

WILMAPCO Council

Action Item Summary Sheet

Meeting Date: March 10, 2022

Action Item #10: To Release the Draft FY 2023-2026 Transportation Improvement Program (TIP) for Public Comment.

Description/Summary of Item:

A 30-day public comment period is required as part of the TIP development process. This action would release the TIP for public comment beginning March 18 through April 29. A virtual Public Workshop is scheduled for April 6.

Summary of Action Taken by PAC:

The WILMAPCO PAC did not take action on this item. They will review the materials at the April 18 meeting.

Summary of Action Taken by TAC:

The WILMAPCO TAC will review the materials at their March 17 meeting.

Summary of Action Taken by Subcommittee/Task Force (if applicable):

The Air Quality Subcommittee recommended approval of the conformity determination at their joint meeting with the TAC on December 16, 2021.

WILMAPCO Staff Recommendations:

The WILMAPCO staff recommends that the Council release the draft FY 2023-2026 TIP for public comment.

WILMAPCO Council:

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

David L. Edgell
*Delaware Office of State Planning
Coordination, Director*

Danielle Hornberger
Cecil County Executive

Michael Kline
Mayor of North East

Nicole Majeski
*Delaware Dept. of Transportation
Secretary*

Matthew Meyer
New Castle County Executive

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

Michael S. Purzycki
Mayor of Wilmington

Eric Scott Thompson
Mayor of Elsmere

WILMAPCO Executive Director
Tigist Zegeye

DRAFT RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE RELEASE OF THE DRAFT FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM FOR A PUBLIC REVIEW PERIOD

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

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

WHEREAS, the projects included in the FY 2023-2026 TIP are drawn from the an air quality conforming *2050 Regional Transportation Plan (RTP)* that is the basis for the Cecil County and New Castle County portions of the respective Statewide Capital Transportation Programs for Maryland and Delaware; and

WHEREAS, the FY 2023-2026 TIP has undergone appropriate technical review and has been found to be air quality conforming; and

WHEREAS, the public will have the opportunity to comment on the Draft FY 2023-2026 TIP at the upcoming public workshop; and

WHEREAS, the MPO has determined that the projects are financially constrained, as directed by 23 CFR 450.326; and

WHEREAS, the FY 2023 projects contained in the FY 2023-2026 TIP will be utilized as the priority list of projects;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby approve the release of the draft FY 2023-2026 Transportation Improvement Program for a public review period.

Date:

