

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.

ARRA or American Recovery and Reinvestment Act of 2009— The American Recovery and Reinvestment Act of 2009 (ARRA) is a \$787 billion economic stimulus package signed into law by President Barack Obama on Feb. 17, 2009. A percentage of the package targets spending (contracts, grants, and loans) and the rest includes tax cuts and entitlements such as Medicaid and Social Security Administration payments. ARRA has provided 100% federal funding to implement roadway, transit, bicycle and pedestrian preservation and improvement projects.

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.

Financial Plan - TEA 21 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 DeIDOT 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.

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 TEA-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 – 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 (NO_x) 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

Resolutions and Organizational Chart

Wilmington Area Planning Council

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e-mail: wilmapco@wilmapco.org
web site: www.wilmapco.org

WILMAPCO Council:

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Mayor of Elkhon

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

Shallen P. Bhatt
Delaware Dept. of Transportation
Secretary

Thomas P. Gordon
New Castle County
County Executive

Donald A. Halligan
Maryland Dept. of Transportation
Director, Office of Planning and
Capital Programming

Tari Moore
Cecil County Executive

Richard Paprocka
Delaware Transit Corporation
Acting Chief Executive Officer

Dennis P. Williams
Mayor of Wilmington

WILMAPCO Executive Director
Tigist Zegeye

RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) ADOPTING THE FY2015-FY2018 TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, the United States Department of Transportation's (USDOT) Regulations of Moving Ahead for Progress in the 21st Century (MAP-21), 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 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 FY2015-2018 TIP has undergone appropriate community and technical reviews; and

WHEREAS, the TIP must be determined to be air quality conforming in accordance with MAP-21 and Clean Air Act and Amendments (CAAA) of 1990 requirements; and

WHEREAS, the FY2015-2018 TIP has been found to be financially constrained, as directed by 23 CFR 450.324 (e), and consistent with the Regional Transportation Plan;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby adopt the FY2015-2018 Transportation Improvement Program.

Date: March 13, 2014


Joseph Fisona, Chairperson
Wilmington Area Planning Council

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RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)
APPROVING THE NEW CASTLE COUNTY
AIR QUALITY CONFORMITY DETERMINATION FOR THE
FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM AND THE
2040 REGIONAL TRANSPORTATION PLAN
AND AMENDING THE 2040 REGIONAL TRANSPORTATION PLAN

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

WHEREAS, the United States Environmental Protection Agency has under the National Ambient Air Quality Standards (NAAQS) designated New Castle County, Delaware in nonattainment for fine particulate matter and ozone; and

WHEREAS, WILMAPCO must demonstrate transportation conformity on its Transportation Improvement Programs and Regional Transportation Plans in accordance with federal requirements; and

WHEREAS, new regionally significant projects have received funding in New Castle County; and

WHEREAS, projects within the Transportation Improvement Program must be found in the Regional Transportation Plan, and an adjustment to the Regional Transportation Plan's project list is required at this time; and

WHEREAS, the Air Quality Conformity Determination for the FY 2015-18 Transportation Improvement Program and the 2040 Regional Transportation Plan has undergone appropriate technical review as required by the interagency conformity consultation process; and

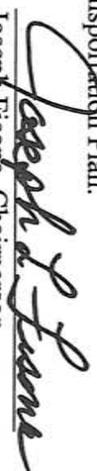
WHEREAS, the emission projections outlined in the FY 2015-18 Transportation Improvement Program and the 2040 Regional Transportation Plan show conformity to all appropriate budgets; and

WHEREAS, the FY 2015-18 Transportation Improvement Program and the 2040 Regional Transportation Plan has undergone a 30-day public review and comment period, including one public open house;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council approves the New Council County Air Quality Conformity Determination for the FY 2015-18 Transportation Improvement Program and the 2040 Regional Transportation Plan and amends the 2040 Regional Transportation Plan.

4-8-14

Date:



Joseph Fisona, Chairperson
Wilmington Area Planning Council



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WILMAPCO Executive Director
Tigist Zegeye

RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL CERTIFYING THE METROPOLITAN TRANSPORTATION PLANNING PROCESS FOR FISCAL YEAR 2015

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 USDOT Moving Ahead for Progress in the 21st Century (MAP-21) legislation requires the WILMAPCO certify that its transportation planning process is in conformance with regulations; and,

WHEREAS, the Federal Regulations for metropolitan transportation planning in 23 CFR 450.334 state that the State(s) and the MPO shall annually 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:

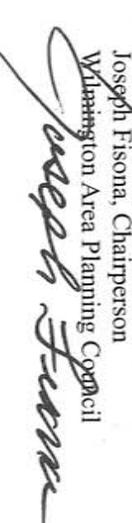
- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 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 SAFETEA-LU (Pub. L. 109-59) 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 35 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: March 13, 2014


Joseph Fisona, Chairperson
Wilmington Area Planning Council


Joseph Fisona

WILMAPCO

Partners with you in transportation planning

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION**

(To be submitted with each Metropolitan Transportation Improvement Program)

The Maryland 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), 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 SAFETEA-LU (Pub. L. 109-59) 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 35 regarding discrimination against individuals with disabilities.

**Wilmington Area
Planning Council**

**Maryland Department of
Transportation**

**Delaware Department of
Transportation**

Signature 

Signature

Signature

Tigist Zegeye
Printed Name

James T. Smith
Printed Name

Shailen P. Bhatt
Printed Name

Executive Director
Title

Secretary
Title

Secretary
Title

Date

Date

Date

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RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE RELEASE OF THE DRAFT FY 2015-2018 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 Moving Ahead for Progress in the 21st Century (MAP-21), 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 FY 2015-2018 TIP have undergone appropriate technical review, where it was determined that an air quality conformity determination is not required; and

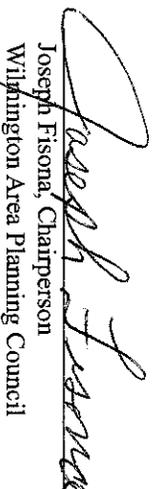
WHEREAS, the projects in the FY 2015-2018 TIP are drawn from the an air quality conforming 2040 *Regional Transportation Plan* (RTP) that is the basis for the New Castle County portion of the Statewide Capital Transportation Program for Delaware; and

WHEREAS, the MPO has determined that the projects are financially constrained, as directed by 23 CFR 450.324 (e); and

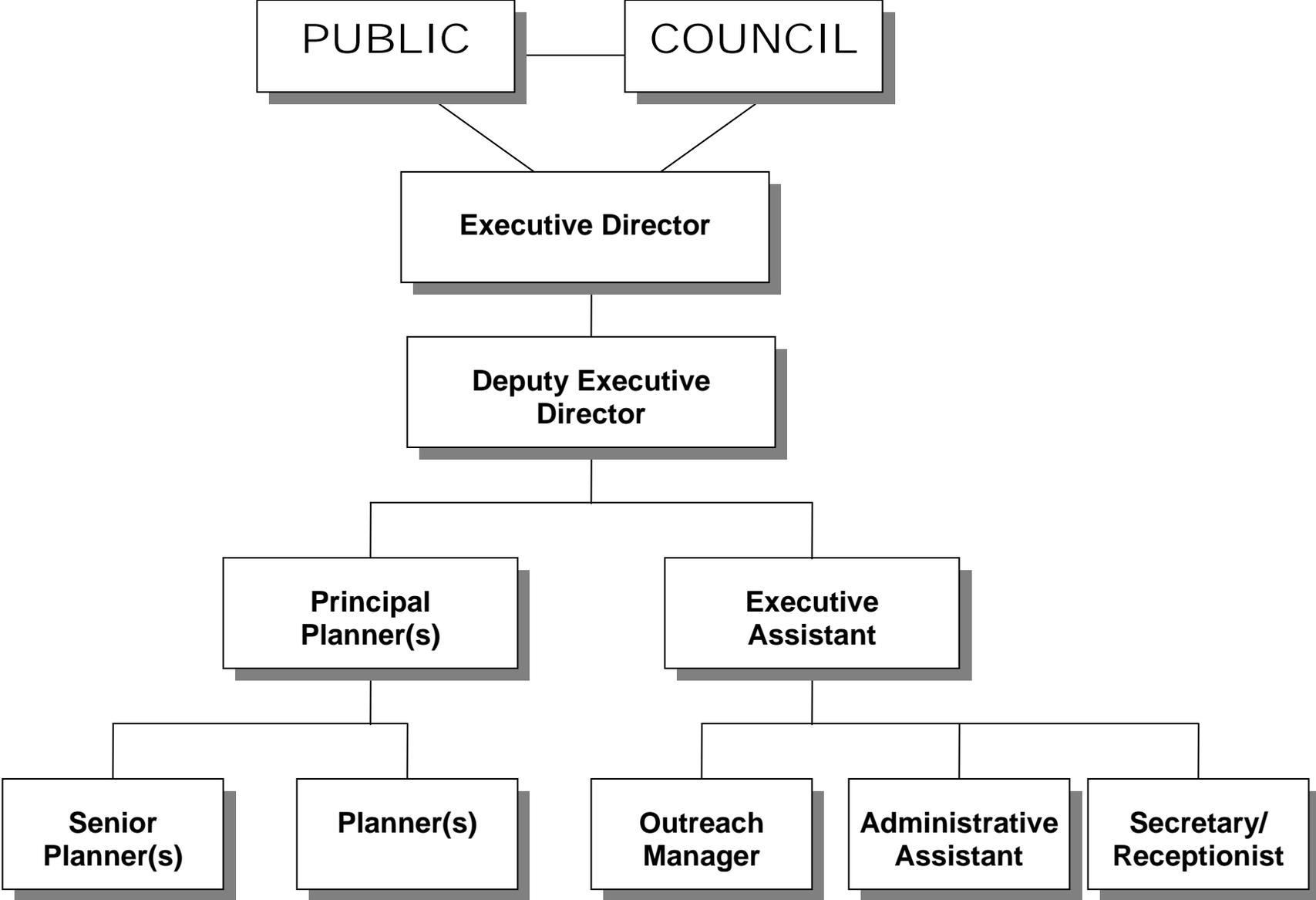
WHEREAS, the FY2015 projects contained in the amended FY 2015-2018 TIP will be utilized as the priority list of projects;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby approve the release of the draft FY 2015-2018 Transportation Improvement Program for a public review period.

Date: January 9, 2014


Joseph Fisona, Chairperson
Wilmington Area Planning Council

WILMAPCO Organization



APPENDIX C

Air Quality Conformity Analysis



Air Quality Conformity Determination

For the New Castle County, Delaware Portion of the
PA-NJ-MD-DE 8-hour Ozone &
PA-NJ-DE Fine Particulate Matter (PM_{2.5})
Nonattainment Areas

FY2015–2018 Transportation Improvement Program
And 2040 Regional Transportation Plan

March 2014



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Introduction

This report demonstrates transportation conformity of the Wilmington Area Planning Council's (WILMAPCO) Fiscal Year (FY) 2015-2018 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP) for the New Castle County, Delaware portion of the PA-NJ-MD-DE 8-hour ozone and PA-NJ-DE fine particulate matter (PM_{2.5}) nonattainment areas.

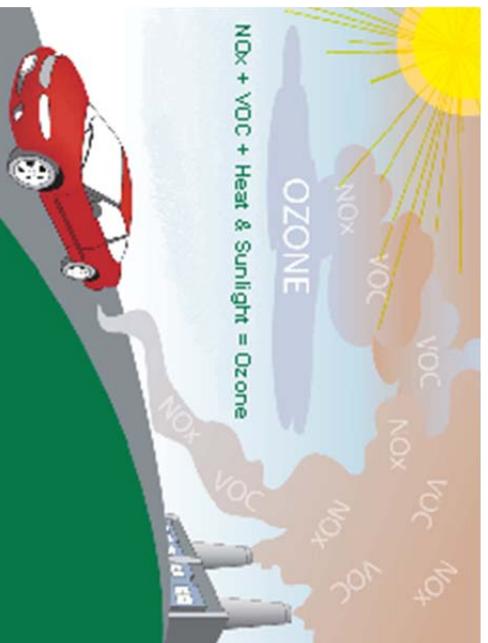
WILMAPCO is the Metropolitan Planning Organization (MPO) for New Castle County, Delaware and Cecil County, Maryland. It is designated by the governors of both states to plan for, coordinate, and program the many transportation investments in the region. Under federal law and regulation, all plans and programs that involve federal funds or are of regional significance must be reviewed and approved through WILMAPCO.

WILMAPCO is responsible for developing a Transportation Improvement Program (TIP) and a regional long-range transportation plan (RTP) in cooperation with the Maryland Department of Transportation (MDOT), the Delaware Department of Transportation (DelDOT) and affected transit operators. In accordance with federal planning requirements, a collaborative process has been developed wherein state, county and local governments and transportation providers are partners in the planning and programming process.

As the Federally-designated MPO for New Castle County, Delaware and Cecil County, Maryland, WILMAPCO is required by law to demonstrate that the RTP and TIP conform to the transportation emission budgets set forth in the Statewide Implementation Plan (SIP) for each state. If emissions generated from the projects programmed in the TIP and RTP are equal to or less than the emission budgets in the SIPs, then conformity has been demonstrated.

8-hour Ozone Background

Ozone is an odorless, colorless, gas and is created by a reaction between nitrogen oxides (NO_x) and volatile organic compounds (VOC) in the presence of sunlight. While ozone in the stratosphere forms a protective layer, shielding the earth from the sun's harmful rays, ground level ozone is a key contributor to smog. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents, and natural sources all contribute to NO_x and VOC emissions. Since ozone is formed in the presence of heat and sunlight, it is considered a summertime pollutant.



Ozone exposure is detrimental to public health. Ozone can irritate lung airways and cause inflammation similar to sunburn. Other symptoms include wheezing, coughing, and pain when taking a deep breath and breathing difficulties during exercise or outdoor activities. People with respiratory problems, children and the elderly are most vulnerable, but even healthy people that are active outdoors can be affected when ozone levels are high. Even at very low levels, ground-level ozone triggers a variety of health problems including aggravated asthma, reduced lung capacity, and increased susceptibility to respiratory illnesses such as pneumonia and bronchitis.

In addition to adverse health effects, ground-level ozone also interferes with the ability of plants to produce and store food, which makes them more susceptible to disease, insects, other pollutants, and harsh weather. Furthermore, ozone damages the leaves of trees and other plants, ruining the appearance of cities, national parks, and recreation areas.

8-Hour Ozone National Ambient Air Quality Standards

On May 21, 2012, EPA issued a final rule via the Federal Register (77 FR 30088) establishing initial air quality designations for the 2008 primary and secondary NAAQS for ozone. The 2008 standard is set at an 8-hour average concentration of 0.075 ppm and retains the same general form and averaging time as the 0.080 ppm NAAQS set in 1997. The effective date of the 2008 ozone standard designations was July 20, 2012.

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Areas across the United States that have failed to meet the standards outlined above have been designated as nonattainment areas and, as a result, are subject to transportation conformity. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not hinder the area from reaching and maintaining its attainment goals. In particular, the projects will not:

- *Cause or contribute to new air quality violations*
- *Worsen existing violations*
- *Delay timely attainment of the relevant NAAQS*

The PA-NJ-MD-DE area is classified as a marginal nonattainment area, resulting in an attainment date of December 31, 2015. It is made up of 16 counties spanning the states of Pennsylvania, New Jersey, Maryland and Delaware. The counties of Sussex and Kent, Delaware will no longer be included in the PA-NJ-MD-DE nonattainment area under the 2008 standard. Figure 1 illustrates the nonattainment areas.

