

APPENDICES

APPENDIX A

Glossary

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

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

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

C or Construction – Abbreviation used in the WILMAPCO TIP

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX B

Self Certification, Resolutions and Organizational Chart

Self-Certifications

Summary of Statutory Requirements

Metropolitan Planning

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

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

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

WILMAPCO Actions

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

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

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

Measures prohibiting discrimination and exclusion, and requiring equal opportunity

Title VI, Civil Rights Act of 1964

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

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

Disadvantaged Business Enterprises (DBE)

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

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

Americans with Disabilities Act of 1990 (ADA)

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

Older Americans Act

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

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

Section 324 of 23 U.S.C.

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

Rehabilitation Act of 1973

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

WILMAPCO Actions

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

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

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

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

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

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

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

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

Clean Air Act: Air-Pollution Prevention and Control

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

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

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

WILMAPCO Actions

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

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

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WILMAPCO Council:

John Sisson, Chair
Delaware Transit Corporation
Chief Executive Officer

Geoff Anderson
Maryland Dept. of Transportation
Chief, Office of Planning,
Programming and Delivery

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

Danielle Hornberger
Cecil County Executive

Nicole Majeski
Delaware Dept. of Transportation
Secretary

Matthew Meyer
New Castle County Executive

Michael S. Purzycki
Mayor of Wilmington

Eric Scott Thompson
Mayor of Esmeré

Vacant
Cecil County Municipalities
Representative

WILMAPCO Executive Director
Togist Zeigler

RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) ADOPTING THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the projects included in the FY 2025-2028 TIP are drawn from the air quality conforming *2050 Regional Transportation Plan* (RTP) that is the basis for the Cecil County and New Castle County portions of the respective Statewide Capital Transportation Programs for Maryland and Delaware; and

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

WHEREAS, the FY 2025-2028 TIP has undergone appropriate community and technical reviews; and


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

WHEREAS, the FY 2025-2028 TIP has been found to be financially constrained, as directed by 23 CFR 450.326, and consistent with the Regional Transportation Plan;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby adopt the FY 2025-2028 Transportation Improvement Program.

5/23/2024

Date:


John Sisson, Chairperson
Wilmington Area Planning Council

WILMAPCO

Partners with you in transportation planning

Wilmington Area Planning Council

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RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL CERTIFYING THE METROPOLITAN TRANSPORTATION PLANNING PROCESS FOR FISCAL YEAR 2025

WILMAPCO Council:
John Sisson, Chair
Delaware Transit Corporation
Chief Executive Officer

Geoff Anderson
Maryland Dept. of Transportation
Chief, Office of Planning,
Programming and Delivery

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

Danielle Hornberger
Cecil County Executive

Nicole Malaski
Delaware Dept. of Transportation
Secretary

Matthew Meyer
New Castle County Executive

Michael S. Purzycki
Mayor of Wilmington
Eric Scott Thompson
Mayor of Elsmere

Vacant
Cecil County Municipalities
Representative
WILMAPCO Executive Director
Tigris Zageye

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

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

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

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

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

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

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

5/23/2024

Date:



John Sisson, Chairperson
Wilmington Area Planning Council

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) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Wilmington Area Planning
Council**

**Maryland Department of
Transportation**

**Delaware Department of
Transportation**

Signature

Signature

Signature

Tigist Zegeye
Printed Name

Paul J. Wiedefeld
Printed Name

Nicole Majeski
Printed Name

Executive Director
Title

Secretary
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Secretary
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RESOLUTION

WILMAPCO Council:
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Cecil County Executive
Nicole Majeski
Delaware Dept. of Transportation
Secretary
Matthew Meyer
New Castle County Executive
Heather Murphy
Maryland Dept. of Transportation
Director, Office of Planning and Capital
Programming
Michael S. Purzycki
Mayor of Wilmington
Eric Scott Thompson
Mayor of Esmerne
Vacant
Cecil County Municipalities
WILMAPCO Executive Director
Tigist Zegaye

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE RELEASE OF THE DRAFT FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM FOR A PUBLIC REVIEW PERIOD

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

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

WHEREAS, the projects included in the FY 2025-2028 TIP are drawn from the an air quality conforming 2050 *Regional Transportation Plan* (RTP) that is the basis for the Cecil County and New Castle County portions of the respective Statewide Capital Transportation Programs for Maryland and Delaware; and

WHEREAS, the FY 2025-2028 TIP has undergone appropriate technical review and has been found to be air quality conforming; and

WHEREAS, the public will have the opportunity to comment on the Draft FY 2025-2028 TIP at the upcoming public workshop; and

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

WHEREAS, the FY 2025 projects contained in the FY 2025-2028 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 2025-2028 Transportation Improvement Program for a public review period.

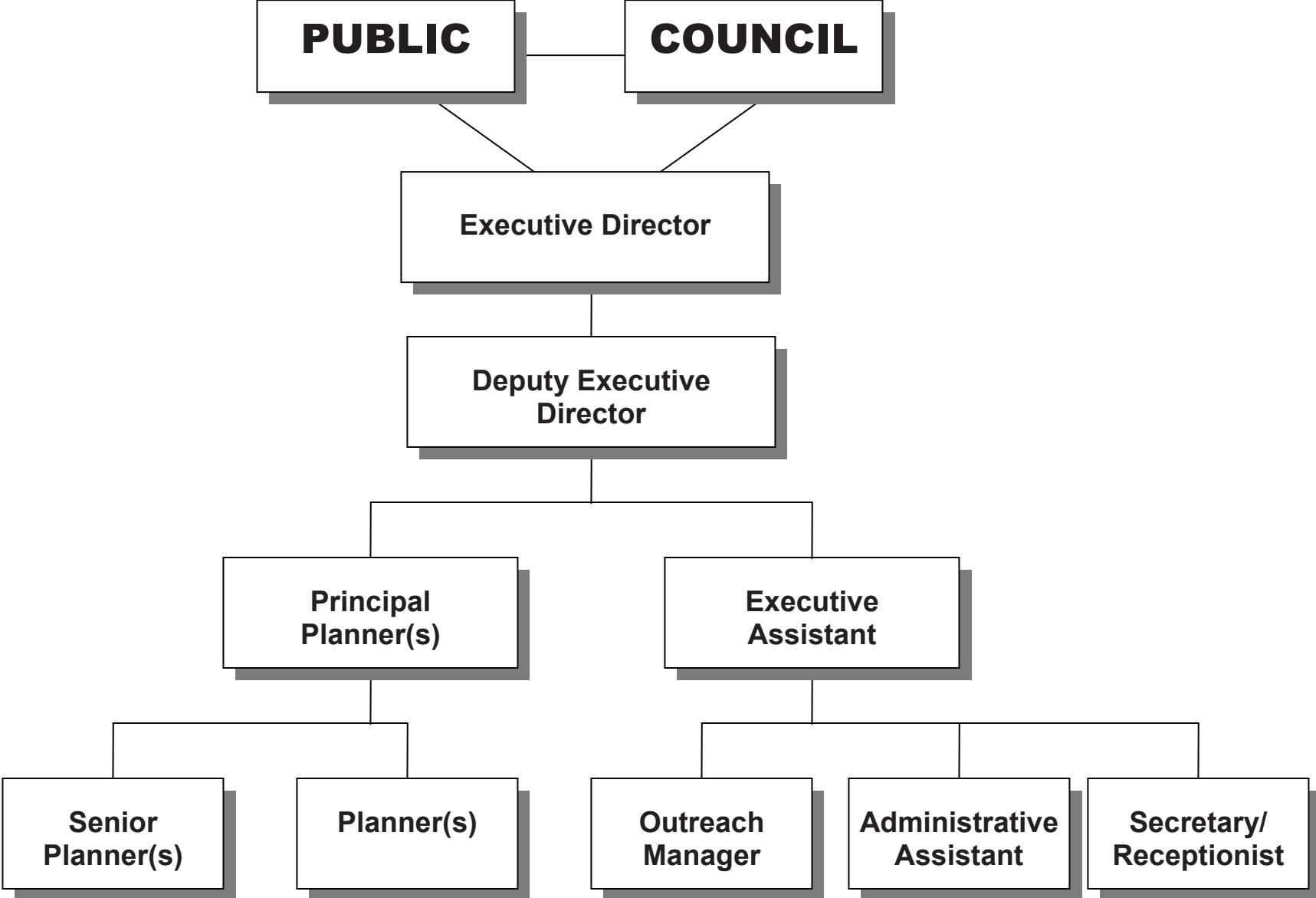
Date: 3/14/2024


John Sisson, Chairperson
Wilmington Area Planning Council

WILMAPCO

Partners with you in transportation planning

WILMAPCO Organization



APPENDIX C

Air Quality Conformity Analysis

Learn more at

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

Wilmington Area Planning Council

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Chief, Office of Planning,
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*Delaware Office of State Planning
Coordination, Director*

Danielle Hornberger
Delaware County Executive

Nicole Majeski
*Delaware Dept. of Transportation
Secretary*

Matthew Meyer
New Castle County Executive

Michael S. Purzycki
Mayor of Wilmington

Eric Scott Thompson
Mayor of Esmerle

Vacant
*Cecil County Municipalities
Representative*

WILMAPCO Executive Director
Tigist Zegeye

MEMORANDUM

To: Tigist Zegeye, Executive Director, WILMAPCO

From: Bill Swiatek, Principal Planner, WILMAPCO

Date: May 29, 2024

Re: FY 2025- 2028 TIP Air Quality Conformity Determination

Staff and the WILMAPCO Air Quality Subcommittee have reviewed all projects found in the FY 2025- 28 TIP and discussed their air quality impacts. The group found that these projects do not trigger new regional emissions analyses. No new regionally significant projects were added to the FY 2025-28 TIP and the modeled horizon years of existing regionally significant projects remained intact.

Therefore, the FY 2025-28 TIP conformity determination will rely on the 2050 RTP: 2023 Update /Amended FY 2023-26 TIP regional emissions analyses, adopted by the WILMAPCO Council on March 9, 2023.

15

CCs: Heather Duniagan, WILMAPCO

Enos Han, FHWA

Greg Becoat, EPA



Partners with you in transportation planning

APPENDIX D

Financial Plan and Annual Listing of Obligated Projects

FINANCIAL PLAN

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

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

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

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

Detailed funding sources

State Funding:

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

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

Local Funding:

Local funding comes from municipal and private contributions.

Federal Funding:

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

FHWA funds include:

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

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

FTA funds include:

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

FY 2025-2028 Estimated Spending Summary

<i>All \$ x 1000</i>		State		Federal		Other		TOTAL	Element Percent
		Funds	Percent	Funds	Percent	Funds	Percent		
Delaware Statewide Element	2025	336,898.0	63%	167,411.8	31%	32,485.8	6%	536,795.6	
	2026	293,789.8	64%	165,051.5	36%	2,907.7	1%	461,749.0	
	2027	294,031.0	59%	204,631.1	41%	2,782.7	1%	501,444.8	
	2028	261,123.5	54%	223,199.8	46%	2,182.7	0%	486,506.0	
	TOTAL	1,185,842.4	60%	760,294.1	38%	40,358.9	2%	1,986,495.4	71%
New Castle County Element	2025	54,733.1	19%	222,495.5	76%	13,952.5	5%	291,181.1	
	2026	34,195.8	19%	145,815.9	79%	3,737.5	2%	183,749.2	
	2027	22,532.4	18%	97,555.7	78%	5,237.5	4%	125,325.6	
	2028	6,812.2	7%	83,877.9	89%	3,237.5	3%	93,927.5	
	TOTAL	118,273.5	17%	549,745.0	79%	26,165.0	4%	694,183.4	25%
Cecil County Element	2025	29,745.0	57%	21,932.4	42%	380.7	1%	52,058.1	
	2026	13,616.0	41%	19,484.4	58%	422.7	1%	33,523.1	
	2027	4,453.0	19%	18,665.4	79%	454.7	2%	23,573.1	
	2028	4,423.0	19%	18,480.4	79%	407.7	2%	23,311.1	
	TOTAL	52,237.0	39%	78,562.6	59%	1,665.8	1%	132,465.4	5%
Combined Total	2025	421,376.1	48%	411,839.8	47%	46,819.0	5%	880,034.9	
	2026	341,601.6	50%	330,351.8	49%	7,067.9	1%	679,021.3	
	2027	321,016.4	49%	320,852.1	49%	8,474.9	1%	650,343.5	
	2028	272,358.7	45%	325,558.0	54%	5,827.9	1%	603,744.6	
	TOTAL	1,356,352.9	48%	1,388,601.7	49%	68,189.7	2%	2,813,144.3	

WILMAPCO Annual Listing of Obligated Projects

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

23 CFR 450.332 Annual listing of obligated projects.

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

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	FY25 State Auth	FY25 Fed OB	FY25 Fund Code	FY26 State Auth	FY26 Fed OB	FY26 Fund Code	FY27 State Auth	FY27 Fed OB	FY27 Fund Code	FY28 State Auth	FY28 Fed OB	FY28 Fund Code
I-95 and SR896 Interchange	14-51515	T201609002	C	50/50 TC		40,000,000	AC Various		42,375,000	AC Y001		16,771,431	AC Y001			
I-95 and SR896 Interchange Total					-	40,000,000		-	42,375,000		-	16,771,431		-	-	
I-295 Northbound from SR141 to US 13	19-10001	T202109101	C	80/20 TC		10,000,000	AC Y001		8,000,000	AC Y001		7,000,000	AC Y001			
I-295 Northbound from SR141 to US 13 Total					-	10,000,000		-	8,000,000		-	7,000,000		-	-	
SR 1 Widening, Road A to US40	20-03067	T202011001	ROW	80/20 TC		4,000,000	Y230		-			-				
SR 1 Widening, Road A to US40 Total					-	4,000,000		-	-		-	-		-	-	
SR1 at Tybouts Corner	20-67082	T202111001	ROW	80/20 TC		-			-			1,000,000	Y001			
SR1 at Tybouts Corner Total					-	-		-	-		-	1,000,000		-	-	
Bear Road and Reybold Drive Intersection Imp	2024-00067	T202411001	ROW	80/20 TC		143,000	Y230		-			-				
Bear Road and Reybold Drive Intersection Imp	2024-00067	T202411001	C	80/20 TC		-			2,445,000	Y230		-				
Bear Road and Reybold Drive Intersection Improvements Total					-	143,000		-	2,445,000		-	-		-	-	
SR 4, Christina Parkway from SR 2, Elkton Road	04-00186	T200410301	ROW	80/20 TC		300,000	Y230		-			-				
SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark Total					-	300,000		-	-		-	-		-	-	
SR9, New Castle Ave, Landers Lane to A Street	19-10006	T202212903	ROW	80/20 TC		1,500,000	Y003		-			-				
SR9, New Castle Ave, Landers Lane to A Street	19-10006	T202212903	C	80/20 TC		-			-			500,000	Y003		7,000,000	AC Y230
SR9, New Castle Ave, Landers Lane to A Street Total					-	1,500,000		-	-		-	500,000		-	7,000,000	
US13, US40 to Memorial Drive Pedestrian Imp	14-31313	T201601102	PE	80/20	50,598	202,393	Y230		-			-				
US13, US40 to Memorial Drive Pedestrian Improvements Total					50,598	202,393		-	-		-	-		-	-	
US13 Paving and Pedestrian Improvements - LI	19-33001	T201901102	C	80/20 TC		6,000,000	AC Y003		4,000,000	AC Y003		4,000,000	AC Y001		3,000,000	AC Y001
US13 Paving and Pedestrian Improvements - Llangollen Blvd to Bacon/Boulden Blvd Total					-	6,000,000		-	4,000,000		-	4,000,000		-	3,000,000	
US13: I-495 to PA Line	21-20015		PE	100% State	600,000	-			-			-			-	
US13: I-495 to PA Line Total					600,000	-		-	-		-	-		-	-	
4th Street, Walnut Street to Adams Street	04-00172	T202001103	C	80/20 TC		2,500,000	Y230		-			-				
4th Street, Walnut Street to Adams Street Total					-	2,500,000		-	-		-	-		-	-	
Walnut Street, 3rd Street to 16th Street	04-00166	T200401101	C	80/20 TC		-			3,000,000	AC Y230		3,000,000	AC Y230		-	
Walnut Street, 3rd Street to 16th Street Total					-	-		-	3,000,000		-	3,000,000		-	-	
HSIP NCC, Old Baltimore Pike and Salem Church	11-26348	T201200105	PE	90/10 TC		-			800,000	YS30		-				
HSIP NCC, Old Baltimore Pike and Salem Church Road Total					-	-		-	800,000		-	-		-	-	
SR4, Ogletown Stanton Road/SR 7, Christina St	04-00136	T200011101	PE	100% State	500,000	-			-			-				
SR4, Ogletown Stanton Road/SR 7, Christina St	04-00136	T200011101	ROW	80/20 TC	-	800,000	Y230		-			-				
SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stanton Split Total					500,000	800,000		-	-		-	-		-	-	
US 40 & SR 896 Improvements	10-10099	T201611901	PE	80/20	100,000	400,000	Y230		-			-				
US 40 & SR 896 Improvements Total					100,000	400,000		-	-		-	-		-	-	
US 40, Salem Church Road to Walther Road	04-00144	T201611902	C	80/20 TC		4,000,000	AC Y460		5,500,000	AC Y460		8,000,000	AC Y460/Y001		7,500,000	AC Y001
US 40, Salem Church Road to Walther Road Total					-	4,000,000		-	5,500,000		-	8,000,000		-	7,500,000	
US 40 (Pulaski Hwy) and SR 7 (Bear Christiana	20-20003	T202304101	PE	80/20 TC		-			-			-				
US 40 (Pulaski Hwy) and SR 7 (Bear Christiana Rd) Intersection Improvements Total					-	-		-	-		-	-		-	-	
Edgemoor Rd Bicycle and Pedestrian Improver	21-00220	T202201101	PE	100% Other	-	-			-			-				
Edgemoor Rd Bicycle and Pedestrian Improver	21-00220	T202201101	ROW	100% Other	-	-			-			-				
Edgemoor Rd Bicycle and Pedestrian Improver	21-00220	T202201101	C	100% Other	-	-			-			-				
Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd Total					-	-		-	-		-	-		-	-	
Port Area Truck Parking Facility Near Wilmingt	23-20001		PE	100% State	-	-			-		862,500	-				
Port Area Truck Parking Facility Near Wilmington Total					-	-		-	-		862,500	-		-	-	
Sears Boulevard Extension	22-23456	T202209902	PD	100% Other	-	-			-			-				
Sears Boulevard Extension	22-23456	T202209902	ROW	100% Other	-	-			-			-				
Sears Boulevard Extension Total					-	-		-	-		-	-		-	-	
Denny Road and Lexington Parkway Intersecti	18-01119	T202004103	PE	100% State		-			-			-				
Denny Road and Lexington Parkway Intersecti	18-01119	T202004103	ROW	100% State		-			-			-				
Denny Road and Lexington Parkway Intersecti	18-01119	T202004103	CE	80/20		-			-			-				
Denny Road and Lexington Parkway Intersecti	18-01119	T202004103	C	80/20		-			-			-				
Denny Road and Lexington Parkway Intersecti	18-01119	T202004103	Traffic	80/20		-			-			-				
Denny Road and Lexington Parkway Intersecti	18-01119	T202004103	Contingency	80/20		-			-			-				
Denny Road and Lexington Parkway Intersection Improvements Total					-	-		-	-		-	-		-	-	
East 7th Street	21-20010		PE	100% State		-		1,000,000	-			-				
East 7th Street Total					-	-		1,000,000	-		-	-		-	-	
Maryland Ave. and Monroe St. (Maryland Ave 21-20013			PE	100% State		-		800,000	-			-				
Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area) Total					-	-		800,000	-		-	-		-	-	
12th Street Connector	21-20011	T202401103	PE	100% State	2,174,489	-			-			-				
12th Street Connector	21-20011	T202401103	ROW	100% State		-			-		100,000	-				
12th Street Connector Total					2,174,489	-		-	-		100,000	-		-	-	
N15, Boyds Corner Road, Cedar Lane Road to I	07-00406	T200712002	PE	100% State		-			-			-				
N15, Boyds Corner Road, Cedar Lane Road to I	07-00406	T200712002	ROW	80/20 TC		2,800,000	Y001		-			-				
N15, Boyds Corner Road, Cedar Lane Road to I	07-00406	T200712002	C	80/20 TC		-			-			-				
N15, Boyds Corner Road, Cedar Lane Road to I	07-00406	T200712002	Utilities	100% State		-			-			-		2,000,000	Y001	
N15, Boyds Corner Road, Cedar Lane Road to US 13 Total					-	2,800,000		-	-		-	-		-	2,000,000	
N412, Lorewood Grove Road, Jamison Corner	07-00403	T200712006	PE	100% State		-			-			-				
N412, Lorewood Grove Road, Jamison Corner	07-00403	T200712006	ROW	100% State		-			-			-				
N412, Lorewood Grove Road, Jamison Corner	07-00403	T200712006	C	80/20 TC		-			-			-				
												3,500,000	Y237		4,000,000	AC Y237

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	FY25 State Auth	FY25 Fed OB	FY25 Fund Code	FY26 State Auth	FY26 Fed OB	FY26 Fund Code	FY27 State Auth	FY27 Fed OB	FY27 Fund Code	FY28 State Auth	FY28 Fed OB	FY28 Fund Code
N412, Lorewood Grove Road, Jamison Corner Rd to SR 1 Total					-	-		-	-		-	3,500,000		-	4,000,000	
N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road Total	07-00402	T200712005	PE	100% State												
Garasches Lane, Wilmington	11-00999	T201212101	PD	80/20												
Garasches Lane, Wilmington	11-00999	T201212101	PE	80/20												
Garasches Lane, Wilmington Total					-	-		-	-		-	-		-	-	
Shared Use Path, S. Church St to S. Walnut St, Wilmington	22-12101	T202212101	ROW	100% State												
Shared Use Path, S. Church St to S. Walnut St, Wilmington	22-12101	T202212101	C	80/20		2,002,080	Y230									
Shared Use Path, S. Church St to S. Walnut St, Wilmington Total					-	2,002,080		-	-		-	-		-	-	
Southbridge Local Street Network	20-20006		PE	100% State	200,000											
Southbridge Local Street Network	20-20006		ROW	100% State										100,000		
Southbridge Local Street Network	20-20006		C	100% State												
Southbridge Local Street Network Total					200,000									100,000		
Old Capitol Trail, Newport Road to Stanton Road	18-02116	T202104102	PE	100% State												
Old Capitol Trail, Newport Road to Stanton Road	18-02116	T202104102	ROW	80/20 TC		1,200,000	Y400									
Old Capitol Trail, Newport Road to Stanton Road	18-02116	T202104102	C	80/20 TC		3,500,000	Y400		3,500,000	AC Y400		3,000,000	AC Y400			
Old Capitol Trail, Newport Road to Stanton Road Total					-	4,700,000		-	3,500,000		-	3,000,000		-	-	
SR 72, McCoy Road to SR 71	04-00160	T200601102	PE	100% State												
SR 72, McCoy Road to SR 71	04-00160	T200601102	PE	80/20												
SR 72, McCoy Road to SR 71	04-00160	T200601102	ROW	100% State												
SR 72, McCoy Road to SR 71	04-00160	T200601102	ROW	80/20 TC												
SR 72, McCoy Road to SR 71	04-00160	T200601102	CE	80/20												
SR 72, McCoy Road to SR 71	04-00160	T200601102	C	80/20												
SR 72, McCoy Road to SR 71	04-00160	T200601102	Traffic	80/20												
SR 72, McCoy Road to SR 71	04-00160	T200601102	Utilities	80/20												
SR 72, McCoy Road to SR 71	04-00160	T200601102	Contingency	80/20												
SR 72, McCoy Road to SR 71 Total					-	-		-	-		-	-		-	-	
SR 896 and Bethel Church Rd Interchange	08-03016	T200911305	PE	80/20 TC												
SR 896 and Bethel Church Rd Interchange	08-03016	T200911305	ROW	100% State												
SR 896 and Bethel Church Rd Interchange Total					-	-		-	-		-	-		-	-	
Glasgow Avenue, SR 896 to US 40	20-20002	T202211901	PE	100% State	400,000											
Glasgow Avenue, SR 896 to US 40	20-20002	T202211901	ROW	80/20 TC								1,500,000	Y230			
Glasgow Avenue, SR 896 to US 40	20-20002	T202211901	C	80/20 TC												
Glasgow Avenue, SR 896 to US 40 Total					400,000							1,500,000				
Possum Park Road and Old Possum Park Road	09-00108	T200904109	PE	100% State												
Possum Park Road and Old Possum Park Road	09-00108	T200904109	ROW	100% State												
Possum Park Road and Old Possum Park Road	09-00108	T200904109	C	100% State												
Possum Park Road and Old Possum Park Road Intersection Improvements Total					-	-		-	-		-	-		-	-	
South Wilmington Infrastructure Improvement	20-00002		Program Funding	100% State												
South Wilmington Infrastructure Improvement	20-00002		Program Funding	100% Other												
South Wilmington Infrastructure Improvements Total					-	-		-	-		-	-		-	-	
BR 1-686 on N029 South Walnut Street	16-01029	T201607402	PE	80/20												
BR 1-686 on N029 South Walnut Street	16-01029	T201607402	ROW	80/20 TC					50,000	Y110						
BR 1-686 on N029 South Walnut Street Total					-	-		-	50,000		-	-		-	-	
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	14-01056	T201407404	PE	80/20												
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	14-01056	T201407404	CE	100% State GARVEE												
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	14-01056	T201407404	C	100% State GARVEE												
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	14-01056	T201407404	Traffic	100% State GARVEE												
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	14-01056	T201407404	Contingency	100% State GARVEE												
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	14-01056	T201407404	Environmental	100% State GARVEE												
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	14-01056	T201407404	Rail Road	80/20												
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge Total					-	-		-	-		-	-		-	-	
Rehabilitation of I-95, Viaduct Substructure Repairs	19-07403	T201907403	PE	100% State GARVEE												
Rehabilitation of I-95, Viaduct Substructure Repairs	19-07403	T201907403	C	100% State GARVEE												
Rehabilitation of I-95, Viaduct Substructure Repairs	19-07403	T201907403	C	80/20 TC		6,000,000	Y110		10,000,000	AC Y110		2,300,000	AC Y110			
Rehabilitation of I-95, Viaduct Substructure Repairs Total					-	6,000,000		-	10,000,000		-	2,300,000		-	-	
Rehabilitation of I-95, GARVEE Debt Service	21-01056	T202107410	C	90/10 TC		18,591,750	AC Y001		18,593,250	AC Y001		18,592,500	AC Y001		18,593,250	AC Y001
Rehabilitation of I-95, GARVEE Debt Service Total					-	18,591,750		-	18,593,250		-	18,592,500		-	18,593,250	
Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection Improvements	FY25 COT		PE	100% Other-TID												
Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection Improvements Total					-	-		-	-		-	-		-	-	
Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.	FY25 COT		PD	100% State										1,000,000		
Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St. Total					-	-		-	-		-	-		1,000,000		
Hares Corner (US 13 and SR 273) Grade Separated Intersection	FY25 COT		PD	80/20 TC								1,500,000	Y230		1,500,000	AC Y230
Hares Corner (US 13 and SR 273) Grade Separated Intersection Total					-	-		-	-		-	1,500,000		-	1,500,000	
St. Annes Church Road at SR 71 Intersection Improvements	FY25 COT		PE	100% Other-TID												
St. Annes Church Road at SR 71 Intersection Improvements Total					-	-		-	-		-	-		-	-	
US 40 between US 13 and MD Line Multimodal Improvements	FY25 COT		PD	100% State							1,000,000					
US 40 between US 13 and MD Line Multimodal Improvements Total					-	-		-	-		1,000,000			-	-	

