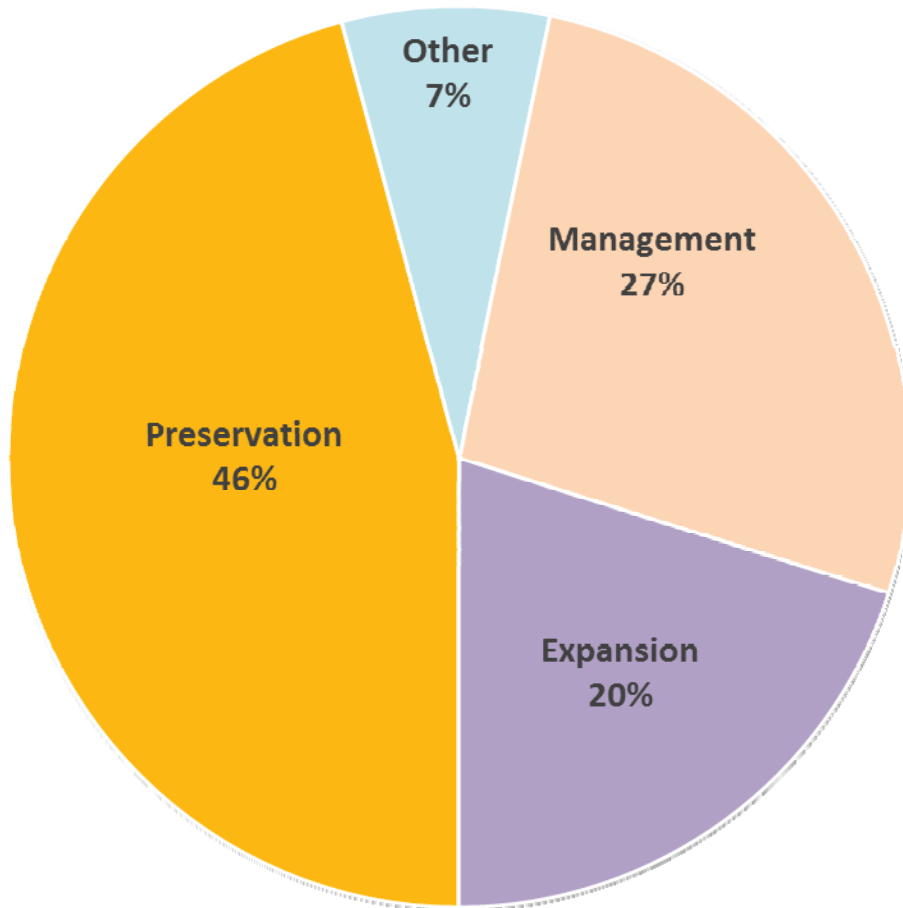
**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

Amended September 14, 2017

	<b>PROJECT TITLE*</b> <b>(All \$ x 1,000)</b>	<b>MODE</b>	<b>TOTAL FY</b> <b>2018-21</b>	<b>TOTAL FY</b> <b>2022-23</b>
NCC	SR 9, River Road Flood Remediation	Road	1,200.0	-
NCC	SR141: I-95 Interchange to Jay Drive	Road	46,335.5	-
NCC	Tweeds Mill Parking Structure Repairs	Road		-
NCC	US 301: Maryland Line to SR 1 and GARVEE Debt Service	Road	280,636.5	21,947.7
NCC	US 40 and SR 7 Intersection Improvements	Road	-	-
		<b>Road Total</b>	<b>1,279,557.9</b>	<b>478,570.6</b>
NCC	Christiana Mall Park and Ride/NCC Transit Center	Transit	4,250.0	-
NCC	City of Wilmington Bus Stop Beautification	Transit	336.9	-
NCC	Claymont Station/Claymont Regional Transportation Center	Transit	49,868.0	-
NCC	Fairplay Station (Churchmans Xing) Elevator	Transit	14.0	-
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Transit	652.0	600.0
CC	MARC Maintenance Facility	Transit	-	-
NCC	Middletown Park and Ride	Transit	3,500.0	-
NCC	Newark Train Station/Regional Transportation Center	Transit	52,674.0	-
NCC	SEPTA New Payment Technology (NPT)	Transit	96.6	-
CC	Small Urban Transit - Capital Assistance (Section 5310)	Transit	-	-
CC	Small Urban Transit - Operating Assistance	Transit	656.0	-
CC	Susquehanna River Rail Bridge	Transit	500.0	-
NCC	Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	Transit	22,396.7	5,300.0
NCC	Transit (Fixed Route) Vehicle Expansion, NCC	Transit	11,665.2	-
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Transit	43,640.9	525.4
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Transit	10,446.0	5,059.2
NCC	Transit Facilities, New Castle County	Transit	6,539.6	150.0
DE	Transit Facilities, Statewide	Transit	13,832.5	3,980.0
NCC	Transit Preventive Maintenance, NCC	Transit	26,000.0	13,000.0
DE	Transit Vehicles Replace & Refurbish, Statewide	Transit	22,939.0	5,260.9
NCC	Wilmington Transit Center/ Christiana Crescent Elevators/Riverfront Deck Repairs	Transit	18,785.2	-
NCC	Wilmington UST Replacement - State of Good Repair	Transit	502.2	-
		<b>Transit Total</b>	<b>289,294.7</b>	<b>33,875.5</b>
		<b>Grand Total</b>	<b>2,415,304.3</b>	<b>822,381.0</b>

\*Bridge and Safety project funding has been grouped.

## TIP Funding by WILMAPCO Category



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

**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

Amended September 14, 2017

	<b>PROJECT TITLE*</b> <b>(All \$ x 1,000)</b>	<b>WILMAPCO</b> <b>CATEGORY</b>	<b>TOTAL FY</b> <b>2018-21</b>	<b>TOTAL FY</b> <b>2022-23</b>
CC	Areawide Bridge Replacement and Rehabilitation	Preservation	13,240.0	-
CC	Areawide Environmental Projects	Preservation	12,480.0	-
CC	Areawide Resurfacing and Rehabilitation	Preservation	27,950.0	-
CC	Areawide Safety and Spot Improvements	Preservation	20,040.0	-
CC	Areawide Urban Street Reconstruction	Preservation	1,400.0	-
NCC	BR 032 on Foulk Road over S. Branch Naamans Creek	Preservation	-	-
NCC	BR 111 & BR 599 on N253 Benge Road over Red Clay Creek and Mill Race	Preservation	-	-
NCC	BR 1-295 on Providence Drive Over Tributary To Christina River	Preservation	-	-
NCC	BR 148A&B on N330 Greenbank Road over Red Clay Creek	Preservation	-	-
NCC	BR 159 on James Street over Christina River	Preservation	-	-
NCC	BR 191 on Milltown Rd over Mill Creek	Preservation	-	-
NCC	BR 227 on Paper Mill Rd over Middle Run Tributary	Preservation	-	-
NCC	BR 238 on Elizabeth Ct over White Clay Creek Tributary	Preservation	-	-
NCC	BR 239 on Red Mill Road over Tributary to White Clay Creek	Preservation	-	-
NCC	BR 251 on N355 Harmony Road over White Clay Creek	Preservation	-	-
NCC	BR 254 Old Newark Rd over Cool Run	Preservation	-	-
NCC	BR 291, Songsmith Dr over Tributary to Smalley's Pond	Preservation	-	-
NCC	BR 294 on N346 Walther Road over Tributary to Christina River	Preservation	-	-
NCC	BR 302 over Toms Creek and BR 304 over Gambles Gut on SR 9	Preservation	-	-
NCC	BR 308 on N378 Clarks Corner Road over Dragon Run	Preservation	-	-
NCC	BR 393 on SR 299 over Appoquinimink River	Preservation	-	-
NCC	BR 438, Blackbird Station over Blackbird Creek	Preservation	-	-
NCC	BR 488S on US 13 SB over Blackbird Creek, South of Odessa	Preservation	-	-
NCC	BR 501 on Newport Viaduct over Christina River Piers Foundation Repairs	Preservation	-	-
NCC	BR 501, 501A, 501B on SR 141 Viaduct over SR 4	Preservation	-	-
NCC	BR 543 on Carr Road over Shellpot Creek	Preservation	-	-
NCC	BR 567 on Hay Rd over Shellpot Creek	Preservation	-	-
NCC	BR 577 on Northeast Blvd over Brandywine River	Preservation	-	-
NCC	BR 634 on SR100 DuPont Road over Delaware Valley RR	Preservation	-	-
NCC	BR 651 on Newport Road over CSX Railroad	Preservation	-	-
NCC	BR 680 on SR 141 over US 13	Preservation	-	-
NCC	BR 684 on N028 South Heald Street over Norfolk Southern Railroad	Preservation	-	-
NCC	BR 686 on N029 South Walnut Street over Norfolk Southern Railroad	Preservation	-	-
NCC	BR 714 on N347 Chapman Road over I-95	Preservation	-	-
NCC	BR 717 on I-95 NB over SR1	Preservation	-	-
NCC	BR 759 on I-95 over Brandywine River	Preservation	-	-
NCC	BR 813 on I-495 over Christina River, Emergency Repairs	Preservation	-	-
NCC	BR 814 on 12th Street over NS RR	Preservation	-	-
DE	Bridge Preservation / Bridge Painting / Pipe Replacement Programs	Preservation	219,207.4	105,310.0
NCC	Bridge Structure Rehabilitation / Painting	Preservation	2,355.6	-
NCC	City of Wilmington Bus Stop Beautification	Preservation	336.9	-