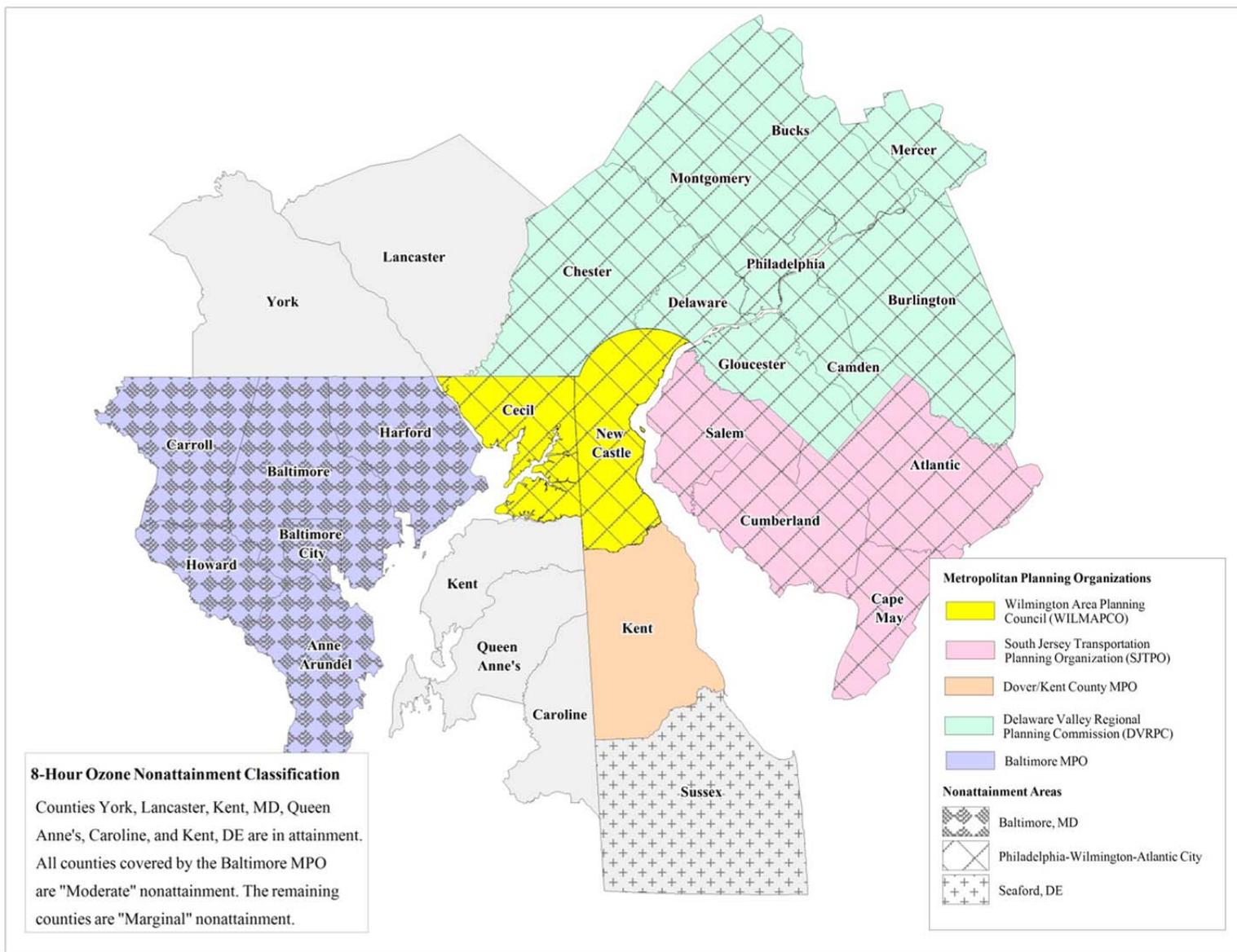
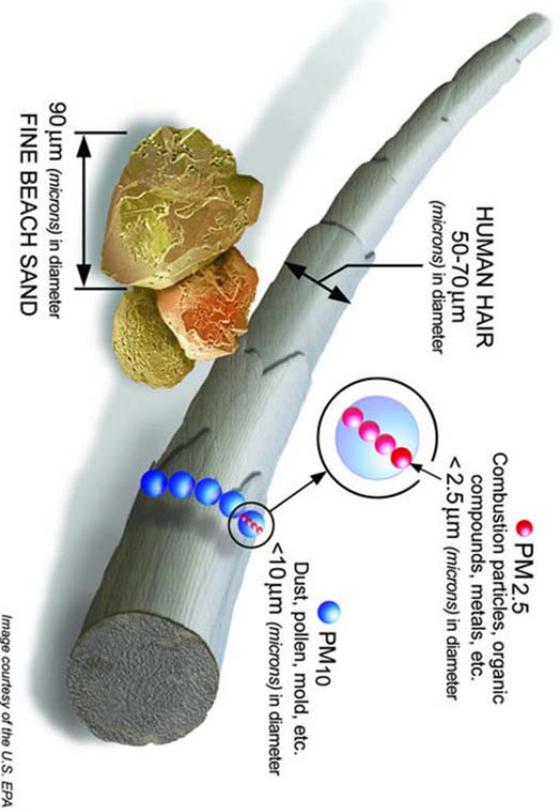


Figure 1: Regional Ozone Nonattainment Areas

PM2.5 Background

Fine particulate matter (PM2.5 hereafter) is a mixture of microscopic solids and liquid droplets suspended in the air, where the size of the particles is less than 2.5 μm (or about one-thirtieth the diameter of a human hair). Fine particles can be emitted directly (such as smoke from a fire, or as a component of automobile exhaust) or be formed indirectly in the air from power plant, industrial and mobile source emissions of gases such as sulfur dioxide and nitrogen oxides.



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The health effects associated with exposure to fine particles are significant. Scientific studies have shown significant associations between elevated fine particle levels and premature death. Effects associated with fine particle exposure include aggravation of respiratory and cardiovascular disease (as indicated by increased hospital admissions, emergency room visits, absences from school or work, and restricted activity days), lung disease, decreased lung function, asthma attacks, and certain cardiovascular problems such as heart attacks and cardiac arrhythmia. While fine particles are unhealthy for anyone to breathe, people with heart or lung disease, asthmatics, older adults, and children are especially at risk.

PM2.5 National Ambient Air Quality Standards

In July 1997, the EPA issued NAAQS for PM2.5, designed to protect the public from exposure to PM2.5 at levels that may cause health problems. That standard included two elements:

- 1) An annual standard set at 15 $\mu\text{g}/\text{m}^3$, based on a three year average of the annual mean PM2.5 concentrations, and

- 2) A 24-hour standard of 65 $\mu\text{g}/\text{m}^3$, based on a three year average of the 98th percentile of 24-hour concentrations.

Areas need to meet both standards to be considered in attainment of PM_{2.5} NAAQS¹.

On April 5, 2005, EPA designations under the PM_{2.5} NAAQS became effective, under which the region consisting of New Castle County in Delaware, Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania, and Burlington, Camden and Gloucester counties in New Jersey were collectively designated as a nonattainment area. This region is known as the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area.

In December 2006, the EPA revised the 24-hour standard from 65 $\mu\text{g}/\text{m}^3$ to 35 $\mu\text{g}/\text{m}^3$. Three years later, in December 2009, the EPA designated the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area in nonattainment for the 24-hour standard. The October 2011 PM_{2.5} SIP's PM_{2.5} emission budget, calculated using the MOVES model, was found adequate for conformity purposes by EPA in December 2013.

Nine counties spanning the states of Pennsylvania, New Jersey and Delaware comprise the PA-NJ-DE PM_{2.5} nonattainment area for the 2006 24-hour standard. Figure 1 illustrates nearby nonattainment areas.

¹ Meeting the PM_{2.5} standards nationwide is estimated to prevent at least 15,000 premature deaths; 75,000 cases of chronic bronchitis; 10,000 hospital admissions for respiratory and cardiovascular disease; hundreds of thousands of occurrences of aggravated asthma; and 3.1 million days when people miss work because they are suffering from symptoms related to particle pollution exposure.

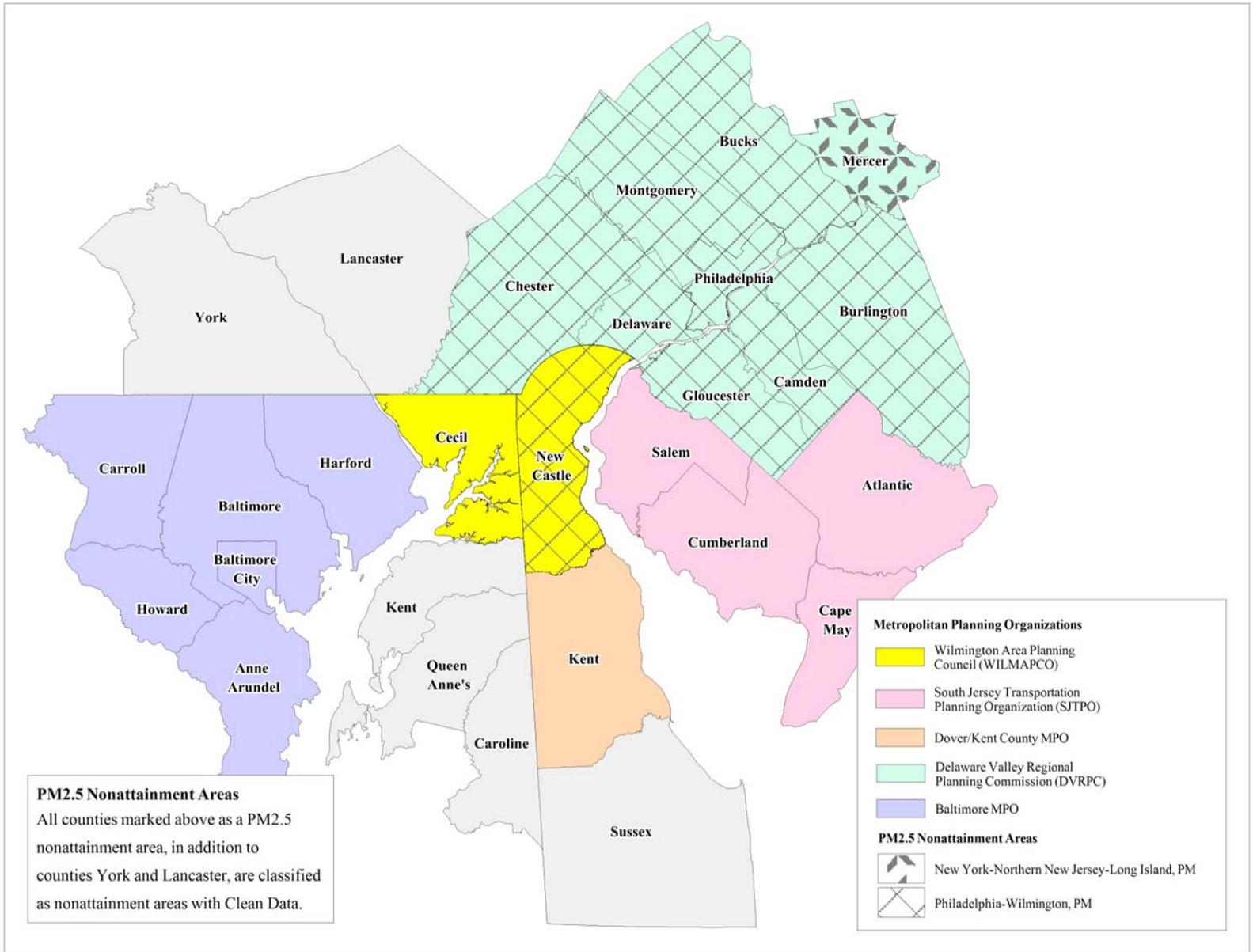


Figure 2: Regional PM2.5 Nonattainment Areas

Status of the 2040 RTP and FY 2015-2018 TTP

As the regional transportation-planning agency for Cecil County, Maryland and New Castle County, Delaware, WILMAPCO is charged with authoring a long-range transportation plan with at least a 20-year planning horizon. The RTP presents recommendations for enhanced transportation efficiency and functionality, including the construction of new facilities, improved connectivity to multiple travel modes, and the enhancement of existing highway, transit, and bicycle/pedestrian facilities. Transportation projects that address challenges faced by the region are identified in this plan and placed in the four-year TTP that corresponds to that project's development timetable.

The 2040 RTP and the Fiscal Year 2015 – 2018 TTP were created by the WILMAPCO staff and member agencies. The RTP was adopted by the WILMAPCO Council in January 2011 and received federal approval in March 2011. The TTP and an amended RTP will be formally adopted, along with this determination, in March 2014.

Interagency Consultation

As required by the federal transportation conformity rule (40 CFR 93.105) the conformity process includes a significant level of cooperative interaction among the federal, state and local agencies. Interagency consultation requirements include coordination with the local county representatives, the MPO and representatives from both state and federal agencies including:

- WILMAPCO
- Maryland Department of the Environment
- Maryland Department of Transportation
- Maryland SHA, MTA and MDTA
- Delaware Transit Corporation
- Delaware Department of Transportation
- Delaware Department of Natural Resources and Environmental Control
- Cecil County
- New Castle County
- FHWA
- EPA
- FTA

As part of the interagency consultation, the Technical Advisory Committee (TAC) and Air Quality Subcommittee (AQS) groups met and collaborated in order to achieve the following goals related to the transportation conformity process:

- Determine planning assumptions

- Develop a definitive list of future year projects to be analyzed
- Develop a format for presenting determination
- Develop and standardize the public participation process

Meeting minutes and notes are available at the following webpages:

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

Determine Planning Assumptions

Ozone

The emissions resulting from the implementation of regionally significant transportation projects (those which do not qualify as exempt under 40 CFR 93.126 and 127) will be compared to the Delaware Department of Natural Resources and the Environmental Control's (DNREC) Motor Vehicle Emissions Budget (MVEB).

The ozone emissions budgets of record were developed by DNREC using the MOBILE6b model for 2009. The following budgets were used:

- VOC: 9.89 tons/summer day
- NOx: 19.23 tons/summer day

The EPA regulations, as outlined in the Final Transportation Conformity Rule, Section 93.118, require that emissions analyses for the following years:

- Attainment year
- A near-term year, one to five years in the future
- The last year of the RTP's forecast period
- An intermediate year or years such that analyses years are no more than ten years apart.

The following five analysis years were chosen for the ozone analysis:

- 2015 (near-term year and the attainment year)
- 2020 (interim year to keep analysis years less than ten years apart)
- 2030 (interim year to keep analysis years less than ten years apart)
- 2040 (WILMAPCO Plan horizon year)

As discussed above, ozone formation is a direct result of VOC and NOx emissions reacting with each other in the presence of sunlight. The EPA has ruled that both precursor emissions, VOC and NOx, must be included in a regional analysis of 8-hour ozone for transportation conformity.

PM2.5

PM2.5 can result from both direct and indirect sources. Gasoline and diesel on-road vehicles emit both direct PM2.5 and other gases that react in the air to form PM2.5. Transportation-related direct PM2.5 emissions can result from particles in exhaust fumes, from brake and tire wear, from road dust kicked up by vehicles, and from highway and transit construction. Transportation-related indirect PM2.5 emissions can result from one or more of several exhaust components, including nitrogen oxides (NOx), volatile organic compounds (VOCs), sulfur oxides (SOx), and ammonia (NH₃).

For the regional analysis of direct PM2.5 emissions, the EPA has ruled that both exhaust and brake/tire wear must be included. However, EPA has ruled that regional emissions analyses for direct PM2.5 should include road dust only if road dust is found to be a significant contributor to PM2.5 by either the EPA Regional Administrator or a state air agency. For this nonattainment area, neither of the EPA Regional Administrators nor any of the three state air agencies have found that road dust is a significant PM2.5 contributor. EPA has also ruled that regional direct PM2.5 analyses need only include fugitive dust from construction of transportation projects if the SIP identifies these emissions as significant contributors to the regional PM2.5 problem. The current submitted PM2.5 SIP has not deemed construction-related dust as a contributor to the regional PM2.5 problem. Thus, the only components of direct PM2.5 emissions to be considered in the nonattainment area are tailpipe exhaust and brake/tire wear.

For the regional analysis of indirect PM2.5 emissions (also called PM2.5 precursors), the EPA has identified four potential transportation-related PM2.5 precursors: NOx, VOCs, SOx, and NH₃. The current PM2.5 SIP does not identify any precursors identified other than NOx as a significant contributor of PM2.5 emissions in New Castle County.

The following PM2.5 pollutants and precursors were tested:

- Direct PM2.5 source: tailpipe exhaust, brake and tire wear
- PM2.5 Precursor: NOx

The PM2.5 emissions budget of record were developed by DNRREC using the MOVES model (described later) for 2012. The following budgets were used:

- Direct PM2.5 2012 budget: 199.0 tons/year (0.545 tons/day)
- Indirect (NOx) PM2.5 2012 budget: 6,273 tons/year (17.19 tons/day)

EPA regulations require that emissions analysis be conducted for specific analysis years. Section 93.119(g) of the *Final Rule* states that these analysis years must include a near-term year (one to five years in the future), the last year of the long range plan, and an intermediate year or years such that analysis years are no more than 10 years apart. Additionally, the 2015 analysis year meets a conformity requirement to test conformity for the attainment year.

The following five analysis years were chosen for the PM_{2.5} analysis:

- 2015 (near-term year and the attainment year)
- 2020 (interim year to keep analysis years less than ten years apart)
- 2030 (interim year to keep analysis years less than ten years apart)
- 2040 (WILMAPCO Plan horizon year)

Travel Demand Modeling Methodology

The air quality analysis conducted for the FY 2015-2018 TIP and 2040 RTP used a series of computer-based modeling techniques. These techniques are consistent with methods WILMAPCO and DelDOT have used in conducting air quality analyses required by the CAA amendments, and are similar to those used by other state and regional transportation agencies in preparing air quality analyses. They are also consistent with the modeling procedures WILMAPCO and DelDOT have used assisting in the preparation of various SIP documents with the Delaware Department of Natural Resources and Environmental Control (DNREC).

