

WILMAPCO Council

Action Item Summary Sheet

Meeting Date: May 13, 2021

Action Item #11: To Approve the Proposed Prioritization of FY 2023-2026 Transportation Improvement Program (TIP) Submissions

Description/Summary of Item: Staff will report on recommendation by the TAC and staff regarding the prioritization of submissions to the FY 2023-26 TIP. Based on the prioritization process, Council will rank submissions considering:

- Technical score developed by staff and reviewed by TAC.
- Urgency of project
- Cost effectiveness/ life cycle costs
- Private/local funding match provided.
- Project recommended in adopted transportation plan.
- Submitting agency rankings by ensuring that top local priorities receive higher WILMAPCO ranking than lower local priorities.
- Other issues not included in ranking.
- Additional “special considerations” to break ties and serve as a reality check.

Also included are suggested uses for CMAQ funds using an FHWA CMAQ scoring process reviewed by the Air Quality Subcommittee (AQS).

Summary of Action Taken by PAC: N/A

Summary of Action Taken by TAC: The WILMAPCO TAC approved the technical scoring for the project prioritization at their April 15 meeting.

Summary of Action Taken by Subcommittee/Task Force (if applicable): The AQS reviewed the air quality scoring at their April 1 meeting and concurred with the technical scores and CMAQ scoring.

WILMAPCO Staff Recommendations: Staff is recommending that Council approve the project prioritization as:

1. Adequately fund preservation and safety projects.
2. Complete projects in the approved FY 2020-2023 TIP. If projects must be deferred, use project priority to guide which projects would be delayed, setting priority based upon technical scores.
3. Complete projects in constrained RTP project list according to the identified in-service dates, setting priority based upon technical scores.
4. Use prioritized list of projects not in the TIP to identify other regional priorities if funding levels allow for additional projects, setting priority based upon technical scores.

WILMAPCO Council:

John Sisson, Chair
Delaware Transit Corporation
Chief Executive Officer

Connie C. Holland
Delaware Office of State Planning
Coordination, Director

Danielle Hornberger
Cecil County Executive

Nicole Majeski
Delaware Dept. of Transportation
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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

Michael Spencer
Mayor of Newport

Loucretia Wood
Charlestown Commissioner

WILMAPCO Executive Director
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RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE PRIORITIZATION OF PROJECT SUBMISSIONS FOR THE DELAWARE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

WHEREAS, the Transportation Improvement Program (TIP) shall include a priority listing of projects to be carried out within the four-year time period, as directed by federal transportation legislation; and

WHEREAS, the Prioritization Process was adopted by Council May 11, 2006; and

WHEREAS, the prioritization process will continue to be refined as experience is gained in using the system and as better scoring criteria are developed; and

WHEREAS, the Technical Advisory Committee has reviewed the technical scoring; and

WHEREAS, the Delaware Department of Transportation uses this project ranking to assess WILMAPCO priorities when ranking projects statewide for the FY 2023-2028 Capital Transportation Program (CTP);

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council approves the project prioritization for the FY 2023-2026 TIP for submission to the Delaware Department of Transportation.

Date:

