

# **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 (NO<sub>2</sub>) 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 21<sup>st</sup> 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

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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 450.336; 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), <http://www.wilmapco.org/rtp/>
- Congestion Management System (CMS), <http://www.wilmapco.org/cms/>
- Unified Planning Work Program (UPWP), <http://www.wilmapco.org/upwp/>
- Transportation Improvement Program (TIP), <http://www.wilmapco.org/tip/>
- Performance Based Planning through the regional progress report and TIP Appendix H, <http://www.wilmapco.org/regional-progress-report/> and <http://www.wilmapco.org/tip/>
- 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

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#### WILMAPCO Actions

It is the policy of WILMAPCO to afford 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. 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 group event(s).

<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 benefit everyone. Our Community Mobility Analysis and Title VI initiatives seek to identify and mitigate transportation burdens to create economic and mobility opportunity. They aim to direct spending to plan for and help guide the implementation of community-based transportation projects. <http://www.wilmapco.org/tj/>.

WILMAPCO also coordinates with DeIDOT's and MDOT's Title VI offices as needed. WILMAPCO's Title VI assurance may be found online at <http://www.wilmapco.org/titlevi/>.

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**

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### ***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/>

**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

**Adam Streight**  
Cecil County Executive

**Shanté Hastings**  
Delaware Dept. of Transportation  
Secretary

**Marcus Henry**  
New Castle County Executive

**John Carney**  
Mayor of Wilmington

**Kelly A. Benson, Mayor**  
Cecil County Municipalities  
Representative

**Kenneth Branner, Mayor**  
New Castle County Municipalities  
Representative

**WILMAPCO Executive Director**  
Tigist Zegeye

## RESOLUTION

### BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) ADOPTING THE FY 2027-2030 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 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, updates the Transportation Improvement Program (TIP); and

**WHEREAS**, the projects included in the FY 2027-2030 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

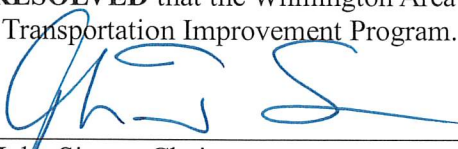
**WHEREAS**, the FY 2027-2030 TIP has undergone appropriate community and technical reviews; and

**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 2027-2030 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 2027-2030 Transportation Improvement Program.

5/21/26  
\_\_\_\_\_  
Date:

  
\_\_\_\_\_  
John Sisson, Chairperson  
Wilmington Area Planning Council

# Wilmington Area Planning Council

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Newark DE 19713  
302-737-6205  
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website: [www.wilmapco.org](http://www.wilmapco.org)

## WILMAPCO Council:

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Delaware Transit Corporation  
Chief Executive Officer

**Geoff Anderson**  
Maryland Dept. of Transportation  
Chief, Office of Planning,  
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**Kelly A. Benson, Mayor**  
Cecil County Municipalities  
Representative

**Kenneth Branner, Mayor**  
New Castle County Municipalities  
Representative

**WILMAPCO Executive Director**  
Tigist Zegeye

## RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL CERTIFYING THE METROPOLITAN TRANSPORTATION PLANNING PROCESS FOR FISCAL YEAR 2027

**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.

5/21/26  
Date:

  
John Sisson, Chairperson  
Wilmington Area Planning Council

**WILMAPCO**

Partners with you in transportation planning

**METROPOLITAN TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION**

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.

<b>Wilmington Area Planning Council</b>	<b>Maryland Department of Transportation</b>	<b>Delaware Department of Transportation</b>
 Signature	 Signature	 Signature
Tigist Zegeye Printed Name	Kathryn Thomson Printed Name	Shanté A. Hastings Printed Name
Executive Director Title	Secretary Title	Secretary Title
5/21/2026 Date	5-29-26 Date	5/24/2026 Date

**WILMAPCO Council:**

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

**Geoff Anderson**  
Maryland Dept. of Transportation  
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New Castle County Municipalities  
Representative

**WILMAPCO Executive Director**  
st Zegeye

## RESOLUTION

### BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE RELEASE OF THE DRAFT FY 2027-2030 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 2027-2030 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 FY 2027-2030 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 2027-2030 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 2027 projects contained in the FY 2027-2030 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 2027-2030 Transportation Improvement Program for a public review period.

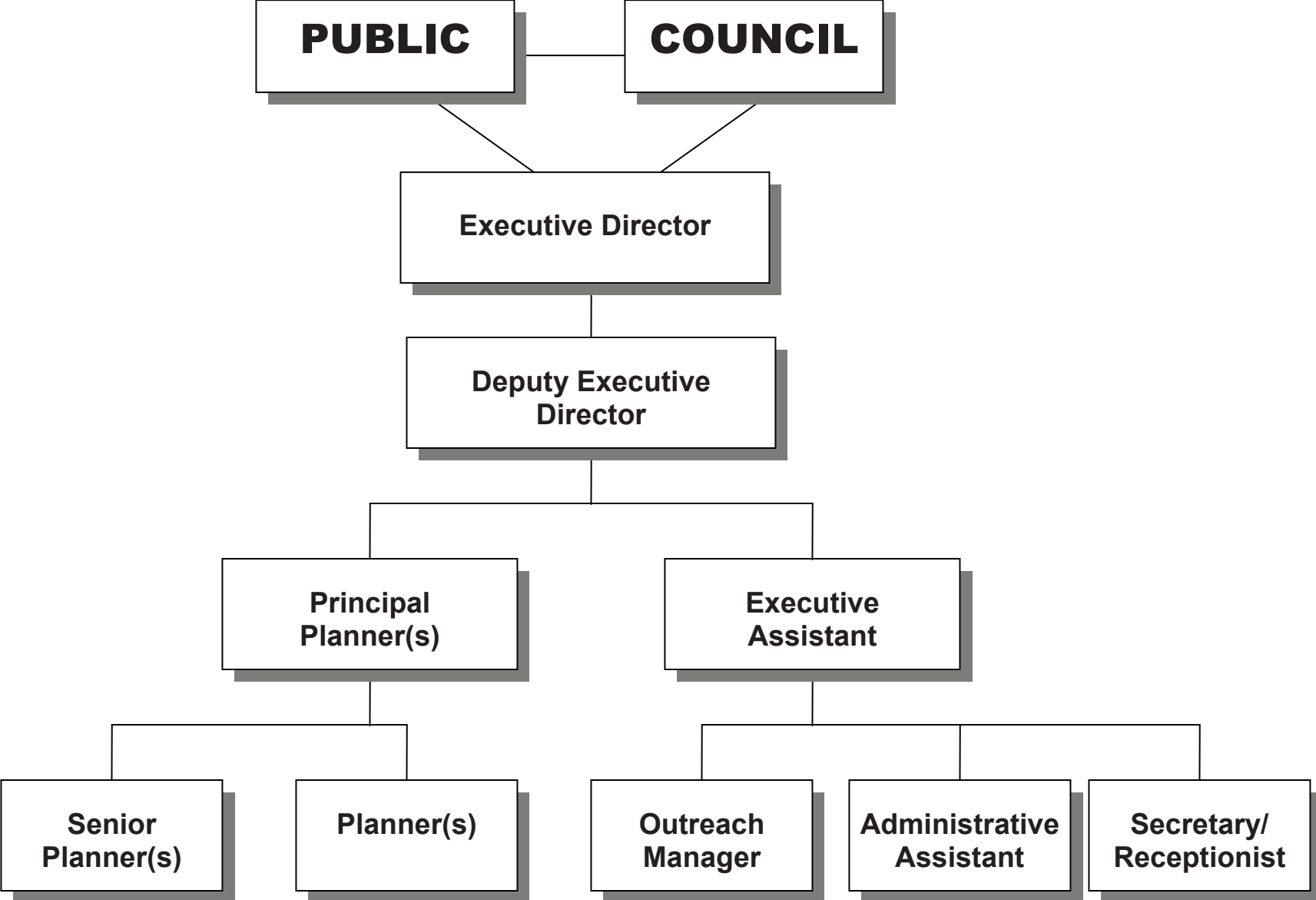
3/12/26

Date:



John Sisson, Chairperson  
Wilmington Area Planning Council

# WILMAPCO Organization



# **APPENDIX C**

## **Air Quality Conformity Analysis**

Learn more at  
[wilmapco.org/aqs](http://wilmapco.org/aqs)

**WILMAPCO Council:**

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

**Geoff Anderson**  
Maryland Dept. of Transportation  
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Coordination, Director

**Adam Streight**  
Cecil County Executive

**Shanté Hastings**  
Delaware Dept. of Transportation  
Secretary

**Marcus Henry**  
New Castle County Executive

**John Carney**  
Mayor of Wilmington

**Kelly A. Benson, Mayor**  
Cecil County Municipalities  
Representative

**Kenneth Branner, Mayor**  
New Castle County Municipalities  
Representative

**WILMAPCO Executive Director**  
Tigist Zegeye

## **MEMORANDUM**

**To:** Tigist Zegeye, Executive Director, WILMAPCO

**From:** Bill Swiatek, Principal Planner, WILMAPCO

**Date:** May 27, 2026

**Re:** FY 2027- 2030 TIP Air Quality Conformity Determination

Staff and the WILMAPCO Air Quality Subcommittee have reviewed all projects found in the FY 2027- 30 TIP and discussed their air quality impacts. The group found that these projects do not trigger new regional emissions analyses considering updated regional conformity analyses (associated with the 2050 Regional Transportation Plan: 2027 Update) will begin in August 2026.

Therefore, the FY 2027-30 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.

CCs:

Jake Thompson, WILMAPCO

Enos Han, FHWA

Greg Becoat, EPA

Timothy Lidiak, FTA

# **APPENDIX D**

## **Financial Plan and Annual Listing of Obligated Projects**



## FINANCIAL PLAN

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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, 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 (SRTS) 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 2027-2030 Estimated Spending Summary**

All \$ x 1000		State		Federal		Other		TOTAL	Element
		Funds	Percent	Funds	Percent	Funds	Percent		
Delaware Statewide Element	2027	241,502.1	49%	219,658.0	45%	26,842.3	6%	488,002.4	
	2028	240,652.7	49%	220,785.8	45%	26,121.5	5%	487,560.1	
	2029	247,538.6	54%	183,923.6	40%	24,862.7	5%	456,324.9	
	2030	244,061.7	57%	155,875.4	37%	24,862.7	6%	424,799.8	
	<b>TOTAL</b>	<b>973,755.2</b>	<b>52%</b>	<b>780,242.9</b>	<b>42%</b>	<b>102,689.2</b>	<b>6%</b>	<b>1,856,687.3</b>	<b>77%</b>
New Castle County Element	2027	12,586.0	10%	108,854.8	85%	6,615.3	5%	128,056.2	
	2028	10,895.2	11%	82,987.2	86%	2,787.5	3%	96,669.8	
	2029	9,485.0	13%	61,485.3	84%	2,237.5	3%	73,207.8	
	2030	5,003.4	13%	31,657.6	81%	2,237.5	6%	38,898.5	
	<b>TOTAL</b>	<b>37,969.6</b>	<b>11%</b>	<b>284,984.8</b>	<b>85%</b>	<b>13,877.8</b>	<b>4%</b>	<b>336,832.2</b>	<b>14%</b>
Cecil County Element	2027	22,455.3	21%	64,487.0	61%	18,012.0	17%	104,954.3	
	2028	12,783.3	26%	33,646.0	70%	1,965.0	4%	48,394.3	
	2029	7,201.3	29%	16,524.0	67%	860.0	3%	24,585.3	
	2030	7,152.3	29%	16,721.0	68%	874.0	4%	24,747.3	
	<b>TOTAL</b>	<b>49,592.3</b>	<b>24%</b>	<b>131,378.0</b>	<b>65%</b>	<b>21,711.0</b>	<b>11%</b>	<b>202,681.3</b>	<b>8%</b>
Combined Total	2027	276,543.4	38%	392,999.9	55%	51,469.6	7%	721,012.9	
	2028	264,331.2	42%	337,419.0	53%	30,874.0	5%	632,624.2	
	2029	264,225.0	48%	261,932.9	47%	27,960.2	5%	554,118.1	
	2030	256,217.5	52%	204,253.9	42%	27,974.2	6%	488,445.6	
	<b>TOTAL</b>	<b>1,061,317.1</b>	<b>44%</b>	<b>1,196,605.7</b>	<b>50%</b>	<b>138,278.0</b>	<b>6%</b>	<b>2,396,200.8</b>	

## WILMAPCO Annual Listing of Obligated Projects

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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.*

**FFY25 ACTUAL TRANSACTIONS**

<b>PROJECT #</b>	<b>County</b>	<b>APPORT CODE</b>	<b>PROJECT TITLE</b>	<b>PHASE</b>	<b>PROGRAM NAME</b>	<b>AUTH DATE</b>	<b>FUNDS OBLIGATED TO DATE</b>	<b>STIP REF</b>
T200410301	New Castle	Y230	SR 4, CHRISTINA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	PE	Arterials	11/6/2024	300,000.00	225
T200411901	New Castle	Q050	US 40 SR 72 Intersection Improvements	PE	Arterials	12/17/2024	(9,034.40)	235
T200411901	New Castle	M0E1	US 40 SR 72 Intersection Improvements	PE	Arterials	12/17/2024	(56,595.08)	235
T200411901	New Castle	Z0E1	US 40 SR 72 Intersection Improvements	CE	Arterials	12/17/2024	(126,869.82)	235
T200411901	New Castle	Z001	US 40 SR 72 Intersection Improvements	Traffic	Arterials	12/17/2024	(253,000.80)	235
T200411901	New Castle	Z001	US 40 SR 72 Intersection Improvements	Contingency	Arterials	12/17/2024	(1,454,665.02)	235
T200411901	New Castle	M001	US 40 SR 72 Intersection Improvements	ROW	Arterials	7/10/2025	(1,205,155.40)	235
T200411901	New Castle	Z0E1	US 40 SR 72 Intersection Improvements	CE	Arterials	7/21/2025	(47.55)	235
T200512102	New Castle	Z230	Christina River Bridge Approaches	Utilities	S/A	10/24/2024	(150,007.97)	245-246
T200601102	New Castle	Z230	SR 72, McCoy Road To SR 71	CE	S/A	1/9/2025	400,000.00	251
T200601102	New Castle	Z0E1	SR 72, McCoy Road To SR 71	CE	S/A	4/14/2025	108,000.00	251
T200707401	New Castle	LICE	BR 1-651 on Newport Road over Railroad Crossing Wilmington	CE	BRIDGE	11/21/2024	(454.80)	101-103
T200707404	New Castle	Y113	BR 1-488 N&S ON N001 US13 OVER BLACKBIRD CREEK	C	BRIDGE	7/1/2025	1,800,000.00	16-21
T200707404	New Castle	Y113	BR 1-488 N&S ON N001 US13 OVER BLACKBIRD CREEK	CE	BRIDGE	7/1/2025	200,000.00	16-21
T200707404	New Castle	Y113	BR 1-488 N&S ON N001 US13 OVER BLACKBIRD CREEK	Utilities	BRIDGE	7/1/2025	200,000.00	16-21
T200712002	New Castle	Z0E1	N15, BOYDS CORNER ROAD, CEDAR LANE ROAD TO US 13	PE	NHPP	11/25/2024	750,000.00	260
T200751201	New Castle	Z230	Northeast Corridor Improvements Yard to Ragan, civil, Structural	CE	S/A	12/23/2024	(379.38)	Y19 353-354
T200800713	New Castle	Y001	HSIP NCC, SR273 and I-95 Interchange Improvement	Contingency	HSP	12/5/2024	(281,474.54)	221
T200800713	New Castle	Z0E1	HSIP NCC, SR273 and I-95 Interchange Improvement	Contingency	HSIP	12/5/2024	(873,753.50)	221
T200809001	New Castle	Z001	I-95, N213 Carr Road & N3 Marsh Road Interchange Improvement	CE	HSIP	11/15/2024	(20,830.35)	122-123
T200809001	New Castle	Z001	I-95, N213 Carr Road & N3 Marsh Road Interchange Improvement	ROW	HSIP	11/15/2024	(45,400.00)	122-123
T200809001	New Castle	Z001	I-95, N213 Carr Road & N3 Marsh Road Interchange Improvement	Traffic	HSIP	11/15/2024	(71,334.19)	122-123
T200809001	New Castle	ZS30	I-95, N213 Carr Road & N3 Marsh Road Interchange Improvement	PE	HSIP	11/15/2024	(21,394.87)	122-123
T200809001	New Castle	Z23E	I-95, N213 Carr Road & N3 Marsh Road Interchange Improvement	CE	HSIP	11/15/2024	(33,840.00)	122-123
T200809001	New Castle	Z23E	I-95, N213 Carr Road & N3 Marsh Road Interchange Improvement	Contingency	HSIP	11/15/2024	(738,997.11)	122-123
T200809002	New Castle	Q010	SR 141/I95 Interchange	PD	S/A	10/28/2024	(467.25)	208-216
T200900704	New Castle	L28R	HSIP NCC, SR273, Appleby Road to Airport Road	PE	Safety Improvement	12/12/2024	(43,498.80)	122-123
T200900704	New Castle	MS3E	HSIP NCC, SR273, Appleby Road to Airport Road	ROW	Safety Improvement	12/12/2024	(300,038.52)	122-123
T200900704	New Castle	YS30	HSIP NCC, SR273, Appleby Road to Airport Road	CE	Safety Improvement	12/12/2024	(19,310.50)	122-123
T200900704	New Castle	LS3E	HSIP NCC, SR273, Appleby Road to Airport Road	Traffic	Safety Improvement	12/12/2024	(376,678.60)	122-123
T200900704	New Castle	LS30	HSIP NCC, SR273, Appleby Road to Airport Road	PD	Safety Improvement	12/12/2024	(65,194.05)	122-123
T201004701	Statewide	M24E	FY10 Deltrac Projects Statewide Support	PROG	Transportaion Management	4/28/2025	(287.06)	171-176
T201009004	New Castle	L230	SR 1 /I-95 Intechange - Christiana Mall Road Bridge	CE	S/A	1/22/2025	(5,522.91)	Y14 249-250
T201012001	New Castle	Y237	SR 299, SR 1 to Catherine Street	CE	Arterials	1/28/2025	(30,000.00)	230
T201012001	New Castle	Y237	SR 299, SR 1 to Catherine Street	Traffic	Arterials	1/28/2025	30,000.00	230
T201012001	New Castle	Y237	SR 299, SR 1 to Catherine Street	CE	Arterials	9/8/2025	(23,797.69)	180-182
T201404101	New Castle	Z230	Little Baltimore Road Drainage Improvements	PE	S/A	2/10/2025	(103.77)	FY21 259
T201407005	New Castle	M001	Overhead Sign Structures, I-495	PE	BRIDGE	3/7/2025	(1,015.04)	101-103
T201407106	New Castle	Y124	Replacement of Bridge 1-185 on Oak Ridge Road	CE	BRIDGE	6/24/2025	502,150.00	17-21
T201407106	New Castle	Y124	Replacement of Bridge 1-185 on Oak Ridge Road	Contingency	BRIDGE	6/24/2025	66,029.90	17-21
T201407106	New Castle	Y124	Replacement of Bridge 1-185 on Oak Ridge Road	C	BRIDGE	6/24/2025	1,267,603.00	17-21
T201407106	New Castle	Y233	Replacement of Bridge 1-185 on Oak Ridge Road	Utilities	BRIDGE	8/26/2025	56,453.00	17-21
T201407106	New Castle	Y233	Replacement of Bridge 1-185 on Oak Ridge Road	Utilities	BRIDGE	8/26/2025	153,547.00	17-21
T201407404	New Castle	Z0E1	Rehabilitation of I-95 from I-495 to North of Brandywine River	PE	S/A	8/11/2025	(246,719.99)	231-234

T201407404	New Castle	Y001	Rehabilitation of I-95 from I-495 to North of Brandywine River	RR	S/A	8/11/2025	(786,849.78)	231-234
T201500503	New Castle	ZS4E	SR 62 Newport Gap Pike (N-006) Railroad Crossing Safety Improve	Traffic	Rail	10/22/2024	(31,500.00)	113-115
T201500503	New Castle	ZS4E	SR 62 Newport Gap Pike (N-006) Railroad Crossing Safety Improve	Rail Road	Rail	10/22/2024	(38,506.77)	113-115
T201601101	New Castle	M40E	Washington Street Extension Bicycle and Pedestrian Improvements	PD	BIKE/PED	11/6/2024	(2.28)	134
T201601102	New Castle	Y230	US13, US40 to Memorial Drive Pedestrian Improvements	PE	BIKE/PED	7/15/2025	202,392.80	219-221
T201604110	New Castle	Y230	SR 273 and Chapman Road Intersection Improvements	Contingency	Arterials	12/2/2024	(56,767.38)	224
T201604110	New Castle	Z230	SR 273 and Chapman Road Intersection Improvements	CE	Arterials	12/2/2024	(10,365.66)	224
T201604110	New Castle	Z230	SR 273 and Chapman Road Intersection Improvements	CE	Arterials	12/2/2024	(25,848.00)	224
T201604110	New Castle	M0E1	SR273 and Chapman road Intersection Improvements	PE	Arterials	4/14/2025	(872,152.26)	224
T201607002	Statewide	Z240	Design-Build Statewide Pipe Replacements (Statewide FLEX)	Utilities	BRIDGE	12/16/2024	(130,192.68)	101-103
T201607002	Statewide	Z240	Design-Build Statewide Pipe Replacements (Statewide FLEX)	ROW	BRIDGE	8/28/2025	(43,732.43)	101-103
T201607002	Statewide	Z240	Design-Build Statewide Pipe Replacements (Statewide FLEX)	CE	BRIDGE	8/28/2025	(141,650.01)	101-103
T201607002	Statewide	M240	Design-Build Statewide Pipe Replacements (Statewide FLEX)	CE	BRIDGE	8/28/2025	(153,401.95)	101-103
T201609002	New Castle	Y002	I-95 AND SR 896 INTERCHANGE	C	S/A	6/24/2025	2,543,431.00	258-260
T201609002	New Castle	Y001	I-95 AND SR 896 INTERCHANGE	C	S/A	6/24/2025	16,381,097.00	258-260
T201609002	New Castle	Y001	I-95 AND SR 896 INTERCHANGE	Utilities	S/A	6/24/2025	294,098.00	258-260
T201609002	New Castle	Y001	I-95 AND SR 896 INTERCHANGE	C	S/A	9/24/2025	14,109,889.60	258-260
T201609002	New Castle	Q010	I-95 AND SR 896 INTERCHANGE	C	S/A	9/24/2025	467.25	258-260
T201609002	New Castle	Y230	I-95 AND SR 896 INTERCHANGE	C	S/A	9/24/2025	4,223,483.92	258-260
T201609002	New Castle	Y240	I-95 AND SR 896 INTERCHANGE	CE	S/A	9/24/2025	2,604,340.34	258-260
T201609002	New Castle	Y240	I-95 AND SR 896 INTERCHANGE	CONT	S/A	9/24/2025	845,659.66	258-260
T201609002	New Castle	Y230	I-95 AND SR 896 INTERCHANGE	CONT	S/A	9/24/2025	5,776,516.08	258-260
T201611601	New Castle	Y230	SR2 Red Mill Rd Intersection Improvement	CE	Arterials	4/3/2025	75,000.00	223
T201611601	New Castle	Z230	SR2 Red Mill Rd Intersection Improvement	ROW	Arterials	10/24/2024	(546,371.20)	223
T201611601	New Castle	Z230	SR2 Red Mill Rd Intersection Improvement	CE	Arterials	11/12/2024	113,882.00	223
T201611601	New Castle	Y230	SR2 Red Mill Rd Intersection Improvement	Utilities	Arterials	1/13/2025	(57,600.00)	223
T201611601	New Castle	Z230	SR2 Red Mill Rd Intersection Improvement	CE	Arterials	1/22/2025	72,000.00	223
T201611601	New Castle	Y230	SR2 Red Mill Rd Intersection Improvement	Utilities	Arterials	2/19/2025	(19,454.64)	223
T201611601	New Castle	L230	SR2 Red Mill Rd Intersection Improvement	Contingency	Arterials	3/12/2025	5,522.91	223
T201611601	New Castle	Z230	SR2 Red Mill Rd Intersection Improvement	Contingency	Arterials	3/12/2025	812,840.98	223
T201611601	New Castle	Z23E	SR2 Red Mill Rd Intersection Improvement	Contingency	Arterials	3/12/2025	772,837.11	223
T201611601	New Castle	Y230	SR2 Red Mill Rd Intersection Improvement	Contingency	Arterials	3/12/2025	508,799.00	223
T201611601	New Castle	Z0E1	SR2 Red Mill Rd Intersection Improvement	PE	Arterials	3/26/2025	(36,957.87)	223
T201611601	New Castle	M0E1	SR2 Red Mill Rd Intersection Improvement	PE	Arterials	3/26/2025	(6,458.02)	223
T201620001	New Castle	M30E	White clay Creek bike - Ped Bridge	PE	TAP	3/24/2025	(5,840.25)	Y23 94-96
T201620001	New Castle	M30E	White clay Creek bike - Ped Bridge	CE	TAP	3/24/2025	(7,306.59)	Y23 94-96
T201620001	New Castle	Z300	White clay Creek bike - Ped Bridge	CE	TAP	3/24/2025	(19,318.61)	Y23 94-96
T201620001	New Castle	Z300	White clay Creek bike - Ped Bridge	Traffic	TAP	3/24/2025	(2,383.12)	Y23 94-96
T201620001	New Castle	Z300	White clay Creek bike - Ped Bridge	Utilities	TAP	3/24/2025	(20,000.00)	Y23 94-96
T201620001	New Castle	Z301	White clay Creek bike - Ped Bridge	Utilities	TAP	3/24/2025	(13,180.44)	Y23 94-96
T201620001	New Castle	Z301	White clay Creek bike - Ped Bridge	ENV	TAP	3/24/2025	(668.35)	Y23 94-96
T201620001	New Castle	Z300	White clay Creek bike - Ped Bridge	Contingency	TAP	3/24/2025	(48,494.14)	Y23 94-96
T201620006	New Castle	M300	Brandywine South Pedestrian and Trail Improvements	PD/Plan	TAP	3/12/2025	(614.38)	Y23 95-96
T201620006	New Castle	Z301	Brandywine South Pedestrian and Trail Improvements	PE	TAP	3/12/2025	(6,953.68)	Y23 95-96
T201620006	New Castle	Z301	Brandywine South Pedestrian and Trail Improvements	CE	TAP	3/12/2025	(9,985.56)	Y23 95-96
T201620006	New Castle	Z301	Brandywine South Pedestrian and Trail Improvements	TR	TAP	3/12/2025	(25,012.05)	Y23 95-96
T201620006	New Castle	Z301	Brandywine South Pedestrian and Trail Improvements	Contingency	TAP	3/12/2025	(6,464.45)	Y23 95-96
T201611902	New Castle	Y460	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	C	S/A	6/11/2025	3,018,816.91	214-216
T201611902	New Castle	Y460	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	Utilities	S/A	6/1/2025	981,183.09	214-216
T201620015	Statewide	L240	Transportation Alternative Program, R/W Support	ROW	TAP	10/30/2024	(321.22)	95-96
T201620011	New Castle	Y301	SOUTHBRIDGE STREETSCAPE IMPROVEMENTS PHASE II	C	TAP	12/13/2024	536,281.48	95-96

T201620011	New Castle	Y301	SOUTHBRIDGE STREETSCAPE IMPROVEMENTS PHASE II	CE	TAP	12/13/2024	117,840.00	95-96
T201620011	New Castle	Y301	SOUTHBRIDGE STREETSCAPE IMPROVEMENTS PHASE II	Contingency	TAP	12/13/2024	80,800.00	95-96
T201620011	New Castle	Y301	SOUTHBRIDGE STREETSCAPE IMPROVEMENTS PHASE II	C	TAP	9/3/2025	(157,646.28)	95-96
T201620011	New Castle	Y301	SOUTHBRIDGE STREETSCAPE IMPROVEMENTS PHASE II	CE	TAP	9/3/2025	(59,345.03)	95-96
T201620011	New Castle	Y301	SOUTHBRIDGE STREETSCAPE IMPROVEMENTS PHASE II	CE	TAP	9/3/2025	119,270.44	95-96
T201707010	Statewide	Z0E1	Inspection of Overhead Sign Structures, FY18-22	PE	BRIDGE	10/23/2024	(1,078,288.15)	105
T201769005	New Castle	LU30	Safe Routes to School Claymont Elementary Phase 2	CE	TAP	10/24/2024	(17,197.79)	Y21 99-100
T201769005	New Castle	Z301	Safe Routes to School Claymont Elementary Phase 2	PE	TAP	10/24/2024	(88.10)	Y21 99-100
T201769005	New Castle	LU30	Safe Routes to School Claymont Elementary Phase 2	PD	TAP	10/24/2024	(1,082.42)	Y21 99-100
T201769005	New Castle	LU2E	Safe Routes to School Claymont Elementary Phase 2	Traffic	TAP	10/24/2024	(5.65)	Y21 99-100
T201769005	New Castle	LU30	Safe Routes to School Claymont Elementary Phase 2	Contingency	TAP	10/24/2024	(8,513.09)	Y21 99-100
T201707002	Statewide	L250	Design-Build Statewide Pipe Replacement (Rural < 5K)	CE	BRIDGE	11/25/2024	(71,921.20)	101-103
T201707002	Statewide	M2E2	Design-Build Statewide Pipe Replacement (Rural < 5K)	Utilities	BRIDGE	11/25/2024	(31,015.75)	101-103
T201707002	Statewide	Z232	Design-Build Statewide Pipe Replacement (Rural < 5K)	CE	BRIDGE	11/25/2024	(225.25)	101-103
T201807101	New Castle	Y230	BR 1-249 ON OLD BALTIMORE PIKE OVER TRIBUTARY TO C	CE	BRIDGE	12/16/2024	89,000.00	101-103
T201807101	New Castle	Y230	BR 1-249 ON OLD BALTIMORE PIKE OVER TRIBUTARY TO C	CE	BRIDGE	4/30/2025	12,200.00	101-103
T201807703	New Castle	Y113	Amtrak, Bridge Painting, New Castle County, FY20	Contingency	BRIDGE	4/1/2025	448,800.00	100-103
T201901104	New Castle	Z0E1	US13 Median Treatments - US40 to I-495	Contingency	Arterials	1/10/2025	900,000.00	239-240
T201901104	New Castle	Y001	US13 Median Treatments - US40 to I-496	CE	Arterials	1/17/2025	75,000.00	239-240
T201907102	New Castle	YP63	BR 1-447 ON N449 TAYLORS BRIDGE ROAD OVER BLACKBI	CE	BRIDGE	9/8/2025	1,185,715.00	16-22
T201907102	New Castle	YP63	BR 1-447 ON N449 TAYLORS BRIDGE ROAD OVER BLACKBI	C	BRIDGE	9/8/2025	13,840,000.00	16-22
T201907403	New Castle	Y110	REHABILITATION OF I-95, VIADUCT SUBSTRUCTURE REPA	C	BRIDGE	5/21/2025	925,247.83	231-234
T201907403	New Castle	Y113	REHABILITATION OF I-95, VIADUCT SUBSTRUCTURE REPA	C	BRIDGE	5/21/2025	120,459.31	231-234
T201907403	New Castle	Y113	REHABILITATION OF I-95, VIADUCT SUBSTRUCTURE REPA	Traffic	BRIDGE	5/21/2025	15,250.40	231-234
T201907405	New Castle	Y113	Rehabilitation of Bridges 1-719, 1-720, 1-738, and 1-739 on I-95	CE	BRIDGE	7/3/2025	3,000,000.00	16-22
T201907405	New Castle	Y113	Rehabilitation of Bridges 1-719, 1-720, 1-738, and 1-739 on I-95	C	BRIDGE	7/3/2025	6,944,245.44	16-22
T201907405	New Castle	Y113	Rehabilitation of Bridges 1-719, 1-720, 1-738, and 1-739 on I-95	Traffic	BRIDGE	7/3/2025	55,754.56	16-22
T201907405	New Castle	LICE	REHABILITATION OF BRIDGES 1-719, 1-720, 1-738 AND 1-739	C	BRIDGE	9/22/2025	454.80	16-22
T201912101	New Castle	Z230	A Street, Shared Use Path, Wilmington	CE	S/A	8/1/2025	(725.78)	279-281
T201912101	New Castle	Z230	A Street, Shared Use Path, Wilmington	TR	S/A	8/1/2025	(465.36)	279-281
T201963002	Statewide	Z37E	FY18 STIC Incentive Funds - Delaware Watershed Resource	Program Funding	Environmental	3/7/2025	(3,729.11)	142
T202003402	New Castle	Y230	Mill Creek Road and Stoney Batter Road Drainage Improvements	CE	S/A	12/11/2024	(24,000.00)	248
T202003402	New Castle	Y230	Mill Creek Road and Stoney Batter Road Drainage Improvements	Contingency	S/A	12/16/2024	22,000.00	248
T202004103	New Castle	Y230	Denny Road and Lexington Parkway Intersection Improvements	CE	S/A	11/25/2024	39,200.00	256
T202004702	Statewide	Z44A	ATCMTD Artificial Intelligence Enhanced ITMS	Traffic	S/A	10/22/2024	(39,224.38)	175-176
T202011001	New Castle	Z0E1	SR 1 Widening, Road A to South of US40	PE	S/A	4/2/2025	(108,000.00)	211
T202069004	New Castle	LU2E	Safe Routes to School Eisenberg Elementary	CE	TAP	6/16/2025	(201.07)	83-85
T202069004	New Castle	LU3E	Safe Routes to School Eisenberg Elementary	CE	TAP	6/16/2025	(17.50)	83-85
T202069004	New Castle	Y301	Safe Routes to School Eisenberg Elementary	CE	TAP	6/16/2025	(11,264.78)	83-85
T202069004	New Castle	Y301	Safe Routes to School Eisenberg Elementary	Contingency	TAP	6/16/2025	(4,139.22)	83-85
T202069004	New Castle	LU2E	Safe Routes to School Eisenberg Elementary	PE	TAP	6/16/2025	(111.32)	83-85
T202069004	New Castle	Y301	Safe Routes to School Eisenberg Elementary	Traffic	TAP	6/16/2025	(1,125.96)	83-85
T202069005	Statewide	Z444	MILEAGE-BASED USER FEE PHASE III	PD	S/A	10/31/2024	(0.50)	178
T202069008	New Castle	Y301	Safe Routes to School McCullough	CE	SRTS	5/19/2025	(31,905.34)	83-85
T202069008	New Castle	Y301	Safe Routes to School McCullough	Construction	SRTS	5/19/2025	(22,997.94)	83-85
T202069008	New Castle	Y301	Safe Rotues to School McCullough	Traffic	SRTS	5/19/2025	(1,456.00)	83-85
T202069008	New Castle	Y301	Safe Routes to School McCullough	Contingency	SRTS	5/19/2025	(15,841.62)	83-85
T202069008	New Castle	LU2E	Safe Rotues to School McCullough	PE	SRTS	5/19/2025	(713.60)	83-85
T202100102	New Castle	Y230	HEP NCC, SR 4 at SR 72	PE	HSIP	8/11/2025	429,322.92	71-75
T202101003	Statewide	Z37E	FY21 STIC Incentive Program - Strategic Highway Safety Plan Web	PD	STIC	8/4/2025	(33,625.15)	57-58
T202101001	Statewide	ZS60	High risk Rural Roads Program, FY21-23	PE	High Risk Rural Rd	1/22/2025	(3,891.08)	121