Travel Demand Modeling

A travel demand model for Delaware, including New Castle County, is maintained by DelDOT. The model applies a variety of data regarding roadway network conditions, vehicular travel patterns, automobile ownership, and the location of population and employment sites. The model follows a five-step process of trip generation, distribution, mode split, assignment, and feedback that is commonly used throughout the transportation planning industry. The model components were processed through the CUBE Voyager software package. The primary products of the model used in the air quality analysis were estimated volumes and average speeds for each segment or “link” of the roadway system.

The modeling process developed for the FY 2015-2018 TIP and the 2040 RTP used a 2012 base year network validated against DelDOT traffic counts for 2011. Model networks were developed for the years 2015, 2020, 2030, and 2040 for New Castle County. The networks include the major capacity improvement projects that are expected to be in place and open to service during these years. The types of projects that are tested include enhanced transit service, highway widening (one lane or more) and/or new construction.

Demographic projections, including employment, households, and population, were developed for each of the analysis years through the WILMAPCO Data & Demographic Subcommittee. These forecasts were recommended by the Technical Advisory Committee (TAC) and were adopted by the WILMAPCO Council in July 2013.

Travel estimates were developed for this conformity analysis using a so-called “five-step travel demand” modeling process. The model follows the traditional five-step modeling approach that includes trip generation, trip distribution, mode split, assignment, and feedback. This type of process is required by Federal air quality conformity regulations, and is a set of planning tools commonly used among MPOs and State DOTs.

The travel demand modeling process uses two sets of primary input data. The first is socio-economic data for Traffic Analysis Zones (TAZ) for the New Castle County MPO region. Since the modeling process maintained for WILMAPCO by the Delaware DOT (Division of Planning) uses a single, integrated model of the Delaware/Maryland portion of the Delmarva Peninsula, WILMAPCO staff have developed a subcommittee process to estimate and manage demographic data for the TAZ in New Castle County. This demographic data generally consists of:

- 1) Population
- 2) Dwelling Units
- 3) Total Employment by Place of Work
- 4) Employment by Job Sector, by Place of Work
- 5) Total Employed Persons (Employment by Place of Residence)
- 6) Average Income
- 7) Income Quartiles
- 8) Average Vehicle Ownership
- 9) Vehicle Ownership Quartiles

For each TAZ, data for each of these items is obtained from the most recent census, updated as needed to the base year of the long range plan. For this conformity analysis, that means data from the 2010 Census was used with other locally obtained information to develop a set of TAZ estimates for 2013. Employment by place of work is not a product of the US Census, but the Demographics and Data Subcommittee used a series of local and state data sources to develop and achieve consensus on TAZ-based employment locations. The MPO subcommittee also developed demographic forecasts for each TAZ, for the horizon years of 2020, 2030, and 2040. Other years needed for the plan were obtained through interpolation.

The second primary travel model input is the so-called “travel network” representation of New Castle County roadways and streets. The network file stores the following data for each street segment:

- 1) Functional Class (or road type)
- 2) Number of Lanes
- 3) Lane Capacity
- 4) Posted Speed
- 5) Operating Speed
- 6) Average Peak Period Capacity (Lanes X Lane Capacity)

The current set of DeIDOT/MPO travel demand models is typical of advanced TAZ-based travel models in use in the United States. DeIDOT staff (with assistance from an engineering consulting firm) estimated these models using data from the 1997 – 2005 Delaware Travel Monitoring Survey (DTMS). The current TAZ-based models are referred to as aggregate demand models because they are applied at an aggregate, zonal level with extensive market segmentation.

As part of this plan update a review and process update of the modeling programs was performed by DeIDOT staff, which added the 2005 – 2011 DTMS travel survey data to the modeling process.

The trip generation models include a precursor step, which disaggregates TAZ-based household data using workers per household, persons per household, and vehicles per household data from US Census PUMS, then applies cross classification-based trip generation rates to estimate productions and attractions for each TAZ, for several trip purposes including:

- 1) Home-Based Work (HBW)
- 2) Home-Based Local Shopping (HBLS)
- 3) Home-Based Regional Shopping (HBRS)
- 4) Home-Based Other (HBO)
- 5) Non-Home Based (NHB)
- 6) Journey-to-Work (JTW)
- 7) Journey-at-Work (JAW)
- 8) Trucks

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The trip distribution models are standard gravity model formulations using trip length frequencies for each trip purpose, from the 1997 – 2011 DTMS.

The mode choice model used by DeIDOT and the MPOs is a nested logic choice format. Non-motorized trips (separate modes for bicycle and walk) are included as an option in certain sets of model runs that are based on tax-parcel TAZ geography. Non-motorized trips are not currently modeled in the TAZ-based regional modeling process used for county-based conformity analyses.

The trip assignment procedures use network capacity-constrained equilibrium methods, which emphasize average weekday peak period congestion levels to allocate roadway volumes and speeds by time period of day. Four peak period times are used: AM, Midday, PM, and Offpeak. The process uses customized speed-flow delay curves representing freeway, arterial, collector, and local speeds separately.

The model process methods, as required by conformity regulations, incorporate full feedback from trip assignment back through trip distribution. The travel model was run in

the CUBE Voyager software package (Version 6.0.2) under license from the vendor, Citilabs.

In summary, the modeling process used a 2012 base year network validated against DeIDOT traffic counts for 2011. Model networks were developed for 2015, 2020, 2030, and 2040 for New Castle County and for the Delaware/Maryland peninsula counties. Modeled transportation projects are listed in Table 1. The types of projects tested were corridor improvements, highway widening, and new roadway construction. Each project was added to the network in the year when the improvement was completed. Socioeconomic projects such as population, employment, and household size were developed for the same planning horizon years.

Table 1: Cecil and New Castle Counties' Regionally Significant Projects

<i>ID</i>	<i>Project</i>	<i>County</i>	<i>Model Year</i>
1	MD 213: Frenchtown Road to US 40 (two to four lane divided highway)	Cecil	2030
2	I-95: Susquehanna River to DE Line (add a lane in each direction, plus bridge expansion)	Cecil	2030
3	MD 272: US 40 to Lums Rd. (two to four lane divided highway)	Cecil	2040
4	I-95/SR 222 Interchange (two to four lanes on the SR 222 bridge)	Cecil	2040
5	SR 72, McCoy Road to SR 71 (two to four lanes)	NCC	2020
6	Road A / SR 7 Improvements (new lane in each direction)	NCC	2020
7	US 301: MD State Line to SR 1 & Spur (new four lane expressway, plus two lane spur)	NCC	2020
8	Christina River Bridge (new bridge)	NCC	2020
9	SR 1: Tybouts Corner to SR 273 (four to six lanes)	NCC	2020
10	SR 299, SR 1 to Catherine Street* (widening)	NCC	2020
11	Tyler McConnell Bridge, SR141: Monchamin Road to Alapocas Road (bridge expansion)	NCC	2030
12	SR 141/I-95 Interchange (expansion)	NCC	2030
13	US 40/SR 896 (grade separated intersection)	NCC	2030
14	Elkton Road, Maryland State Line to Casho Mill Road* (widening)	NCC	2030
15	SR 1: C & D Canal to Tybouts Corner* (widening)	NCC	2030
16	SR 4 (Christina Parkway); SR 2 to SR 896* (widening)	NCC	2030

**Redefined or resurrected projects – new to this analysis*

Emission Factor Estimate

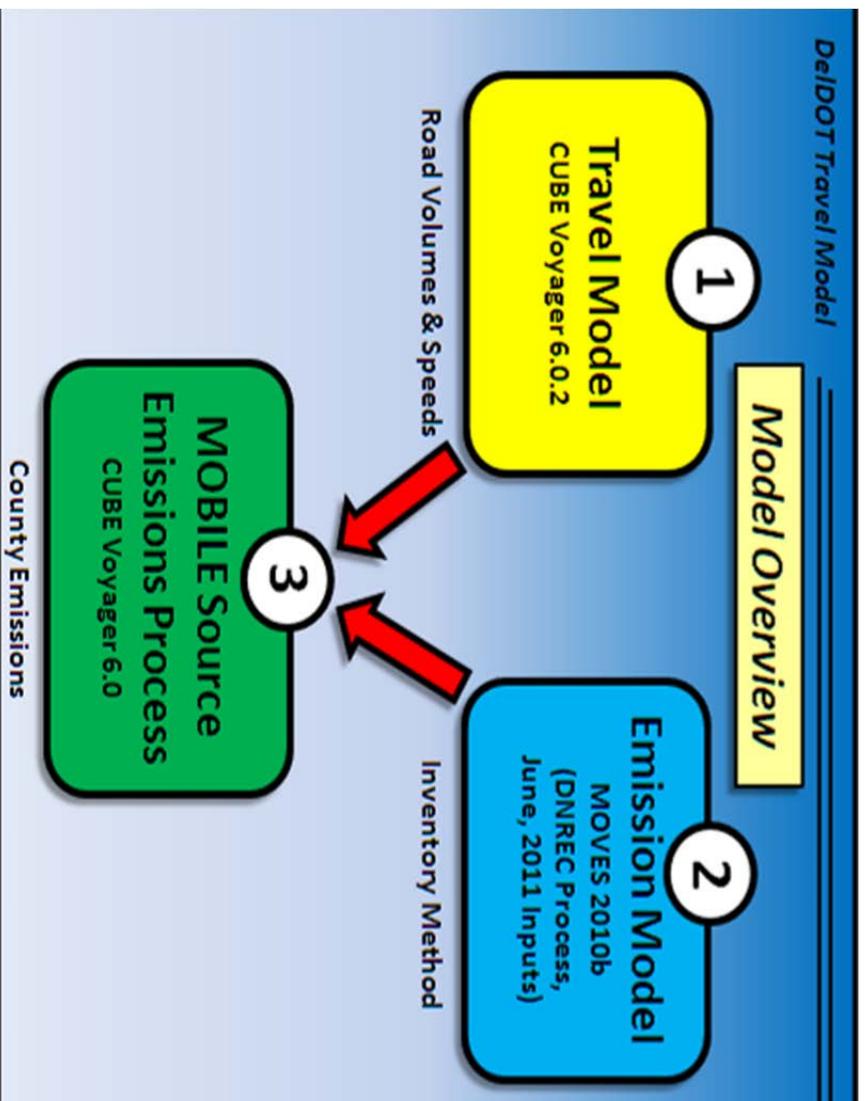
EPA's Office of Transportation and Air Quality (OTAQ) developed the **Motor Vehicle Emission Simulator** (MOVES). Initial draft versions of the software were released in 2009. This is the required modeling software used in regional or countywide air quality analyses including transportation conformity analyses. The software replaces the previous EPA tool which was called MOBILE6.2. The MOVES software is required for use in conformity analyses after March 2013.

MOVES estimates emissions for mobile sources covering a broad range of mobile source pollutants and allows multiple scale analysis. The MOVES software produces estimates of emissions from cars, trucks and motorcycles.

Figure 3 presents an overview of the process used to generate travel model and emissions model data for this conformity analysis. The travel model software, CUBE Voyager, was arranged by DelDOT staff with consultant assistance to include the DNREC spreadsheet “MOVES inventory method” process for estimating mobile source emissions in New Castle County. Essentially, DNREC staff developed an Excel-based application of the MOVES inventory method for estimating mobile source emissions. That process was incorporated, step-by-step, into the CUBE Voyager software so that conformity analysis process is based directly on the DNREC application of the MOVES inventory method. A series of quality-control checks was performed by DelDOT and the consulting firm staff ensuring the CUBE-model generated emissions data accurately replicated the DNREC spreadsheet method.

Travel model link volumes are summed to countywide totals. Adjustment factors are then used to account for seasonal traffic variations and alignment of Delaware-based Vehicle Miles Traveled (VMT) estimates with the federally-required Highway Performance Management System (HPMS). HPMS data are used to standardize the Delaware specific VMT data as required by the EPA so that direct comparisons can be made among different years and modeling scenarios.

Figure 3: Overview of Travel Model – Emission Model Process for Conformity



Mobile Source Emissions Estimates

The estimates of emissions for New Castle County are generated jointly by DelDOT and DNREC. The model post-processor takes data produced by CUBE Voyager model output for New Castle County and adjusts it for input into the MOVES mobile emissions process noted above. This process links the estimated roadway speeds and volumes generated by the travel demand model with emission trends derived from MOVES. The product of this process is countywide emission estimates presented in this document.

The VMT and emissions data for New Castle County were adjusted to be compatible with the data contained in the current SIPs. The adjustments represent factors to account for seasonal traffic variations and to align the travel demand estimates with DelDOT’s and the HPMS traffic level reporting system. These data were used to standardize the Delaware specific VMT data as required by the EPA so that direct comparisons can be made among different years and modeling scenarios.

Analysis Results

The results of the motor vehicle emissions budget tests are presented below in Tables 2 and 3 and 4. Table 2 presents the results of the budget tests for ozone emissions. Tables 3 and 4 present the results of the baseline and budget tests for PM2.5 emissions. All baselines and budget tests pass, demonstrating conformity.

Table 2: Ozone (VOC & NOx) Emissions Test Results – MVEB Test (tons/summer day)

	<i>Modeled years</i>			
	2015	2020	2030	2040
VOOC (tspd)				
Emissions	6.50	4.76	3.89	3.95
2009 Budget	9.89	9.89	9.89	9.89
Result	Pass	Pass	Pass	Pass
	<i>Modeled years</i>			
NOx (tspd)	2015	2020	2030	2040
Emissions	15.19	9.57	7.17	7.39
2009 Budget	19.23	19.23	19.23	19.23
Result	Pass	Pass	Pass	Pass

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Table 3: Annual PM2.5 Emissions Test Results – MVEB Test (tons/day)

	<i>Modeled years</i>			
	2015	2020	2030	2040
Direct PM2.5 (tpy)				
Emissions	175.9	131.5	115.3	121.4
2012 Budget	199.0	199.0	199.0	199.0
Result	Pass	Pass	Pass	Pass
	<i>Modeled years</i>			
Indirect (NOx) PM2.5 (tpy)	2015	2020	2030	2040
Emissions	5,519	3,511	2,646	2,719
2012 Budget	6,273	6,273	6,273	6,273
Result	Pass	Pass	Pass	Pass

Table 4: Daily PM2.5 Emissions Test Results – MVEB Test (tons/day)

		<i>Modeled years</i>			
Direct PM2.5 (tpd)		2015	2020	2030	2040
Emissions		0.482	0.360	0.316	0.332
2012 Budget		0.545	0.545	0.545	0.545
Result		Pass	Pass	Pass	Pass
<i>Modeled years</i>					
Indirect (NOx) PM2.5 (tpd)		2015	2020	2030	2040
Emissions		15.12	9.62	7.25	7.45
2012 Budget		17.19	17.19	17.19	17.19
Result		Pass	Pass	Pass	Pass

2040 RTP and FY 2015-2018 TIP Conformity Determination

Financial Constraint

The planning regulations, Sections 450.322(b) (11) and 450.324(e) require the transportation plan to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. WILLMAPCO has developed an estimate of the cost to maintain and operate existing roads and bridges in the MPO area and has compared that with the estimated revenues and maintenance needs of the new roads. WILLMAPCO has found that the projected revenues are sufficient to cover the costs; therefore, satisfying the financial constraint requirement.

Public Participation

This conformity document has undergone the public participation requirements set forth in the Final Conformity Rule, and Final Statewide / Metropolitan Planning Rule. The draft document was made available for public review and comment beginning on January 13, 2014 and ending March 4, 2014. The public review and comment period was announced using the following outlets:

- Notices in the Delaware News Journal and Cecil Whig
- WILLMAPCO website (www.willmapco.org)
- WILLMAPCO E-NEWS (monthly electronic newsletter)
- WILLMAPCO Transporter (quarterly newsletter)
- TIP Public Workshop on February 24, 2014 from 4 PM to 7 PM at WILLMAPCO

The documentation of the observed 30-day public comment period can be found in Appendix G of the TIP.

