

FY 2015-2018 Transportation Improvement Program (TIP)

Prepared by the staff of the
Wilmington Area Planning Council

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Amended September 11, 2014

CONTACT LIST

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

Agency	Responsible For:	Address	Phone Number	Website
WILMAPCO	Regional transportation planning agency in Cecil County, Maryland and New Castle County, Delaware	850 Library Ave. Suite 100 Newark, DE 19711	(302) 737-6205	www.wilmapco.org
Delaware Agencies				
City of Wilmington Department of Public Works – Transportation Division	Maintains and repairs all City streets, traffic signals, street lights, and street signs	Wilmington Dept of Public Works Louis L. Redding City/County Bldg. 800 N. French Street Wilmington, DE 19801	(302) 576-3060	www.ci.wilmington.de.us
DelDOT	Constructs, maintains, and repairs most of Delaware’s roads, sidewalks, bike paths, traffic signals and street signs	DelDOT External Affairs P.O. Box 778 Dover, DE 19903	(800) 652-5600	www.deldot.gov
DE Transit Corporation (DART First State)	Provides bus, Paratransit, and passenger rail services (SEPTA service) in Delaware	900 Public Safety Blvd. Dover, DE 19711	(302) 652-DART	www.dartfirststate.com
Maryland Agencies				
Cecil County Department of Public Works – Road Maintenance Division	Maintains and repairs all County roads, mows roadway shoulders and agricultural ditches, and makes minor bridge repairs	Cecil County Department of Public Works 200 Chesapeake Blvd. Elkton, MD 21921	(410) 996-6270	www.ccgov.org
Maryland State Highway Administration (SHA)	Constructs and maintains Maryland’s state roads, sidewalks, traffic signals & street signs	MD State Highway Administration 707 North Calvert Street Baltimore, MD 21202	(888) 204-4828	www.sha.state.md.us
“The Bus” Cecil County Transit	Provides transit service in Cecil County	Cecil County Dept. of Senior Services and Community Transit 200 Chesapeake Blvd. Elkton, MD 21921	(410) 996-5295	www.ccgov.org/dept_aging
Maryland Mass Transit Administration (MTA)	Operates the MARC system, light rail, Metro Subway and bus routes in Maryland	MD Mass Transit Administration 6 St. Paul Street Baltimore, MD 21202	(800) 543-9809	www.mtmaryland.com

Table of Contents

Introduction.....	i
Public Participation Process.....	iii
The TIP Process	iv
How It’s Organized.....	v
Performance Based Planning and the TIP	vi
Project Prioritization Process.....	viii
TIP Summary Tables	x
Integrating the Congestion Management System	xxi
Addressing Transportation Equity	xxviii
Comparison of FY2014 TIP, Amended 9/2013 with DRAFT FY 2015 TIP	xxv
Project Maps	xxxii
Sample TIP Project Page	xxxiv

Project Listing

Delaware Statewide Element	1-1
New Castle County Element.....	2-1
Cecil County Element.....	3-1

Appendices

Glossary of Acronyms	A-1
WILMAPCO Council Resolutions and Staff Organizational Chart	B-1
Air Quality Conformity.....	C-1
Financial Plan.....	D-1
TIP Development and Amendment Process	E-1
Prioritization and Project Submissions	F-1
Public Comments	G-1
Alphabetical Index of Projects.....	H-1

Introduction

The **Wilmington Area Planning Council** (WILMAPCO) is the metropolitan planning organization (MPO) for New Castle County, DE and Cecil County, MD. It is designated by the governors of both states to plan for, coordinate, and program the many transportation investments in the region. Under federal law and regulation, all plans and programs that involve federal funds or are of regional significance must be reviewed and approved through WILMAPCO. This document, the **Fiscal Year (FY) 2015-2018 Transportation Improvement Program** (TIP), provides a listing of all the transportation projects that will be funded in our region over the next four years.

WILMAPCO is responsible for developing a TIP in cooperation with the Maryland Department of Transportation (MDOT), the Delaware Department of Transportation (DelDOT) and affected transit operators. Under the planning requirements of MAP-21, a collaborative process has been developed wherein state, county and local governments and transportation providers are partners in the planning and programming process and the public has a voice. The program should be updated at least every four years and shall be approved by the MPO and the Governors of each state. WILMAPCO typically adopts a revised TIP annually, and may periodically amend the TIP.

This TIP represents a continued shift from the traditional highway building emphasis of prior years to a more multi-modal approach to transportation planning and programming. Many of the projects provide an increase in transit facilities, an expansion in the network of sidewalks, bike paths and greenways and an improvement in the appearance of all transportation designs. The mandates of MAP-21, the Clean Air Act and its Amendments and, most importantly, your vision for this region, require that more emphasis be placed on system preservation and management. This TIP is consistent with the vision of WILMAPCO's *2040 Regional Transportation Plan*.

TIP Terms

MAP-21 - Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by on July 6, 2012. Funding surface transportation programs at over \$105 billion for FY 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since SAFETEA-LU in 2005. The law requires public involvement and incorporation of multimodal alternatives into the transportation decision making process. (Predecessor: SAFETEA-LU, TEA-21 and ISTEPA).

MPO - Metropolitan Planning Organization: A federally designated, locally governed agency charged with developing long range transportation plans and programming federal transportation funds for specific metropolitan areas. WILMAPCO is this region's MPO.

TIP – Transportation Improvement Program: a document containing the transportation investments proposed over the next four years for New Castle County, Delaware and Cecil County, Maryland.

WILMAPCO – Wilmington Area Planning Council: the metropolitan planning organization for New Castle County, DE and Cecil County, MD.

WILMAPCO Council – Comprised of representatives of Delaware and Maryland including a representative of Cecil County municipalities, a representative of New Castle County municipalities, a Cecil County Commissioner, the New Castle County Executive, a Maryland Governor's appointee, a Delaware Governor's appointee, the Mayor of Wilmington, the Secretary of DelDOT, and the Director of the Delaware Transit Corporation.

(For a complete glossary of terms, see Appendix A)

Air quality is also very important in the region. The Clean Air Act Amendments of 1990 stipulate that projects in the TIP must not lead to any further degradation in the region’s air quality, but instead should begin to improve the air and contribute to attainment of the region’s emission budget. The TIP also needs to be financially constrained which means a financial plan has to be developed to demonstrate funding sources for the projects in the TIP. This TIP has been found to be air quality conforming and financially constrained.

WILMAPCO develops its TIP annually by receiving submissions from its member agencies: DeIDOT, MDOT, municipalities, and county officials. The projects are ranked according to how well they reflect the strategies in our long-range plan. The public is kept involved and informed throughout the process. WILMAPCO held a workshop, on February 24, 2014 to receive public comments regarding the proposed program. WILMAPCO participated in MDOT’s annual Tour meeting in October to review the slate of new projects with members of the public and elected officials. After the public hearings, WILMAPCO presented the TIP to its Technical Advisory Committee (TAC) and Public Advisory Committee (PAC) for their recommendation and, finally, to the Council. The WILMAPCO Council voted to adopt the FY 2015-2018 TIP on March 13, 2014. The TIP will now become part of Delaware and Maryland’s Statewide Transportation Improvement Program to be presented to the Governors and Legislators of each state.

The TIP is amended each year following the approval of matching funds through the Bond Bill, as well as when needed throughout the year due to project changes. Many amendments necessitate additional public outreach.

**Developing the FY 2015-2018
Transportation Improvement Program
Process and Schedule – Summary**

- | | |
|-----------------------|---|
| January-March
2013 |  Staff meets upon request with local government and community groups to discuss transportation needs. |
| April-May | <ul style="list-style-type: none"> • Staff develops technical score based upon adopted prioritization criteria • TAC proposes project prioritization • Air Quality Subcommittee reviews project list Council reviews community and committee comments and votes on proposed ranking • Ranked project listing to submitted DeIDOT |
| August |  Joint public workshop with DeIDOT and the Council on Transportation |
| January-March
2014 | <ul style="list-style-type: none"> • TIP & Air Quality Conformity released for public comment January 13-March 4 (including local government/public outreach). • Revise TIP based on public comments • AQ (Feb. 13)/TAC (Feb. 20)/PAC (Feb. 24) recommendation for adoption • TIP Public Workshop – February 24. 4 -7 p.m. • Council adoption of FY 2015-18 TIP (March 13) |

Amending the TIP – Summary

The TIP is amended each year following the approval of matching funds through the Bond Bill, as well as when needed throughout the year due to project changes. Many amendments necessitate additional public outreach.

- | | |
|-------------------------|---|
| July-September
2014 | <ul style="list-style-type: none"> • TIP & Air Quality Conformity released for public comment July 21-September 10 • Revise TIP based on public comments • TAC (Aug. 21)/PAC (Aug. 19) recommendation for adoption • TIP Public Meeting – September 3. 4 -7 p.m. • Council adoption of FY 2015-18 TIP (September 11) |
| Amendments
as needed | <ul style="list-style-type: none"> • Public comment period extending at least 30 days will be scheduled with amendments as needed. |

 **Indicates best opportunities for public comment**

Public Participation Process

WILMAPCO believes that public involvement in transportation decision-making is critical. When preparing the TIP, WILMAPCO provides citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, and other interested parties full access to plans and programs, their supporting materials, and an opportunity to participate in all stages of the planning process. The public participation process for the TIP also meets the public participation requirements for MTA’s and DTC’s Program of Projects. The TIP also considers effects upon low income and minority residents.

The Public Advisory Committee (PAC) is the driving force for direct, ongoing public participation. Comprised of a diverse group of individuals representing regional business, environmental, minority and neighborhood groups, the PAC assists WILMAPCO staff and member organizations in developing methods and avenues for public involvement in WILMAPCO activities and may monitor and report findings to the Council regarding opportunities for, and responses to, public involvement strategies. The PAC advises WILMAPCO on the public participation process for developing the TIP. All PAC meetings, as well as meetings of the Technical Advisory Committee and WILMAPCO Council are open to the public and time is allotted for public comment on the TIP or other transportation issues.

WILMAPCO provides the public and interested groups the opportunity to review the draft TIP during a 30-day public comment period. WILMAPCO held a public meeting with the Delaware Council on Transportation to receive comments on the proposed program. Press releases announcing the meetings were sent to newspapers and radio and television stations throughout the region. All public comments received were presented to the Council before the final adoption of the TIP.

When and How the Public Gets Involved

August

WILMAPCO, together with DeIDOT, MDOT and the Delaware Council on Transportation, holds a public hearing to introduce the new projects under consideration and get ideas for additional projects. Amendments to the prior year’s TIP are also available during this meeting. Announcements of these meetings are printed in local newspapers, posted in libraries, listed on WILMAPCO’s website and a flyer is mailed out to WILMAPCO’s mailing list. The public is invited to review the proposed projects, provide comments on existing projects and propose new suggestions.

January - March

- Public workshop is held on the draft TIP
- The Final Draft TIP is submitted to the WILMAPCO Council for release for 30-day public comment period.
- The final document is then available at the WILMAPCO office and at www.wilmapco.org.
- Presentations given to local government and civic groups upon request

Ongoing

Projects in the TIP come out of the WILMAPCO Regional Transportation Plan and the many community and corridor studies that WILMAPCO takes part in. We encourage you to sign up for our newsletter or enews and visit www.wilmapco.org. Contact us at (302)737-6205 to be added to our mailing list.



