

Transportation Improvement Program

Fiscal Years 2019-2022

DRAFT

*Public comment is from
January 22 – February 28 2018*

Mail comments to:

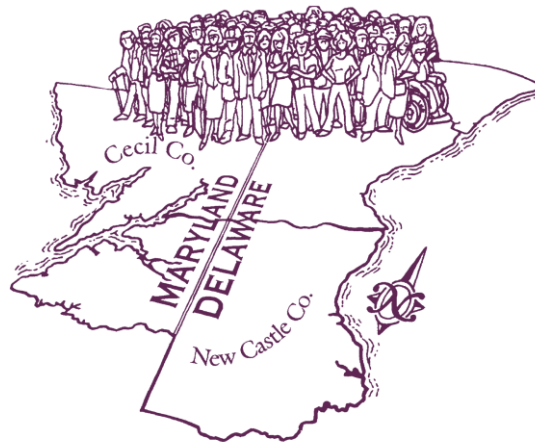
WILMAPCO
850 Library Ave, Suite 100
Newark, DE 19711

Fax to:

302/737-9584

Or comment online at:

www.wilmapco.org/tip



WILMAPCO

Partners with you in transportation planning

DRAFT 1/11/2018

FY 2019-2022 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

DRAFT 1/11/2018

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

Table of Contents

Introduction.....	i
Public Participation Process.....	iii
The TIP Process	iv
How It's Organized.....	v
Performance Based Planning and the TIP.....	vi
Project Prioritization Process.....	viii
TIP Summary Tables	x
Integrating the Congestion Management System	xxii
Addressing Transportation Equity	xxiv
Comparison of FY 2019 TIP with FY 2018 TIP	xxvi
Project Maps	xxxi
Sample TIP Project Page	xxxv

Project Listing

Delaware Statewide Element	1-1
New Castle County Element.....	2-1
Cecil County Element.....	3-1

Appendices

Glossary of Acronyms	A-1
WILMAPCO Council Resolutions and Staff Organizational Chart	B-1
Air Quality Conformity.....	C-1
Financial Plan and Annual Listing of Obligated Projects	D-1
TIP Development and Amendment Process	E-1
Prioritization and Project Submissions	F-1
Public Comments	G-1
Performance Measures.....	H-1
Alphabetical Index of Projects.....	I-1

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) 2019-2022 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 26, 2018 to receive public comments regarding the proposed program, and again during on date to be determined in August 2018 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 2019-2022 TIP on March 8, 2018. 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 2019-2022 Transportation Improvement Program Process and Schedule – Summary

2017	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
2018	August	 Joint public workshop with DelDOT and the Council on Transportation
	January-March	 TIP (& Air Quality Conformity is revised) released for public comment January 22-February 28 (including local government/public outreach). <ul style="list-style-type: none"> • Revise TIP based on public comments • PAC (2/12)/TAC (2/15) recommendation for adoption  TIP Public Workshop – February 26. 4 -7 p.m. • Council adoption of TIP (March 8)

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 2018	 TIP & Air Quality Conformity released for public comment July–September
	<ul style="list-style-type: none"> • Revise TIP based on public comments • TAC (Aug. 16) /PAC (Aug. 13) recommendation for adoption  TIP Public Meeting • Council adoption of TIP as amended (Sept. 13)
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.



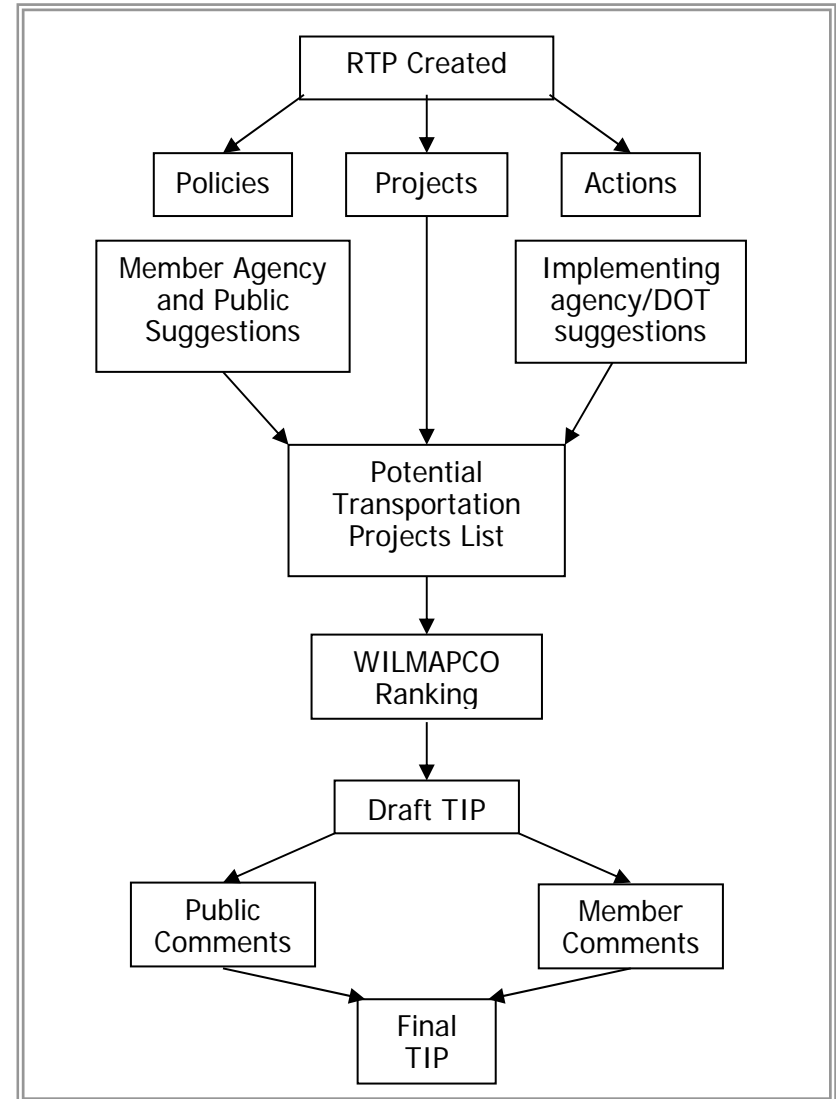
The TIP Process

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 2019-2022 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 and programming (PBPP) is an emphasis of the FAST Act, which includes seven performance goals and eighteen performance measures promoted through the TIP. FAST Act requires MPOs to establish and use a performance-based approach to transportation decision making and development of transportation plans. FAST Act 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 Act surface transportation performance measures in coordination with DelDOT and MDOT and through our RTP update process. For more information on the development of the FHWA's Transportation Performance Measurement (TPM) policy, please visit www.fhwa.dot.gov/tpm.

WILMAPCO's TIP links performance-based planning with project implementation. Details on performance measures can be found in **Appendix H**.

Goal area	National goal and performance targets	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 Performance Measures: <ul style="list-style-type: none"> • Number of fatalities / fatalities per million vehicle miles traveled • Number of serious injuries / serious injuries per million vehicle miles traveled • Number of non-motorized fatalities and non-motorized serious injuries 	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 Performance Measure: <ul style="list-style-type: none"> • Emissions Measure: Total Emission Reductions (On-Road Mobile Sources) 	Air Quality is one of the nine criteria used for prioritizing projects for inclusion in the TIP. Appendix C contains the Air Quality Conformity Analysis performed on the TIP. This analysis measures the anticipated air pollution emissions from regional transportation and 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 stormwater discharge systems, wetland mitigation monitoring, and environmental impact analysis and mitigation for individual projects as needed. WILMAPCO's annual project prioritization also suggests projects for CMAQ funding based on anticipated emission reduction.
WILMAPCO Goal: Efficiently Transport People		
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair Performance Measures: <ul style="list-style-type: none"> • Percentage of pavements of the Interstate System and Non-Interstate NHS in: <ul style="list-style-type: none"> ○ Good condition ○ Poor condition • Percentage of NHS bridges classified as in: <ul style="list-style-type: none"> ○ Good condition ○ Poor condition 	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.