Appendices

Appendix A

Conformity Question Checklist

Table A-1: Conformity Questions Matrix

SECTION OF 40 CFR PART 93	CRITERIA	YES / NO	COMMENTS
<i>GENERAL CRITERIA APPLICABLE TO BOTH PLAN AND TIP</i>			
93.11	Are the conformity determinations based upon the latest planning assumptions ?	Yes	The conformity determination uses the most recent available information including recent demographics and vehicle registration.
	(a) Is the conformity determination, with respect to all other applicable criteria in §§93.111 - 93.119, based upon the most recent planning assumptions in force at the time of the conformity determination?	Yes	Population, housing and land use data inputs for the Travel Demand Model were updated in July 2013. Vehicle fleet data for 2013 was utilized in the conformity determination.
	(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	Yes	Transportation demand end emissions modeling assumptions are developed by the DE Dept of Transportation in conjunction with WILMAPCO and other local, state and federal representatives as part of the consultation process. Standard procedures for projecting future demographics are outlined in the Plan.
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination? (d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.	Yes	Reasonable assumptions have been made with regard to transit fares and operating policies (fare and service levels). No changes to transit fare policy are anticipated for the duration of the Plan. Changes to service levels for fixed route service in New Castle County are not anticipated for the duration of the plan. It is reasonable to assume they will remain constant. Road and bridge tolls are not expected to increase over the life of the Plan.

SECTION OF 40 CFR PART 93	CRITERIA	YES /NO	COMMENTS
	(f) Key assumptions shall be specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105.	Yes	Key planning assumptions are included and explained in the conformity determination document and agreed upon by all participating parties through the interagency consultation process. The conformity document has been made available for public review for the required 30 day period.
93.111	Is the conformity determination based upon the latest emissions model?	Yes	EPA's latest emission model, MOVES, was used for this conformity analysis.
	Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity SIP?		WILMAPCO conducted the conformity determination in accordance with the consultation procedures of the conformity rule.
TRANSPORTATION PLAN			
93.106(a) (1)	Are the Horizon Years correct?	Yes	Analysis horizon years included 2015, 2020, 2030 and 2040. These represent the appropriate horizon years for the 8-hour ozone and PM2.5 NAAQS conformity determination.
93.106(a) (2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Yes	Socioeconomic data including population, retail and non retail employment and number of households are included in the body of the conformity document
93.106(a) (2)(ii)	Is the highway and transit system adequately described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years?	Yes	The regional modifications to the highway and transit systems are documented within the conformity determination report and included in the emissions analysis.
93.108	Is the Transportation Plan Fiscally Constrained?	Yes	The transportation plan is in complete agreement with the State's FY 2014 to 2019 Capital Improvement Plan.
93.113(b)	Are TCMs being implemented in a timely manner?	N/A	There are no TCMs included in the Plan.
93.118	For Areas with SIP Budgets: Is the Transportation Plan, TTP or Project consistent with the motor vehicle emissions budget(s) in the applicable SIP?	Yes	Emission totals calculated for each analysis years were tested against the 2009 SIP budgets for ozone and the 2012 PM2.5 budget.

Appendix B

Conformity Results Detailed VMT and Emissions By County By Functional Class By Analysis Year

Table B-2: Detailed Emission Results

New Castle County Annual PM2.5 and Nox Emission (Tons)

Month	2012			2015			2020			2030			2040		
	VOC	NOx	PM25												
1	314.40	660.79	23.60	242.39	490.53	18.73	164.25	314.09	14.81	117.51	238.81	13.43	115.06	244.84	14.12
2	286.68	610.29	21.19	214.84	449.26	16.64	150.64	289.56	13.16	106.31	218.05	11.83	106.91	225.33	12.51
3	274.02	659.10	21.25	210.47	489.13	16.44	147.74	312.87	12.61	114.47	237.46	11.26	114.43	243.65	11.85
4	251.00	642.67	18.96	191.27	474.69	14.25	137.71	300.82	10.52	110.53	226.06	9.17	111.09	231.93	9.65
5	244.18	641.03	18.72	186.48	474.74	13.87	135.94	301.80	10.02	112.43	227.41	8.61	114.56	233.58	9.06
6	243.46	580.73	16.64	185.83	428.93	12.10	136.61	270.43	8.50	111.60	202.43	7.15	113.13	208.35	7.51
7	255.36	582.23	16.89	194.90	430.08	12.26	143.30	270.83	8.60	116.44	202.61	7.22	117.78	208.61	7.59
8	249.85	619.22	17.59	190.66	457.29	12.81	140.08	288.60	9.02	114.88	216.20	7.59	116.64	222.49	7.98
9	229.64	567.15	16.07	175.59	419.22	11.73	129.04	264.61	8.29	106.84	197.92	7.01	108.89	203.33	7.37
10	238.82	591.02	17.61	183.00	439.10	13.23	132.47	280.24	9.76	108.83	211.72	8.50	110.63	217.12	8.94
11	260.62	620.24	19.82	199.45	460.32	15.32	139.57	294.20	11.72	109.04	223.03	10.46	109.46	228.73	11.00
12	309.54	682.20	23.50	237.18	505.38	18.50	161.58	322.64	14.49	117.83	244.65	13.09	115.91	250.91	13.77
Total	3157.56	7456.67	231.85	2412.06	5518.67	175.88	1718.94	3510.67	131.51	1346.71	2646.37	115.33	1354.48	2718.87	121.35

New Castle County Summer Weekday Ozone & PM2.5 Emission (Tons)

Month	2012			2015			2020			2030			2040		
	VOC	NOx	PM25	VOC	NOx	PM25	VOC	NOx	PM25	VOC	NOx	PM25	VOC	NOx	PM25
6	8.513	20.562	0.595	6.485	15.179	0.433	4.752	9.564	0.305	3.882	7.163	0.258	3.941	7.380	0.272
7	8.632	19.956	0.584	6.575	14.734	0.425	4.819	9.272	0.298	3.916	6.942	0.252	3.967	7.156	0.266
8	8.463	21.211	0.608	6.445	15.656	0.444	4.720	9.875	0.313	3.870	7.401	0.265	3.935	7.623	0.280
Average	8.536	20.576	0.596	6.502	15.190	0.434	4.764	9.570	0.306	3.889	7.169	0.258	3.948	7.386	0.272

Table B-2: VMT by Vehicle Type

New Castle County Annual VMT by Vehicle Type

HPMSVTypeID	2012 HPMS Annual VMT	2015 HPMS Annual VMT	2020 HPMS Annual VMT	2030 HPMS Annual VMT	2040 HPMS Annual VMT
Motorcycles	38,191,711	39,870,067	42,917,305	46,553,283	49,997,974
Passenger Cars	2,364,918,462	2,468,846,110	2,657,538,099	2,882,686,194	3,095,989,393
Other 2 axle-4 tire vehicles	2,679,177,959	2,796,915,914	3,010,682,023	3,265,748,666	3,507,396,418
Buses	31,990,137	33,395,962	35,948,389	38,993,957	41,879,299
Single Unit Trucks	48,155,389	50,271,604	54,113,824	58,698,377	63,041,739
Combination Trucks	129,644,155	135,341,439	145,685,480	158,028,034	169,721,255
Total	5,292,077,814	5,524,641,095	5,946,885,120	6,450,708,510	6,928,026,078

New Castle County Vehicle Population

sourceTypeName	2012 SourceType Population	2015 SourceType Population	2020 SourceType Population	2030 SourceType Population	2040 SourceType Population
Motorcycle	13288	13354	13656	14544	15005
Passenger Car	228892	236569	241930	257661	265816
Passenger Truck	146087	153604	157085	167299	172594
Light Commercial Truck	48112	50545	51690	55051	56793
Intercity Bus	189	191	195	208	215
Transit Bus	567	573	586	624	644
School Bus	988	946	968	1031	1063
Refuse Truck	73	75	77	82	85
Single Unit Short-haul Truck	2948	3059	3128	3332	3437
Single Unit Long-haul Truck	208	216	220	235	242
Motor Home	360	375	383	408	421
Combination Short-haul Truck	1149	1183	1210	1288	1329
Combination Long-haul Truck	865	889	909	968	999

Table B-3: Vehicle Population

New Castle County Average Daily VMT by Functional Classification

Functional Class	2012 HPMS Adjusted VMT	2015 HPMS Adjusted VMT	2020 HPMS Adjusted VMT	2030 HPMS Adjusted VMT	2040 HPMS Adjusted VMT
PA-rural	1,128,921	1,244,752	1,462,055	1,728,853	1,987,597
Minor Arterial-rural	274,518	308,330	327,372	388,254	432,400
Major collector-rural	178,772	197,037	203,285	255,580	295,407
Minor collector-rural	51,930	58,280	64,232	82,744	96,701
Local-rural	222,573	249,788	301,723	367,547	426,525
Interstate-urban	3,366,585	3,484,636	3,694,092	4,004,832	4,297,545
Freeway-urban	617,102	668,366	810,779	909,063	983,058
PA-urban	3,695,617	3,834,270	4,047,848	4,294,331	4,509,825
Minor Arterial-urban	1,460,282	1,513,726	1,578,574	1,670,208	1,726,640
Major collector-urban	1,223,632	1,280,057	1,328,229	1,453,014	1,582,470
Local-urban	2,239,297	2,296,762	2,430,132	2,518,748	2,590,865
Total	14,459,229	15,136,004	16,248,321	17,673,174	18,929,033

Table B-4: VMT by Functional Classification

Appendix C

Interagency Consultation

For a collection of meeting notes, please visit:

wilmappco.org/aqs



Appendix D

Public Participation Materials

Please visit:

wilmappco.org/tip

wilmappco.org/aaq



APPENDIX D

Financial Plan

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.

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.

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 2015-2018 Estimated Spending Summary

Delaware Statewide Element							
All \$ x 1000	State		Federal		Other		TOTAL
	Funds	Percent	Funds	Percent	Funds	Percent	
2015	144,967.4	73%	49,607.5	25%	2,960.0	1%	197,534.9
2016	154,463.4	76%	49,002.7	24%	960.0	0%	204,426.1
2017	155,064.1	70%	63,943.5	29%	960.0	0%	219,967.6
2018	149,514.8	72%	56,742.6	27%	960.0	0%	207,217.4
TOTAL	604,009.7	73%	219,296.3	26%	5,840.0	1%	829,146.0
New Castle County Element							
All \$ x 1000	State		Federal		Other		TOTAL
	Funds	Percent	Funds	Percent	Funds	Percent	
2015	26,459.0	10%	100,103.1	37%	140,882.0	53%	267,444.1
2016	22,103.4	8%	93,872.7	36%	145,797.7	56%	261,773.8
2017	32,052.0	15%	97,387.9	47%	78,290.0	38%	207,729.9
2018	25,309.0	14%	102,655.9	55%	58,865.5	32%	186,830.4
TOTAL	105,923.4	11%	394,019.6	43%	423,835.2	46%	923,778.2
Cecil County Element							
All \$ x 1000	State		Federal		Other		TOTAL
	Funds	Percent	Funds	Percent	Funds	Percent	
2015	6,256.2	16%	33,501.0	83%	410.8	1%	40,168.0
2016	5,644.6	15%	30,669.0	83%	774.4	2%	37,088.0
2017	4,245.4	18%	19,599.6	81%	287.0	1%	24,132.0
2018	404.0	19%	1,397.0	67%	287.0	14%	2,088.0
TOTAL	16,550.2	16%	85,166.6	82%	1,759.2	2%	103,476.0
Combined Total							
All \$ x 1000	State		Federal		Other		TOTAL
	Funds	Percent	Funds	Percent	Funds	Percent	
2015	177,682.6	35%	183,211.6	36%	144,252.8	29%	505,147.0
2016	182,211.4	36%	173,544.4	34%	147,532.1	29%	503,287.9
2017	191,361.5	42%	180,931.0	40%	79,537.0	18%	451,829.5
2018	175,227.8	44%	160,795.5	41%	60,112.5	15%	396,135.8
TOTAL	726,483.3	39%	698,482.5	38%	431,434.4	23%	1,856,400.2

All \$s x 1,000



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

SHAILEN P. BHATT
SECRETARY

December 10, 2013

Ms. Tigist Zegeye
Executive Director
Wilmington Area Planning Council
850 Library Avenue – Suite 100
Newark, De 19711

RE: Fiscal Reasonableness Statement

Dear Ms. Zegeye:

As you are aware, DeIDOT is still in the process of developing Delaware's FY15-FY18 STIP. Over the next several months DeIDOT will work with the MPO's, Sussex County, the State Budget Office and the Bond Bill committee to finalize a STIP that demonstrates fiscal constraint. The plan corresponds with the STIP plan used for the Capital Budget Request submitted on October 15, 2013, and corresponding email attachment sent to WILMAPCO dated November 5, 2013. As we move forward with our STIP plan, along with the final Bond Bill hearing in June there will be some adjustments made to the document to ensure continued fiscal constraint.

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Additionally, as DEFAC revenue projections are revised, the STIP will also be adjusted to maintain constraint. All this information will be provided to you upon final approval by the Bond Bill Committee. Attached is DeIDOT's current DEFAC Base Financial Plan for the next six years. This plan estimates the funding available for capital expenditures and would currently be the financial data we are using to bring the STIP into fiscal reasonableness.

Please feel free to contact me if you should have any questions. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Earle Timpson".

Earle Timpson
Assistant Director, Finance

ET:bg
Attachment

cc: Shailen P. Bhatt, Secretary
Drew Boyce, Director, Planning
Hugh Curran, Director, Finance
Bill Geronimo, Budget Program Analyst



**Base Financial Plan - Capital
September DEFAC 2013
(\$ in 000s)**

	2014	2015	2016	2017	2018	2019	2020
Sources of Funds							
Existing Pledged Revenue							
I-95 Tolls & Concessions	122,000	124,400	126,900	129,500	132,100	134,800	137,500
Motor Fuel Tax Admin.	114,100	113,200	112,300	111,400	110,300	109,200	108,100
DMV/Fees	156,600	161,400	166,200	171,200	176,300	181,700	187,100
Interest Income	2,500	3,000	3,500	4,500	4,500	4,500	4,500
Total Pledged Revenue	396,200	402,000	408,900	416,500	423,200	430,200	437,200
	1.9%	1.7%	1.7%	1.9%	1.8%	1.7%	1.6%
Non-Pledged Revenues							
SR 1 Tolls	47,500	48,100	48,700	49,300	49,900	50,500	51,100
Escheat	40,000	40,000	40,000	40,000	40,000	40,000	40,000
One Time General Fund Support	5,100	0	0	0	0	0	0
DE Transit (Farebox, FTA, & Other)	19,388	19,080	19,462	19,851	20,248	20,633	21,066
Port of Wilmington - Refinancing	1,628	1,628	1,628	1,628	1,628	1,628	1,618
Build America Bond Subsidy Payment	1,199	1,199	1,199	1,199	1,199	1,199	1,263
Other Transportation Revenue	11,300	11,400	11,500	11,600	11,700	11,700	11,800
Total Non-Pledged Revenue	126,115	121,407	122,489	123,578	124,675	125,680	126,847
Total Sources of Funds	521,315	523,407	531,389	540,178	547,875	555,880	564,047
	2.8%	0.4%	1.5%	1.7%	1.4%	1.5%	1.5%
Uses of Funds							
Debt Service							
DTA Bonds & Notes	111,050	105,801	99,584	95,466	96,085	90,501	85,802
Senior Bonds	111,050	105,801	99,584	95,466	96,085	90,501	85,802
New Debt Service	0	0	0	0	0	0	0
State G.O. Bonds	153	108	0	0	0	0	0
Total Debt Service	111,203	105,909	99,584	95,466	96,085	90,501	85,802
Operations							
Department Operations	146,283	150,671	155,192	159,847	164,643	169,582	174,670
	2.4%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Delaware Transit Corp. Operations	103,266	108,429	113,851	119,543	125,520	131,796	138,386
	4.2%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Total Operations	249,549	259,101	269,042	279,391	290,163	301,379	313,056
	3.2%	3.8%	3.8%	3.8%	3.9%	3.9%	3.9%
Total Uses of Funds Before Capital	360,752	365,010	368,626	374,857	386,248	391,880	398,858
State Resources Available for Capital	160,563	158,397	162,762	165,321	161,627	164,000	165,189
Beginning Capital Cash Balance	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Carry-over Encumbrance Balance	23,871	0	0	0	0	0	0
Federal Funds	305,300	218,609	219,162	218,320	216,378	172,189	140,946
Bond Proceeds	0						
Total Funds Available for Capital Expenditures	509,734	397,006	401,924	403,641	398,005	356,189	326,135
Less:							
State Capital Expenditures							
Carry-over Encumbrance Spend	160,563	158,397	162,762	165,321	161,627	164,000	165,189
Federal Capital Expenditures	23,871	0	0	0	0	0	0
GARVEE Debt-Service (Federal)	298,103	206,839	208,176	207,326	205,389	161,206	129,958
	10,198	11,770	10,986	10,994	10,989	10,983	10,988
Total Capital Spending	489,734	377,006	381,924	383,641	378,005	336,189	306,135
Ending Capital Cash	20,000						
GARVEE Bond Proceeds							
GARVEE Capital Expenditures	48,543	18,743	0	0	0	0	0
GARVEE Ending Capital Cash	29,800	18,743	0	0	0	0	0
	18,743	0	0	0	0	0	0
Pay Go Revenue							
State Capital	160,563	158,397	162,762	165,321	161,627	164,000	165,189
Pay Go Percentage	184,434	158,397	162,762	165,321	161,627	164,000	165,189
	87.1%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Additional Senior Bond Test	3.54	3.77	4.07	4.32	4.36	4.70	5.04
Total State Capital Spend (Line 64 + Line 65)	184,434	158,397	162,762	165,321	161,627	164,000	165,189
DEFAC FORECAST	191,700						
Short Term Financing Need	7,266						
FINANCE Key Performance Indicators (KPI)							
(Total Revenues do not include Interest, Escheat, GF Support and Fare Box)							
Debt-Service 25% or less of Total Revenue	24.7%	23.7%	22.2%	20.6%	19.4%	19.2%	17.8%
Operating 50% or less of Total Revenue	50.7%	52.0%	53.3%	54.5%	55.9%	57.2%	58.6%
DTC Operating 15% or less of Total Revenue	18.5%	19.4%	20.2%	21.0%	21.8%	22.6%	23.5%



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor
Anthony G. Brown
Lt. Governor
James T. Smith, Jr.
Secretary

December 11, 2013

Ms. Tigest Zegeye
Executive Director
Attn: Ms. Heather Dunigan
Wilmington Area Planning Council
850 Library Avenue, Suite 100
Newark, DE 19711

Re: Fiscal Reasonableness Statement

Dear Ms. Zegeye,

I am submitting the attached table for use by WILMAPCO in demonstrating the fiscal constraint of the FY 2015-2018 Transportation Improvement Program (TIP). The table presents a summary of capital costs and funding sources from the Maryland Department of Transportation's (MDOT) FY 2014-2019 Consolidated Transportation Program (CTP). The information provided is for the entire State including the Cecil County projects that are included in the WILMAPCO TIP.