**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

Amended September 14, 2017

	<b>PROJECT TITLE*</b> <b>(All \$ x 1,000)</b>	<b>WILMAPCO</b> <b>CATEGORY</b>	<b>TOTAL FY</b> <b>2018-21</b>	<b>TOTAL FY</b> <b>2022-23</b>
DE	Community Transportation Fund	Preservation	70,720.0	35,360.0
DE	Dam Preservation Program	Preservation	11,670.0	5,400.0
DE	Equipment	Preservation	49,004.2	20,000.0
NCC	Glenville Wetland Bank & Subdivision Improvements	Preservation	-	-
DE	Industrial Streets	Preservation	-	-
NCC	Interstate Maintenance	Preservation	9,204.5	-
NCC	Little Baltimore Road Drainage Improvements Valley Road & Little Baltimore Road	Preservation	2,335.0	-
DE	Materials & Minor Contracts	Preservation	46,157.9	16,000.0
CC	MD 222 Bridge over Rock Run	Preservation	38.0	-
DE	Mill Creek Slope Stabilization, Brackenville Road to Erickson Avenue	Preservation	13,000.0	5,000.0
DE	Municipal Street Aid	Preservation	20,000.0	10,000.0
CC	Painting of Cecil County Bridges	Preservation	780.0	-
DE	Paving & Rehabilitation	Preservation	297,800.0	160,000.0
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	Preservation	91,106.0	80,000.0
DE	Signage & Pavement Markings	Preservation	24,460.1	11,965.0
CC	Small Urban Transit - Capital Assistance (Section 5310)	Preservation	-	-
CC	Small Urban Transit - Operating Assistance	Preservation	656.0	-
NCC	SR 1 Median Barrier Replacement	Preservation	1,167.1	-
NCC	SR 9, River Road Flood Remediation	Preservation	1,200.0	-
DE	Statewide Rail Preservation	Preservation	1,200.0	600.0
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Preservation	43,640.9	525.4
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Preservation	10,446.0	5,059.2
NCC	Transit Facilities, New Castle County	Preservation	6,539.6	150.0
DE	Transit Facilities, Statewide	Preservation	13,832.5	3,980.0
NCC	Transit Preventive Maintenance, NCC	Preservation	26,000.0	13,000.0
DE	Transit Vehicles Replace & Refurbish, Statewide	Preservation	22,939.0	5,260.9
DE	Transportation Facilities, Statewide	Preservation	45,162.8	14,500.0
NCC	Tweeds Mill Parking Structure Repairs	Preservation	-	-
NCC	Wilmington UST Replacement - State of Good Repair	Preservation	502.2	-
		<b>Preservation Total</b>	<b>1,106,571.6</b>	<b>492,110.5</b>
DE	Engineering & Contingency/Education & Training	Other	121,437.7	60,090.0
DE	Environmental Program	Other	2,267.0	1,126.0
DE	Planning	Other	56,249.5	28,000.2
		<b>Other Total</b>	<b>179,954.2</b>	<b>89,216.2</b>
DE	Aeronautics, Statewide	Management	2,215.0	980.0
CC	Areawide Congestion Management	Management	2,819.0	-
DE	Bicycle and Pedestrian Improvements	Management	30,980.4	8,000.0
DE	Bridge Management/Inspection	Management	43,176.6	21,817.0
NCC	Cantilever and Overhead Sign Structures	Management	-	-
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Management	4,547.6	5,500.0
NCC	Christiana Mall Park and Ride/NCC Transit Center	Management	4,250.0	-



**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

Amended September 14, 2017

	<b>PROJECT TITLE*</b> <b>(All \$ x 1,000)</b>	<b>WILMAPCO</b> <b>CATEGORY</b>	<b>TOTAL FY</b> <b>2018-21</b>	<b>TOTAL FY</b> <b>2022-23</b>
NCC	Claymont Sidewalks: Manor and Myrtle Aves	Management	1,528.9	-
NCC	Claymont Station/Claymont Regional Transportation Center	Management	49,868.0	-
DE	Corridor Capacity Preservation	Management	4,000.0	2,000.0
NCC	Denny Road and Lexington Parkway Intersection Improvements	Management	250.0	500.0
NCC	Fairplay Station (Churchmans Xing) Elevator	Management	14.0	-
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Management	652.0	600.0
NCC	Garasches Lane	Management	5,274.1	-
NCC	Highway Safety Improvement Program, NCC	Management	31,169.6	-
NCC	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	Management	4,484.9	-
NCC	HSIP NCC, SR 273, Appleby Road to Airport Road	Management	9,494.2	-
NCC	I-95 & SR 896 Interchange Improvements	Management	4,600.0	10,000.0
DE	Intersection Improvements	Management	27,543.1	13,200.0
NCC	Jamison Corner Rd Relocated at Boyds Corner Rd	Management	7,623.0	-
CC	MD 272 Bridge over Amtrak	Management	1,661.0	-
NCC	Middletown Park and Ride	Management	3,500.0	-
NCC	N412, Lorewood Grove Road: Rd 412A to SR 1	Management	3,127.0	6,000.0
NCC	Newark Train Station/Regional Transportation Center	Management	52,674.0	-
NCC	Old Capitol Trail, Newport Road to Stanton Road	Management	150.0	300.0
NCC	Possum Park Road and Old Possum Park Road Intersection	Management	1,781.6	-
DE	Rail Crossing Safety and Rideability	Management	10,033.9	4,435.0
DE	Recreational Trails	Management	5,483.4	2,264.2
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Management	40,719.0	20,395.9
NCC	SEPTA New Payment Technology (NPT)	Management	96.6	-
NCC	SR 1/SR 72 Diverging Diamond Interchange	Management	295.6	-
NCC	SR 141/I-95 Interchange - Ramps	Management	23,183.5	-
NCC	SR 2 / Red Mill Road Intersection	Management	10,371.9	1,200.0
NCC	SR 273 / Chapman Road Intersection Improvements	Management	2,340.0	12,000.0
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Management	987.5	6,500.0
NCC	SR141: I-95 Interchange to Jay Drive	Management	46,335.5	-
NCC	SR4, Harmony Road Intersection Improvements	Management	250.0	500.0
NCC	SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Management	300.0	600.0
CC	Susquehanna River Rail Bridge	Management	500.0	-
DE	Technology	Management	71,928.6	28,387.5
DE	Traffic Calming	Management	600.0	300.0
DE	Transportation Alternatives Program	Management	26,500.9	10,328.0
CC	Transportation Enhancements/Alternatives Program - Cecil County	Management	1,017.9	-
DE	Transportation Management (inc. rideshare and signals)	Management	43,973.1	20,960.0
NCC	US 13, Duck Creek to SR 1	Management	-	-
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Management	7,117.9	5,800.0
NCC	US 40 / SR 72 Intersection	Management	15,462.7	-
NCC	US 40 and SR 7 Intersection Improvements	Management	-	-
NCC	US 40 and SR 896 Grade Separated Intersection	Management	5,600.0	2,500.0