Goal area	National goal and performance targets	Promoted through the TIP
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System Performance Measures: <ul style="list-style-type: none"> Peak Hour Excessive Delay(PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel 	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. WILMAPCO's Complete Streets policy promotes the inclusion of appropriate pedestrian, bicycle and transit improvements into roadway projects to promote travel by non-SOV modes.
System reliability	To improve the efficiency of the surface transportation system Performance Measures: <ul style="list-style-type: none"> Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable 	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.
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 Performance Measure: <ul style="list-style-type: none"> Freight Reliability: Truck Travel Time Reliability (TTTR) Index along the Interstate System 	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 progress towards achieving the RTP. Key quantitative performance measures track:

- Regional commuting statistics
- Projected housing and employment growth, by (TIA)
- Projected daily Vehicle Miles Traveled (VMT) per household
- TIP funding by transportation mode
- Road injuries and fatalities – rate per VMT and raw total
- Raw total pedestrian and bicycle crashes, injuries, and fatalities
- Projected transportation emissions
- Household expenditures on transportation and gasoline
- Median transportation costs expended by regional households
- Historic TIP spending within Environmental Justice (EJ) areas
- TIP Expansion projects within rural and sensitive natural areas
- Status of the East Coast Greenway
- EZ-Pass Use
- Bus commutes of more than 30 min.
- On-time bus performance
- TIP funding by funding category (preservation, management, expansion)
- Funding dedicated to municipal street aide
- Data on bridge and highway conditions
- Usage of park and ride/pool parking lots
- TIP spending by TIA
- Percentage of population and jobs within walking distance to a bus stop
- Public bus ridership trends
- Alternative transportation TIP projects within high, moderate, and low priority pedestrian areas
- WILMAPCO newsletter readership, overall and within EJ areas
- WILMAPCO website views, e-newsletter subscribers, and Facebook followers
- Percentage of the population familiar with WILMAPCO
- Success of meeting outreach goals within sub-regional plans matrix
- Racial and ethnic minority representation on the Public Advisory Committee (PAC)
- Demographic projections and TIP spending within TIAs
- Analysis of WILMAPCO project prioritization technical score versus project status in the TIP
- Analysis of the implementation status of WILMAPCO sub-regional plans
- TIP management and expansion projects in CMS corridors
- TIP management and expansion in freight bottlenecks
- Status of major interregional projects and studies
- Average annual VMT by household
- Presence of operational electric vehicle charging stations
- Funded TIP project potentially challenged by sea level rise

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	STEP 2: Technical score	STEP 3: TAC review	STEP 4: Council ranks submissions
<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Technical Advisory Committee (TAC) reviews technical scoring for accuracy and prepares comments for Council consideration 	<ul style="list-style-type: none"> • Council considers: <ul style="list-style-type: none"> ○ 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.

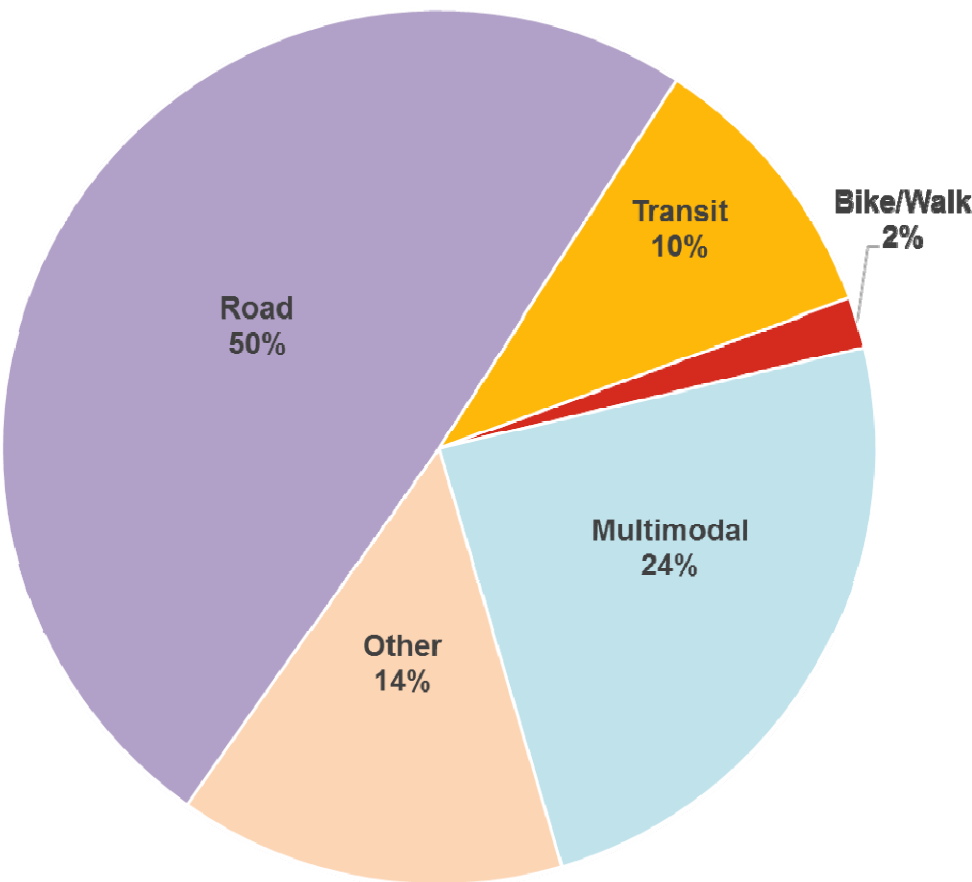
FUNDING CONTRIBUTION: Local and/or private commitment demonstrated by funding contribution.

TIP Summary Tables

FUNDING BY MODE	TOTAL FY 2019-22	PERCENT	TOTAL FY 2023-24
Bike/Ped	40,803	2%	20,514
Multimodal	532,267	24%	169,123
Other	316,211	14%	144,784
Road	1,096,663	50%	481,122
Transit	226,388	10%	35,225
Total (\$s x 1,000)	2,212,333	100%	850,767

FUNDING BY CATEGORY	TOTAL FY 2019-22	PERCENT	TOTAL FY 2023-24
Preservation	1,120,288	51%	437,850
Other	178,201	8%	89,216
Management	599,922	27%	274,467
Expansion	313,922	14%	49,235
Total (\$s x 1,000)	2,212,333	100%	850,767

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

Location	PROJECT TITLE (All \$ x 1,000)	MODE	FY 19-22 TOTAL	TOTAL FY 2023-24
DE	Bicycle and Pedestrian Improvements	Bike/Pedestrian	25,134	8,000
NCC	Claymont Sidewalks: Manor and Myrtle Aves	Bike/Pedestrian	-	-
NCC	New Castle to Wilmington Industrial Track Greenway, Phase III	Bike/Pedestrian	1,137	-
DE	Recreational Trails	Bike/Pedestrian	4,764	2,264
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Bike/Pedestrian	9,768	10,250
	Bike/Pedestrian Total		40,803	20,514
CC	Areawide Urban Street Reconstruction	Multimodal	1,400	-
NCC	Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Multimodal	6,675	9,975
NCC	Christina River Bridge and Approaches	Multimodal	48,500	-
DE	Community Transportation Fund	Multimodal	70,720	35,360
NCC	Denny Road and Lexington Parkway Intersection Improvements	Multimodal	200	50
NCC	Elkton Road: Maryland State Line to Casho Mill Rd	Multimodal	31,450	-
NCC	Garasches Lane	Multimodal	5,050	-
NCC	Highway Safety Improvement Program, NCC	Multimodal	25,476	-
NCC	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	Multimodal	300	-
NCC	HSIP NCC, SR 273, Appleby Road to Airport Road	Multimodal	9,074	-
NCC	Jamison Corner Rd Relocated at Boyd's Corner Rd	Multimodal	5,410	-
NCC	Little Baltimore Road Drainage Improvements	Multimodal	2,200	-
CC	MD 222 Bridge over Rock Run	Multimodal	38	-
CC	MD 272 Bridge over Amtrak	Multimodal	1,661	-
DE	Municipal Street Aid	Multimodal	20,000	10,000
NCC	N412, Lorewood Grove Road: Rd 412A to SR 1	Multimodal	6,050	4,000
NCC	Old Capitol Trail, Newport Road to Stanton Road	Multimodal	450	800
NCC	Possum Park Road and Old Possum Park Road Intersection	Multimodal	1,650	-
NCC	Road A/SR 7 (Road, Bridge and Mall Connector Study)	Multimodal	11,000	-
NCC	Shallcross Lake Road Relocated, Graylag Rd to Boyd's Corner Rd	Multimodal	1,500	-
NCC	SR 2 / Red Mill Road Intersection	Multimodal	8,550	-
NCC	SR 273 / Chapman Road Intersection Improvements	Multimodal	8,090	6,000
NCC	SR 299, SR 1 to Catherine Street	Multimodal	22,925	-