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The trends and assumptions that support the revenue projections on which MDOT's Capital Program is based are documented in the CTP which is available on the MDOT web site. The information shows that the Department's capital and operating programs can be sustained and supported by the projected revenues.

If additional information on the fiscal reasonableness of the MDOT CTP is needed, please do not hesitate to contact me at 410-865-1295, toll free 888-713-1414 or via email at mmixon@mdot.state.md.us

Sincerely,

A handwritten signature in blue ink that reads "Michael W. Nixon".

Michael W. Nixon
Manager, Regional Planning
Office of Planning and Capital Programming

Attachment

cc: Mr. Ian Beam, Regional Planner, Office of Planning and Capital Programming, MDOT
Mr. Brian Martin, Assistant Director, Office of Planning and Capital Programming, MDOT
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, MDOT

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

Maryland Department of Transportation
Consolidated Transportation Program
Capital Program Allocations
FY 2013 – FY 2018
(in millions)

TRANSPORTATION FACILITIES AND PROGRAMS

<u>Expenditures</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>TOTAL</u>
State Highway Administration	\$ 1,081.0	\$ 1,275.2	\$ 1,320.8	\$ 1,268.3	\$ 1,181.3	\$ 1,050.9	\$ 7,177.5
Maryland Transit Administration	676.8	573.6	660.2	733.8	1,046.2	1,027.1	4,717.7
Washington Metro Area Transit	243.3	242.7	246.9	255.3	254.8	255.0	1,498.0
Maryland Port Administration	159.5	109.5	147.0	105.5	220.8	210.7	952.9
Maryland Aviation Administration	180.3	193.1	174.5	32.2	45.3	39.9	665.2
Motor Vehicle Administration	27.8	21.8	17.7	15.3	12.5	13.0	108.1
The Secretary's Office	104.2	102.1	43.6	24.8	18.3	13.6	306.7
Total	\$ 2,472.8	\$ 2,517.9	\$ 2,610.8	\$ 2,435.1	\$ 2,779.3	\$ 2,610.3	\$ 15,426.2

Sources

Special Funds	\$ 800.9	\$ 874.4	\$ 1,089.3	\$ 1,230.7	\$ 1,240.6	\$ 1,216.4	\$ 6,452.4
Federal Funds	849.4	740.7	743.5	636.5	658.3	798.4	4,426.8
Bonds	610.0	680.0	565.0	410.0	725.0	440.0	3,430.0
Other/BWI	122.4	113.1	103.3	48.4	45.8	45.8	478.9
WMATA Federal ¹	90.1	109.6	109.6	109.6	109.6	109.6	638.1
Total	\$ 2,472.8	\$ 2,517.9	\$ 2,610.8	\$ 2,435.1	\$ 2,779.3	\$ 2,610.3	\$ 15,426.2

Note: Totals may not add due to rounding

¹ Washington Metropolitan Area Transit Authority ("WMATA")

Financial forecasts used in the Consolidated Transportation Program (CTP) are based on currently available estimates of the Departments' revenues, administrative operating and maintenance expenditures, capital expenditures by the Department and its major grant recipients and receipts of related federal funding. Twelve month forecasts of all cash receipts and expenditures of the Department are updated quarterly, while six year forecasts are updated semiannually.

APPENDIX E

TIP Development and Amendment Process

WILMAPCO TIP Development Process

FY 2015-2018 TIP

2013

- **January** Request for FY 2015-18 TIP submissions sent out (including submission for the FY 2014 UPWP and Transportation Alternatives programs)
- Meet with local government to get project submissions

- **February** Joint WILMAPCO/DelDOT public meeting to get feedback on submissions

- **March** Deadline for project submissions, including DelDOT Pipeline

- **April** NMTWG reviews bicycle and pedestrian submissions and technical scores for FY 2015-18 TIP
- CMS reviews submissions and congestion criteria technical scores for FY 2015-18 TIP
- AQ reviews submissions and air quality technical scores for FY 2015-18 TIP
- TAC reviews submissions and technical scores for FY 2015-18 TIP

- **May** Council approves prioritized project list for inclusion in DelDOT FY 2015-2000 CTP

- **October** DelDOT provides WILMAPCO with its submission to the FY 2015 Delaware Budget Office, incorporating WILMAPCO priorities, for discussion with TAC/AQS/Council

November-

- **December** DelDOT supplies WILMAPCO with revised project funding and descriptions 1st week for the FY 2015-18 TIP
- TAC (12/19) and AQ (11/14) review draft FY 2015-18 TIP
- Air Quality Conformity Determination completed (11/14)

2014

- **January** FY 2015-18 TIP w/ Conformity released for public comment January 13 - March 5, 2014

- **February** Joint WILMAPCO/DelDOT workshop on draft FY 2015-18 TIP (February 24, 4 – 7 p.m.)
- Revise FY 2015-18 TIP based on public comments
- PAC (2/24)/TAC (2/20) adoption of FY 2015-18 TIP

- **March** Council (3/13) adoption of FY 2015-18 TIP

- **July** *As needed, DelDOT provides proposed amendments to FY 2015-18 TIP based on state funding in the Delaware FY 2014 Bond Bill*

- **August** *Council releases amendments to FY 2015-18 TIP for public comment period. Federally-funded and regionally significant amendments must reflect WILMAPCO priorities.*
- *Joint WILMAPCO/DelDOT public meeting to seek comments on proposed FY 2015-18 TIP amendments as needed*
- *PAC/TAC take action on amendments to FY 2015-18 TIP as needed*

- **September** *Council amends FY 2015-18 TIP as needed*



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 \$s 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)(D)(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 support, but some concerns raised
- _____ Mixed, equal support and opposition
- _____ Some opposition, many concerns raised
- _____ Strong opposition, major problems identified

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 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 33 points.

STEP 3: WILMAPCO's Technical Advisory Committee (TAC) reviews technical scoring for accuracy and proposes ranking considering:

- **WILMAPCO's Technical Advisory Committee (TAC) reviews technical scoring for accuracy and proposes ranking considering:**
- 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

F-1

STEP 4: WILMAPCO Council ranks submissions

Council ranks submissions considering:

- Technical score developed by staff and reviewed by TAC
- TAC proposed ranking
- 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 1: Improve Quality of Life

(Max. 10 points)

- Protect the public health, safety and welfare
- Preserve our natural, historic and cultural resources
- Support existing municipalities and communities
- Provide transportation opportunity and choice

Criteria:

<ul style="list-style-type: none"> ▪ Air Quality – Project expected to improve air quality by: <ul style="list-style-type: none"> ▪ reducing emissions ▪ reducing VMT (Vehicle Miles Traveled) ▪ not adding capacity ▪ increasing access to non-auto modes 3 Project expected to substantially improve air quality (all four bullets apply) 1 Project expected to slightly improve air quality (2-3 bullets) 0 No expected air quality impact (does not add capacity) -3 Negative air quality impact expected
--

<ul style="list-style-type: none"> ▪ Environmental Justice– Project enhances environment in locations with a high percentage of low-income and/or minority residents. Supportive projects reduce risk of accidents, and/or enhance neighborhoods. Negative impacts include increased accident risk for vehicular and/or non-motorized traffic, displacement of homes or businesses, and/or increased traffic through neighborhoods. <ul style="list-style-type: none"> 3 Project supports environmental justice in area with high low-income or minority population 1 Project supports environmental justice in area with above average low-income or minority population 0 Project does not impact environmental justice -1 Project negatively impacts area with above average low-income or minority population -3 Project negatively impacts area with high low-income or minority population
--

<ul style="list-style-type: none"> ▪ Safety – An “aggregate” scoring system combines the absolute number of accidents and the rate at which accidents occur per 1 million miles of VMT to be used. Scoring is based on a 4-point maximum scale with 4 being the highest priority and zero being the lowest. Points are assigned based on the following: <table style="margin-left: 20px;"> <tr> <td style="text-align: right;">Crash rate per 1 million miles VMT (past 5 years)</td> <td></td> </tr> <tr> <td style="text-align: right;">2</td> <td>Greater than 3 times the County average</td> </tr> <tr> <td style="text-align: right;">1</td> <td>2 to 3 times County average</td> </tr> <tr> <td style="text-align: right;">0</td> <td>At or below the County average</td> </tr> <tr> <td colspan="2" style="text-align: center;">+</td> </tr> <tr> <td style="text-align: right;">Total number of crashes (past 5 years)</td> <td></td> </tr> <tr> <td style="text-align: right;">2</td> <td>200+ accidents</td> </tr> <tr> <td style="text-align: right;">1</td> <td>100-200 accidents</td> </tr> <tr> <td style="text-align: right;">0</td> <td>Less than 100 accidents</td> </tr> </table> 	Crash rate per 1 million miles VMT (past 5 years)		2	Greater than 3 times the County average	1	2 to 3 times County average	0	At or below the County average	+		Total number of crashes (past 5 years)		2	200+ accidents	1	100-200 accidents	0	Less than 100 accidents
Crash rate per 1 million miles VMT (past 5 years)																		
2	Greater than 3 times the County average																	
1	2 to 3 times County average																	
0	At or below the County average																	
+																		
Total number of crashes (past 5 years)																		
2	200+ accidents																	
1	100-200 accidents																	
0	Less than 100 accidents																	

Goal 2: Efficiently Transport People (Max. 12 points)

Criteria:

- Improve transportation system performance
- Promote accessibility, mobility and transportation alternatives

- **Congestion Management System** – Corridor improvement recommended in 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

*** 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)

- 4 Greater than 60,000 AADT
- 3 40,000 – 60,000 AADT
- 2 20,000 – 40,000 AADT
- 0 Less than 20,000 AADT

+ Transit Usage
Transit Load Factor by segment based on the average # of riders vs. # of available seats.

- 3 Greater than 35% capacity
- 2 25 – 35% capacity
- 1 15 – 25% capacity
- 0 Less than 15% capacity

F-3

- **Transportation Justice** – Use percentage of zero-car households, elderly & persons with disabilities instead of low-income/minority (thresholds as determined by EJ report, Phase II), identify projects that support non-motorized or transit alternatives.

- 3 Supportive project within an area of high concentrations of mobility-constrained populations
- 1 Supportive project within an area of moderate concentrations of mobility-constrained populations
- 0 Does not improve mobility or ease access to transportation choices

GOAL 3: Support Economic Activity and Growth (Max 11 pts.)

- Ensure a predictable public investment program to guide private sector investment decisions
- Plan and invest to promote the attractiveness of the region

Criteria:

- **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.
 - 4 “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 initiatives. Those include adding or improving access to brownfield locations; an existing or planned site used for employment, tourism, manufacturing; commercial or industrial purposes; or addresses an issue identified through regional economic development planning.
 - For New Castle County, use DE Office of State Planning Policies and Spending map. Areas are defined as follows:
 - Investment Level 1: Dense areas within municipalities, urban places, high density areas and areas with infrastructure and services (i.e. sewer, water, transit, etc..).
 - Investment Level 2: Less developed municipal areas or fast-growing areas. Also identifies areas in which full services are expected or planned.
 - For Cecil County, use the State Priority Funding Areas and County Certified Areas
 - 3 Project located in Delaware Investment Level 1 area or Maryland Priority Funding Area
 - 1 Project located in Delaware Investment Level 2 area or Cecil County Certified Area
 - 0 Project not located in either of the above areas

F-4

- **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

850 Library Avenue, Suite 100
Newark, Delaware 19711
302-737-6205, Fax 302-737-9584
From Cecil County: 888-808-7088
e-mail: wilmappco@wilmappco.org
web site: www.wilmappco.org

WILMAPCO Council:

Joseph L. Fisona, Chair
Mayor of Elkton

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

May 10, 2013

Shailen P. Bhatt
Delaware Dept. of Transportation
Secretary

Hon. Shailen P. Bhatt, Secretary

Thomas P. Gordon
New Castle County
County Executive

Delaware Department of Transportation
800 Bay Road

Donald A. Halligan
Maryland Dept. of Transportation
Director, Office of Planning and
Capital Programming

P.O. Box 778
Dover, DE 19903

Tari Moore
Cecil County Executive

RE: Prioritization for the FY 2015-2018 Transportation Improvement Program and
FY 2014 Transpiration Alternatives Program

Lauren L. Skiver
Delaware Transit Corporation
Chief Executive Officer

Dear Mr. Bhatt:

Dennis P. Williams
Mayor of Wilmington

I am writing to submit priority projects as voted on by WILMAPCO Council at their
May 9 meeting, through the process described in the MOA between WILMAPCO
and DelDOT.

WILMAPCO Executive Director
Tigist Zegeye

For the FY 2015-2018 Transportation Improvement Program (TIP) and the New
Castle County element of the Delaware CTP, the priority is to:

F-5

1. Adequately fund preservation and safety projects.
2. Complete projects in the approved FY 2014-2017 TIP based on Council priority.
If projects must be deferred, use project priority to guide which projects would be
delayed. A prioritized project list is enclosed.
3. Complete projects in constrained RTP project list according to the identified in-
service dates. The prioritized list of projects not in the TIP list is enclosed.
4. Use prioritized aspirations list contained in RTP to identify other regional
priorities if funding levels allow additional projects.

In selecting CMAQ-funded projects, we recommend drawing from the enclosed list
of CMAQ eligible projects identified by the WILMAPCO Air Quality
Subcommittee. Also enclosed is a prioritized listing of projects for the FY 2014
Transportation Alternatives Program.



Partners with you in transportation planning

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,



Tigist Zegeye
Executive Director

Enclosures (3)

Cc: WILMAPCO Council
Drew Boyce, DelDOT
Bill Geronimo, DelDOT
Michael Kirkpatrick, DelDOT
Jeff Niezgoda, DelDOT
Earle Timpson, DelDOT
Mark Tudor, DelDOT
Heather Dunigan, WILMAPCO

Wilmington Area Planning Council

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Delaware Dept. of Transportation
Secretary

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New Castle County
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Donald A. Halligan
Maryland Dept. of Transportation
Director, Office of Planning and
Capital Programming

Tarl Moore
Cecil County
County Executive

Lauren L. Shiver
Delaware Transit Corporation
Executive Director

Dennis P. Williams
Mayor of Wilmington

WILMAPCO Executive Director
Tigist Zegeye

RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING A PRIORITIZATION OF PROJECT SUBMISSIONS FOR THE FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM

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 MPO priorities when ranking projects statewide; and

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council approves the project prioritization for the FY 2015-2018 TIP for submission to the Delaware Department of Transportation.

