

APPENDICES

APPENDIX A

Glossary

AADT or Annual Average Daily Traffic – The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

Access – The facilities and services that make it possible to get to any destination, measured by the availability of physical connections (roads, sidewalks, etc.), travel options, ease of movement, and nearness of destinations.

Amenities - Anything that increases physical or material comfort, such as bus shelters, trees, benches, and landscaping.

C or Construction – Abbreviation used in the WILMAPCO TIP

CAAA or Clean Air Act and its Amendments - The federal law that requires urban areas with high pollution to modify transportation policies in order to reduce emissions. This law makes air quality a primary concern in transportation decision-making.

CBD or Central Business District - Downtown portion of a city that serves as the primary activity center. Its land use is characterized by intense business activity that serves as a destination for a significant number of daily work trips.

CMAQ or Congestion Mitigation and Air Quality - Federal funds available for either transit or highway projects which contribute significantly to a reduction in automobile emissions that cause air pollution.

CMS or Congestion Management System - A process for evaluating the level of congestion on the region's transportation system, and for identifying strategies which will reduce this congestion.

Conformity – An assessment of the compliance of any transportation plan, program, or project with air quality improvement plans. The conformity process is defined by the Clean Air Act.

CTP or Capital Transportation Program - The program devised by the state of Delaware to determine and prioritize transportation capital investments. These needs and cost estimates are updated annually in the program. This process is coordinated with WILMAPCO in the development of its TIP, or Transportation Improvement Program.

CTP or Consolidated Transportation Program – The program devised by the state of Maryland to determine and prioritize transportation capital investments. These needs and cost estimates are updated annually in the program. This process is coordinated with WILMAPCO in the development of its TIP, or Transportation Improvement Program.

Delaware Council on Transportation – Appointed by the Governor and made up of business and community leaders who are interested in transportation subjects and have demonstrated expertise or experience that would help in evaluating relevant issues and programs. It advises DelDOT and the Governor on issues which may aid in providing the best possible transportation services.

DelDOT or Delaware Department of Transportation - DelDOT provides the transportation network throughout Delaware, including design, construction and maintenance of roads and bridges, highway operations and operation of DART First State.

DNREC or Delaware Department of Natural Resources and Environmental Control – Agency charged with protecting and managing Delaware’s natural resources, protecting public health and safety, providing outdoor recreation, and educating and the environment.

DRBA or Delaware River and Bay Authority - Overseen by six commissioners from New Jersey and six from Delaware, the DRBA is charged with providing transportation links between the two states and economic development in Delaware and southern New Jersey. The DRBA operates the Delaware Memorial Bridge, Cape May-Lewes Ferry, Three Forts Ferry Crossing, Salem County Business Center and five airports—New Castle, Civil Air Terminal at Dover AFB, and Delaware Airpark, in Delaware, and Millville and Cape May, in New Jersey.

DTC or Delaware Transit Corporation – Operates “DART First State”, statewide multimodal and specialized transportation services throughout the State of Delaware.

Demographic Trends - Trends regarding population, such as size, growth, density, distribution and vital statistics.

Design Criteria - Criteria used to guide the design of development and transportation projects. Transit-oriented design (TOD) and mobility-friendly design are examples.

EPA or Environmental Protection Agency – The federal regulatory agency responsible for administering and enforcing federal environmental laws including the Clean Air Act.

FHWA or Federal Highway Administration – The agency of the U. S. Department of Transportation that funds surface transportation planning and programs, primarily highways.

FTA or Federal Transit Administration – The agency of the U.S. Department of Transportation that funds surface transportation planning and programs, primarily transit.

Fixing America's Surface Transportation (FAST) Act - The \$305 billion, five-year funding and authorization bill to govern United States federal surface transportation spending. It was passed by Congress on December 3, 2015, and President Barack Obama signed it on December 4.

Financial Plan - Federal surface transportation spending legislation requires that Plan recommendations are actually affordable. A financial plan must be developed to show that we are reasonably certain that funding sources will be adequate for implementation.

Functional Classification – A hierarchical system of categorizing streets and roads on the basis of the way they are used, the volumes of traffic they carry, and the way they function within the context of the overall transportation system.

FY or Fiscal Year – WILMAPCO's yearly accounting period begins July 1 and ends the following June 30. Fiscal years are denoted by the calendar year in which they end. The federal fiscal year is October 1-September 30. The MDOT and DelDOT fiscal year runs concurrent with WILMAPCO's.

GARVEE or Grant Anticipation Revenue Vehicle-- A GARVEE is any bond or other form of debt repayable, either exclusively or primarily, with future Federal-aid highway funds under Section 122 of Title 23 of the United States Code. Although the source of payment is Federal-aid funds, GARVEEs cannot be backed by a Federal guarantee, but are issued at the sole discretion of, and on the security of, the state issuing entity.

GIS or Geographic Information Systems – GIS is a system of computer software, hardware and data to help manipulate, analyze and present information that is tied to a spatial location.

Greenways - Interconnecting paths designed to accommodate bicycle and pedestrian uses. Greenways link our natural areas and make them accessible to our communities. The Lower Susquehanna Greenway, the East Coast Greenway, and the Delaware Coastal Heritage Greenway are examples.

Infrastructure - The physical structure of a community, such as roads, sidewalks, sewers, rail lines, and bridges.

Infrastructure Investment and Jobs Act (IIJA)--commonly referred to as the Bipartisan Infrastructure Bill and signed into law by President Joe Biden on November 15, 2021. The act includes funding for broadband access, clean water, electric grid renewal in addition to the transportation. About 54 percent (\$643 billion) of the law's \$1.2 trillion total goes toward surface transportation.

Intelligent Transportation Systems (ITS) - Technologies that improve the management and efficiency of our transportation system, such as electronic toll collection, timed traffic signals and on-board navigation systems.

Intermodal – Those issues or activities which involve or affect more than one mode of transportation, including transportation connections, choices, cooperation and coordination of various modes. Also known as "multimodal". The term "mode" is used to refer to and to distinguish from each other the various forms of transportation, such as automobile, transit, ship, bicycle and walking.

ISTEA – The acronym for the federal Intermodal Surface Transportation Efficiency Act of 1991, landmark legislation that restructured programs for all methods of transportation. Replaced by MAP-21

Land Use – Activities and structures on the land, such as housing, shopping centers, farms, and office buildings.

Long-Range Plan – A transportation plan covering a time span of 20 or more years.

MAP-21-- Moving Ahead for Progress in the 21st Century Act-- The fourth, and most recent, transportation re-authorization legislation. Enacted on July 6, 2012, MAP-21 authorized funding surface transportation programs at over \$105 billion for fiscal years FY 2013 and 2014. Replaces ISTEA, TEA-21 and SAFETEA-LU.

MARC or Maryland Rail Commuter Service - One of the mass transit systems in Baltimore, Washington and Virginia.

MdTA or Maryland Transportation Authority - The Authority is responsible for managing, operating and improving the State's toll facilities.

MDOT or Maryland Department of Transportation - The Department provides Maryland citizens with a transportation network encompassing aviation, highway, marine, mass transit, motor vehicle, railroad and toll facilities.

Metropolitan Planning Organization (MPO) – The organization required by the federal government, designated by states, and operated by local officials for developing transportation programs in urban areas of 50,000 or more people. The MPO for our region is WILMAPCO.

MTA or Maryland Mass Transit Administration - The MTA provides a network of transit, rail and freight services.

Mobility – The movement of people or goods throughout our communities and across the region. Mobility is measured in terms of travel time, comfort, convenience, safety and cost.

Multimodal-- A transportation system or project that accommodates automobiles, public transit, public safety vehicles, freight, pedestrians and bicycles in a balanced way to maximize access and mobility and to minimize congestion throughout the community.

NAAQS or National Ambient Air Quality Standards - The U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six air pollutants: ozone, lead, carbon monoxide, sulfur dioxide, nitrogen dioxide, and respirable particulate matter.

NOx or Nitrogen Oxides - is the generic term for a group of highly reactive gases, all of which contain nitrogen and oxygen in varying amounts. Many of the nitrogen oxides are colorless and odorless. However, one common pollutant, nitrogen dioxide (NO₂) along with particles in the air can often be seen as a reddish-brown layer over many urban areas.

PAC or Public Advisory Committee – An advisory committee to the Council that represents a diverse group of organizations. The mission of the PAC is to advise the Council on public participation strategies and to provide a forum for community concerns.

Park-and-Ride – Lots in outlying areas where people can park and then use transit, carpool, or vanpool for the remainder of their trip.

PD or Project Development – The planning phase of a project. An abbreviation used in the WILMAPCO TIP

PE or Preliminary Engineering – An abbreviation used in the WILMAPCO TIP

Pipeline Process – Formerly used by DelDOT to keep track of projects and to help move them from idea state to implementation.

ROW or Right of Way Acquisition – An abbreviation used in the WILMAPCO TIP.

Regional Transportation Plan (RTP)– A blueprint to guide the region’s transportation for the next 25 years. Federal law requires the RTP to be updated every four years (in areas that do not meet air quality standards) to ensure that the plan remains current and effective at achieving the goals. Formerly known as the Metropolitan Transportation Plan (MTP).

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. The third transportation re-authorization legislation. Enacted into law in July of 2005, the bill authorizes \$284 billion of federal funding through 2009. Replaces ISTEA and TEA-21.

SEPTA or Southeastern Pennsylvania Transportation Authority - Transit authority for Philadelphia and the surrounding areas.

SHA or (Maryland) State Highway Administration - As part of the Maryland Department of Transportation (MDOT), SHA is responsible for more than 16,000 lane miles of interstate, primary and secondary roads and more than 2,500 bridges.

SIP or Statewide Implementation Plan – Documents prepared by states and submitted to the EPA for approval, which identify actions and programs to carry out the requirements of the Clean Air Act.

Special Use Lanes – Lanes on heavily congested roadways that are used exclusively by carpools, vanpools, buses or any vehicle that transports multiple passengers; also called High Occupancy Vehicle (HOV) lanes.

Sprawl – Commercial and residential development occurring farther away from traditional communities and towns, usually limiting mobility and accessibility to auto use only.

STIP or Statewide Transportation Improvement Program – A multi-year, statewide intermodal program of transportation projects that includes project scheduling and funding information. Known in both Delaware and Maryland as the CTP.

TAC or Technical Advisory Committee – An advisory committee to the Council that represents federal, state, and local planning agencies in Delaware and Maryland. The TAC is responsible for overseeing the technical work of WILMAPCO staff and developing recommendations to the Council on projects and programs.

TEA-21 – The acronym for the 1998 federal Transportation Equity Act for the 21st Century. Replaced ISTEA, but continued and expanded ISTEA's restructured programs for all modes of transportation. It provides guidelines to authorize federal funding of transportation projects.

TIP or Transportation Improvement Program – A program that lists all federally funded projects and services in the WILMAPCO region, covering a period of four years. It is developed annually in cooperation with MDOT, DelDOT and affected transit operators.

Traffic Calming – Design techniques to decrease the speed and volume of vehicle traffic on streets, while still providing vehicle circulation in an area. Techniques include speed bumps, landscaping and roundabouts.

Transit – Passenger service provided to the public along established routes. Paratransit is a variety of smaller, often flexibly scheduled and routed transit services serving the needs of persons that standard transit would serve with difficulty or not at all.

Transit-Oriented Development – Transit-oriented development (TOD) is development characterized by a layout that encourages use of public transit service and walking or bicycling instead of automobile use for many trip purposes. Typically, it places higher density development within an easy walking distance of ¼ to ½ mile of a public transit station or stop and is mixed-use, accessible by all other modes. It is compact, pedestrian friendly, and has a transit stop or station as an activity center.

Transportation Investment Areas (TIA) – Areas for future investments in transportation which will match transportation investments to land use needs.

UPWP or Unified Planning Work Program – A plan, developed by WILMAPCO, that guides all transportation planning activities in the WILMAPCO region.

VOC or Volatile Organic Compounds - VOC's are hydrocarbons released from burning fuel such as gasoline, oil as well as vapors from paints and dry-cleaning solvents. These vapors are released into the atmosphere and are acted upon by the sun and heat and combine with Nitrogen Dioxide (NOx) to form ozone.

VMT or Vehicle Miles of Travel – A standard areawide measure of travel activity, calculated by multiplying average trip length by the total number of trips.

Wilmington Area Planning Council (WILMAPCO) – The MPO for Cecil County, Maryland and New Castle County, Delaware.

APPENDIX B

Self Certification, Resolutions
and Organizational Chart

Self-Certifications

Summary of Statutory Requirements

Metropolitan Planning

The State and the MPO shall certify to FHWA and FTA at least every four years that the planning process is addressing major issues facing their area and is being conducted in accordance with all applicable transportation planning requirements. The planning process will undergo joint review and evaluation by FHWA, FTA, and State DOT to determine if the process meets requirements.

The process for developing the MTPs and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

[23 CFR 450.334; U.S.C. Title 23, Sec. 134, and U.S.C. Title 49, Ch. 53, Sec. 5303]

WILMAPCO Actions

WILMAPCO (Wilmington Area Planning Council) is the metropolitan planning organization (MPO) for Cecil County, Maryland and New Castle County, Delaware. As the MPO, we are required by the federal government to bring local government, state transportation agencies and the public into the transportation decision making process. A range of stakeholders come together through WILMAPCO to develop:

- Regional Transportation Plan (RTP) every four years, <http://www.wilmapco.org/rtp/>
- Congestion Management System (CMS) annually, <http://www.wilmapco.org/cms/>
- Unified Planning Work Program (UPWP) annually, <http://www.wilmapco.org/upwp/>
- Transportation Improvement Program (TIP) annually, <http://www.wilmapco.org/tip/>
- Performance Based Planning through the regional progress report, <http://www.wilmapco.org/regional-progress-report/>
- Public Participation Plan, <http://www.wilmapco.org/ppp/>

Planning is done using a collaborative process that fosters involvement by the public and stakeholders, informs transportation decisions, reflects community's vision, goals and objectives, considers a variety of alternative strategies and a diverse set of concerns, and accounts for all forms of transportation and their impacts. Guidance is provided through the Technical Advisory Committee and its subcommittees, and the Public Advisory Committee.

Measures prohibiting discrimination and exclusion, and requiring equal opportunity

Title VI, Civil Rights Act of 1964

Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under Federally assisted programs on grounds of race, color, or national origin. Title VI assurance regulations were also executed by each State, prohibiting discrimination on the basis of sex or disability.

[23 U.S.C. 324 and 29 U.S.C. 794]

Disadvantaged Business Enterprises (DBE)

The DBE program ensures equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participation in Federally-funded contracts by small, socially and economically disadvantaged businesses, including minority- and women-owned enterprises. The statute provides that at least 10 percent of the amounts made available for any Federal-aid highways, mass transit, and transportation research and technology program be expended with certified DBEs.

[MAP-21, Pub. L. 109-59, Sec. 1101(b); CFR 49, Subtitle A, Part 26]

Americans with Disabilities Act of 1990 (ADA)

Programs and activities funded with Federal dollars are prohibited from discrimination based on disability. Compliance with the applicable regulations is a condition of receiving Federal financial assistance from the DOT.

Older Americans Act

Confirms opportunity for employment with no discriminatory personnel practices because of age. Also, the Older American Act Amendments of 2006 included provisions relating to transportation in Title III-B (Grants for State and Community Programs on Aging, Title IV [Technical Assistance and Innovation to Improve Transportation for Older Individuals], Title V [Senior Community Service Employment Program], and Title VI [Native American Aging Programs].

[Pub. L. 89-73, as amended, and 42 U.S.C. 6101]

Section 324 of 23 U.S.C.

No one on the basis of gender shall be denied participation in or benefits of any program or activity receiving Federal assistance under Title 23.

Rehabilitation Act of 1973

This law protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency, including the U.S. Department of Health and Human Services (DHHS).

WILMAPCO Actions

It is the policy of WILMAPCO to afford equal opportunity for participation in programs, activities and employment. All participation decisions are made without regard to race, color, age, sex, religion, national origin, ancestry, marital status, physical or mental handicap that can reasonably be accommodated, or status as a military veteran.

Public involvement is a key component of the transportation planning and programming process. A proactive public involvement process is one that provides complete information, timely public notice, and full public access to major transportation decisions, and supports early and continuing involvement of the public in developing transportation plans and programs.

It is the policy of WILMAPCO to afford equal opportunity for employment. All employment decisions are made without regard to race, color, age, sex, religion, national origin, ancestry, marital status, physical or mental handicap that can reasonably be accommodated, or status as a military veteran.
<http://www.wilmapco.org/titlevi/>

As an agency, we are committed to incorporating Title VI throughout our planning process. Contracts with third-party firms, as well as our personnel manual, feature all federally-required non-discriminatory clauses and Disadvantaged Business Enterprises (DBE) assurances.

We are also asked to reach out to people who are traditionally left out of the transportation planning process, such as low-income and minority households. Periodically the Public Participation Plan undergoes an evaluation of its public participation activities and initiatives. The PPP is then revised or amended to enhance public participation in the transportation planning process. Evaluation examines geographic distribution of the WILMAPCO Transporter (the newsletter), literature distribution at minority group event(s), contact with minority population media, and creation of foreign language documents and low literacy documents.
<http://www.wilmapco.org/ppp/>

In addition to conducting special outreach to these communities, we must show if transportation investments are adversely impacting these populations and that improvements are equitably distributed. Our Environmental Justice (EJ) and Title VI initiatives seeks to identify and mitigate the transportation burdens low-income and minority groups carry. It aims to direct spending into these communities, via our project prioritization process, to improve EJ public participation, as well as to plan for and help guide the implementation of community-based transportation projects. Our Transportation Justice (TJ) initiative goes beyond federal mandates, assessing the challenges faced by three other mobility-constrained populations: the elderly, the disabled, and zero-car households. The Appendix of the EJ Report contains EEO, DBE, etc. statements are on pp. 89-93. WILMAPCO also coordinates with DelDOT's Civil Rights Department as needed.
<http://www.wilmapco.org/ej/>

WILMAPCO is fully committed to the spirit and intent of the ADA legislation. To facilitate participation by people with disabilities, the following guidelines and activities apply:

- All WILMAPCO public meetings and formal events will be held in facilities that are accessible to persons with disabilities.
- All documents available to the public will be provided in alternative formats for qualified individuals with disabilities, upon request.
- The website will be accessible to and usable by individuals with vision impairments.
- Additional accommodations will be provided on an as-needed basis.

Clean Air Act: Air-Pollution Prevention and Control

All State and local transportation officials will take part in a 3C planning process in nonattainment and maintenance areas to determine which planning elements will be developed, adopted, and implemented to maintain or improve the air quality for said area. In nonattainment and maintenance areas that include more than one State, the affected States may jointly undertake and implement air-quality-planning procedures.

The Federal government will not financially support activities that do not conform to approved plans. Priority of funding will be given to those projects or programs that achieve and maintain national primary ambient air-quality standards.

[42 U.S.C., Ch. 85, §§ 7408, 7410, 7504, 7505a, 7511, 7512, 7506(c) and (d), and 7604; 49 U.S.C., Ch. 53, 23 U.S.C., § 134]

WILMAPCO Actions

The WILMAPCO Air Quality Subcommittee has 13 members representing federal, state and local agencies in Delaware and Maryland. The AQS assesses the air quality impacts of transportation projects in WILMAPCO's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). Their recommendations help our region attain its air quality goals. WILMAPCO does not adopt or amend a RTP or TIP until conformity has been demonstrated with the State Implementation Plan for Air Quality, including the air quality conformity requirements as set forth in the Clean Air Act Amendments of 1990. Resources are allocated annually as part of the UPWP to ensure the coordination of the transportation and air quality planning activities, and support determination of the air quality conformity process of the RTP and TIP. The WILMAPCO Air Quality Subcommittee meets regularly to foster coordination and provide guidance to WILMAPCO Council.

