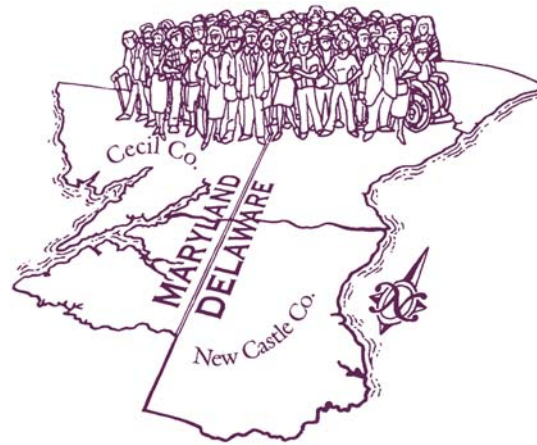


Transportation Improvement Program

Fiscal Years 2020-2023



WILMAPCO

Partners with you in transportation planning

Adopted March 7, 2019

FY 2020-2023 Transportation Improvement Program (TIP)

Prepared by the staff of the
Wilmington Area Planning Council

100 Discovery Blvd, Suite 800
Newark, Delaware 19713
(302) 737-6205
www.wilmapco.org

Adopted March 7, 2019

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.wilmingtonde.gov
DelDOT	Constructs, maintains, and repairs most of Delaware’s roads, sidewalks, bike paths, traffic signals and street signs	DelDOT External Affairs P.O. Box 778 Dover, DE 19903	(800) 652-5600	www.deldot.gov
DE Transit Corporation (DART First State)	Provides bus, Paratransit, and passenger rail services (SEPTA service) in Delaware	900 Public Safety Blvd. Dover, DE 19711	(302) 652-DART	www.dartfirststate.com
Maryland Agencies				
Cecil County Department of Public Works – Road Maintenance Division	Maintains and repairs all County roads, mows roadway shoulders and agricultural ditches, and makes minor bridge repairs	Cecil County Department of Public Works 200 Chesapeake Blvd. Elkton, MD 21921	(410) 996-6270	www.ccgov.org
Maryland State Highway Administration (SHA)	Constructs and maintains Maryland’s state roads, sidewalks, traffic signals & street signs	MD State Highway Administration 707 North Calvert Street Baltimore, MD 21202	(888) 204-4828	www.sha.state.md.us
“The Bus” Cecil County Transit	Provides transit service in Cecil County	Cecil County Dept. of Senior Services and Community Transit 200 Chesapeake Blvd. Elkton, MD 21921	(410) 996-5295	www.ceciltransit.com
Maryland Mass Transit Administration (MTA)	Operates the MARC system, light rail, Metro Subway and bus routes in Maryland	MD Mass Transit Administration 6 St. Paul Street Baltimore, MD 21202	(800) 543-9809	www.mtmaryland.com

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Introduction

The **Wilmington Area Planning Council (WILMAPCO)** is the metropolitan planning organization (MPO) for New Castle County, DE and Cecil County, MD. It is designated by the governors of both states to plan for, coordinate, and program the many transportation investments in the region. Under federal law and regulation, all plans and programs that involve federal funds or are of regional significance must be reviewed and approved through WILMAPCO. This document, the **Fiscal Year (FY) 2020-2023 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 *2050 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: DeIDOT, 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 7, 2019 to receive public comments regarding the proposed program, and again during on date to be determined in August 2019 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 2020-2023 TIP on March 7, 2019. 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. Following the adoption of an amended TIP in September, the document is submitted to FHWA and FTA for their use, and their approval of the air quality conformity if needed.

Developing the FY 2020-2022 Transportation Improvement Program Process and Schedule – Summary

- | | |
|-------------|---|
| 2018 | <ul style="list-style-type: none"> 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 DeIDOT August  Joint public workshop with DeIDOT and the Council on Transportation (September 5) |
| 2019 | <ul style="list-style-type: none"> January-March  TIP (& Air Quality Conformity is revised) released for public comment January 14-March 6 (including local government/public outreach). <ul style="list-style-type: none"> • Revise TIP based on public comments • PAC (2/18)/TAC (2/21) recommendation for adoption  TIP Public Workshop – February 7 • Council adoption of TIP (March 7) |

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 2019 | <ul style="list-style-type: none">  TIP & Air Quality Conformity released for public comment July–September <ul style="list-style-type: none"> • Revise TIP based on public comments • TAC (Aug. 15) /PAC (Aug. 12) recommendation for adoption  TIP Public Meeting • Council adoption of TIP as amended (Sept. 12) • TIP submitted to DeIDOT and MDOT for inclusion in the Statewide Transportation Improvement Program • TIP submitted to FHWA and FTA 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.



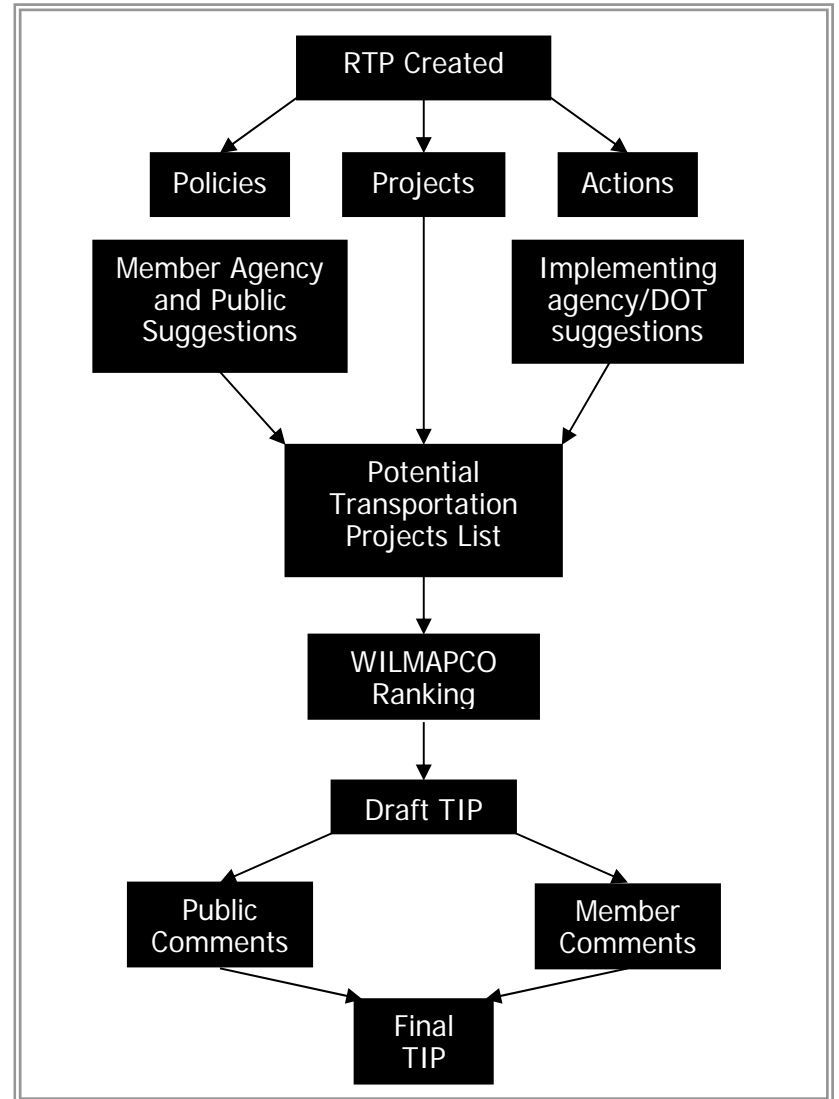
The TIP Process

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.

