

APPENDICES

APPENDIX A

Glossary

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

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

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

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

C or Construction – Abbreviation used in the WILMAPCO TIP

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Financial Plan - 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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX B

Self Certification, Resolutions
and Organizational Chart

Self-Certifications

Summary of Statutory Requirements

Metropolitan Planning

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

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

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

WILMAPCO Actions

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

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

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

Measures prohibiting discrimination and exclusion, and requiring equal opportunity

Title VI, Civil Rights Act of 1964

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

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

Disadvantaged Business Enterprises (DBE)

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

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

Americans with Disabilities Act of 1990 (ADA)

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

Older Americans Act

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

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

Section 324 of 23 U.S.C.

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

Rehabilitation Act of 1973

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

WILMAPCO Actions

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

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

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

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

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

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

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

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

Clean Air Act: Air-Pollution Prevention and Control

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

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

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

WILMAPCO Actions

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

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



**U. S. Department
of Transportation**

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October 28, 2015

Secretary Jennifer Cohan
Delaware Department of Transportation
800 Bay Road
P.O. Box 778
Dover, DE 19901

Dear Secretary Cohan:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of Delaware's Fiscal Year (FY) 2016-2019 Statewide Transportation Improvement Program (STIP). Based on our review of the information provided, the certifications of the statewide and metropolitan planning process for and within the State of Delaware, and our respective offices' participation in those transportation planning processes, we hereby find:

1. FTA and FHWA approve Delaware Department of Transportation's FY 2016-2019 STIP. The approval includes the following: the amended FY 2016-2019 Transportation Improvement Program (TIP) for the Wilmington Area Planning Council (WILMAPCO), dated September 10, 2015, and the FY 2016-2019 TIP for the Dover/Kent County Metropolitan Planning Organization (MPO), dated September 2, 2015.
2. On May 27, 2015, FTA and FHWA issued a conformity determination on WILMAPCO's FY 2016-2019 TIP. For Sussex County, FHWA and FTA issued a conformity determination on July 19, 2013 and it remains in effect; a small portion of Sussex County is included in the Dover/Kent County MPO area. Both MPOs' TIPs conform to the 1990 Clean Air Act Amendments (CAAA) and 40 CFR Part 93.
3. The FTA and FHWA determined that the STIP is based on a statewide transportation planning process that substantially meets the requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, as well as Subparts A, B, and C of 23 CFR 450.
4. FTA and FHWA have also reviewed WILMAPCO's and Dover/Kent County MPO's TIPs and concur they are based on a continuing, comprehensive transportation planning process carried out cooperatively by the State, MPOs, and transit operators in accordance with provisions of 23 USC 134 and 135 and 49 USC Sections 5303-5305. Based upon the information provided by DeIDOT and the MPOs, we concur that the STIP and TIPs are fiscally constrained and are consistent with their metropolitan transportation plans.
5. Based on a joint review of the overall Delaware statewide and metropolitan transportation planning processes, FTA and FHWA are issuing the FY 2016 STIP Planning Finding, as enclosed.

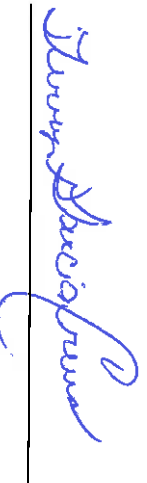
October 28, 2015
Secretary Jennifer Cohan
Page 2

This approval action for Delaware's STIP is not an eligibility determination for use of Congestion Mitigation Air Quality (CMAQ) or other Federal-aid funded projects that are included in the STIP. In addition, this STIP approval does not constitute a final commitment of Federal funds. Federal funding for projects included in the STIP is finalized when a request for project authorization is approved by FHWA or upon approval of a grant by FTA. Should amendments to this STIP become necessary during the course of the year, any highway amendments will be approved by FHWA and any transit amendments will be approved by FTA, adhering to Delaware's STIP/TIP Modification Procedures.

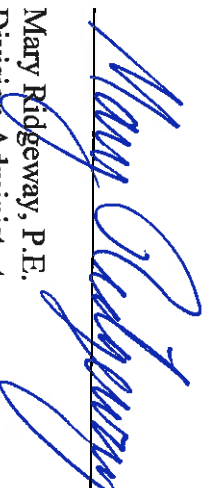
FTA and FHWA recognize the complexity of assembling this STIP and appreciate the hard work and outstanding efforts by your staff in this matter. We look forward to working with you to advance the projects and programs in the STIP, and to continue to provide the traveling public with a transportation system of the highest quality. A copy of this letter is being provided to the Executive Director of each MPO in Delaware.

If you have any questions, please contact Mr. Marc Dixon, Community Planner, FHWA Delaware Division at (302)734-4018; or Mr. Tony Cho, Community Planner, FTA Region III at (215) 656-7250.

Sincerely,



Terry Garcia Crews
Regional Administrator
Federal Transit Administration



Mary Ridgeway, P.E.
Division Administrator
Federal Highway Administration

Enclosure: FY 2016 FHWA/FTA STIP Planning Finding

cc via e-mail: Drew Boyce, Director, Planning, DelDOT
Hugh E. Curran, Director, Finance, DelDOT
Lanie Thornton, Assistant Director, Finance, DelDOT
Robert McCleary, Chief Engineer, DelDOT
John Sisson, CEO, Delaware Transit Corporation
Tigist Zegeye, Executive Director, WILMAPCO
Rich Vetter, Executive Director, Dover/Kent County MPO
Keith Hall, Long-Range/Transportation Planner, Salisbury/Wicomico MPO
Todd F. Lawson, County Administrator, Sussex County

FY 2016 Statewide Transportation Improvement Program (STIP) Planning Finding - Issued by FHWA and FTA for Delaware's Statewide and Metropolitan Transportation Planning Processes

To approve the STIP document, which includes Transportation Improvement Programs (TIP) by reference or directly, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) must make a determination that the STIP and TIPs are based on a statewide and metropolitan transportation planning process that are consistent with the following regulations and provisions: Moving Ahead for Progress in the 21st Century (MAP-21); 23 U.S.C. Sections 134 and 135; 49 U.S.C. Sections 5303-5306; and 23 CFR part 450 subpart A, B and C.

This is the documented Planning Finding for the Delaware FY 2016-2019 STIP and the incorporated TIPs.

PLANNING PROCESS OBSERVATIONS AND SUGGESTED IMPROVEMENTS

The following strengths of the statewide and metropolitan planning processes have been identified:

- Continued involvement and engagement in the metropolitan planning processes between the Delaware MPOs and the State;
- DeIDOT's high quality traffic and air quality modeling support for the MPOs and Sussex County; and
- Regional freight transportation planning efforts by including Maryland and Virginia jurisdictions in the multi-modal Delmarva Freight Plan.

The following areas of the statewide and metropolitan transportation planning processes have been identified for improvements:

- DeIDOT should work to establish a more collaborative approach with the MPOs and other partners in identifying projects funded through the Congestion Mitigation and Air Quality (CMAQ) and other discretionary special programs. Statewide project selection committees with partner participation could be established. CMAQ projects, in particular, should be prioritized with planning and other partner participation, and with a standardized quantitative air quality analysis approach. Criteria should be developed to maximize emission reduction benefits as projects are evaluated for funding.
- DeIDOT and Delaware's MPOs should develop and consolidate supporting documentation for their self-certifications, and make this available to FHWA, FTA and others, upon request. Any non-discrimination policies, ADA, EEO or DBE policies or plans for example would provide good backup documentation to include with the self-certifications.
- DeIDOT and the Delaware MPOs should include prior year funding for multi-year transit projects in the TIPs and STIP. This information should include project funding from prior TIPs and STIPs to provide an understanding of the projects' overall total funding.

Wilmington Area Planning Council

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WILMAPCO Council:

Connie C. Holland, Acting Chair
Delaware Office of State Planning
Coordination, Director

Jennifer L. Cohan
Delaware Dept. of Transportation
Secretary

Thomas P. Gordon
New Castle County
County Executive

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

Bill Miners
Chesapeake City
Councilman

Tari Moore
Cecil County Executive

John Sisson
Delaware Transil Corporation
Chief Executive Officer

Michael Spencer
Mayor of Town of Newport

Dannis P. Williams
Mayor of Wilmington

WILMAPCO Executive Director
Tigist Zegeye

RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL CERTIFYING THE METROPOLITAN TRANSPORTATION PLANNING PROCESS FOR FISCAL YEAR 2016

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

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

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

WHEREAS, the Federal Regulations for metropolitan transportation planning in 23 CFR 450.334 state that the State(s) and the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) 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 Moving Ahead for Progress in the 21st Century Act (MAP-21) –Pub. L. 112-141 and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 35 regarding discrimination against individuals with disabilities.

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

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

Date: March 12, 2015

Connie C. Holland
Connie C. Holland, Acting Chairperson
Wilmington Area Planning Council

WILMAPCO

Partners with you in transportation planning

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION**

(To be submitted with each Metropolitan Transportation Improvement Program)

The Maryland Department of Transportation and the Delaware Department of Transportation and the Wilmington Area Planning Council (WILMAPCO), the metropolitan planning organization for the Wilmington urbanized area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 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 Moving Ahead for Progress in the 21st Century Act (MAP-21) –Pub. L. 112-141 and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 35 regarding discrimination against individuals with disabilities.

B-9

**Wilmington Area
Planning Council**

Signature

**Maryland Department of
Transportation**

Signature

**Delaware Department of
Transportation**

Signature

Tigist Zegeye
Printed Name

Pete Rahn
Printed Name

Jennifer L. Cohan
Printed Name

Executive Director
Title

Secretary
Title

Secretary
Title

3/12/15
Date

3-25-15
Date

4/22/15
Date

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Chief Executive Officer*

Michael Spencer
Mayor of Town of Newport

Dennis P. Williams
Mayor of Wilmington

WILMAPCO Executive Director
Tigist Zegeye

RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)

ADOPTING THE FY 2016-FY2019

TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, the United States Department of Transportation's (USDOT) Regulations of Moving Ahead for Progress in the 21st Century (MAP-21), Metropolitan Planning Requirements, require that, in air quality non-attainment areas, the MPO, in cooperation with participants in the planning process, develop and, at least every four years, updates the Transportation Improvement Program (TIP); and

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

WHEREAS, the FY 2016-2019 TIP has undergone appropriate community and technical reviews; and

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

WHEREAS, the FY 2016-2019 TIP has been found to be financially constrained, as directed by 23 CFR 450.324 (e), and consistent with the Regional Transportation Plan;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby adopt the FY 2016-2019 Transportation Improvement Program.

Mack 12, 2015
Date:


Connie Holland, Acting Chairperson
Wilmington Area Planning Council

Wilmington Area Planning Council

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Mayor of Town of Newport

Dennis P. Williams
Mayor of Wilmington

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RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE RELEASE OF THE DRAFT FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM FOR A PUBLIC REVIEW PERIOD

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

WHEREAS, the United States Department of Transportation's (USDOT) Regulations of Moving Ahead for Progress in the 21st Century (MAP-21), Metropolitan Planning Requirements, require that, in air quality non-attainment areas, the MPO, in cooperation with participants in the planning process, develop and, at least every four years, updates the Transportation Improvement Program (TIP); and

WHEREAS, the projects included in the FY 2016-2019 TIP are drawn from the an air quality conforming *2040 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 2016-2019 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 2016-2019 TIP at the upcoming public workshop; and

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

WHEREAS, the FY 2016 projects contained in the amended FY 2016-2019 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 2016-2019 TIP Transportation Improvement Program for a public review period.

Date: January 8, 2015

Connie C. Holland
Connie Holland, Acting Chairperson
Wilmington Area Planning Council

Wilmington Area Planning Council

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Michael Spencer
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Dennis P. Williams
Mayor of Wilmington

WILMAPCO Executive Director
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RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE NEW CASTLE COUNTY AND CECIL COUNTY AIR QUALITY CONFORMITY DETERMINATIONS FOR THE FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM AND THE 2040 REGIONAL TRANSPORTATION PLAN

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

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

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

WHEREAS, a new 2040 Regional Transportation Plan is set for adoption in January 2015; and

WHEREAS, the Air Quality Conformity Determinations for the FY 2016-19 Transportation Improvement Program and the 2040 Regional Transportation Plan has undergone appropriate technical review as required by the interagency conformity consultation process; and

WHEREAS, the emission projections outlined in the FY 2016-19 Transportation Improvement Program and the 2040 Regional Transportation Plan show conformity to all appropriate budgets; and

WHEREAS, the Air Quality Conformity Determinations for the FY 2016-19 Transportation Improvement Program and the 2040 Regional Transportation Plan has undergone a 30-day public review and comment period, including one public open house;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council approves the New Council County and Cecil County Air Quality Conformity Determinations for the FY 2016-19 Transportation Improvement Program and the 2040 Regional Transportation Plan and amends the 2040 Regional Transportation Plan.