Location	PROJECT TITLE (All \$ x 1,000)	MODE	FY 19-22 TOTAL	TOTAL FY 2023-24
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Multimodal	956	16,000
NCC	SR 7: Newtown Road to SR 273	Multimodal	-	-
NCC	SR 72: McCoy Road to SR 71	Multimodal	16,061	-
NCC	SR141: I-95 Interchange to Jay Drive	Multimodal	63,000	-
NCC	SR4, Harmony Road Intersection Improvements	Multimodal	400	700
NCC	SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Multimodal	400	650
NCC	SR9, New Castle Ave, Landers Lane to A Street	Multimodal	-	1,200
DE	Traffic Calming	Multimodal	600	300
DE	Transportation Alternatives Program	Multimodal	26,044	10,328
CC	Transportation Enhancements/Alternatives Program - Cecil County	Multimodal	1,018	-
DE	Transportation Facilities, Statewide	Multimodal	56,000	16,500
DE	Transportation Management (inc. rideshare and signals)	Multimodal	36,176	17,010
NCC	US 40 / SR 72 Intersection	Multimodal	16,257	-
NCC	US 40 and SR 896 Grade Separated Intersection	Multimodal	4,550	20,000
NCC	US 40: Salem Church Road to Walther Road	Multimodal	9,150	9,000
NCC	US13, Duck Creek to SR1	Multimodal	2,190	-
NCC	Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	Multimodal	5,788	-
NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	Multimodal	1,250	1,750
NCC	Wilmington Initiatives: Walnut St., MLK to 13th St	Multimodal	2,500	9,500
NCC	Wilmington Initiatives: Walnut Street: Front Street to 3rd Street	Multimodal	987	-
NCC	Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	Multimodal	572	-
NCC	Wilmington Signal Improvements, Phase II	Multimodal	-	-
	Multimodal Total		532,267	169,123
DE	Aeronautics, Statewide	Other	1,915	980
CC	Areawide Environmental Projects	Other	12,480	-
DE	Dam Preservation Program	Other	11,965	5,400
DE	Engineering & Contingency/Education & Training	Other	120,180	60,090
DE	Environmental Program	Other	2,252	1,126
DE	Equipment	Other	46,500	20,000

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT 2/26/18

Location	PROJECT TITLE (All \$ x 1,000)	MODE	FY 19-22 TOTAL	TOTAL FY 2023-24
DE	Planning	Other	55,769	28,000
DE	Statewide Rail Preservation	Other	1,200	600
DE	Technology	Other	63,950	28,588
	Other Total		316,211	144,784
CC	Areawide Bridge Replacement and Rehabilitation	Road	13,240	-
CC	Areawide Congestion Management	Road	4,700	-
CC	Areawide Resurfacing and Rehabilitation	Road	27,950	-
CC	Areawide Safety and Spot Improvements	Road	20,040	-
DE	Bridge Management/Inspection	Road	44,903	21,541
DE	Bridge Preservation / Bridge Painting / Pipe Replacement Programs	Road	219,267	102,200
NCC	Bridge Structure Rehabilitation / Painting	Road	1,417	-
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Road	6,769	4,500
DE	Corridor Capacity Preservation	Road	4,000	2,000
NCC	I-295 Improvements, Westbound from I-295 to US 13	Road	5,000	-
NCC	I-295 Northbound from SR141 to US 13	Road	-	1,100
NCC	I-95 & SR 896 Interchange Improvements	Road	7,602	70,000
DE	Industrial Streets	Road	-	-
DE	Intersection Improvements	Road	26,000	13,200
NCC	Interstate Maintenance	Road	2,533	-
DE	Materials & Minor Contracts	Road	38,000	16,000
CC	MD 273 Bridge over Big Elk Creek	Road	7,335	-
NCC	Otts Chapel Road and Welsh Track Road Intersection	Road	-	25
CC	Painting of Cecil County Bridges	Road	780	-
DE	Paving & Rehabilitation	Road	298,800	160,000
DE	Rail Crossing Safety and Rideability	Road	8,870	4,435
	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv			
NCC	Mitigation	Road	142,261	25,000
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Road	44,042	20,396
DE	Signage & Pavement Markings	Road	23,930	11,965
DE	Slope Stabilization	Road	13,000	5,000

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT 2/26/18

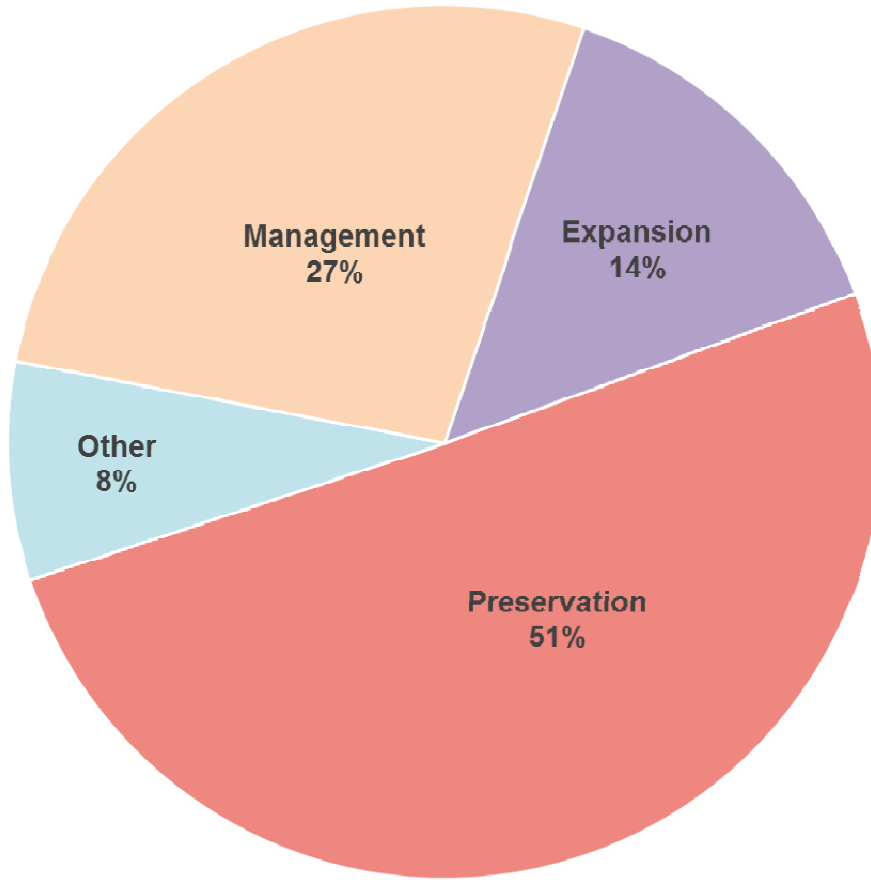
Location	PROJECT TITLE (All \$ x 1,000)	MODE	FY 19-22 TOTAL	TOTAL FY 2023-24
NCC	SR 1 Median Barrier Replacement	Road	-	-
NCC	SR 1 Widening: Roth Bridge to SR 273	Road	2,939	-
NCC	SR 1/SR 72 Diverging Diamond Interchange	Road	-	-
NCC	SR 141/I-95 Interchange - Ramps	Road	571	-
NCC	SR 896 and Bethel Church Rd Interchange	Road	500	1,850
NCC	SR 9, River Road Flood Remediation	Road	1,200	-
NCC	US 301: Maryland Line to SR 1 and GARVEE Debt Service	Road	131,014	21,910
	Road Total		1,096,663	481,122
NCC	Christiana Mall Park and Ride/NCC Transit Center	Transit	3,600	-
NCC	City of Wilmington Bus Stop Beautification	Transit	-	-
NCC	Claymont Station/Claymont Regional Transportation Center	Transit	50,656	-
NCC	Fairplay Station (Churchmans Xing) Elevator	Transit	-	-
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Transit	1,252	-
CC	MARC Maintenance Facility	Transit	-	-
NCC	Middletown Park and Ride	Transit	3,000	-
NCC	Newark Train Station/Regional Transportation Center	Transit	41,727	-
NCC	SEPTA New Payment Technology (NPT)	Transit	-	-
CC	Small Urban Transit - Capital Assistance (Section 5310)	Transit	-	-
CC	Small Urban Transit - Operating Assistance	Transit	656	-
CC	Susquehanna River Rail Bridge	Transit	500	-
NCC	Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	Transit	17,430	5,400
NCC	Transit (Fixed Route) Vehicle Expansion, NCC	Transit	10,141	-
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Transit	17,328	101
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Transit	13,824	7,533
NCC	Transit Facilities, New Castle County	Transit	5,025	150
DE	Transit Facilities, Statewide	Transit	10,216	3,780
NCC	Transit Preventive Maintenance, NCC	Transit	26,000	13,000
DE	Transit Vehicles Replace & Refurbish, Statewide	Transit	14,983	5,261
NCC	Wilmington Transit Center/ Christiana Crescent Elevators/Riverfront Deck Repairs	Transit	10,050	-
NCC	Wilmington UST Replacement - State of Good Repair	Transit	-	-