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:

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

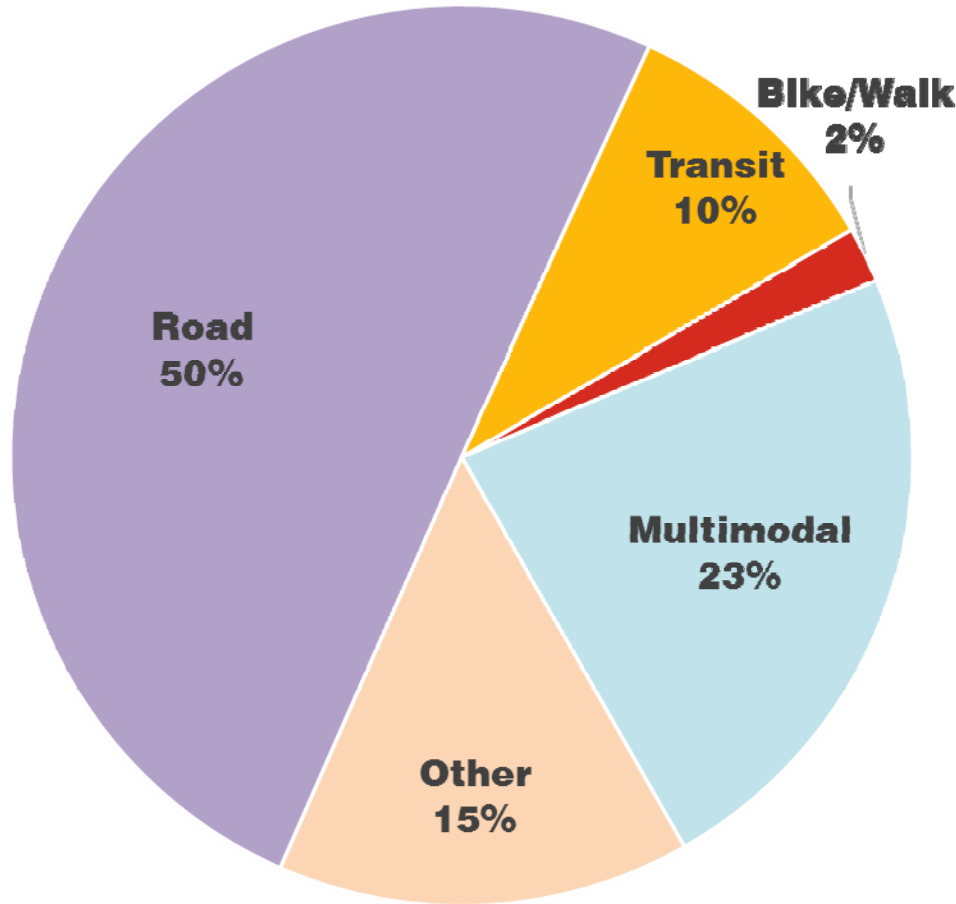
FUNDING CONTRIBUTION: Local and/or private commitment demonstrated by funding contribution.

TIP Summary Tables

FUNDING BY MODE	TOTAL FY 2020-23	PERCENT	TOTAL FY 2024-25
Bike/Ped	43,696	2%	24,764
Multimodal	510,236	23%	201,623
Other	327,654	15%	145,680
Road	1,110,006	50%	456,769
Transit	214,632	10%	35,881
Total (\$s x 1,000)	2,206,224	100%	864,717

FUNDING BY CATEGORY	TOTAL FY 2020-23	PERCENT	TOTAL FY 2024-25
Preservation	1,166,954	53%	462,328
Other	180,910	8%	90,274
Management	608,092	28%	258,912
Expansion	250,268	11%	53,204
Total (\$s x 1,000)	2,206,224	100%	864,717

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 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

March 7, 2019

Location	PROJECT TITLE (All \$ x 1,000)	MODE	TOTAL FY 20-23	TOTAL FY 2024-5
DE	Bicycle and Pedestrian Improvements	Bike/Pedestrian	26,250.0	8,000.0
DE	Recreational Trails	Bike/Pedestrian	4,528.4	2,264.2
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Bike/Pedestrian	12,917.9	14,500.0
			Bike/Pedestrian Total	43,696.3
				24,764.2
CC	Areawide Urban Street Reconstruction	Multimodal	1,380.0	-
NCC	Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Multimodal	13,625.0	2,975.0
NCC	Christina River Bridge and Approaches	Multimodal	13,529.8	-
DE	Community Transportation Fund/CTF Subdivision Paving Pilot	Multimodal	72,957.2	35,360.0
NCC	Denny Road and Lexington Parkway Intersection Improvements	Multimodal	200.0	1,150.0
NCC	Elkton Road: Maryland State Line to Casho Mill Rd	Multimodal	30,895.0	-
NCC	Garasches Lane	Multimodal	5,000.0	-
NCC	Glasgow Ave: SR 896 - US 40	Multimodal	800.0	1,500.0
NCC	Highway Safety Improvement Program, NCC	Multimodal	21,790.2	-
NCC	HSIP NCC, SR 273, Appleby Road to Airport Road	Multimodal	1,250.0	-
NCC	Jamison Corner Rd Relocated at Boyds Corner Rd	Multimodal	128.5	-
NCC	Little Baltimore Road Drainage Improvements	Multimodal	1,500.0	-
CC	MD 272 Bridge over Amtrak	Multimodal	3,797.0	-
DE	Municipal Street Aid	Multimodal	24,000.0	12,000.0
NCC	N412, Lorewood Grove Road: Rd 412A to SR 1	Multimodal	7,985.0	2,000.0
NCC	Old Capitol Trail, Newport Road to Stanton Road	Multimodal	650.0	2,200.0
NCC	Possum Park Road and Old Possum Park Road Intersection	Multimodal	1,600.0	-
NCC	Road A/SR 7 (Road, Bridge and Mall Connector Study)	Multimodal	8,307.2	-
NCC	Southbridge Transportation Network	Multimodal	-	900.0
NCC	SR 2 / Harmony Road Intersection	Multimodal	-	500.0
NCC	SR 2 / Red Mill Road Intersection	Multimodal	8,300.0	-
NCC	SR 273 / Chapman Road Intersection Improvements	Multimodal	4,050.0	10,000.0
NCC	SR 299, SR 1 to Catherine Street	Multimodal	22,233.3	-
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Multimodal	5,350.0	15,000.0
NCC	SR 72: McCoy Road to SR 71	Multimodal	15,597.4	-
NCC	SR 896: US 40 - I-95 Widening	Multimodal	1,700.0	800.0
NCC	SR 9, New Castle Ave, Landers Lane to A Street	Multimodal	600.0	3,100.0
NCC	SR141: I-95 Interchange to Jay Drive	Multimodal	78,936.1	-
NCC	SR4, Harmony Road Intersection Improvements	Multimodal	600.0	2,500.0
NCC	SR4, Ogleton Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Multimodal	650.0	1,700.0
DE	Traffic Calming	Multimodal	800.0	400.0
DE	Transportation Alternatives Program	Multimodal	21,680.6	10,328.0
CC	Transportation Enhancements/Alternatives Program - Cecil County	Multimodal	200.0	-
DE	Transportation Facilities, Statewide	Multimodal	48,350.0	16,500.0
DE	Transportation Management (inc. rideshare and signals)	Multimodal	37,400.0	17,010.0
NCC	Tyler McConnell Bridge, SR 141: Monthcanin Rd - Alapocas Rd	Multimodal	900.0	1,700.0

