

**TECHNICAL ADVISORY COMMITTEE MEETING**  
**May 16, 2019**

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, May 16, 2019, at WILMAPCO, The Tower at STAR Campus, 100 Discovery Boulevard, Suite 800, Newark, DE 19713.

**1. CALL TO ORDER:** Mr. David Dahlstrom, Maryland Department of Planning, brought the TAC meeting to order at 10:00 a.m.

**2. TAC Members present:**

Benjamin Allen, MDOT SHA  
Tricia Arndt, Delaware State Planning  
Ian Beam, Maryland Department of Transportation  
Cooper Bowers, Delaware Department of Transportation  
Marco Boyce, New Castle County Department of Land Use  
Alex Brun, Maryland Department of the Environment (via conference call)  
David Dahlstrom, Maryland Department of Planning  
Mike Fortner, City of Newark Planning and Development Department  
Stephen P. Miller, Maryland State Highway Administration  
Steve O'Connor, Cecil County Land Use and Development Services  
Jolyon Shelton, DNREC  
Catherine Smith, Delaware Transit Corporation

**TAC Ex-Officio Members present:**

Lindsay Donnellon, U.S. Federal Highway Administration (via conference call)

**TAC Members absent:**

City of Wilmington Department of Public Works  
City of Wilmington Planning and Development  
Delaware Division of Small Business, Development, and Tourism  
Delaware River and Bay Authority  
Maryland Transit Administration  
Town of Elkton

**TAC Ex-Officio Members absent:**

Amtrak  
Diamond State Port Corporation  
U.S. Environmental Protection Agency  
U.S. Federal Transit Administration

**Guests and Invitees:**

Joshua Thomas, DeIDOT

**Staff:**

Dan Blevins, Principal Planner  
Janet Butler, Administrative Assistant  
Heather Dunigan, Principal Planner  
Sharen Elcock, Executive Assistant  
Dave Gula, Principal Planner  
Randi Novakoff, Outreach Manager

Bill Swiatek, Principal Planner  
Jacob Thompson, Transportation Planner  
Tigist Zegeye, Executive Director

Minutes prepared by: Janet Butler

### **3. MINUTES**

The April 18, 2019 TAC minutes were approved.

**ACTION:** On motion by Mr. Mike Fortner and seconded by Mr. Benjamin Allen, the TAC approved the April 18, 2019 minutes.

Mr. Dahlstrom abstained because he was absent at the April TAC meeting.

Motion passed.

**(5-16-19 - 01)**

### **4. SUBCOMMITTEE UPDATES**

None.

### **5. PUBLIC COMMENT PERIOD**

None.

### **6. Appointment of the Nominating Committee for TAC Chair and Vice Chair**

Mr. Dahlstrom appointed Mr. Ian Beam, MDOT, Mr. Mike Fortner, City of Newark, and Mr. Marco Boyce, New Castle County Department of Land Use, to serve on the nominating committee. Mr. Mike Fortner is the Chair of the nominating committee.

### **ACTION ITEMS:**

#### **7. To Recommend Amendment of the FY 2019-2020 TIP**

Ms. Dunigan said that DelDOT requested that the TIP be amended to include additional funding for the SR 299: SR 1 – Catherine Street project in Middletown. The amendment is fiscally constrained; and it is being reviewed by the Air Quality Subcommittee (AQS).

**ACTION:** On motion by Ms. Tricia Arndt and seconded by Mr. Steve O'Connor, the TAC recommended amendment of the FY 2019-2020 TIP – for increased funding for the SR 299: SR 1-Catherine Street project.

Motion passed.

**(5-16-19 - 02)**

#### **8. To Recommend Amendment of the FY 2019-2022 TIP**

Ms. Dunigan said that DelDOT requested that the TIP be amended to include additional funding for the SR 2, Elkton Road: Maryland Line – Casho Mill Road project. The amendment is fiscally constrained; and it is being reviewed by the Air Quality Subcommittee (AQS).

Mr. Boyce asked if the project would help with the East Coast Greenway connections. Ms. Dunigan responded yes, it will implement the East Coast Greenway from Fletchwood Road in Cecil County to Casho Mill Road in New Castle County.