T202101501	New Castle	Y400	Augustine Cut Off Bicycle Network Improvements	PE	BIKE/PED	8/26/2025	66,000.00	9-11
T202103406	New Castle	Y001	IDIQ-Drainage Improvements, Interstate, North, FY26-29	PE	M&MC	6/26/2025	585,000.00	38-39
T202104102	New Castle	Y400	Old Capitol Trail, Newport Road to Stanton Road	ROW	INT. IMP.	8/5/2025	1,200,000.00	242-244
T202107402	New Castle	Z2E3	Rehabilitation of BR 1-451 on N455 Blackbird landing Rd.	ROW	BRIDGE	3/25/2025	(7,120.00)	101-103
T202107402	New Castle	Z233	Rehabilitation of BR 1-451 on N455 Blackbird landing Rd.	PE	BRIDGE	3/25/2025	(98,078.16)	101-103
T202107402	New Castle	Y120	Rehabilitation of BR 1-451 on N455 Blackbird landing Rd.	CE	BRIDGE	3/25/2025	(33,546.63)	101-103
T202107402	New Castle	Y123	Rehabilitation of BR 1-451 on N455 Blackbird landing Rd.	CE	BRIDGE	3/25/2025	(82,640.12)	101-103
T202107402	New Castle	Y123	Rehabilitation of BR 1-451 on N455 Blackbird landing Rd.	Contingency	BRIDGE	3/25/2025	(86,816.39)	101-103
T202107403	New Castle	Y110	Movable Bridge Preventative Maintenance, Canal, FY22-26	Contingency	BRIDGE	9/23/2025	8,864.00	16-22
T202107403	New Castle	Y110	Movable Bridge Preventative Maintenance, Canal, FY22-26	CE	BRIDGE	9/23/2025	(33,307.91)	16-22
T202107410	New Castle	Y908	REHABILITATION OF I-95, GARVEE DEBT SERVICE	DEBT	S/A	10/16/2024	9,081.65	269
T202107410	New Castle	Y909	REHABILITATION OF I-95, GARVEE DEBT SERVICE	DEBT	S/A	10/16/2024	15,474,795.67	269
T202107410	New Castle	Y001	REHABILITATION OF I-95, GARVEE DEBT SERVICE	DEBT	S/A	10/16/2024	3,107,872.68	269
T202107701	New Castle	Z230	Bridge Painting NCC, SR1 Overpasses. FY22	CE	BRIDGE	10/23/2024	(15,959.69)	101-103
T202107701	New Castle	Z230	Bridge Painting NCC, SR1 Overpasses. FY22	Contingency	BRIDGE	10/23/2024	(208,309.89)	101-103
T202107701	New Castle	Z240	Bridge Painting NCC, SR1 Overpasses. FY22	Construction	BRIDGE	10/23/2024	(71,569.63)	101-103
T202107701	New Castle	Y110	Bridge Painting NCC, SR1 Overpasses. FY22	CE	BRIDGE	10/23/2024	(56,000.00)	101-103
T202107701	New Castle	H240	Bridge Painting NCC, SR1 Overpasses. FY22	CE	BRIDGE	10/23/2024	(7,510.60)	101-103
T202107701	New Castle	H240	Bridge Painting NCC, SR1 Overpasses. FY22	Contingency	BRIDGE	10/23/2024	(18,684.12)	101-103
T202107701	New Castle	L240	Bridge Painting NCC, SR1 Overpasses. FY22	Contingency	BRIDGE	10/23/2024	(216,941.91)	101-103
T202109001	New Castle	Y001	IDIQ-Lighting Enhancements, Interstate, FY21-23	CE	M&MC	4/21/2025	55,542.80	112
T202109001	New Castle	Y001	IDIQ-Lighting Enhancements, Interstate, FY21-23	Contignecy	M&MC	4/21/2025	(55,542.80)	112
T202109101	New Castle	Y001	I-295 NORTHBOUND, SR141 TO US13	Construction	S/A	1/2/2025	5,300,000.00	209
T202109101	New Castle	Z0E1	I-295 NORTHBOUND, SR141 TO US13	Construction	S/A	1/2/2025	2,528,321.37	209
T202109101	New Castle	Z001	I-295 NORTHBOUND, SR141 TO US13	Construction	S/A	1/2/2025	471,678.63	209
T202109101	New Castle	Z001	I-295 NORTHBOUND, SR141 TO US13	CE	S/A	1/2/2025	1,500,000.00	209
T202109101	New Castle	T001	I-295 NORTHBOUND, SR141 TO US13	Traffic	S/A	1/2/2025	200,000.00	209
T202111601	New Castle	Y001	SR4/Harmony Road Intersection Improvements	ROW	Arterials	7/2/2025	1,500,000.00	195-196
T202120004	Statewide	Z30E	On-Call TAP Concept Design, McCormick Taylor & Associates	PD	TAP	1/15/2025	(19,492.03)	99-100
T202169004	Statewide	Z444	Mileage-based User Fee Phase IV	Procurement	Support - Other	8/12/2025	(0.01)	FY21 182
T202200503	New Castle	Z24E	Stanton Road Railroad Crossing 140717V Signage Improvements	Rail Road	Rail	10/24/2024	(2,377.77)	113-115
T202201002	Statewide	YS30	FY2023 Highway Safety Improvement Program (Other)	Other	HSIP	10/24/2024	(10,374.50)	122-124
T202201003	Statewide	YS30	FY2023 Strategic Highway Safety Plan (Other)	Other	HSIP	2/18/2025	(41,215.05)	23 119-120
T202201004	Statewide	YS30	FY2023 Strategic Highway Safety Plan (PE)	PE	HSIP	10/23/2024	(37.64)	119-120
T202201501	New Castle	Y601	School Lane Pathway	CE	BIKE/PED	12/11/2024	(5,000.00)	134
T202201501	New Castle	Y601	School Lane Pathway	Contingency	BIKE/PED	12/11/2024	5,000.00	134
T202204401	New Castle	Y230	Elkton Road Landscaping	Award	Arterials	10/24/2024	(105,781.52)	218-219
T202207401	New Castle	Y001	Bridge 1-742 over nonesuch Creek Tide Gate Repair	Contingency	BRIDGE	2/27/2025	(105.43)	104-105
T202207401	New Castle	Y230	Bridge 1-742 over nonesuch Creek Tide Gate Repair	CE	BRIDGE	2/27/2025	(14,249.75)	104-105
T202207401	New Castle	Z001	Bridge 1-742 over nonesuch Creek Tide Gate Repair	Contingency	BRIDGE	2/27/2025	(13,681.90)	104-105
T202207407	New Castle	Y110	Rehabilitation of Bridges 1-011N&S on SR141	PE	BRIDGE	4/1/2025	(138,023.90)	101-103
T202207001	Statewide	Y001	Bridge Inspection 2022	PE	BRIDGE	4/7/2025	(326,511.45)	102-105
T202207002	Statewide	Y001	Inspection of Overhead Structures, FY23-27	Other	BRIDGE	1/15/2025	1,654,395.60	104-105
T202207002	Statewide	Y240	Inspections of Ovrhead Structures, FY23-27	Other	BRIDGE	1/15/2025	1,654,395.60	104-105
T202207101	New Castle	Y230	(22-07101) - BR 1-169 & BR 1-617 on Old Lancaster Pike	Utilities	BRIDGE	9/19/2025	30,000.00	16-22
T202207704	New Castle	Y110	Deck Sealing New Castle County, FY 23	CE	BRIDGE	3/5/2025	(164,546.03)	101-103
T202207704	New Castle	Y113	Deck Sealing New Castle County, FY 23	Contingency	BRIDGE	3/5/2025	(68,553.28)	101-103
T202207705	New Castle	Y110	Bridge Painting New Castle County, FY 23	Contingency	BRIDGE	3/11/2025	(622,677.90)	101-103
T202208303	New Castle	Z24E	IDIQ -Epoxy Pavement Markings (District I) NCC, FY22-FY24	C	S&P	4/2/2025	(82,290.11)	109-110
T202211901	New Castle	Y230	Glasgow Avenue, SR 896 to US 40	PE	Arterials	6/3/2025	400,000.00	239-241
T202266001	Statewide	Z55E	FY2022 SPR Part 1 Planning	Plan	PLAN	11/25/2024	(142.40)	155

T202266203	NK	Y800	Resilience Paving & Rehabilitation, Statewide, FY25	C	R&S	2/24/2025	4,725.00	141
T202266203	NK	Y800	Resilience Paving & Rehabilitation, Statewide, FY25	Contingency	R&S	2/24/2025	472.50	141
T202266203	NK	Y800	Resilience Paving & Rehabilitation, Statewide, FY25	Contingency	R&S	4/22/2025	18,053.60	141
T202266203	NK	Y800	Resilience Paving & Rehabilitation, Statewide, FY25	C	R&S	4/22/2025	(1,763,069.50)	141
T202266203	NK	Y800	Resilience Paving & Rehabilitation, Statewide, FY25	CE	R&S	4/22/2025	(688,873.90)	141
T202220001	New Castle	Y301	NEW CASTLE AVENUE AREA SIDEWALK AND STREETSCAPE	PE	TAP	3/20/2025	6,614.88	95-96
T202220003	New Castle	Y301	Southbridge Streetscape Improvements Phase III	PE	TAP	3/26/2025	21,600.00	95-96
T202300101	New Castle	YS70	SR4 SR7 to Elkton Road Pedestrian Enhancements	TR	HEP	4/14/2025	(357,025.20)	119-120
T202300506	New Castle	Y230	NEW LONDON ROAD AND WEST MAIN STREET RAILROAD	Rail Road	Rail	9/15/2025	52,000.00	62-63
T202301103	New Castle	Y601	Adams Street Sidewalk	PE	TAP	1/7/2025	44,000.00	134
T202301103	New Castle	Y045	Adams Street Sidewalk	C	TAP	8/18/2025	326,772.00	9-11
T202301103	New Castle	Y301	Adams Street Sidewalk	C	TAP	8/18/2025	1,966,458.75	9-11
T202301103	New Castle	Y301	Adams Street Sidewalk	TRAF	TAP	8/18/2025	176,315.70	9-11
T202301103	New Castle	Y301	Adams Street Sidewalk	CE	TAP	8/18/2025	560,000.00	9-11
T202301103	New Castle	Y301	Adams Street Sidewalk	Contingency	TAP	8/18/2025	500,000.00	9-11
T202301103	New Castle	Y046	Adams Street Sidewalk	C	TAP	8/18/2025	234,695.00	9-11
T202301501	New Castle	Z003	Old Baltimore Pike Side Path, Phase II	C	BIKE/PED	2/11/2025	(509,394.00)	134
T202301502	New Castle	Y003	East Coast Greenway, SR 4 Shared-Use Path Gap	ROW	BIKE/PED	11/6/2024	1,000.00	134
T202304001	Statewide	Y240	FY23 INTERSECTION IMPROVEMENT PROGRAM	TRAF	INT. IMP.	3/11/2025	(197,421.25)	127-128
T202301502	New Castle	Y230	East Coast Greenway, SR 4 Shared-Use Path Gap	CE	BIKE/PED	6/5/2025	70,000.00	9-11
T202301502	New Castle	Y230	East Coast Greenway, SR 4 Shared-Use Path Gap	C	BIKE/PED	6/5/2025	200,000.00	9-11
T202306101	New Castle	Y001	Pavement and Rehabilitation, North I, SR4 - W. Newport Pike, 2023	ROW	PAVING	11/18/2024	10,000.00	107-108
T202306101	New Castle	Y230	Pavement and Rehabilitation, North I, SR4 - W. Newport Pike, 2023	CE	PAVING	7/3/2025	(359,000.00)	59-61
T202306101	New Castle	Y001	Pavement and Rehabilitation, North I, SR4 - W. Newport Pike, 2023	ROW	PAVING	7/3/2025	(10,000.00)	59-61
T202306101	New Castle	Y230	Pavement and Rehabilitation, North I, SR4 - W. Newport Pike, 2023	Traffic	PAVING	7/3/2025	(249,000.00)	59-61
T202306101	New Castle	Y230	Pavement and Rehabilitation, North I, SR4 - W. Newport Pike, 2023	Contingency	PAVING	7/3/2025	800,000.00	59-61
T202307402	New Castle	Y110	Rehabilitation of Bridge 1-394N&S on US13	PE	BRIDGE	12/23/2024	270,992.58	101-103
T202307402	New Castle	Y113	Rehabilitaion of Bridge 1-394N&S on US113	PE	BRIDGE	12/23/2024	42,147.42	101-103
T202308301	New Castle	Y001	FY23 MUTCD FRA Installations	Traffic	MUTCD	8/26/2025	(65,068.00)	138-139
T202311001	New Castle	Y001	SR 1 and US 13 Southbound Merge	TR	S/A	4/22/2025	(78,648.66)	Y23 Add on
T202311001	New Castle	Y001	SR 1 and US 13 Southbound Merge	CE	S/A	4/22/2025	(52,410.23)	Y 23 Add on
T202320014	New Castle	Y308	TOWNSEND SIDEWALK WALKABILITY	PE	TAP	11/1/2024	115,408.00	95-96
T202320015	New Castle	Y300	Midtown Brandywine Streetscape	PE	TAP	3/26/2025	163,664.84	95-96
T202320101	New Castle	Y301	Safe Routes to School, Bayard School	PE	TAP	2/24/2025	(43,095.85)	95-96
T202330005	New Castle	Y940	Swamp Forest Trail	Construction	REC	1/17/2025	95,009.00	98
T202330006	New Castle	Y940	Wayside Improvement Project	C	REC	8/12/2025	52,240.53	34-35
T202366301	New Castle	Y607	Flood Warning Signals & Signage, Odessa	Traffic	BIKE/PED	4/9/2025	(42,150.52)	135
T202366303	Statewide	Y600	DelDOT Carbon Reduction Plan	Plan	BIKE/PED	1/12/2024	(139,149.47)	135
T202367001	New Castle	Y450	WILMAPCO UPWP FY2023	Progam Funding	MPO	11/26/2024	(80,854.48)	151
T202369002	Statewide	Z917	National Roadways Network Pilot	Other.MGMT	PLAN	4/14/2025	(1,862.76)	152
T202400101	New Castle	YS70	SR4, SR7 to Elkton Road Pederstrian Infrastructure Design	PE	HEP	4/14/2025	(26,717.96)	119-120
T202400502	New Castle	Z230	Mill Creek Road Railroad Crossing Safety Improvements	Rail Road	Rail	11/12/2024	(441,377.42)	114-115
T202400502	New Castle	Y230	Mill Creek Road Railroad Crossing Safety Improvements	Rail Road	Rail	11/12/2024	(442,167.02)	114-115
T202400701	New Castle	Y230	HSIP NCC, SR 2, Kirkwood Hwy, and Harmony Rd Intersection Im	PE	HSIP	8/4/2025	500,000.00	71-75
T202400702	New Castle	Y230	HSIP NCC, SR 4 and Churchmans Rd Intersection Improvement	PE	HSIP	8/4/2025	500,000.00	71-75
T202401003	Statewide	YS30	FY2024 Highway Safety Improvement Program (Other)	Other(MGMT)	HEP	4/14/2025	(31,232.98)	119-120
T202401101	New Castle	Y301	Commons Bouevard Pathway - Phase 2	C	TAP	8/8/2025	800,000.00	83-85
T202404703	Statewide	Y400	FY24 Transportation Managaement Improvements Statewide Projec	Traffic	TMI	3/26/2025	(44,530.30)	175-176
T202406101	New Castle	Y240	PAVEMENT AND REHABILITATION, NORTH I, 2024	CE	PAVING	11/26/2024	1,331,420.00	107-108
T202406101	New Castle	Y240	PAVEMENT AND REHABILITATION, NORTH I, 2024	Construction	BRIDGE	11/26/2024	2,235,507.72	107-108
T202406102	New Castle	Y230	PAVEMENT AND REHABILITATION, NORTH II, 2024	Construction	PAVING	3/11/2025	1,119,722.12	204

T202406102	New Castle	Y230	PAVEMENT AND REHABILITATION, NORTH II, 2024	CE	PAVING	3/11/2025	428,111.00	204
T202407002	New Castle	Y001	Cantilever and Overhead Sign Structures, FY25	Construction	BRIDGE	12/12/2024	(450,650.00)	104-105
T202407002	New Castle	Y001	Cantilever and Overhead Sign Structures, FY25	CE	BRIDGE	12/12/2024	32,570.18	104-105
T202407002	New Castle	Y001	Cantilever and Overhead Sign Structures, FY25	Contingency	BRIDGE	12/12/2024	44,928.98	104-105
T202407402	New Castle	Y110	Rehabilitation of I-495 Bridges	PE	BRIDGE	10/23/2024	72,937.11	101-103
T202407403	New Castle	Y110	Movable Bridge Preventative Maintenance, Canal, FY25-27	CE	BRIDGE	9/24/2025	24,443.91	16-22
T202407403	New Castle	Y110	MOVABLE BRIDGE PREVENTATIVE MAINTENANCE, CANA	C	BRIDGE	9/24/2025	889,609.02	16-22
T202407701	New Castle	Y113	Bridge Painting, SR273 INTERCHANGE, FY26	C	BRIDGE	3/17/2025	(12,238.69)	101-103
T202407701	New Castle	Y113	Bridge Painting, SR273 INTERCHANGE, FY26	Contingency	BRIDGE	3/17/2025	(1,223.87)	101-103
T202407701	New Castle	Y113	Bridge Painting, SR273 INTERCHANGE, FY26	CE	BRIDGE	3/17/2025	13,400.00	101-103
T202408301	New Castle	Y240	IDIQ - EPOXY PAVEMENT MARKINGS (DISTRICT I) NCC, FY	C	S&P	8/11/2025	1,323,908.69	78-80
T202409201	New Castle	Y001	IDIQ - US40 @ Rickey Boulevard Traffic Control Installation	TR	MUTCD	6/2/2025	(206,521.81)	138-139
T202409202	New Castle	Z0E1	FY24 MUTCD US202 Pavement Markings	Traffic	MUTCD	3/26/2025	(169,622.33)	172
T202409202	New Castle	M001	FY24 MUTCD US202 Pavement Markings	Traffic	MUTCD	3/26/2025	(2,366.42)	172
T202409904	New Castle	NE01	Reconnecting Communities, I-95 Cap in Wilmington	PE	S/A	11/14/2024	2,000,000.00	Add on
T202430002	New Castle	Y940	White Clay Creek State Park Bridge Replacement	PE	REC	8/8/2025	92,391.21	34-35
T202463001	Statewide	Y240	Federal Education & Training Program FY 2024	Other	PLAN	2/24/2025	(68,225.92)	148
T202463701	Statewide	Y490	OJT/SS Program Activities FFY23	Other/MGMT	OJT	3/11/2025	(500.00)	163
T202463702	Statewide	Z49B	OJT-TRAC & RIDES FY24-FY25	Other/MGMT	OJT	4/1/2025	(6,070.42)	163
T202466001	Statewide	Y550	FY2024 SPR PART 1 PLANNING	Plan	SPR	12/2/2024	(20,000.00)	155
T202466201	Statewide	Y810	Implementation of Resilience Related Plans, FY24-FY27	Plan	R&S	12/10/2024	132,831.92	Add on
T202466302	New Castle	Y601	Adams Street Pathway Phase II	PE	CRB	9/15/2025	52,415.00	40-41
T202468001	Statewide	Y441	FY2024 LTAP/T2	PLAN	LTAP	8/18/2025	210,000.00	107-108
T202501001	Statewide	YS30	FY2025 Highway Safety Improvement Program (Other)	Other	HEP	5/16/2025	720,000.00	68-70
T202501002	Statewide	YS30	FY2025 Highway Safety Improvement Program (PE)	PE	HSIP	3/4/2025	144,000.00	122-123
T202501002	Statewide	YS30	FY2025 Highway Safety Improvement Program (PE)	PE	HSIP	7/3/2025	225,000.00	68-70
T202501004	Statewide	Y37H	FY25 STIC INCENTIVE PROGRAM-DSP SPEED TRAILERS	Traffic	STIC	5/22/2025	60,857.60	142
T202501103	New Castle	Z003	US13 Paving and Pedestrian Improvements - Llangollen Blvd to	C	BIKE/PED	8/18/2025	509,394.00	219-221
T202501103	New Castle	Y400	US13 Paving and Pedestrian Improvements - Llangollen Blvd to	C	BIKE/PED	8/18/2025	3,405,617.63	219-221
T202501103	New Castle	Y003	US13 Paving and Pedestrian Improvements - Llangollen Blvd to	C	BIKE/PED	8/18/2025	656,945.29	219-221
T202501103	New Castle	Y003	US13 Paving and Pedestrian Improvements - Llangollen Blvd to	Traffic	BIKE/PED	8/18/2025	1,465,985.71	219-221
T202501104	New Castle	Y001	US13 Paving and Pedestrian Improvements - Llangollen Blvd to	C	BIKE/PED	8/26/2025	60,420.40	219-220
T202502301	New Castle	Y210	First State National Historic Park Brandywine Valley Wayfinding	C	BRIDGE	9/23/2025	75,000.00	105
T202506101	New Castle	Y041	PAVEMENT REHABILITATION, NEW CASTLE 5A, (KIRKWOC	CE	PAVING	8/13/2025	1,669,633.00	59-61
T202506101	New Castle	Y041	PAVEMENT REHABILITATION, NEW CASTLE 5A, (KIRKWOC	C	PAVING	8/13/2025	184,188.00	59-61
T202507403	New Castle	Y113	Rehabilitation of Bridge 1-576 on Washington St. over Brandywine	PE	BRIDGE	10/22/2024	500,000.00	101-103
T202508302	Statewide	YS30	2020 Hazard Elimination Program - Traffic Control Device Improv	Traffic	HEP	11/25/2024	1,174,000.00	119-120
T202508304	New Castle	YS30	2021 HAZARD ELIMINATION PROGRAM - TRAFFIC CONTRO	Traffic	HEP	11/25/2024	558,000.00	119-120
T202508305	NK	YS30	2022 HAZARD ELIMINATION PROGRAM - TRAFFIC CONTRO	Traffic	HEP	11/15/2024	254,100.00	119-120
T202508307	New Castle	Y001	IDIQ - FY25 MUTCD FRA Installations	Traffic	MUTCD	7/1/2025	1,350,000.00	138-139
T202509903	New Castle	NE01	FY25 NAE GRANT - WILMAPCO	Plan	S/A	12/19/2024	240,000.00	Add-on
T202520004	New Castle	Y301	Salem Church Road Pedestrian Improvements	Plan	TAP	8/1/2025	40,000.00	83-85
T202563001	Statewide	Y240	Federal Education & Training Program FY2025		PLAN	2/26/2025	68,225.92	148
T202563601	Statewide	Y49C	Summer Transportation Institute 2025	Other	Technology	8/21/2025	(50,000.00)	130-131
T202563701	Statewide	Y49D	OJT SUPPORT SERVICES - FFY25	Other	OJT	12/2/2024	25,107.00	163
T202563701	Statewide	Y490	OJT SUPPORT SERVICES - FFY25	Other	OJT	9/15/2025	500.00	128-131
T202566001	Statewide	Y550	FY2025 State Planning and Research Program Part 1 Planning	Plan	SPR	12/2/2024	(20,000.00)	155
T202566001	Statewide	Y550	FY2025 State Palnning and Research Progeam Part 1 Planning	Plan	SPR	1/24/2025	57,492.66	155
T202566001	Statewide	Y550	FY2025 State Palnning and Research Progeam Part 1 Planning	Plan	SPR	2/6/2025	20,000.00	155
T202566001	Statewide	25SP	FY2025 State Palnning and Research Progeam Part 1 Planning	PD	SPR	9/25/2025	151,643.30	115-117
T202566002	Statewide	Y560	FY2025 State Planning and Research Program Part 2 Research	Plan	SPR	11/19/2024	77,000.00	155

T202566206	New Castle	Y800	RESILIENCY IMPROVEMENTS, NCC, SR299 ODESSA	PD	R&S	8/8/2025	1,345,500.00	54-56
T202566208	New Castle	Y800	RESILIENCY IMPROVEMENTS NCC WEST 6TH STREET FLOO	PD	R&S	7/23/2025	101,500.00	54-56
T202566208	New Castle	Y800	RESILIENCY IMPROVEMENTS NCC WEST 6TH STREET FLOO	PD	R&S	7/30/2025	690.57	54-56
T202566301	New Castle	Y601	Washington Street Separated Bike Lane	PE	BIKE/PED	12/4/2024	700,000.00	135
T202566304	New Castle	Y600	Truck parking NCC tybouts Corner park and Ride	PE	CRP	7/23/2025	365,000.00	40-41
T202567001	New Castle	25MP	WILMAPCO UPWP FY2025	Plan	MPO	9/4/2025	327,835.61	109-110
T202567001	New Castle	25MP	WILMAPCO UPWP FY2025	Other/MGMT	MPO	9/4/2025	11,884.60	109-110
T202568001	Statewide	Y441	FY2025 Local Technical Assistance Program-Technology Transfer	Plan	LTAP	8/18/2025	69,191.37	107-108
T202601005	Statewide	Y37H	FY25 STIC INCENTIVE PROGRAM-GUARDRAIL IMPACT MOI	Other	STIC	9/15/2025	64,000.00	57-58
T202604702	Statewide	Y240	FY26 TRANSPORTATION MANAGEMENT IMPROVEMENTS :	PE	TMI	7/9/2025	3,950,000.00	144-146
T202604801	Statewide	Y400	Rideshare, FY26	PLAN	RIDE	7/28/2025	456,885.00	140-141
T202607001	Statewide	Y001	Bridge Inspection 2026	Other	BRIDGE	6/11/2025	3,657,443.70	16-22
T202607001	Statewide	Y240	Bridge Inspection 2026	Other	BRIDGE	6/11/2025	1,132,800.00	16-22
T202666001	Statewide	Y550	FY2026 State Planning and Research Program Part 1 Planning	Plan	SPR	6/2/2025	3,499,115.00	115-117
T202666001	Statewide	Y570	FY2026 State Planning and Research Program Part 1 Planning	Program Funding	SPR	6/2/2025	178,605.00	115-117
T202666002	Statewide	Z560	FY2026 State Planning and Research Program Part 2 Research	Plan	SPR	6/4/2025	139,433.00	115-117
T202666002	Statewide	Z560	FY2026 State Planning and Research Program Part 2 Research	Plan	SPR	6/4/2025	304,755.44	115-117
T202666002	Statewide	Y560	FY2026 State Planning and Research Program Part 2 Research	Plan	SPR	6/4/2025	428,171.16	115-117
T202667001	New Castle	Y410	(2025-00140) - WILMAPCO UPWP FY2026	PD	MPO	6/16/2025	40,056.00	109-110
T202667001	New Castle	Z450	(2025-00140) - WILMAPCO UPWP FY2026	PROG	MPO	6/16/2025	237,459.15	109-110
T202667001	New Castle	Y450	(2025-00140) - WILMAPCO UPWP FY2026	PROG	MPO	6/16/2025	2,184,854.85	109-110
T202668001	Statewide	Z560	FY2026 Local Technical Assistance Program (LTAP)	PD	LTAP	6/2/2025	115,200.00	107-108

	A	B	C	D	E	F	G
1							
2							
3			<b>STATE</b>				
4	<b>CTP FUNDING</b>	<b>DRAFT</b>	<b>PROJECT</b>		<b>FEDERAL FUND</b>	<b>SEC</b>	
5	<b><u>TYPE/CATEGORY</u></b>	<b><u>CTP PAGE #</u></b>	<b><u>NUMBER</u></b>	<b><u>PHASE</u></b>	<b><u>OBLIGATED</u></b>	<b><u>CODE</u></b>	<b><u>PROJECT TITLE</u></b>
6	5310 Program	FY25-30, p165 (11-53101)	T202650301	PROC	235,104	5310W	5310 Transit Vehicle Replacement NCC
7	5310 Program	FY25-30, p165 (11-53101)	T202650301	PROC	124,184	5310K	5310 Transit Vehicle Replacement KC
8	5310 Program	FY25-30, p165 (11-53101)	T202650301	PROC	110,120	5310W	5310 Transit Vehicle Expansion NCC
9	5310 Program	FY25-30, p165 (11-53101)	T202650301	PROC	313,704	5310K	5310 Transit Vehicle Expansion KC
10	5310 Program	FY25-30, p165 (11-53101)	T202650301	PROC	124,184	5310S	5310 Transit Vehicle Replacement SC
11	JARC	DTC-Development (08-70008) p157	T202504801	PD	78,447	5311U	Statewide - Jobs Access Reverse Commute (JARC) FY25, Sussex
12	S/A	FY25-30, p 317	T202453102	PE	160,000	5307W	Mid-County Driver Training Facility (PE)
13	Transit Vehicles - Paratransit - NCC	FY25-30, p360 (07-22425)	T202450313	PROC	896,288	5339W	Transit Vehicle Replacement Paratransit Buses NCC Program
14	Paratransit - NCC	FY25-30, p 360 (07-22425)	T202450310	PROC	2,159,144	5307W	Transit Vehicle Replacement Paratransit Buses NCC Program
15	TAP	FY25-30, p 83 (05-10048)	T202402201	CON	160,000	5307W	Transit Enhancements, FY24
16	Preventive Maint. - NCC	FY25-30, p 335 (07-30222)	T202350601	PD	5,200,000	5307W	Preventative Maintenance, Wilmington, FY23
17	JARC	FY25-30, p 157 (08-70008)	T202304801	PD	201,732	5307W	Statewide - Jobs Access Reverse Commute (JARC) FY23, New Castle
18	S/A	FY25-30, p 314	T201953104	CE	212,512	5307W	Mid County Maintenance Facility Expansion
19	S/A	FY25-30, p 314	T201953104	CONT	21,251	5307W	Mid County Maintenance Facility Expansion
20	S/A	FY25-30, p 309	T202053101	PE	449,988	5337W	Churchman's Crossing Fairplay Station Parking Expansion (PE)
21	S/A	FY25-30, p 314	T201953104	CON	1,609,513	5307W	Mid County Maintenance Facility Expansion (CON)
22	S/A	FY25-30, p 306	T201753108	PE	98,942	5307W	Beech St Maintenance Building (PE)
23			T202250407	PROC	33,034	5339S	Paratransit Validators - Statewide
24	S/A	FY25-30, p 366, 5/1 STIP Mod	T202350304	PROC	2,302,698	5339D	Transit Vehicle Replacement, Hydrogen Buses (4) and Charging Infrastructure, NCC (85/15)
25	S/A	FY25-30, p 368	T202350305	PROC	3,901,540	5339D	Transit Vehicle Replacement, Hydrogen Buses (4) and Charging Infrastructure, NCC (90/10)
26	S/A	FY25-30, p 363, 5/1 STIP Mod	T202350306	PROC	1,351,547	5339D	Transit Vehicle Replacement, Hydrogen Buses (4) and Charging Infrastructure, NCC (80/20)
27	S/A	FY25-30, p341	T202450306	PROC	870,000	5339S	Transit Vehicle Replacement (1) 45' Fixed Route Bus NCC FY25
28	S/A	FY25-30, p 324 5/5 STIP Mod	T201651201	CON	4,150,000	5337W	Claymont Regional Transportation Center ( CON)
29	TFMC	FY250-30, p147 (18-90222)	T202602201	CON	393,595	5310W	Transit Facilities Improvement Program NCC
30	TFMC	FY250-30, p147 (18-90222)	T202602201	CON	119,296	5310K	Transit Facilities Improvement Program KC
31	TFMC	FY250-30, p147 (18-90222)	T202602201	CON	101,807	5310S	Transit Facilities Improvement Program SC
32	TFMC	FY250-30, p147 (18-90222)	T202550501	CON	40,000	5310W	Coordinated Public Transit-Human Services Transportation Plan NCC
33	TFMC	FY250-30, p147 (18-90222)	T202550501	CON	40,000	5310K	Coordinated Public Transit-Human Services Transportation Plan KC
34	TFMC	FY250-30, p147 (18-90222)	T202550501	CON	40,000	5310S	Coordinated Public Transit-Human Services Transportation Plan SC
35	TFMC	FY250-30, p147 (18-90222)	T202553104	CON	80,000	5310W	Bus Stop Inventory and ADA Compliance Plan NCC
36	TFMC	FY250-30, p147 (18-90222)	T202553104	CON	80,000	5310K	Bus Stop Inventory and ADA Compliance Plan KC
37	TFMC	FY250-30, p147 (18-90222)	T202553104	CON	80,000	5310S	Bus Stop Inventory and ADA Compliance Plan SC
38				<b>Planned Obligations</b>	<b>25,738,630</b>		
39							
40							

# **2025 ANNUAL OBLIGATED PROJECTS LIST**

## **WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)**

**STATE FY 2025 – JULY 1, 2024-JUNE 30, 2025**

STATE HIGHWAY ADMINISTRATION (SHA) PROJECTS

**SUBMITTED BY: THE MARYLAND DEPARTMENT OF TRANSPORTATION  
OFFICE OF PLANNING AND CAPITAL PROGRAMMING**

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FY2025 STIP Reference
M233	8/1/2024	AT916B23	0003494		\$ (1,947,208.17)	(\$1,947,208.17)	Various Local Agency Bridge Inspection Program - FY2018 & FY2019 (2 year cycle) - (OTHERS)	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC #25-9 07/30/2025; WILMAPCO 3-1
Z240	8/1/2024	AT916B23	0003494		\$ (1,000,000.00)	(\$1,000,000.00)	Various Local Agency Bridge Inspection Program - FY2018 & FY2019 (2 year cycle) - (OTHERS)	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC #25-9 07/30/2025; WILMAPCO 3-1
Y001	8/1/2024	XX1635X80	000B808	\$ 600,000.00		\$600,000.00	Preservation and Minor Rehabilitation of Movable Bridges, Fixed Bridges, Culverts and Retaining Walls - Statewide.	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y240	8/1/2024	XX1635X80	000B808	\$ 100,000.00		\$100,000.00	Preservation and Minor Rehabilitation of Movable Bridges, Fixed Bridges, Culverts and Retaining Walls - Statewide.	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
M2E3	8/14/2024	AZ050B21	0003599		\$ (0.06)	(\$0.06)	Local Agency Bridge Inspection Program – FY2020 & FY2021 (2 year cycle)	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Z233	8/14/2024	AZ050B21	0003599		\$ (2,746,587.91)	(\$2,746,587.91)	Local Agency Bridge Inspection Program – FY2020 & FY2021 (2 year cycle)	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Z240	8/14/2024	AZ050B21	0003599		\$ (2,000,000.00)	(\$2,000,000.00)	Local Agency Bridge Inspection Program – FY2020 & FY2021 (2 year cycle)	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y001	8/19/2024	XB1375177	0003976	\$ 245,518.79		\$245,518.79	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC# 25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC# 25-3 07/02/2025; WILMAPCO 3-3
Y240	8/19/2024	XB1375177	0003976	\$ 349,374.21		\$349,374.21	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC# 25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC# 25-3 07/02/2025; WILMAPCO 3-3

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FY2025 STIP Reference
MS31	8/20/2024	AZ355B11	000B886	\$ 3,011.00		\$3,011.00	Statewide: Leading Pedestrian Interval (LPI)	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
ZS30	8/20/2024	AZ355B11	000B886	\$ 91,321.00		\$91,321.00	Statewide: Leading Pedestrian Interval (LPI)	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
YS30	8/26/2024	XX1945185	000B642	\$ 100,000.00		\$100,000.00	Modification/Installation/Reconstruction of Signing in Cecil, Caroline, Kent, Queen Anne's, Talbot, Dorchester, Somerset, Wicomico, & Worcester County	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; WILMAPCO 3-4; SWMPO-2 MC# 25-3 07/02/2025
YS30	8/27/2024	XB1895177	0003975	\$ 1,856,345.17		\$1,856,345.17	High Friction Surface Treatment of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC# 25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC# 25-3 07/02/2025; WILMAPCO 3-3
Y001	8/27/2024	XB1375177	0003976	\$ 148,258.44		\$148,258.44	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC# 25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC# 25-3 07/02/2025; WILMAPCO 3-3
Y240	8/27/2024	XB1375177	0003976	\$ 45,122.19		\$45,122.19	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC# 25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC# 25-3 07/02/2025; WILMAPCO 3-3
Y001	8/29/2024	XB1375177	0003976	\$ 141,669.26		\$141,669.26	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC# 25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC# 25-3 07/02/2025; WILMAPCO 3-3
Y240	8/29/2024	XB1375177	0003976	\$ 39,965.43		\$39,965.43	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC# 25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC# 25-3 07/02/2025; WILMAPCO 3-3

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FY2025 STIP Reference
Y240	9/6/2024	AZ236B12	0003830	\$ 360,000.00		\$360,000.00	Districtwide - FY 23 OMT Pavement Engineering & System Preservation Planning for District 2	RU Resurface MC #25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; WILMAPCO 3-3
Y240	9/9/2024	AZ430B67	0003931	\$ 202,045.20		\$202,045.20	Statewide: Signal Analytics Application for OTMO FY 24	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y460	9/9/2024	CE4005223R	1271068	\$ 3,000,000.00		\$3,000,000.00	US 301 (Blue Star Memorial Highway) Cecilton Truck Weigh Inspection Station	WILMAPCO 3-4
Y240	9/10/2024	AZ430B62	0003923	\$ 4,144,793.51		\$4,144,793.51	Statewide: OTMO Operating Budget for FY 2024	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Z240	9/10/2024	AZ430B62	0003923	\$ 367,072.00		\$367,072.00	Statewide: OTMO Operating Budget for FY 2024	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y240	9/10/2024	AZ430B63	0003924	\$ 1,500,000.00		\$1,500,000.00	Statewide: OTMO Device Maintenance Budget for FY 24	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y240	9/10/2024	AZ430B65	0003926	\$ 315,000.00		\$315,000.00	Statewide: CHART Weather Services Subscription for FY 24	State 1 (AZ4351) MC #25-4 07/08/2025; TPB#3085
Y130	9/10/2024	AZ340B21	0003980	\$ 300,000.00		\$300,000.00	National Electric Vehicle Implementation (NEVI) - Round 1	RU AZ3401; BRTB 60-2401-09 MC #25-21 10/14/2025; TPB#13601; HEPMPO W2025-09 MC# 25-41 09/10/2025; C-SMMPO AZ3401; SWMPO SW-24-001; WILMAPCO AZ3401
Y240	9/10/2024	AZ340B21	0003980	\$ 180,250.00		\$180,250.00	National Electric Vehicle Implementation (NEVI) - Round 1	RU AZ3401; BRTB 60-2401-09 MC #25-21 10/14/2025; TPB#13601; HEPMPO W2025-09 MC# 25-41 09/10/2025; C-SMMPO AZ3401; SWMPO SW-24-001; WILMAPCO AZ3401
Y940	9/10/2024	AT723B59	000B343	\$ 227,000.00		\$227,000.00	FY19 Recreational Trails Program (RTP) Projects CONSTRUCTION	RU Environment MC #25-4 07/08/2025; BRTB 60-9903-29 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 08/13/2025; HEPMPO W2025-01 MC #25-34 09/11/2025; TPB #2710 MC #25-19 07/31/2025; SWMPO-1 MC #25-9 07/30/2025; WILMAPCO 3-2