**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

Amended September 14, 2017

	<b>PROJECT TITLE*</b> <b>(All \$ x 1,000)</b>	<b>WILMAPCO</b> <b>CATEGORY</b>	<b>TOTAL FY</b> <b>2018-21</b>	<b>TOTAL FY</b> <b>2022-23</b>
NCC	Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	Management	6,188.0	-
NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	Management	750.0	2,250.0
NCC	Wilmington Initiatives: Walnut St., MLK to 13th St	Management	2,000.0	5,000.0
NCC	Wilmington Initiatives: Walnut Street: Front Street to 3rd 4th Street	Management	2,369.0	-
NCC	Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	Management	722.0	143.0
NCC	Wilmington Signal Improvements, Phase II	Management	500.0	-
NCC	Wilmington Transit Center/ Christiana Crescent Elevators/Riverfront Deck Repairs	Management	18,785.2	-
		<b>Management Total</b>	<b>641,796.1</b>	<b>192,460.6</b>
NCC	Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Expansion	4,700.0	10,346.0
NCC	Christina River Bridge and Approaches	Expansion	69,115.2	-
NCC	Elkton Road: Maryland State Line to Casho Mill Rd	Expansion	26,658.7	-
NCC	I-295 Improvements, Westbound from I-295 to US 13	Expansion	7,000.0	-
NCC	I-495 Lane Extension at I-95, SB	Expansion	-	-
NCC	I-95 & US 202 Interchange	Expansion	-	-
CC	MARC Maintenance Facility	Expansion	-	-
NCC	New Castle to Wilmington Industrial Track Greenway, Phase III	Expansion	16,177.8	-
NCC	Road A/SR 7 (Road, Bridge and Mall Connector Study)	Expansion	12,960.0	-
NCC	SR 1 Northbound Auxiliary Lane, US 40 to SR 273	Expansion	-	-
NCC	SR 1 Widening: Roth Bridge to SR 273	Expansion	3,539.2	-
NCC	SR 1/I-95 Interchange	Expansion	-	-
NCC	SR 299, SR 1 to Catherine Street	Expansion	8,622.9	-
NCC	SR 7: Newtown Road to SR 273	Expansion	121.2	-
NCC	SR 72: McCoy Road to SR 71	Expansion	18,239.2	-
NCC	SR 896 and Bethel Church Rd Interchange	Expansion	500.0	1,000.0
NCC	Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	Expansion	22,396.7	5,300.0
NCC	Transit (Fixed Route) Vehicle Expansion, NCC	Expansion	11,665.2	-
NCC	US 301: Maryland Line to SR 1 and GARVEE Debt Service	Expansion	280,636.5	21,947.7
NCC	US 40: Salem Church Road to Walther Road	Expansion	4,650.0	10,000.0
		<b>Expansion Total</b>	<b>486,982.5</b>	<b>48,593.7</b>
		<b>Grand Total</b>	<b>2,415,304.3</b>	<b>822,381.0</b>

\*Bridge and Safety project funding has been grouped.

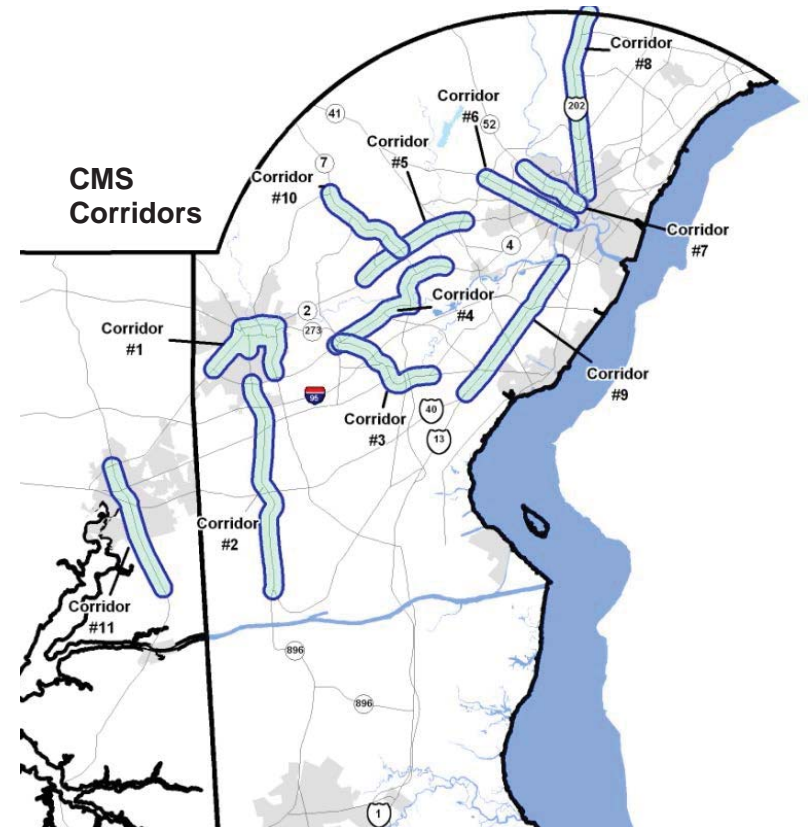
# Integrating the Congestion Management System

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.

<b>CMS Corridor</b>	<b>Project Name</b>
#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

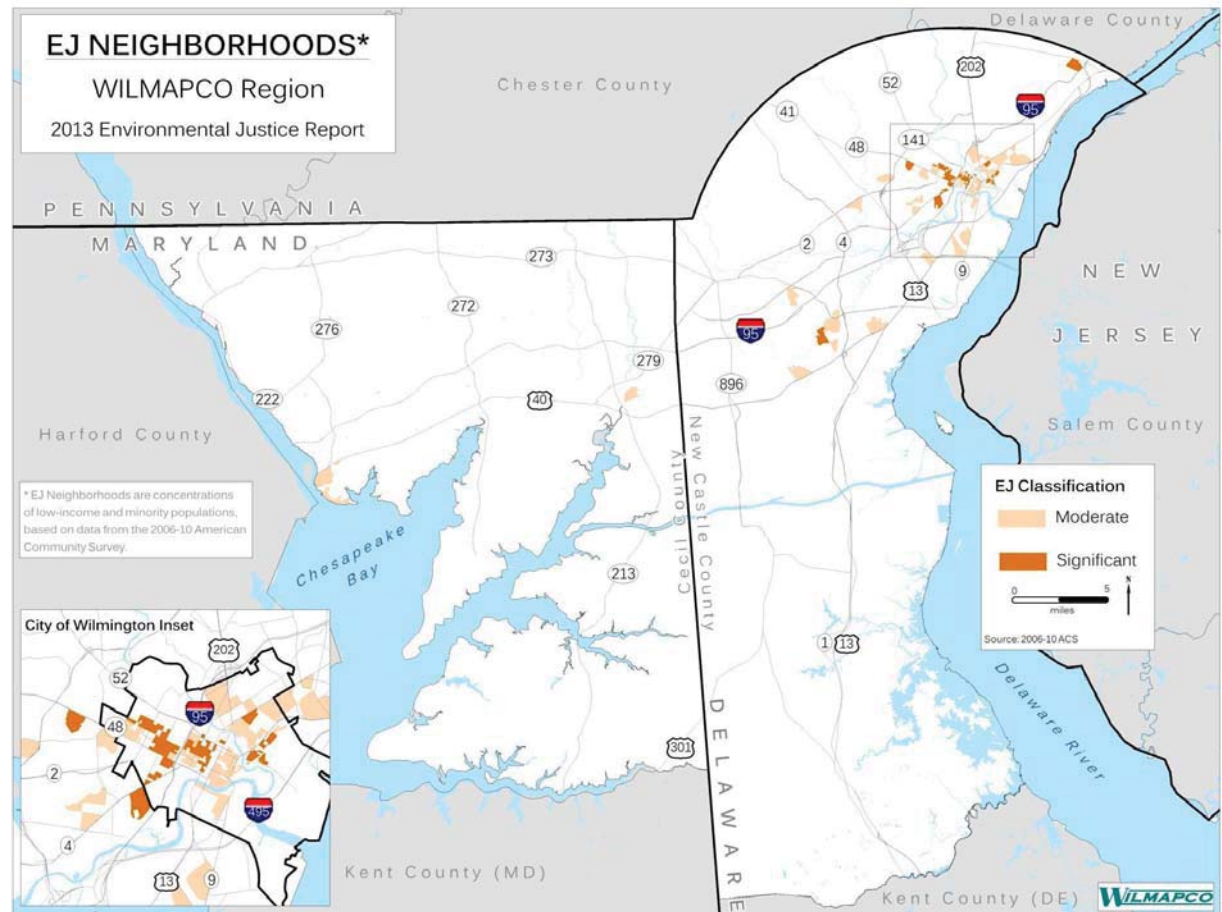
Transportation Equity, often referred to as Environmental Justice (EJ), is based in Title VI of the Civil Rights Act of 1964 and a 1994 Presidential Executive Order making equity part of the mission of every federal agency. As an MPO, we serve as the forum where DOTs, transit providers, local agencies, 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**