<http://www.wilmapco.org/aqs/>

RESOLUTION

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

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

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

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

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

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

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

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

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

3/10/2022

Date:



John Sisson, Chairperson
Wilmington Area Planning Council

Wilmington Area Planning Council

The Tower at STAR Campus
100 Discovery Blvd, Suite 800
Newark DE 19713
302-737-6205; Fax 302-286-7131
e-mail: wilmington@wilmington.org
website: www.wilmington.org

WILMAPCO Council:

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

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

Danielle Hornberger
Cecil County Executive

Nicole Majeski
*Delaware Dept. of Transportation
Secretary*

Matthew Meyer
New Castle County Executive

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

Michael S. Purzycki
Mayor of Wilmington

Michael Spencer
Mayor of Newport

Loucretia Wood
Charlestown Commissioner

WILMAPCO Executive Director
Tigist Zegeye

RESOLUTION

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

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

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

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

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


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

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

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

5/13/2021

Date:


John Sisson, Chairperson
Wilmington Area Planning Council

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Partners with you in transportation planning

Wilmington Area Planning Council

The Tower at STAR Campus
100 Discovery Blvd, Suite 800
Newark DE 19713
302-737-6205; Fax 302-286-7131
e-mail: wilmapco@wilmapco.org
website: www.wilmapco.org

WILMAPCO Council:

John Sisson, Chair
Delaware Transit Corporation
Chief Executive Officer

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

Danielle Hornberger
Cecil County Executive

Michael Kline
Mayor of North East

Nicole Majeski
Delaware Dept. of Transportation
Secretary

Matthew Meyer
New Castle County Executive

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

Michael S. Purzycki
Mayor of Wilmington

Eric Scott Thompson
Mayor of Elsmere

WILMAPCO Executive Director
Tigist Zegeye

RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) ADOPTING THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, the United States Department of Transportation's (USDOT) Regulations of Infrastructure Investment and Jobs Act (IIJA), Metropolitan Planning Requirements, require that, in air quality non-attainment areas, the MPO, in cooperation with participants in the planning process, develop and, at least every four years, updates the Transportation Improvement Program (TIP); and

WHEREAS, the projects included in the FY 2020-2023 TIP are drawn from the air quality conforming 2050 *Regional Transportation Plan* (RTP) that is the basis for the Cecil County and New Castle County portions of the respective Statewide Capital Transportation Programs for Maryland and Delaware; and

WHEREAS, the WILMAPCO TIP format incorporates a four-year period for the listing of priority projects to be implemented, as well as a list of program development projects; and

WHEREAS, the FY 2023-2026 TIP has undergone appropriate community and technical reviews; and

WHEREAS, the TIP must be determined to be air quality conforming in accordance with FAST Act and Clean Air Act and Amendments (CAAA) of 1990 requirements; and

WHEREAS, the FY 2023-2026 TIP has been found to be financially constrained, as directed by 23 CFR 450.326, and consistent with the Regional Transportation Plan;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby adopt the FY 2023-2026 Transportation Improvement Program.

Date: 5/16/2022


John Sisson, Chairperson
Wilmington Area Planning Council

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The Tower at STAR Campus
100 Discovery Blvd, Suite 800
Newark DE 19713
302-737-6205; Fax 302-286-7131
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Nicole Mahan
Delaware Dept of Transportation
Secretary

Matthew Meyer
New Castle County Executive

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

Michael S. Purzycki
Mayor of Wilmington

Eric Scott Thompson
Mayor of Elsmere

WILMAPCO Executive Director
Tigist Zageye

RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL CERTIFYING THE METROPOLITAN TRANSPORTATION PLANNING PROCESS FOR FISCAL YEAR 2023

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and is responsible for the performance of the transportation planning process in the Wilmington Urbanized Area; and

WHEREAS, it is the responsibility of WILMAPCO to ensure that said policy, planning, and programming process is consistent with applicable Federal Law; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires WILMAPCO to certify that its transportation planning process is in conformance with regulations; and,


WHEREAS, the Federal Regulations for metropolitan transportation planning in 23 CFR 450.336 state that the State(s) and the MPO shall certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101 (b) of the FAST Act - Pub. L. 114-357 and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

NOW, THEREFORE, BE IT RESOLVED, that WILMAPCO does hereby certify that the planning process is being carried on in conformance with all applicable requirements.

BE IT FURTHER RESOLVED, that WILMAPCO does hereby request that the Maryland and Delaware Departments of Transportation join this certification, as signified by their signatures on the attached, and forward this joint self-certification to both FHWA and FTA.

Date: 5/16/2022


John Sisson, Chairperson
Wilmington Area Planning Council

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**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION**

(To be submitted with each Metropolitan Transportation Improvement Program)

The Maryland and Department of Transportation and the Delaware Department of Transportation and the Wilmington Area Planning Council (WILMAPCO), the metropolitan planning organization for the Wilmington urbanized area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- 2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

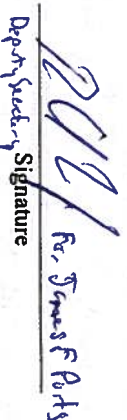
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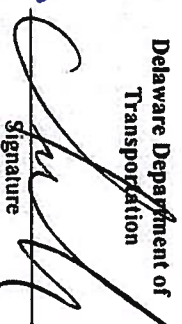
**Wilmington Area Planning
Council**

**Maryland Department of
Transportation**

**Delaware Department of
Transportation**


Signature


Department Signature


Signature

Tigris Zegeye
Printed Name

James F. Ports, Jr.
Printed Name

Nicole Majeski
Printed Name

Executive Director
Title

Secretary
Title

Secretary
Title

5/12/2022
Date

6/22/22
Date

6/7/22
Date



Partners with you in transportation planning



**U.S. Department
of Transportation**

Federal Transit Administration
1835 Market Street
Suite 1910
Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
1201 College Park Drive
Suite 102
Dover, DE 19904
302-734-5323
302-734-3066 (fax)

Refer to: HDA-DE

August 12, 2022

Tigist Zegeye, Executive Director
Wilmington Area Planning Council
The Tower at STAR Campus
100 Discovery Blvd., Suite 800
Newark, DE 19713

Re: WILMAPCO 2050 RTP Update/ Amended FY 2023-2026 TIP
– Air Quality Conformity Determination

Dear Ms. Zegeye:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of the Wilmington Area Planning Council's (WILMAPCO) conformity determinations for the following National Ambient Air Quality Standards (NAAQS) for the Fiscal Year (FY) 2023 - 2026 Transportation Improvement Plan (TIP) and the 2050 Regional Transportation Plan (RTP): 1997, 2008 and 2015 8-hour ozone NAAQS for New Castle County, DE and Cecil County, MD (portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE ozone nonattainment area); and 1997 and 2006 Fine Particulate Matter (PM 2.5) NAAQS for New Castle County, DE (Delaware portion of the Philadelphia-Wilmington, PA-NJ-DE 1997 and 2006 PM 2.5 NAAQS is now a maintenance area).

In accordance with the 1990 Clean Air Act Amendments (CAAA) and 23 CFR 450.322(l), the FHWA and the FTA must make a joint air quality conformity determination. Based on our evaluation of the material submitted, coordination with the U.S. Environmental Protection Agency - Region 3 Office (EPA), and input from WILMAPCO's Technical Advisory Committee, we have determined the 2050 RTP and FY 2023-2026 TIP conform with the 1990 CAAA and 40 CFR Part 93, and, therefore, render a positive conformity determination for New Castle County, DE and Cecil County, MD for the abovementioned NAAQS. The EPA, by letter dated July 5, 2022, determined that the RTP and TIP meets the requirements, and they have no issues with the conformity determinations.

We have also determined that the RTP and TIP are based on a continuing, comprehensive transportation planning process carried on cooperatively by the State, MPOs, and transit operators in accordance with provisions of 23 USC 134 and 135 and 49 USC Sections 5303-5305. Based upon the information provided by WILMAPCO, we concur that the TIP is fiscally constrained and consistent with the RTP.

Tigist Zegeye, Executive Director, WILMAPCO
Re: WILMAPCO 2050 RTP Update/ Amended FY 2023-2026 TIP
– Air Quality Conformity Determination

If you have any questions, please contact Lindsay Donnellon, FHWA Delaware Division,
(410)779-7157, or Tim Lidiak, FTA Region III, (215) 656-7084.

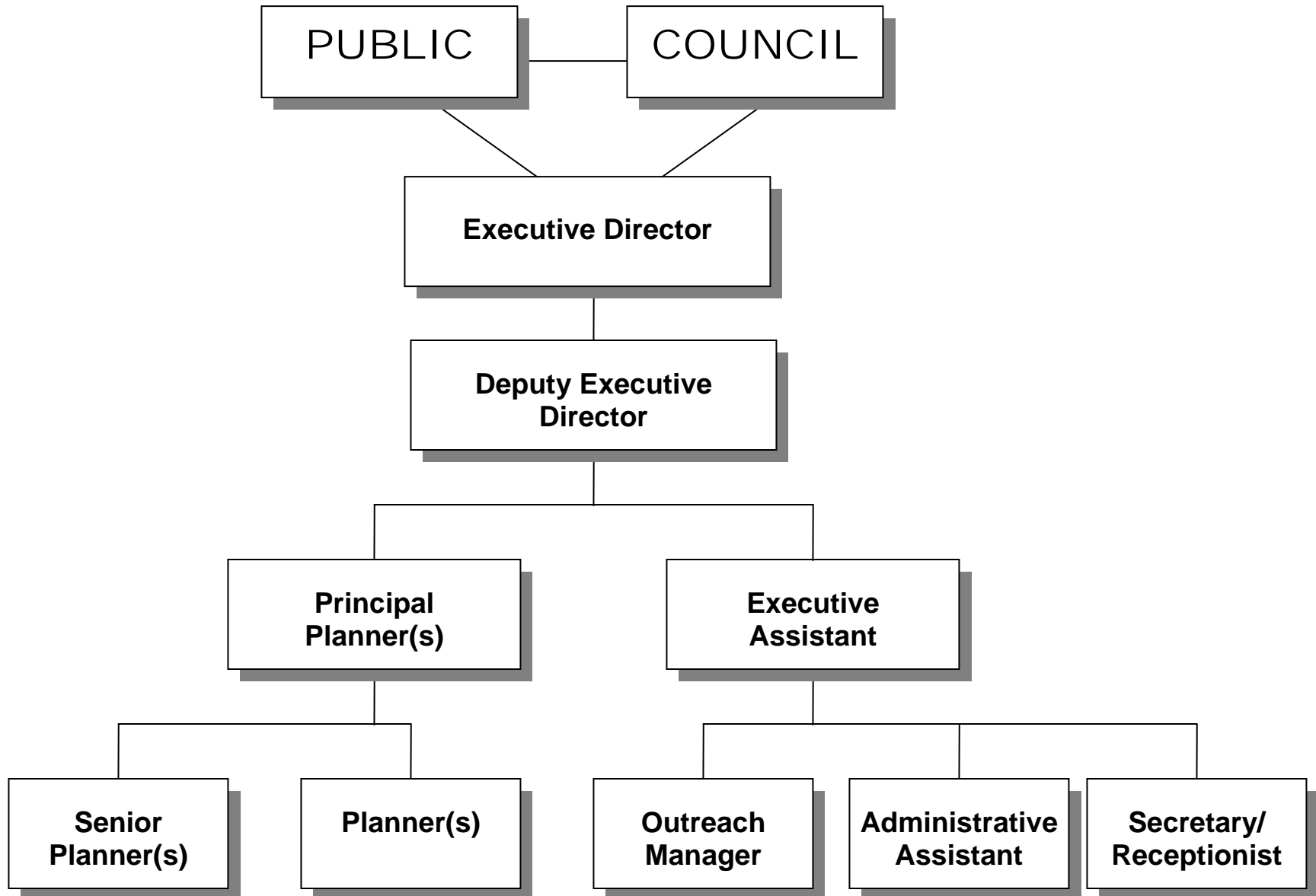
Sincerely,

Terry Garcia Crews
Regional Administrator
Federal Transit Administration

Douglas S. Atkin
Division Administrator
Federal Highway Administration

cc via e-mail: Pamela Steinebach, DelDOT Planning
Mike DuRoss, DelDOT Planning
Bill Swiatek, WILMAPCO
Gregory Becoat, EPA - Region 3
Astrah Khadt, EPA - Region 3

WILMAPCO Organization



APPENDIX C

Air Quality Conformity Analysis

Learn more at

<http://www.wilmapco.org/aqs/>

APPENDIX D

Financial Plan and Annual Listing of Obligated Projects

FINANCIAL PLAN

The Metropolitan Planning Regulation (23 CFR 450) requires that the Transportation Improvement Program (TIP) be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the TIP, the WILMAPCO has taken into consideration the transportation funding revenues expected to be available during the four years of the TIP.

This section of the TIP includes the documentation of reasonably available finances that demonstrates how this TIP, once approved, can be implemented. In developing the TIP, MPO members, particularly MDOT, and DelDOT, have cooperatively developed estimates of funds that are reasonably expected to be available to support TIP implementation. The revenue and cost estimates for the TIP reflect year of expenditure dollars, based on reasonable financial principles and information.

The Delaware, Maryland and federal financial forecasts that support the TIP are based on a six-year Financial Plan developed by Maryland and Delaware. The forecasted revenues and expenditures use the latest available economic estimates. The TIP is based on conservative assumptions formulated from historical trends for projected funding. The TIP serves several purposes. It is the documentation of the intent to implement specific facilities and projects from the RTP. It provides a medium for local elected officials, agency staffs, and interested members of the public to review and comment on the priorities assigned to the selected projects. The TIP establishes eligibility for federal funding for those projects selected for implementation during the first program year, detailed in the federal funding letter included in this appendix.

A summary of available federal funds for Delaware and Maryland and their allocation by fund source to implementing agencies is included. The project listings provide specific federal funding amounts and the source of the matching funds.

Detailed funding sources

State Funding:

State funding comes from the Transportation Trust Fund (TTF). In Delaware, this receives revenues from motor fuel taxes, Delaware Turnpike revenues, Route 1 tolls, motor vehicle document fees and motor vehicle registration fees, and miscellaneous sources including include motor carrier registration fees, operator license fees, titling fees, Division of Motor Vehicles record sales, and vanity tag fees. In Maryland, sources of funds include motor fuel taxes, motor vehicle excise (titling) taxes, motor vehicle fees (registrations, licenses and other fees), and federal-aid. In addition, Maryland's Trust Fund also includes corporate income taxes, operating revenues (e.g., transit fares, port fees, airport fees), and bond proceeds. Federal-aid projections are based on current appropriations and the match required to meet capital program cashflow requirements. Bonds are issued to support the cashflow requirements of the planned capital program while maintaining debt coverage requirements.

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

Local Funding:

Local funding comes from municipal and private contributions.

Federal Funding:

Federal funding comes from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) capital funds.

FHWA funds include:

- Surface Transportation Program (STP) Metro is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchange, interchange reconstruction, and studies.
- Transportation Alternatives Program (TAP) can fund bicycle / pedestrian projects, historic preservation projects, environmental mitigation projects, transportation museum projects, landscaping and beautification projects, and conversion of rails to trails projects. The projects must relate to surface transportation. Includes Recreational Trails (RT) provides funding to DNREC to develop and maintain recreational trails for motorized and nonmotorized recreational trail users and Safe Routes to School (SRS) is designed to enable and encourage children, including those with disabilities, to walk and bicycle to school, and to help plan, develop, and implement projects that will improve safety, reduce traffic, fuel consumption, and air pollution in the vicinity of schools.
- Congestion Mitigation/Air Quality (CMAQ) can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Discretionary funds are additional funds (not formula funds) that the federal government may decide to award to the region. Examples of discretionary funding sources include bridge, Transportation and Community and System Preservation, Congressional Allocation, and Jobs & Growth Tax Relief.
- Other Regional Priorities typically fund construction, widening, and reconstruction on roadways on the state highway system.
- Surface Treatment funds repaving and resurfacing projects on the State Highway System.
- Bridge can fund the replacement, rehabilitation, and widening of any public bridge.
- Safety funds typically fund projects that reduce the number and severity of crashes.
- STP Flexible can fund almost any type of roadway improvement project.
- The Interstate Maintenance Program (IM) provides funding to rehabilitate, restore, and resurface the interstate highway system
- National Highway System (NHS) funds can be used for any type of improvement on roadways designated as part of the National Highway System.
- Highway Safety Improvement Program (HSIP) authorizes a new Federal-aid funding program to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Highway Bridge Replacement and Rehabilitation Program (BRXZ) provides funds to assist States in their programs to rehabilitate deficient highway bridges and retrofit bridges on public roads.

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

FTA funds include:

- Section 5307 can fund capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- Section 5309 can fund mass transit capital projects, regional rapid transit system construction, and studies to plan and implement the above.
- Section 5310 can fund capital equipment purchases for transportation of elderly and disabled persons within the urbanized area.
- Section 5311 can fund administrative, capital, and operating expenses for continuing public transportation service in the non-urbanized area of the state.
- Section 5337, State of Good Repair Grants, is a formula based program dedicated to repairing and upgrading the nation's rail transit systems along with high -intensity motor bus systems that use high occupancy vehicle lanes, including bus rapid transit (BRT).

FY 2023-2026 Estimated Spending Summary

<i>All \$ x 1000</i>		State		Federal		Other		TOTAL
		Funds	Percent	Funds	Percent	Funds	Percent	
Delaware Statewide Element	2023	298,425.5	60%	192,342.9	39%	7,225.3	1%	497,993.8
	2024	273,791.5	62%	166,452.8	38%	1,632.7	0%	441,877.0
	2025	278,948.9	63%	159,689.9	36%	1,632.7	0%	440,271.5
	2026	266,649.2	63%	154,521.2	37%	1,632.7	0%	422,803.1
	TOTAL	1,117,815.2	62%	673,006.8	37%	12,123.4	1%	1,802,945.4
New Castle County Element	2023	131,561.4	51%	114,828.8	45%	11,300.0	4%	257,690.2
	2024	72,056.1	32%	138,893.5	61%	15,800.0	7%	226,749.6
	2025	36,961.6	23%	115,495.6	71%	11,300.0	7%	163,757.2
	2026	30,920.1	16%	160,240.3	83%	1,300.0	1%	192,460.4
	TOTAL	271,499.2	32%	529,458.2	63%	39,700.0	5%	840,657.4
Cecil County Element	2023	7,953.0	13%	41,053.5	67%	12,145.5	20%	61,152.0
	2024	25,428.0	58%	18,085.0	41%	359.0	1%	43,872.0
	2025	14,928.0	45%	17,977.0	54%	332.0	1%	33,237.0
	2026	4,428.0	19%	18,085.0	79%	359.0	2%	22,872.0
	TOTAL	52,737.0	33%	95,200.5	59%	13,195.5	8%	161,133.0
Combined Total	2023	437,939.9	54%	348,225.3	43%	30,670.8	4%	816,836.0
	2024	371,275.7	52%	323,431.3	45%	17,791.7	2%	712,498.6
	2025	330,838.5	52%	293,162.5	46%	13,264.7	2%	637,265.7
	2026	301,997.3	47%	332,846.5	52%	3,291.7	1%	638,135.5
	TOTAL	1,442,051.4	51%	1,297,665.5	46%	65,018.9	2%	2,804,735.8

WILMAPCO Annual Listing of Obligated Projects

The Annual Listing of Obligated Projects includes all projects listed in the Transportation Improvement Program (TIP) for which federal funds were obligated during the preceding federal program year by the Delaware Department of Transportation (DelDOT) or Maryland Department of Transportation (MDOT). The Annual Listing is intended to demonstrate transportation spending decisions by providing an accounting for federal funds that have been authorized and committed by the state or designated recipients for expenditure on projects programmed in the TIP. In addition to this introduction, the Annual Listing report includes reports submitted by DelDOT and MDOT. This listing is done to implement the requirement from MAP-21 that Metropolitan Planning Organizations publish an annual listing of obligated projects. Federal transportation law states:

23 CFR 450.332 Annual listing of obligated projects.

- a) *In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.*
- b) *The listing shall be prepared in accordance with § 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under § 450.324(e)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.*
- c) *The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.*

APPENDIX E

TIP Development and Amendment Process

WILMAPCO TIP Development Process

FY 2023-2026 TIP

2021

- April**
- AQ reviews submissions and air quality technical scores for FY 2023-2026 TIP (4/1)
 - TAC reviews submissions and technical scores for FY 2023-2026 TIP (4/15)

- May**
- Council approves prioritized project list for inclusion in DeIDOT FY 2023-2026 CTP (5/15)

- September**
- Joint DeIDOT/WILMAPCO Public Meeting

Infrastructure Investment and Jobs Act Signed 11/15

- December**
- DeIDOT supplies WILMAPCO with revised project funding and descriptions 1st week for the
 - TAC /AQ (12/16)
 - Air Quality Conformity Determination completed

2022

- January**
- FY 2023-2026 TIP released for public comment from January 21 to March 6

- February**
- Joint WILMAPCO/DeIDOT workshop on draft TIP (tbd)
 - Revise TIP based on public comments
 - PAC / TAC adoption

- March**
- Council adoption of TIP (3/10)

- March**
- FY 2023-2026 TIP released for public comment from March 18-April 29

- April**
- Joint WILMAPCO/DeIDOT workshop (tbd)
 - Revise TIP based on public comments
 - PAC (4/18)/TAC (4/21) adoption

- May**
- Council adoption of FY 2023-26 TIP (5/12)



Partners with you in transportation planning

TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION/AMENDMENT FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission/Amendment: _____

Sponsoring Agency: _____

Project Name: _____

Project Category: _____

Project Description: _____

Project Justification: _____

Funding: Federal _____ State _____ Local _____ Total _____

Funding	Phase	Current	FY 20__	FY 20__	FY 20__	FY 20__	Total
Total							

All \$\$ x 1,000

1. Does this project require a new conformity determination? _____
(Section 51.400)(C2) "A TIP amendment requires a new conformity determination for the entire TIP before the amendment is approved by the MPO, unless it merely adds or deletes exempt projects listed in (Section 51.460)."