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT 2/26/18

Location	PROJECT TITLE (All \$ x 1,000)	MODE	FY 19-22 TOTAL	TOTAL FY 2023-24
	Transit Total		226,388	35,225
	Grand Total		2,212,333	850,767

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

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	FY 19-22 TOTAL	TOTAL FY 2023-24
CC	Areawide Bridge Replacement and Rehabilitation	Preservation	13,240	-
CC	Areawide Environmental Projects	Preservation	12,480	-
CC	Areawide Resurfacing and Rehabilitation	Preservation	27,950	-
CC	Areawide Safety and Spot Improvements	Preservation	20,040	-
CC	Areawide Urban Street Reconstruction	Preservation	1,400	-
DE	Bridge Preservation / Bridge Painting / Pipe Replacement Programs	Preservation	219,267	102,200
NCC	Bridge Structure Rehabilitation / Painting	Preservation	1,417	-
NCC	City of Wilmington Bus Stop Beautification	Preservation	-	-
DE	Community Transportation Fund	Preservation	70,720	35,360
DE	Dam Preservation Program	Preservation	11,965	5,400
DE	Equipment	Preservation	46,500	20,000
DE	Industrial Streets	Preservation	-	-
NCC	Interstate Maintenance	Preservation	2,533	-
NCC	Little Baltimore Road Drainage Improvements	Preservation	2,200	-
DE	Materials & Minor Contracts	Preservation	38,000	16,000
CC	MD 222 Bridge over Rock Run	Preservation	38	-
CC	MD 273 Bridge over Big Elk Creek	Preservation	7,335	-
DE	Municipal Street Aid	Preservation	20,000	10,000
CC	Painting of Cecil County Bridges	Preservation	780	-
DE	Paving & Rehabilitation	Preservation	298,800	160,000
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	Preservation	142,261	25,000
DE	Signage & Pavement Markings	Preservation	23,930	11,965
DE	Slope Stabilization	Preservation	13,000	5,000
CC	Small Urban Transit - Capital Assistance (Section 5310)	Preservation	-	-
CC	Small Urban Transit - Operating Assistance	Preservation	656	-
NCC	SR 1 Median Barrier Replacement	Preservation	-	-
NCC	SR 9, River Road Flood Remediation	Preservation	1,200	-
DE	Statewide Rail Preservation	Preservation	1,200	600
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Preservation	17,328	101

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT 2/26/18

NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Preservation	13,824	7,533
NCC	Transit Facilities, New Castle County	Preservation	5,025	150
DE	Transit Facilities, Statewide	Preservation	10,216	3,780
NCC	Transit Preventive Maintenance, NCC	Preservation	26,000	13,000
DE	Transit Vehicles Replace & Refurbish, Statewide	Preservation	14,983	5,261
DE	Transportation Facilities, Statewide	Preservation	56,000	16,500
NCC	Wilmington UST Replacement - State of Good Repair	Preservation	-	-
	Preservation Total		1,120,288	437,850
DE	Engineering & Contingency/Education & Training	Other	120,180	60,090
DE	Environmental Program	Other	2,252	1,126
DE	Planning	Other	55,769	28,000
		Other Total	178,201	89,216
DE	Aeronautics, Statewide	Management	1,915	980
CC	Areawide Congestion Management	Management	4,700	-
DE	Bicycle and Pedestrian Improvements	Management	25,134	8,000
DE	Bridge Management/Inspection	Management	44,903	21,541
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Management	6,769	4,500
NCC	Christiana Mall Park and Ride/NCC Transit Center	Management	3,600	-
NCC	Claymont Sidewalks: Manor and Myrtle Aves	Management	-	-
NCC	Claymont Station/Claymont Regional Transportation Center	Management	50,656	-
DE	Corridor Capacity Preservation	Management	4,000	2,000
NCC	Denny Road and Lexington Parkway Intersection Improvements	Management	200	50
NCC	Fairplay Station (Churchmans Xing) Elevator	Management	-	-
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Management	1,252	-
NCC	Garasches Lane	Management	5,050	-
NCC	Highway Safety Improvement Program, NCC	Management	25,476	-
NCC	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	Management	300	-
NCC	HSIP NCC, SR 273, Appleby Road to Airport Road	Management	9,074	-
NCC	I-95 & SR 896 Interchange Improvements	Management	7,602	70,000
DE	Intersection Improvements	Management	26,000	13,200
NCC	Jamison Corner Rd Relocated at Boyds Corner Rd	Management	5,410	-
CC	MD 272 Bridge over Amtrak	Management	1,661	-
NCC	Middletown Park and Ride	Management	3,000	-

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT 2/26/18

NCC	N412, Lorewood Grove Road: Rd 412A to SR 1	Management	6,050	4,000
NCC	Newark Train Station/Regional Transportation Center	Management	41,727	-
NCC	Old Capitol Trail, Newport Road to Stanton Road	Management	450	800
NCC	Otts Chapel Road and Welsh Track Road Intersection	Management	-	25
NCC	Possum Park Road and Old Possum Park Road Intersection	Management	1,650	-
DE	Rail Crossing Safety and Rideability	Management	8,870	4,435
DE	Recreational Trails	Management	4,764	2,264
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Management	44,042	20,396
NCC	SEPTA New Payment Technology (NPT)	Management	-	-
NCC	Shallcross Lake Road Relocated, Graylag Rd to Boyds Corner Rd	Management	1,500	-
NCC	SR 1/SR 72 Diverging Diamond Interchange	Management	-	-
NCC	SR 141/I-95 Interchange - Ramps	Management	571	-
NCC	SR 2 / Red Mill Road Intersection	Management	8,550	-
NCC	SR 273 / Chapman Road Intersection Improvements	Management	8,090	6,000
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Management	956	16,000
NCC	SR141: I-95 Interchange to Jay Drive	Management	63,000	-
NCC	SR4, Harmony Road Intersection Improvements	Management	400	700
NCC	SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Management	400	650
NCC	SR9, New Castle Ave, Landers Lane to A Street	Management	-	1,200
CC	Susquehanna River Rail Bridge	Management	500	-
DE	Technology	Management	63,950	28,588
DE	Traffic Calming	Management	600	300
DE	Transportation Alternatives Program	Management	26,044	10,328
CC	Transportation Enhancements/Alternatives Program - Cecil County	Management	1,018	-
DE	Transportation Management (inc. rideshare and signals)	Management	36,176	17,010
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Management	9,768	10,250
NCC	US 40 / SR 72 Intersection	Management	16,257	-
NCC	US 40 and SR 896 Grade Separated Intersection	Management	4,550	20,000
NCC	US13, Duck Creek to SR1	Management	2,190	-
NCC	Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	Management	5,788	-
NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	Management	1,250	1,750
NCC	Wilmington Initiatives: Walnut St., MLK to 13th St	Management	2,500	9,500
NCC	Wilmington Initiatives: Walnut Street: Front Street to 3rd Street	Management	987	-

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT 2/26/18

NCC	Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	Management	572	-
NCC	Wilmington Signal Improvements, Phase II	Management	-	-
NCC	Wilmington Transit Center/ Christiana Crescent Elevators/Riverfront Deck Repairs	Management	10,050	-
	Management Total		599,922	274,467
NCC	Boys Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Expansion	6,675	9,975
NCC	Christina River Bridge and Approaches	Expansion	48,500	-
NCC	Elkton Road: Maryland State Line to Casho Mill Rd	Expansion	31,450	-
NCC	I-295 Improvements, Westbound from I-295 to US 13	Expansion	5,000	-
NCC	I-295 Northbound from SR141 to US 13	Expansion	-	1,100
CC	MARC Maintenance Facility	Expansion	-	-
NCC	New Castle to Wilmington Industrial Track Greenway, Phase III	Expansion	1,137	-
NCC	Road A/SR 7 (Road, Bridge and Mall Connector Study)	Expansion	11,000	-
NCC	SR 1 Widening: Roth Bridge to SR 273	Expansion	2,939	-
NCC	SR 299, SR 1 to Catherine Street	Expansion	22,925	-
NCC	SR 7: Newtown Road to SR 273	Expansion	-	-
NCC	SR 72: McCoy Road to SR 71	Expansion	16,061	-
NCC	SR 896 and Bethel Church Rd Interchange	Expansion	500	1,850
NCC	Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	Expansion	17,430	5,400
NCC	Transit (Fixed Route) Vehicle Expansion, NCC	Expansion	10,141	-
NCC	US 301: Maryland Line to SR 1 and GARVEE Debt Service	Expansion	131,014	21,910
NCC	US 40: Salem Church Road to Walther Road	Expansion	9,150	9,000
	Expansion Total		313,922	49,235
	Grand Total		2,212,333	850,767