May 9, 2013
Date:



Joseph Fisona, Chairperson
Wilmington Area Planning Council

1	2	Goals										3	4	5		
		Improve quality of life				Transport people				Support Economic Activity & Growth					6	7
		Air Quality	Environmental Justice	Safety	CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Freight	Economic Development	Funding Match					
PROJECT											Technical Score	COUNCIL RANK				
4	PROJECTS IN FY 2014-2017 TIP															
5	Transit Vehicle Expansion: SR 141	3	3	1	1	2	0	3	2	3	0	18	1			
6	Transit Vehicle Replacement and Refurbishment, New Castle County	1	3	1	2	2	3	3	0	3	0	18	1			
7	Wilmington DART Bus Hub	1	3	2	2	2	2	0	1	3	2	18	1			
8	I-295 Westbound: US 13 - I-95	0	1	2	2	4	0	1	4	3	0	17	2			
9	US 40: US 40/SR 896 Grade Separated Intersection	0	0	4	2	2	0	0	4	3	0	15	3			
10	Wilmington Riverfront: Christina River Bridge	0	3	1	1	4	2	1	0	3	0	15	3			
11	Transit Vehicle Expansion, NCC	3	1	1	1	2	1	3	0	3	0	15	3			
12	SR 2: S. Union Street	0	3	0	2	2	3	1	0	3	0	14	4			
13	I-95 & SR 141 Interchange	0	0	2	0	4	3	0	4	1	0	14	4			
14	I-295 Improvements: Bridges	0	-1	2	2	3	0	0	4	3	0	13	5			
15	Rail Improvements: Fairplay Station Parking	0	0	2	2	2	3	0	0	3	0	12	6			
16	Bicycle, pedestrian and other improvements, statewide	1	3	1	0	0	0	3	0	3	0	11	7			
17	Rail: Newark Regional Transit Center (Newark Train Station)	1	0	0	1	2	1	3	0	3	0	11	7			
18	New Castle Industrial Track: s. of Christina River - Riverwalk	3	0	1	0	0	0	1	2	3	0	10	8			
19	Claymont Train Station	1	0	0	0	0	0	3	3	3	0	10	8			
20	US 40: US 40/SR 72 Intersection, including Del Laws Rd.	1	0	0	1	2	1	0	1	3	0	9	9			
21	SR 1, Tybouts Corner to SR 273	-3	0	1	2	4	0	0	2	3	0	9	9			
22	SR 2, Elkton Rd., Maryland State Line to Casho Mill Rd.	1	0	0	2	2	0	0	0	3	0	8	10			
23	Garasches Lane	1	3	0	0	0	0	1	0	3	0	8	10			
24	US 13, Philadelphia Pike, Claymont Renaissance Plan Implementation	1	1	1	0	0	0	1	0	3	0	7	11			
25	US 301: MD Line - SR 1, and Spur	0	0	1	1	1	0	0	3	1	0	7	11			
26	Southern New Castle County Improvements: Jamison Corner Rd. Relocated at Boyd's	1	0	2	0	0	0	0	0	1	3	7	11			
27	City of New Castle: SR9/6th St/3rd St.	0	0	0	1	0	2	0	0	3	0	6	12			
28	Road A /SR 7	-3	0	1	2	2	1	0	0	3	0	6	12			
29	Transit Vehicle Expansion: Paratransit	0	0	0	0	0	0	3	0	3	0	6	12			
30	Christiana Mall Park and Ride	1	0	0	0	0	2	0	0	3	0	6	12			
31	City of New Castle: SR 9/Delaware St./Harmony St.	0	0	0	0	0	2	0	0	3	0	5	13			
32	Southern New Castle County Improvements: Cedar Lane Rd.: Marl Pit - Boyd's Corner	1	0	0	0	0	0	0	0	1	3	5	13			
33	Westtown: Wiggins Mill Rd., Green Giant Rd. to St Annes Church Rd. F-8	0	0	0	0	0	0	0	0	1	4	5	13			

1	2	Goals										3	FY15		
		Improve quality of life				Transport people				Support Economic Activity & Growth				Technical Score	COUNCIL RANK
		Air Quality	Environmental Justice	Safety	CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Freight	Economic Development	Funding Match				
PROJECT															
34	Southern New Castle County Improvements: Boyd's Corner Rd.: Cedar Ln - US 13											5	13		
35	Boyd's Corner Park and Ride Expansion											5	13		
36	Southern New Castle County Improvements: Lorewood Grove Rd.: N412A - SR 1											4	14		
37	Grubb Road Pedestrian Improvements: Foulk Rd. to Naamans Rd.											4	14		
38	Rideshare Program, statewide											4	14		
39	SR 72: SR 71 - McCoy Rd											3	15		
40	Aeronautics, New Castle County Airport Terminal Improvements											3	15		
41	Mid County DMV											2	16		
42	Possum Park Rd. at Old Possum Park Rd.											1	17		
43	NOT IN FY 2014-2017 TIP														
44	Wilmington Traffic Calming: 4th St: Walnut to I-95											19	1		
45	Wilmington Initiatives: Bicycle Improvements											19	1		
46	US 13: Memorial Drive - US 40 Pedestrian Safety Improvements											19	1		
47	Wilmington Traffic Calming: Walnut: MLK Blvd. to 16th											18	2		
48	I-95: SR 896 Interchange											18	2		
49	SR 2, Kirkwood Highway and Red Mill Rd. Intersection											16	3		
50	Wilmington Traffic Calming: King/Orange: MLK Blvd. to 13th											16	3		
51	US 40 Plan: US 40 Sidepaths (SR 72-SR 1, SR 896-SR 72)											16	3		
52	Wilmington Initiatives: Walnut "Sweep Improvement"											15	4		
53	SR 48: N. DuPont Rd - SR 141 Pedestrian Safety Improvements											15	4		
54	Transit bus stop improvements - NCC											15	4		
55	Churchmans: SR4/SR7 JP Morgan											14	5		
56	I:95: Riverfront Interchange											14	5		
57	Rail: Middletown to Newark Passenger Rail											14	5		
58	US 13: SR 71, Tybouts Corner to US 40											13	6		
59	US 40: Salem Church Rd to SR 1 Sidepath											13	6		
60	US 40: SR 1 to SR 72 Widening											12	7		
61	Churchmans: Churchmans Rd. Extension											12	7		
62	Churchmans: SR 273/Chapman Rd.											12	7		
63	Statewide CAD/AVL											12	7		

1	2	Goals										3	FY15		
		Improve quality of life				Transport people				Support Economic Activity & Growth				Technical Score	COUNCIL RANK
		Air Quality	Environmental Justice	Safety	CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Freight	Economic Development	Funding Match				
PROJECT															
64	US 40: Transit improvements	1	3	0	1	2	2	0	0	3	0	12	7		
65	SR 141, US 13 to Burnside Blvd.	0	0	2	0	0	1	1	4	3	0	11	8		
66	Wilmington Initiatives: Market St.- 11th St. to 16th St.	1	3	0	2	2	0	0	0	3	0	11	8		
67	Churchmans: SR4/Harmony Rd.	0	0	2	2	2	0	0	2	3	0	11	8		
68	US 301 Multiuse Pathway	3	0	1	1	2	0	0	3	1	0	11	8		
69	US 40: SR 72 to Salem Church Sidepath	1	1	2	1	2	1	0	0	3	0	11	8		
70	SR 4, Christina Parkway: SR 2 to SR896	0	0	0	2	2	1	0	2	3	0	10	9		
71	Wilmington Initiatives: Water Street Walkway	1	1	0	2	0	0	3	0	3	0	10	9		
72	Tyler McConnell Bridge, SR141: Montchanin Rd. to Alapocas Rd.	1	0	0	1	2	0	0	2	3	0	9	10		
73	Wilmington Riverfront: West St. Connector Extension	0	1	0	2	0	0	3	0	3	0	9	10		
74	Wilmington Initiatives: Tatnall St. Connector	0	1	0	2	0	0	3	0	3	0	9	10		
75	Wilmington Initiatives: Shipley Street	1	3	0	2	0	0	0	0	3	0	9	10		
76	DuPont Road Pedestrian Facilities	3	3	0	0	0	0	0	0	3	0	9	10		
77	Churchmans: SR2/Harmony Rd.	0	0	1	0	0	3	0	1	3	0	8	11		
78	Churchmans: Red Mill Rd. Sidewalks	1	3	0	1	0	0	0	0	3	0	8	11		
79	Wilmington Traffic Calming: 12th St. Connector	0	1	0	0	0	0	3	0	3	0	7	12		
80	City of New Castle: SR 9	0	0	0	1	0	2	0	0	3	0	6	13		
81	US 40: Eden Square Connector	0	0	2	0	0	0	0	0	3	0	5	14		
82	Bicycle, Pedestrian: Foulk Rd.	1	0	1	0	0	0	0	0	3	0	5	14		
83	US 40: Newtown Trail & Pedestrian Improvements	1	1	0	0	0	0	0	0	3	0	5	14		
84	US 13, Odessa Transportation Plan Implementation	1	0	0	0	0	0	0	0	3	0	4	15		
85	Reybold Road Extended: SR 72 to Salem Church Rd.	0	0	0	1	0	0	0	0	3	0	4	15		
86	Bicycle, Pedestrian: Marsh Rd.	1	0	0	0	0	0	0	0	3	0	4	15		
87	SR 3, Marsh Rd/Washington Street Ext. and SR 3 Pedestrian Improvements	1	0	0	0	0	0	0	0	3	0	4	15		
88	Newtown Road: SR896 to SR 72	0	0	0	0	0	0	0	0	3	0	3	16		
89	SR 9, River Rd. Area, Dobbinsville	0	0	0	0	0	0	0	0	3	0	3	16		
90	Brackenville Road Slope Stabilization	0	0	2	0	0	0	0	0	1	0	3	16		
91	Mill Creek Rd. and McKennan's Church Rd. Intersection	0	0	0	0	0	0	0	0	3	0	3	16		
92	SR 7, Limestone Rd N. of Valley Rd. to PA Line, Dualization	-3	0	0	1	0	0	0	0	3	0	1	17		
93	Rail preservation: NCC Historic Red Clay	0	0	0	0	0	0	0	0	1	0	1	17		

1	PROJECT	Goals										Technical Score	FY15 COUNCIL RANK
		Improve Quality of Life				Transport People				Support Economic Activity & Growth			
		Air Quality	Environmental Justice	Safety		CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Freight	Economic Development		
4	PROJECTS IN FY 2014-2017 TIP												
5	Arterial												
6	US 40: US 40/SR 896 Grade Separated Intersection	0	0	4	2	2	0	0	4	3	0	15	1
7	SR 2: S. Union Street	0	3	0	2	2	3	1	0	3	0	14	2
8	US 40: US 40/SR 72 Intersection, including Del Laws Rd.	1	0	0	1	2	1	0	1	3	0	9	3
9	SR 2, Elkton Rd., Maryland State Line to Casho Mill Rd.	1	0	0	2	2	0	0	0	3	0	8	4
10	US 13, Philadelphia Pike, Claymont Renaissance Plan Implementation	1	1	1	0	0	0	1	0	3	0	7	5
11	City of New Castle: SR9/6th St/3rd St.	0	0	0	1	0	2	0	0	3	0	6	6
12	City of New Castle: SR 9/Delaware St./Harmony St.	0	0	0	0	0	2	0	0	3	0	5	7
13	Collectors												
14	Wilmington Riverfront: Christina River Bridge	0	3	1	1	4	2	1	0	3	0	15	1
15	Garasches Lane	1	3	0	0	0	0	1	0	3	0	8	2
16	SR 72: SR 71 - McCoy Rd	1	0	0	0	0	0	0	0	1	1	3	3
17	Possum Park Rd. at Old Possum Park Rd.	0	0	0	0	0	0	0	0	1	0	1	4
18	Expressways												
19	I-295 Westbound: US 13 - I-95	0	1	2	2	4	0	1	4	3	0	17	1
20	I-95 & SR 141 Interchange	0	0	2	0	4	3	0	4	1	0	14	2
21	I-295 Improvements: Bridges	0	-1	2	2	3	0	0	4	3	0	13	3
22	SR 1, Tybouts Corner to SR 273	-3	0	1	2	4	0	0	2	3	0	9	4
23	US 301: MD Line - SR 1, and Spur	0	0	1	1	1	0	0	3	1	0	7	5
24	Road A /SR 7	-3	0	1	2	2	1	0	0	3	0	6	6
25	Local												
26	Southern New Castle County Improvements: Jamison Corner Rd. Relocated at Boyd's	1	0	2	0	0	0	0	0	1	3	7	1
27	Southern New Castle County Improvements: Lorewood Grove Rd.: N412A - SR 1	1	0	0	0	0	0	0	0	1	2	4	2
28	Southern New Castle County Improvements: Cedar Lane Rd.: Marl Pit - Boyd's Corner	1	0	0	0	0	0	0	0	1	3	5	3
29	Westtown: Wiggins Mill Rd., Green Giant Rd. to St Annes Church Rd.	0	0	0	0	0	0	0	0	1	4	5	3
30	Southern New Castle County Improvements: Boyd's Corner Rd.: Cedar Ln - US 13	0	0	0	0	0	0	0	1	1	3	5	3
31	Other												
32	Aeronautics, New Castle County Airport Terminal Improvements	0	0	2	0	0	0	0	0	1	0	3	1
33	Mid County DMV	1	0	0	0	0	0	0	0	1	0	2	2

1	PROJECT	Goals										Technical Score	FY15 COUNCIL RANK	
		Improve Quality of Life				Transport People				Support Economic Activity & Growth				
		Air Quality	Environmental Justice	Safety		CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Freight	Economic Development			Funding Match
34	Pedestrian/Bicycle													
35	Bicycle, pedestrian and other improvements, statewide	1	3	1	0	0	0	3	0	3	0	11	1	
36	New Castle Industrial Track: s. of Christina River - Riverwalk	3	0	1	0	0	0	1	2	3	0	10	2	
37	Grubb Road Pedestrian Improvements: Foulk Rd. to Naamans Rd.	1	0	0	0	0	0	0	0	3	0	4	3	
38	Transit													
39	Transit Vehicle Expansion: SR 141	3	3	1	1	2	0	3	2	3	0	18	1	
40	Transit Vehicle Replacement and Refurbishment, New Castle County	1	3	1	2	2	3	3	0	3	0	18	1	
41	Wilmington DART Bus Hub	1	3	2	2	2	2	0	1	3	2	18	1	
42	Transit Vehicle Expansion, NCC	3	1	1	1	2	1	3	0	3	0	15	2	
43	Rail Improvements: Fairplay Station Parking	0	0	2	2	2	3	0	0	3	0	12	3	
44	Rail: Newark Regional Transit Center (Newark Train Station)	1	0	0	1	2	1	3	0	3	0	11	4	
45	Claymont Train Station	1	0	0	0	0	0	3	3	3	0	10	5	
46	Transit Vehicle Expansion: Paratransit	0	0	0	0	0	0	3	0	3	0	6	6	
47	Christiana Mall Park and Ride	1	0	0	0	0	2	0	0	3	0	6	6	
48	Boyds Corner Park and Ride Expansion	1	0	0	1	2	0	0	0	1	0	5	7	
49	Rideshare Program, statewide	1	0	0	0	0	0	0	0	3	0	4	8	
50	NOT IN FY 2014-2017 TIP													
51	Arterial													
52	SR 2, Kirkwood Highway and Red Mill Rd. Intersection	1	3	1	1	3	3	0	1	3	0	16	1	
53	Wilmington Initiatives: Walnut "Sweep Improvement"	0	3	2	2	2	3	0	0	3	0	15	2	
54	Churchmans: SR4/SR7 JP Morgan	0	0	2	2	3	2	0	2	3	0	14	3	
55	US 13: SR 71, Tybouts Corner to US 40	0	1	2	2	4	0	0	1	3	0	13	4	
56	US 40: SR 1 to SR 72 Widening	0	-1	2	1	3	2	0	2	3	0	12	5	
57	Churchmans: Churchmans Rd. Extension	0	0	2	2	2	1	0	2	3	0	12	5	
58	Churchmans: SR 273/Chapman Rd.	0	1	0	2	2	1	0	3	3	0	12	5	
59	SR 141, US 13 to Burnside Blvd.	0	0	2	0	0	1	1	4	3	0	11	6	
60	Wilmington Initiatives: Market St.- 11th St. to 16th St.	1	3	0	2	2	0	0	0	3	0	11	6	
61	Churchmans: SR4/Harmony Rd.	0	0	2	2	2	0	0	2	3	0	11	6	
62	SR 4, Christina Parkway: SR 2 to SR896	0	0	0	2	2	1	0	2	3	0	10	7	
63	Tyler McConnell Bridge, SR141: Montchanin Rd. to Alapocas Rd.	1	0	0	1	2	0	0	2	3	0	9	8	

