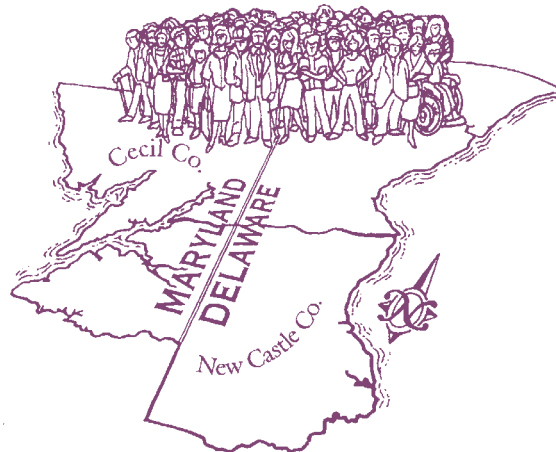


Transportation Improvement Program

Fiscal Years 2012-2015



WILMAPCO

Partners with you in transportation planning

Approved March 10, 2011
Amended September 8, 2011

FY 2012-2015 Transportation Improvement Program (TIP)

Prepared by the staff of the
Wilmington Area Planning Council

850 Library Avenue, Suite 100
Newark, Delaware 19711
(302) 737-6205
www.wilmapco.org

Approved March 10, 2011
Amended September 8, 2011

CONTACT LIST

The WILMAPCO Transportation Improvement Program (TIP) is created in cooperation with many state and local agencies. If you have questions regarding any projects or suggestions for future projects, please contact the appropriate agency below.

Agency	Responsible For:	Address	Phone Number	Website
WILMAPCO	Regional transportation planning agency in Cecil County, Maryland and New Castle County, Delaware	850 Library Ave. Suite 100 Newark, DE 19711	(302) 737-6205	www.wilmapco.org
Delaware Agencies				
City of Wilmington Department of Public Works – Transportation Division	Maintains and repairs all City streets, traffic signals, street lights, and street signs	Wilmington Dept of Public Works Louis L. Redding City/County Bldg. 800 N. French Street Wilmington, DE 19801	(302) 576-3060	www.ci.wilmington.de.us
DeIDOT	Constructs, maintains, and repairs most of Delaware’s roads, sidewalks, bike paths, traffic signals and street signs	DeIDOT External Affairs P.O. Box 778 Dover, DE 19903	(800) 652-5600	www.deldot.net
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.ccgov.org/dept_aging
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) 2012-2015 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 SAFETEA-LU, 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, bikepaths and greenways and an improvement in the appearance of all transportation designs. The mandates of SAFETEA-LU, the Clean Air Act and its Amendments and, most importantly, your vision for this region, require that more emphasis be placed on system preservation and management. This TIP is consistent with the vision of WILMAPCO's 2040 Regional Transportation Plan.

TIP Terms

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.

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federal law requiring public involvement and incorporation of multimodal alternatives into the transportation decision making process. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009 (Predecessor: TEA-21 and ISTEA).

TIP – Transportation Improvement Program: a document containing the 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 Cecil County municipalities representative, a New Castle County municipalities representative, 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, in conjunction with DeIDOT’s Capital Transportation Program, on February 28, 2011 to receive public comments regarding the proposed program. 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 2012-2015 TIP on March 10, 2011. 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.

Developing the FY 2012-2015 Transportation Improvement Program Process and Schedule – Summary

January-March		Staff meets with local government and community groups to discuss transportation needs.
April-May	•	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
		Public meeting held to get input on prioritization
	•	Ranked project listing to submitted DeIDOT
September		Joint public workshop with DeIDOT and the Council on Transportation
January-March		TIP released for public comment (January 18 – March 2)
		Public workshop February 28, 2011
		Council approval of TIP March 10, 2011

 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 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 joint public meeting with the Delaware Council on Transportation and one additional WILMAPCO meeting 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

September

WILMAPCO, together with DeIDOT, MDOT and the Delaware Council on Transportation, holds a public hearing to introduce the new projects under consideration and get ideas for additional projects. 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

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.



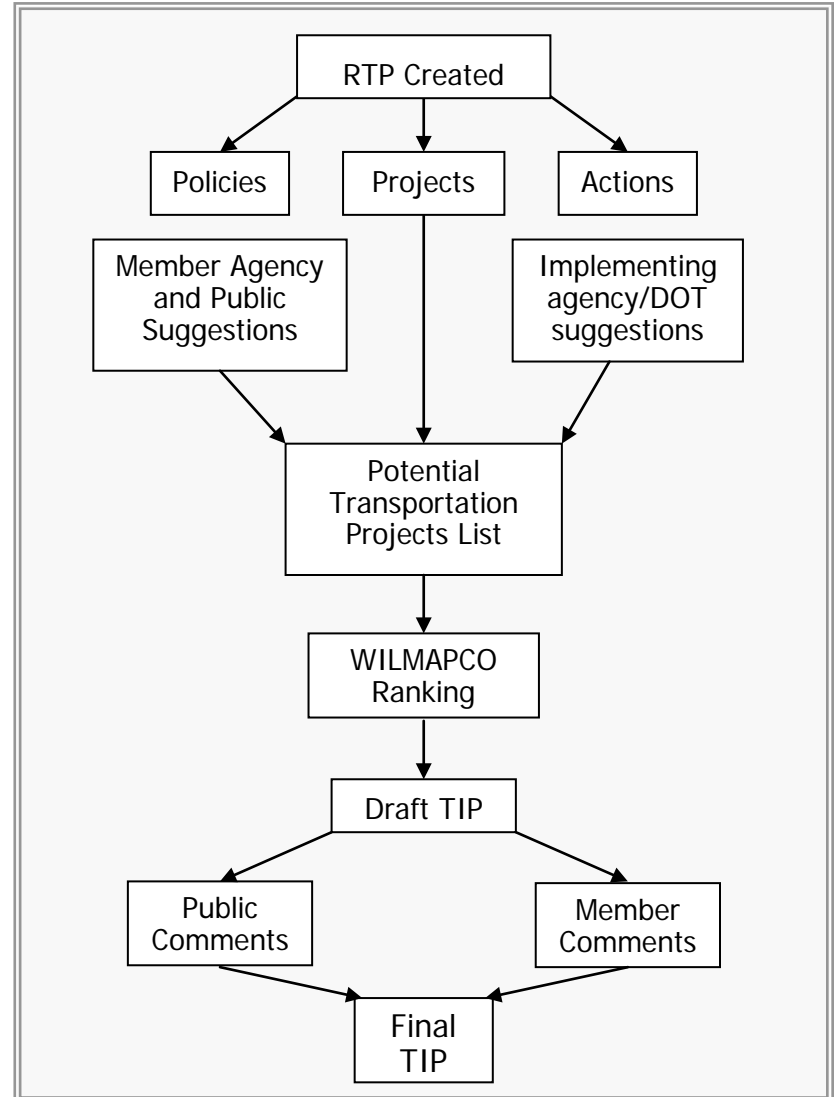
The TIP Process

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 25 years. It indicates certain areas that need our attention, ranging from gaps in our transportation system, to congested regions in need of relief, to far reaching issues such as air quality or land use planning. From this, we recommend projects or policy changes that need to be undertaken in the coming years.

Transportation projects identified in our RTP are then combined with submissions from local governments, county governments, the public and the DOT's to form a potential transportation project list. These projects are then ranked by WILMAPCO's Technical Advisory Committee and a draft TIP is created. The draft TIP is made available to the public at several points during the process; a document then emerges that can be agreed upon by Council.



How It's Organized

The TIP has a **Delaware Statewide** element (for which New Castle County funding is not broken out), a **New Castle County** element and a **Cecil County** element. Within each element, the projects are separated by category and alphabetized within categories.

Projects within each element are arranged by the following categories:

- System Preservation
- System Management
- System Expansion

Following the project information are the Appendices which contain a glossary, information about WILMAPCO, and details on the analysis undertaken to ensure the TIP meets federal regulations. The final section provides an alphabetical listing of all the projects listed in the FY2012-2015 TIP.

TIP Terms

System Preservation - maintains and preserves the existing transportation infrastructure including bridges, pavement, rail lines and existing roads. It also funds equipment replacement and operational costs.

System Management - sustains service level through management techniques and improvements to items such as coordinated signals, intersection improvements, streetscaping, transit facilities and sidewalks.

System Expansion - provides new or expanded services and infrastructure. This includes projects such the development of new roadways and transit services, highway interchanges and addition of road lanes.

Project Prioritization

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.

The process connects the rating factors 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 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 Management System
- Safety
- 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 DeIDOT/MDOT for use in their statewide process

STEP 1:

Apply screening criteria

- Projects reviewed for consistency with RTP and local, county and state transportation plans and land use plans.
- If not consistent, it will not be ranked or the RTP must be amended.

STEP 2:

Technical score

- Staff calculates a score for each project based on the goals and objectives of the RTP
- Criteria are designed to be objective measures using data available to WILMAPCO.