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FY2025 STIP Reference
Y240	9/13/2024	XX1785177R	000B527	\$ 410,000.00		\$410,000.00	Statewide Surface Abrasion of Roadways at Various Locations	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC# 25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC# 25-3 07/02/2025; WILMAPCO 3-3
Y400	9/13/2024	CE2665187	1251071	\$ 52,520.50		\$52,520.50	Geometric Improvements at US 40 (Pulaski Highway) at Nottingham Road - Cecil County	WILMAPCO 3-4
Y001	9/13/2024	XB1825574	000B880	\$ 1,736,816.83		\$1,736,816.83	Drainage Improvements at Various Locations in Anne Arundel and Calvert Counties.	BRTB 60-9506-38 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 8/13/2025
Y240	9/13/2024	XB1825574	000B880	\$ 299,183.28		\$299,183.28	Drainage Improvements at Various Locations in Anne Arundel and Calvert Counties.	BRTB 60-9506-38 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 8/13/2025
Y001	9/13/2024	XX1635T80	000B470	\$ 3,200,000.00		\$3,200,000.00	Preservation & Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls - Statewide	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y240	9/13/2024	XX1635T80	000B470	\$ 906,012.14		\$906,012.14	Preservation & Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls - Statewide	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y001	9/13/2024	XX1845185	000B665	\$ 600,000.00		\$600,000.00	Modification/Installation/Reconstruction of Traffic Signals Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
Y240	9/13/2024	XX1845185	000B665	\$ 300,000.00		\$300,000.00	Modification/Installation/Reconstruction of Traffic Signals Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
YS30	9/13/2024	XX1845185	000B665	\$ 200,000.00		\$200,000.00	Modification/Installation/Reconstruction of Traffic Signals Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
Y240	9/13/2024	XY907B22	000B626	\$ 262,240.00		\$262,240.00	Mill, Grind, Patch and Resurfacing Pavement at Various Locations in Cecil county	WILMAPCO 3-3

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FY2025 STIP Reference
Y001	9/13/2024	XX1635W80	000B687	\$ 3,000,000.00		\$3,000,000.00	Preservation and Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls - Statewide	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y240	9/13/2024	XX1635W80	000B687	\$ 2,000,000.00		\$2,000,000.00	Preservation and Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls - Statewide	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y240	9/13/2024	XY9075277	000B643	\$ 833,204.16		\$833,204.16	Mill, Grind, Patch, and Resurface Pavement at Various Locations in Cecil County	WILMAPCO 3-3
Y001	9/13/2024	XX184B21	000B670	\$ 300,000.00		\$300,000.00	Mod/Install/Recon of Traffic Signals - Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
Y240	9/13/2024	XX1655182-19	0003635	\$ 1,500,000.00		\$1,500,000.00	Full Delivery Stream Restoration - Little Elk Creek (TMDL) in Cecil County	RU Environment MC #25-4 07/08/2025; BRTB 60-9506-38 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 08/13/2025; HEPMPO W2025-01 MC# 25-34 09/11/2025; TPB #3038 MC #25-19 7/31/2025; SWMPO-1 MC #25-9 07/30/2025; WILMAPCO 3-2
Y240	9/13/2024	XY2505277	000B268	\$ 338,971.64		\$338,971.64	Thermoplastic Thinline Striping at Various Locations in District 2	RU Resurface MC# 25-4 07/08/2025; WILMAPCO 3-3; BRTB 60-9501-11 MC #25-21 10/14/2025
Y001	9/13/2024	XX176B22	000B677	\$ 400,000.00		\$400,000.00	Statewide: Engineering Services for Design of Federally Funded Minor Bridge Rehabilitation/Preservatio	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y240	9/13/2024	XX176B22	000B677	\$ 100,000.00		\$100,000.00	Statewide: Engineering Services for Design of Federally Funded Minor Bridge Rehabilitation/Preservatio	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y001	9/13/2024	XB1375177	0003976	\$ 108,579.51		\$108,579.51	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC# 25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC# 25-3 07/02/2025; WILMAPCO 3-3

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FY2025 STIP Reference
Y240	9/13/2024	XB1375177	0003976	\$ 39,736.25		\$39,736.25	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC# 25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC# 25-3 07/02/2025; WILMAPCO 3-3
Y001	9/13/2024	XX2525277	000B513	\$ 380,927.80		\$380,927.80	Thermoplastic Thinline Striping at Various Locations in Cecil, Kent, Queen Anne's, Caroline and Talbot Counties	BRTB 60-9501-11 MC #25-21 10/14/2025; WILMAPCO 3-3; RU Resurface MC#25-4 07/08/2025
Y240	9/13/2024	XY341B29	000B575	\$ 120,000.00		\$120,000.00	Crack Sealing at Various Locations in Cecil, Kent, Queen Anne, Caroline and Talbot Counties in District 2	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; WILMAPCO 3-3
Y240	9/16/2024	XX1535A77	000B763	\$ 1,000,000.00		\$1,000,000.00	Permanent Patching of Asphalt Superpave at Various Locations in Cecil County	WILMAPCO 3-3
Y001	9/16/2024	XX2525977	000B766	\$ 1,000,000.00		\$1,000,000.00	Pavement Marking Thermoplastic Thinline Striping at Various Locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties	BRTB 60-9501-11 MC #25-21 10/14/2025; WILMAPCO 3-3; RU Resurface MC#25-4 07/08/2025
Y240	9/16/2024	XX2525977	000B766	\$ 1,000,000.00		\$1,000,000.00	Pavement Marking Thermoplastic Thinline Striping at Various Locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties	BRTB 60-9501-11 MC #25-21 10/14/2025; WILMAPCO 3-3; RU Resurface MC#25-4 07/08/2025
Y001	9/17/2024	XY2505G77	000B768	\$ 100,000.00		\$100,000.00	Line Striping at Various Locations in Caroline, Cecil, Kent, Queen Anne's, and Talbot Counties Areawide	RU Resurface MC# 25-4 07/08/2025; WILMAPCO 3-3; BRTB 60-9501-11 MC #25-21 10/14/2025
Y240	9/17/2024	XY2505G77	000B768	\$ 615,668.58		\$615,668.58	Line Striping at Various Locations in Caroline, Cecil, Kent, Queen Anne's, and Talbot Counties Areawide	RU Resurface MC# 25-4 07/08/2025; WILMAPCO 3-3; BRTB 60-9501-11 MC #25-21 10/14/2025
Y001	9/17/2024	XX1635X80	000B808	\$ 1,000,000.00		\$1,000,000.00	Preservation and Minor Rehabilitation of Movable Bridges, Fixed Bridges, Culverts and Retaining Walls - Statewide.	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y240	9/17/2024	XX1635X80	000B808	\$ 400,000.00		\$400,000.00	Preservation and Minor Rehabilitation of Movable Bridges, Fixed Bridges, Culverts and Retaining Walls - Statewide.	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y240	9/17/2024	AZ078B1C	000B798	\$ 500,000.00		\$500,000.00	Statewide: Signal Systemization TSD FY24	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FY2025 STIP Reference
Y240	9/17/2024	AZ432B62	000B864	\$ 5,000,000.00		\$5,000,000.00	Statewide: OTMO Operating Budget for FY 2025	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y240	9/17/2024	AZ432B63	000B865	\$ 1,000,000.00		\$1,000,000.00	OTMO Device Maintenance Budget for FY 25	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
M233	9/18/2024	CE408ZM1	0003438	\$ 77,823.78		\$77,823.78	Mechanics Valley Road over CSX Railroad - Bridge Replacement	WILMAPCO 3-1
Y001	9/19/2024	XY2525H77	000B364	\$ 200,000.00		\$200,000.00	Ultra-Thin Bonded Wearing Course at Various Locations IN Caroline, Cecil, Kent, Queen Anne's and Talbot Counties	RU Resurface MC# 25-4 07/08/2025; WILMAPCO 3-3; BRTB 60-9501-11 MC #25-21 10/14/2025
Y240	9/19/2024	XY2525H77	000B364	\$ 344,062.79		\$344,062.79	Ultra-Thin Bonded Wearing Course at Various Locations IN Caroline, Cecil, Kent, Queen Anne's and Talbot Counties	RU Resurface MC# 25-4 07/08/2025; WILMAPCO 3-3; BRTB 60-9501-11 MC #25-21 10/14/2025
Y240	9/19/2024	XX1655182-16	0003647	\$ 52,036.72		\$52,036.72	Full Delivery Stream Restoration - South Branch Patapsco UT in Howard County (TMDL)	RU Environment MC #25-4 07/08/2025; BRTB 60-9506-38 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 08/13/2025; HEPMPO W2025-01 MC# 25-34 09/11/2025; TPB #3038 MC #25-19 7/31/2025; SWMPO-1 MC #25-9 07/30/2025; WILMAPCO 3-2
Y240	9/19/2024	XX1655182-18	0003689	\$ 479,387.07		\$479,387.07	Full Delivery Stream Restoration - Tributaries to Little Patuxent River, Howard County (TMDL)	RU Environment MC #25-4 07/08/2025; BRTB 60-9506-38 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 08/13/2025; HEPMPO W2025-01 MC# 25-34 09/11/2025; TPB #3038 MC #25-19 7/31/2025; SWMPO-1 MC #25-9 07/30/2025; WILMAPCO 3-2
Y100	9/20/2024	AX609B26	000B824	\$ 90,356.00		\$90,356.00	Transportation Alternatives Program State Technical Assistance Funds FY22-FY23	RU Environment MC #25-4 07/08/2025; BRTB 60-9903-29 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 08/13/2025; HEPMPO W2025-01 MC #25-34 09/11/2025; TPB #2710 MC #25-19 07/31/2025; SWMPO-1 MC #25-9 07/30/2025; WILMAPCO 3-2
Y240	9/20/2024	AZ277B12	000B774	\$ 273,000.00		\$273,000.00	Districtwide: OMT District 2 - Fund 77 Pavement Engineering & System Preservation Planning FY24	RU Resurface MC #25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; WILMAPCO 3-3

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FY2025 STIP Reference
Y240	9/20/2024	AZ050B23	000B781	\$ 1,500,000.00		\$1,500,000.00	Statewide: Local agency Bridge Inspection Program - FY24 & FY25	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y240	9/20/2024	XX1635Y80	000B807	\$ 3,000,000.00		\$3,000,000.00	Preservation and Minor Rehabilitation of Fixed Bridges, Culverts and Retaining Walls - Statewide	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y001	9/20/2024	XX1845185	000B665	\$ 1,000,000.00		\$1,000,000.00	Modification/Installation/Reconstruction of Traffic Signals Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
Y240	9/20/2024	XX1845185	000B665	\$ 1,000,000.00		\$1,000,000.00	Modification/Installation/Reconstruction of Traffic Signals Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
Y240	9/23/2024	XX1635S80	000B403	\$ 1,500,000.00		\$1,500,000.00	Statewide: Preservation and Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y240	9/23/2024	AZ430B63	0003924	\$ 1,000,000.00		\$1,000,000.00	Statewide: OTMO Device Maintenance Budget for FY 24	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y290	9/23/2024	AZ297B11	000B911	\$ 3,112,252.00		\$3,112,252.00	Workforce Development - Road to Careers Program FFY 2025	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y240	9/23/2024	AZ050B23	000B781	\$ 1,500,000.00		\$1,500,000.00	Statewide: Local agency Bridge Inspection Program - FY24 & FY25	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FY2025 STIP Reference
YS30	9/23/2024	AZ360B11	000B899	\$ 698,259.03		\$698,259.03	Areawide: Vulnerable Road User Project Development	RU Safety-Spot MC #25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 08/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC #25-3 07/02/2025; WILMAPCO 3-4
ZS30	9/23/2024	AZ360B11	000B899	\$ 108,126.28		\$108,126.28	Areawide: Vulnerable Road User Project Development	RU Safety-Spot MC #25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 08/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC #25-3 07/02/2025; WILMAPCO 3-4
Z940	11/22/2024	AT723B18	0003605		\$ (157,998.26)	(\$157,998.26)	FY2019 Recreational Trail Program (RTP) Projects - OTHER	RU Environment MC# 25-4 07/08/2025; C-SMMPO A-2024-01 MC#25-29 08/13/2025 ; HEPMPO W2025-01 MC# 25-34 09/11/2025; TPB#2710 MC# 25-19 07/31/2025; BRTB 60-9903-29 MC #25-21 10/14/2025; SWMPO-1 MC#25-9 07/30/2025; WILMAPCO 3-2
Y940	11/22/2024	AT723B1E	0003790		\$ (8,925.98)	(\$8,925.98)	FY22 Recreational Trails Program Administration	BRTB 60-9903-29 MC #25-21 10/14/2025; TPB#2710 MC# 25-19 07/31/2025; WILMAPCO 3-2, SWMPO-1 MC#25-9 07/30/2025; RU Environment MC# 25-4 07/08/2025; C-SMMPO A-2024-01 MC#25-29 08/13/2025; HEPMPO W2025-01 MC# 25-34 09/11/2025
M240	11/22/2024	XY1795185	000B184		\$ (474,343.49)	(\$474,343.49)	Areawide District 1 and 2	RU Safety/Spot MC #25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; WILMAPCO 3-4; SWMPO 2 MC #25-3 07/02/2025
Z001	11/22/2024	XY1795185	000B184		\$ (134,899.69)	(\$134,899.69)	Areawide District 1 and 2	RU Safety/Spot MC #25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; WILMAPCO 3-4; SWMPO 2 MC #25-3 07/02/2025
Z24E	11/22/2024	XY258B2H	000B425		\$ (44,370.62)	(\$44,370.62)	Micro-Surfacing & Fog Sealing at various locations in CO, CE, KE, QA, and TA Counties	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; WILMAPCO 3-3
Z24E	11/22/2024	XY244B2E	000B426		\$ (42,594.07)	(\$42,594.07)	Chip Seal at various locations in CO, CE, KE, QA, and TA Counties – Surface Treatment (Preliminary Engineering)	BRTB 60-9501-11 MC #25-21 10/14/2025; RU Resurface MC #25-4 07/08/2025; WILMAPCO 3-3
ZS30	12/17/2024	XX177B21	000B506		\$ (259,458.45)	(\$259,458.45)	High Friction Surface Treatment of Roadways at Various Locations - Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC #25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC#25-3 07/02/2025; WILMAPCO 3-3
YS30	12/17/2024	XX169B22	000B840	\$ 16,659.26		\$16,659.26	Mod/Install/Recon Traffic Signals in District 1 & 2 Counties	RU Safety/Spot MC # 22-76; WILMAPCO 3-4; SWMPO 2 MC #25-3 07/02/2025

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FY2025 STIP Reference
Y238	1/15/2025	XX1655182-02	0003627	\$ 500,000.00		\$500,000.00	Full Delivery Stream Restoration - Bens Branch (TMDL) in Frederick County	TPB#3038 MC# 25-19 07/31/2025; BRTB 60-9506-38 MC #25-21 10/14/2025; SWMPO-1 MC#25-9 07/30/2025; WILMAPCO 3-2; RU Environment MC#25-4 07/08/2025; C-SMMPO A-2024-01 MC# 25-29 08/13/2025; HEPMPO W2025-01 MC# 25-34 09/11/2025
Y130	1/28/2025	AZ3405186	0004245	\$ 8,998,080.00		\$8,998,080.00	National Electric Vehicle Infrastructure (NEVI) - Round 1	RU AZ3401; BRTB 60-2401-09 MC #25-21 10/14/2025; TPB#13601; HEPMPO W2025-09 MC# 25-41 09/10/2025; C-SMMPO AZ3401; SWMPO SW-24-001; WILMAPCO AZ3401
Y133	1/28/2025	AZ3405186	0004245	\$ 5,370,377.72		\$5,370,377.72	National Electric Vehicle Infrastructure (NEVI) - Round 1	RU AZ3401; BRTB 60-2401-09 MC #25-21 10/14/2025; TPB#13601; HEPMPO W2025-09 MC# 25-41 09/10/2025; C-SMMPO AZ3401; SWMPO SW-24-001; WILMAPCO AZ3401
YR10	1/30/2025	AT723B2K	0004249	\$ 78,653.00		\$78,653.00	FY 2025 Recreation Trails Program admin cost allocation	WILMAPCO 3-2; SWMPO 1 MC #25-9 7/30/2025; TPB#2710 MC# 25-19 07/31/2025; BRTB 60-9903-29 MC #25-21 10/14/2025; RU Environment MC# 25-4 07/08/2025; C-SMMPO A-2024-01 MC#25-29 08/13/2025; HEPMPO W2025-01 MC# 25-34 09/11/2025
YS30	2/6/2025	XQ1895177	000B818	\$ 163,577.49		\$163,577.49	High Friction Surface Treatment of Roadways at Various Locations - Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC #25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC#25-3 07/02/2025; WILMAPCO 3-3
Y001	2/21/2025	XQ1375177	000B816	\$ 25,175.79		\$25,175.79	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC #25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC#25-3 07/02/2025; WILMAPCO 3-3
Y240	2/21/2025	XQ1375177	000B816	\$ 108,826.14		\$108,826.14	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC #25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC#25-3 07/02/2025; WILMAPCO 3-3
Y001	3/6/2025	XB5215126	0004214	\$ 2,611,090.84		\$2,611,090.84	Noise Abatement - Rehabilitation and Preservation at Various Locations - Statewide	BRTB 60-9506-38 MC #25-21 10/14/2025; TPB#3038 MC# 25-19 07/31/2025; SWMPO-1 MC#25-9 07/30/2025; WILMAPCO 3-2; RU Environment MC#25-4 07/08/2025; C-SMMPO A-2024-01 MC #25-29 8/13/2025; HEPMPO MC# 25-34 09/11/2025

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FY2025 STIP Reference
Y238	3/13/2025	XX1655182-12	0003632	\$ 630,959.83		\$630,959.83	Full Delivery Stream Restoration – UT Northeast Creek in Cecil County (TMDL)	TPB#3038 MC# 25-19 07/31/2025; BRTB 60-9506-38 MC #25-21 10/14/2025; SWMPO-1 MC#25-9 07/30/2025; WILMAPCO 3-2; RU Environment MC#25-4 07/08/2025; C-SMMPO A-2024-01 MC# 25-29 08/13/2025; HEPMPO W2025-01 MC# 25-34 09/11/2025
Y100	3/13/2025	AX609B27	000B924	\$ 421,304.00		\$421,304.00	Statewide: Transportation Alternatives Technical Assistance Funds FY24 and FY25	BRTB 60-9903-29 MC #25-21 10/14/2025; RU Environment MC #25-4 07/08/2025; TPB#2710 MC# 25-19 07/31/2025; SWMPO-1 MC# 25-9 07/30/2025; WILMAPCO 3-2; C-SMMPO A-2024-01 MC#25-29 08/13/2025; HEPMPO W2025-01 MC# 25-7 07/16/2025
Y101	3/13/2025	AX609B27	000B924	\$ 859,771.00		\$859,771.00	Statewide: Transportation Alternatives Technical Assistance Funds FY24 and FY25	BRTB 60-9903-29 MC #25-21 10/14/2025; RU Environment MC #25-4 07/08/2025; TPB#2710 MC# 25-19 07/31/2025; SWMPO-1 MC# 25-9 07/30/2025; WILMAPCO 3-2; C-SMMPO A-2024-01 MC#25-29 08/13/2025; HEPMPO W2025-01 MC# 25-7 07/16/2025
Y106	3/13/2025	AX609B27	000B924	\$ 104,307.00		\$104,307.00	Statewide: Transportation Alternatives Technical Assistance Funds FY24 and FY25	BRTB 60-9903-29 MC #25-21 10/14/2025; RU Environment MC #25-4 07/08/2025; TPB#2710 MC# 25-19 07/31/2025; SWMPO-1 MC# 25-9 07/30/2025; WILMAPCO 3-2; C-SMMPO A-2024-01 MC#25-29 08/13/2025; HEPMPO W2025-01 MC# 25-7 07/16/2025
Y107	3/13/2025	AX609B27	000B924	\$ 61,760.00		\$61,760.00	Statewide: Transportation Alternatives Technical Assistance Funds FY24 and FY25	BRTB 60-9903-29 MC #25-21 10/14/2025; RU Environment MC #25-4 07/08/2025; TPB#2710 MC# 25-19 07/31/2025; SWMPO-1 MC# 25-9 07/30/2025; WILMAPCO 3-2; C-SMMPO A-2024-01 MC#25-29 08/13/2025; HEPMPO W2025-01 MC# 25-7 07/16/2025
Y108	3/13/2025	AX609B27	000B924	\$ 174,159.00		\$174,159.00	Statewide: Transportation Alternatives Technical Assistance Funds FY24 and FY25	BRTB 60-9903-29 MC #25-21 10/14/2025; RU Environment MC #25-4 07/08/2025; TPB#2710 MC# 25-19 07/31/2025; SWMPO-1 MC# 25-9 07/30/2025; WILMAPCO 3-2; C-SMMPO A-2024-01 MC#25-29 08/13/2025; HEPMPO W2025-01 MC# 25-7 07/16/2025
Y001	4/1/2025	XQ1375177	000B816	\$ 393,155.51		\$393,155.51	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC #25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC#25-3 07/02/2025; WILMAPCO 3-3

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FY2025 STIP Reference
Y240	4/1/2025	XQ1375177	000B816	\$ 67,905.62		\$67,905.62	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC #25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC#25-3 07/02/2025; WILMAPCO 3-3
YS30	4/1/2025	XQ1895177	000B818	\$ 513,269.88		\$513,269.88	High Friction Surface Treatment of Roadways at Various Locations - Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC #25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC#25-3 07/02/2025; WILMAPCO 3-3
Y240	4/1/2025	AZ236B15	0003833		\$ (169,161.95)	(\$169,161.95)	FY23 OMT Pavement Engineering & System Preservation Planning for District 5	TPB#3082 MC# 25-19 07/31/2025; HEPMPO W2025-03 MC# 25-7 07/16/2025; RU Resurface MC #25-4 07/08/2025
Y001	4/15/2025	XQ3425277	000B806	\$ 242,698.18		\$242,698.18	Crack/Joint Sealing at Various Locations in Caroline, Cecil, Kent, Queen Anne's, and Talbot Counties	BRTB 60-9501-11 MC #25-21 10/14/2025; WILMAPCO 3-4; RU Resurface MC #25-4 07/08/2025
Y240	4/15/2025	XQ3425277	000B806	\$ 103,529.28		\$103,529.28	Crack/Joint Sealing at Various Locations in Caroline, Cecil, Kent, Queen Anne's, and Talbot Counties	BRTB 60-9501-11 MC #25-21 10/14/2025; WILMAPCO 3-4; RU Resurface MC #25-4 07/08/2025
Y001	4/22/2025	XQ1375177	000B816	\$ 19,019.82		\$19,019.82	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC #25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC#25-3 07/02/2025; WILMAPCO 3-3
Y240	4/22/2025	XQ1375177	000B816	\$ 25,830.01		\$25,830.01	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC #25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC#25-3 07/02/2025; WILMAPCO 3-3
YS30	5/8/2025	XQ1895177	000B818	\$ 809,118.97		\$809,118.97	High Friction Surface Treatment of Roadways at Various Locations - Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC #25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC#25-3 07/02/2025; WILMAPCO 3-3
Y001	5/13/2025	XQ1375177	000B816	\$ 70,362.81		\$70,362.81	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC #25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC#25-3 07/02/2025; WILMAPCO 3-3

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FY2025 STIP Reference
Y240	5/13/2025	XQ1375177	000B816	\$ 129,641.07		\$129,641.07	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC #25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC#25-3 07/02/2025; WILMAPCO 3-3
Y240	6/4/2025	AZ154B12	000B919	\$ 1,240,000.00		\$1,240,000.00	Statewide: Traffic Ancillary Structure Inspection and Remedial Program (TIRPS) FY25-FY26 (Preliminary Planning/OTHER)	BRTB 60-9508-19 MC #25-33 08/18/2025; SWMPO-2 MC #25-3 07/02/2025; TPB#3084; WILMAPCO 3-4; RU Safety/Spot MC#25-4 07/08/2025; C-SMMPO A-2024-02 MC# 25-29 08/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025
YS30	6/6/2025	XX2525977	000B766	\$ 65,000.00		\$65,000.00	Pavement Marking Thermoplastic Thinline Striping at Various Locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties	BRTB 60-9501-11 MC #25-21 10/14/2025; RU Resurface MC #25-4 07/08/2025; WILMAPCO 3-3
Y001	6/6/2025	XX1635X80	000B808	\$ 5,000,000.00		\$5,000,000.00	Preservation and Minor Rehabilitation of Movable Bridges, Fixed Bridges, Culverts and Retaining Walls - Statewide.	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; TPB#3081 MC# 25-26 07/31/2025; SWMPO-4 MC#25-9 07/30/2025; WILMAPCO 3-1; HEPMPO W2025-04 MC# 25-7 07/16/2025; C-SMMPO A-2024-04
Y240	6/6/2025	XX1635X80	000B808	\$ 900,000.00		\$900,000.00	Preservation and Minor Rehabilitation of Movable Bridges, Fixed Bridges, Culverts and Retaining Walls - Statewide.	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; TPB#3081 MC# 25-26 07/31/2025; SWMPO-4 MC#25-9 07/30/2025; WILMAPCO 3-1; HEPMPO W2025-04 MC# 25-7 07/16/2025; C-SMMPO A-2024-04
Y001	6/24/2025	XQ1375177	000B816	\$ 116,617.80		\$116,617.80	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC #25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC#25-3 07/02/2025; WILMAPCO 3-3
Y240	6/24/2025	XQ1375177	000B816	\$ 381,108.38		\$381,108.38	Surface Abrasion of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC #25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC#25-3 07/02/2025; WILMAPCO 3-3

## MARYLAND TRANSIT ADMINISTRATION (MTA) PROJECTS

Federal Award ID	Application Name	Project Number	Project Name	Appr. Code / Fund Type	Total Obligation Amount	Obligation Date	TIP/STIP
MD-2025-011-00	FFY23 and FFY24 Section 5311 Rural Unrestricted, Program Administration, Appalachian, and Intercity Capital Assistance	MD-2025-011-01-00	Section 5311 Rural Unrestricted - Capital	5311	\$ 3,816,543.00	2025-04-29	3-7

# **2024 ANNUAL OBLIGATED PROJECTS LIST**

## **WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)**

**STATE FY 2024 – JULY 1, 2023-JUNE 30, 2024**

STATE HIGHWAY ADMINISTRATION (SHA) PROJECTS

**SUBMITTED BY: THE MARYLAND DEPARTMENT OF TRANSPORTATION  
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY**

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FFY2024 STIP Reference
Y800	7/3/2023	CE811ZM1	0003691	\$ 14,947.20		\$ 14,947.20	Belvidere Road over CSX - PE	WILMAPCO 3-9
M3E1	7/7/2023	AZ199B64	0003817	\$ 126,075.00		\$ 126,075.00	Statewide: Travel Time and Speed Data for OTMO for FY 2023	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y001	7/7/2023	AZ430B64	0003925	\$ 1,333,594.50		\$ 1,333,594.50	Statewide: OTMO Leased Circuits for FY 24	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y230	7/7/2023	XY9075277	000B643	\$ 3,177,500.00		\$ 3,177,500.00	Mill, Grind, Patch, and Resurface Pavement at Various Locations in Cecil County	WILMAPCO 3-3
Y230	7/7/2023	XY9075277	000B643	\$ 4,516,748.00		\$ 4,516,748.00	Mill, Grind, Patch, and Resurface Pavement at Various Locations in Cecil County	WILMAPCO 3-3
L23E	7/10/2023	AX279B17	000B789	\$ 210,000.00		\$ 210,000.00	Statewide: OMT Slope Investigations for Repair and Preventive Maintenance FY24	RU Resurface MC #25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC #25-7 07/16/2025; TPB#3082 MC #25-19 07/31/2025; SWMPO-3 MC #25-3 07/02/2025; WILMAPCO 3-3
L23E	7/10/2023	CA2425176	2591089	\$ 101,704.40		\$ 101,704.40	Traffic Barrier Upgrades at Various Locations Along MD 2 in Calvert County	RU Safety Spot MC #25-4 07/08/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025
Y230	7/13/2023	XX1635T80	000B470	\$ 1,000,000.00		\$ 1,000,000.00	Preservation & Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls - Statewide	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y230	7/13/2023	AZ199B61	0003822	\$ 300,000.00		\$ 300,000.00	Statewide: OTMO Operating Budget for FY 2023	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
M001	7/13/2023	AZ199B61	0003822	\$ 600,000.00		\$ 600,000.00	Statewide: OTMO Operating Budget for FY 2023	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FFY2024 STIP Reference
Z001	7/13/2023	AZ430B63	0003924	\$ 2,000,000.00		\$ 2,000,000.00	Statewide: OTMO Device Maintenance Budget for FY 24	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Z0E1	7/13/2023	AZ278B61	0003927	\$ 332,079.30		\$ 332,079.30	Statewide: Travel Time and Speed Data for OTMO for FY 24	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y240	7/17/2023	AZ199B62	0003814	\$ 500,000.00		\$ 500,000.00	Statewide: OTMO Device Maintenance Budget for FY 2023	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y240	7/19/2023	AX279B16	0003823	\$ 200,000.00		\$ 200,000.00	FY23 OMT Slope Investigations for Repair and Preventive Maintenance	RU Resurface MC #25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC# 25-7 07/16/2025; TPB #3082 MC #25-19 07/31/2025; SWMPO-3 MC #25-3 07/02/2025; WILMAPCO 3-3
Y240	7/19/2023	CE492ZM1	0003850	\$ 14,978.48		\$ 14,978.48	Elk Neck Elementary School Pedestrian Safety Upgrades	WILMAPCO 3-2
Y908	7/19/2023	XX1635S80	000B403	\$ 1,000,000.00		\$ 1,000,000.00	Statewide: Preservation and Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
M2E3	7/19/2023	XX1635T80	000B470	\$ 1,000,000.00		\$ 1,000,000.00	Preservation & Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls - Statewide	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
M001	7/21/2023	AZ430B61	0003922	\$ 525,000.00		\$ 525,000.00	Statewide: OTMO Support for MATOC for FY 24	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FFY2024 STIP Reference
Z001	7/21/2023	AZ430B66	0003929	\$ 2,472,129.45		\$ 2,472,129.45	Statewide: MSP Staffing and Support for OTMO during FY 2024	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y001	7/21/2023	XX1785177R	000B527	\$ 268,692.15		\$ 268,692.15	Statewide Surface Abrasion of Roadways at Various Locations	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC# 25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC# 25-3 07/02/2025; WILMAPCO 3-3
Z0E1	7/25/2023	XY2505977	000B510	\$ 101,764.79		\$ 101,764.79	Line Striping at Various Location in Cecil, Kent, Queen Anne's, Caroline & Talbot Counties	RU Resurface MC# 25-4 07/08/2025; WILMAPCO 3-3; BRTB 60-9501-11 MC #25-21 10/14/2025
Y940	7/27/2023	XX535B28	000B731	\$ 212,270.10		\$ 212,270.10	Areawide Sidewalk ADA Upgrades in Baltimore County	BRTB 60-9508-19 MC #25-33 08/18/2025; WILMAPCO 3-4; SWMPO-2 MC#25-3 07/02/2025; RU Safety-Spot MC#25-4 07/08/2025
MS3E	8/4/2023	XY2335C77R	000B400	\$ 1,125.00		\$ 1,125.00	Sidewalk Upgrade for ADA Compliance at Various Locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties	BRTB 60-9501-11 MC #25-21 10/14/2025; RU Resurface MC#25-4 07/08/2025; WILMAPCO 3-3
Z240	8/14/2023	AT834B1A	0003897	\$ 796,215.00		\$ 796,215.00	Statewide: TDSO Crash Analyses and Safety Program FY23	RU Safety-Spot MC #25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC #25-49 10/20/2025; TPB #3084; SWMPO-2 MC #25-3 07/02/2025; WILMAPCO 3-4
Z37E	8/14/2023	CE247B21	2851009	\$ 120,283.93		\$ 120,283.93	MD 222 Perryville Road from Cedar Corner Road to Saint Mark's Church Road	WILMAPCO 3-4
Y230	8/14/2023	CE4095179	9005003	\$ 1,355,554.20		\$ 1,355,554.20	MD 7D Delaware Avenue From MD 281 to South of Big Elk Creek Bridge	WILMAPCO 3-4
Y240	8/16/2023	CE2665187	1251071	\$ 2,536,410.83		\$ 2,536,410.83	Geometric Improvements at US 40 (Pulaski Highway) at Nottingham Road - Cecil County	WILMAPCO 3-4
Z23E	8/25/2023	CE2665187	1251071	\$ 0.02		\$ 0.02	Geometric Improvements at US 40 (Pulaski Highway) at Nottingham Road - Cecil County	WILMAPCO 3-4
Y240	8/31/2023	XY1735185	000B181	\$ 48,302.99		\$ 48,302.99	Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FFY2024 STIP Reference
Y940	9/8/2023	AT342B1W	000B812	\$ 30,428.00		\$ 30,428.00	Statewide: SMART Pedestrian Crosswalk Technologies Evaluation T2 Research Project	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
Z001	9/12/2023	AX114B6T	0003901		\$ (141,537.59)	\$ (141,537.59)	Statewide: Establishment of MSP Traffic Incident Management (TIM) Unit for OTMO FY '23	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y240	9/12/2023	AX114B6T	0003901		\$ (7,907.42)	\$ (7,907.42)	Statewide: Establishment of MSP Traffic Incident Management (TIM) Unit for OTMO FY '23	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y001	9/12/2023	AX114B6T	0003901	\$ 1,919,419.95		\$ 1,919,419.95	Statewide: Establishment of MSP Traffic Incident Management (TIM) Unit for OTMO FY '23	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y001	9/12/2023	AX114B6T	0003901		\$ (1,769,974.94)	\$ (1,769,974.94)	Statewide: Establishment of MSP Traffic Incident Management (TIM) Unit for OTMO FY '23	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y240	9/13/2023	CE4095179	9005003	\$ 91,751.86		\$ 91,751.86	MD 7D Delaware Avenue From MD 281 to South of Big Elk Creek Bridge	WILMAPCO 3-4
Z940	9/14/2023	XX1655182-12	0003632	\$ 378,742.42		\$ 378,742.42	Full Delivery Stream Restoration – UT Northeast Creek in Cecil County (TMDL)	RU Environment MC #25-4 07/08/2025; BRTB 60-9506-38 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 08/13/2025; HEPMPO W2025-01 MC# 25-34 09/11/2025; TPB #3038 MC #25-19 7/31/2025; SWMPO-1 MC #25-9 07/30/2025; WILMAPCO 3-2
Y240	9/14/2023	AZ430B62	0003923	\$ 3,000,000.00		\$ 3,000,000.00	Statewide: OTMO Operating Budget for FY 2024	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FFY2024 STIP Reference
Y240	9/18/2023	XX1635R80	000B398	\$ 200,000.00		\$ 200,000.00	Preservation and Minor Rehabilitation of Movable Bridges, Fixed Bridges, Culverts and Retaining Walls (Statewide)	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y240	9/18/2023	XX1635S80	000B403	\$ 236,696.53		\$ 236,696.53	Statewide: Preservation and Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Y240	9/18/2023	XX1635S80	000B403	\$ 76,009.02		\$ 76,009.02	Statewide: Preservation and Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Z001	9/18/2023	XX1845185	000B665	\$ 500,000.00		\$ 500,000.00	Modification/Installation/Reconstruction of Traffic Signals Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
YS30	9/18/2023	XY2515M77	000B703	\$ 500,000.00		\$ 500,000.00	Roadway Line Striping in Carroll, Frederick, and Howard Counties	TPB#3082 MC# 25-19 07/31/2025; BRTB 60-9501-11 MC #25-21 10/14/2025
Z233	9/20/2023	XX1655182-01	0003626	\$ 972,540.90		\$ 972,540.90	Full Delivery Stream Restoration - Marylea Farm, LLC, Harford County (TMDL)	RU Environment MC #25-4 07/08/2025; BRTB 60-9506-38 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 08/13/2025; HEPMPO W2025-01 MC# 25-34 09/11/2025; TPB #3038 MC #25-19 7/31/2025; SWMPO-1 MC #25-9 07/30/2025; WILMAPCO 3-2
Y001	9/20/2023	XX1655182-11	0003631	\$ 500,000.00		\$ 500,000.00	Full Delivery Stream Restoration – UT Long Green Creek, Baltimore County (TMDL)	RU Environment MC #25-4 07/08/2025; BRTB 60-9506-38 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 08/13/2025; HEPMPO W2025-01 MC# 25-34 09/11/2025; TPB #3038 MC #25-19 7/31/2025; SWMPO-1 MC #25-9 07/30/2025; WILMAPCO 3-2
Y002	9/20/2023	AZ199B62	0003814	\$ 1,237,182.35		\$ 1,237,182.35	Statewide: OTMO Device Maintenance Budget for FY 2023	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FFY2024 STIP Reference
Y240	9/20/2023	AZ199B68	0003820	\$ 92,871.45		\$ 92,871.45	Statewide: Highway Emergency Link Platform (HELP) Services for the Office of Transportation & Mobility Operations (OTMO)	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y030	9/20/2023	XY7075177	000B302	\$ 513,691.94		\$ 513,691.94	Various Locations - Fine Mill, Patch, and Resurface Roadway Pavements in Cecil County	WILMAPCO 3-3
Y240	9/20/2023	XY2525H77	000B364	\$ 254,495.15		\$ 254,495.15	Ultra-Thin Bonded Wearing Course at Various Locations IN Caroline, Cecil, Kent, Queen Anne's and Talbot Counties	RU Resurface MC# 25-4 07/08/2025; WILMAPCO 3-3; BRTB 60-9501-11 MC #25-21 10/14/2025
Y001	9/20/2023	XX1535477R	000B412	\$ 168,401.64		\$ 168,401.64	Permanent Patching of Asphalt Superpave at Various Locations in Cecil County	WILMAPCO 3-3
Y230	9/20/2023	XY907B22	000B626	\$ 20,000.00		\$ 20,000.00	Mill, Grind, Patch and Resurfacing Pavement at Various Locations in Cecil county	WILMAPCO 3-3
ZS30	9/21/2023	CE238B21	1251070		\$ (350,468.88)	\$ (350,468.88)	US 40 Pulaski Hwy at MD 213	WILMAPCO 3-4
Z001	9/21/2023	XY2475C77	000B767	\$ 577,619.48		\$ 577,619.48	Traffic Barrier Upgrades at Various Locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties - Areawide	RU Resurface MC# 25-4 07/08/2025; WILMAPCO 3-3; BRTB 60-9501-11 MC #25-21 10/14/2025
Z0E1	9/21/2023	AZ107B12	0003738	\$ 137,811.26		\$ 137,811.26	Districtwide: OMT District 2 - Fund 77 Pavement Engineering & System Preservation Planning for FY 2022	RU Resurface MC #25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; WILMAPCO 3-3
Q100	9/22/2023	AX4145480	000B401	\$ 847,537.20		\$ 847,537.20	Maintenance of Traffic for Inspection of Structures (Statewide)	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC #25-9 07/30/2025; WILMAPCO 3-1
L1CE	9/22/2023	AX4145480	000B401	\$ 49,786.96		\$ 49,786.96	Maintenance of Traffic for Inspection of Structures (Statewide)	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC #25-9 07/30/2025; WILMAPCO 3-1
QT80	9/22/2023	AX609B26	000B824	\$ 1,121,960.00		\$ 1,121,960.00	Transportation Alternatives Program State Technical Assistance Funds FY22-FY23	RU Environment MC #25-4 07/08/2025; BRTB 60-9903-29 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 08/13/2025; HEPMPO W2025-01 MC #25-34 09/11/2025; TPB #2710 MC #25-19 07/31/2025; SWMPO-1 MC #25-9 07/30/2025; WILMAPCO 3-2
Y230	10/18/2023	CE4465280	2891019	\$ 967,835.39		\$ 967,835.39	MD 272	CE4461