John Sisson, Chairperson
Wilmington Area Planning Council

| line # | Location | AQ Model In-service Year | Funding Status | | | Draft FY 2023-2026 Transportation Improvement Program (February 2022) | | | | | | | Difference Amended FY 20-23 TIP (5/20) vs Draft FY 23-26 TIP (2/22) | | | | |
|---------------------|-------------------|--------------------------|-----------------------------------------------------------------------|------------------------------------|------------------|-----------------------------------------------------------------------|---------------|---------------|---------------|---------------|----------------|----------------|---------------------------------------------------------------------|---------------|---------------|---------------|----------------|
| | | | Increased funds vs. September 2020 | Decreased funds vs. September 2020 | New in draft TIP | Current Estimate Total | FY 2023 TOTAL | FY 2024 TOTAL | FY 2025 TOTAL | FY 2026 TOTAL | FY 23-26 TOTAL | FY 27-28 TOTAL | FY 2023 TOTAL | FY 2024 TOTAL | FY 2025 TOTAL | FY 2026 TOTAL | FY 23-26 TOTAL |
| DELAWARE- STATEWIDE | | | | | | | | | | | | | | | | | |
| 2 | DE | | Aeronautics, Statewide | Management | Other | 5,840.0 | 990.0 | 990.0 | 990.0 | 990.0 | 3,960.0 | 1,880.0 | - | - | - | - | |
| 3 | DE | | Bicycle and Pedestrian Improvements/ <u>Ped ADA</u> | Management | Bike/Pedestrian | 76,500.0 | 16,080.0 | 12,250.0 | 12,000.0 | 12,000.0 | 52,330.0 | 24,000.0 | 11,080.0 | 2,250.0 | 2,000.0 | 2,000.0 | 17,330.0 |
| 4 | DE | | Bridge Management/Inspection | Management | Road | 124,900.0 | 21,110.0 | 24,330.0 | 19,330.0 | 19,330.0 | 84,100.0 | 40,740.0 | 5,054.7 | 7,450.3 | 3,291.6 | 3,263.6 | 19,060.1 |
| 5 | DE | | Bridge Preservation / Bridge Painting | Preservation | Road | 433,614.0 | 59,127.1 | 67,434.7 | 67,979.7 | 58,500.0 | 253,041.5 | 116,000.0 | 4,717.1 | 9,615.3 | 104.1 | 21,500.0 | 35,936.5 |
| 6 | DE | | <u>Carbon Reduction Program</u> | Other | Other | 27,098.3 | 5,400.0 | 5,400.0 | 5,400.0 | 5,400.0 | 21,600.0 | 5,400.0 | 5,400.0 | 5,400.0 | 5,400.0 | 5,400.0 | 21,600.0 |
| 7 | DE | | Community Transportation Fund/CTF Subdivision Paving Pilot | Preservation | Multimodal | 156,080.0 | 22,680.0 | 22,680.0 | 22,680.0 | 22,680.0 | 90,720.0 | 45,360.0 | 5,000.0 | 5,000.0 | 5,000.0 | 5,000.0 | 20,000.0 |
| 8 | DE | | Corridor Capacity Preservation | Management | Road | 15,000.0 | 1,000.0 | 2,000.0 | 3,000.0 | 3,000.0 | 9,000.0 | 6,000.0 | - | - | - | - | - |
| 9 | DE | | Dam Preservation Program | Preservation | Other | 19,709.5 | 4,187.0 | 2,700.0 | 2,700.0 | 2,700.0 | 12,287.0 | 5,400.0 | 1,457.0 | - | - | - | 1,457.0 |
| 10 | DE | | <u>Electric Vehicle Program</u> | Other | Other | 17,683.0 | 3,500.0 | 3,500.0 | 3,500.0 | 3,500.0 | 14,000.0 | 3,500.0 | 3,500.0 | 3,500.0 | 3,500.0 | 3,500.0 | 14,000.0 |
| 11 | DE | | Engineering & Contingency/Education & Training | Other | Other | 210,434.1 | 38,146.3 | 35,646.3 | 34,335.3 | 34,035.3 | 142,163.3 | 68,270.7 | 5,716.0 | 4,216.0 | 2,905.0 | 2,605.0 | 15,442.0 |
| 12 | DE | | Environmental Program | Other | Other | 5,658.0 | 1,218.0 | 1,768.0 | 668.0 | 668.0 | 4,322.0 | 1,336.0 | 300.0 | 1,100.0 | - | - | 1,400.0 |
| 13 | DE | | Equipment | Preservation | Other | 57,000.0 | 9,500.0 | 9,500.0 | 9,500.0 | 9,500.0 | 38,000.0 | 19,000.0 | (500.0) | (500.0) | (500.0) | (500.0) | (2,000.0) |
| 14 | DE | | Intersection Improvements | Management | Road | 76,850.0 | 15,100.0 | 12,350.0 | 12,350.0 | 12,350.0 | 52,150.0 | 24,700.0 | 4,350.0 | 1,000.0 | 1,000.0 | 1,000.0 | 7,350.0 |
| 15 | DE | | Materials & Minor Contracts | Preservation | Road | 90,500.0 | 14,847.5 | 14,702.5 | 15,792.5 | 15,225.0 | 60,567.5 | 31,500.0 | (852.5) | (2,647.5) | (1,657.5) | (1,625.0) | (6,782.5) |
| 16 | DE | | Municipal Street Aid | Preservation | Multimodal | 36,000.0 | 6,000.0 | 6,000.0 | 6,000.0 | 6,000.0 | 24,000.0 | 12,000.0 | - | - | - | - | - |
| 17 | DE | | Paving & Rehabilitation | Preservation | Road | 547,160.1 | 99,160.1 | 92,000.0 | 92,000.0 | 92,000.0 | 375,160.1 | 172,000.0 | 50,160.1 | 12,000.0 | 12,000.0 | 5,800.0 | 79,960.1 |
| 18 | DE | | Planning | Other | Other | 79,709.9 | 14,184.2 | 13,545.6 | 13,716.3 | 13,890.4 | 55,336.4 | 24,303.9 | (3,694.6) | (6,020.7) | (6,037.5) | (6,238.4) | (21,991.1) |
| 19 | DE | | Rail Crossing Safety and Rideability | Management | Road | 46,145.5 | 8,225.0 | 9,050.5 | 8,010.0 | 6,961.1 | 32,246.6 | 13,922.2 | 1,763.9 | 1,089.4 | 48.9 | (0.0) | 2,902.2 |
| 20 | DE | | Recreational Trails | Management | Bike/Pedestrian | 6,800.0 | 1,132.1 | 1,132.1 | 1,132.1 | 1,132.1 | 4,528.4 | 2,264.2 | - | - | - | - | - |
| 21 | DE | | <u>Resiliency and Sustainability Program</u> | Other | Other | 30,812.7 | 6,100.0 | 6,100.0 | 6,100.0 | 6,100.0 | 24,400.0 | 6,100.0 | 6,100.0 | 6,100.0 | 6,100.0 | 6,100.0 | 24,400.0 |
| 22 | DE | | Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog) | Management | Road | 223,129.1 | 50,807.0 | 29,126.1 | 26,176.6 | 28,338.1 | 134,447.7 | 51,260.1 | 35,481.1 | 14,618.6 | 11,789.8 | 6,051.4 | 67,940.9 |
| 23 | DE | | Signage & Pavement Markings | Preservation | Road | 49,400.0 | 8,240.1 | 8,740.1 | 8,103.1 | 8,103.1 | 33,186.5 | 16,206.3 | 1,137.0 | 1,137.0 | 500.0 | 500.0 | 3,274.0 |
| 24 | DE | | Slope Stabilization | Preservation | Road | 20,000.0 | 2,000.0 | 2,000.0 | 4,000.0 | 4,000.0 | 12,000.0 | 8,000.0 | - | - | - | - | - |
| 25 | DE | | Statewide- <u>Rail Preservation</u> / Rail Preservation Maint. | Preservation | Other | 1,500.0 | 250.0 | 250.0 | 250.0 | 250.0 | 1,000.0 | 500.0 | (50.0) | (50.0) | (50.0) | (50.0) | (200.0) |
| 26 | DE | | <u>STIC Incentive Program</u> | Other | Other | 750.0 | 125.0 | 125.0 | 125.0 | 125.0 | 500.0 | 250.0 | 125.0 | 125.0 | 125.0 | 125.0 | 500.0 |
| 27 | DE | | Technology | Management | Other | 120,911.6 | 17,432.3 | 16,963.4 | 19,413.4 | 19,413.4 | 73,222.5 | 28,426.8 | (1,681.0) | 2,750.0 | 5,200.0 | 5,200.0 | 11,469.0 |
| 28 | DE | | Traffic Calming | Management | Multimodal | 3,600.0 | 800.0 | 800.0 | 500.0 | 500.0 | 2,600.0 | 1,000.0 | 500.0 | 500.0 | 200.0 | 200.0 | 1,400.0 |
| 29 | DE | | Transit Facilities, Statewide | Preservation | Transit | 32,007.5 | 14,600.1 | 3,450.6 | 5,947.6 | 2,647.6 | 26,645.9 | 5,040.0 | 12,402.6 | 1,241.6 | 3,700.6 | 486.4 | 17,831.2 |
| 30 | DE | | Transit Vehicles Replace & Refurbish, Statewide | Preservation | Transit | 29,090.6 | 6,534.2 | 5,091.0 | 5,320.8 | 5,212.8 | 22,158.8 | 6,521.0 | 979.2 | (178.7) | 960.8 | 1,506.9 | 3,268.2 |
| 31 | DE | | Transportation Alternatives Program | Management | Multimodal | 23,850.0 | 3,972.4 | 3,972.4 | 3,972.4 | 3,972.4 | 15,889.8 | 7,944.9 | - | - | - | - | - |
| 32 | DE | | Transportation Facilities, Statewide | Preservation | Multimodal | 74,750.0 | 13,000.0 | 13,750.0 | 14,750.0 | 9,750.0 | 51,250.0 | 23,500.0 | (2,250.0) | (500.0) | (500.0) | (500.0) | (3,750.0) |
| 33 | DE | | Transportation Infrastructure Investment Fund | Expansion | Multimodal | 45,000.0 | 20,000.0 | 5,000.0 | 5,000.0 | 5,000.0 | 35,000.0 | 10,000.0 | 15,000.0 | - | - | - | 15,000.0 |
| 34 | DE | | Transportation Management (inc. rideshare and signals) | Management | Multimodal | 66,465.9 | 12,545.3 | 9,528.7 | 9,528.7 | 9,528.7 | 41,131.3 | 19,057.3 | 3,040.3 | 23.7 | 23.7 | 23.7 | 3,111.3 |
| 35 | | | | | | | | | | | | | - | - | - | - | |
| 36 | NEW CASTLE COUNTY | | | | | | | | | | | | - | - | - | - | - |
| 37 | NCC | | 12th St Connector | Expansion | Multimodal | 8,100.0 | - | 400.0 | 400.0 | 100.0 | 900.0 | 7,200.0 | - | - | - | - | - |
| 38 | NCC | 2035 | Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp) | Expansion | Multimodal | 24,439.0 | 316.0 | 1,710.0 | 1,300.0 | - | 3,326.0 | 2,000.0 | 316.0 | 210.0 | - | (3,750.0) | (3,224.0) |
| 39 | NCC | | <u>BR 1-686 on N029 South Walnut Street</u> | Preservation | Multimodal | 62,520.0 | 460.8 | 505.8 | - | - | 966.7 | - | 460.8 | 505.8 | - | - | 966.7 |
| 40 | NCC | | Cedar Lane: Marl Pit to Boyd's Corner Rd & Marl Pit Int. (S. NCC Imp) | Management | Road | 13,347.6 | - | - | 2,600.0 | 6,500.0 | 9,100.0 | 3,000.0 | - | - | - | - | - |
| 41 | NCC | | Christiana Mall Park and Ride/NCC Transit Center | Management | Transit | 20,250.0 | 1,060.0 | 1,486.2 | 1,000.0 | - | 3,546.2 | - | (7,940.0) | 1,486.2 | 1,000.0 | - | (5,453.8) |