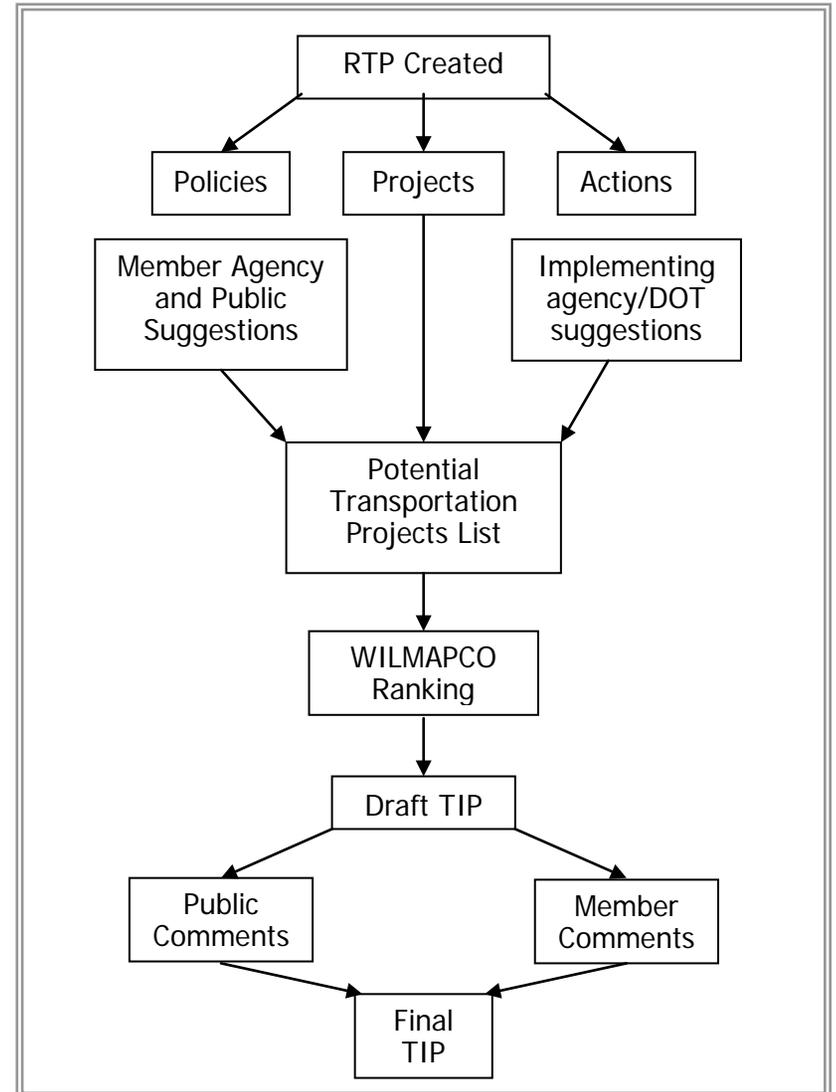
The TIP Process

How It Works

The TIP, one of several documents used for transportation planning, spans only four years. Projects it funds are developed through several methods, some of which may span more than four years.

First, WILMAPCO creates a long-range plan, currently known as *the 2040 Regional Transportation Plan (RTP)*. This plan is the culmination of many months of effort involving WILMAPCO staff, member agencies and the public to develop a vision for the region we all can embrace. The RTP summarizes the transportation trends, investments and goals for the next 20 years. It indicates certain areas that need our attention, ranging from gaps in our transportation system, to congested regions in need of relief, to far reaching issues such as air quality or land use planning. From this, we recommend projects or policy changes that need to be undertaken in the coming years.

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



How It's Organized

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

Projects within each element are arranged by the following categories:

- System Preservation
- System Management
- System Expansion

Following the project information are the Appendices which contain a glossary, information about WILMAPCO, and details on the analysis undertaken to ensure the TIP meets federal regulations. The final section provides an alphabetical listing of all the projects listed in the FY 2015-2018 TIP.

TIP Terms

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

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

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

Performance Based Planning and the TIP

Performance based planning is an emphasis of MAP-21, which includes seven performance goals promoted through the TIP. MAP-21 requires MPOs to establish and use a performance-based approach to transportation decision making and development of transportation plans. MAP-21 also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets, linking investment priorities to those performance targets.

WILMAPCO is working to establish performance targets that address the MAP-21 surface transportation performance measures in coordination with DelDOT and MDOT and through our RTP update process.

WILMAPCO’s TIP links performance based planning with project implementation in a number of ways.

Goal area	National goal	Promoted through the TIP
WILMAPCO Goal: Improve Quality of Life		
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads	Safety, along with preservation of existing infrastructure, is a top funding priority for the TIP. The TIP promotes projects to fund safety areas identified through the Delaware and Maryland Strategic Highway Safety Plans as well as through the ongoing analysis of crash frequencies and rates to identify and address high crash locations.
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment	Appendix C contains the results of the Air Quality Conformity Analysis performed on the TIP. This analysis measures anticipated air pollution emissions from regional transportation and measure the anticipated impact on the TIP toward achieving our air quality goals. Other measures are tracked by DelDOT and MDOT with funding for analysis and mitigation funded through the TIP proper maintenance of storm water discharge systems, wetland mitigation monitoring, and environmental impact analysis and mitigation for individual projects as needed.
WILMAPCO Goal: Efficiently Transport People		
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair	System preservation, along with safety, is a top funding priority for the TIP. Maryland and Delaware assess infrastructure through their Bridge Management System and Pavement Management System to monitor conditions and identify needed preservation early, rather than later when maintenance may be more costly.
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System	The WILMAPCO Congestion Management System collects and analyzes data to identify the most congested locations and identify cost effective measures to address the congestion for inclusion in the TIP.
System reliability	To improve the efficiency of the surface transportation system	Projects fund efficiency improvements using intelligent transportation system technologies along priority corridors. Maryland’s CHART program and Delaware’s DelTRAC program provide data collections and real time monitoring of priority corridors.

Goal area	National goal	Promoted through the TIP
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices	Every Day Counts program seeks to speed project completion through a variety of means including expedited contractor procurement, design-build projects, and innovative construction methods and paving materials.
WILMAPCO Goal: Support Economic Growth Activity and Good Movement		
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	Regional freight planning has identified bottleneck locations along key corridors. Bottlenecks are a factor in the WILMAPCO project prioritization process.

The WILMAPCO Regional Progress Report measures actions and results towards implementing the RTP and achieving our region's goals. Measures relating to the TIP in the Regional Progress Report include:

- Funding for traffic calming by year
- Expansion projects in Rural Transportation Investment Areas (TIAs)
- Funding in Environmental Justice Areas
- Percent of funding dedicated to system preservation
- Municipal Street Aid funding by year
- TIP projects for Park and Rides
- TIP funding for multimodal projects
- Implementation of Complete Streets through the TIP
- TIP funding for transit projects
- TIP funding by TIA
- TIP projects along Congestion Management System (CMS) Corridors

Project Prioritization Process

How Projects Are Prioritized

To determine what projects should be included in the TIP; a prioritization process was developed by a subcommittee of the TAC and approved by WILMAPCO Council on May 11, 2006. Under federal law, WILMAPCO is responsible for prioritizing and programming all projects that are regionally significant and receive federal funds; while the states retain responsibility for other statewide projects and state funded projects. The TIP must include a priority list of projects to be carried out in the next four years.

Preservation of existing infrastructure is WILMAPCO's greatest priority. For management and expansion projects, the process connects the prioritization criteria with WILMAPCO goals, simplifies the ranking process, and maximizes use of existing data. In a typical year, the process will prioritize program development projects, to influence projects going into the statewide TIPs at an earlier stage. This year, we prioritized both funded and unfunded projects for both the TIP and RTP.

A summary 4-step project prioritization process is included on the following page; the complete process is in the Appendix. First, projects are screened for consistency with the RTP and state and local transportation and land use plans. If projects are consistent, staff calculates a technical score based upon the strategies in the RTP. Then, the Technical Advisory Committee reviews the technical score for its accuracy and submits comments for Council consideration. Council ranks the projects, considering the technical scoring and other relevant issues. This ranking is then shared with the DOT's for their use in developing statewide priorities.

Factors used to rank TIP projects:

- Air Quality
- Environmental Justice/Equitable Access
- Congestion
- Safety
- Transportation Justice
- Freight
- Local/private Funding
- Support for Economic Initiatives

Prioritization Process

Provides a quantitative method to compare projects

- Criteria based on the goals of our long-range Regional Transportation Plan (RTP)
- Process was adopted by WILMAPCO Council on May 11, 2006
- Ranked projects get submitted to DeIDOT/MDOT for use in their statewide process

STEP 1:

Apply screening criteria

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

STEP 2:

Technical score

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

STEP 3:

TAC review

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

STEP 4:

Council ranks submissions

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

Goals and Criteria:

Improve Quality of Life

Air Quality: Project expected to improve air quality by

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

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

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

Efficiently Transport People

Congestion: Project addresses congested area

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

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

Support Activity & Goods Movement

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

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

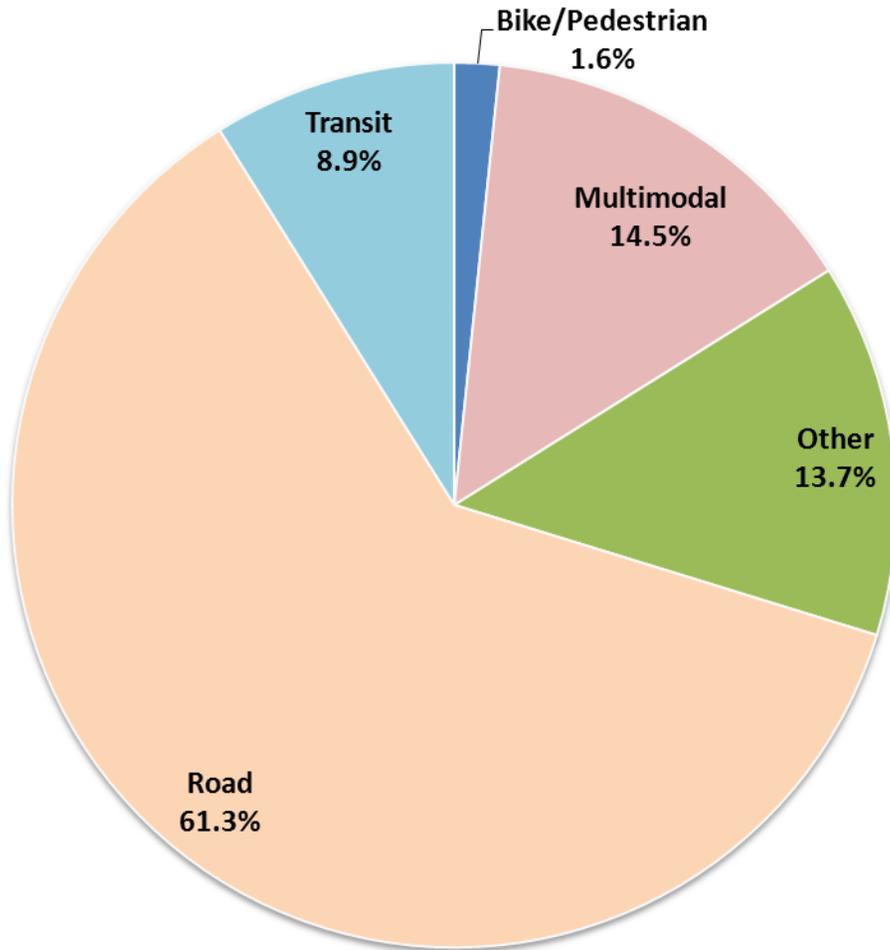
Funding Contribution: Local and/or private commitment demonstrated through funding contribution

TIP Summary Tables

FUNDING BY MODE	FY 2015-18	Percent	Outyears FY2019-20
Bike/Pedestrian	28,663	1.6%	5,675
Multimodal	251,893	14.5%	95,151
Other	238,001	13.7%	110,777
Road	1,068,937	61.3%	267,608
Transit	155,298	8.9%	49,727
Total (\$s x 1,000)	1,742,791		528,938

FUNDING BY CATEGORY	FY 2015-18	Percent	Outyears FY2019-20
Preservation	713,309	40.9%	294,215
Other	144,953	8.3%	72,638
Management	354,935	20.4%	93,809
Expansion	529,594	30.4%	68,276
Total (\$s x 1,000)	1,742,791		528,938

TIP Funding by Mode



- ***Bike/pedestrian*** – Project exclusively for walking/bicycling
- ***Multimodal***– A complete street project, serves cars, transit, freight, pedestrians and bicycles in a balanced way
- ***Other***– Includes aeronautics, port, contingency funds, environmental, equipment, planning, etc.
- ***Road***-Project exclusively for road
- ***Transit***-Project exclusively for bus transit, passenger rail, or paratransit