**ACTION:** On motion by Mr. Ian Beam and seconded by Mr. Mike Fortner, the TAC recommended amendment of the FY 2019-2022 TIP – for increased funding for the SR2, Elkton Road: Maryland Line-Casho Mill Road project.

Motion passed.

(5-16-19 - 02)

**PRESENTATION/DISCUSSION ITEMS:**

**9. Social Determinants of Health (SDOH) Data Report**

Mr. Thompson said the World Health Organization's definition of SDOH is "The conditions in which people are grown, live, work, and age and the fundamental drivers of these conditions." The SDOH Data Report measures public health concerns by geographic location. The SDOH concept is used by many organizations and government agencies and is defined using a variety of quantitative and qualitative factors.

This SDOH Data Report got started after the implementation of the Route 9 Corridor Master Plan. The Monitoring Committee empowers the local community to guide its implementation. Then, the Transportation Project Prioritization Subcommittee was formed. The Subcommittee has helped to guide DelDOT to rank, design, and complete construction of the 20 transportation projects in the plan. The Subcommittee developed a technical scoring process that includes a series of 12 factors. One factor, SDOH, was recommended by Nemours Health. SDOH has its own technical scoring process including eight factors.

Each Block Group (BG) receives a score for each factor. Scores are relative to the study area. The eight factors include 1) household poverty rate, 2) homeownership rate, 3) high school graduation rate, 4) householder tenure, 5) minority segregation, 6) single parent households, 7) employment rate, and 8) food deserts.

For each factor except food deserts, BGs above the median receive one point. BGs in the top 20% receive two points. BGs in food deserts receive two points. The SDOH score equals the total amount of scores for each of the eight factors. A higher SDOH score indicates a greater potential public health concern. In the Route 9 area, the Dunleith and Oakmont areas have the highest public health concern, due to a high poverty rate, minority population, and renter population. They also have a high population of adults without a high school diploma.

On the other hand, Swanwyck Estates has the lowest SDOH score, due to high incomes, high graduation rates, and high homeownership. In addition, a new grocery store has recently opened in the neighborhood. I-295 is a social and economic barrier in the study area. Transportation projects north of I-295 received a boost in priority scores.

In the WILMAPCO region, the potential public health concern is highest in central Wilmington and parts of downtown Elkton. Moderate to high scores were found in Newark, Elkton, North East, and Perryville. These towns have higher renters, households in poverty, and single-parent households. The lowest scores were in rural areas, which are less diverse, have higher ownership rates, and longer householder tenure.

The City of Wilmington received moderate to high SDOH scores. Central Wilmington has higher renters, minority populations, single-parent households, and high poverty. Trolley Square and the Highlands are an exception, due to having higher graduation rates, higher employment, and higher homeownership. Trolley Square has more renters and shorter householder tenure compared to the Highlands.

Food deserts with low income and limited access to grocery stores within one mile received two points. Nearly all of the food deserts are along the I-95 corridor; however, most of Wilmington is

not a food desert. Some of the neighborhoods are in half-mile food deserts. There are some rural food deserts in Cecil County.

An interactive map is available on WILMAPCO's website. By default, the interactive map shows the total SDOH scores for all Block Groups (BGs) in the WILMAPCO region. If you click on a Block Group, it will show its detailed scores and raw Census data. The interactive map includes layers for each factor, which show BGs that received one or two points toward that factor.

Toward the end of the draft, there is a chart showing a region-wide summary of data for each of the eight factors, which were broken down into Cecil County, New Castle County, Suburban New Castle County, and the City of Wilmington.

The City of Wilmington's poverty rate, minority population, and single-parent households are each double the national average. The high school graduation rate is 90% region-wide and 83% in Wilmington. The employment rate follows a similar trend: 93% region-wide and 89% in Wilmington. Homeownership is highest in Cecil County at 73%. Food Deserts make up 12% of BGs in Wilmington and 30% of BGs in Cecil County.

The recommended strategies and methodologies include identifying areas of greatest need within a defined study area, and observing individual factors that contribute to SDOH scores to pinpoint a community's specific needs. For example, in the WILMAPCO region, projects within Wilmington and along the I-95 corridor should provide local employment opportunities, mixed-income housing, and improved access to grocery stores.