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:

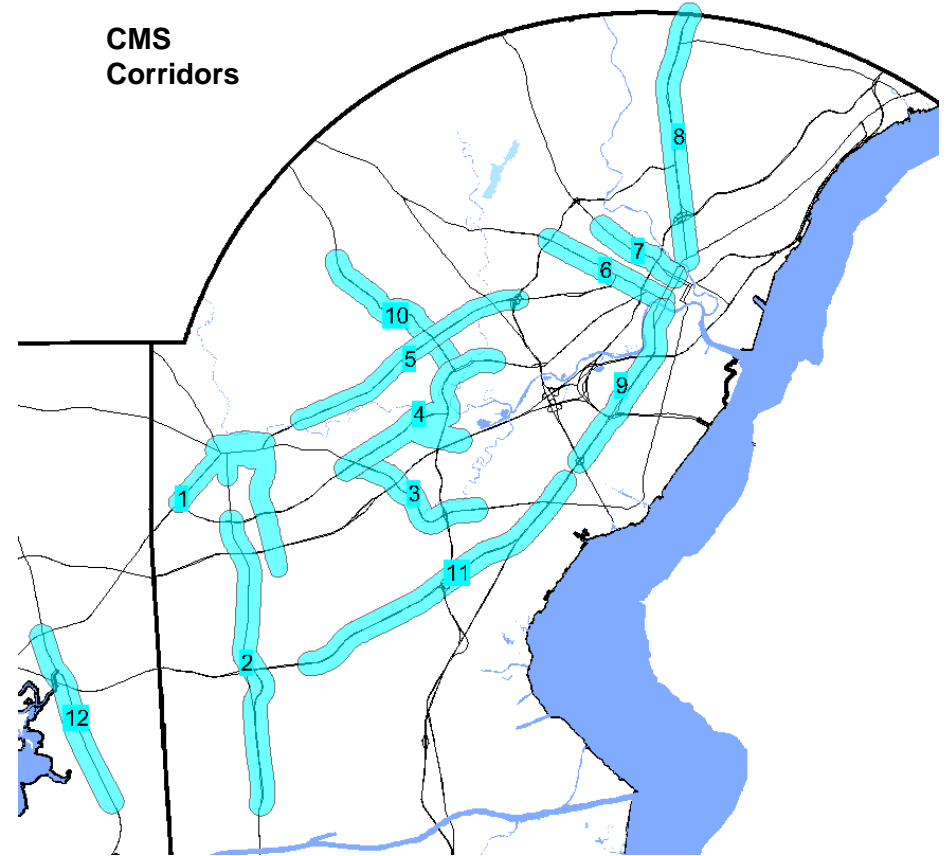
This "top-down" approach ensures that solutions which would eliminate or shift auto trips or improve roadway operations are evaluated before adding roadway capacity. This hierarchy is consistent with WILMAPCO's overall goals for the region and with the USDOT charge to address all other possible solutions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

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)

The WILMAPCO Congestion Management System identified 12 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	SR 273 / Chapman Road Intersection
#3	SR 273: Appleby Rd - Airport Rd
#3	Road A/SR7, Widening & reconfiguration of intersections
#4	Fairplay Station Improvements
#4	SR 4/Harmony Rd, intersection improvements
#4	SR 4/SR 7, intersection improvements
#5	SR 2 / Red Mill Road, intersection improvements
#6	Wilmington Transit Center
#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
#9	I-295 Improvements
#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

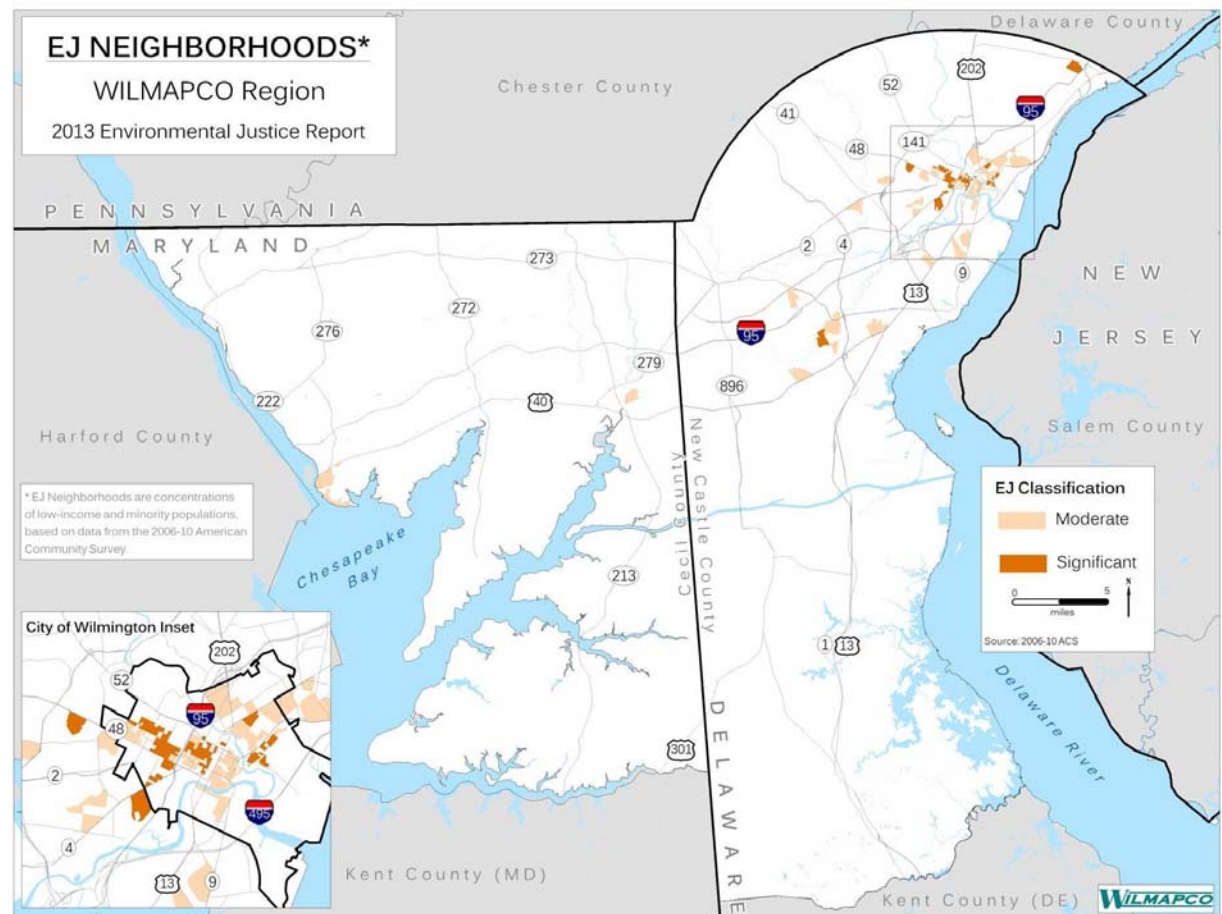
Transportation Equity, often referred to as Environmental Justice (EJ), is based in Title VI of the Civil Rights Act of 1964 and a 1994 Presidential Executive Order making equity part of the mission of every federal agency. As an MPO, we serve as the forum where DOTs, transit providers, local agencies,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



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

Location	Project	EJ	TJ
NCC	SR 9: Landers Ln - A St	YES	YES
NCC	Garasches Lane	YES	
NCC	Walnut St: Front to 13th St.	YES	
CC	Small Urban Transit Capital and Operating Assistance	YES	
NCC	US 40: Salem Church Rd - Walther Rd	YES	
NCC	US 13: US 40 - Memorial Dr Pedestrian	YES	
NCC	4th St: Walnut St - I-95	YES	
NCC	King & Orange Sts: MLK - 13th	YES	
NCC	Wilmington Transit Center	YES	
NCC	SR 9, River Road Flood Remediation		YES
NCC	US 13: Duck Creek - SR 1		YES
NCC	Transit Preservation	YES	YES