January 8, 2015
Date:

Connie C. Holland
Connie C. Holland, Acting Chairperson
Wilmington Area Planning Council

WILMAPCO

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Michael Spencer
Mayor of Town of Newport

Dennis P. Williams
Mayor of Wilmington

WILMAPCO Executive Director
Tijet Zegeye

RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) ADOPTING THE 2040 REGIONAL TRANSPORTATION PLAN (RTP) 2015 UPDATE

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

WHEREAS, WILMAPCO adopted the 2040 Regional Transportation Plan (RTP) on January 6, 2011; and

WHEREAS, the United States Department of Transportation's (USDOT) Regulations of Moving Ahead for Progress in the 21st Century (MAP-21), Metropolitan Planning Requirements, require that, MPOs with over 200,000 population, in cooperation with participants in the planning process, update the long-range transportation plan or Regional Transportation Plan (RTP) at least every four years; and

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

WHEREAS, the RTP must be found financially reasonable; and

WHEREAS, the development of the RTP has followed WILMAPCO's Public Participation Plan, meeting or exceeding public involvement requirements of MAP-21;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby adopt the 2040 Regional Transportation Plan (RTP) 2015 Update.

January 8, 2015
Date:

Connie C. Holland
Connie C. Holland, Acting Chairperson
Wilmington Area Planning Council

Wilmington Area Planning Council

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Cecil County Executive

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Mayor of Newport

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WILMAPCO Executive Director
Tigist Zageye

RESOLUTION

**BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)
AMENDING THE NEW CASTLE COUNTY AND DELAWARE STATEWIDE
ELEMENTS OF THE FY 2016-19 TRANSPORTATION IMPROVEMENT
PROGRAM INCLUDING USE OF URBAN SURFACE TRANSPORTATION
PROGRAM, CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT
PROGRAM, TRANSPORTATION ALTERNATIVES PROGRAM, FTA URBANIZED
AREA, AND FTA 5310 PROGRAM FUNDS**

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 (USDOT) Regulations and SAFETEA-LU Metropolitan Planning Requirements require that 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 TIP can be amended from time to time by the WILMAPCO Council; and

WHEREAS, the projects to be amended into the FY 2016-2019 TIP have undergone appropriate technical review, where it was determined that an air quality conformity determination is not required; and

WHEREAS, the projects to be amended in the FY 2016-2019 TIP are drawn from the an air quality conforming 2040 *Regional Transportation Plan* (RTP) that is the basis for the New Castle County portion of the Statewide Capital Transportation Program for Delaware; and

WHEREAS, the RTP can be amended from time to time by the WILMAPCO Council; and

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

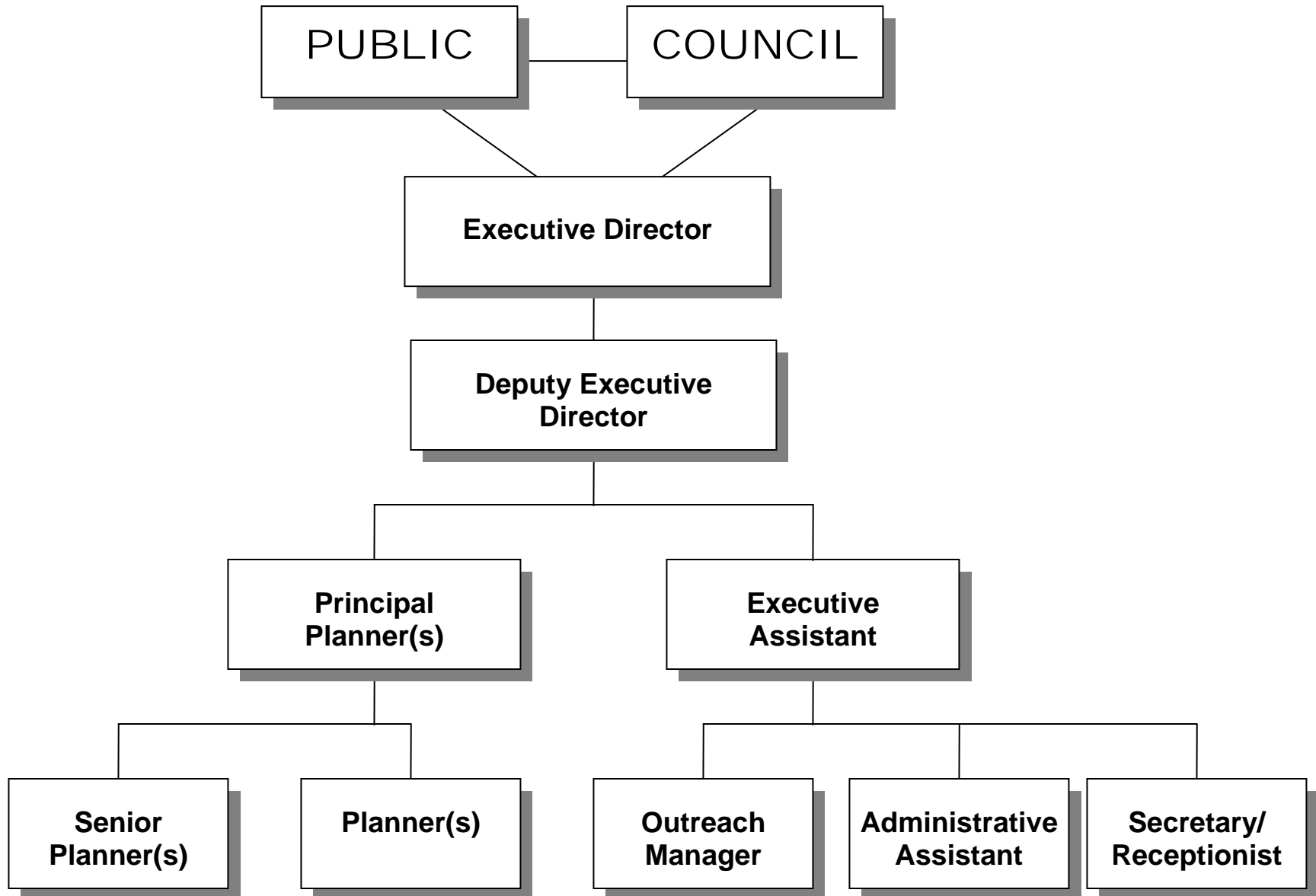
WHEREAS, the FY 2016 projects contained in the amended FY 2016-2019 TIP will be utilized as the priority list of projects;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby approve amending the FY 2016-2019 TIP including proposed use of Urban STP, CMAQ, FTA Urbanized Area, FTA 5310, and TAP Funds for FY 2016 projects.

Date: September 10, 2015


John Sisson, Chairperson
Wilmington Area Planning Council

WILMAPCO Organization



APPENDIX C

Air Quality Conformity Analysis

Air Quality Conformity Analysis For the 8-Hour Ozone NAAQS

For the Cecil County Portion of the
PA-NJ-MD-DE Nonattainment Area

**FY2016–2019 Transportation Improvement Program
And 2040 Regional Transportation Plan**

Prepared for:

WILMAPCO



In Conjunction with
Maryland Department of Transportation
And
Maryland Department of the Environment



Prepared by:

Michael Baker Jr., Inc.

Baker

Michael Baker Jr. Inc.

January 2015

Air Quality Conformity Analysis

For the 2040 Regional Transportation Plan and the Fiscal Year 2016-2019 Transportation Improvement Program for Cecil County, MD Portion of the PA-NJ- MD-DE 8-Hour Ozone Nonattainment Area

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Introduction

This report demonstrates transportation conformity of the Wilmington Area Planning Council's (WILMAPCO) Fiscal Year (FY) 2016-2019 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP) for the Cecil County, Maryland portion of the PA-NJ-MD-DE 8-hour ozone nonattainment area.

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

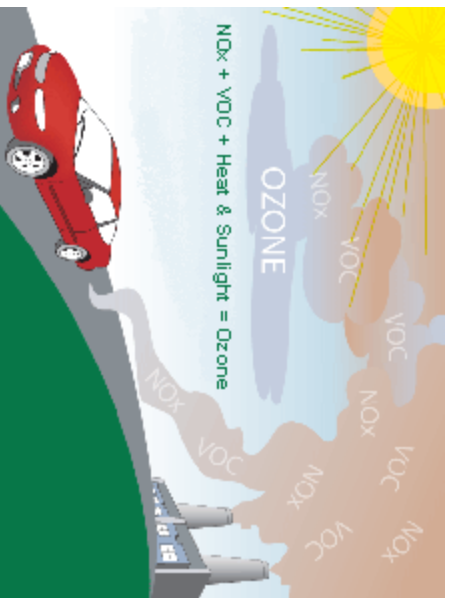
WILMAPCO is responsible for developing a Transportation Improvement Program (TIP) and a Regional Transportation Plan (RTP) in cooperation with the Maryland Department of Transportation (MDOT), the Delaware Department of Transportation (DelDOT) and affected transit operators. In accordance with federal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

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

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8-hour Ozone Background

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



The health effects of ozone vary. Ozone can irritate lung airways and cause inflammation similar to sunburn. Other symptoms include wheezing, coughing, and pain when taking a deep breath and breathing difficulties during exercise or outdoor activities. People with

respiratory problems, children, and the elderly are most vulnerable, but even healthy people that are active outdoors can be affected when ozone levels are high. Even at very low levels, ground-level ozone triggers a variety of health problems including aggravated asthma, reduced lung capacity, and increased susceptibility to respiratory illnesses such as pneumonia and bronchitis.

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

8-Hour Ozone National Ambient Air Quality Standards (NAAQS)

2008 NAAQS

On May 21, 2012, the Environmental Protection Agency (EPA) issued a final rule via the Federal Register (77 FR 30088) establishing initial air quality designations for the 2008 primary and secondary NAAQS for ozone. The 2008 standard is set at an 8-hour average concentration of 0.075 ppm. The fourth highest value in a year, rounded to the nearest 0.01 and averaged over three years, may not exceed this level at any monitor in the area.

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

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

The effective date of the 2008 ozone standard designations was July 20, 2012. Under the final rule for implementation of the 2008 NAAQS (77 FR 30160), also effective on July 20, 2012, the 1997 ozone NAAQS were revoked for transportation conformity purposes 1 year after the effective date of designations for the 2008 ozone NAAQS, July 20, 2013. The PA-NJ-MD-DE area is classified as a marginal nonattainment area, resulting in an attainment date of December 31, 2015.

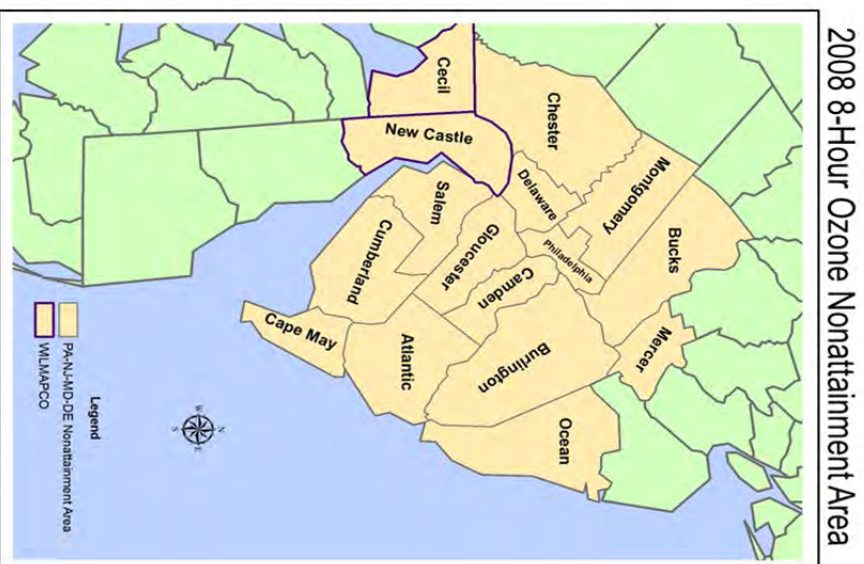
EPA published a final rule (77 FR 65488), which became effective on November 28, 2012, approving the attainment demonstration for the 1997 8-hour ozone NAAQS for the Maryland portion of the nonattainment area. The same ruling found adequate the 2009 motor vehicle emission budgets (MVEBs) associated with the attainment demonstration. Since the area was designated as marginal under the 2008 ozone standards, new MVEBs are not required and the previously approved, 2009 MVEBs must be used for conformity purposes.

PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area

The 2008 8-hour ozone nonattainment area is made up of 16 counties spanning four states. Figure 1 illustrates the entire nonattainment area and the location of the areas

covered by WILMAPCO (New Castle and Cecil Counties) for both the 2008 ozone standards.

Figure 1: Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE Nonattainment Areas



Status of the 2040 RTP & 2016-2019 TIP

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

The 2040 update of the Regional Transportation Plan and the Fiscal Year 2016 – 2019 TIP were created by the WILMAPCO staff and member agencies. The TIP and RTP will be formally adopted by the WILMAPCO Council in January 2015.

Interagency Consultation

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

- WILMAPCO
- Maryland Department of the Environment
- Maryland Department of Transportation
- Maryland State Highway Administration (SHA), Maryland Transit Administration (MTA), and Maryland Transportation Authority (MDTA) (responsible for the State's toll facilities)
- Delaware Transit Corporation
- Delaware Department of Transportation
- Delaware Department of Natural Resources and Environmental Control
- Cecil County
- New Castle County
- FHWA
- EPA
- FTA

-8

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

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

The TAC met the third Thursday of each month in 2014 and the AQS met on March 13, April 10, May 8, July 17, August 14, September 11, October 16, and December 14 in 2014. Please see Appendix D for meeting minutes. (<http://www.wilmapco.org/aqs>)

Determine Planning Assumptions

8-Hour Ozone Regional Emissions Test

The emissions resulting from the implementation of regionally significant transportation projects (those which do not qualify as exempt under 40 CFR 93.126 and 127) will be compared to the 2009 Motor Vehicle Emissions Budgets (MVEB), set forth in the document: *Cecil County, Maryland 8-Hour Ozone State Implementation Plan and Base Year Inventory SIP Revision: 07-05*, for conformity purposes. The document was submitted to EPA in June 2007. EPA found the 2009 MVEBs adequate for conformity purposes, effective on November 28, 2012 (77 FR 65488).