Mr. Dahlstrom asked are you referring to traditional grocery stores as food deserts only or local markets as well. Mr. Thompson responded this study is using the U.S. Department of Agriculture's methodology; therefore, he is not exactly sure what the criteria is referring to; however, he believes that it encompasses various types of food stores. Mr. Boyce asked would the final analysis be shared proactively with some of the grocery store chains. Mr. Thompson replied that it could and that is a good idea.

## **10. Newark Area Transit Study**

Ms. Dunigan said coordination for Newark area transit services began in the early 2000s, when transit providers and riders met to discuss ways to make transit service better for riders; however, they saw very slow progress. However, in 2016, the Newark Transit Improvement Partnership (TriP) was formed to coordinate and consolidate transit systems between partners. With the current Newark Transit Study, (2018-2019) members decided they needed to have more technical analysis and outreach, and to have a better understanding of the transit needs of people who live, work, and attend school in the Newark area. The partnership includes WILMAPCO, Newark Unicity, Cecil Transit, DART, and University of Delaware Transportation.

The Newark Area Transit Study goals were developed that include: 1) Improve mobility options to meet demands of Newark residents, employees, students, and visitors; 2) Provide quality passenger amenities to enhance bus service and attract discretionary riders; 3) Make transit services easier to understand and use; and 4) Promote transit system efficiency for all providers.

Technical analysis, a review of best practices, and community outreach yielded recommendations to: 1) Better meet the needs of Newark residents, students, employees, and visitors; 2) Provide amenities to enhance bus service and attract riders; 3) Make transit services

easier to understand and use; and 4) Promote transit system efficiency for all providers. DART service in Newark is primarily lacking in areas in the north and west of the City, which are places where the University of Delaware Bus service is strong. Cooperation between all of the transit service providers in the City would provide a cost-effective solution to improving transit access in Newark.

Data collection and analysis, public outreach, initial recommendations, and a final report were used as part of the project methodology. A public workshop was held in November 2018 that was lightly attended and a presentation was made to Newark City Council in May 2019. In addition, driver interviews were conducted and 142 passengers at the Newark Park and Ride and Newark Transit Hub were surveyed.

Of riders surveyed, 88% percent of riders were completely or fairly satisfied with Newark's transit services; 67% use transit for work, 36% use transit for shopping and errands, and 27% use transit for medical trips. The most requested changes included more frequent bus service, including longer service hours on weekdays, more weekend service, and better on-time service.

Two hundred and four residents who took the online survey. The residents were most familiar with DART, followed by the University of Delaware bus service; however, they were less familiar with Cecil Transit and Unicity bus service. Forty-three percent ride transit occasionally. Most of the residents that do not ride transit said it was because bus routes took too long, buses did not come close enough to their homes, and buses did not go where they needed to go.

The project team also learned about other transit services from research that included discounts and free service. For instance, in Palo Alto, California, service is provided free to the public on the Marguerite Shuttle, students can take the VTA's U-Line bus free, and monthly passes are discounted. Service on Bear Transit, in Berkeley, California, is open to the public for \$1-\$1.50 and UC Berkley students can use any AC Transit Service free. In Salt Lake City, Utah, service is provided free on UT shuttle services, and faculty and staff ride free.

Changes to Newark's transit services would require more resources for added vehicles, drivers, and maintenance facilities. Some of the Newark Transit Study recommendations include 1) DART — coordinates departures among Wilmington-bound routes and Christiana Mall-bound routes to provide consistent service throughout the period, such as every 10 minutes to Wilmington during peak AM/PM periods. 2) Cecil Transit — adds a stop along Route 896 near the train station entrance and coordinates with DART along the 896 corridor. 3) Unicity — has an on-demand type of service for late and early hours. 4) University of Delaware transit — develops a new University of Delaware STAR Campus route.

Initial recommendations for Newark Transit include working towards a comprehensive network that can be used by everyone, minimizing overlaps and poor-performing service, considering restructuring routes using best practices, which could include clock-face headways for simple routing and scheduling, bi-directional preference to avoid large one-way loops, and providing for transfers at multiple places; however, focusing on seamless connections at transit hubs.

Better agency cooperation would provide increased ridership, such as between DART and Cecil Transit for specific connections and routes, expanded service reach, seamless and cost-effective travel between service providers, consistent and easily accessible information, and cost-effectiveness. Better agency cooperation would also afford opportunities to coordinate with marketing and technology, branding, fare policies and media, transit infrastructure, schedules, and route alignments/service areas.