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

PROJECT TITLE (All \$ x 1,000)	MODE	TOTAL FY 2015-18	OUTYEARS TOTAL FY2019-20
Bicycle and Pedestrian Improvements	Bike/Pedestrian	5,440.0	2,500.0
C&D Canal Trail	Bike/Pedestrian	186.5	-
Chesapeake & Delaware (C&D) Canal Trail - Maryland	Bike/Pedestrian	1,560.0	-
Claymont Sidewalks: Manor and Myrtle Aves	Bike/Pedestrian	2,420.0	-
Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	Bike/Pedestrian	75.0	475.0
New Castle to Wilmington Industrial Track Greenway, Phase III	Bike/Pedestrian	13,305.5	-
Pomeroy Trail	Bike/Pedestrian	7.1	-
Recreational Trails	Bike/Pedestrian	5,400.0	2,700.0
Talley Rd: East Coast Greenway/Northern DE Greenway	Bike/Pedestrian	268.6	-
Bike/Pedestrian Total		28,662.7	5,675.0
Areawide Urban Street Reconstruction	Multimodal	1,040.0	-
Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Multimodal	16.2	-
BR 191 on Milltown Rd over Mill Creek	Multimodal	1,163.3	-
BR 291, Songsmith Dr over Tributary to Smalley's Pond	Multimodal	403.7	-
Cavaliers Mitigation	Multimodal	25.4	-
Christina River Crossing	Multimodal	11,952.8	-
City of New Castle Improvements (SR9/3rd, SR9/6th, SR 9/Harmony)	Multimodal	-	-
Community Transportation Fund	Multimodal	41,875.0	16,750.0
Elkton Road: Casho Mill Rd to Delaware Ave	Multimodal	50.5	-
Elkton Road: Maryland State Line to Casho Mill Rd	Multimodal	1,500.0	20,000.0
Garasches Lane	Multimodal	-	-
Highway Safety Improvement Program, NCC	Multimodal	46,803.6	6,400.0
Jamison Corner Rd Relocated to Boyds Corner Rd	Multimodal	-	-
MD 272 Bridge over Amtrak	Multimodal	12,456.0	-
Municipal Street Aid	Multimodal	14,000.0	6,000.0
N412A: Hyetts Corner Rd to Lorewood Grove Rd	Multimodal	6.6	-
SR 2, S Union Street: Railroad Bridge to Sycamore St	Multimodal	1,917.0	-
SR 299, SR 1 to Catherine Street	Multimodal	5,000.0	3,500.0
SR 4, Christina Parkway: SR2 to SR 896	Multimodal	212.7	-
SR 7: Newtown Road to SR 273	Multimodal	785.9	-
SR 72: McCoy Road to SR 71	Multimodal	3,195.6	-
SR 9, New Castle Ave: 3rd Street to Heald Street	Multimodal	-	-
Traffic Calming	Multimodal	500.0	300.0
Transportation Enhancements	Multimodal	15,398.9	7,631.0

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

PROJECT TITLE (All \$ x 1,000)	MODE	TOTAL FY 2015-18	OUTYEARS TOTAL FY2019-20
Transportation Enhancements/Alternatives Program - Cecil County	Multimodal	3,056.0	-
Transportation Facilities, Statewide	Multimodal	22,400.0	11,600.0
Transportation Management (inc. rideshare and signals)	Multimodal	39,965.0	19,010.0
Tyler McConnell Bridge, SR 141: Montchanin to Alapocas	Multimodal	-	-
US 13, Duck Creek to SR 1	Multimodal	-	-
US 13, Philadelphia Pike: Claymont Plan Implementation	Multimodal	150.0	300.0
US 40 and SR 896 Grade Separated Intersection	Multimodal	4,000.0	2,000.0
US 40 Corridor Intermodal Study	Multimodal	-	-
US 40, Pulaski Hwy and SR 72, Wrangle Hill Rd Intersection	Multimodal	18,513.4	1,500.0
Washington Street, New Castle	Multimodal	2,425.5	-
Westown, Wiggins Mill Rd: Green Giant to St Annes	Multimodal	-	10.0
Wilmington Initiatives: 4th St., Walnut St. to I-95	Multimodal	-	-
Wilmington Initiatives: Walnut St., MLK to 16th St	Multimodal	-	-
Wilmington Riverfront Program	Multimodal	650.0	150.0
Wilmington Signal Improvements, Phase II	Multimodal	2,429.9	-
Multimodal Total		251,893.1	95,151.0
Aeronautics, Statewide	Other	1,794.0	912.0
Areawide Environmental Projects	Other	10,330.0	-
Dam Preservation Program	Other	4,521.0	2,500.0
Engineering & Contingency/Education & Training	Other	103,135.0	52,090.0
Environmental Program	Other	2,090.0	1,045.0
Equipment	Other	29,400.0	17,600.0
Glenville Wetland Bank & Subdivision Improvements	Other	108.8	-
Mid County DMV	Other	3,384.0	-
Planning	Other	39,727.9	19,502.5
Statewide Rail Preservation	Other	1,200.0	600.0
Technology	Other	42,310.1	16,527.5
Other Total		238,000.7	110,777.0
Areawide Bridge Replacement and Rehabilitation	Road	9,550.0	-
Areawide Congestion Management	Road	3,560.0	-
Areawide Resurfacing and Rehabilitation	Road	18,150.0	-
Areawide Safety and Spot Improvements	Road	17,880.0	-
BR 032 on Foulk Road over S. Branch Naamans Creek	Road	680.8	-
BR 110 on N239, Pyles Ford Road	Road	368.3	-
BR 112 on Yorklyn Rd over Red Clay Creek	Road	-	-

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

PROJECT TITLE (All \$ x 1,000)	MODE	TOTAL FY 2015-18	OUTYEARS TOTAL FY2019-20
BR 159 on James Street over Christina River	Road	5,633.6	-
BR 185 on Oak Ridge Road over Hyde Run	Road	638.0	-
BR 227 on Paper Mill Rd over Middle Run Tributary	Road	416.3	-
BR 229 on SR 2 over White Clay Creek	Road	-	-
BR 238 on Elizabeth Ct and BR 239 on Red Mill Rd over White Clay Creek Tributary	Road	885.0	-
BR 254 Old Newark Rd over Cool Run	Road	649.3	-
BR 274 on Wedgewood Rd over E. Branch Christina Creek	Road	830.2	-
BR 366 on N399 Chesapeake City Road over Guthrie Run	Road	40.0	-
BR 393 on SR 299 over Appoquinimink River	Road	545.4	-
BR 424 on Old Corbitt Road, East of Odessa	Road	1.0	-
BR 438, Blackbird Station over Blackbird Creek	Road	613.1	-
BR 488 on US 13 SB, South of Odessa	Road	3,110.9	-
BR 501 on SR 141 Viaduct over SR 4	Road	2,436.1	-
BR 543 on Carr Road over Shellpot Creek	Road	697.8	-
BR 567 on Hay Rd over Shellpot Creek	Road	2,000.4	-
BR 577 on Northeast Blvd over Brandywine River	Road	2,510.0	-
BR 585 on N049 Augustine Cutoff over Brandywine Creek	Road	549.4	-
BR 651 on Newport Road over CSX Railroad	Road	60.5	-
BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst	Road	3,413.9	-
BR 680 on SR 141 over US 13	Road	7,088.0	5,000.0
BR 687, 688, 693 Wilmington Drawbridge	Road	496.2	-
BR 748, I-95 Wilmington Viaduct	Road	14,100.0	20,000.0
BR 813 on I-495 over Christina River, Emergency Repairs	Road	40,000.0	-
BR 814 on 12th Street over NS RR	Road	1,210.0	-
BR 826 N & S on I-495 over Stoney Creek	Road	1,199.2	-
Bridge Management/Inspection/ Design Training Programs	Road	25,624.9	12,500.0
Bridge Preservation / Bridge Painting Programs	Road	46,350.0	27,000.0
Bridge Structure Rehabilitation	Road	11,176.0	900.0
Cecil County Bridge Preservation (CE-0097 Baron Rd)	Road	-	-
Cedar Lane: Marl Pit to Boyds Corner Rd (S. NCC Imp)	Road	200.0	1,000.0
I-295 Improvements, Westbound from I-295 to US 13	Road	-	-
I-95 & US 202 Interchange	Road	8,889.9	-
Intersection Improvements	Road	13,304.0	5,736.0
Interstate Maintenance	Road	9,666.9	-
Materials & Minor Contracts	Road	20,440.0	10,100.0

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

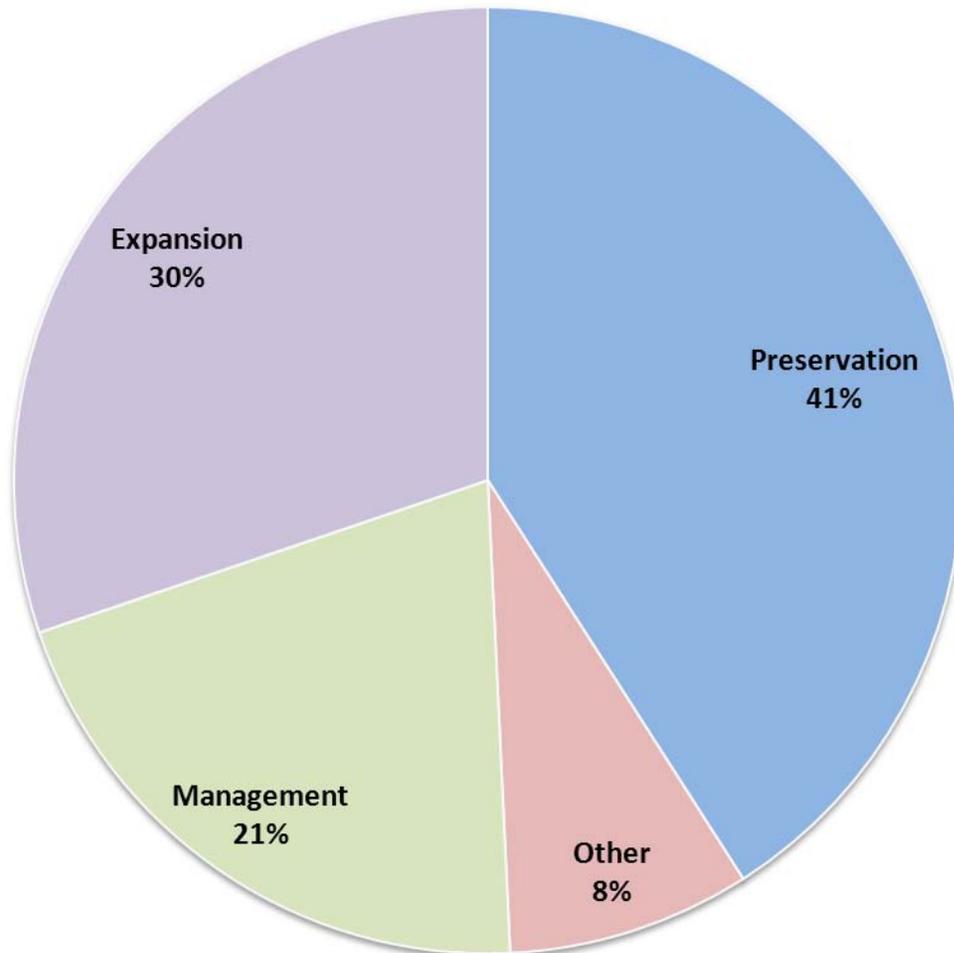
PROJECT TITLE (All \$ x 1,000)	MODE	TOTAL FY 2015-18	OUTYEARS TOTAL FY2019-20
Paving & Rehabilitation	Road	268,093.0	122,600.0
Possum Park Rd and Old Possum Park Rd Intersection	Road	-	-
Pyles Ford Rd, Culvert Replacements	Road	-	-
Rail Crossing Safety and Rideability	Road	6,588.1	3,223.0
Road A and Centre Blvd: Fashion Center Entrance	Road	-	-
Road A/SR 7 (Road, Bridge and Mall Connector Study)	Road	2,920.7	-
Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154)	Road	19,948.9	9,974.4
Signage & Pavement Markings	Road	12,688.0	6,144.0
SR 1/I-95 Interchange	Road	15,550.2	-
SR 1: Tybouts Corner Roth Bridge to SR 273	Road	-	-
SR 141 and Commons Blvd. Intersection Improvements	Road	1,272.0	-
SR 141/I-95 Interchange - Ramps	Road	35,249.7	-
SR 9, River Road Flood Remediation	Road	-	1,200.0
US 301: Maryland Line to SR 1	Road	431,661.0	42,230.8
Road Total		1,068,936.6	267,608.2
Beech Street Generator	Transit	250.0	-
Boyds Corner Park and Ride	Transit	60.0	335.0
Christiana Mall Park and Ride	Transit	100.0	-
Claymont Station	Transit	-	-
Downstate (Delmarva) Intercity Rail Study ARRA	Transit	-	-
DTC Mid County Operations Facility Paving	Transit	48.7	-
Fairplay Station (Churchmans Xing) Elevator	Transit	1,200.0	-
Fairplay Station (Churchmans Xing) Parking	Transit	-	-
Jobs Access and Reverse Commute (JARC) Transit Operating Assistance	Transit	-	-
MARC Maintenance Facility	Transit	1,705.0	-
New Freedom Transit Operating Assistance	Transit	-	-
Newark Train Station/Regional Transportation Center	Transit	5,536.5	-
Performance Contract (<i>moved from DE - Statewide</i>)	Transit	240.4	-
Rail Cars ARRA	Transit	-	-
Small Urban Transit - Capital Assistance	Transit	3,688.0	-
Small Urban Transit - Operating Assistance	Transit	2,664.0	-
Susquehanna River Rail Bridge	Transit	17,837.0	-
Third Rail Track Expansion (NE Corridor Imp., Orange/Shipleigh St BR)	Transit	39,187.9	-
Transit (Fixed Route) Vehicle Expansion, NCC	Transit	4,943.4	-
Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Transit	18,123.3	21,737.1