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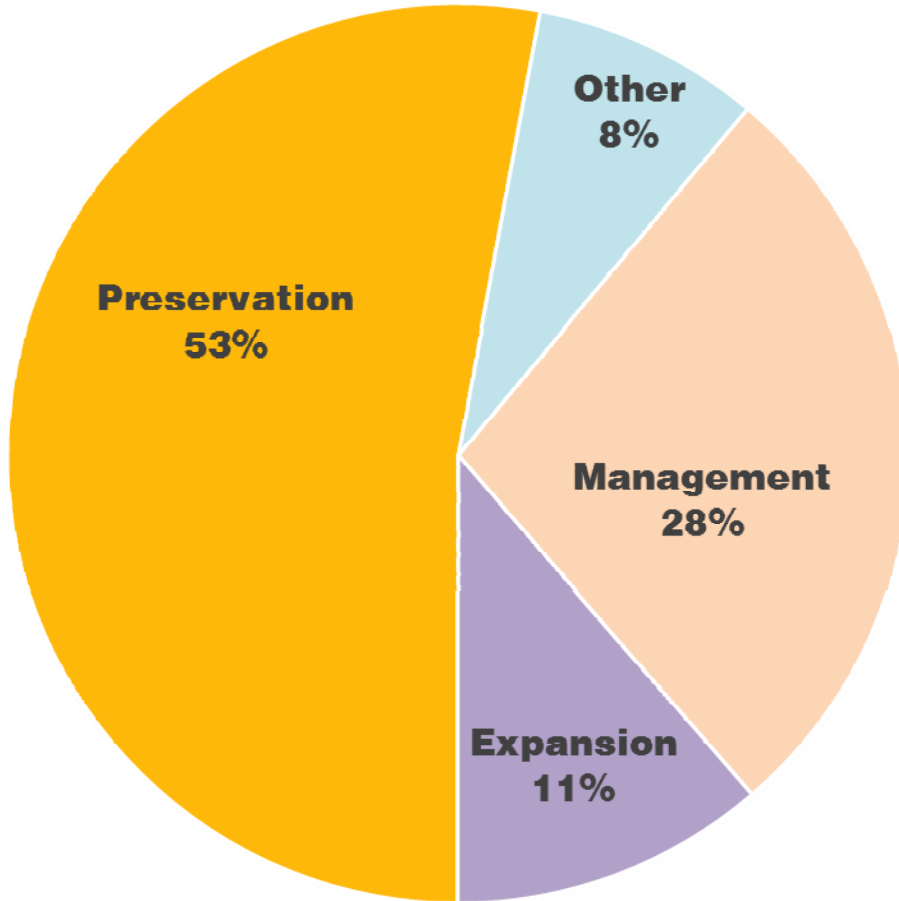
Location	PROJECT TITLE (All \$ x 1,000)	MODE	TOTAL FY 20-23	TOTAL FY 2024-5
NCC	US 13, Duck Creek to SR1	Multimodal	1,990.0	-
NCC	US 40 / SR 72 Intersection	Multimodal	5,334.5	-
NCC	US 40 and SR 7 Intersection	Multimodal	2,000.0	3,000.0
NCC	US 40 and SR 896 Grade Separated Intersection	Multimodal	13,241.8	52,500.0
NCC	US 40: Salem Church Road to Walther Road	Multimodal	14,000.0	4,000.0
NCC	Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	Multimodal	4,999.0	-
NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	Multimodal	3,000.0	-
NCC	Wilmington Initiatives: Walnut St., MLK to 13th St	Multimodal	7,500.0	4,500.0
NCC	Wilmington Initiatives: Walnut Street: Front Street to 3rd Street	Multimodal	1,000.0	-
NCC	Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	Multimodal	429.0	-
Multimodal Total			510,236.5	201,623.0
DE	Aeronautics, Statewide	Other	1,960.0	980.0
CC	Areawide Environmental Projects	Other	12,000.0	-
DE	Dam Preservation Program	Other	11,814.5	5,400.0
DE	Engineering & Contingency/Education & Training	Other	123,865.0	61,890.0
DE	Environmental Program	Other	2,252.0	1,126.0
DE	Equipment	Other	44,000.0	20,000.0
DE	Planning	Other	54,793.1	27,257.5
DE	Statewide Rail Preservation	Other	1,200.0	600.0
DE	Technology	Other	75,769.7	28,426.8
Other Total			327,654.2	145,680.3
CC	Areawide Bridge Replacement and Rehabilitation	Road	12,400.0	-
CC	Areawide Congestion Management	Road	3,940.0	-
CC	Areawide Resurfacing and Rehabilitation	Road	29,150.0	-
CC	Areawide Safety and Spot Improvements	Road	15,600.0	-
DE	Bridge Management/Inspection	Road	46,557.6	22,182.2
DE	Bridge Preservation / Bridge Painting	Road	226,937.7	87,500.0
CC	Cecil County Bridge CE-0042, Mechanics Valley Rd over CSX	Road	10,150.0	-
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Road	12,600.0	2,000.0
DE	Corridor Capacity Preservation	Road	4,000.0	2,000.0
NCC	I-295 Improvements, Westbound from I-295 to US 13	Road	3,000.0	-
NCC	I-295 Northbound from SR141 to US 13	Road	550.0	1,050.0
NCC	I-95 & SR 896 Interchange Improvements	Road	5,461.0	12,500.0
CC	I-95 / Belvidere Road Interchange [details TBD]	Road	42,625.0	-
DE	Intersection Improvements	Road	30,850.0	15,200.0
NCC	Interstate Maintenance	Road	1,025.8	-
DE	Materials & Minor Contracts	Road	35,000.0	16,000.0
CC	MD 273 Bridge over Big Elk Creek	Road	3,058.0	-
NCC	Otts Chapel Road and Welsh Track Road Intersection	Road	25.0	175.0
CC	Painting of Cecil County Bridges	Road	160.0	-
DE	Paving & Rehabilitation	Road	303,800.0	160,000.0

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Location	PROJECT TITLE (All \$ x 1,000)	MODE	TOTAL FY 20-23	TOTAL FY 2024-5
DE	Rail Crossing Safety and Rideability	Road	5,864.4	2,922.2
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	Road	167,256.3	60,058.2
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Road	41,510.9	20,373.4
DE	Signage & Pavement Markings	Road	26,858.1	13,429.0
DE	Slope Stabilization	Road	13,750.0	5,000.0
NCC	SR 1 Widening: Roth Bridge to SR 273	Road	5,871.5	6,000.0
NCC	SR 7 Median Barrier Replacement	Road	1,500.0	-
NCC	SR 896 and Bethel Church Rd Interchange	Road	750.0	8,500.0
NCC	SR 9, River Road Flood Remediation	Road	900.0	-
NCC	US 301: Maryland Line to SR 1 and GARVEE Debt Service	Road	58,854.3	21,879.2
		Road Total	1,110,005.6	456,769.3
CC	Cecil County Transit	Transit	5,098.0	-
NCC	Christiana Mall Park and Ride/NCC Transit Center	Transit	3,600.0	-
NCC	Claymont Station/Claymont Regional Transportation Center	Transit	58,914.7	-
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Transit	1,252.0	-
NCC	Middletown Park and Ride	Transit	2,500.0	-
NCC	Newark Train Station/Regional Transportation Center	Transit	27,161.5	-
NCC	SEPTA New Payment Technology (NPT)	Transit	167.3	-
CC	Susquehanna River Rail Bridge	Transit	1,000.0	-
NCC	Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	Transit	17,829.5	5,400.0
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Transit	24,925.5	-
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Transit	15,017.6	7,975.0
NCC	Transit Facilities, New Castle County	Transit	7,985.0	-
DE	Transit Facilities, Statewide	Transit	8,279.2	3,580.0
NCC	Transit Preventive Maintenance, NCC	Transit	26,000.0	13,000.0
DE	Transit Vehicles Replace & Refurbish, Statewide	Transit	14,901.4	5,925.6
		Transit Total	214,631.7	35,880.6
		Grand Total	2,206,224.3	864,717.4

