

| New project                              |  | Funding restored                         |  |
|------------------------------------------|--|------------------------------------------|--|
| Increased funds vs. March FY 2016-19 TIP |  | Decreased funds vs. March FY 2016-19 TIP |  |
| No funds in draft amendments             |  | No funding - complete                    |  |

| line # | PROJECT TITLE<br><i>(All \$ x 1,000)</i>                   | DRAFT FY 2016-2019 TIP, July 2015 |                  |                  |                  |                     |                                | Difference       |                  |                  |                  |                       |
|--------|------------------------------------------------------------|-----------------------------------|------------------|------------------|------------------|---------------------|--------------------------------|------------------|------------------|------------------|------------------|-----------------------|
|        |                                                            | FY 2016<br>TOTAL                  | FY 2017<br>TOTAL | FY 2018<br>TOTAL | FY 2019<br>TOTAL | TOTAL<br>FY 2016-19 | OUTYEARS<br>TOTAL<br>FY2020-21 | FY 2016<br>TOTAL | FY 2017<br>TOTAL | FY 2018<br>TOTAL | FY 2019<br>TOTAL | Difference<br>FY16-19 |
| 1      | DELAWARE- STATEWIDE                                        |                                   |                  |                  |                  |                     |                                |                  |                  |                  |                  |                       |
| 2      | Aeronautics, Statewide                                     | 456.0                             | 710.0            | 490.0            | 490.0            | 2,146.0             | 980.0                          | -                | 254.0            | 34.0             | 34.0             | 322.0                 |
| 3      | Bicycle and Pedestrian Improvements                        | 3,896.3                           | 4,000.0          | 4,000.0          | 4,000.0          | 15,896.3            | 6,000.0                        | 2,646.3          | 2,750.0          | 2,750.0          | 1,500.0          | 9,646.3               |
| 4      | Bridge Management/Inspection/ Design Training Programs     | 8,438.2                           | 7,950.0          | 8,550.0          | 9,300.0          | 34,238.2            | 18,600.0                       | 2,188.2          | 1,700.0          | 2,300.0          | 3,050.0          | 9,238.2               |
| 5      | Bridge Preservation / Bridge Painting Programs             | 995.0                             | 13,680.0         | 16,500.0         | 27,000.0         | 58,175.0            | 68,000.0                       | (1,514.0)        | 680.0            | -                | 8,000.0          | 7,166.0               |
| 6      | Community Transportation Fund                              | 16,750.0                          | 16,750.0         | 16,750.0         | 16,750.0         | 67,000.0            | 33,500.0                       | 8,375.0          | 8,375.0          | 8,375.0          | 8,375.0          | 33,500.0              |
| 7      | Corridor Capacity Preservation                             | 1,000.0                           | 1,000.0          | 1,000.0          | 1,000.0          | 4,000.0             | 2,000.0                        | 1,000.0          | 1,000.0          | 1,000.0          | 1,000.0          | 4,000.0               |
| 8      | Dam Preservation Program                                   | 1,647.0                           | 1,782.0          | 750.0            | 1,750.0          | 5,929.0             | 1,500.0                        | 326.0            | 32.0             | -                | -                | 358.0                 |
| 9      | Engineering & Contingency/Education & Training             | 27,908.2                          | 27,045.0         | 27,045.0         | 27,045.0         | 109,043.2           | 54,090.0                       | 1,863.2          | 1,000.0          | 1,000.0          | 1,000.0          | 4,863.2               |
| 10     | Environmental Program                                      | 654.8                             | 713.0            | 578.0            | 563.0            | 2,508.8             | 1,126.0                        | 132.3            | 190.5            | 55.5             | 40.5             | 418.8                 |
| 11     | Equipment                                                  | 20,000.0                          | 10,000.0         | 10,000.0         | 10,000.0         | 50,000.0            | 20,000.0                       | 11,600.0         | 1,600.0          | 1,200.0          | 1,200.0          | 15,600.0              |
| 12     | Industrial Streets                                         | 250.0                             | 250.0            | -                | -                | 500.0               | -                              | 250.0            | 250.0            | -                | -                | 500.0                 |
| 13     | Intersection Improvements                                  | 6,907.4                           | 5,100.0          | 5,100.0          | 5,100.0          | 22,207.4            | 10,200.0                       | 3,839.4          | 2,232.0          | 2,232.0          | 2,232.0          | 10,535.4              |
| 14     | Materials & Minor Contracts                                | 7,309.7                           | 8,000.0          | 8,000.0          | 8,000.0          | 31,309.7            | 16,000.0                       | 2,259.7          | 2,750.0          | 2,925.0          | 2,950.0          | 10,884.7              |
| 15     | Municipal Street Aid                                       | 5,000.0                           | 5,000.0          | 5,000.0          | 5,000.0          | 20,000.0            | 10,000.0                       | 2,000.0          | 2,000.0          | 2,000.0          | 2,000.0          | 8,000.0               |
| 16     | Paving & Rehabilitation                                    | 102,015.6                         | 80,000.0         | 80,000.0         | 80,000.0         | 342,015.6           | 160,000.0                      | 44,915.6         | 12,400.0         | 27,400.0         | 24,700.0         | 109,415.6             |
| 17     | Planning                                                   | 15,683.9                          | 12,889.8         | 12,461.3         | 12,161.2         | 53,196.3            | 24,322.5                       | 5,558.7          | 3,581.7          | 2,310.0          | 2,410.0          | 13,860.4              |
| 18     | Rail Crossing Safety and Rideability                       | 1,911.7                           | 1,611.7          | 1,611.5          | 1,611.5          | 6,746.4             | 3,223.0                        | (0.0)            | (0.0)            | -                | -                | (0.0)                 |