2. Is this project regionally significant? _____
(Section 450.324)(f)(3) "The TIP shall include...all regionally significant transportation projects for which an FHWA or the FTA approval is required whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds, e.g., addition of an interchange to the Interstate System with State, local, and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act, etc."

3. Has this project had the opportunity for public comment? _____
(Section 450.326) "... Public involvement procedures consistent with Section 450.316 (b)(1) shall be utilized in amending the TIP, except that these procedures are not required for TIP amendments that only involve projects of the type covered in Section 450.324 (f)."

4. Has this project been found to be financially constrained? _____
(Section 450.324)(e) "The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources (while the existing transportation system is being adequately operated and maintained. The financial plan shall be developed by the MPO in cooperation with the State and transit operator..."

Please indicate funding sources by agency: _____

5. Is this project consistent with the WILMAPCO Metropolitan Transportation Plan? _____
(Section 450.324)(f)(2) "The TIP shall include...only projects that are consistent with the transportation plan."

If not, is there a resolution to amend the Metropolitan Transportation Plan? _____

6. Does the project promote economic development initiatives such as adding or improving access to brownfield locations or to an existing or planned site used for employment, tourism, manufacturing, commercial or industrial purposes, or addresses a problem, topic or issue identified through regional economic development planning? _____

7. Please provide any additional pertinent information below:



Transportation Improvement Program Submission/Amendment Description of Public Participation

Project Name: _____

Which techniques were used to seek public comment (please use additional pages if needed).

_____ Public workshops/meetings

Number of public workshops/meetings: _____

Format: _____

Location(s): _____

Number of attendees: _____

Main issue raised: _____

Consensus of meeting: _____

Overall, the public support for the project was (check one):

_____ Strong support, few concerns _____ Some opposition, many concerns
_____ Some support, but some concerns _____ raised
_____ raised _____ Strong opposition, major problems
_____ Mixed, equal support and _____ identified
_____ opposition

Unresolved issues identified: _____

_____ Citizen Advisory/Steering Committee

_____ Survey

Number surveyed: _____

Results: _____

_____ Elected officials briefings

_____ Project web site

_____ Other _____

How was the public notified about the project?

_____ Web page _____ Publications Distribution: _____

_____ Legal notice _____ Newsletter/brochure

_____ Videos _____ Flyers

_____ Radio/television

_____ Other _____

How has the project changed as a result of public comments?

Comment further on the quantity and quality of the public participation:

Transportation Improvement Program Submission

Description: Please describe the transportation problem you would like to have fixed (continue on the back, if necessary).

Frequency of Occurrence: Please identify how often the problem occurs.

Solution: Do you have a suggestion on how to resolve the problem?

What would your solution improve?

Congestion ☐ Safety ☐ Convenience ☐ Appearance ☐ Other ☐

Location: Identify the town, community or area(s) where the problem occurs. Then provide the exact location using cross streets or other landmarks or attach a map.

Contact Information: In case we require more information to help identify or solve the problem, we ask that you please provide us with contact information.

Name _____

Organization (if applicable) _____

Mailing Address _____

Phone Number _____

Email _____

Thank you for your submission. Send this form to:

WILMAPCO
850 Library Ave.
Suite 100
Newark, DE 19711

Phone (302) 737-6205 (Cecil County- 888-808-7088)
Fax (302) 737-9584
Email WILMAPCO@WILMAPCO.org
Website www.wilmapco.org



APPENDIX F

WILMAPCO Prioritization and Project Submissions

PROJECT PRIORITIZATION PROCESS

WILMAPCO has created a Prioritization process to evaluate transportation projects using measurable criteria based on the goals of our long-range plan. It provides a quantitative method to compare projects proposed for our Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).

STEP 1: APPLY SCREENING CRITERIA

Is project consistent with the [Regional Transportation Plan](#), including [Transportation Investment Areas](#), and local, county and state transportation plans and land use plans? If not, project should not be ranked or plan amendments should be made prior to ranking.

STEP 2: STAFF CALCULATES TECHNICAL SCORE

Using available technical data, WILMAPCO Staff calculates a technical score for each project based on the goals and objectives of the Regional Transportation Plan. Each goal has a similar point value, with the maximum for each project of 45 points.

STEP 3: WILMAPCO'S TECHNICAL ADVISORY COMMITTEE (TAC) REVIEWS TECHNICAL SCORING FOR ACCURACY AND CONSIDERS:

WILMAPCO's Technical Advisory Committee (TAC) reviews technical scoring for accuracy and considers:

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

STEP 4: WILMAPCO COUNCIL RANKS SUBMISSIONS

Council ranks submissions considering:

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

GOAL: IMPROVE QUALITY OF LIFE

- 6 – 15 points

Criteria:

- Protect public health and safety
- Promote active transportation
- Preserve natural and cultural resources
- Ensure transportation choice and equity

AIR QUALITY: Expected to impact air quality, based on project types:

Project expected to moderately or significantly improve air quality. Project types include:	
3	a. fixed-route bus and train service expansions b. public transit technology improvements c. major nonmotorized transportation system expansion (not tied to a roadway project which would increase vehicle capacity) d. diesel engine replacements e. alternative fueling stations f. park-and-ride lot expansions g. carpooling schemes
Project expected to slightly improve air quality. Project types include:	
1	a. fixed-route bus and train service replacements b. minor nonmotorized transportation system expansions (not tied to a roadway project which would increase vehicle capacity) c. major nonmotorized transportation system maintenance (not tied to a roadway project which would increase vehicle capacity)
Project not expected to impact air quality. Project types include:	
0	a. roadway projects which do not add capacity b. park-and-ride lot maintenance c. rail preservation d. paratransit expansion and maintenance e. recreational nonmotorized system expansion/maintenance f. minor nonmotorized system maintenance (not tied to a roadway project which would increase vehicle capacity)
Project expected to slightly worsen air quality. Project types include:	
-1	a. roadway projects which add capacity but are non-regionally significant, including those with a nonmotorized transportation system expansion component
Project expected to moderately or significantly worsen air quality. Project types include:	
-3	a. roadway projects which add capacity and are regionally significant, including those with a nonmotorized transportation system expansion component

ENVIRONMENTAL JUSTICE: Project enhances transportation in locations with a high percentage of low-income and/or minority residents. Supportive projects reduce risk of crashes, and/or enhance neighborhoods. Negative impacts include increased crash risk for vehicular and/or nonmotorized traffic, displacement of homes or businesses, and/or increased traffic through neighborhoods.

3	Project enhances a significant environmental justice area*
1	Project enhances a moderate environmental justice area*
0	Project does not impact environmental justice, regardless of location
-1	Project negatively impacts moderate environmental justice area
-3	Project negatively impacts a significant environmental justice area

* TIP Spending Equity - Additional points for projects areas within demographic concentrations receiving less than expected funding.

3	Project enhances a non-Hispanic Black concentration
---	---

SAFETY: Intersections scored using a composite of average annual crash frequency, manner of impact (i.e. Head-on, sideswipe, etc.), and severity (fatality, injury, property damage, etc.). Analysis includes a 3-year average of crashes at signalized and non-signalized intersections that average 10 or more crashes per year. Score is based on the highest scoring intersection within the project limits.

4	20% highest crash scores
3	20-40% worst crash scores
2	40-60% worst crash scores
1	60-80% worst crash scores
0	20% lowest crash scores

SOCIAL DETERMINANTS OF HEALTH: Project enhances area of potential health concern in locations identified using high school graduation rates, minority population segregation, employment rates, homeownership rates and tenure, single parent households, and food deserts data.

2	Project enhances area with highest potential public health concern (SDOH score 12-16)
1	Project enhances area with moderately high potential public health concern (SDOH score 8-11)
0	Project falls outside areas of potential SDOH concern or does not enhance areas with potential SDOH concern

GOAL: EFFICIENTLY TRANSPORT PEOPLE

0 – 15 points

Criteria:

- Improve system performance
- Promote accessibility and connectivity
- Engage the public via an open involvement process

CONGESTION: Corridor improvement recommended in Congestion Management System (CMS) or location with level of service (LOS) E or F. If recommended in CMS or LOS E/F*:

2	Project within a CMS corridor identified by the CMS Subcommittee
1	Road segment with LOS E or F but outside of identified CMS corridors
0	Road segment is neither in CMS nor LOS E or F

*If project meets the above CMS criteria, then the following two criteria will be calculated in addition to the points awarded above.

Average Annual Daily Traffic (AADT)		Transit Usage—Transit Load Factor by segment based on average # of riders vs. # of available seats.	
+		+	
4	Greater than 60,000 AADT	3	Greater than 35% capacity
3	40,000 – 60,000 AADT	2	25 – 35% capacity
2	20,000 – 40,000 AADT	1	15 – 25% capacity
0	Less than 20,000 AADT	0	Less than 15% capacity

MOBILITY CHALLENGED: Project enhances transportation in locations with a high percentage of zero-car households, people aged 65 or older, and persons with disabilities. Supportive projects increase access to nonmotorized or transit travel choices.

3	Supportive project within an area of significant concentrations of mobility challenged populations
1	Supportive project within an area of moderate concentrations of mobility challenged populations
0	Project does not improve travel choices, regardless of location

PEDESTRIAN PRIORITY: Project supports pedestrian improvement based on pedestrian priority area scoring. Scores are based upon the highest pedestrian network score in which the project passes.

3	Top 90th percentile of pedestrian network scores
1	Top 70 th – 90th percentile of pedestrian network scores
0	Bottom 70th percentile of pedestrian network scores

GOAL: SUPPORT SUSTAINABLE ECONOMIC DEVELOPMENT AND GOODS MOVEMENT

0 – 15 points

Criteria:

- Maximize our investments
- Develop effective transportation networks
- Plan for energy security and resilience

FREIGHT: Scores using the three-tiered scoring defined in the WILMAPCO freight & goods movement analysis.

Bottlenecks are identified using high truck trip generating traffic zones, areas of high truck crash frequencies and travel time delays which hamper the efficient movement of truck traffic which can effect economic growth and competitiveness.

5	"Significant Bottleneck" – Refers to segments with multiple failing criteria, and generally includes roadways which carry the highest traffic volumes and experience heaviest congestion.
3	"Moderate Bottleneck" – Refers to segments that are experiencing some failing, or nearly failing, criteria. There is more variation in scoring across the criteria, with some criteria demonstrating failure and others at more modest levels.
2	"Minor Bottleneck" – Refers to segments that experience one or more criteria that are near failing. While most have only a few criteria showing near failure, others are at acceptable levels.
0	All other road segments

SUPPORT OF ECONOMIC DEVELOPMENT INITIATIVES: Projects that support economic development state and local policies.

Those include transportation in WILMAPCO Center and Core Transportation Investment Areas (TIAs). Center and Core TIAs have the heaviest concentrations of people, jobs, and infrastructure, which requires greater future investment.

6	Project located in a Center TIA.
3	Project located in a Core TIA.
0	Project not located in either of the above areas

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

4	Greater than 80% through private/local funds
3	60-80% funded through private/local funds
2	40-60% funded through private/local funds
1	20-40% funded through private/local funds
0	Less than 20% through private/local fund

Wilmington Area Planning Council

The Tower at STAR Campus
100 Discovery Blvd, Suite 800
Newark DE 19713
302-737-6205; Fax 302-286-7131
From Cecil County: 888-808-7088
e-mail: wilmapco@wilmapco.org
website: www.wilmapco.org

WILMAPCO Council:

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

May 18, 2021

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

Danielle Hornberger
Cecil County Executive

The Honorable Nicole Majeski
Secretary of Delaware Department of Transportation
800 Bay Road
P.O. Box 778
Dover, DE 19903

Nicole Majeski
*Delaware Dept. of Transportation
Secretary*

Matthew Meyer
New Castle County Executive

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

Michael S. Purzycki
Mayor of Wilmington

Michael Spencer
Mayor of Newport

Loucretia Wood
Charlestown Commissioner

WILMAPCO Executive Director
Tijst Zegeye

RE: Prioritization for the FY 2023-2026 Transportation Improvement Program

Dear Secretary Majeski:

I am writing to submit priority projects as voted on by WILMAPCO Council at their May 13 meeting, through the process described in the MOA between WILMAPCO and DelDOT.

For the FY 2023-2026 Transportation Improvement Program (TIP) and the New Castle County element of the Delaware CTP, the priority is to:

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

In selecting CMAQ-funded projects, we recommend drawing from the enclosed list of CMAQ-eligible projects identified by the WILMAPCO Air Quality Subcommittee.

Once DelDOT has prioritized projects statewide, we look forward to hearing the status of our submissions. If you have any questions, please call 302-737-6205 to speak to me (ext. 114) or Heather Dunigan (ext. 118).

Sincerely,

A handwritten signature in dark ink, appearing to read 'Tigist Zegeye', written in a cursive style.

Tigist Zegeye
Executive Director

Attachments (2)

Cc: Marc Coté, DelDOT
Joshua Thomas, DelDOT
Lanie Thornton, DelDOT
Mark Luszez, DelDOT
Pamela Steinebach, DelDOT
Cooper Bowers, DelDOT
Heather Dunigan, WILMAPCO

	C	D	H	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE
1	County	Project Name	2050 RTP	AQ Model Year	Air Quality	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian Priorityv	Freight	Economic Developme	Funding Match	Technical Score	Council Rank
2		Projects in FY 2020 - 2023 TIP (7/2020 amended)																
3		Bicycle / Pedestrian																
4	NCC	US 13: US 40 - Memorial Drive	2025		3	6	4	1	2	3	3	1	3	4	3	0	33	1
5	NCC	Delaware Avenue Separated Bicycle Facility (DE Ave P&R)	2022		1	0	3	1	2	2	1	0	3	2	6	0	21	2
6		Multimodal																
7	NCC	Walnut St.: 3rd - 16th	2024		0	6	1	1	2	2	2	3	3	2	6	0	28	1
8	NCC	4th St.: Walnut St. - Adams St	2023		1	6	2	1	2	0	2	3	3	2	6	0	28	1
9	NCC	SR 4 / Harmony Road Intersection	2030		0	4	4	0	2	2	3	0	1	3	6	0	25	2
10	NCC	S. College Ave Gateway: SR 4 - Main St	2028		1	0	4	1	2	3	1	0	3	3	6	0	24	3
11	NCC	King & Orange Streets: MLK Blvd. - 13th St.	2020		1	4	2	1	2	0	2	1	3	2	6	0	24	3
12	NCC	12th St. Connector	2025		1	6	3	2	0	0	0	1	1	3	6	0	23	4
13	NCC	SR 9: Landers Ln - A St	2030		1	6	2	2	0	0	0	1	3	2	3	0	20	5
14	NCC	US 40: Salem Church Rd - Walther Road	2024	2030	-3	6	4	0	2	2	1	0	3	2	3	0	20	5
15	NCC	Maryland Ave. / Monroe Street	2025		0	4	0	2	2	0	3	0	3	0	6	0	20	5
16	NCC	SR 4, Ogletown Stanton Road/ SR 7, Christiana Stanton Road Phase 1,	2030		0	0	3	0	2	3	2	0	1	2	6	0	19	6
17	NCC	SR 2 / Red Mill Rd. Intersection	2022		0	1	4	0	2	2	3	0	1	2	3	0	18	7
18	NCC	Southbridge Local Street Network	2021		1	4	0	2	0	0	0	1	3	0	6	0	17	8
19	NCC	East 7th Street Peninsula	2025		1	6	0	1	0	0	0	0	3	0	6	0	17	8
20	NCC	SR 2. Kirkwood Hwy / Harmony Rd	2030		0	0	3	0	2	2	3	0	1	2	3	0	16	9
21	NCC	SR 273 / Chapman Rd Intersection Improvements	2025		0	0	4	0	2	2	2	0	0	2	3	0	15	10
22	NCC	I-95 / SR 896 Interchange	2030	2030	-3	0	4	0	2	4	2	0	0	3	3	0	15	10
23	NCC	Garasches Lane	2021		1	4	0	2	0	0	0	1	1	0	6	0	15	10
24	NCC	SR 4: SR 2 - SR 896	2025	2030	-3	0	4	0	2	2	0	0	1	2	6	0	14	11
25	NCC	US 13: I-495 - PA Line	2040		1	0	0	1	0	0	0	0	1	2	6	0	11	12
26	NCC	Glasgow Ave Improvements	2030		1	0	3	0	0	0	0	0	1	0	3	0	8	13
27	NCC	Boyds Corner Rd: Cedar Lane - US 13	2024	2030	-1	0	4	0	0	0	0	0	0	0	0	3	6	14
28	NCC	Old Capitol Trail/ Newport Rd. Roundabout	2030		1	1	0	0	0	0	0	0	0	0	3	0	5	15
29	NCC	Old Capitol Trail/ Stanton Rd. Roundabout	2030		1	1	0	0	0	0	0	0	0	0	3	0	5	15
30	NCC	US 13: Duck Creek to SR 1	2030		1	0	1	0	0	0	0	0	0	0	3	0	5	15
31	NCC	Cedar Lane: Marl Pit Rd. - Boyds Corner Rd.	2024		0	0	0	0	0	0	0	0	0	0	0	3	3	16
32	NCC	Possum Park Rd / Old Possum Park Rd Intersection	2022		0	0	0	0	0	0	0	0	0	0	3	0	3	16
33	NCC	N412, Lorewood Grove Road: Rd 412A - SR 1	2024		-1	0	0	0	0	0	0	0	0	0	0	2	1	17
34	NCC	Denny Rd/ Lexington Parkway Intersection	2030		0	0	0	0	0	0	0	0	0	0	0	0	0	18
35		Roadway																
36	NCC	US 40/SR 7 Intersection	2040	2040	-3	4	4	0	2	2	1	0	0	2	3	0	15	1
37	NCC	SR 1: Tybouts Corner - SR 273 - Rd A	2030	2030	-3	0	3	0	2	4	2	0	0	2	3	0	13	2
38	NCC	I-295, Northbound	2040	2040	-3	0	3	0	2	4	0	0	0	4	3	0	13	2
39	NCC	US 40 / SR 896 Interchange	2025	2030	-3	0	4	0	2	2	1	0	0	3	3	0	12	3
40	NCC	SR 9, River Rd. Area, Dobbinsville (viaduct)	2040		0	1	0	0	0	0	0	1	0	0	3	0	5	4
41	CC	I-95 / Belvidere Road Interchange	2025	2030	-3	0	0	0	0	0	0	0	0	3	3	1	4	5
42	NCC	Otts Chapel Rd/Welsh Track Rd Intersection	2030		0	0	0	0	0	0	0	0	0	0	3	0	3	6
43	NCC	SR 1: Tybouts Corner - Roth Bridge	2050	2050	-3	0	3	0	0	0	0	0	0	2	0	0	2	7
44	NCC	SR 896 / Bethel Church Rd Interchange	2025	2030	-3	0	1	0	0	0	0	0	0	0	0	0	-2	8
45		Transit																