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	FY25 State Auth	FY25 Fed OB	FY25 Fund Code	FY26 State Auth	FY26 Fed OB	FY26 Fund Code	FY27 State Auth	FY27 Fed OB	FY27 Fund Code	FY28 State Auth	FY28 Fed OB	FY28 Fund Code
Mid County Maintenance Facility Expansion	19-10518	T201953104	PE	80/20 FTA												
Mid County Maintenance Facility Expansion	19-10518	T201953104	CE	80/20 FTA												
Mid County Maintenance Facility Expansion	19-10518	T201953104	C	80/20 FTA												
Mid County Maintenance Facility Expansion	19-10518	T201953104	Contingency	80/20 FTA												
Mid County Maintenance Facility Expansion	19-10518	T201953104	Maintenance	80/20 FTA												
Mid County Maintenance Facility Expansion Total					-	-		-	-		-	-		-	-	
Mid-County Driver Training Facility	2023-00191	T202453102	PE	80/20 FTA												
Mid-County Driver Training Facility	2023-00191	T202453102	C	80/20 FTA												
Mid-County Driver Training Facility Total					-	-		-	-		-	-		-	-	
Churchman's Crossing Fairplay Station Parking	09-12109	T202053101	PE	80/20 FTA												
Churchman's Crossing Fairplay Station Parking Expansion Total					-	-		-	-		-	-		-	-	
Churchman's Crossing Temporary Parking Lot	2023-00187	T202453110	C	80/20 FTA												
Churchman's Crossing Temporary Parking Lot Total					-	-		-	-		-	-		-	-	
Connecting Route 9 Corridor Communities	2023-00145	T202350501	Planning	90/10 FTA												
Connecting Route 9 Corridor Communities Total					-	-		-	-		-	-		-	-	
Claymont Regional Transportation Center	10-12144	T201651201	PE	80/20 FTA												
Claymont Regional Transportation Center	10-12144	T201651201	PE	100% Other												
Claymont Regional Transportation Center	10-12144	T201651201	ROW	100% State												
Claymont Regional Transportation Center	10-12144	T201651201	CE	55/45 FTA												
Claymont Regional Transportation Center	10-12144	T201651201	CE	54/46 FTA												
Claymont Regional Transportation Center	10-12144	T201651201	C	54/46 FTA												
Claymont Regional Transportation Center	10-12144	T201651201	C	55/45 FTA												
Claymont Regional Transportation Center	10-12144	T201651201	C	67% FTA												
Claymont Regional Transportation Center	10-12144	T201651201	C	33% State												
Claymont Regional Transportation Center	10-12144	T201651201	C	100% State												
Claymont Regional Transportation Center	10-12144	T201651201	Traffic	55/45 FTA												
Claymont Regional Transportation Center	10-12144	T201651201	Traffic	54/46 FTA												
Claymont Regional Transportation Center	10-12144	T201651201	Utilities	55/45 FTA												
Claymont Regional Transportation Center	10-12144	T201651201	Utilities	54/46 FTA												
Claymont Regional Transportation Center	10-12144	T201651201	Contingency	54/46 FTA												
Claymont Regional Transportation Center	10-12144	T201651201	Contingency	50/50 FTA												
Claymont Regional Transportation Center	10-12144	T201651201	Contingency	100% State												
Claymont Regional Transportation Center	10-12144	T201651201	Contingency	100% Other												
Claymont Regional Transportation Center	10-12144	T201651201	Rail Road	54/46 FTA												
Claymont Regional Transportation Center	10-12144	T201651201	Rail Road	55/45 FTA												
Claymont Regional Transportation Center Total					-	-		-	-		-	-		-	-	
Claymont Rail Station Decommissioning	2023-00192	T202453101	PE	100% State												
Claymont Rail Station Decommissioning	2023-00192	T202453101	C	80/20 FTA												
Claymont Rail Station Decommissioning Total					-	-		-	-		-	-		-	-	
Beech St Maintenance Building	16-51362	T201753108	PE	80/20 FTA												
Beech St Maintenance Building	16-51362	T201753108	CE	80/20 FTA												
Beech St Maintenance Building	16-51362	T201753108	C	80/20 FTA	963,183	3,852,734	TBD									
Beech St Maintenance Building Total					963,183	3,852,734		-	-		-	-		-	-	
Wilmington DTC Maintenance Building	23-00001		PE	80/20 TC FTA		2,000,000	5307W		2,000,000	5307W						
Wilmington DTC Maintenance Building	23-00001		ROW	100% State												
Wilmington DTC Maintenance Building	23-00001		C	80/20 TC FTA					5,000,000	5307W		20,000,000	5307/5339W		15,000,000	5307/5337W
Wilmington DTC Maintenance Building Total					-	2,000,000		-	7,000,000		-	20,000,000		-	15,000,000	
Newark Regional Transportation Center, Planr	11-00272	T201251601	PE	80/20 FTA												
Newark Regional Transportation Center, Planr	11-00272	T201251601	PE	100% State												
Newark Regional Transportation Center, Planr	11-00272	T201251601	Program Funding	100% FTA												
Newark Regional Transportation Center, Planr	11-00272	T201251601	Program Funding	100% State												
Newark Regional Transportation Center, Planning and Design Total					-	-		-	-		-	-		-	-	
Newark Regional Transportation Center, Platfc	16-00387	T201751603	C	100% State												
Newark Regional Transportation Center, Platfc	16-00387	T201751603	C	100% Other												
Newark Regional Transportation Center, Platfc	16-00387	T201751603	Rail Road	80/20 FTA												
Newark Regional Transportation Center, Platfc	16-00387	T201751603	Rail Road	100% State												
Newark Regional Transportation Center, Platform and Pedestrian Bridge Total					-	-		-	-		-	-		-	-	
Northeast Corridor Allocation Policy	15-16309	T201651601	C	100% State	4,128,400			4,028,400			4,028,400			4,028,400		
Northeast Corridor Allocation Policy Total					4,128,400			4,028,400			4,028,400			4,028,400		
Preventive Maintenance - New Castle County	07-30222		Procurement	80% FTA		8,950,000	5307W		8,950,000	5307W		8,950,000	5307W		8,950,000	5307W
Preventive Maintenance - New Castle County Total					-	8,950,000		-	8,950,000		-	8,950,000		-	8,950,000	
Transit Vehicle Replacement (3) Fixed Route Ci	14-11020	T202250304	Procurement	80/20 FTA												
Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22 Total					-	-		-	-		-	-		-	-	
Transit Vehicle Replacement (6) Electric Buses	22-11022	T202250309	Procurement	80/20 FTA												
Transit Vehicle Replacement (6) Electric Buses and Charging Infrastructure NCC (80/20) Total					-	-		-	-		-	-		-	-	
Transit Vehicle Replacement, Hydrogen Buses	23-11020	T202350304	Procurement	85/15 FTA												
Transit Vehicle Replacement, Hydrogen Buses (4) and Charging Infrastructure, NCC (85/15) Total					-	-		-	-		-	-		-	-	
Transit Vehicle Replacement, Hydrogen Buses	23-11021	T202350305	Procurement	90/10 FTA												
Transit Vehicle Replacement, Hydrogen Buses (4) and Charging Infrastructure, NCC (90/10) Total					-	-		-	-		-	-		-	-	

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	FY25 State Auth	FY25 Fed OB	FY25 Fund Code	FY26 State Auth	FY26 Fed OB	FY26 Fund Code	FY27 State Auth	FY27 Fed OB	FY27 Fund Code	FY28 State Auth	FY28 Fed OB	FY28 Fund Code
Transit Vehicle Replacement, Hydrogen Buses	23-11022	T202350306	Procurement	80/20 FTA												
Transit Vehicle Replacement, Hydrogen Buses (4) and Charging Infrastructure, NCC (80/20) Total					-	-		-	-		-	-		-	-	
Transit Vehicle Replacement (4) 25' Fixed Rout	2023-00176	T202450305	Procurement	80/20 TC FTA												
Transit Vehicle Replacement (4) 25' Fixed Route Propane Cutaway Buses, NCC, FY24 Total					-	-		-	-		-	-		-	-	
Transit Vehicle Replacement (3) 25' Fixed Rout	2023-00177	T202450304	Procurement	80/20 TC FTA												
Transit Vehicle Replacement (3) 25' Fixed Route Gasoline Cutaway Buses, NCC, FY24 Total					-	-		-	-		-	-		-	-	
Transit Vehicle Replacement (1) 45' Fixed Rout	2023-00178	T202450306	Procurement	80/20 TC FTA												
Transit Vehicle Replacement (1) 45' Fixed Route Bus, NCC, FY25 Total					-	-		-	-		-	-		-	-	
Transit Vehicle Replacement (1) 45' Fixed Rout	2024-00099		Procurement	80/20 TC FTA		887,400	53395									
Transit Vehicle Replacement (1) 45' Fixed Route Bus NCC FY26 Total					-	887,400		-	-		-	-		-	-	
Transit Vehicle Replacement (7) 29' Low Floor	2024-00098		Procurement	80/20 TC FTA					4,235,000	53395						
Transit Vehicle Replacement (3) 29' Low Floor Fixed Route Buses NCC FY27 Total					-	-		-	4,235,000		-	-		-	-	
Transit Vehicle Replacement (10) 40' Low Floo	2024-00112		Procurement	80/20 TC FTA								6,175,000	53395			
Transit Vehicle Replacement (10) 40' Low Floor Buses NCC FY28 Total					-	-		-	-		-	6,175,000		-	-	
Transit Vehicle Replacement (2) 45' Fixed Rout	2024-00113		Procurement	80/20 TC FTA											1,814,000	53395
Transit Vehicle Replacement (2) 45' Fixed Route Buses NCC FY29 Total					-	-		-	-		-	-		-	1,814,000	
Transit Vehicle Replacement (13) 40' Low Floor	2024-00114		Procurement	80/20 TC FTA											8,189,090	53395/5337W
Transit Vehicle Replacement (13) 40' Low Floor Buses NCC FY29 Total					-	-		-	-		-	-		-	8,189,090	
Transit Vehicle Replacement (1) 25' Fixed Rout	2024-00115		Procurement	80/20 TC FTA											317,080	53395
Transit Vehicle Replacement (1) 25' Fixed Route Cutaway Bus NCC FY29 Total					-	-		-	-		-	-		-	317,080	
Transit Vehicle Replacement Paratransit Buses	07-22425		Procurement	80/20 FTA												
Transit Vehicle Replacement Paratransit Buses	07-22425		Procurement	80/20 TC FTA		7,681,570	VARIOUS		3,321,760	5339/5307					3,321,760	5339/5307
Transit Vehicle Replacement Paratransit Buses NCC Program Total					-	7,681,570	-	-	3,321,760	-	-	-	-	-	3,321,760	-
					9,116,671	127,310,926		5,828,400	121,770,010		5,990,900	105,788,931		5,128,400	81,185,180	
Bicycle, Pedestrian and other Improvements	05-10007		PE	100% State	700,000											
Bicycle, Pedestrian and other Improvements	05-10007		PE	80/20 TC												
Bicycle, Pedestrian and other Improvements	05-10007		C	80/20	800,000	3,200,000	Y400	1,500,000	6,000,000	Y400	1,500,000	6,000,000	Y400	1,500,000	6,000,000	Y400
Bicycle, Pedestrian and other Improvements	05-10007		C	80/20 TC												
Bicycle, Pedestrian and other Improvements Total					1,500,000	3,200,000		1,500,000	6,000,000		1,500,000	6,000,000		1,500,000	6,000,000	
Pedestrian ADA Accessibility	14-22614		Program Funding	100% State	4,500,000			4,500,000			4,500,000			4,500,000		
Pedestrian ADA Accessibility Total					4,500,000	-		4,500,000	-		4,500,000	-		4,500,000	-	
Pedestrian Issue (RPI) and Safe Routes to Scho	2023-00119		Program Funding	100% State	500,000			500,000			500,000			500,000		
Pedestrian Issue (RPI) and Safe Routes to School (SRTS) Improvements Total					500,000	-		500,000	-		500,000	-		500,000	-	
Bridge Program	05-10006		PD	80/20												
Bridge Program	05-10006		PE	80/20												
Bridge Program	05-10006		PE	80/20 TC												
Bridge Program	05-10006		PE	100% State	500,000			500,000			500,000			600,000		
Bridge Program	05-10006		PE	80/20 Other												
Bridge Program	05-10006		ROW	80/20		64,000										
Bridge Program	05-10006		ROW	80/20 TC		400,000			100,000							
Bridge Program	05-10006		ROW	90/10												
Bridge Program	05-10006		ROW	100% State	125,900											
Bridge Program	05-10006		ROW	80/20 Other		16,000										
Bridge Program	05-10006		CE	80/20												
Bridge Program	05-10006		CE	80/20 TC		1,291,056			420,000			420,000			400,000	
Bridge Program	05-10006		CE	90/10												
Bridge Program	05-10006		CE	90/10 TC												
Bridge Program	05-10006		CE	100% State	360,000											
Bridge Program	05-10006		CE	100% TRB												
Bridge Program	05-10006		C	80/20												
Bridge Program	05-10006		C	80/20 TC		34,596,045			65,350,001			61,400,000			61,800,000	
Bridge Program	05-10006		C	90/10												
Bridge Program	05-10006		C	90/10 TC												
Bridge Program	05-10006		C	100% State	6,600,000						12,200,000			5,700,000		
Bridge Program	05-10006		C	100% Other												
Bridge Program	05-10006		C	80/20 Other					3,200,000							
Bridge Program	05-10006		C	100% TRB												
Bridge Program	05-10006		C	49% TIFIA RPI												
Bridge Program	05-10006		C	31% FHWA/20% State												
Bridge Program	05-10006		Traffic	80/20												
Bridge Program	05-10006		Traffic	80/20 TC		28,000										
Bridge Program	05-10006		Traffic	100% State												
Bridge Program	05-10006		Utilities	80/20												
Bridge Program	05-10006		Utilities	80/20 TC		375,000										
Bridge Program	05-10006		Utilities	100% State												
Bridge Program	05-10006		Environmental	80/20												
Bridge Program	05-10006		Program Funding	100% State	1,910,820			5,000,000								
Bridge Program	05-10006		Contingency	80/20												
Bridge Program	05-10006		Contingency	80/20 TC		600,000										
Bridge Program	05-10006		Contingency	90/10												

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	FY25 State Auth	FY25 Fed OB	FY25 Fund Code	FY26 State Auth	FY26 Fed OB	FY26 Fund Code	FY27 State Auth	FY27 Fed OB	FY27 Fund Code	FY28 State Auth	FY28 Fed OB	FY28 Fund Code
Bridge Program	05-10006		Contingency	90/10 TC	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Program	05-10006		Contingency	100% State	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Program	05-10006		Contingency	100% Other	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Program	05-10006		Contingency	100% TRB	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Program	05-10006		Maintenance	100% State	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Program	05-10006		Maintenance	100% Other	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Program	05-10006		Rail Road	80/20	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Program	05-10006		Rail Road	80/20 TC	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Program	05-10006		Rail Road	90/10	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Program	05-10006		Rail Road	100% State	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Program	05-10006		Other(MGMT)	80/20	1,519,185	6,076,739	-	839,185	3,356,739	-	914,684	3,658,736	-	904,643	3,618,573	-
Bridge Program	05-10006		Other(MGMT)	100% State	353,800	-	-	353,800	-	-	373,800	-	-	373,800	-	-
Bridge Program Total					11,369,705	43,446,840		6,692,985	72,426,740		13,988,484	65,478,736		7,578,443	65,818,573	
Non-Bridge Structures	14-99999		PE	80/20	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		PE	100% State	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		PE	100% Other	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		ROW	100% State	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		ROW	100% Other	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		CE	80/20	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		CE	80/20 TC	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		CE	100% State	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		CE	100% Other	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		C	80/20	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		C	80/20 TC	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		C	100% State	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		C	100% Other	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		Traffic	80/20	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		Traffic	100% State	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		Utilities	80/20	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		Utilities	100% State	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		Program Funding	100% Other	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		Program Funding	100% State	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		Environmental	100% State	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		Contingency	80/20	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		Contingency	80/20 TC	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		Contingency	100% State	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		Contingency	100% Other	-	-	-	-	-	-	-	-	-	-	-	-
Non-Bridge Structures	14-99999		Other(MGMT)	80/20	720,000	2,880,000	2,880,000	720,000	2,880,000	-	760,000	5,760,000	-	760,000	3,040,000	-
Non-Bridge Structures Total					720,000	2,880,000		720,000	2,880,000		760,000	5,760,000		760,000	3,040,000	
Transportation Alternatives Program	05-10048		PE	80/20	325,000	1,300,000	-	350,000	1,400,000	VARIOUS	175,000	700,000	VARIOUS	175,000	700,000	VARIOUS
Transportation Alternatives Program	05-10048		C	80/20 Other	-	4,200,000	VARIOUS	-	4,300,000	VARIOUS	-	2,200,000	VARIOUS	-	2,200,000	VARIOUS
Transportation Alternatives Program	05-10048		C	80/20 FTA	40,000	160,000	5307W	40,000	160,000	5307W	40,000	160,000	5307W	40,000	160,000	5307W
Transportation Alternatives Program	05-10048		C	100% State	600,000	-	-	575,000	-	-	750,000	-	-	750,000	-	-
Transportation Alternatives Program Total					965,000	5,660,000		965,000	5,860,000		965,000	3,060,000		965,000	3,060,000	
Paving and Rehabilitation	05-10038		C	80/20 TC	-	15,000,000	VARIOUS	-	20,000,000	VARIOUS	-	20,000,000	VARIOUS	-	25,000,000	VARIOUS
Paving and Rehabilitation	05-10038		Program Funding	100% State	77,000,000	-	-	72,000,000	-	-	72,000,000	-	-	55,000,000	-	-
Paving and Rehabilitation Total					77,000,000	15,000,000		72,000,000	20,000,000		72,000,000	20,000,000		55,000,000	25,000,000	
Recreational Trails	21-22613		C	80/20	-	905,680	Y940	-	905,680	Y940	-	905,680	Y940	-	905,680	Y940
Recreational Trails Total						905,680			905,680			905,680			905,680	
Slope Stabilization & Drainage Improvement P	18-99999		Program Funding	100% State	4,000,000	-	-	4,000,000	-	-	4,000,000	-	-	4,000,000	-	-
Slope Stabilization & Drainage Improvement Program Total					4,000,000			4,000,000			4,000,000			4,000,000		
Signage and Pavement Markings	05-10045		C	80/20	587,500	2,350,000	Y240	587,500	2,350,000	Y240	-	-	Y240	-	-	-
Signage and Pavement Markings	05-10045		C	80/20 TC	-	-	-	-	-	-	-	2,937,500	Y240	-	2,937,500	Y240
Signage and Pavement Markings	05-10045		Program Funding	100% State	6,233,128	-	-	6,233,128	-	-	6,233,128	-	-	6,233,128	-	-
Signage and Pavement Markings Total					6,820,628	2,350,000		6,820,628	2,350,000		6,233,128	2,937,500		6,233,128	2,937,500	
Materials and Minor Contracts	05-10031		Program Funding	100% State	10,875,000	-	-	16,875,000	-	-	17,400,000	-	-	17,400,000	-	-
Materials and Minor Contracts	05-10031		C	90/10	-	-	-	-	-	-	300,000	2,700,000	Y001	-	-	-
Materials and Minor Contracts Total					10,875,000			16,875,000			17,700,000	2,700,000		17,400,000		
Rail Crossing Safety	05-10040		C	100% FHWA	-	1,225,000	Y540	-	1,225,000	Y540	-	1,225,000	Y540	-	1,225,000	Y540
Rail Crossing Safety	05-10040		C	90/10	-	-	-	-	-	-	-	-	-	-	-	-
Rail Crossing Safety	05-10040		C	80/20	400,000	1,600,000	Y240	200,000	1,756,000	Y240	200,000	800,000	Y240	200,000	800,000	Y240
Rail Crossing Safety	05-10040		C	100% State	4,500,000	-	-	4,500,000	-	-	4,500,000	-	-	4,500,000	-	-
Rail Crossing Safety Total					4,900,000	2,825,000		4,700,000	2,981,000		4,700,000	2,025,000		4,700,000	2,025,000	
Statewide Railroad Rideability Program	09-61922		Utilities	100% State	100,000	-	-	100,000	-	-	100,000	-	-	100,000	-	-
Statewide Railroad Rideability Program Total					100,000			100,000			100,000			100,000		
Rail Preservation Maintenance Program	20-10040		Program Funding	100% State	250,000	-	-	250,000	-	-	250,000	-	-	250,000	-	-
Rail Preservation Maintenance Program Total					250,000			250,000			250,000			250,000		
Hazard Elimination Program	10-10006		PE	80/20	35,000	140,000	Y240	35,000	140,000	Y240	35,000	140,000	Y240	35,000	140,000	Y240

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	FY25 State Auth	FY25 Fed OB	FY25 Fund Code	FY26 State Auth	FY26 Fed OB	FY26 Fund Code	FY27 State Auth	FY27 Fed OB	FY27 Fund Code	FY28 State Auth	FY28 Fed OB	FY28 Fund Code
Hazard Elimination Program	10-10006		PE	90/10	50,500	454,500	YS30	50,500	454,500	YS30	50,500	454,500	YS30	50,500	454,500	YS30
Hazard Elimination Program	10-10006		Other(MGMT)	90/10	97,500	877,500	YS30	97,500	877,500	YS30	97,500	877,500	YS30	97,500	877,500	YS30
Hazard Elimination Program	10-10006		C	90/10	199,445	1,795,000	YS30	199,445	1,795,000	YS30	199,445	1,795,000	YS30	199,445	1,795,000	YS30
Hazard Elimination Program	10-10006		C	100% FHWA		3,000,000	YS30									
Hazard Elimination Program	10-10006		Program Funding	100% State	650,000	-		650,000	-		650,000	-		650,000	-	
Hazard Elimination Program Total					1,032,445	6,267,000		1,032,445	3,267,000		1,032,445	3,267,000		1,032,445	3,267,000	
High Risk Rural Roads Program	10-10007		C	90/10	-	-		-	-		-	-		-	-	
High Risk Rural Roads Program Total					-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		PD	100% State	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		PE	80/20	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		PE	80/20 TC	-	1,000,000	1,000,000	-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		PE	90/10	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		PE	90/10 TC	-	-		-	3,750,000		-	2,000,000		-	-	
Highway Safety Improvement Program	20-99999		PE	100% State	1,977,538	-		4,350,000	-		-	-		600,000	-	
Highway Safety Improvement Program	20-99999		ROW	80/20	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		ROW	80/20 TC	-	1,000,000	1,000,000	-	500,000		-	-		-	-	
Highway Safety Improvement Program	20-99999		ROW	90/10	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		ROW	90/10 TC	-	1,500,000	1,500,000	-	5,150,000		-	-		-	2,000,000	
Highway Safety Improvement Program	20-99999		ROW	100% State	3,225,000	-		2,900,000	-		910,000	-		2,900,000	-	
Highway Safety Improvement Program	20-99999		CE	80/20	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		CE	90/10	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		CE	100% State	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		C	80/20	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		C	80/20 TC	-	-		-	-		-	2,200,000		-	10,400,000	
Highway Safety Improvement Program	20-99999		C	90/10	440,420	3,513,485	3,513,485	-	1,800,000		-	3,600,000		-	-	
Highway Safety Improvement Program	20-99999		C	90/10 TC	-	-		-	-		-	9,000,000		-	16,250,000	
Highway Safety Improvement Program	20-99999		C	100% State	9,350,000	-		5,000,000	-		20,000,000	-		6,100,000	-	
Highway Safety Improvement Program	20-99999		C	100% Other	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		Traffic	80/20	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		Traffic	90/10	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		Traffic	100% State	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		Utilities	80/20	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		Utilities	90/10	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		Utilities	100% State	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		Program Funding	100% State	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		Contingency	80/20	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		Contingency	90/10	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		Contingency	100% State	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		Contingency	100% Other	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		Environmental	90/10	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program	20-99999		Rail Road	80/20	-	-		-	-		-	-		-	-	
Highway Safety Improvement Program Total					14,992,958	7,013,485		12,250,000	11,200,000		20,910,000	16,800,000		9,600,000	28,650,000	
Section 154 Penalty Transfer (Sanction) Progra	14-11002		C	100% FHWA		3,077,112	YS31		3,138,654	YS31		2,408,937	YS31		2,408,937	YS31
Section 154 Penalty Transfer (Sanction) Program Total					-	3,077,112		-	3,138,654		-	2,408,937		-	2,408,937	
Traffic Calming	05-10047		Program Funding	100% State	500,000	-		500,000	-		500,000	-		500,000	-	
Traffic Calming Total					500,000	-		500,000	-		500,000	-		500,000	-	
Intersection Improvements	05-10030		C	80/20	875,000	1,367,000	Y240	875,000	3,500,000	Y240	875,000	3,500,000	Y240	875,000	3,500,000	Y240
Intersection Improvements	05-10030		Program Funding	100% Other	-	-		-	-		-	-		-	-	
Intersection Improvements	05-10030		Program Funding	100% State	9,250,000	-		9,250,000	-		9,000,000	-		9,000,000	-	
Intersection Improvements Total					10,125,000	1,367,000		10,125,000	3,500,000		9,875,000	3,500,000		9,875,000	3,500,000	
Engineering and Contingency	05-10188		Program Funding	100% State	50,282,745	-		39,753,803	-		39,803,803	-		42,793,803	-	
Engineering and Contingency Total					50,282,745	-		39,753,803	-		39,803,803	-		42,793,803	-	
Environmental Improvements	05-10029		PE	80/20 TC	-	-		-	-		-	-		-	-	
Environmental Improvements	05-10029		C	80/20 TC	-	2,300,000	Y240	-	-		-	-		-	-	
Environmental Improvements	05-10029		C	80/20	-	-		-	-		4,500	18,000	Y240	4,500	18,000	Y240
Environmental Improvements	05-10029		Planning	100% State	945,500	-		645,500	-		645,500	-		645,500	-	
Environmental Improvements Total					945,500	2,300,000		645,500	-		650,000	18,000		650,000	18,000	
Corridor Capacity Preservation	05-10001	T200512901	ROW	100% State	1,000,000	-		1,000,000	-		1,000,000	-		1,000,000	-	
Corridor Capacity Preservation Total					1,000,000	-		1,000,000	-		1,000,000	-		1,000,000	-	
STIC Incentive Program	21-99999		Other(MGMT)	80/20	25,000	100,000	Z37E	25,000	100,000	Z37E	25,000	100,000	Z37E	25,000	100,000	Z37E
STIC Incentive Program Total					25,000	100,000		25,000	100,000		25,000	100,000		25,000	100,000	
Carbon Reduction Program	22-66300		PE	80/20 TC	-	-		-	-		-	-		-	-	
Carbon Reduction Program	22-66300		C	80/20 TC	-	5,400,000	Y600	-	5,400,000	Y600	-	5,400,000	Y600	-	5,400,000	Y600
Carbon Reduction Program Total					-	5,400,000		-	5,400,000		-	5,400,000		-	5,400,000	
Electric Vehicle Program	22-66400		C	100% State	4,000,000	-		-	-		-	-		-	-	
Electric Vehicle Program	22-66400		Other(MGMT)	80/20 TC	-	3,500,000	Y134	-	3,500,000	Y134	-	723,305	Y134	-	-	Y134
Electric Vehicle Program Total					4,000,000	3,500,000		-	3,500,000		-	723,305		-	-	
Resiliency and Sustainability Program	22-66200		C	80/20 TC	-	6,100,000	Y800	-	6,100,000	Y800	-	6,100,000	Y800	-	6,100,000	Y800