STEP 3:

TAC review

- Technical Advisory Committee (TAC) reviews technical scoring for accuracy and prepares comments for Council consideration

STEP 4:

Council ranks submissions

- Council considers:
- Technical score
 - TAC comments
 - Cost effectiveness
 - Urgency of project
 - Other considerations

Goals and Criteria:

Improve Quality of Life

Air Quality: Project expected to improve air quality by

- Reducing emissions
- Reducing vehicle miles traveled
- Not adding capacity
- Increasing access to non-auto modes

Environmental Justice: Project enhances environment in location with high percentage low-income or minority residents

Safety: Project addresses high accident location based on the absolute number of crashes and the rate at which crashes occur

Efficiently Transport People

Congestion: Project addresses congested area

- Points are awarded for projects addressing areas with Level of Service E or F/areas identified in the Congestion Management System
- For projects within these congested areas, additional points may be awarded based on:
 - Average Annual Daily Traffic
 - Transit Use

Transportation Justice: Project improves mobility and eases access to transit and other transportation choices for zero-car households, elderly and persons with disabilities

Support Activity & Goods Movement

Freight: Project supports major freight routes, based on identified truck route bottlenecks

Economic Development: Project supports economic development including adding or improving access to brownfields, major employment centers, and existing communities based on defined Delaware State Strategies and Maryland Priority Funding Areas

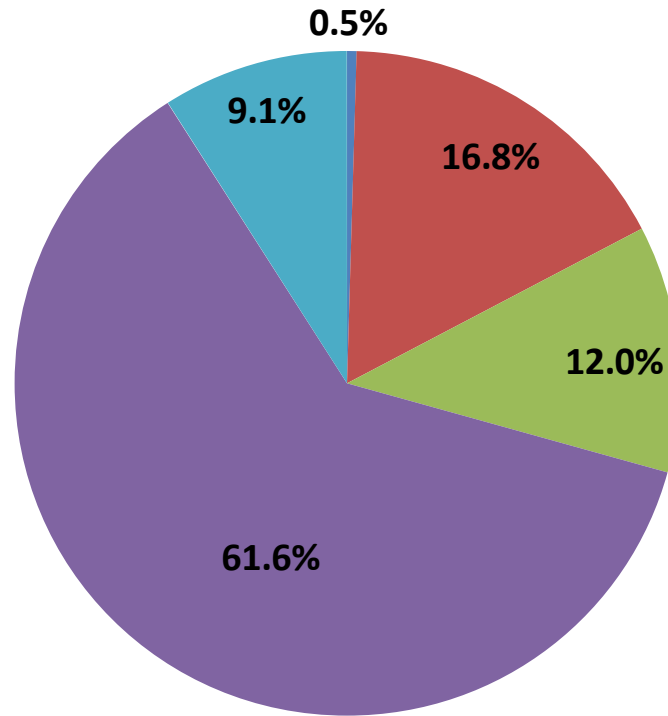
Funding Contribution: Local and/or private commitment demonstrated through funding contribution

TIP Summary Tables

FUNDING BY MODE	Amended FY 2012-2015	Percent	Outyears FY 2016-17
Bike/Pedestrian	10,547.9	0.5%	4,512.0
Multimodal	381,692.2	16.8%	158,201.0
Other	272,635.4	12.0%	95,604.2
Road	1,397,351.8	61.6%	415,618.0
Transit	205,234.7	9.1%	47,832.3
Total	2,267,462.0		\$ 721,767.5

FUNDING BY CATEGORY	Amended FY 2012-2015	Percent	Outyears FY 2016-17
Preservation	789,960.6	34.8%	324,815.0
Other	198,691.9	8.8%	68,292.0
Management	387,169.3	17.1%	166,243.0
Expansion	891,640.2	39.3%	162,417.5
Total	2,267,462.0		\$ 721,767.5

TIP Funding by Mode



■ Bike/Pedestrian ■ Multimodal ■ Other ■ Road ■ Transit

FY 2012 – 2015 TRANSPORTATION IMPROVEMENT PROGRAM

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Page	Location	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
Bike/Pedestrian				
2-35	NCC	C&D Canal Promenade, Delaware City	600.0	0.0
2-35	NCC	C&D Canal Trail	1,308.9	0.0
2-42	NCC	Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	450.0	2,300.0
2-66	NCC	NCC Industrial Track Greenway Trail, Phase III	600.0	
2-67	NCC	Pomeroy Trail	3,165.0	0.0
1-18	DE	Recreational Trails	4,424.0	2,212.0
Bike/Pedestrian Subtotal			10,547.9	4,512.0

Multimodal				
2-34	NCC	Airport and Churchmans Road	0.0	0.0
3-6	CC	Areawide Urban Street Reconstruction	4,000.0	
2-49	NCC	Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	2,000.0	3,900.0
2-19	NCC	BR 651, Newport Road over CSX	1,297.9	0.0
2-36	NCC	Centreville Transportation Plan Implementation ARRA	0.0	0.0
2-59	NCC	Christina River Crossing	34,525.0	8,400.0
2-37	NCC	Churchman's Crossing Program	200.0	100.0
2-39	NCC	City of New Castle Improvements (SR9/3rd, SR9/6th)	3,020.0	1,200.0
1- 3	DE	Community Transportation Fund	120,200.0	56,750.0
2-52	NCC	Elkton Road: Casho Mill Rd to Delaware Ave	13,749.6	0.0

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Page	Location	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
2-51	NCC	Elkton Road: MD Line to Casho Mill Rd	0.0	0.0
2-43	NCC	Highway Safety Improvement Program, NCC	41,448.6	12,500.0
2-49	NCC	Jamison Corner Rd Relocated to Boyds Corner Rd	8,780.0	0.0
2-49	NCC	Jamison Corner: Boyds Corner Rd to Hyetts Corner Rd	4,080.0	0.0
2-49	NCC	Lorewood Grove Rd: RD 412A to SR 1	0.0	6,000.0
3-10	CC	MD 545 Bridge Over Little Elk Creek	1,579.0	
1- 6	DE	Municipal Street Aid	17,000.0	8,000.0
2-4	NCC	N412A: Hyetts Corner Rd to Lorewood Grove Rd	4,450.0	0.0
2-47	NCC	Route 9 Coastal Heritage Scenic Byway	0.0	0.0
2-53	NCC	S Union Street, SR 2: Railroad Bridge to Sycamore St	4,700.0	0.0
2-62	NCC	SR 141/US 202-Blue Ball Properties Program	0.0	0.0
2-1	NCC	SR 141:Kirkwood Highway to Faulkland Road	507.0	0.0
2-25	NCC	SR 15, Choptank Road: Bunker Hill to Bethel Church	0.0	0.0
2-72	NCC	SR 7: Newtown Road to SR 273	9,551.9	0.0
2-54	NCC	SR 72: McCoy Road to SR 71	3,050.0	8,500.0
2-30	NCC	SR 9, New Castle Ave: 3rd Street to Heald Street	2,500.0	0.0
1-22	DE	Traffic Calming	1,600.0	800.0
1-23	DE	Transportation Enhancements	17,962.0	8,781.0
1- 11	DE	Transportation Facilities, Statewide	25,900.0	12,000.0
1-24	DE	Transportation Management	35,721.3	16,400.0
2-74	NCC	Tyler McConnell Bridge, SR 141: Montchannin to Alapocas	1,000.0	0.0
2-55	NCC	US 13, Philadelphia Pike: Claymont Plan Implementation	1,323.5	0.0
2-57	NCC	US 40 and SR 896 Grade Separated Intersection	500.0	4,500.0

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Page	Location	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
2-57	NCC	US 40 Program Management	200.0	100.0
2-57	NCC	US 40, Eden Square Connector	100.4	1,070.0
2-57	NCC	US 40, Pulaski Hwy and SR 72, Wrangle Hill Rd Intersection	10,000.0	9,200.0
2-39	NCC	Washington Street, New Castle	6,726.0	0.0
2-78	NCC	Westown Concept Designs and Program Management	50.0	0.0
2-78	NCC	Westown, St. Annes Church Rd:Levels Rd to SR 71	0.0	0.0
2-78	NCC	Westown, US 301: Middleneck to Peterson Rd	0.0	0.0
2-78	NCC	Westown, Wiggins Mill Rd: Green Giant to St Annes	2,320.0	0.0
2-59	NCC	Wilmington Riverfront Program	150.0	0.0
2-61	NCC	Wilmington Signal Improvements, Phase II	1,500.0	0.0
Multimodal Subtotal			381,692.2	158,201.0

Other				
1-14	DE	Aeronautics, Statewide	3,699.6	1,849.8
3-3	CC	Areawide Environmental Projects	2,000.0	0.0
1-27	DE	Engineering & Contingency	161,724.7	50,090.8
1-27	DE	Environmental Program	3,346.0	1,333.0
1- 4	DE	Equipment	20,000.0	10,000.0
2-26	NCC	Glenville Wetland Bank	1,164.2	0.0
2-44	NCC	Mid County DMV	15,000.0	0.0
1-28	DE	Planning	33,621.2	16,868.2
2-45	NCC	Port of Wilmington	984.9	0.0
1-8	DE	Statewide Rail preservation	1,570.0	700.0

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Page	Location	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
1-21	DE	Technology	29,524.8	14,762.4
Other Subtotal			272,635.4	95,604.2

Page	Location	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
Road				
1-13	DE	Advance Acquisitions of Right of Way	10,000.0	4,000.0
3-2	CC	Areawide Bridge Replacement and Rehabilitation	5,000.0	0.0
3-13	CC	Areawide Congestion Management	8,000.0	0.0
3-4	CC	Areawide Resurfacing and Rehabilitation	8,000.0	0.0
3-5	CC	Areawide Safety and Spot Improvements	6,000.0	0.0
2-49	NCC	Boyds Corner Road Intersection Improvements	40.0	0.0
2-4	NCC	BR 001 and 001A on Rising Sun Rd over Brandywine	0.0	0.0
2-5	NCC	BR 026 and 033, Scour Measures	0.0	0.0
2-6	NCC	BR 100 on Old Kennett Rd, West of Centerville	20.0	0.0
2-7	NCC	BR 110 on N239, Pyles Ford Road	385.3	0.0
2-8	NCC	BR 159 on James Street over Christina River	5,346.7	0.0
2-9	NCC	BR 221 on N301 Pleasant Hill Road over Middle Run	621.1	0.0
2-10	NCC	BR 325 on Otts Chapel Rd. over Persimmon Run	0.0	0.0
2-11	NCC	BR 330 on Marrows Road over Cool Run	890.7	0.0
2-12	NCC	BR 366 on N399 Chesapeake City Road over Guthrie Run	920.0	0.0
2-13	NCC	BR 391 & 392 on N424 SR9 over Appoquinimink River	0.0	0.0