	C	D	H	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE
1	County	Project Name	2050 RTP	AQ Model Year	Air Quality	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian Priorityv	Freight	Economic Developme	Funding Match	Technical Score	Council Rank
46	NCC	Fairplay Train Station - Parking	2030		3	0	3	0	2	2	3	0	0	0	6	0	19	1
47	NCC	New Castle County Transit Center	2021		3	0	0	0	0	0	0	0	0	0	3	0	6	2
48		Projects not in FY 2020 - 2023 TIP - New																
49		Project Development																
50		New Castle County Bicycle Plan Recommendations																
51		Newport Transportation Plan Recommendations																
52		Concord Pike Master Plan Recommendations																
53		Southern New Castle County Master Plan																
59		Projects not in FY 2020 - 2023 TIP																
60		Bicycle / Pedestrian																
61	NCC	East Coast Greenway: New Castle - Churchmans Crossing gaps	2024		3	4	4	1	2	2	2	3	3	2	3	0	29	1
62	NCC	East Coast Greenway: Churchmans Crossing - Newark gaps (approx	2024		3	4	4	2	2	2	2	3	1	3	3	0	29	1
63	NCC	US 40: SR 1 - US 13, Sidepaths	2026		1	6	4	1	2	2	2	0	3	2	3	0	26	2
64	NCC	Newark Bicycle Signal Detection	2024		1	0	3	1	2	2	1	0	3	3	6	0	22	3
65	NCC	Newark Bike Lanes	2024		1	0	3	1	2	2	1	0	3	3	6	0	22	3
66	NCC	Newark Mid-block Pedestrian Crossing Improvements	2030		1	0	3	1	2	2	1	0	3	3	6	0	22	3
67	NCC	Newark Pedestrian Improvements	2030		1	0	3	1	2	2	1	0	3	3	6	0	22	3
68	NCC	Library Ave Pedestrian Improvements	2024		1	0	3	0	2	2	1	0	3	3	6	0	21	4
69	NCC	Commons Blvd Pathway	2024		3	3	3	1	1	2	1	0	1	2	3	0	20	5
70	NCC	Rt 9 Neighborhood pathway network	2026		1	6	2	2	0	0	0	1	3	2	3	0	20	5
71	NCC	Old Baltimore Pike: SR 72 - SR 273, Sidepath	2030		1	3	4	2	1	2	1	1	1	0	3	0	19	6
72	NCC	East Coast Greenway: Claymont Station - Northern DE Greenway	2028		3	4	0	1	0	0	0	3	1	2	3	0	17	7
73	NCC	US 40: Newtown Trail & Pedestrian Improvements	2040		1	6	0	1	0	0	0	0	3	3	3	0	17	7
74	NCC	BR 234, Kirkwood Highway over Mill Creek	2030		1	0	1	0	2	2	3	0	1	3	3	0	16	8
75	CC	East Coast Greenway - Cecil County Phase 1	2024		3	1	1	2	0	0	0	3	3	0	3	0	16	8
76	CC	East Coast Greenway - Cecil County Phase 2	2035		3	1	1	2	2	0	0	3	1	0	3	0	16	8
77	NCC	North Claymont Naamans Pathway	2030		1	0	3	1	0	0	0	0	3	2	6	0	16	8
78	NCC	I-495 / US 13 Pedestrian Improvements	2024		1	4	0	1	0	0	0	0	1	2	6	0	15	9
79	NCC	US 13: US 40 - Tybouts Corner, Sidepaths	2030		1	4	3	0	0	0	0	0	1	2	3	0	14	10
80	NCC	East Coast Greenway: PA line to Claymont Regional Transportation	2022		3	0	1	1	0	0	0	0	1	2	6	0	14	10
81	NCC	North Claymont Sidewalk Upgrades	2024		1	0	0	1	0	0	0	0	3	2	6	0	13	11
82	NCC	Augustine Cutoff Pathway	2022		1	0	0	1	2	0	2	0	3	0	3	0	12	12
83	NCC	DE 896: US 40 to Porter Road, Sidepaths	2030		1	0	3	0	2	2	0	0	1	0	3	0	12	12
84	NCC	US 40: MD State Line to SR 896, Sidepaths	2030		1	0	4	0	0	0	0	0	1	2	3	0	11	13
85	NCC	North Claymont I-495 Pedestrian Bridge	2050		1	0	0	1	0	0	0	0	1	2	6	0	11	13
86	NCC	Glasgow Pathway: Porter Rd - Canal	2035		1	0	3	0	2	2	0	0	0	0	0	0	8	14
87	NCC	Marshallton Circulation Study - Gilbert Ave Sidewalk	2024		1	1	0	0	0	0	0	0	1	0	3	0	6	15
88	NCC	Marshallton Circulation Study - New St Sidewalk	2024		1	1	0	0	0	0	0	0	1	0	3	0	6	15
89	NCC	Marshallton Circulation Study - Newport Rd Sidewalk	2024		1	1	0	0	0	0	0	0	1	0	3	0	6	15
90	NCC	Red Clay Creek Greenway through Marshallton	2030		1	1	0	0	0	0	0	0	1	0	3	0	6	15
91	NCC	Harvey Road and Sconset Road Pedestrian Improvements	2022		1	0	0	0	0	0	0	0	1	0	3	0	5	16
92		Multimodal																
93	NCC	Churchmans Crossing Sidewalks & Bus Stop Improvements	2030		1	4	4	1	2	2	2	0	1	3	6	0	26	1
94	NCC	SR 4 / Churchmans Road Intersection	2040		0	6	3	0	2	1	3	1	1	3	3	0	23	2

	C	D	H	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE
1	County	Project Name	2050 RTP	AQ Model Year	Air Quality	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian Priorityv	Freight	Economic Developme	Funding Match	Technical Score	Council Rank
95	NCC	Governor Printz Boulevard Road Diet	2030		3	6	1	1	0	0	0	3	3	2	3	0	22	3
96	NCC	Signal Coordination - S. College Ave	2028		0	0	3	0	2	3	1	0	3	3	6	0	21	4
97	CC	MD 213 / US 40 Intersection Improvements	2030		0	1	3	1	2	3	0	1	3	0	6	0	20	5
98	NCC	US 40 Overpass of Norfolk Southern RR near SR 72	2045		0	0	3	1	2	2	1	0	3	4	3	0	19	6
99	NCC	Support for shared ride services	2024		3	3	0	0	2	0	0	3	0	0	6	2	19	6
100	NCC	Support for shared ride services	2040		3	3	0	0	2	0	0	3	0	0	6	2	19	6
101	CC	MD 213, Bridge St.: US 40 - MD 279	2036		0	1	0	1	2	0	0	3	3	0	6	0	16	7
102	NCC	North Claymont Spine Road	2030		-1	3	0	1	0	0	0	0	1	2	6	4	16	7
103	NCC	Support for shared ride services	2025		3	3	0	0	0	0	0	3	0	0	6	0	15	8
104	NCC	New Sweden Road Extension (South Wilmington)	2040		-1	4	0	1	0	0	0	1	3	0	6	0	14	9
105	NCC	SR 896: US 40 - I-95	2050	2050	-3	0	4	0	2	2	1	0	1	3	3	0	13	10
106	NCC	West Park Place Traffic Calming	2030		1	0	2	1	0	0	0	0	3	0	6	0	13	10
107	NCC	I-95 / Naamans Road Diverging Diamond	2040		0	0	2	1	0	0	0	0	1	2	6	0	12	11
108	NCC	Support for new technologies	2024		3	0	3	0	0	0	0	0	0	0	6	0	12	11
109	NCC	Support for new technologies	2035		3	0	3	0	0	0	0	0	0	0	6	0	12	11
110	NCC	Support for new technologies	2040		3	0	3	0	0	0	0	0	0	0	6	0	12	11
111	NCC	I-495 / US 13 Improvements	2035		1	0	0	1	0	0	0	0	1	2	6	0	11	12
112	NCC	North Claymont Society Drive	2024		0	0	0	0	0	0	0	0	3	2	6	0	11	12
113	NCC	SR 9, New Castle Ave: 3rd St - Landers Ln	2030		1	1	0	0	0	0	0	0	3	2	3	0	10	13
114	NCC	North Claymont Ridge Road	2024		0	0	0	1	0	0	0	0	1	2	6	0	10	13
115	NCC	Hickman Road Improvements	2024		0	0	0	1	0	0	0	0	1	2	6	0	10	13
116	NCC	Naamans / Philadelphia Pike Acesss Management	2024		0	0	0	1	0	0	0	0	1	2	6	0	10	13
117	NCC	US 13 / Naamans Road Intersection	2035		0	0	0	1	0	0	0	0	1	2	6	0	10	13
118	NCC	North Claymont Access Road	2035		0	0	0	1	0	0	0	0	1	2	6	0	10	13
119	NCC	I-95 / Naamans Road Improvements	2050		0	0	0	1	0	0	0	0	1	2	6	0	10	13
120	NCC	Tyler McConnell Bridge, SR 141: Montchannin Road - Alapocas Road	2040	2040	-3	0	3	0	1	2	0	0	1	2	3	0	9	14
121	NCC	Eagle Run Road: SR 273 - SR 7	2020	2030	-3	0	3	0	1	2	1	0	0	0	3	2	9	14
122	NCC	Eagle Run Rd to Continental Drive Connector	2040	2040	-3	0	3	0	1	2	1	0	0	0	3	2	9	14
123	NCC	Old Baltimore Pike / Salem Church Rd Intersection	2020		0	0	1	0	1	2	1	0	0	0	3	0	8	15
124	NCC	Wyoming Rd and Marrows Road Access Management	2036		0	0	0	0	0	0	0	0	1	0	6	0	7	16
125	NCC	Wiggins Mill Road	2030		-1	0	0	0	0	0	0	0	0	0	3	4	6	17
126	NCC	Harvey Road Traffic Calming	2036		1	0	0	0	0	0	0	0	1	0	3	0	5	18
127	CC	MD 272: US 40 - Lums Rd.	2040	2050	-3	0	0	1	0	0	0	0	1	0	3	0	2	19
128		Roadway																
129	NCC	US 301: Spur	2030	2030	-3	0	3	0	1	2	0	0	0	3	0	0	6	1
130	CC	I-95: Susquehanna River - DE Line	2040	2040	-3	0	3	0	0	0	0	0	0	0	3	0	3	2
131	CC	I-95 / MD 222 Interchange	2040	2040	-3	0	0	0	0	0	0	0	0	0	6	0	3	2
132		Transit																
133	NCC	Newark Transit Amenities and Service Modification	2024		1	0	3	1	2	2	1	3	3	3	6	0	25	1
134	CC	Elkton Bus Service Circulator	2030		3	1	0	2	0	0	0	3	3	3	6	2	23	2
135	CC	Maryland Commuter Rail: Perryville to Elkton	2029		3	1	0	2	0	0	0	3	3	3	6	0	21	3
136	NCC	Transit service expansion and frequency enhancements	2024		3	3	0	2	0	0	0	3	3	0	6	0	20	4
137	NCC	Transit service expansion and frequency enhancements	2030		3	3	0	2	0	0	0	3	3	0	6	0	20	4
138	NCC	Transit service expansion and frequency enhancements	2040		3	3	0	2	0	0	0	3	3	0	6	0	20	4
139	NCC	North Claymont Bus Enhancements	2024		3	3	0	1	0	0	0	3	1	2	6	0	19	5

	C	D	H	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE
1	County	Project Name	2050 RTP	AQ Model Year	Air Quality	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian Priorityv	Freight	Economic Developme	Funding Match	Technical Score	Council Rank
140	NCC	Rail - Newark to Elkton	2030		3	1	0	2	0	0	0	3	3	0	6	0	18	6
141	CC	Elkton Train Station	2036		3	0	0	2	0	0	0	3	3	0	6	0	17	7
142	NCC	North Claymont / SEPTA Bus Transit	2024		0	3	0	1	0	0	0	3	1	2	6	0	16	8
143	NCC	Newport Rail Station	2030		3	0	1	1	0	0	0	1	3	0	6	0	15	9

CMAQ SCORING

Primary Ranking

Secondary Ranking

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

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

CMAQ Project Prioritization Process - Methodology

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

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

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

Mayor

Robert R. Ashby Jr.

Town Administrator

Denise Breder



Grounded in history.

Focused on the future.

Perryville

Commissioners
Michelle Linkey
Robert Taylor
Timothy Snelling
Christina Aldridge

April 16, 2021

Gregory Slater, Acting Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: Transportation Priorities – Perryville, MD

Dear Secretary Slater:

The Town of Perryville would like to take this opportunity to convey our transportation priorities to your department for FY2022. As fiscal challenges continue and State policies and regulations increase for Smart Growth principles and sustainable futures, transportation becomes a top priority for all of us.

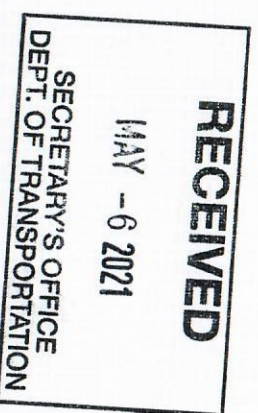
To recognize the important relationship between transportation and air quality, congestion mitigation, and providing more livable and sustainable communities with better linked land use and transportation, the Town's overall top priorities are as follows:

1. Redesign and construct a new MD 222/I-95 interchange, to include an upgraded bridge over I-95.
2. Continue to investigate options to deal with the high toll rates and the diversion that results from the high toll rates on the Tydings Bridge
3. Install sidewalks on MD222 from Clayton Street to the intersection with St. Marks Church Road (the entrance to the Perryville High School). The Town of Perryville is working with the Office of Highway Development on this project for design. We request that the project be fully funded for construction as it is important to the safety of pedestrians and particularly students.
4. Increase MARC Penn Line service to include mid-day and weekend service for the entire line (D.C. to Perryville) and special event trains.
5. Replace the bridge over the Amtrak line on MD327, and it is vital to ensure maintenance of traffic during construction.
6. Study MD222 from the intersection with U.S. 40 to Heather Lane including the need for additional traffic control at the intersections with Franklin Street and Cedar Corner Road

A complete description of these priorities is on the following three (3) pages.

I-95 Interchange Improvements

The existing I-95 interchange in Perryville was constructed in 1963 and the interchange combines toll collections and truck weigh stations with the continued increase of traffic, by both vehicles and trucks. MD222 crosses the highway and is the only 2-lane bridge that hasn't been upgraded in the State. The



area is the location of the first State casino and a prime location for economic development that could include a range of retail stores, business offices, hotel and conference facilities, thereby adding needed jobs for a range of skills and talents.

Numerous studies have been conducted by various agencies to evaluate traffic conditions in the surrounding area. Project development for both commercial and residential is limited due to the failing grade of traffic movement by both vehicles and trucks. Though some of the restrictions have been lifted by the State Highway Administration, which is much appreciated by the Town of Perryville, the bridge is still in need of replacement.

Upgrading the bridge at this key interchange is crucial to our Town to develop projects such as the proposed commercial entertainment mixed use development where Hollywood Casino Perryville is located. Great Wolf Lodge is proposed to be built at this development and has continued their commitment to be the first location in Maryland. The COVID-19 pandemic stalled the project that was first announced in December 2018 with anticipated construction start in the 2nd quarter of 2021. A study that was commissioned by the Town of Perryville by the Sage Policy Group, Inc. in February 2021¹ indicates “*the construction phase of the new resort will support over 2,600 jobs in Cecil County and an additional 74 jobs in the balance of Maryland.*” Additionally, Great Wolf Lodge will directly and indirectly support more than \$100 million in annual economic impact.

In addition, it is essential for Cecil County to be able to encourage and continue planning of other economic developments in the area such as the Bainbridge project.

Continue to investigate options to deal with the high toll rates and the diversion that results from the high toll rates on the Tydings Bridge

Headed north-east from Baltimore, there are two ways to enter Perryville, via the Hatem Bridge and via the Tydings Bridge, both of which require tolls. The toll creates an economic barrier, effectively separating Perryville and all of Cecil County from the rest of the State, thus impeding the economic vitality of the region. The economic impact is inordinately large to Perryville as the first town that drivers enter after the toll. This is evidenced by higher unemployment rates in Perryville relative to the rest of Cecil County as well as relative to the State of Maryland as a whole. Additionally, according to a study done by Sage Policy Group, Inc. that was prepared for Cecil County in May of 2015², the presence of the toll results in “diseconomies of scale and higher transaction costs continue to manifest themselves in various ways, including the ongoing economic underperformance of Perryville and Port Deposit.” Further, the funds collected at the Tydings Bridge (I-95) toll are used to maintain I-95 from Baltimore to the Delaware Line as well as other Maryland Transportation Authority highways. Therefore, Perryville suffers from the largest impact of the toll, but most of those funds do not flow back into the community.

¹ Sage Policy Group, Inc. *A 2021 Update: The Economic Impact of a Great Wolf Lodge in Perryville, Maryland*, Pg. 2.

² Sage Policy Group, Inc. *The Ongoing Economic Impact of Highway Tolls in Cecil County*. March 2015 pg. 2.

In addition to an economic burden, the toll creates a traffic congestion problem for both Havre de Grace and Perryville due to toll diversion. Commuters avoid the I-95 toll in favor of using the Hatem EZ Pass plan causing traffic to stack up on Ohio Street in Havre de Grace and on MD222 northbound in Perryville during rush hour. This situation creates unnecessary traffic backups in both communities, which likely has some measurable effect on air pollution as well. By creating a commuter-friendly toll structure on I-95 at the Tydings Bridge, diversion will be reduced, if not eliminated and the traffic congestion and resulting air pollution would be alleviated.

Perryville is poised to grow, smartly and sustainably, which would only benefit the State of Maryland. By removing the barriers to growth (i.e. inordinately expensive tolls), we would expect an increase in both residential and business development resulting in the creation of new jobs and increased revenues to the State.

Sidewalks on MD222 from Clayton Street to St. Marks Church Road to Perryville High School

Sidewalks in this vicinity would provide a safe walkable access to the local High School. It is a goal of the Town to provide connecting sidewalks to local schools when development occurs. It is a goal of the State of Maryland to provide a safe route to school. This project is important to meet both Perryville's and Maryland's goals and we respectfully request full funding for the project.