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	FY25 State Auth	FY25 Fed OB	FY25 Fund Code	FY26 State Auth	FY26 Fed OB	FY26 Fund Code	FY27 State Auth	FY27 Fed OB	FY27 Fund Code	FY28 State Auth	FY28 Fed OB	FY28 Fund Code
Resiliency and Sustainability Program	22-66200		Program Funding	100% State	6,000,000			6,000,000								
Resiliency and Sustainability Program Total					6,000,000	6,100,000		6,000,000	6,100,000		-	6,100,000		-	-	
Ranked Project Funding	2024-00094		ROW	100% State							1,368,570			231,144		
Ranked Project Funding	2024-00094		ROW	100% Federal								400,000	Y240		1,398,856	Y240
Ranked Project Funding	2024-00094		C	100% State							390,000			542,400		
Ranked Project Funding	2024-00094		C	100% Federal								260,000	Y240		3,469,600	Y240
Ranked Project Funding Total					-	-		-	-		1,758,570	660,000		773,544	4,868,456	
Education and Training	11-10304		Other(MGMT)	100% FHWA		300,000	Y240		300,000	Y240		300,000	Y240		300,000	Y240
Education and Training Total					-	300,000		-	300,000		-	300,000		-	300,000	
Aeronautics Planning	07-22611		Program Funding	100% FAA		189,000	FAA4		189,000	FAA4		189,000	FAA4		189,000	FAA4
Aeronautics Planning	07-22611		Program Funding	100% State	21,000			21,000			21,000			21,000		
Aeronautics Planning Total					21,000	189,000		21,000	189,000		21,000	189,000		21,000	189,000	
Aeronautics Program Development	07-22610		Program Funding	100% State	1,000,000			1,000,000			1,000,000			1,000,000		
Aeronautics Program Development Total					1,000,000	-		1,000,000	-		1,000,000	-		1,000,000	-	
Heavy Equipment Program	05-10185		Program Funding	100% State	16,900,000			12,000,000			12,000,000			12,000,000		
Heavy Equipment Program Total					16,900,000	-		12,000,000	-		12,000,000	-		12,000,000	-	
Federal Land Access Program	15-99300		C	80/20	6,000	24,000	TBD1	6,000	24,000	TBD1	6,000	24,000	TBD1	6,000	24,000	TBD1
Federal Land Access Program Total					6,000	24,000		6,000	24,000		6,000	24,000		6,000	24,000	
Local Transportation Assistance Program	07-22605		Planning	100% FHWA		210,000	Z441		210,000	Z441		150,000	Z441		150,000	Z441
Local Transportation Assistance Program	07-22605		Planning	100% State	210,000			210,000			150,000			150,000		
Local Transportation Assistance Program Total					210,000	210,000		210,000	210,000		150,000	150,000		150,000	150,000	
Metropolitan Planning Organization / FHWA/F	07-22603		Planning	80/20	740,600	2,962,400	Y450/Z77D	753,073	3,012,292	Y450/Z77D	697,473	2,789,891	Y450/Z77D	697,473	2,789,891	Y450/Z77D
Metropolitan Planning Organization / FHWA/FTA Total					740,600	2,962,400		753,073	3,012,292		697,473	2,789,891		697,473	2,789,891	
Development Coordination Program	2023-00117		Program Funding	100% State	3,000,000			3,000,000			3,000,000			3,000,000		
Development Coordination Program Total					3,000,000	-		3,000,000	-		3,000,000	-		3,000,000	-	
Planning Program Development	07-22602		Program Funding	100% State	3,000,000			3,000,000			3,000,000			3,000,000		
Planning Program Development Total					3,000,000	-		3,000,000	-		3,000,000	-		3,000,000	-	
Rural Technical Assistance Program	07-22606		Other(MGMT)	100% FTA		87,653	5311(b)(3)		87,653	5311(b)(3)		87,653	5311(b)(3)		87,653	5311(b)(3)
Rural Technical Assistance Program Total					-	87,653		-	87,653		-	87,653		-	87,653	
Statewide Planning & Research Program / FHWA	07-22608		Planning	80/20	1,140,125	4,560,501	Y550/Y560/Z77F	1,162,478	4,649,913	Y550/Y560/Z77F						
Statewide Planning & Research Program / FHWA	07-22608		Planning	80/20 TC								4,351,941	Y550/Y560/Z77F		4,351,941	Y550/Y560/Z77F
Statewide Planning & Research Program / FHWA/FTA Total					1,140,125	4,560,501	-	1,162,478	4,649,913	-	-	4,351,941	-	-	4,351,941	-
Truck Weigh Enforcement	14-22615		Program Funding	100% State	645,000			645,000			645,000			645,000		
Truck Weigh Enforcement Total					645,000	-		645,000	-		645,000	-		645,000	-	
University Research Program	14-22616		Program Funding	100% State	250,000			250,000			250,000			250,000		
University Research Program Total					250,000	-		250,000	-		250,000	-		250,000	-	
Disadvantaged Business Enterprise Supportive	09-22100		Other(MGMT)	100% FHWA		44,630	Z480		44,630	Z480		44,630	Z480		44,630	Z480
Disadvantaged Business Enterprise Supportive Services Program Total					-	44,630		-	44,630		-	44,630		-	44,630	
DMV Modernization Program	2023-00116		IT Development	100% State												
DMV Modernization Program Total					-	-		-	-		-	-		-	-	
Information Technology Initiatives Program	09-12345		Program Funding	100% State	14,000,000			14,000,000			14,000,000			14,000,000		
Information Technology Initiatives Program Total					14,000,000	-		14,000,000	-		14,000,000	-		14,000,000	-	
On the Job Training / Supportive Services	11-22190		Other(MGMT)	100% FHWA		100,000	Z49A		100,000	Z49A		100,000	Z49A		100,000	Z49A
On the Job Training / Supportive Services Total					-	100,000		-	100,000		-	100,000		-	100,000	
Summer Transportation Institute Program	10-11101		Other(MGMT)	100% FHWA		55,000	Z49B		55,000	Z49B		55,000	Z49B		55,000	Z49B
Summer Transportation Institute Program	10-11101		Other(MGMT)	100% State	13,750			13,750			13,750			13,750		
Summer Transportation Institute Program Total					13,750	55,000		13,750	55,000		13,750	55,000		13,750	55,000	
DMV Toll Equipment Upgrade	16-99999		Program Funding	100% State												
DMV Toll Equipment Upgrade Total					-	-		-	-		-	-		-	-	
Transportation Facilities - Administration	09-20145		Program Funding	100% State	9,000,000			4,500,000			3,000,000			2,500,000		
Transportation Facilities - Administration Total					9,000,000	-		4,500,000	-		3,000,000	-		2,500,000	-	
Transportation Facilities - Operations	05-10067		Program Funding	100% State	10,075,000			22,425,000			9,575,000			9,425,000		
Transportation Facilities - Operations	05-10067		C	100% Other												
Transportation Facilities - Operations Total					10,075,000	-		22,425,000	-		9,575,000	-		9,425,000	-	
Traffic Signal Revolving Fund Program	11-19001	T201209302	Traffic	100% State	125,000			125,000			125,000			125,000		
Traffic Signal Revolving Fund Program Total					125,000	-		125,000	-		125,000	-		125,000	-	
MUTCD Compliance Program	13-10046		Traffic	80/20												
MUTCD Compliance Program	13-10046		Traffic	100% FHWA		2,000,000	Y001		2,000,000	Y001		2,000,000	Y001		2,000,000	Y001
MUTCD Compliance Program Total					-	2,000,000		-	2,000,000		-	2,000,000		-	2,000,000	
Rideshare Program / Trip Mitigation	07-22612		Planning	80/20 Other		384,000	Y400		384,000	Y400		384,000	Y400		384,000	Y400
Rideshare Program / Trip Mitigation	07-22612		Planning	100% State	23,700			23,700			23,700			23,700		
Rideshare Program / Trip Mitigation Total					23,700	384,000		23,700	384,000		23,700	384,000		23,700	384,000	
Transportation Management Improvements	05-10186		C	80/20	1,180,000	4,720,000	Y400/Y240									
Transportation Management Improvements	05-10186		C	80/20 TC					5,900,000	Y400/Y240		5,900,000	Y400/Y240		5,900,000	Y400/Y240
Transportation Management Improvements	05-10186		C	100% State	1,350,000			1,350,000			1,350,000			1,350,000		
Transportation Management Improvements Total					2,530,000	4,720,000		1,350,000	5,900,000		1,350,000	5,900,000		1,350,000	5,900,000	
Transit Facilities Minor Capital Program	18-90222		Program Funding	100% State	1,850,000			1,850,000			1,850,000			1,850,000		
Transit Facilities Minor Capital Program Total					1,850,000	-		1,850,000	-		1,850,000	-		1,850,000	-	

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	FY25 State Auth	FY25 Fed OB	FY25 Fund Code	FY26 State Auth	FY26 Fed OB	FY26 Fund Code	FY27 State Auth	FY27 Fed OB	FY27 Fund Code	FY28 State Auth	FY28 Fed OB	FY28 Fund Code
Transit Systems Equipment Program	18-70222		Procurement	100% State	200,000			200,000			200,000			200,000		
Transit Systems Equipment Program Total					200,000	-		200,000	-		200,000	-		200,000	-	
Diamond State Rail Line Study	2024-00106	T202451501	PD	100% FRA												
Diamond State Rail Line Study Total					-	-		-	-		-	-		-	-	
Automated/Dynamic Paratransit Scheduling	20-43315	T202150402	Procurement	100% State												
Automated/Dynamic Paratransit Scheduling	20-43315	T202150402	IT Development	80/20 TC FTA												
Automated/Dynamic Paratransit Scheduling Total					-	-		-	-		-	-		-	-	
Job Access Reverse Commute (JARC) Program	08-70008		Program Funding	100% FTA		340,926	VARIOUS		340,926	VARIOUS		340,926	VARIOUS		340,926	VARIOUS
Job Access Reverse Commute (JARC) Program	08-70008		Program Funding	100% Other		-			-			-			-	
Job Access Reverse Commute (JARC) Program Total					-	340,926		-	340,926		-	340,926		-	340,926	
Maintenance Equipment and Tools (Transit) Pi	05-02043		Procurement	100% State	200,000			200,000			200,000			200,000		
Maintenance Equipment and Tools (Transit) Program Total					200,000	-		200,000	-		200,000	-		200,000	-	
New Freedom Program Statewide 50/50	09-19005		Planning	50% FTA		369,347	5310		369,347	5310		369,347	5310		369,347	5310
New Freedom Program Statewide 50/50 Total					-	369,347		-	369,347		-	369,347		-	369,347	
Transit Vehicle Replacement 5310 Program - S	11-53101		Procurement	80/20 FTA	114,649	458,596	5310									
Transit Vehicle Replacement 5310 Program - S	11-53101		Procurement	80/20 TC FTA					573,245	5310		573,245	5310		573,245	5310
Transit Vehicle Replacement 5310 Program - S	11-53101		Procurement	100% State	627,000	-		1,066,732	-		627,000	-		627,000	-	
Transit Vehicle Replacement 5310 Program - Statewide Total					741,649	458,596		1,066,732	573,245		627,000	573,245		627,000	573,245	
Farebox Modernization	21-43413	T202250405	Procurement	80/20 TC FTA												
Farebox Modernization Total					-	-		-	-		-	-		-	-	
Transit Systems Statewide Support Vehicles	18-60222		Procurement	100% State	622,600			447,600			469,980			469,980		
Transit Systems Statewide Support Vehicles Total					622,600	-		447,600	-		469,980	-		469,980	-	
Community Transportation Program	05-10050		Program Funding	100% State	17,680,000			17,680,000			17,680,000			17,680,000		
Community Transportation Program Total					17,680,000	-		17,680,000	-		17,680,000	-		17,680,000	-	
Subdivision Street Pavement Management Fur	23-88811		Program Funding	100% State	10,000,000			10,000,000			10,000,000			10,000,000		
Subdivision Street Pavement Management Fund Total					10,000,000	-		10,000,000	-		10,000,000	-		10,000,000	-	
Municipal Street Aid	10-12219		Program Funding	100% State	6,000,000			6,000,000			6,000,000			6,000,000		
Municipal Street Aid Total					6,000,000	-		6,000,000	-		6,000,000	-		6,000,000	-	
Transportation Infrastructure Investment Func	19-88812		Program Funding	100% State	5,000,000			5,000,000			5,000,000			5,000,000		
Transportation Infrastructure Investment Fund Total					5,000,000	-		5,000,000	-		5,000,000	-		5,000,000	-	
STATEWIDE TOTAL					317,378,405	128,198,170		297,884,694	167,849,080		293,635,333	165,503,791		259,470,266	169,258,779	
TOTAL					361,947,576	364,406,039		321,138,094	400,690,850		312,975,344	356,221,313		282,243,666	307,607,616	

APPENDIX E

TIP Development and Amendment Process

WILMAPCO TIP Development Process

FY 2025-2028 TIP

2023

April ➤ AQ reviews submissions and air quality technical scores (via email)
 ➤ TAC reviews submissions and technical scores (4/20)

May ➤ Council approves prioritized project list for inclusion in DeIDOT CTP (5/11)

August ➤ Joint DeIDOT/WILMAPCO Public Meeting

2024

February ➤ DeIDOT supplies WILMAPCO with revised project funding and descriptions.
 ➤ Air Quality Conformity Determination completed

March ➤ Council releases TIP for public comment from March 18 through May 13, 2024

April ➤ Joint WILMAPCO/DeIDOT workshop on draft TIP (April 16 in Newark and May 1 in
 Middletown)
 ➤ Revise TIP based on public comments
 ➤ PAC / TAC adoption

May ➤ Council adoption of TIP (5/23)

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
- _____ 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 _____

F-5

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

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

Name _____

Organization (if applicable) _____

Mailing Address _____

Phone Number _____

Email _____

Thank you for your submission. Send this form to:

WILMAPCO
850 Library Ave.
Suite 100
Newark, DE 19711

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



APPENDIX F

WILMAPCO Prioritization and Project Submissions

PROJECT PRIORITIZATION PROCESS

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

STEP 1: APPLY SCREENING CRITERIA

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

STEP 2: STAFF CALCULATES TECHNICAL SCORE

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

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

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

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

STEP 4: WILMAPCO COUNCIL RANKS SUBMISSIONS

Council ranks submissions considering:

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

GOAL: IMPROVE QUALITY OF LIFE

- 6 – 15 points

Criteria:

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

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

Project expected to moderately or significantly improve air quality. Project types include:

- 3 a. fixed-route bus and train service expansions
- b. public transit technology improvements
- c. major nonmotorized transportation system expansion (not tied to a roadway project which would increase vehicle capacity)
- d. diesel engine replacements
- e. alternative fueling stations
- f. park-and-ride lot expansions
- g. carpooling schemes

Project expected to slightly improve air quality. Project types include:

- 1 a. fixed-route bus and train service replacements
- b. minor nonmotorized transportation system expansions (not tied to a roadway project which would increase vehicle capacity)
- c. major nonmotorized transportation system maintenance (not tied to a roadway project which would increase vehicle capacity)

Project not expected to impact air quality. Project types include:

- 0 a. roadway projects which do not add capacity
- b. park-and-ride lot maintenance
- c. rail preservation
- d. paratransit expansion and maintenance
- e. recreational nonmotorized system expansion/maintenance
- f. minor nonmotorized system maintenance (not tied to a roadway project which would increase vehicle capacity)

-1 Project expected to slightly worsen air quality. Project types include:

- a. roadway projects which add capacity but are non-regionally significant, including those with a nonmotorized transportation system expansion component

-3 Project expected to moderately or significantly worsen air quality. Project types include:

- a. roadway projects which add capacity and are regionally significant, including those with a nonmotorized transportation system expansion component

SL

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

3 Project enhances a significant environmental justice area*

1 Project enhances a moderate environmental justice area*

0 Project does not impact environmental justice, regardless of location

-1 Project negatively impacts moderate environmental justice area

-3 Project negatively impacts a significant environmental justice area

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

3 Project enhances a non-Hispanic Black concentration

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

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

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

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

GOAL: EFFICIENTLY TRANSPORT PEOPLE

0 – 15 points

Criteria:

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

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

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

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

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

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

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

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

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

GOAL: SUPPORT SUSTAINABLE ECONOMIC DEVELOPMENT AND GOODS MOVEMENT

0 – 15 points

Criteria:

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

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

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

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

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

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

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

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

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

May 16, 2023

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

RE: Prioritization for the FY 2025-2028 Transportation Improvement Program

Dear Secretary Majeski:

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

For the FY 2025-2028 Transportation Improvement Program (TIP) and the New Castle County element of the Delaware CTP, the priority is to:

1. Adequately fund preservation and safety projects.
2. Complete projects in the approved FY 2023-2025 TIP. If projects must be deferred, use project priority to guide which projects would be delayed, setting priority based upon technical scores/Council rank. A prioritized project list is enclosed.
3. Complete projects in constrained RTP project list according to the identified in-service dates, setting priority based upon technical scores/Council rank. The prioritized list of projects not in the TIP list is enclosed.
4. Use list of RTP aspirations projects to identify other regional priorities if funding levels allow for additional projects beyond those contained in the constrained RTP.

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

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

Sincerely,

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

Tigist Zegeye
Executive Director

Attachments (2)

Cc: Lanie Thornton, DelDOT
Matt Vincent, DelDOT
Pamela Steinebach, DelDOT
Cooper Bowers, DelDOT
Heather Dunigan, WILMAPCO

	D	H	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE
1	Project Name	2050 RTP - 2023	AQ	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian	Freight	TIA	Funding Match	Technical Score	Council Rank
2	Projects in FY 2023-2026 TIP															
3	Bicycle Pedestrian															
4	US 13: US 40 - Memorial Drive	2025	3	6	4	1	2	3	3	1	3	4	3	0	33	1
5	East Coast Greenway: Churchmans Crossing - Newark gaps (approx .2 mi)	2024	3	4	4	2	2	2	2	3	1	3	3	0	29	2
6	Rt 9 Neighborhood pathway network	2026	1	6	2	2	0	0	0	1	3	2	3	0	20	3
7	East Coast Greenway: PA line to Claymont Regional Transportation Center	2028	3	0	1	1	0	0	0	0	1	2	6	0	14	4
8	Augustine Cutoff Pathway	2024	1	0	0	1	2	0	2	0	3	0	3	0	12	5
9	Multimodal															
10	4th St.: Walnut St. - Adams	2026	1	6	2	1	2	0	2	3	3	2	6	0	28	1
11	SR 4 / Harmony Road Intersection	2028	0	4	4	0	2	2	3	0	1	3	6	0	25	2
12	King & Orange Streets: MLK Blvd. - 13th St.	2024	1	4	2	1	2	0	2	1	3	2	6	0	24	3
13	S. College Ave Gateway	2028	1	0	4	1	2	3	1	0	3	3	6	0	24	3
14	Wilmington Traffic Calming; 12th St. Connector	2028	1	6	3	2	0	0	0	1	1	3	6	0	23	4
15	SR 9: Landers Ln - A St	2026	1	6	2	2	0	0	0	1	3	2	3	0	20	5
16	US 40: Salem Church Rd - Walther Road	2026	-3	6	4	0	2	2	1	0	3	2	3	0	20	5
17	Maryland Ave. / Monroe Street	2030	0	4	0	2	2	0	3	0	3	0	6	0	20	5
18	SR 4, Ogletown Stanton Road/ SR 7, Christiana Stanton Road Phase 1, Stanton Split	2028	0	0	3	0	2	3	2	0	1	2	6	0	19	6
19	Garasches Lane	2030	1	4	0	2	0	0	0	1	1	0	6	0	15	7
20	SR 4: SR 2 - SR 896 , Christina Parkway	2035	-3	0	4	0	2	2	0	0	1	2	6	0	14	8
21	SR 896: US 40 - I-95	2035	-3	0	4	0	2	2	1	0	1	3	3	0	13	9
22	US 13, Philadelphia Pike: I-495 - PA Line safety and multimodal improvements	2035	1	0	0	1	0	0	0	0	1	2	6	0	11	10
23	Tyler McConnell Bridge, SR 141: Montchannin Road - Alapocas Road	2045	-3	0	3	0	1	2	0	0	1	2	3	0	9	11
24	Glasgow Ave Improvements	2026	1	0	3	0	0	0	0	0	1	0	3	0	8	12
25	Old Baltimore Pike / Salem Church Rd Intersection	2028	0	0	1	0	1	2	1	0	0	0	3	0	8	12
26	Boyds Corner Rd: Cedar Lane - US 13	2027	-1	0	4	0	0	0	0	0	0	0	0	3	6	13
27	New Castle County Transit Center/Center Boulevard extended to Churchmans Rd	2030	3	0	0	0	0	0	0	0	0	0	3	0	6	13
28	Old Capital Trail: Newport Road to Stanton Rd	2028	1	1	0	0	0	0	0	0	0	0	3	0	5	14
29	US 13: Duck Creek to SR 1	2030	1	0	1	0	0	0	0	0	0	0	3	0	5	14
30	Possum Park Rd / Old Possum Park Rd Intersection	2025	0	0	0	0	0	0	0	0	0	0	3	0	3	15
31	Cedar Lane: Marl Pit Rd. - Boyds Corner Rd.	2027	0	0	0	0	0	0	0	0	0	0	0	3	3	15
32	N412, Lorewood Grove Road: Rd 412A - SR 1	2027	-1	0	0	0	0	0	0	0	0	0	0	2	1	16
33	Denny Rd/ Lexington Parkway Intersection	2023	0	0	0	0	0	0	0	0	0	0	0	0	0	17
34	Road															
35	SR 1: Tybouts Corner - Road A	2024	-3	0	3	0	2	4	2	0	0	2	3	0	13	11
36	I-295, Northbound	2026	-3	0	3	0	2	4	0	0	0	4	3	0	13	1
37	SR 1 at Tybouts Corner (interchange reconstruction)	2035	-3	0	3	0	2	4	2	0	0	2	3	0	13	1
38	SR 1: Road A - US 40	2036	-3	0	3	0	2	4	2	0	0	2	3	0	13	1
39	US 40 / SR 896 Interchange	2026	-3	0	4	0	2	2	1	0	0	3	3	0	12	2
40	SR 9, River Rd. Area, Dobbinsville (viaduct)	2030	0	1	0	0	0	0	0	1	0	0	3	0	5	3
41	SR 896 / Bethel Church Rd Interchange	2035	-3	0	1	0	0	0	0	0	0	0	0	0	-2	4
42	Transit															
43	Newark Regional Transportation Center, Phase III	2024	1	0	3	1	2	2	1	3	3	3	6	0	25	1
44	Fairplay Train Station - Parking	2024	3	0	3	0	2	2	3	0	0	0	6	0	19	2

	D	H	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	
1	Project Name	2050 RTP - 2023	AQ	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian	Freight	TIA	Funding Match	Technical Score	Council Rank	
45	Projects in Not FY 2023-2026 TIP																
46	Bicycle Pedestrian																
47	Active transportation - short term	2028	Fund using pedestrian priority analysis and level of traffic stress connectivity													NA	1
48	East Coast Greenway: New Castle - Churchmans Crossing gaps (approx. 2.8 mi)	2028	3	4	4	1	2	2	2	3	3	2	3	0	29	2	
49	US 40: SR 1 - US 13, Sidepaths	2028	1	6	4	1	2	2	2	0	3	2	3	0	26	3	
50	Newark Bicycle Signal Detection	2024	1	0	3	1	2	2	1	0	3	3	6	0	22	4	
51	Newark Bike Lanes	2024	1	0	3	1	2	2	1	0	3	3	6	0	22	4	
52	Newark Mid-block Pedestrian Crossing Improvements	2030	1	0	3	1	2	2	1	0	3	3	6	0	22	4	
53	Newark Pedestrian Improvements	2030	1	0	3	1	2	2	1	0	3	3	6	0	22	4	
54	Library Ave Pedestrian Improvements	2024	1	0	3	0	2	2	1	0	3	3	6	0	21	5	
55	Commons Blvd Pathway	2025	3	3	3	1	1	2	1	0	1	2	3	0	20	6	
56	Old Baltimore Pike: SR 72 - SR 273, Sidepath	2030	1	3	4	2	1	2	1	1	1	0	3	0	19	7	
57	East Coast Greenway: Claymont Station - Northern Delaware Greenway (2.25 mi)	2028	3	4	0	1	0	0	0	3	1	2	3	0	17	8	
58	US 40: Newtown Trail & Pedestrian Improvements	2040	1	6	0	1	0	0	0	0	3	3	3	0	17	8	
59	BR 234, Kirkwood Highway over Mill Creek	2030	1	0	1	0	2	2	3	0	1	3	3	0	16	9	
60	Naamans Road shared use pathway	2030	1	0	3	1	0	0	0	0	3	2	6	0	16	9	
61	US 13: US 40 - Tybouts Corner, Sidepaths	2030	1	4	3	0	0	0	0	0	1	2	3	0	14	10	
62	Sidewalk upgrades: Hickman Rd (access to Tri-State Mall), Analine Village path from Parkway	2028	1	0	0	1	0	0	0	0	3	2	6	0	13	11	
63	DE 896: US 40 to Porter Road, Sidepaths	2030	1	0	3	0	2	2	0	0	1	0	3	0	12	12	
64	Newport River Trail	2030	1	0	0	1	2	2	1	0	3	3	6	0	12	12	
65	I-495 pedestrian bridge Improvements	2028	1	0	0	1	0	0	0	0	1	2	6	0	11	13	
66	US 40: MD State Line to SR 896, Sidepaths	2030	1	0	4	0	0	0	0	0	1	2	3	0	11	13	
67	Glasgow Pathway: Porter Rd - Canal	2035	1	0	3	0	2	2	0	0	0	0	0	0	8	14	
68	Red Clay Creek Greenway through Marshallton	2030	1	1	0	0	0	0	0	0	1	0	3	0	6	15	
69	Harvey Road and Sconset Road Pedestrian Improvements	2025	1	0	0	0	0	0	0	0	1	0	3	0	5	16	
70	Multimodal																
71	TID Implementation - short term	2028	Fund using adopted TID agreements													NA	1
72	Churchmans Crossing Sidewalks & Bus Stop Improvements	2030	1	4	4	1	2	2	2	0	1	3	6	0	26	2	
73	SR 4 / Churchmans Road Intersection	2040	0	6	3	0	2	1	3	1	1	3	3	0	23	3	
74	Hares Corner Grade Separation (US 13 & SR 273)	2045	-1	0	4	1	2	4	2	0	3	5	3	0	23	3	
75	Governor Printz Boulevard Road Diet	2030	3	6	1	1	0	0	0	3	3	2	3	0	22	4	
76	Signal Coordination and Transit Priority- S. College Ave	2028	0	0	3	0	2	3	1	0	3	3	6	0	21	5	
77	Support for shared ride services - Short-term	2028	3	3	0	0	2	0	0	3	0	0	6	2	19	6	
78	SR 2, Kirkwood Hwy / Harmony Rd	2030	0	0	3	0	2	2	3	0	1	2	3	0	16	7	
79	I-495 ramp improvements including northbound lanes and pedestrian/bicycle access across	2035	1	4	0	1	0	0	0	0	1	2	6	0	15	8	
80	New Sweden Road Extension (South Wilmington)	2040	-1	4	0	1	0	0	0	1	3	0	6	0	14	9	
81	West Park Place Traffic Calming	2030	1	0	2	1	0	0	0	0	3	0	6	0	13	10	
82	Support for new technologies - Short term	2028	3	0	3	0	0	0	0	0	0	0	6	0	12	11	
83	Society Drive - all way stop or a roundabout at the Northtowne Plaza driveway/bus stop cross	2024	0	0	0	0	0	0	0	0	3	2	6	0	11	12	
84	Naamans Rd / Philadelphia Pike access management (new signals at the spine road intersect	2024	0	0	0	1	0	0	0	0	1	2	6	0	10	13	
85	Ridge Road - change free right turn from Naamans Road to a yield, and improving EB Ridge Ro	2024	0	0	0	1	0	0	0	0	1	2	6	0	10	13	
86	SR 9, New Castle Ave: 3rd St - Landers Ln	2030	1	1	0	0	0	0	0	0	3	2	3	0	10	13	
87	Philadelphia Pike/Naamans Road intersection safety and capacity improvements	2035	0	0	0	1	0	0	0	0	1	2	6	0	10	13	
88	Eagle Run Rd to Continental Drive Connector	2040	-3	0	3	0	1	2	1	0	0	3	2	9	14		
89	Wyoming Rd and Marrows Road Access Management	2036	0	0	0	0	0	0	0	0	1	0	6	0	7	15	
90	Harvey Road Traffic Calming	2036	1	0	0	0	0	0	0	0	1	0	3	0	5	16	
91	Road																
92	US 40 & DE 7 intersection improvements - Short-Term Improvements	2028	-3	4	4	0	2	2	1	0	0	2	3	0	15	1	
93	US 40/SR 7 Intersection	2040	-3	4	4	0	2	2	1	0	0	2	3	0	15	1	
94	US 13 /DE 273 Short Term Intersection Improvements	2028													TOMP	2	
95	DE 896 & Old Baltimore Pike Intersection Improvements	2028													TOMP	2	
96	US 13 & Boulden Blvd intersection Reconfiguration	2028													TOMP	2	
97	US 40 & Governors Square intersection improvements	2028													TOMP	2	
98	Transit																
99	Newark Transit Amenities and Service Modification	2024	1	0	3	1	2	2	1	3	3	3	6	0	25	1	

	D	H	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE
1	Project Name	2050 RTP - 2023	AQ	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian	Freight	TIA	Funding Match	Technical Score	Council Rank
100	Transit service capital and operational improvements - short term	2028	3	3	0	2	0	0	0	3	3	0	6	0	20	2