John Sisson, Chairperson
Wilmington Area Planning Council

| | C | D | G | H | J | R | S | T | U | V | W | X | Y | Z | AA | AB | AC | AD | AE | AF | |
|-----|--------|---|--------------|----------|---------------|-------------|----|--------|------|--------------|---------|-------------|----|---------------------|---------|--------------------|---------------|-----------------|--------------|----|-----------------------------|
| 1 | County | Project Name | Status 12/20 | 2050 RTP | AQ Model Year | Air Quality | EJ | Safety | SDOH | CMS Corridor | CMS ADT | CMS Transit | MC | Pedestrian Priority | Freight | Economic Developme | Funding Match | Technical Score | Council Rank | | |
| 53 | | Southern New Castle County Master Plan | | | | | | | | | | | | | | | | | | | |
| 59 | | Projects not in FY 2020 - 2023 TIP | | | | | | | | | | | | | | | | | | | |
| 60 | | <i>Bicycle / Pedestrian</i> | | | | | | | | | | | | | | | | | | | |
| 61 | NCC | East Coast Greenway: New Castle - Churchmans Crossing gaps | | 2024 | | 3 | 4 | 4 | 1 | 2 | 2 | 2 | 3 | 3 | 2 | 3 | 0 | 29 | | | |
| 62 | NCC | East Coast Greenway: Churchmans Crossing - Newark gaps (approx .2 | | 2024 | | 3 | 4 | 4 | 2 | 2 | 2 | 2 | 3 | 1 | 3 | 3 | 0 | 29 | | | |
| 63 | NCC | US 40: SR 1 - US 13, Sidepaths | | 2026 | | 1 | 6 | 4 | 1 | 2 | 2 | 2 | 0 | 3 | 2 | 3 | 0 | 26 | | | |
| 64 | NCC | Newark Bicycle Signal Detection | | 2024 | | 1 | 0 | 3 | 1 | 2 | 2 | 1 | 0 | 3 | 3 | 6 | 0 | 22 | | | |
| 65 | NCC | Newark Bike Lanes | | 2024 | | 1 | 0 | 3 | 1 | 2 | 2 | 1 | 0 | 3 | 3 | 6 | 0 | 22 | | | |
| 66 | NCC | Newark Mid-block Pedestrian Crossing Improvements | | 2030 | | 1 | 0 | 3 | 1 | 2 | 2 | 1 | 0 | 3 | 3 | 6 | 0 | 22 | | | |
| 67 | NCC | Newark Pedestrian Improvements | | 2030 | | 1 | 0 | 3 | 1 | 2 | 2 | 1 | 0 | 3 | 3 | 6 | 0 | 22 | | | |
| 68 | NCC | Library Ave Pedestrian Improvements | | 2024 | | 1 | 0 | 3 | 0 | 2 | 2 | 1 | 0 | 3 | 3 | 6 | 0 | 21 | | | |
| 69 | NCC | Commons Blvd Pathway | | 2024 | | 3 | 3 | 3 | 1 | 1 | 2 | 1 | 0 | 1 | 2 | 3 | 0 | 20 | | | |
| 70 | NCC | Rt 9 Neighborhood pathway network | | 2026 | | 1 | 6 | 2 | 2 | 0 | 0 | 0 | 1 | 3 | 2 | 3 | 0 | 20 | | | |
| 71 | NCC | Old Baltimore Pike: SR 72 - SR 273, Sidepath | | 2030 | | 1 | 3 | 4 | 2 | 1 | 2 | 1 | 1 | 1 | 0 | 3 | 0 | 19 | | | |
| 72 | NCC | East Coast Greenway: Claymont Station - Northern DE Greenway | | 2028 | | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 2 | 3 | 0 | 17 | | | |
| 73 | NCC | US 40: Newtown Trail & Pedestrian Improvements | | 2040 | | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 17 | | | |
| 74 | NCC | BR 234, Kirkwood Highway over Mill Creek | | 2030 | | 1 | 0 | 1 | 0 | 2 | 2 | 3 | 0 | 1 | 3 | 3 | 0 | 16 | | | |
| 75 | CC | East Coast Greenway - Cecil County Phase 1 | | 2024 | | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 3 | 3 | 0 | 3 | 0 | 16 | | | |
| 76 | CC | East Coast Greenway - Cecil County Phase 2 | | 2035 | | 3 | 1 | 1 | 2 | 2 | 0 | 0 | 3 | 1 | 0 | 3 | 0 | 16 | | | |
| 77 | NCC | North Claymont Naamans Pathway | | 2030 | | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 3 | 2 | 6 | 0 | 16 | | | |
| 78 | NCC | I-495 / US 13 Pedestrian Improvements | | 2024 | | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 0 | 15 | | | |
| 79 | NCC | US 13: US 40 - Tybouts Corner, Sidepaths | | 2030 | | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 14 | | | |
| 80 | NCC | East Coast Greenway: PA line to Claymont Regional Transportation | | 2022 | | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 0 | 14 | | | |
| 81 | NCC | North Claymont Sidewalk Upgrades | | 2024 | | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 2 | 6 | 0 | 13 | | | |