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M0E1	10/31/2023	CE385B21	2881009		\$ (70,809.00)	\$ (70,809.00)	MD 273 (Telegraph Road) at MD 213, Proposed Roundabout -Preliminary Engineering-	WILMAPCO 3-4
M0E1	10/31/2023	CE385B21	2881009		\$ (123,721.14)	\$ (123,721.14)	MD 273 (Telegraph Road) at MD 213, Proposed Roundabout -Preliminary Engineering-	WILMAPCO 3-4
RPS9	11/2/2023	AT723B24	0003486		\$ (10,767.98)	\$ (10,767.98)	Recreational Trails FY 17 Projects	RU Environment MC #25-4 07/08/2025; BRTB 60-9903-29 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 08/13/2025; HEPMPO W2025-01 MC# 25-34 09/11/2025; TPB #2710 MC #25-19 07/31/2025; SWMPO-1 MC #25-9 07/30/2025; WILMAPCO 3-2
Y908	11/8/2023	CE2835180	2881012		\$ (28,613.87)	\$ (28,613.87)	Structure Replacement - Prestressed Concrete Beam Bridge No. 0704400 on MD 273 (Telegraph Road) over Big Elk Creek	WILMAPCO CE2381
L400	11/8/2023	CE4465280	2891019		\$ (294,006.98)	\$ (294,006.98)	MD 272	CE4461
Q400	11/8/2023	CE4465280	2891019	\$ 294,006.98		\$ 294,006.98	MD 272	CE4461
Y233	11/8/2023	AZ199B61	0003822	\$ 150,000.00		\$ 150,000.00	Statewide: OTMO Operating Budget for FY 2023	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Z233	11/8/2023	AZ199B61	0003822	\$ 1,500,000.00		\$ 1,500,000.00	Statewide: OTMO Operating Budget for FY 2023	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y236	11/14/2023	XX1425A85	000B320	\$ 100,000.00		\$ 100,000.00	Mod/Install/Recon of Traffic Signals - Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
Z001	11/15/2023	AT723B2J	0003958	\$ 77,866.88		\$ 77,866.88	FY24 Recreational Trails Program Administration	RU Environment MC #25-4 07/08/2025; BRTB 60-9903-29 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 08/13/2025; HEPMPO W2025-01 MC #25-34 09/11/2025; TPB #2710 MC #25-19 07/31/2025; SWMPO-1 MC #25-9 07/30/2025; WILMAPCO 3-2
Z921	11/20/2023	CE454B51	0003960	\$ 254,379.00		\$ 254,379.00	RT2319 - Elk Neck State Forest	WILMAPCO 3-2

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FFY2024 STIP Reference
Y110	11/22/2023	XX1415185	000B201	\$ 74,128.79		\$ 74,128.79	Area Wide	BRTB 60-9508-19 MC #25-33 08/18/2025; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4; RU Safety-Spot MC#25-4 07/08/2025
Y240	11/22/2023	XX1415185	000B201	\$ 43,276.38		\$ 43,276.38	Area Wide	BRTB 60-9508-19 MC #25-33 08/18/2025; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4; RU Safety-Spot MC#25-4 07/08/2025
Y001	11/27/2023	XX1635W80	000B687	\$ 500,000.00		\$ 500,000.00	Preservation and Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls - Statewide	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Z24E	11/29/2023	XY7075177	000B302	\$ 25,454.57		\$ 25,454.57	Various Locations - Fine Mill, Patch, and Resurface Roadway Pavements in Cecil County	WILMAPCO 3-3
YS30	11/29/2023	XY7075177	000B302		\$ (25,855.51)	\$ (25,855.51)	Various Locations - Fine Mill, Patch, and Resurface Roadway Pavements in Cecil County	WILMAPCO 3-3
M0E1	11/29/2023	XY2505277	000B268		\$ (0.05)	\$ (0.05)	Thermoplastic Thinline Striping at Various Locations in District 2	RU Resurface MC# 25-4 07/08/2025; WILMAPCO 3-3; BRTB 60-9501-11 MC #25-21 10/14/2025
Y240	11/29/2023	XX1455185	000B318	\$ 7,927.92		\$ 7,927.92	Mod/Install/Recon of Lighting in Districts 6 & 7	RU Safety-Spot MC# 25-4 07/08/2025; HEPMPO W2025-02 MC# 25-34 09/11/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; TPB #3084
Y240	11/29/2023	XX1455185	000B318	\$ 17,832.67		\$ 17,832.67	Mod/Install/Recon of Lighting in Districts 6 & 7	RU Safety-Spot MC# 25-4 07/08/2025; HEPMPO W2025-02 MC# 25-34 09/11/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; TPB #3084
Z24E	11/29/2023	XX1425285	000B321	\$ 46,426.38		\$ 46,426.38	Mod/Install/Recon of Traffic Signals in Districts 1 & 2	BRTB 60-9508-19 MC #25-33 08/18/2025; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4; RU Safety-Spot MC#25-4 07/08/2025
M0E1	11/29/2023	XX1425285	000B321	\$ 92,827.02		\$ 92,827.02	Mod/Install/Recon of Traffic Signals in Districts 1 & 2	BRTB 60-9508-19 MC #25-33 08/18/2025; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4; RU Safety-Spot MC#25-4 07/08/2025
Y001	11/29/2023	AZ0295280	000B402	\$ 16,631.29		\$ 16,631.29	Maintenance of Traffic for Inspection of Structures (Statewide)	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FFY2024 STIP Reference
ZS50	11/29/2023	XX142B3A	000B561	\$ 42,025.03		\$ 42,025.03	Mod/Install/Recon of Traffic Signals	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
Y240	12/5/2023	XX1655182-07	0003638	\$ 10,000.00		\$ 10,000.00	Full Delivery Stream Restoration of McGill Run in Baltimore County (TMDL)	RU Environment MC #25-4 07/08/2025; BRTB 60-9506-38 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 08/13/2025; HEPMPO W2025-01 MC# 25-34 09/11/2025; TPB #3038 MC #25-19 7/31/2025; SWMPO-1 MC #25-9 07/30/2025; WILMAPCO 3-2
Z233	12/11/2023	XY250B2B	000B452	\$ 23,520.00		\$ 23,520.00	Thermoplastic Thinline Striping in Baltimore and Harford Counties	RU Resurface MC# 25-4 07/08/2025; WILMAPCO 3-3; BRTB 60-9501-11 MC #25-21 10/14/2025
L9AE	12/14/2023	AZ430B62	0003923	\$ 3,000,000.00		\$ 3,000,000.00	Statewide: OTMO Operating Budget for FY 2024	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
MS3E	12/27/2023	XX1845185	000B665	\$ 800,000.00		\$ 800,000.00	Modification/Installation/Reconstruction of Traffic Signals Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
ZS30	12/27/2023	XX1635W80	000B687	\$ 1,000,000.00		\$ 1,000,000.00	Preservation and Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls - Statewide	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
Z233	1/4/2024	XY1765A85	000B188	\$ 100,000.00		\$ 100,000.00	Area Wide Districts 1 and 2	WILMAPCO 3-4; BRTB 60-9508-19 MC #25-33 08/18/2025; SWMPO-2 MC# 25-3 07/07/2025; RU Safety-Spot MC# 25-4 07/08/2025
Y230	1/4/2024	XX1635T80	000B470	\$ 1,576,012.14		\$ 1,576,012.14	Preservation & Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls - Statewide	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FFY2024 STIP Reference
Y240	1/24/2024	XX1775177	000B541	\$ 981,460.02		\$ 981,460.02	High Friction Surface Treatment of Roadways at Various Locations Statewide	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; C-SMMPO A-2024-03; HEPMPO W2025-03 MC# 25-7 07/16/2025; TPB#3082 MC# 25-19 07/31/2025; SWMPO-3 MC# 25-3 07/02/2025; WILMAPCO 3-3
Y238	1/24/2024	CE811ZM1	0003691	\$ 891,040.00		\$ 891,040.00	Belvidere Road over CSX - PE	WILMAPCO 3-9
Y002	1/25/2024	AZ430B62	0003923	\$ 2,000,000.00		\$ 2,000,000.00	Statewide: OTMO Operating Budget for FY 2024	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y230	1/26/2024	XX1845185	000B665	\$ 200,000.00		\$ 200,000.00	Modification/Installation/Reconstruction of Traffic Signals Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
Y001	1/26/2024	XX1635W80	000B687	\$ 1,000,000.00		\$ 1,000,000.00	Preservation and Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls - Statewide	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
YS70	1/26/2024	XY2515M77	000B703	\$ 1,000,000.00		\$ 1,000,000.00	Roadway Line Striping in Carroll, Frederick, and Howard Counties	TPB#3082 MC# 25-19 07/31/2025; BRTB 60-9501-11 MC #25-21 10/14/2025
ZS50	1/30/2024	XX1635S80	000B403	\$ 500,000.00		\$ 500,000.00	Statewide: Preservation and Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
ZS5E	1/30/2024	XX1635S80	000B403	\$ 100,000.00		\$ 100,000.00	Statewide: Preservation and Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls	RU Bridge; BRTB 60-9310-13 MC #25-21 10/14/2025; C-SMMPO A-2024-04; HEPMPO W2025-04 MC #25-7 07/16/2025; TPB #3081 MC #25-26 07/31/2025; SWMPO-4 MC# 25-9 07/30/2025; WILMAPCO 3-1
ZS40	1/30/2024	XX1535A77	000B763	\$ 1,000,000.00		\$ 1,000,000.00	Permanent Patching of Asphalt Superpave at Various Locations in Cecil County	WILMAPCO 3-3
M233	1/30/2024	XX1535A77	000B763	\$ 500,000.00		\$ 500,000.00	Permanent Patching of Asphalt Superpave at Various Locations in Cecil County	WILMAPCO 3-3

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FFY2024 STIP Reference
Z23E	2/7/2024	XX1425A85	000B320	\$ 133,306.80		\$ 133,306.80	Mod/Install/Recon of Traffic Signals - Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
M2E3	2/7/2024	XX1425A85	000B320	\$ 92,845.72		\$ 92,845.72	Mod/Install/Recon of Traffic Signals - Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
Y002	2/23/2024	AZ430B62	0003923	\$ 1,500,000.00		\$ 1,500,000.00	Statewide: OTMO Operating Budget for FY 2024	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
M233	3/8/2024	AZ199B1P	0003859	\$ 545,437.55		\$ 545,437.55	Statewide: OTMO TSMO Planning Activities through Calendar Year 2023	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y603	3/26/2024	AW042B14	000B801	\$ 1,200,000.00		\$ 1,200,000.00	Statewide: Traffic Ancillary Structure Inspection and Remedial Programs (TIRPS) FY24	RU Safety-Spot MC #25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC #25-49 10/20/2025; TPB #3084; SWMPO-2 MC #25-3 07/02/2025; WILMAPCO 3-4
Z001	3/26/2024	AW042B14	000B801	\$ 500,000.00		\$ 500,000.00	Statewide: Traffic Ancillary Structure Inspection and Remedial Programs (TIRPS) FY24	RU Safety-Spot MC #25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC #25-49 10/20/2025; TPB #3084; SWMPO-2 MC #25-3 07/02/2025; WILMAPCO 3-4
Y230	4/15/2024	AZ351B11	0003990	\$ 7,000.00		\$ 7,000.00	Statewide: 2024 National Work Zone Awareness Week Kick-Off	RU Safety-Spot MC #25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 08/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC #25-3 07/02/2025; WILMAPCO 3-4
YS30	4/19/2024	XX535B28	000B731	\$ 57,750.00		\$ 57,750.00	Areawide Sidewalk ADA Upgrades in Baltimore County	BRTB 60-9508-19 MC #25-33 08/18/2025; WILMAPCO 3-4; SWMPO-2 MC#25-3 07/02/2025; RU Safety-Spot MC#25-4 07/08/2025

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YS70	4/24/2024	XY2445977	000B307		\$ (800,385.48)	\$ (800,385.48)	Chip Seal at Various Locations in Caroline, Cecil, Kent, Queen Annee's, and Talbot Counties	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; WILMAPCO 3-3
YS30	4/24/2024	XY2445977	000B307		\$ (300,000.00)	\$ (300,000.00)	Chip Seal at Various Locations in Caroline, Cecil, Kent, Queen Annee's, and Talbot Counties	RU Resurface MC# 25-4 07/08/2025; BRTB 60-9501-11 MC #25-21 10/14/2025; WILMAPCO 3-3
Y236	5/2/2024	AZ125B11	0003784		\$ (5,815.00)	\$ (5,815.00)	Statewide - Real-Time Warnings of Fleet Vehicles for OTMO	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y240	5/14/2024	AZ199B1P	0003859	\$ 771.97		\$ 771.97	Statewide: OTMO TSMO Planning Activities through Calendar Year 2023	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y001	5/14/2024	AZ199B1P	0003859	\$ 128,417.49		\$ 128,417.49	Statewide: OTMO TSMO Planning Activities through Calendar Year 2023	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
56C0	5/14/2024	AZ199B1P	0003859	\$ 538,236.75		\$ 538,236.75	Statewide: OTMO TSMO Planning Activities through Calendar Year 2023	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
L050	5/14/2024	AZ199B1P	0003859	\$ 68,136.24		\$ 68,136.24	Statewide: OTMO TSMO Planning Activities through Calendar Year 2023	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Y240	5/17/2024	XY9075177	000B593	\$ 6,146.43		\$ 6,146.43	Mill and Resurface at Various Locations in Cecil County	WILMAPCO 3-3
Y240	5/17/2024	AT834B1B	000B803	\$ 686,385.00		\$ 686,385.00	Statewide: TDSO Crash Analyses and Safety Program FY24	RU Safety-Spot MC #25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC #25-49 10/20/2025; TPB #3084; SWMPO-2 MC #25-3 07/02/2025; WILMAPCO 3-4

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Y307	5/30/2024	XY250B29	000B457		\$ (28,559.01)	\$ (28,559.01)	Line Striping at Various Locations in CE, KE, QA, CO, and TA Counties	RU Resurface MC# 25-4 07/08/2025; WILMAPCO 3-3; BRTB 60-9501-11 MC #25-21 10/14/2025
Y240	6/4/2024	XX184B21	000B670	\$ 400,000.00		\$ 400,000.00	Mod/Install/Recon of Traffic Signals - Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
Y236	6/4/2024	XX184B21	000B670	\$ 300,000.00		\$ 300,000.00	Mod/Install/Recon of Traffic Signals - Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
Y001	6/18/2024	HS233B21	0003391		\$ (13,118.57)	\$ (13,118.57)	Safe Routes to School Program - Non-Infrastructure Projects GYG - Other	RU Safety-Spot MC #25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 08/13/2025; HEPMPO W2025-02 MC #25-49 10/20/2025; TPB #3084; SWMPO-2 MC #25-3 07/02/2025; WILMAPCO 3-4
Z232	6/18/2024	HS233B21	0003391		\$ (115,414.00)	\$ (115,414.00)	Safe Routes to School Program - Non-Infrastructure Projects GYG - Other	RU Safety-Spot MC #25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 08/13/2025; HEPMPO W2025-02 MC #25-49 10/20/2025; TPB #3084; SWMPO-2 MC #25-3 07/02/2025; WILMAPCO 3-4
Y001	6/18/2024	XX1425A85	000B320	\$ 200,000.00		\$ 200,000.00	Mod/Install/Recon of Traffic Signals - Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
Y001	6/18/2024	XY2475977	000B371		\$ (599,908.90)	\$ (599,908.90)	Traffic Barrier Upgrades at Various Location in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties	RU Resurface MC# 25-4 07/08/2025; WILMAPCO 3-3; BRTB 60-9501-11 MC #25-21 10/14/2025
Y001	6/18/2024	XY2505G77	000B768	\$ 25,000.00		\$ 25,000.00	Line Striping at Various Locations in Caroline, Cecil, Kent, Queen Anne's, and Talbot Counties Areawide	RU Resurface MC# 25-4 07/08/2025; WILMAPCO 3-3; BRTB 60-9501-11 MC #25-21 10/14/2025
Y307	6/18/2024	XY2505G77	000B768	\$ 125,000.00		\$ 125,000.00	Line Striping at Various Locations in Caroline, Cecil, Kent, Queen Anne's, and Talbot Counties Areawide	RU Resurface MC# 25-4 07/08/2025; WILMAPCO 3-3; BRTB 60-9501-11 MC #25-21 10/14/2025

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FFY2024 STIP Reference
Y001	6/18/2024	AZ336B61	0003950	\$ 126,000.00		\$ 126,000.00	Statewide: Real-Time Warnings of Fleet Vehicles for OTMO FY 2024	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
Z3E3	6/18/2024	XX1845185	000B665	\$ 500,000.00		\$ 500,000.00	Modification/Installation/Reconstruction of Traffic Signals Statewide	RU Safety-Spot MC# 25-4 07/08/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; C-SMMPO A-2024-02 MC #25-29 8/13/2025; HEPMPO W2025-02 MC# 25-49 10/20/2025; TPB #3084; SWMPO-2 MC# 25-3 07/02/2025; WILMAPCO 3-4
YS30	6/20/2024	AX609B26	000B824	\$ 1,121,960.00		\$ 1,121,960.00	Transportation Alternatives Program State Technical Assistance Funds FY22-FY23	RU Environment MC #25-4 07/08/2025; BRTB 60-9903-29 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 08/13/2025; HEPMPO W2025-01 MC# 25-34 09/11/2025; TPB #2710 MC #25-19 07/31/2025; SWMPO-1 MC #25-9 07/30/2025; WILMAPCO 3-2
YS30	6/20/2024	AX609B26	000B824		\$ (1,121,960.00)	\$ (1,121,960.00)	Transportation Alternatives Program State Technical Assistance Funds FY22-FY23	RU Environment MC #25-4 07/08/2025; BRTB 60-9903-29 MC #25-21 10/14/2025; C-SMMPO A-2024-01 MC #25-29 08/13/2025; HEPMPO W2025-01 MC #25-34 09/11/2025; TPB #2710 MC #25-19 07/31/2025; SWMPO-1 MC #25-9 07/30/2025; WILMAPCO 3-2
Y909	6/21/2024	AZ099B64	0003757	\$ 98,301.86		\$ 98,301.86	Statewide - MSP Staffing for OTMO - FY2022	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9
YS30	6/21/2024	XX142B25	000B658	\$ 200,000.00		\$ 200,000.00	Mod/Install/Recon of Traffic Signals/Lighting in AA, CA, CH, and SM Counties in District 5	RU Safety-Spot MC# 25-4 07/08/2025; C-SMMPO A-2024-02; HEPMPO W2025-02 MC# 25-34 09/11/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; TPB #3084
ZS50	6/21/2024	XX142B25	000B658	\$ 200,000.00		\$ 200,000.00	Mod/Install/Recon of Traffic Signals/Lighting in AA, CA, CH, and SM Counties in District 5	RU Safety-Spot MC# 25-4 07/08/2025; C-SMMPO A-2024-02; HEPMPO W2025-02 MC# 25-34 09/11/2025; BRTB 60-9508-19 MC #25-33 08/18/2025; TPB #3084
ZS50	6/24/2024	AZ430B62	0003923	\$ 771,134.49		\$ 771,134.49	Statewide: OTMO Operating Budget for FY 2024	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9

Appr Code	Date Approved	State #	Federal #	Obligations	(De-Obligations)	Affect on Balance	Project Title	FFY2024 STIP Reference
M24E	6/24/2024	AZ430B62	0003923	\$ 2,500,000.00		\$ 2,500,000.00	Statewide: OTMO Operating Budget for FY 2024	RU Congestion Management MC #25-4 07/08/2025; BRTB 60-9504-04 MC #25-33 08/18/2025; C-SMMPO A-2024-06 MC #25-62 12/2/2025; HEPMPO W2025-06 MC #25-50 11/24/2025; TPB #3085; SWMPO-6 MC #25-3 07/02/2025; WILMAPCO 3-9

## MARYLAND TRANSIT ADMINISTRATION (MTA) PROJECTS

Federal Award ID	Application Name	Project Number	Project Name	Appr. Code /Fund Type	Total Obligation Amount	Obligation Date	TIP/STIP
MD-2023-021-00	FFY 2018 and FFY 2019 Section 5307 Cecil County Preventive Maintenance, Engineering and Design & Operating Assistance	MD-2023-021-01-00	Section 5307 Operating Assistance, Preventive Maintenance and Engineering & Design	5307	\$ 1,108,535.00	2023-07-21	3-7
MD-2023-026-00	FY21 & FY22 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Application	MD-2023-026-05-00	Section 5310 Cecil - FY 22	5310	\$ 67,881.00	2023-09-21	3-7
MD-2023-026-00	FY21 & FY22 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Application	MD-2023-026-09-00	Section 5310 Cecil - FY 21	5310	\$ 11,694.00	2023-09-21	3-7
MD-2024-006-00	FFY 2022 and FFY 2023 Section 5311 Rural, RTAP, and Appalachian Operating Assistance	MD-2024-006-01-00	FFY 2022 and FFY 2023 Section 5311 Operating Assistance (Rural Non-Urbanized Areas)	5311	\$ 1,497,908.00	2024-04-12	3-7
MD-2024-011-00	FFY 2019 and FFY 2020 Section 5307 Cecil County Preventive Maintenance and Operating Assistance	MD-2024-011-01-00	Section 5307 Preventive Maintenance & Operating Assistance	5307	\$ 397,564.00	2024-06-06	3-7

# **APPENDIX E**

## **TIP Development and Amendment Process**



# **WILMAPCO TIP Development Process**

## ***FY 2027-2030 TIP***

### **2025**

- April** ➤ AQ reviews submissions and air quality technical scores (via email)  
➤ TAC reviews submissions and technical scores (4/17)
- May** ➤ Council approves prioritized project list for inclusion in DeIDOT CTP (5/1)
- September** ➤ Joint DeIDOT/WILMAPCO Public Meeting

### **2026**

- February** ➤ DeIDOT supplies WILMAPCO with revised project funding and descriptions  
➤ Air Quality Conformity Determination completed
- March** ➤ FY 2027-2030 TIP released for public comment from March 19 to April 30
- April** ➤ Joint WILMAPCO/DeIDOT workshop on draft TIP (April 20)  
➤ Revise TIP based on public comments  
➤ PAC / TAC adoption
- May** ➤ Council adoption of TIP (5/21)

**TRANSPORTATION IMPROVEMENT PROGRAM  
SUBMISSION/AMENDMENT FORM**

Please complete all form questions. Contact WILMAPCO at 302-737-6205 for more information.

**Project Name:** \_\_\_\_\_ **TIP to be Amended:** \_\_\_\_\_

**Sponsoring Agency:** \_\_\_\_\_ **Date of Submission:** \_\_\_\_\_

**Project Category:** \_\_\_\_\_

- System Preservation     System Management     System Expansion

**PROJECT INFORMATION**

**Project Description:** \_\_\_\_\_

**Project Justification:** \_\_\_\_\_

**Safe Streets Elements:** \_\_\_\_\_

**Project Website or Planned Public Outreach:** \_\_\_\_\_

**Complete Streets Elements (select all that apply):**

- Sidewalk     Pathway     Bike Lanes     Transit     Freight

**AMENDMENT INFORMATION**

**Type of Change (select all that apply):**

- New Project     Increased Funds     Decreased Funds     Scope     Accelerated Schedule     Delayed Schedule

**Summary / Justification of Change:** \_\_\_\_\_



# **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:

- 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 <sup>th</sup> – 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 6, 2025

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

RE: Prioritization for the FY 2027-2030 Transportation Improvement Program

Dear Secretary Hastings:

I am writing to submit priority projects as voted on by WILMAPCO Council at their May 1 meeting, through the process described in the MOA between WILMAPCO and DelDOT.

For the FY 2027-2030 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 2025-2028 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 Jake Thompson (ext. 116).

Sincerely,

A handwritten signature in black ink, appearing to read "Tigist Zegeye". The signature is fluid and cursive, with a long horizontal stroke at the beginning.

Tigist Zegeye  
Executive Director

Attachments (2)

Cc: Lanie Clymer, DelDOT  
Matt Vincent, DelDOT  
Maureen Kelley, DelDOT  
Stephanie Johnson, DelDOT  
Cooper Bowers, DelDOT  
Anson Gock, DelDOT  
Jake Thompson, WILMAPCO

	C	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA
1	Project Name	AQ	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian Priority	Freight	TIA	Funding Match	Technical Score	Council Rank
2	<b>Projects in FY 2027-2030 TIP</b>														
3	<b>Bicycle Pedestrian</b>														
4	US 13: US 40 to Memorial Drive Pedestrian Improvements	3	6	4	1	2	3	3	1	3	5	3	0	34	1
5	US 40 between US 13 and MD Line Multimodal Improvements	3	6	4	1	2	2	3	0	3	2	3	0	29	2
6	East Coast Greenway: Churchmans Crossing - Newark gaps (approx .2 mi)	3	4	4	0	2	2	3	0	1	3	3	0	25	3
7	Rt 9 Neighborhood pathway network	1	6	3	2	0	0	0	1	3	2	3	0	21	4
8	US 40: SR 1 - US 13, Sidepaths	1	4	2	1	2	2	1	0	1	2	3	0	19	5
9	US 40: MD State Line to SR 896, Sidepaths	3	0	4	0	2	2	0	0	1	2	3	0	17	6
10	Newport River Trail	3	3	0	2	0	0	0	1	1	0	6	0	16	7
11	East Coast Greenway: PA line to Claymont Regional Transportation Center	3	0	0	1	0	0	0	0	1	2	6	0	13	8
12	Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd	1	0	3	1	0	0	0	1	0	0	3	4	13	8
13	Augustine Cutoff Bike Network Improvements Phase I	1	0	0	1	2	0	1	0	3	0	3	0	11	10
14	Commons Blvd Pathway	3	3	0	1	0	0	0	1	0	0	3	0	11	10
15	Shared Use Path, S. Church St to S. Walnut St, Wilmington	1	1	0	1	0	0	0	1	1	0	6	0	11	10
16	<b>Multimodal</b>														
17	US 13 Southbound BBRT Lane	1	6	3	1	2	3	3	1	1	3	3	0	27	1
18	Wilmington Initiatives: 4th St., Walnut St. -Adams St	1	6	3	2	0	0	0	3	3	2	6	0	26	2
19	Reconnecting Communities, I-95 Cap	1	6	2	2	0	0	0	3	3	2	6	0	25	3
20	SR4, Harmony Road Intersection Improvements	0	4	4	0	2	2	3	0	1	3	6	0	25	3
21	Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.	3	6	2	1	0	0	0	3	3	3	3	0	24	5
22	US 40: Salem Church Rd - Walther Road	-3	6	4	1	2	2	3	0	3	2	3	0	23	6
23	SR 9, New Castle Ave, Landers Lane to A Street/Connecting Communities	1	6	3	2	0	0	0	1	3	3	3	0	22	7
24	SR 896: South College Ave Gateway	1	0	4	1	2	0	2	0	3	2	6	0	21	8
25	South Wilmington Infrastructure Improvements	0	0	3	1	0	0	0	1	3	2	6	4	20	9
26	Southbridge Transportation Network	1	4	0	2	0	0	0	1	3	3	6	0	20	9
27	Hares Corner (US 13 and SR 273) Grade Separated Intersection	-3	0	4	1	2	4	2	0	0	5	3	0	18	11
28	US 40 and SR 7 Intersection	-3	4	4	0	2	2	3	0	3	0	3	0	18	11
29	SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements	0	0	4	0	2	2	3	0	1	2	3	0	17	13
30	12th St. Connector	0	6	0	2	0	0	0	1	1	0	6	0	16	14
31	Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection Improvements	1	0	3	0	2	0	0	0	1	2	3	4	16	14
32	Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	0	4	0	2	0	0	0	0	3	0	6	0	15	16
33	Garasches Lane, Wilmington	1	4	0	1	0	0	0	1	1	0	6	0	14	17
34	SR4 and Churchmans Rd Intersection Improvement	0	0	2	0	2	0	3	0	1	3	3	0	14	17
35	US 13, Philadelphia Pike: I-495 - PA Line safety and multimodal improvements	1	0	2	1	0	0	0	0	1	0	6	0	11	19
36	Bear Road and Reybold Drive Intersection Improvements	1	4	0	0	0	0	0	0	0	2	3	0	10	20
37	SR 4, Christina Parkway: SR 2 to SR 896	-3	0	4	0	0	0	0	0	1	2	6	0	10	20
38	Glasgow Ave: SR 896 - US 40	1	0	4	0	0	0	0	0	1	0	3	0	9	22
39	St. Annes Church Road at SR 71 Intersection Improvements	-1	0	0	0	0	0	0	0	0	0	3	4	6	23
40	Old Capitol Trail, Newport Road to Stanton Road	1	1	0	0	0	0	0	0	0	0	3	0	5	24
41	SR41 & Graves Road	1	0	0	0	0	0	0	0	0	3	0	0	4	25
42	SR41 & Loveville Rd	1	0	0	0	0	0	0	0	0	3	0	0	4	25
43	US 13, Duck Creek to SR1	1	0	0	0	0	0	0	0	0	0	3	0	4	25
44	Possum Park Road and Old Possum Park Road Intersection	0	0	0	0	0	0	0	0	0	0	3	0	3	28
45	Boyds Corner Rd: Cedar Lane - US 13	-3	0	2	0	0	0	0	0	0	2	0	0	1	29
46	Cedar Lane Road, Marl Pit Road to Boyds Corner Road	1	0	0	0	0	0	0	0	0	0	0	0	1	29
47	N412, Lorewood Grove Road: Jamison Corner Rd to SR 1	-1	0	0	0	0	0	0	0	0	0	0	0	-1	31

	C	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA
1	Project Name	AQ	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian Priority	Freight	TIA	Funding Match	Technical Score	Council Rank
48	Road														
49	US 40 and SR 896 Grade Separated Intersection	-3	0	4	0	2	2	1	0	0	3	3	0	12	1
50	SR 9, River Road Area Improvements, Flood Remediation	0	4	0	0	0	0	0	1	1	0	3	0	9	2
51	Sears Boulevard Extension	0	0	0	0	0	0	0	0	0	0	3	4	7	3
52	Churchman's Crossing Temporary Parking Lot	0	0	0	0	0	0	0	0	0	0	6	0	6	4
53	SR71 @ Main Street/Pine Tree Road	0	0	3	0	0	0	0	0	0	0	3	0	6	4
54	SR 1 at Tybouts Corner	-3	1	2	0	0	0	0	0	0	2	3	0	5	6
55	SR 1 Widening: Road A to US40	-3	-1	0	0	0	0	0	0	0	2	3	0	1	7
56	SR 896 and Bethel Church Rd Interchange	-3	0	2	0	0	0	0	0	0	0	0	0	-1	8
57	Transit														
58	Newark Train Station/Regional Transportation Center	3	0	0	0	0	0	0	3	3	3	6	0	18	1
59	Newport Rail Station	3	1	0	1	0	0	0	1	0	0	6	0	12	2
60	Fairplay Station Churchman's Crossing Parking Expansion	3	0	0	0	0	0	0	0	0	0	6	0	9	3
61	Claymont Station Decommission	0	0	0	1	0	0	0	0	0	0	6	0	7	4
62	Other														
63	Port Area Truck Parking Facility Near Wilmington	3	0	0	1	0	0	0	1	0	0	3	0	8	1
64															
65															
66															
67	<b>Projects Not in FY 2027-2030 TIP</b>														
68	Bicycle Pedestrian														
69	Active transportation - short term	Fund using pedestrian priority analysis and level of traffic stress connectivity												NA	1
70	Newark Bicycle Signal Detection	1	0	3	1	2	2	1	0	3	3	6	0	22	2
71	Newark Bike Lanes	1	0	3	1	2	2	1	0	3	3	6	0	22	2
72	Newark Mid-block Pedestrian Crossing Improvements	1	0	3	1	2	2	1	0	3	3	6	0	22	2
73	Newark Pedestrian Improvements	1	0	3	1	2	2	1	0	3	3	6	0	22	2
74	Old Baltimore Pike: SR 72 - SR 273, Sidepath	1	3	4	2	1	2	1	1	1	0	3	0	19	6
75	US 40: Newtown Trail & Pedestrian Improvements	1	6	0	1	0	0	0	0	3	3	3	0	17	7
76	BR 234, Kirkwood Highway over Mill Creek	1	0	1	0	2	2	3	0	1	3	3	0	16	8
77	Naamans Road shared use pathway	1	0	3	1	0	0	0	0	3	2	6	0	16	8
78	US 13: US 40 - Tybouts Corner, Sidepaths	1	4	3	0	0	0	0	0	1	2	3	0	14	10
79	Sidewalk upgrades: Hickman Rd (access to Tri-State Mall), Analine Village path from Parkway Ave to Woodfield Dr, Darley Rd	1	0	0	1	0	0	0	0	3	2	6	0	13	11
80	DE 896: US 40 to Porter Road, Sidepaths	1	0	3	0	2	2	0	0	1	0	3	0	12	12
81	I-495 pedestrian bridge Improvements	1	0	0	1	0	0	0	0	1	2	6	0	11	13
82	Glasgow Pathway: Porter Rd - Canal	1	0	3	0	2	2	0	0	0	0	0	0	8	14
83	Red Clay Creek Greenway through Marshallton	1	1	0	0	0	0	0	0	1	0	3	0	6	15
84	Multimodal														
85	TID Implementation - short term													N/A	1
86	Wilmington Transit Corridors Improvement	1	6	3	2	0	0	0	3	3	2	6	0	26	2
87	Churchmans Crossing Sidewalks & Bus Stop Improvements	1	4	4	1	2	2	2	0	1	3	6	0	26	2
88	King & Orange Streets: MLK Blvd. - 13th St.	1	4	2	1	2	0	2	1	3	2	6	0	24	4
89	SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	0	0	3	0	2	4	3	0	1	3	6	0	22	5
90	SR 2 / Red Mill Road Intersection	1	1	4	2	2	2	3	0	1	2	3	0	21	6
91	Signal Coordination and Transit Priority- S. College Ave	0	0	3	0	2	3	1	0	3	3	6	0	21	6
92	Support for shared ride services - Short-term	3	3	0	0	2	0	0	3	0	0	6	2	19	8

	C	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA
1	Project Name	AQ	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian Priority	Freight	TIA	Funding Match	Technical Score	Council Rank
93	I-495 ramp improvements including northbound lanes and pedestrian/bicycle access across	1	4	0	1	0	0	0	0	1	2	6	0	15	9
94	New Sweden Road Extension (South Wilmington)	-1	4	0	1	0	0	0	1	3	0	6	0	14	10
95	SR 896: US 40 - I-95	-3	0	4	0	2	2	1	0	1	3	3	0	13	11
96	West Park Place Traffic Calming	1	0	2	1	0	0	0	0	3	0	6	0	13	11
97	Support for new technologies - Short term	3	0	3	0	0	0	0	0	0	0	6	0	12	13
98	Society Drive - all way stop or a roundabout at the Northtowne Plaza driveway/bus stop crossing	0	0	0	0	0	0	0	0	3	2	6	0	11	14
99	Naamans Rd / Philadelphia Pike access management (new signals at the spine road intersections; converting Alcott Avenue to right-in, right-out)	0	0	0	1	0	0	0	0	1	2	6	0	10	15
100	Ridge Road - change free right turn from Naamans Road to a yield, and improving EB Ridge Road lane merge approaching Analine Village using signs and pavement markings	0	0	0	1	0	0	0	0	1	2	6	0	10	15
101	SR 9, New Castle Ave: 3rd St - Landers Ln	1	1	0	0	0	0	0	0	3	2	3	0	10	15
102	Philadelphia Pike/Naamans Road intersection safety and capacity improvements	0	0	0	1	0	0	0	0	1	2	6	0	10	15
103	Tyler McConnell Bridge, SR 141: Montchannin Road - Alapocas Road	-3	0	3	0	1	2	0	0	1	2	3	0	9	19
104	Eagle Run Rd to Continental Drive Connector	-3	0	3	0	1	2	1	0	0	0	3	2	9	19
105	Old Baltimore Pike / Salem Church Rd Intersection	0	0	2	0	1	0	1	0	1	0	3	0	8	21
106	SR 299, SR 1 to Catherine Street	-3	0	2	0	2	0	2	0	1	0	3	0	7	22
107	Wyoming Rd and Marrows Road Access Management	0	0	0	0	0	0	0	0	1	0	6	0	7	22
108	SR 72: McCoy Road to SR 71	-3	0	4	0	2	2	0	0	0	0	0	0	5	24
109	Harvey Road Traffic Calming	1	0	0	0	0	0	0	0	1	0	3	0	5	24
110	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	0	0	0	0	0	0	0	0	0	0	0	3	3	26
111	New Castle County Transit Center/Center Boulevard extended to Churchmans Rd	-3	0	0	0	0	0	0	0	0	0	3	0	0	27
112	Road														
113	I-295 Northbound from SR141 to US 13	-3	0	0	1	2	4	0	1	0	5	3	0	13	1
114	Tweed's Mill Parking Garage	0	0	0	0	0	0	0	0	0	0	0	4	4	2
115	US 13 /DE 273 Short Term Intersection Improvements	0												TOMP	3
116	DE 896 & Old Baltimore Pike Intersection Improvements	0												TOMP	3
117	US 13 & Boulden Blvd intersection Reconfiguration	0												TOMP	3
118	US 40 & Governors Square intersection improvements	0												TOMP	3
119	Transit														
120	Newark Transit Amenities and Service Modification	1	0	3	1	2	2	1	3	3	3	6	0	25	1
121	Transit service capital and operational improvements - short term	3	3	0	2	0	0	0	3	3	0	6	0	20	2
122	<b>Aspiration List</b>														
123	Bicycle Pedestrian														
124	Bike improvements along Wyoming Rd.														
125	Bike/Ped Improvements in Existing Communities - Churchman's Crossing														
126	Brownleaf Rd. Bike/ped connection to Samoset Dr.														
127	Buck Rd Sidewalk														
128	City of New Castle Nonmotorized Network														
129	Clinton St Bicycle Plans														
130	Cooch's Bridge/Old Baltimore Pike Greenway														
131	Del Laws Road, Sidewalks														
132	Foulk Road Sidewalks														
133	Grubb Road, SR 261: Foulk Rd. to Naamans Rd.														