	D	H	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE
1	Project Name	2050 RTP - 2023	AQ	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian	Freight	TIA	Funding Match	Technical Score	Council Rank
101	Aspiration List															
102	Bicycle Pedestrian															
103	Bike improvements along Wyoming Rd.	Aspiration														
104	Bike/Ped Improvements in Existing Communities - Churchman's Crossing	Aspiration														
105	Brownleaf Rd. Bike/ped connection to Samoset Dr.	Aspiration														
106	Buck Rd Sidewalk	Aspiration														
107	City of New Castle Nonmotorized Network	Aspiration														
108	Clinton St Bicycle Plans	Aspiration														
109	Cooch's Bridge/Old Baltimore Pike Greenway	Aspiration														
110	Del Laws Road, Sidewalks	Aspiration														
111	Foulk Road Sidewalks	Aspiration														
112	Grubb Road, SR 261: Foulk Rd. to Naamans Rd.	Aspiration														
113	Install a new I-495 pedestrian bridge next to Philadelphia Pike.	Aspiration														
114	Library Avenue Sidepath Extension	Aspiration														
115	Main St. McKee Connector	Aspiration														
116	Marrows Road Pathway	Aspiration														
117	Mill Creek/Hockessin Greenway	Aspiration														
118	New Castle County Bicycle Plan Implementation	Aspiration														
119	Newark Car-sharing Expansion	Aspiration														
120	Old Casho Mill Intersection Approach Connecton	Aspiration														
121	Paper Mill Rd & Thompson Station Rd/Possum Park Rd intersection	Aspiration														
122	Pike Creek Road Sidewalks	Aspiration														
123	SR 41 at Faulkland Rd	Aspiration														
124	SR 48 Sidewalks	Aspiration														
125	SR 72: US 40 to SR 71, Sidewalks	Aspiration														
126	SR 896/SR4 Bike Improvements (corrected title)	Aspiration														
127	SR273 Pathway	Aspiration														
128	SR72 Kensington Lane bike improvement	Aspiration														
129	SR896 pathways	Aspiration														
130	St Anne's Church Rd. and Wiggins Mill Rd.	Aspiration														
131	WCC Old Paper Mill Pathway	Aspiration														
132	Multimodal															
133	Airport Rd: Commons Blvd – I-95	Aspiration														
134	Bunker Hill Rd / Merrimac Ave	Aspiration														
135	Bunker Hill Rd / Sandhill Drive	Aspiration														
136	Cedar Lane Road: local road standards and multi-modal facilities	Aspiration														
137	Church Road: Wynnfield to SR 71	Aspiration														
138	Churchmans Road Extended, SR 2 to SR 4	Aspiration														
139	City of New Castle Gateway	Aspiration														
140	City of New Castle Parking Expansion near 3rd and Chestnut	Aspiration														
141	City of New Castle Speed Reduction	Aspiration														
142	Construct new road from Alcott Avenue to spine road	Aspiration														
143	Convert 1500 block of King St to two-way street	Aspiration														
144	DE 1 southbound ramp/US 40 Intersection	Aspiration														
145	DE 7: US 40 to DE 71	Aspiration														
146	Delaware City Emergency planning and implement flood mitigation	Aspiration														
147	Delaware City Pedestrian / Bike / Wayfinding Improvements	Aspiration														
148	Delaware City Plan Regional Wayfinding	Aspiration														
149	Diverging Diamond Interchange (DDI) at I-95 and Naamans Road	Aspiration														
150	Eden Square Connector	Aspiration														
151	Ferry Cutoff/ E. 6th Dutch Left	Aspiration														
152	Ferry Cutoff/Delaware St Gateway	Aspiration														
153	Future connector to Industrial Drive	Aspiration														
154	Jamison Corner Rd. South of Lorewood Grove Rd: local road standards and dualization, multi-	Aspiration														
155	Levels Rd / Patriot Dr and rest of Levels Rd. widening	Aspiration														

	D	H	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE
1	Project Name	2050 RTP - 2023	AQ	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian	Freight	TIA	Funding Match	Technical Score	Council Rank
156	Levels Rd / Poole property access	Aspiration														
157	Levels Road/Future Merrimac Avenue	Aspiration														
158	Local Glasgow Circulator Roads - to include sidewalks and bicycle accommodations	Aspiration														
159	Lorewood Grove Road East: local road standards and multi-modal facilities, dualization along	Aspiration														
160	Lorewood Grove Road West (portions not done by Whitehall): local road standards and multi-	Aspiration														
161	Market Street: 11th to 16th Sts.	Aspiration														
162	Middletown-Warwick Rd / Ash Blvd	Aspiration														
163	Middletown-Warwick Rd / Peterson Rd	Aspiration														
164	Middletown-Warwick Rd /Merrimac Ave	Aspiration														
165	Middletown-Warwick Rd/ Bunker Hill Rd. and Main St.	Aspiration														
166	Middletown-Warwick Rd/United Drive	Aspiration														
167	N. Chapel St. Underpass at Cleveland Ave	Aspiration														
168	NB SR 48 at Loveville Rd	Aspiration														
169	NB SR 7 between Tims Ln and PA State Line	Aspiration														
170	North Claymont Spine Road: Northeast Corridor to Naamans Road	Aspiration														
171	Old County Road	Aspiration														
172	Old Porter Road: Porter Road to SR 71	Aspiration														
173	Ratledge Road: local road standards and multi-modal facilities	Aspiration														
174	Reybold Road: SR 72 to Salem Church Rd	Aspiration														
175	Route 9 traffic calming, pedestrian facilities and bicycle lanes	Aspiration														
176	S. Walnut Street Bridge Area	Aspiration														
177	Salem Church Rd: I-95 to US 40, Sidewalks	Aspiration														
178	Scotland Drive/US 40, Intersection	Aspiration														
179	Shallcross Lake Road (portion south of Greylag Rd only): local road standards and multi-modal	Aspiration														
180	Shipley Street Enhancements: 12th Street to MLK Blvd.	Aspiration														
181	Southbridge Streetscape Improvements (Future Phases)	Aspiration														
182	SR 141 / SR 2 / Centerville Road Interchange Modifications	Aspiration														
183	SR 141/SR 273 Protected Intersection	Aspiration														
184	SR 2 / SR 7	Aspiration														
185	SR 273 Widening, City of New Castle	Aspiration														
186	SR 41 at Graves Rd	Aspiration														
187	SR 41 at Loveville Rd	Aspiration														
188	SR 41 at Milltown Rd	Aspiration														
189	SR 52 and Snuff Mill Rd, Center Meeting Rd Intersections	Aspiration														
190	SR 7 at Stenning Dr	Aspiration														
191	SR 71 / St Anne's Church Rd	Aspiration														
192	SR 71 and Green St	Aspiration														
193	SR 72/Library Ave & SR 4/Chestnut Hill Rd intersection	Aspiration														
194	SR 72: Reybold to US 40	Aspiration														
195	SR 896 and SR 4 Intersection Improvements	Aspiration														
196	Swedes Landing and 7th Street Intersection Improvments	Aspiration														
197	Two-way traffic on 8th St between King & Walnut Sts	Aspiration														
198	Union Street Reconfiguration and Streetscape	Aspiration														
199	US 13: Odessa Transportation Plan Implementation	Aspiration														
200	US 40 & Pleasant Valley Road Intersection	Aspiration														
201	US 40 Overpass of Norfolk Southern RR near SR 72	Aspiration														
202	US 40, SR 72 to Salem Church Rd	Aspiration														
203	US 40/ US 13 Interchange	Aspiration														
204	US 40: SR 896 to SR72	Aspiration														
205	W. 7th/Washington Signing	Aspiration														
206	W. 7th/Washington Sweep	Aspiration														
207	W. Main St. intersections at Market Place, Industrial Drive, and Haveg Rd	Aspiration														
208	Walther Road Improvements	Aspiration														
209	Washington Street Improvements	Aspiration														
210	Water St. East Extended (French St. to Front St.)	Aspiration														
211	Water St. West: Shipley Street to West Street	Aspiration														

	D	H	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE
1	Project Name	2050 RTP - 2023	AQ	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian	Freight	TIA	Funding Match	Technical Score	Council Rank
212	Widen eastbound Naamans Road approaching Spine Rd (2 left turn, 2 through, 1 right turn)	Aspiration														
213	Wiggins Mill Road from St. Anne's Church Rd to Green Giant Rd: local road improvements and	Aspiration														
214	Road															
215	7th St Improvements (Wilmington)	Aspiration														
216	Add Southbound lanes on Market St. between 2nd St and MLK Blvd.	Aspiration														
217	Build industrial access road to future industry east of Northeast Corridor rail with new bridge c	Aspiration														
218	Casho Mill Road height improvement	Aspiration														
219	Christiana Bypass: Chapman to Eagle Run	Aspiration														
220	Crowell Rd. Extension - MacArthur Dr. to Sears Blvd.	Aspiration														
221	East Green Street Extension (roundabout at Dickenson Blvd. intersection)	Aspiration														
222	East Lake Street Extension	Aspiration														
223	EB SR 48 at Hickory Spring Rd	Aspiration														
224	EB SR 48 between Stratton Dr and Hercules Rd	Aspiration														
225	Garashes Lane Extension	Aspiration														
226	GBC Drive	Aspiration														
227	Glasgow/George Williams Way (overpass of SR 896)	Aspiration														
228	I-95/SR 273 Interchange Reconfiguration	Aspiration														
229	I-95: MD Line to SR 1	Aspiration														
230	Improvements at the Telegraph Road and St James Road Railroad Underpass	Aspiration														
231	Levels Rd/ St. Anne's Church Rd.	Aspiration														
232	Levels Road Widening, US301 to north of Patriot Drive	Aspiration														
233	Marl Pit Rd and Brick Mill Rd	Aspiration														
234	Marl Pit Rd and Shallcross Lake Rd	Aspiration														
235	Middletown-Warwick Rd / Summit Bridge Rd	Aspiration														
236	Middletown-Warwick Rd/ Diamond State Blvd & South Ridge Ave	Aspiration														
237	NB SR 41 at Lora Ln	Aspiration														
238	NB SR 41 between Brackenville Rd and Mitchell Rd	Aspiration														
239	New Truck Parking facility - NCC Location at Intersection of US 13 and Bear Rd./Hamburg Rd.	Aspiration														
240	Newark Downtown Parking Improvements	Aspiration														
241	Opening Samoset Drive/Continental Drive: SR 4 to Churchman's Road	Aspiration														
242	Paddock Rd US 13 to US 1	Aspiration														
243	Paper Mill Rd & Thompson Station Rd/Possum Park Rd intersection	Aspiration														
244	Pigeon Point Extension Option 1 - Lambson Ln. to Uniquema Blvd.	Aspiration														
245	Pigeon Point Extension Option 2 - Davidson Ln to Cherry Ln.	Aspiration														
246	Port Area Truck Parking Facility Near Wilmington	Aspiration														
247	Port of Wilmington Truck Staging Area (site location undetermined)	Aspiration														
248	Protected Roadside Shoulder Truck Parking I-95 NB	Aspiration														
249	Protected Roadside Shoulder Truck Parking I-95 SB	Aspiration														
250	Rte 141 Improvements (thru Belvedere Area)	Aspiration														
251	S Chapel St. and Wyoming Rd. intersection	Aspiration														
252	S College Avenue and Welsh Tract Rd intersection	Aspiration														
253	S College Avenue and West Park Place intersection:	Aspiration														
254	SB SR 1 to NB I-95 Connection	Aspiration														
255	SB SR 1 to SB I-95 Connection	Aspiration														
256	Signage/Rerouting of Port-Related Traffic w/New Castle Ave. Restrictions	Aspiration														
257	Silver Lake Street Extension	Aspiration														
258	Southbound I-95 Access from Continental Drive	Aspiration														
259	SR 1 NB Ramp to US 40	Aspiration														
260	SR 1 Widening (Odessa to North Smyrna)*	Aspiration														
261	SR 1 Widening, Tybouts Corner to US 301	Aspiration														
262	SR 1 Widening, US 301 to Puncheon Run (excluding Odessa to Smyrna Section)	Aspiration														
263	SR 141 / SR 48	Aspiration														
264	SR 2/Elkton Rd & SR 4/Christina Pkwy intersection	Aspiration														
265	SR 273 widening, SR 4 to I-95	Aspiration														
266	SR 273/Newark Christiana Rd & Marrows Rd intersection	Aspiration														
267	SR 273: I-95 to SR 1	Aspiration														

	D	H	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE
1	Project Name	2050 RTP - 2023	AQ	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian	Freight	TIA	Funding Match	Technical Score	Council Rank
268	SR 299	Aspiration														
269	SR 299 and Gloucester Blvd	Aspiration														
270	SR 299 and Silver Lake Rd	Aspiration														
271	SR 41 at SR 2	Aspiration														
272	SR 48 at Loveville Rd	Aspiration														
273	SR 7 & Skyline Dr	Aspiration														
274	SR 7 / Milltown Rd	Aspiration														
275	SR 7 and SR 2 (Short Term Improvements)	Aspiration														
276	SR 71 and Cedar Lane Rd	Aspiration														
277	SR 71 Main St/ Pine Tree Rd Improvements	Aspiration														
278	SR 72 Widening - Del Laws Drive to Willamette Drive	Aspiration														
279	SR 72 Widening - South of Old Baltimore Pike to Broadleaf Drive	Aspiration														
280	SR 72 Widening - Wyoming Rd to just north of Chestnut Hill Rd (WaWa entrance)	Aspiration														
281	SR 9 Comprehensive truck signage	Aspiration														
282	SR 9 Illegal truck movement outreach and enforcement	Aspiration														
283	SR72/Library Ave & Wyoming Rd. intersection	Aspiration														
284	Truck Restriction on Windsor Dr.- Trucks to use new Crowell Rd. Extension	Aspiration														
285	US 13 and SR 71 Intersection	Aspiration														
286	US 13 NB and SR 299 Intersection	Aspiration														
287	US 13: south of Marl Pit Rd. to Lorewood Grove Rd.	Aspiration														
288	US 301: Spur	Aspiration														
289	Transit															
290	DTC Automated Transit Vehicles - Churchman's Crossing	Aspiration														
291	DTC Micro Transit - Churchmans Crossing	Aspiration														
292	DTC Transit Access Improvements - Churchman's Crossing	Aspiration														
293	New DTC Bus Routes - Churchman's Crossing	Aspiration														
294	Newport Rail Station	Aspiration														

CMAQ SCORING

Primary Ranking

Secondary Ranking

<i>ID</i>	<i>Rank</i>	<i>Project</i>	<i>Notes</i>	<i>Highest Ranking Project Type</i>	<i>AQ Tech Score</i>	<i>Overall Tech Score</i>
1	1	GENERAL: Heavy Equipment Program (only diesel retrofits/replacements)		2. Engine Replacements	n/a	n/a
2	1	GENERAL: Transit Vehicle Replacement (diesel retrofits/replacements)	Fixed-route only	2. Engine Replacements	n/a	n/a
3	2	Newark Regional Transportation Center, Phase III		7. Transit Service Expansion	1	25
4	3	SR 9: Landers Ln - A St		11. Roundabouts	1	20
5	4	Old Capitol Trail: Newport Road to Stanton Rd		11. Roundabouts	1	5
6	5	Fairplay Train Station - Parking		12. Transit Amenities	3	19
7	6	4th St.: Walnut St. - Adams		12. Transit Amenities	1	28
8	7	King & Orange Streets: MLK Blvd. - 13th St.		12. Transit Amenities	1	24
9	8	Rideshare Program		14. Rideshare Programs	n/a	n/a
10	9	US 13: US 40 - Memorial Drive		16. Bike/Ped Improvements	3	33
11	10	East Coast Greenway: Churchmans Crossing - Newark gaps (approx .2 mi)		16. Bike/Ped Improvements	3	29
12	11	East Coast Greenway: PA line to Claymont Regional Transportation Center		16. Bike/Ped Improvements	3	14
13	12	New Castle County Transit Center/Center Boulevard extended to Churchmans Rd	Bike/ped only	16. Bike/Ped Improvements	3	6
14	13	S. College Ave Gateway	Bike/ped only	16. Bike/Ped Improvements	1	24
15	14	Wilmington Traffic Calming; 12th St. Connector	Bike/ped only	16. Bike/Ped Improvements	1	23
16	15	Rt 9 Neighborhood pathway network		16. Bike/Ped Improvements	1	20
17	16	Garasches Lane	Bike/ped only	16. Bike/Ped Improvements	1	15
18	17	Augustine Cutoff Pathway		16. Bike/Ped Improvements	1	12
19	18	US 13, Philadelphia Pike: I-495 - PA Line safety and multimodal improvements	Bike/ped only	16. Bike/Ped Improvements	1	11
20	19	Glasgow Ave Improvements	Bike/ped only	16. Bike/Ped Improvements	1	8
21	20	US 13: Duck Creek to SR 1	Bike/ped only	16. Bike/Ped Improvements	1	5
22	21	SR 4 / Harmony Road Intersection	Bike/ped only	16. Bike/Ped Improvements	0	25
23	22	Maryland Ave. / Monroe Street	Bike/ped only	16. Bike/Ped Improvements	0	20
24	23	SR 4, Ogleton Stanton Road/ SR 7, Christiana Stanton Road Phase 1, Stanton Split	Bike/ped only	16. Bike/Ped Improvements	0	19
25	24	Old Baltimore Pike / Salem Church Rd Intersection	Bike/ped only	16. Bike/Ped Improvements	0	8
26	25	Cedar Lane: Marl Pit Rd. - Boyds Corner Rd.	Bike/ped only	16. Bike/Ped Improvements	0	3
27	25	Possum Park Rd / Old Possum Park Rd Intersection	Bike/ped only	16. Bike/Ped Improvements	0	3
28	26	Denny Rd/ Lexington Parkway Intersection	Bike/ped only	16. Bike/Ped Improvements	0	0
29	27	Boyds Corner Rd: Cedar Lane - US 13	Bike/ped only	16. Bike/Ped Improvements	-1	6
30	28	N412, Lorewood Grove Road: Rd 412A - SR 1	Bike/ped only	16. Bike/Ped Improvements	-1	1
31	29	US 40: Salem Church Rd - Walther Road	Bike/ped only	16. Bike/Ped Improvements	-3	20
32	30	SR 4: SR 2 - SR 896 , Christina Parkway	Bike/ped only	16. Bike/Ped Improvements	-3	14
33	31	SR 896: US 40 - I-95	Bike/ped only	16. Bike/Ped Improvements	-3	13
34	32	Tyler McConnell Bridge, SR 141: Montchannin Road - Alapocas Road	Bike/ped only	16. Bike/Ped Improvements	-3	9

CMAQ Project Prioritization Process - Methodology

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

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

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

Danielle Hornberger
County Executive

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CECIL COUNTY, MARYLAND
Office of the County Executive
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CECIL COUNTY, MARYLAND
Division of Planning and Zoning
200 Chesapeake Boulevard, Elkton, MD 21921

April 1, 2023

Paul J. Wiedefeld, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

RE: Cecil County Transportation Priorities

Dear Secretary Wiedefeld:

Cecil County submits this letter to articulate its transportation priorities for inclusion and funding by the Maryland Department of Transportation's (MDOT) FY2024-2029 Consolidated Transportation Program (CTP). We continue to recognize our mutual challenges and opportunities to better determine our transportation future here in the northeast transportation corridor.

Cecil County has established five broad transportation improvement categories. The categories represent important relationships among transportation and air quality, traffic congestion mitigation, and livable and sustainable communities, they are as follows:

- *I-95 Corridor Access and Mobility Enhancement*
- *Toll Coordination and Freight Transportation*
- *Public Transportation*
- *US Route 40 Corridor and Intersections*
- *Municipal Improvements*

Cecil County's priority improvements are as follows:

- 1) Implementation of Belvidere Road Interstate 95 Interchange and Belvidere Road Improvements.
- 2) Bainbridge State Highway Road and Intersection Improvements
- 3) Maryland Route 272 Corridor Study
- 4) Elkton Eastern Bypass Study
- 5) Mid-County Multi-modal Transportation Hub

Belvidere Road Interstate 95 Interchange and Belvidere Road Improvements

This Belvidere Road Interstate 95 interchange is currently under construction. The project includes a shifted modified partial cloverleaf onto Belvidere Road from Interstate 95. Traffic on Belvidere Road is expected to increase from 2,400 to 18,400 vehicles per day when the interchange opens in 2025. Additionally, Belvidere Road proposed improvements are currently being designed. The proposed road improvements will extend from the intersection of US Route 40 to the southern limits of the CSX Bridge replacement project. The project will support existing and continued development of businesses on Belvidere Road and US Route 40.

This project is consistent with Cecil County's 2010 Comprehensive Plan (Comprehensive Plan) objectives; specifically, expanding the road network within the growth corridor and providing alternate north-south route options between Interstate 95 and US Route 40. The Comprehensive Plan identified a "...potential new Interstate 95 interchange between MD 222 and MD 272" with the implementation of the change corresponding to "redevelopment of the Mineral Extraction Area". This area is currently being redeveloped into the Principio Business Park. The interchange and road improvements will improve the secure movement of people and goods and emergency response to one of the County's largest employment centers. Additionally, it will minimize travel delays on Maryland's transportation system by reducing freight traffic in the towns of North East and Perryville. This has the added benefit of improving air quality by reducing traffic idle time within Cecil County's municipalities.

Bainbridge State Highway Road and Intersection Improvements

The maintenance of an acceptable level-of-service (LOS) at the intersection of Perrylaw Road (MD Route 275) is of the utmost importance as the Bainbridge campus matures. The road intersection improvements propose an extension of Commodore Boulevard from Phase I to Bainbridge Road (MD Route 222) in order to provide access from the campus to the state-owned 50-acre parcel known for the historical Tome Sool for Boys. The school is currently inaccessible by public infrastructure. Additional improvements at the intersections of Diamond Jim Road and MD Route 275 will provide service to Powers Road which is the employee entrance.

The redevelopment and proposed road improvements of the former Bainbridge Navy Base, west of MD Route 275, south of MD Route 276, north and east of MD Route 222 in Port Deposit are identified in the County's Comprehensive Plan. Approximately 400 acres or one-third of the site is set aside for uses that revolve around employment. These improvements began in 2021. These capital improvements to the transportation system will improve access to jobs and tourism while leveraging economic growth. Additionally it will improve logistics within and through Maryland by reducing freight bottlenecks. The project meets the State's Greenhouse Gas Reduction Plan by improving freight transportation and traffic mitigation.

Maryland Route 272 Corridor Study

The widening of North East Road (MD Route 272), between the Town of North East and the intersection of Joseph Biggs Memorial Highway (MD Route 274) is vital to Cecil County's growth corridor. Road and intersection improvements in recent years; such as, the reconstruction of the bridge over Amtrak, intersection improvements at US Route 40 and Gateway Drive have changed how the corridor is utilized. This area is targeted for further growth; however, accessibility to and through it is becoming more and more difficult. While the incremental improvements have provided some relief it has fallen short of providing for the planned growth within the corridor. This corridor needs a comprehensive review to ascertain current conditions, projected growth, and to evaluate transportation improvement alternatives. The result of the study will determine future transportation improvements for the corridor.

The study supports the Comprehensive Plan objective to expand the road network in the growth corridor to increase connectivity and provide alternate routes, especially through and around the towns and north-south between the US Route 40 and Interstate 95 corridors including nonmotorized transportation facilities and a potential connection to the East Coast Greenway. A route that includes downtown North East to US Route 40.

This study will provide the initial steps towards a resilient multi-modal system by anticipating and planning for changing conditions and hazards (natural and man-made). Cecil County emergency response is of the utmost importance and this study will ensure road improvements address roadway clearance times and facilitate efficient and coordinated responses to emergency and disaster events throughout the transportation system. It is a strategic investment in operational improvements with the added benefit of reducing transportation delays overall. The results of the study will assist in mitigating traffic congestion, allows for the movement of freight, and reduces vehicle emissions.

Elkton Eastern Bypass Study

This study supports the Comprehensive Plan’s goal of creating a loop road around the easterly side of Elkton in the vicinity of Muddy Lane. This study will support sustainable economic development and good movement by evaluating the road system that maximizes an investment in the area. The current situation is a barrier to encouraging growth in the County’s Growth Corridor. It supports the examination of additional sources of funding and supports a local municipality. This study would identify ways to manage and mitigate congestion in this area. Opportunities to integrate low stress nonmotorized transportation facilities would be identified, including a potential connection of the East Coast Greenway from where it enters Maryland along route 279 to a new route to downtown Elkton. The corridor is currently estimated to have over 5,000 average daily trips that mixes multiple kinds of travelers from residential, commuter, and commercial. Opportunities for safety improvements would also be identified.

Mid-County Multi-modal Transportation Hub

A Mid-County Multi-Modal Transportation Hub (“Mid-County Transit Hub”) in the North East area has been a priority of Cecil County since 2017. Cecil County has pursued a Mid-County Transit Hub to support the growth of Cecil Transit. The Mid-County Transit Hub will enhance ridership, reduce stem miles and provide additional office space. The Mid-County Transit Hub will look to contain: 1) a multi-modal public transit center to accommodate transfers and layovers, 2) a kiss-and-ride facility, 3) a covered area for customer que, 4) pedestrian/bicycle connectivity and bicycle parking and 5) a stand-alone Transit Administration facility containing Transit offices. Cecil County is also exploring an onsite vehicle wash bay or reduced-capacity maintenance facility depending on future cost considerations. This facility will provide linkages between employment and commercial centers as well as more densely developed residential areas. Additionally, the Mid-County Transit Hub will be strategically centered within the County’s growth area and the County’s municipalities.

The project strategically invests in improvements that expand ridership and operational improvements that reduce congestion along Cecil County’s multi-modal transportation system. This is accomplished by prioritizing the movement of people to and from employment centers, implementing initiatives to reduce fossil fuel consumption and reducing greenhouse gas through mitigation, and improvements to air quality. Implementation of the Mid-County Transit Hub provides transportation services and solutions that maximize value through local, state, and federal funding partnership that provide efficiency by reducing “dead head” bus mileage as the facility will provide space for onsite maintenance and the administration of Cecil Transit. The project meets the States’s Greenhouse Gas Reduction Plan by expanding transit service, providing for traffic congestion mitigation, and enhancing fuel quality standards.

Additional Priorities

These priorities do not reflect all the needs within Cecil County but are included to reflect potential funding availability. Each of these projects are consistent with the County's land use plan and the goals of the Maryland Transportation Plan (MTP), including, the Greenhouse Gas Reduction Act. Summary sheets of these projects are available upon request.

As traffic volumes increase and our economy continues to grow, we will continue efforts to improving air quality, mitigate traffic congestion, and provide for sustainable communities.

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

Sincerely,



Danielle Hornberger, County Executive

Jackie Gregory, President, County Council

Cecil County's State of Maryland Delegation

Senator Jason C. Gallion, District 35

Senator Stephen S. Hershey, Jr. District 36

Delegate Kevin B. Hornberger, District 35-B

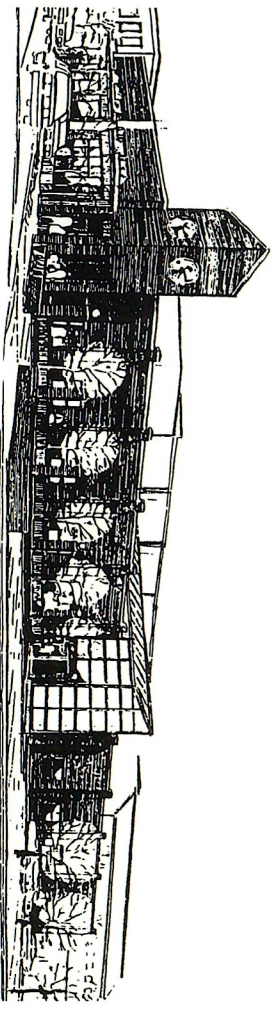
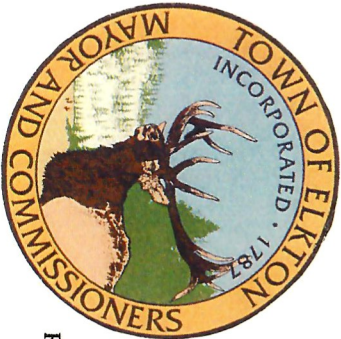
Delegate Jay A. Jacobs, District 36

Delegate Teresa Reilly, District 35-A

Delegate Jefferson L. Ghrist, District 36

Delegate Mike Griffith, District 35-A

Delegate Steven J Arentz, District 36



Robert J. Alt, Mayor

Board of Commissioners:

Town Administrator:

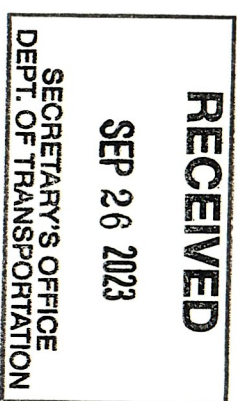
Jean A. Broome
Charles H. Givens, Sr.