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

<b>County</b>	<b>Project Name</b>	<b>EJ</b>	<b>TJ</b>
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 TIP (3/2017) with Amendments

Location	AQ Model In-service Year	PROJECT TITLE (All \$ x 1,000)	Difference vs. FY 2018-21 TIP, March 2017				
			FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	Difference FY18-21
		DELAWARE- STATEWIDE					
DE		Aeronautics, Statewide	0.0	30.0	0.0	0.0	30.0
DE		Bicycle and Pedestrian Improvements	5,846.4	2,794.0	3,140.0	3,200.0	14,980.4
DE		Bridge Management/Inspection	835.6	607.1	1,336.2	-163.8	2,615.0
DE		Bridge Preservation / Bridge Painting / Pipe Replacement Programs	38,953.7	26,713.7	12,330.0	20,000.0	97,997.4
DE		Community Transportation Fund	930.0	930.0	930.0	930.0	3,720.0
DE		Corridor Capacity Preservation	0.0	0.0	0.0	0.0	0.0
DE		Dam Preservation Program	610.0	2,710.0	1,300.0	700.0	5,320.0
DE		Engineering & Contingency/Education & Training	2,507.7	1,250.0	1,250.0	1,250.0	6,257.7
DE		Environmental Program	0.0	0.0	0.0	0.0	0.0
DE		Equipment	2,504.2	2,500.0	2,500.0	1,500.0	9,004.2
DE		Industrial Streets	0.0	0.0	0.0	0.0	0.0
DE		Intersection Improvements	1,143.1	0.0	0.0	0.0	1,143.1
DE		Materials & Minor Contracts	4,867.9	4,290.0	5,000.0	0.0	14,157.9
DE		Municipal Street Aid	0.0	0.0	0.0	0.0	0.0
DE		Paving & Rehabilitation	4,000.0	0.0	-1,200.0	0.0	2,800.0
DE		Planning	2,762.9	1,082.6	1,637.2	1,744.5	7,227.3
DE		Rail Crossing Safety and Rideability	1,770.0	606.0	606.0	606.0	3,587.9
DE		Recreational Trails	601.3	0.0	0.0	0.0	601.3
DE		Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	2,602.5	0.0	0.0	0.0	2,602.5
DE		Signage & Pavement Markings	1,030.0	2,428.0	500.0	500.0	4,458.0
DE		<del>Mill Creek Slope Stabilization, Brackenville Road to Erickson Avenue</del>	2,250.0	2,250.0	2,000.0	2,500.0	9,000.0
DE		Statewide Rail Preservation	0.0	0.0	0.0	0.0	0.0
DE		Technology	2,650.1	427.5	5,716.1	500.0	9,293.8
DE		Traffic Calming	0.0	0.0	0.0	0.0	0.0
DE		Transit Facilities, Statewide	1,147.5	1,090.0	200.0	200.0	2,637.5
DE		Transit Vehicles Replace & Refurbish, Statewide	9,911.0	1,000.0	465.0	0.0	11,376.0
DE		Transportation Alternatives Program	449.3	3,025.5	1,015.0	0.0	4,489.8
DE		Transportation Facilities, Statewide	4,162.8	3,200.0	4,000.0	3,000.0	14,362.8
DE		Transportation Management (inc. rideshare and signals)	2,143.1	0.0	0.0	1,250.0	3,393.1
		NEW CASTLE COUNTY					
NCC		Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	-250.0	0.0	250.0	-1,925.0	-1,925.0

**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

Amended September 14, 2017

Location	AQ Model In- service Year	PROJECT TITLE (All \$ x 1,000)	Difference vs. FY 2018-21 TIP, March 2017				
			FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	Difference FY18-21
		Merged into statewide bridge preservation					
		Increased funds vs. March FY 2018-21 TIP					
		Previously shown as NCC safety					
		Decreased funds vs. March FY 2018-21 TIP					
		Merged into NCC safety					
		No funds in draft TIP					
NCC		BR 032 on Foulk Road over S. Branch Naamans Creek	0.0	0.0	0.0	0.0	0.0
NCC		BR 111 & BR 599 on N253 Benge Road over Red Clay Creek and Mill Race	-900.0	0.0	0.0	0.0	-900.0
NCC		BR 148A&B on N330 Greenbank Road over Red Clay Creek	-22.0	-900.0	0.0	0.0	-922.0
NCC		BR 159 on James Street over Christina River	-700.0	-4,000.0	0.0	0.0	-4,700.0
NCC		BR 191 on Milltown Rd over Mill Creek	0.0	0.0	0.0	0.0	0.0
NCC		BR 227 on Paper Mill Rd over Middle Run Tributary	-210.0	-800.0	0.0	0.0	-1,010.0
NCC		BR 238 on Elizabeth Ct over White Clay Creek Tributary	-426.0	0.0	0.0	0.0	-426.0
NCC		BR 239 on Red Mill Road over Tributary to White Clay Creek	-600.0	0.0	0.0	0.0	-600.0
NCC		BR 251 on N355 Harmony Road over White Clay Creek	-20.0	-1,800.0	0.0	0.0	-1,820.0
NCC		BR 254 Old Newark Rd over Cool Run	-171.3	0.0	0.0	0.0	-171.3
NCC		BR 291, Songsmith Dr over Tributary to Smalley's Pond	0.0	0.0	0.0	0.0	0.0
NCC		BR 294 on N346 Walther Road over Tributary to Christina River	-10.0	-750.0	0.0	0.0	-760.0
NCC		BR 1-295 on Providence Drive Over Tributary To Christina River	-27.5	-451.5	0.0	0.0	-479.0
NCC		BR 302 over Toms Creek and BR 304 over Gambles Gut on SR 9	-20.0	-1,200.0	0.0	0.0	-1,220.0
NCC		BR 308 on N378 Clarks Corner Road over Dragon Run	-700.0	0.0	0.0	0.0	-700.0
NCC		BR 393 on SR 299 over Appoquinimink River	0.0	0.0	0.0	0.0	0.0
NCC		BR 438, Blackbird Station over Blackbird Creek	-1,000.0	0.0	0.0	0.0	-1,000.0
NCC		BR 488S on US 13 SB over Blackbird Creek, South of Odessa	-30.0	-4,000.0	0.0	0.0	-4,030.0
NCC		BR 501, 501A, 501B on SR 141 Viaduct over SR 4	0.0	0.0	0.0	0.0	0.0
NCC		BR 501 on Newport Viaduct over Christina River Piers Foundation Repairs	-1,364.5	-4,000.0	0.0	0.0	-5,364.5
NCC		BR 543 on Carr Road over Shellpot Creek	0.0	0.0	0.0	0.0	0.0
NCC		BR 567 on Hay Rd over Shellpot Creek	-1,827.5	0.0	0.0	0.0	-1,827.5
NCC		BR 577 on Northeast Blvd over Brandywine River	-4,000.0	0.0	0.0	0.0	-4,000.0
NCC		BR 634 on SR100 DuPont Road over Delaware Valley RR	-5,400.0	0.0	0.0	0.0	-5,400.0
NCC		BR 651 on Newport Road over CSX Railroad	0.0	0.0	0.0	0.0	0.0
NCC		BR 680 on SR 141 over US 13	-13,200.0	0.0	0.0	0.0	-13,200.0
NCC		BR 684 on N028 South Heald Street over Norfolk Southern Railroad	-150.0	-150.0	-150.0	-180.0	-630.0
NCC		BR 686 on N029 South Walnut Street over Norfolk Southern Railroad	-175.0	-175.0	-175.0	-175.0	-700.0
NCC		BR 714 on N347 Chapman Road over I-95	-528.7	-50.0	-7,500.0	-7,500.0	-15,578.7
NCC		BR 717 on I-95 NB over SR1	0.0	0.0	0.0	0.0	0.0
NCC		BR 759 on I-95 over Brandywine River	-600.0	-600.0	0.0	0.0	-1,200.0
NCC		BR 813 on I-495 over Christina River, Emergency Repairs	0.0	0.0	0.0	0.0	0.0
NCC		BR 814 on 12th Street over NS RR	-2,510.0	0.0	0.0	0.0	-2,510.0
NCC		Bridge Structure Rehabilitation / Painting	-644.4	-1,902.2	0.0	0.0	-2,546.6
NCC		Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	88.6	0.0	0.0	0.0	88.6
NCC		Christiana Mall Park and Ride/NCC Transit Center	50.0	0.0	0.0	0.0	50.0
NCC		City of Wilmington Bus Stop Beautification	336.9	0.0	0.0	0.0	336.9