	C	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA
1	Project Name	AQ	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian Priority	Freight	TIA	Funding Match	Technical Score	Council Rank
134	Install a new I-495 pedestrian bridge next to Philadelphia Pike.														
135	Library Avenue Sidepath Extension														
136	Main St. McKee Connector														
137	Marrows Road Pathway														
138	Mill Creek/Hockessin Greenway														
139	New Castle County Bicycle Plan Implementation														
140	Newark Car-sharing Expansion														
141	Old Casho Mill Intersection Approach Connecton														
142	Paper Mill Rd & Thompson Station Rd/Possum Park Rd intersection														
143	Pike Creek Road Sidewalks														
144	SR 41 at Faulkland Rd														
145	SR 48 Sidewalks														
146	SR 72: US 40 to SR 71, Sidewalks														
147	SR 896/SR4 Bike Improvements (corrected title)														
148	SR273 Pathway														
149	SR72 Kensington Lane bike improvement														
150	SR896 pathways														
151	St Anne's Church Rd. and Wiggins Mill Rd.														
152	WCC Old Paper Mill Pathway														
153	Multimodal														
154	Airport Rd: Commons Blvd – I-95														
155	Church Road: Wynnfield to SR 71														
156	Churchmans Road Extended, SR 2 to SR 4														
157	City of New Castle Gateway														
158	City of New Castle Parking Expansion near 3rd and Chestnut														
159	City of New Castle Speed Reduction														
160	Construct new road from Alcott Avenue to spine road														
161	Convert 1500 block of King St to two-way street														
162	DE 1 southbound ramp/US 40 Intersection														
163	DE 7: US 40 to DE 71														
164	Delaware City Emergency planning and implement flood mitigation														
165	Delaware City Pedestrian / Bike / Wayfinding Improvements														
166	Delaware City Plan Regional Wayfinding														
167	Diverging Diamond Interchange (DDI) at I-95 and Naamans Road														
168	Eden Square Connector														
169	Ferry Cutoff/ E. 6th Dutch Left														
170	Ferry Cutoff/Delaware St Gateway														
171	Future connector to Industrial Drive														
172	Jamison Corner Rd. South of Lorewood Grove Rd: local road standards and dualization, multi-modal facilities														
173	Levels Rd / Patriot Dr and rest of Levels Rd. widening														
174	Levels Rd / Poole property access														
175	Levels Road/Future Merrimac Avenue														
176	Local Glasgow Circulator Roads - to include sidewalks and bicycle accommodations														
177	Lorewood Grove Road East: local road standards and multi-modal facilities, dualization along portions														
178	Lorewood Grove Road West (portions not done by Whitehall): local road standards and multi-modal facilities														
179	Market Street: 11th to 16th Sts.														

	C	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA
1	Project Name	AQ	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian Priority	Freight	TIA	Funding Match	Technical Score	Council Rank
180	Middletown-Warwick Rd / Ash Blvd														
181	Middletown-Warwick Rd / Peterson Rd														
182	Middletown-Warwick Rd /Merrimac Ave														
183	Middletown-Warwick Rd/ Bunker Hill Rd. and Main St.														
184	Middletown-Warwick Rd/United Drive														
185	N. Chapel St. Underpass at Cleveland Ave														
186	NB SR 48 at Loveville Rd														
187	NB SR 7 between Tims Ln and PA State Line														
188	North Claymont Spine Road: Northeast Corridor to Naamans Road														
189	Old County Road														
190	Old Porter Road: Porter Road to SR 71														
191	Ratledge Road: local road standards and multi-modal facilities														
192	Reybold Road: SR 72 to Salem Church Rd														
193	Route 9 traffic calming, pedestrian facilities and bicycle lanes														
194	S. Walnut Street Bridge Area														
195	Salem Church Rd: I-95 to US 40, Sidewalks														
196	Scotland Drive/US 40, Intersection														
197	Shallcross Lake Road (portion south of Greylag Rd only): local road standards and multi-modal facilities														
198	Shiplee Street Enhancements: 12th Street to MLK Blvd.														
199	Southbridge Streetscape Improvements (Future Phases)														
200	SR 141 / SR 2 / Centerville Road Interchange Modifications														
201	SR 141/SR 273 Protected Intersection														
202	SR 2 / SR 7														
203	SR 273 Widening, City of New Castle														
204	SR 41 at Milltown Rd														
205	SR 52 and Snuff Mill Rd, Center Meeting Rd Intersections														
206	SR 7 at Stenning Dr														
207	SR 71 and Green St														
208	SR 72/Library Ave & SR 4/Chestnut Hill Rd intersection														
209	SR 72: Reybold to US 40														
210	SR 896 and SR 4 Intersection Improvements														
211	Swedes Landing and 7th Street Intersection Improvments														
212	Two-way traffic on 8th St between King & Walnut Sts														
213	Union Street Reconfiguration and Streetscape														
214	US 13: Odessa Transportation Plan Implementation														
215	US 40 & Pleasant Valley Road Intersection														
216	US 40 Overpass of Norfolk Southern RR near SR 72														
217	US 40, SR 72 to Salem Church Rd														
218	US 40/ US 13 Interchange														
219	US 40: SR 896 to SR72														
220	W. 7th/Washington Signing														
221	W. 7th/Washington Sweep														
222	W. Main St. intersections at Market Place, Industrial Drive, and Haveg Rd														
223	Walther Road Improvements														
224	Washington Street Improvements														
225	Water St. East Extended (French St. to Front St.)														

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

	C	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA
1	Project Name	AQ	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian Priority	Freight	TIA	Funding Match	Technical Score	Council Rank
272	Southbound I-95 Access from Continental Drive														
273	SR 1 NB Ramp to US 40														
274	SR 1 Widening (Odessa to North Smyrna)*														
275	SR 1 Widening, Tybouts Corner to US 301														
276	SR 1 Widening, US 301 to Puncheon Run (excluding Odessa to Smyrna Section)														
277	SR 141 / SR 48														
278	SR 2/Elkton Rd & SR 4/Christina Pkwy intersection														
279	SR 273 widening, SR 4 to I-95														
280	SR 273/Newark Christiana Rd & Marrows Rd intersection														
281	SR 273: I-95 to SR 1														
282	SR 299														
283	SR 299 and Gloucester Blvd														
284	SR 299 and Silver Lake Rd														
285	SR 41 at SR 2														
286	SR 48 at Loveville Rd														
287	SR 7 & Skyline Dr														
288	SR 7 / Milltown Rd														
289	SR 7 and SR 2 (Short Term Improvements)														
290	SR 71 and Cedar Lane Rd														
291	SR 72 Widening - Del Laws Drive to Willamette Drive														
292	SR 72 Widening - South of Old Baltimore Pike to Broadleaf Drive														
293	SR 72 Widening - Wyoming Rd to just north of Chestnut Hill Rd (WaWa entrance)														
294	SR 9 Comprehensive truck signage														
295	SR 9 Illegal truck movement outreach and enforcement														
296	SR72/Library Ave & Wyoming Rd. intersection														
297	Truck Restriction on Windsor Dr.- Trucks to use new Crowell Rd. Extension														
298	US 13 and SR 71 Intersection														
299	US 13 NB and SR 299 Intersection														
300	US 13: south of Marl Pit Rd. to Lorewood Grove Rd.														
301	US 301: Spur														
302	Transit														
303	DTC Automated Transit Vehicles - Churchman's Crossing														
304	DTC Micro Transit - Churchmans Crossing														
305	DTC Transit Access Improvements - Churchman's Crossing														
306	New DTC Bus Routes - Churchman's Crossing														
307	<b>Removed Projects</b>														
308	Bicycle Pedestrian														
309	A Street Shared Use Path, Wilmington	1	4	3	1	0	0	0	1	3	0	6	0	19	
310	Library Ave Pedestrian Improvements	1	0	3	0	2	2	1	0	3	3	6	0	21	
311	East Coast Greenway: Claymont Station - Northern Delaware Greenway (2.25 mi)	3	4	0	1	0	0	0	3	1	2	3	0	17	
312	Harvey Road and Sconset Road Pedestrian Improvements	1	0	0	0	0	0	0	0	1	0	3	0	5	
313	Multimodal														
314	Denny Road and Lexington Parkway Intersection Improvements	0	0	0	0	0	0	0	0	0	0	0	0	0	
315	Road														
316	I-95 & SR 896 Interchange Improvements	-3	0	0	0	2	4	2	0	0	5	3	0	13	
317	SR1 and US 13 Southbound Merge	-3	-1	0	0	0	0	0	0	0	2	3	0	1	

	C	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA
1	Project Name	AQ	EJ	Safety	SDOH	CMS Corridor	CMS ADT	CMS Transit	MC	Pedestrian Priority	Freight	TIA	Funding Match	Technical Score	Council Rank
318	US 301, Maryland State Line to SR 1	-3	0	0	0	0	0	0	0	0	0	3	0	0	
319	US 40 & DE 7 intersection improvements - Short-Term Improvements	-3	4	4	0	2	2	1	0	0	2	3	0	15	
320	Transit														
321	Claymont Regional Transportation Center	0	0	0	1	0	0	0	0	0	0	6	0	7	

**CMAQ SCORING: FY 2027- FY 2030 TIP**

				<i>Primary Ranking</i>	<i>Secondary Ranking</i>	
<i>Row</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	Port Area Truck Parking Facility Near Wilmington		1. Idle Reduction	3	8
2	2	GENERAL: Heavy Equipment Program (only diesel retrofits/replacements)		2. Engine Replacements	0	n/a
3	2	GENERAL: Transit Vehicle Replacement (diesel retrofits/replacements)	Fixed-route only	2. Engine Replacements	0	n/a
4	3	Newark Train Station/Regional Transportation Center		7. Transit Service Expansion	3	18
5	4	Newport Rail Station		7. Transit Service Expansion	3	12
6	5	Fairplay Station Churchman's Crossing Parking Expansion		10. Park and Ride	3	9
7	6	SR 9, New Castle Ave, Landers Lane to A Street/Connecting Communities		11. Roundabout	1	22
8	7	Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection Improvements?		11. Roundabout	1	15
9	8	Bear Road and Reybold Drive Intersection Improvements		11. Roundabout	1	9
10	9	Old Capitol Trail, Newport Road to Stanton Road		11. Roundabout	1	5
11	10	Wilmington Initiatives: 4th St., Walnut St. -Adams St		12. Transit Amenities	1	26
12	11	US 13: US 40 to Memorial Drive Pedestrian Improvements		16. Bike/Ped Improvements	3	34
13	12	US 40 between US 13 and MD Line Multimodal Improvements		16. Bike/Ped Improvements	3	29
14	13	East Coast Greenway: Churchmans Crossing - Newark gaps (approx .2 mi)		16. Bike/Ped Improvements	3	25
15	14	Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.		16. Bike/Ped Improvements	3	24
16	15	US 40: MD State Line to SR 896, Sidepaths		16. Bike/Ped Improvements	3	17
17	16	Newport River Trail		16. Bike/Ped Improvements	3	16
18	17	East Coast Greenway: PA line to Claymont Regional Transportation Center		16. Bike/Ped Improvements	3	13
19	18	Commons Blvd Pathway		16. Bike/Ped Improvements	3	11
20	19	US 13 Southbound BBRT Lane		16. Bike/Ped Improvements	1	27
21	20	Reconnecting Communities, I-95 Cap		16. Bike/Ped Improvements	1	25
22	21	Rt 9 Neighborhood pathway network		16. Bike/Ped Improvements	1	21
23	21	SR 896: South College Ave Gateway		16. Bike/Ped Improvements	1	21
24	22	Southbridge Transportation Network		16. Bike/Ped Improvements	1	20
25	23	US 40: SR 1 - US 13, Sidepaths		16. Bike/Ped Improvements	1	19
26	24	Garasches Lane, Wilmington		16. Bike/Ped Improvements	1	14
27	25	Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd		16. Bike/Ped Improvements	1	13
28	26	Shared Use Path, S. Church St to S. Walnut St, Wilmington		16. Bike/Ped Improvements	1	11
29	26	Augustine Cutoff Bike Network Improvements Phase I		16. Bike/Ped Improvements	1	11
30	26	US 13, Philadelphia Pike: I-495 - PA Line safety and multimodal improvements		16. Bike/Ped Improvements	1	11
31	27	Glasgow Ave: SR 896 - US 40		16. Bike/Ped Improvements	1	9
32	28	SR41 & Loveville Road		16. Bike/Ped Improvements	1	4
33	28	SR41 & Graves Road		16. Bike/Ped Improvements	1	4
34	28	US 13, Duck Creek to SR1		16. Bike/Ped Improvements	1	4
35	29	Cedar Lane Road, Marl Pit Road to Boyds Corner Road		16. Bike/Ped Improvements	1	1
36	30	SR4, Harmony Road Intersection Improvements		16. Bike/Ped Improvements	0	25
37	31	South Wilmington Infrastructure Improvements		16. Bike/Ped Improvements	0	20

38	<b>32</b>	SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements	16. Bike/Ped Improvements	0	17
39	<b>33</b>	12th St. Connector	16. Bike/Ped Improvements	0	16
40	<b>34</b>	Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	16. Bike/Ped Improvements	0	15
41	<b>35</b>	SR4 and Churchmans Rd Intersection Improvement	16. Bike/Ped Improvements	0	14
42	<b>36</b>	Possum Park Road and Old Possum Park Road Intersection	16. Bike/Ped Improvements	0	3
43	<b>37</b>	St. Annes Church Road at SR 71 Intersection Improvements	16. Bike/Ped Improvements	-1	6
44	<b>38</b>	N412, Lorewood Grove Road: Jamison Corner Rd to SR 1	16. Bike/Ped Improvements	-1	-1
45	<b>39</b>	US 40: Salem Church Rd - Walther Road	16. Bike/Ped Improvements	-3	23
46	<b>40</b>	US 40 and SR 7 Intersection	16. Bike/Ped Improvements	-3	18
47	<b>40</b>	Hares Corner (US 13 and SR 273) Grade Separated Intersection	16. Bike/Ped Improvements	-3	18
48	<b>41</b>	SR 4, Christina Parkway: SR 2 to SR 896	16. Bike/Ped Improvements	-3	10
49	<b>42</b>	Boyd's Corner Rd: Cedar Lane - US 13	16. Bike/Ped Improvements	-3	1

**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.

Adam Streight  
County Executive

Dan Schneckenburger  
Director of Administration



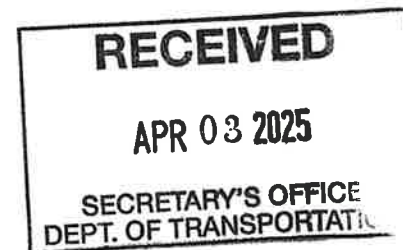
Office: 410.996.8300  
Fax: 800.863.0947

County Information  
410.658.4041  
410.996.5200

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

February 21, 2025

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) State Highway Road and Intersection Improvements around Bainbridge Campus.
- 3) Maryland Route 222 Bridge over Interstate 95
- 4) Mid-County Multi-Modal Transportation Hub.
- 5) Belle Hill Road Improvements

**Interstate 95/Belvidere Road Interchange and Belvidere Road Corridor Improvements**

[www.ccgov.org](http://www.ccgov.org)

The Maryland Transportation Authority (MDTA) has awarded a Design-Build contract for the construction of a partial cloverleaf interchange on Interstate 95 at Belvidere Road. The project is currently under construction and the interchange is expected to be placed into service in 2026. When the new interchange opens, traffic on Belvidere Road is expected to increase significantly, with one MDTA study projecting an increase from the current 2400 to over 18,000 vehicles per day.

The County has two projects in its Capital Improvement Program to upgrade Belvidere Road from the new interchange south to US40 to prepare it for the increase in traffic. The first project will replace County Bridge CE0055 which carries Belvidere Road over the CSX rail line with a new four-lane bridge and upgrade Belvidere Road to four lanes from the bridge north to the interchange.

The second project will improve Belvidere Road from Bridge CE0055 south to US40. The scope includes improving the roadway alignment and entrances, improving shoulders, and providing stormwater management where none currently exists. This section of Belvidere Road will remain two lanes for the present, but the County intends to upgrade this section to four lanes in the future as funding permits.

The County intends to complete these two projects before the new interchange is placed into service.

These projects are consistent with the objectives outlined in Cecil County's 2010 Comprehensive Plan, namely, to expand the road network within the designated growth corridor and to provide additional north-south routes between I95 and US40. The planned improvements to the Belvidere Road corridor will help facilitate the movement of goods and people and the continued development of Principio Business Park, one of the County's largest employment centers. When complete, the new I95 at Belvidere Road interchange is also expected to reduce truck traffic on MD222 into Perryville and MD272 into North East which should, in turn, improve the levels of service at their intersections with US40. It will also have the added benefit of improving air quality by reducing traffic idle time at those intersections.

### **State Highway Road and Intersection Improvements around Bainbridge Campus**

The maintenance of an acceptable level-of-service (LOS) at the intersection of Perrylawn 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 School 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 and addressing freight transportation and traffic mitigation.

## **Maryland Route 222 Bridge over Interstate 95**

The widening of Perryville Road (MD Route 222), over Interstate 95 is vital to Cecil County's growth corridor. This bridge is situated between the towns of Perrville and Port Deposit. Both towns are experiencing strong growth, such as the development at the Bainbridge and Chesapeake Overlook sites, changing 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 approaches to the bridge on Perryville Road are two lanes, the current bridge over Interstate 95 is narrower, funneling four lanes of traffic into two lanes.

The bridge expansion supports the Comprehensive Plan objective to expand the road network in the growth corridor to increase connectivity, especially through and around the towns and north-south between the US Route 40 and Interstate 95 corridors. Furthermore, this project will provide better connectivity between three affordable housing developments in Perryville<sup>1</sup> to the employment centers at Bainbridge and Chesapeake Overlook. It is a strategic investment in operational improvements with the added benefit of reducing transportation delays overall. The results of the project will assist in mitigating traffic congestion, allows for the better movement of freight, and reduces vehicle emissions.

## **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 accomodate transfers and layovers, 2) a kiss-and-ride facility, 3) a covered area for customer queue, 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 equitable movement of people to and from employment centers, and initiatives to reduce fossil fuel consumption and reducing greenhouse gas through mitigation, and improvements to air quality. The Mid-County Transit Hub, being centrally located within the County's growth area, will align with Environmental Justice goals by providing linkages between employment/commercial centers and a range of residential areas, allowing residents with limited transportation availability greater neighborhood choice. 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 greater efficiency will further allow transportation funding to be allocated to expanding transit access to underserved communities in the western portion of the county, including increasing access to the MARC station in Perryville. The project aligns with the States's Greenhouse Gas Reduction Plan by expanding transit service, providing for traffic congestion mitigation, and enhancing fuel quality standards.

## **Belle Hill Road Improvements**

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<sup>1</sup> As identified in WILMAPCO's 2019 *Transportation Justice Plan: A Title VI, Environmental Justice, Americans with Disability Act, and Language Assistance Plan for the WILMAPCO Region*. Attempts to identify overburdened and underserved communities using the EPA EJSCREEN tool were unsuccessful as the tool was unavailable (February 18, 2025).

Situated 0.2 miles south of the Interstate 95 southbound exit in Elkton, Belle Hill Road is a local road that connects the State roads, Elkton Road (MD Route 279) and Appleton Road (MD Route 316). found that, in 2022, Belle Hill Road saw an Annual Average Daily Traffic (AADT) of 3,000 – 7,000 trips, with projected AADT of 4,225 – 9,589 in 2045. Due to the presence of commercial truck facilities on Belle Hill Road, 26% of the traffic at the Belle Hill Road / Elkton Road intersection is heavy trucks. This truck traffic is a major concern at this intersection as trucks leaving the facility consistently block the through movements on Belle Hill Road due to a lack of space for vehicles turning left from the facility exit to the intersection. In addition, safety on Belle Hill Road is a common concern among the community. From January 2020 to December 2023, there were 20 crashes at the intersection Belle Hill Road / Elkton Road, with three crashes including pedestrians. A recent (November 2024) juvenile pedestrian fatality at this intersection brought renewed public concern over safety at this intersection.

The East Elkton Traffic Circulation and Safety Plan<sup>2</sup> proposes multiple short- and long-term improvements to the road system to increase safety. In the short-term, refreshed pavement markings and vegetation maintenance will increase visibility of the pedestrian crosswalk, and crash analysis with updated traffic signal timing/intersection evaluation will provide further information on short term improvements. Long-term recommendations include (1) interesection realignment on Belle Hill Road at the Elkton and Appleton Road intersections, (2) A median extension at the Belle Hill Road / Elkton Road intersection, and (3) a shared-use path and median treatment (with horizontal deflections) along Belle Hill Road. The intersection realignment and median extention at the Belle Hill Road / Elkton Road intersection will prevent blockages by trucks and improve traffic flow on Belle Hill Road by increasing queing capacity. Similarly, the realignment of the Belle Hill Road / Appleton Road intersection will increase sight distances at the intersection and improve traffic flow. In addition to providing better service, preventing delays will reduce fossil fuel consumption and greenhouse gas emissions by blocked vehicles.

The creation of a shared-use path along Belle Hill Road will improve pedestrian and bike mobility along the corridor. Coupled with a Median Treatment with Horizontal Deflection, the dedicated path and reduced speeds will increase pedestrian/bike safety on Belle Hill Road, encouraging transporation that does not rely on fossil fuels or generate greenhouse gas emissions. When combined with the intersection improvements described above, this project will increase connectivity between the underserved residential communities along Belle Hill Road and the businesses south of Elkton Road, providing better access for commerce and employment opportunities.

### **Climate Change and Environmental Justice**

Cecil County's priority improvements of a Mid-County Transit Hub, State Highway Road and Intersection Improvements around Bainbridge Campus, and the Maryland Route 22 Bridge Expansion will address MDOT's Climate Change goals. These priority improvement's implementation of initiatives to reduce fossil fuel consumption, reduce greenhouse gases, and improvements to air quality address the States Greenhouse Gas Reduction Plan, and the 2023 Climate Pollution Reduction Plan through CMT reduction and congestion mitigation.

In addition, the Mid-County Transit Hub will incorporate Environmental Justice initiatives by providing linkages between employment, commercial centers, being centrally located within the County's growth area, and by linking more densely developed residential areas. All five projects aim to improve conditions in underserved areas. These transportation linkages provide for the fair treatment and involvement of all people, regardless of race, ethnicity, income, national origin, or educational level with respect to the development, implementation and enforcement of environmental laws, regulations, and policies.

### **Additional Priorities**

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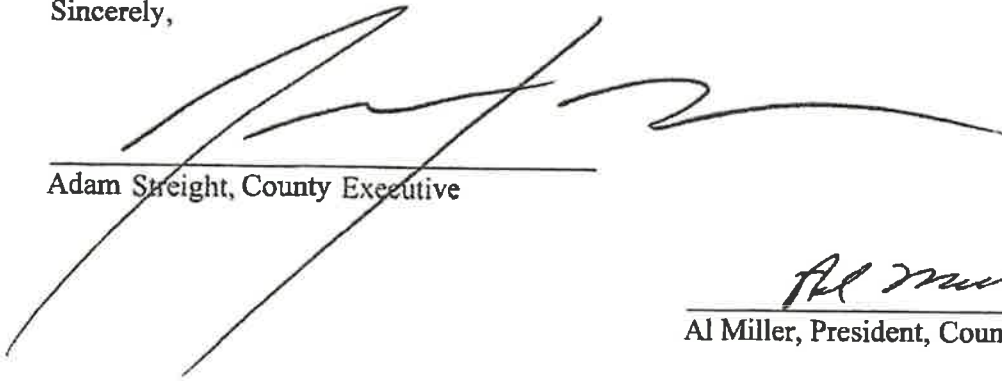
<sup>2</sup> endorsed by WILMAPCO in September 2024

These priorities do not reflect all the needs within Cecil County but are included to reflect potential funding availability. An appendix of the remaining county and municipal priority projects are enclosed with this letter. 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,



Adam Streight, County Executive

  
Al Miller, 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

# Cecil County Transportation Priorities

## Appendix

### **I-95 Corridor Access and Mobility Enhancement Improvements**

- State Highway road and intersection improvements around Bainbridge Campus.
- Belvidere Road and I-95 Interchange and Belvidere Road improvements.
- Transportation Study for MD Route 272 Corridor.
- Road and intersection improvements to State Highways around the Bainbridge development.
- Widen MD 222 and MD 272 to four lanes, including bike lanes and sidewalks between US 40 and I-95 for pedestrian mobility within those incorporated towns.
- MD 781/Muddy Lane between I-95 and US Route 40.
- Examine the potential of widening MD 279 between US 40 and MD 213.

### **Public Transportation Improvements**

- Mid-County multi-modal transportation hub.
- The extension of MARC Penn Line commuter rail service from Perryville to connect with Philadelphia's SEPTA R-2 regional – an extension of existing service on existing right of way.
- Continued efforts to eliminate toll diversion from the Tydings bridge.

### **US 40 Corridor and Intersection Improvements**

- Improve the US 40-MD213 intersection with adequate bicycle and pedestrian accommodation.
- Examine the potential of enhanced bicycle and pedestrian improvements in the use 40 corridor to provide transportation alternatives in the County's growth corridor.
- Rail crossing safety improvements at the Elk Mills Road (CSX), Frenchtown Road (NS), Jackson Station Road (CSX), Otsego Street (NS), Rail Lane (CSX), and Rowland Drive (NS) rail crossings.
- Improve intersection US 40 – Mechanics Valley Road
- Improve Intersection US 40 - Red Toad Road
- Improve Intersection US 40 - Cedar Corner Rd
- Improve Intersection US 40 - Jackson Station Rd
- Improve Intersection US 40 - Marley Road
- Improve Intersection US 40 - Nottingham Road
- Improve Intersection US 40 - Wells Camp Road

### **Toll Coordination and Freight Transportation Improvements.**

- Countermeasures to reduce or eliminate avoidance of DelDot's toll on US 301.
- Stepped-up Truck weight limit enforcement due to toll avoidance along route MD 213, MD 222, US 1 and US 301.

## Municipality Improvements

- Complete paving on MD537-C, South end of George Street, from Route 213 to intersection of 4<sup>th</sup> and George.
- Pave Route 286, East from intersection of Second Street and George Street to Town limits
- Repair/replace sidewalk on MD 284, Hemphill Street.
- Pave Biddle Street between Lock and Bank Street
- Pave Bohemia Ave between 3<sup>rd</sup> and Rees Wharf Road
- Repair stormwater and pave Moss Street between Lock and Hemphill Street
- Sidewalk replacement along MD 267, including Market Street beginning at Bladen Street, Cecil Street and a portion of Baltimore Street, up to the Charlestown Elementary School.
- Create 90-degree intersection and add pedestrian crosswalks with stop signs at Market and Cecil Streets, along MD 267.
- Create 90-degree intersection and add pedestrian crosswalks with rectangular rapid flashing beacons at Cecil and Baltimore Streets, along MD 267
- Replace vehicular and pedestrian bridges along the Cecil Street section of MD 267 over Red Rum Creek
- Install a mini-roundabout at the intersection of Bladen and Market Streets, along MD 267.
- Install a golf cart crosswalk at a MDOT-approved location along MD 267
- Create a bicycle/pedestrian trail from North East to Charlestown, following County line, partially on-road and off-road
- Extension of MARC Penn Line commuter rail service to Elkton and Newark, Delaware
- Sidewalk improvements on MD 213, MD 7D and US 40.
- Multi-use paths on MD 279 (Elkton-Newark Road) and US 40.
- Design and water quality improvements for North Street (MD 268) and Bridge Street (MD 213) within Elkton's downtown.
- A study of the intersection of MD 279 and Belle Hill Road for capacity improvements/realignment.
- Maintenance (cleaning or painting) of the MD 213 Bridge and North Street Bridge (MD 268) over the Amtrak railroad.
- Maintenance and improvements are requested for the Park & Ride lot on Belle Hill Road.
- State Highway Bridge on MD 7D - Delaware Avenue adjacent to Meadow Park.
- Stormwater Drainage Improvement Project on MD Route 222 as soon as possible.
- Include Streetscape Plan on Main Street with stormwater project to improve safe vehicle, pedestrian and bicycle connections throughout Main Street
- 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
- Continue to investigate options to deal with the high toll rates and the diversion that results from the high toll rates on Tydings Bridge.
- Study MD Route 222 from U.S. 40 to Heather Lane for additional traffic controls at the:

A. The intersection of Franklin Street  
and Route 222

B. The intersection of MD Route 222  
and Cedar Comer Road

C. The intersection of MD Route 222  
and Chesapeake Overlook Parkway

D. Upgrade of the bridge over 1-95 to  
allow for additional lanes of traffic, thus  
making it four lanes.

- Pursue a Pedestrian/Bicycle Bridge over  
the Susquehanna River linking Harford  
and Cecil County.



## Town of Charlestown

Post Office Box 154  
241 Market Street  
Charlestown, Maryland 21914  
(p) 410-287-6173 | (f) 410-287-6620

January 24, 2025

Dan Schneckenburger  
Director of Administration  
Office of the County Executive  
200 Chesapeake Blvd., Suite 2100  
Elkton, MD 21921

RE: Charlestown Transportation Priorities 2025

Dear Mr. Schneckenburger,

Thank you for your invitation to submit priority projects for the Town of Charlestown to coordinate with the County's submission to the Maryland Department of Transportation. We have listed our priorities below:

- Pedestrian crossing across MD 7 at MD 267 (Bladen Street) and Revelation Road, connecting Trinity Woods with the Town Center.
- Replace the pedestrian bridge and sidewalk section along MD 267 (Cecil Street) over Red Rum Creek.
- Pedestrian crossing across MD 267, at Market and Cecil Streets, connecting the Tory House sidewalk with the Charlestown Athletic Complex.
- Pedestrian crossing improvements, including signage, across MD 267, at Cecil and Baltimore Streets, improving safe connections to the Charlestown Elementary School.

Improving pedestrian safety in and around the Town Center are our top priorities. We appreciate being included in the County's priority list. If you have any questions about this correspondence, please contact me at [blightner@charlestownmd.org](mailto:blightner@charlestownmd.org) or 410-287-6173.

Sincerely,

Bryan Lightner, CFM  
Town Administrator

CC: Renee Capano, President, Town Commissioners  
State Delegate Kevin B. Hornberger, Chair of Cecil County Delegation  
William Goldman, Planner III, Cecil County Dept. of Land Use and Development Services



## TOWN OF CHESAPEAKE CITY

108 Bohemia Avenue  
Chesapeake City, Maryland 21915  
410.885.5298

William Goldman  
Cecil County Government  
200 Chesapeake Blvd.  
Elkton, MD 21921

Re: Chesapeake City's Transportation Priorities

1/22/25

Mr. Goldman,

As per your request, I have summarized the Town's effort for our road repair projects. I have divided the projects into Town and State Highway projects.

#### SHA projects:

- Add stop signs on Rt 285 intersection with Rt 284, Biddle and Hemphill Street
- Pave Rt 286, intersection of Second St and George St. to Bohemia Ave, complete ADA sidewalk project
- Repair/replace sidewalk on Rt 284, Hemphill Street
- Explore option of "Park & Ride" under the southern end of the Rt 213 Bridge

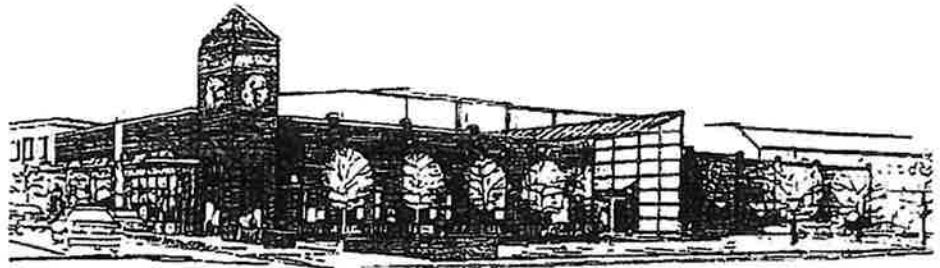
#### Town projects:

- Pave Biddle Street between Lock and Bank St,
- Pave Bohemia Ave between 3rd and Rees Wharf Road
- Repair stormwater and pave Moss St between Lock and Hemphill St

Please let me know if you require more information.

Sincerely,

Robert Bernstine  
Town Manager  
Chesapeake City



**Robert J. Alt, Mayor**

**Board of Commissioners:**

**Town Administrator:**

**Jean A. Broomell**

**Robert M. Massimiano**

**Lewis H. George, Jr.**

**Charles H. Givens, Sr.**

**Earl M. Piner, Sr.**

February 14, 2025

Mr. Adam Streight  
Cecil County Executive  
200 Chesapeake Boulevard, Suite 2100  
Elkton, Maryland 21921  
County Executive Adam Streight  
Re: Town of Elkton's FY 2026 Transportation Priorities

Dear Mr. Streight:

Thank you for inviting the Town of Elkton to submit our transportation priorities so they may be incorporated into Cecil County's annual Transportation Priority Letter for FY 2026. 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 2026 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.
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.

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## 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](mailto:building.zoning@elkton.org) WEBSITE: [www.elkton.org](http://www.elkton.org)

Mr. Adam Streight  
February 14, 2025  
Page Two

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. The East Elkton Transportation and Safety Plan (2024) proposed improvements and realignment to the intersection of MD 279 and Belle Hill Road to address ongoing traffic safety, road capacity traffic safety, flow and stacking issues. The Town respectfully requests MDOT work with Elkton and Cecil County in developing engineered plans to implement the recommended improvements to this intersection.
6. Maintenance (cleaning or painting) is requested for the MD 213 Bridge and North Street Bridge (MD 268) that both cross over the Amtrak railroad.
7. Maintenance and improvements are requested for the Park & Ride lot on Belle Hill Road.
8. State Highway Bridge on MD 7D - Delaware Avenue adjacent to Meadow Park.  
The support structures for the 80+ year-old Delaware Avenue Bridge are in the stream channel. This causes debris and sediment to become trapped and settle around the bridge, which leave piles of silt in the stream, altering the stream channel, depth of the channel, and diverting floodwater around the bridge overland, resulting in the flooding of Delaware Avenue and Meadow Park. The pressure from buffeting floodwater represents a threat to the structural stability of the bridge. These conditions create a "backing up" of the Elk Creek, causing it to flood its banks. The Town is looking for a long-term solution of bridge replacement and a short-term solution of quicker response from SHA to cleanup and return the road to use, post storm.

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

*Mayor*  
Michelle Linkey  
*Town Administrator*  
George Patchell



*Perryville*  
Grounded in history. Focused on the future.