1	2	Goals										3	FY15		
		Improve Quality of Life				Transport People				Support Economic Activity & Growth				Technical Score	COUNCIL RANK
		Air Quality	Environmental Justice	Safety		CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Freight	Economic Development				
PROJECT															
64	Churchmans: SR2/Harmony Rd.	0	0	1	0	0	3	0	1	3	0	8	9		
65	City of New Castle: SR 9	0	0	0	1	0	2	0	0	3	0	6	10		
66	US 40: Eden Square Connector	0	0	2	0	0	0	0	0	3	0	5	11		
67	US 13, Odessa Transportation Plan Implementation	1	0	0	0	0	0	0	0	3	0	4	12		
68	Newtown Road: SR896 to SR 72	0	0	0	0	0	0	0	0	3	0	3	13		
69	SR 9, River Rd. Area, Dobbinsville	0	0	0	0	0	0	0	0	3	0	3	14		
70	SR 7, Limestone Rd N. of Valley Rd. to PA Line, Dualization	-3	0	0	1	0	0	0	0	3	0	1	15		
71	Collectors														
72	Wilmington Traffic Calming: 4th St: Walnut to I-95	1	3	4	2	0	3	3	0	3	0	19	1		
73	Wilmington Traffic Calming: Walnut: MLK Blvd. to 16th	0	3	0	2	2	1	3	4	3	0	18	2		
74	Wilmington Traffic Calming: King/Orange: MLK Blvd. to 13th	1	3	0	2	0	3	0	4	3	0	16	3		
75	Wilmington Traffic Calming: 12th St. Connector	0	1	0	0	0	0	3	0	3	0	7	4		
76	Brackenville Road Slope Stabilization	0	0	2	0	0	0	0	0	1	0	3	5		
77	Expressways														
78	I-95: SR 896 Interchange	0	0	2	2	4	3	0	4	3	0	18	1		
79	I:95: Riverfront Interchange	0	-3	2	1	4	3	0	4	3	0	14	2		
80	Local														
81	Wilmington Riverfront: West St. Connector Extension	0	1	0	2	0	0	3	0	3	0	9	1		
82	Wilmington Initiatives: Tatnall St. Connector	0	1	0	2	0	0	3	0	3	0	9	1		
83	Wilmington Initiatives: Shipley Street	1	3	0	2	0	0	0	0	3	0	9	1		
84	Reybold Road Extended: SR 72 to Salem Church Rd.	0	0	0	1	0	0	0	0	3	0	4	2		
85	Mill Creek Rd. and McKennan's Church Rd. Intersection	0	0	0	0	0	0	0	0	3	0	3	3		
86	Pedestrian/Bicycle														
87	Wilmington Initiatives: Bicycle Improvements	1	3	2	2	2	3	3	0	3	0	19	1		
88	US 13: Memorial Drive - US 40 Pedestrian Safety Improvements	3	1	2	2	3	0	1	4	3	0	19	1		
89	US 40 Plan: US 40 Sidepaths (SR 72-SR 1, SR 896-SR 72)	3	1	2	1	3	1	0	2	3	0	16	2		
90	SR 48: N. DuPont Rd - SR 141 Pedestrian Safety Improvements	1	3	1	1	2	1	1	2	3	0	15	3		
91	US 40: Salem Church Rd to SR 1 Sidepath	1	1	2	1	3	2	0	0	3	0	13	4		
92	US 301 Multiuse Pathway	3	0	1	1	2	0	0	3	1	0	11	5		
93	US 40: SR 72 to Salem Church Sidepath	1	1	2	1	2	1	0	0	3	0	11	5		

1		Goals											
2		Improve Quality of Life			Transport People				Support Economic Activity & Growth			Technical Score	FY15
3		Air Quality	Environmental Justice	Safety	CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Freight	Economic Development	Funding Match		COUNCIL RANK
PROJECT													
94	Wilmington Initiatives: Water Street Walkway	1	1	0	2	0	0	3	0	3	0	10	6
95	DuPont Road Pedestrian Facilities	3	3	0	0	0	0	0	0	3	0	9	7
96	Churchmans: Red Mill Rd. Sidewalks	1	3	0	1	0	0	0	0	3	0	8	8
97	Bicycle, Pedestrian: Foulk Rd.	1	0	1	0	0	0	0	0	3	0	5	9
98	US 40: Newtown Trail & Pedestrian Improvements	1	1	0	0	0	0	0	0	3	0	5	9
99	Bicycle, Pedestrian: Marsh Rd.	1	0	0	0	0	0	0	0	3	0	4	10
100	SR 3, Marsh Rd/Washington Street Ext. and SR 3 Pedestrian Improvements	1	0	0	0	0	0	0	0	3	0	4	10
101	Transit												
102	Transit bus stop improvements - NCC	3	3	1	0	0	0	3	2	3	0	15	1
103	Rail: Middletown to Newark Passenger Rail	3	1	2	1	2	2	0	0	3	0	14	2
104	Statewide CAD/AVL	3	3	0	0	0	0	3	0	3	0	12	3
105	US 40: Transit improvements	1	3	0	1	2	2	0	0	3	0	12	3
106	Rail preservation: NCC Historic Red Clay	0	0	0	0	0	0	0	0	1	0	1	4

ID	Project	TIP Page	Notes	Cost FY14-17	Project Type	Qualitative Index*				Overall Prioritization**	
						VMT	Cost	Life	Total	AQ	Final Tech
1.)	Rail: Newark to Wilmington Track Expansion	2-71		\$ 17,348,200	Transit	6	0	6	12	3	27
2.)	Transit Vehicle Expansion, NCC	2-76	Fixed-route only	\$ 1,466,900	Transit	6	3	3	12	3	15
3.)	Rail: Newark Regional Transit Center	2-71		\$ 30,562,000	Transit	3	0	6	9	1	11
4.)	Wilmington DART Bus Hub	2-82	total cost unknown	\$ -	Transit	0	0	6	6	1	18
5.)	Transit Vehicle Replacement and Refurbishment	2-34	Fixed-route only	\$ 54,556,100	Transit	0	0	3	3	1	18
6.)	Boyds Corner Park and Ride Expansion	2-59	no TIP funding	\$ 425,000	Shared Ride	3	6	6	15	1	5
7.)	Rideshare Program, statewide	1-24		\$ 1,920,000	Shared Ride	3	3	6	12	1	4
8.)	Christiana Mall Park and Ride	2-59	no TIP funding	\$ 500,000	Shared Ride	3	3	6	9	1	6
9.)	Mid County DMV	2-48	More lanes only	\$ 2,000,000	I/M	0	3		3	1	5
10.)	US 40: US 40/SR 72 Intersection (multimodal)	2-62		\$ 11,690,000	Traffic Flow	3	0	6	9	1	9
11.)	SR 2 (Elkton Rd): MD Line to Casho Mill Rd. (multimodal)	2-56		\$ -	Traffic Flow	3	0	6	9	1	8
12.)	New Castle Industrial Track: S of Christina River - Riverwalk	2-69	PE only	\$ 300,000	Ped/Bike	6	6	6	18	3	10
13.)	Garasches Lane	2-42	total cost unknown	\$ -	Ped/Bike	3		6	9	1	8
14.)	Grubb Road Ped. Improvements: Foulk Rd. to Naamans Rd.	2-43		\$ -	Ped/Bike	3	0	6	9	1	4

** WILMAPCO's overall project prioritization process (for informational purposes)

Interim CMAQ Project Prioritization Process - Methodology

- Rank projects by type, based on emissions reporting within FHWA's National CMAQ database and federal guidance. Priority by type is: 1. Diesel Retrofits and Replacements, 2. Transit, 3. Shared Ride, 4. I/M and other TCMS, 5. Traffic Flow, 6. Pedestrian/Bicycle
- Within project types, sort by quantitative emission benefits for diesel projects and qualitative benefits for others. Quantitative benefits can be determined from EPA calculators. An index determining the qualitative benefit follows.

*Qualitative Index

Reduce VMT - negligible (0); moderate (3); significant (6)
 Cost - >2 million (0); \$500,000 - \$2 million (3); <\$500,000 (6)
 Life expectancy - <5 years (0); 5-10 years (3); >10 years (6)

Wilmington Area Planning Council

850 Library Avenue, Suite 100
Newark, Delaware 19711
302-737-6205; Fax 302-737-9584
From Cecil County: 888-808-7088
e-mail: wilmapcc@wilmapcc.org
web site: www.wilmapcc.org

WILMAPCO Council:

Joseph L. Fisona, Chair
Mayor of Elkton

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

Shallen P. Bhatt
Delaware Dept. of Transportation
Secretary

Thomas P. Gordon
New Castle County
County Executive

Donald A. Halligan
Maryland Dept. of Transportation
Director, Office of Planning and
Capital Programming

Tari Moore
Cecil County
County Executive

Lauren L. Skiver
Delaware Transit Corporation
Executive Director

Dennis P. Williams
Mayor of Wilmington

WILMAPCO Executive Director
Tigist Zegeye

RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE PRIORITIZATION OF TRANSPORTATION ALTERNATIVES PROJECTS FOR FY 2014

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, Moving Ahead for Progress in the 21st Century Act (MAP-21) authorizes funding for transportation alternatives within the Transportation Alternatives Program (TAP); and

WHEREAS, WILMAPCO and other MPOs are entrusted with project selection; and

WHEREAS, TAP funding is limited and many proposed projects exist; and

WHEREAS, WILMAPCO has developed a technical and transparent TAP Project Prioritization Process, approved by Council on May 9, 2013; and

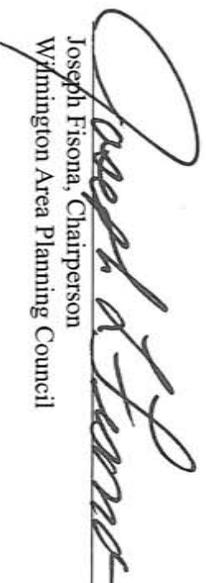
WHEREAS, the Technical Advisory Committee has reviewed the technical scoring; and

WHEREAS, the Delaware Department of Transportation uses this project ranking to assess MPO priorities when selecting projects statewide;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council approves the project prioritization for the FY 2014 Transportation Alternatives Program.

May 9, 2013

Date:


Joseph Fisona, Chairperson
Wilmington Area Planning Council

Project	TAP Priority	TAP Score
Old Brandywine Village	1	24
9th Street Streetscape	2	20
Old Lancaster Pike Pedestrian Bridges	3	19
Southbridge Streetscape Improvements Phase II	4	16
Concord Avenue Streetscape Improvements Phase II	5	15
Elsmere Bicycle Pathways	5	15
Walnut Street Streetscape Improvements	6	14
Newport Streetscape II	6	14
Delaware Avenue Streetscape	6	14
Miller Road Streetscape	7	13
Greenhill Avenue Landscaping	8	12
White Clay Creek Bike/Ped Bridge	9	11
Delaware City Streetscape Improvements	9	11
Valley Road Pedestrian Improvements	10	10
Marshall Steam Museum	11	5
St. Georges Streetscape Phase III	12	3

APPENDIX G

Public Comments



STATE OF DELAWARE
DEPARTMENT OF NATURAL RESOURCES
& ENVIRONMENTAL CONTROL
DIVISION OF AIR QUALITY
655 SOUTH BAY ROAD, SUITE 5N
DOVER, DELAWARE 19901

AIR QUALITY PLANNING
SECTION

Telephone: (302) 739 - 9402
Fax No.: (302) 739 - 3106

February 21, 2014

Tigist Zegeye, Executive Director
WILMAPCO
850 Library Ave,
Suite 100,
Newark, DE 19711

RE: WILMAPCO 2015-2018 Transportation Improvement Program (TIP) and 2040 Regional
Transportation Plan (RTP)

Dear Ms. Zegeye,

On March 7, 2013 we submitted comments to WILMAPCO on the 2014-2017 TIP which recommended 1) the vehicle miles traveled (VMT) projections be revisited and the cause of the steep climb in VMT be identified and explained in the plan, 2) that the plan incorporate mitigation measures to address the identified cause of the VMT growth, and 3) that numerical VMT reduction goals be incorporated into the plan. We are disappointed that none of these comments were incorporated into this updated 2015-2018 TIP and amended 2040 RTP.

WILMAPCO's 2014 Progress Report, page v, of the introduction the report states:

"Land use and transportation policies continue to support further de-densification, and, by extension, car travel. It is more difficult to redevelop existing property than to develop on open land. Crucially, our regional transportation planning has little influence over land use planning. It is, in practice, reactionary to it."

We cannot concede that VMT reduction is an elusive or unattainable objective. The updated 2040 RTP projects VMT to increase by 31% by 2040, at an annual rate of 1.1%. This growth in VMT appears very inflated when compared to other planning indicators, like the population growth rate which is projected to be only 13% higher in 2040. The projected VMT growth is counter- intuitive considering the projected aging demographic. We were unable to find any documentation to help us evaluate the reasonableness of the modeled VMT projection or documents that show the model was properly calibrated and valid.

Now, this updated 2040 RTP and 2015-18 TIP include four new projects that will add more

Delaware's good nature depends on you !

vehicle miles to Delaware's highways.

- SR 299, SR 1 to Catherine Street (2020)
 - widening in Middletown
- Elkton Road, Maryland State Line to Casho Mill Road (2030)
 - Potential future widening
- SR 1: C&D Canal to Tybouts Corner (2030)
 - lengthening of current widening project in TIP south to Canal
- SR 4 (Christiana Parkway): SR 2 to SR 896 (2030)
 - two lanes in each direction

These projects add capacity in areas where sprawl continues to be a factor, and appear to be at the expense of transportation alternatives – funding for transportation alternatives in the 2015-18 TIP such as transit, bike/pedestrian and multi-modal projects is being reduced by 28%. We urge WILLMAPCO to revisit the VMT projections and identify and explain the cause of any projected increase in the plan, and to incorporate appropriate mitigation measures and numerical VMT reduction goals into the plan. This may create a possibility to redirect funding slated for new road construction or roadway expansion to enhancement of other modes of transportation.

Thank you for this opportunity to comment. Until the issues discussed herein, and in our March 7, 2013 letter are addressed we cannot agree with the analysis put forth in the updated 2040 RTP and 2015-18 TIP. Please contact Phil Wheeler or Valerie Gray at (302) 739-9402 you have any questions or would like to discuss these comments.

Sincerely,



Ronald A. Amirikian
Planning Branch Manager

cc:- Ali Mirzakhali, Director
Valerie Gray, Planning Supervisor
Phil Wheeler, Planner IV
Deanna Cuccinello, Environmental Engineer

From: VSinger01@aol.com [mailto:VSinger01@aol.com]
Sent: Monday, March 03, 2014 11:28 AM
To: Tigist Zegeye
Cc: Heather Dunitigan; Randi Novakoff; rnovakoff@gmail.com; Shailen.Bhatt@state.DE.US; mparker@beckermorgan.com; vsinger01@aol.com
Subject: Comments on one element within current Draft TIP

The e-mail below conveys my comments on the US 301/SR 1 project to Representative S. Quinton Johnson, Chairman of the Delaware General Assembly Bond Bill Committee. I have sent a separate copy to Senator Robert Venables. Please regard these comments as my response to WILMAPCO's 2/24/2014 Workshop on its Draft TIP, which solicited public input.

These comments reflect my own thoughts and are in my own behalf. I have not been granted endorsements of the thoughts conveyed therein, from the several organizations that I am or have been associated with, nor have I solicited such endorsements. The time between my evaluation of recent data, reaching my own conclusions, and the deadline for submitting them did not allow for such a solicitation..

Victor Singer
1219 Stinsford Road
Newark DE 19713-3360
302 366 8768 any time, since I'm retired

#####

From: VSinger01@aol.com
To: Quinton.Johnson@state.de.us
CC: karen.peterson@state.de.us; Michael.Barbieri@state.de.us; mark.tudor@state.de.us; hdunitigan@wilmappco.org; vsinger01@aol.com
Sent: 3/3/2014 12:04:19 A.M. Eastern Standard Time
Subj: comments on proposed US 301/SR 1 connector

S. Quinton Johnson
Delaware House of Representatives
Dover DE

Dear Representative Johnson;

On Karen Peterson's suggestion, I'm sending you my comments, below, about the proposed US 301/SR 1 connector. I will be happy to discuss them with you at your convenience, either briefly or at length. I'm sure that Senator Peterson can vouch for my long range interests and my integrity.

SUMMARY

One of DelDOT's goals in its project to connect US 301 at the Maryland line and Delaware's SR 1 south of the Roth Bridge with a 14 mile long four lane wide toll road, is well-stated in Wilmappco's current Draft TIP as follows:

"... DelDOT seeks to minimize use of state Transportation Trust Fund revenue and have those who use new US 301 pay for the construction, while preserving DelDOT's credit rating and capacity..."

The findings of the latest traffic projections, showing that the 301/SR 1 toll road will attract only 5200 toll payers per day, lead to the perception that toll revenues will cover at most only \$225 million, only about half the \$440 million cost projection of the project that DeIDOT envisions.