Robert M. Massimiano
Earl M. Piner, Sr.

Lewis H. George, Jr.

September 21, 2023

Paul J. Wiedefeld, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076



Re: Town of Elkton's FY 2024 Transportation Priorities

Dear Mr. Wiedefeld:

The Town of Elkton submitted our transportation priorities letter to Steven Overbay, Director of Administration for Cecil County, on January 20, 2023, to be incorporated into Cecil County's annual Transportation Priority Letter for FY 2024. In preparation for the Pre-Tour Meeting held yesterday, September 20, 2023, we checked the MDOT website (CTP.Maryland.gov) and discovered that our letter was not posted. Please accept this letter listing Elkton's FY24 Transportation Priorities.

The transportation improvements listed below have been identified in Elkton's Sustainable Community Plan Renewal (2022). These projects will serve to support the Town's projected growth and improve the function and safety of our transportation infrastructure. Please include the following projects in Cecil County's FY 2024 transportation priorities letter to Secretary Ports:

1. Extension of MARC Penn Line commuter rail service to Elkton and Newark, Delaware. This has been a long standing priority for Elkton and Cecil County. There are plans to extend MARC service to Delaware, but service must be re-established in Elkton. The 2014 Elkton Rail Feasibility Study revealed that passenger service to Elkton was feasible on the existing right of way. Re-establishing rail service is key to Elkton's long-term sustainability. Passenger rail service will spur economic development and encourage high density, mixed-use development in Elkton's Downtown. Rail service also increases educational opportunities, broadens labor markets, and expands tourism. It can also link municipalities together into integrated regions that can then function as a single stronger economy. This project is consistent with Elkton's Transit Oriented Development Plan, Elkton's Comprehensive Plan and Elkton's Sustainable Communities Plan.

TOWN OF ELKTON

Elkton Municipal Building, 100 Railroad Avenue, P. O. Box 157, Elkton, Maryland 21922-0157
TELEPHONE: (410) 398-4999 FAX: (410) 398-0128 E-MAIL: building.zoning@elkton.org WEBSITE: www.elkton.org

Secretary Paul Wiedefeld

September 21, 2023

Page Two

2. Sidewalk improvements on MD 213, MD 7D and US 40. The Elkton Pedestrian Plan (2018) identifies necessary improvements to the Town's pedestrian network. A majority of the "High Priority" infrastructure recommendations are on MD SHA roads (ex. sidewalks and bike lanes along MD 213; sidewalks or mixed use path along Delaware Avenue (MD 7D); intersection/crosswalk improvements at US 40 and MD 213; and complete sidewalks or mixed use path along US 40). Please incorporate the recommendations of the Elkton Pedestrian Plan when planning improvements to the State roadways in Elkton.
3. Multi-use paths on MD 279 (Elkton-Newark Road) and US 40. Sections of both MD 279 and US 40 are components of the East Coast Greenway. The development of a multi-use path along these roadways will provide safe and accessible transportation and recreation opportunities separated from motor vehicle traffic and contribute to Elkton's economic development and sustainability. The development of a mixed use path along US 40 was also recommended in the Elkton Pedestrian Plan.
4. Design and water quality improvements for North Street (MD 268) and Bridge Street (MD 213) within Elkton's downtown. Requested Improvements include sidewalk repair/replacement that will incorporate stormwater quality as part of the streetscape. Installation of bicycle lanes or "sharrow" markings and signage are also requested.
5. A study of the intersection of MD 279 and Belle Hill Road for capacity improvements/realignment. This analysis is necessary to plan for improvements to road capacity, traffic safety, flow and stacking and to accommodate future development.
6. Maintenance (cleaning or painting) of the MD 213 Bridge and North Street Bridge (MD 268) over the Amtrak railroad.
7. Maintenance and improvements are requested for the Park & Ride lot on Belle Hill Road.

Thank you for the opportunity to convey our transportation priorities to you. Should you have any questions regarding these projects, please feel free to contact me.

Very truly yours,



Robert J. Alt
Mayor



TOWN OF NORTH EAST

January 17, 2023

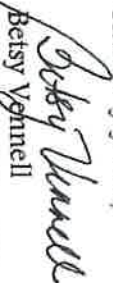
Steve Overbay
Director of Administration
Office of the County Executive
200 Chesapeake Boulevard, Suite 2100
Elkton MD 21921

Dear Mr. Overbay,

Thank you for your letter dated January 10, 2023 which extended an invitation to North East to participate with the County's annual Transportation Priority Letter for FY 2024. I have attached the latest letter which was sent to the Maryland Department of Transportation, within the last year, outlining the Town's transportation priorities.

Please feel to contact Melissa Cook-Mackenzie, Town Administrator or Michael Kline, Mayor, should you have any questions or comments concerning the attached letter.

Sincerely yours,


Betsy Yennell
Director of Planning

106 South Main Street • P.O. Box 528 • North East, Maryland 21901-0528

T: (410) 287-5801 • F: (410) 287-8267 • www.northeastmd.org

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TOWN OF NORTH EAST

April 18, 2022

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

2022 Transportation Priorities: Town of North East

Dear Secretary Slater,

The Town of North East has outlined the following priorities for consideration and inclusion in your final 2022 Consolidated Transportation Program.

1. Continued implementation of the I-95 interchange at Belvidere Road..
2. Widen Route 7 (West Cecil Avenue), west of Route 272 (South Main Street/North Main Street) and Route 7 intersection. Elevate and widen the State Highway Bridge over the North East Creek on Route 7. Install pedestrian sidewalk, bicycle lane and pedestrian lighting between North East Isles Drive and Catherine Street.
Interim Plan: Installation of a pedestrian activated signal on both sides of the North East Creek Bridge on Route 7 which pedestrians would press when they desire to walk across the bridge. The signal would stop eastbound and westbound vehicles on Route 7 while pedestrians travel over the bridge.
3. Add a pedestrian walkway on Route 7. This walkway is requested from Ridgely Forest on Route 7, North East, to connect to existing sidewalk on Route 7, North East.
4. Re-surfacing of North Main Street and South Main Street, North East.
5. Repairs to the entrance of the Route 7 underpass in North East from West Cecil Avenue. The road has severely deteriorated in this area. Address flooding in the roadway under the Route 7 underpass.
6. Installation of a pedestrian sidewalk linkage along Route 40 between Sycamore drive (off of Route 40) and the intersection of Route 272 and Route 40, linking to the sidewalk project which currently underway Contract No. CE3395176). Note: Sycamore Drive is the road which leads into the Timberbrook Development, a 350+ Townhome Community.

106 South Main Street • P.O. Box 528 • North East, Maryland 21901-0528

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7. Route 7, East Cecil Avenue adjacent to the North East Middle School: Installation of two traffic reduction devices with intermittent signaling lights, with timers for school opening and dismissal. To be positioned on Route 7, approximately 50 yards before the North East Middle School from both east and west directions.
8. For the purpose of providing uninterrupted walkability, install sidewalk on Route 272 between Jethro Street and the south/east corner of the bridge over Amtrak.
9. Installation of sidewalk from the existing sidewalk on Route 7 (East Cecil Avenue) to Mechanics Valley Road.
10. Installation of bicycle/walking/share the road pavement markings along Route 7 from Mechanics Valley Road to Ridgely Forest Drive.
11. Review impacts of rail service to State Highway systems in North East.
12. Marc Train Service in North East.

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

Sincerely yours,



Michael Kline
Mayor

Cc:
Mr. Stephen OConnor, Director, Cecil County Department of Land Use and Development Services
Mr. W. Scott Flanigan, Director, Cecil County Department of Public Works
Mr. Kenny Fender, District Engineer for District 2, SHA
Richard Baker, Assistant District 2 Engineer for District 2, SHA
Ms. Darlene Koch, Executive Administrative Assistant, District 2, State Highway Administration
Ms. Heather Dunigan, Principal Planner, WILMAPCO

Danielle Hornberger
County Executive

Steven Overbay
Director of Administration



Office: 410.996.5202
Fax: 800.863.0947

County Information
410.658.4041
410.996.5200

CECIL COUNTY, MARYLAND
Office of the County Executive
200 Chesapeake Boulevard, Suite 2100, Elkton, MD 21921

January 10, 2023

Meissa Cook-Mackenzie, Town Administrator
P.O. Box 528
North East, MD 21901

RE: Town Transportation Priorities 2024

Dear Ms. Cook-Mackenzie,

Cecil County would like to take this opportunity to extend an invitation to your municipality to join the County's annual Transportation Priority Letter for FY 2024. The County will weigh your transportation priority projects for congruence with County projects. If you wish to participate, provide a list of your top transportation priority projects by January 20, 2023.

Should you have any questions, please feel free to contact me.

Thank you,


Steve Overbay
Director of Administration

cc: Lawrence Scott – County Attorney
cc: Stephen O'Connor, AICP – LUDS Director
cc: Aaron Harding, CFM – Planning & Zoning Chief
cc: Matthew Littlejohn – Planner III



Town of Port Deposit

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



Robert Kuhs

Mayor

Vicky Rinkerman

Town Administrator

January 17, 2023

Mr. Steve Overbay

Director of Administration

Cecil County Government

200 Chesapeake Blvd, Suite 2100

Elkton, MD 21921

RE: FY 2024 Port Deposit Transportation Priorities

Dear Director Overbay:

On behalf of the Council, thank you for the opportunity to join the County's annual Transportation Priority Letter for FY2024.

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

The State Highway Administration (SHA) started a two-year Stormwater Drainage Improvement Project in February 2017 on MD Route 222/Main Street. SHA spent over five years planning and developing this project. In August 2018, the drainage project was terminated for convenience due to issues encountered during the first phase of construction on North Main Street. It is our understanding that the project will require additional right-of-way acquisitions and plats, field borings, test pits, and coordination with Norfolk Southern Railroad officials. The project is now under review and being re-designed.

Due to additional stormwater run-off issues, (i.e. potential development on the granite cliff above Main Street and stormwater pipes from buildings on Main Street being disconnected from the sewer line), that will directly increase flooding on Main Street, it is imperative that the SHA Stormwater Drainage Improvement Project be completed to include the replacement of deteriorating terra-cotta stormdrain pipes; repair or replacement of existing culverts; repair or replacement of outfalls; new outfalls where needed; and flap gates installed in existing outfalls. We respectfully request assistance to ensure that this project is fully funded and completed as soon as possible.

It is our understanding that SHA intends to expand this project to include a streetscape plan as well. The streetscape plan would identify innovative traffic control measures to reduce speeding and tractor trailer traffic on Main Street, as well as provide safe bicycle, pedestrian and historically sensitive

accommodations and infrastructure to meet the growing needs of our community. The residential and economic development boost from these projects would be strengthened by innovative, safe vehicle, bicycle and pedestrian connections in our community for residents and visitors to enjoy our historic culture, restaurants, shops, and waterfront amenities.

Main Street or Route 222 is not a designated tractor trailer truck route. SHA has installed traffic controls at Route 1 and Route 222 to reduce the tractor trailer traffic that persistently use weight restricted Route 222 as the thoroughfare from Route 1 to the I95 exits and Route 40. The traffic controls at Route 1 have helped reduce the number of tractor trailers coming through town, however, it has not eliminated the use of Main Street as a truck route. The negligence of truck drivers to obey the law endangers our residents, visitors and children. Any assistance you could provide to establish additional traffic control measures and ensure transportation companies and drivers obey the weight restriction regulations to reduce the impact from tractor trailers on Main Street would be appreciated.

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

1. Funds for the Stormwater Drainage Improvement Project on MD Route 222 as soon as possible. Project was terminated for convenience in 2018;
2. Include Streetscape Plan on Main Street with stormwater project to improve safe vehicle, pedestrian and bicycle connections throughout Main Street;
3. Continue to enhance traffic control measures for improved vehicle transportation that reduces speeding and impacts from tractor trailer traffic on weight restricted Route 222/Main Street.

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

Respectfully,



Robert Kuhs, Mayor



Vicky Rinkerman, Town Administrator

APPENDIX G

Public Comments

The TIP was available for public comment from March 18 through May 13, 2024. Information was available for review online and at WILMAPCO's office. Two public workshops were held on Tuesday, April 16 at WILMAPCO, 100 Discovery Blvd, Suite #800, Newark, DE 19713 and Wednesday, May 1, 2024, Middletown Town Hall, 19 W. Green St, Middletown, DE 19709.

WILMAPCO TIP QUICK GUIDE

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

How is the TIP Funded?

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

\$1,356 million Delaware/Maryland 48%	<i>Delaware/Maryland funds from fuel taxes, tolls, motor vehicle and other fees, & bonds</i>
\$1,389 million federal 49%	<i>Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)</i>
\$68 million other 2%	<i>Other funding comes from local funds, developer contributions, toll bonds, and grants</i>

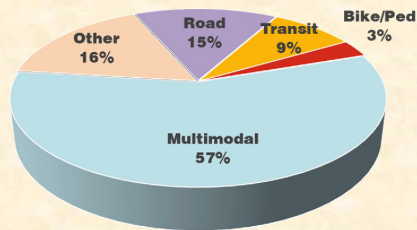
Where are the projects?

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

Cecil County 5%	<i>The TIP document is grouped by Cecil County, New Castle County, and Delaware Statewide. Delaware Statewide contains funding for all counties in Delaware and projects do not specify amounts for New Castle County, for example Engineering and Contingency</i>
New Castle County 25%	
Delaware Statewide 71%	

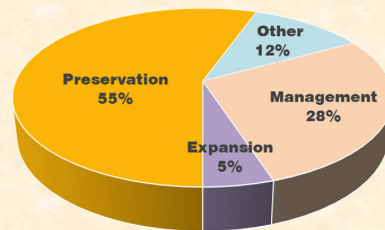
What Types of Projects are in the TIP?

Projects by Mode



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

Projects by Category



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

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

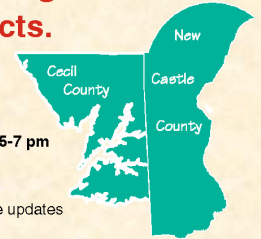
WILMAPCO's Transportation Improvement Program (TIP) funds the region's transportation projects.

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

Attend a Public Workshop:

Tuesday, April 16, 2024 | Drop by from 4-6 pm
WILMAPCO, 100 Discovery Blvd, Suite #800
Newark, DE 19713

Wednesday, May 1, 2024 | Drop by from 5-7 pm
Middletown Town Hall, 19 W. Green St,
Middletown, DE 19709



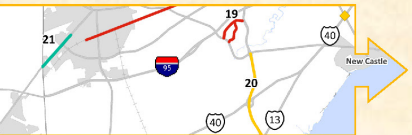
- At both workshops, DeIDOT and WILMAPCO will be available to hear your ideas and share updates
- Stay informed—sign up for our monthly e-news and quarterly newsletter by visiting www.wilmapco.org or calling 302.737.6205
- Invite us to speak to your group. In addition, WILMAPCO, DeIDOT and MDOT host many public events on individual plans and projects
- Call us or E-mail comments to wilmapco@wilmapco.org or comment online at www.wilmapco.org/tip

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

- New projects include:
 - Diamond State Rail Line Study—study of passenger rail service from Wilmington or Newark to Dover, Harrington, and Berlin, or Salisbury, MD.
 - Single lane roundabouts at:
 - Bear Road and Reybold Drive Intersection
 - Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection
 - St. Annes Church Road at SR 71 Intersection
 - Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St. Hares Comer (US 13 and SR 273) Grade Separated Intersection—redesign intersection to reduce congestion and provide for safer driving, walking, and bicycling
 - Sears Boulevard Extension—connection from Sears Boulevard to the industrial properties along Crowell Road
 - US 40 between US 13 and MD Line Multimodal Improvements—shared pathway for bikers and pedestrians
 - National Electric Vehicle Infrastructure Program

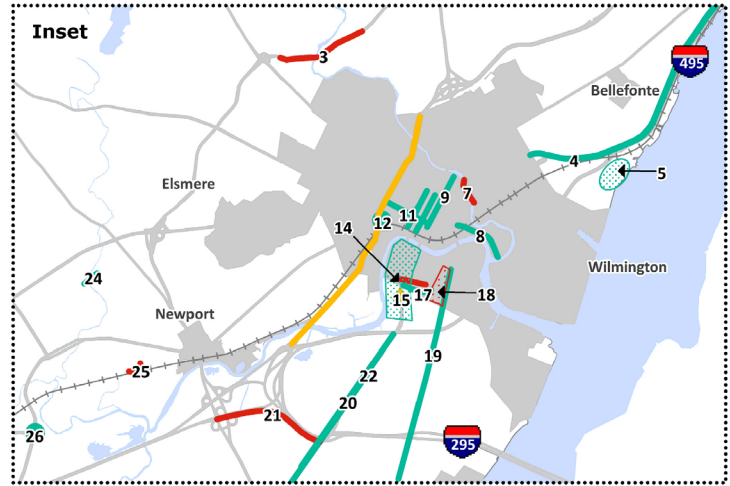
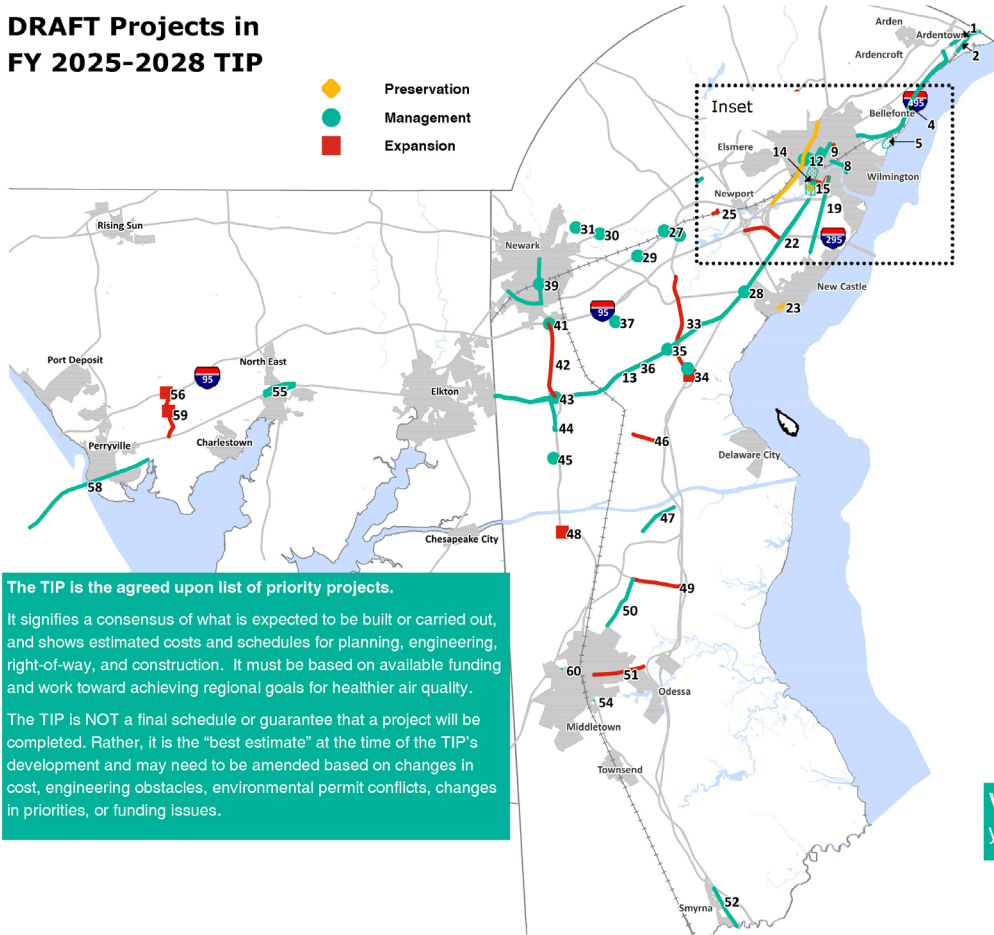
WILMAPCO
WILMINGTON AREA PLANNING COUNCIL
100 Discovery Blvd, Newark, DE 19713
302-737-6205 | wilmapco@wilmapco.org
WWW.WILMAPCO.ORG/TIP

SEE INSIDE
FOR PROJECT
MAP



DRAFT Projects in FY 2025-2028 TIP

- ◆ Preservation
- Management
- Expansion



The TIP is the agreed upon list of priority projects.

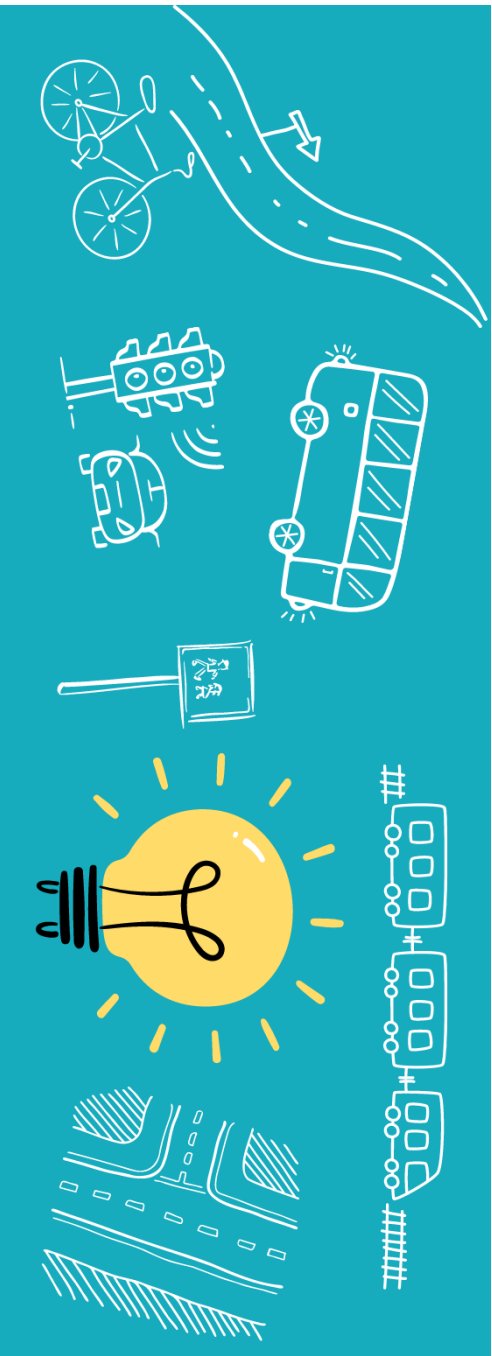
It signifies a consensus of what is expected to be built or carried out, and shows estimated costs and schedules for planning, engineering, right-of-way, and construction. It must be based on available funding and work toward achieving regional goals for healthier air quality.

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

- Example Projects (areawide projects, not mapped)**
- Road and bridge preservation
 - Safety
 - Transit Operating and Capital Funds
 - Bicycle and Pedestrian Improvements and Recreational Trails Program
 - Municipal Street Aid and Community Transportation Funds
 - Intersection Improvements

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

ID	Project	ID	Project	ID	Project	ID	Project
1	US 13: I-495-PA Line	13	US 40: US 13 and MD Line Multimodal	25	Sears Boulevard Extension	37	Old Baltimore Pike and Salem Church Road
2	Claymont Regional Transportation Center	14	South Wilmington Infrastructure Improvements	26	SR4, Ogletown Stanton Rd/SR 7, Stanton Split	38	SR 896: South College Ave Gateway
3	Tyler McConnell Bridge	15	BR 1-686 on N029 South Walnut Street	27	Fairplay Station Parking Expansion	39	Newark Regional Transportation Center
4	Governor Printz Blvd.: Philadelphia Pike-E 35th St.	16	S. Church St to S. Walnut St. pathway	28	Hares Corner Grade Separation (US 13 & SR 273)	40	SR 4, Christina Parkway: SR 2 to SR 896
5	Port Area Truck Parking Facility Near Wilmington	17	Garasches Lane, Wilmington	29	SR4, Harmony Road Intersection	41	I-95 & SR 896 Interchange Improvements
6	I-95: I-495 to North of Brandywine River Bridge	18	Southbridge Transportation Network	30	SR 2 / Red Mill Road Intersection	42	SR 896: US 40 - I-95 Widening
7	12th St Connector	19	SR 9: Landers Lane to A Street	31	Possum Park Rd /Old Possum Park Rd Intersection	43	US 40 and SR 896 Grade Separated Intersection
8	East 7th Street	20	US 13 Southbound BBRT Lane	32	Bear Road and Reybold Drive Intersection	44	Glasgow Ave: SR 896 - US 40
9	Walnut St., 3rd - 16th St	21	I-295 NB: SR141 to US 13	33	SR 1 Widening: Road A to Tybouts Corner US40	45	Denny Road and Lexington Parkway Intersection
10	King and Orange Sts: MLK Blvd to 10th St	22	US 13: US 40 to Memorial Drive Ped	34	SR 1 at Tybouts Corner	46	SR 72: McCoy Road to SR 71
11	4th St., Walnut St. -Adams St	23	SR 9, River Road Flood Remediation	35	US 40 and SR 7 Intersection	47	Lorewood Grove Rd: Jamison Corner Rd to SR 1
12	Maryland Ave. and Monroe St.	24	Old Capitol Trail, Newport Road to Stanton Road	36	US 40: Salem Church Road to Walther Road	48	SR 896 and Bethel Church Rd Interchange
13	US 40: US 13 and MD Line Multimodal	25	Sears Boulevard Extension	37	Old Baltimore Pike and Salem Church Road	49	Boyd's Corner Rd: Cedar Lane to US 13
14	South Wilmington Infrastructure Improvements	26	SR4, Ogletown Stanton Rd/SR 7, Stanton Split	38	SR 896: South College Ave Gateway	50	Cedar Lane: Marl Pit - Boyd's Corner Rd /Marl Pit
15	BR 1-686 on N029 South Walnut Street	27	Fairplay Station Parking Expansion	39	Newark Regional Transportation Center	51	SR 299, SR 1 to Catherine Street
16	S. Church St to S. Walnut St. pathway	28	Hares Corner Grade Separation (US 13 & SR 273)	40	SR 4, Christina Parkway: SR 2 to SR 896	52	US 13, Duck Creek to SR1
17	Garasches Lane, Wilmington	29	SR4, Harmony Road Intersection	41	I-95 & SR 896 Interchange Improvements	53	Bunker Hill Road at Sand Hill Drive/Merrimac
18	Southbridge Transportation Network	30	SR 2 / Red Mill Road Intersection	42	SR 896: US 40 - I-95 Widening	54	St. Annes Church Road at SR 71
19	SR 9: Landers Lane to A Street	31	Possum Park Rd /Old Possum Park Rd Intersection	43	US 40 and SR 896 Grade Separated Intersection	55	Cecil County Mid-County Transit Hub
20	US 13 Southbound BBRT Lane	32	Bear Road and Reybold Drive Intersection	44	Glasgow Ave: SR 896 - US 40	56	I-95 / Belvidere Rd Interchange
21	I-295 NB: SR141 to US 13	33	SR 1 Widening: Road A to Tybouts Corner US40	45	Denny Road and Lexington Parkway Intersection	57	Cecil Co Bridge CE0055, Belvidere Rd over CSX
22	US 13: US 40 to Memorial Drive Ped	34	SR 1 at Tybouts Corner	46	SR 72: McCoy Road to SR 71	58	Susquehanna River Rail Bridge
23	SR 9, River Road Flood Remediation	35	US 40 and SR 7 Intersection	47	Lorewood Grove Rd: Jamison Corner Rd to SR 1	59	Belvidere Rd: US 40 - I-95
24	Old Capitol Trail, Newport Road to Stanton Road	36	US 40: Salem Church Road to Walther Road	48	SR 896 and Bethel Church Rd Interchange	60	Bunker Hill Rd / Sand Hill Drive/Merrimac Avenue



TRANSPORTATION OPEN HOUSE PUBLIC WORKSHOP

SHARE YOUR IDEAS FOR FUTURE IMPROVEMENTS

Tuesday, April 16, 2024 | Drop by from 4-6 pm
WILMAPCO, 100 Discovery Blvd, Suite #800
Newark, DE 19713

Wednesday, May 1, 2024 | Drop by from 5-7 pm
Middletown Town Hall, 19 W. Green St,
Middletown, DE 19709

**WILMAPCO and DelDOT Seek Feedback about
Upcoming Transportation Projects**

UNABLE TO ATTEND? Information will be available at
www.wilmapco.org/tip and ctp.deldot.gov
from March 18 - May 13.