| 19     | Recreational Trails                                        | 1,307.5                           | 1,350.0          | 1,132.1          | 1,132.1          | 4,921.7             | 2,264.2                        | (42.5)           | -                | -                | -                | (42.5)                |
| 20     | Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154)   | 7,583.1                           | 4,920.6          | 5,006.3          | 11,292.8         | 28,802.7            | 22,085.6                       | 2,595.8          | (66.6)           | 19.0             | (277.8)          | 2,270.5               |
| 21     | Signage & Pavement Markings                                | 5,482.5                           | 3,482.5          | 3,482.5          | 3,772.0          | 16,219.5            | 7,544.0                        | 2,210.5          | 410.5            | 410.5            | 700.0            | 3,731.5               |
| 22     | Statewide Lighting                                         | -                                 | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 23     | Statewide Rail Preservation                                | 300.0                             | 300.0            | 300.0            | 300.0            | 1,200.0             | 600.0                          | -                | -                | -                | -                | -                     |
| 24     | Technology                                                 | 14,108.7                          | 14,293.8         | 14,693.8         | 13,293.8         | 56,389.9            | 25,587.5                       | 1,010.0          | 4,060.0          | 3,960.0          | 5,060.0          | 14,090.0              |
| 25     | Traffic Calming                                            | 151.0                             | 150.0            | 150.0            | 150.0            | 601.0               | 300.0                          | (49.0)           | -                | -                | -                | (49.0)                |
| 26     | Transit Facilities, Statewide                              | 3,367.5                           | 2,196.5          | 3,234.2          | 1,634.2          | 10,432.4            | 3,802.0                        | 1,867.5          | 1,596.5          | 1,734.2          | 1,034.2          | 6,232.4               |
| 27     | Transit Vehicles Replace & Refurbish, Statewide            | 6,878.0                           | 4,553.1          | 2,485.4          | 2,360.4          | 16,276.8            | 3,787.6                        | 4,850.9          | 2,566.1          | 455.8            | 330.8            | 8,203.6               |
| 28     | Transportation Alternatives Program                        | 5,277.0                           | 3,815.5          | 2,957.0          | 3,555.8          | 15,605.3            | 7,111.5                        | 1,086.5          | -                | -                | -                | 1,086.5               |
| 29     | Transportation Facilities, Statewide                       | 9,685.2                           | 11,700.0         | 11,800.0         | 11,800.0         | 44,985.2            | 12,000.0                       | 4,085.2          | 6,100.0          | 6,100.0          | 6,100.0          | 22,385.2              |
| 30     | Transportation Management (inc. rideshare and signals)     | 10,632.8                          | 10,975.0         | 8,315.0          | 9,475.0          | 39,397.8            | 18,980.0                       | 27.8             | (2,530.0)        | (1,190.0)        | (30.0)           | (3,722.2)             |
| 31     |                                                            |                                   |                  |                  | -                |                     | -                              | -                | -                | -                | -                | -                     |
| 32     | NEW CASTLE COUNTY                                          |                                   |                  |                  | -                |                     | -                              | -                | -                | -                | -                | -                     |
| 33     | Beech Street Generator                                     | 470.0                             | -                | -                | -                | 470.0               | -                              | 220.0            | -                | -                | -                | 220.0                 |
| 34     | Boyd's Corner Park and Ride                                | -                                 | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 35     | Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)         | -                                 | -                | 250.0            | 1,650.0          | 1,900.0             | 4,725.0                        | -                | -                | 250.0            | 1,650.0          | 1,900.0               |
| 36     | BR 032 on Foulk Road over S. Branch Naamans Creek          | 1,001.6                           | -                | -                | -                | 1,001.6             | -                              | 351.6            | -                | -                | -                | 351.6                 |
| 37     | BR 110 on N239, Pyles Ford Road                            | -                                 | -                | -                | -                | -                   | -                              | (368.3)          | -                | -                | -                | (368.3)               |
| 38     | BR 111 on N253 Benge Road over Red Clay Creek              | 19.1                              | 20.0             | 500.0            | -                | 539.1               | -                              | 9.1              | 20.0             | 500.0            | -                | 529.1                 |
| 39     | BR 148A&B on N330 Greenbank Road over Red Clay Creek       | 20.9                              | 22.0             | 700.0            | -                | 742.9               | -                              | 9.9              | 22.0             | 700.0            | -                | 731.9                 |
| 40     | BR 159 on James Street over Christina River                | 1,428.0                           | 5,899.0          | 1,185.0          | -                | 8,512.0             | -                              | (1,572.0)        | 5,899.0          | 1,185.0          | -                | 5,512.0               |
| 41     | BR 185 on Oak Ridge Road over Hyde Run                     | -                                 | -                | -                | -                | -                   | -                              | (33.0)           | (550.0)          | -                | -                | (583.0)               |