**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

Amended September 14, 2017

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			FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	Difference FY18-21
		Merged into statewide bridge preservation					
		Increased funds vs. March FY 2018-21 TIP					
		Previously shown as NCC safety					
		Decreased funds vs. March FY 2018-21 TIP					
		Merged into NCC safety					
		No funds in draft TIP					
NCC	2020	Christina River Bridge and Approaches	-4,084.8	15,600.0	3,000.0	0.0	14,515.2
NCC		Claymont Sidewalks: Manor and Myrtle Aves	-221.1	0.0	0.0	0.0	-221.1
NCC		Claymont Station/Claymont Regional Transportation Center	-5,332.0	-14,500.0	8,500.0	16,000.0	4,668.0
NCC		Cantilever and Overhead Sign Structures	0.0	0.0	0.0	0.0	0.0
NCC		Denny Road and Lexington Parkway Intersection Improvements	0.0	0.0	0.0	0.0	0.0
NCC	2030	Elkton Road: Maryland State Line to Casho Mill Rd	516.3	100.0	0.0	0.0	616.3
NCC		Fairplay Station (Churchmans Xing) Elevator	14.0	0.0	0.0	0.0	14.0
NCC		Fairplay Station Churchman's Crossing Parking Expansion	0.0	0.0	0.0	0.0	0.0
NCC		Garasches Lane	-475.9	-2,450.0	4,000.0	1,000.0	2,074.1
NCC		Glenville Wetland Bank & Subdivision Improvements	0.0	0.0	0.0	0.0	0.0
NCC		Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	0.0	0.0	0.0	0.0	0.0
NCC		Highway Safety Improvement Program, NCC	-7,247.9	4,098.6	-1,186.9	-11,300.0	-15,636.2
NCC		HSIP NCC, N54, Howell School Road, SR 896 to SR 71	4,484.9	0.0	0.0	0.0	4,484.9
NCC		HSIP NCC, SR 273, Appleby Road to Airport Road	2,707.3	6,787.0	0.0	0.0	9,494.2
NCC		I-295 Improvements, Westbound from I-295 to US 13	0.0	0.0	0.0	0.0	0.0
NCC		I-95 & SR 896 Interchange Improvements	-100.0	700.0	0.0	-500.0	100.0
NCC		I-95 & US 202 Interchange	0.0	0.0	0.0	0.0	0.0
NCC		I-495 Lane Extension at I-95, SB	0.0	0.0	0.0	0.0	0.0
NCC		Interstate Maintenance	2,004.5	-1,902.2	0.0	0.0	102.3
NCC		Jamison Corner Rd Relocated at Boyds Corner Rd	6,087.9	1,398.8	0.0	0.0	7,486.7
NCC		Little Baltimore Road Drainage Improvements Valley Road & Little Baltimore Road	110.0	0.0	0.0	0.0	110.0
NCC		Middletown Park and Ride	0.0	0.0	0.0	0.0	0.0
NCC		N412, Lorewood Grove Road: Rd 412A to SR 1	-470.0	-1,950.0	500.0	-4,500.0	-6,420.0
NCC		New Castle to Wilmington Industrial Track Greenway, Phase III	6,586.8	1,211.4	0.0	0.0	7,798.2
NCC		Newark Train Station/Regional Transportation Center	1,832.2	1,486.1	0.0	0.0	3,318.3
NCC		Old Capitol Trail, Newport Road to Stanton Road	0.0	0.0	0.0	0.0	0.0
NCC		Possum Park Road and Old Possum Park Road Intersection	46.6	-1,365.0	1,525.0	0.0	206.6
NCC		Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	1,995.0	461.0	0.0	0.0	2,456.0
NCC	2030	Road A/SR 7 (Road, Bridge and Mall Connector Study)	880.0	5,900.0	-5,900.0	0.0	880.0
NCC		SEPTA New Payment Technology (NPT)	96.6	0.0	0.0	0.0	96.6
NCC		SR 1/I-95 Interchange	0.0	0.0	0.0	0.0	0.0
NCC	2030	SR 1 Widening: Roth Bridge to SR 273	200.0	300.0	0.0	0.0	500.0
NCC		SR 1 Median Barrier Replacement	1,167.1	0.0	0.0	0.0	1,167.1
NCC		SR 1/SR 72 Diverging Diamond Interchange	295.6	0.0	0.0	0.0	295.6
NCC		SR 1 Northbound Auxiliary Lane, US 40 to SR 273	0.0	0.0	0.0	0.0	0.0
NCC	2030	SR 141/I-95 Interchange - Ramps	6,436.4	0.0	0.0	0.0	6,436.4