| line # | Location | AQ Model In-service Year | Funding Status vs. September 2020 | | | Draft FY 2023-2026 Transportation Improvement Program (February 2022) | | | | | | | Difference Amended FY 20-23 TIP (5/20) vs Draft FY 23-26 TIP (2/22) | | | | | | |
|--------|----------|--------------------------|------------------------------------|------------------------------------|------------------|-----------------------------------------------------------------------|-----------------|------------------------|---------------|---------------|---------------|---------------|---------------------------------------------------------------------|----------------|---------------|---------------|---------------|---------------|----------------|
| | | | Increased funds vs. September 2020 | Decreased funds vs. September 2020 | New in draft TIP | WILMA PCO CATEGORY | MODE | Current Estimate Total | FY 2023 TOTAL | FY 2024 TOTAL | FY 2025 TOTAL | FY 2026 TOTAL | FY 23-26 TOTAL | FY 27-28 TOTAL | FY 2023 TOTAL | FY 2024 TOTAL | FY 2025 TOTAL | FY 2026 TOTAL | FY 23-26 TOTAL |
| | | | PROJECT TITLE (All \$ x 1,000) | | | | | | | | | | | | | | | | |
| 42 | NCC | | | | | Management | Transit | 79,089.1 | 13,835.1 | 2,300.0 | - | - | 16,135.1 | - | 13,835.1 | 2,300.0 | - | - | 16,135.1 |
| 43 | NCC | | | | | Management | Multimodal | 1,285.5 | 1,100.0 | - | - | - | 1,100.0 | - | 1,100.0 | (50.0) | (1,100.0) | - | (50.0) |
| 44 | NCC | | | | | Management | Multimodal | 15,200.0 | - | - | 300.0 | - | 300.0 | 700.0 | - | - | - | - | - |
| 45 | | | | | | Management | Bike/Pedestrian | 2,000.0 | - | 1,500.0 | - | - | 1,500.0 | - | - | 1,500.0 | - | - | 1,500.0 |
| 46 | NCC | | | | | Management | Transit | 14,252.0 | 7,601.5 | 6,225.0 | - | - | 13,826.5 | - | 1,101.5 | (275.0) | - | - | 826.5 |
| 47 | NCC | | | | | Management | Multimodal | 1,626.5 | 470.0 | 50.0 | - | - | 520.0 | - | 470.0 | 50.0 | - | - | 520.0 |
| 48 | NCC | | | | | Management | Multimodal | 8,300.0 | 300.0 | 1,050.0 | 850.0 | 6,000.0 | 8,200.0 | - | (100.0) | 300.0 | 100.0 | - | 300.0 |
| 49 | | | | | | Management | Multimodal | 7,447.7 | - | - | 200.0 | 400.0 | 600.0 | 3,700.0 | - | - | 200.0 | 400.0 | 600.0 |
| 50 | NCC | 2035 | | | | Expansion | Road | 10,150.0 | 900.0 | 500.0 | 1,000.0 | 7,000.0 | 9,400.0 | - | 350.0 | (50.0) | 500.0 | 6,000.0 | 6,800.0 |
| 51 | NCC | 2035 | | | | Management | Road | 173,193.7 | 22,287.3 | 44,748.3 | 44,550.0 | 44,550.0 | 156,135.6 | - | 2,488.8 | 2,198.3 | 2,000.0 | 2,000.0 | 8,687.2 |
| 52 | NCC | | | | | Management | Multimodal | 7,300.0 | - | - | - | 400.0 | 400.0 | 1,150.0 | - | - | - | - | - |
| 53 | NCC | | | | | Preservation | Road | 2,150.0 | 697.0 | 1,200.0 | - | - | 1,897.0 | - | (503.0) | 1,200.0 | - | - | 697.0 |
| 54 | NCC | | | | | Management | Multimodal | 10,687.1 | 50.0 | 1,310.0 | 2,125.0 | 1,000.0 | 4,485.0 | 6,000.0 | (960.0) | 1,310.0 | 2,125.0 | - | 2,475.0 |
| 55 | NCC | | | | | Management | Transit | 44,470.0 | 19,592.1 | 9,400.0 | - | - | 28,992.1 | - | 19,592.1 | 9,400.0 | - | - | 28,992.1 |
| 56 | | | | | | Preservation | Transit | 27,620.0 | 3,120.0 | 3,300.0 | 3,400.0 | 3,500.0 | 13,320.0 | 7,300.0 | 3,120.0 | 3,300.0 | 3,400.0 | 3,500.0 | 13,320.0 |
| 57 | NCC | | | | | Management | Multimodal | 12,900.0 | 601.0 | 1,050.0 | 4,200.0 | 4,000.0 | 9,851.0 | 2,500.0 | 401.0 | 450.0 | 2,600.0 | 1,500.0 | 4,951.0 |
| 58 | | | | | | Management | Other | 862.5 | - | - | - | - | - | - | - | - | - | - | - |
| 59 | NCC | | | | | Management | Multimodal | 2,082.0 | 300.0 | 1,078.5 | 500.0 | - | 1,878.5 | - | 200.0 | 78.5 | - | - | 278.5 |
| 60 | NCC | | | | | Preservation | Road | 500,319.2 | 93,717.8 | 38,401.8 | 23,730.5 | 18,320.0 | 174,170.1 | 36,600.8 | 19,417.8 | (16,256.4) | 3,630.5 | 4,220.0 | 11,011.9 |
| 61 | | | | | | Expansion | Bike/Pedestrian | 2,602.6 | 100.0 | 2,502.6 | - | - | 2,602.6 | - | 100.0 | 2,502.6 | - | - | 2,602.6 |
| 62 | NCC | | | | | Management | Multimodal | 60,000.0 | 10,000.0 | 10,000.0 | 10,000.0 | - | 30,000.0 | - | - | - | - | (10,000.0) | (10,000.0) |
| 63 | NCC | | | | | Expansion | Multimodal | 7,900.0 | - | 450.0 | 450.0 | 1,500.0 | 2,400.0 | 500.0 | - | - | - | - | - |
| 64 | NCC | 2035 | | | | Expansion | Road | 224,900.5 | 6,000.0 | 5,224.8 | 2,000.0 | 2,000.0 | 15,224.8 | - | 1,000.0 | 2,224.8 | (1,000.0) | (1,000.0) | 1,224.8 |
| 65 | NCC | 2035 | | | | Expansion | Road | 78,000.0 | 2,000.0 | 2,000.0 | 1,000.0 | 1,575.4 | 6,575.4 | 1,000.0 | 2,000.0 | 2,000.0 | 1,000.0 | 1,575.4 | 6,575.4 |
| 66 | NCC | | | | | Management | Multimodal | 7,975.0 | 4,525.0 | 1,000.0 | - | - | 5,525.0 | - | 3,525.0 | 1,000.0 | - | - | 4,525.0 |
| 67 | NCC | | | | | Management | Multimodal | 3,209.0 | 2,000.0 | - | - | - | 2,000.0 | - | 2,000.0 | - | - | - | 2,000.0 |
| 68 | NCC | 2025 | | | | Expansion | Multimodal | 36,942.7 | 9,946.5 | 3,868.5 | - | - | 13,815.0 | - | 8,896.5 | 3,868.5 | - | - | 12,765.0 |
| 69 | NCC | 2035 | | | | Management | Multimodal | 34,545.8 | 685.7 | 1,232.0 | 300.0 | 10,200.0 | 12,417.7 | 20,300.0 | (114.3) | 1,082.0 | 300.0 | 200.0 | 1,467.7 |
| 70 | NCC | | | | | Management | Multimodal | 9,300.0 | 300.0 | 500.0 | 1,000.0 | 1,000.0 | 2,800.0 | 6,000.0 | 100.0 | - | (1,000.0) | (5,000.0) | (5,900.0) |
| 71 | NCC | | | | | Management | Multimodal | 10,746.8 | 450.0 | 500.0 | 500.0 | 2,200.0 | 3,650.0 | 6,000.0 | 100.0 | 150.0 | (900.0) | (500.0) | (1,150.0) |
| 72 | NCC | 2025 | | | | Expansion | Multimodal | 27,670.0 | 10,000.0 | 10,000.0 | - | - | 20,000.0 | - | 4,000.0 | 8,000.0 | - | - | 12,000.0 |
| 73 | NCC | | | | | Preservation | Road | 13,018.2 | 460.0 | 550.0 | 250.0 | - | 1,260.0 | 4,400.0 | 460.0 | 550.0 | 250.0 | - | 1,260.0 |
| 74 | NCC | | | | | Management | Multimodal | 18,000.0 | 750.0 | 1,500.0 | 1,750.0 | 14,000.0 | 18,000.0 | - | 150.0 | 150.0 | - | - | 300.0 |
| 75 | NCC | 2035 | | | | Expansion | Road | 37,000.0 | 500.0 | 2,500.0 | 2,000.0 | - | 5,000.0 | - | - | - | - | (1,000.0) | (1,000.0) |
| 76 | NCC | 2035 | | | | Expansion | Multimodal | 27,500.0 | - | - | - | - | - | - | (850.0) | (300.0) | (500.0) | (5,000.0) | (6,650.0) |
| 77 | NCC | | | | | Management | Multimodal | 8,500.0 | 300.0 | 300.0 | 300.0 | 600.0 | 1,500.0 | 7,000.0 | - | - | - | 300.0 | 300.0 |
| 78 | NCC | | | | | Preservation | Transit | 61,829.6 | 4,194.3 | 10,800.0 | 3,500.0 | 22,000.0 | 40,494.3 | 20,000.0 | 2,694.3 | 10,800.0 | 3,500.0 | 22,000.0 | 38,994.3 |
| 79 | NCC | | | | | Preservation | Transit | 62,029.7 | 11,754.5 | 1,066.4 | 114.1 | 8,115.0 | 21,050.0 | 22,521.1 | 11,640.4 | (3,877.2) | - | (1,616.3) | 6,147.0 |
| 80 | NCC | | | | | Preservation | Transit | 31,751.8 | 3,071.6 | 4,197.6 | 4,187.6 | 4,650.0 | 16,106.8 | 15,645.0 | (1,097.2) | (500.4) | (1,564.9) | 1,554.0 | (1,608.5) |
| 81 | NCC | | | | | Preservation | Transit | 39,000.0 | 6,500.0 | 6,500.0 | 6,500.0 | 6,500.0 | 26,000.0 | 13,000.0 | - | - | - | - | - |
| 82 | NCC | 2045 | | | | Expansion | Multimodal | 47,000.0 | - | - | - | - | - | 1,000.0 | (900.0) | (900.0) | (800.0) | (1,900.0) | (4,500.0) |
| 83 | NCC | | | | | Management | Multimodal | 4,900.0 | - | - | 300.0 | 300.0 | 600.0 | 300.0 | - | - | - | - | - |