The TrIP next steps include continuing the Working Group and holding quarterly meetings. In addition, they include finalizing daily fare card coordination and fare reciprocity discussions between Cecil Transit and DART. They also include considering short-term route changes that are recommended, incorporating connections between various systems into the DART App, continuing discussions regarding coordinating bus stops, adding better amenities and undertaking future comprehensive bus network redesign, which could include the horizon year of 2030 for seeking additional funding and grants.

The Newark Transit Study future tasks include incorporating revisions from public, agencies, and City Council; preparing a draft report for agency and public review; preparing a final report that should be available to present at the next TAC meeting in June, as well as providing presentations to the City of Newark and WILMAPCO Council, anticipating acceptance in July 2019.

Ms. Arndt asked what the clock-faced system means. Ms. Dunigan said it means the bus schedules that indicate every hour on the hour, or every half hour that make that information predictable. This makes it easier for the bus rider because he/she do not have to remember when a bus is departing or arriving.

#### **11. New Castle County Bicycle Plan Update**

Ms. Dunigan said the New Castle County Bicycle Plan is being developed to further implementation of the Delaware Statewide Bicycle Plan that calls for local and regional planning to identify projects and local needs. The overall vision states, "Everyone in Delaware has front-door access to a bicycle network that is safe, comfortable, and conveniently connected to places people want to go. A seamlessly integrated transportation and land use decision-making process, with many partners working together, and encourages a culture where people choose bicycling in their daily lives for transportation, recreation, and improved health." T

The New Castle County Bicycle Plan's Objectives include 1) Identify the bicycle transportation network; 2) Provide equitable bicycle access including to transit; 3) Encourage bicycle parking and other end-of-trip facilities; 4) Improve safety through design, maintenance, and enforcement, 5) Incorporate bicycle elements into land use planning; and 6) Develop an implementation and evaluation plan.

Various customized, interactive public outreach events were held including at the Town of Townsend (June 2018); Southern New Castle County (October 2018); CCOBH Halloween Event (October 2018); Brandywine 100 (December 2018); Town of Elsmere (December 2018); and City of Newark (March 2019).

Public outreach activities also included an online public survey (January 30-April 30, 2019), which received 286 responses and more than 9,017 data points. The complete survey responses will be summarized that will take time. The survey included specific menu options, such as rating Shared Streets, Bike Lanes, Separated Bikeways, Bicycle Boulevards, Sharrows, and Advisory Lanes. Strategies also used a rating scale of one star (least preferred) to five stars (most preferred).

Regarding Shared Streets, Bicycle Boulevards were rated the highest. Bicycle Boulevards were defined as slow streets that give priority to walking, biking, and local traffic using traffic calming, bike/walk directions, which include wayfinding, and sometimes bicycle-only connectors and green infrastructure.

For Bike Lanes, Buffered Lanes were rated the highest; for Separated Bikeways, Pathways were rated the highest; for Programs and Policies, Bike Friendly Land Use was rated the highest; and for Other Facilities, Protected Intersections were rated the highest. Responses were greatest in the Brandywine 100 area. Southern New Castle County was rated lower.

The following categories and corresponding percentages reflect the priorities gathered from the surveys: 1) Address a Safety Issues (19%). 2) Serve Community Destinations (15%). 3) Connect to Shopping and Jobs (14%). 4) Include Safe Routes to School (13%). 5) Provide comfort for All Ages and Abilities (12%). 6) Fill a Gap (11%). 7) Promote Greater Equity (8%). In addition 8) Be Close to Bus or Rail Transit (5%).

A mapping exercise resulted in identified challenges, ideas, additional comments, and destinations. Project ideas included better crossings, adding bike lanes, cycle tracks/separated bikeways, and pathway trails. Additional challenges included debris/maintenance, too much traffic, and traffic speeds.

Online survey participants were asked what type of transportation they use the most. Eighty-seven percent said they drive automobiles, 10% said bicycle; 2% use public transit; and 1% walks. When asked how often they bicycle, 44% said a couple of times per week, and 10% said once a week. When asked how they feel about bicycling in their community, 17% were not comfortable at all; while 36% were cautious; and 15% were very comfortable.