WILMAPCO encourages all members of the community to participate in this event. If because of a language need or disability you require assistance please let us know. Contact our office at: wilmapco@wilmapco.org or 302-737-6205 no later than three business days before the event. We will endeavor to provide a service to help meet your needs.

www.wilmapco.org | For more information
call (302) 737-6205, or email WILMAPCO@wilmapco.org.





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May 14, 2024

Tigist Zegeye
Executive Director
Wilmington Area Planning Council
100 Discovery Blvd, Ste 800
Newark, DE 19713

Dear Tigist,

I am writing on behalf of Delaware Greenways in support of WILLMAPCO's Transportation Improvement Program (TIP) for FY 2025-2028. The proposal fosters sustainable transportation solutions that prioritize the needs of our communities and the environment.

At Delaware Greenways, we seek transportation infrastructure improvements that are inclusive of non-motorized alternatives, promote environmental sustainability, healthy living, and social equity. Therefore, we are delighted to commend WILLMAPCO for allocating nearly 70% of TIP spending to bicycle and pedestrian, transit, or multimodal projects. Your ongoing investment in shared use trails promotes a common vision between our organizations for creating active transportation networks that welcome all people and communities.

We extend our gratitude to WILLMAPCO and their hardworking staff for their leadership in advancing transportation solutions that benefit both present and future generations. Your dedication to promoting sustainable and equitable transportation aligns perfectly with our organization's values, and we look forward to continuing our partnership in building a more vibrant and connected region.

Thank you once again for your contributions to the region.

Sincerely,

A handwritten signature in black ink, appearing to read "Mary Roth". The signature is fluid and cursive.

Mary Roth
Executive Director

Appendix H: Performance Period #2 Targets and Reporting Summary

April 2024

Transportation Performance Measure (PM1): Safety Performance Target Setting

In compliance with the FHWA's 23 CFR Part 490, Subpart B - National Performance Management Measures for the Highway Safety Improvement Program (HSIP), the following is a summary of WILMAPCO, DeIDOT and Maryland targets to meet or make significant progress toward the five required safety performance goals. The targets were set by the DOTs in late 2022 WILMAPCO has opted to adopt and support the statewide targets set both DOTs.

Methodology:

Delaware: As part of the plan's development, several trendlines were reviewed to establish an aggressive, yet achievable, overall objective. Through a comparison of these trendlines, the reduction of combined fatalities and serious injuries ranged from 2.6 to 4.4 percent annually or 12 to 20 percent over five years. Based on these historic trends, the 2021-2025 SHSP established a five-year overall objective to reduce fatalities and serious injuries by 15 percent (a 3.2 percent annual reduction) as measured from the 2015-2019 five-year rolling average.

Maryland: Safety targets are derived from the 2021-2025 Strategic Highway Safety Plan (SHSP). Targets for measures showing a decreasing trend are based on five-year rolling averages and an exponential trend line. Those for measures showing an increasing trend are set at a 2% decrease from the 2016-2020 five-year average. These targets are updated annually by the MDOT Motor Vehicle Administration (MVA), Maryland Highway Safety Office, and MDOT State Highway Administration (SHA) Office of Traffic and Safety and are reported in the Highway Safety Improvement Program.

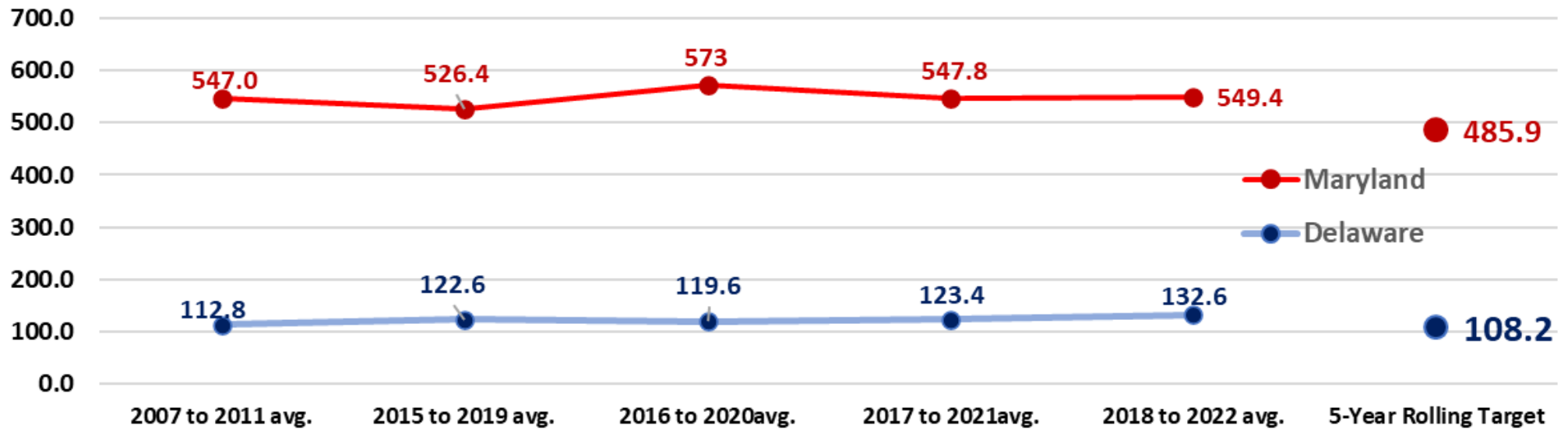
The chart shows the Delaware and Maryland established statewide targets (2019-2023, 5 year rolling averages) for each of the five measures. Once 2021 Fatality Analysis Reporting System (FARS), Highway Performance Monitoring System (HPMS), and FARS Annual Report File (ARF) data becomes finalized (December 2022) it will be compared to these targets to determine whether Delaware, Maryland, and WILMAPCO and MPOs have met or made significant progress toward our crash reduction targets. Details on the HSIP projects can be found in the New Castle County section of the TIP.

State/MPO Established 2023 Safety Targets*	Maryland	Delaware
Number of Fatalities	485.9	108.2
Rate of Fatalities per 100 million VMT	0.809	1.108
Number of Serious Injuries	2,323.8	424.3
Rate of Serious Injuries per 100 million VMT	3.815	4.350
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	554.7	82.4

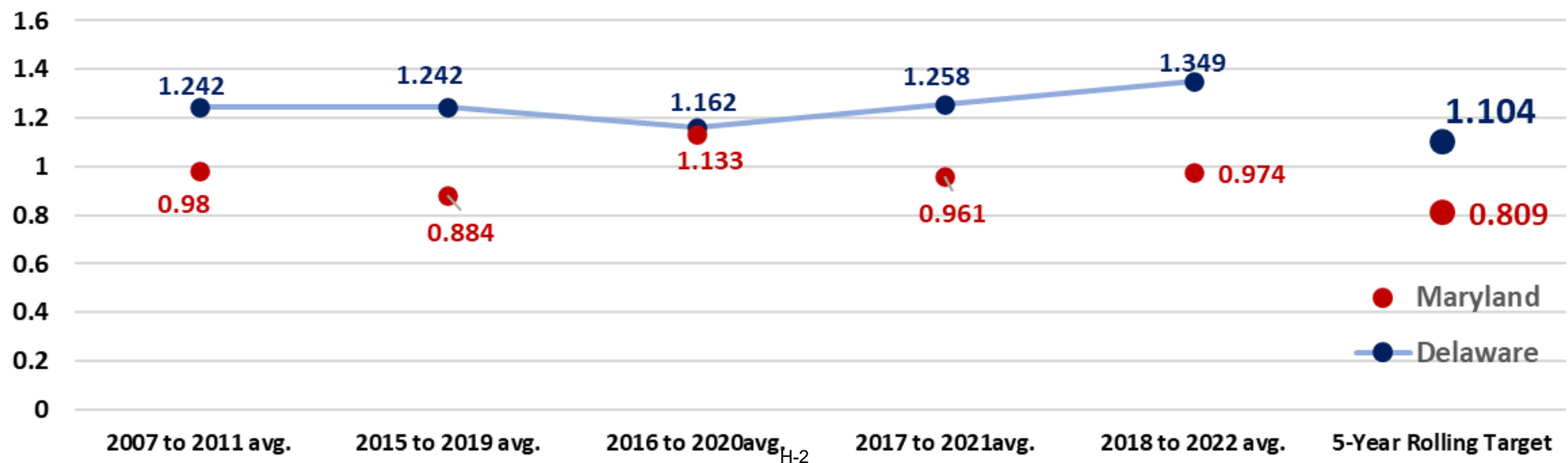
* Projected 2019-2023 5-year rolling averages

The following charts show the historical trends composed of 5-year rolling averages, HSIP baseline figures and 2019-2023 targets for each of the safety performance measures. Figures include all injuries and fatalities which occurred on all public roads.

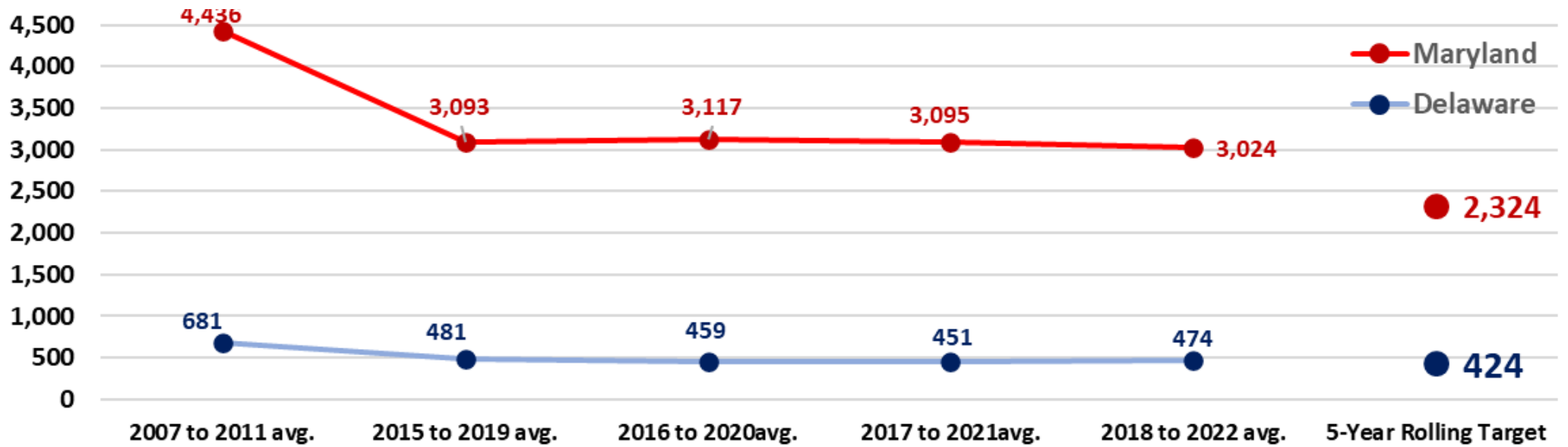
Total Number of Fatalities



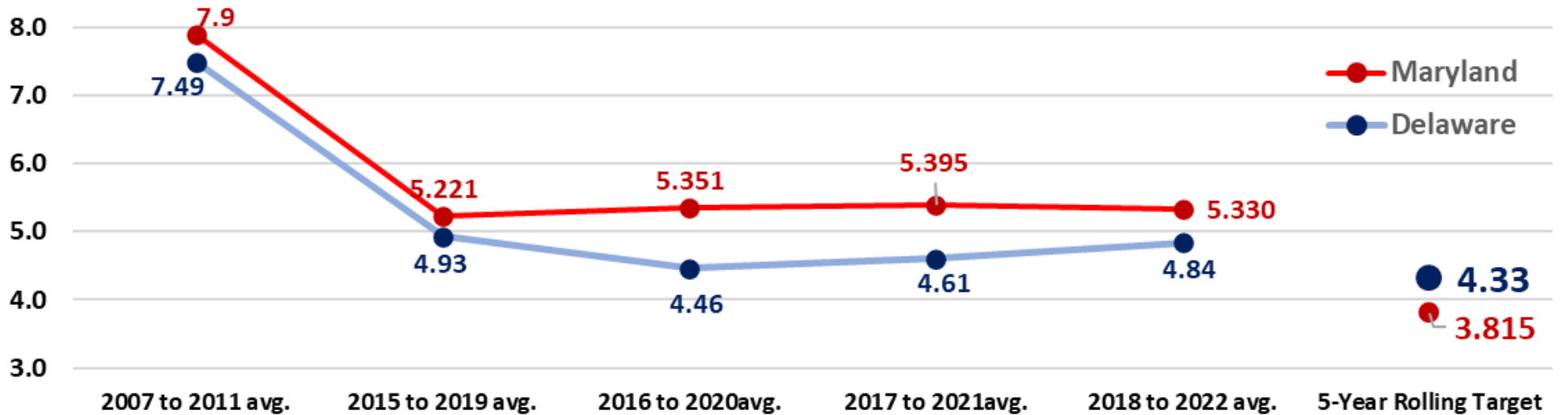
Rate of Fatalities per 100 million VMT



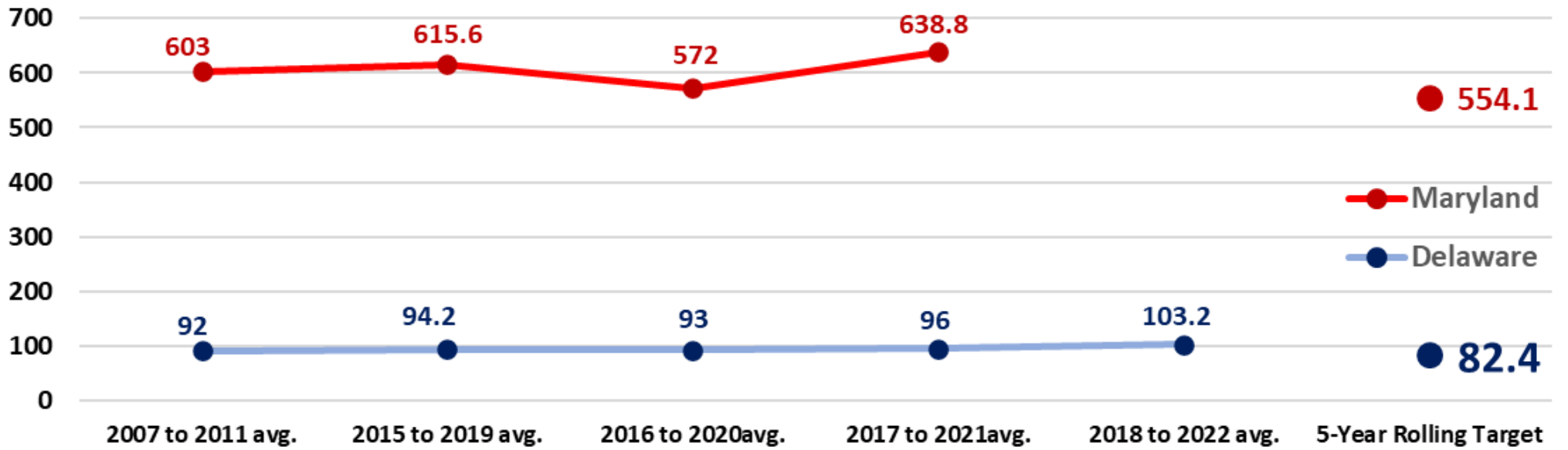
Number of Serious Injuries



Rate of Serious Injuries per 100 million VMT



Non-Motorized Fatal and Serious Injuries



Transportation Performance Measure (PM2): Infrastructure condition targets for the National Highway System (NHS) – Interstate Pavement Conditions

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

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

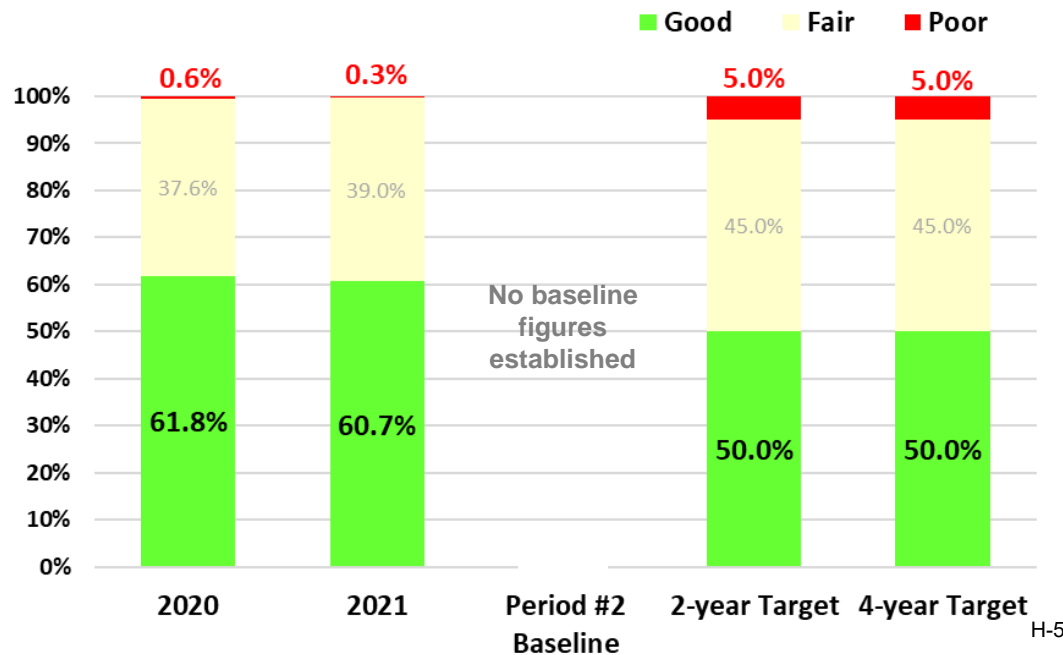
*Good condition: Suggests no major investment is needed.

Poor condition: Suggests major reconstruction investment is needed.

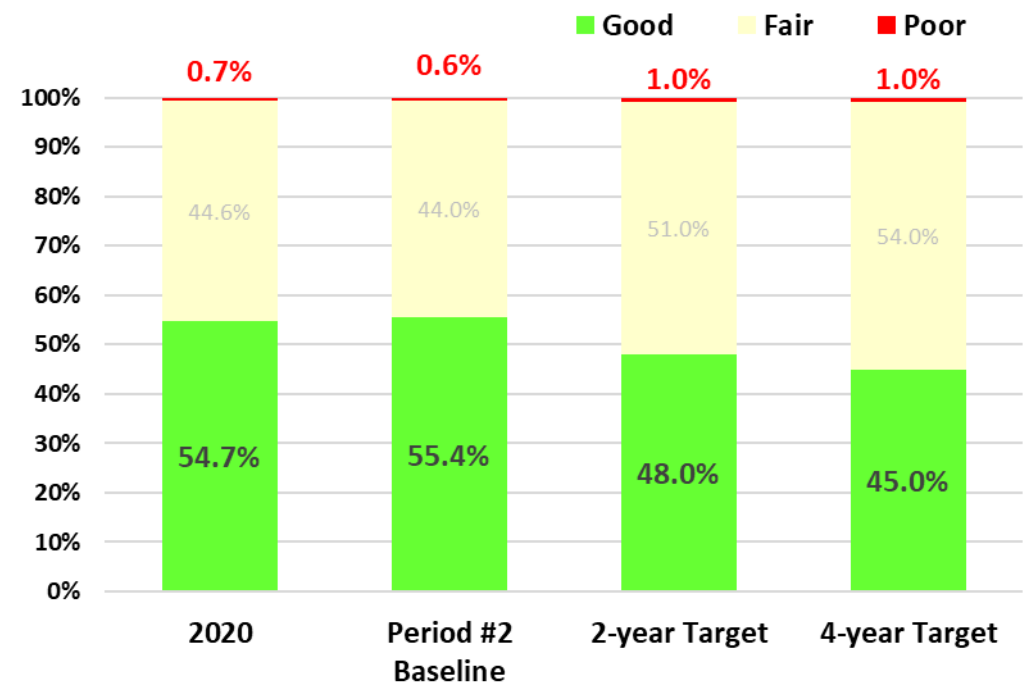
Pavement Condition Determination Method

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

Interstate Pavement Conditions: Delaware

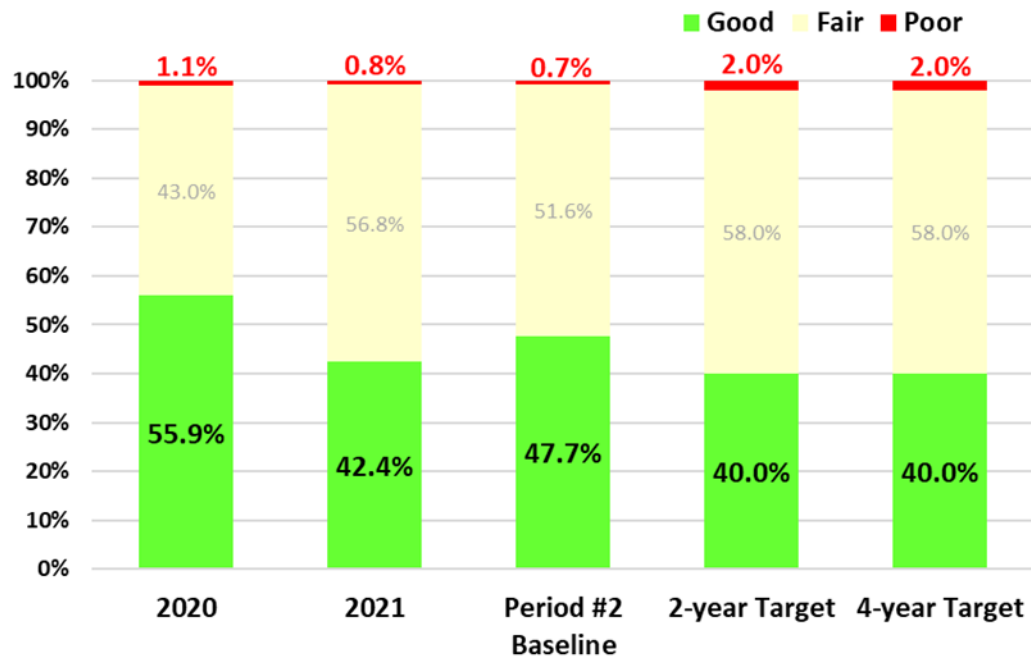


Interstate Pavement Conditions: Maryland

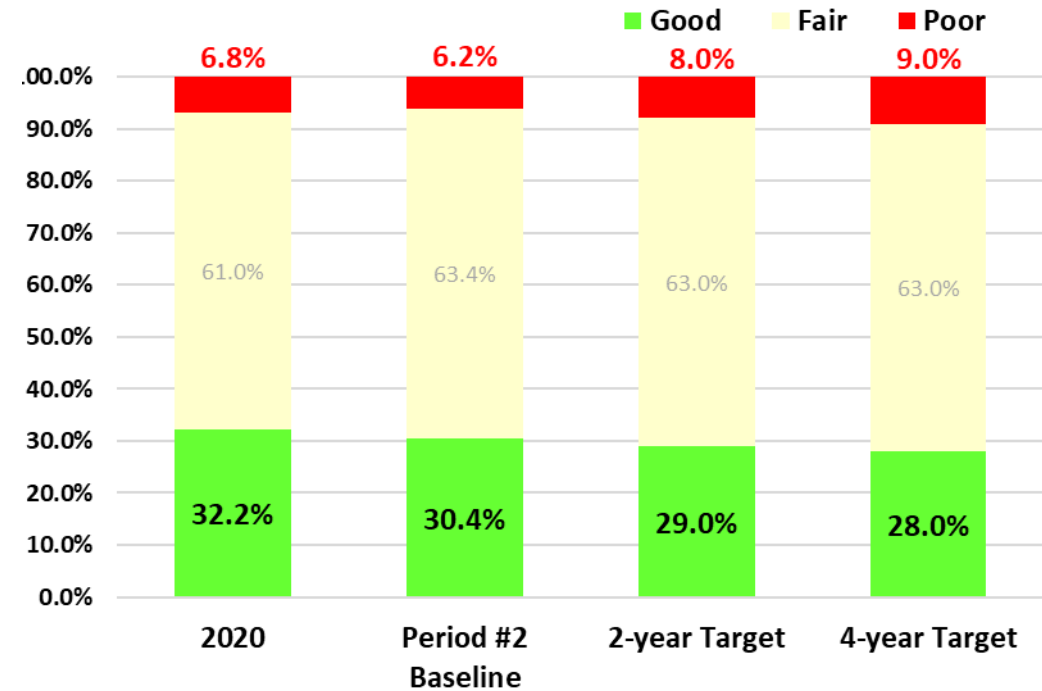


Transportation Performance Measure (PM2): Infrastructure condition targets for the National Highway System (NHS) – Non-Interstate NHS Pavement Conditions

NHS Pavement Conditions: Delaware



NHS Pavement Conditions: Maryland



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

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

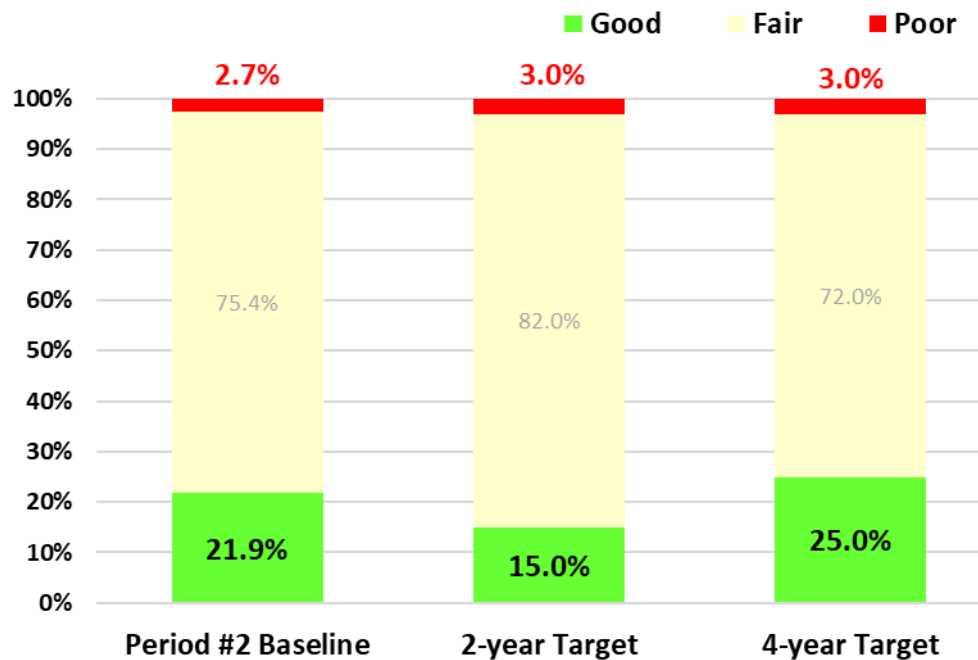
Measure: Based on deck area based on National Bridge Inventory (NBI) condition ratings for the bridge deck, Superstructure, Substructure and/or Culvert. Condition is determined by the lowest rating of the four ratings.