| line # | Location | AQ Model In-service Year | PROJECT TITLE <i>(All \$ x 1,000)</i> | WILMA PCO CATEGORY | MODE | Draft FY 2023-2026 Transportation Improvement Program (February 2022) | | | | | | Difference Amended FY 20-23 TIP (5/20) vs Draft FY 23-26 TIP (2/22) | | | | | |
|--------|----------|--------------------------|---------------------------------------------------------------------------|--------------------|-----------------|-----------------------------------------------------------------------|---------------|---------------|---------------|---------------|----------------|---------------------------------------------------------------------|---------------|---------------|---------------|---------------|----------------|
| | | | | | | Current Estimate Total | FY 2023 TOTAL | FY 2024 TOTAL | FY 2025 TOTAL | FY 2026 TOTAL | FY 23-26 TOTAL | FY 27-28 TOTAL | FY 2023 TOTAL | FY 2024 TOTAL | FY 2025 TOTAL | FY 2026 TOTAL | FY 23-26 TOTAL |
| | | | Increased funds vs. September 2020 | | | | | | | | | | | | | | |
| | | | Decreased funds vs. September 2020 | | | | | | | | | | | | | | |
| | | | New in draft TIP | | | | | | | | | | | | | | |
| 84 | NCC | | US 13, Duck Creek to SR1 | Management | Multimodal | 8,050.0 | 320.0 | 190.0 | - | - | 510.0 | - | 50.0 | 190.0 | (1,200.0) | (3,150.0) | (4,110.0) |
| 85 | | | <u>US 13 Southbound BBRT Lane</u> | Management | Multimodal | 2,250.0 | 250.0 | 1,000.0 | 1,000.0 | - | 2,250.0 | - | 250.0 | 1,000.0 | 1,000.0 | - | 2,250.0 |
| 86 | NCC | | US 13: US 40 to Memorial Drive Pedestrian Improvements | Management | Bike/Pedestrian | 29,597.9 | 4,849.4 | 11,000.0 | 6,000.0 | - | 21,849.4 | - | 1,849.4 | 3,000.0 | (1,000.0) | (3,000.0) | 849.4 |
| 87 | NCC | 2035 | US 40 and SR 7 Intersection | Management | Multimodal | 58,000.0 | 2,000.0 | 2,000.0 | 1,000.0 | 2,000.0 | 7,000.0 | 1,000.0 | - | - | - | - | - |
| 88 | NCC | 2035 | US 40 and SR 896 Grade Separated Intersection | Management | Multimodal | 70,800.0 | 2,631.0 | 21,000.0 | 22,500.0 | 17,000.0 | 63,131.0 | - | (5,869.0) | (1,500.0) | (7,500.0) | 17,000.0 | 2,131.0 |
| 89 | NCC | 2035 | US 40: Salem Church Road to Walther Road | Expansion | Multimodal | 26,475.0 | 1,850.0 | 7,500.0 | 9,500.0 | 5,000.0 | 23,850.0 | - | (3,650.0) | - | 2,000.0 | 5,000.0 | 3,350.0 |
| 90 | NCC | | Wilmington Initiatives: 4th St., Walnut St. -Adams St | Management | Multimodal | 3,350.0 | 500.0 | 17.0 | 750.0 | 1,750.0 | 3,017.0 | - | - | (1,733.0) | 750.0 | 1,750.0 | 767.0 |
| 91 | NCC | | Wilmington Initiatives: Walnut St., -3rd - 16th St | Management | Multimodal | 7,805.0 | 643.4 | 3,135.2 | 3,000.0 | - | 6,778.6 | - | (506.6) | 2,635.2 | (2,000.0) | (4,500.0) | (4,371.4) |
| 92 | NCC | | Wilmington Initiatives, King and Orange Sts: MLK Blvd to 10th St | Management | Multimodal | 5,888.1 | 4,500.0 | - | - | - | 4,500.0 | - | 2,600.0 | - | - | - | 2,600.0 |
| 93 | NCC | | Wilmington Riverfront Program (Justison Landing) | Management | Multimodal | 460.0 | 200.0 | - | - | - | 200.0 | - | 200.0 | - | - | - | 200.0 |
| 94 | | | | | | | | | | | | | | | | | |
| 95 | | | CECIL COUNTY | | | | | | | | | | | | | | |
| 96 | CC | | Areawide Bridge Replacement and Rehabilitation | Preservation | Road | | 4,300.0 | 4,300.0 | 4,300.0 | 4,300.0 | 17,200.0 | | 1,200.0 | 4,300.0 | 4,300.0 | 4,300.0 | 14,100.0 |
| 97 | CC | | Areawide Congestion Management | Management | Road | | 985.0 | 985.0 | 985.0 | 985.0 | 3,940.0 | | - | 985.0 | 985.0 | 985.0 | 2,955.0 |
| 98 | CC | | Areawide Environmental Projects | Preservation | Other | | 3,000.0 | 3,000.0 | 3,000.0 | 3,000.0 | 12,000.0 | | - | 3,000.0 | 3,000.0 | 3,000.0 | 9,000.0 |
| 99 | CC | | Areawide Resurfacing and Rehabilitation | Preservation | Road | | 7,700.0 | 7,700.0 | 7,700.0 | 7,700.0 | 30,800.0 | | 1,000.0 | 7,700.0 | 7,700.0 | 7,700.0 | 24,100.0 |
| 100 | CC | | Areawide Safety and Spot Improvements | Preservation | Road | | 5,150.0 | 5,150.0 | 5,150.0 | 5,150.0 | 20,600.0 | | 1,250.0 | 5,150.0 | 5,150.0 | 5,150.0 | 16,700.0 |
| 101 | CC | | Areawide Urban Street Reconstruction | Preservation | Multimodal | | 345.0 | 345.0 | 345.0 | 345.0 | 1,380.0 | | - | 345.0 | 345.0 | 345.0 | 1,035.0 |
| 102 | CC | | Cecil County Bridge CE0055, Belvidere Rd over CSX | Expansion | Multimodal | | 14,000.0 | - | - | - | 14,000.0 | | 6,650.0 | - | - | - | 6,650.0 |
| 103 | CC | | Cecil County Mid-County Transit Hub | Management | Transit | | 250.0 | - | - | - | 250.0 | | - | - | - | - | - |
| 104 | CC | 2035 | I-95 / Belvidere Road Interchange | Expansion | Road | | 23,500.0 | 21,000.0 | 10,500.0 | - | 55,000.0 | | 23,500.0 | 21,000.0 | 10,500.0 | - | 55,000.0 |
| 105 | CC | | Painting of Cecil County Bridges | Preservation | Road | | 80.0 | - | - | - | 80.0 | | - | - | - | - | - |
| 106 | CC | | Cecil County Transit | Preservation | Transit | | 1,207.0 | 1,342.0 | 1,207.0 | 1,342.0 | 5,098.0 | | (135.0) | 1,342.0 | 1,207.0 | 1,342.0 | 3,756.0 |
| 107 | CC | | <u>School Zone znd Crosswalk Improvements, Elk Neck Elementary School</u> | Management | Bike/Pedestrian | | 85.0 | | | | 85.0 | | | | | | - |
| 108 | CC | | Susquehanna River Rail Bridge | Management | Transit | | 500.0 | - | - | - | 500.0 | | - | - | - | - | - |
| 109 | CC | | Transportation Alternatives Program - Cecil County | Management | Multimodal | | 50.0 | 50.0 | 50.0 | 50.0 | 200.0 | | - | 50.0 | 50.0 | 50.0 | 150.0 |
| 110 | | | | | | | | | | | | | | | | | |
| 111 | | | Delaware Statewide Subtotal | | | 2,753,949.7 | 497,993.8 | 441,877.0 | 440,271.5 | 422,803.1 | 1,802,945.4 | 801,383.4 | | | | | |
| 112 | | | New Castle County Subtotal | | | 2,116,589.7 | 257,690.2 | 226,749.6 | 163,757.2 | 192,460.4 | 840,657.4 | 188,816.9 | | | | | |
| 113 | | | Cecil County Subtotal | | | - | 61,152.0 | 43,872.0 | 33,237.0 | 22,872.0 | 161,133.0 | - | | | | | |
| 114 | | | TOTAL | | | 4,870,539.4 | 816,836.0 | 712,498.6 | 637,265.7 | 638,135.5 | 2,804,735.8 | 990,200.2 | | | | | |
| 115 | | | | | | | | | | | | | | | | | |
| 116 | | | <u>Projects Removed From List</u> | | | | | | | | | | | | | | |
| 117 | NCC | 2030 | Christina River Bridge and Approaches | Expansion | Multimodal | | | | | | | | | | | | |
| 118 | NCC | 2025 | Elkton Road: Maryland State Line to Casho Mill Rd | Expansion | Multimodal | | | | | | | | | | | | |
| 119 | NCC | | HSIP NCC, SR 273, Appleby Road to Airport Road | Management | Multimodal | | | | | | | | | | | | |
| 120 | NCC | | HSIP NCC, SR 273 and I-95 Intersection | Management | Multimodal | | | | | | | | | | | | |
| 121 | NCC | | I-295 Improvements, Westbound from I-295 to US 13 | Expansion | Road | | | | | | | | | | | | |
| 122 | NCC | | Interstate Maintenance | Preservation | Road | | | | | | | | | | | | |
| 123 | NCC | | Jamison Corner Rd Relocated at Boyds Corner Rd | Management | Multimodal | | | | | | | | | | | | |
| 124 | NCC | | Little Baltimore Road Drainage Improvements | Preservation | Multimodal | | | | | | | | | | | | |
| 125 | NCC | | Middletown Park and Ride | Management | Transit | | | | | | | | | | | | |
| 126 | NCC | | Otts Chapel Road and Welsh Track Road Intersection | Management | Road | | | | | | | | | | | | |