The New Castle County Bicycle Plan group's next steps are to consolidate and assess recommendations based on outreach, refine recommendations using technical analysis and agency outreach, incorporate local plans, prioritize recommendations and complete a draft report.

## **INFORMATION ITEMS:**

### **12. Staff Report**

Ms. Dunigan reported on the following plans and events:

- The WILMAPCO Council met on April 9, 2019, and adopted the FY2020 UPWP State/local Cash and In-kind Commitment and the FY 2020 UPWP. Presentations by staff included The WILMAPCO Transportation Justice (TJ) Analysis Update, The Newark Area Transit Study, and The New Castle County Bicycle Plan.
- The Air Quality Conformity (AQ) Determinations for Cecil and New Castle Counties for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) were approved by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).
- WILMAPCO is working with DelDOT and MDOT to coordinate the new bi-annual TIP schedule. The MDOT meeting with staff will be held next week.
- The FY 2021 Project Prioritization technical scoring spreadsheet will go to WILMAPCO Council for approval in July 2019 (**Attachment A**). Changes in project limits for the Walnut Street project are on Line 8, Environmental Justice (EJ) scoring changes to the Wilmington 12<sup>th</sup> Street Connector project are on Line 92 and Lines 131 and 132 were corrected for EJ and Transportation Justice (TJ) scoring for the Maryland Commuter Rail and Elkton Train Station, respectively. The TAC members can review the spreadsheet and let Ms. Dunigan know if there are any additional changes before the next TAC meeting on June 20, 2019. – Mr. Boyce asked how are the funding matches associated with scoring numbers 2, 3, and 4

calibrated. Ms. Dunigan replied they are based on percentages coming from funding sources.

- Staff participated in the Air Quality Partnership (AQP) of Delaware events during Air Quality Awareness Week, from April 8-12, 2019, and the Wilmington Earth Day exhibits on April 17, 2019.
- Staff attended the Wilmington Montessori School SRTS public workshop on April 18, 2019.
- WILMAPCO combined its efforts on April 24, 2019, for the Newark Sustainability Plan and Wilmington Resilience Plan because the two plans overlap.
- On April 22, 2019, staff presented the Newark Area Transit Study to Newark City Council.
- The Concord Pike Master Plan team met with Mr. Louis Capano III on April 26, 2019, regarding the Brandywine Country Club.
- Staff assisted the City of New Castle on their Comprehensive Plan Public Sessions on April 29-30, and May 1, 2019.
- On April 20, 2019, staff attended a New Castle County meeting regarding the Commons Boulevard Parkway project.
- Staff attended the Mid-Atlantic Electric Vehicle (EV) Summit at DVRPC on April 30, 2019.
- On May 6-10, 2019, staff helped coordinate the Downes Elementary School's Bike-to-School event.
- Staff attended the Kick-off event for the City of Newark Transportation Improvement Districts (TIDs) meeting on May 8, 2019.
- Staff participated in the Mid-Atlantic and New England Transportation and Climate Change Initiative meeting on May 10, 2019.
- On May 15, 2019, staff attended the East 7<sup>th</sup> Street Peninsula project final public workshop.
- Staff is attending the Newark Bike-to-Work Day event on May 16, 2019; and an event in Wilmington will be held.
- Staff will be briefing the City of Wilmington Public Works and Transit Committee regarding the Maryland/Monroe/and MLK Safety project on May 20, 2019.
- On May 21, 2019, the Route 9 Master Plan Monitoring Committee Public Meeting will be held.
- Staff expects to hold the New Castle County Bike Advisory Group meeting instead of the Non-Motorized Transportation Working Group (NMTWG) at WILMAPCO on June 4, 2019.
- On June 19, 2019, the Delmarva Freight Summit will be held at the Executive Banquet Conference Center in Newark. Chesapeake Utilities representatives among others are featured speakers.

**OTHER BUSINESS:**

None.

**ADJOURNMENT:**

The meeting adjourned at 11:00 a.m.