TIP Funding by WILMAPCO Category



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

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Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	FY 20-23 TOTAL	TOTAL FY 2024- 5
CC	Areawide Bridge Replacement and Rehabilitation	Preservation	12,400.0	-
CC	Areawide Environmental Projects	Preservation	12,000.0	-
CC	Areawide Resurfacing and Rehabilitation	Preservation	29,150.0	-
CC	Areawide Safety and Spot Improvements	Preservation	15,600.0	-
CC	Areawide Urban Street Reconstruction	Preservation	1,380.0	-
DE	Bridge Preservation / Bridge Painting	Preservation	226,937.7	87,500.0
CC	Cecil County Bridge CE-0042, Mechanics Valley Rd over CSX	Preservation	10,150.0	-
CC	Cecil County Transit	Preservation	5,098.0	-
DE	Community Transportation Fund/CTF Subdivision Paving Pilot	Preservation	72,957.2	35,360.0
DE	Dam Preservation Program	Preservation	11,814.5	5,400.0
DE	Equipment	Preservation	44,000.0	20,000.0
NCC	Interstate Maintenance	Preservation	1,025.8	-
NCC	Little Baltimore Road Drainage Improvements	Preservation	1,500.0	-
DE	Materials & Minor Contracts	Preservation	35,000.0	16,000.0
CC	MD 273 Bridge over Big Elk Creek	Preservation	3,058.0	-
DE	Municipal Street Aid	Preservation	24,000.0	12,000.0
CC	Painting of Cecil County Bridges	Preservation	160.0	-
DE	Paving & Rehabilitation	Preservation	303,800.0	160,000.0
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	Preservation	167,256.3	60,058.2
DE	Signage & Pavement Markings	Preservation	26,858.1	13,429.0
DE	Slope Stabilization	Preservation	13,750.0	5,000.0
NCC	SR 7 Median Barrier Replacement	Preservation	1,500.0	-
NCC	SR 9, River Road Flood Remediation	Preservation	900.0	-
DE	Statewide Rail Preservation	Preservation	1,200.0	600.0
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Preservation	24,925.5	-
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Preservation	15,017.6	7,975.0
NCC	Transit Facilities, New Castle County	Preservation	7,985.0	-
DE	Transit Facilities, Statewide	Preservation	8,279.2	3,580.0
NCC	Transit Preventive Maintenance, NCC	Preservation	26,000.0	13,000.0
DE	Transit Vehicles Replace & Refurbish, Statewide	Preservation	14,901.4	5,925.6
DE	Transportation Facilities, Statewide	Preservation	48,350.0	16,500.0
			1,166,954.3	462,327.9
DE	Engineering & Contingency/Education & Training	Other	123,865.0	61,890.0
DE	Environmental Program	Other	2,252.0	1,126.0
DE	Planning	Other	54,793.1	27,257.5
			Other Total	180,910.1
DE	Aeronautics, Statewide	Management	1,960.0	980.0
CC	Areawide Congestion Management	Management	3,940.0	-
DE	Bicycle and Pedestrian Improvements	Management	26,250.0	8,000.0
DE	Bridge Management/Inspection	Management	46,557.6	22,182.2

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Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	FY 20-23 TOTAL	TOTAL FY 2024- 5
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Management	12,600.0	2,000.0
NCC	Christiana Mall Park and Ride/NCC Transit Center	Management	3,600.0	-
NCC	Claymont Station/Claymont Regional Transportation Center	Management	58,914.7	-
DE	Corridor Capacity Preservation	Management	4,000.0	2,000.0
NCC	Denny Road and Lexington Parkway Intersection Improvements	Management	200.0	1,150.0
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Management	1,252.0	-
NCC	Garasches Lane	Management	5,000.0	-
NCC	Glasgow Ave: SR 896 - US 40	Management	800.0	1,500.0
NCC	Highway Safety Improvement Program, NCC	Management	21,790.2	-
NCC	HSIP NCC, SR 273, Appleby Road to Airport Road	Management	1,250.0	-
NCC	I-95 & SR 896 Interchange Improvements	Management	5,461.0	12,500.0
DE	Intersection Improvements	Management	30,850.0	15,200.0
NCC	Jamison Corner Rd Relocated at Boyds Corner Rd	Management	128.5	-
CC	MD 272 Bridge over Amtrak	Management	3,797.0	-
NCC	Middletown Park and Ride	Management	2,500.0	-
NCC	N412, Lorewood Grove Road: Rd 412A to SR 1	Management	7,985.0	2,000.0
NCC	Newark Train Station/Regional Transportation Center	Management	27,161.5	-
NCC	Old Capitol Trail, Newport Road to Stanton Road	Management	650.0	2,200.0
NCC	Otts Chapel Road and Welsh Track Road Intersection	Management	25.0	175.0
NCC	Possum Park Road and Old Possum Park Road Intersection	Management	1,600.0	-
DE	Rail Crossing Safety and Rideability	Management	5,864.4	2,922.2
DE	Recreational Trails	Management	4,528.4	2,264.2
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Management	41,510.9	20,373.4
NCC	SEPTA New Payment Technology (NPT)	Management	167.3	-
NCC	SR 2 / Harmony Road Intersection	Management	-	500.0
NCC	SR 2 / Red Mill Road Intersection	Management	8,300.0	-
NCC	SR 273 / Chapman Road Intersection Improvements	Management	4,050.0	10,000.0
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Management	5,350.0	15,000.0
NCC	SR 9, New Castle Ave, Landers Lane to A Street	Management	600.0	3,100.0
NCC	SR141: I-95 Interchange to Jay Drive	Management	78,936.1	-
NCC	SR4, Harmony Road Intersection Improvements	Management	600.0	2,500.0
NCC	SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Management	650.0	1,700.0
CC	Susquehanna River Rail Bridge	Management	1,000.0	-
DE	Technology	Management	75,769.7	28,426.8
DE	Traffic Calming	Management	800.0	400.0
DE	Transportation Alternatives Program	Management	21,680.6	10,328.0
CC	Transportation Enhancements/Alternatives Program - Cecil County	Management	200.0	-
DE	Transportation Management (inc. rideshare and signals)	Management	37,400.0	17,010.0
NCC	US 13, Duck Creek to SR1	Management	1,990.0	-
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Management	12,917.9	14,500.0
NCC	US 40 / SR 72 Intersection	Management	5,334.5	-
NCC	US 40 and SR 7 Intersection	Management	2,000.0	3,000.0