Analysis Years

EPA regulations, as outlined in the Final Transportation Conformity Rule, Section 93.118, Criteria and Procedures: Motor Vehicle Emissions Budget, state that the regional emissions analysis may be performed for any years in the timeframe of the conformity determination provided that they:

- Include a near-term year, one to five years in the future;
- Are not more than ten years apart;
- The analysis is performed for the attainment year (if it is in the timeframe of the transportation plan and conformity determination);
- Include the last year of the timeframe of the conformity determination.

The attainment year for the 2008 standard, is 2015, which is not within the timeframe of the transportation plan. 2020 was chosen so that the first analysis year is no more than five years beyond the year in which the conformity determination is being made. 2030 was selected as the intermediate year so that the analysis years are no more than 10 years apart. The last year of the plan is 2040, making the analysis years 2020, 2030, and 2040.

Components of the Regional Emissions Analysis

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

Future Year Projects

The projects listed in Table 3, in the Travel Demand Modeling section of this document, were found to be regionally significant through the interagency consultation process and are analyzed in this conformity determination.

Analysis Results

The results of the motor vehicle emissions budget tests are presented below in Tables 1 and 2. Table 1 presents the results of the budget test for VOC emissions. Table 2 outlines the results of the budget test for NOx emissions. The results show that all analysis years are below the established and approved 2009 MVEB and show a positive conformity determination. The regionally significant projects located in the Cecil County portion of the nonattainment area will not cause or contribute to any new violation of the air quality standard.

Table 1: VOC Emissions Test Results – MVEB Test (tons/day)

	2020 Modeled	2030 Modeled	2040 Modeled
Cecil County Total	1.4	1.3	1.4
2009 Conformity Budget	2.2	2.2	2.2
Conformity Result	Pass	Pass	Pass

Table 2: NOx Emissions Test Results – MVEB Test (tons/day)

	2020	2030	2040
	Modeled	Modeled	Modeled
Cecil County Total	4.3	3.4	3.7
2009 Conformity Budget	7.3	7.3	7.3
Conformity Result	Pass	Pass	Pass

Travel Demand Modeling Methodology

A travel demand model has been used to estimate future roadway traffic volumes and diversions related to regionally significant transportation improvement projects. The travel model was originally developed in 2006 and revalidated in 2012 for the upper eastern shore of Maryland including Cecil County.

The Upper Eastern Shore (UES) model uses the TP+ software platform and encompasses Kent, Queen Anne’s, and Cecil Counties in Maryland, as well as New Castle County, Delaware. This model is a traditional three-step model incorporating trip generation, trip distribution, and traffic assignment. The regional travel model does not contain a formal mode choice or transit assignment module. The model produces vehicle trips for 477 traffic analysis zones and assigns them to highway networks consisting of key regional roadway segments. The base year model is validated against survey data and traffic counts collected for the year 2010. A summary of the model components and validation are presented in a final report available from MDOT.

Highway Networks

For the purpose of this conformity analysis, model highway networks are created for each analysis year: 2020, 2030, and 2040. The networks are comprised of link segments representing freeways, principal arterials, minor arterials, and collectors within the nonattainment region (Figure 2). Links in the network are coded with attributes that portray the facilities’ respective capacities and travel speeds. For each horizon year, projects from the RTP and TIP are coded onto the networks by adding links for new construction projects and adjusting the link capacities for projects that add lanes to existing roadways. A list of regionally significant highway projects (as defined in section 93.101 of the Final Transportation Conformity Rule) is shown in Table 3. The primary products of the model used in the air quality analysis are estimated volumes, link distances, free-flow speeds, and link capacities. The impacts of transit on regional vehicle trips are accounted for in the validation count data. Future changes to transit service (as reflected in regionally significant transit projects) can be accounted for using off-model analysis techniques, such as MAQONE

Figure 2: Cecil County Network Map

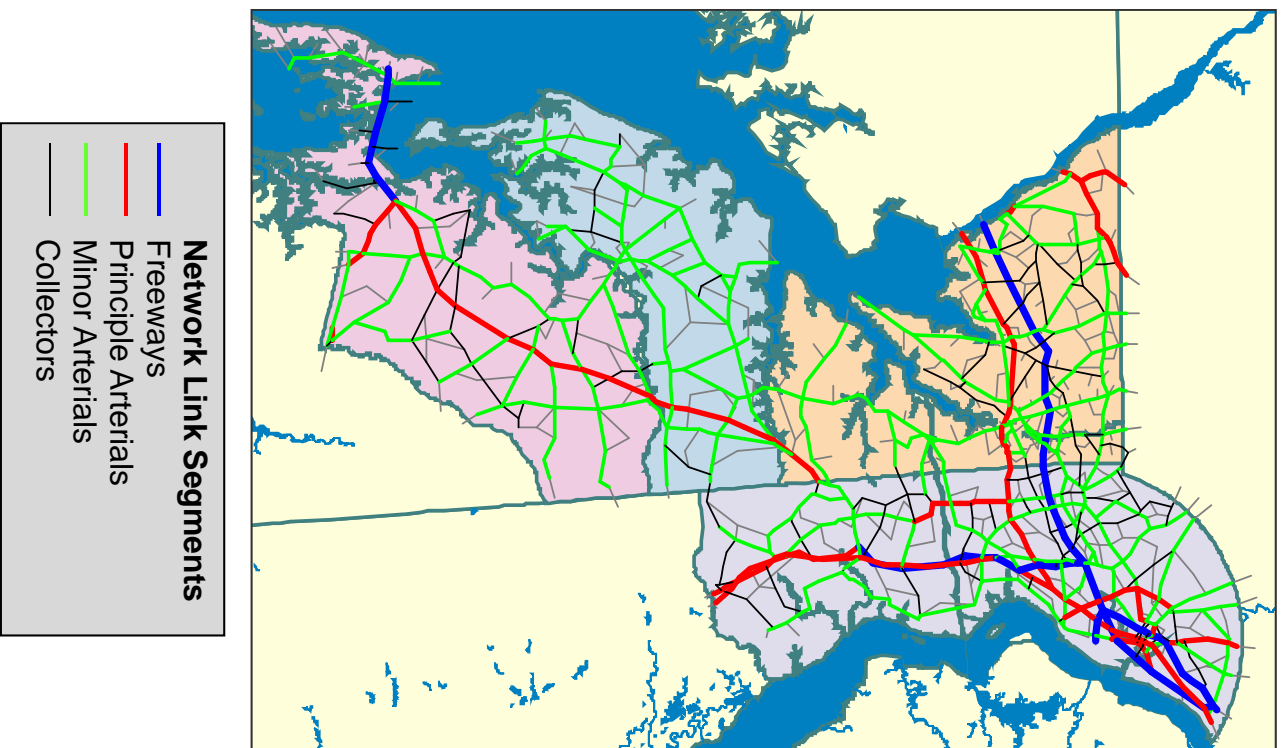


Table 3: Cecil and New Castle Counties Regionally Significant Highway Projects

No.	Project Name	County	Description	In-service Date
1	MD 213: Freetown Road to US 40	CC	Two to four lane divided highway	2040
2	I-95: Susquehanna River to DE Line	CC	Add a lane in each direction, plus bridge expansion	2040
3	MD 272: US 40 to Lums Road	CC	Two to four lane divided highway	2040
4	I-95/SR 222 Interchange	CC	Two to four lanes on the SR 222 bridge	2040
5	MD 222: US 40 to MD 276	CC	Multilane reconstruction	2040
6	SR 72, McCoy Road to SR 71	NCC	Two to four lanes	2020
7	Road A / SR 7 Improvements	NCC	New lane in each direction	2020
8	US 301 : MD State Line to SR 1	NCC	New four lane expressway	2020
9	Christina River Bridge	NCC	New bridge	2020
10	SR 1: Tybouts Corner to SR 273	NCC	Four to six lanes	2020
11	SR 299, SR 1 to Catherine Street	NCC	Widening	2020
12	Elkton Road, Maryland State Line to Casho Mill Road	NCC	Widening	2020
13	SR 4 (Christina Parkway): SR 2 to SR 896	NCC	Eastbound widening	2020
14	SR 141/I-95 Interchange	NCC	Expansion	2030
15	US 301: Spur	NCC	New two lane road	2030
16	Tyler McConnell Bridge, SR141: Montchanin Road to Alapocas Road	NCC	Bridge expansion	2030
17	US 40/SR 896	NCC	Grade separated intersection	2030
18	SR 1: Tybouts Corner to Roth Bridge	NCC	Widening	2030
19	SR 896/I-95 Interchange	NCC	Expansion	2030
20	SR 896/Bethel Church Road Interchange	NCC	Expansion	2030
21	US 40 Widening: Salem Church Road to Walther Road	NCC	Widening	2030
22	SR 4 (Christina Parkway): SR 2 to SR 896	NCC	Westbound widening	2030
23	I-295 Improvements Eastbound at SR 141	NCC	Add third lane	2040

Note NCC = New Castle County

CC = Cecil County

Land Use Forecast Methodology

Land use estimates for the base and future year models for Cecil County are developed from existing data sources and county comprehensive plans, as well as through coordination with state and local planning agencies. The land use data for this model is comprised of data describing the population, households, workforce, and employment for the region.

Land use data for Cecil County, Maryland and New Castle County, Delaware came directly from the land use demographics approved by WILMAPCO. WILMAPCO demographic projections for New Castle and Cecil Counties were adopted in July 2014. Table 4 summarizes the land use data used for traffic modeling for the analysis years 2020, 2030, and 2040 for Cecil County.

Table 4: Summary of Land Use Data Used for Modeling Runs

Cecil County						
Year	Population*	Households*	Labor Force*	Total* Employment	Retail* Employment	Non-Retail* Employment
2020	107,557	40,907	53,148	49,817	8,710	41,107
2030	124,360	47,659	61,149	54,785	8,541	46,243
2040	138,105	52,826	67,414	58,530	9,134	49,396

*Note: * Data Source: WILMAPCO Projections (Adopted July 2014)*

Estimation Process for Mobile Source Emissions

This conformity analysis uses MOVES2010b model, EPA's state-of-the-art tool for estimating emissions from highway vehicles. Compared to previous tools, MOVES incorporates the latest emissions data, more sophisticated calculation algorithms, increased user flexibility, new software design, and significant new capabilities.

Analysis Methodology

The methodology used to produce the emission data conform to the recommendations provided in EPA's technical guidance. A mix of local data and national default (internal to MOVES2010b) data has been used for the conformity analysis. Local data inputs to the analysis process reflect the latest available planning assumptions using data obtained from the Maryland Department of Environment (MDE), Motor Vehicle Administration (MVA), WILMAPCO, and other local/national sources.

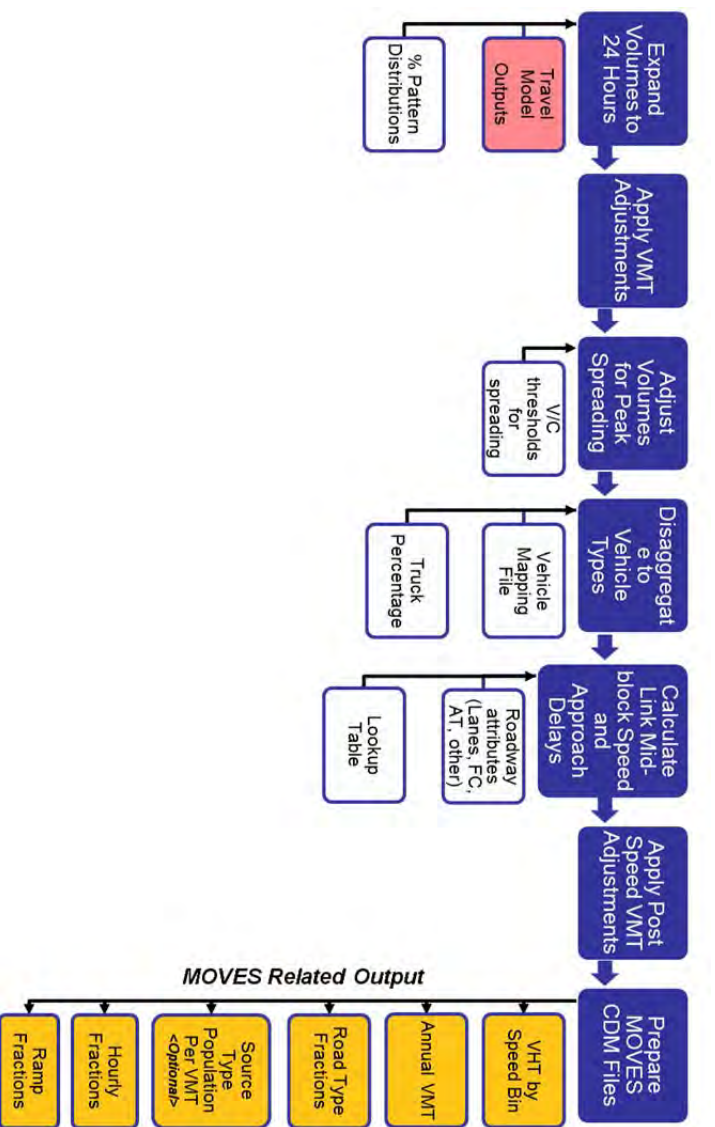
The analysis methodology includes the use of regional travel model outputs (as described above) for 2020, 2030, and 2040 to estimate the regional Vehicle Miles Traveled (VMT) along with custom post-processing software (PPSUTTE) to prepare key input files to the MOVES2010b emission model. PPSUTTE consists of a set of programs that perform the following functions:

- Analyzes highway operating conditions.
- Calculates highway speeds.