**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

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		Merged into statewide bridge preservation					
		Increased funds vs. March FY 2018-21 TIP					
		Previously shown as NCC safety					
		Decreased funds vs. March FY 2018-21 TIP					
		Merged into NCC safety					
		No funds in draft TIP					
NCC		SR141: I-95 Interchange to Jay Drive	-7,814.5	0.0	8,900.0	0.0	1,085.5
NCC		SR 2 / Red Mill Road Intersection	721.9	1,900.0	1,750.0	6,000.0	10,371.9
NCC		SR 273 / Chapman Road Intersection Improvements	250.0	1,090.0	500.0	500.0	2,340.0
NCC	2030	SR 299, SR 1 to Catherine Street	647.5	200.0	0.0	-200.0	647.5
NCC	2030	SR 4, Christina Parkway: SR 2 to SR 896	331.8	-150.0	0.0	150.0	331.8
NCC		SR4, Harmony Road Intersection Improvements	0.0	0.0	0.0	0.0	0.0
NCC		SR4, Ogleton Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	0.0	0.0	0.0	0.0	0.0
NCC		SR 7: Newtown Road to SR 273	121.2	0.0	0.0	0.0	121.2
NCC	2030	SR 72: McCoy Road to SR 71	778.0	0.0	400.0	0.0	1,178.0
NCC		SR 9, River Road Flood Remediation	0.0	0.0	0.0	0.0	0.0
NCC	2030	SR 896 and Bethel Church Rd Interchange	0.0	0.0	0.0	0.0	0.0
NCC		Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	6,867.2	0.0	0.0	0.0	6,867.2
NCC		Transit Facilities, New Castle County	1,489.6	150.0	450.0	0.0	2,089.6
NCC		Transit (Fixed Route) Vehicle Expansion, NCC	0.0	9,972.0	0.0	0.0	9,972.0
NCC		Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	1,695.4	-4,053.6	0.0	0.0	-2,358.2
NCC		Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	-2,781.0	0.0	0.0	0.0	-2,781.0
NCC		Transit Preventive Maintenance, NCC	0.0	0.0	0.0	0.0	0.0
NCC		Tweeds Mill Parking Structure Repairs	0.0	0.0	0.0	0.0	0.0
NCC		US 13, Duck Creek to SR 1	-400.0	-600.0	-500.0	-700.0	-2,200.0
NCC		US 13: US 40 to Memorial Drive Pedestrian Improvements	300.0	0.0	517.9	0.0	817.9
NCC	2020	US 301: Maryland Line to SR 1 and GARVEE Debt Service	-4,733.2	-10,229.0	-28.0	0.0	-14,990.2
NCC		US 40 and SR 7 Intersection Improvements	-515.0	-2,000.0	0.0	0.0	-2,515.0
NCC	2030	US 40 and SR 896 Grade Separated Intersection	250.0	-150.0	500.0	-1,000.0	-400.0
NCC		US 40 / SR 72 Intersection	-4,537.3	4,050.0	3,000.0	0.0	2,512.7
NCC	2030	US 40: Salem Church Road to Walther Road	0.0	-250.0	0.0	-3,000.0	-3,250.0
NCC		Wilmington Initiatives: 4th St., Walnut St. to I-95	0.0	0.0	0.0	0.0	0.0
NCC		Wilmington Initiatives: Walnut Street: Front Street to 3rd 4th Street	206.5	500.0	0.0	0.0	706.5
NCC		Wilmington Initiatives: Walnut St., MLK to 13th-St	0.0	0.0	0.0	0.0	0.0
NCC		Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	-400.0	-3,262.0	3,800.0	0.0	138.0
NCC		Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	-750.0	-750.0	0.0	0.0	-1,500.0
NCC		Wilmington Signal Improvements, Phase II	500.0	0.0	0.0	0.0	500.0
NCC		Wilmington Transit Center/ Christiana Crescent Elevators/Riverfront Deck Repairs	7,735.2	9,050.0	-555.0	0.0	16,230.2
NCC		Wilmington UST Replacement - State of Good Repair	502.2	0.0	0.0	0.0	502.2
CECIL COUNTY							
CC		Areawide Bridge Replacement and Rehabilitation	0.0	0.0	0.0	0.0	0.0

**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

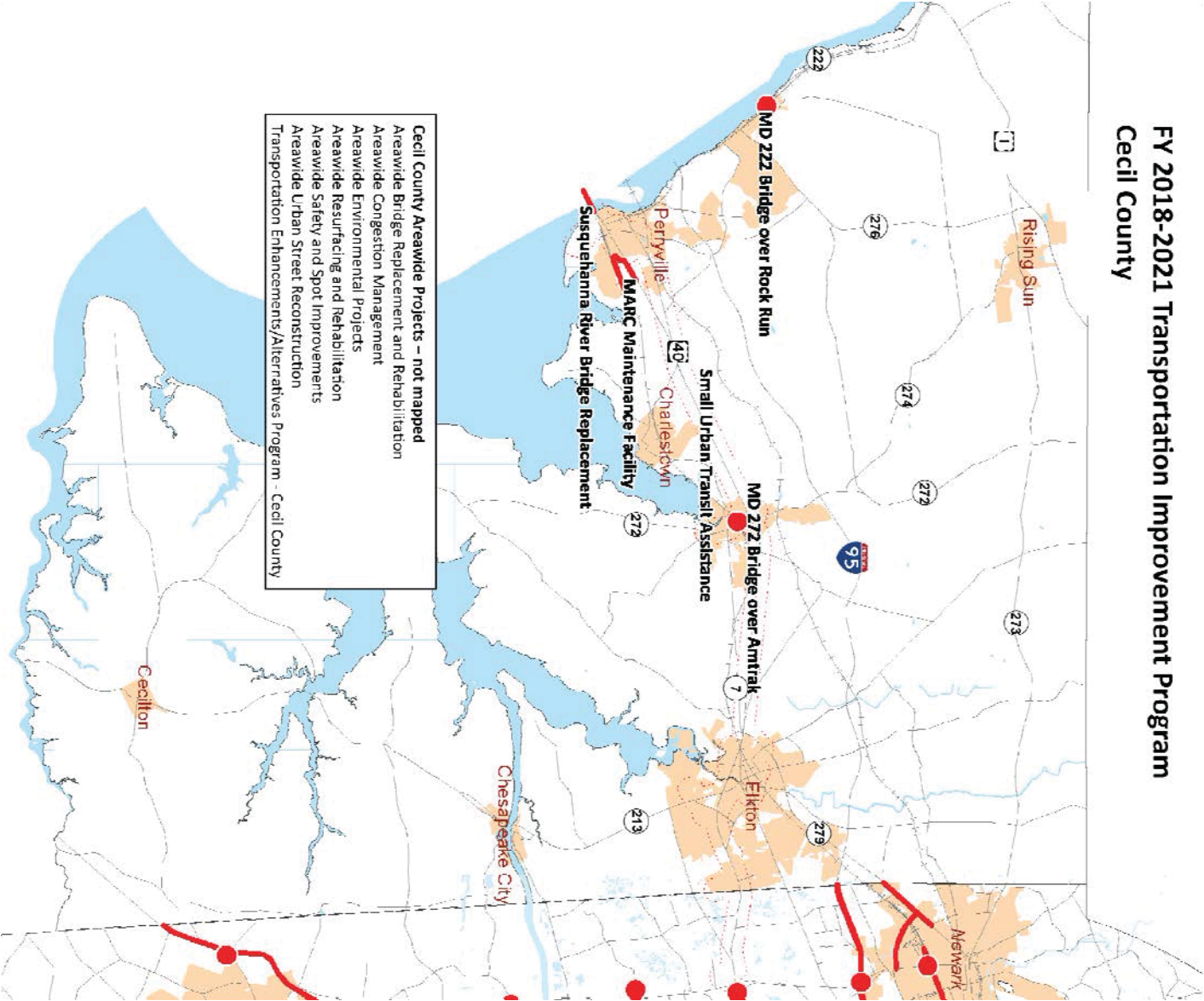
Amended September 14, 2017

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		Merged into statewide bridge preservation					
		Increased funds vs. March FY 2018-21 TIP					
		Previously shown as NCC safety					
		Decreased funds vs. March FY 2018-21 TIP					
		Merged into NCC safety					
		No funds in draft TIP					
CC		Areawide Congestion Management	0.0	0.0	0.0	0.0	0.0
CC		Areawide Environmental Projects	0.0	0.0	0.0	0.0	0.0
CC		Areawide Resurfacing and Rehabilitation	0.0	0.0	0.0	0.0	0.0
CC		Areawide Safety and Spot Improvements	0.0	0.0	0.0	0.0	0.0
CC		Areawide Urban Street Reconstruction	0.0	0.0	0.0	0.0	0.0
CC		MARC Maintenance Facility	0.0	0.0	0.0	0.0	0.0
CC		MD 222 Bridge over Rock Run	0.0	0.0	0.0	0.0	0.0
CC		MD 272 Bridge over Amtrak	0.0	0.0	0.0	0.0	0.0
CC		Painting of Cecil County Bridges	80.0	700.0	0.0	0.0	780.0
CC		Small Urban Transit - Capital Assistance (Section 5310)	0.0	0.0	0.0	0.0	0.0
CC		Small Urban Transit - Operating Assistance	0.0	0.0	0.0	0.0	0.0
CC		Susquehanna River Rail Bridge	0.0	0.0	0.0	0.0	0.0
CC		Transportation Enhancements/Alternatives Program - Cecil County	0.0	0.0	0.0	0.0	0.0
		Delaware Statewide Subtotal	93,679.2	56,934.4	42,725.5	37,716.7	231,055.7
		New Castle County Subtotal	-17,016.8	564.4	21,597.9	-7,330.0	-2,184.5
		Cecil County Subtotal	80.0	700.0	0.0	0.0	780.0
		TOTAL	76,742.4	58,198.8	64,323.4	30,386.7	229,651.2