Extend the MARC commuter rail service

Perryville's Train Station was built in 1905 and is still used on a daily basis. Ridership continues to increase as many realize the benefit of regional transportation. Riders come from all over the local area, not only from Maryland, but Delaware, Pennsylvania, and New Jersey, as evidenced throughout public parking areas in our Town. The Train Station is a unique characteristic of our Town that we want to enhance for our future growth and development. Businesses make site selection decisions with a high value placed on access to regional transportation, thereby putting Perryville at that strategic location to utilize these transportation options.

There is a big push to extend MARC service to Delaware, which is a worthy goal. However, the service already extends to Perryville, and should be utilized to the fullest extent possible. Increased MARC service to include mid-day, weekend and special event trains for the entire line provides alternative transportation that is critical for access to jobs, increased educational, work opportunities, and tourism-related activities in our region. We would like MDOT to work with the Town for parking to accommodate increased ridership.

Replace the bridge over the Amtrak line on MD327 and ensure maintenance of traffic during construction

Preserving transportation system investments is an overarching goal of the State CTP. Replacing the bridge over Amtrak on MD327 fits well with this goal. The bridge, constructed in 1968 is heavily used and in need of replacement. It provides access to a 1.7 million square foot Ikea East Coast Distribution facility, the Perryville Wastewater Plant, the Perryville Community Park and truck access to the VA Medical Center campus at Perry Point. Further, we understand and anticipate when the Susquehanna River Rail Bridge Project is constructed that Amtrak's truck access to the Perryville Maintenance-of-

Way base will be re-routed to MD327 instead of Broad Street. This is an initiative that Amtrak is considering as it is important to Perryville to get truck traffic off of the downtown streets and to move it to a more appropriate industrial area. Since MD327 is the only access for Ikea, the wastewater plant and park, the only truck access to Perry Point and future truck access for Amtrak to the MOW Base, it is therefore vital that traffic access is maintained when the bridge is replaced.

Study MD222 from the intersection with U.S. 40 to Heather Lane including the need for additional traffic control at the intersections with Franklin Street and Cedar Corner Road

MD222 is a heavily traveled corridor, therefore, Perryville is requesting that MDOT study the length of MD222 from the intersection of U.S. 40 to Heather Lane to include the need for additional traffic control at the intersections with Franklin Street and Cedar Corner Road.

Perryville recognizes and supports Sustainability, and that support follows through in our Comprehensive Plan, Transit Oriented Development (TOD) Plan, Greenway Plan, Sustainable Community Plan and annual budget. Our priority to offer as many opportunities to alternative transportation options and achieve less gas consumption, while recognizing the importance of maintenance of the existing system supports State goals of preserving transportation system investments, enhancing transportation services and expanding transportation opportunities. We hope our plans for a more sustainable and viable community in the future will continue with support from the State.

Thank you for your consideration of these items and your interest in our Town's transportation priorities.

Sincerely,



Robert R. Ashby, Jr.
Mayor

CC: Commissioners of Perryville

Danielle Hornberger, County Executive, Cecil County
County Council of Cecil County

David Glenn, Council Member, City of Havre De Grace

Ben Martorana, Director of Planning, City of Havre De Grace

Dianne Klair, Planner, City of Havre De Grace

Denise Breder, Town Administrator, Perryville

Dianna Battaglia, Planning Director, Perryville



TOWN OF NORTH EAST

June 24, 2021

Gregory Slater, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076



2021 Transportation Priorities: Town of North East

Dear Secretary Slater,

The Town of North East has outlined the following priorities for consideration and inclusion in your final 2021 Consolidated Transportation Program.

1. Continued implementation of the I-95 interchange at Belvidere Road..
2. Widen Route 7 (West Cecil Avenue), west of Route 272 (South Main Street/North Main Street) and Route 7 intersection. Elevate and widen the State Highway Bridge over the North East Creek on Route 7. Install pedestrian sidewalk, bicycle lane and pedestrian lighting between North East Isles Drive and Catherine Street.

Interim Plan: Installation of a pedestrian activated signal on both sides of the North East Creek Bridge on Route 7 which pedestrians would press when they desire to walk across the bridge. The signal would stop eastbound and westbound vehicles on Route 7 while pedestrians travel over the bridge.

3. Re-surfacing of North Main Street and South Main Street, North East.
4. Repairs to the entrance of the Route 7 underpass in North East from West Cecil Avenue. The road has severely deteriorated in this area. Address flooding in the roadway under the Route 7 underpass.
5. Installation of a pedestrian sidewalk linkage along Route 40 between Sycamore drive (off of Route 40) and the intersection of Route 272 and Route 40, linking to the sidewalk project which currently underway Contract No. CE3395176). Note: Sycamore Drive is the road which leads into the Timberbrook Development, a 350+ Townhome Community.
6. Route 7, East Cecil Avenue adjacent to the North East Middle School: Installation of two traffic reduction devices with intermittent signaling lights, with timers for school opening and dismissal. To be positioned on Route 7, approximately 50 yards before the North East Middle School from both east and west directions.

106 South Main Street • P.O. Box 528 • North East, Maryland 21901-0528
T: (410) 287-5801 • F: (410) 287-8267 • www.northeastmd.org

The Town of North East is an "Equal Opportunity Employer" • Member of The North East Chamber of Commerce

2021 Transportation Priorities – Town of North East
June 24, 2021

Page 2

7. For the purpose of providing uninterrupted walkability, install sidewalk on Route 272 between Jethro Street and the south/east corner of the bridge over Amtrak.
8. Installation of sidewalk from the existing sidewalk on Route 7 (East Cecil Avenue) to Mechanics Valley Road.
9. Installation of bicycle/walking/share the road pavement markings along Route 7 from Mechanics Valley Road to Ridgely Forest Drive.
10. Review impacts of rail service to State Highway systems in North East.
11. Marc Train Service in North East.

Again, thank you for your consideration of these transportation priorities for our Town. Should you have any questions regarding the outlined projects, please feel free to contact me.

Sincerely yours,



Michael Kline
Mayor

Cc:

Mr. Stephen O'Connor, Director, Cecil County Department of Land Use and Development Services
Mr. W. Scott Flanagan, Director, Cecil County Department of Public Works
Mr. Kenny Fender, District Engineer for District 2, SHA
Mr. Peter Sotherland, Acting Regional Planner, State Highway Administration
Ms. Darlene Koch, Executive Administrative Assistant, District 2, State Highway Administration
Ms. Heather Dunigan, Principal Planner, WILMAPCO



TOWN OF NORTH EAST
106 South Main Street • P.O. Box 528 • North East, Maryland 21901-0528
ADDRESS SERVICE REQUESTED

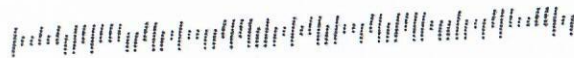
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DEPT. OF TRANSPORTATION

Gregory Slater, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

21076-141501



Town of Port Deposit

64 S. Main Street
Port Deposit, MD 21904
410.378.2121
www.portdeposit.org



Robert Kuhs
Mayor
Vicky Rinkerman
Town Administrator

September 7, 2021

Mr. Greg Slater, Secretary
Office of the Secretary
Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-0548



RE: FY2023 Port Deposit Transportation Priorities

Dear Secretary Slater:

On behalf of the Council, I would like to take this opportunity to provide Cecil County information relative to transportation priorities for the Town of Port Deposit.

The Town of Port Deposit is located between the Susquehanna River and Norfolk Southern Railroad to the West and a 250' granite cliff to the East. Maryland Route 222 serves as our Main Street through Port Deposit for travelers and visitors from Route 1 to the Interstate 95 exits, Hollywood Casino, and Route 40. Our historic industrial town has unique characteristics and having a State highway serve as our Main Street has created challenges as we try to reduce flooding and meet the growing demand for safer vehicle transportation, as well as provide safe bicycle and pedestrian accommodations. The Town is seeking innovative solutions to our challenges.

As part of the Town's initiative to improve economic conditions and support development, the State Highway Administration (SHA) started a two-year storm drain improvement project in February 2017 on MD Route 222/Main Street. SHA spent over five years planning and developing this project. **In August 2018, the storm drain project was terminated for convenience due to issues encountered during the first phase of construction on North Main Street.** It is our understanding that the project will require additional right-of-way acquisitions and plats, field borings, test pits, and coordination with Norfolk Southern Railroad officials and the project is now under review and being re-designed. Due to the initial work that was started and not completed on the first outfall and associated drain lines on North Main Street in 2017, the Town has experienced an increase in water drainage issues and flooding in this area. Due to potential development of farm property and the Bainbridge property on the granite cliff, it is imperative that the existing deteriorating terra-cotta drain pipes, catch basins and outfalls on Route 222 be replaced. The funding for this project was re-allocated and in order to proceed, it will need to go through the funding allocation process again. The State of Maryland has spent well over \$1 million in engineering fees, initial construction, and the purchase of right-of-way acquisitions and easements. Storm drain improvements to Route 222/Main Street need to be completed to reduce the flood risk and potential damage to historic properties. We respectfully request assistance to ensure that this project is fully funded and completed in phases if necessary over several years.

The granite cliff imposes an increased flood concern based on the frequency and intensity of rain storms due to climate change. "Flash floods" have occurred the last two years, and it is our understanding that they will continue to increase. Stormwater rushes from the cliff to Main Street via several natural springs and open streams that flow to the Susquehanna River through viaducts under Main Street, as well as through Rock Run stream and a tributary of this stream along Granite Avenue and Race Street. There are numerous drains located throughout Main Street that carries stormwater to outfalls at the River. With the increase intensity of rain storms, there has been an increase in stormwater runoff from the cliff that carries debris and sediment that continually clogs the viaducts and stormwater culverts and drains. Innovative stormwater management strategies and design are needed to address the "water quantity" issue from flash floods and proposed development on the granite cliff.

The completion of the storm drain project would provide a perfect opportunity for the State and Town to develop a supporting streetscape plan. The streetscape plan would identify innovative traffic control measures to reduce speeding and tractor trailer traffic on Main Street, as well as provide safe bicycle, pedestrian and historically sensitive accommodations and infrastructure to meet the growing needs of our community. The residential and economic development boost from these projects would be strengthened by innovative, safe vehicle, bicycle and pedestrian connections in our community for residents and visitors to enjoy our historic culture, restaurants, shops, and waterfront amenities.

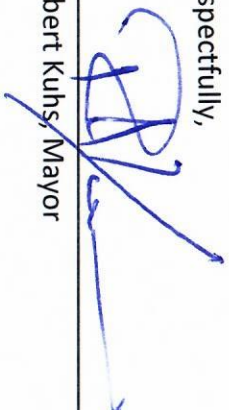
Another issue we struggle with is finding a solution to the tractor trailer traffic that persistently use weight restricted Route 222 as the thoroughfare from Route 1 to the I95 exits and Route 40. Route 222 is **NOT** a designated tractor trailer ruck route. The majority of our historic homes along Main Street are literally located directly behind the sidewalk and several homes have been struck and damaged by these tractor trailers. Additionally, the town has experienced fatal tractor trailer accidents from brake failure coming down the hill into Town at the entrance to Marina Park and Center Street. One accident was a propane tanker that failed to stop at the intersection of Center Street and Main Street that became lodged under the condominium building on the waterfront. This negligence of truck drivers to obey the law endangers our residents, visitors and children. Any assistance you could provide to enhance traffic control measures and ensure transportation companies and drivers obey the weight restriction regulations to reduce the impact from tractor trailers on Main Street would be appreciated.

The Town respectfully request the following transportation priorities be identified for the Town of Port Deposit:


1. Funding for the storm drain improvement project on MD Route 222. Project was terminated for convenience and will need to go through the funding process again;
2. Innovative stormwater management strategies to reduce the risk of flash floods on Main Street, Granite Avenue, and Race Street from rain storms;
3. Streetscape Plan on Main Street to improve safe vehicle, pedestrian and bicycle connections throughout Main Street;
4. Enhance traffic control measures for improved vehicle transportation that reduces speeding and impacts from tractor trailer traffic on weight restricted Route 222;

Thank you for your consideration of supporting and including our transportation priorities, and I am available to discuss this further at your convenience. We look forward to continuing our successful partnership on future projects in the Town of Port Deposit.

Respectfully,



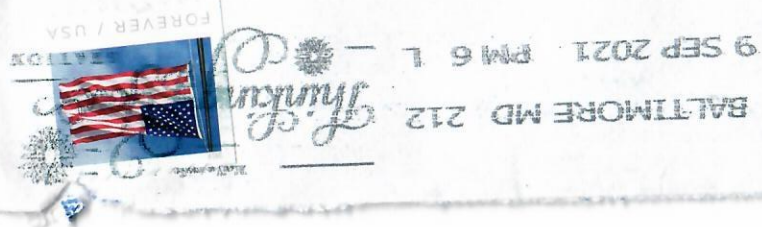
Robert Kuhs, Mayor



Vicky Rinkerman, Town Administrator

cc: Cecil County State Delegation
Cecil County Executive Danielle Hornberger
Cecil County Administrator Dan Schneckenburger

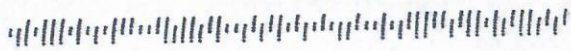
Town of Port Deposit
64 S. Main Street
Port Deposit, MD 21904



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Mr. Greg Slater, Secretary
Office of the Secretary
Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-0548

21076-141501



Office of the County Executive

Danielle Hornberger
County Executive

Dan Schneckenburger
Director of Administration

Office: 410.996.5202
Fax: 800.863.0947



Department of Land Use & Development Services

Stephen O'Connor, AICP, Acting Director
Office: 410.996.5220
Fax: 800.430.3829

County Information
410.996.5200
410.658.4041

CECIL COUNTY, MARYLAND
Office of the Director
200 Chesapeake Boulevard, Suite 2300, Elkton, MD 21921

September 16, 2021

Gregory I. Slater, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P. O. Box 548
Hanover, MD 21076

RE: Cecil County's 2021 Transportation Priorities

Dear Secretary Slater:

Cecil County Government submits this letter to articulate its transportation priorities to your department for 2021. We continue to recognize not only our mutual challenges and opportunities to better determine our transportation future, here in the northeast transportation corridor. The needs of the County and its eight municipalities are reflected in these priority projects.

Because of the important relationships among transportation and air quality, congestion mitigation, and providing more livable and sustainable communities with better linked land use and transportation, we have established four broad transportation improvement categories, as follows:

- I-95 Corridor Access and Mobility Enhancement Improvements
- Stormwater infrastructure improvements in Port Deposit along Route 222
- US 40 Corridor and Intersection Improvements
- Municipal Priorities

Based upon those categorical priorities, our overall top three individual priority improvements are as follows:

- 1) Implement the new Belvidere Road I-95 interchange including the expansion of Belvidere Road between I-95 and US 40.
- 2) Stormwater infrastructure improvements in Port Deposit along Route 222
- 3) Road and intersection improvements to state highways around the Bainbridge development.

Implement the new Belvidere Road I-95 interchange including the expansion of Belvidere Road between I-95 and US 40.

This project implements the County's Comprehensive Plan objective of expanding the road network in the County's growth corridor and providing alternate north-south route options between I-95 and US 40. The 2010 plan identified a "potential new I-95 interchange between MD 222 and MD 272" with the implementation of the change tied to "redevelopment of the Mineral Extraction Area." This area is currently being redeveloped into the Principio Business Park. The interchange will improve the secure movement of people, goods and data and improve emergency response on of the County's largest employment centers. Additionally, it will minimize travel delays on Maryland's transportation system by reducing freight traffic in the towns of North East and Perryville and have the added benefit of air quality improvement by reducing idle times in the towns.

Stormwater management improvements along Route 222 in Port Deposit

The town of Port Deposit has suffered from poor stormwater drainage along its main street, state highway Route 222. Some work has been done, but was not completed some years ago, and completion of the project is needed for transportation safety and property protection from storm water runoff. The project scope should also include getting individual property stormwater runoff diverted from the wastewater system and into this new stormwater capture design to protect the county's new wastewater treatment plan in the south end of the town.

Road and intersection improvements to State Highways around the Bainbridge Development

The redevelopment of the former Bainbridge Navy Base, west of MD 222 and south of MD 276 in Port Deposit, which approximately 400 acres or one-third of the site have been set aside for the first phase of employment uses, has begun site work and proposing groundbreaking in 2021. These capital improvements to the transportation system that will improve access to jobs and tourism and leverage economic growth opportunities. Improve the movement of goods within and through Maryland by investing in intermodal connections and improvements to reduce freight bottlenecks. The redevelopment of this site, and these proposed road improvements are identified in the County's Comprehensive Plan. The project meets the State's Greenhouse Gas Reduction Plan by improving freight transportation and traffic mitigation.

These revised priorities from our letter of April 23, 2021 do not reflect all the needs within Cecil County. A table of all the County's identified projects supports the goals of the Maryland Transportation Plan (MTP), including the Greenhouse Gas Reduction Act goals, and are consistent with the County's land use plan goals is attached to the digital submission. A paper copy can be provided upon request.

In summation, as our economy continues to grow, we will face growing traffic volumes that will test our efforts to ameliorate air quality, mitigate traffic congestion, and provide more sustainable and viable communities.

Thank you for your consideration of Cecil County's transportation priorities.

Sincerely,



Danielle Hornberger, County Executive


Robert Meffley, President, County Council

Cecil County's State of Maryland Delegation

Senator Jason C. Gallion, District 35

Senator Stephen S. Hershey, Jr. District 36

Delegate Kevin B. Hornberger, District 35-A

Delegate Jay A. Jacobs, District 36

Delegate Teresa Reilly, District 35-B

Delegate Jefferson L. Ghrist, District 36

Delegate Mike Griffith, District 35-B

Delegate Steven J Arentz, District 36

APPENDIX G

Public Comments

The TIP was available for public comment from March 18-April 29, 2022, during which time, we received two written comments. Information was available for review online and at WILMAPCO's office. A public workshop was held on April 6 in partnership with DeIDOT, MDOT, DART, and Cecil County. During this time:

- The TIP web page had 257 visitors.
- The workshop's Facebook event page reached 15,102 people with 11 indicating they would attend 68 expressing interest.
- 28 people attended the April 6 public workshop which was held online. Workshop included brief presentations by WILMAPCO, MDOT, DeIDOT, Cecil County, and DART followed by interactive breakout sessions.

Public Comments

<p>I'm writing in support of the project: "US 13: I-495 TO PA LINE", and I want to stress the need for this connection to be meet East Coast Greenway designation criteria, in which a biking and walking facility is provided with robust physical separation from traffic. Additionally, this facility should seamlessly connect into adjacent biking and walking facilities (including the Claymont Station pathway and PA US-13 bike lanes), as well as include East Coast Greenway signage, green stormwater infrastructure, and additional design elements to increase safety and comfort of Greenway users--for example, the project should consider including vegetation, benches, and spaces to rest and gather, among other amenities. For more information on East Coast Greenway design guidelines, download the guide here: greenway.org/design-guide</p> <p>Please also work with PennDOT and DVRPC to ensure continuity into Marcus Hook with traffic-separated facilities into Delaware County, PA along US-13.</p> <p>Additionally, please include the physical protection, traffic separation, and direct connectivity of pedestrians and cyclist facilities in any other projects along the East Coast Greenway, including the "SR 4 / Harmony Rd intersection improvements", "SR 9, River Road Area Improvements, Flood Remediation", and "US 13: US 40 – Memorial Dr Pedestrian Improvements" (crosses ECG at intersection with 273). This also goes for parallel facilities through downtown Wilmington for projects along Market St, Orange St, and Walnut St, where traffic separated biking and walking facilities would fill a gap in the East Coast Greenway in which users lack physical separation for users of all ages and abilities.</p>	<p>Daniel Paschall, Mid-Atlantic Manager, East Coast Greenway Alliance</p>
<p>Overall, a very solid plan. I do however want to push for more pedestrian, bicycle, and transit oriented projects as Delaware has a high rate of pedestrian deaths. %3 geared towards pedestrians seems low but it's a start.</p> <p>If we want successful communities, they need to be interconnected and built for humans - not cars. That's the way urban planning is headed.</p> <p>DE has so much potential for expanding protected bike lanes and adding sidewalks where needed. A few items on top of mind:</p> <ul style="list-style-type: none"> - Pike Creek area needs walkability improvements due to higher density apartments being built around Pike Creek Shopping Center. This is a growing area, that is promising from a density and bike ability perspective. Did not see any projects listed in the plan. - Proponent of North Union Street Redevelopment Project. - Proponent of I-95 Wilmington, DE proposed capping. - High demand bus routes need shelters. I've noticed that some on Kirkwood hwy and even next to Wilmington train station aren't covered. - Against expanding or widening road ways as that leads to induced demand. - We need more multi-unit and dense housing. There's an immense housing shortage and this type of housing is needed to control costs and provide housing. Any pushes for zoning changes + transit oriented projects would be great 	<p>John Paul Moryc</p>

HAVE A SAY IN HOW YOUR TRANSPORTATION DOLLAR\$ ARE SPENT

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

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

How can you participate?