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

PROJECT TITLE (All \$ x 1,000)	MODE	TOTAL FY 2015-18	OUTYEARS TOTAL FY2019-20
Transit (Paratransit) Vehicle Expansion, NCC	Transit	2,646.7	2,545.4
Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Transit	14,937.5	5,622.6
Transit Facilities, Statewide	Transit	4,475.0	2,100.0
Transit Preventive Maintenance, NCC	Transit	26,000.0	13,000.0
Transit Vehicles Replace & Refurbish, Statewide	Transit	10,218.1	3,761.5
Wilmington Ops. Ctr/Admin Bldg / Master Plan	Transit	797.7	625.0
Wilmington Transit Hub	Transit	-	-
Wilmington UST Replacement - State of Good Repair	Transit	639.1	-
Transit Total		155,298.3	49,726.6
Grand Total		1,742,791.5	528,937.8

TIP Funding by WILMAPCO Category



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

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	TOTAL FY 2015-18	OUTYEARS TOTAL FY2019-20
Areawide Bridge Replacement and Rehabilitation	Preservation	9,550.0	-
Areawide Environmental Projects	Preservation	10,330.0	-
Areawide Resurfacing and Rehabilitation	Preservation	18,150.0	-
Areawide Safety and Spot Improvements	Preservation	17,880.0	-
Areawide Urban Street Reconstruction	Preservation	1,040.0	-
Beech Street Generator	Preservation	250.0	-
BR 032 on Foulk Road over S. Branch Naamans Creek	Preservation	680.8	-
BR 110 on N239, Pyles Ford Road	Preservation	368.3	-
BR 112 on Yorklyn Rd over Red Clay Creek	Preservation	-	-
BR 159 on James Street over Christina River	Preservation	5,633.6	-
BR 185 on Oak Ridge Road over Hyde Run	Preservation	638.0	-
BR 191 on Milltown Rd over Mill Creek	Preservation	1,163.3	-
BR 227 on Paper Mill Rd over Middle Run Tributary	Preservation	416.3	-
BR 229 on SR 2 over White Clay Creek	Preservation	-	-
BR 238 on Elizabeth Ct and BR 239 on Red Mill Rd over White Clay Creek Tributary	Preservation	885.0	-
BR 254 Old Newark Rd over Cool Run	Preservation	649.3	-
BR 274 on Wedgewood Rd over E. Branch Christina Creek	Preservation	830.2	-
BR 291, Songsmith Dr over Tributary to Smalley's Pond	Preservation	403.7	-
BR 366 on N399 Chesapeake City Road over Guthrie Run	Preservation	40.0	-
BR 393 on SR 299 over Appoquinimink River	Preservation	545.4	-
BR 424 on Old Corbitt Road, East of Odessa	Preservation	1.0	-
BR 438, Blackbird Station over Blackbird Creek	Preservation	613.1	-
BR 488 on US 13 SB, South of Odessa	Preservation	3,110.9	-
BR 501 on SR 141 Viaduct over SR 4	Preservation	2,436.1	-
BR 543 on Carr Road over Shellpot Creek	Preservation	697.8	-
BR 567 on Hay Rd over Shellpot Creek	Preservation	2,000.4	-
BR 577 on Northeast Blvd over Brandywine River	Preservation	2,510.0	-
BR 585 on N049 Augustine Cutoff over Brandywine Creek	Preservation	549.4	-
BR 651 on Newport Road over CSX Railroad	Preservation	60.5	-
BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst	Preservation	3,413.9	-
BR 680 on SR 141 over US 13	Preservation	7,088.0	5,000.0
BR 687, 688, 693 Wilmington Drawbridge	Preservation	496.2	-
BR 748, I-95 Wilmington Viaduct	Preservation	14,100.0	20,000.0
BR 813 on I-495 over Christina River, Emergency Repairs	Preservation	40,000.0	-

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	TOTAL FY 2015-18	OUTYEARS TOTAL FY2019-20
BR 814 on 12th Street over NS RR	Preservation	1,210.0	-
BR 826 N & S on I-495 over Stoney Creek	Preservation	1,199.2	-
Bridge Preservation / Bridge Painting Programs	Preservation	46,350.0	27,000.0
Bridge Structure Rehabilitation	Preservation	11,176.0	900.0
Cecil County Bridge Preservation (CE-0097 Baron Rd)	Preservation	-	-
Community Transportation Fund	Preservation	41,875.0	16,750.0
Dam Preservation Program	Preservation	4,521.0	2,500.0
Equipment	Preservation	29,400.0	17,600.0
Glenville Wetland Bank & Subdivision Improvements	Preservation	108.8	-
Interstate Maintenance	Preservation	9,666.9	-
Jobs Access and Reverse Commute (JARC) Transit Operating Assistance	Preservation	-	-
MARC Maintenance Facility	Preservation	1,705.0	-
Materials & Minor Contracts	Preservation	20,440.0	10,100.0
Municipal Street Aid	Preservation	14,000.0	6,000.0
New Freedom Transit Operating Assistance	Preservation	-	-
Paving & Rehabilitation	Preservation	268,093.0	122,600.0
Pyles Ford Rd, Culvert Replacements	Preservation	-	-
Signage & Pavement Markings	Preservation	12,688.0	6,144.0
Small Urban Transit - Capital Assistance	Preservation	3,688.0	-
Small Urban Transit - Operating Assistance	Preservation	2,664.0	-
SR 9, New Castle Ave: 3rd Street to Heald Street	Preservation	-	-
SR 9, River Road Flood Remediation	Preservation	-	1,200.0
Statewide Rail Preservation	Preservation	1,200.0	600.0
Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Preservation	18,123.3	21,737.1
Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Preservation	14,937.5	5,622.6
Transit Facilities, Statewide	Preservation	4,475.0	2,100.0
Transit Preventive Maintenance, NCC	Preservation	26,000.0	13,000.0
Transit Vehicles Replace & Refurbish, Statewide	Preservation	10,218.1	3,761.5
Transportation Facilities, Statewide	Preservation	22,400.0	11,600.0
Wilmington UST Replacement - State of Good Repair	Preservation	639.1	-
Preservation Total		713,309.1	294,215.2
Engineering & Contingency/Education & Training	Other	103,135.0	52,090.0
Environmental Program	Other	2,090.0	1,045.0
Planning	Other	39,727.9	19,502.5
Other Total		144,952.9	72,637.5

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	TOTAL FY 2015-18	OUTYEARS TOTAL FY2019-20
Aeronautics, Statewide	Management	1,794.0	912.0
Areawide Congestion Management	Management	3,560.0	-
Bicycle and Pedestrian Improvements	Management	5,440.0	2,500.0
Boyds Corner Park and Ride	Management	60.0	335.0
Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Management	16.2	-
Bridge Management/Inspection/ Design Training Programs	Management	25,624.9	12,500.0
C&D Canal Trail	Management	186.5	-
Cavaliers Mitigation	Management	25.4	-
Cedar Lane: Marl Pit to Boyds Corner Rd (S. NCC Imp)	Management	200.0	1,000.0
Chesapeake & Delaware (C&D) Canal Trail - Maryland	Management	1,560.0	-
Christiana Mall Park and Ride	Management	100.0	-
Christina River Crossing	Management	11,952.8	-
City of New Castle Improvements (SR9/3rd, SR9/6th, SR 9/Harmony)	Management	-	-
Claymont Sidewalks: Manor and Myrtle Aves	Management	2,420.0	-
Claymont Station	Management	-	-
DTC Mid County Operations Facility Paving	Management	48.7	-
Elkton Road: Casho Mill Rd to Delaware Ave	Management	50.5	-
Fairplay Station (Churchmans Xing) Elevator	Management	1,200.0	-
Fairplay Station (Churchmans Xing) Parking	Management	-	-
Garasches Lane	Management	-	-
Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	Management	75.0	475.0
Highway Safety Improvement Program, NCC	Management	46,803.6	6,400.0
Intersection Improvements	Management	13,304.0	5,736.0
Jamison Corner Rd Relocated to Boyds Corner Rd	Management	-	-
MD 272 Bridge over Amtrak	Management	12,456.0	-
Mid County DMV	Management	3,384.0	-
N412A: Hyetts Corner Rd to Lorewood Grove Rd	Management	6.6	-
Newark Train Station/Regional Transportation Center	Management	5,536.5	-
Performance Contract (<i>moved from DE - Statewide</i>)	Management	240.4	-
Possum Park Rd and Old Possum Park Rd Intersection	Management	-	-
Rail Cars ARRA	Management	-	-
Rail Crossing Safety and Rideability	Management	6,588.1	3,223.0
Recreational Trails	Management	5,400.0	2,700.0
Safety Improve (Hazard Elimination/High Risk Rural Rd/Sect 154)	Management	19,948.9	9,974.4
SR 141 and Commons Blvd. Intersection Improvements	Management	1,272.0	-

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	TOTAL FY 2015-18	OUTYEARS TOTAL FY2019-20
SR 141/I-95 Interchange - Ramps	Management	35,249.7	-
SR 2, S Union Street: Railroad Bridge to Sycamore St	Management	1,917.0	-
SR 4, Christina Parkway: SR2 to SR 896	Management	212.7	-
Susquehanna River Rail Bridge	Management	17,837.0	-
Talley Rd: East Coast Greenway/Northern DE Greenway	Management	268.6	-
Technology	Management	42,310.1	16,527.5
Traffic Calming	Management	500.0	300.0
Transportation Enhancements	Management	15,398.9	7,631.0
Transportation Enhancements/Alternatives Program - Cecil County	Management	3,056.0	-
Transportation Management (inc. rideshare and signals)	Management	39,965.0	19,010.0
US 13, Duck Creek to SR 1	Management	-	-
US 13, Philadelphia Pike: Claymont Plan Implementation	Management	150.0	300.0
US 40 and SR 896 Grade Separated Intersection	Management	4,000.0	2,000.0
US 40 Corridor Intermodal Study	Management	-	-
US 40, Pulaski Hwy and SR 72, Wrangle Hill Rd Intersection	Management	18,513.4	1,500.0
Washington Street, New Castle	Management	2,425.5	-
Westown, Wiggins Mill Rd: Green Giant to St Annes	Management	-	10.0
Wilmington Initiatives: 4th St., Walnut St. to I-95	Management	-	-
Wilmington Initiatives: Walnut St., MLK to 16th St	Management	-	-
Wilmington Ops. Ctr/Admin Bldg / Master Plan	Management	797.7	625.0
Wilmington Riverfront Program	Management	650.0	150.0
Wilmington Signal Improvements, Phase II	Management	2,429.9	-
Management Total		354,935.6	93,808.9
Downstate (Delmarva) Intercity Rail Study ARRA	Expansion	-	-
Elkton Road: Maryland State Line to Casho Mill Rd	Expansion	1,500.0	20,000.0
I-295 Improvements, Westbound from I-295 to US 13	Expansion	-	-
I-95 & US 202 Interchange	Expansion	8,889.9	-
New Castle to Wilmington Industrial Track Greenway, Phase III	Expansion	13,305.5	-
Pomeroy Trail	Expansion	7.1	-
Road A and Centre Blvd: Fashion Center Entrance	Expansion	-	-
Road A/SR 7 (Road, Bridge and Mall Connector Study)	Expansion	2,920.7	-
SR 1/I-95 Interchange	Expansion	15,550.2	-
SR 1: Roth Bridge to SR 273	Expansion	-	-
SR 299, SR 1 to Catherine Street	Expansion	5,000.0	3,500.0
SR 72: McCoy Road to SR 71	Expansion	3,195.6	-