| line # | Location | AQ Model In-service Year | PROJECT TITLE (All \$ x 1,000) | WILMA PCO CATEGORY | MODE | Draft FY 2023-2026 Transportation Improvement Program (February 2022) | | | | | | Difference Amended FY 20-23 TIP (5/20) vs Draft FY 23-26 TIP (2/22) | | | | | | | | | |
|--------|----------|--------------------------|-----------------------------------|--------------------------|------|-----------------------------------------------------------------------|---------------|---------------|---------------|---------------|----------------|---------------------------------------------------------------------|---------------|---------------|---------------|---------------|----------------|--|--|--|--|
| | | | | | | Current Estimate Total | FY 2023 TOTAL | FY 2024 TOTAL | FY 2025 TOTAL | FY 2026 TOTAL | FY 23-26 TOTAL | FY 27-28 TOTAL | FY 2023 TOTAL | FY 2024 TOTAL | FY 2025 TOTAL | FY 2026 TOTAL | FY 23-26 TOTAL | | | | |
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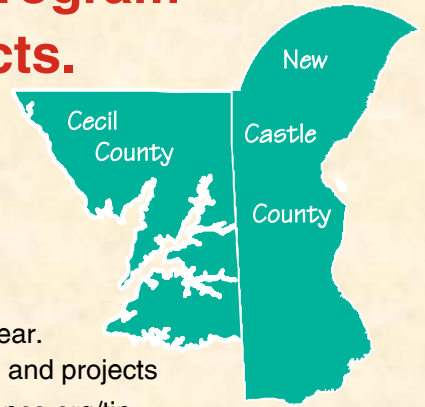
HAVE A SAY IN HOW YOUR TRANSPORTATION DOLLARS ARE SPENT