| 82 | NCC | Augustine Cutoff Pathway | | 2022 | | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 12 | | | |
| 83 | NCC | DE 896: US 40 to Porter Road, Sidepaths | | 2030 | | 1 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 12 | | | |
| 84 | NCC | US 40: MD State Line to SR 896, Sidepaths | | 2030 | | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 11 | | | |
| 85 | NCC | North Claymont I-495 Pedestrian Bridge | | 2050 | | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 0 | 11 | | | |
| 86 | NCC | Glasgow Pathway: Porter Rd - Canal | | 2035 | | 1 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | | |
| 87 | NCC | Marshallton Circulation Study - Gilbert Ave Sidewalk | | 2024 | | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 6 | | | |
| 88 | NCC | Marshallton Circulation Study - New St Sidewalk | | 2024 | | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 6 | | | |
| 89 | NCC | Marshallton Circulation Study - Newport Rd Sidewalk | | 2024 | | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 6 | | | |
| 90 | NCC | Red Clay Creek Greenway through Marshallton | | 2030 | | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 6 | | | |
| 91 | NCC | Harvey Road and Sconset Road Pedestrian Improvements | | 2022 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 5 | | | |
| 92 | | <i>Multimodal</i> | | | | | | | | | | | | | | | | | | | |
| 93 | NCC | Churchmans Crossing Sidewalks & Bus Stop Improvements | | 2030 | | 1 | 4 | 4 | 1 | 2 | 2 | 2 | 0 | 1 | 3 | 6 | 0 | 26 | | | |
| 94 | NCC | SR 4 / Churchmans Road Intersection | | 2040 | | 0 | 6 | 3 | 0 | 2 | 1 | 3 | 1 | 1 | 3 | 3 | 0 | 23 | | | |
| 95 | NCC | Governor Printz Boulevard Road Diet | | 2030 | | 3 | 6 | 1 | 1 | 0 | 0 | 0 | 3 | 3 | 2 | 3 | 0 | 22 | | | |
| 96 | NCC | Signal Coordination - S. College Ave | | 2028 | | 0 | 0 | 3 | 0 | 2 | 3 | 1 | 0 | 3 | 3 | 6 | 0 | 21 | | | |
| 97 | CC | MD 213 / US 40 Intersection Improvements | | 2030 | | 0 | 1 | 3 | 1 | 2 | 3 | 0 | 1 | 3 | 0 | 6 | 0 | 20 | | | |
| 98 | NCC | US 40 Overpass of Norfolk Southern RR near SR 72 | | 2045 | | 0 | 0 | 3 | 1 | 2 | 2 | 1 | 0 | 3 | 4 | 3 | 0 | 19 | | | |
| 99 | NCC | Support for shared ride services | | 2024 | | 3 | 3 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 6 | 2 | 19 | | | |
| 100 | NCC | Support for shared ride services | | 2040 | | 3 | 3 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 6 | 2 | 19 | | | |
| 101 | CC | MD 213, Bridge St.: US 40 - MD 279 | | 2036 | | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 3 | 3 | 0 | 6 | 0 | 16 | | | |
| 102 | NCC | North Claymont Spine Road | | 2030 | | -1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 4 | 16 | | | |
| 103 | NCC | Support for shared ride services | | 2025 | | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 6 | 0 | 15 | | | |
| 104 | NCC | New Sweden Road Extension (South Wilmington) | | 2040 | | -1 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 6 | 0 | 14 | | | |
| 105 | NCC | SR 896: US 40 - I-95 | unfunded | 2050 | 2050 | -3 | 0 | 4 | 0 | 2 | 2 | 1 | 0 | 1 | 3 | 3 | 0 | 13 | | | DelDOT 12/20 update shows d |
| 106 | NCC | West Park Place Traffic Calming | | 2030 | | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 13 | | | |
| 107 | NCC | I-95 / Naamans Road Diverging Diamond | | 2040 | | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 0 | 12 | | | |
| 108 | NCC | Support for new technologies | | 2024 | | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 12 | | | |
| 109 | NCC | Support for new technologies | | 2035 | | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 12 | | | |