NBI Rating Scale <i>(from 0-9)</i>		
9 8 7	6 5	4 3 2 1 0
Good	Fair	Poor

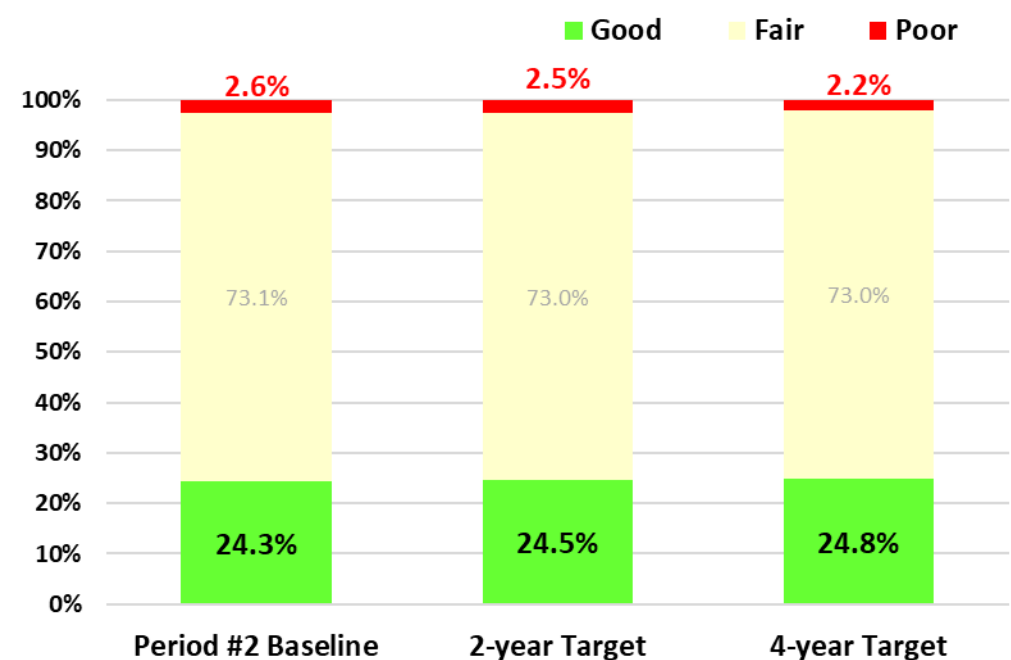
Bridge	Deck <i>(Item 58)</i>	≥ 7	5 or 6	≤ 4
	Superstructure <i>(Item 59)</i>	≥ 7	5 or 6	≤ 4
	Substructure <i>(Item 60)</i>	≥ 7	5 or 6	≤ 4
	Culvert <i>(Item 62)</i>	≥ 7	5 or 6	≤ 4

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

NHS Bridge Conditions: Delaware



NHS Bridge Conditions: Maryland



Transportation Performance Measure (PM 3): Travel Time Reliability Measures - Level of Travel Time Reliability - Interstates

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

Travel time reliability performance measures

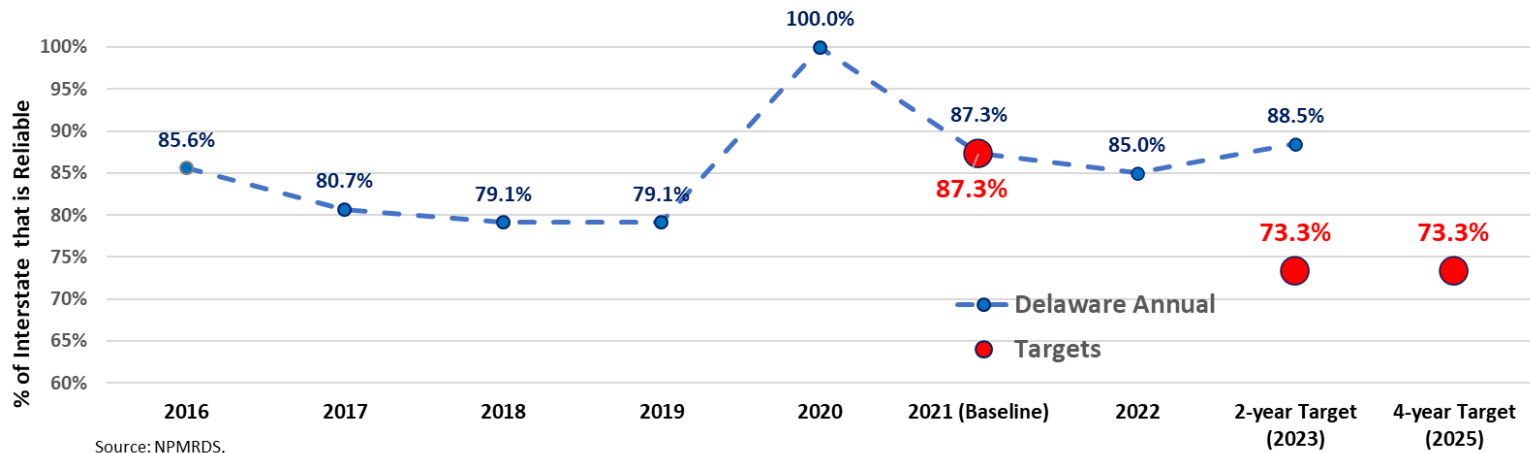
Interstate Travel Time Reliability Measure: % of person-miles traveled on the Interstate that are reliable

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

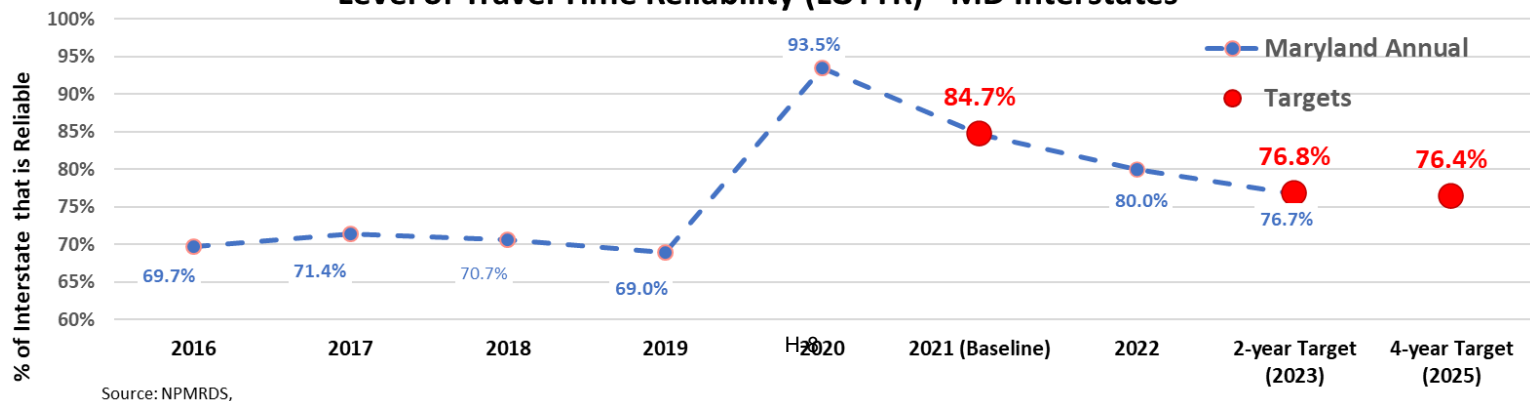
Illustration of Reliability Determination

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

Level of Travel Time Reliability (LOTTR) - DE Interstates



Level of Travel Time Reliability (LOTTR) - MD Interstates



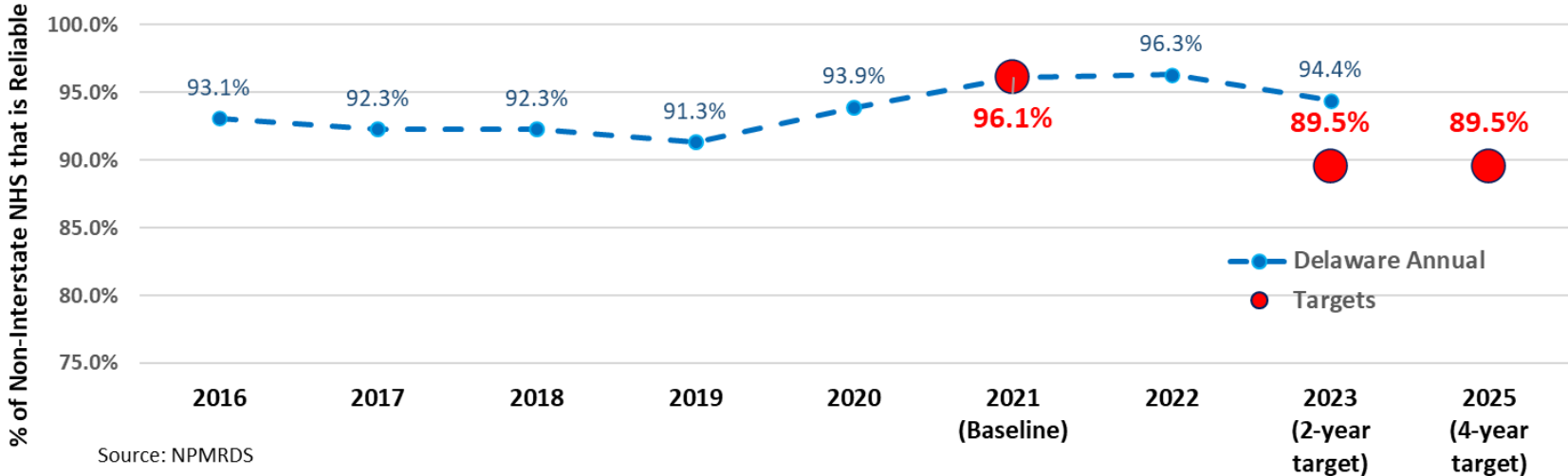
Transportation Performance Measure (PM 3): Travel Time Reliability Measures - Level of Travel Time Reliability – Non-Interstate NHS

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

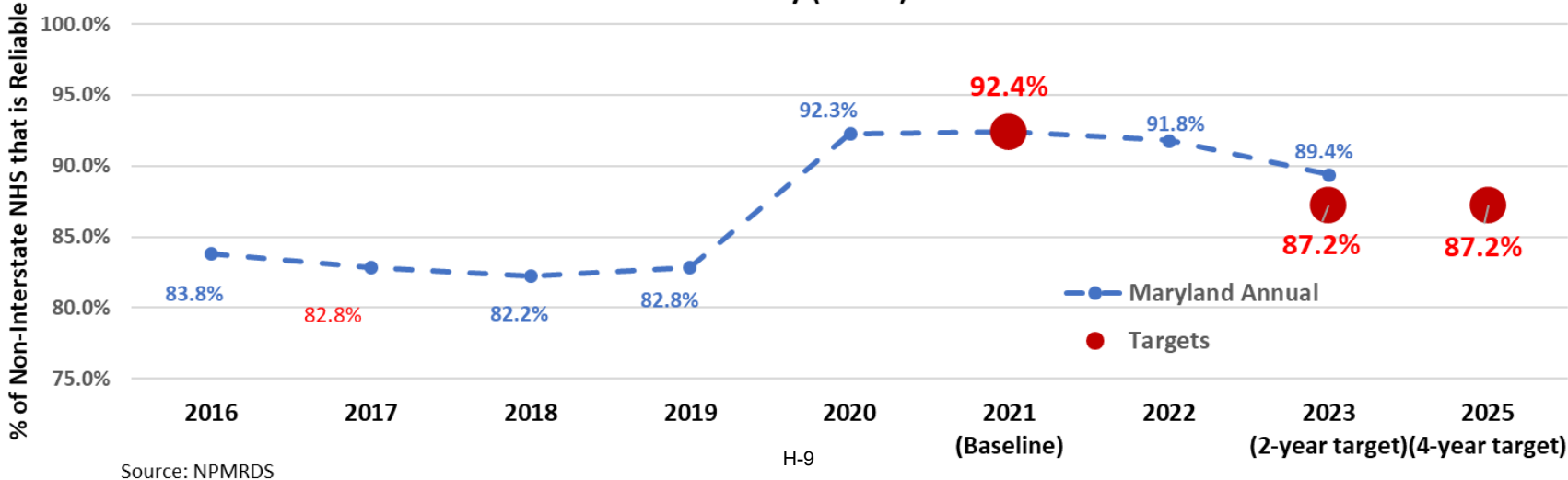
Illustration of Reliability Determination

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

Level of Travel Time Reliability (LOTTR) - DE Non-Interstate NHS



Level of Travel Time Reliability (LOTTR) - MD Non-Interstate NHS

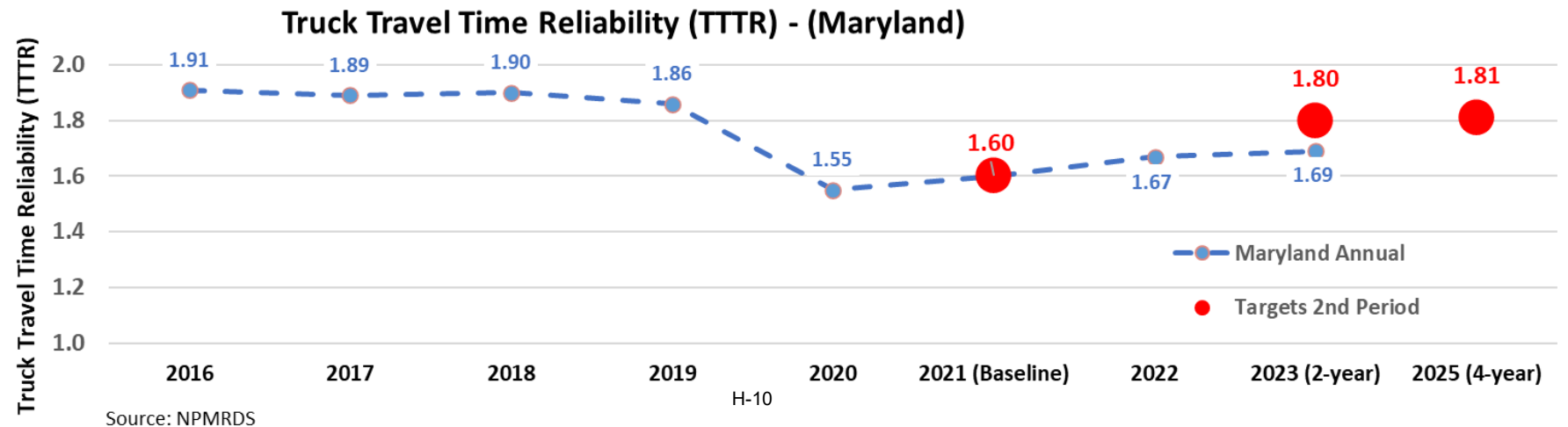
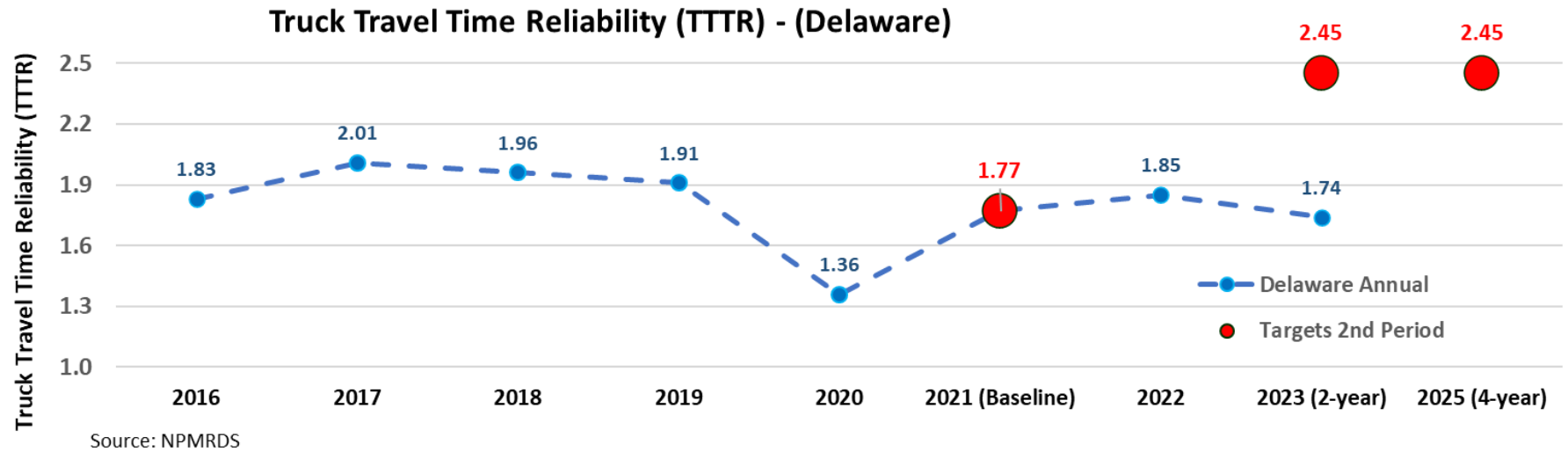


Transportation Performance Measure (PM 3) : Travel Time Reliability Measures – Truck Level of Travel Time Reliability (TTTR)

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

Illustration of Truck Reliability Determination

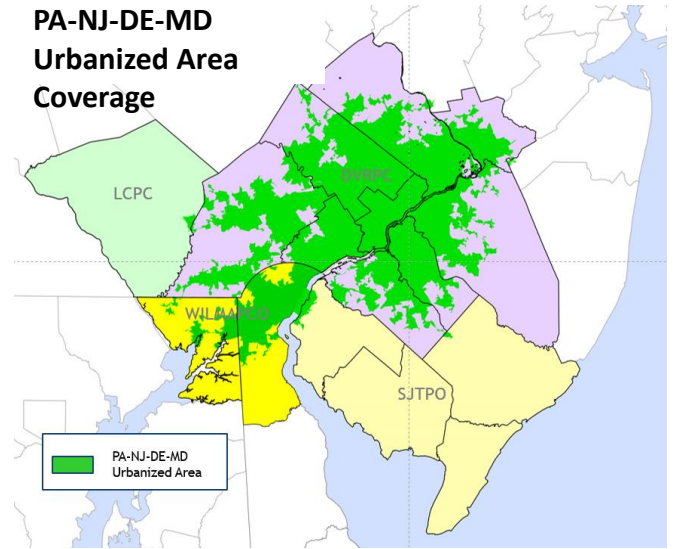
Monday – Friday	6 – 10 a.m.	$\text{TTTR} = \frac{63 \text{ sec}}{42 \text{ sec}} = 1.50$
	10 a.m. – 4 p.m.	$\text{TTTR} = \frac{62 \text{ sec}}{45 \text{ sec}} = 1.38$
	4 – 8 p.m.	$\text{TTTR} = \frac{85 \text{ sec}}{50 \text{ sec}} = 1.70$
Weekends	6 a.m. – 8 p.m.	$\text{TTTR} = \frac{52 \text{ sec}}{40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



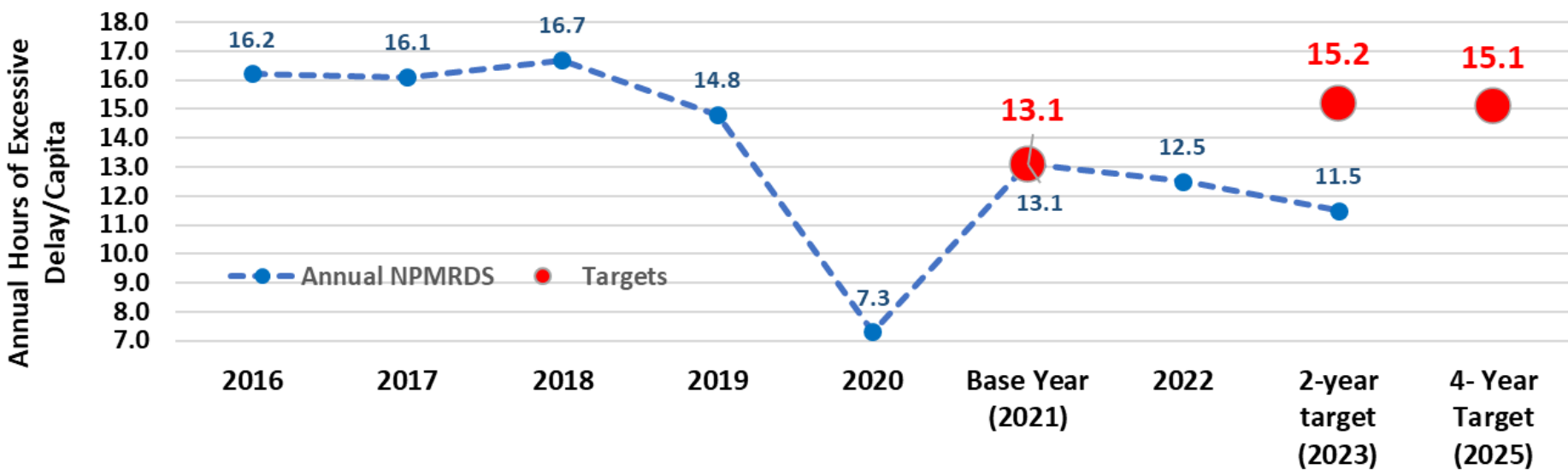
Transportation Performance Measure: Annual hours of peak-hour excessive delay per capita (PHED) – Philadelphia, PA/DE/MD/NJ Urbanized Area

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

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



Annual PHED per Capita Philadelphia, PA-NJ-DE-MD Urbanized Area

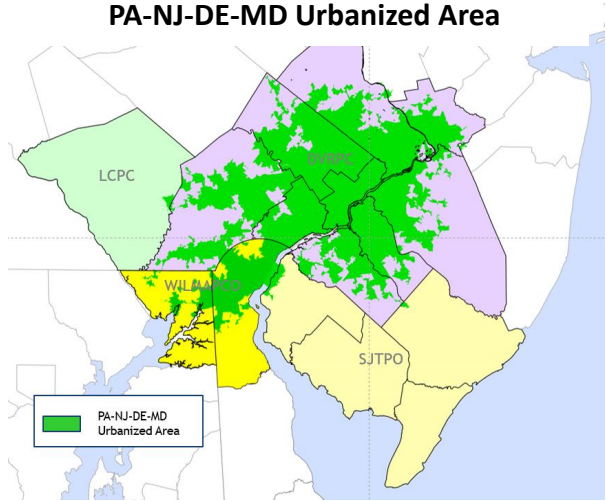


Source: NPMRDS

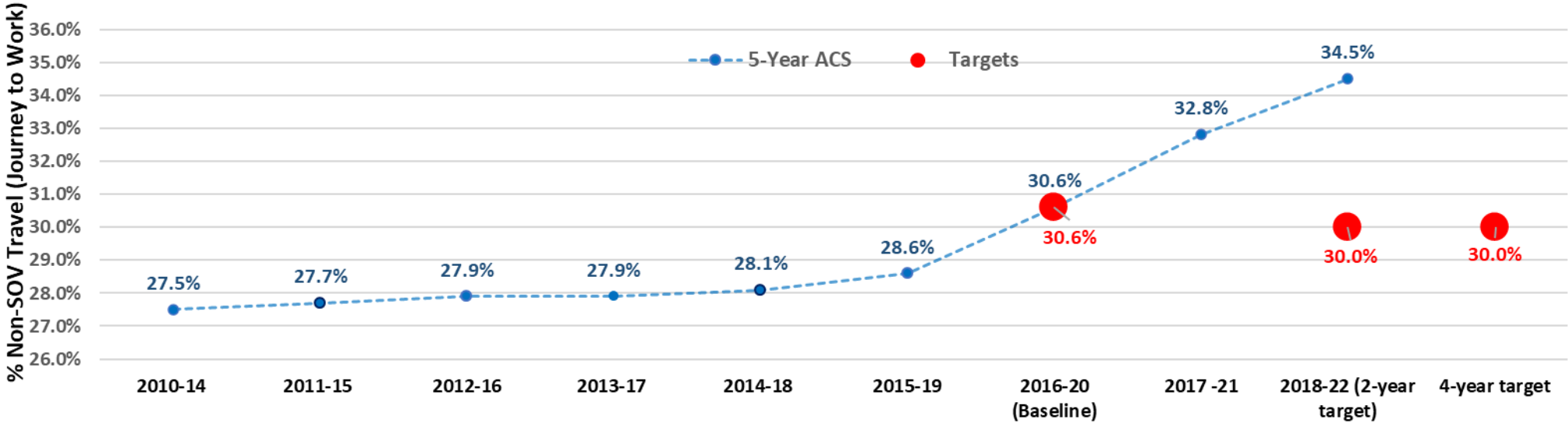
Transportation Performance Measure: Percent of non-single occupancy vehicle travel – Philadelphia, PA/DE/MD/NJ Urbanized Area

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

Data: The American Community Survey (ACS) Commuting (Journey to Work) data from the U.S. Census Bureau 5-year average (2016-2020) was used. The measure covers the entire Philadelphia, PA/DE/MD/NJ urbanized area, with the targets selected in coordination with all four DOTs and associated MPOs.



**% Non-SOV Travel (Journey to Work)
Philadelphia, PA-NJ-DE-MD Urbanized Area**

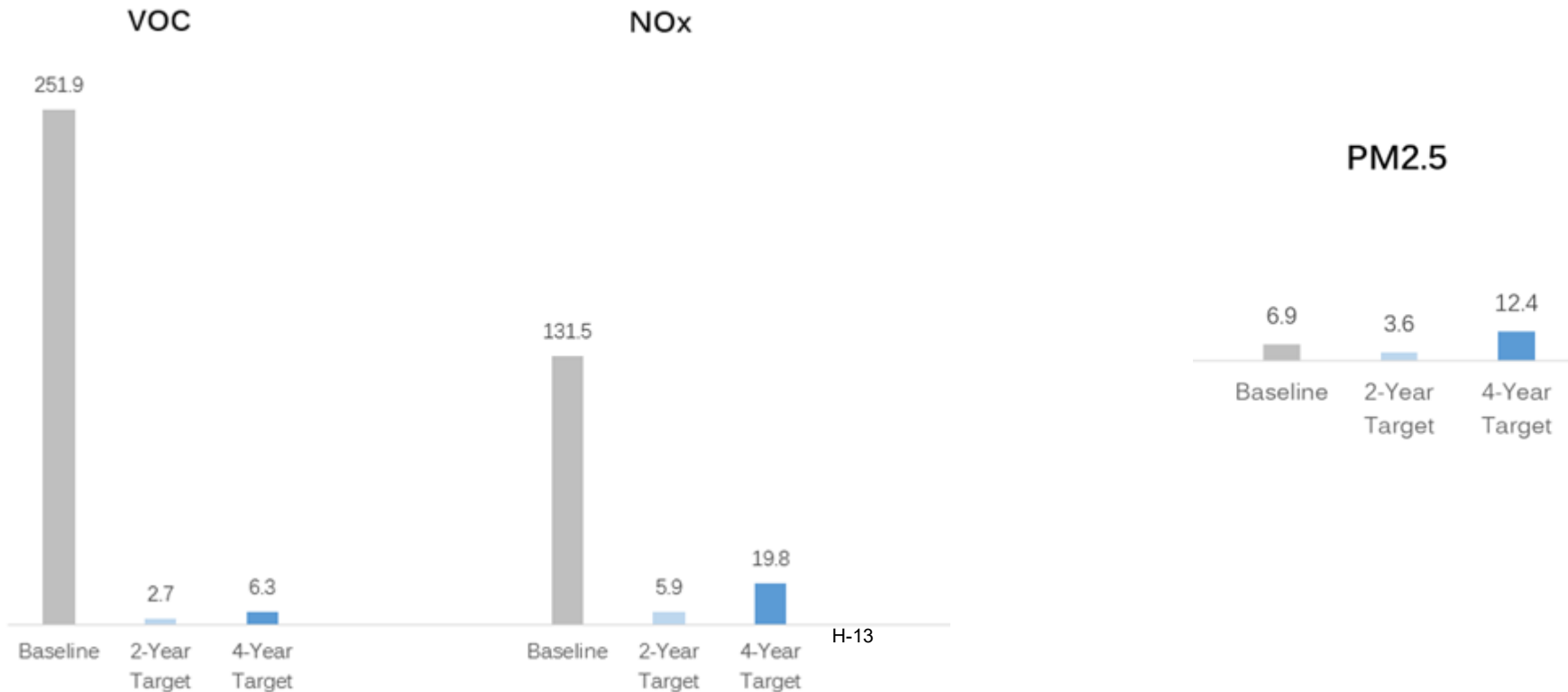


Transportation Performance Measure 3: On-road mobile source emissions reduction (New Castle)

In New Castle County, we adopt the emissions targets set by DeIDOT for Delaware. These are presented below.

DeIDOT’s methodology for developing these targets was described at WILMAPCO’s July 2022 Technical Advisory Committee meeting. The baseline figure, meanwhile, is based on emissions reductions from Delaware’s CMAQ projects from 2018 through 2021 placed in the FHWA CMAQ Public Access System database. Estimates for emissions reductions were developed for each year, by project, between fiscal years 2022 and 2025. The sum of emissions reductions for all projects for the years 2022 and 2023 became the 2-year target. The sum of emission reductions for all projects between the years 2022 and 2025 became the 4-year target. DeIDOT also provided WILMAPCO with estimates for PM2.5 emission reductions that we include here.