| 42     | BR 191 on Milltown Rd over Mill Creek                      | 1,120.7                           | -                | -                | -                | 1,120.7             | -                              | (187.3)          | -                | -                | -                | (187.3)               |
| 43     | BR 227 on Paper Mill Rd over Middle Run Tributary          | 39.5                              | 10.0             | 380.0            | -                | 429.5               | -                              | 29.5             | (370.0)          | 380.0            | -                | 39.5                  |
| 44     | BR 238 on Elizabeth Ct over White Clay Creek Tributary     | -                                 | 133.1            | 426.0            | -                | 559.1               | -                              | (25.0)           | 98.1             | (374.0)          | -                | (300.9)               |
| 45     | BR 239 on Red Mill Road over Tributary to White Clay Creek | 17.1                              | 615.0            | -                | -                | 632.1               | -                              | 17.1             | 615.0            | -                | -                | 632.1                 |
| 46     | BR 251 on N355 Harmony Road over White Clay Creek          | 89.4                              | 20.0             | 1,800.0          | -                | 1,909.4             | -                              | 79.4             | 20.0             | 1,800.0          | -                | 1,899.4               |
| 47     | BR 254 Old Newark Rd over Cool Run                         | 32.8                              | 600.0            | -                | -                | 632.8               | -                              | (567.2)          | 600.0            | -                | -                | 32.8                  |
| 48     | BR 274 on Wedgewood Rd over E. Branch Christina Creek      | -                                 | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 49     | BR 291, Songsmith Dr over Tributary to Smalley's Pond      | 28.0                              | 624.0            | -                | -                | 652.0               | -                              | (322.0)          | 624.0            | -                | -                | 302.0                 |
| 50     | BR 308 on N378 Clarks Corner Road over Dragon Run          | 21.2                              | 22.0             | 700.0            | -                | 743.2               | -                              | (0.8)            | 22.0             | 700.0            | -                | 721.2                 |
| 51     | BR 366 on N399 Chesapeake City Road over Guthrie Run       | -                                 | -                | -                | -                | -                   | -                              | (20.0)           | -                | -                | -                | (20.0)                |

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|--------|----------------------------------------------------------------------------------|------------------|------------------|------------------|------------------|---------------------|--------------------------------|------------------|------------------|------------------|------------------|-----------------------|
| 52     | BR 393 on SR 299 over Appoquinimink River                                        | 69.1             | 403.0            | -                | -                | 472.1               | -                              | (333.9)          | 403.0            | -                | -                | 69.1                  |
| 53     | BR 424 on Old Corbitt Road, East of Odessa                                       | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 54     | BR 438, Blackbird Station over Blackbird Creek                                   | 54.4             | 700.0            | -                | -                | 754.4               | -                              | 18.1             | 170.5            | -                | -                | 188.6                 |
| 55     | BR 488 on US 13 SB, South of Odessa                                              | 48.6             | -                | 30.0             | 3,025.0          | 3,103.6             | -                              | 0.7              | (3,025.0)        | 30.0             | 3,025.0          | 30.7                  |
| 56     | BR 501, 501A, 501B on SR 141 Viaduct over SR 4                                   | 1,663.3          | 13,834.5         | -                | -                | 15,497.8            | -                              | 1,663.3          | 13,834.5         | -                | -                | 15,497.8              |
| 57     | BR 543 on Carr Road over Shellpot Creek                                          | 35.0             | 648.0            | -                | -                | 683.0               | -                              | -                | -                | -                | -                | -                     |
| 58     | BR 567 on Hay Rd over Shellpot Creek                                             | 87.0             | 1,790.0          | -                | -                | 1,877.0             | -                              | (1,703.0)        | 1,790.0          | -                | -                | 87.0                  |
| 59     | BR 577 on Northeast Blvd over Brandywine River                                   | 434.0            | 258.1            | 2,029.0          | -                | 2,721.1             | -                              | 114.0            | (741.9)          | 1,029.0          | -                | 401.1                 |
| 60     | BR 585 on N049 Augustine Cutoff over Brandywine Creek                            | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 61     | BR 634 on SR100 DuPont Road over Delaware Valley RR                              | 268.8            | 200.0            | 2,500.0          | -                | 2,968.8             | -                              | 38.8             | 160.0            | 2,500.0          | -                | 2,698.8               |
| 62     | BR 651 on Newport Road over CSX Railroad                                         | 21.0             | 549.0            | -                | -                | 570.0               | -                              | (9.0)            | (1.0)            | -                | -                | (10.0)                |
| 63     | BR 665N & 665S on US 13 over Abandon Railroad, Farnhurst                         | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 64     | BR 680 on SR 141 over US 13                                                      | 500.0            | 200.0            | 4,000.0          | -                | 4,700.0             | -                              | 117.0            | 120.0            | (2,000.0)        | (5,000.0)        | (6,763.0)             |