**Attachments (1)**





	C	D	G	H	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	
1	County	Project Name	FY 2020 TIP Status	2030 RTP	AO Model Year	Air Quality	EJ	Safety	CMS Corridor	CMS ADT	CMS Transit	TJ	Pedestrian	Freight	Economic	Funding Match	Technical Score	
43	CC	I-95 / Belvidere Road Interchange	C FY 21-22	2025	2030	-3	0	0	0	0	0	0	0	3	3	1	4	
44	NCC	Otis Chapel Rd/Welsh Track Rd Intersection	PE FY 23	2030		0	0	3	0	0	0	0	0	0	0	0	3	
45	NCC	SR 896 / Bethel Church Rd Interchange	C FY 24-25	2025	2030	-3	0	1	0	0	0	0	0	0	0	0	-2	
46	NCC	Transit																
47	NCC	Fairplay Train Station - Parking	PE FY 21-22	2030		3	0	3	2	2	3	0	0	0	3	0	16	
48	NCC	New Castle County Transit Center	C FY 20-21	2021		3	0	0	0	0	0	0	0	0	3	0	6	
49	<b>Projects not in FY 2020 - 2023 TIP</b>																	
50	<b>Bicycle / Pedestrian</b>																	
51	NCC	East Coast Greenway: New Castle - Churchmans Crossing gaps		2024		3	3	4	2	2	2	3	3	2	3	0	27	
52	NCC	East Coast Greenway: Churchmans Crossing - Newark gaps (approx. 2)		2024		3	1	4	2	2	2	1	1	3	3	0	22	
53	NCC	Library Ave Pedestrian Improvements		2024		1	0	3	2	2	1	0	3	3	3	0	18	
54	NCC	Newark Bicycle Signal Detection		2024		1	0	3	2	2	1	0	3	3	3	0	18	
55	NCC	Newark Bike Lanes		2024		1	0	3	2	2	1	0	3	3	3	0	18	
56	NCC	Newark Mid-block Pedestrian Crossing Improvements		2030		1	0	3	2	2	1	0	3	3	3	0	18	
57	NCC	Newark Pedestrian Improvements		2030		1	0	3	2	2	1	0	3	3	3	0	18	
58	NCC	US 40: SR 1 - US 13, Sidepaths		2026		1	1	4	2	2	2	0	1	2	3	0	18	
59	NCC	Commons Blvd Pathway		2024		3	0	3	1	2	1	0	1	2	3	0	16	
60	NCC	BR 234, Kirkwood Highway over Mill Creek		2030		1	0	1	2	2	3	0	1	3	3	0	16	
61	NCC	Rt 9 Neighborhood pathway network		2026		1	1	2	0	0	0	3	3	2	3	0	15	
62	CC	East Coast Greenway - Cecil County Phase 1		2024		3	1	0	0	0	0	3	3	0	3	0	13	
63	CC	East Coast Greenway - Cecil County Phase 2		2035		3	1	0	2	0	0	3	1	0	3	0	13	
64	NCC	Augustine Cutoff Pathway		2022		1	0	0	2	0	2	1	3	0	3	0	12	
65	NCC	Old Baltimore Pike: SR 72 - SR 273, Sidepaths		2030		1	0	4	1	2	1	0	0	0	3	0	12	
66	NCC	US 40: MD State Line to SR 896, Sidepaths		2030		1	0	4	0	0	0	0	1	2	3	0	11	
67	NCC	North Claymont Naamans Pathway		2030		1	0	3	0	0	0	0	1	2	3	0	10	
68	NCC	East Coast Greenway: Claymont Station - Northern Delaware		2028		3	0	0	0	0	0	1	1	2	3	0	10	
69	NCC	US 13: US 40 - Tyboutis Corner, Sidepaths		2030		1	1	3	0	0	0	0	0	2	3	0	10	
70	NCC	DE 896: US 40 to Porter Road, Sidepaths		2030		1	0	3	2	2	0	0	1	0	1	0	10	
71	NCC	Glasgow Pathway: Porter Rd - Canal		2035		1	0	3	2	2	0	0	1	0	1	0	10	
72	NCC	East Coast Greenway: PA line to Claymont Regional Transportation		2022		3	0	0	0	0	0	0	1	2	3	0	9	
73	NCC	North Claymont Sidewalk Upgrades		2040		1	0	0	0	0	0	0	1	3	3	0	8	
74	NCC	US 40: Newtown Trail & Pedestrian Improvements		2024		1	0	0	0	0	0	0	1	2	3	0	7	
75	NCC	I-495 / US 13 Pedestrian Improvements		2024		1	0	0	0	0	0	0	1	2	3	0	7	
76	NCC	Marshallton Circulation Study - Gilbert Ave Sidewalk		2024		1	1	0	0	0	0	1	1	0	3	0	7	
77	NCC	Marshallton Circulation Study - New St Sidewalk		2024		1	1	0	0	0	0	1	1	0	3	0	7	
78	NCC	Marshallton Circulation Study - Newport Rd Sidewalk		2030		1	1	0	0	0	0	1	1	0	3	0	7	
79	NCC	Red Clay Creek Greenway through Marshallton		2030		1	1	0	0	0	0	1	1	0	3	0	7	
80	NCC	North Claymont I-495 Pedestrian Bridge		2050		1	0	0	0	0	0	0	1	2	3	0	7	
81	NCC	Harvey Road and Sconset Road Pedestrian Improvements		2022		1	0	0	0	0	0	1	1	0	3	0	6	
82	<b>Multimodal</b>																	
83	NCC	S. College Ave Gateway		2028		1	0	4	2	3	1	0	3	3	3	0	20	