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	TOTAL FY 2015-18	OUTYEARS TOTAL FY2019-20
SR 7: Newtown Road to SR 273	Expansion	785.9	-
Third Rail Track Expansion (NE Corridor Imp., Orange/Shiplely St BR)	Expansion	39,187.9	-
Transit (Fixed Route) Vehicle Expansion, NCC	Expansion	4,943.4	-
Transit (Paratransit) Vehicle Expansion, NCC	Expansion	2,646.7	2,545.4
Tyler McConnell Bridge, SR 141: Montchanin to Alapocas	Expansion	-	-
US 301: Maryland Line to SR 1	Expansion	431,661.0	42,230.8
Wilmington Transit Hub	Expansion	-	-
Expansion Total		529,593.9	68,276.2
Grand Total		1,742,791.5	528,937.8

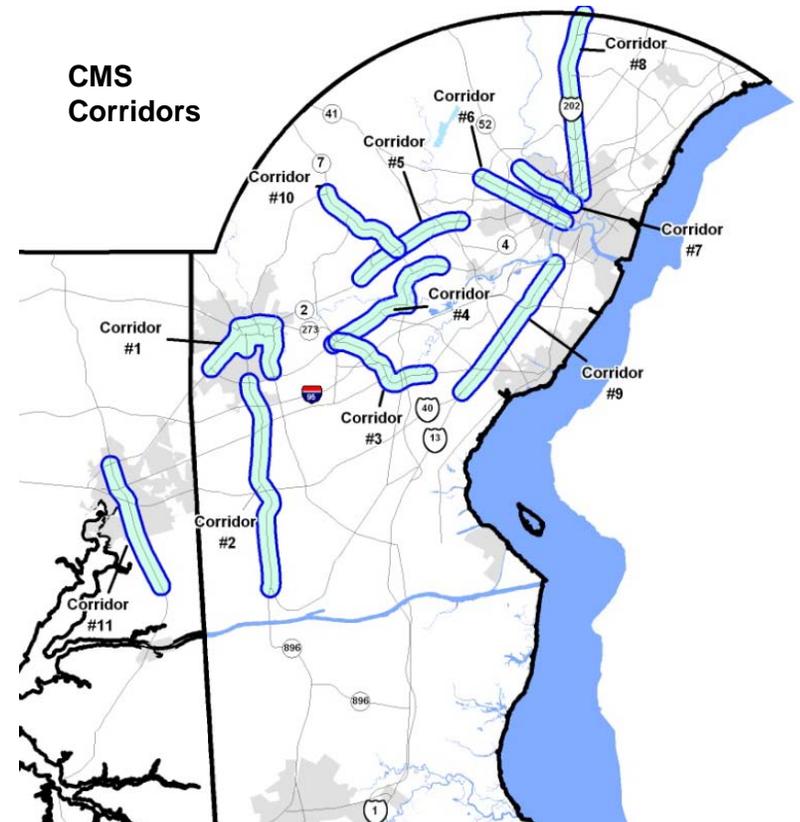
Integrating the Congestion Management System

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

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

WILMAPCO CMS “TOOLBOX” STRATEGIES

- Strategy #1:** Eliminate car trips or reduce Vehicle Miles Traveled (VMT) during peak congestion hours
- Strategy #2:** Shift trips from automobile to other modes of transportation
- Strategy #3:** Shift trips from single-occupancy vehicles to higher-occupancy vehicles (vans, buses, etc.)
- Strategy #4:** Improve roadway operations (timing of lights, toll booths, highway message boards)
- Strategy #5:** Add roadway capacity (adding lanes or roads)



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

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

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

CMS Corridor	Project Name	Mitigation Strategy
#1	Elkton Road: Casho Mill Rd to Delaware Ave, Reconstruction, Improve intersection	4-1
#1	Elkton Road: MD Line to Casho Mill Rd, Reconstruction, Intersection Improvements	4-1
#1	Pomeroy Trail, Construction of Bicycle & Pedestrian Pathway	2-9 & 2-10
#1,4,6	Third Rail Track Expansion, Newark to Wilmington	2-1 & 2-3
#2	US 40 and 896 interchange - Grade Separated Intersection	5-2
#3	Road A/SR 7, Widening & reconfiguration of intersections	4-1 & 5-1
#3	SR 7: Newtown Road to SR 273, Widen from 2 to 4 lanes	5-1
#4	Churchman's Crossing, Fairplay Station - Parking Expansion	3-4
#5	SR 141:Kirkwood Hwy to Faulkland Rd, Construct 4-Lane Arterial	5-1
#6	S Union Street, SR 2: Railroad Bridge to Sycamore St, Sidewalk & Curb Replacement	2-8 & 2-10
#6	Wilmington Riverfront - AAA Parking Garage	3-4
#6	Market Street Safety Improvements	4-1 & 4-4
#6,7,8	Wilmington Signal Improvements, Phase II	4-3
#7	Wilmington Transit Hub	2-2, 2-3 & 2-5
#8	I-95 and US 202 Interchange, Widening of Ramp	5-1
#9	I-295 Improvements, from I-295 to US 13	
#10	No projects currently scheduled	----
#11	No projects currently scheduled	----

Addressing Transportation Equity

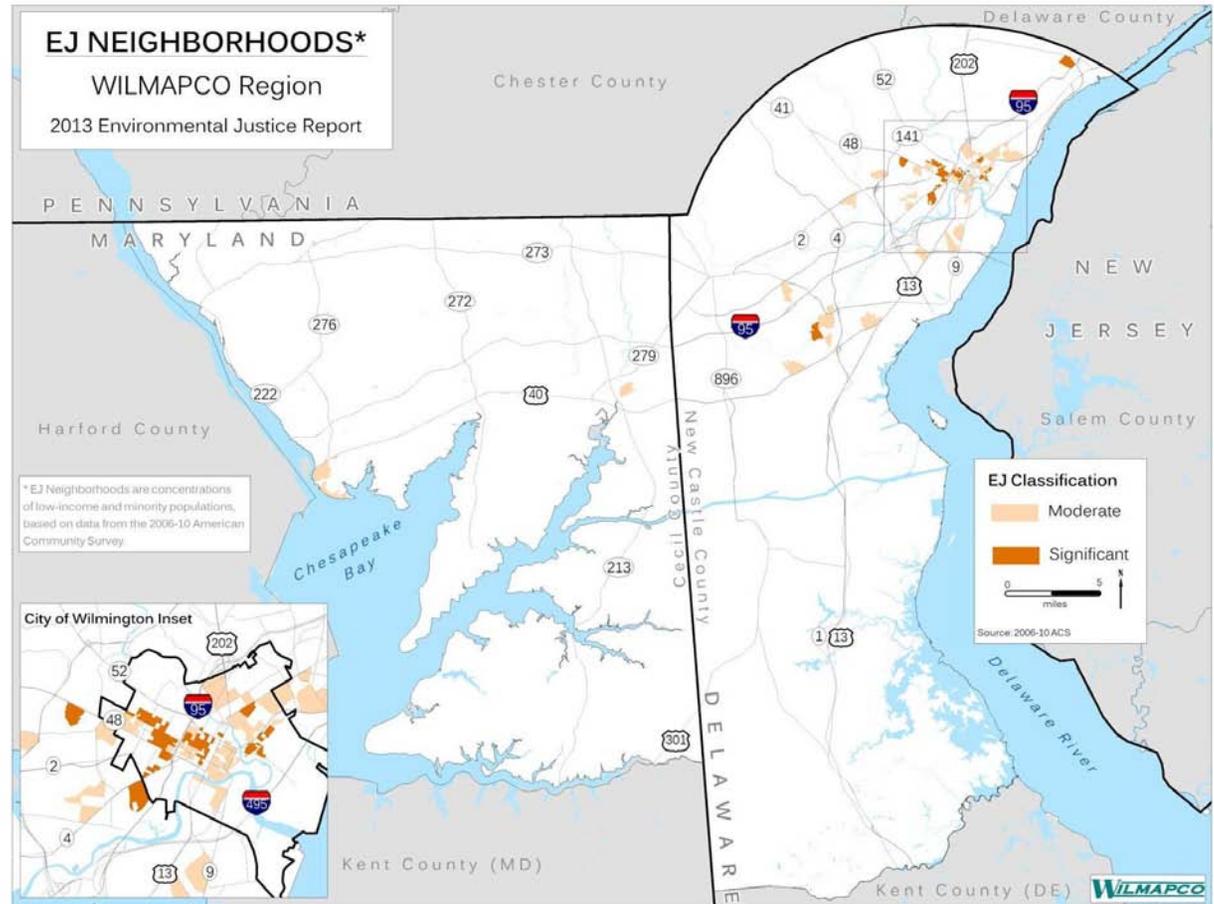
Transportation Equity, often referred to as Environmental Justice (EJ), is based in Title VI of the Civil Rights Act of 1964 and a 1994 Presidential Executive Order making equity part of the mission of every federal agency. As an MPO, we serve as the forum where DOTs, transit providers, local agencies, state and the public develop local transportation plans and programs for our region. MPO’s must carry out three tasks to comply with the Transportation Equity initiative:

- Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Enhance analytical capabilities for use in the Long Range Plan and the TIP to ensure Title VI requirements are met.
- Evaluate and, where necessary, improve public involvement processes to eliminate participation barriers and include low-income and minority populations in transportation decision making.

To determine where minority and low-income populations are located, a methodology was developed that first defined which population segments should be considered. Guidelines on Environmental Justice provided by the Federal Highway Administration (FHWA) listed the general criteria to use to identify concentrations of Minority / Low Income populations. These criteria are:

- Minority Population
- Hispanic Population
- Low Income (Household Poverty Levels)

In 2007, WILMAPCO completed phase two of our transportation equity analysis which identified “Transportation Justice Areas”. This analysis broadened the spectrum of communities considered transportation disadvantaged beyond those required by federal mandate. Separate from EJ (low-income and minority) populations, these Transportation Justice (TJ) populations include the elderly, the disabled, and households without an automobile.



FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

The table below contains a listing of all projects that fall within an identified Environmental Justice or Transportation Justice area.