Comparison with FY 2018-2021 TIP

Increased funds vs. September FY 2018-21 TIP
Decreased funds vs. September FY 2018-21 TIP
New in draft TIP

Difference vs. FY 2018-21 TIP, September 2017

line #	Location	PROJECT TITLE (All \$ x 1,000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	FY 19-22 TOTAL
1		DELAWARE- STATEWIDE					
2	DE	Aeronautics, Statewide	-	-	-	-	-
3	DE	Bicycle and Pedestrian Improvements	-	-	-	-	-
4	DE	Bridge Management/Inspection	1,489.7	708.3	(4.0)	(5.0)	2,189.0
5	DE	Bridge Preservation / Bridge Painting / Pipe Replacement Programs	5,388.5	(4,115.5)	5,500.0	-	6,773.0
6	DE	Community Transportation Fund	-	-	-	-	-
7	DE	Corridor Capacity Preservation	-	-	-	-	-
8	DE	Dam Preservation Program	25.0	300.0	30.0	-	355.0
9	DE	Engineering & Contingency/Education & Training	-	-	-	-	-
10	DE	Environmental Program	-	-	-	-	-
11	DE	Equipment	-	-	-	-	-
12	DE	Industrial Streets	-	-	-	-	-
13	DE	Intersection Improvements	(400.0)	-	-	-	(400.0)
14	DE	Materials & Minor Contracts	(1,290.0)	(2,000.0)	-	-	(3,290.0)
15	DE	Municipal Street Aid	-	-	-	-	-
16	DE	Paving & Rehabilitation	-	-	-	-	-
17	DE	Planning	538.0	-	-	-	538.0
18	DE	Rail Crossing Safety and Rideability	-	-	-	-	-
19	DE	Recreational Trails	-	-	-	-	-
20	DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	-	888.9	-	-	888.9
21	DE	Signage & Pavement Markings	-	-	-	-	-
22	DE	Slope Stabilization	-	-	-	-	-
23	DE	Statewide Rail Preservation	-	-	-	-	-
24	DE	Technology	(385.0)	-	-	-	(385.0)
25	DE	Traffic Calming	-	-	-	-	-
26	DE	Transit Facilities, Statewide	291.4	(300.0)	-	-	(8.6)
27	DE	Transit Vehicles Replace & Refurbish, Statewide	2,850.0	-	-	-	2,850.0
28	DE	Transportation Alternatives Program	-	-	-	-	-
29	DE	Transportation Facilities, Statewide	5,000.0	6,000.0	5,000.0	2,000.0	18,000.0
30	DE	Transportation Management (inc. rideshare and signals)	241.0	(1,975.0)	(1,975.0)	(1,975.0)	(5,684.0)
31							
32		NEW CASTLE COUNTY					

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT 2/26/18

line #	Location	PROJECT TITLE (All \$ x 1,000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	FY 19-22 TOTAL
33	NCC	Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	(1,400.0)	-	50.0	(21.0)	(1,371.0)
34	NCC	Bridge Structure Rehabilitation / Painting	1,417.4	-	-	-	1,417.4
35	NCC	Cedar Lane: Marl Pit to Boyd's Corner Rd & Marl Pit Int. (S. NCC Imp)	1,850.0	-	-	-	1,850.0
36	NCC	Christiana Mall Park and Ride/NCC Transit Center	-	-	-	-	-
37	NCC	City of Wilmington Bus Stop Beautification	-	-	-	-	-
38	NCC	Christina River Bridge and Approaches	-	1,000.0	-	-	1,000.0
39	NCC	Claymont Sidewalks: Manor and Myrtle Aves	-	-	-	-	-
40	NCC	Claymont Station/Claymont Regional Transportation Center	2,355.8	-	1,600.0	-	3,955.8
41	NCC	Denny Road and Lexington Parkway Intersection Improvements	-	-	(150.0)	(150.0)	(300.0)
42	NCC	Elkton Road: Maryland State Line to Casho Mill Rd	1,250.0	(3,500.0)	8,500.0	-	6,250.0
43	NCC	Fairplay Station (Churchmans Xing) Elevator	-	-	-	-	-
44	NCC	Fairplay Station Churchman's Crossing Parking Expansion	-	-	-	-	-
45	NCC	Garasches Lane	-	-	-	-	-
46	NCC	Highway Safety Improvement Program, NCC	3,753.5	4,700.0	(700.0)	-	7,753.5
47	NCC	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	300.0	-	-	-	300.0
48	NCC	HSIP NCC, SR 273, Appleby Road to Airport Road	2,287.0	-	-	-	2,287.0
49	NCC	I-295 Improvements, Westbound from I-295 to US 13	-	-	-	-	-
50	NCC	I-295 Northbound from SR141 to US 13	-	-	-	-	-
51	NCC	I-95 & SR 896 Interchange Improvements	1,378.8	2,750.0	(26.5)	-	4,102.3
52	NCC	Interstate Maintenance	(67.2)	-	-	-	(67.2)
53	NCC	Jamison Corner Rd Relocated at Boyd's Corner Rd	2,650.4	1,361.3	-	-	4,011.7
54	NCC	Little Baltimore Road Drainage Improvements	(800.0)	1,000.0	-	-	200.0
55	NCC	Middletown Park and Ride	-	-	-	-	-
56	NCC	N412, Lorewood Grove Road: Rd 412A to SR 1	-	-	-	-	-
57	NCC	New Castle to Wilmington Industrial Track Greenway, Phase III	(74.8)	-	-	-	(74.8)
58	NCC	Newark Train Station/Regional Transportation Center	713.1	4,465.2	5,534.9	-	10,713.1
59	NCC	Old Capitol Trail, Newport Road to Stanton Road	-	-	50.0	100.0	150.0
60	NCC	Ott's Chapel Road and Welsh Track Road Intersection	-	-	-	-	-
61	NCC	Possum Park Road and Old Possum Park Road Intersection	-	-	-	-	-
62	NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	-	-	-	-	-
63	NCC	Road A/SR 7 (Road, Bridge and Mall Connector Study)	-	-	-	-	-
64	NCC	SEPTA New Payment Technology (NPT)	-	-	-	-	-
65	NCC	Shallcross Lake Road Relocated, Graylag Rd to Boyd's Corner Rd	1,500.0	-	-	-	1,500.0
66	NCC	SR 1 Widening: Roth Bridge to SR 273	600.0	1,139.2	-	-	1,739.2
67	NCC	SR 1 Median Barrier Replacement	-	-	-	-	-
68	NCC	SR 1/SR 72 Diverging Diamond Interchange	-	-	-	-	-
69	NCC	SR 141/I-95 Interchange - Ramps	571.0	-	-	-	571.0
70	NCC	SR141: I-95 Interchange to Jay Drive	(25,000.0)	12,100.0	30,000.0	1,000.0	18,100.0
71	NCC	SR 2 / Red Mill Road Intersection	(1,050.0)	(1,250.0)	-	-	(2,300.0)
72	NCC	SR 273 / Chapman Road Intersection Improvements	-	-	-	-	-