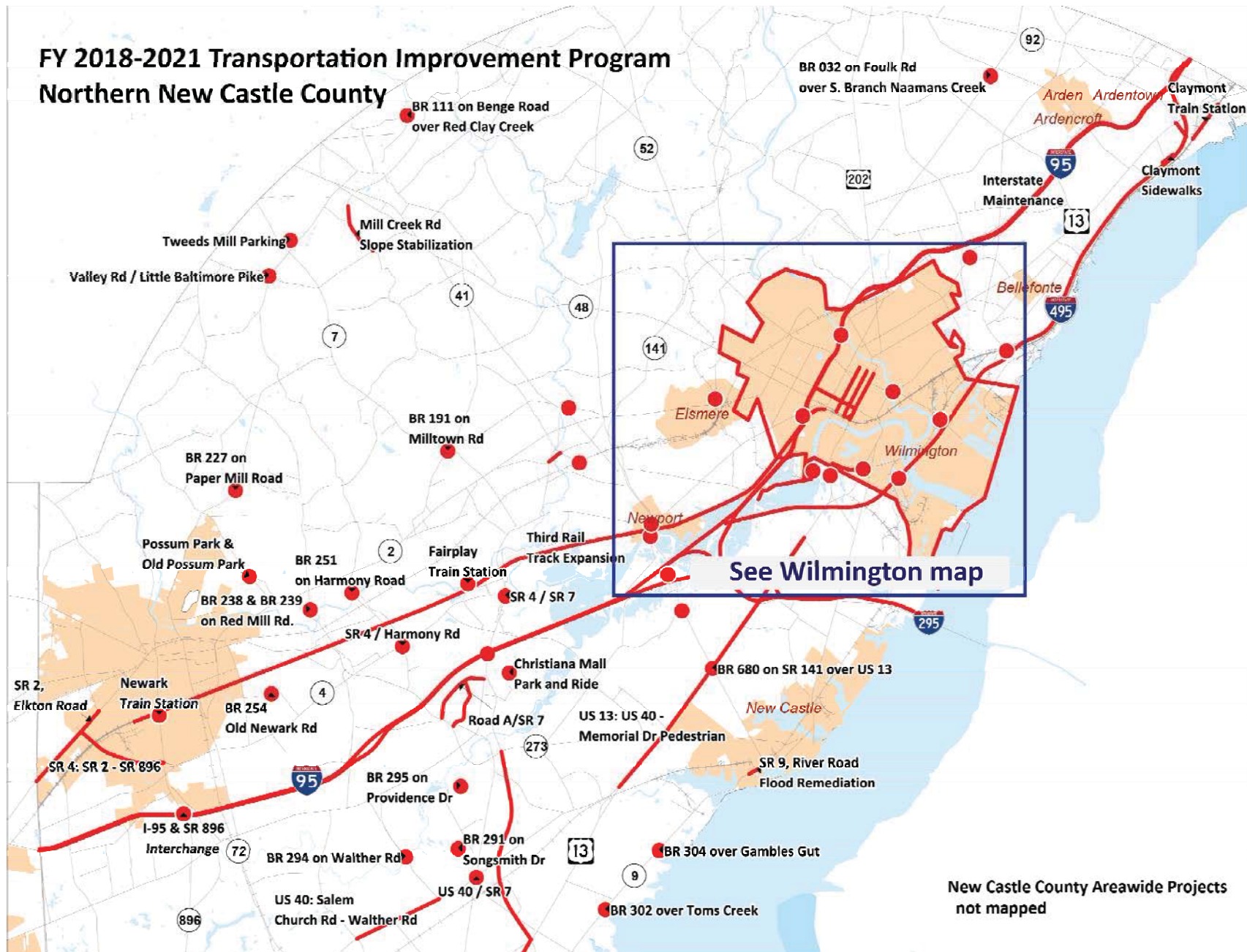
**Removed from Project List**

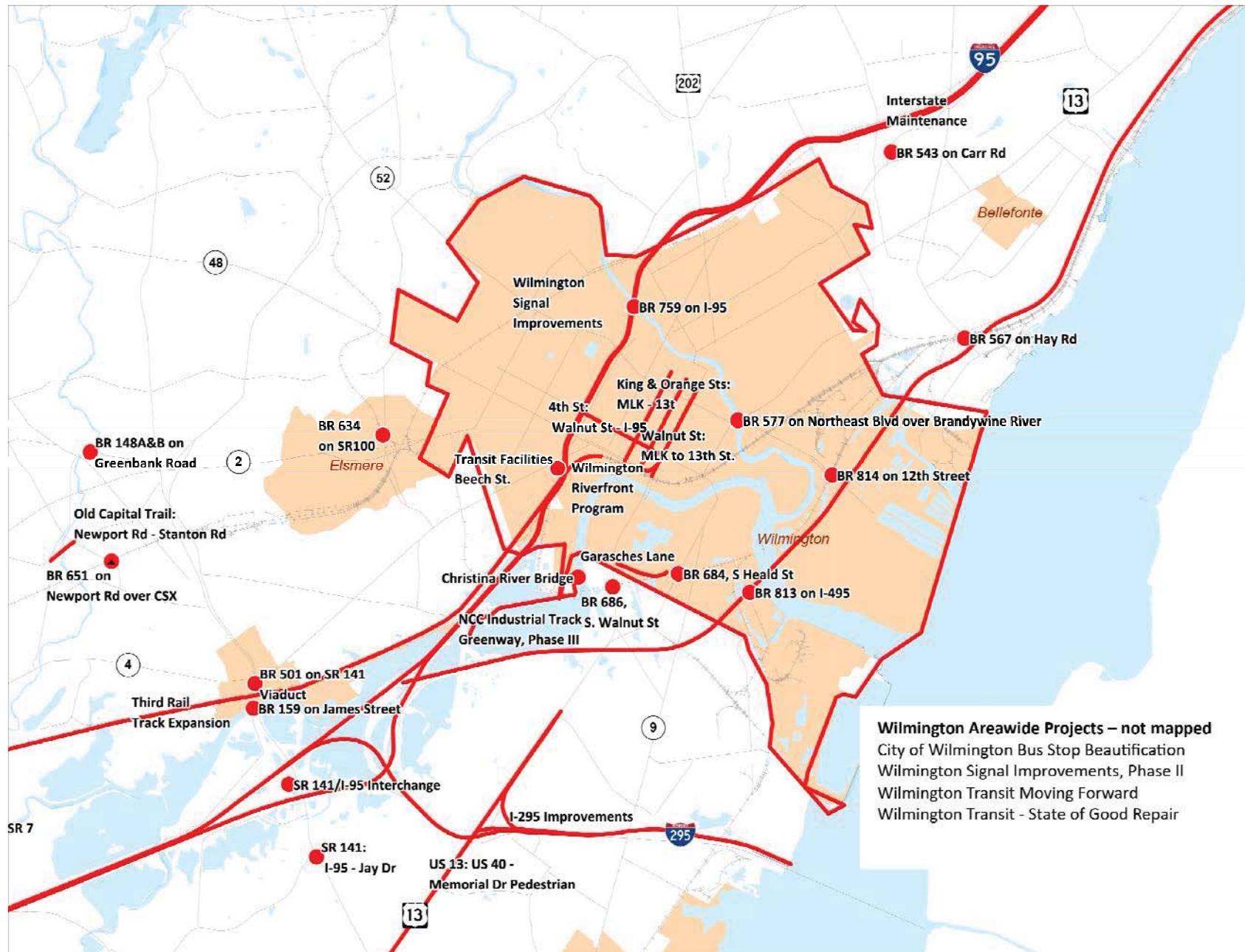
Glenville Wetland Bank & Subdivision Improvements
SR 1/I-95 Interchange
SR 1 Northbound Auxiliary Lane, US 40 to SR 273
US 13, Philadelphia Pike: Claymont Plan Implementation
Cecil County Bridge CE-0042, Mechanics Valley Rd over CSX Railroad
Chesapeake & Delaware (C&D) Canal Trail - Maryland
Small Urban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