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CMAQ SCORING

Primary Ranking

Secondary Ranking

| <i>ID</i> | <i>Rank</i> | <i>Project</i> | <i>Notes</i> | <i>Highest Ranking Project Type</i> | <i>AQ Tech Score</i> | <i>Overall Tech Score</i> |
|-----------|-------------|--|------------------|-------------------------------------|----------------------|---------------------------|
| 1 | 1 | GENERAL: Heavy Equipment Program (only diesel retrofits/replacements) | | 2. Engine Replacements | 0 | n/a |
| 2 | 1 | GENERAL: Transit Vehicle Replacement (diesel retrofits/replacements) | Fixed-route only | 2. Engine Replacements | 0 | n/a |
| 3 | 2 | SR 9: Landers Ln - A St | | 11. Roundabouts | 1 | 20 |
| 4 | 3 | Old Capitol Trail/ Newport Rd. Roundabout | | 11. Roundabouts | 1 | 5 |
| 5 | 3 | Old Capitol Trail/ Stanton Rd. Roundabout | | 11. Roundabouts | 1 | 5 |
| 6 | 4 | Fairplay Train Station - Parking | | 12. Transit Amenities | 3 | 19 |
| 7 | 5 | New Castle County Transit Center | | 12. Transit Amenities | 3 | 6 |
| 8 | 6 | King & Orange Streets: MLK Blvd. - 13th St. | | 12. Transit Amenities | 1 | 24 |
| 9 | 7 | Rideshare Program, statewide | | 14. Rideshare Programs | 3 | n/a |
| 10 | 8 | US 13: US 40 - Memorial Drive | | 16. Bike/Ped Improvements | 3 | 33 |
| 11 | 9 | 4th St.: Walnut St. - Adams St | Bike/ped only | 16. Bike/Ped Improvements | 1 | 28 |
| 12 | 10 | S. College Ave Gateway: SR 4 - Main St | Bike/ped only | 16. Bike/Ped Improvements | 1 | 24 |
| 13 | 11 | 12th St. Connector | Bike/ped only | 16. Bike/Ped Improvements | 1 | 23 |
| 14 | 12 | Delaware Avenue Separated Bicycle Facility (DE Ave P&R) | | 16. Bike/Ped Improvements | 1 | 21 |
| 15 | 13 | Southbridge Local Street Network | Bike/ped only | 16. Bike/Ped Improvements | 1 | 17 |
| 16 | 13 | East 7th Street Peninsula | Bike/ped only | 16. Bike/Ped Improvements | 1 | 17 |
| 17 | 14 | Garasches Lane / A St Pathway | Bike/ped only | 16. Bike/Ped Improvements | 1 | 15 |
| 18 | 15 | US 13: I-495 - PA Line | Bike/ped only | 16. Bike/Ped Improvements | 1 | 11 |
| 19 | 16 | Glasgow Ave Improvements | Bike/ped only | 16. Bike/Ped Improvements | 1 | 8 |
| 20 | 17 | US 13: Duck Creek to SR 1 | Bike/ped only | 16. Bike/Ped Improvements | 1 | 5 |
| 21 | 18 | Walnut St.: 3rd - 16th | Bike/ped only | 16. Bike/Ped Improvements | 0 | 28 |
| 22 | 19 | SR 4 / Harmony Road Intersection | Bike/ped only | 16. Bike/Ped Improvements | 0 | 25 |
| 23 | 20 | South Wilmington Infrastructure Improvements | Bike/ped only | 16. Bike/Ped Improvements | 0 | 24 |
| 24 | 21 | Wilmington 5-Points Monroe Street | Bike/ped only | 16. Bike/Ped Improvements | 0 | 20 |
| 25 | 21 | Maryland Ave. / Monroe Street | Bike/ped only | 16. Bike/Ped Improvements | 0 | 20 |
| 26 | 22 | SR 4, Ogleton Stanton Road/ SR 7, Christiana Stanton Road Phase 1, Stanton | Bike/ped only | 16. Bike/Ped Improvements | 0 | 19 |
| 27 | 23 | SR 2 / Red Mill Rd. Intersection | Bike/ped only | 16. Bike/Ped Improvements | 0 | 18 |
| 28 | 24 | SR 273 / Harmony Rd. / I-95 Intersection | Bike/ped only | 16. Bike/Ped Improvements | 0 | 16 |
| 29 | 24 | SR 2 Kirkwood Hwy / Harmony Rd | Bike/ped only | 16. Bike/Ped Improvements | 0 | 16 |
| 30 | 25 | SR 273 / Chapman Rd Intersection Improvements | Bike/ped only | 16. Bike/Ped Improvements | 0 | 15 |
| 31 | 26 | Possum Park Rd / Old Possum Park Rd Intersection | Bike/ped only | 16. Bike/Ped Improvements | 0 | 3 |
| 32 | 26 | Cedar Lane: Marl Pit Rd. - Boyds Corner Rd. | Bike/ped only | 16. Bike/Ped Improvements | 0 | 3 |
| 33 | 27 | Denny Rd/ Lexington Parkway Intersection | Bike/ped only | 16. Bike/Ped Improvements | 0 | 0 |
| 34 | 28 | Boyds Corner Rd: Cedar Lane - US 13 | Bike/ped only | 16. Bike/Ped Improvements | -1 | 6 |
| 35 | 29 | N412, Lorewood Grove Road: Rd 412A - SR 1 | Bike/ped only | 16. Bike/Ped Improvements | -1 | 1 |