- Compiles VMT and vehicle type mix data.
- Prepares MOVES runs and processes MOVES outputs.

The PPSUTE system has been used for previous inventory and conformity submissions in Maryland and in other states including Pennsylvania, Virginia, New Jersey, and New York. The software has gone through a significant revision to ensure consistency with the MOVES emissions model. The PPSUTE process is also integral to producing other key input files to the MOVES emission model. Figure 3 summarizes the key functions of PPSUTE and the traffic-related input files prepared for MOVES.

Figure 3: Summary of Emission Calculation Process



Description of Input Data

A large number of inputs to MOVES are needed to fully account for the numerous vehicle and environmental parameters that affect emissions. These include traffic flow characteristics, vehicle descriptions, fuel parameters, inspection/maintenance (I/M) program parameters, and environmental variables. MOVES includes a default national database of meteorology, vehicle fleet, vehicle activity, fuel, and emissions control program data for every county; but EPA cannot certify that the default data is the most current or best available information for any specific area. As a result, local data is recommended for use when completing a regional conformity analysis. Local data sources are used for all inputs that have a significant impact on calculated emission rates. These data items are discussed in the following sections.

Roadway Data

The emission calculation process uses key traffic data from the regional travel demand model to estimate regional VMT and speeds. This data includes individual roadway traffic volumes and physical roadway descriptive characteristics including area type, facility type, lanes, distances, capacity, and free-flow speeds. Travel demand model runs

are produced for future analysis years and include the impact of regionally significant transportation projects. The model provides a key resource for estimating the impact of population and employment growth on roadway volumes and calculating the diversions due to transportation projects.

VMT was determined for each roadway class/setting by multiplying the length of road by the number of vehicles using the road per day. Additional adjustments to VMT included: seasonal adjustments to reflect an average weekday for the summer season and Highway Performance Monitoring System (HPMS) adjustments used to align annual VMT estimates with HPMS reported totals for the base year.

Speed data was calculated for each highway segment and hour of the day, based on roadway capacity, traffic volume, and other physical roadway features (e.g. traffic signals) using the post processing software. Thus, average speeds reflect physical highway conditions and congestion caused by traffic volume. For future conditions, congestion (and thereby speed) is affected by traffic growth and changes in physical conditions due to transportation improvement projects.

Vehicle Class Data

Emission rates within MOVES vary significantly by vehicle type. The MOVES model produces emissions and rates by thirteen MOVES vehicle source types. However, VMT is imputed into MOVES by six HPMS vehicle groups.

For this emissions analysis, vehicle type pattern data was developed for the county by functional class based on State Highway Administration (SHA) classification counts and internal MOBILE6.2 and MOVES defaults. As the first step, SHA count data was used to develop percentage splits to the four vehicle groups: Autos, Heavy trucks, Motorcycles and Buses. Following procedures used for previous conformity analyses, the vehicle groups were expanded to the 28 MOBILE6.2 weight-based vehicle types. Using procedures provided in EPA technical guidance, the MOBILE6.2 vehicle classes were mapped to the MOVES source type and HPMS class groups.

The vehicle type percentages are also provided to the capacity analysis section of PPSUTTE to adjust the speeds in response to trucks. That is, a given number of larger trucks take up more roadway space than a given number of cars, and this is accounted for in the speed estimation process by adjusting capacity using information from the Highway Capacity Manual.

Vehicle Age

Vehicle age distributions are input to MOVES for the county by the thirteen source types. The distributions reflect the percentage of vehicles in the fleet up to 31 years old. The vehicle age distributions were prepared by MDE based on information obtained from MVA registration data.

The age distributions are based on 2011 MVA registration data that included cleaning of duplicate, expired, and non-eligible vehicles (from the emission standpoint such as trailers, farm tractors). The data was transformed into two sets of MOBILE6.2 vehicle

types; one conforming to MOBILE6.2-28 vehicle type and the other to MOBILE6.2-16 composite vehicle type system using a SAS-based computer program.

The MOVES model input age distributions were produced utilizing the available EPA MS-Excel-based vehicle registration converter tool. This tool assisted in converting the MOBILE6.2-based data into the MOVES source type categories.

Vehicle Population Data

Vehicle fleet information such as the number and age of vehicles has an impact on the forecasted start and evaporative emissions within MOVES. The MOVES model requires the population of vehicles to be separated by the thirteen source type categories. This data was prepared and provided by MDE utilizing another SAS-based computer program similar to the one discussed in the previous vehicle age section. Maryland county vehicle registration data was used to estimate vehicle population for light-duty and heavy-duty vehicles for Cecil County.

For the analysis years 2020, 2030, and 2040, the vehicle population was forecasted based on projected household and population growth obtained from state and MPO sources. The growth rate methodology included:

- Choosing the highest growth rate between population, households, and VMT growth.
- Default VMT/Population ratio for trucks, i.e., truck population growth based on Truck VMT.

Environmental and Fuel Data

Information on environmental, fuel, vehicle technology, and other control strategy assumptions were determined based on a review of MOVES2010b default information by MDE.

Fuel Data: MDE obtains monthly fuel data reports regularly from the Maryland Fuel Laboratory, which is under the jurisdiction of Maryland Fuel Tax Division of the Office of the Comptroller of Maryland. These fuel reports are generated by testing samples collected in the field (gas stations) for the purpose of fuel regulation enforcement. Two sets of fuel data inputs (Fuel Formulation and Fuel Supply tables) required by the MOVES model were developed for Cecil County. The fuel parameters that changed from the MOVES defaults include:

fuelFormulationID	Unique ID used for easy recognition
fuelSubtypeID	Selected per guidance based on ethanol content of gasoline
sulfurLevel	Computed from the local fuel data
rvp	Computed from the local fuel data
ETOHVVolume	Computed from the local fuel data
aromaticContent	Computed from the local fuel data
olefinContent	Computed from the local fuel data
benzineContent	Computed from the local fuel data
E200	Computed from the local fuel data

E300

Computed from the local fuel data

Meteorological Data: Evaporative emissions are influenced significantly by the temperatures of the surrounding air. Ozone analysis temperature and humidity values were determined by MDE using the procedures documented in EPA's technical guidance. On a triennial basis, meteorological data including hourly temperature and relative humidity is compiled to be used for periodic emission inventories. The data used for this analysis were updated in 2011. The month-by-month, raw hourly-data sets were obtained from the National Climate Data Center of NOAA. Hourly average temperature and humidity computations were developed from the 24 hourly values for every hour in a given month for the county.

Other Vehicle Technology and Control Strategy Data

The MOVES2010b default I/M data was reviewed and updated by MDE for Cecil County. The current I/M program known as the Vehicle Emission Inspection Program (VEIP) was utilized for these analysis runs and is described below.

MD Vehicle Emission Inspection Program: This program tests model year 1977 and newer gasoline powered vehicles weighing up to 26,000 pounds. The test is done biennially, and on change of ownership. There is a two-year grace period for new vehicles. Light duty vehicles model year 1996 and newer, and model year 2008 and newer vehicles weighing up to 14,000 pounds receive the OBD test. All other vehicles receive an idle test with a gas cap pressure test and a visual check for the presence of a catalytic converter. The compliance factors reflect the fail and waiver rates observed in the program, combined with an assumed 96% compliance rate for vehicles showing up for testing. Heavy duty vehicles have an additional factor, reflecting the fraction of vehicles in the weight range covered by the program. This was derived from documentation comparing the MOVES and MOBILE vehicle classes. The significantly higher compliance rate for the gas cap check reflects the much higher retest pass rate for this check.

Federal Programs: Current federal vehicle emissions control and fuel programs are incorporated into the MOVES2010b software. These include the National Program standards covering model year vehicles through 2016. Modifications of default emission rates are required to reflect the early implementation of the National Low Emission Vehicle Program (NLEV) program in Maryland. To reflect these impacts, EPA has released instructions and input files that can be used to model these impacts. This inventory utilized the August 2010 version of the files: (<http://www.epa.gov/oms/models/moves/tools.htm>).

State Vehicle Technology Program:

MD Clean Car Program: Under the Maryland Clean Cars Act of 2007, Maryland adopted the California Low Emission Vehicle (LEV II) program. The program was implemented in 2011 and requires all 2011 model year and newer vehicles (GVWR up to 14,000 lbs.) registered in Maryland to meet California emission standards for both criteria and greenhouse gas pollutants. This program also contains a zero emission vehicles component that requires the manufactures to produce a certain percentage of zero

emission vehicles (electric, fuel cell, etc.) for purchase in the state. California has just adopted new amendments to the Low-Emission Vehicle regulation entitled LEV III (third generation low emission vehicle standards). These amendments create more stringent emission standards for new motor vehicles. These new standards will be phased-in over the 2015-2025 model years.

The impacts of this program were modeled for all analysis years using EPA's guidance document, *Instructions for Using LEV and NLEV Inputs for MOVES*, EPA-420-B-10-003, January 2010. EPA provided input files to reflect the CAL LEVII program with the standard phase-in schedules for new emission standards. Modifications to those schedules were done per EPA's instructions, to reflect a later start for the State of Maryland beginning with vehicle model year 2011.

2040 RTP and FY 2016-2019 TIP Conformity Determination

Financial Constraint

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

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Public Participation

This conformity document has undergone the public participation requirements set forth in the Final Conformity Rule, and Final Statewide / Metropolitan Planning Rule. The draft document was made available for formal public review and comment beginning on November 17, 2014. The public review and comment period was announced using the following outlets:

- Notices in the Delaware News Journal and Cecil Whig Newspapers
- Radio advertisements
- WILMAPCO website (www.wilmapco.org)
- WILMAPCO E-NEWS (monthly electronic newsletter)
- Presentations to various civic and local government groups
- The public forum "Our Town" (<http://www.wilmapco.org/ourtown>) where the emissions analyses were displayed on September 3, 2014, at the Embassy Suite Hotel in Newark, Delaware.

The documentation of the observed 30-day public comment period, comments, and the responses to comments can be found in Appendix E.

Conformity Statement

The conformity rule, as it applies to the Cecil County, MD portion of the PA-NJ-MD-DE 8-hour ozone nonattainment area, requires the RTP and TIP to conform to the motor vehicle emissions budgets established in the SIP. Appendix A contains a matrix, which provides responses to all of EPA's criteria as applicable to this conformity determination.

The results of the conformity analysis for the Cecil County portion of the PA-NJ-MD-DE 8-hour ozone nonattainment area indicate that the projected mobile source emissions are below the EPA-approved motor vehicle emission budgets for the established analysis years of 2020, 2030, and 2040. Based on the conformity analysis, WILMAPCO, in its capacity as the MPO, has concluded that the implementation of the 2040 RTP and 2016-2019 TIP will not worsen the region's air quality or delay the timely attainment of the National Ambient Air Quality Standards.

References

- Transportation Conformity Regulations as of April, 2012*, EPA-420-B-12-013; <http://www.epa.gov/otaq/stateresources/transconf/conf-regs.htm>
- FHWA, 23 CFR PART 450 – Planning Assistance and Standards, Subpart C -- Metropolitan Transportation Planning and Programming; <http://www.ecfr.gov/>
- FY 2016-2019 *Transportation Improvement Program*; Wilmington Area Planning Council; <http://www.wilmapco.org/tip/>
- Regional Transportation Plan, 2040 Update*; Wilmington Area Planning Council; <http://www.wilmapco.org/rtp/>
- Modeling Page within EPA’s Office of Mobile Sources Website (<http://www.epa.gov/oms/www/models.htm>) contains a downloadable model, MOVES users guide and other information.
- Policy Guidance on the Use of MOVES2010 and Subsequent Minor Revisions for SIP Development, Transportation Conformity, and Other Purposes*, US EPA Office of Air and Radiation, EPA-420-B-12-010, April 2012.
- Using MOVES to prepare Emission Inventories in State Implementation Plans and Transportation Conformity: Technical Guidance for MOVES2010, 2010a and 2010b*. US EPA Office of Air and Radiation, and Office of Transportation and Air Quality, EPA-420-B-12-028, April 2012.
- Motor Vehicle Emission Simulator, User Guide for MOVES2010b*, EPA-420-B-12-001b, June 2012.
- Highway Capacity Manual 2010*, Transportation Research Board, January, 2010.
- Traffic Trends System Report Module, 2011 Data*, State Highway Administration 2005.