County	Project Name	EJ	TJ
NCC	Beech St. Generator	Yes	Yes
NCC	BR 585 on N049 Augustine Cutoff over Brandywine Creek	Yes	Yes
NCC	BR 687, 688, 693 Wilmington Drawbridge	Yes	Yes
NCC	Garasches Lane	Yes	Yes
NCC	Interstate Maintenance	Yes	Yes
CC	MD 272 Bridge over Amtrak	Yes	Yes
NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	Yes	Yes
NCC	Wilmington Initiatives: Walnut St., MLK to 16th St.	Yes	Yes
NCC	Wilmington Signal Improvements, Link to TMC in Smyrna	Yes	Yes
NCC	BR 229 on SR 2 over White Clay Creek	Yes	
NCC	BR 239 on Red Mill Rd. over Tributary to White Clay Creek	Yes	
NCC	BR 254 Old Newark Rd over Cool Run	Yes	
CC	Small Urban Transit - Captial and Operating Assistance	Yes	
NCC	SR 7: Newtown Road to SR 273, Widen from 2 to 4 lanes	Yes	
NCC	SR 9, New Castle Ave - 3rd St to Heald St, Pavement Reconstuction	Yes	
NCC	Wilmington Operations Center, Operations of Paratransit & Fixed Route	Yes	
NCC	Wilmington Transit Hub	Yes	
NCC	BR 577 on Northeast Blvd over Brandywine River		Yes
NCC	BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst		Yes
NCC	BR 748, I-95 Wilmington Viaduct		Yes
NCC	Christina River Bridge Crossing		Yes
NCC	Claymont Transportation Plan Implementation, Safety Improvements		Yes
NCC	NCC Industrial Track Greenway, Phase III		Yes
NCC	S Union Street, SR 2: Railroad Bridge to Sycamore St.		Yes
NCC	Third Rail Track Expansion, Newark to Wilmington		Yes
NCC	Tyler McConnell Bridge, SR 141, Montchannin Rd to Alapocas Rd		Yes

Comparison of FY 2015 TIP, Adopted 3/2014 with DRAFT FY 2015 TIP, 7/2014

PROJECT TITLE <i>(All \$ x 1,000)</i>	FY 2015-2018 TIP Adopted 3/13/2014							Draft Amended TIP, 7/21/2014							Difference
	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	TOTAL FY 2015-18	OUTYEARS FY2019-20	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	TOTAL FY 2015-18	OUTYEARS FY2019-20	FY15-18
DELAWARE- STATEWIDE															
Aeronautics, Statewide	282.1	456.0	456.0	456.0	456.0	1,824.0	912.0	260.0	426.0	456.0	456.0	456.0	1,794.0	912.0	(30.0)
Bicycle and Pedestrian Improvements	434.5	4,047.5	1,250.0	1,250.0	1,250.0	7,797.5	2,500.0	1,250.0	1,690.0	1,250.0	1,250.0	1,250.0	5,440.0	2,500.0	(2,357.5)
Bridge Management/Inspection/Design Training Programs	2,750.3	8,224.9	7,600.0	7,600.0	6,960.0	30,384.9	11,420.0	3,923.0	6,874.9	6,250.0	6,250.0	6,250.0	25,624.9	12,500.0	(4,760.0)
Bridge Preservation / Bridge Painting Programs	613.1	1,574.8	3,516.7	15,000.0	15,000.0	35,091.5	30,000.0	801.5	2,700.0	10,400.0	17,000.0	16,250.0	46,350.0	27,000.0	11,258.5
Community Transportation Fund	1,400.9	13,375.0	8,375.0	13,375.0	8,375.0	43,500.0	21,750.0	10,000.0	16,750.0	8,375.0	8,375.0	8,375.0	41,875.0	16,750.0	(1,625.0)
Dam Preservation Program	0.0	2,750.0	2,750.0	2,750.0	2,750.0	11,000.0	5,500.0	-	700.0	1,321.0	1,750.0	750.0	4,521.0	2,500.0	(6,479.0)
Downstate (Delmarva) Intercity Rail Study ARRA	305.5	0.0	0.0	0.0	0.0	0.0	0.0	165.0	-	-	-	-	-	-	-
Engineering/Contingency/Education/Training	2,784.6	27,045.0	27,045.0	27,045.0	27,045.0	108,180.0	54,090.0	25,455.0	25,000.0	26,045.0	26,045.0	26,045.0	103,135.0	52,090.0	(5,045.0)
Environmental Program	31.8	522.5	522.5	522.5	522.5	2,090.0	1,045.0	122.5	522.5	522.5	522.5	522.5	2,090.0	1,045.0	-
Equipment	0.0	8,000.0	10,400.0	10,400.0	10,800.0	39,600.0	21,600.0	11,649.0	3,800.0	8,400.0	8,400.0	8,800.0	29,400.0	17,600.0	(10,200.0)
Intersection Improvements	375.0	2,268.0	3,068.0	3,068.0	2,868.0	11,272.0	5,136.0	4,068.0	4,500.0	3,068.0	2,868.0	2,868.0	13,304.0	5,736.0	2,032.0
Materials & Minor Contracts	1,773.3	6,065.0	6,050.0	6,250.0	6,075.0	24,440.0	12,100.0	5,000.0	5,065.0	5,050.0	5,250.0	5,075.0	20,440.0	10,100.0	(4,000.0)
Municipal Street Aid	0.0	4,000.0	4,000.0	4,000.0	4,000.0	16,000.0	8,000.0	5,000.0	5,000.0	3,000.0	3,000.0	3,000.0	14,000.0	6,000.0	(2,000.0)
Paving & Rehabilitation	21,739.2	67,100.0	75,100.0	75,600.0	70,600.0	288,400.0	122,600.0	47,528.0	90,793.0	57,100.0	67,600.0	52,600.0	268,093.0	122,600.0	(20,307.0)
Planning	5,230.3	9,377.3	9,278.0	9,251.2	9,351.2	37,257.8	18,702.5	7,441.3	10,203.4	10,095.2	9,278.0	10,151.2	39,727.9	19,502.5	2,470.1
Rail Crossing Safety / Rideability	1,405.4	1,611.7	1,911.7	1,611.7	1,611.5	6,746.6	3,223.0	1,377.2	1,453.2	1,911.7	1,611.7	1,611.5	6,588.1	3,223.0	(158.5)
Recreational Trails	1,106.0	1,350.0	1,350.0	1,350.0	1,350.0	5,400.0	2,700.0	706.0	1,350.0	1,350.0	1,350.0	1,350.0	5,400.0	2,700.0	-
Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154)	2,722.2	2,722.2	2,722.2	2,722.2	2,722.2	10,888.9	5,444.4	5,374.7	4,987.2	4,987.2	4,987.2	4,987.2	19,948.9	9,974.4	9,060.0
Signage & Pavement Markings	887.8	3,272.0	3,272.0	3,072.0	3,072.0	12,688.0	6,144.0	3,164.6	3,272.0	3,272.0	3,072.0	3,072.0	12,688.0	6,144.0	-
Statewide Rail Preservation	100.0	300.0	300.0	300.0	300.0	1,200.0	600.0	350.0	300.0	300.0	300.0	300.0	1,200.0	600.0	-

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

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Technology	7,267.2	12,219.8	12,219.8	10,219.8	8,219.8	42,879.2	16,439.6	11,455.8	8,943.9	12,398.7	10,233.8	10,733.8	42,310.1	16,527.5	(569.2)
Traffic Calming	73.3	150.0	200.0	150.0	150.0	650.0	300.0	83.0	-	200.0	150.0	150.0	500.0	300.0	(150.0)
Transit Facilities, Statewide	2,791.8	500.0	100.0	100.0	100.0	800.0	200.0	1,767.8	875.0	1,500.0	600.0	1,500.0	4,475.0	2,100.0	3,675.0
Transit Vehicles Replace & Refurbish, Statewide	4,392.5	3,557.7	2,143.7	2,103.6	2,168.6	9,973.6	3,750.9	4,264.2	4,365.9	2,002.5	1,962.4	1,887.4	10,218.1	3,761.5	244.5
Transportation Enhancements	2,026.2	4,440.5	4,190.5	3,815.5	3,815.5	16,262.0	7,631.0	2,940.4	4,112.4	4,390.5	3,815.5	3,080.5	15,398.9	7,631.0	(863.1)
Transportation Facilities, Statewide	3,204.7	6,000.0	6,000.0	6,350.0	8,150.0	26,500.0	16,300.0	5,300.0	5,500.0	5,600.0	5,600.0	5,700.0	22,400.0	11,600.0	(4,100.0)
Transportation Management (inc. rideshare and signals)	1,015.0	6,605.0	10,605.0	11,605.0	9,505.0	38,320.0	18,920.0	6,545.1	6,350.0	10,605.0	13,505.0	9,505.0	39,965.0	19,010.0	1,645.0
NEW CASTLE COUNTY															
Beech Street Generator	25.0	250.0	0.0	0.0	0.0	250.0	0.0	25.0	-	250.0	-	-	250.0	-	-
Boyd's Corner Park and Ride	0.0	0.0	0.0	0.0	60.0	60.0	335.0	-	-	-	-	60.0	60.0	335.0	-
Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	45.9	0.0	0.0	0.0	0.0	0.0	0.0	29.8	16.2	-	-	-	16.2	-	16.2
BR 032 on Foulk Road over S. Branch Naamans Creek	18.6	30.0	650.0	0.0	0.0	680.0	0.0	8.3	30.8	650.0	-	-	680.8	-	0.8
BR 110 on N239, Pyles Ford Road	130.6	0.0	0.0	0.0	0.0	0.0	0.0	7.5	-	368.3	-	-	368.3	-	368.3
BR 112 on Yorklyn Rd over Red Clay Creek	0.0	30.0	30.0	675.0	0.0	735.0	0.0	-	-	-	-	-	-	-	(735.0)
BR 159 on James Street over Christina River	321.2	2,125.0	2,875.0	0.0	0.0	5,000.0	0.0	100.8	2,633.6	3,000.0	-	-	5,633.6	-	633.6
BR 185 on Oak Ridge Road over Hyde Run								-	55.0	33.0	550.0	-	638.0	-	638.0
BR 191 on Milltown Rd over Mill Creek	15.8	20.0	1,136.2	0.0	0.0	1,156.2	0.0	8.0	27.1	1,136.2	-	-	1,163.3	-	7.2
BR 227 on Paper Mill Rd over Middle Run Tributary	20.0	25.0	380.0	0.0	0.0	405.0	0.0	8.7	36.3	380.0	-	-	416.3	-	11.3
BR 229 on SR 2 over White Clay Creek	300.0	84.0	3,143.0	0.0	0.0	3,227.0	0.0	-	-	-	-	-	-	-	(3,227.0)
BR 238 on Elizabeth Ct and BR 239 on Red Mill Rd over White Clay Creek Tributary	37.3	46.3	505.5	0.0	0.0	551.8	0.0	-	50.0	35.0	800.0	-	885.0	-	333.2
BR 254 Old Newark Rd over Cool Run	55.0	28.1	600.0	0.0	0.0	628.1	0.0	18.8	49.3	600.0	-	-	649.3	-	21.2

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

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BR 274 on Wedgewood Rd over E. Branch Christina Creek	944.8	0.0	0.0	0.0	0.0	0.0	0.0	8.1	830.2	-	-	-	830.2	-	830.2
BR 291, Songsmith Dr over Tributary to Smalley's Pond	20.0	43.8	331.5	0.0	0.0	375.3	0.0	7.6	53.7	350.0	-	-	403.7	-	28.4
BR 366 on N399 Chesapeake City Road over Guthrie Run	125.8	0.0	0.0	0.0	0.0	0.0	0.0	122.1	20.0	20.0	-	-	40.0	-	40.0
BR 393 on SR 299 over Appoquinimink River	200.0	68.0	403.0	0.0	0.0	471.0	0.0	140.1	142.4	403.0	-	-	545.4	-	74.4
BR 438, Blackbird Station over Blackbird Creek	37.3	46.3	529.5	0.0	0.0	575.8	0.0	-	47.3	36.3	529.5	-	613.1	-	37.3
BR 424 on Old Corbitt Road, East of Odessa	9.9	0.0	2,599.8	0.0	0.0	2,599.8	0.0	-	1.0	-	-	-	1.0	-	(2,598.8)
BR 488 on US 13 SB, South of Odessa	74.1	13.0	0.0	3,025.0	0.0	3,038.0	0.0	-	-	85.9	3,025.0	-	3,110.9	-	72.9
BR 501 on SR 141 over SR 4	8,513.9	698.0	0.0	0.0	0.0	698.0	0.0	7,553.3	2,436.1	-	-	-	2,436.1	-	1,738.1
BR 543 on Carr Road over Shellpot Creek	30.0	42.0	648.0	0.0	0.0	690.0	0.0	11.9	14.8	35.0	648.0	-	697.8	-	7.8
BR 567 on Hay Rd over Shellpot Creek	340.0	364.8	1,790.0	0.0	0.0	2,154.8	0.0	280.5	210.4	1,790.0	-	-	2,000.4	-	(154.4)
BR 577 on Northeast Blvd over Brandywine River	10.0	10.0	0.0	1,030.0	0.0	1,040.0	0.0	-	200.0	310.0	2,000.0	-	2,510.0	-	1,470.0
BR 585 on N049 Augustine Cutoff over Brandywine Creek	4,011.7	0.0	0.0	0.0	0.0	0.0	0.0	3,065.5	549.4	-	-	-	549.4	-	549.4
BR 651 on Newport Road over CSX Railroad								-	60.5	-	-	-	60.5	-	60.5
BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst	2,116.4	2,420.6	0.0	0.0	0.0	2,420.6	0.0	1,292.1	3,413.9	-	-	-	3,413.9	-	993.3
BR 680 on SR 141 over US 13	180.0	575.0	480.0	0.0	6,000.0	7,055.0	5,000.0	147.0	625.0	383.0	80.0	6,000.0	7,088.0	5,000.0	33.0
BR 687, 688, 693 Wilmington Drawbridge	1,246.6	0.0	0.0	0.0	0.0	0.0	0.0	1,153.6	496.2	-	-	-	496.2	-	496.2
BR 748, I-95 Wilmington Viaduct	0.0	2,000.0	2,100.0	10,000.0	10,000.0	24,100.0	10,000.0	-	2,000.0	2,000.0	100.0	10,000.0	14,100.0	20,000.0	(10,000.0)
BR 813 on I-495 over Christina River, Emergency Repairs								-	40,000.0	-	-	-	40,000.0	-	40,000.0
BR 814 on 12th Street over NS RR	10.0	33.0	1,083.9	0.0	0.0	1,116.9	0.0	-	10.0	750.0	450.0	-	1,210.0	-	93.1
BR 826 N & S on I-495 over Stoney Creek	2,963.0	0.0	0.0	0.0	0.0	0.0	0.0	1,632.2	1,199.2	-	-	-	1,199.2	-	1,199.2
Bridge Structure Rehabilitation	5,243.3	5,586.4	550.0	550.0	900.0	7,586.4	0.0	4,272.5	8,476.0	900.0	900.0	900.0	11,176.0	900.0	3,589.6
Cavaliers Mitigation	600.0	1,000.0	0.0	0.0	0.0	1,000.0	0.0	4.9	25.4	-	-	-	25.4	-	(974.6)