| 65     | BR 687, 688, 693 Wilmington Drawbridge                                           | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 66     | BR 714 on N347 Chapman Road over I-95                                            | 400.0            | 335.0            | 50.0             | 4,300.0          | 5,085.0             | -                              | -                | 200.0            | 50.0             | 4,300.0          | 4,550.0               |
| 67     | BR 717 on I-95 NB over SR1                                                       | 2,380.0          | 1,700.0          | -                | -                | 4,080.0             | -                              | 2,115.0          | 1,700.0          | -                | -                | 3,815.0               |
| 68     | BR 748, I-95 Wilmington Viaduct (renamed Rehab of I-95: I-495 - N of Brandywine) | -                | -                | -                | -                | -                   | -                              | (2,000.0)        | (100.0)          | (10,000.0)       | (10,000.0)       | (22,100.0)            |
| 69     | BR 759 on I-95 over Brandywine River                                             | 900.0            | 600.0            | 600.0            | 600.0            | 2,700.0             | -                              | (1,510.0)        | (18,400.0)       | (18,400.0)       | (1,400.0)        | (39,710.0)            |
| 70     | BR 813 on I-495 over Christina River, Emergency Repairs                          | 350.0            | -                | -                | -                | 350.0               | -                              | 350.0            | -                | -                | -                | 350.0                 |
| 71     | BR 814 on 12th Street over NS RR                                                 | 10.0             | 1,250.0          | 1,250.0          | -                | 2,510.0             | -                              | (740.0)          | 800.0            | 1,250.0          | -                | 1,310.0               |
| 72     | BR 826 N & S on I-495 over Stoney Creek                                          | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 73     | Bridge Structure Rehabilitation                                                  | 7,818.7          | 2,663.1          | -                | -                | 10,481.8            | -                              | 5,485.3          | 845.0            | -                | -                | 6,330.3               |
| 74     | Cavaliers Mitigation                                                             | 12.9             | -                | -                | -                | 12.9                | -                              | 12.9             | -                | -                | -                | 12.9                  |
| 75     | C&D Canal Trail                                                                  | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 76     | Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)             | 50.0             | 60.0             | 1,340.0          | 1,568.0          | 3,018.0             | 2,200.0                        | 50.0             | 60.0             | 1,340.0          | 1,568.0          | 3,018.0               |
| 77     | Christiana Mall Park and Ride                                                    | 91.6             | 150.0            | 600.0            | 1,000.0          | 1,841.6             | 2,500.0                        | (8.5)            | -                | -                | 1,000.0          | 991.5                 |
|        | City of Wilmington Bus Stop Beautification                                       | 500.0            | -                | -                | -                | 500.0               | -                              | 500.0            | -                | -                | -                | 500.0                 |
|        | Christiana Crescent Elevators                                                    | 1,000.0          | 1,000.0          | 1,000.0          | 1,000.0          | 4,000.0             | -                              | 1,000.0          | 1,000.0          | 1,000.0          | 1,000.0          | 4,000.0               |
| 78     | Christina River Bridge and Approaches                                            | 4,700.0          | 8,900.0          | 23,100.0         | 15,100.0         | 51,800.0            | -                              | 4,700.0          | 8,900.0          | 23,100.0         | 15,100.0         | 51,800.0              |
| 79     | Claymont Sidewalks: Manor and Myrtle Aves                                        | 781.3            | 1,220.0          | 1,000.0          | -                | 3,001.3             | -                              | 381.3            | 200.0            | -                | -                | 581.3                 |
| 80     | Claymont Station                                                                 | 1,000.0          | 800.0            | 800.0            | 1,000.0          | 3,600.0             | 15,300.0                       | 1,000.0          | 800.0            | 800.0            | 1,000.0          | 3,600.0               |
| 81     | Critical Cantilever Sign Structures                                              | 530.6            | 2,500.0          | 2,500.0          | 500.0            | 6,030.6             | -                              | (94.4)           | 2,500.0          | 2,500.0          | 500.0            | 5,405.6               |
| 82     | DTC Mid County Operations Facility Paving                                        | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 83     | East 12th Street at Northeast Blvd.                                              | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 84     | Elkton Road: Casho Mill Rd to Delaware Ave                                       | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 85     | Elkton Road: Maryland State Line to Casho Mill Rd                                | 250.2            | 500.0            | 500.0            | 1,000.0          | 2,250.2             | 24,000.0                       | 0.2              | -                | -                | (5,000.0)        | (4,999.8)             |
| 86     | Fairplay Station (Churchmans Xing) Elevator                                      | 1,271.8          | -                | -                | -                | 1,271.8             | -                              | 391.8            | -                | -                | -                | 391.8                 |
| 87     | Fairplay Station Churchman's Crossing Parking Expansion                          | -                | -                | -                | -                | -                   | 652.0                          | -                | -                | -                | -                | -                     |
| 88     | Garasches Lane                                                                   | 540.8            | 600.0            | 700.0            | 2,500.0          | 4,340.8             | -                              | 540.8            | 600.0            | 700.0            | 2,500.0          | 4,340.8               |