Appendix A

Conformity Question Checklist

Table A-1: Conformity Questions Matrix

Section	Requirement	Y/N	Response
40 CFR 93.110	Is the conformity determination based on the latest planning assumptions?	Y	See below.
	(a) Is the conformity determination, with respect to all other applicable criteria in §§93.111 - 93.119, based upon the most recent planning assumptions in force at the time of the conformity determination?	Y	The conformity analysis uses the UES travel demand model that is validated (checks the accuracy of the model) to 2010 conditions. Assumptions regarding vehicle mix, hourly patterns, monthly/seasonal factors, and vehicle fleet registration data are based on the latest available (2011) information from the Maryland Department of the environment (MDE) & State Highway Administration (SHA).
	(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	Y	Land use for Cecil County, Maryland and New Castle County, Delaware came directly from the land use approved by WILMAPCO. WILMAPCO demographic projections for Cecil and New Castle Counties were adopted in July 2014.
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	Y	The impact of transit on regional vehicle trips is accounted for in the validation count data. Any future changes to transit service can be accounted for using off-model or sketch analysis tools, such as MAQONE. However, there are not any regionally significant transit projects in this analysis.
	(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.	Y	See above regarding transit. Tolls are included in the validated UES travel demand model.
	(e) The conformity determination must use the latest existing information regarding the effectiveness of the TCMs and other implementation plan measures, which have already been implemented.	N/A	There are no TCMs identified in the SIP.

Section	Requirement	Y/N	Response
	(f) Key assumptions shall be specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105.	Y	Summary provided in Interagency Consultation Section with supporting documents in Appendix D & E.
40 CFR 93.111	Is the conformity determination based on the latest emissions model?	Y	EPA's latest emissions model, Motor Vehicle Emissions Simulator (MOVES) was used for this conformity determination.
40 CFR 93.112	Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state conformity SIP?	Y	Consultation procedures were followed in accordance with the Federal Transportation Conformity Rule. WILMAPCO consulted appropriate agencies and provided a scope of work to the following agencies: MDOT, MDE, DelDOT, DNREC, FHWA, FTA, and EPA.
40 CFR 93.106 (a) (1)	Are the horizon years correct?	Y	The years chosen: 2020, 2030, and 2040, represent the appropriate horizon years needed for the 8-hour ozone NAAQS conformity determinations.
93.106(a) (2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Y	A summary is provided in the Land Use Forecast Methodology section and the relevant data is summarized in Table 4 of this document.
93.106(a) (2)(ii)	Is the highway and transit system adequately described in terms of the regionally significant additions or modifications to the existing transportation network that the transportation plan envisions to be operational in the horizon years?	Y	A summary of regionally significant projects can be found in the land use section and Table 3 of this document.
93.108	Is the Transportation Plan Fiscally Constrained?	Y	See Financial Constraint Section.
93.113(b)	Are TCMs being implemented in a timely manner?	N/A	There are no TCMs in the SIP.
40 CFR 93.118	Is the Transportation Plan consistent with the motor vehicle emissions budget in the applicable SIP?	Y	The conformity determination was performed using the 2009 motor vehicle emissions budgets contained in the SIP and found adequate by EPA.

Appendix B

Conformity Results Detailed VMT and Emissions By County By Road Type By Analysis Year

Table B-1: 2020 Emissions Budget Test Results

2020 Analysis				
Road Type	VMT	Speed (mph)	VOC (tons/day)	NOX (tons/day)
Off-Network	-	-	0.97	0.98
Rural Restricted Access	2,184,210	59.5	0.19	1.77
Rural Unrestricted Access	2,047,049	36.2	0.20	1.17
Urban Restricted Access	121,191	59.7	0.01	0.10
Urban Unrestricted Access	360,370	18.8	0.06	0.26
Nonattainment Area Total	4,712,821	41.1	1.44	4.27
	2009 Budgets (Submitted)		2.2	7.3
			PASS	PASS

Table B-2: 2030 Emissions Budget Test Results

2030 Analysis				
Road Type	VMT	Speed (mph)	VOC (tons/day)	NOX (tons/day)
Off-Network	-	-	0.91	1.08
Rural Restricted Access	2,621,392	51.3	0.17	1.28
Rural Unrestricted Access	2,395,458	35.2	0.16	0.83
Urban Restricted Access	151,495	58.8	0.01	0.07
Urban Unrestricted Access	404,816	17.9	0.05	0.17
Nonattainment Area Total	5,573,160	38.6	1.30	3.43
	2009 Budgets (Submitted)		2.2	7.3
			PASS	PASS

Table B-3: 2040 Emissions Budget Test Results

2040 Analysis				
Road Type	VMT	Speed (mph)	VOC (tons/day)	NOX (tons/day)
Off-Network	-	-	0.95	1.14
Rural Restricted Access	3,105,096	56.9	0.18	1.40
Rural Unrestricted Access	2,709,947	34.3	0.18	0.88
Urban Restricted Access	181,665	59.4	0.01	0.08
Urban Unrestricted Access	437,472	18.0	0.05	0.18
Nonattainment Area Total	6,434,181	40.0	1.38	3.67
	2009 Budgets (Submitted)		2.2	7.3
			PASS	PASS

Appendix C

MOVES Input Files and Parameters For Cecil County, MD

SUMMER DAY OZONE MOVES SAMPLE INPUT FILES

Cecil County

Sample Cecil County MOVES Run Specification File Settings for Analysis Year 2020

Sample xml file format – Run 1

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        <roadtype roadtypeid="3" roadtypename="Rural Unrestricted Access"/>
        <roadtype roadtypeid="4" roadtypename="Urban Restricted Access"/>
        <roadtype roadtypeid="5" roadtypename="Urban Unrestricted Access"/>
    </roadtypes>
    </filters>
    <databaseselection servername="localhost" databasename="24015_2020_07_05_Julwkd_Ozone_mi"/>
    <agedistribution>
        <description><![CDATA[]]></description>
        <parts>
            <sourceTypeAgeDistribution>

<filename>C:\CECIL_MOVES\MOVESInputs\AgeDistribution\2020\24015_2020_SourceTypeAgeDistribution.csv</filename>
            </sourceTypeAgeDistribution>
        </parts>
    </agedistribution>

    <avgspeeddistribution>
        <description><![CDATA[]]></description>
        <parts>
            <avgSpeedDistribution>

<filename>C:\CECIL_MOVES\Out\2020_Ozone\24015_2020_07_05_Julwkd_Ozone\CDM\avgSpeedDistribution.csv</filename>
            </avgSpeedDistribution>
        </parts>
    </avgspeeddistribution>

    <imcoverage>
        <description><![CDATA[]]></description>
        <parts>
            <imcoverage>
                <filename>C:\CECIL_MOVES\MOVESInputs\IM\24000_2020_IMCoverage.csv</filename>
            </imcoverage>
        </parts>
    </imcoverage>

    <fuel>
        <description><![CDATA[]]></description>
        <parts>
            <FuelSupply>
                <filename>C:\CECIL_MOVES\MOVESInputs\Fuel\24000_2012_FuelSupply_moves2010a.csv</filename>
            </FuelSupply>
        </parts>
    </fuel>

```

```

        </FuelSupply>
        <FuelFormulation>
            <filename>C:\CECIL_MOVES\MOVESInputs\Fuel\24000_FuelFormulation_moves2010a.csv</filename>
        </FuelFormulation>
    </parts>
</fuel>

    <zonemonthhour>
        <description><![CDATA[]]></description>
        <parts>
            <zoneMonthHour>

<filename>C:\CECIL_MOVES\MOVESInputs\Meteorology\2011\24015_2011_met.csv</filename>
            </zoneMonthHour>
        </parts>
    </zonemonthhour>

    <roadtypedistribution>
        <description><![CDATA[]]></description>
        <parts>
            <roadTypeDistribution>

<filename>C:\CECIL_MOVES\Out\2020_Ozone\\24015_2020_07_05_Julwkd_Ozone\CDM\roadTypeDistribution.csv</filename>
            </roadTypeDistribution>
        </parts>
    </roadtypedistribution>

    <sourcetypepopulation>
        <description><![CDATA[]]></description>
        <parts>
            <sourceTypeYear>

<filename>C:\CECIL_MOVES\Out\2020_Ozone\\24015_2020_07_05_Julwkd_Ozone\CDM\SourceTypePopulation.csv</filename>
            </sourceTypeYear>
        </parts>
    </sourcetypepopulation>

    <rampfraction>
        <description><![CDATA[]]></description>
        <parts>
            <roadType>

```

```

<filename>C:\CECIL_MOVES\MOVESInputs\RampFraction\rampfraction_defaults.csv</filename>
    </roadType>
  </parts>
</rampfraction>

  <vehicletypevmt>
    <description><![CDATA[]]></description>
    <parts>
      <hpmsVTypeYear>

<filename>C:\CECIL_MOVES\Out\2020_Ozone\\24015_2020_07_05_Julwkd_Ozone\CDM\hpmsVTypeYear.csv</filename>
      </hpmsVTypeYear>
      <monthvmtfraction>

<filename>C:\CECIL_MOVES\MOVESInputs\MonthDayHourFractions\2011_MonthFraction\24015_2011_MonthVMTFraction.csv</filename>
      </monthvmtfraction>
      <dayvmtfraction>

<filename>C:\CECIL_MOVES\MOVESInputs\MonthDayHourFractions\2011_DayFraction\24015_2011_dayvmtfraction.csv</filename>
      </dayvmtfraction>
      <hourvmtfraction>

<filename>C:\CECIL_MOVES\Out\2020_Ozone\\24015_2020_07_05_Julwkd_Ozone\CDM\hourvmtfraction.csv</filename>
      </hourvmtfraction>
    </parts>
  </vehicletypevmt>
<avft>
<description><![CDATA[]]></description>
<parts>
<avft>
<filename></filename>
</avft>
</parts>
</avft>

  </importer>
</moves>

```

Sample xml file format – Run 2

```
<moves>
  <importer mode="county" >
    <filters>
      <geographicselections>
        <geographicselection type="COUNTY" key="24015" description="MARYLAND - Cecil County"/>
      </geographicselections>
    <timespan>
      <year key="2020"/>
      <month id="07"/>
      <day id="2"/>
      <day id="5"/>
      <beginhour id="1"/>
      <endhour id="24"/>
      <aggregateBy key="Hour"/>
    </timespan>
    <onroadvehicleselections>
      <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="62"
sourcetyponame="Combination Long-haul Truck"/>
      <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61"
sourcetyponame="Combination Short-haul Truck"/>
      <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41"
sourcetyponame="Intercity Bus"/>
      <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="32" sourcetyponame="Light
Commercial Truck"/>
      <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="54" sourcetyponame="Motor
Home"/>
      <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="11"
sourcetyponame="Motorcycle"/>
      <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="21"
sourcetyponame="Passenger Car"/>
      <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="31"
sourcetyponame="Passenger Truck"/>
      <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="51"
sourcetyponame="Refuse Truck"/>
      <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="43"
sourcetyponame="School Bus"/>
      <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="53"
sourcetyponame="Single Unit Long-haul Truck"/>
      <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="52"
sourcetyponame="Single Unit Short-haul Truck"/>
    </onroadvehicleselections>
  </importer>
</moves>
```



```

        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="42"
sourcetyponame="Transit Bus"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="62"
sourcetyponame="Combination Long-haul Truck"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="61"
sourcetyponame="Combination Short-haul Truck"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="41"
sourcetyponame="Intercity Bus"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="32" sourcetyponame="Light
Commercial Truck"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="54" sourcetyponame="Motor
Home"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="11"
sourcetyponame="Motorcycle"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="21"
sourcetyponame="Passenger Car"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="31"
sourcetyponame="Passenger Truck"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="51" sourcetyponame="Refuse
Truck"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="43" sourcetyponame="School
Bus"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="53" sourcetyponame="Single
Unit Long-haul Truck"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="52" sourcetyponame="Single
Unit Short-haul Truck"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="42" sourcetyponame="Transit
Bus"/>
    </onroadvehicleselections>
    <offroadvehicleselections>
    </offroadvehicleselections>
    <offroadvehiclesccs>
    </offroadvehiclesccs>
    <roadtypes>
        <roadtype roadtypeid="1" roadtypename="Off-Network"/>
        <roadtype roadtypeid="2" roadtypename="Rural Restricted Access"/>
        <roadtype roadtypeid="3" roadtypename="Rural Unrestricted Access"/>
        <roadtype roadtypeid="4" roadtypename="Urban Restricted Access"/>
        <roadtype roadtypeid="5" roadtypename="Urban Unrestricted Access"/>
    </roadtypes>
    </filters>
    <databaseselection servername="localhost" databasename="24015_2020_07_05_Julwkd_Ozone_mi_AVFT"/>

```

```

    <agedistribution>
      <description><![CDATA[]]></description>
      <parts>
        <sourceTypeAgeDistribution>
<filename>C:\CECIL_MOVES\MOVESInputs\AgeDistribution\2020\24015_2020_SourceTypeAgeDistribution.csv</filename>
          </sourceTypeAgeDistribution>
        </parts>
      </agedistribution>

    <avgspeeddistribution>
      <description><![CDATA[]]></description>
      <parts>
        <avgSpeedDistribution>
<filename>C:\CECIL_MOVES\Out\2020_Ozone\24015_2020_07_05_Julwkd_Ozone\CDM\avgSpeedDistribution.csv</filename>
          </avgSpeedDistribution>
        </parts>
      </avgspeeddistribution>

    <imcoverage>
      <description><![CDATA[]]></description>
      <parts>
        <imcoverage>
          <filename>C:\CECIL_MOVES\MOVESInputs\IM\24000_2020_IMCoverage.csv</filename>
        </imcoverage>
      </parts>
    </imcoverage>