C	D	G	H	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
County	Project Name	FY 2020 TIP Status	2050 RTP	AQ Model Year	Air Quality	EJ	Safety	CMS Corridor	CMS ADT	CMS Transit	TJ	Pedestrian	Freight	Economic	Funding Match	Technical Score
1																
84	NCC Delaware Avenue Extension to Marrows Rd		2022		-1	0	3	2	2	1	0	3	2	3	0	19
85	NCC Signal Coordination - S. College Ave		2028		0	0	3	2	3	1	0	3	3	3	0	18
86	NCC Churchmans Crossing Sidewalks & Bus Stop Improvements		2030		1	0	4	2	2	2	0	1	3	3	0	18
87	NCC SR 4 / Harmony Road Intersection		2030		0	0	4	2	2	3	0	1	3	3	0	18
88	NCC Delaware Avenue Separated Bicycle Facility		2022		1	0	3	2	2	1	0	3	2	3	0	17
89	NCC US 40 Overpass of Norfolk Southern RR near SR 72		2045		0	0	4	2	2	1	0	1	4	3	0	17
90	CC MD 213 / US 40 Intersection Improvements		2030		0	0	3	2	3	0	3	3	0	3	0	17
91	NCC SR 4 / Churchmans Road Intersection		2040		0	0	4	2	1	3	0	1	3	3	0	17
92	NCC Wilmington Traffic Calming; 12th St. Connector		2025		1	1	3	0	0	0	0	3	3	0	3	14
93	NCC Support for shared ride services		2024		3	0	0	2	0	0	3	0	0	3	2	13
94	NCC Support for shared ride services		2040		3	0	0	2	0	0	3	0	0	3	2	13
95	NCC I-95 / Naamans Road Diverging Diamond		2040		0	3	3	0	0	0	0	1	2	3	0	12
96	NCC Old Baltimore Pike / Salem Church Rd Intersection		2020		0	0	4	1	2	1	0	0	0	3	0	11
97	NCC Maryland Ave. / Monroe Street		2025		0	0	0	2	0	3	0	3	0	3	0	11
98	CC MD 213, Bridge St.; US 40 - MD 279		2036		0	0	0	2	0	0	3	3	0	3	0	11
99	NCC Eagle Run Road; SR 273 - SR 7		2020	2030	-3	0	3	1	2	1	0	1	0	3	2	10
100	NCC Governor Printz Boulevard Road Diet		2030		3	0	0	0	0	0	1	1	2	3	0	10
101	NCC Eagle Run Rd to Continental Drive Connector		2040		-3	0	3	1	2	1	0	1	0	3	2	10
102	NCC Support for new technologies		2024		3	0	3	0	0	0	0	0	0	3	0	9
103	NCC North Claymont Spine Road		2030		-1	0	0	0	0	0	0	1	2	3	4	9
104	NCC SR 9, New Castle Ave; 3rd St - Landers Ln		2030		1	0	0	0	0	0	0	3	2	3	0	9
105	NCC Support for new technologies		2035		3	0	3	0	0	0	0	0	0	3	0	9
106	NCC Support for shared ride services		2025		3	0	0	0	0	0	3	0	0	3	0	9
107	NCC West Park Place Traffic Calming		2030		1	0	2	0	0	0	0	3	0	3	0	9
108	NCC Support for new technologies		2040		3	0	3	0	0	0	0	0	0	3	0	9
109	NCC I-495 / US 13 Improvements		2035		1	0	0	0	0	0	0	1	2	3	0	7
110	NCC US 13; I-495 - PA Line		2040		1	0	0	0	0	0	0	1	2	3	0	7
111	NCC North Claymont Ridge Road		2024		0	0	0	0	0	0	0	1	2	3	0	6
112	NCC North Claymont Society Drive		2024		0	0	0	0	0	0	0	1	2	3	0	6
113	NCC Hickman Road Improvements		2024		0	0	0	0	0	0	0	1	2	3	0	6
114	NCC Naamans / Philadelphia Pike Access Management		2024		0	0	0	0	0	0	0	1	2	3	0	6
115	NCC US 13 / Naamans Road Intersection		2035		0	0	0	0	0	0	0	1	2	3	0	6
116	NCC North Claymont Access Road		2035		0	0	0	0	0	0	0	1	2	3	0	6
117	NCC I-95 / Naamans Road Improvements		2050		0	0	0	0	0	0	0	1	2	3	0	6
118	NCC Harvey Road Traffic Calming		2036		1	0	0	0	0	0	1	1	0	3	0	6
119	NCC New Sweden Road Extension (South Wilmington)		2040		-1	1	0	0	0	0	0	3	0	3	0	6
120	NCC Wyoming Rd and Marrows Road Access Management		2036		0	0	0	0	0	0	0	3	0	3	0	6
121	NCC Wiggins Mill Road		2030		-1	0	0	0	0	0	0	0	0	1	4	4
122	CC MD 272; US 40 - Lums Rd.		2040	2050	-3	0	0	0	0	0	0	3	0	3	0	3
123	Roadway															
124	NCC SR 141 & I-95 Interchange		2040	2030	-3	0	3	1	4	0	0	0	4	3	0	12
125	NCC US 301; Spur		2030	2030	-3	0	3	1	2	0	0	0	3	0	0	6