What DeIDOT envisions is a four lane limited access \$440 million facility from the Maryland line to a half-way point near the present intersection of US 301 with Armstrong Corner Road or Marl Pit Road, a four lane limited access facility from there to SR 1, and after that, a two lane limited access facility at \$80 million additional cost from the Armstrong Corner Road area to the Summit Bridge.

But there's a saving grace. Interpreting DeIDOT's own cost projections on a per lane mile basis, it appears that the southern half - - mostly limited access from the Maryland line to the Armstrong Corner Road - - together with a limited access connection to the Summit Bridge expanded to four lanes, can be built for \$221 million. That would leave the link from the Armstrong Corner Road neighborhood to SR 1 to be built later, when traffic grows to a level that would make it an attractive alternative to toll free Boyd's Corner Road, now designated as part of Route 896.

SUPPORTING DETAILS

At the 4 pm to 7 pm public display session for the draft TIP at the Wilmapco offices on 2/24/2014, I had a half-hour long conversation with DeIDOT's Mark Tudor on ROM numbers associated with the 301 Connector, starting with a total projected cost of ROM \$440 million including ROM \$40 million in "financing charges." The \$440 million appears to reflect rounding of the \$435,417,000 total for FY 15 thru FY 18 that results from subtracting the FY 14 commitment of \$38,583,600 from the \$474,000,600 total for FY 13 thru FY 18, as shown on pg 2-84 of the Draft TIP.

The following round numbers are from my notes taken during that conversation, reflecting components the \$440 million total:

- <> \$170 million TIFIA funds (Transportation Infrastructure Finance & Innovation Act)(loans from the Federal Government
- to be repaid out of future State revenues)
- <> \$45 million cash (out of current State revenues)(reflects either
- the \$44,739,300 amount shown on pg 2-84 of the draft TIP
- for GARVEE debt - - to FHWA - - for FY 15 thru FY 18, or
- the \$38,583,600 GARVEE debt shown for FY 14.
- <> \$225 million (Toll Revenue Bonds, all that is fundable in light of
- anticipated 5200 vpd traffic load)(substantially different from
- the \$404,864,500 Toll Bond total shown on pg 2-84 of the
- Draft TIP for FY 14 thru FY 18, but exclusive of the additional
- \$56,065,500 Toll Bond total there shown for FY 19 and FY 20)

The cost of the "Spur Road" connection between the 301 intersection with Armstrong Corner Road and the Summit Bridge was represented (in the conversation with Mark Tudor) to be \$110 million. Though I didn't record it in my notes and didn't recognize the significance of this part of the discussion at the time, I remember Mark's telling me that the Spur Road would be built AFTER completion of the link to SR 1 south of the Roth Bridge. That along with the two lane width (one each way) have been confirmed in a telecon some days later. The same telecon also confirmed that the 14 mile plan includes a new separate four lane road parallel to the existing 2.5 mile stretch of 301 near the Maryland line that is already four lanes wide.

Now for some arithmetic:

The TIP text says that from the start at the MD line to the SR 1 terminus the road will be four lanes wide (2 each way) and 14 miles long. It says also that the Spur Road connection between the 301 intersection with Armstrong

Corner Road and the Summit Bridge will be two lanes wide (1 each way) and 3.5 miles long. I assume 3.5 miles to be the length exclusive of the portion of the existing roadway that is already four lanes wide.

It follows that the four lane portion comprises 56 lane-miles and the Spur Road comprises 7 more lane miles. Since the projected \$440 million cost is exclusive of the Spur Road, the cost is \$7.86 million per lane-mile. Mark's \$110 million projected cost of the Spur Road comes to \$15.7 million per lane mile, nearly twice the projections for the 14 mile portion from the MD State line to SR 1. Hard to believe ! ! It's easier to believe that the \$78,036,300 projected FY 2019 and 2020 expenditure reflects the Spur Road all by itself - - even though it results in \$11.15 million per lane mile projection, but even that is more than 40% over DelDOT's projection for the 14 mile long portion.

The total of the 3.5 mile length of the Spur Road between the Summit Bridge and Armstrong Corner Road and the additional 6 miles to where 301 crosses the Maryland line, is 9.5 miles. If this were built four lanes wide the whole way at \$7.86 million per lane mile in lieu of the routing to SR 1, the total cost would be nearly \$299 million.

But if the 6 mile long southern portion uses the existing 2.5 mile stretch of four lane road so that only 3.5 miles of new four lane road is needed south of the Armstrong Corner Road neighborhood with the Spur Road enlarged to four lanes, the total length of four lane wide new road is seven miles. At \$7.86 million per lane mile, this comes to \$220 million, which is below the \$225 million that can be covered by Toll Revenue Bonds.

It's interesting to recognize that when Wilmacco's Draft TIP tabulation on pg 2-84 was prepared, the expectation was that Toll Revenue Bond borrowings could cover a total expenditure of \$460.9 million from FY 14 thru FY 20 (total of last two columns) while during the 2/24 conversation with Mark Tudor, such borrowings were scaled back to \$225 million in light of the most recent traffic projections. Following the original plan demands abandoning the goal to minimize the TTF burden.

SEVERAL FURTHER COMMENTS

Implicit in the above is the notion that it's worthwhile to increase road capacity for north/south traffic thru Delaware between US 301 at the Maryland line and somewhere along I-95. AADT information at the DelDOT website is instructive in this regard: AADT's for US 301 are generally below 15,000 vpd south of Marl Pit Road and in the 20,000 to 25,000 vpd range north of Marl Pit Road.

Several two lane roads in New Castle County - - one lane each way - - carry higher vehicle loads than 301 south of Marl Pit Road, for instance Red Mill Road and Harmony Road between Kirkwood Highway and Ruthar Drive, at 19,233 and 22,122 vpd respectively. And Boyds Corner Road, designated part of Route 896, presently carries a bit over 14,000 vpd on its two lanes, one each way.

The proposed four lane facility for 5200 vpd is hardly justified except if the public can get it essentially for free, i.e., via Toll Revenue Bonds without any impact on the TTF. For that to come true, the travel time savings from making the road limited access and four lanes wide has to be worth the out-of-pocket cost to the traveler. The most recent projection - - 5200 vpd - - shows that DelDOT's proposed four lane link between existing 301 and SR 1 won't be attractive enough to capture much more than a third of the existing traffic on Boyds Corner Road, or much more than a third of the traffic crossing the Maryland line on existing US 301, or a fifth of the present traffic just south of the Summit Bridge. Why kill the TTF to execute such a proposal?

Victor Singer

1219 Stinsford Road

Newark DE 19713-3360

302 366 8768 any time because I'm retired

From: VSinger01@aol.com [mailto:VSinger01@aol.com]
Sent: Thursday, March 13, 2014 4:10 PM
To: Heather Dunigan
Cc: vsinger01@aol.com
Subject: quite recent correspondence re: 301 connector

AN OVERVIEW COMMENT ON THE DeIDOT PLAN:

WHY SHOULD I SEARCH FOR THE BEST WAY
TO DO IT WHEN WITH NO EFFORT AT ALL I'LL
GET SECOND BEST FOR TWICE THE PRICE?

From: VSinger01@aol.com
To: karen.peterson@state.de.us, Michael.Barbieri@state.de.us
CC: vsinger01@aol.com
Sent: 3/12/2014 9:11:12 P.M. Eastern Daylight Time
Subj: Update of my involvement with the 301 connector

Karen and Mike

In summary, DeIDOT's financing plan for the 14 mile long US 301/SR 1 Connector (from Mark Tudor's 3/4/2014 e-mail previously forwarded) is as follows:

- <> Toll Revenue Bonds: . . . \$204 million
- <> TIFIA Loan: \$198 million
- <> Other State Funds \$44 million

Since Mark didn't say whether this includes or excludes the 3.5 mile two lane Spur Road to the Summit Bridge, I assume it doesn't. At DeIDOT's projected \$7.86 million per lane mile, it's another \$55 million.

On Tuesday March 11, I attended the DeIDOT portion of the Bond Bill Committee meeting and listened to Secretary Bhatt's presentation. During the public comment session, I summarized what I said in the handout, below (under #####). In "bullet format, my points are:

- <> Recent traffic projections justify intense re-thinking.
- <> Consider building the Summit Bridge link four lanes wide BEFORE rather than after the SR 1 link.
- <> Make the limited access toll portion extend between the north end of the existing four lane road near the Maryland line and the south end of the existing four lane portion of 896 near the Summit Bridge.
- <> The 5200 vpd projected loading will be sufficient or pay very nearly sufficient for Toll Revenue Bonds to the TOTAL cost of four lanes between 301 at the Maryland line and the Summit Bridge.
- <> Add the SR 1 link when traffic growth can pay for it with Toll Revenue Bonds.

During Secretary Bhatt's rebuttal, He pointed out that the traffic projection is so low because the toll-free roads are quite attractive to the long distance truckers. He pointed out also that most of the paperwork to implement DeIDOT's financing plan has been completed, and the Federal folks have already blessed it.

At the February Civic League meeting, Secretary Bhatt counted as a merit of the 301/SR 1 Connector, that many of his staff have their hearts set on it. To this he now adds that doing something else would require some paperwork to be adjusted.

The savage irony is that if instead of borrowing a QUARTER BILLION to pay for more than half the cost of a four lane toll road to SR 1 for 5200 vpd, we borrow the same amount on a four lane limited access road between the existing four lane portions near 301 near the Maryland line and near the Summit Bridge, as above, WE COULD MAKE IT TOLL-FREE and thus attractive to far more than 5200 vpd.

Those truckers troubled by the red lights between the Summit Bridge and I-95 could continue to use Boyd's Corner Road. Present AADT to Summit is over 20,000 vpd. Present AADT on Boyd's Corner Road is over 14,000 vpd.

Remember that Delaware's 2013 population per US Census Bureau's current estimate is 925,749 -- so that DeIDOT's projected \$242 million (\$298 million TIFIA loan + \$44 million other State funds) represents an average of \$261 for every man, woman and child in Delaware.

Vic

#####

MEMORANDUM

To: Bond Bill Committee
From: Vic Singer
Subject: US 301 to SR 1 Connector
Date: 3/11/2014

FDR advised those giving testimony to Be Sincere, Be Brief, and Be Seated. I'll follow that advice.

In prior years, DeIDOT has strongly advocated a 14 mile long four lane limited access toll road between US 301 at the Maryland line southwest of Middletown and SR 1 south of the Roth Bridge with an added two lane Spur Road to the Summit Bridge to be built after the SR 1 link. DeIDOT expected sufficient traffic for Toll Revenue Bonds to pay for it all, so the public would get the whole thing for free.

A new traffic projection late last year shows that we can count on only a 5200 vpd traffic loading. That's roughly a third of the current traffic on toll-free 896 between 301 and SR 1, about a quarter of the current traffic on 896 south of the Summit Bridge. It's also only about a quarter of the 19,233 vpd on Red Mill Road and 22,122 vpd on Harmony Road between Kirkwood Highway and Ruthar Road near Newark, two lane roads on rights of way narrower than the median on the proposed 301/SR 1 connector.

DeIDOT insists that the connector must be built as planned because of prior Bond Bill Epilogue language, and advises that we can afford it with only about \$200 million in Toll Revenue Bonds - - less than half the projected cost - - PLUS nearly a quarter billion in other borrowings that will have to be paid back out of other tax revenues.

Clearly, the recent traffic projections justify intense re-thinking. I believe that building the Summit Bridge link four lanes wide BEFORE rather than after the SR 1 link, with the limited access toll portion extending between the north end of the existing four lane road near the Maryland line and the south end of the existing four lane portion of 896 near the Summit Bridge, the 5200 vpd loading will be sufficient or very nearly sufficient for Toll Revenue Bonds to pay the whole cost of four lanes between 301 at the Maryland line and the Summit Bridge.

I suggest that you explore that arrangement because we may be able to afford it, while preserving the opportunity to build the connector to SR 1 when traffic growth justifies financing exclusively via Toll Revenue Bonds.

Wilmington Area Planning Council

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WILMAPCO Executive Director
Tigist Zegeye

April 1, 2014

Mr. Ronald A. Amirkian
Planning Branch Manager
DNREC – Division of Air Quality
655 S. Bay Road, Suite 5N
Dover, DE 19901

RE: Public Comment – WILMAPCO FY 2015 – 18 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP)

Dear Mr. Amirkian:

Thank you for submitting a TIP comment on behalf of DNREC's Division of Air Quality. Each comment received is incorporated into the appendix of the TIP, and is reviewed by Council prior to its adoption. This was true last year and again earlier this month.

Understanding why Vehicle Miles Travel (VMT) is projected to increase faster than population growth is important. Not only does this begin to raise vehicle emissions in the 2030s, which may prove a challenge in meeting air quality conformity in future years, it runs counter to our RTP's endeavor to strengthen alternative modes of transportation to provide a more balanced transportation network.

Over the past year, DeIDOT, at the request of the Air Quality Subcommittee (AQS), has begun preliminary work to understand the reasons why VMT is shown to increase. I have enclosed a presentation provided to the AQS earlier this month on this work. In the year to come, this work will continue to better understand the key drivers of VMT growth.

Undoubtedly, sprawling land use, and a spatial mismatch between new and future housing and employment clusters is a key factor. Today, a higher percentage of workers in New Castle County drive alone to their jobs than ever before. We have documented this and other key indicators in the 2014 Regional Progress Report, as you cited. Generally, this growth burdens the transportation network, and sometimes creates safety problems on roadways. This, in turn, triggers those capacity projects – at the expense of alternative modes and transportation investment in established places.

WILMAPCO believes the best way to break this cycle of sprawl is at its source: land use policies. Rewarding redevelopment and increased density of existing places, targeting growth in places with established infrastructure, and better mixing housing with commercial uses will reduce trips, trip lengths and create the conditions necessary to realize meaningful increases in alternative transportation. I encourage DNREC to join us in calling for these revisions, which are managed at the county level in Delaware.

As you may be aware, we will begin a full update our 2040 RTP this year. This work will include land-use scenario analyses, which should show the environmental, health and economic benefits of tackling sprawl and increasing density. We will also be considering new policies in the RTP, such as a VMT reduction target. I would like to invite you and other DNREC representatives to participate in this process.



Partners with you in transportation planning

Please bear in mind that this participation, or indeed the updated 2040 RTP, will not be the final step. Again, since WILMAPCO does not have any control of land-use policies, it is crucial to push for the necessary revisions to county land-use codes to realize a reduction and contraction of sprawl to help reduce VMT.

If you have any questions please do not hesitate to contact me, or Bill Swiatek, Senior Planner, at 302-737-6205 ext. 113.

Sincerely,



Tigist Zegeye
Executive Director

Enclosure (1)

Cc:

Ali Mirzakhali, DNREC
Valerie Gray, DNREC
Phil Wheeler, DNREC
Deanna Cuccinello, DNREC
Mike DuRoss, DelDOT

Wilmington Area Planning Council

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Tari Moore
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John Sisson
*Delaware Transit Corporation
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Dennis P. Williams
Mayor of Wilmington

WILMAPCO Executive Director
Tigist Zegeye

Memorandum

To: Mr. Vic Singer

From: Ms. Tigist Zegeye, Executive Director 

Date: April 7, 2014

Re: Response to comments on FY 2015-2018 Transportation Improvement Program

C: Mr. Shailen Bhatt, Secretary, DelDOT

Mr. Mark Tudor, DelDOT

Mr. Mark Parker, WILMAPCO PAC Chair

Ms. Heather Dunitan, WILMAPCO

Ms. Randi Novakoff, WILMAPCO

Thank you for your comments regarding the FY 2015-2018 Transportation Improvement Program (TIP). We presented your comments to WILMAPCO Council at their March 13 meeting, where Council voted to adopt the TIP without modification. Funding for construction of US 301 in the FY 2015-2018 TIP is as follows:

- \$404,864,500 Toll Bond
- \$6,975,000 State funds (GARVEE Proceeds)
- An additional \$56,065,500 Toll Bond in the out years of the TIP.

The scope of the project approved includes both the main route from the Maryland line to DE 1 and the spur route from US 301 to the Summit Bridge.

DelDOT has indicated, during project discussions, that it remains a priority for the agency to address safety, separate local from thru traffic, and address congestion. DelDOT has also indicated that based on current traffic and revenue forecasts that you note in your email, the State would need to provide about \$44 million in addition to the \$204 million Toll Revenue Bonds and anticipated \$198 TIFIA loan to fund the main line section. DelDOT notes that this analysis will continue to be updated and the additional funding would also require approval by the Delaware General Assembly through the Bond Bill.

Regarding the phasing of the project, DelDOT has informed us that they have been instructed in the Delaware Bond Bill to construct the main line section prior to the spur alignment. Changing the order of the project would require action by the General Assembly through the Bond Bill.

Thank you again for your thoughtful comments, and please let me know if you have any questions.



Partners with you in transportation planning

APPENDIX H

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