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

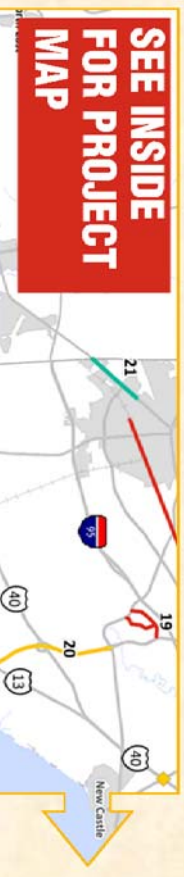


WHAT'S NEW: \$2.8 billion in planned road, bus, rail, bicycle, and pedestrian improvements

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

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

SEE INSIDE
FOR PROJECT
MAP



WILMAPCO TIP QUICK GUIDE

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

How is the TIP Funded?

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

\$1,442 million Delaware/Maryland 52%	<i>Delaware/Maryland funds from fuel taxes, tolls, motor vehicle and other fees, & bonds</i>
\$1,298 million federal 46%	<i>Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)</i>
\$65 million other 2%	<i>Other funding comes from local funds, developer contributions, toll bonds, and grants</i>

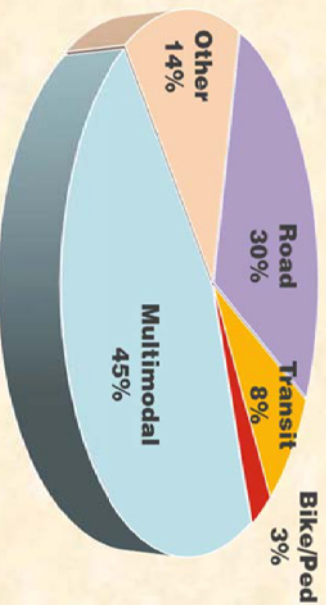
Where are the projects?

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

Cecil County 6%	<i>The TIP document is grouped by Cecil County, New Castle County, and Delaware Statewide. Delaware Statewide contains funding for all counties in Delaware and projects do not specify amounts for New Castle County, for example Engineering and Contingency</i>
New Castle County 30%	
Delaware Statewide 64%	

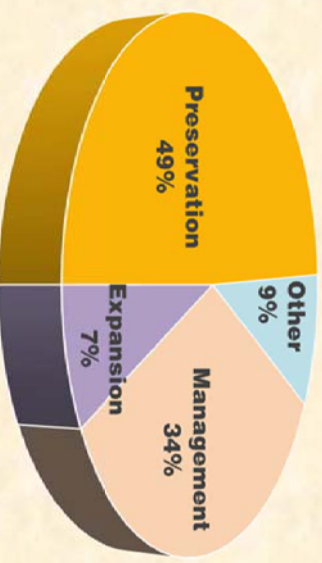
What Types of Projects are in the TIP?

Projects by Mode



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

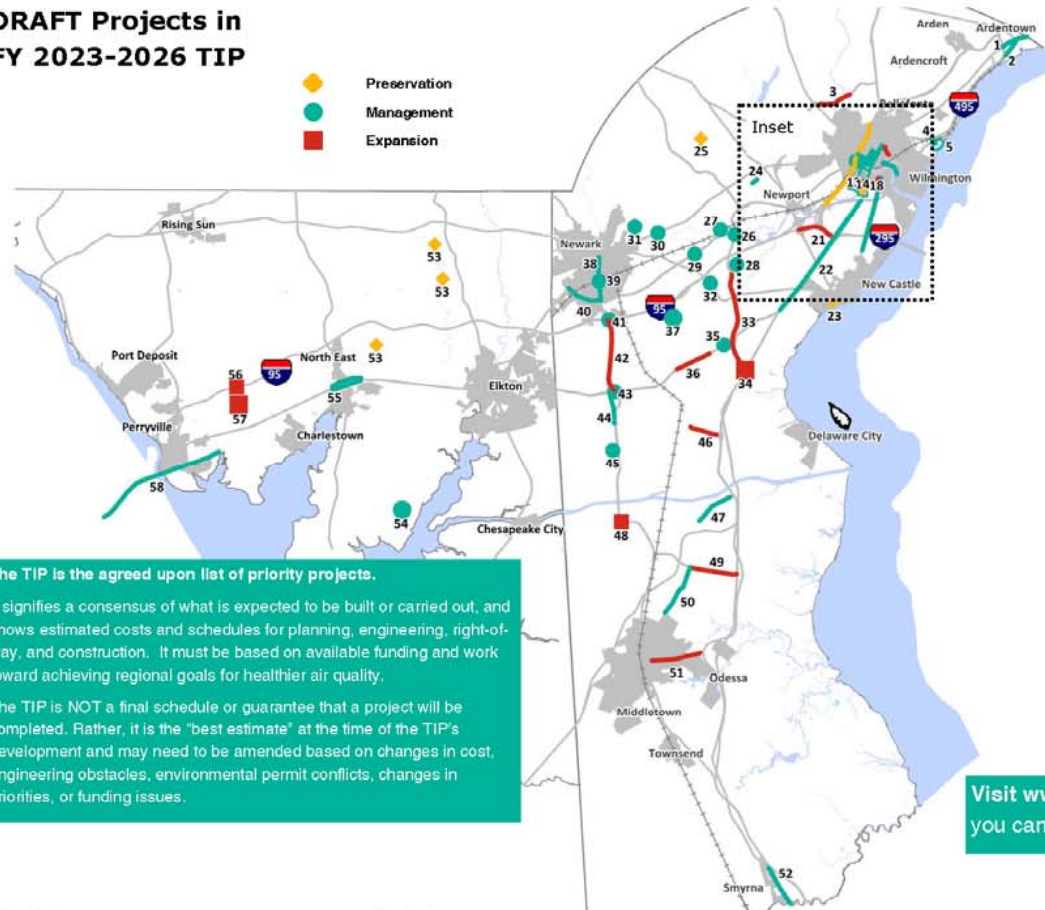
Projects by Category



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

DRAFT Projects in FY 2023-2026 TIP

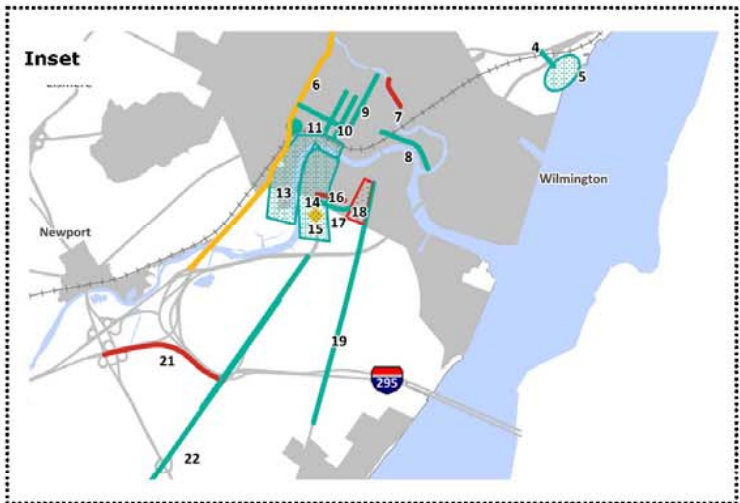
- Preservation
- Management
- Expansion



The TIP is the agreed upon list of priority projects.

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

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



Example Projects (areawide projects, not mapped)

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

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

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

APPENDIX H

Performance Measure Targets and Reporting

Transportation Performance Measure1: Safety Performance Target Setting

In compliance with the FHWA's 23 CFR Part 490, Subpart B - National Performance Management Measures for the Highway Safety Improvement Program (HSIP), the following is a summary of WILMAPCO, DelDOT and Maryland targets to meet or make significant progress toward the five required safety performance goals. The targets were set by the DOTs in August 2017 and WILMAPCO has opted to adopt and support the statewide targets set both DOTs.

Methodology: Both states have adopted the Toward Zero Deaths (TZD) approach. TZD is a data-driven effort to reduce fatalities and serious injuries by developing strong leadership in organizations that directly impact highway safety. For consistency with the 2015 Strategic Highway Safety Plan (SHSP), DelDOT and Office of Highway Safety (OHS) agreed to use the SHSP annual targets as the basis for developing Delaware's 2022 targets for each safety measure. Annually, Delaware's an additional reduction of at least 3 fatalities and 15 serious injuries over the previous year to achieve a 50% reduction by 2035. In Maryland the annual targets for each of the measures are set using an exponential trend line connecting the historical data to the 2030 goal found in their SHSP.

The chart shows the Delaware and Maryland established statewide targets (2018-2022, 5 year rolling averages) for each of the five measures. Once 2021 Fatality Analysis Reporting System (FARS), Highway Performance Monitoring System (HPMS), and FARS Annual Report File (ARF) data becomes finalized (December 2021) it will be compared to these targets to determine whether Delaware, Maryland, and WILMAPCO and MPOs have met or made significant progress toward our crash reduction targets.

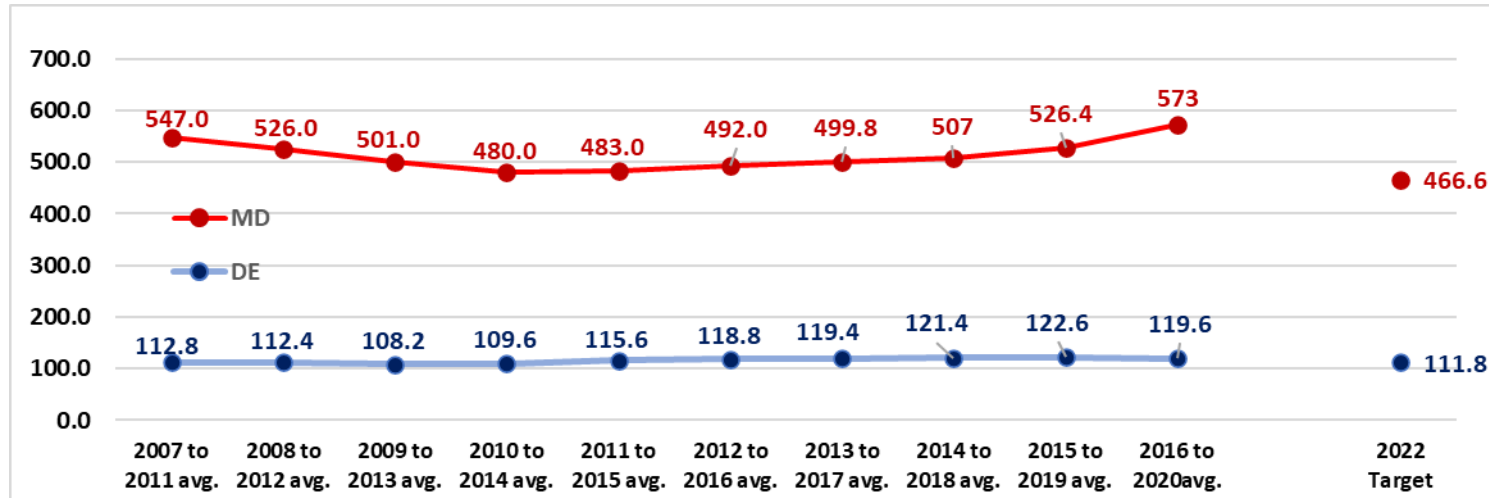
Details on the HSIP projects can be found in the New Castle County section of the TIP.

State/MPO Established Safety Targets*	Maryland	Delaware
Number of Fatalities	466.6	111.8
Rate of Fatalities per 100 million VMT	0.774	1.074
Number of Serious Injuries	2,263.0	438.3
Rate of Serious Injuries per 100 million VMT	3.815	4.212
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	554.7	85.1

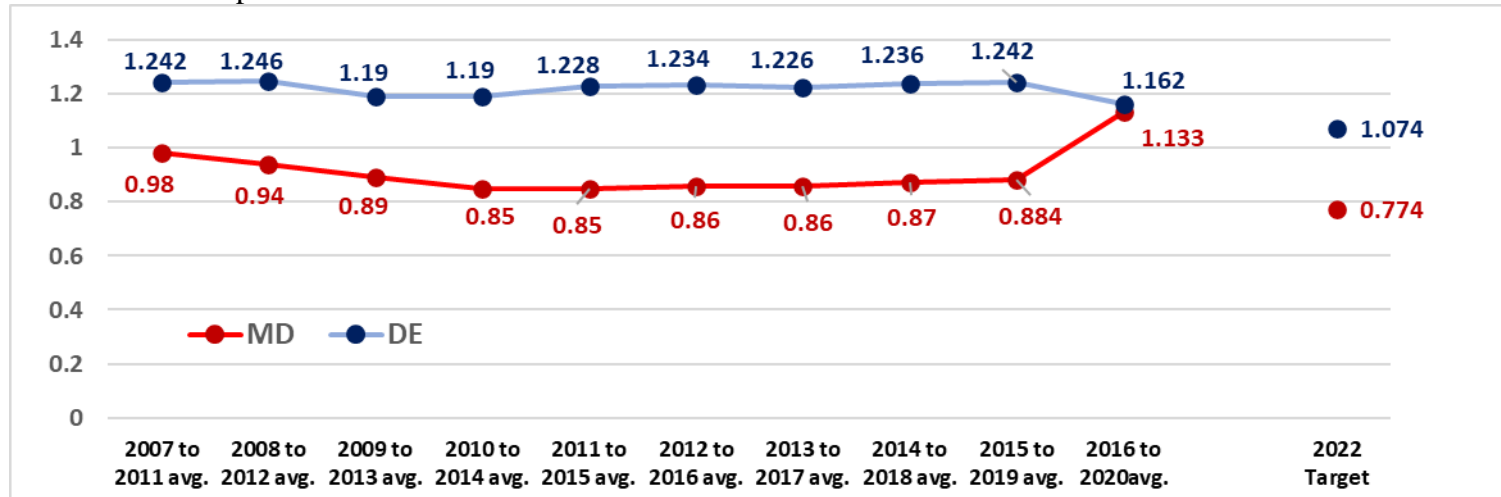
* Projected 2016-2020 5-year rolling baseline averages

The following charts show the historical trends composed of 5-year rolling averages, 2020 HSIP baseline figures and 2018-2022 targets for all five safety performance measures. Figures include all injuries and fatalities which occurred on all public roads.

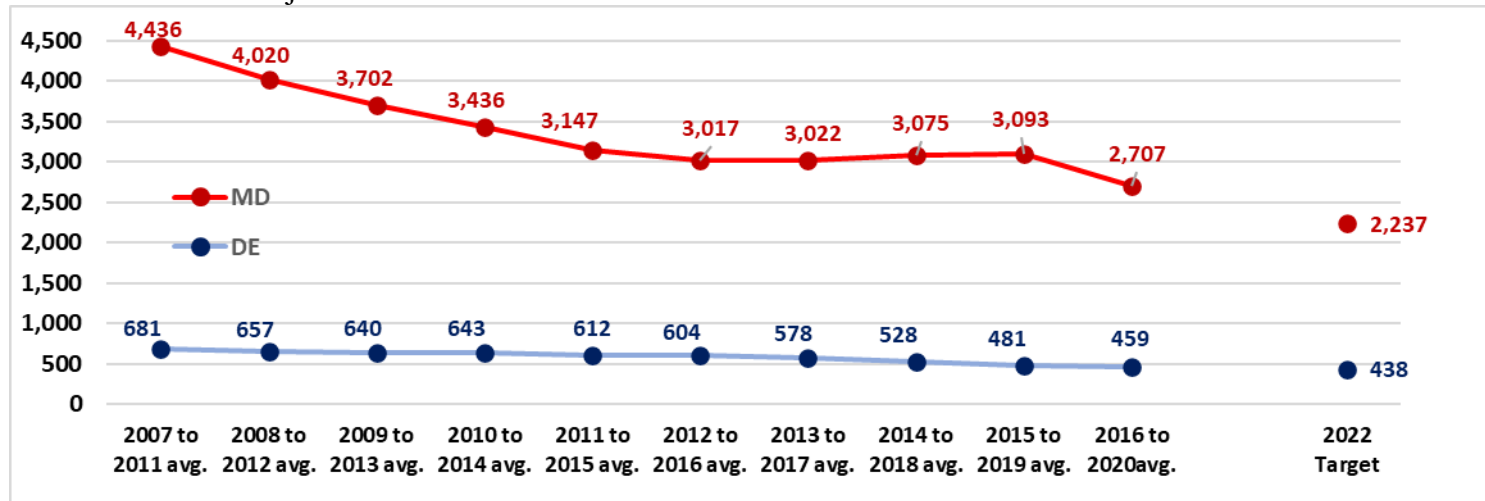
Total Number of Fatalities



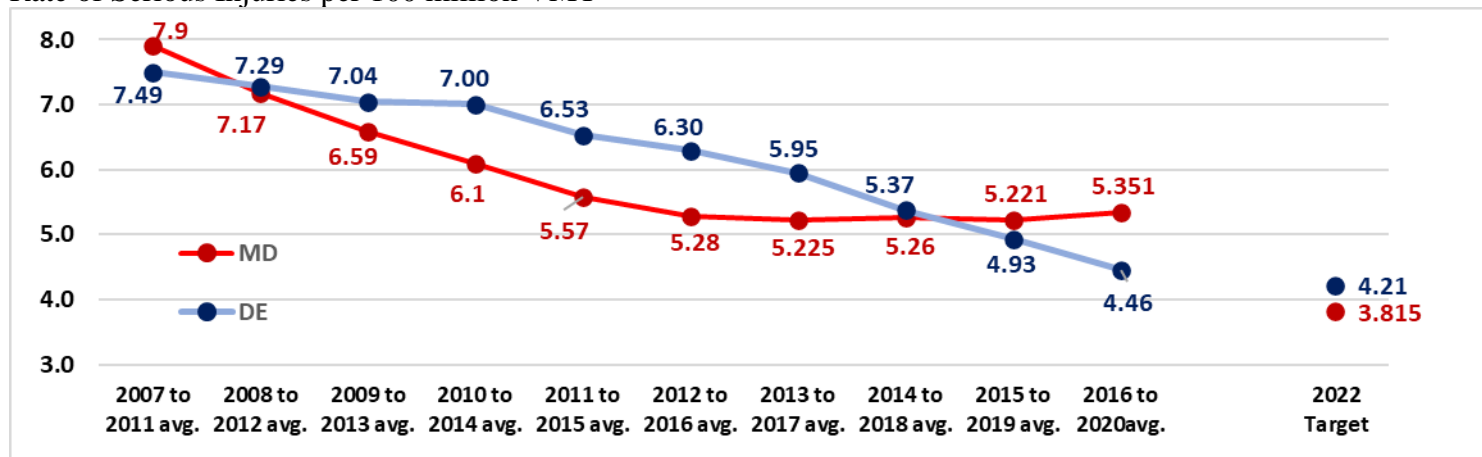
Rate of Fatalities per 100 million VMT



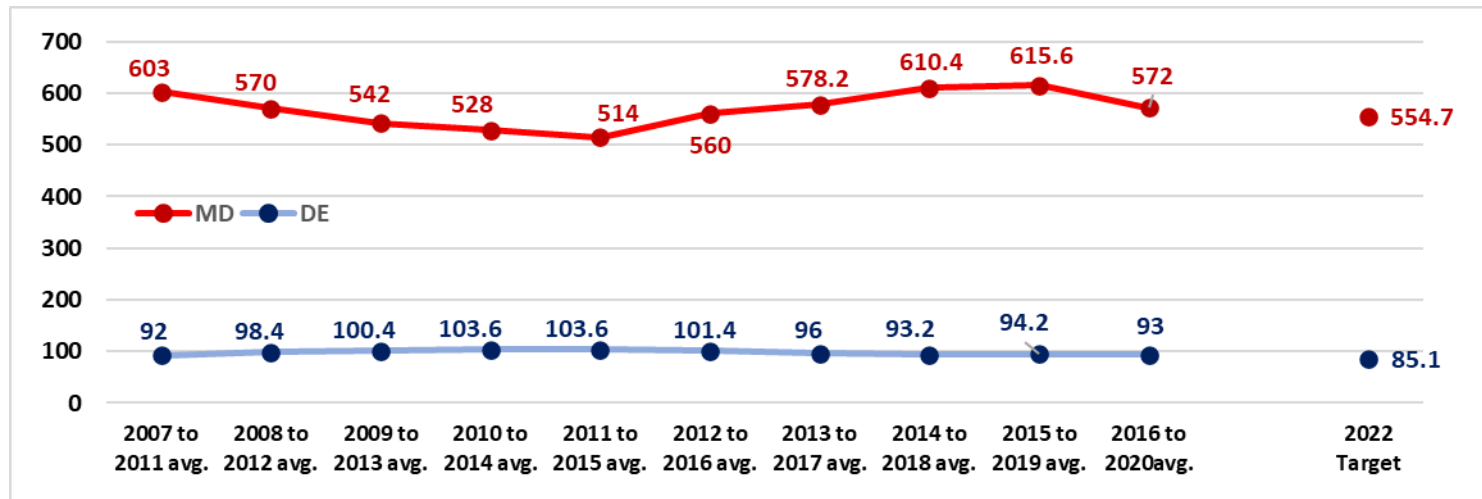
Number of Serious Injuries



Rate of Serious Injuries per 100 million VMT



Non-Motorized Fatal and Serious Injuries



Transportation Performance Measure 2: Infrastructure condition targets for the National Highway System (NHS) – Pavement Conditions