C	County	D	Project Name	G	FY 2020 TIP Status	H	2050 RTP	J	AQ Model	R	Air Quality	S	EJ	T	Safety	U	CMS Corridor	V	CMS ADT	W	CMS Transit	X	TJ	Y	Pedestrian	Z	Freight	AA	Economic	AB	Funding Match	AC	Technical Score
1																																	
126	CC		I-95: Susquehanna River - DE Line			2040	2040	2040	2040	-3	-3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		
127	CC		I-95 / MD 222 Interchange			2040	2040	2040	2040	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	1		
128			<b>Transit</b>																														
129	CC		Elkton Bus Service Circulator			2030	2030			3	3	1	1	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	2	2	18		
130	NCC		Newark Transit Amenities and Service Modification			2024	2024			1	1	1	1	0	0	2	2	1	1	2	1	1	1	3	3	3	3	3	3	0	0	17	
131	CC		Maryland Commuter Rail: Perryville to Elkton			2036	2036			3	3	1	1	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	0	0	13		
132	CC		Elkton Train Station			2024	2024			3	3	3	3	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	0	0	13		
133	NCC		Transit service expansion and frequency enhancements			2030	2030			3	3	3	3	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	0	0	12		
134	NCC		Transit service expansion and frequency enhancements			2040	2040			3	3	3	3	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	0	0	12		
135	NCC		Transit service expansion and frequency enhancements			2030	2030			3	3	3	3	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	0	0	12		
136	NCC		Newport Rail Station			2024	2024			3	3	0	0	1	0	0	0	0	0	0	0	0	1	3	3	3	3	3	0	0	11		
137	NCC		North Claymont Bus Enhancements			2024	2024			3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	3	3	0	0	9		
138	NCC		North Claymont / SEPTA Bus Transit			2030	2030			0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	3	3	0	0	6		
139	NCC		Rail - Newark to Elkton			2030	2030			3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	6		
140																																	
141																																	

PE - Preliminary Engineering years  
C - Construction years