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Page	Location	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
2-14	NCC	BR 404 on N427 Cedar Lane, Middletown	723.3	0.0
2-15	NCC	BR 444 on Old Corbitt Road, East of Odessa	1,606.0	0.0
2-16	NCC	BR 501 on SR 141 Viaduct over SR 4	19,646.2	0.0
2-16	NCC	BR 501, 501A, 501B SR141, Field Testing & Structure Analysis	0.0	0.0
2-17	NCC	BR 536 on Guyencourt Rd, SE of Centreville	20.0	0.0
2-18	NCC	BR 585 on N049 Augustine Cutoff over Brandywine Creek	3,159.0	0.0
2-20	NCC	BR 652 Kiamensi Rd	0.0	0.0
2-27	NCC	BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst	4,115.0	0.0
2-21	NCC	BR 687, 688, 693 Wilmington Drawbridge	5,076.5	0.0
2-23	NCC	BR 902, C&D Canal Bridge, SR 1	0.0	0.0
1-15	DE	Bridge Management	13,389.2	6,000.0
1- 2	DE	Bridge Preservation Program	31,875.0	30,000.0
2-22	NCC	Bridge Structure Rehabilitation	3,148.8	0.0
3-7	CC	Cecil County Bridge Preservation	90.0	
2-49	NCC	Cedar Lane:Marl Pit to Boyds Corner Rd (S. NCC Imp)	1,824.4	5,700.0
2-27	NCC	I-295 Improvements, weave elimination from I-95 to US 13	0.0	0.0
2-27	NCC	I-295 Improvements, Westbound from I-295 to US 13	5,700.0	0.0
2-65	NCC	I-95 & US 202 Interchange	38,895.2	0.0
2-63	NCC	I-95 Newark Toll Plaza - Short Term Improvements ARRA	119.0	0.0
2-63	NCC	I-95 Turnpike Toll Plaza Rehab & E-Zpass ARRA	5,583.9	0.0
1- 16	DE	Intersection Improvements	26,400.0	11,200.0
2-29	NCC	Interstate Maintenance ARRA	25,515.0	0.0
1- 5	DE	Materials & Minor Contracts	23,200.0	11,800.0
1- 7	DE	Paving & Rehabilitation ARRA	334,391.0	163,700.0

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Page	Location	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
2-46	NCC	Possum Park Rd and Old Possum Park Rd Intersection	2,000.0	0.0
2-24	NCC	Pyles Ford Rd, Culvert Replacements	735.3	0.0
1- 17	DE	Rail Crossing Safety	8,986.8	4,493.4
2-63	NCC	Road A/SR 7	10,300.0	3,000.0
2-48	NCC	S. Market Street Rehabilitation ARRA	4,598.9	0.0
1-19	DE	Safety Improvements	12,221.8	5,444.4
1-20	DE	Signage & Pavement Markings ARRA	11,200.0	6,400.0
2-49	NCC	Southern NCC Project Development	150.0	0.0
2-63	NCC	SR 1/I-95 Interchange	127,841.9	0.0
2-71	NCC	SR 1: Tybouts Corner to SR 273	34,350.0	60,000.0
2-51	NCC	SR 141/I-95 Interchange	17,800.0	10,000.0
2-39	NCC	SR 9, River Road Flood Remediation	0.0	500.0
2-76	NCC	US 301: Maryland Line to SR 1	577,465.8	93,380.2
Road Subtotal			1,397,351.8	15,618.0

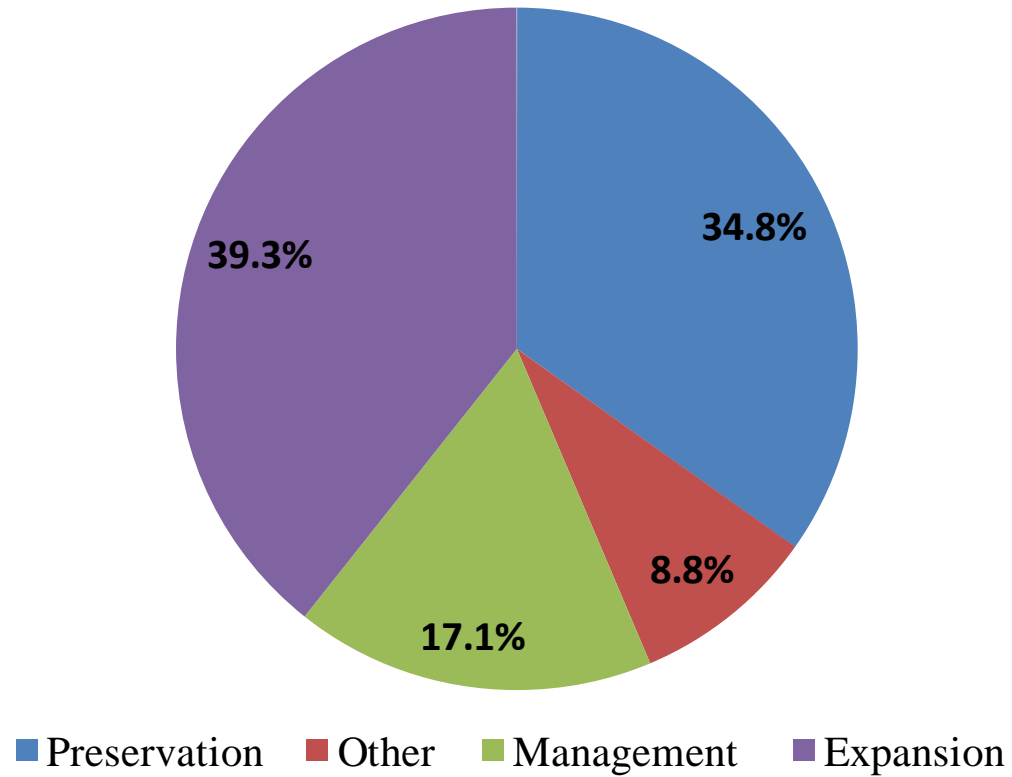
Transit				
2-41	NCC	Claymont Station	200.0	17,900.0
1-26	DE	Downstate Intercity Rail Connection ARRA	900.0	0.0
2-31	NCC	DTC Mid County Operations Facility ARRA	400.0	0.0
2-68	NCC	Fairplay Station (Churchmans Xing) Elevator	715.0	0.0
2-31	NCC	Farebox Replacement, NCC	0.0	0.0
3-9	CC	Job Access Reverse Commute (JARC), Cecil Co	132.8	0.0

FY 2012 – 2015 TRANSPORTATION IMPROVEMENT PROGRAM

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Page	Location	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
3-9	CC	Job Access Reverse Commute (JARC), Cecil Co	132.8	0.0
2-68	NCC	Newark Regional Transportation Center	17,398.0	0.0
2-68	NCC	Rail Cars ARRA	7,574.0	0.0
3-11	CC	Small Urban Transit - Capital Assistance ARRA	0.0	0.0
3-12	CC	Small Urban Transit - Operating Assistance	2,660.0	0.0
3-14	CC	Taxi Voucher Program	72.0	0.0
2-68	NCC	Third Rail Track Expansion	42,849.0	0.0
2-73	NCC	Transit (Fixed Route) Vehicle Expansion, NCC	1,040.2	2,757.7
2-32	NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	42,083.9	3,266.7
2-73	NCC	Transit (Paratransit) Vehicle Expansion, NCC	3,246.9	2,209.6
2-32	NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	17,945.4	9,072.2
1-9	DE	Transit Facilities, Statewide	6,410.6	760.0
2-32	NCC	Transit Preventive Maintenance, NCC	12,895.2	6,447.6
1- 11	DE	Transit Vehicles Replace & Refurbish, Statewide	18,936.7	5,418.5
2-31	NCC	Wilmington Operations Center	1,325.0	0.0
2-68	NCC	Wilmington Train Station	0.0	0.0
2-80	NCC	Wilmington Transit Hub	28,450.0	0.0
Transit Subtotal			205,234.7	47,832.3
Grand Total			2,267,462.0	721,767.5

TIP Funding by WILMAPCO Category



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Page	Location	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
Expansion				
2-35	NCC	C&D Canal Promenade, Delaware City	600.0	0.0
1-26	DE	Downstate Intercity Rail Connection ARRA	900.0	0.0
2-27	NCC	I-295 Improvements, Westbound from I-295 to US 13	5,700.0	0.0
2-65	NCC	I-95 & US 202 Interchange	38,895.2	0.0
2-63	NCC	I-95 Turnpike Toll Plaza Rehab & E-Zpass ARRA	5,583.9	0.0
2-66	NCC	NCC Industrial Track Greenway, Phase III	600	
2-67	NCC	Pomeroy Trail	3,165.0	0.0
2-63	NCC	Road A/SR 7	10,300.0	3,000.0
2-63	NCC	SR 1/I-95 Interchange	127,841.9	0.0
2-71	NCC	SR 1: Tybouts Corner to SR 273	34,350.0	60,000.0
2-62	NCC	SR 141/US 202-Blue Ball Properties Program	0.0	0.0
2-72	NCC	SR 7: Newtown Road to SR 273	9,551.9	0.0
2-68	NCC	Third Rail Track Expansion	42,849.0	0.0
2-73	NCC	Transit (Fixed Route) Vehicle Expansion, NCC	1,040.2	2,757.7
2-73	NCC	Transit (Paratransit) Vehicle Expansion, NCC	3,246.9	2,209.6
2-74	NCC	Tyler McConnell Bridge, SR 141: Montchannin to Alapocas	1,000.0	0.0
2-76	NCC	US 301: Maryland Line to SR 1	577,465.8	93,380.2
2-57	NCC	US 40, Eden Square Connector	100.4	1,070.0
2-78	NCC	Westtown, US 301: Middleneck to Peterson Rd	0.0	0.0
2-80	NCC	Wilmington Transit Hub	28,450.0	0.0
Expansion Subtotal			891,640.2	162,417.5
Management				
1-13	DE	Advance Acquisitions of Right of Way	10,000.0	4,000.0