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

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

How can you participate?

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



WHAT'S NEW: \$2.8 billion in planned road, bus, rail, bicycle, and pedestrian improvements

- Details \$2.8 billion in planned projects including roads, buses, rail, bicycle, and pedestrian improvements. Noteworthy projects and changes include:
 - Infrastructure Investment and Jobs Act Funding: Over the next five years, a 34% increase in roadway and special programs and a 25% increase in transit funding is expected. IIJA includes new funding categories.
 - Electric Vehicle Program added to deploy charging infrastructure
 - Carbon Reduction Program will fund projects to reduce emissions
 - Increased funding for bridge preservation, management, painting and inspection
 - Speeds implementation of Highway Safety Improvement Program projects and SR 1 widening
 - Port of Wilmington area improvements including a new Port Area Truck Parking Facility and pedestrian and bicycle improvements on Edgemoor Road from Governor Printz Blvd to Hay Rd
 - Transit improvement include new train stations in Newark and Claymont, and new bus transit hubs in Churchmans Crossing and Cecil County. Funds will increase use of zero-emission vehicles and micro transit
 - Road improvement include bridge preservation and safety projects in Cecil and New Castle counties
 - Highway projects including I-295 northbound, SR 1, and the I-95/ Belvidere Rd and I-95/SR 896 interchanges
 - Multimodal projects including US 40, SR 9, southern New Castle County roads, and City of Wilmington streets
 - Bicycle and pedestrian highlights include improvements by Elk Neck Elementary School and on US 13 and US 40

WILMAPCO
WILMINGTON AREA PLANNING COUNCIL
100 Discovery Blvd, Newark, DE 19713
302-737-6205 © wilmapco@wilmapco.org
WWW.WILMAPCO.ORG/TIP

**SEE INSIDE
FOR PROJECT
MAP**

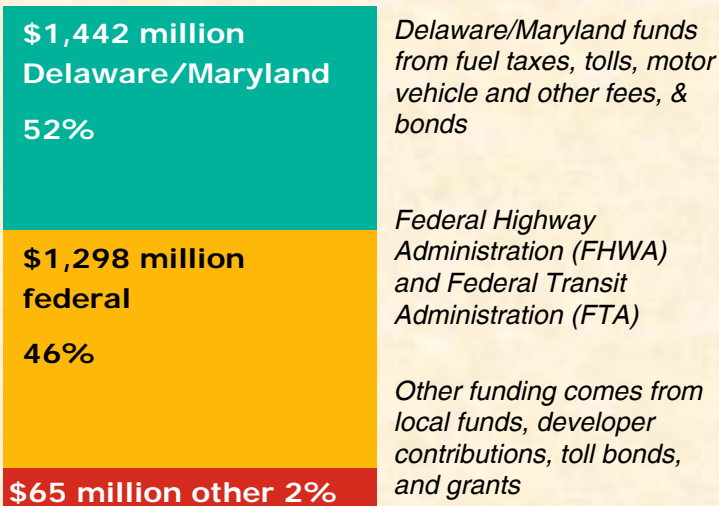


WILMAPCO TIP QUICK GUIDE

The TIP is prepared by WILMAPCO in cooperation with the public and local transportation and land use agencies. Broad input is crucial because the TIP identifies regional priorities for how our federal, state and local transportation funding is spent.

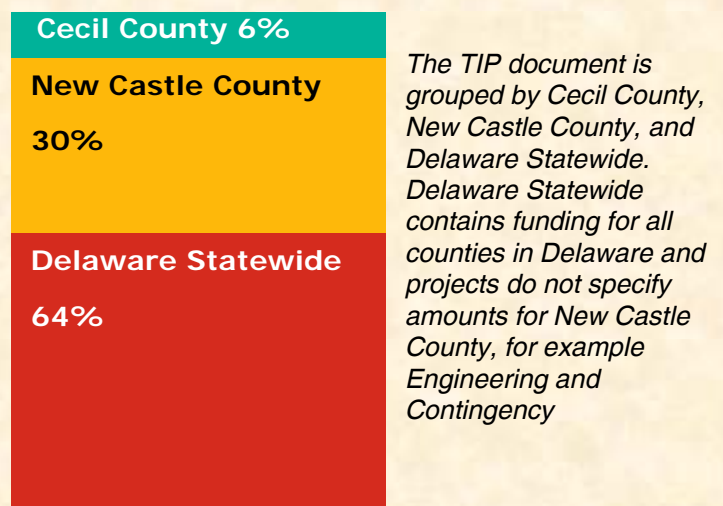
How is the TIP Funded?

All federally funded projects must be included in the TIP and most federal funds require matching funds. Much of this revenue is from user fees such as the gas tax. State and local matches are also supplemented by borrowing, state and local taxes, and private funding.