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT 2/26/18

line #	Location	PROJECT TITLE (All \$ x 1,000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	FY 19-22 TOTAL
73	NCC	SR 299, SR 1 to Catherine Street	2,150.0	5,500.0	6,200.0	2,000.0	15,850.0
74	NCC	SR 4, Christina Parkway: SR 2 to SR 896	-	-	-	-	-
75	NCC	SR4, Harmony Road Intersection Improvements	-	-	(50.0)	(50.0)	(100.0)
76	NCC	SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	-	-	(200.0)	-	(200.0)
77	NCC	SR 7: Newtown Road to SR 273	-	-	-	-	-
78	NCC	SR 72: McCoy Road to SR 71	-	-	-	-	-
79	NCC	SR 9, River Road Flood Remediation	-	-	-	-	-
80	NCC	SR9, New Castle Ave, Landers Lane to A Street	-	-	-	-	-
81	NCC	SR 896 and Bethel Church Rd Interchange	-	-	(300.0)	(200.0)	(500.0)
82	NCC	Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	7,629.5	-	-	-	7,629.5
83	NCC	Transit Facilities, New Castle County	(975.0)	1,500.0	-	-	525.0
84	NCC	Transit (Fixed Route) Vehicle Expansion, NCC	(1,524.0)	-	-	-	(1,524.0)
85	NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	-	(20,216.0)	(4,823.7)	40.5	(24,999.2)
86	NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	(27.1)	3,672.1	(4,014.2)	(1,181.1)	(1,550.3)
87	NCC	Transit Preventive Maintenance, NCC	-	-	-	-	-
88	NCC	US13, Duck Creek to SR1	200.0	700.0	1,040.0	250.0	2,190.0
89	NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	200.0	-	-	-	200.0
90	NCC	US 301: Maryland Line to SR 1 and GARVEE Debt Service	-	-	-	-	-
91	NCC	US 40 and SR 896 Grade Separated Intersection	800.0	-	-	-	800.0
92	NCC	US 40 / SR 72 Intersection	1,922.1	1,979.6	354.9	-	4,256.6
93	NCC	US 40: Salem Church Road to Walther Road	-	400.0	-	-	400.0
94	NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	-	-	-	-	-
95	NCC	Wilmington Initiatives: Walnut Street: Front Street to 3rd Street	487.0	-	-	-	487.0
96	NCC	Wilmington Initiatives: Walnut St., MLK to 13th-St	(900.0)	100.0	500.0	800.0	500.0
97	NCC	Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	250.0	-	-	-	250.0
98	NCC	Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	-	-	-	-	-
99	NCC	Wilmington Signal Improvements, Phase II	-	-	-	-	-
100	NCC	Wilmington Transit Center/ Christiana Crescent Elevators/Riverfront Deck Repairs	-	-	-	-	-
101	NCC	Wilmington UST Replacement - State of Good Repair	-	-	-	-	-
102							
103		CECIL COUNTY					
104	CC	Areawide Bridge Replacement and Rehabilitation	-	-	-	3,310.0	3,310.0
105	CC	Areawide Congestion Management	650.0	325.0	325.0	1,450.0	2,750.0
106	CC	Areawide Environmental Projects	-	-	-	3,120.0	3,120.0
107	CC	Areawide Resurfacing and Rehabilitation	-	-	-	9,050.0	9,050.0
108	CC	Areawide Safety and Spot Improvements	-	-	-	5,010.0	5,010.0
109	CC	Areawide Urban Street Reconstruction	-	-	-	350.0	350.0
110	CC	MARC Maintenance Facility	-	-	-	-	-
111	CC	MD 222 Bridge over Rock Run	-	-	-	38.0	38.0
112	CC	MD 272 Bridge over Amtrak	-	-	-	1,661.0	1,661.0

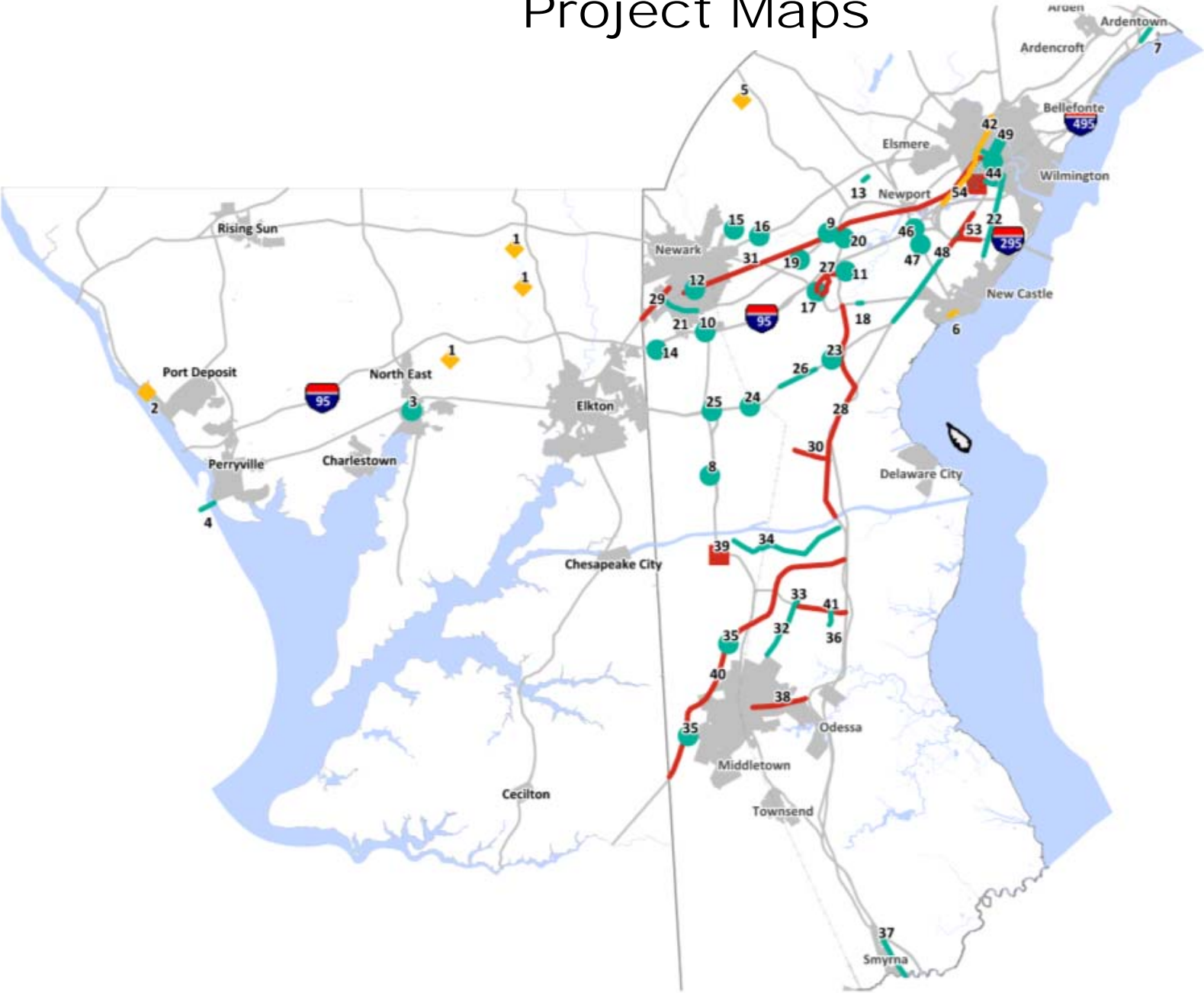
FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT 2/26/18

line #	Location	PROJECT TITLE (All \$ x 1,000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	FY 19-22 TOTAL
113	CC	MD 273 Bridge over Big Elk Creek	3,721.0	3,614.0	-	-	7,335.0
114	CC	Painting of Cecil County Bridges	-	-	-	80.0	80.0
115	CC	Small Urban Transit - Capital Assistance (Section 5310)	-	-	-	-	-
116	CC	Small Urban Transit - Operating Assistance	-	-	-	656.0	656.0
117	CC	Susquehanna River Rail Bridge	-	-	-	500.0	500.0
118	CC	Transportation Enhancements/Alternatives Program - Cecil County	-	-	-	640.3	640.3
119							
120		Delaware Statewide Subtotal	13,748.7	(493.3)	8,551.0	20.0	21,786.3
121		New Castle County Subtotal	2,447.5	17,401.3	43,565.3	2,588.4	60,825.7
122		Cecil County Subtotal	4,371.0	3,939.0	325.0	25,865.3	(17,230.3)
123		TOTAL	20,567.1	20,847.0	52,441.3	28,473.7	65,381.8