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Page	Location	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
1-14	DE	Aeronautics, Statewide	3,699.6	1,849.8
2-34	NCC	Airport and Churchmans Road	0.0	0.0
3-13	CC	Areawide Congestion Management	8,000.0	0.0
2-49	NCC	Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	2,000.0	3,900.0
2-49	NCC	Boyds Corner Road Intersection Improvements	40.0	0.0
1-15	DE	Bridge Management	13,389.2	6,000.0
2-35	NCC	C&D Canal Trail	1,308.9	0.0
2-49	NCC	Cedar Lane:Marl Pit to Boyds Corner Rd (S. NCC Imp)	1,824.4	5,700.0
2-36	NCC	Centreville Transportation Plan Implementation ARRA	0.0	0.0
2-59	NCC	Christina River Crossing	34,525.0	8,400.0
2-37	NCC	Churchman's Crossing Program	200.0	100.0
2-39	NCC	City of New Castle Improvements (SR9/3rd, SR9/6th)	3,020.0	1,200.0
2-41	NCC	Claymont Station	200.0	17,900.0
2-31	NCC	DTC Mid County Operations Facility ARRA	400.0	0.0
2-52	NCC	Elkton Road: Casho Mill Rd to Delaware Ave	13,749.6	0.0
2-52	NCC	Elkton Road: MD Line to Casho Mill Rd	0.0	0.0
2-68	NCC	Fairplay Station (Churchmans Xing) Elevator	715.0	0.0
2-31	NCC	Farebox Replacement, NCC	0.0	0.0
2-42	NCC	Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	450.0	2,300.0
2-43	NCC	Highway Safety Improvement Program, NCC	41,448.6	12,500.0
2-63	NCC	I-95 Newark Toll Plaza - Short Term Improvements ARRA	119.0	0.0
1- 16	DE	Intersection Improvements	26,400.0	11,200.0

FY 2012 – 2015 TRANSPORTATION IMPROVEMENT PROGRAM

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Page	Location	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
2-49	NCC	Jamison Corner Rd Relocated to Boyds Corner Rd	8,780.0	0.0
2-49	NCC	Jamison Corner: Boyds Corner Rd to Hyetts Corner Rd	4,080.0	0.0
2-49	NCC	Lorewood Grove Rd: RD 412A to SR 1	0.0	6,000.0
2-44	NCC	Mid County DMV	15,000.0	0.0
2-49	NCC	N412A: Hyetts Corner Rd to Lorewood Grove Rd	4,450.0	0.0
2-68	NCC	Newark Regional Transportation Center	17,398.0	0.0
2-45	NCC	Port of Wilmington	984.9	0.0
2-46	NCC	Possum Park Rd and Old Possum Park Rd Intersection	2,000.0	0.0
2-68	NCC	Rail Cars ARRA	7,574.0	0.0
1-17	DE	Rail Crossing Safety	8,986.8	4,493.4
1-18	DE	Recreational Trails	4,424.0	2,212.0
2-47	NCC	Route 9 Coastal Heritage Scenic Byway	0.0	0.0
2-53	NCC	S Union Street, SR 2: Railroad Bridge to Sycamore St	4,700.0	0.0
2-48	NCC	S. Market Street Rehabilitation ARRA	4,598.9	0.0
1-19	DE	Safety Improvements	12,221.8	5,444.4
2-49	NCC	Southern NCC Project Development	150.0	0.0
2-51	NCC	SR 141/I-95 Interchange	17,800.0	10,000.0
2-1	NCC	SR 141:Kirkwood Highway to Faulkland Road	507.0	0.0
2-25	NCC	SR 15, Choptank Road: Bunker Hill to Bethel Church	0.0	0.0
2-54	NCC	SR 72: McCoy Road to SR 71	3,050.0	8,500.0
3-14	CC	Taxi Voucher Program	72.0	0.0
1-21	DE	Technology	29,524.8	14,762.4
1-22	DE	Traffic Calming	1,600.0	800.0
1-23	DE	Transportation Enhancements	17,962.0	8,781.0
1-24	DE	Transportation Management	35,721.3	16,400.0

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Page	Location	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
2-55	NCC	US 13, Philadelphia Pike: Claymont Plan Implementation	1,323.5	0.0
2-57	NCC	US 40 and SR 896 Grade Separated Intersection	500.0	4,500.0
2-57	NCC	US 40 Program Management	200.0	100.0
2-57	NCC	US 40, Pulaski Hwy and SR 72, Wrangle Hill Rd Intersection	10,000.0	9,200.0
2-39	NCC	Washington Street, New Castle	6,726.0	0.0
2-78	NCC	Westown Concept Designs and Program Management	50.0	0.0
2-78	NCC	Westown, St. Annes Church Rd:Levels Rd to SR 71	0.0	0.0
2-78	NCC	Westown, Wiggins Mill Rd: Green Giant to St Annes	2,320.0	0.0
2-31	NCC	Wilmington Operations Center	1,325.0	0.0
2-59	NCC	Wilmington Riverfront Program	150.0	0.0
2-61	NCC	Wilmington Signal Improvements, Phase II	1,500.0	0.0
2-68	NCC	Wilmington Train Station	0.0	0.0
Management Subtotal			387,169.3	166,243.0

Other				
1-27	DE	Engineering & Contingency	161,724.7	50,090.8
1-27	DE	Environmental Program	3,346.0	1,333.0
1-28	DE	Planning	33,621.2	16,868.2
Other Subtotal			198,691.9	68,292.0

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Page	Location	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
Preservation				
3-2	CC	Areawide Bridge Replacement and Rehabilitation	5,000.0	0.0
3-3	CC	Areawide Environmental Projects	2,000.0	0.0
3-4	CC	Areawide Resurfacing and Rehabilitation	8,000.0	0.0
3-5	CC	Areawide Safety and Spot Improvements	6,000.0	0.0
3-6	CC	Areawide Urban Street Reconstruction	4,000.0	
2-4	NCC	BR 001 and 001A on Rising Sun Rd over Brandywine	0.0	0.0
2-5	NCC	BR 026 and 033, Scour Measures	0.0	0.0
2-6	NCC	BR 100 on Old Kennett Rd, West of Centerville	20.0	0.0
2-7	NCC	BR 110 on N239, Pyles Ford Road	385.3	0.0
2-8	NCC	BR 159 on James Street over Christina River	5,346.7	0.0
2-9	NCC	BR 221 on N301 Pleasant Hill Road over Middle Run	621.1	0.0
2-10	NCC	BR 325 on Otts Chapel Rd. over Persimmon Run	0.0	0.0
2-11	NCC	BR 330 on Marrows Road over Cool Run	890.7	0.0
2-12	NCC	BR 366 on N399 Chesapeake City Road over Guthrie Run	920.0	0.0
2-13	NCC	BR 391 & 392 on N424 SR9 over Appoquinimink River	0.0	0.0
2-14	NCC	BR 404 on N427 Cedar Lane, Middletown	723.3	0.0
2-15	NCC	BR 444 on Old Corbitt Road, East of Odessa	1,606.0	0.0
2-16	NCC	BR 501 on SR 141 Viaduct over SR 4	19,646.2	0.0
2-16	NCC	BR 501, 501A, 501B SR141, Field Testing & Structure Analysis	0.0	0.0
2-17	NCC	BR 536 on Guyencourt Rd, SE of Centreville	20.0	0.0
2-18	NCC	BR 585 on N049 Augustine Cutoff over Brandywine Creek	3,159.0	0.0
2-19	NCC	BR 651, Newport Road over CSX	1,297.9	0.0

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Page	Location	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
2-20	NCC	BR 652 Kiamensi Rd	0.0	0.0
2-27	NCC	BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst	4,115.0	0.0
2-21	NCC	BR 687, 688, 693 Wilmington Drawbridge	5,076.5	0.0
2-23	NCC	BR 902, C&D Canal Bridge, SR 1	0.0	0.0
1- 2	DE	Bridge Preservation Program	31,875.0	30,000.0
2-22	NCC	Bridge Structure Rehabilitation	3,148.8	0.0
3-7	CC	Cecil County Bridge Preservation	90.0	
1- 3	DE	Community Transportation Fund	120,200.0	56,750.0
1- 4	DE	Equipment	20,000.0	10,000.0
2-26	NCC	Glenville Wetland Bank	1,164.2	0.0
2-27	NCC	I-295 Improvements, weave elimination from I-95 to US 13	0.0	0.0
2-29	NCC	Interstate Maintenance ARRA	25,515.0	0.0
3-9	CC	Job Access Reverse Commute (JARC), Cecil Co	132.8	0.0
1- 5	DE	Materials & Minor Contracts	23,200.0	11,800.0
3-10	CC	MD 545 Bridge Over Little Elk Creek	1,579.0	
1- 6	DE	Municipal Street Aid	17,000.0	8,000.0
1- 7	DE	Paving & Rehabilitation ARRA	334,391.0	163,700.0
2-24	NCC	Pyles Ford Rd, Culvert Replacements	735.3	0.0
1-20	DE	Signage & Pavement Markings ARRA	11,200.0	6,400.0
3-11	CC	Small Urban Transit - Capital Assistance ARRA	0.0	0.0
3-12	CC	Small Urban Transit - Operating Assistance	2,660.0	0.0
2-31	NCC	SR 9, New Castle Ave: 3rd Street to Heald Street	2,500.0	0.0
2-39	NCC	SR 9, River Road Flood Remediation	0.0	500.0
1-8	DE	Statewide Rail preservation	1,570.0	700.0
2-32	NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	42,083.9	3,266.7