| 89     | Glenville Wetland Bank & Subdivision Improvements                                | 80.0             | -                | -                | -                | 80.0                | -                              | 80.0             | -                | -                | -                | 80.0                  |
| 90     | Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.                                     | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 91     | Highway Safety Improvement Program, NCC                                          | 7,550.5          | 19,807.0         | 16,262.0         | 5,800.0          | 49,419.5            | 17,450.0                       | (5,599.4)        | 7,329.1          | 4,862.0          | (3,850.0)        | 2,741.8               |
| 92     | I-295 Improvements, Westbound from I-295 to US 13                                | -                | -                | 2,000.0          | 2,500.0          | 4,500.0             | 2,500.0                        | -                | -                | -                | -                | -                     |
| 93     | I-95 & SR 896 Interchange Improvements                                           | 500.0            | 1,000.0          | 1,000.0          | 1,000.0          | 3,500.0             | 11,500.0                       | 500.0            | 1,000.0          | 1,000.0          | 1,000.0          | 3,500.0               |
| 94     | I-95 & US 202 Interchange                                                        | 1,834.0          | -                | -                | -                | 1,834.0             | -                              | 1,834.0          | -                | -                | -                | 1,834.0               |
| 95     | Interstate Maintenance                                                           | 3,727.4          | 76.0             | -                | -                | 3,803.4             | -                              | 387.1            | -                | -                | -                | 387.1                 |
| 96     | Jamison Corner Rd Relocated to Boyds Corner Rd                                   | 614.5            | 7,300.0          | -                | -                | 7,914.5             | -                              | 614.5            | 7,300.0          | -                | -                | 7,914.5               |
| 97     | Mid County DMV                                                                   | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 98     | N412A: Hyetts Corner Rd to Lorewood Grove Rd                                     | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 99     | N412, Lorewood Grove Road: Rd 412A to SR 1                                       | -                | 30.0             | 545.0            | 2,000.0          | 2,575.0             | 7,000.0                        | -                | 30.0             | 545.0            | 2,000.0          | 2,575.0               |
| 100    | New Castle to Wilmington Industrial Track Greenway, Phase III                    | 650.0            | 6,050.0          | 6,000.0          | -                | 12,700.0            | -                              | -                | -                | -                | -                | -                     |

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|------------------------------------------|--|------------------------------------------|--|
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| No funds in draft amendments             |  | No funding - complete                    |  |

| line # | PROJECT TITLE<br><i>(All \$ x 1,000)</i>                                                | FY 2016<br>TOTAL | FY 2017<br>TOTAL | FY 2018<br>TOTAL | FY 2019<br>TOTAL | TOTAL<br>FY 2016-19 | OUTYEARS<br>TOTAL<br>FY2020-21 | FY 2016<br>TOTAL | FY 2017<br>TOTAL | FY 2018<br>TOTAL | FY 2019<br>TOTAL | Difference<br>FY16-19 |
|--------|-----------------------------------------------------------------------------------------|------------------|------------------|------------------|------------------|---------------------|--------------------------------|------------------|------------------|------------------|------------------|-----------------------|
| 101    | Newark Train Station/Regional Transportation Center                                     | 4,100.0          | 17,949.8         | 18,769.0         | -                | 40,818.8            | -                              | 4,100.0          | 17,949.8         | 18,769.0         | -                | 40,818.8              |
| 102    | Performance Contract <i>(moved from DE - Statewide)</i>                                 | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 103    | Pomeroy Trail                                                                           | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 104    | Possum Park Road and Old Possum Park Road Intersection                                  | 131.6            | 25.0             | 825.0            | 750.0            | 1,731.6             | -                              | 131.6            | 25.0             | 825.0            | 750.0            | 1,731.6               |
| 105    | Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge                   | 1,000.0          | 1,000.0          | 1,000.0          | 600.0            | 3,600.0             | 110,000.0                      | 1,000.0          | 1,000.0          | 1,000.0          | 600.0            | 3,600.0               |
| 106    | Road A/SR 7 (Road, Bridge and Mall Connector Study)                                     | 812.5            | 1,580.0          | 5,000.0          | 5,000.0          | 12,392.5            | 1,000.0                        | 12.5             | 1,380.0          | 5,000.0          | 5,000.0          | 11,392.5              |
| 107    | Road A and Centre Blvd: Fashion Center Entrance                                         | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 108    | SR 1/I-95 Interchange                                                                   | 3,669.0          | -                | -                | -                | 3,669.0             | -                              | 3,669.0          | -                | -                | -                | 3,669.0               |
| 109    | SR 1 Northbound Auxiliary Lane, US 40 to SR 273                                         | 4,985.0          | -                | -                | -                | 4,985.0             | -                              | 4,985.0          | -                | -                | -                | 4,985.0               |
| 110    | SR 1 Widening: Roth Bridge to SR 273                                                    | 1,428.3          | 100.0            | 1,000.0          | 400.0            | 2,928.3             | 1,000.0                        | (4,571.7)        | (5,900.0)        | -                | (2,700.0)        | (13,171.7)            |