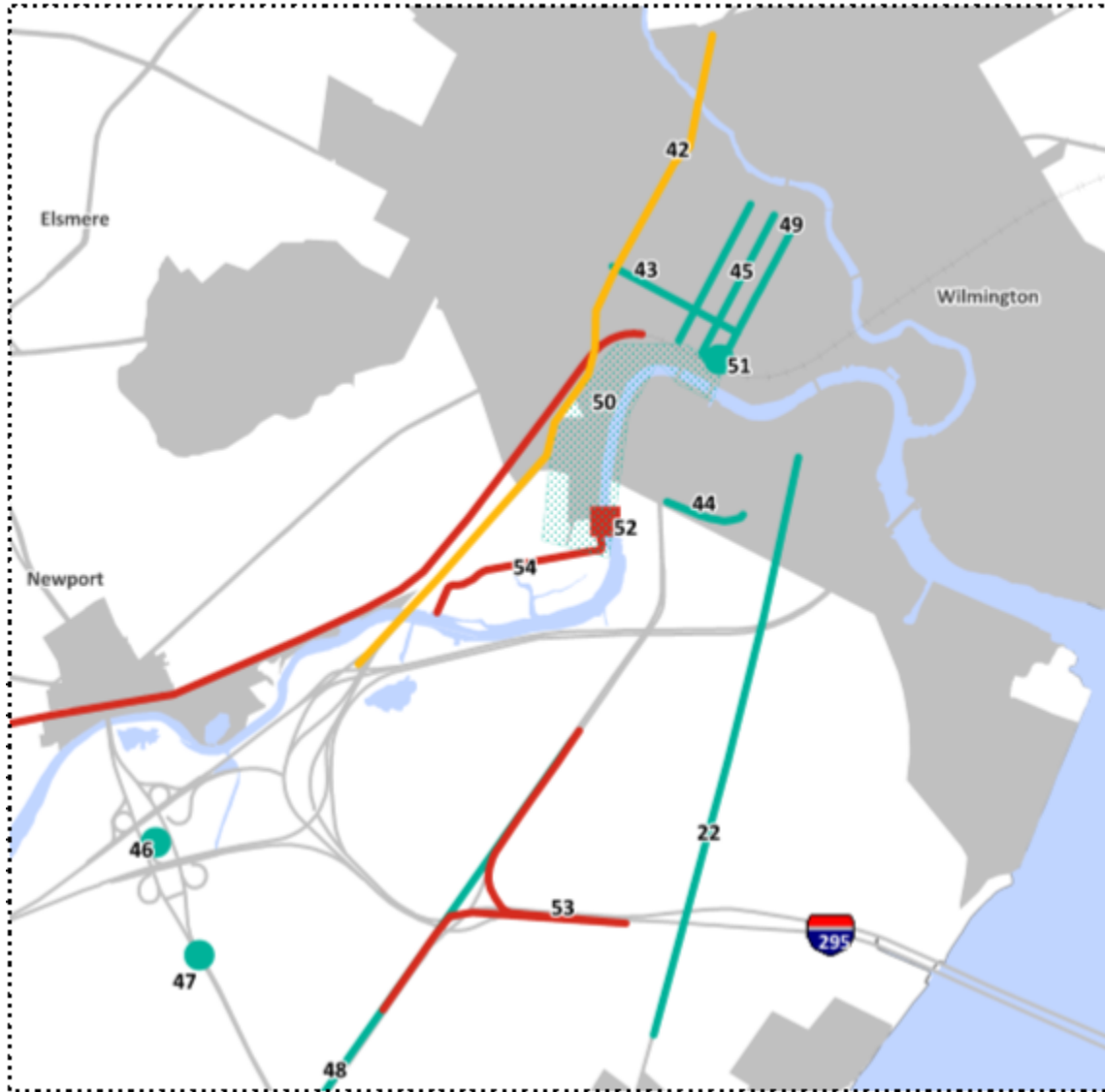
Increased funds vs. September FY 2018-21 TIP
Decreased funds vs. September FY 2018-21 TIP
New in draft TIP

Project Maps



FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT 2/26/18



D	Project
1	Cecil County Bridge Painting
2	MD 222 Bridge over Rock Run
3	MD 272 Bridge over Amtrak
4	Susquehanna River Bridge Replacement
5	Little Baltimore Pike
6	SR 9, River Road Flood Remediation
7	Claymont Train Station
8	Denny Rd / Lexington Parkway
9	Fairplay Train Station
10	I-95 & SR 896 Interchange
11	NCC Transit Center
12	Newark Train Station
13	Old Capital Trail: Newport Rd - Stanton Rd
14	Otts Chapel Rd / Welsh Tract Church Rd
15	Possum Park & Old Possum Park Intersection
16	SR 2 / Red Mill Road
17	SR 273 / Chapman Rd
18	SR 273: Appleby Rd - Airport Rd
19	SR 4 / Harmony Rd
20	SR 4 / SR 7
21	SR 4: SR 2 - SR 896
22	SR 9: Landers Ln - A St
23	US 40 / SR 7 Intersection
24	US 40 / SR 72 Interchange
25	US 40 / SR 896 Interchange
26	US 40: Salem Church Rd - Walther Rd
27	Road A/SR 7
28	SR 1: Roth Bridge to SR 273
29	SR 2, Elkton Road: MD Line to Casho Mill Rd
30	SR 72: McCoy Road - SR 71
31	Third Rail Track Expansion, Newark - Wilmington
32	Cedar Ln: Marl Pit Rd - Boyds Corner Rd
33	Jamison Corner Rd: Relocated to Boyds Corner Rd
34	Lorewood Grove Rd
35	Middletown Park and Ride
36	Shallcross Lake Rd: Graylag Rd - Boyds Corner Rd
37	US 13: Duck Creek - SR 1
38	SR 299: SR 1 to Catherine Street
39	SR 896 / Bethel Church Interchange
40	US 301: Maryland Line to SR 1
41	Boyds Corner Rd: Cedar Lane to US 13
42	I-95: I-495 - North of Brandywine River
43	4th St: Walnut St - I-95
44	Garasches Lane
45	King & Orange Sts: MLK - 13th
46	SR 141/I-95 Interchange
47	SR 141: I-95 - Jay Dr
48	US 13: US 40 - Memorial Dr Pedestrian
49	Walnut St: Front to 13th St.
50	Wilmington Riverfront Program
51	Wilmington Transit Center
52	Christina River Bridge
53	I-295 Improvements
54	NCC Industrial Track Greenway, Phase III

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

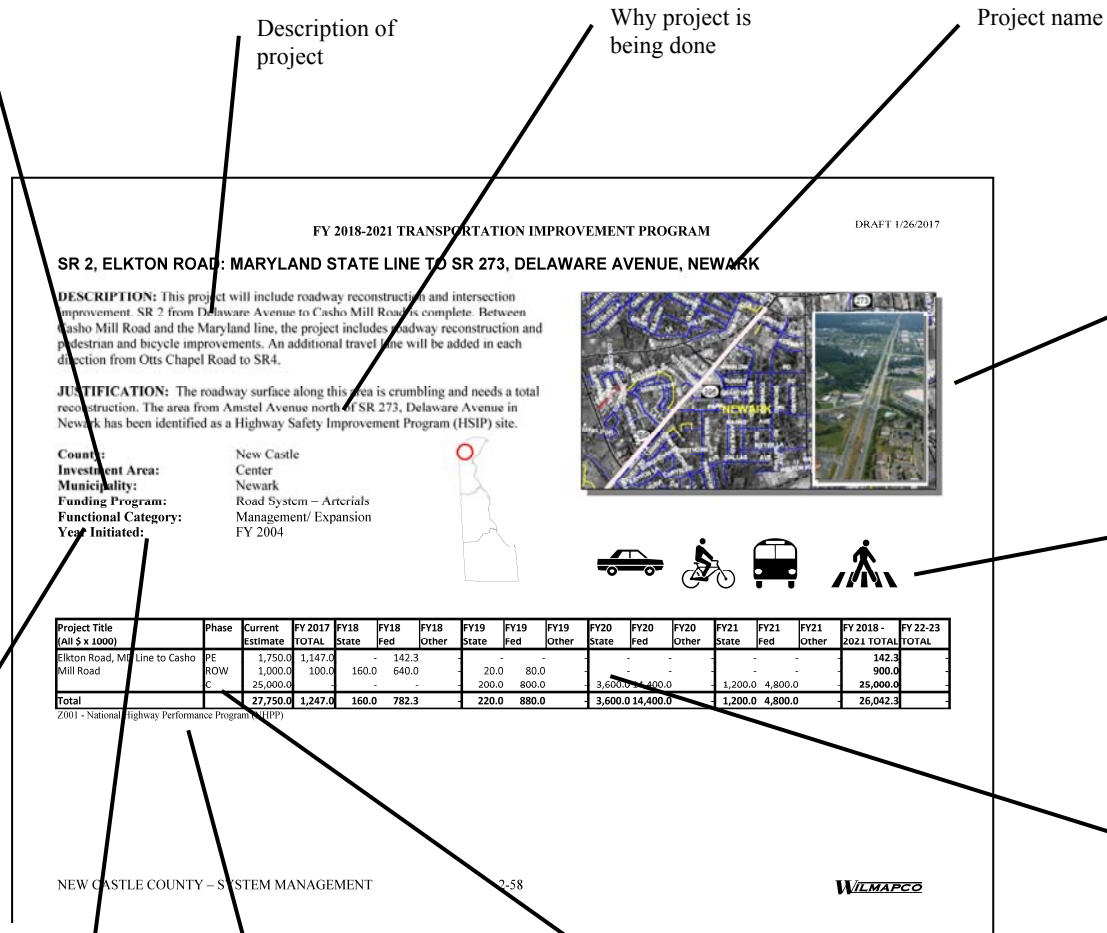
Functional categories are:

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



Icons indicate whether project addresses auto, bicycle, transit or pedestrian modes or historic preservation

Funding source for each project phase by year.

Federal funding category

Phases:

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