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Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	FY 20-23 TOTAL	TOTAL FY 2024- 5
NCC	US 40 and SR 896 Grade Separated Intersection	Management	13,241.8	52,500.0
NCC	Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	Management	4,999.0	-
NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	Management	3,000.0	-
NCC	Wilmington Initiatives: Walnut St., MLK to 13th St	Management	7,500.0	4,500.0
NCC	Wilmington Initiatives: Walnut Street: Front Street to 3rd Street	Management	1,000.0	-
NCC	Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	Management	429.0	-
Management Total			608,092.0	258,911.8
NCC	Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Expansion	13,625.0	2,975.0
NCC	Christina River Bridge and Approaches	Expansion	13,529.8	-
NCC	Elkton Road: Maryland State Line to Casho Mill Rd	Expansion	30,895.0	-
NCC	I-295 Improvements, Westbound from I-295 to US 13	Expansion	3,000.0	-
NCC	I-295 Northbound from SR141 to US 13	Expansion	550.0	1,050.0
CC	I-95 / Belvidere Road Interchange [details TBD]	Expansion	42,625.0	-
NCC	Road A/SR 7 (Road, Bridge and Mall Connector Study)	Expansion	8,307.2	-
NCC	Southbridge Transportation Network	Expansion	-	900.0
NCC	SR 1 Widening: Roth Bridge to SR 273	Expansion	5,871.5	6,000.0
NCC	SR 299, SR 1 to Catherine Street	Expansion	22,233.3	-
NCC	SR 72: McCoy Road to SR 71	Expansion	15,597.4	-
NCC	SR 896 and Bethel Church Rd Interchange	Expansion	750.0	8,500.0
NCC	SR 896: US 40 - I-95 Widening	Expansion	1,700.0	800.0
NCC	Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	Expansion	17,829.5	5,400.0
NCC	Tyler McConnell Bridge, SR 141: Monthcanin Rd - Alapocas Rd	Expansion	900.0	1,700.0
NCC	US 301: Maryland Line to SR 1 and GARVEE Debt Service	Expansion	58,854.3	21,879.2
NCC	US 40: Salem Church Road to Walther Road	Expansion	14,000.0	4,000.0
Expansion Total			250,267.9	53,204.2
Grand Total			2,206,224.3	864,717.4

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

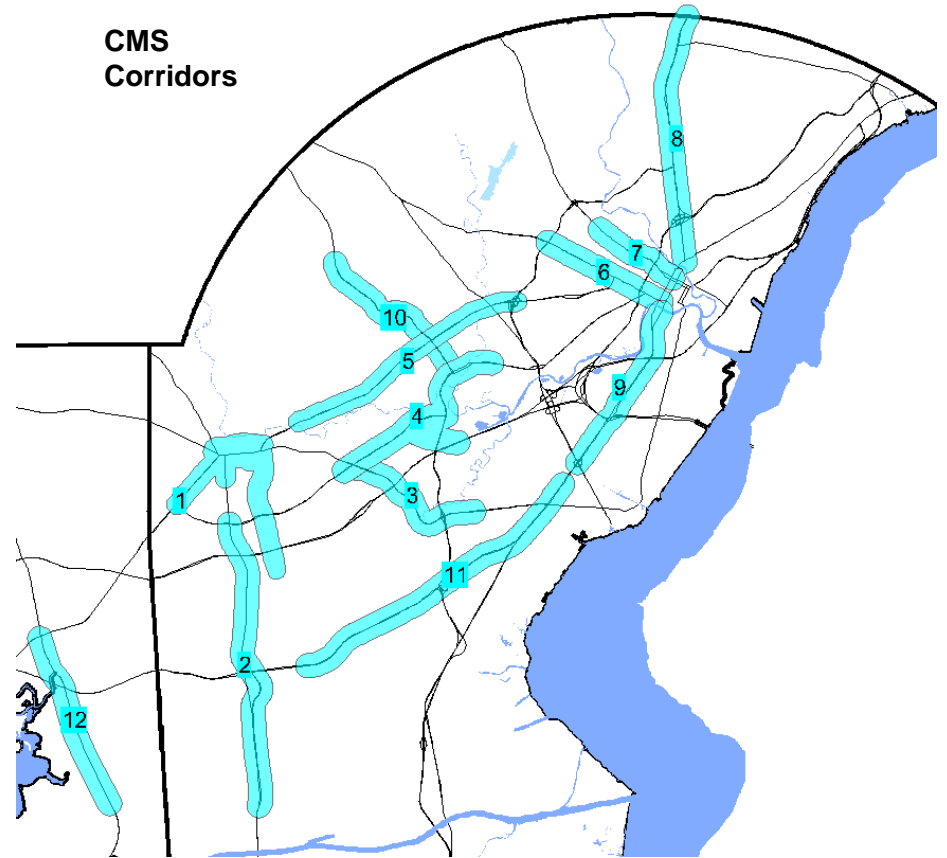
To facilitate evaluation, a “toolbox” of congestion mitigation measures was assembled that includes all strategies that could be used to address congestion. This strategy “toolbox” was set-up in a hierarchy so that the first strategies take precedence over those below. The general categories for this 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	SR 896: I-95 – US 40 Widening
#2	Glasgow Avenue
# 2	US 40 and 896 interchange - Grade Separated Intersection
#2	I-95 and SR 896 Interchange
#3	SR 273 / Chapman Road Intersection
#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
#5	SR 2 / Harmony Road, 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.
#9	I-295 Improvements
#8	none
#9	US 13: US 40 - Memorial Dr Pedestrian Improvements
#10	none
#11	US 40 and SR 7 Intersection Improvements
#11	US 40 Widening: Salem Church Rd to Walther Rd
#11	US 40 / SR 72 Intersection Improvements
#12	none



Addressing Transportation Equity

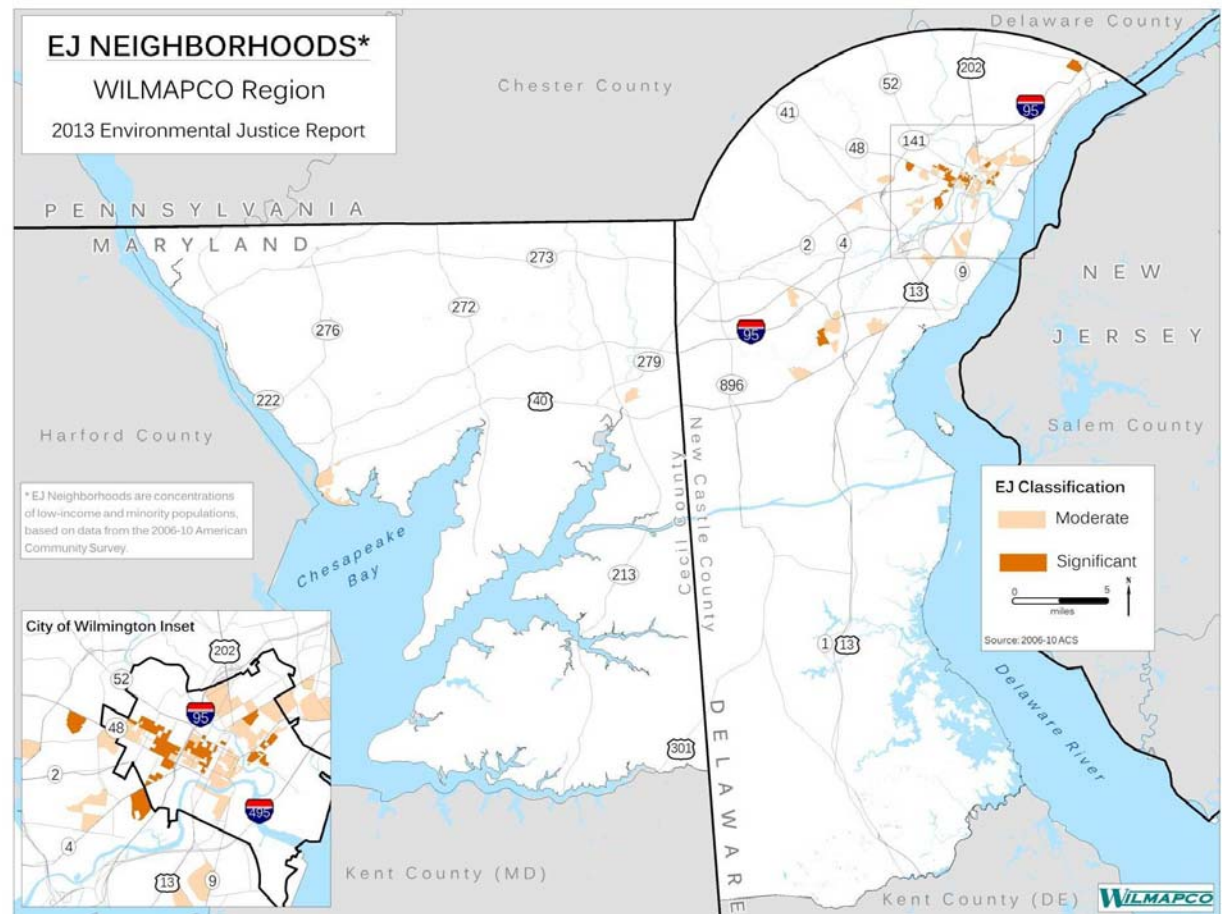
Transportation Equity, often referred to as Environmental Justice (EJ), is based in Title VI of the Civil Rights Act of 1964 and a 1994 Presidential Executive Order making equity part of the mission of every federal agency. As an MPO, we serve as the forum where DOTs, transit providers, local agencies,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