# Project Maps

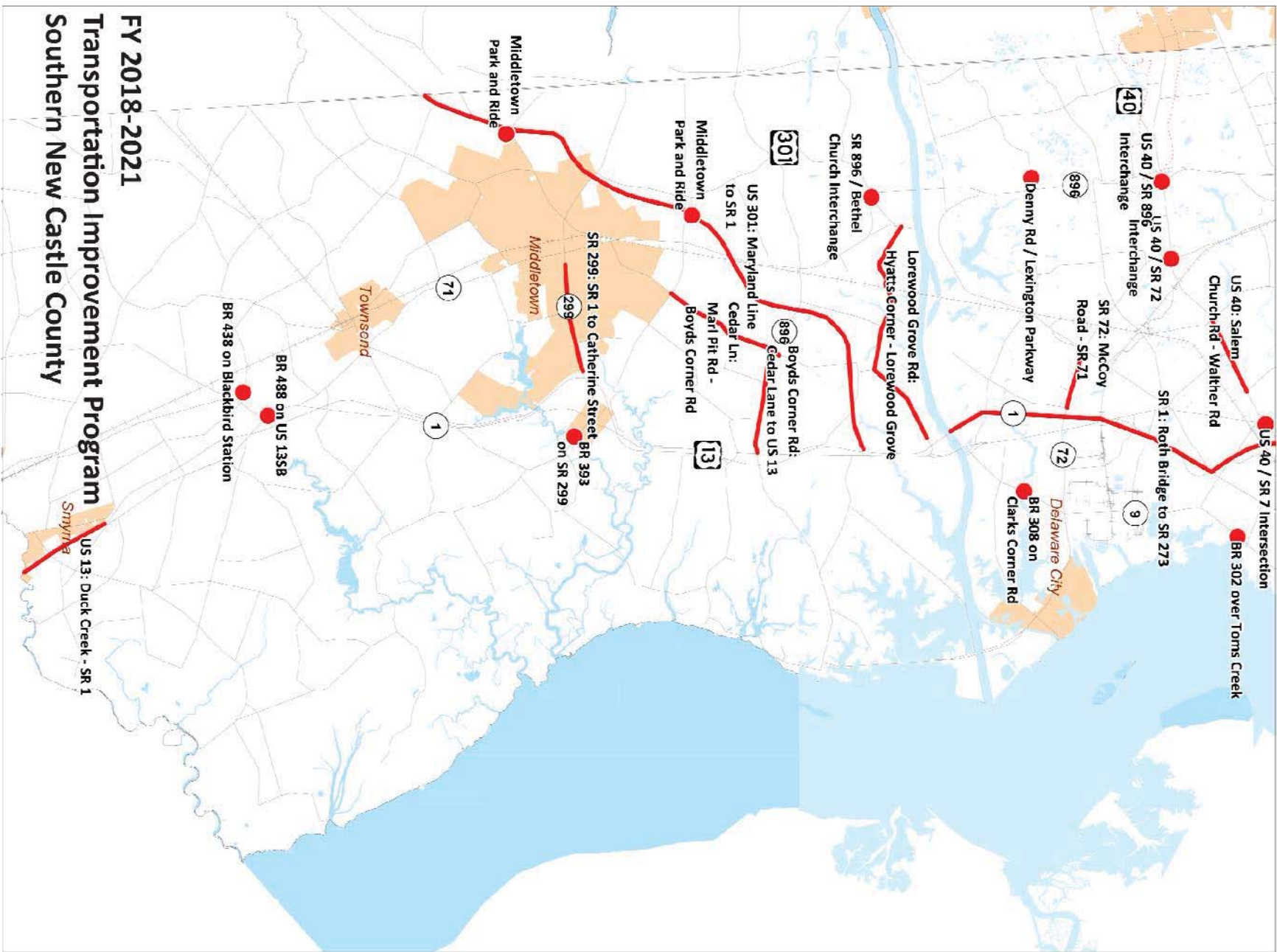












**FY 2018-2021**  
**Transportation Improvement Program**  
**Southern New Castle County**

## 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

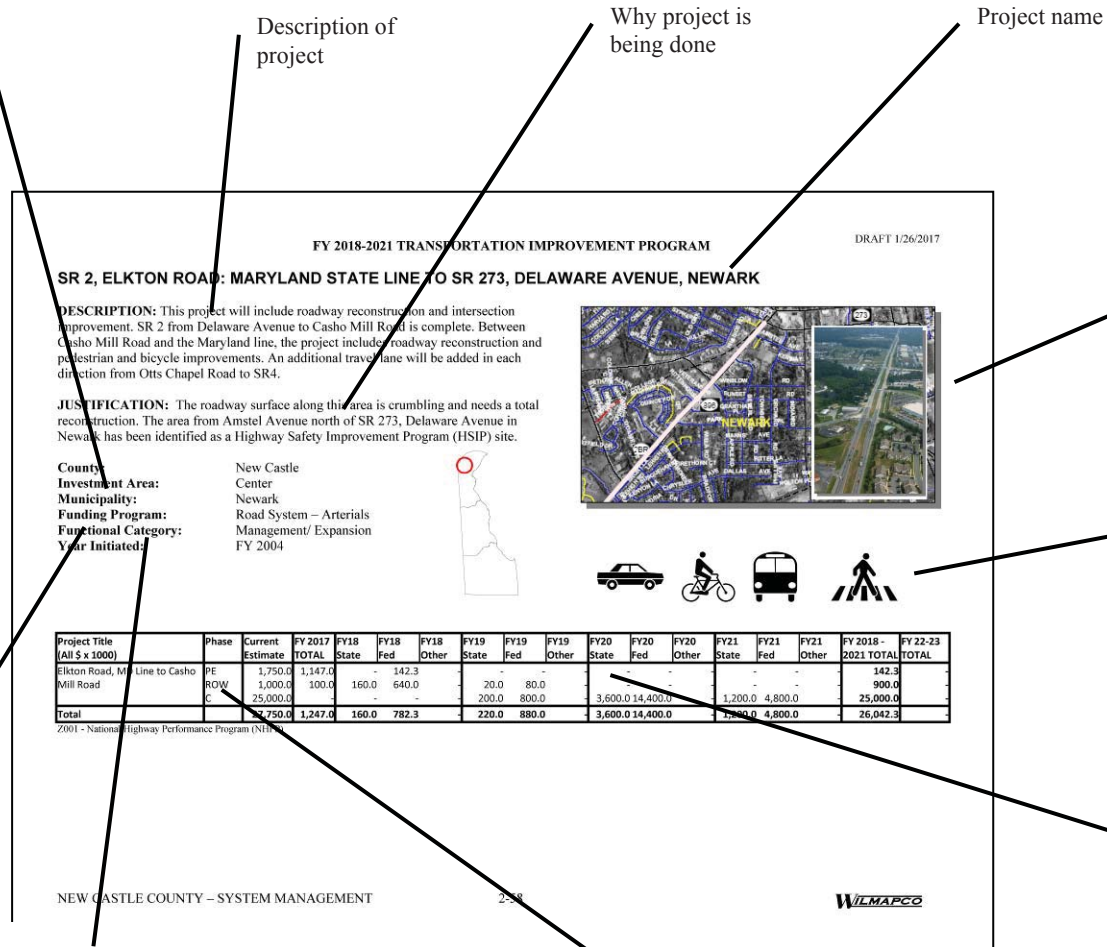
**Functional categories are:**

**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

**Phases:**

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