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Page	Location	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
2-32	NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	17,945.4	9,072.2
1-9	DE	Transit Facilities, Statewide	6,410.6	760.0
2-32	NCC	Transit Preventive Maintenance, NCC	12,895.2	6,447.6
1- 11	DE	Transit Vehicles Replace & Refurbish, Statewide	18,936.7	5,418.5
1- 10	DE	Transportation Facilities, Statewide	25,900.0	12,000.0
Preservation			789,960.6	324,815.0
Grand Total			2,267,462.0	721,767.5

Integrating the Congestion Management System

Under federal transportation legislation, metropolitan planning areas are required to develop a system wide congestion management process to assist with identifying, analyzing and addressing congestion in the region. Additionally, in areas that are not in attainment of federal air quality standards, such as WILMAPCO’s region, a wide range of transportation solutions must be fully investigated and transportation demand strategies implemented wherever feasible before new roadway capacity can be constructed. WILMAPCO’s Congestion Management System (CMS) supports the regional transportation planning process by screening the major corridors in our region to determine need and to examine feasible options for improvement. The CMS is multi-modal in that it considers congestion on the regional transit system, as well as the regional roadway system

To facilitate evaluation, a “toolbox” of congestion mitigation measures was assembled that includes all strategies that could be used to address congestion. This strategy “toolbox” was set-up in a hierarchy so that the first strategies take precedence over those below. The general categories for this toolbox are as follows:

WILMAPCO CMS “TOOLBOX” STRATEGIES

Strategy #1: Eliminate car trips or reduce Vehicle Miles Traveled (VMT) during peak congestion hours

Strategy #2: Shift trips from automobile to other modes of transportation

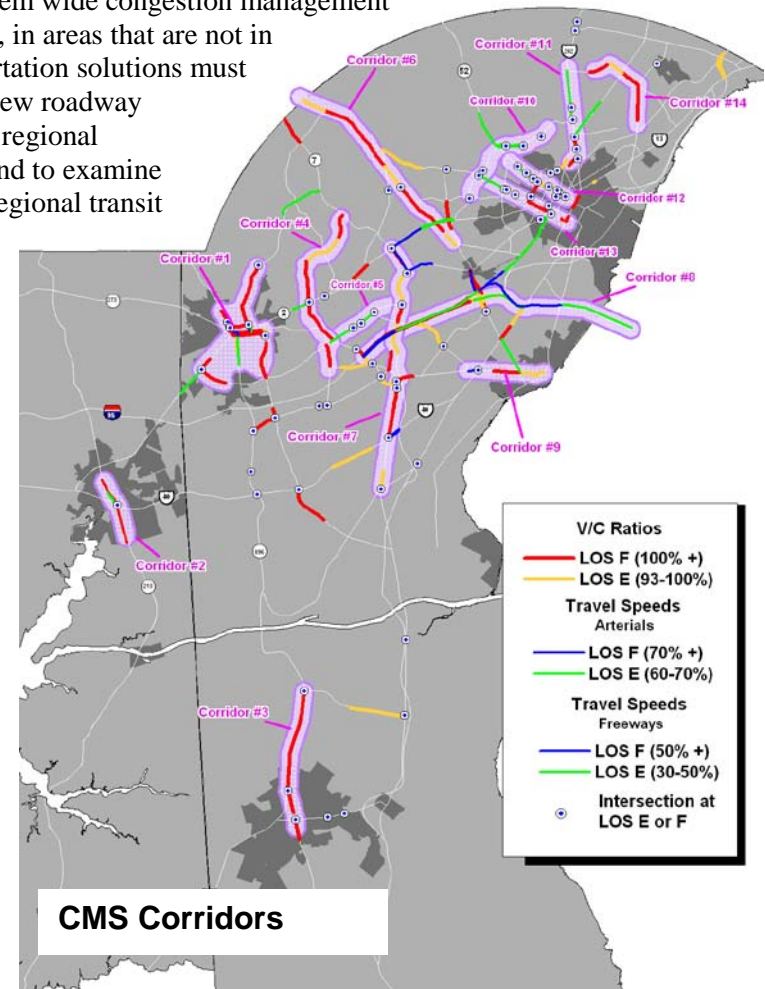
Strategy #3: Shift trips from single-occupancy vehicles to higher-occupancy vehicles (vans, buses, etc.)

Strategy #4: Improve roadway operations (timing of lights, toll booths, highway message boards)

Strategy #5: Add roadway capacity (adding lanes or roads)

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

The WILMAPCO Congestion Management System identified 14 corridors in New Castle and Cecil County that met the established criteria for congestion. The following table shows projects that are currently funded in each corridor.



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Location	Project Title	Page
NCC	Boyds Corner Road	2-49
NCC	BR 001 and 001A on Rising Sun Rd over Brandywine	2-4
NCC	BR 687, 688, 693 Wilmington Drawbridge	2-21
NCC	City of New Castle (SR9/3rd, SR9/6th)	2-39
NCC	Elkton Road: Casho Mill Rd to Delaware Ave	2-52
NCC	Elkton Road: MD Line to Casho Mill Rd	2-52
NCC	I-295 Improvements	2-27
NCC	I-95 & US 202 Interchange	2-65
NCC	Interstate Maintenance	2-29
NCC	Newark Train Station	2-68
NCC	Road A/SR 7	2-63
NCC	SR 1/I-95 Interchange	2-67
NCC	SR 1: Tybouts Corner to SR 273	2-71
NCC	SR 141/I-95 Interchange	2-51
NCC	SR 141:Kirkwood Highway to Faulkland Road	2-1
NCC	SR 7: Newtown Road to SR 273	2-72
NCC	Third Rail Track Expansion	2-67
NCC	US 301:Maryland Line to SR 1	2-76
NCC	US 40: Eden Square Connector	2-57
NCC	Washington Street, New Castle	2-39
NCC	Wilmington Operations Center	2-31
NCC	Wilmington Riverfront	2-59
NCC	Wilmington Signal Improvements	2-62

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:

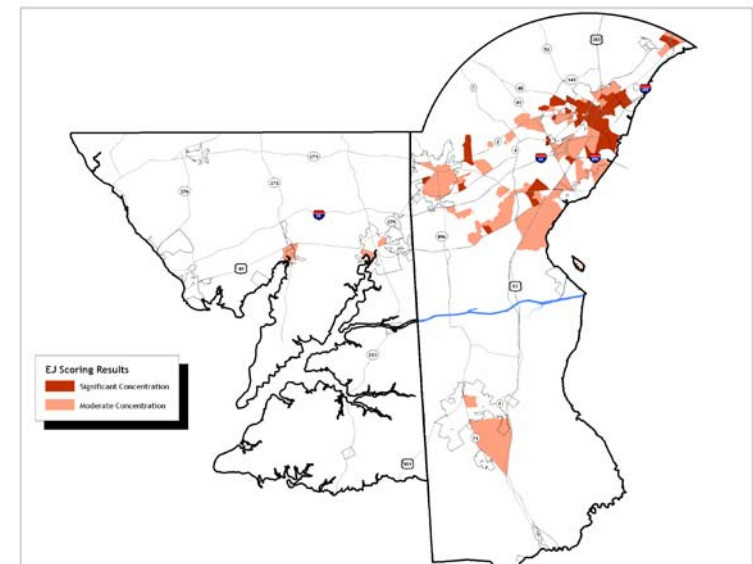
- Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Enhance analytical capabilities for use in the Long Range 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 2 of our transportation equity analysis which identified “Transportation Justice Areas”. This analysis 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.

Environmental Justice Areas



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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 Title	Page	EJ	TJ
NCC	BR 330 on Marrows Road over Cool Run	2-11	YES	YES
NCC	BR 651, Newport Road over CSX	2-19	YES	YES
NCC	BR 687, 688, 693 Wilmington Drawbridge	2-21	YES	
NCC	S Union Street, SR 2: Railroad Bridge to Sycamore St	2-53	YES	YES
NCC	SR 141:Kirkwood Highway to Faulkland Road	2-1	YES	YES
NCC	Third Rail Track Expansion	2-68	YES	YES
NCC	US 13, Philadelphia Pike: Claymont Plan Implementation	2-55	YES	YES
NCC	Wilmington Operations Center	2-31	YES	YES
NCC	Wilmington Signal Improvements	2-61	YES	YES
NCC	Interstate Maintenance	2-29	YES	
NCC	New Castle Airport: Airport Rd and Churchmans Rd Intersection	2-34	YES	
NCC	SR 1: Tybouts Corner to SR 273	2-71	YES	
NCC	SR 7: Newtown Road to SR 273	2-72	YES	
NCC	Wilmington Riverfront	2-59	YES	
NCC	Christina River Crossing	2-59		YES
NCC	I-295 Improvements	2-27		YES
NCC	Washington Street, New Castle	2-39		YES