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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 2019-2022 TIP

Increased funds vs. September FY 2019-22 TIP

Decreased funds vs. September FY 2019-22 TIP

New in draft TIP

PROJECT TITLE (All \$ x 1,000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	FY 2023 TOTAL	FY 20-23 TOTAL
DELAWARE- STATEWIDE						
Aeronautics, Statewide	-	-	-	-	-	-
Bicycle and Pedestrian Improvements	-	-	3,900.0	-	-	3,900.0
Bridge Management/Inspection	185.0	(98.8)	95.3	96.8	411.8	505.0
Bridge Preservation / Bridge Painting	(2,673.6)	16,472.2	(2,004.1)	-	-	14,468.1
Community Transportation Fund/CTF Subdivision Paving Pilot	(2,237.2)	2,237.2	-	-	-	2,237.2
Corridor Capacity Preservation	-	-	-	-	-	-
Dam Preservation Program	(304.7)	584.5	-	-	-	584.5
Engineering & Contingency/Education & Training	80.0	-	85.0	250.0	250.0	585.0
Environmental Program	-	-	-	-	-	-
Equipment	-	-	-	-	-	-
Intersection Improvements	-	-	-	-	-	-
Materials & Minor Contracts	-	-	-	-	-	-
Municipal Street Aid	-	-	-	-	-	-
Paving & Rehabilitation	-	-	-	-	-	-
Planning	(4.9)	50.1	50.1	50.1	50.1	200.3
Rail Crossing Safety and Rideability	(20.0)	20.0	-	-	-	20.0
Recreational Trails	-	-	-	-	-	-
Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	1,771.3	3,948.5	(2,207.1)	(11.3)	(11.3)	1,719.0
Signage & Pavement Markings	-	-	-	-	-	-
Slope Stabilization	-	-	-	750.0	-	750.0
Statewide Rail Preservation	-	-	-	-	-	-
Technology	(9,025.0)	15,900.0	-	-	-	15,900.0
Traffic Calming	-	-	-	-	-	-
Transit Facilities, Statewide	482.6	(40.4)	-	-	-	(40.4)
Transit Vehicles Replace & Refurbish, Statewide	(667.1)	31.9	(0.0)	(0.0)	(0.0)	31.9
Transportation Alternatives Program	-	-	-	-	-	-
Transportation Facilities, Statewide	-	350.0	-	-	-	350.0
Transportation Management (inc. rideshare and signals)	(4,910.0)	2,410.0	-	-	-	2,410.0
NEW CASTLE COUNTY						
Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	-	-	-	-	-	-
Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	(440.0)	500.0	-	-	-	500.0
Christiana Mall Park and Ride/NCC Transit Center	-	-	-	-	-	-
Christina River Bridge and Approaches	(2,299.7)	3,571.2	-	-	-	3,571.2

FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

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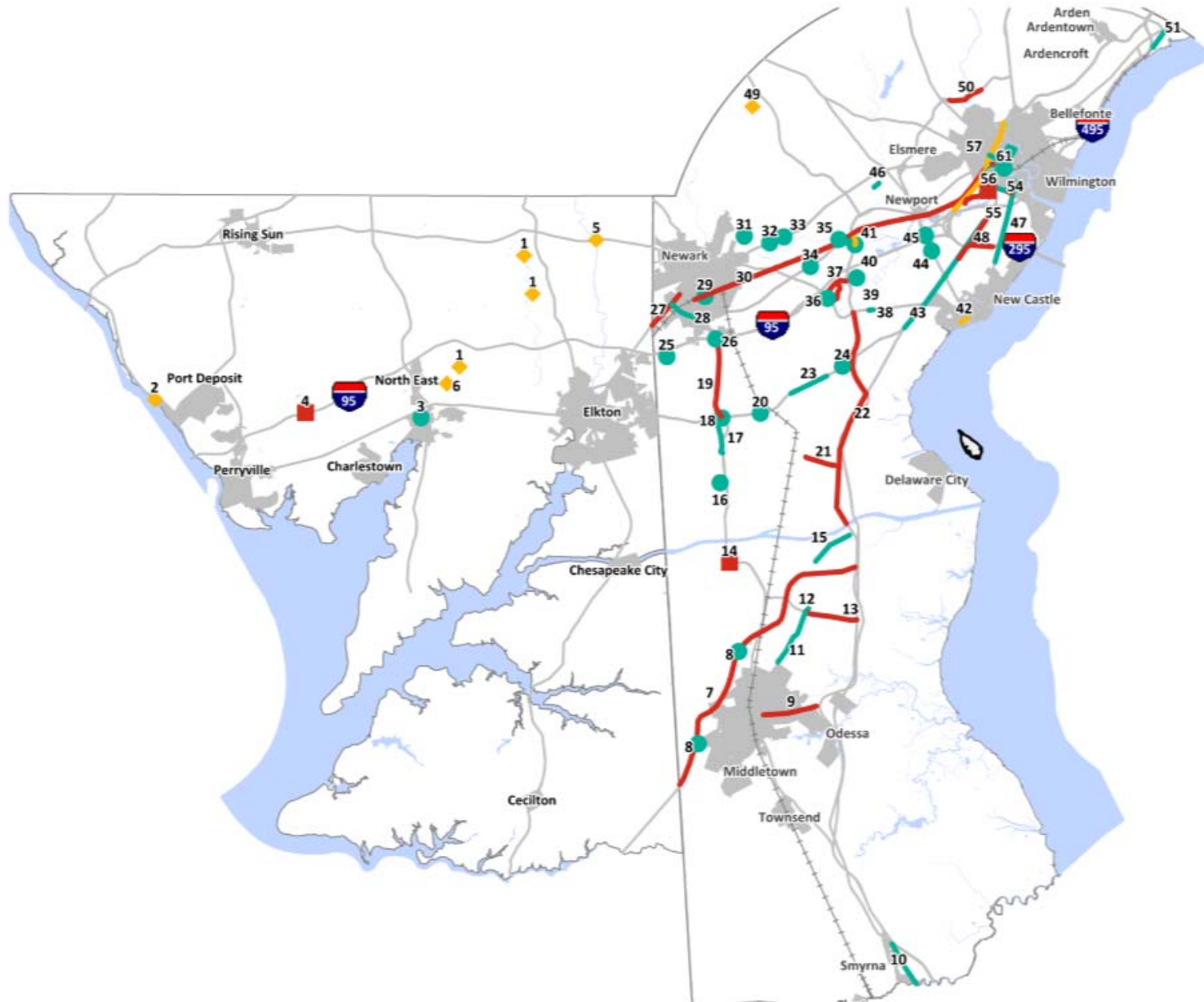
PROJECT TITLE (All \$ x 1,000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	FY 2023 TOTAL	FY 20-23 TOTAL
Claymont Station/Claymont Regional Transportation Center	1,500.0	2,327.6	2,800.0	11,746.1	-	16,873.7
Denny Road and Lexington Parkway Intersection Improvements	-	-	-	-	-	-
Elkton Road: Maryland State Line to Casho Mill Rd	(1,554.7)	1,125.0	-	770.0	-	1,895.0
Fairplay Station Churchman's Crossing Parking Expansion	-	-	-	-	-	-
Garasches Lane	167.6	(800.0)	800.0	-	-	-
Glasgow Ave: SR 896 - US 40					400.0	400.0
Highway Safety Improvement Program, NCC	(5,516.1)	6,468.6	2,195.8	-	-	8,664.4
HSIP NCC, SR 273, Appleby Road to Airport Road	(1,250.0)	1,250.0	-	-	-	1,250.0
I-295 Improvements, Westbound from I-295 to US 13	-	-	-	-	-	-
I-295 Northbound from SR141 to US 13	-	-	-	-	-	-
I-95 & SR 896 Interchange Improvements	(750.0)	-	-	(41.3)	750.0	708.7
Interstate Maintenance	-	-	-	-	-	-
Jamison Corner Rd Relocated at Boyds Corner Rd	-	-	-	-	-	-
Little Baltimore Road Drainage Improvements	-	-	-	-	-	-
Middletown Park and Ride	-	-	-	-	-	-
N412, Lorewood Grove Road: Rd 412A to SR 1	-	-	-	-	-	-
Newark Train Station/Regional Transportation Center	(5,585.8)	6,641.9	-	-	-	6,641.9
Old Capitol Trail, Newport Road to Stanton Road	-	-	-	-	-	-
Otts Chapel Road and Welsh Track Road Intersection	-	-	-	-	-	-
Possum Park Road and Old Possum Park Road Intersection	-	-	-	-	-	-
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	(4,540.4)	(10,055.5)	(50,088.1)	5,200.0	35,200.0	(19,743.7)
Road A/SR 7 (Road, Bridge and Mall Connector Study)	(3,176.4)	3,407.2	(100.0)	-	-	3,307.2
SEPTA New Payment Technology (NPT)	(91.4)	167.3	-	-	-	167.3
Southbridge Transportation Network						
SR 1 Widening: Roth Bridge to SR 273	-	-	-	-	-	-
SR141: I-95 Interchange to Jay Drive	198.2	8,641.7	7,294.4	2,000.0	-	17,936.1
SR 2 / Red Mill Road Intersection	-	-	-	-	-	-
SR 2 / Harmony Road Intersection						
SR 273 / Chapman Road Intersection Improvements	-	-	-	-	-	-
SR 299, SR 1 to Catherine Street	(2,074.7)	2,120.0	100.0	13.3	-	2,233.3
SR 4, Christina Parkway: SR 2 to SR 896	-	-	-	-	-	-
SR4, Harmony Road Intersection Improvements	-	-	-	-	-	-
SR4, Oglestown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	-	-	-	-	-	-
SR 7 Median Barrier Replacement						
SR 72: McCoy Road to SR 71	707.2	(6,563.8)	3,000.0	6,000.0	-	2,436.2
SR 9, River Road Flood Remediation	(300.0)	150.0	150.0	-	-	300.0
SR 9, New Castle Ave, Landers Lane to A Street	-	-	-	-	-	-
SR 896 and Bethel Church Rd Interchange	100.0	-	-	-	-	-
SR 896: US 40 - I-95 Widening					850.0	850.0
Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	9,465.8	-	-	-	-	-
Transit Facilities, New Castle County	(20.5)	4,110.0	-	-	-	4,110.0

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PROJECT TITLE (All \$ x 1,000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	FY 2023 TOTAL	FY 20-23 TOTAL
Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	(8,448.0)	8,807.2	-	-	-	8,807.2
Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	21.0	783.9	-	-	-	783.9
Transit Preventive Maintenance, NCC	-	-	-	-	-	-
Tyler McConnell Bridge, SR 141: Monthcanin Rd - Alapocas Rd					900.0	900.0
US 13, Duck Creek to SR1	-	-	-	-	-	-
US 13: US 40 to Memorial Drive Pedestrian Improvements	500.0	400.0	100.0	-	-	500.0
US 301: Maryland Line to SR 1 and GARVEE Debt Service	21,485.2	(11,064.1)	-	-	-	(11,064.1)
US 40 and SR 7 Intersection					2,000.0	2,000.0
US 40 and SR 896 Grade Separated Intersection	(1,000.0)	48.1	500.0	500.0	-	1,048.1
US 40 / SR 72 Intersection	-	-	-	-	-	-
US 40: Salem Church Road to Walther Road	(600.0)	600.0	-	-	-	600.0
Wilmington Initiatives: 4th St., Walnut St. to I-95	-	-	-	-	-	-
Wilmington Initiatives: Walnut Street: Front Street to 3rd_ Street	(370.7)	1,000.0	-	-	-	1,000.0
Wilmington Initiatives: Walnut St., MLK to 13th-St	(100.0)	100.0	-	-	-	100.0
Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	1.0	(1.0)	-	-	-	(1.0)
Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	-	-	-	-	-	-
CECIL COUNTY						
Areawide Bridge Replacement and Rehabilitation	-	(210.0)	(210.0)	(210.0)	3,100.0	2,470.0
Areawide Congestion Management	-	10.0	10.0	(465.0)	985.0	540.0
Areawide Environmental Projects	-	(120.0)	(120.0)	(120.0)	3,000.0	2,640.0
Areawide Resurfacing and Rehabilitation	-	400.0	400.0	-	6,700.0	7,500.0
Areawide Safety and Spot Improvements	-	(1,110.0)	(1,110.0)	(1,110.0)	3,900.0	570.0
Areawide Urban Street Reconstruction	-	(5.0)	(5.0)	(5.0)	345.0	330.0
Cecil County Bridge CE-0042, Mechanics Valley Rd over CSX	-	10,150.0	-	-	-	10,150.0
I-95 / Belvidere Road Interchange [details TBD]	-	6,825.0	14,800.0	21,000.0	-	42,625.0
MD 272 Bridge over Amtrak	-	3,123.0	674.0	(1,661.0)	-	2,136.0
MD 273 Bridge over Big Elk Creek	-	(561.0)	2.0	2.0	1.0	(556.0)
Painting of Cecil County Bridges	-	-	-	-	80.0	80.0
Rural Transit - Operating Assistance	-	-	-	-	656.0	656.0
Small Urban Transit - Capital Assistance (Section 5310)	-	-	-	-	-	-
Small Urban Transit - Operating/Capital Assistance (5307)	-	-	-	-	1,041.0	1,041.0
Susquehanna River Rail Bridge	-	-	-	-	500.0	500.0
Transportation Enhancements/Alternatives Program - Cecil County	-	33.0	33.0	(590.3)	50.0	(474.3)
Delaware Statewide Subtotal	(17,323.6)	41,865.4	(80.8)	1,135.6	700.6	43,620.7
New Castle County Subtotal	(3,972.4)	25,235.3	(33,248.0)	27,438.1	40,100.0	59,525.4
Cecil County Subtotal	-	18,535.0	14,474.0	16,840.7	20,358.0	70,207.7
TOTAL	(21,296.0)	85,635.7	(18,854.8)	45,414.4	61,158.6	173,353.8