    <fuel>
      <description><![CDATA[]]></description>
      <parts>
        <FuelSupply>
          <filename>C:\CECIL_MOVES\MOVESInputs\Fuel\24000_2012_FuelSupply_moves2010a.csv</filename>
        </FuelSupply>
        <FuelFormulation>
          <filename>C:\CECIL_MOVES\MOVESInputs\Fuel\24000_FuelFormulation_moves2010a.csv</filename>
        </FuelFormulation>
      </parts>
    </fuel>

    <zonemonthhour>

```

```

        <description><![CDATA[]]></description>
        <parts>
            <zoneMonthHour>
<filename>C:\CECIL_MOVES\MOVESInputs\Meteorology\2011\24015_2011_met.csv</filename>
            </zoneMonthHour>
        </parts>
    </zonemonthhour>

    <roadtypedistribution>
        <description><![CDATA[]]></description>
        <parts>
            <roadTypeDistribution>
<filename>C:\CECIL_MOVES\Out\2020_Ozone\\24015_2020_07_05_Julwkd_Ozone\CDM\roadTypeDistribution.csv</filename>
            </roadTypeDistribution>
        </parts>
    </roadtypedistribution>

    <sourcetypepopulation>
        <description><![CDATA[]]></description>
        <parts>
            <sourceTypeYear>
<filename>C:\CECIL_MOVES\Out\2020_Ozone\\24015_2020_07_05_Julwkd_Ozone\CDM\SourceTypePopulation.csv</filename>
            </sourceTypeYear>
        </parts>
    </sourcetypepopulation>

    <rampfraction>
        <description><![CDATA[]]></description>
        <parts>
            <roadType>
<filename>C:\CECIL_MOVES\MOVESInputs\RampFraction\rampfraction_defaults.csv</filename>
            </roadType>
        </parts>
    </rampfraction>

    <vehicletypevmt>
        <description><![CDATA[]]></description>
        <parts>

```

```

        <hpmsVTypeYear>
<filename>C:\CECIL_MOVES\Out\2020_Ozone\\24015_2020_07_05_Julwkd_Ozone\CDM\hpmsVTypeYear.csv</filename>
        </hpmsVTypeYear>
        <monthvmtfraction>

<filename>C:\CECIL_MOVES\MOVESInputs\MonthDayHourFractions\2011_MonthFraction\24015_2011_MonthVMTFraction.csv</filename>
        </monthvmtfraction>
        <dayvmtfraction>

<filename>C:\CECIL_MOVES\MOVESInputs\MonthDayHourFractions\2011_DayFraction\24015_2011_dayvmtfraction.csv</filename>
        </dayvmtfraction>
        <hourvmtfraction>

<filename>C:\CECIL_MOVES\Out\2020_Ozone\\24015_2020_07_05_Julwkd_Ozone\CDM\hourvmtfraction.csv</filename>
        </hourvmtfraction>
    </parts>
</vehicletypevmt>
<avft>
    <description><![CDATA[]]></description>
    <parts>
        <avft>
            <filename>C:\CECIL_MOVES\COMMON\ZEV_AVFT_MD_2010b.csv</filename>
        </avft>
    </parts>
</avft>

</importer>
</moves>

```

Sample mrs file format – Run 1

```

<runspec>
    <description><![CDATA[MOVES2010 RunSpec Created by CENTRAL4 Scenario: Ceci 2020 JULWKD Julwkd_Ozone Emission
Inventory with user's data]]></description>
<modelscale value="INV"/>
    <modeldomain value="SINGLE"/>
    <geographicselections>
        <geographicselection type="COUNTY" key="24015" description="MARYLAND - Cecil County"/>

```

```

<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="32" sourcetyponame="Light Commercial
Truck"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="54" sourcetyponame="Motor Home"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="11" sourcetyponame="Motorcycle"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="21" sourcetyponame="Passenger Car"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="31" sourcetyponame="Passenger Truck"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="51" sourcetyponame="Refuse Truck"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="43" sourcetyponame="School Bus"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="53" sourcetyponame="Single Unit Long-haul
Truck"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="52" sourcetyponame="Single Unit Short-
haul Truck"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="42" sourcetyponame="Transit Bus"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="62" sourcetyponame="Combination Long-haul
Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="61" sourcetyponame="Combination Short-haul
Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="41" sourcetyponame="Intercity Bus"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="32" sourcetyponame="Light Commercial
Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="54" sourcetyponame="Motor Home"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="11" sourcetyponame="Motorcycle"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="21" sourcetyponame="Passenger Car"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="31" sourcetyponame="Passenger Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="51" sourcetyponame="Refuse Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="43" sourcetyponame="School Bus"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="53" sourcetyponame="Single Unit Long-haul
Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="52" sourcetyponame="Single Unit Short-haul
Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="42" sourcetyponame="Transit Bus"/>
<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="62" sourcetyponame="Combination Long-haul
Truck"/>
<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="61" sourcetyponame="Combination Short-
haul Truck"/>
<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="41" sourcetyponame="Intercity Bus"/>
<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="32" sourcetyponame="Light Commercial
Truck"/>
<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="54" sourcetyponame="Motor Home"/>
<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="11" sourcetyponame="Motorcycle"/>
<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="21" sourcetyponame="Passenger Car"/>
<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="31" sourcetyponame="Passenger Truck"/>

```

```

<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="51" sourcetyponame="Refuse Truck"/>
<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="43" sourcetyponame="School Bus"/>
<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="53" sourcetyponame="Single Unit Long-haul
Truck"/>
<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="52" sourcetyponame="Single Unit Short-
haul Truck"/>
<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="42" sourcetyponame="Transit Bus"/>
  </onroadvehicleselections>
  <offroadvehicleselections>
  </offroadvehicleselections>
  <offroadvehiclesccs>
  </offroadvehiclesccs>
  <roadtypes>
    <roadtype roadtypeid="1" roadtyponame="Off-Network"/>
    <roadtype roadtypeid="2" roadtyponame="Rural Restricted Access"/>
    <roadtype roadtypeid="3" roadtyponame="Rural Unrestricted Access"/>
    <roadtype roadtypeid="4" roadtyponame="Urban Restricted Access"/>
    <roadtype roadtypeid="5" roadtyponame="Urban Unrestricted Access"/>
  </roadtypes>
  <pollutantprocessassociations>
    <pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen" processkey="1" processname="Running
Exhaust"/>
    <pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen" processkey="2" processname="Start
Exhaust"/>
    <pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen" processkey="15" processname="Crankcase
Running Exhaust"/>
    <pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen" processkey="16" processname="Crankcase
Start Exhaust"/>
    <pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen" processkey="17" processname="Crankcase
Extended Idle Exhaust"/>
    <pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen" processkey="90" processname="Extended
Idle Exhaust"/>
    <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="1"
processname="Running Exhaust"/>
    <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="2" processname="Start
Exhaust"/>
    <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="12" processname="Evap
Fuel Vapor Venting"/>
    <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="13" processname="Evap
Fuel Leaks"/>
    <pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="15"
processname="Crankcase Running Exhaust"/>

```

```

<pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="16"
processname="Crankcase Start Exhaust"/>
<pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="17"
processname="Crankcase Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="79" pollutantname="Non-Methane Hydrocarbons" processkey="90"
processname="Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="1"
processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="2"
processname="Start Exhaust"/>
<pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="12"
processname="Evap Fuel Vapor Venting"/>
<pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="13"
processname="Evap Fuel Leaks"/>
<pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="15"
processname="Crankcase Running Exhaust"/>
<pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="16"
processname="Crankcase Start Exhaust"/>
<pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="17"
processname="Crankcase Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="90"
processname="Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="87" pollutantname="Volatile Organic Compounds" processkey="1"
processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="87" pollutantname="Volatile Organic Compounds" processkey="2"
processname="Start Exhaust"/>
<pollutantprocessassociation pollutantkey="87" pollutantname="Volatile Organic Compounds" processkey="12"
processname="Evap Fuel Vapor Venting"/>
<pollutantprocessassociation pollutantkey="87" pollutantname="Volatile Organic Compounds" processkey="13"
processname="Evap Fuel Leaks"/>
<pollutantprocessassociation pollutantkey="87" pollutantname="Volatile Organic Compounds" processkey="15"
processname="Crankcase Running Exhaust"/>
<pollutantprocessassociation pollutantkey="87" pollutantname="Volatile Organic Compounds" processkey="16"
processname="Crankcase Start Exhaust"/>
<pollutantprocessassociation pollutantkey="87" pollutantname="Volatile Organic Compounds" processkey="17"
processname="Crankcase Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="87" pollutantname="Volatile Organic Compounds" processkey="90"
processname="Extended Idle Exhaust"/>

</pollutantprocessassociations>
<databaseselections>
<databaseselection servername="localhost" databasename="early_NLEV" description=""/>

```



```

<databaseselection servername="localhost" databasename="calevii2011" description=""/>
    <databaseselection servername="localhost" databasename="md_stageii" description=""/>
    </databaseselections>
    <inputdatabase servername="" databasename="" description=""/>
    <uncertaintyparameters uncertaintymodeenabled="false" numberofrunspersimulation="0" numberofsimulations="0"/>
<geographicoutputdetail description="COUNTY"/>
    <outputemissionsbreakdownselection>
    <modelyear selected="false"/>
    <fueltype selected="false"/>
    <emissionprocess selected="true"/>
        <onroadoffroad selected="true"/>
    <roadtype selected="true"/>
    <sourceusetype selected="true"/>
        <movesvehicletype selected="false"/>
    <onroadsccl selected="false"/>
        <offroadsccl selected="false"/>
        <estimateuncertainty selected="false" numberOfIterations="2" keepSampledData="false" keepIterations="false"/>
        <sector selected="false"/>
        <engtechid selected="false"/>
        <hpclass selected="false"/>
    </outputemissionsbreakdownselection>
    <outputdatabase servername="localhost" databasename="24015_2020_07_05_Julwkd_Ozone_mo" description=""/>>
<outputtimestep value="Hour"/>
    <outputvmtdata value="true"/>
    <outputsho value="true"/>
    <outputsh value="true"/>
    <outputshp value="true"/>
    <outputshidling value="true"/>
    <outputstarts value="true"/>
    <outputpopulation value="true"/>
    <scaleinputdatabase servername="localhost" databasename="24015_2020_07_05_Julwkd_Ozone_mi" description=""/>
    <pmsize value="0"/>
    <outputfactors>
        <timefactors selected="true" units="Hours"/>
        <distancefactors selected="false" units="Miles"/>
        <massfactors selected="false" units="Grams" energyunits="Million BTU"/>
    </outputfactors>
    <savedata>
    </savedata>
    <donotexecute>
    </donotexecute>
    <generatordatabase shouldsave="false" servername="" databasename="" description=""/>

```

```

        <donotperformfinalaggregation selected="false"/>
<lookuptableflags scenarioid="" truncateoutput="false" truncateactivity="false"/>
    <internalcontrolstrategies>
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Appendix D

Interagency Consultation

Please Visit:

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

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.

Appendix E

Public Participation Materials

Please Visit:

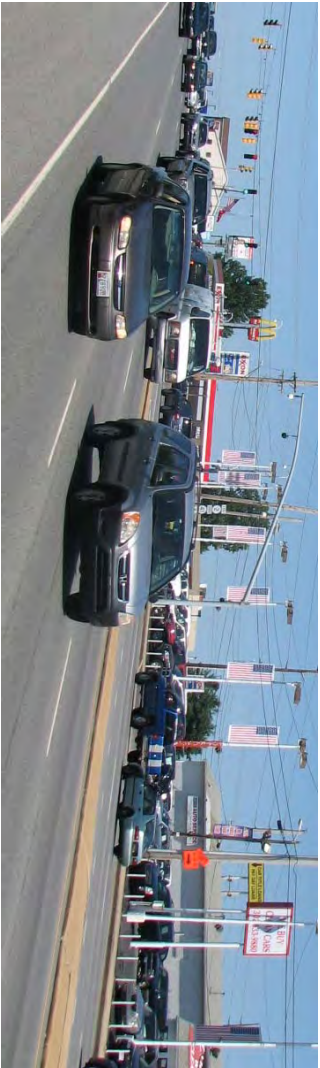
<http://www.wilmapco.org/rtip>

Every four years, MPOs must update their long-range transportation plan with at least a 20 year planning horizon. This long-range plan must be financially reasonable and conform to air-quality standards. Significantly, no transportation projects in the region may be funded with federal money unless the projects are found in an approved long-range transportation plan. Our long-range plan is called the Regional Transportation Plan, or RTP.

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

Air Quality Conformity is a process which ensures federal funding and approval goes to transportation activities that are consistent with our air quality goals. This process applies to both the long range Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). Known as “non-attainment areas” or “maintenance areas,” respectively, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly determine conformity within these regions which do not meet air quality standards to ensure that federal actions conform to the purpose of the State Implementation Plan (SIP). The US Department of Transportation cannot fund, authorize, or approve federal actions to support projects that do not conform to Clean Air Act requirements governing the current National Ambient Air Quality Standards (NAAQS).

While ozone and fine particulate emissions have and continue to drop dramatically, the WILMAPCO region still does not meet the rigorous federal air quality standards. Both New Castle and Cecil Counties are designated in moderate non-attainment for ozone. New Castle County is considered in maintenance for fine particulate matter (PM_{2.5}). WILMAPCO is responsible for ensuring a plan in place to meet the attainment levels in these counties



Air Quality Conformity Determination

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

FY2016–2019 Transportation Improvement Program
And 2040 Regional Transportation Plan

January 2015



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Introduction

This report demonstrates transportation conformity of the Wilmington Area Planning Council's (WILMAPCO) Fiscal Year (FY) 2016-2019 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP) for the New Castle County, Delaware portion of the PA-NJ-MD-DE 8-hour ozone and PA-NJ-DE fine particulate matter (PM_{2.5}) nonattainment areas.