*Commissioners*  
Robert Taylor  
Timothy Snelling  
Julie Jeric  
Charlene Hall

January 24, 2025

Dan Schneckenberger, Director of Administration  
Cecil County Government  
Office of the Executive  
200 Chesapeake Blvd.  
Suite 2100  
Elkton, MD 21921

Re: Transportation Priorities – Perryville, MD

Dear Mr. Schneckenberger:

The Town of Perryville would like to take this opportunity to convey our transportation priorities as approved by the Mayor and Commissioners for FY2026. As fiscal challenges continue and State policies and regulations increase for Smart Growth principles and sustainable futures, transportation becomes a top priority for all of us.

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

1. Continue to investigate options to deal with the high toll rates and the diversion that results from the high toll rates on Tydings Bridge.
2. Study MD Rt.222 from U.S. 40 to Heather Lane for additional traffic controls at the:
  - A. The intersection of Franklin Street and Rt. 222
  - B. The intersection of MD Rt. 222 and Cedar Corner Road
3. Upgrade of the bridge over I-95 to allow for additional lanes of traffic, thus making it four lanes.
4. Pursue a Pedestrian/Bicycle Bridge over the Susquehanna River linking Harford and Cecil County

A complete description of these priorities is on the following three (2) pages.

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

Headed north-east from Baltimore, there are two ways to enter Perryville, via the Hatem Bridge and via the Tydings Bridge, both of which require tolls. The toll creates an economic barrier, effectively separating Perryville and all of Cecil County from the rest of the State, thus impeding the economic vitality of the region. The economic impact is inordinately large to Perryville as the first town that drivers enter after the toll. This is evidenced by higher unemployment rates in Perryville relative to the rest of Cecil County as well as relative to the State of Maryland as a whole. Additionally, according to a study done by Sage Policy Group, Inc. that was prepared for Cecil County in May of 2015<sup>1</sup>, the presence of the toll results in “diseconomies of scale and higher transaction costs continue to manifest themselves in various ways, including the ongoing economic underperformance of Perryville and Port Deposit.” Further, the funds collected at the Tydings Bridge (I-95) toll are used to maintain I-95 from Baltimore to the Delaware Line as well as other Maryland Transportation Authority highways. Therefore, Perryville suffers from the largest impact of the toll, but most of those funds do not flow back into the community.

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

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

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

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

Upgrade the of the bridge over I-95 to allow for additional lanes of traffic, thus making it four lanes

MD222 crosses the highway and is the only 2-lane bridge that hasn't been upgraded in the State. The area is the location of the first State casino and a prime location for economic development that could

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<sup>1</sup> Sage Policy Group, Inc. *The Ongoing Economic Impact of Highway Tolls in Cecil County*. March 2015 pg. 2.

include a range of retail stores, business offices, hotel and conference facilities, thereby adding needed jobs for a range of skills and talents.

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

Upgrading the bridge at this key interchange is crucial to our Town to develop projects such as the proposed commercial entertainment mixed use development where Hollywood Casino Perryville is located. In addition, it is essential for Cecil County to be able to encourage and continue planning other economic developments in the area such as the Bainbridge project.

#### Pedestrian/Bicycle Bridge over the Susquehanna River linking Harford and Cecil County

Constructing a pedestrian/bicycle bridge over the Susquehanna River will be the only point that will take you across the Susquehanna River safely on a bike or on foot. In addition, it will allow residents who live in Havre de Grace to access the MARC station. Right now, if you live in Havre de Grace and want to get to the MARC station in Perryville, or anywhere else north and east of your house, you're going to have to do it in a car. Therefore, the bridge will promote the State of Maryland's green transportation initiatives. In addition, the pedestrian/bicycle bridge will promote tourism to our community and be an economic engine to our downtown area.

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

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

Sincerely,



Michelle Linkey  
Mayor

**Town of Port Deposit**

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



**Wayne Tome, Jr.**  
Mayor

**Vicky Rinkerman**  
Town Administrator

**Patti Gray**  
Treasurer

January 21, 2024

Mr. William Goldman  
Planner III  
Division of Planning & Zoning  
Cecil County Government  
200 Chesapeake Blvd.  
Elkton, MD 21921

**RECEIVED**

JAN 30 2025

Cecil County DEUCS  
Division of Planning & Zoning

RE: Port Deposit Transportation Priorities

Dear Mr. Goldman:

On behalf of the Town Council, we extend our gratitude for the opportunity to collaborate on the County's annual Transportation Priorities Letter.

Port Deposit is uniquely positioned between the Susquehanna River and the Norfolk Southern Railroad to the west, and a 250-foot granite cliff to the east. Our town's Main Street, designated as Maryland Route 222, serves as a vital corridor for travelers and visitors connecting Route 1, Interstate 95 exits, Hollywood Casino, and Route 40. As a historic industrial town, we face significant challenges tied to these unique characteristics, particularly in addressing:

- Flood mitigation along Main Street.
- Growing demands for safer vehicle transportation.
- The need for safe and accessible bicycle and pedestrian accommodations.

The Town of Port Deposit is actively seeking innovative solutions to address these challenges while preserving the historic and industrial character of our community.

**Overview of the MD Route 222 Drainage Project**

In February 2017, the State Highway Administration (SHA) initiated a two-year Stormwater Drainage Improvement Project along MD Route 222/Main Street. This project aimed to address long-standing stormwater issues. Project Timeline and Status:

- **Planning and Development:** The project was in development for over five years before construction commenced.
- **Construction Challenges:** During the first phase of construction on North Main Street, significant issues arose, resulting in the project's termination in August 2018.
- **Current Status:**
  - SHA determined the project required additional right-of-way acquisitions, plats, field borings, test pits, and extensive coordination with Norfolk Southern Railroad officials.
  - The project is currently under review and is being re-designed through SHA.

Additional stormwater runoff issues—such as potential development on the granite cliff above Main Street and disconnected stormwater pipes from Main Street buildings—are expected to worsen flooding on Main

Street. These issues underscore the urgency of completing the SHA Stormwater Drainage Improvement Project. Key improvements needed include:

- Replacement of deteriorating terra-cotta storm drain pipes.
- Repair or replacement of existing culverts.
- Repair or replacement of outfalls including installation of flap gates.
- Installation of new outfalls where needed.

---

### **Streetscape Plan**

It is our understanding that SHA intends to expand the project to incorporate a streetscape plan for Main Street in conjunction with the drainage project. This plan would incorporate:

- Traffic control measures to reduce speeding and tractor-trailer traffic.
- When feasible, safe bicycle and pedestrian accommodations, along with historically sensitive infrastructure.
- Enhancements to meet the growing needs of our community and improve access to Main Street's historic culture, restaurants, shops, and waterfront amenities.

---

### **Tractor-Trailer Traffic Concerns**

Main Street (Route 222) is not a designated tractor-trailer truck route. While SHA-installed traffic controls at Route 1 and Route 222 have reduced the number of tractor-trailers traveling through town, they have not eliminated the problem. Persistent violations by truck drivers ignoring weight restrictions continue to endanger residents, visitors, and children.

---

### **Bainbridge Development**

The development of the Bainbridge property for business and industrial use is a significant opportunity that will positively impact the future of the Town and surrounding community. This project is expected to enhance economic growth, create jobs, and strengthen the tax base. The Town fully supports the proposed improvements to Diamond Jim Road, which would improve access to the commercial complex and facilitate safer and more efficient traffic flow to and from the development site.

### **Transportation Priorities**

In conclusion, the Town respectfully requests the following transportation priorities be identified:

1. Full funding and completion of the Stormwater Drainage Improvement Project on MD Route 222/Main Street.
2. Integration of a streetscape plan with the stormwater project to improve vehicle, pedestrian, and bicycle safety and connectivity.
3. Continued enhancement of traffic control measures to reduce speeding and tractor-trailer impacts on weight-restricted MD Route 222/Main Street.
4. Support for proposed road improvements to support the Bainbridge development.

Thank you for your consideration and support in addressing these critical transportation priorities. 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,



---

Wayne Tome, Jr., Mayor



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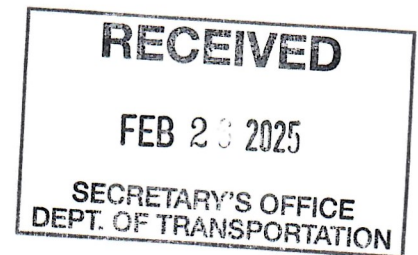
Vicky Rinkerman, Town Administrator



# TOWN OF NORTH EAST

February 13, 2025

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



Re: Town of North East, Cecil County 2025 Annual Transportation Priorities

Dear Secretary Wiedefeld,

The Town of North East respectfully submits the following priorities below for consideration and inclusion in your final 2025 Consolidated Transportation Program.

## **CONSTRUCTION PROJECTS:**

- 1. BRIDGE - MD ROUTE 7 - (WEST CECIL AVENUE/W. OLD PHILADELPHIA ROAD)**
  - Widen the bridge to accommodate pedestrians, a bicycle lane, and pedestrian lighting.
  - Interim Plan – put in place a pedestrian bridge alongside the vehicular bridge
- 2. PAVING – North and South Main Street (Route 272)**
  - Mill and pave 720 LF +/- North Main Street
  - Mill and pave 3,320 LF +/- South Main Street
- 3. SIDEWALK - MD ROUTE 7 - (EAST CECIL AVENUE/E. OLD PHILADELPHIA ROAD)**
  - Install 5,825 LF +/- pedestrian sidewalks and bicycle lane from the existing sidewalk on the north side of East Cecil Avenue to the main entrance of Ridgely Forest on E. Old Philadelphia Road.
- 4. SIDEWALK – MD ROUTE 7 – (EAST CECIL AVENUE/E. OLD PHILADELPHIA ROAD)**
  - Install 300 LF +/- pedestrian sidewalk and bicycle lane from the existing sidewalk on the north side of East Cecil Avenue between the intersection at Mauldin Avenue and the intersection at North Main Street.

**5. SIDEWALK – US ROUTE 40 – (EAST SIDE OF MD ROUTE 40)**

- Install 1,615 LF +/- pedestrian sidewalk between the intersection of US Route 40 and MD Route 272 to the intersection of US Route 40 and Sycamore Drive.

**6. SIDEWALK – MAULDIN AVENUE AT JETHRO STREET**

- Install 140 LF +/- pedestrian sidewalk at the intersection of Mauldin Avenue at Jethro Street to the south side of the bridge over the North East Creek.

**8. TRAFFIC CALMING - ON MAULDIN AVE. BETWEEN THOMAS AVE. AND MD ROUTE 7**

- Install traffic calming device(s) on Mauldin Avenue between Thomas Avenue and MD Route 7.

**9. PEDESTRIAN AND BICYCLE FUNDING OPPORTUNITIES-THROUGHOUT TOWN**

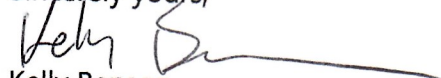
- Funding opportunities to implement intermodal access, use of public transit services by pedestrian, bicyclists along with improvements to provide access between water borne modes of travel and travel options on land.

**2. MARC TRAIN SERVICE**

- Review the impacts of Rail Service in North East for the future installation of the MARC Train Service in North East.

Again, thank you for your consideration of these transportation priorities for our Town. We would welcome the opportunity to meet with you or members of your staff to discuss any or all of these projects in detail.

Sincerely yours,

  
Kelly Benson

Mayor

Cc: Mr. Al Miller, President Cecil County Council  
Mr. Kenny Fender, SHA District 2 Engineer  
Mr. Richard Baker, SHA District 2 Engineer  
Mr. Stephen O'Connor, Land Use and Development Services Director  
Ms. Heather Dunigan, Principal Planner, WILMAPCO

# **APPENDIX G**

## **Public Comments**



The TIP was available for public comment from March 19 through April 30, 2026. Information was available for review online and at WILMAPCO's office. A public workshop was held on Monday, April 20 at the University of Delaware Health Sciences Complex Atrium, 540 S. College Ave, Newark, DE 19713.

# 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.

**\$1.064 billion**  
Delaware/Maryland  
45%

Delaware/Maryland funds from fuel taxes, tolls, motor vehicle and other fees, & bonds

**\$1.184 billion**  
Federal  
50%

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)

**\$119 million** Other 5%

Other funding comes from local funds, developer contributions, toll bonds, and grants

## 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 7%**

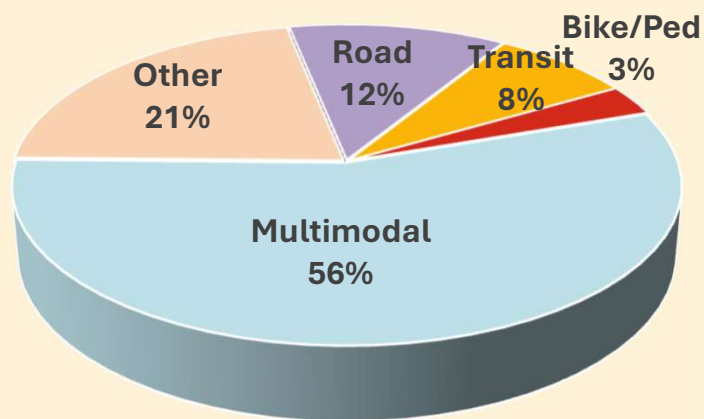
**New Castle County 14%**

**Delaware Statewide 78%**

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.

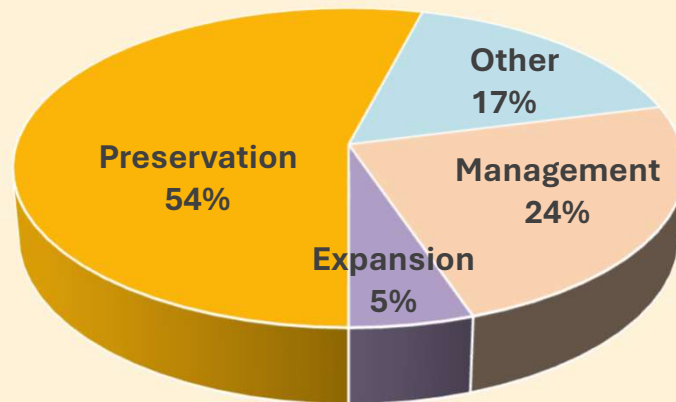
## What types of projects are in the TIP?

Projects by Mode



**Bike/Pedestrian** – Walking and biking transportation  
**Multimodal** – Serves walking, biking, cars, transit, and freight in a balanced way  
**Road** – Exclusively for roads and highways  
**Transit** – Bus transit, passenger rail, or paratransit  
**Other** – Includes aeronautics, port, contingency funds, environmental, equipment, planning, etc.

Projects by Category

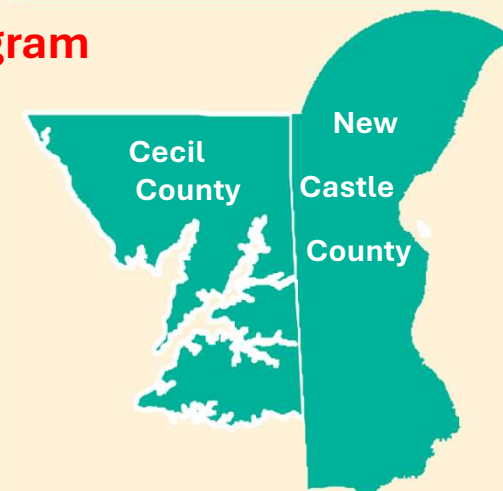


**Preservation** – Maintain an existing facility or service  
**Management** – Enhance existing facility or service to sustain an acceptable level of service  
**Expansion** – New or expanded services and infrastructure  
**Other** – Engineering & contingency, education & training, environmental program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

# HAVE A SAY IN HOW YOUR TRANSPORTATION DOLLARS 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 the Public Workshop:

**Monday, April 20, 2026 | Drop by from 4-6pm**  
 STAR Health Sciences Complex Atrium  
 540 S. College Ave, Newark, DE

- At the workshop, 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 [wilmapco.org](http://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 email comments to [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org) or comment online at [wilmapco.org/tip](http://wilmapco.org/tip)

## WHAT'S NEW:

**Draft TIP is available for comment from March 19 through April 30, 2026**

- Contains \$2.4 billion in planned road, transit, rail, multimodal, and bicycle/pedestrian projects
- Contains 12% less funding than the TIP approved in November 2024, with no new projects
- The following projects are now complete:
  - Denny Road and Lexington Parkway Intersection Improvements
  - SR 2 / Red Mill Road Intersection Improvements
  - SR 299, SR 1 to Catherine Street
  - Wilmington Transit Corridors Improvement

The following projects have been removed due to no funding or changed scope:

- Garasches Lane, Wilmington
- Old Baltimore Pike and Salem Church Road
- Cedar Lane Road, Marl Pit Rd to Boyds Corner Rd
- Possum Park Rd and Old Possum Park Rd
- Sears Boulevard Extension
- SR 4, Christina Parkway from SR 2 to SR 896
- SR 896: College Ave Gateway
- SR 9, River Road Area Flood Remediation
- Tweed's Mill Parking Garage

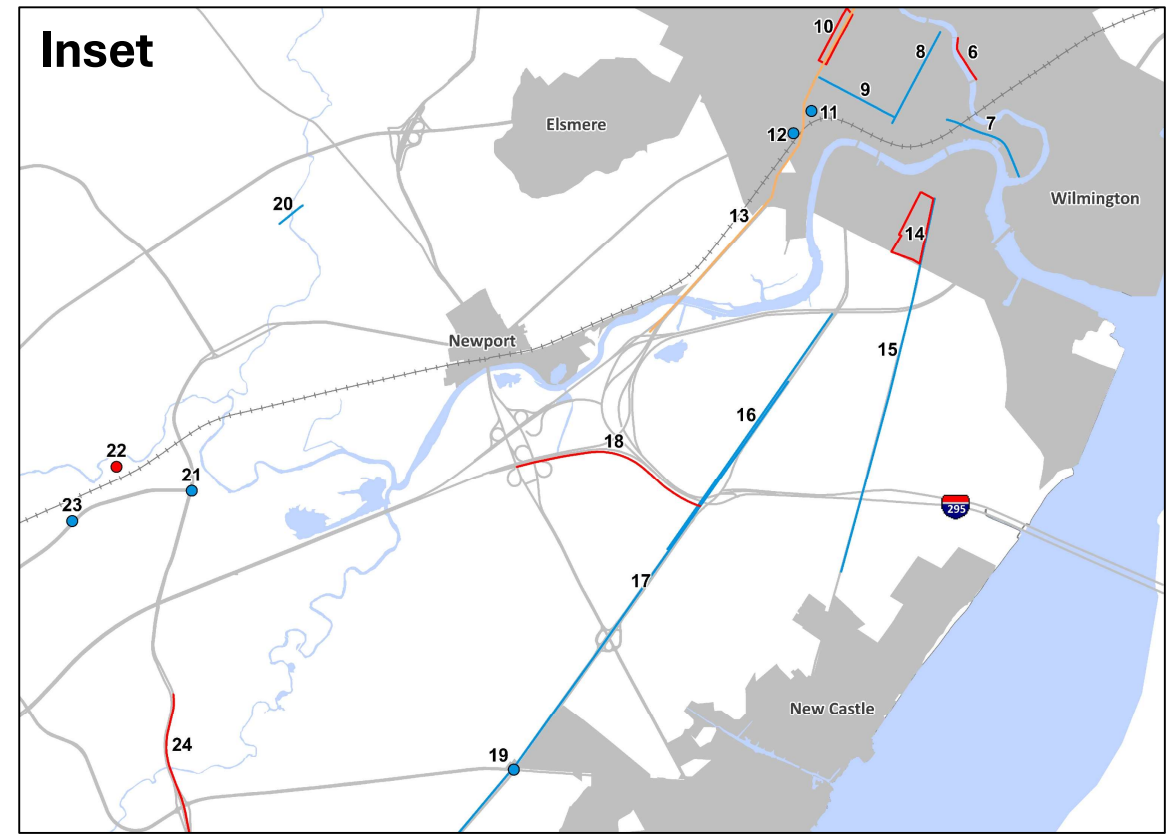
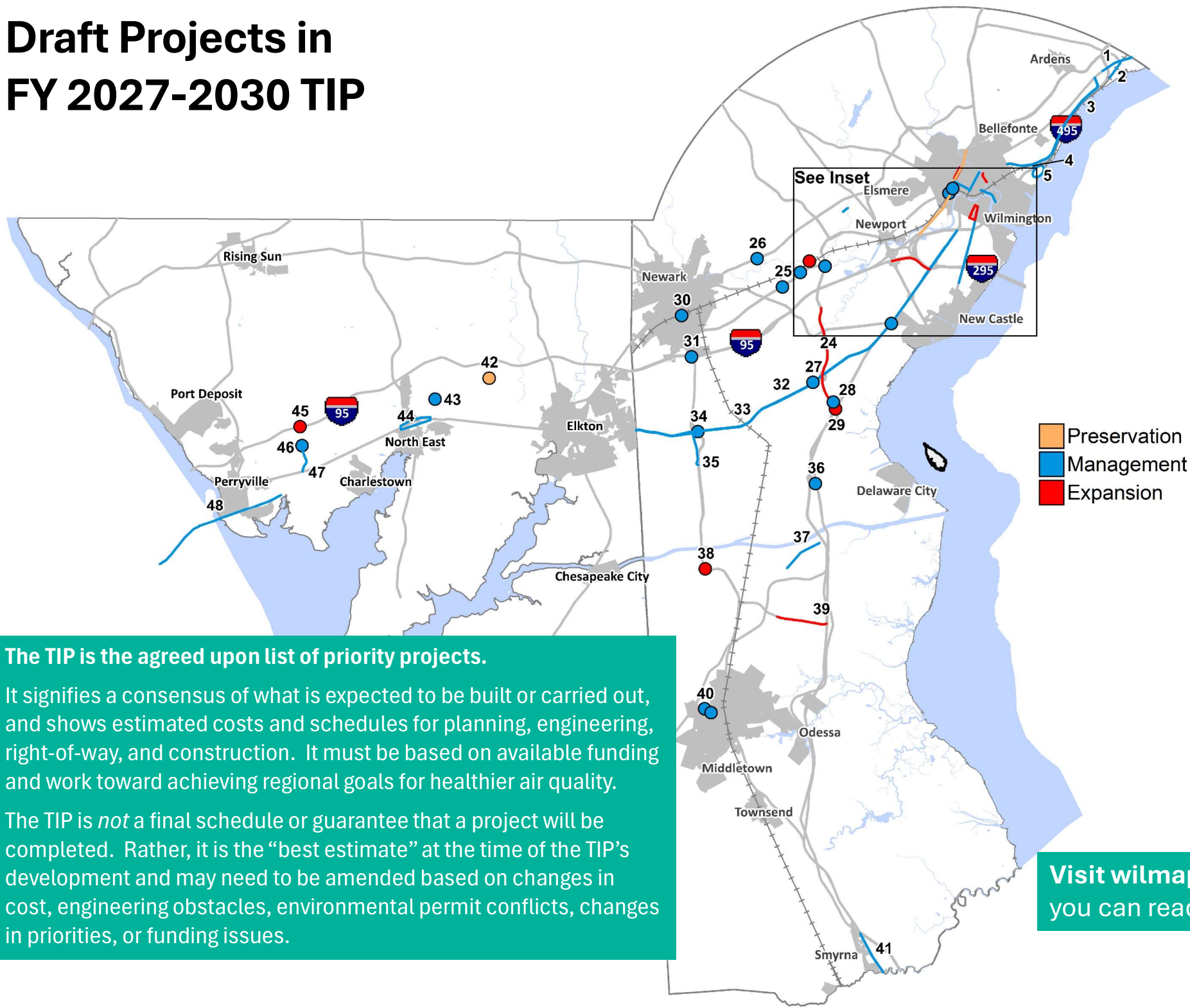


Wilmington Area Planning Council  
 100 Discovery Blvd, Newark, DE 19713  
 302-737-6205 | [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org)

[wilmapco.org/tip](http://wilmapco.org/tip)



# Draft Projects in FY 2027-2030 TIP



**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.

**Visit [wilmapco.org/tip](http://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.**

## Example Areawide Projects (not mapped)

- Bicycle and pedestrian improvements
- Recreational Trails Program
- Road and bridge preservation
- Safety
- Transit operating and capital funds
- Municipal Street Aid and Community Transportation Funds
- Intersection improvements

ID	Project	ID	Project	ID	Project	ID	Project
1	US13: I-495 to PA Line	13	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	25	SR4, Harmony Road Intersection Improvements	37	N412, Lorewood Grove Road: Jamison Corner Rd to SR 1
2	Claymont Rail Station Decommissioning	14	Southbridge Local Street Network	26	HSIP NCC, SR 2 (Kirkwood Hwy) and Harmony Rd Intersection	38	SR 896 and Bethel Church Rd Interchange
3	Governor Printz Blvd Road Diet between Philadelphia Pike and East 35th St.	15	SR9, New Castle Ave, Landers Lane to A Street	27	US 40 (Pulaski Hwy) and SR 7 (Bear Christiana Rd) Intersection	39	N15, Boyds Corner Road, Cedar Lane Road to US 13
4	Edgemoor Rd Bike/Ped Improvements, Governor Printz Blvd to Hay Rd	16	US 13 Southbound BBRT Lane	28	Bear Road and Reybold Drive Intersection Improvements	40	Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersections
5	Port Area Truck Parking Facility Near Wilmington	17	US13, US40 to Memorial Drive Pedestrian Improvements	29	SR 1 at Tybouts Corner	41	US13, Duck Creek to SR1
6	12th Street Connector	18	I-295 Northbound from SR141 to US 13	30	Newark Regional Transportation Center	42	Deaver Road Bridge Replacement over CSX Railroad
7	East 7th Street	19	Hares Corner (US 13 and SR 273) Grade Separated Intersection	31	I-95 and SR896 Interchange	43	Mechanics Valley Bridge CE0042 over CSX Railroad Replacement
8	Walnut Street, 3rd Street to 16th Street	20	Old Capitol Trail, Newport Road to Stanton Road	32	US 40, Salem Church Road to Walther Road	44	Cecil County Mid-County Transit Hub
9	4th Street, Walnut Street to Adams Street	21	SR4, Oglestown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	33	US 40 between US 13 and MD Line Multimodal Improvements	45	I-95 / Belvidere Rd Interchange
10	Reconnecting Communities, I-95 Cap in Wilmington	22	Fairplay Station Parking Expansion	34	US 40 & SR 896 Improvements	46	Belvidere Road Bridge CE0055 Over CSX Railroad Replacement
11	Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	23	HSIP NCC, SR4 and Churchmans Rd Intersection Improvement	35	Glasgow Avenue, SR 896 to US 40	47	Planning and Design for Belvidere Road Improvements
12	Beech St Maintenance Building	24	SR 1 Widening: Road A to US40	36	Mid-County Driver Training Facility	48	Susquehanna River Rail Bridge



# TRANSPORTATION OPEN HOUSE PUBLIC WORKSHOP

**THIS IS YOUR OPPORTUNITY TO SEE  
TRANSPORTATION PROJECTS THAT ARE  
PLANNED FOR THE NEXT FOUR YEARS IN NEW  
CASTLE COUNTY AND SHARE YOUR IDEAS FOR  
FUTURE IMPROVEMENTS**

Monday, April 20, 2026 | Drop by from 4-6 pm  
The UD Health Sciences Complex Atrium  
540 S. College Avenue  
Newark, DE 19713

**UNABLE TO ATTEND?**

Information will be available at  
[www.wilmapco.org/tip](http://www.wilmapco.org/tip) and [ctp.deldot.gov](http://ctp.deldot.gov)  
from March 19 - April 30.

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](mailto: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](http://www.wilmapco.org) | For more information  
call (302) 737-6205, or email [info@wilmapco.org](mailto:info@wilmapco.org).



**Office of the County Executive**

Adam Streight  
County Executive

Dan Schneckenburger  
Director of Administration

Office: 410.996.5202  
Fax: 800.863.0947

**Department of Land Use & Development Services**

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

County Information  
410-996-5200  
410-658-4041



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

**SENT VIA EMAIL ONLY**

April 27, 2026

Tigist Zegeye  
Executive Director  
WILMAPCO  
100 Discovery Boulevard, Suite 800  
Newark, DE 19713

**RE: Cecil County Comments – Draft FY 2027–2031 Transportation Improvement Program (TIP)**

Dear Ms. Zegeye,

Cecil County appreciates the opportunity to review and provide comments on the Draft FY 2027–2031 Transportation Improvement Program (TIP). The County has coordinated internally with the Department of Public Works and the Department of Community Services (Cecil Transit) to ensure that all projects utilizing federal transportation funding are accurately reflected and aligned with the County's known transportation improvements.

Our comments are intended to support final refinement of the TIP and ensure consistency with current project programming, funding assumptions, and implementation schedules.

The following projects should be updated or confirmed in the TIP to reflect current County programming, including total project cost and associated federal participation:

- Belvidere Road Bridge over CSX (Project No. 52657)  
Total Project Cost: \$30,000,000  
This project is currently under construction. The TIP should reflect the full project cost and ongoing implementation.
- Deaver Road (CE0098) over CSX (Project No. 52719)  
Total Project Cost: \$7,300,000

The project is programmed for advancement with construction anticipated in the FY2028 timeframe.

- Mechanics Valley Road over CSX (Project No. 52634)  
Total Project Cost: \$16,200,000  
This project should be included in the TIP consistent with current programming and funding assumptions.
- Belvidere Road Improvements (US 40 to CSX Bridge) (Project No. 52075)  
Total Project Cost: \$7,071,000  
The TIP should reflect the full project cost, inclusive of federal participation.
- Mid County Transit Hub (Project No. 58045)  
Total Project Cost: \$9,441,000  
The TIP should reflect both the total project cost and the phased federal funding participation consistent with the County's CIP.

The County has identified the following projects as appropriate candidates for future federal aid participation. While funding has not yet been assigned, inclusion within the TIP framework (e.g., as illustrative or future-phase projects) would support long-range planning and future programming:

- Red Toad Road over CSX Railroad
- Granite Avenue over Rock Run

Additionally, The Department of Community Services provided the following clarifications:

- The capital estimate for the Transit Hub project reflects a phased implementation approach and remains subject to refinement as the project advances.
- Several federal funding categories should be reviewed for consistency, including:
  - Section 5307 operating assistance levels
  - Section 5310 funding (nonprofit allocation)
  - Section 5307 capital assistance projections
- Agency names and descriptions should be updated to reflect the current structure, including Cecil Transit / Department of Community Services.

Cecil County looks forward to continuing coordination with WILMAPCO to ensure that the FY 2027–2031 TIP accurately reflects project priorities, funding commitments, and implementation timelines.

We are available to work directly with your staff to confirm project details and support finalization of the document.

Thank you for your continued partnership.

Sincerely,



Stephen J. O'Connor, AICP  
Director  
Department of Land Use & Development Services

enc: TIP Amendment forms:

- Belvidere Road Bridge over CSX (Project No. 52657)
- Deaver Road (CE0098) over CSX (Project No. 52719)
- Mechanics Valley Road over CSX (Project No. 52634)
- Belvidere Road Improvements (US 40 to CSX Bridge) (Project No. 52075)
- Mid County Transit Hub (Project No. 58045)

CC: W. Scott Flanigan, P.E., Director, Department of Public Works  
David Trolio, Director, Department of Community Services  
William Goldman, Planning & Zoning

2026-69

## Transportation Improvement Program

Welcome to the Wilmington Area Planning Council's public meeting on the Transportation Improvement Program, hosted in partnership with DeIDOT. Your comments will be an important source of information for WILMAPCO to consider when identifying priority projects.

### 1. Which proposed project(s) do you like the best?

I'm glad to see the multimodal improvements in the US 13/40 corridors, as well as the plans for the Mid-County Transit Hub in North East, MD. Also appreciate the effort to improve quality of life in Southbridge community. Would love to see passenger rail running North/South through Delaware - a boon for commuters and day trippers.

### 2. Do you have comments or suggestions about any proposed projects? Please explain.

I understand the ~~real~~ perceived need to widen US 1 but feel this will become a bigger congestion problem than it is now.

### 3. What other projects should we consider in the future?

I'm disappointed in the continued postponement of the MARC station in Elkton. The regional rail gap between Newark and Perryville was my thesis topic ten years ago. Back then there was a projected implementation in 2029.

There are missing sidewalks on MD 277, which has heavy truck traffic due to BSI's Distribution Ctr and Elk Mills Quarry.

### 4. Other comments (Please continue on back if needed):

Curious to see the bike/ped infrastructure @ DE 896/195 interchange when it's finished.

Would like to see bike/ped path on MD 279 to connect w/what's been installed at DE State line into Newark.

### 5. How did you hear about this meeting? (check all that apply)

- Workshop flyer    Read in newspaper    Read in WILMAPCO enews/newsletter    Heard on radio  
 WILMAPCO website    Facebook    Other \_\_\_\_\_

### Contact Information

Name: DORIS MIKLITZ Street Address: \_\_\_\_\_  
City: ELKTON State: MD ZIP Code: \_\_\_\_\_  
Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

Thank you for your participation!

Please turn in before you leave or fax to 302-286-7131, mail to WILMAPCO, 100 Discovery Blvd, Suite 800, Newark, DE 19713 or comment at our web site at [www.wilmapco.org/tip](http://www.wilmapco.org/tip). Call 302-737-6205 or email [info@wilmapco.org](mailto:info@wilmapco.org) if you have any questions.

# Comment Sheet

WILMAPCO



## Transportation Improvement Program

Welcome to the Wilmington Area Planning Council's public meeting on the Transportation Improvement Program, hosted in partnership with DelDOT. Your comments will be an important source of information for WILMAPCO to consider when identifying priority projects.

### 1. Which proposed project(s) do you like the best?

I really like projects 4, 10, 23, 24, 26, 33, 51, 54 and the project for pedestrian trails in the town of Bellefonte.

### 2. Do you have comments or suggestions about any proposed projects? Please explain.

N/A

### 3. What other projects should we consider in the future?

I would love to see more projects focused on pedestrians ~~and transit~~, cyclists and other forms of active transportation. I would love to see more transit expansion like higher frequency trips of regional rail to Center city and ideally expansion into passenger rail to Middletown and beyond. I would also like to see more ~~road design~~ attention into pedestrians and cyclist travel along major roads like US13, 202, Philly Pike and so on.

### 4. Other comments (Please continue on back if needed):

I want to see less of these projects being cut from the TIP all of these projects ~~are~~. These projects are important for this county and the State.

### 5. How did you hear about this meeting? (check all that apply)

- Workshop flyer    Read in newspaper    Read in WILMAPCO enews/newsletter    Heard on radio  
 WILMAPCO website    Facebook    Other \_\_\_\_\_

### Contact Information

Name: Gavin Yocum Street Address: [REDACTED]  
City: Wilmington State: DE ZIP Code: [REDACTED]  
Phone Number: \_\_\_\_\_ E-mail: [REDACTED]

Thank you for your participation!

Please turn in before you leave or fax to 302-286-7131, mail to WILMAPCO, 100 Discovery Blvd, Suite 800, Newark, DE 19713 or comment at our web site at [www.wilmapco.org/tip](http://www.wilmapco.org/tip). Call 302-737-6205 or email [info@wilmapco.org](mailto:info@wilmapco.org) if you have any questions.

Hello WILMAPCO,

Thank you for taking public comments on this important plan.

- Page xiv: **TIP Funding by Mode.** The percentage of budget dedicated to bike and pedestrian infrastructure should be much higher than 3%
- Page 1-25: **Traffic Calming Program.** More traffic calming projects, please! Roundabouts are a great way to reduce accidents, reduce fuel consumption by not having to stop, reduce maintenance costs of traffic lights, and they work 24/7 without any electricity! I would also like to see traffic calming measures at all road entry points into cities to let drivers know they are entering a city and should slow down in anticipation of more pedestrian traffic and lower speed limits. I lived in my current home for several years before realizing that the city limit is right at the entrance to my neighborhood because it looks about the same as the high speed county road coming into the city (West Chestnut Hill Road).
- Page 1-27: **TAP.** More TAP funding, please! I have been putting together an awesome new trail connector plan that will connect the three currently isolated neighborhoods of Arbour Park, Anvil Park, and Academy Hill to the Newark Bikeway system and it's been a challenge to raise the 20% co-investment requirement. Do you think you could bring it down to 10% for an exceptionally worthy project like ours (draft attached)?
- Page 1-30: **Diamond State Rail Line.** Excellent!
- Page 2-30: **Rail Improvements.** New Castle County, Newark Regional Transportation Center: Excellent! Next, please complete the phase that makes use of the second floor of the building with an... enclosed pedestrian bridge to the other side of the tracks? I work in Aberdeen, MD, so it would be great to be able to commute to work via commuter train and a folding e-bike.
- Page 3-12: **NEVI Program.** Excellent! More please!

Your friendly neighbor from right across the Christina Creek from your office building in the cozy wooded neighborhood of Arbour Park. Stop by and say hello at one of our upcoming civic association events!

Andrew O'Donnell

Local resident/Arbour Park Civic Association Board Member

**Return completed application  
By April 17<sup>th</sup>, 2026,  
via email to:  
Kelly Valencik, AICP  
Planning Supervisor  
[Kelly.Valencik@delaware.gov](mailto:Kelly.Valencik@delaware.gov)  
Phone: 302-760-2254**

## Transportation Alternatives Program Application Form

### Applicant Information

<b>Project Sponsor:</b>	
<b>Co-Sponsor Name (if applicable):</b>	
<b>Contact Person and Title:</b>	
<b>Address:</b>	
<b>City, State, and Zip:</b>	
<b>Telephone:</b>	
<b>Email Address(s):</b>	

### Project Information

<b>Project Title:</b>	
<b>Project Location: (Include Streets, City/Town, and County)</b>	

**Brief Project Description and how it qualifies based on activities checked below. Note the primary activity in the description.**

**A location map with aerial view must be attached; include photos, as needed.**

## Qualifying Activities

Check the Transportation Alternative activity that the proposed project will address. All projects must have a relationship to surface transportation and/or must be dedicated to public use or access. The project must fit into at least one of the activities listed below. Indicate which eligible activities the project will achieve. Check all that apply. Note: Checking more activities may not ensure or increase eligibility. Projects or Activities were described in 23 U.S.C. 101(a)(29) or 23 U.S.C. 213 as an effort prior to the enactment of the FAST Act.