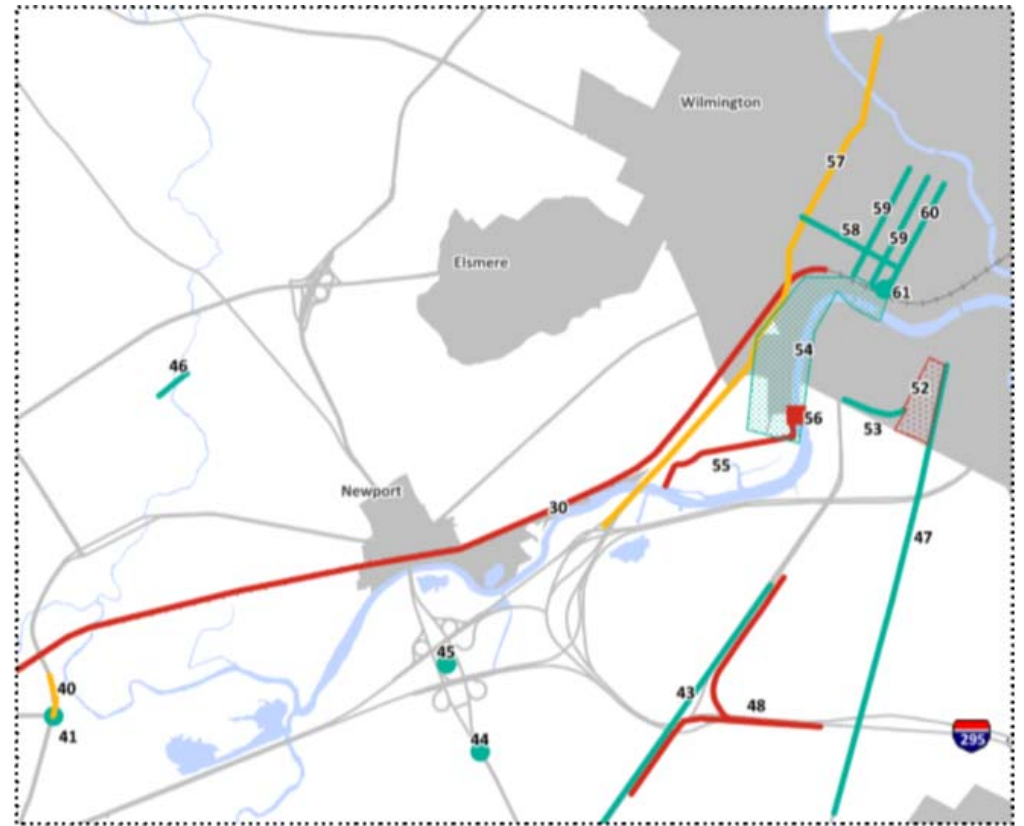
Project Maps



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- 1 Cecil County Bridge Painting
- 2 MD 222 Bridge over Rock Run
- 3 MD 272 Bridge over Amtrak
- 4 I-95 / Belvidere Rd Interchange
- 5 MD 273 Bridge over Big Elk Creek
- 6 Mechanics Valley Rd Bridge over CSX
- 7 US 301: Maryland Line - SR 1
- 8 Middletown Park and Ride
- 9 SR 299: SR 1 - Catherine St
- 10 US 13: Duck Creek - SR 1
- 11 Cedar Ln: Marl Pit Rd - Boyds Corner Rd
- 12 Jamison Corner Rd: Relocated to Boyds Corner Rd
- 13 Boyds Corner Rd: Cedar Lane - US 13
- 14 SR 896 / Bethel Church Interchange
- 15 Lorewood Grove Rd: Rt 412A - SR 1
- 16 Denny Rd / Lexington Pkwy
- 17 Glasgow Ave
- 18 US 40 / SR 896 Interchange
- 19 SR 896 Widening
- 20 US 40 / SR 72 Interchange
- 21 SR 72: McCoy Road - SR 71
- 22 SR 1: Roth Bridge - SR 273
- 23 US 40: Salem Church Rd - Walther Rd
- 24 US 40 / SR 7 Intersection
- 25 Otts Chapel Rd / Welsh Tract Church Rd
- 26 I-95 / SR 896 Interchange
- 27 Elkton Rd: MD Line - Casho Mill Rd
- 28 SR 4: SR 2 - SR 896
- 29 Newark Train Station
- 30 Third Rail Track Expansion, Newark - Wilmington
- 31 Possum Park Rd / Old Possum Park Rd
- 32 SR 2 / Red Mill Rd
- 33 SR 2 / Harmony Rd
- 34 SR 4 / Harmony Rd
- 35 Fairplay Train Station
- 36 SR 273 / Chapman Rd
- 37 Road A/SR 7
- 38 SR 273: Appleby Rd - Airport Rd
- 39 New Castle County Transit Center
- 40 SR 7 Median Barrier
- 41 SR 4 / SR 7
- 42 SR 9, River Road Flood Remediation
- 43 US 13: US 40 - Memorial Dr Pedestrian
- 44 SR 141: I-95 - Jay Dr



- 45 I-95 / SR 141 Interchange
- 46 Old Capital Trail: Newport Rd - Stanton Rd
- 47 SR 9: Landers Ln - A St
- 48 I-295 Improvements
- 49 Little Baltimore Pike
- 50 Tyler McConnell Bridge
- 51 Claymont Train Station
- 52 Southbridge Transportation Network
- 53 Garasches Lane
- 54 Wilmington Riverfront Program
- 55 Industrial Track Greenway
- 56 Christina River Bridge
- 57 I-95: I-495 - N. of Brandywine River
- 58 4th St: Walnut St - I-95
- 59 King & Orange Sts: MLK Blvd - 13th St
- 60 Walnut St: Front St - 13th St
- 61 Wilmington Transit Center

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


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GARASCHE LANE

DESCRIPTION: The Garasches Lane project will provide efficient access and safety for all modes of travel between the Southridge neighborhood and the Wilmington Riverfront. The A Street project will provide a shared use path on the south side of A Street between S Walnut St and S Church St in the City of Wilmington. The sidewalk on A Street between S Church St and S Buttonwood St will be reconstructed.

JUSTIFICATION: DelDOT was awarded a Federal grant to respond to community concerns regarding safe and proper pedestrian and bike connections between the growing Riverfront district in Wilmington and the nearby community of Southridge. This is keeping with the Federal Highways "Livability" initiatives in urban areas.


County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Road
Functional Category: Management
Year Initiated: FY 2012



Project Title (\$x 1000)	Phase	Current Estimate	FY20			FY21			FY22			FY23			TOTAL FY 20-23	TOTAL FY 24-25
			State	Fed	Other	State	Fed	Other	State	Fed	Other	State	Fed	Other		
Garasches Lane, Wilmington	PD	652	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PE	350	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	4,300	0	0	0	860	3,440	0	0	0	0	0	0	0	4,300	0
A Street Shared Use Path, Wilmington	C	700	40	160	0	100	400	0	0	0	0	0	0	0	700	0
Southridge Transportation Network, Wilmington, Phase 2	PE	900	0	0	0	0	0	0	0	0	0	0	0	0	0	900
	ROW	2,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		13,902	40	160	0	960	3,840	0	0	0	0	0	0	5,000	900	0

Z130 - Surface Transportation Block Grant Program - FAST

NEW CASTLE COUNTY - SYSTEM MANAGEMENT 2-6 

Federal funding category

Phases:

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

Funding source for each project phase by year.

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

Location map

Description of project

Why project is being done

Project name