Comparison of TIP with Approved FY 2012-15 TIP

Page	PROJECT TITLE	Approved FY 2012-2015		Amendments to FY2012-2015 TIP					
		TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
	DELAWARE- STATEWIDE								
1-13	Advance Acquisitions of Right of Way	8,000.0	2,000.0	4,000.0	2,000.0	2,000.0	2,000.0	10,000.0	4,000.0
1-14	Aeronautics, Statewide	3,699.6	924.9	924.9	924.9	924.9	924.9	3,699.6	1,849.8
1-15	Bridge Management	14,000.0	3,500.0	4,389.2	3,000.0	3,000.0	3,000.0	13,389.2	6,000.0
1-2	Bridge Preservation Program	46,915.0	15,010.0	1,875.0	2,500.0	12,500.0	15,000.0	31,875.0	30,000.0
1- 3	Community Transportation Fund	119,500.0	29,875.0	35,075.0	28,375.0	28,375.0	28,375.0	120,200.0	56,750.0
1-26	Downstate Intercity Rail Connection ARRA	600.0	0.0	600.0	300.0	-	-	900.0	0.0
1-27	Engineering & Contingency	69,564.3	24,444.3	86,588.5	25,045.4	25,045.4	25,045.4	161,724.7	50,090.8
1-27	Environmental Program	2,000.0	500.0	851.0	845.0	825.0	825.0	3,346.0	1,333.0
1-4	Equipment	20,000.0	5,000.0	6,500.0	4,500.0	4,500.0	4,500.0	20,000.0	10,000.0
1-16	Intersection Improvements	23,960.0	5,600.0	9,200.0	7,600.0	4,800.0	4,800.0	26,400.0	11,200.0
1-5	Materials & Minor Contracts	23,700.0	5,900.0	8,000.0	5,400.0	4,900.0	4,900.0	23,200.0	11,800.0
1-6	Municipal Street Aid	16,000.0	4,000.0	5,000.0	4,000.0	4,000.0	4,000.0	17,000.0	8,000.0
1-7	Paving & Rehabilitation ARRA	331,074.0	90,600.0	118,191.0	69,800.0	73,800.0	72,600.0	334,391.0	163,700.0
1-28	Planning	33,624.3	8,508.2	8,415.6	8,337.5	8,434.0	8,434.1	33,621.2	16,868.2
1-17	Rail Crossing Safety	8,986.8	2,246.7	2,196.7	2,296.7	2,246.7	2,246.7	8,986.8	4,493.4
1-18	Recreational Trails	4,424.0	1,106.0	1,106.0	1,106.0	1,106.0	1,106.0	4,424.0	2,212.0
1-19	Safety Improvements	14,221.8	3,222.2	4,055.2	2,722.2	2,722.2	2,722.2	12,221.8	5,444.4
1-20	Signage & Pavement Markings ARRA	11,200.0	3,200.0	2,400.0	2,400.0	3,200.0	3,200.0	11,200.0	6,400.0
1-8	Statewide Rail preservation	1,400.0	350.0	520.0	350.0	350.0	350.0	1,570.0	700.0
1-21	Technology	29,524.8	7,381.2	7,381.2	7,381.2	7,381.2	7,381.2	29,524.8	14,762.4
1-22	Traffic Calming	1,600.0	400.0	400.0	400.0	400.0	400.0	1,600.0	800.0
1-9	Transit Facilities, Statewide	514.2	100.0	3,390.7	1,559.9	970.0	490.0	6,410.6	760.0
1-12	Transit Vehicles Replace & Refurbish, Statewide	17,532.7	2,619.1	9,938.1	3,729.0	2,623.8	2,645.8	18,936.7	5,418.5
1-23	Transportation Enhancements	17,704.8	4,426.2	4,790.5	4,390.5	4,390.5	4,390.5	17,962.0	8,781.0
1-11	Transportation Facilities, Statewide	25,500.0	6,000.0	9,800.0	6,100.0	5,000.0	5,000.0	25,900.0	12,000.0
1-24	Transportation Management	34,221.3	8,200.0	9,700.0	9,621.3	8,200.0	8,200.0	35,721.3	16,400.0

Funding increase
 Funding decrease

FY 2012 – 2015 TRANSPORTATION IMPROVEMENT PROGRAM

September 8, 2010

		Approved FY 2012-2015		Amendments to FY2012-2015 TIP					
Page	PROJECT TITLE	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
NEW CASTLE COUNTY									
2-34	Airport and Churchmans Road	77.6		0.0	0.0	0.0	0.0	0.0	0.0
2-49	Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	16,300.0		0.0	0.0	0.0	2,000.0	2,000.0	3,900.0
2-49	Boyds Corner Road Intersection Improvements	-		40.0	0.0	0.0	0.0	40.0	0.0
2-4	BR 001 and 001A on Rising Sun Rd over Brandywine	-		0.0	0.0	0.0	0.0	0.0	0.0
2-5	BR 026 and 033, Scour Measures	-		0.0	0.0	0.0	0.0	0.0	0.0
2-6	BR 100 on Old Kennett Rd, West of Centerville	-		20.0	0.0	0.0	0.0	20.0	0.0
2-7	BR 110 on N239, Pyles Ford Road	450.0		385.3	0.0	0.0	0.0	385.3	0.0
2-8	BR 159 on James Street over Christina River	2,875.0		346.7	0.0	2,125.0	2,875.0	5,346.7	0.0
2-9	BR 221 on N301 Pleasant Hill Road over Middle Run	655.0		621.1	0.0	0.0	0.0	621.1	0.0
2-10	BR 325 on Otts Chapel Rd. over Persimmon Run	-		0.0	0.0	0.0	0.0	0.0	0.0
2-11	BR 330 on Marrows Road over Cool Run	824.0		166.7	724.0	0.0	0.0	890.7	0.0
2-12	BR 366 on N399 Chesapeake City Road over Guthrie	861.0		920.0	0.0	0.0	0.0	920.0	0.0
2-13	BR 391 & 392 on N424 SR9 over Appoquinimink River	-		0.0	0.0	0.0	0.0	0.0	0.0
2-14	BR 404 on N427 Cedar Lane, Middletown	753.0		723.3	0.0	0.0	0.0	723.3	0.0
2-15	BR 444 on Old Corbitt Road, East of Odessa	1,908.0		105.0	1,501.0	0.0	0.0	1,606.0	0.0
2-16	BR 501 on SR 141 Viaduct over SR 4	22,500.0		12,282.0	7,364.2	0.0	0.0	19,646.2	0.0
2-16	BR 501, 501A, 501B SR141, Field Testing & Structure	-		0.0	0.0	0.0	0.0	0.0	0.0
2-17	BR 536 on Guyencourt Rd, SE of Centerville	-		20.0	0.0	0.0	0.0	20.0	0.0
2-18	BR 585 on N049 Augustine Cutoff over Brandywine	3,009.0		3,159.0	0.0	0.0	0.0	3,159.0	0.0
2-19	BR 651, Newport Road over CSX	-		1,297.9	0.0	0.0	0.0	1,297.9	0.0
2-20	BR 652 Kiamensi Rd	-		0.0	0.0	0.0	0.0	0.0	0.0
2-27	BR 665N & 1-665S on US 13 over Abandon Railroad,	1,700.0		665.0	1,700.0	1,750.0	0.0	4,115.0	0.0
2-21	BR 687, 688, 693 Wilmington Drawbridge	2,500.0		1,500.0	2,500.0	1,076.5	0.0	5,076.5	0.0
2-23	BR 902, C&D Canal Bridge, SR 1	-		0.0	0.0	0.0	0.0	0.0	0.0
2-22	Bridge Structure Rehabilitation	2,623.6		1,636.8	1,512.0	0.0	0.0	3,148.8	0.0

FY 2012 – 2015 TRANSPORTATION IMPROVEMENT PROGRAM

September 8, 2010

Page	PROJECT TITLE	Approved FY2012-15 TIP		Difference in Approved FY 2012-15 TIP				
		TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
2-35	C&D Canal Promenade, Delaware City	600.0	0.0	600.0	-	-	600.0	-
2-35	C&D Canal Trail	1,308.9	0.0	1,308.9	-	-	1,308.9	-
2-49	Cedar Lane:Marl Pit to Boyds Corner Rd (S. NCC Imp)	1,824.4	5,700.0	350.0	(1,025.6)	(6,000.0)	(10,675.6)	5,700.0
2-36	Centreville Transportation Plan Implementation	0.0	0.0	-	-	-	-	-
2-59	Christina River Crossing	34,525.0	8,400.0	(2,900.0)	2,900.0	-	-	-
2-37	Churchman's Crossing Program	200.0	100.0	-	-	50.0	100.0	100.0
2-39	City of New Castle Improvements (SR9/3rd, SR9/6th)	3,020.0	1,200.0	305.0	850.0	720.0	2,105.0	(720.0)
2-41	Claymont Station	200.0	17,900.0	-	200.0	-	200.0	17,900.0
2-31	DTC Mid County Operations Facility ARRA	400.0	0.0	400.0	-	-	400.0	-
2-52	Elkton Road: Casho Mill Rd to Delaware Ave	13,749.6	0.0	284.0	(460.7)	-	(176.7)	-
2-52	Elkton Road: MD Line to Casho Mill Rd	0.0	0.0	(50.0)	-	-	(50.0)	-
2-67	Fairplay Station (Churchmans Xing) Elevator	715.0	0.0	80.0	635.0	-	(6,411.0)	(7,126.0)
2-31	Farebox Replacement, NCC	0.0	0.0	-	-	-	-	-
2-26	Glenville Wetland Bank	1,164.2	0.0	1,137.2	18.0	9.0	1,164.2	0.0
2-42	Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	450.0	2,300.0	(50.0)	50.0	-	-	-
2-43	Highway Safety Improvement Program, NCC	41,448.6	12,500.0	2,053.8	(951.1)	(18.7)	1,363.6	12,500.0
2-27	I-295 Improvements, weave elimination from I-95 to	0.0	0.0	-	-	-	-	-
2-27	I-295 Improvements, Westbound from I-295 to US 13	5,700.0	0.0	500.0	-	-	500.0	-
2-65	I-95 & US 202 Interchange	38,895.2	0.0	4,660.0	(5,940.0)	(2,212.9)	3,187.3	-
2-63	I-95 Newark Toll Plaza - Short Term Improvements	119.0	0.0	119.0	-	-	119.0	-
2-63	I-95 Turnpike Toll Plaza Rehab & E-Zpass ARRA	5,583.9	0.0	(2,945.7)	-	-	(2,945.7)	-
2-29	Interstate Maintenance ARRA	25,515.0	0.0	5,897.0	-	(2,000.0)	3,897.0	-
2-49	Jamison Corner: Boyds Corner Rd to Hyetts Corner Rd	4,080.0	0.0	(420.0)	(2,078.0)	-	(2,498.0)	-
2-49	Jamison Corner Rd Relocated to Boyds Corner Rd	8,780.0	0.0	(3,100.0)	5,780.0	3,000.0	5,680.0	-
2-49	Lorewood Grove Rd: RD 412A to SR 1	0.0	6,000.0	-	-	(3,000.0)	(6,000.0)	2,000.0
2-48	S. Market Street Rehabilitation ARRA	4,598.9	0.0	3,048.9	-	-	3,048.9	-