| 111    | SR 1/SR 72 Diverging Diamond Interchange                                                | 2,832.1          | 5,000.0          | -                | -                | 7,832.1             | -                              | 2,832.1          | 5,000.0          | -                | -                | 7,832.1               |
| 112    | SR 141/I-95 Interchange - Ramps                                                         | 5,650.1          | 17,000.0         | 16,999.0         | -                | 39,649.1            | -                              | (10,849.9)       | 1,500.0          | 14,499.0         | -                | 5,149.1               |
| 113    | SR 141 and Commons Blvd. Intersection Improvements                                      | 1,921.1          | 776.4            | 9,000.0          | 18,000.0         | 29,697.5            | 18,000.0                       | 1,399.1          | 520.0            | 9,000.0          | 17,500.0         | 28,419.1              |
| 114    | SR 2, S Union Street: Railroad Bridge to Sycamore St                                    | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 115    | SR 299, SR 1 to Catherine Street                                                        | 400.0            | 250.0            | 1,670.0          | 3,500.0          | 5,820.0             | 2,800.0                        | (300.0)          | (850.0)          | (1,330.0)        | -                | (2,480.0)             |
| 116    | SR 4, Christina Parkway: SR 2 to SR 896                                                 | 51.3             | 955.0            | 5,000.0          | 10,000.0         | 16,006.3            | 4,500.0                        | (161.4)          | 955.0            | 5,000.0          | 10,000.0         | 15,793.6              |
| 117    | SR 7: Newtown Road to SR 273                                                            | 382.6            | -                | -                | -                | 382.6               | -                              | 382.6            | -                | -                | -                | 382.6                 |
| 118    | SR 72: McCoy Road to SR 71                                                              | 1,775.0          | 2,900.0          | 1,500.0          | 5,000.0          | 11,175.0            | 7,761.2                        | (225.0)          | (400.0)          | 1,500.0          | -                | 875.0                 |
| 119    | SR 9, River Road Flood Remediation                                                      | -                | -                | -                | 600.0            | 600.0               | 1,100.0                        | -                | -                | -                | -                | -                     |
| 120    | SR 896 and Bethel Church Rd Interchange                                                 | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 121    | Talley Rd: East Coast Greenway/Northern DE Greenway                                     | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 122    | Third Rail Track Expansion (NE Corridor Imp., Shipley St BR)                            | 17,559.2         | 22,592.1         | 2,200.0          | 2,300.0          | 44,651.3            | 4,900.0                        | 8,055.2          | 17,463.5         | 2,200.0          | 2,300.0          | 30,018.7              |
| 123    | Transit (Fixed Route) Vehicle Expansion, NCC                                            | -                | 3,062.8          | 1,000.0          | 1,622.5          | 5,685.3             | -                              | (1,466.9)        | 3,062.8          | (1,556.9)        | 1,622.5          | 1,661.5               |
| 124    | Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC                        | 830.2            | 3,898.9          | 111.5            | 5,571.7          | 10,412.3            | 37,953.5                       | 742.4            | 383.4            | (474.5)          | (4,051.3)        | (3,400.0)             |
| 125    | Transit (Paratransit) Vehicle Expansion, NCC                                            | -                | -                | -                | -                | -                   | -                              | (510.0)          | (919.3)          | (1,217.4)        | (1,253.9)        | (3,900.6)             |
| 126    | Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC                        | 5,898.5          | 4,585.3          | 3,187.9          | 3,526.8          | 17,198.5            | 8,685.3                        | (118.3)          | (465.3)          | (3.7)            | (1,343.3)        | (1,930.6)             |
| 127    | Transit Preventive Maintenance, NCC                                                     | 6,500.0          | 6,500.0          | 6,500.0          | 6,500.0          | 26,000.0            | 13,000.0                       | -                | -                | -                | -                | -                     |
| 128    | Tweeds Mill Parking Structure Repairs                                                   | 1,752.0          | 310.0            | -                | -                | 2,062.0             | -                              | 1,752.0          | 310.0            | -                | -                | 2,062.0               |
| 129    | US 13, Duck Creek to SR 1                                                               | -                | -                | 400.0            | 600.0            | 1,000.0             | 1,200.0                        | -                | -                | 400.0            | 600.0            | 1,000.0               |
| 130    | US 13, Philadelphia Pike: Claymont Plan Implementation                                  | -                | -                | -                | -                | -                   | 100.0                          | -                | -                | (150.0)          | (150.0)          | (300.0)               |
| 131    | US 13: US 40 to Memorial Drive Pedestrian Improvements                                  | 200.0            | 500.0            | 700.0            | 500.0            | 1,900.0             | 5,000.0                        | 200.0            | 500.0            | 700.0            | 500.0            | 1,900.0               |
| 132    | US 301: Maryland Line to SR 1                                                           | 105,580.3        | 159,910.5        | 159,521.9        | 104,106.6        | 529,119.3           | 21,972.7                       | (4,192.4)        | (2,811.4)        | 37,027.1         | 72,864.1         | 102,887.4             |
| 133    | US 40 and SR 7 Intersection Improvements                                                | 35.0             | 30.0             | 750.0            | -                | 815.0               | -                              | (12.0)           | (720.0)          | 750.0            | -                | 18.0                  |