Technical Advisory Committee meeting minutes, July 2022: <http://www.wilmapco.org/Tac/TAC-Minutes-7-22.pdf>



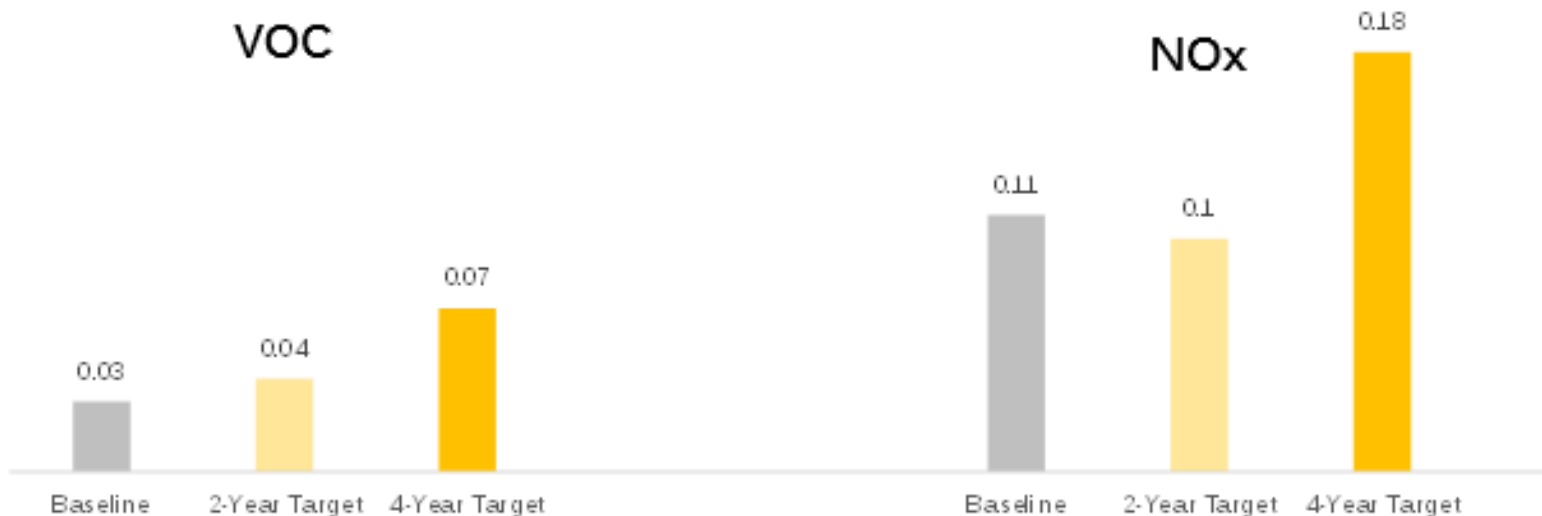
Transportation Performance Measure: On-road mobile source emissions reduction (Cecil County)

In Cecil County, we adopt MDOT's 2- and 4-year emissions targets. The baseline figure is based on emissions reductions from Cecil County's CMAQ projects from 2018 through 2021 placed in the FHWA CMAQ Public Access System database. MDOT's targets are based on a combined approach utilizing historic project selection from the FFY 2018-2021 reporting period as well as anticipated CMAQ projects programmed in Cecil County over the next 4-years. Emissions reductions expected from anticipated projects assume generalized typical project parameters associated with pedestrian facilities and traffic flow improvements. As shown in the graph below, the 4-year emissions reduction targets of 0.07 kg/day for VOCs and 0.18 kg/day for NOx outpace the 4-year emissions reductions realized during the previous reporting period.

See the "CMAQ On-road Mobile Emissions Target Setting FFY 2022-2025" Memorandum on May 6, 2022: <https://wilmaco.sharefile.com/d-s0b8e9b964b4f4b3cac3c43ce6b0f5337>

See the "CMAQ On-road Mobile Source Emissions Reductions: FFY 2022-2025 Targets & FFY 2018-2021 Performance" presentation provided to the WILMAPCO Air Quality Subcommittee on June 16, 2022: <https://wilmaco.sharefile.com/d-sa93b097c901e450c88af9f3a1956465a>

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



Transit Asset Management Plans (TAMP)

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

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

— Tier I provider: “owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service or in any one non-fixed route mode, or (2) rail transit.”

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

In the WILMAPCO region, DTC DeIDOT is considered a Tier I provider, and Cecil County Transit (CCT) is considered a Tier II provider. As statewide transit agencies, DTC DeIDOT and MDOT MTA have completed their TAMPs in 2022. Per federal regulations, MDOT MTA created a group TAMP plan on behalf of the Tier II Locally Operated Transit Systems (LOTS) in the state of Maryland will support their implementation of asset management practice and the federal requirements. This group TAMP applies only to the 23 LOTS in Maryland that are recipients of 5311 funding, operate less than 100 vehicles, or serve an American Indian tribe.

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

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

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

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

- Include the capital asset inventory;

Transit Asset Management Plans (TAMP)

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

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

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

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

2022 DTC Asset Performance Targets – Rolling Stock

ASSET CLASS	ASSET USE	DTC ULB	FTA ULB	TARGET %	RATIONALE
Rolling Stock - Revenue Vehicles					
Commuter Rail Car (RP)	Rail	-	39	<10%	DTC's policy is to replace at end of ULB. Less than 10% is acceptable.
Over-the-Road Bus (BR)	Commuter	12	14	<10%	
40ft/30ft Buses (BU)	Fixed-route	12	14	<10%	
Cutaway Bus (CU)	Paratransit	10	10	<10%	
Equipment - Non-Revenue Vehicles					
Car (AO)	Support Services	8	8	N/A	Since DTC does not have direct capital responsibility FTA does not require performance targets
SUV (SV)	Support Services	8	8		
Truck	Support Services	14	14		
Van (VN)	Support Services	8	8		

2022 DTC Asset Performance Targets – Facilities

ASSET CLASS	CONDITION BENCHMARK	TARGET %	RATIONALE
Facilities	3.0	<20%	With DTC's Facility Preventative Maintenance plan goals, a 20% target is achievable

2022 Transit Safety Performance Management

Federal regulations require covered Public Transportation Providers and State Departments of Transportation (DOT's) to establish Safety Performance Targets to address the Safety Performance Measures identified in the National Public Transportation Agency Safety Plan (49 CFR § 673.11(a)(3)). Additionally, once Metropolitan Planning Organizations (MPOs) receive the Transit Safety Performance Targets from the local Public Transportation Providers they are also required to establish Transit Safety Targets for the MPO Planning Area.

Public Transportation Providers, State DOTs and MPOs are required to establish seven safety performance targets for the four safety performance measures. These seven targets must also be set for each "mode" a Public Transportation Provider is responsible for. The following are the targets that must be established:

- Number of Fatalities: The total number of reportable fatalities by mode.
- Rate of Fatalities: The rate of reportable fatalities per total Vehicle Revenue Miles (VRM) (in 100 thousand VRM) by mode.
- Number of Injuries: The total number of reportable injuries by mode.
- Rate of Injuries: The rate of reportable injuries per total Vehicle Revenue Miles (VRM) (in 100 thousand VRM) by mode.
- Number of Safety Events: The total number of reportable safety events by mode.
- Rate of Safety Events: The rate of reportable safety events per total Vehicle Revenue Miles (VRM) (in 100 thousand VRM) by mode.
- System Reliability: Mean distance between major mechanical failures (MMF) by mode.

When do MPOs establish Transit Safety Performance Targets?

MPO's must establish Transit Safety Targets specific to the MPO planning area within 180 days of receiving the targets from the Public Transportation Provider. When establishing Transit Safety Performance Targets, the MPO may support the Public Transportation Providers targets or establish its own targets for the metropolitan planning area.

2022 Transit Safety Performance Management

2022 Delaware Transit Corporation (DTC) Safety Performance Targets

**MDBF: Mean Distance Between Major Mechanical Failures (in miles)*

	Three-Year Average System Results for DTC		Performance Target
Mode of Service	FIXED ROUTE	PARATRANSIT	
Vehicle Miles (VRM)	8,518,626	6,544,790	
Fatalities			
Total	0	0	Maintain at 0%
Rate per 100K VRM	0	0	
Injuries			
Total	59	16	Reduce by 10%
Rate per 100K VRM	0.69	0.19	
Safety Events			
Total	26	9	Reduce by 10%
Rate per 100K VRM	0.31	0.11	
System Reliability			
Total MMFs	1,742	221	
VRM/MMF*	4,894	29,614	Increase by 10%

2022 Cecil Transit Safety Performance Targets

Safety Performance Targets							
<i>Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.</i>							
Mode of Transit Service	Total Fatalities	Fatalities per 100K VRM	Total Injuries	Injuries per 100K VRM	Safety Events Total	Safety Events per 100K VRM	System Reliability (VRM/failures)
Deviated Fixed Route	0	0	<1	<.25	1	.32	>36,000
Demand Response	0	0	<1	0	0	0	>137,000
Micro transit/ COMPASS	0	0	<1	0	0	0	>137,000

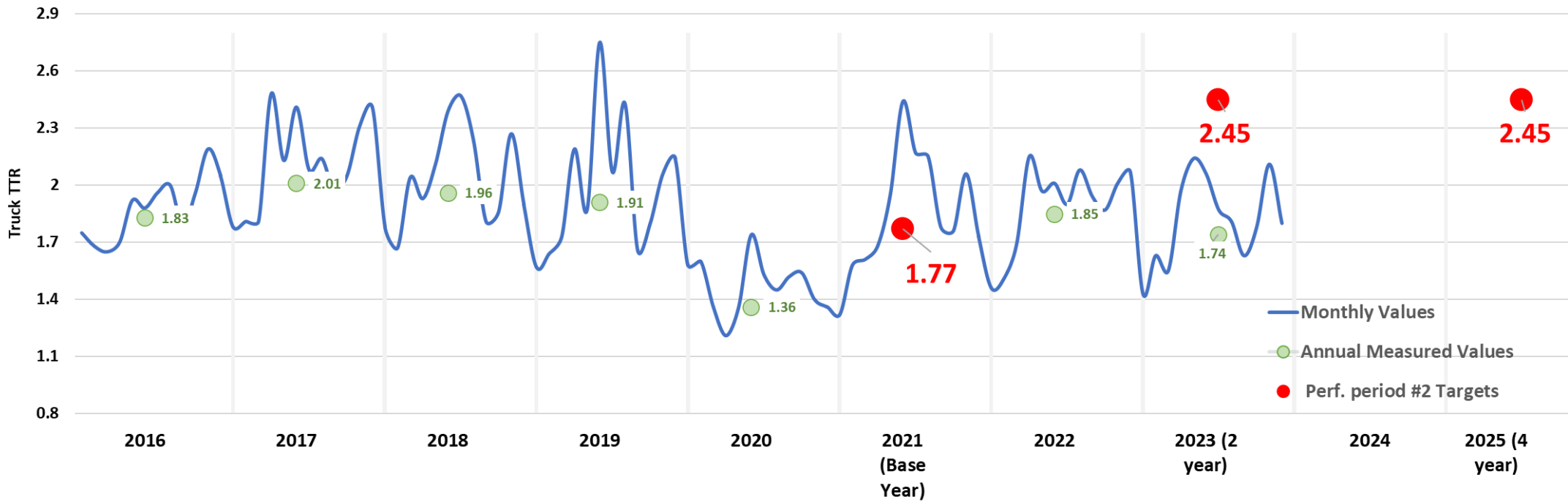
For Cecil County Transit (CCT), based on the reported asset condition, targets have been set for each asset class taking the projected funding levels into consideration. The table below summarizes the FY 2021 performance and FY 2022 targets for Tier II LOTS assets. Targets have been set based on the anticipated funding availability and the priorities of both the LOTS and MDOT MTA.

FY22 TARGET ASSET PERFORMANCE FOR ALL ASSETS

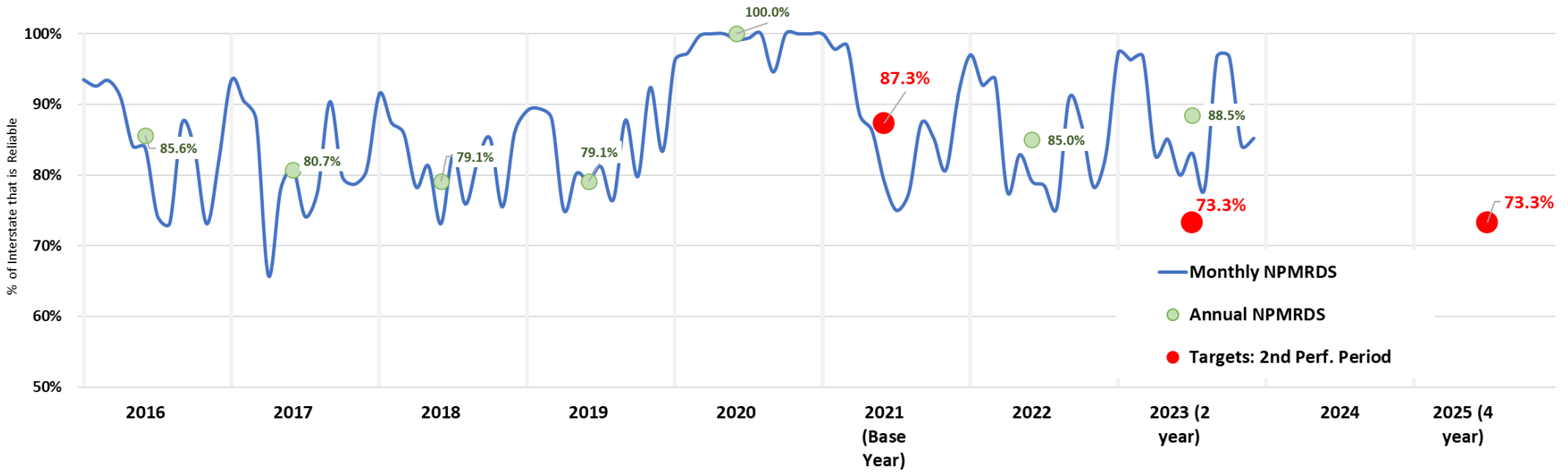
FY 2021 & 22 Target Asset Performance for All Vehicles

NTD Vehicle Type	FY21 Target	FY21 Performance	FY22 Target
Revenue Vehicles			
Articulated Bus	0%	0%	60%
Automobile	64%	64%	100%
Bus	18%	21%	22%
Cutaway Bus	32%	24%	28%
Ferryboat	75%	75%	75%
Minivan	0%	13%	19%
Trolleybus	-	0%	0%
Van	28%	5%	11%
Equipment			
Automobile	60%	41%	47%
Trucks and Other Rubber Tire Vehicles	42%	53%	57%
Facilities			
Administrative/Maintenance*	0%	0%	0%
Passenger/Parking	0%	0%	0%

Delaware Truck Travel Time Reliability

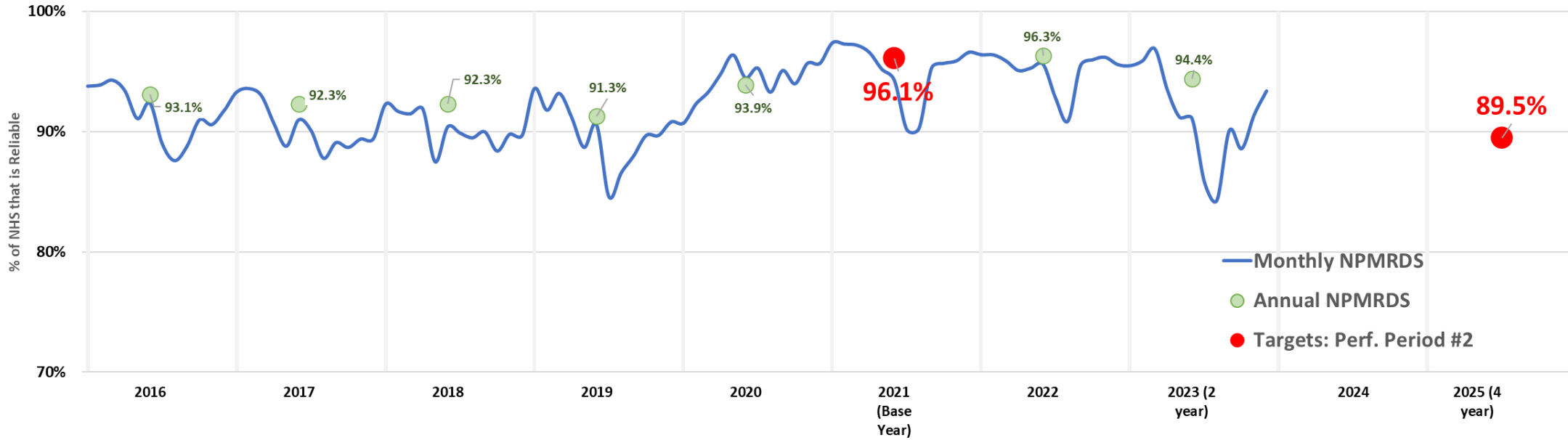


Delaware Travel Time Reliability – Interstates



Annual Performance Charts - Monthly

Delaware Travel Time Reliability Non-Interstate NHS



APPENDIX I

INDEX

(1) 25' Fixed Route Cutaway Bus NCC FY29	2	-	6
(1) 45' Fixed Route Bus NCC FY26	2	-	6
(1) 45' Fixed Route Bus, NCC, FY25	2	-	6
(10) 40' Low Floor Buses NCC FY28	2	-	6
(13) 40' Low Floor Buses NCC FY29	2	-	6
(2) 45' Fixed Route Buses NCC FY29	2	-	6
(3) 25' Fixed Route Gasoline Cutaway Buses, NCC, FY24	2	-	5
(3) Fixed Route Cutaway Buses NCC FY22	2	-	5
(4) 25' Fixed Route Propane Cutaway Buses, NCC, FY24	2	-	5
(6) Electric Buses and Charging Infrastructure NCC (80/20)	2	-	5
(7) 29' Low Floor Fixed Route Buses NCC FY27	2	-	6
12th Street Connector	2	-	36
4th Street, Walnut Street to Adams Street	2	-	36
Aeronautics Planning	1	-	13
Aeronautics Program Development	1	-	13
Areawide Bridge Rehabilitation	3	-	1
Areawide Congestion Management	3	-	7
Areawide Environmental Projects	3	-	2
Areawide Resurfacing and Rehabilitation	3	-	3
Areawide Safety and Spot Improvements	3	-	4
Areawide Urban Reconstruction	3	-	5
Automated/Dynamic Paratransit Scheduling	1	-	10
Bear Road and Reybold Drive Intersection Improvements	2	-	45
Beech St Maintenance Building	2	-	3
Belvidere Road Bridge CE0055 over CSX Railroad ReplacEment	3	-	9
Bicycle, Pedestrian and other Improvements	1	-	14
BR 1-686 on N029 South Walnut Street	2	-	1
Bridge Program	1	-	2
Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection Improvements	2	-	24
Carbon Reduction Program	1	-	22
Cecil County Mid-County Transit Hub	3	-	10

Cecil County Transportation Alternatives Program	3	-	11
Churchman's Crossing Fairplay Station Parking Expansion	2	-	43
Churchman's Crossing Temporary Parking Lot	2	-	43
Claymont Rail Station Decommissioning	2	-	8
Claymont Regional Transportation Center	2	-	8
Community Transportation Program	1	-	3
Connecting Route 9 Corridor Communities	2	-	29
Contingency	2	-	8
CORRIDOR CAPACITY PRESERVATION	1	-	15
Corridor Capacity Preservation	1	-	15
Denny Road and Lexington Parkway Intersection Improvements	2	-	9
Development Coordination Program	1	-	32
Diamond State Rail Line Study	1	-	31
Disadvantaged Business Enterprise Supportive Services Program	1	-	24
DMV Modernization Program	1	-	24
DMV Toll Equipment Upgrade	1	-	24
East 7th Street	2	-	36
Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd	2	-	10
Education and Training	1	-	30
Electric Vehicle Program	1	-	22
Engineering and Contingency	1	-	30
Environmental Improvements	1	-	30
EQUIPMENT	1	-	4
Farebox Modernization	1	-	12
Federal Land Access Program	1	-	32
Garasches Lane, Wilmington	2	-	12
Glasgow Avenue, SR 896 to US 40	2	-	13
Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.	2	-	14
Governor Printz: Philadelphia Pike-East 35th Street	2	-	14
Hares Corner (US 13 and SR 273) Grade Separated Intersection	2	-	38
Hares Corner Grade Separated Intersection	2	-	38
Hazard Elimination Program	1	-	20
Heavy Equipment Program	1	-	4

HEP NCC, SR 4 at SR 72	2	-	16
HEP NCC, SR 4 at SR62/Boxwood Road/Middleboro Road	2	-	16
HEP Site S - SR273 @ SR7	2	-	17
High Risk Rural Roads Program	1	-	20
Highway Safety Improvement Program	1	-	20
HSIP NCC, Old Baltimore Pike and Salem Church Road	2	-	19
HSIP NCC, Otts Chapel Road and Welsh Track Road Intersection Improvements	2	-	16
HSIP NCC, SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements	2	-	16
HSIP NCC, SR4 and Churchmans Rd Intersection Improvement	2	-	16
Hydrogen Buses (4) and Charging Infrastructure, NCC (80/20)	2	-	5
Hydrogen Buses (4) and Charging Infrastructure, NCC (85/15)	2	-	5
Hydrogen Buses (4) and Charging Infrastructure, NCC (90/10)	2	-	5
I-295 Northbound from SR141 to US 13	2	-	40
I-95 and SR896 Interchange	2	-	41
I-95 at Belvidere Road Interchange	3	-	13
Information Technology Initiatives Program	1	-	24
Intersection Improvements	1	-	16
Job Access Reverse Commute (JARC) Program	1	-	12
Local Transportation Assistance Program	1	-	32
Maintenance Equipment and Tools (Transit) Program	1	-	12
Marsh Road and Baynard Blvd	2	-	16
Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	2	-	36
Materials and Minor Contracts	1	-	5
Metropolitan Planning Organization / FHWA/FTA	1	-	32
Mid County Maintenance Facility Expansion	2	-	3
Mid-County Driver Training Facility	2	-	3
Milltown and Duncan Intersection	2	-	18
Municipal Street Aid	1	-	6
MUTCD Compliance Program	1	-	29
N15, Boyds Corner Road, Cedar Lane Road to US 13	2	-	24
N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	2	-	24
N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	2	-	24
National Electric Vehicle Infrastructure (NEVI) Program	3	-	8

New Freedom Program Statewide 50/50	1	-	12
Newark Regional Transportation Center, Planning and Design	2	-	43
Newark Regional Transportation Center, Platform and Pedestrian Bridge	2	-	43
Non-Bridge Structures	1	-	2
Northeast Corridor Allocation Policy	2	-	43
Old Capitol Trail, Newport Road to Stanton Road	2	-	20
On the Job Training / Supportive Services	1	-	24
Paratransit Buses NCC Program	2	-	6
Paving and Rehabilitation	1	-	7
Pedestrian ADA Accessibility	1	-	14
Pedestrian Issue (RPI) and Safe Routes to School (SRTS) Improvements	1	-	14
Planning Program Development	1	-	32
Port Area Truck Parking Facility Near Wilmington	2	-	21
Possum Park Road and Old Possum Park Road Intersection Improvements	2	-	22
Rail Crossing Safety	1	-	17
Rail Preservation Maintenance Program	1	-	8
Ranked Project Funding	1	-	17
Recreational Trails	1	-	18
REHABILITATION OF I-95 FROM I-495 TO NORTH OF BRANDYWINE RIVER BRIDGE	2	-	2
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	2	-	2
Rehabilitation of I-95, GARVEE Debt Service	2	-	2
Rehabilitation of I-95, Viaduct Substructure Repairs	2	-	2
Resiliency and Sustainability Program	1	-	22
Rideshare Program / Trip Mitigation	1	-	29
Rural Technical Assistance Program	1	-	32
S. College Ave. Gateway	2	-	28
Salem Church Road and Reybold Road Intersection Improvements	2	-	16
Sears Boulevard Extension	2	-	44
Sears Boulevard Extension	2	-	44
Section 154 Penalty Transfer (Sanction) Program	1	-	20
Shared Use Path, S. Church St to S. Walnut St, Wilmington	2	-	12
Signage and Pavement Markings	1	-	21
Slope Stabilization	1	-	9

Slope Stabilization & Drainage Improvement Program	1	-	9
South Wilmington Infrastructure Improvements	2	-	12
Southbridge Local Street Network	2	-	12
SR 1 Widening, Road A to US40	2	-	45
SR 2 / Red Mill Road Intersection Improvements	2	-	25
SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark	2	-	27
SR 48 & SR 41 Intersection Safety Improvements	2	-	16
SR 72, McCoy Road to SR 71	2	-	47
SR 896 and Bethel Church Rd Interchange	2	-	24
SR 896 Widening, US 40 to I-95	2	-	48
SR 9, River Road Area Improvements, Flood Remediation	2	-	7
SR1 at Tybouts Corner	2	-	45
SR141, SR273 to SR37 Peds	2	-	18
SR273 between Harmony and Brownleaf	2	-	17
SR273 between Prangs Lane and Rambleton Drive	2	-	17
SR299, SR 1 to Catherine Street	2	-	46
SR4, Harmony Road Intersection Improvements	2	-	26
SR4, Ogleton Stanton Road/SR 7, Christina Stanton Road Phase I, Stanton Split	2	-	26
SR41 & Graves Road	2	-	17
SR41 & Loveville	2	-	17
SR41 & Old Lancaster Pike	2	-	17
SR48 Barley Mill to Court Drive	2	-	17
SR9, New Castle Ave, Landers Lane to A Street	2	-	29
St. Annes Church Road at SR 71 Intersection Improvements	2	-	24
Statewide Planning & Research Program / FHWA/FTA	1	-	32
Statewide Railroad Rideability Program	1	-	17
STIC Incentive Program	1	-	30
Subdivision Street Pavement Management Fund	1	-	3
Summer Transportation Institute Program	1	-	24
Susquehanna River Rail Bridge	3	-	12
Traffic Calming	1	-	25
Traffic Signal Revolving Fund Program	1	-	29
Transit Facilities Minor Capital Program	1	-	10

Transit System – Capital and Operating Assistance	3	-	6
Transit Systems Equipment Program	1	-	10
Transit Systems Statewide Support Vehicles	1	-	12
Transit Vehicle Replacement 5310 Program - Statewide	1	-	12
Transit Vehicle Replacement Paratransit Buses NCC Program	2	-	6
Transportation Alternatives Program	1	-	27
Transportation Alternatives Program	1	-	27
Transportation Facilities - Administration	1	-	11
Transportation Facilities - Operations	1	-	11
Transportation Infrastructure Investment Fund	1	-	26
Transportation Management Improvements	1	-	29
Truck Weigh Enforcement	1	-	32
Tyler McConnell Bridge, SR 141, Monthcanin Road to Alapocas Road	2	-	49
University Research Program	1	-	32
US 13 Southbound BBRT Lane	2	-	31
US 40 & SR 896 Improvements	2	-	34
US 40 (Pulaski Hwy) and SR 7 (Bear Christiana Rd) Intersection Improvements	2	-	34
US 40 between US 13 and MD Line Multimodal Improvements	2	-	34
US 40, Salem Church Road to Walther Road	2	-	34
US13 Median Lighting - Llangollen Blvd to I-495	2	-	31
US13 Median Treatments - US40 to I-495	2	-	31
US13 Paving and Pedestrian Improvements - Llangollen Blvd to Bacon/Boulden Blvd	2	-	31
US13, Duck Creek to SR1	2	-	30
US13, US40 to Memorial Drive Pedestrian Improvements	2	-	31
US13: I-495 to PA Line	2	-	32
US202 @ SR92 to Whitby	2	-	17
US40 Sidepaths	2	-	17
Walnut Street, 3rd Street to 16th Street	2	-	36
Wilmington DTC Maintenance Building	2	-	3
Wilmington Riverfront Transportation Infrastructure Project	2	-	37
Wilmington Transit Corridors Improvement	2	-	36