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

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C&D Canal Trail	897.2	0.0	0.0	0.0	0.0	0.0	0.0	757.2	186.5	-	-	-	186.5	-	186.5
Cedar Lane: Marl Pit to Boyds Corner Rd (S. NCC Imp)	0.0	0.0	0.0	0.0	1,700.0	1,700.0	200.0	-	-	-	-	200.0	200.0	1,000.0	(1,500.0)
Christiana Mall Park and Ride	150.0	1,087.3	1,000.0	1,250.0	1,250.0	4,587.3	0.0	37.3	-	100.0	-	-	100.0	-	(4,487.3)
Christina River Crossing	8,370.0	6,100.0	3,000.0	16,000.0	15,900.0	41,000.0	1,000.0	1,469.6	752.8	200.0	10,000.0	1,000.0	11,952.8	-	(29,047.2)
City of New Castle Improvements (SR9/3rd, SR9/6th, SR 9/Harmony)	100.0	160.0	100.0	0.0	500.0	760.0	250.0	-	-	-	-	-	-	-	(760.0)
Claymont Sidewalks: Manor and Myrtle Aves	0.0	0.0	400.0	1,020.0	1,000.0	2,420.0	-	-	400.0	1,020.0	1,000.0	2,420.0	-	-	
Claymont Station	86.9	200.0	800.0	800.0	1,000.0	2,800.0	13,000.0	87.0	-	-	-	-	-	-	(2,800.0)
DTC Mid County Operations Facility Paving	660.0	0.0	0.0	0.0	0.0	0.0	0.0	524.7	48.7	-	-	-	48.7	-	48.7
Elkton Road: Casho Mill Rd to Delaware Ave	56.2	0.0	0.0	0.0	0.0	0.0	0.0	91.5	50.5	-	-	-	50.5	-	50.5
Elkton Road: Maryland State Line to Casho Mill Rd	0.0	250.0	250.0	500.0	500.0	1,500.0	20,000.0	-	250.0	250.0	500.0	500.0	1,500.0	20,000.0	-
Fairplay Station (Churchmans Xing) Elevator	575.5	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1,200.0	-	-	-	1,200.0	-	1,200.0
Fairplay Station (Churchmans Xing) Parking	0.0	0.0	0.0	0.0	652.0	652.0	6,600.0	-	-	-	-	-	-	-	(652.0)
Garasches Lane	601.1	0.0	0.0	0.0	300.0	300.0	500.0	41.0	-	-	-	-	-	-	(300.0)
Glenville Wetland Bank & Subdivision Improvements	208.3	0.0	0.0	0.0	0.0	0.0	0.0	117.9	108.8	-	-	-	108.8	-	108.8
Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	0.0	0.0	0.0	0.0	75.0	75.0	475.0	-	-	-	-	75.0	75.0	475.0	-
Highway Safety Improvement Program, NCC	5,464.9	7,375.5	16,627.1	12,325.0	6,250.0	42,577.5	4,750.0	2,364.8	8,954.3	14,824.3	13,225.0	9,800.0	46,803.6	6,400.0	4,226.0
I-295 Improvements, Westbound from I-295 to US 13	2,000.0	0.0	3,000.0	2,000.0	0.0	5,000.0	0.0	2.3	-	-	-	-	-	-	(5,000.0)
I-95 & US 202 Interchange	11,981.9	2,882.0	0.0	0.0	0.0	2,882.0	0.0	10,536.5	8,889.9	-	-	-	8,889.9	-	6,007.9
Interstate Maintenance	2,248.1	1,650.0	2,077.9	990.0	0.0	4,717.9	0.0	166.7	4,250.5	4,340.3	1,076.0	-	9,666.9	-	4,948.9
Jamison Corner Rd Relocated to Boyds Corner Rd	0.0	0.0	5,000.0	3,800.0	0.0	8,800.0	0.0	1.3	-	-	-	-	-	-	(8,800.0)
Mid County DMV	18,089.9	2,028.0	0.0	0.0	0.0	2,028.0	0.0	16,416.3	3,384.0	-	-	-	3,384.0	-	1,356.0
N412A: Hyetts Corner Rd to Lorewood Grove Rd	599.7	0.0	0.0	0.0	0.0	0.0	0.0	54.9	6.6	-	-	-	6.6	-	6.6

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

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New Castle-Wilmington Industrial Track Greenway, Phase III	300.0	800.0	300.0	6,000.0	6,000.0	13,100.0	0.0	827.3	1,005.5	250.0	6,050.0	6,000.0	13,305.5	-	205.5
Newark Train Station/Regional Transportation Center	3,724.6	15,000.0	15,000.0	800.0	0.0	30,800.0	0.0	2,109.1	4,150.0	1,386.5	-	-	5,536.5	-	(25,263.5)
Performance Contract <i>(moved from DE - Statewide)</i>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,414.7	240.4	-	-	-	240.4	-	240.4
Pomeroy Trail	25.0	0.0	0.0	0.0	0.0	0.0	0.0	31.2	7.1	-	-	-	7.1	-	7.1
Possum Park Rd and Old Possum Park Rd Intersection	10.0	39.6	0.0	0.0	0.0	39.6	1,900.0	-	-	-	-	-	-	-	(39.6)
Pyles Ford Rd, Culvert Replacements	0.0	735.3	0.0	0.0	0.0	735.3	0.0	4.3	-	-	-	-	-	-	(735.3)
Rail Cars ARRA	667.8	0.0	0.0	0.0	0.0	0.0	0.0	376.0	-	-	-	-	-	-	-
Road A/SR 7 (Road, Bridge and Mall Connector Study)	422.3	1,000.0	200.0	5,500.0	5,500.0	12,200.0	0.0	612.2	2,720.7	200.0	-	-	2,920.7	-	(9,279.3)
Road A and Centre Blvd: Fashion Center Entrance	1,115.3	750.0	0.0	0.0	0.0	750.0	0.0	0.9	-	-	-	-	-	-	(750.0)
SR 1/I-95 Interchange	34,108.0	0.0	0.0	0.0	0.0	0.0	0.0	28,525.8	15,550.2	-	-	-	15,550.2	-	15,550.2
SR 1: Roth Bridge to SR 273	2,985.5	5,992.4	1,000.0	15,000.0	15,000.0	36,992.4	0.0	1,249.5	-	-	-	-	-	-	(36,992.4)
SR 141/I-95 Interchange - Ramps	1,284.1	5,000.0	15,000.0	0.0	0.0	20,000.0	0.0	689.4	2,249.7	16,500.0	15,500.0	1,000.0	35,249.7	-	15,249.7
SR 141 and Commons Blvd. Intersection Improvements	500.0	500.0	771.9	3,000.0	6,000.0	10,271.9	0.0	493.5	-	522.0	750.0	-	1,272.0	-	(8,999.9)
SR 2, S Union Street: Railroad Bridge to Sycamore St	3,217.9	1,191.9	0.0	0.0	0.0	1,191.9	0.0	2,083.0	1,917.0	-	-	-	1,917.0	-	725.1
SR 299, SR 1 to Catherine Street	0.0	500.0	500.0	1,000.0	3,000.0	5,000.0	3,500.0	-	400.0	550.0	1,050.0	3,000.0	5,000.0	3,500.0	-
SR 4, Christina Parkway: SR2 to SR 896	100.0	100.0	32.4	300.0	2,000.0	2,432.4	18,000.0	19.7	-	212.7	-	-	212.7	-	(2,219.7)
SR 7: Newtown Road to SR 273	4,495.4	0.0	0.0	0.0	0.0	0.0	0.0	2,785.1	785.9	-	-	-	785.9	-	785.9
SR 72: McCoy Road to SR 71	594.1	500.0	0.0	2,000.0	9,000.0	11,500.0	2,207.1	77.2	1,195.6	2,000.0	-	-	3,195.6	-	(8,304.4)
SR 9, New Castle Ave: 3rd Street to Heald Street	0.0	0.0	0.0	250.0	250.0	500.0	1,000.0	-	-	-	-	-	-	-	(500.0)
SR 9, River Road Flood Remediation	0.0	0.0	0.0	0.0	0.0	0.0	1,200.0	-	-	-	-	-	-	1,200.0	-
Talley Rd: East Coast Greenway/Northern DE Greenway	1,597.5	0.0	0.0	0.0	0.0	0.0	0.0	1,897.1	268.6	-	-	-	268.6	-	268.6
Third Rail Track Expansion (NE Corridor Imp., Orange/ShIPLEY St BR)	26,381.0	15,363.0	0.0	0.0	0.0	15,363.0	0.0	6,600.7	24,555.4	9,504.0	5,128.6	-	39,187.9	-	23,824.9