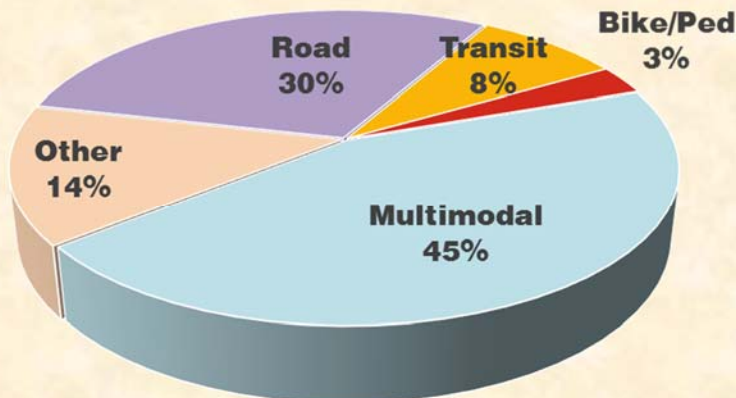
Where are the projects?

While projects are located throughout the region, Transportation Investment Areas define appropriate projects based on location, and direct the greatest resources toward serving the most population. WILMAPCO uses a prioritization process to identify benefits by location.



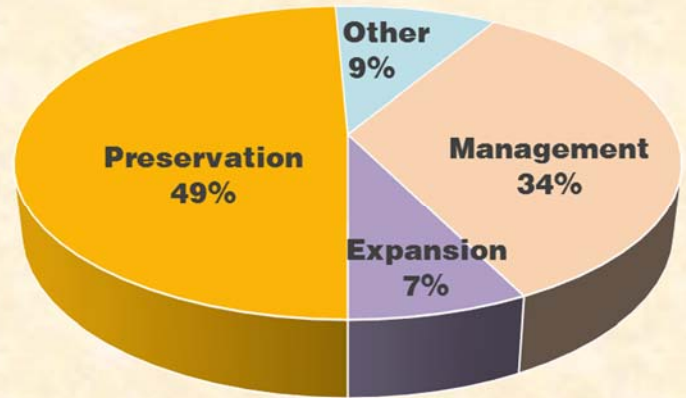
What Types of Projects are in the TIP?

Projects by Mode



- Road**—Exclusively for roads and highways
- Transit**—Bus, passenger rail or paratransit
- Bicycle/walk**—Pedestrian and cycling transportation
- Multimodal**—Serves cars, transit, freight, walking and bicycles in a balanced way
- Other**—Includes aeronautics, port, contingency funds,

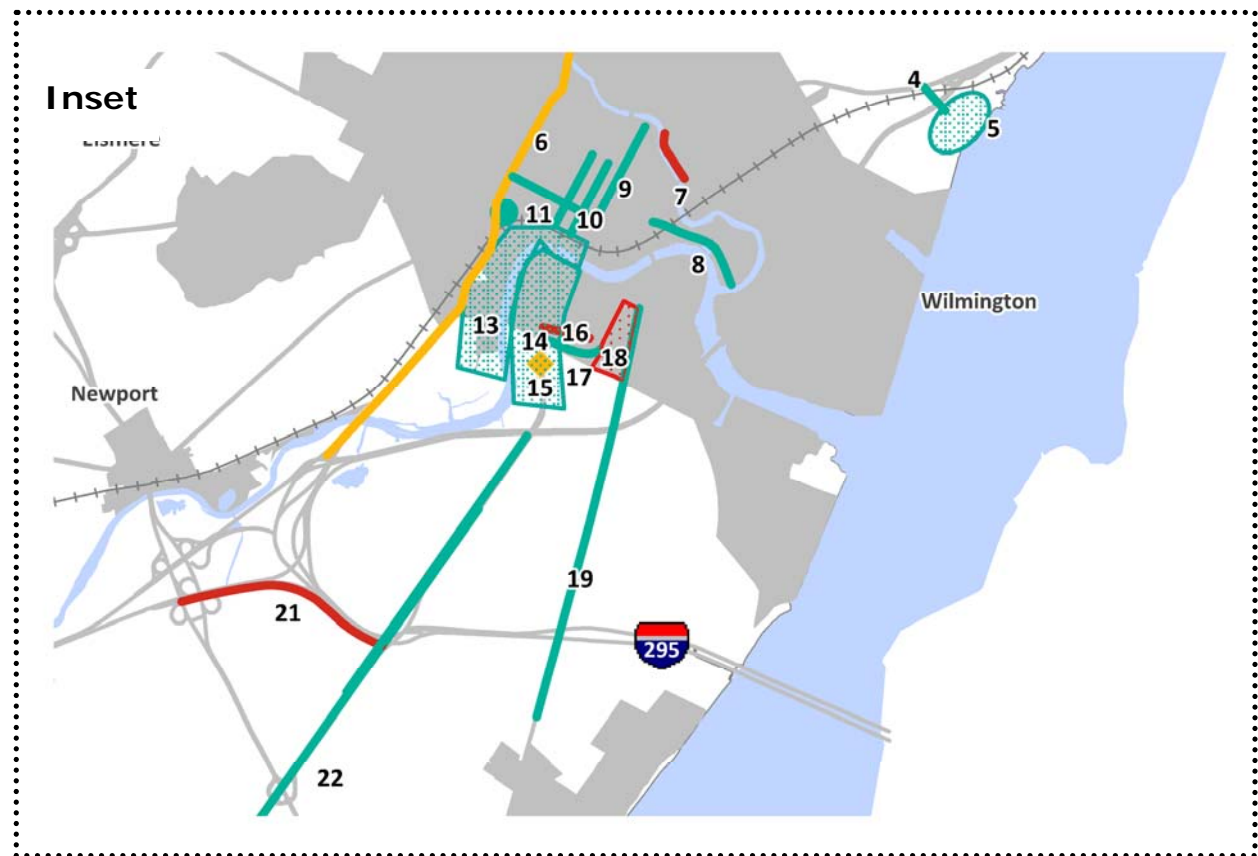
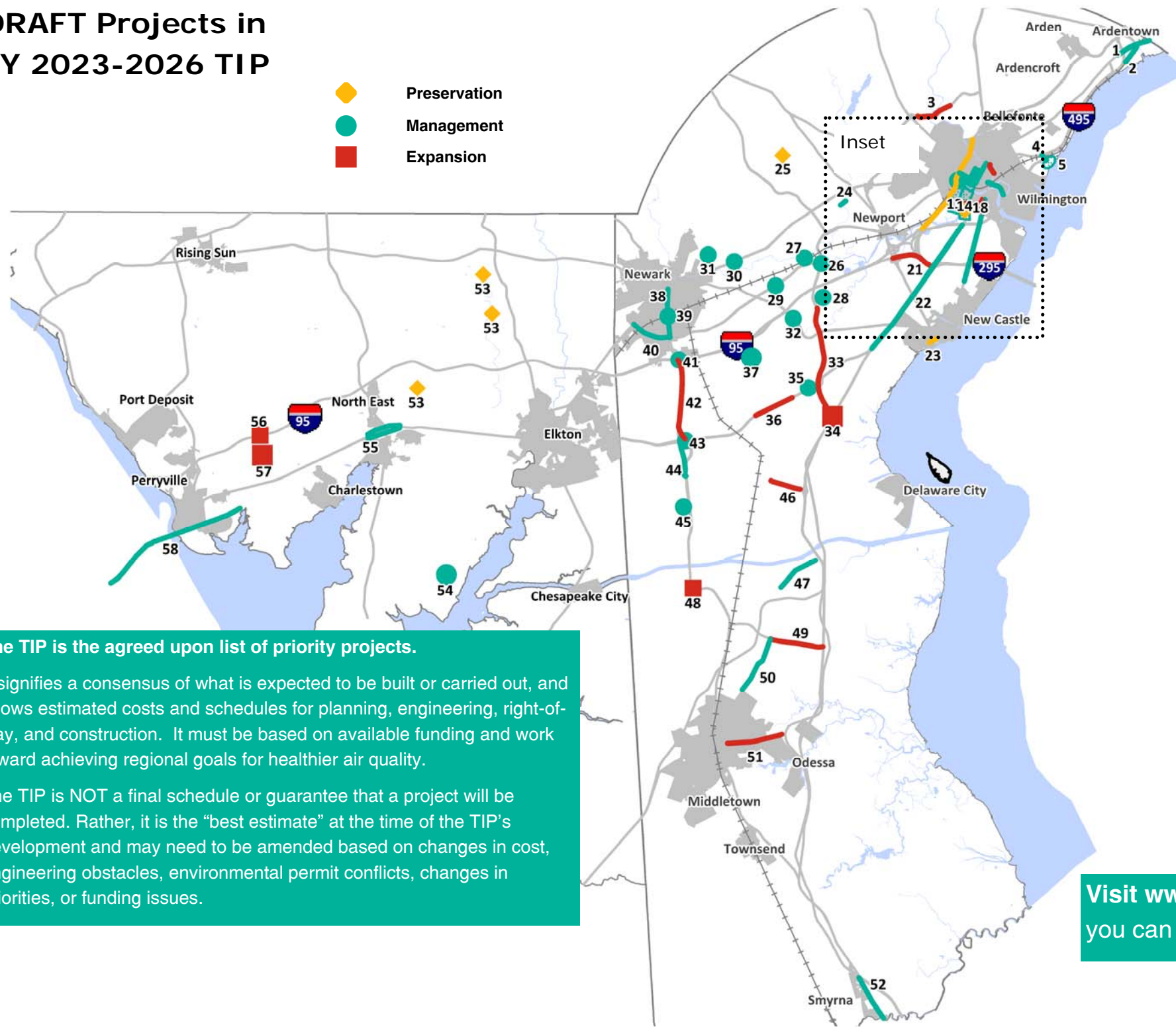
Projects by Category