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- Construction of turnouts, overlooks, and viewing areas

Community improvement activities, which include but are not limited to:

- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
- Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
  - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- Planning, designing, or constructing boulevards and other roadways largely in the right of-way of former Interstate System routes or other divided highways. See [Boulevards from Divided Highways](#) for examples.
- The [safe routes to school program](#) (SRTS) under section 1404 of the SAFETEA-LU (23 U.S.C. 402 note; Public Law 109-59) [now codified as 23 U.S.C. 208 and including]:
  - [Infrastructure-related projects](#) eligible under section 1404(f)(1) [now eligible under 23 U.S.C. 208(g)(1)].
  - [Noninfrastructure-related activities](#) eligible under section 1404(f)(2) [(now eligible under 23 U.S.C. 208(g)(2)].
  - SRTS coordinators eligible under section 1404(f)(3) [now eligible under 23 U.S.C. 208(g)(3)].

1. Has this proposed project been identified, listed, or does it correlate with an overall Master Planning, federal Planning and Environmental Linkages (PEL), or Comprehensive Plan? These efforts are typically adopted and recognized and promoted by municipalities, county departments, other agencies, or non-profits as part an organized and up-front programming effort. Checking “No” does not mean that project will fail to qualify, however those with a “Yes” are more favorable or may be given first preference.

Yes  No

List any Plan references and indicate the corresponding pages and/or passages that which the proposed project applies to the above qualifier.

**Additional Qualifier Activities (please fill out if applicable, otherwise leave blank)**

2. If this project application is considered to be under or as part of a [Safe Routes to School Program \(SRTS\)](#), please briefly specify and describe this relationship. Please also indicate the level of student enrollment and any known data such as number of students that may walk or ride their bike on a regular basis to school versus that of school bus use and/or parental drop-off. Include any descriptive data on why you may be seeking a Safe Routes to School project. You may also list other functions on why/how others may walk to/from school grounds during other functions. Please list a contact at the school as a co-sponsor in the applicant information above.

3. If this project application is considered to be under or as part of the [Delaware Byways Program](#), please briefly specify and describe this relationship. Please also indicate the how the application intent (the project) fits into efforts of the byway's Corridor Management Plan that may have identified the need or purpose. Include any descriptive data on what you may be seeking.

4. Is this project part of a sustainability or resiliency plan or effort?  
Yes  No

Please explain how the application intent (the project) fits into these efforts. *(List any Plan references and indicate the corresponding pages that which the proposed project applies to the above qualifier)*

5. Is this project part of a Plan or an effort to benefit or to serve healthy lifestyles or safe communities?  
Yes  No

Please explain how the application intent (the project) fits into these efforts. *(List any Plan references and indicate the corresponding pages that which the proposed project applies to the above qualifier)*

## Project Implementation Information

6. Project phases included in funding request (check all appropriate boxes):

- Planning Activities (*Examples: concept planning, feasibility assessment, master planning, public meetings, etc.*)
- Preliminary Engineering/Final Design Plans
- Construction

7. Describe any project work phases, efforts, or outreach that are currently underway or have been completed.

8. Please explain the relationship to surface transportation in the project proposal. This may be, but not limited to 1) the project's proximity to a highway or a pedestrian/bicycle corridor, 2) whether the project enhances the aesthetic, cultural, or historic aspects of the travel experience, and 3) whether it serves a current or past transportation purpose. Please note, DelDOT may not impose guidelines or review measures on project eligibility that are more restrictive than any current or past [FHWA guidance](#).

9. What other qualifiers you may wish to describe/list that are beneficial to the community such as transportation and pedestrian safety, the natural environment, serving & improvement to disadvantage communities and environmental justice neighborhoods, accommodating commuting or transit needs, economic development or job improvements, recreation, tourism, or investment in healthy communities and improvement of lifestyles. Please include any letters of support, if needed.

10. Have any public information or community meetings been held?      Yes  No

If yes, describe and/or supply meeting minutes:

11. Are adjacent property owners aware and in support of this project?      Yes  No

*(Describe evidence and support below and/or attach documentation for question #11)*

12. Are adjacent property owners and those that may be involved willing to donate Real Estate for Right of Way needs (e.g. Permanent Easement and/or additional private property for right of way)? Please note under TAP, this potential conversion in use of real property should be best known upfront and the property owners and/or sponsors should be advised that it may occur. Right of way needs, displacement acquisitions, or objections by property owners may limit and/or disqualify this application or the project in later stages. TAP efforts are community driven projects. Utility relocations, considerable drainage adjustments, steep slopes, avoidance for wetland impacts, or adjustment to other fixtures for example could have bearing on right of way or easement needs.

Yes       No       Uncertain

*(Describe below or attach info, as needed for question #12)*

13. Who will take over the proposed ownership and maintenance responsibilities for this project when complete? Maintenance includes but is not limited to mowing, sweeping, trash removal, snow removal, lighting ownership, landscaping care, and eventual rehabilitation etc. Typically, DelDOT is not responsible for general maintenance.

*(Describe below or attach info, as needed, for question #13)*

14. In the box below, does the project have an estimated cost and any suggestions regarding the phasing or sequencing the project? Attach estimates or describe, as applicable.

15. Does the sponsor have the 20% non-federal matching funds for TAP phases checked for the funding request (both apply during PE design and Construction)? Please note that TAP projects exceeding 1.5 million dollars in Construction effort for remaining fund needs will then be full sponsor responsibility. So, 20% matching funds for a 1.5 M construction project of this cost is \$300,000 plus whatever exceeds. In most cases, the project sponsors are then required to provide overmatch.

Yes       No       Uncertain

If no or uncertain, explain your source of funding, any funding obligation, and any limitations to those funds:

16. If the applicant intends to request the State as the sponsor of project, please answer the following questions: Why is this being undertaken? What measures have been undertaken before requesting the State to become sponsor? What are the anticipated financial responsibilities of each party involved in the project?

*(If this question does not apply, please skip)*

17. Sizable adverse environmental effects and impacts may disqualify an application from this program as being too complex and/or financially outside the TAP program. Are there any environmental issues (wetlands, cultural resources, hazardous materials, endangered species) that are known to be impacted or involved by the project that must be considered when undertaking this project? If yes or uncertain, please explain:

Yes       No       Uncertain

18. Are there any utility (above or below ground) fixtures that are known to be impacted or involved by the project? List if known:

Yes       No       Uncertain

19. Has the sponsor participated in TAP or Transportation Enhancement with DelDOT previously?

Yes       No       Uncertain

If yes, describe at least one past or active project; suggest any improvement efforts (if applicable) that could be different this time.

**Appendix H:  
Performance Period #2  
Targets and Reporting  
Summary**

April 2026



## 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.

NOTE: At the time of publication, both Maryland and Delaware are working on updates to their SHSP.

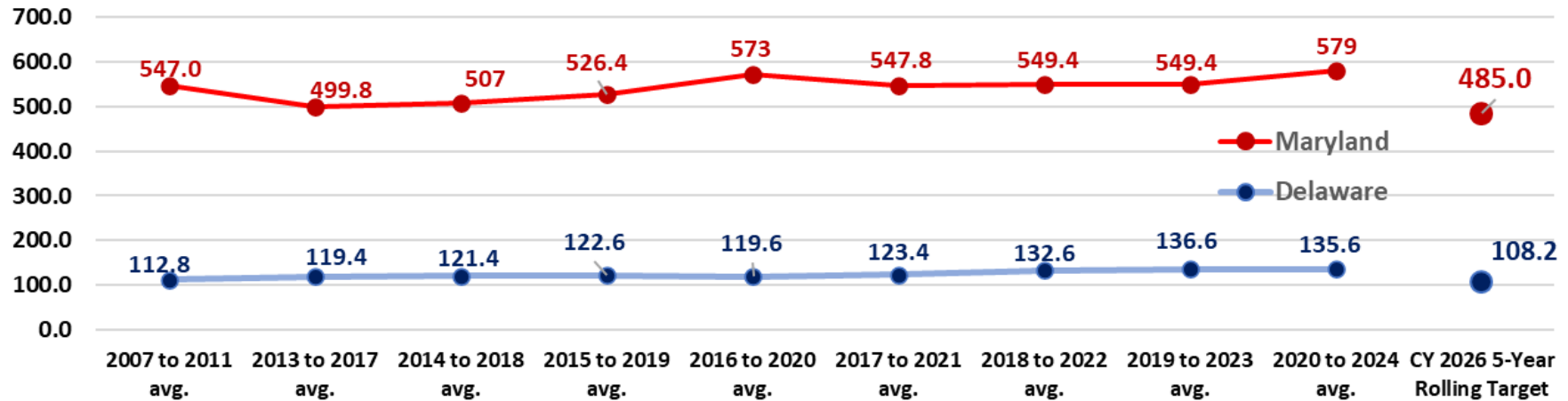
The chart shows the Delaware and Maryland established statewide targets (5 year rolling averages) for each of the five measures. Once 2021 Fatality Analysis Reporting System (FARS), Highway Performance Monitoring System (HPMS), and FARS Annual Report File (ARF) data becomes finalized (December 2022) 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 2026 Safety Targets*	Maryland	Delaware
Number of Fatalities	485	108.2
Rate of Fatalities per 100 million VMT	0.81	1.108
Number of Serious Injuries	1,954	424.3
Rate of Serious Injuries per 100 million VMT	3.24	4.34
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	570	82.4

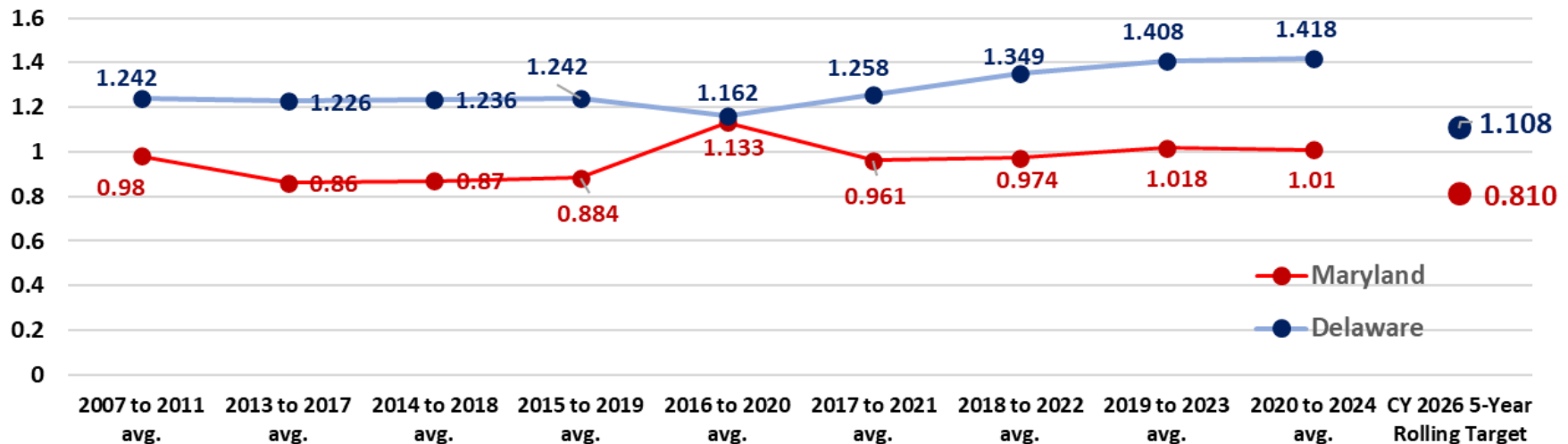
\* Projected 2020-2024 5-year rolling averages

The following charts show the historical trends composed of 5-year rolling averages, HSIP baseline figures and 2020-2024 targets for each of the safety performance measures. Figures include all injuries and fatalities which occurred on all public roads.

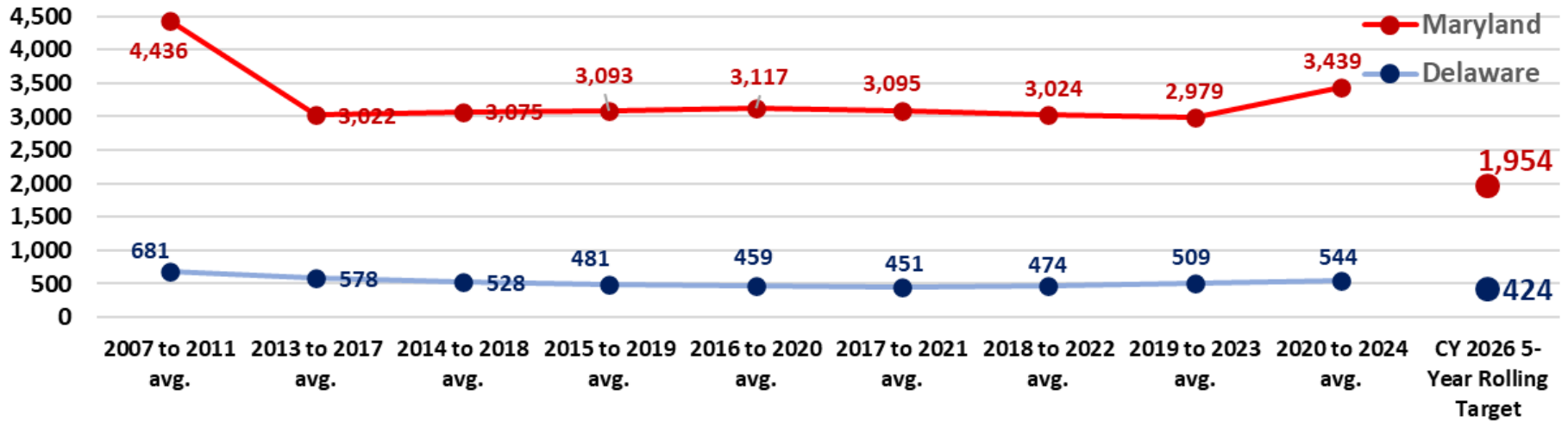
### Total Number of Fatalities



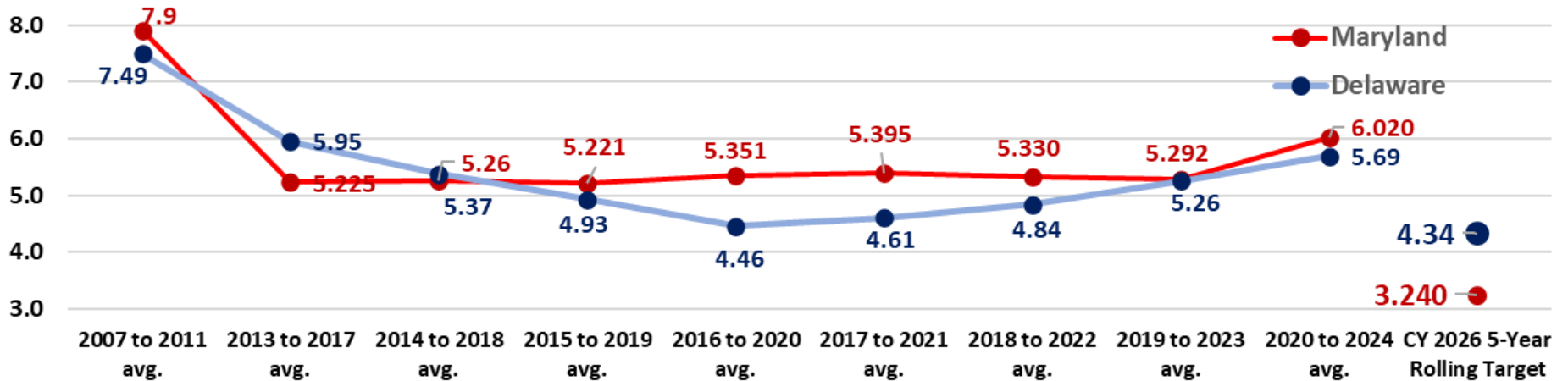
### Rate of Fatalities per 100 million VMT



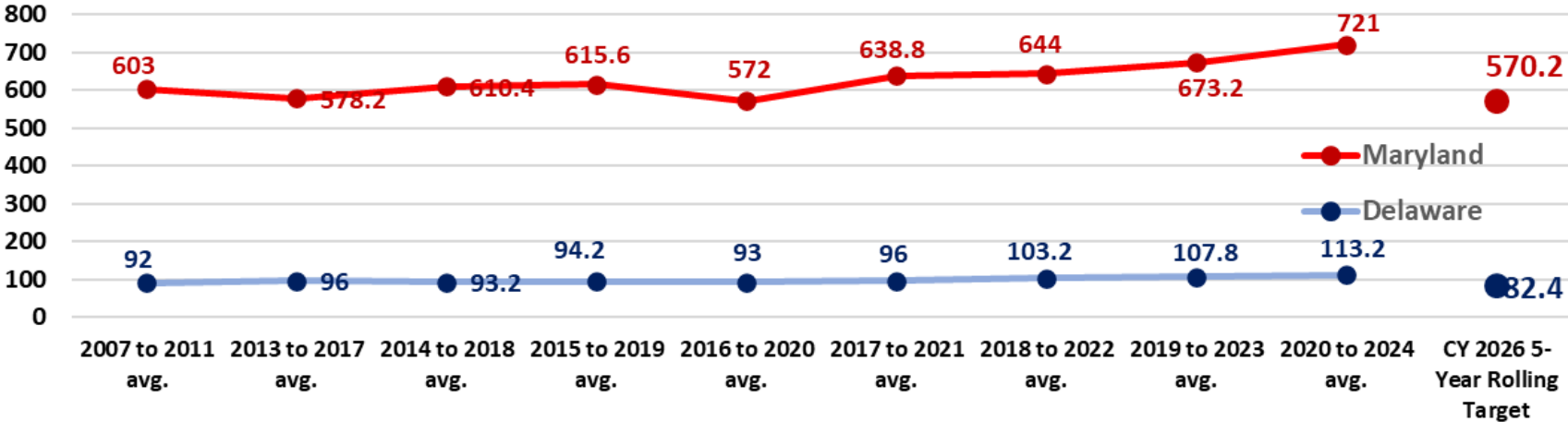
## Number of Serious Injuries



## 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.

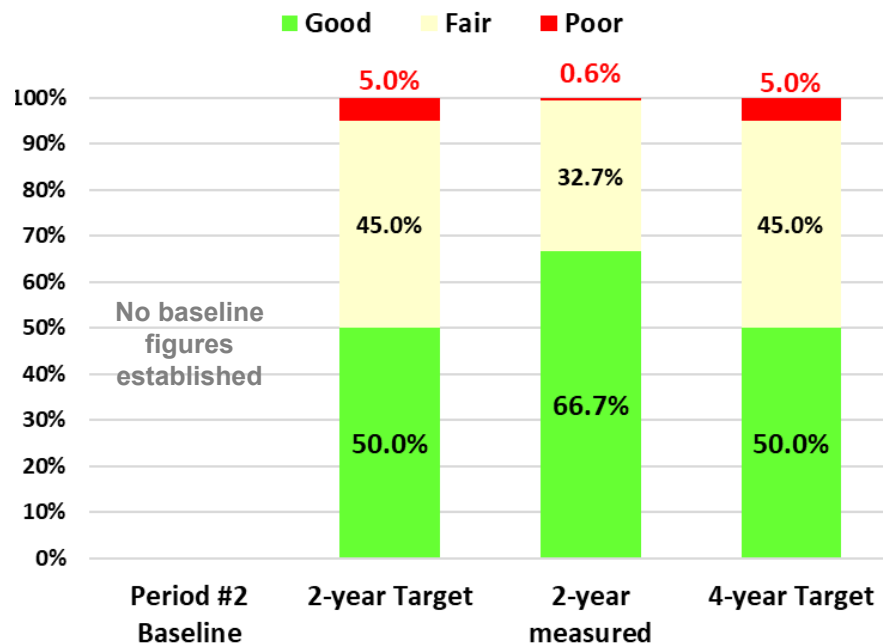
Performance Measures: Pavement Condition*
% of Interstate pavement in GOOD condition (4-year target only)
% of Interstate pavement in POOR condition (4-year target only)
% of non-Interstate NHS pavements in GOOD condition (2 and 4 year target)
% of non-Interstate NHS pavements in POOR condition (2 and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

\*Good condition: Suggests no major investment is needed.

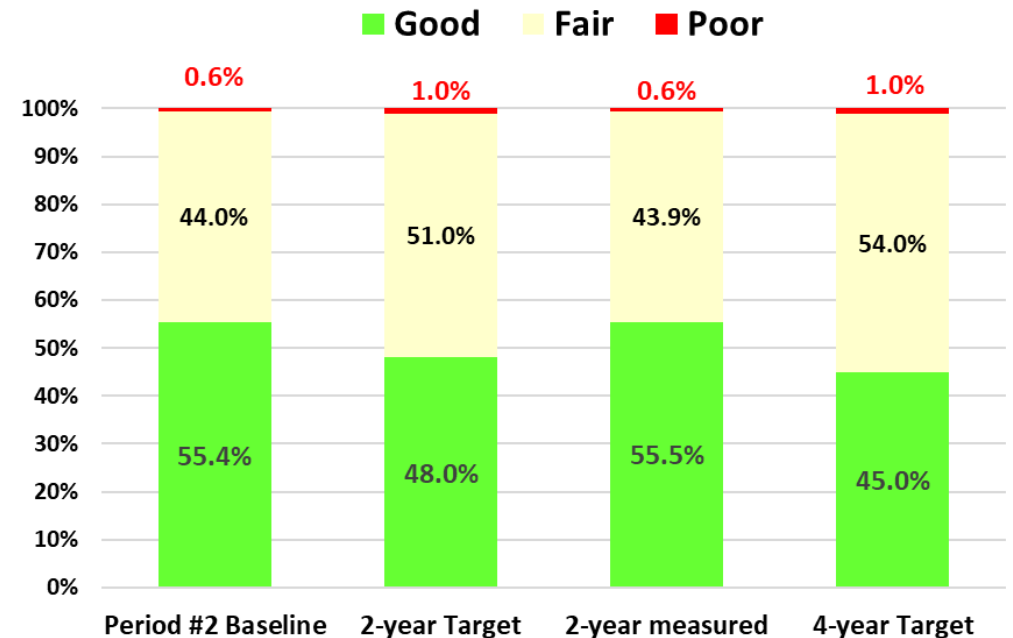
Poor condition: Suggests major reconstruction investment is needed.

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

Interstate Pavement Conditions: Delaware

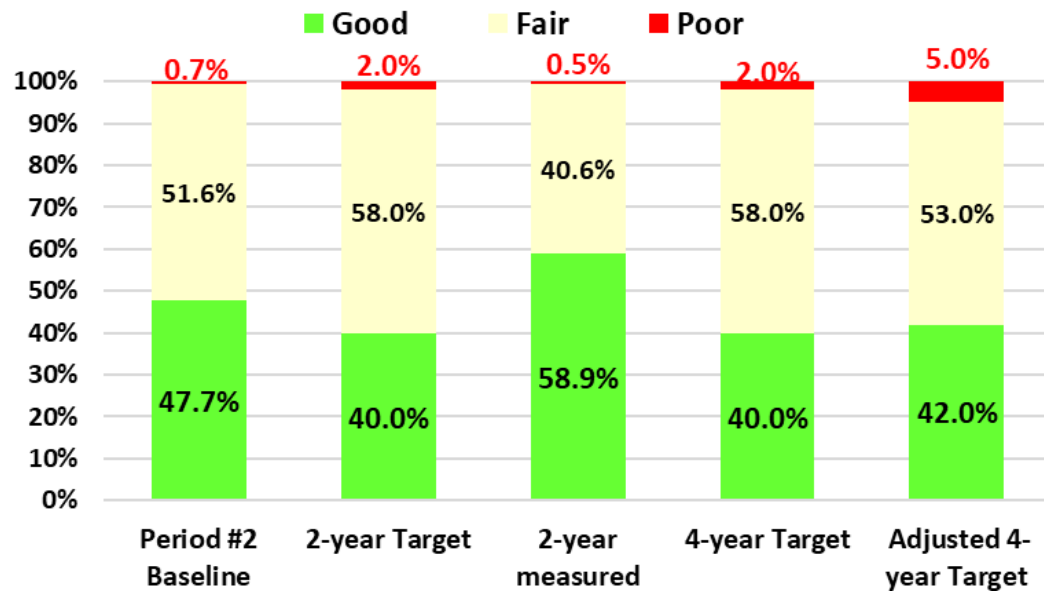


Interstate Pavement Conditions: Maryland

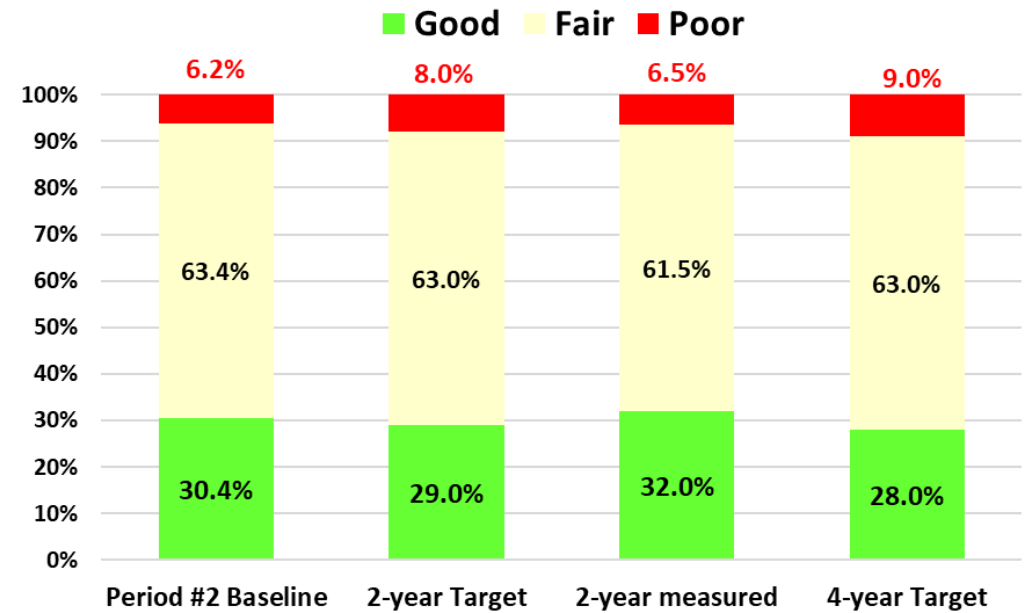


# Transportation Performance Measure (PM2): Infrastructure condition targets for the National Highway System (NHS) – Non-Interstate NHS Pavement Conditions

## 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.

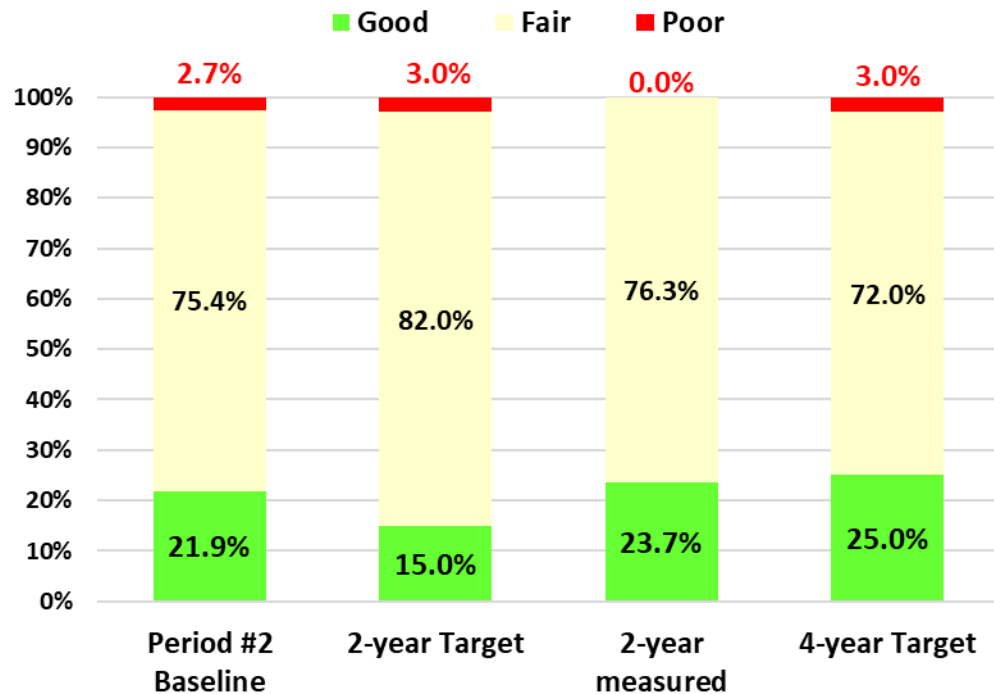
**Measure:** Based on deck area based on National Bridge Inventory (NBI) condition ratings for the bridge deck, Superstructure, Substructure and/or Culvert. Condition is determined by the lowest rating of the four ratings.

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

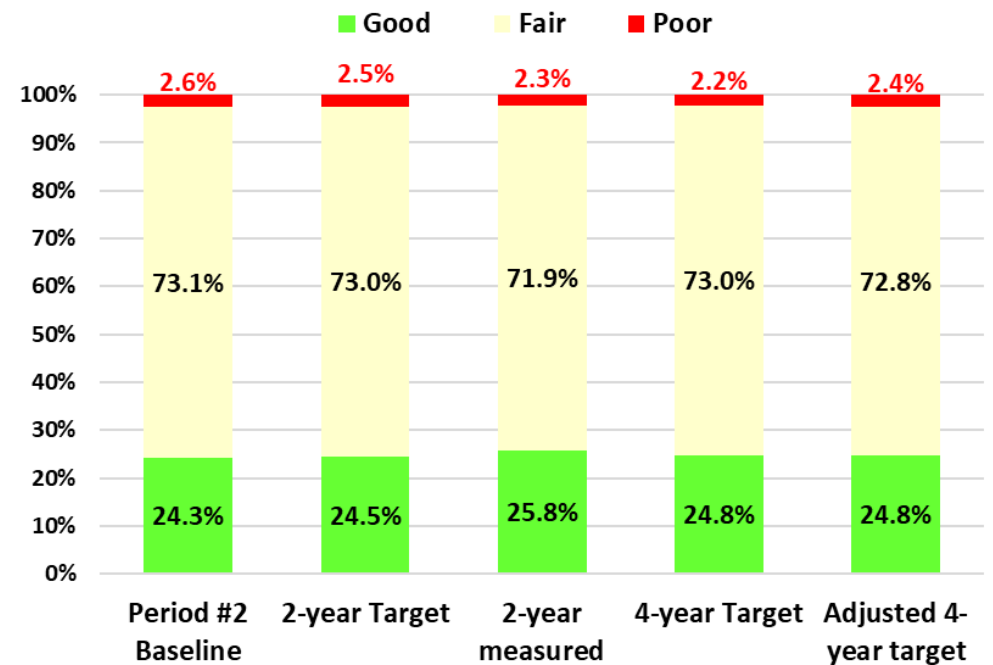
Bridge	Deck <i>(Item 58)</i>	≥ 7	5 or 6	≤ 4
	Superstructure <i>(Item 59)</i>	≥ 7	5 or 6	≤ 4
	Substructure <i>(Item 60)</i>	≥ 7	5 or 6	≤ 4
	Culvert <i>(Item 62)</i>	≥ 7	5 or 6	≤ 4

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 (80<sup>th</sup> percentile) to a “normal” travel time (50<sup>th</sup> 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**

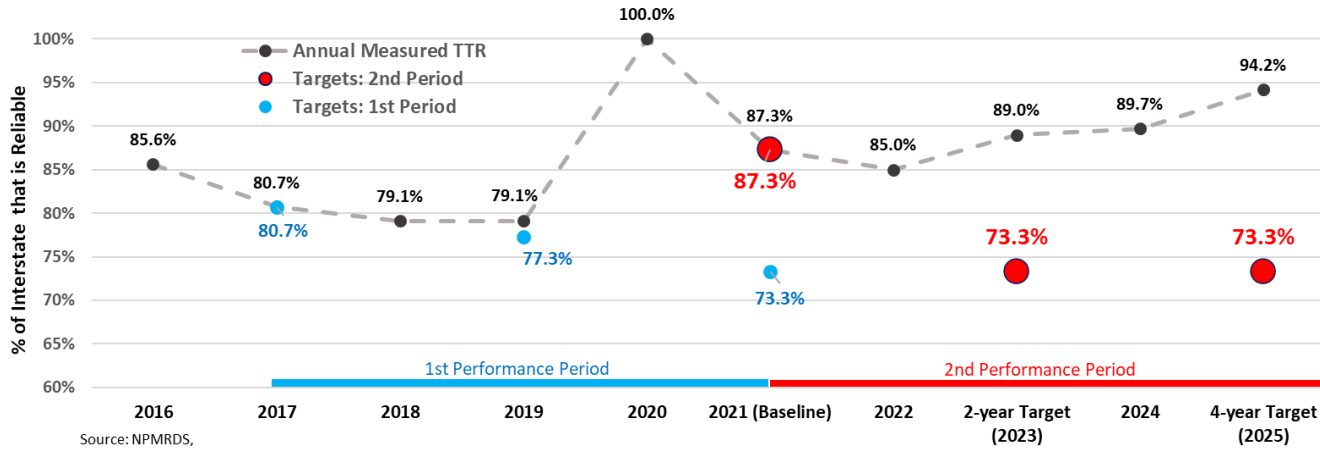
**Interstate Travel Time Reliability Measure:** % of person-miles traveled on the Interstate that are reliable

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

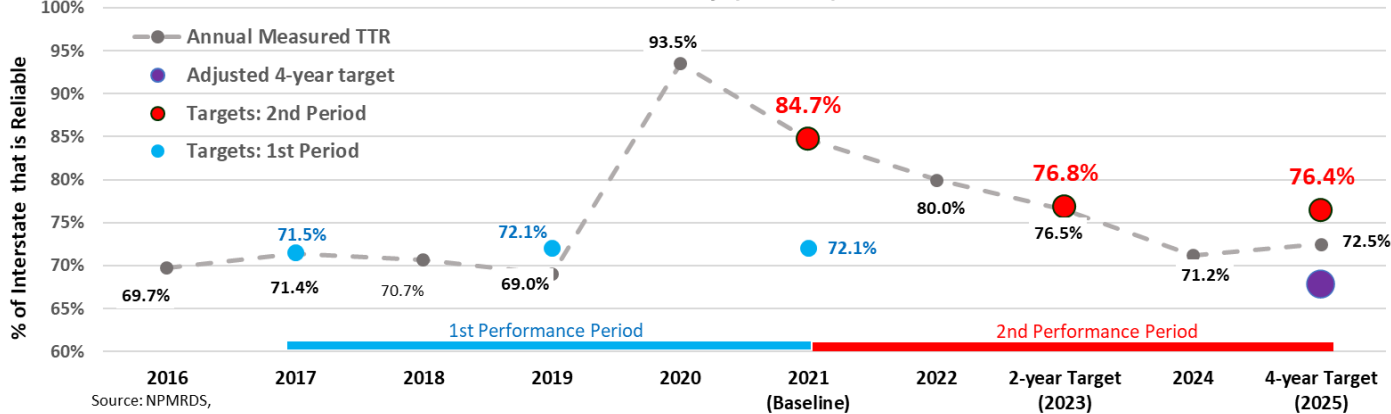
Illustration of Reliability Determination