 Funding increase
 Funding decrease

FY 2012 – 2015 TRANSPORTATION IMPROVEMENT PROGRAM

September 8, 2010

Page	PROJECT TITLE	Approved FY2012-15 TIP		Difference in Approved FY 2012-15 TIP				
		TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
2-44	Mid County DMV	15,000.0	0.0	2,000.0	13,000.0	-	15,000.0	-
2-49	N412A: Hyetts Corner Rd to Lorewood Grove Rd	4,450.0	0.0	(5,850.0)	3,100.0	200.0	(2,550.0)	-
2-68	Newark Regional Transportation Center	17,398.0	0.0	178.8	1,054.5	-	1,233.3	-
2-66	New Castle Co. Industrial Track Greenway, Phase III	600.0		600.0			600.0	
2-67	Pomeroy Trail	3,165.0	0.0	3,165.0	-	-	3,165.0	-
2-45	Port of Wilmington	984.9	0.0	984.9	-	-	984.9	-
2-46	Possum Park Rd and Old Possum Park Rd Intersection	2,000.0	0.0	(950.0)	(350.0)	750.0	200.0	-
2-33	Transit Preventive Maintenance,NCC	12,895.2	6,447.6	-	-	-	-	3,223.8
2-24	Pyles Ford Rd, Culvert Replacements	735.3	0.0	-	-	10.3	10.3	-
2-68	Rail Cars ARRA	7,574.0	0.0	7,574.0	-	-	7,574.0	-
2-63	Road A/SR 7	10,300.0	3,000.0	(500.0)	-	600.0	100.0	-
2-47	Route 9 Coastal Heritage Scenic Byway	0.0	0.0	-	-	-	-	-
2-53	S Union Street, SR 2: Railroad Bridge to Sycamore St	4,700.0	0.0	150.0	-	-	150.0	-
2-49	Southern NCC Project Development	150.0	0.0	-	-	-	-	-
	SR 1 Truck Weigh Station and Inspection Facility	0.0	0.0	(100.0)	(700.0)	-	(4,600.0)	-
2-63	SR 1/I-95 Interchange	127,841.9	0.0	(9,096.1)	(14,050.0)	(16,662.0)	(39,808.1)	0.0
2-71	SR 1: Tybouts Corner to SR 273	34,350.0	60,000.0	500.0	850.0	(500.0)	28,850.0	30,000.0
2-51	SR 141/I-95 Interchange	17,800.0	10,000.0	339.0	5.0	7,800.0	16,200.0	10,000.0
2-62	SR 141/US 202-Blue Ball Properties Program	0.0	0.0	-	-	-	-	-
2-1	SR 141:Kirkwood Highway to Faulkland Road	507.0	0.0	(53.0)	-	-	(53.0)	-
2-25	SR 15, Choptank Road: Bunker Hill to Bethel Church	0.0	0.0	-	-	-	-	-
2-72	SR 7: Newtown Road to SR 273	9,551.9	0.0	601.1	415.5	285.3	1,301.9	-
2-54	SR 72: McCoy Road to SR 71	3,050.0	8,500.0	500.0	-	-	500.0	8,500.0
2-30	SR 9, New Castle Ave: 3rd Street to Heald Street	2,500.0	0.0	(500.0)	(500.0)	-	-	-
2-39	SR 9, River Road Flood Remediation	0.0	500.0	-	-	-	-	-
2-68	Third Rail Track Expansion	42,849.0	0.0	10,125.0	14,580.0	(3,650.0)	16,055.0	-
2-73	Transit (Fixed Route) Vehicle Expansion, NCC	1,040.2	2,757.7	71.2	-	969.0	1,040.2	1,438.8

FY 2012 – 2015 TRANSPORTATION IMPROVEMENT PROGRAM

September 8, 2010

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2-73	Transit (Paratransit) Vehicle Expansion, NCC	3,246.9	2,209.6	(109.0)	(131.0)	(262.0)	(502.0)	1,278.6
3-32	Transit (Fixed Route) Vehicle Replacement and	42,083.9	3,266.7	(3,193.7)	(3,295.9)	(2,463.4)	(12,176.5)	(6,528.7)
3-32	Transit (Paratransit) Vehicle Replacement and	17,945.4	9,072.2	(635.7)	(505.2)	(867.1)	(2,008.0)	(723.2)
2-74	Tyler McConnell Bridge, SR 141: Montchannin to	1,000.0	0.0	(500.0)	(500.0)	500.0	-	-
2-55	US 13, Philadelphia Pike: Claymont Plan	1,323.5	0.0	371.5	250.0	-	621.5	-
2-76	US 301: Maryland Line to SR 1	577,465.8	93,380.2	(13,941.0)	(10,916.5)	(738.9)	(24,759.4)	61,393.7
2-57	US 40 Program Management	200.0	100.0	-	50.0	50.0	150.0	100.0
2-57	US 40, Eden Square Connector	100.4	1,070.0	5.0	(1,134.9)	(2,335.8)	(3,465.7)	1,070.0
2-57	US 40, Pulaski Hwy and SR 72, Wrangle Hill Rd	10,000.0	9,200.0	100.0	475.0	1,875.0	9,700.0	9,000.0
2-57	US 40 and SR 896 Grade Seperated Intersection	500.0	4,500.0	-	-	-	-	2,500.0
2-39	Washington Street, New Castle	6,726.0		(3,014.2)	3,580.2	-	566.0	-
2-78	Westtown Concept Designs and Program Management	50.0		30.0	20.0	-	50.0	-
2-78	Westtown, St. Annes Church Rd: Levels Rd to SR 71	0.0		-	-	-	-	-
2-78	Westtown, US 301: Middleneck to Peterson Rd	0.0		(100.0)	-	-	(100.0)	-
2-78	Westtown, Wiggins Mill Rd: Green Giant to St Annes	2,320.0		(50.0)	(2,000.0)	2,100.0	50.0	-
2-31	Wilmington Operations Center	1,325.0		300.0	25.0	600.0	925.0	-
2-59	Wilmington Riverfront Program	150.0		-	-	-	-	-
2-61	Wilmington Signal Improvements, Phase II	1,500.0		-	-	-	-	-
2-68	Wilmington Train Station	0.0		-	-	-	-	-
2-80	Wilmington Transit Hub	28,450.0		1,400.0	12,020.0	(6,300.0)	7,120.0	-