Pavement conditions are reported to FHWA by States through the HPMS for Federal-aid highways. The reporting agency uses the International Roughness Index (IRI) to measure the smoothness of pavement and ride quality. The following performance measures are used in assessing the condition of the NHS. Minimum pavement condition for the Interstate System is no more than 5% in Poor condition

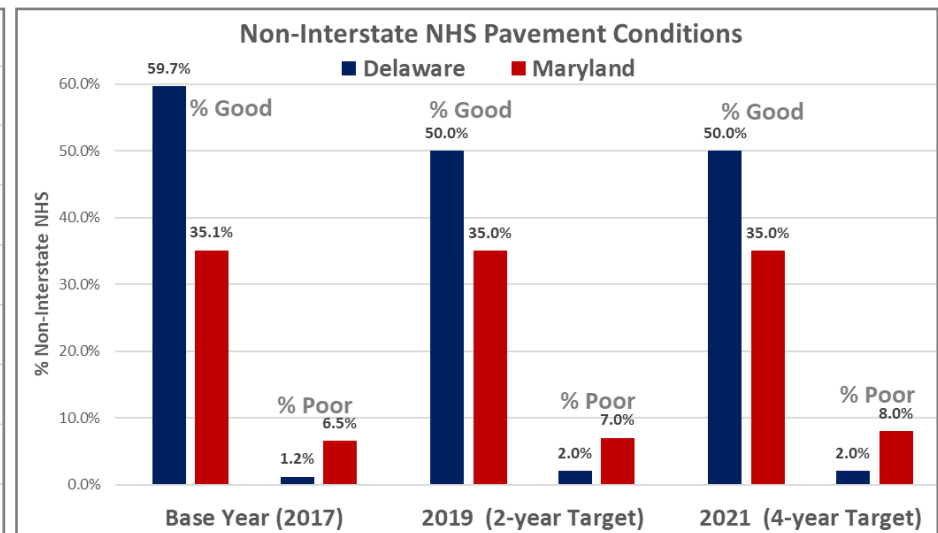
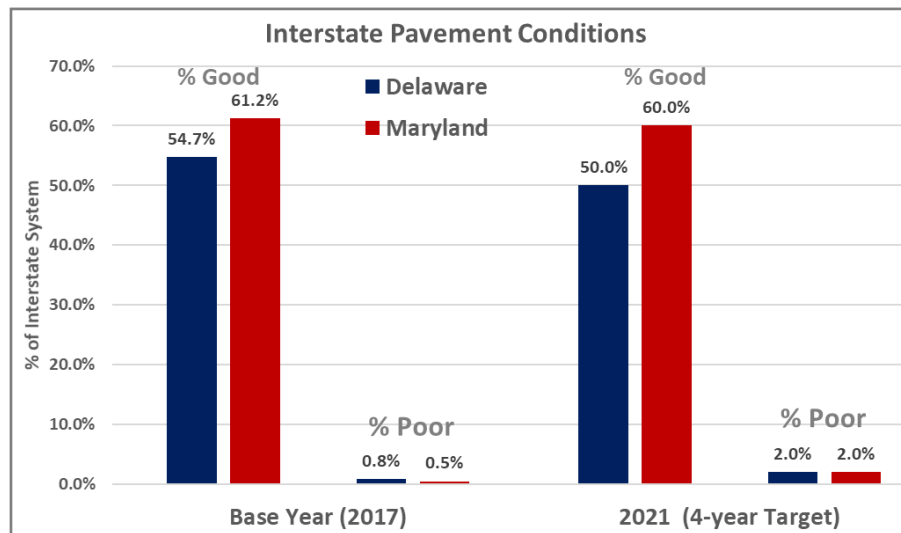
Performance Measures: Pavement Condition*	
% of Interstate pavement in GOOD condition (4-year target only)	
% of Interstate pavement in POOR condition (4-year target only)	
% of non-Interstate NHS pavements in GOOD condition (2 and 4 year target)	
% of non-Interstate NHS pavements in POOR condition (2 and 4 year target)	

*Good condition: Suggests no major investment is needed.

Poor condition: Suggests major reconstruction investment is needed.

Pavement Condition Determination Method

Overall Section Condition Rating	Pavement Type		Measures
	Asphalt and Jointed Concrete	Continuous Concrete	
	3 metric ratings (IRI, cracking and rutting/faulting)	2 metric ratings (IRI and cracking)	
Good	All three metrics rated "Good"	Both metrics rated "Good"	percentage of lane-miles in "Good" condition
Poor	≥ 2 metrics rated "Poor"	Both metrics rated "Poor"	percentage of lane-miles in "Poor" condition
Fair	All other combinations	All other combinations	



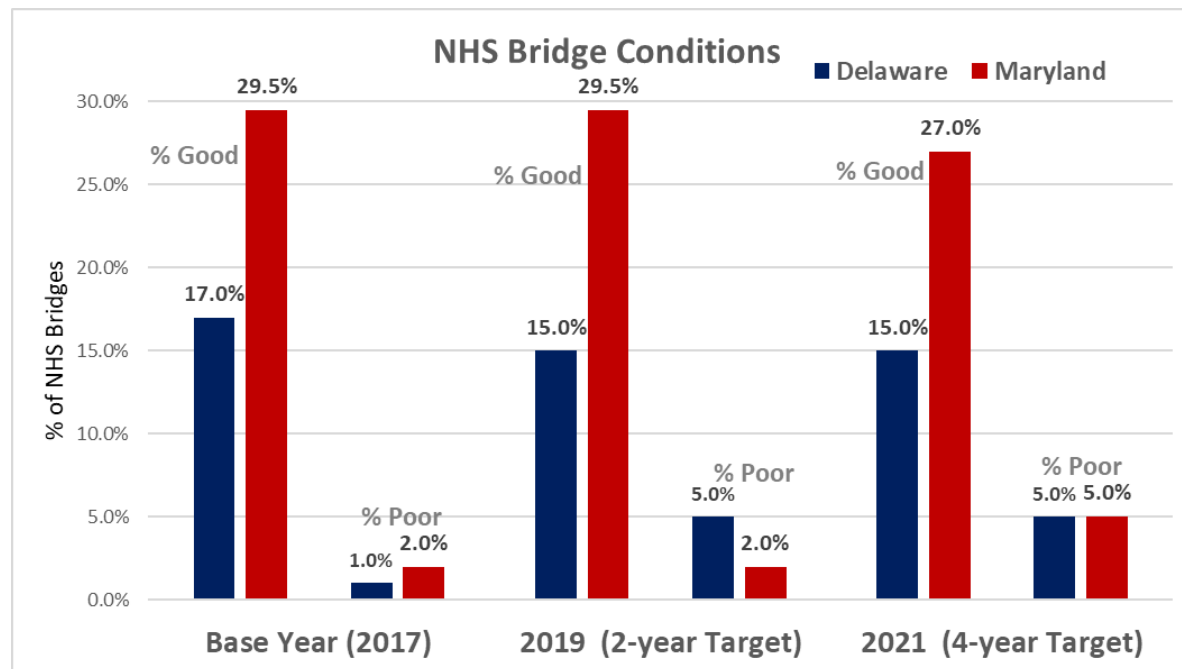
Transportation Performance Measure 3: Infrastructure condition targets for the National Highway System (NHS) – Bridge Conditions

States and MPOs must establish two and four targets for all bridges carrying the NHS, which includes on-and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership. States must maintain NHS bridges at less than 10.0% of deck area as structurally deficient.

Bridge Condition Performance Measures	
% of NHS bridges classified as in GOOD condition	
% of NHS bridges classified as in POOR condition	

Measure: Based on deck area based on National Bridge Inventory (NBI) condition ratings for the bridge deck, Superstructure, Substructure and/or Culvert. Condition is determined by the lowest rating of the four ratings.

NBI Rating Scale (from 0 – 9)		9	8	7	6	5	4	3	2	1	0
		Good			Fair		Poor				
Bridge	Deck (Item 58)	≥ 7			5 or 6		≤ 4				
	Superstructure (Item 59)	≥ 7			5 or 6		≤ 4				
	Substructure (Item 60)	≥ 7			5 or 6		≤ 4				
	Culvert (Item 62)	≥ 7			5 or 6		≤ 4				



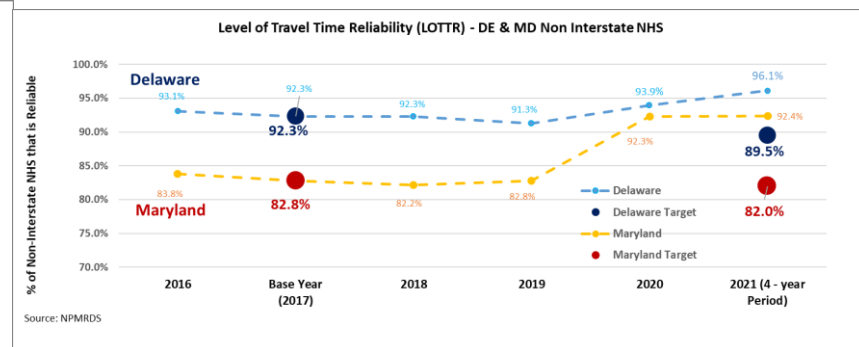
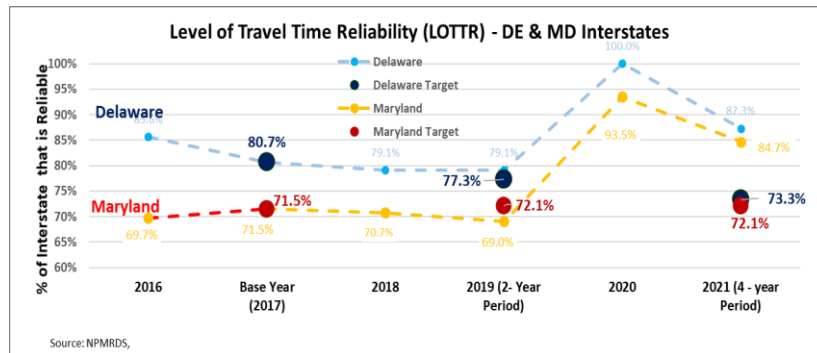
Transportation Performance Measure 4: Travel Time Reliability Measures - Level of Travel Time Reliability

Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile), using data from FHWA’s National Performance Management Research Data Set (NPMRDS). Reliability is measured during the full calendar year broken down into 4 time periods: AM Peak, Midday, PM Peak and Weekends. If any of these segments have a LOTTR above 1.50, the segment is determined not reliable. All non-reliable segments are then calculated in combination with daily traffic volumes and average vehicle occupancy to produce the total number of person-miles impacted by each unreliable segment.

Travel time reliability performance measures	
Interstate Travel Time Reliability Measure:	% of person-miles traveled on the Interstate that are reliable
Non-Interstate Travel Time Reliability Measure:	% of person -miles traveled on the non-Interstate NHS that are reliable

Illustration of Reliability

Monday – Friday	6am – 10am	$LOTTR = \frac{44 \text{ sec}}{35 \text{ sec}} = 1.26$
	10am – 4pm	LOTTR = 1.39
	4pm – 8pm	LOTTR = 1.54
Weekends	6am – 8pm	LOTTR = 1.31
Must exhibit LOTTR below 1.50 during all of the time periods		Segment IS NOT reliable



Data Sources:

Travel times - Travel Time Data Set (NPMRDS)

Travel volumes - Annual volume calculated as: AADT x 365 days.

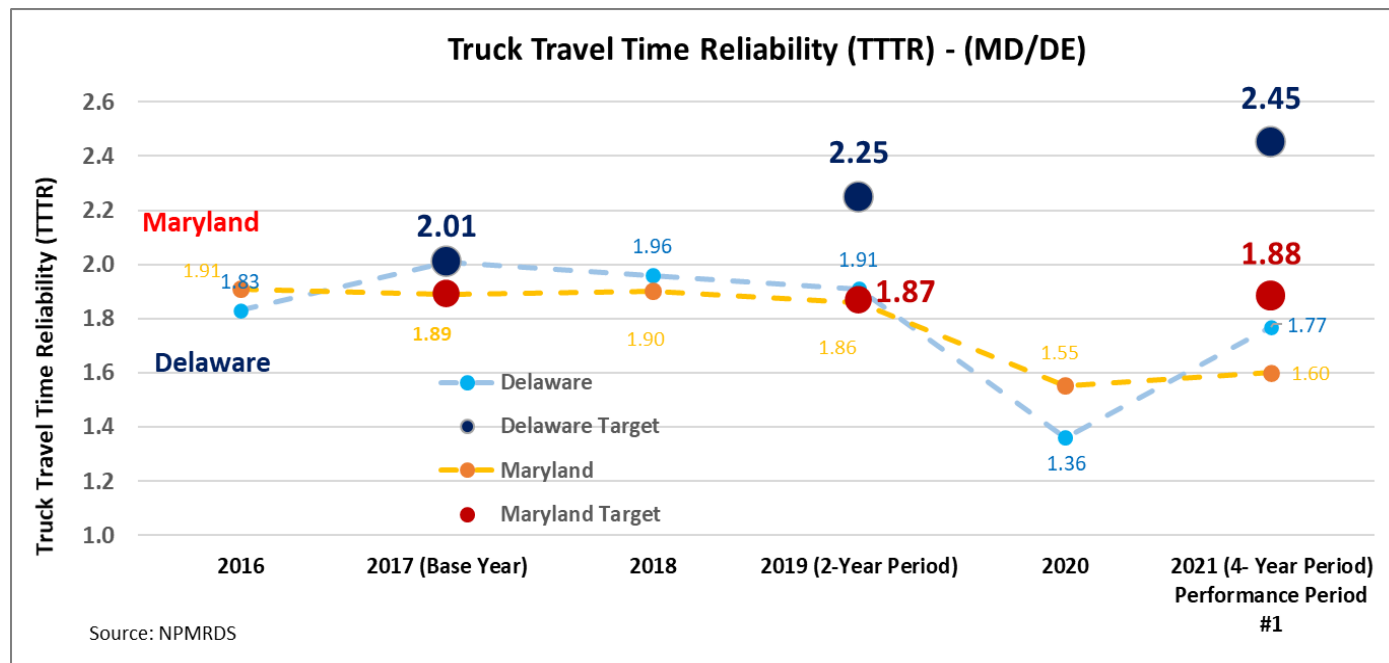
Average vehicle occupancies (AVO) data tables published by FHWA.

Transportation Performance Measure 3: Travel Time Reliability Measures – Truck Level of Travel Time Reliability (TTTR)

Measure: The sum of maximum TTTR for each reporting segment, divided by the total miles of Interstate system ONLY. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio is generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The measure is based on the worst performing time period for each segment, averaged together to create a single figure.