| 134    | US 40 and SR 896 Grade Separated Intersection                                           | 500.0            | 1,500.0          | 1,500.0          | 1,000.0          | 4,500.0             | 11,500.0                       | (500.0)          | -                | -                | 500.0            | -                     |
| 135    | US 40 Corridor Intermodal Study                                                         | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 136    | US 40 / SR 72 Intersection                                                              | 2,184.3          | 1,715.0          | 7,500.0          | 5,300.0          | 16,699.3            | -                              | (2,845.7)        | (3,085.0)        | -                | 3,800.0          | (2,130.7)             |
| 137    | US 40: Salem Church Road to Walther Road                                                | 100.0            | 1,000.0          | 900.0            | 1,000.0          | 3,000.0             | 6,000.0                        | 100.0            | 1,000.0          | 900.0            | 1,000.0          | 3,000.0               |
| 138    | Valley Road & Little Baltimore Road Planning Study                                      | 120.8            | 125.0            | 400.0            | 750.0            | 1,395.8             | -                              | 120.8            | 125.0            | 400.0            | 750.0            | 1,395.8               |
| 139    | Washington Street, New Castle                                                           | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 140    | Westtown, Wiggins Mill Rd: Green Giant to St Annes                                      | -                | -                | -                | -                | -                   | -                              | -                | -                | -                | -                | -                     |
| 141    | Wilmington Initiatives: 4th St., Walnut St. to I-95                                     | -                | -                | -                | -                | -                   | 750.0                          | -                | -                | -                | -                | -                     |
| 142    | Wilmington Initiatives: Walnut Street: Front Street to 4th Street                       | 200.0            | 212.5            | 1,612.5          | -                | 2,025.0             | -                              | 200.0            | 212.5            | 1,612.5          | -                | 2,025.0               |
| 143    | Wilmington Initiatives: Walnut St., MLK to 13th 16th St                                 | -                | -                | -                | 1,000.0          | 1,000.0             | 1,000.0                        | -                | -                | -                | -                | -                     |
| 144    | Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St                    | 50.0             | 600.0            | 1,050.0          | 4,000.0          | 5,700.0             | 1,000.0                        | 50.0             | 600.0            | 1,050.0          | 4,000.0          | 5,700.0               |
| 145    | Wilmington Ops. Ctr/Admin Bldg / Master Plan                                            | 3,920.3          | -                | 25.0             | 625.0            | 4,570.3             | -                              | 3,920.3          | -                | -                | -                | 3,920.3               |
| 146    | Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking) | 343.0            | 343.0            | 293.0            | 143.0            | 1,122.0             | 286.0                          | 50.0             | 50.0             | -                | 68.0             | 168.0                 |
| 147    | Wilmington Signal Improvements, Phase II                                                | 1,447.2          | -                | -                | -                | 1,447.2             | -                              | 447.2            | -                | -                | -                | 447.2                 |
| 148    | Wilmington UST Replacement - State of Good Repair                                       | 885.0            | -                | -                | -                | 885.0               | -                              | 885.0            | -                | -                | -                | 885.0                 |
| 149    |                                                                                         |                  |                  |                  |                  |                     |                                | -                | -                | -                | -                | -                     |
| 150    | CECIL COUNTY                                                                            |                  |                  |                  |                  |                     |                                | -                | -                | -                | -                | -                     |
| 151    | Areawide Bridge Replacement and Rehabilitation                                          | 3,320.0          | 2,950.0          | -                | -                | 6,270.0             | -                              | -                | -                | -                | -                | -                     |

|                                          |                                          |
|------------------------------------------|------------------------------------------|
| New project                              | Funding restored                         |
| Increased funds vs. March FY 2016-19 TIP | Decreased funds vs. March FY 2016-19 TIP |
| No funds in draft amendments             | No funding - complete                    |

| line # | PROJECT TITLE<br><i>(All \$ x 1,000)</i>                            |
|--------|---------------------------------------------------------------------|
| 152    | Areawide Congestion Management                                      |
| 153    | Areawide Environmental Projects                                     |
| 154    | Areawide Resurfacing and Rehabilitation                             |
| 155    | Areawide Safety and Spot Improvements                               |
| 156    | Areawide Urban Street Reconstruction                                |
| 157    | Cecil County Bridge Preservation (CE-0097 Baron Rd)                 |
| 158    | Chesapeake & Delaware (C&D) Canal Trail - Maryland                  |
| 159    | Jobs Access and Reverse Commute (JARC) Transit Operating Assistance |
| 160    | MARC Maintenance Facility                                           |
| 161    | MD 222 Bridge over Rock Run                                         |
| 162    | MD 272 Bridge over Amtrak                                           |
| 163    | New Freedom Transit Operating Assistance                            |