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

DRAFT Projects in FY 2023-2026 TIP

- ◆ Preservation
- Management
- Expansion



The TIP is the agreed upon list of priority projects.

It signifies a consensus of what is expected to be built or carried out, and shows estimated costs and schedules for planning, engineering, right-of-way, and construction. It must be based on available funding and work toward achieving regional goals for healthier air quality.

The TIP is NOT a final schedule or guarantee that a project will be completed. Rather, it is the “best estimate” at the time of the TIP’s development and may need to be amended based on changes in cost, engineering obstacles, environmental permit conflicts, changes in priorities, or funding issues.

Example Projects (areawide projects, not mapped)

- Road and bridge preservation
- Safety
- Transit Operating and Capital Funds
- Bicycle and Pedestrian Improvements and Recreational Trails Program
- Municipal Street Aid and Community Transportation Funds
- Intersection Improvements

Visit www.wilmapco.org/tip or call 302-737-6205 to learn more. In the TIP document, you can read all project descriptions and learn funding for each year and phase.

| ID | Project | ID | Project | ID | Project | ID | Project | ID | Project |
|----|--------------------------------------------------|----|-----------------------------------------------|----|---------------------------------------------|----|-----------------------------------------------|----|---------------------------------------------|
| 1 | US 13: I-495-PA Line | 13 | Wilmington Riverfront Program | 25 | Mill Creek Rd and Stoney Batter Rd Drainage | 37 | Old Baltimore Pike and Salem Church Rd | 49 | Boyds Corner Rd: Cedar Lane to US 13 |
| 2 | Claymont Regional Transportation Center | 14 | South Wilmington Infrastructure Improvements | 26 | SR4 / SR7 | 38 | SR 896: South College Ave Gateway | 50 | Cedar Lane: Marl Pit to Boyds Corner Rd |
| 3 | Tyler McConnell Bridge | 15 | BR 1-686 on N029 South Walnut Street | 27 | Churchman’s Crossing Parking Expansion | 39 | Newark Regional Transportation Center | 51 | SR 299, SR 1 to Catherine Street |
| 4 | Edgemoor Rd Bicycle/Pedestrian Improvements | 16 | Shared Use Path, S. Church St to S. Walnut St | 28 | NCC Transit Center | 40 | SR 4, Christina Parkway: SR 2 to SR 896 | 52 | US 13, Duck Creek to SR 1 |
| 5 | Port Area Truck Parking Facility Near Wilmington | 17 | Garasches Lane, Wilmington | 29 | SR 4 / Harmony Road Intersection | 41 | I-95 & SR 896 Interchange Improvements | 53 | Painting of Cecil County Bridges |
| 6 | Rehabilitation of I-95 | 18 | Southbridge Transportation Network | 30 | SR 2 / Red Mill Road Intersection | 42 | SR 896: US 40 - I-95 Widening | 54 | Elk Neck Elementary School Ped Improvements |
| 7 | 12th St Connector | 19 | SR 9, New Castle Ave, Landers Lane to A St | 31 | Possum Park Rd and Old Possum Park Rd | 43 | US 40 and SR 896 Grade Separated Intersection | 55 | Cecil County Mid-County Transit Hub |
| 8 | East 7th Street | 20 | US 13 Southbound BBRT Lane | 32 | SR 273 / Chapman Rd Intersection | 44 | Glasgow Ave: SR 896 - US 40 | 56 | I-95 / Belvidere Rd Interchange |
| 9 | Walnut St, 3rd - 16th St | 21 | I-295 Northbound from SR 141 to US 13 | 33 | SR 1: Roth Bridge - SR 273 | 45 | Denny Rd and Lexington Parkway Intersection | 57 | Bridge CE0055, Belvidere Rd over CSX |
| 10 | King and Orange Sts: MLK Blvd to 10th St | 22 | US 13: US 40 to Memorial Dr Ped Improvements | 34 | SR 1 at Tybouts Corner | 46 | SR 72: McCoy Road to SR 71 | 58 | Susquehanna River Rail Bridge |
| 11 | 4th St, Walnut St - Adams St | 23 | SR 9, River Road Flood Remediation | 35 | US 40 and SR 7 Intersection | 47 | Lorewood Grove Rd: Jamison Corner Rd to SR 1 | | |
| 12 | Maryland Ave and Monroe St | 24 | Old Capitol Trail, Newport Rd to Stanton Rd | 36 | US 40: Salem Church Road to Walther Road | 48 | SR 896 / Bethel Church Interchange | | |