Illustration of Truck Reliability Determination

Monday – Friday	6 – 10 a.m.	$TTTR = \frac{63 \text{ sec}}{42 \text{ sec}} = 1.50$
	10 a.m. – 4 p.m.	$TTTR = \frac{62 \text{ sec}}{45 \text{ sec}} = 1.38$
	4 – 8 p.m.	$TTTR = \frac{85 \text{ sec}}{50 \text{ sec}} = 1.70$
Weekends	6 a.m. – 8 p.m.	$TTTR = \frac{52 \text{ sec}}{40 \text{ sec}} = 1.30$
Overnight	8 p.m. – 6 a.m.	$TTTR = \frac{46 \text{ sec}}{38 \text{ sec}} = 1.21$
Maximum TTTR		1.70



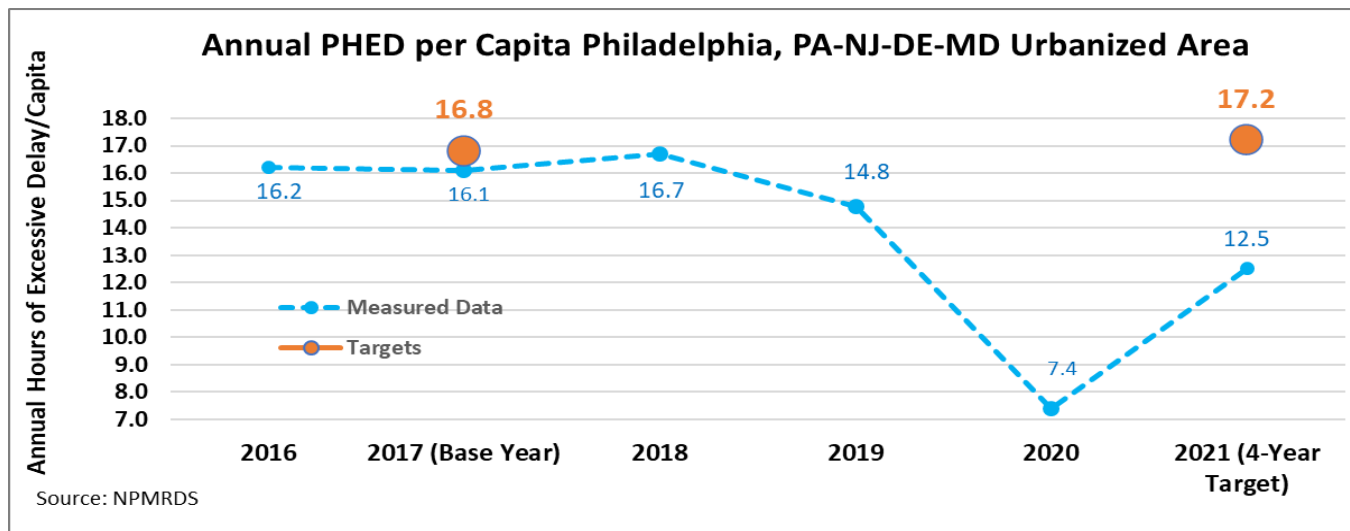
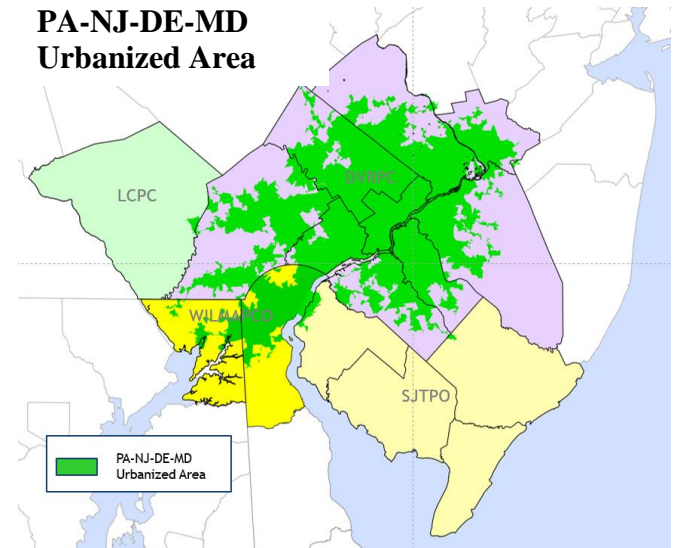
Transportation Performance Measure 3: Annual hours of peak-hour excessive delay per capita (PHED) – Philadelphia, PA/DE/MD/NJ Urbanized Area

Excessive Delay Definition: The extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay threshold (20 miles per hour (mph) or 60% of the posted speed limit, whichever is greater)

Measure: The annual hours of peak hour excessive delay (PHED) per capita on the National Highway System (NHS). The threshold for excessive delay will be based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and will be measured in 15-minute intervals. Peak travel hours are defined as 6-10 a.m. local time on weekday mornings; the weekday afternoon period is 3-7 p.m. or 4-8 p.m. local time, providing flexibility to State DOTs and MPOs. The total excessive delay metric will be weighted by vehicle volumes and occupancy.

Measure covers the entire Philadelphia, PA/DE/MD/NJ urbanized area, with the targets selected in coordination with all four DOTs and associated MPOs.

**PA-NJ-DE-MD
Urbanized Area**

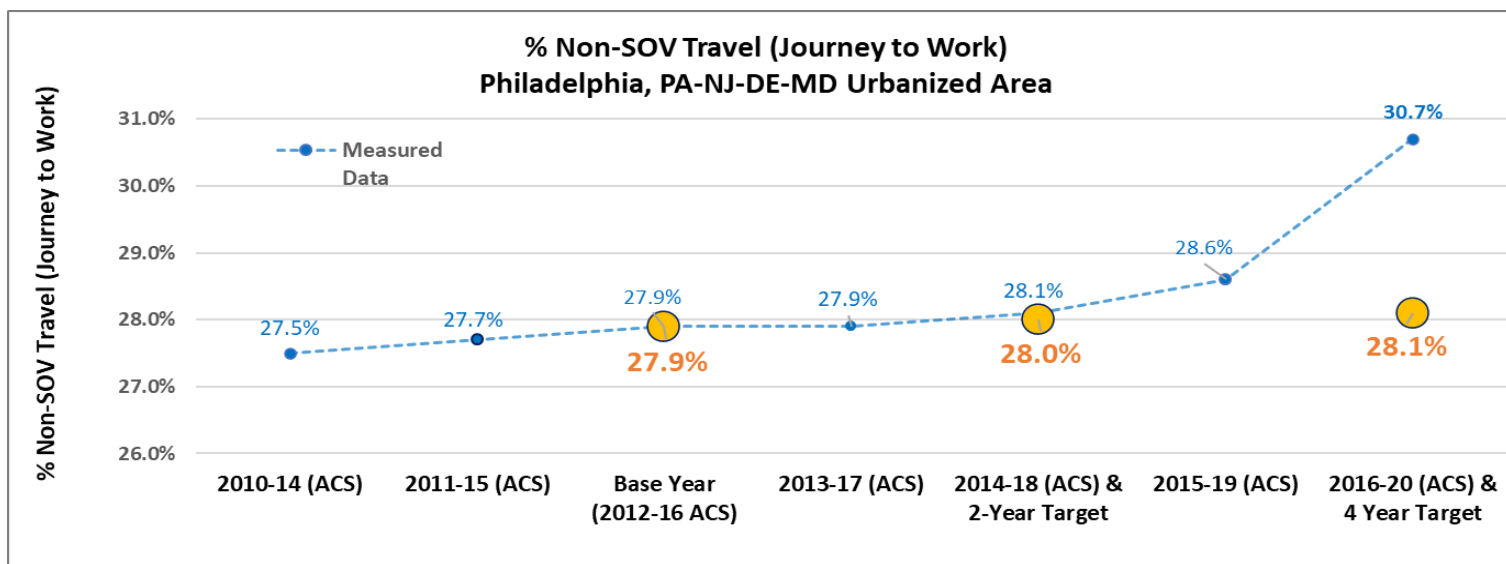
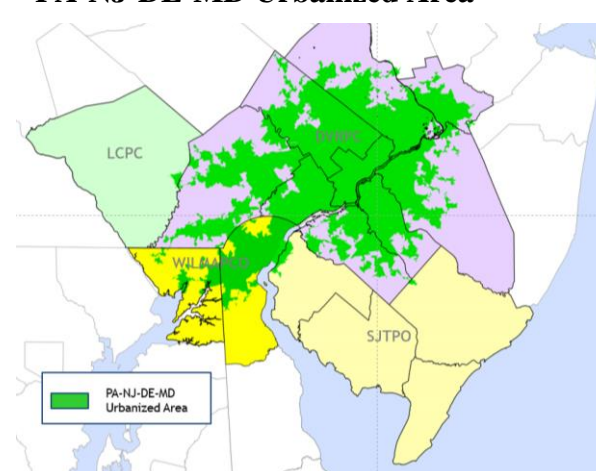


Transportation Performance Measure 3: Percent of non-single occupancy vehicle travel – Philadelphia, PA/DE/MJ/NJ Urbanized Area

Measure: Percentage of travel that is not occurring by driving alone in a motorized vehicle according to the American Community Survey or a local survey of travel mode. The intent is to calculate the amount of non-SOV travel in specific urbanized areas. This may include travel via carpool, van, public transportation, commuter rail, walking, or bicycling as well as telecommuting.

Data: The American Community Survey (ACS) Commuting (Journey to Work) data from the U.S. Census Bureau 5-year average (2012-2016) was used. The measure covers the entire Philadelphia, PA/DE/MJ/NJ urbanized area, with the targets selected in coordination with all four DOTs and associated MPOs.

PA-NJ-DE-MD Urbanized Area



Source: US Census American Community Survey

Transportation Performance Measure 3: On-road mobile source emissions reduction

The figures below display both baseline conditions and 2 and 4-year targets for on-road mobile source emissions stemming from CMAQ projects. Data here are broken up between Cecil County and New Castle County and are presented for NO_x, VOCs, and PM_{2.5}. We do not present PM_{2.5} data for Cecil County based on guidance from the FHWA.

In Cecil County, we adopt MDOT's baseline measure, but elect to set our own 2 and 4-year emissions targets. The baseline figure is based on summed emissions reductions from Cecil County's CMAQ projects from 2014 through 2017 placed in the FHWA CMAQ Public Access System database. MDOT's targets are based on these previously-funded CMAQ projects, several roundabouts.

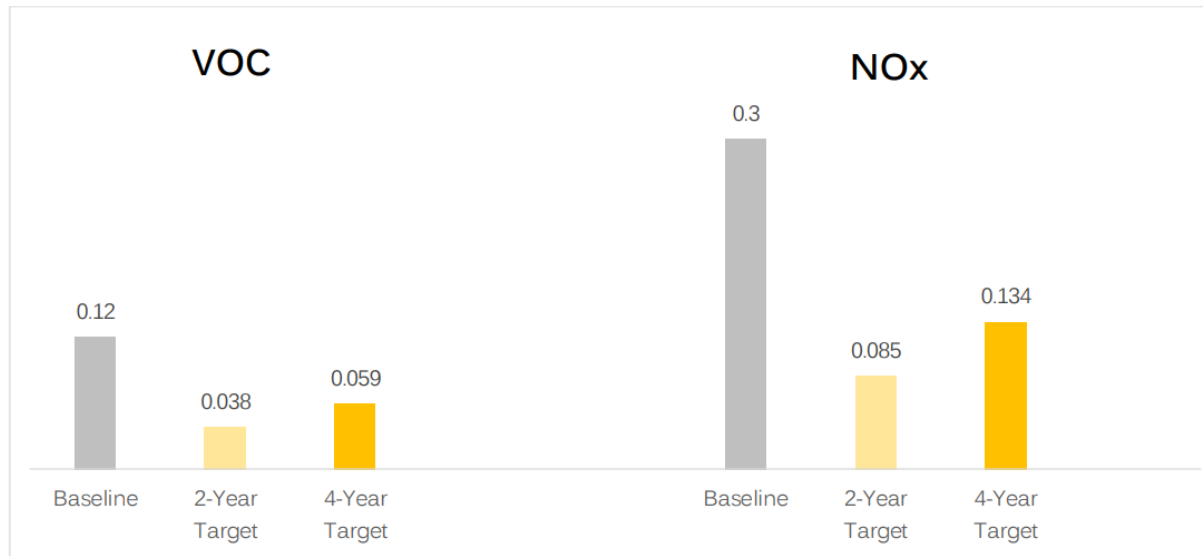
WILMAPCO proposes targets based on ten cost-beneficial bicycle and pedestrian projects listed in various Cecil County and municipal priority letters. Using the Atlanta Regional Commission's CMAQ calculator, WILMAPCO determined the median emissions benefits for these projects for the years 2018 and 2020. We extrapolated benefits for the year 2022, based on those figures. The 2020 results became the 2-year target. The sum of the 2020 results and the 2022 results became the 4-year target.

In New Castle County, we adopt the emissions targets set by DelDOT for the State of Delaware. These are presented on the following page.

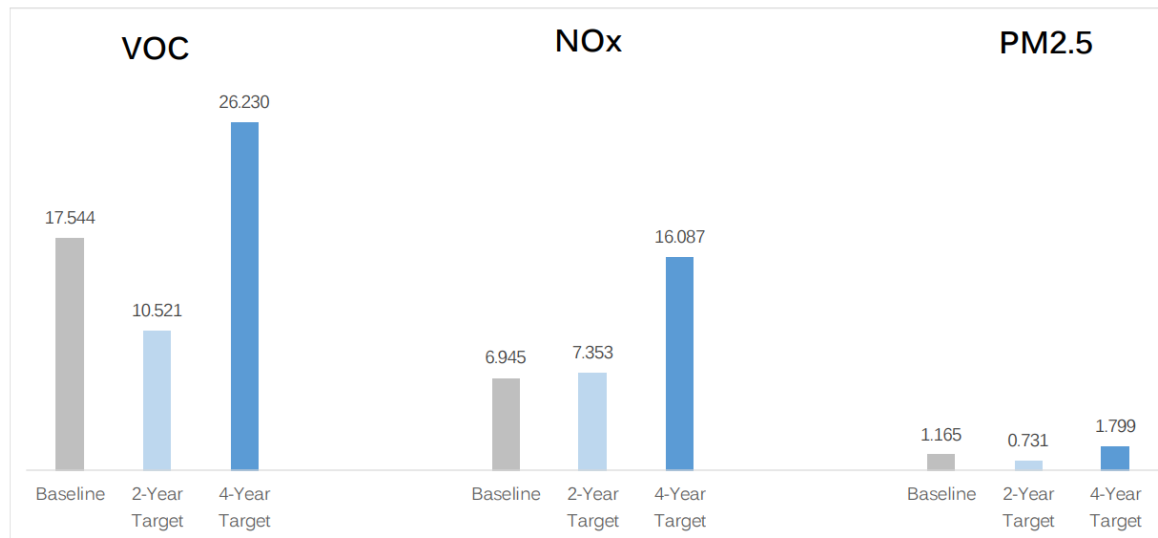
DelDOT's methodology for developing these targets for VOC and NO_x emissions is described in their "Performance Management 3" submission to FHWA in May 2018. First, a listing of potential CMAQ projects through 2021 was compiled. Next, projects which could, quantitatively, have their emissions reductions estimated were identified. These projects were run through a DelDOT Planning emission reduction spreadsheet tool. Estimates for emissions reductions were developed for each year, by project, between the years 2017 and 2021. The sum of emissions reductions for all projects for the years 2018 and 2019 became the 2-year target. The sum of emission reductions for all projects between the years 2018 and 2021 became the 4-year target. DelDOT also provided WILMAPCO with estimates for PM_{2.5} emission reductions that we include here.

WILMAPCO sets the baseline figures for VOC, NO_x, and PM_{2.5} reductions based on the potential reductions for all Delaware statewide projects in year 2017 provided by DelDOT. Historic CMAQ emissions benefit data were unavailable.

CMAQ ON-ROAD MOBILE SOURCE EMISSION REDUCTIONS IN CECIL COUNTY, MD (KG/DAY)



CMAQ ON-ROAD MOBILE SOURCE EMISSION REDUCTIONS IN DELAWARE (KG/DAY)



Transit Asset Management Plans (TAMP)

On October 1, 2016 the Federal Transit Administration (FTA) published its Final Rule (49 CFR 625 and 630) on the Federal Requirements for the development of Transit Asset Management Plans (TAMP) by all transit agencies that receive federal funding. The TAM plan involves an inventory and assessment of all assets used in the provision of public transportation. The term “asset” refers to physical equipment including rolling stock, equipment and facilities. The goal of asset management is to ensure that an agency’s assets are maintained and operated in a consistent State of Good Repair (SGR).

The TAM Final Rule distinguishes requirements between larger and smaller or rural transit agencies:

- Tier I provider: “owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service or in any one non-fixed route mode, or (2) rail transit.”
- Tier II provider: “owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.”

In the WILMAPCO region, DTC DelDOT is considered a Tier I provider, and Cecil County Transit (CCT) is considered a Tier II provider. As statewide transit agencies, DTC DelDOT and MDOT MTA have completed their TAMPs in 2018. Per federal regulations, MDOT MTA created a group TAMP plan on behalf of the Tier II Locally Operated Transit Systems (LOTS) in the state of Maryland will support their implementation of asset management practice and the federal requirements. This group TAMP applies only to the 23 LOTS in Maryland that are recipients of 5311 funding, operate less than 100 vehicles, or serve an American Indian tribe.

Measures: The TAM Rule requires that transit agencies establish state of good repair (SGR) performance measures and targets for each asset class. Tier I providers must report on the SGR measures for the following asset categories:

- Rolling stock (revenue vehicles): Percent of vehicles that have either met or exceeded their Useful Life Benchmark (ULB)
- Equipment (including non-revenue service vehicles): Percent of vehicles that have either met or exceeded their ULB
- Infrastructure (rail fixed-guideway, track, signals, and systems): Percent of track segments with performance restrictions
- Facilities: Percent of facilities rated below condition 3 on the FTA TERM scale

DTC DelDOT is not responsible for Infrastructure, as they are not a grantee that directly operates, maintains or stores rail cars, and has no associated rail infrastructure in its asset portfolio.

As Tier I providers, DTC DelDOT must develop its own TAM Plan, or TAMP, with all the elements listed below. As required by the TAM Final Rule, Tier I Provider TAMPs must:

- Include the capital asset inventory;
- Provide asset condition assessment information;
- Describe the decision support tools used to prioritize capital investment needs;
- Identify project-based prioritization of investments;
- Define the TAM and SGR policy;
- Discuss the TAMP implementation strategy;
- Describe the key TAM activities to be undertaken during the plan's four-year horizon period;
- List resources needed to carry out the TAMP; and
- Outline how the TAMP will be monitored and updated to support continuous TAM improvement.

As a Tier II providers, CCT was included in MDOT MTA's group TAMP with 22 other LOTS. As required by the TAM Final Rule, Tier II Provider TAMPs must:

- Maintain an Asset Inventory that includes all vehicles, facilities, and equipment used in the delivery of transit service;
- Identify all Safety-Critical assets within the Asset Inventory and prioritize efforts to maintain those Safety-Critical assets in a SGR;
- Clearly define ownership, control, accountability, and reporting requirements for assets, including leased and third-party assets;
- Set annual asset performance targets and measure, monitor, and report on progress towards meeting those targets;
- Consider asset criticality, condition, performance, available funding, safety considerations, and the evaluation of alternatives that consider full lifecycle benefits, costs, and risks in capital project prioritization and other asset management decisions; and
- Maintain a group asset management plan, in coordination with MDOT MTA and LOTS safety policies and plans, as a means of delivering this policy.

Data: In this initial Tier I TAMP, DTC will use FTA ULB measures for transit assets and rolling stock. Targets for revenue/non-revenue vehicles are expressed as a percentage of the assets that are at or the ULB. Targets for equipment are expressed as a percentage of the assets that are at or beyond the ULB. Facility targets are based on the overall condition score in terms of a percentage of facilities failing to meet the target score.

DTC ASSET PERFORMANCE TARGETS – ROLLING STOCK AND EQUIPMENT

ASSET CLASS	ASSET USE	DTC UL	FTA ULB	TARGET PERCETAGE	RATIONALE
Rolling Stock - Revenue Vehicles					
Commuter Rail Car (RP)	Rail	-	39	<10%	DTC’s policy is to replace at end of UL. Less than 10% is acceptable.
Over-the-Road Bus (BR)	Commuter	12	14	<10%	
40ft/30ft Buses (BU)	Fixed-route	12	14	<10%	
Cutaway Bus (CU)	Paratransit	5	10	<10%	
Equipment - Non-Revenue Vehicles					
Car (AO)	Support Services	8	8	<20%	With current funding levels DTC will meet target goal within 4 years.
SUV (SV)	Support Services	8	8		
Truck/Van (VN)	Support Services	10	8		

DTC ASSET PERFORMANCE TARGETS – FACILITIES

ASSET CLASS	CONDITION BENCHMARK	TARGET PERCENTAGE	RATIONAL
Facilities	3	20%	With DTC's Facility Preventative Maintenance plan goals, a 20% target is reasonable

For Cecil County Transit (CCT), based on the reported asset condition, targets have been set for each asset class taking the projected funding levels into consideration. The table below summarizes the FY 2017 performance and FY 2019 targets for Tier II LOTS assets. Targets have been set based on the anticipated funding availability and the priorities of both the LOTS and MDOT MTA.

FY19 TARGET ASSET PERFORMANCE FOR ALL ASSETS

NTD Vehicle Type	FY 2017 Performance	FY 2019 Target
Revenue Vehicles		
Bus	17.30%	13.30%
Cutaway Bus	14.80%	10.80%
Automobile	42.90%	38.90%
Van	39.40%	35.40%
Equipment		
Trucks and Other Rubber Tire Vehicles (Non-Revenue Vehicles)	14.60%	14.60%
Facilities		
Administrative*	10.00%	5.00%
Administrative/Maintenance	30.80%	25.80%
Maintenance	40.00%	35.00%
Passenger	25.00%	25.00%

APPENDIX I

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