| 164    | Section 5310 Transit Capital Assistance                             |
| 165    | Small Urban Transit - Capital Assistance                            |
| 166    | Small Urban Transit - Operating Assistance                          |
| 167    | Susquehanna River Rail Bridge                                       |
| 168    | Transportation Enhancements/Alternatives Program - Cecil County     |
| 169    |                                                                     |
| 170    | Delaware Statewide Subtotal                                         |
| 171    | New Castle County Subtotal                                          |
| 172    | Cecil County Subtotal                                               |
| 173    | TOTAL                                                               |

| DRAFT FY 2016-2019 TIP, July 2015 |                  |                  |                  |                     |                                |  | Difference       |                  |                  |                  |                       |
|-----------------------------------|------------------|------------------|------------------|---------------------|--------------------------------|--|------------------|------------------|------------------|------------------|-----------------------|
| FY 2016<br>TOTAL                  | FY 2017<br>TOTAL | FY 2018<br>TOTAL | FY 2019<br>TOTAL | TOTAL<br>FY 2016-19 | OUTYEARS<br>TOTAL<br>FY2020-21 |  | FY 2016<br>TOTAL | FY 2017<br>TOTAL | FY 2018<br>TOTAL | FY 2019<br>TOTAL | Difference<br>FY16-19 |
| 1,155.0                           | 1,155.0          | -                | -                | 2,310.0             | -                              |  | -                | -                | -                | -                | -                     |
| 3,630.0                           | 3,120.0          | -                | -                | 6,750.0             | -                              |  | -                | -                | -                | -                | -                     |
| 6,300.0                           | 5,770.0          | -                | -                | 12,070.0            | -                              |  | -                | -                | -                | -                | -                     |
| 6,210.0                           | 5,010.0          | -                | -                | 11,220.0            | -                              |  | -                | -                | -                | -                | -                     |
| 350.0                             | 350.0            | -                | -                | 700.0               | -                              |  | -                | -                | -                | -                | -                     |
| -                                 | -                | -                | -                | -                   | -                              |  | -                | -                | -                | -                | -                     |
| 360.0                             | -                | -                | -                | 360.0               | -                              |  | -                | -                | -                | -                | -                     |
| -                                 | -                | -                | -                | -                   | -                              |  | -                | -                | -                | -                | -                     |
| 5,000.0                           | -                | -                | -                | 5,000.0             | -                              |  | 5,000.0          | -                | -                | -                | 5,000.0               |
| 1,178.0                           | 1,978.0          | 63.0             | -                | 3,219.0             | -                              |  |                  |                  |                  |                  |                       |
| 5,238.0                           | 852.0            | -                | -                | 6,090.0             | -                              |  | -                | -                | -                | -                | -                     |
| 20.4                              | 90.0             | -                | -                | 110.4               | -                              |  | 20.4             | 90.0             | -                | -                | 110.4                 |
|                                   |                  |                  |                  |                     |                                |  |                  |                  |                  |                  |                       |
| 922.0                             | 922.0            | 922.0            | -                | 2,766.0             | -                              |  | -                | -                | -                | -                | -                     |
| 666.0                             | 666.0            | 666.0            | -                | 1,998.0             | -                              |  | -                | -                | -                | -                | -                     |
| 6,500.0                           | 3,337.0          | 500.0            | -                | 10,337.0            | -                              |  | -                | -                | -                | -                | -                     |
| 2,437.0                           | -                | -                | -                | 2,437.0             | -                              |  | -                | -                | -                | -                | -                     |
|                                   |                  |                  |                  |                     |                                |  | -                | -                | -                | -                | -                     |
| 285,597.0                         | 254,218.5        | 251,392.0        | 268,536.7        | 1,059,744.2         | 533,603.8                      |  | 113,688.1        | 66,436.8         | 74,576.1         | 80,913.7         | 335,614.6             |
| 222,258.0                         | 337,510.1        | 322,161.8        | 226,938.6        | 1,108,868.5         | 347,335.7                      |  | 16,799.1         | 71,360.4         | 111,347.1        | 121,749.1        | 321,255.7             |
| 43,286.4                          | 26,200.0         | 2,151.0          | -                | 71,637.4            | -                              |  | 6,198.4          | 2,068.0          | 63.0             | -                | 8,329.4               |
| 551,141.5                         | 617,928.6        | 575,704.8        | 495,475.3        | 2,240,250.2         | 880,939.5                      |  | 136,685.7        | 139,865.1        | 185,986.1        | 202,662.8        | 665,199.8             |