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

Level of Travel Time Reliability (LOTTR) - DE Interstates



Level of Travel Time Reliability (LOTTR) - MD Interstates

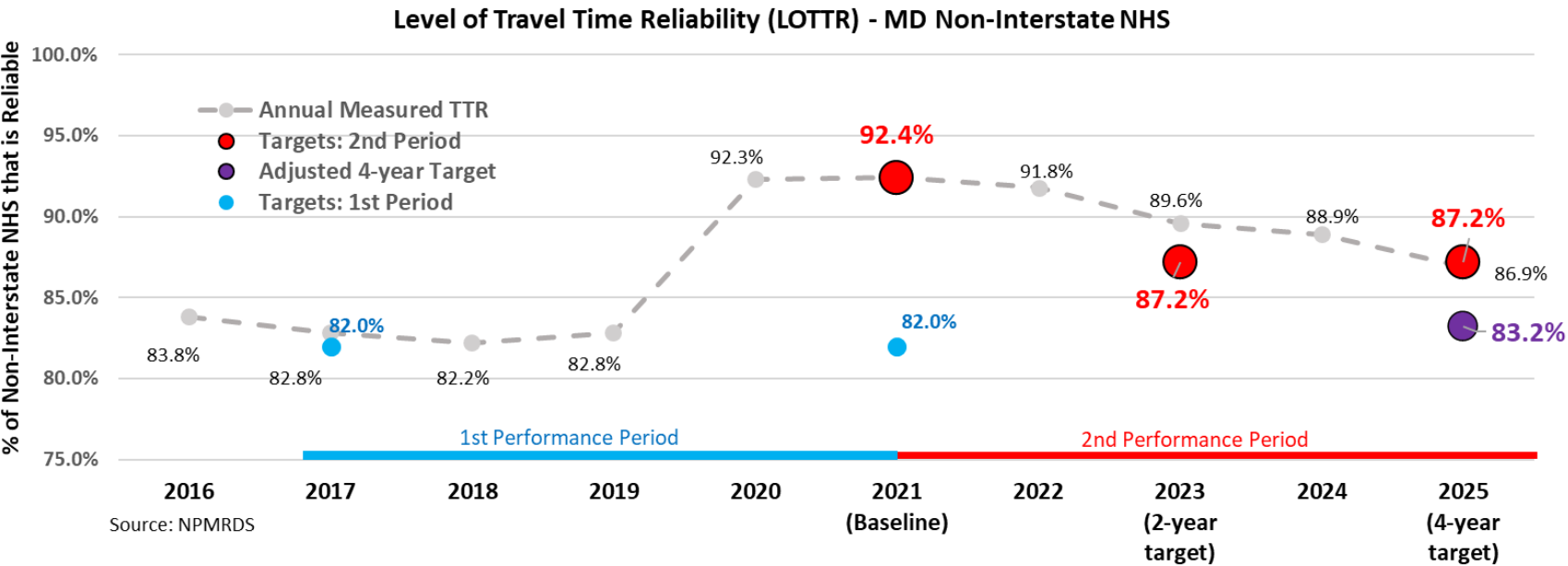
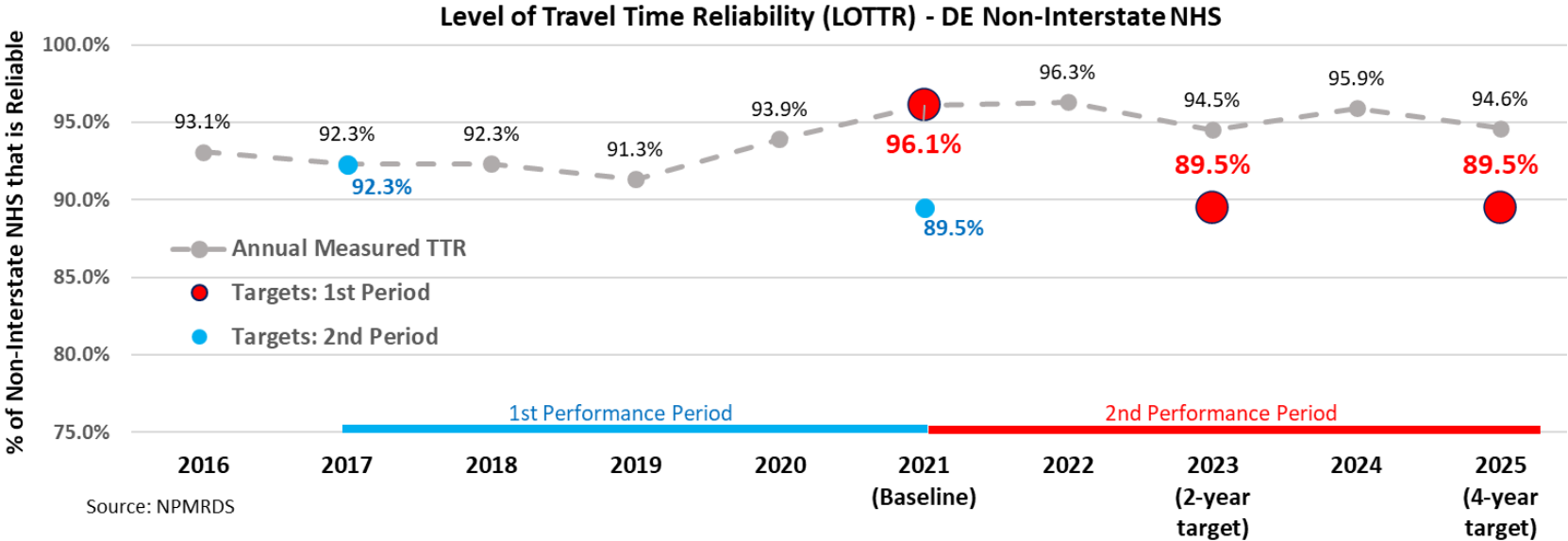


# Transportation Performance Measure (PM 3): Travel Time Reliability Measures - Level of Travel Time Reliability – Non-Interstate NHS

**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		<b>Segment IS NOT reliable</b>

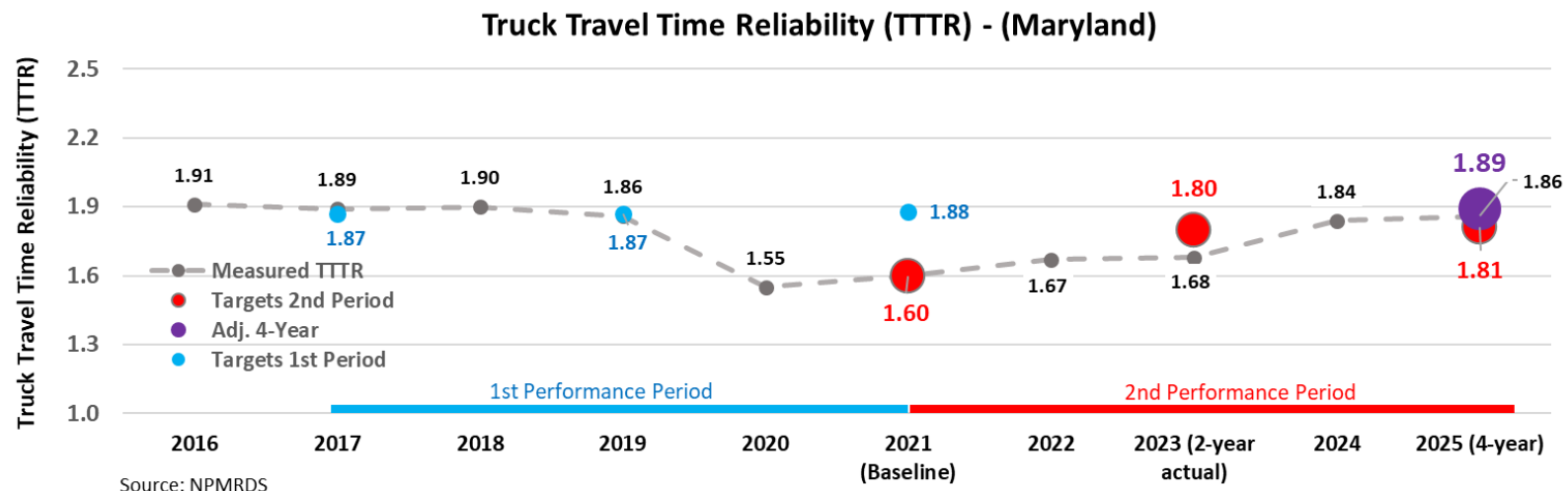
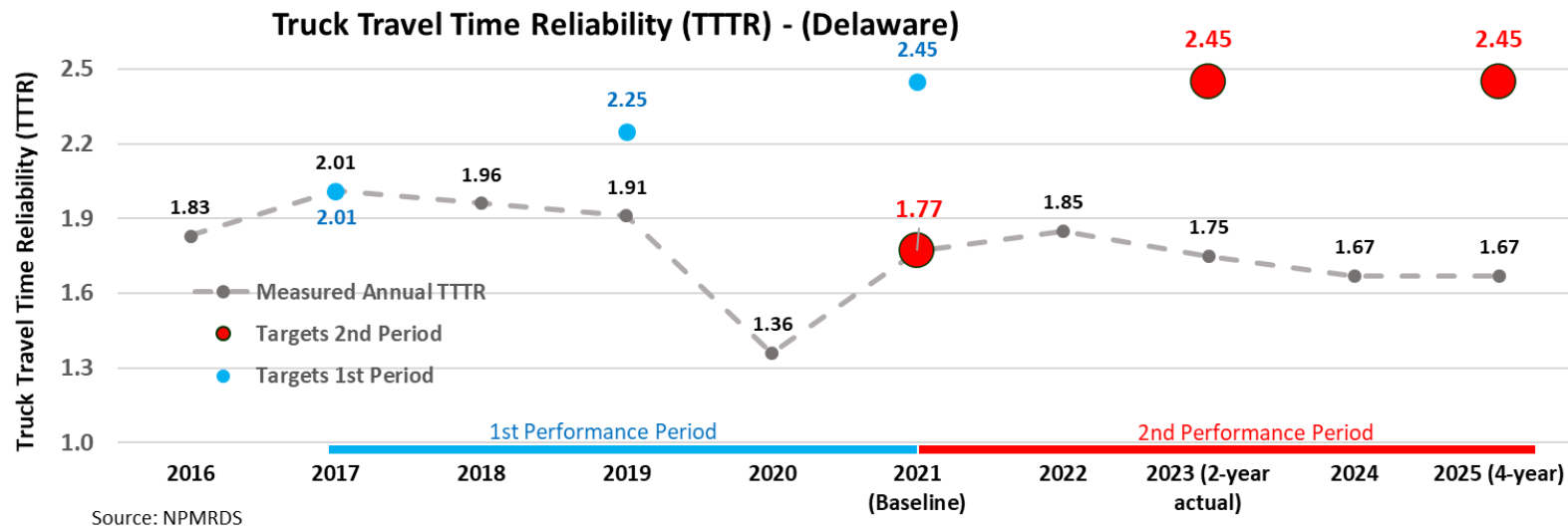


# Transportation Performance Measure (PM 3) : Travel Time Reliability Measures – Truck Level of Travel Time Reliability (TTTR)

**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 95<sup>th</sup> percentile time by the normal time (50<sup>th</sup> percentile) for each segment. The measure is based on the worst performing time period for each segment, averaged together to create a single figure

Illustration of Truck Reliability Determination

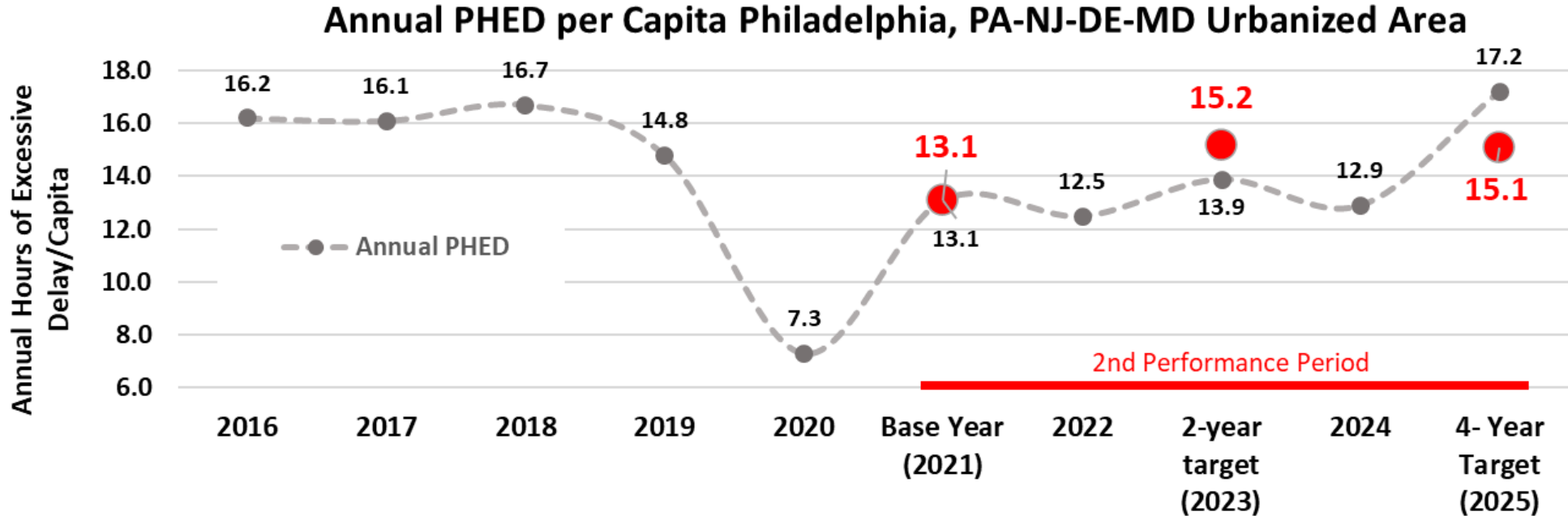
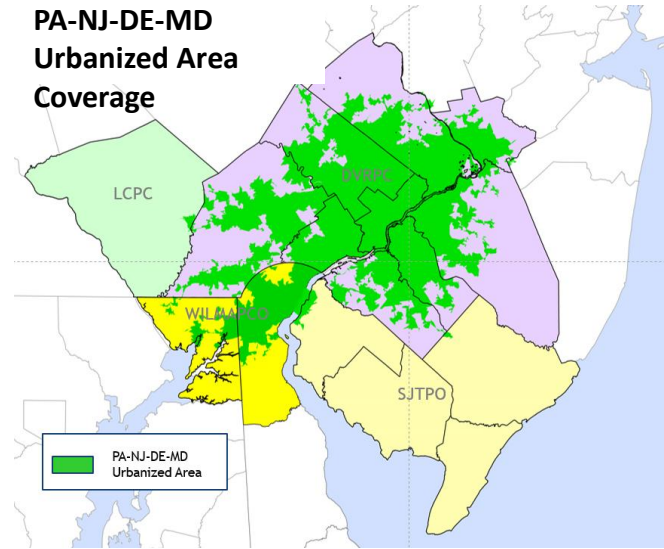
Monday – Friday	6 – 10 a.m.	$TTTR = \frac{63 \text{ sec}}{42 \text{ sec}} = 1.50$
	10 a.m. – 4 p.m.	$TTTR = \frac{62 \text{ sec}}{45 \text{ sec}} = 1.38$
	4 – 8 p.m.	$TTTR = \frac{85 \text{ sec}}{50 \text{ sec}} = 1.70$
Weekends	6 a.m. – 8 p.m.	$TTTR = \frac{52 \text{ sec}}{40 \text{ sec}} = 1.30$
	8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

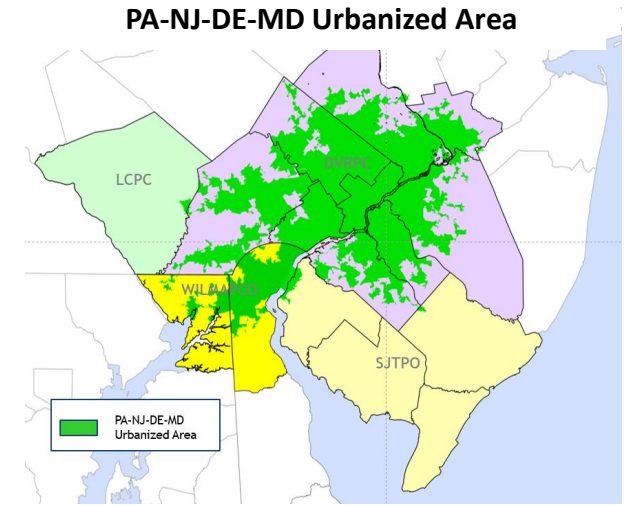


Source: NPMRDS

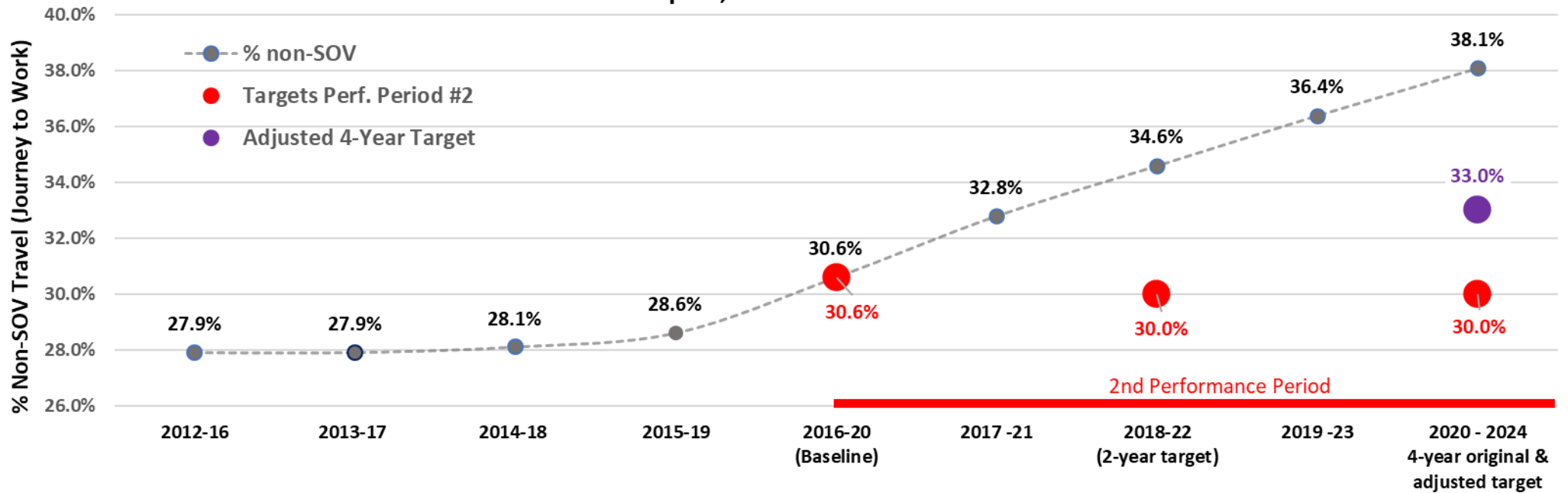
# Transportation Performance Measure: Percent of non-single occupancy vehicle travel – Philadelphia, PA/DE/MD/NJ Urbanized Area

**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 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**

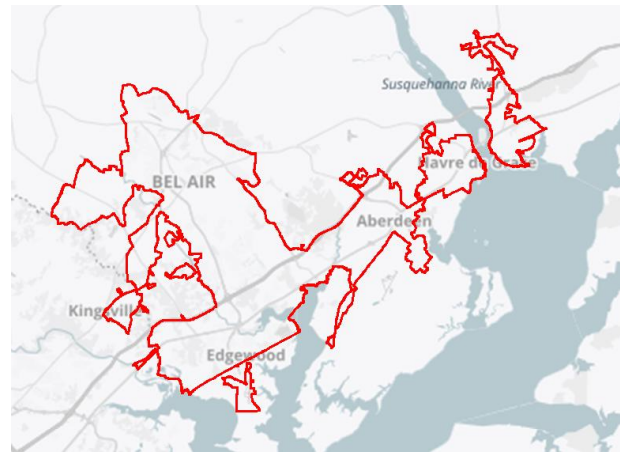


# Transportation Performance Measure: Annual hours of peak-hour excessive delay per capita (PHED) – Aberdeen, MD Urbanized Area

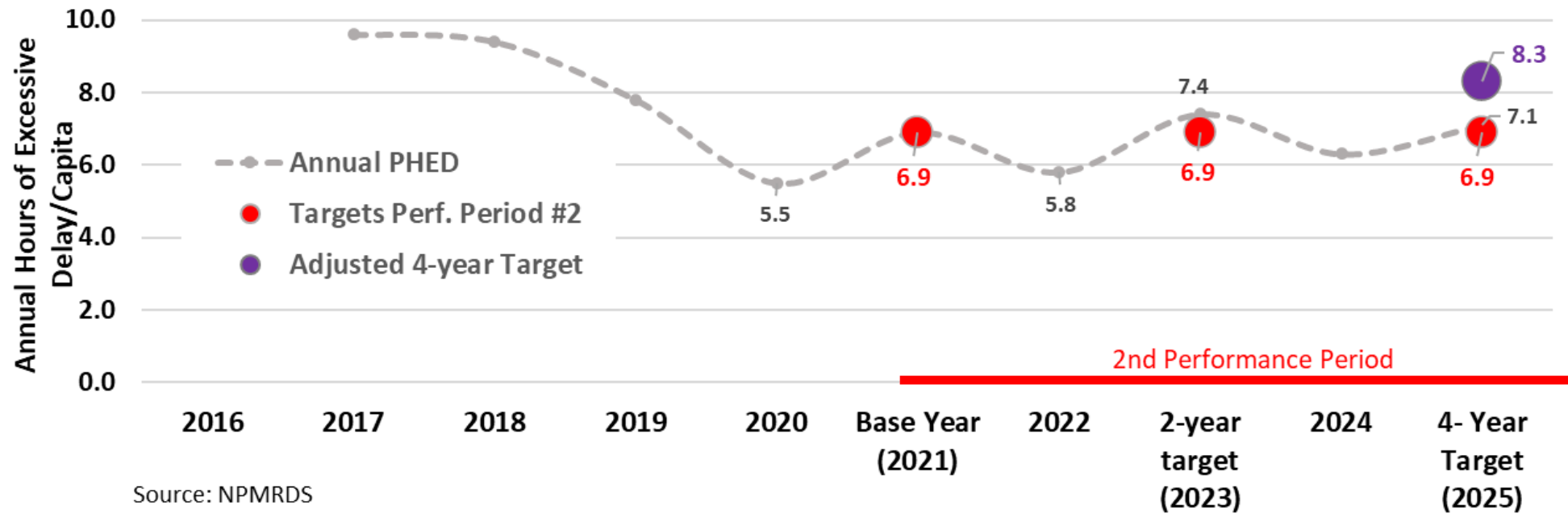
**Excessive Delay Definition:** The extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay threshold (20 miles per hour (mph) or 60% of the posted speed limit, whichever is greater)

**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 Bel-Air Urbanized Area



Source: NPMRDS

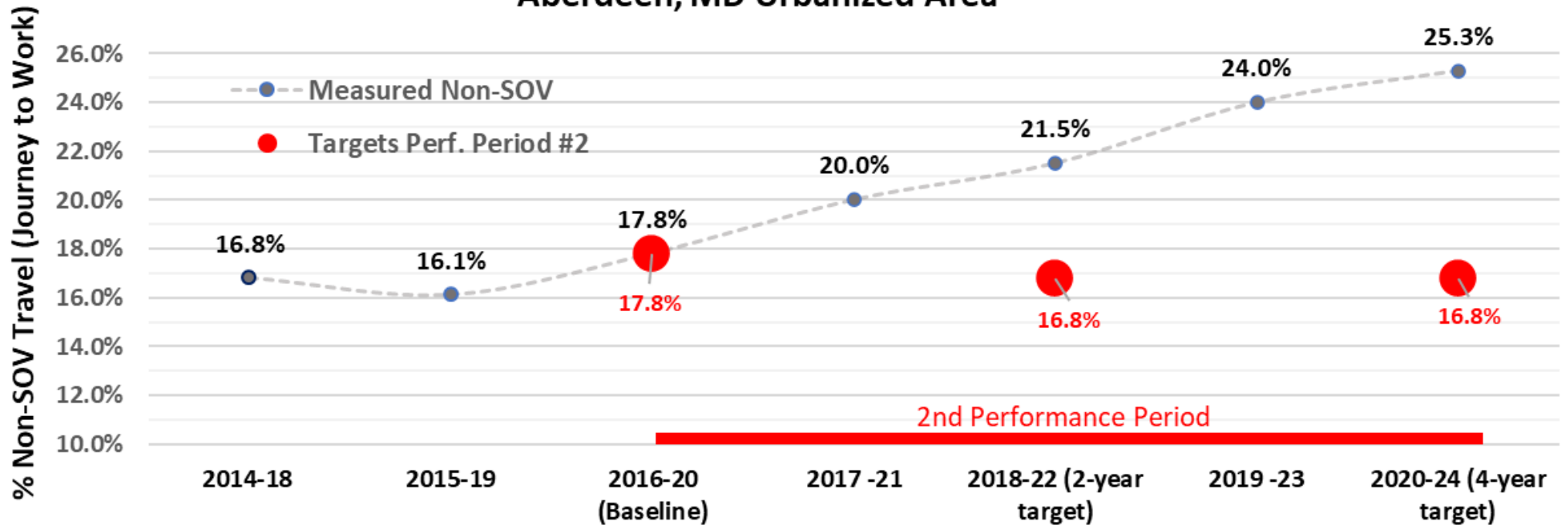
# Transportation Performance Measure: Percent of non-single occupancy vehicle travel – Aberdeen, MD Urbanized Area

**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 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) Aberdeen, MD Urbanized Area

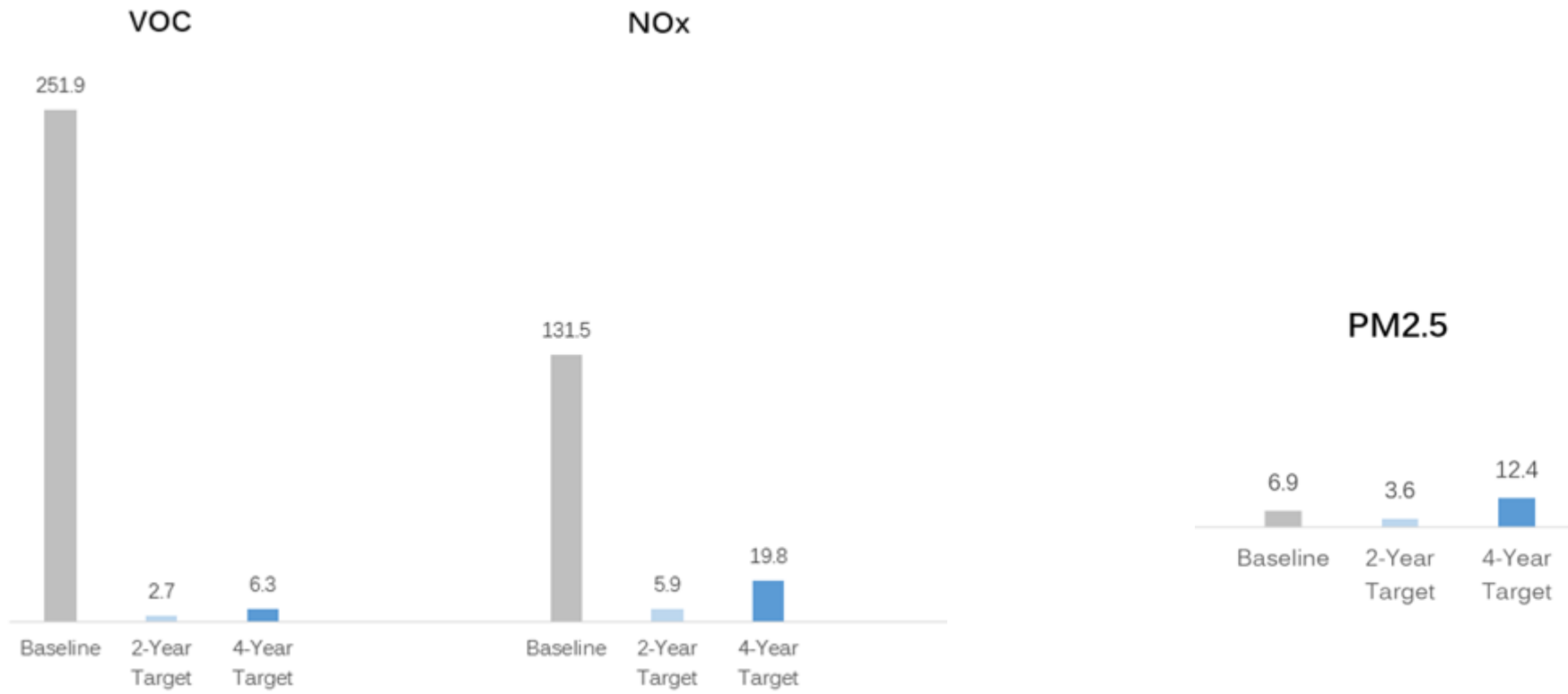


### Transportation Performance Measure 3: On-road mobile source emissions reduction (New Castle)

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://wilmapco.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://wilmapco.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
<b>Rolling Stock - Revenue Vehicles</b>					
Commuter Rail Car (RP)	Rail	-	39	<10%	<b>DTC's policy is to replace at end of ULB. Less than 10% is acceptable.</b>
Over-the-Road Bus (BR)	Commuter	12	14	<10%	
40ft/30ft Buses (BU)	Fixed-route	12	14	<b>&lt;10%</b>	
Cutaway Bus (CU)	Paratransit	10	10	<b>&lt;10%</b>	
<b>Equipment - Non-Revenue Vehicles</b>					
Car (AO)	Support Services	8	8	<b>N/A</b>	<b>Since DTC does not have direct capital responsibility FTA does not require performance targets</b>
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%	<b>With DTC's Facility Preventative Maintenance plan goals, a 20% target is achievable</b>

# 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	
<b>Fatalities</b>			
Total	0	0	Maintain at 0%
Rate per 100K VRM	0	0	
<b>Injuries</b>			
Total	59	16	Reduce by 10%
Rate per 100K VRM	0.69	0.19	
<b>Safety Events</b>			
Total	26	9	Reduce by 10%
Rate per 100K VRM	0.31	0.11	
<b>System Reliability</b>			
Total MMFs	1,742	221	
VRM/MMF*	4,894	29,614	Increase by 10%

## 2022 Cecil Transit Safety Performance Targets

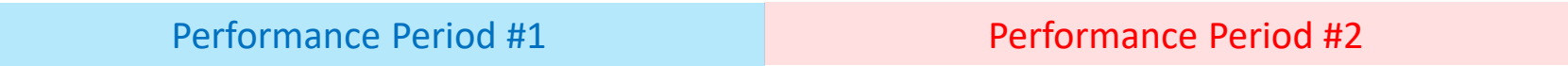
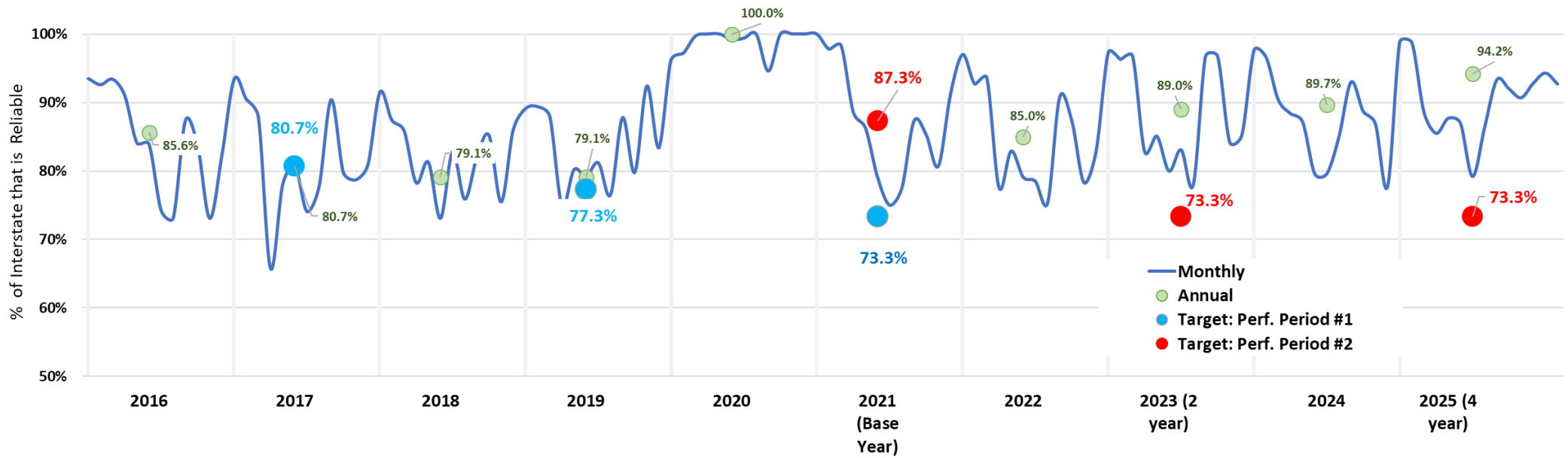
Safety Performance Targets							
<i>Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.</i>							
Mode of Transit Service	Total Fatalities	Fatalities per 100K VRM	Total Injuries	Injuries per 100K VRM	Safety Events Total	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

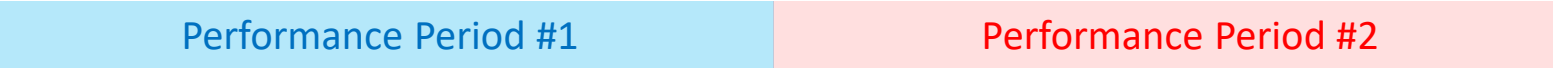
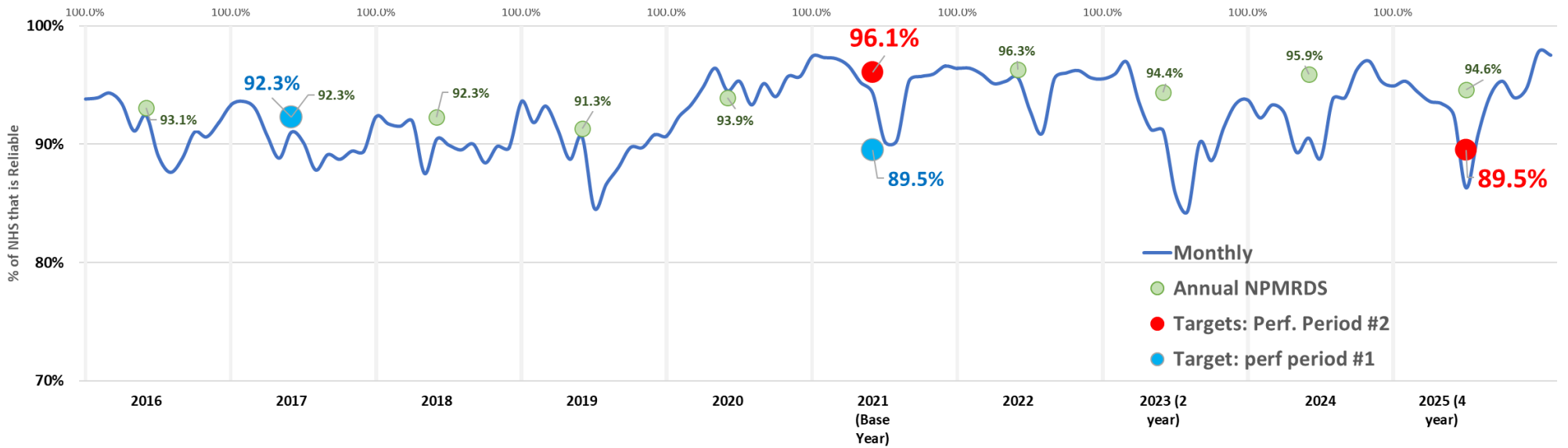
FY 2021 & 22 Target Asset Performance for All Vehicles

<b>NTD Vehicle Type</b>	<b>FY21 Target</b>	<b>FY21 Performance</b>	<b>FY22 Target</b>
<b>Revenue Vehicles</b>			
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%
<b>Equipment</b>			
Automobile	60%	41%	47%
Trucks and Other Rubber Tire Vehicles	42%	53%	57%
<b>Facilities</b>			
Administrative/Maintenance*	0%	0%	0%
Passenger/Parking	0%	0%	0%

# Annual Performance Charts (PM3) - Monthly Delaware Travel Time Reliability – Interstates

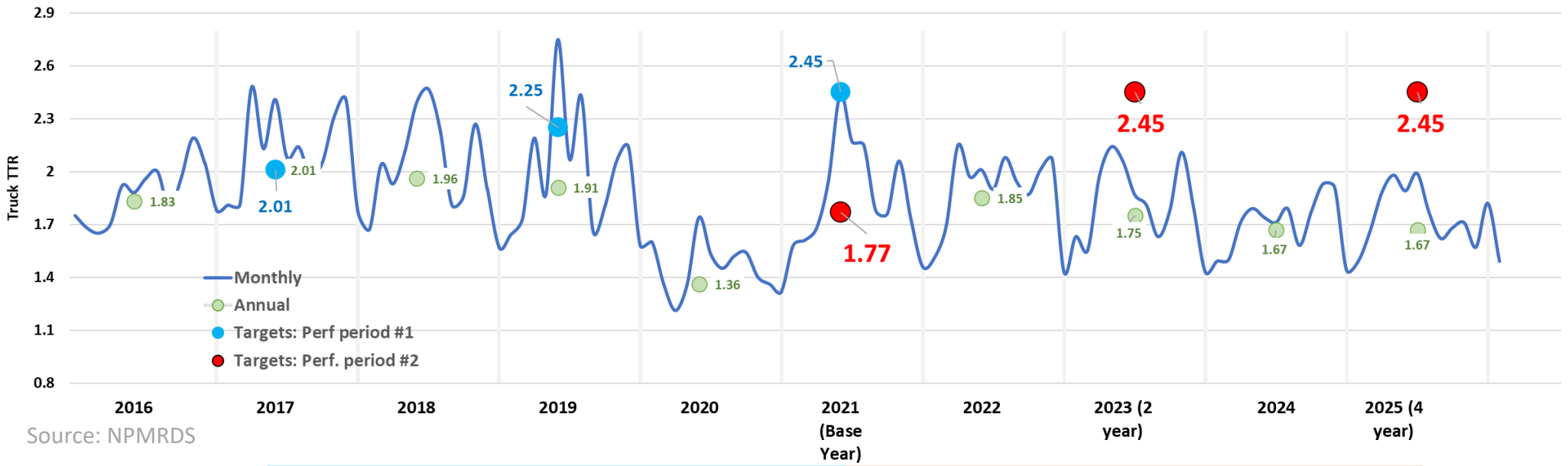


# Delaware Travel Time Reliability Non-Interstate NHS



# Annual Performance Charts (PM3) - Monthly

## Delaware Truck Travel Time Reliability



Performance Period #1

Performance Period #2