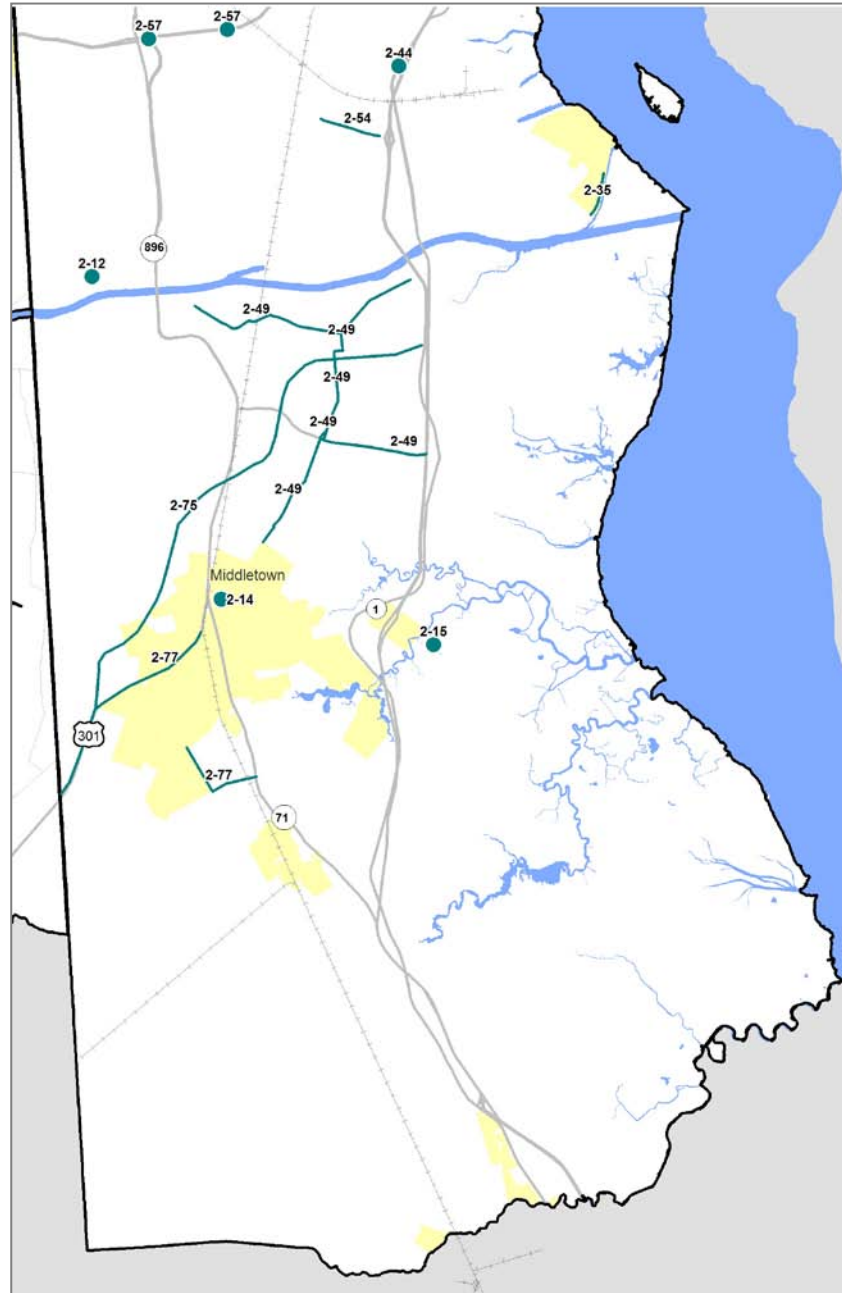
 Funding increase
 Funding decrease

FY 2012 – 2015 TRANSPORTATION IMPROVEMENT PROGRAM

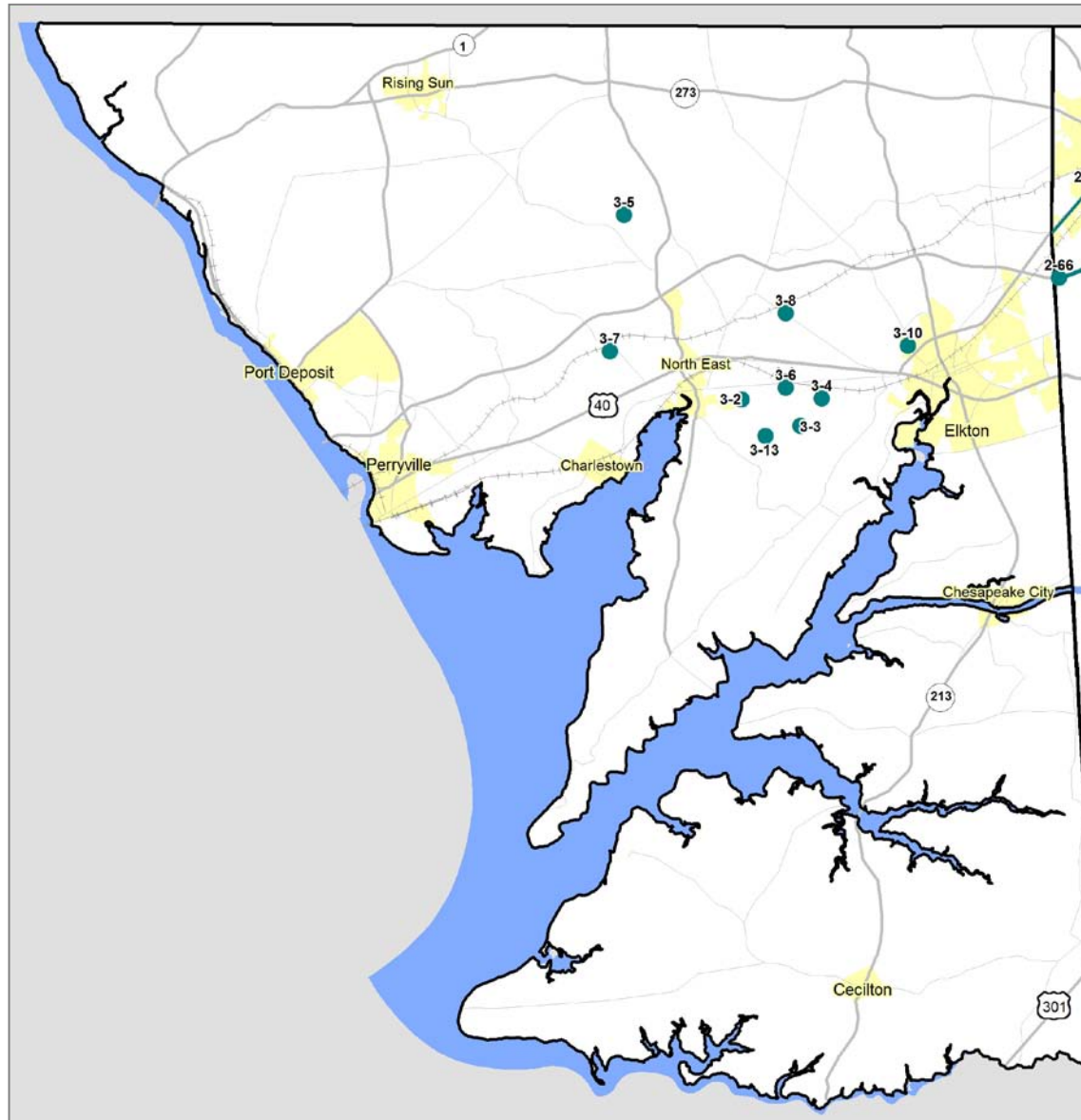
September 8, 2010

Page	PROJECT TITLE	Approved FY2012-15 TIP		Difference in Approved FY 2012-15 TIP				
		TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	TOTAL FY 2012-15	OUTYEARS TOTAL FY2016-17
	CECIL COUNTY							
3-2	Areawide Bridge Replacement and Rehabilitation	5,000.0		-	-	-	-	-
3-13	Areawide Congestion Management	8,000.0		-	-	-	-	-
3-3	Areawide Environmental Projects	2,000.0		-	-	-	-	-
3-4	Areawide Resurfacing and Rehabilitation	8,000.0		-	-	-	-	-
3-5	Areawide Safety and Spot Improvements	6,000.0		-	-	-	-	-
3-6	Areawide Urban Street Reconstruction	4,000.0		-	-	-	-	-
3-7	Cecil County Bridge Preservation (BR 0007 & BR 0044)	90.0		90.0	-	-	90.0	-
3-9	Job Access Reverse Commute (JARC), Cecil Co	132.8		132.8	-	-	132.8	-
3-10	MD 545 Bridge Over Little Elk Creek	1,579.0		-	-	-	-	-
3-11	Small Urban Transit - Capital Assistance ARRA	0.0		-	-	-	-	-
3-12	Small Urban Transit - Operating Assistance	2,660.0		-	-	-	-	-
3-14	Taxi Voucher Program	72.0		72.0	-	-	72.0	-
	Delaware Statewide Subtotal	974,204.7	449,763.5	149,832.3	(17,512.3)	(15,911.9)	94,737.1	214,649.7
	New Castle County Subtotal	1,255,723.5	272,004.0	(2,355.7)	13,609.7	(26,540.7)	9,021.6	155,506.9
	Cecil County Subtotal	37,533.8	0.0	294.8	0.0	0.0	294.8	0.0
	TOTAL	2,267,462.0	721,767.5	147,771.4	(3,902.6)	(42,452.6)	104,053.5	370,156.6

Southern NCC Map of Projects



Cecil County Map of Projects



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.

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

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

Funding source for each project phase

When 80% FHWA is show, dollars show total State and Federal

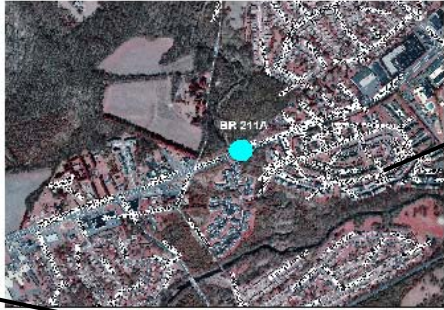
DRAFT FY 2010 – 2015 TRANSPORTATION IMPROVEMENT PROGRAM

BR 211A ON KIRKWOOD HIGHWAY OVER PIKE CREEK

DESCRIPTION: Replace westbound deck, rehabilitate abutments by sealing and patching spalls, provide seismic retrofits for bearing, clean and paint steel beams, and provide scour countermeasures in the stream.

JUSTIFICATION: The existing bridge deck is exhibiting significant deterioration. The bridge currently has a deficiency rank of 51 of 1,399 on the Department's bridge deficiency list (via the Bridge Management program).

County: New Castle
 Investment Area: Core
 Municipality: Road System – Bridge Improvements
 Funding Program: Preservation
 Functional Category: FY 2007
 Year Initiated:



PHASE	FUNDING		Current 7/08-6/09	FY 2010 7/09-6/10	FY 2011 7/10-6/11	FY 2012 7/11-6/12	FY 2013 7/12-6/13	FY 2010-13 TOTAL	FY 2014-2015 TOTAL
	Source	Type							
C	80% FHWA	L1C0	\$500.0	\$1,000.0				\$1,000.0	
TOTAL			\$500.0	\$1,000.0	\$0.0	\$0.0	\$0.0	\$1,000.0	\$0.0

All \$ X 1,000

NEW CASTLE COUNTY – SYSTEM PRESERVATION 2-11

Description of project

Why project is being done

Project name

Location map

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

Funding type refers to the federal aid category code