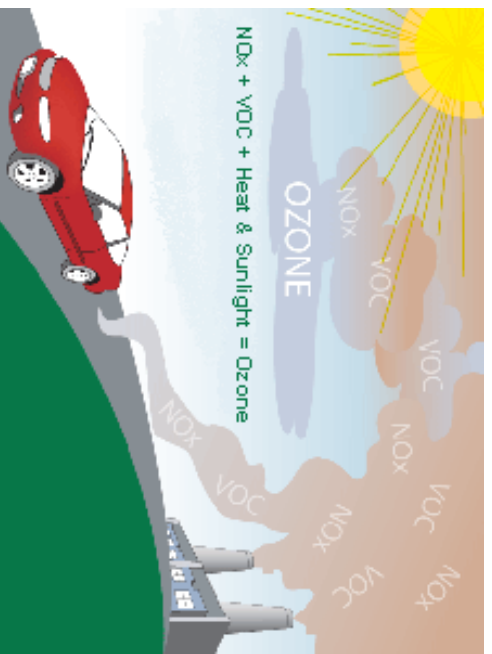
WILMAPCO is the Metropolitan Planning Organization (MPO) for New Castle County, Delaware and Cecil County, Maryland. It is designated by the governors of both states to plan for, coordinate, and program the many transportation investments in the region. Under federal law and regulation, all plans and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

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

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

8-hour Ozone Background

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



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

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

8-Hour Ozone National Ambient Air Quality Standards

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

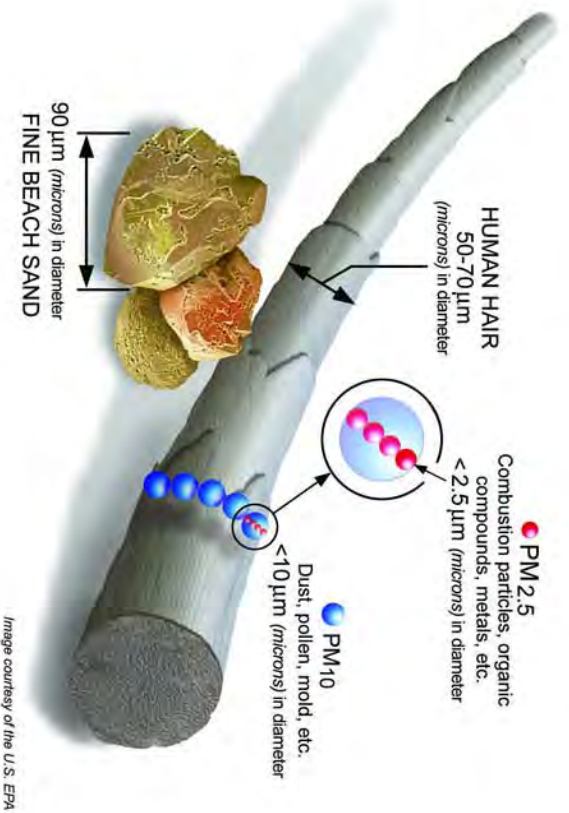
Areas across the United States that have failed to meet the standards outlined above have been designated as nonattainment areas and, as a result, are subject to transportation conformity. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation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

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

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

PM_{2.5} Background

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



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

PM_{2.5} National Ambient Air Quality Standards

In July 1997, the EPA issued NAAQS for PM_{2.5}, designed to protect the public from exposure to PM_{2.5} at levels that may cause health problems. That standard included two elements:

- 1) An annual standard set at 15 $\mu\text{g}/\text{m}^3$, based on a three year average of the annual mean PM_{2.5} concentrations, and
- 2) A 24-hour standard of 65 $\mu\text{g}/\text{m}^3$, based on a three year average of the 98th percentile of 24-hour concentrations.

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

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

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

On August 5, 2014, the EPA approved Delaware's request to redesignate to attainment the Delaware portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area for both the 1997 annual and the 2006 24-hour PM_{2.5} standards. The EPA simultaneously approved the New Castle County PM_{2.5} Maintenance Plan, which requires conformity analyses using motor vehicle emission budgets associated with the 1997 annual in the 2006 24-hour PM_{2.5} standards. The effective date of this final rule was September 4, 2014.

Status of the 2040 RTP and FY 2016-2019 TIP

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

The 2015 Update to the 2040 RTP and the Fiscal Year 2016 – 2019 TIP were created by the WILMAPCO staff and member agencies. The RTP and present conformity analysis

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

was adopted by the WILMAPCO Council in January 2015 and is awaiting federal approval. The FY 2016 TIP is set for Council adoption in March 2015.

Interagency Consultation

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

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

C-55

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

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

Meeting minutes and notes are available at the following webpages:

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

Determine Planning Assumptions

Ozone

The emissions resulting from the implementation of regionally significant transportation projects (those which do not qualify as exempt under 40 CFR 93.126 and 127) will be

compared to the Delaware Department of Natural Resources and the Environmental Control's (DNREC) Motor Vehicle Emissions Budget (MVEB).

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

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

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

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

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

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

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

PM2.5

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

For the regional analysis of direct PM2.5 emissions, the EPA has ruled that both exhaust and brake/tire wear must be included. However, EPA has ruled that regional emissions analyses for direct PM2.5 should include road dust only if road dust is found to be a significant contributor to PM2.5 by either the EPA Regional Administrator or a state air agency. For this nonattainment area, neither of the EPA Regional Administrators nor any of the three state air agencies have found that road dust is a significant PM2.5 contributor. EPA has also ruled that regional direct PM2.5 analyses need only include

fugitive dust from construction of transportation projects if the SIP identifies these emissions as significant contributors to the regional PM2.5 problem. The current submitted PM2.5 SIP has not deemed construction-related dust as a contributor to the regional PM2.5 problem. Thus, the only components of direct PM2.5 emissions to be considered in the nonattainment area are tailpipe exhaust and brake/tire wear.

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

The following PM2.5 pollutants and precursors were tested:

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

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

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

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

The following five analysis years were chosen for the PM2.5 analysis:

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

Travel Demand Modeling Methodology

The air quality analysis conducted for the FY 2016-2019 TIP and 2040 RTP used a series of computer-based modeling techniques. These techniques are consistent with methods WILMAPCO and DelDOT have used in conducting air quality analyses required by the CAA amendments, and are similar to those used by other state and regional transportation agencies in preparing air quality analyses. They are also consistent with the modeling procedures WILMAPCO and DelDOT have used assisting in the preparation of various

SIP documents with the Delaware Department of Natural Resources and Environmental Control (DNREC).

Travel Demand Modeling

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

The modeling process developed for the FY 2016-2019 TIP and this update of the 2040 RTP used a 2012 base year network validated against DelDOT traffic counts for 2012. Model networks were developed for the years 2020, 2030, and 2040 for New Castle County. Networks included major capacity improvement projects that are expected to be in place and open to service during these years. The types of projects tested included: roadway upgrades (such as new or improved shoulders), highway widening (one lane or more), and new construction.

Demographic projections, including employment, households, and population, were developed for each of the analysis years through the WILMAPCO Data & Demographic Subcommittee. These forecasts were recommended by the Technical Advisory Committee (TAC) and were adopted by the WILMAPCO Council in July 2014.

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

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

- 1) Population
- 2) Dwelling Units
- 3) Total Employment by Place of Work

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

For each TAZ, data for each of these items was obtained from the most recent census and updated as needed to the base year of the long range plan. For this conformity analysis, that means data from the 2010 Census was used with other locally obtained information to develop a set of TAZ estimates for 2012. Employment by place of work is not a product of the US Census, but the WILMAPCO Demographics and Data Subcommittee used a series of local, county, and state-agency data sources to develop and achieve consensus on TAZ-based employment locations. The MPO subcommittee also developed demographic forecasts for each TAZ, for the horizon years of 2020, 2030, and 2040.

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

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

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

This plan update used the most recent DTMS review process which updated the modeling programs in 2012. This update was performed by DeIDOT and WRA staff and added an analysis of 2005 – 2011 DTMS travel survey data to the modeling process. DTMS data for 2012 and 2013 has not been analyzed at this time and is therefore not yet a part of the DeIDOT/MPO travel model process.

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

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

The trip distribution models are standard gravity model formulations using trip length frequencies for each trip purpose based on analysis of the entire 1997 – 2011 DTMS dataset.

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

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

The model process methods, as required by conformity regulations, incorporate full feedback from trip assignment back through trip distribution. The travel model was run in the CUBE Voyager software package (Version 6.1.0 of the software dated May 2, 2013) under license from the vendor, Citilabs (<http://www.citilabs.com/>).

Summary:

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

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

<i>Row</i>	<i>Project</i>	<i>County</i>	<i>Model Year</i>
1	MD 213: Frenchtown Road to US 40 (two to four lane divided highway)*	Cecil	2040
2	I-95: Susquehanna River to DE Line (add a lane in each direction, plus bridge expansion)*	Cecil	2040
3	MD 272: US 40 to Lums Rd. (two to four lane divided highway)	Cecil	2040
4	I-95/SR 222 Interchange (two to four lanes on the SR 222 bridge)	Cecil	2040
5	MD 222: US 40 to MD 276 (multilane reconstruction)*	Cecil	2040
6	SR 72, McCoy Road to SR 71 (two to four lanes)	NCC	2020
7	Road A / SR 7 Improvements (new lane in each direction)	NCC	2020
8	US 301: MD State Line to SR 1 (new four lane expressway)*	NCC	2020
9	Christina River Bridge (new bridge)	NCC	2020
10	SR 1: Tybouts Corner to SR 273 (four to six lanes)	NCC	2020
11	SR 299, SR 1 to Catherine Street (widening)	NCC	2020
12	Elkton Road, Maryland State Line to Casho Mill Road (widening)*	NCC	2020
13	SR 4 (Christina Parkway): SR 2 to SR 896 (eastbound widening)*	NCC	2020
14	SR 141/I-95 Interchange (expansion)	NCC	2030
15	US 301: Spur (new two lane road)*	NCC	2030
16	Tyler McConnell Bridge, SR141: Montchanin Road to Alapocas Road (bridge expansion)	NCC	2030
17	US 40/SR 896 (grade separated intersection)	NCC	2030
18	SR 1: Tybouts Corner to Roth Bridge (widening)	NCC	2030
19	SR 896/I-95 Interchange (expansion)*	NCC	2030
20	SR 896/Bethel Church Road Interchange (expansion)*	NCC	2030
21	US 40 Widening: Salem Church Road to Walther Road*	NCC	2030
22	SR 4 (Christina Parkway): SR 2 to SR 896 (westbound widening)*	NCC	2030
23	I-295 Improvements Eastbound at SR 141 (add third lane)*	NCC	2040

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

Emission Factor Estimate

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

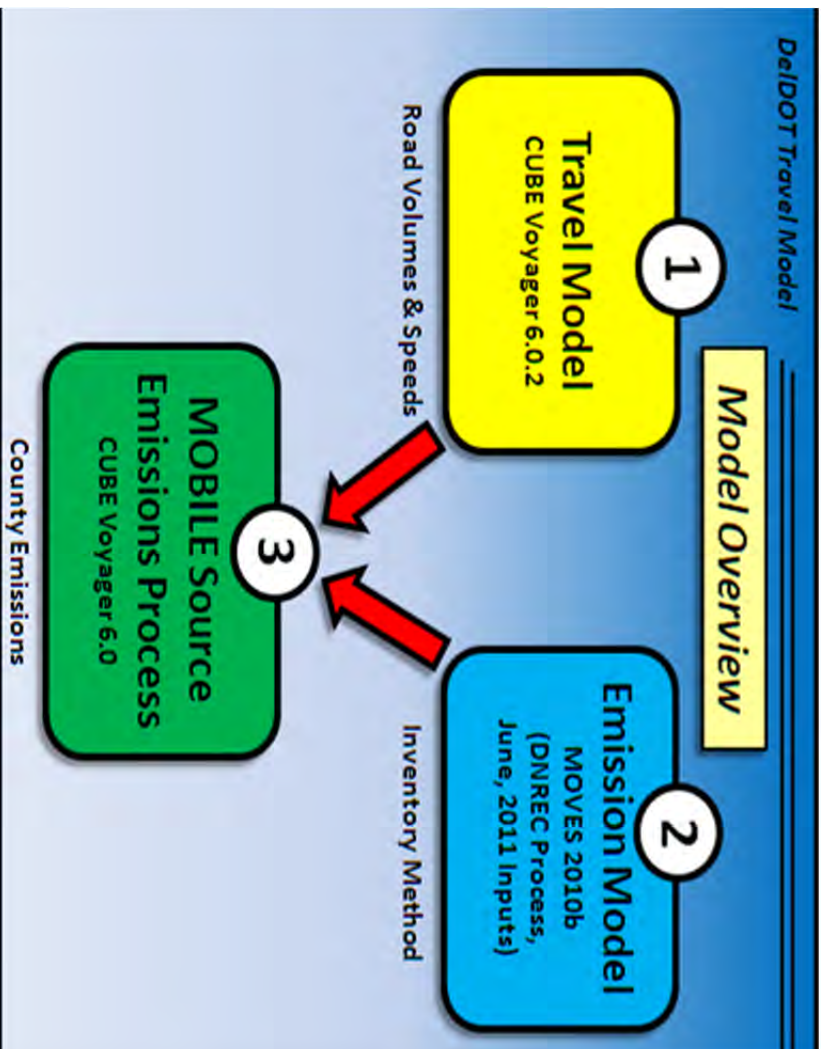
MOVES estimates emissions for mobile sources covering a broad range of mobile source pollutants and allows multiple scale analysis. The MOVES software produces estimates of emissions from cars, trucks and motorcycles.