| | | | | | | |
|----|-----------|--|---------------|---------------------------|----|----|
| 36 | 30 | US 40: Salem Church Rd - Walther Road | Bike/ped only | 16. Bike/Ped Improvements | -3 | 20 |
| 37 | 31 | SR 299: SR 1 - Catherine Street | Bike/ped only | 16. Bike/Ped Improvements | -3 | 15 |
| 38 | 31 | I-95 / SR 896 Interchange | Bike/ped only | 16. Bike/Ped Improvements | -3 | 15 |
| 39 | 32 | SR 4: SR 2 - SR 896 | Bike/ped only | 16. Bike/Ped Improvements | -3 | 14 |
| 40 | 33 | SR 896: US 40 - I-95 | Bike/ped only | 16. Bike/Ped Improvements | -3 | 13 |
| 41 | 34 | Tyler McConnell Bridge, SR 141: Montchannin Road - Alapocas Road | Bike/ped only | 16. Bike/Ped Improvements | -3 | 9 |

CMAQ Project Prioritization Process - Methodology

1. Rank projects by type, based on FHWA cost-effectiveness data (PM2.5, NOx, and VOCs only). Priority by type is:

| | |
|----|--|
| 1 | Idle Reduction |
| 2 | Diesel Engine Retrofits |
| 3 | Intermodal Freight Facilities/Programs |
| 4 | Carsharing |
| 5 | Incident Management |
| 6 | Natural Gas Re-Fueling Infrastructure |
| 7 | Transit Service Expansion |
| 8 | Traffic Signal Synchronization |
| 9 | Electric Vehicle Charging Stations |
| 10 | Park and Ride |
| 11 | Roundabouts |
| 12 | Transit Amenity Improvements |
| 13 | Extreme Temperature Cold-start Tech. |
| 14 | Rideshare Programs |
| 15 | Bikesharing |
| 16 | Bicycle/Pedestrian Improvements |
| 17 | Intersection Improvements |
| 18 | Heavy-Duty Vehicle Replacements |
| 19 | Employee Transit Benefits |
| 19 | Subsidized Transit Fares |

2. Within project types, sort first by air quality technical score and then by the overall technical score in the project prioritization process.