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

PROJECT TITLE <i>(All \$ x 1,000)</i>	FY 2015-2018 TIP Adopted 3/13/2014							Draft Amended TIP, 7/21/2014							Difference
	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	TOTAL FY 2015-18	OUTYEARS FY2019-20	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	TOTAL FY 2015-18	OUTYEARS FY2019-20	FY15-18
Transit Fixed Route Vehicle Expansion, NCC	2,231.7	1,839.1	1,466.9	0.0	1,554.2	4,860.2	0.0	-	919.6	1,466.9	-	2,556.9	4,943.4	-	83.2
Transit Fixed Route Vehicle Replacement / Refurbishment, NCC	13,654.4	14,780.5	87.8	4,104.5	821.2	19,794.0	23,218.6	13,470.7	13,934.0	87.8	3,515.5	586.0	18,123.3	21,737.1	(1,670.7)
Transit (Paratransit) Vehicle Expansion, NCC	0.0	1,114.1	1,020.0	1,050.9	1,082.1	4,267.1	1,114.6	-	-	510.0	919.3	1,217.4	2,646.7	2,545.4	(1,620.4)
Transit (Paratransit) Vehicle Replacement /Refurbishment, NCC	3,360.8	649.1	6,016.8	5,050.6	3,191.6	14,908.1	8,766.2	3,331.4	678.5	6,016.8	5,050.6	3,191.6	14,937.5	5,622.6	29.4
Transit Preventive Maintenance, NCC	6,500.0	6,500.0	6,500.0	6,500.0	6,500.0	26,000.0	13,000.0	6,500.0	6,500.0	6,500.0	6,500.0	6,500.0	26,000.0	13,000.0	-
Tyler McConnell Bridge, SR 141: Montchanin to Alapocas	0.0	0.0	0.0	500.0	500.0	1,000.0	4,000.0	-	-	-	-	-	-	-	(1,000.0)
US 13, Duck Creek to SR 1	0.0	0.0	0.0	0.0	400.0	400.0	1,100.0	-	-	-	-	-	-	-	(400.0)
US 13, Philadelphia Pike: Claymont Plan Implementation	475.0	0.0	0.0	0.0	150.0	150.0	300.0	192.0	-	-	-	150.0	150.0	300.0	-
US 301: Maryland Line to SR 1	38,583.6	154,850.3	154,912.1	95,183.9	69,054.3	474,000.6	78,036.3	17,582.5	36,571.5	109,872.7	162,721.9	122,494.8	431,661.0	42,230.8	(42,339.6)
US 40 and SR 896 Grade Separated Intersection	0.0	0.0	1,000.0	1,500.0	1,500.0	4,000.0	2,000.0	-	-	1,000.0	1,500.0	1,500.0	4,000.0	2,000.0	-
US 40 Corridor Intermodal Study	64.5	0.0	0.0	0.0	0.0	0.0	0.0	55.2	-	-	-	-	-	-	-
US 40, Pulaski Hwy and SR 72, Wrangle Hill Rd Intersection	450.0	2,250.0	4,500.6	4,500.0	7,500.0	18,750.6	0.0	614.7	1,513.4	5,000.0	4,500.0	7,500.0	18,513.4	1,500.0	(237.2)
Washington Street, New Castle	4,951.8	0.0	0.0	0.0	0.0	0.0	0.0	3,560.2	2,425.5	-	-	-	2,425.5	-	2,425.5
Westown, Wiggins Mill Rd: Green Giant to St Annes	0.0	0.0	0.0	0.0	0.0	0.0	10.0	-	-	-	-	-	-	10.0	-
Wilmington Initiatives: 4th St., Walnut St. to I-95	0.0	0.0	350.0	400.0	500.0	1,250.0	1,750.0	-	-	-	-	-	-	-	(1,250.0)
Wilmington Initiatives: Walnut St., MLK to 16th St	0.0	0.0	500.0	500.0	500.0	1,500.0	2,500.0	-	-	-	-	-	-	-	(1,500.0)
Wilmington Ops. Ctr/Admin Bldg / Master Plan	2,612.3	160.6	25.0	625.0	0.0	810.6	0.0	179.8	772.7	-	-	25.0	797.7	625.0	(13.0)
Wilmington Riverfront Program	168.0	156.0	100.0	0.0	0.0	256.0	0.0	132.4	225.0	275.0	75.0	75.0	650.0	150.0	394.0
Wilmington Signal Improvements, Phase II	3,296.1	0.0	0.0	0.0	0.0	0.0	0.0	566.1	1,429.9	1,000.0	-	-	2,429.9	-	2,429.9
Wilmington Transit Hub	0.0	400.0	400.0	0.0	740.0	1,540.0	3,740.0	-	-	-	-	-	-	-	(1,540.0)
Wilmington UST Replacement - State of Good Repair	1,000.0	0.0	0.0	0.0	0.0	0.0	0.0	126.4	639.1	-	-	-	639.1	-	639.1

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014

PROJECT TITLE <i>(All \$ x 1,000)</i>	FY 2015-2018 TIP Adopted 3/13/2014							Draft Amended TIP, 7/21/2014							Difference
	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	TOTAL FY 2015-18	OUTYEARS FY2019-20	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	TOTAL FY 2015-18	OUTYEARS FY2019-20	FY15-18
CECIL COUNTY															
Areawide Bridge Replacement and Rehabilitation	3,120.0	3,280.0	3,320.0	2,950.0	0.0	9,550.0	0.0	3,120.0	3,280.0	3,320.0	2,950.0	-	9,550.0	-	-
Areawide Congestion Management	1,290.0	1,250.0	1,155.0	1,155.0	0.0	3,560.0	0.0	1,290.0	1,250.0	1,155.0	1,155.0	-	3,560.0	-	-
Areawide Environmental Projects	3,120.0	3,580.0	3,630.0	3,120.0	0.0	10,330.0	0.0	3,120.0	3,580.0	3,630.0	3,120.0	-	10,330.0	-	-
Areawide Resurfacing and Rehabilitation	5,045.0	6,080.0	6,300.0	5,770.0	0.0	18,150.0	0.0	5,045.0	6,080.0	6,300.0	5,770.0	-	18,150.0	-	-
Areawide Safety and Spot Improvements	5,930.0	6,660.0	6,210.0	5,010.0	0.0	17,880.0	0.0	5,930.0	6,660.0	6,210.0	5,010.0	-	17,880.0	-	-
Areawide Urban Street Reconstruction	330.0	340.0	350.0	350.0	0.0	1,040.0	0.0	330.0	340.0	350.0	350.0	-	1,040.0	-	-
Cecil County Bridge Preservation (CE-0097 Baron Rd)	2,800.0	0.0	0.0	0.0	0.0	0.0	0.0	2,800.0	-	-	-	-	-	-	-
Chesapeake & Delaware (C&D) Canal Trail - Maryland	500.0	1,200.0	360.0	0.0	0.0	1,560.0	0.0	500.0	1,200.0	360.0	-	-	1,560.0	-	-
Jobs Access and Reverse Commute (JARC) Transit Operating Assistance	554.0	0.0	0.0	0.0	0.0	0.0	0.0	554.0	-	-	-	-	-	-	-
MARC Maintenance Facility	1,331.0	1,705.0	0.0	0.0	0.0	1,705.0	0.0	1,331.0	1,705.0	-	-	-	1,705.0	-	-
MD 272 Bridge over Amtrak	2,581.0	6,366.0	5,238.0	852.0	0.0	12,456.0	0.0	2,581.0	6,366.0	5,238.0	852.0	-	12,456.0	-	-
New Freedom Transit Operating Assistance	72.0	0.0	0.0	0.0	0.0	0.0	0.0	72.0	-	-	-	-	-	-	-
Small Urban Transit - Capital Assistance	922.0	922.0	922.0	922.0	922.0	3,688.0	0.0	922.0	922.0	922.0	922.0	922.0	3,688.0	-	-
Small Urban Transit - Operating Assistance	666.0	666.0	666.0	666.0	666.0	2,664.0	0.0	666.0	666.0	666.0	666.0	666.0	2,664.0	-	-
Susquehanna River Rail Bridge	4,000.0	7,500.0	6,500.0	3,337.0	500.0	17,837.0	0.0	4,000.0	7,500.0	6,500.0	3,337.0	500.0	17,837.0	-	-
Transportation Enhancements/Alternatives Program - Cecil County	0.0	619.0	2,437.0	0.0	0.0	3,056.0	0.0	-	619.0	2,437.0	-	-	3,056.0	-	-
Delaware Statewide Subtotal	64,712.4	197,534.9	204,426.1	219,967.6	207,217.4	829,146.0	397,008.4	165,992.0	215,534.4	189,850.3	205,232.1	186,270.1	796,886.8	380,406.9	(32,259.2)
New Castle County Subtotal	238,612.6	267,444.0	261,773.8	207,729.9	186,830.4	923,778.2	229,452.8	148,676.9	212,447.9	196,484.7	248,164.4	185,331.7	842,428.7	148,530.9	(81,349.5)
Cecil County Subtotal	32,261.0	40,168.0	37,088.0	24,132.0	2,088.0	103,476.0	0.0	32,261.0	40,168.0	37,088.0	24,132.0	2,088.0	103,476.0	-	-
TOTAL	335,586.1	505,146.9	503,287.9	451,829.5	396,135.8	1,856,400.2	626,461.2	346,929.8	468,150.3	423,422.9	477,528.4	373,689.8	1,742,791.5	528,937.8	(113,608.7)

FY 2015 – 2018 TRANSPORTATION IMPROVEMENT PROGRAM

September 11, 2014



Other Projects Not Mapped	
NEW CASTLE COUNTY	
Bridge Structure Rehabilitation	
DTC Mid County Operations Facility Paving	
Highway Safety Improvement Program, NCC	
Performance Contract (moved from DE - Statewide)	
Rail Cars	
Transit (Fixed Route) Vehicle Expansion, NCC	
Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	
Transit (Paratransit) Vehicle Expansion, NCC	
Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	
Transit Preventive Maintenance, NCC	
US 40 Corridor Intermodal Study	
Wilmington UST Replacement - State of Good Repair	

CECIL COUNTY	
Areawide Bridge Replacement and Rehabilitation	
Transportation Enhancements/ Alternatives Program - Cecil County	

72	BR 366 on N399 Chesapeake City Road over Guthrie Run
73	C&D Canal Trail
74	N412A: Hyetts Corner Rd to Lorewood Grove Rd
77	Jamison Corner Rd Relocated to Boyds Corner Rd
78	Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)
79	Boyds Corner Park and Ride
80	Cedar Lane: Marl Pit to Boyds Corner Rd (S. NCC Imp)
81	BR 393 on SR 299 over Appoquinimink River
82	BR 424 on Old Corbitt Road, East of Odessa
83	US 301: Maryland Line to SR 1
85	Westtown, Wiggins Mill Rd: Green Giant to St Annes
92	BR 488 on US 13 SB, South of Odessa
93	BR 438, Blackbird Station over Blackbird Creek
97	SR 299, SR 1 to Catherine Street
98	US 13, Duck Creek to SR 1

1	Areawide Safety and Spot Improvements
2	MD 272 Bridge over Amtrak
3	Jobs Access and Reverse Commute (JARC) Transit Operating Assistance
3	New Freedom Transit Operating Assistance
4	Small Urban Transit - Capital Assistance
5	Areawide Urban Street Reconstruction
5	Small Urban Transit - Operating Assistance
6	Areawide Congestion Management
7	Areawide Environmental Projects
8	Areawide Resurfacing and Rehabilitation
9	Chesapeake & Delaware (C&D) Canal Trail - Maryland
10	Susquehanna River Rail Bridge
11	Cecil County Bridge Preservation (CE-0097 Baron Rd)
12	MARC Maintenance Facility

Legend	
	Deleted project without funding
	New Project

Note: Only mappable projects shown; see TIP document for

Sample TIP Project Page

Investment Area categories are:

- Center/Core** – Well established areas with the most people and/or jobs. Planned investment emphasizes public transportation, walking and bicycling.
- Community** – Well established areas with moderate growth and development expected. Planned investment expands and improves existing transportation services and facilities.
- Developing** – Areas where land uses and development patterns are emerging. Planned investment encourages phased planned growth and rational development.
- Rural** – Areas where limited growth and development exist or are expected. Planned investment preserves natural resources and existing transportation facilities and services.

DOT funding category

Functional categories are:

- Program Development** – Identify a need and decide on a solution
- Preservation** – Maintain an existing facility or service
- Management** – Enhance existing facility or service to sustain an acceptable level of service
- Expansion** – New or expanded services and infrastructure

FY 2012 – 2015 TRANSPORTATION IMPROVEMENT PROGRAM September 8, 2011

SR 2, ELKTON ROAD: MARYLAND STATE LINE TO SR 273, DELAWARE AVENUE, NEWARK

DESCRIPTION: The project will include roadway reconstruction and intersection improvement within the city limits of Newark; safety, pedestrian, and bicycle improvements from West Park Place to Delaware Avenue; and pedestrian and bicycle improvements at SR 4, Christina Parkway / SR 2, Elkton Road intersection.

JUSTIFICATION: The roadway surface along this area is crumbling and needs a total reconstruction. The area from Amstel Avenue north of SR 273, Delaware Avenue in Newark has been identified as a Highway Safety Improvement Program (HSIP) site.

County: New Castle
Investment Area: Center
Municipality: Newark

Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 2004




PROJECT	PHASE	FUNDING	CURRENT 7/10-6/11	FY 2012 7/11-6/12	FY 2013 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2012-15 TOTAL	FY 2016-17 TOTAL
SR 2: MD line to Casho Mill Rd.	PE ROW C	80% FHWA 100% ST 100% ST						\$ 0.0 \$ 0.0 \$ 0.0	
SR 2: Casho Mill Rd to Delaware Ave	PD PE ROW C	80% FHWA 80% FHWA FHWA OTHER	\$ 1,650.0 \$ 8,200.0	\$ 261.1 \$ 8,808.3	\$ 4,665.6 \$ 14.6			\$ 261.1 \$ 13,473.9 \$ 14.6	
TOTAL			\$ 10,350.0	\$ 9,084.0	\$ 4,665.6	\$ 0.0	\$ 0.0	\$ 13,749.6	\$ 0.0

NEW CASTLE COUNTY – SYSTEM MANAGEMENT 2-52

Description of project

Why project is being done

Project name

Location map

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

Funding source for each project phase

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

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