Figure 3 presents an overview of the process used to generate travel model and emissions model data for this conformity analysis. The travel model software, CUBE Voyager, was arranged by DelDOT staff with consultant assistance to include the DNREC spreadsheet “MOVES inventory method” process for estimating mobile source emissions in New

Castle County. Essentially, DNREC staff developed an Excel-based application of the MOVES inventory method for estimating mobile source emissions. That process was incorporated, step-by-step, into the CUBE Voyager software so that conformity analysis process is based directly on the DNREC application of the MOVES inventory method. A series of quality-control checks was performed by DelDOT and the consulting firm staff ensuring the CUBE-model generated emissions data accurately replicated the DNREC spreadsheet method.

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

Figure 1: Overview of Travel Model – Emission Model Process for Conformity



Mobile Source Emissions Estimates

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

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

Analysis Results

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

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

VOC (tpsd)		2020	2030	2040
Emissions		4.75	3.94	4.03
2009 Budget		9.89	9.89	9.89
Result		Pass	Pass	Pass

NOx (tpsd)		2020	2030	2040
Emissions		9.49	7.03	7.17
2009 Budget		19.23	19.23	19.23
Result		Pass	Pass	Pass

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

Direct PM2.5 (tpy)		2020	2030	2040
Emissions		127.0	110.4	114.2
2012 Budget		199.0	199.0	199.0
Result		Pass	Pass	Pass
Indirect (NOx) PM2.5 (tpy)		2020	2030	2040
Emissions		3,507	2,620	2,670
2012 Budget		6,273	6,273	6,273
Result		Pass	Pass	Pass

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

Direct PM2.5 (tpd)		2020	2030	2040
Emissions		0.348	0.302	0.313
2012 Budget		0.545	0.545	0.545
Result		Pass	Pass	Pass
Indirect (NOx) PM2.5 (tpd)		2020	2030	2040
Emissions		9.61	7.18	7.32
2012 Budget		17.19	17.19	17.19
Result		Pass	Pass	Pass

Description of Input Data

A large number of inputs to MOVES are needed to fully account for the numerous vehicle and environmental parameters that affect emissions. These include traffic flow characteristics, vehicle descriptions, fuel parameters, inspection/maintenance (I/M) program parameters, and environmental variables. MOVES includes a default national database of meteorology, vehicle fleet, vehicle activity, fuel, and emissions control program data for every county; but EPA cannot certify that the default data is the most current or best available information for any specific area. As a result, local data is recommended for use when completing a regional conformity analysis. Local data sources are used for all inputs that have a significant impact on calculated emission rates. These data items are discussed in the following sections.

Roadway Data

The emission calculation process uses key traffic data from the regional travel demand model to estimate regional VMT and speeds. This data includes individual roadway traffic volumes and physical roadway descriptive characteristics including area type, facility type, lanes, distances, capacity, and free-flow speeds. Travel demand model runs are produced for future analysis years and include the impact of regionally significant transportation projects. The model provides a key resource for estimating the impact of population and employment growth on roadway volumes and calculating the diversions due to transportation projects.

VMT was determined for each roadway class/setting by multiplying the length of road by the number of vehicles using the road per day. Additional adjustments to VMT included: seasonal adjustment factors reflecting traffic variation within the spring, summer, fall, and winter months (derived from permanent count station monitoring), and, Highway Performance Monitoring System (HPMS) adjustments used to align annual VMT estimates with HPMS reported totals for the base year.

Speed data was calculated for each highway segment and hour of the day, based on roadway capacity, traffic volume, and other physical roadway features (e.g. traffic signals). Thus, the travel demand model provided VMT according to the speed bins required by the MOVES software, thereby accounting for certain physical highway conditions and congestion caused by traffic volume. A speed bin is essentially an increment of speed range; for example: “VMT for the 30-35 mph range “. For future horizon years, congestion (and thereby speed) can be affected by traffic growth and changes in physical conditions due to planned transportation improvements and other projects assumed to be “in-service” in horizon years.

Vehicle Class Data

Emission rates within MOVES vary significantly by vehicle type. The MOVES model produces emissions and rates by thirteen MOVES vehicle source types. However, VMT is input into MOVES by six HPMS vehicle groups.

For this emissions analysis, vehicle type pattern data was developed for New Castle County by functional class based on DelDOT classification counts and internal MOBILE6.2 and MOVES defaults. This follows procedures used for previous conformity analyses for WILMAPCO. The vehicle groups from the count data were expanded to the 28 MOBILE6.2 weight-based vehicle types and then, using procedures provided in EPA MOVES technical guidance the MOBILE6.2 vehicle classes were mapped to the MOVES source type and HPMS class groups.

The impact of trucks on traffic flow is accounted for within the travel demand modeling process. A heavy truck weight factor is used by functional class to adjust the rates at which increasing numbers of vehicles (congestion) cause average traveling speeds to drop. This effect generally is due to larger trucks take up more roadway space than a given number of cars and also tend to have slower average traveling speeds than cars for most functional classes. The final loaded speeds from the travel model (used to define which speed bin a given road segment’s VMT is placed in) reflect this truck adjustment.

Vehicle Age

Vehicle age distributions were input to MOVES for the county by the thirteen source types. The age distributions reflect the percentage of vehicles for each model year in the fleet up to 31 years old. The vehicle age distributions were prepared by DNREC DAQ based on information obtained from DMV registration data.

The age distributions for this conformity analysis were based on 2012 DMV registration data. In the late summer of 2012, DNREC DAQ staff transformed DMV raw data for a July 1, 2012 summary of vehicle age data into MOBILE6.2-16 composite vehicle type system using a spreadsheet method.

The MOVES model input age distributions were produced by DeIDOT's travel demand and air quality modeling consulting firm utilizing the available EPA MS-Excel-based vehicle registration converter tool. This tool assisted in converting the MOBILE6.2-16 based data from DNREC DAQ into the MOVES source type categories.

Vehicle Population Data

Vehicle fleet information such as the number and age of vehicles has an impact on the forecasted start and evaporative emissions within MOVES. The MOVES model requires the number of vehicles (called "vehicle population") to be defined for each of the thirteen source type categories, for each year emissions estimates are needed including future horizon years. This data was prepared and provided by DeIDOT's travel demand and air quality modeling consulting firm using a spreadsheet.

For the analysis years 2020, 2030, and 2040, the vehicle populations were estimated for New Castle County by developing a growth factor based on the projected increase in total countywide vehicles from 2012 to each horizon year. WILMAPCO staff and the Data and Demographics subcommittee use 2010 Census-based data for vehicles per person and vehicles per household (for each traffic analysis zone) to develop TAZ-based estimates of future year vehicles. To generate future year vehicle populations needed for MOVES (for each horizon year), the TAZ based estimates (again, for each horizon year) were summed and averaged to a countywide growth factor that was then applied to the 2012 age distribution data described above.

Environmental and Fuel Data

Information on environmental, fuel, vehicle technology, and other control strategy assumptions were determined based on a review of MOVES2010b default information by DNREC DAQ.

Fuel Data: DNREC DAQ used the fuel formulation and supply data that has been assigned to New Castle County, Delaware by the EPA in the MOVES model. The EPA obtains data on all fuel shipments from the refineries in the Delaware area and develops the formulations based on these data. Data inputs include fields such as: ethanol content,

sulfur content, aromatic content, benzene content, olefin content, and MTBE (methyl tert-butyl ether) volume.

Meteorological Data: Evaporative emissions are influenced significantly by the temperatures of the surrounding air. DNREC DAQ used the default ozone analysis temperature and humidity values that exist in the MOVES model. These values are presented as month-by-month, hourly data sets for New Castle County.

Other Vehicle Technology and Control Strategy Data

The MOVES2010b default I/M data was reviewed and updated by DNREC DAQ for New Castle County. The current I/M program known as the Vehicle Emission Inspection Program (VEIP) was utilized for these analysis runs and is described below.

DE Vehicle Emission Inspection Program: This program tests the following gasoline-powered and diesel-powered vehicles: model year 1968 and newer light duty passenger cars, as well as 1970 and newer light duty trucks up to 8,500 pounds. The test is done biennially and on change of ownership. There is a five-year grace period for new vehicles. In New Castle County, 1996 and newer light duty vehicles subject to the regulation receive an On-board Diagnostics (OBD) II test. Model year 1968-1980 vehicles subject to the regulation receive an idle test; those of model year 1981-1995 receive a two-speed idle test. In addition, model year 1975-1995 vehicles receive a tank and cap pressure test. Finally, all 1975 and newer light duty vehicles in New Castle County subject to this regulation receive a visual inspection of the catalytic converter. The compliance factors reflect the fail and waiver rates observed in the program, combined with an assumed 96% compliance rate for vehicles showing up for testing.

Federal Programs: Current federal vehicle emissions control and fuel programs are incorporated into the MOVES2010b software. These include the National Program standards covering model year vehicles through 2016. Modifications of default emission rates are required to reflect the implementation of the National Low Emission Vehicle Program (NLEV) program in Delaware. To reflect these impacts, EPA has released instructions and input files that can be used to model these impacts. This inventory utilized the August 2010 version of the files: (<http://www.epa.gov/oms/models/moves/tools.htm>).

State Vehicle Technology Program:

DE Clean Car Program: Under the Delaware Low Emission Vehicle Program, 7 DE Admin Code 1140, which was revised December 2013, Delaware required manufacturers of 2014 model year vehicles to comply with non-methane organic gas (NMOG) emission requirements and California Low Emission Vehicle (LEV II) phase-in requirements. The regulation also requires manufacturers of 2015 and subsequent model year vehicles to comply with NMOG plus NOx emission requirements, as well as California LEV III phase-in requirements. Zero emission vehicles are currently not required by this regulation. California adopted the Low-Emission Vehicle regulation entitled LEV III (third generation low emission vehicle standards) in March 2012. These amendments

create more stringent emission standards for new motor vehicles. These new standards will be phased-in over the 2015-2025 model years.

The impacts of this program were modeled for all analysis years using EPA's guidance document, *Instructions for Using LEV and NLEV Inputs for MOVES*, EPA-420-B-10-003, January 2010. EPA provided input files to reflect the CAL LEVII program with the standard phase-in schedules for new emission standards. Modifications to those schedules were done per EPA's instructions, to reflect a later start for the State of Delaware beginning with vehicle model year 2014.

2040 RTP and FY 2016-2019 TIP Conformity Determination

Financial Constraint

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

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Public Participation

This conformity document has undergone the public participation requirements set forth in the Final Conformity Rule, and Final Statewide / Metropolitan Planning Rule. The draft document was made available for public review and comment beginning on November 17, 2014 and ending January 5, 2015. The public review and comment period was announced using the following outlets:

- Notices in the Delaware News Journal and Cecil Whig
- WILMAPCO website (www.wilmapco.org)
- WILMAPCO E-NEWS (monthly electronic newsletter)
- WILMAPCO Transporter (quarterly newsletter)
- Public Workshop on September 3, 2014 from 4 PM to 7 PM at the Embassy Suites Hotel in Newark, Delaware

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

Appendices

Appendix A

Conformity Question Checklist

Table A-1: Conformity Questions Matrix

SECTION OF 40 CFR PART 93		CRITERIA	YES / NO	COMMENTS
GENERAL CRITERIA APPLICABLE TO BOTH PLAN AND TIP				
93.11	Are the conformity determinations based upon the latest planning assumptions ?	Yes	The conformity determination uses the most recent available information including recent demographics and vehicle registration.	
	(a) Is the conformity determination, with respect to all other applicable criteria in §§93.111 - 93.119, based upon the most recent planning assumptions in force at the time of the conformity determination?	Yes	Population, housing and land use data inputs for the Travel Demand Model were updated in July 2014. Vehicle fleet data for 2012 was utilized in the conformity determination.	
	(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	Yes	Transportation demand end emissions modeling assumptions are developed by the DE Dept of Transportation in conjunction with WILMAPCO and other local, state and federal representatives as part of the consultation process. Standard procedures for projecting future demographics are outlined in the Plan.	
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination? (d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.	Yes	Reasonable assumptions have been made with regard to transit fares and operating policies (fare and service levels). Changes to transit policy and tolling may occur during the duration of the Plan. However, these cannot be predicted. Therefore, the model assumes they will remain constant during the life of the Plan.	

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

Appendix B

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

Table B-1: Detailed Emission Results

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

Month	2020			2030			2040		
	VOC	Nox	PM25	VOC	Nox	PM25	VOC	Nox	PM25
1	164.85	314.52	14.47	118.50	237.01	13.01	116.22	241.21	13.49
2	151.17	289.96	12.84	107.68	216.39	11.44	108.89	222.00	11.94
3	147.95	313.16	12.24	115.24	235.64	10.84	115.25	240.04	11.23
4	137.67	300.98	10.12	112.78	224.30	8.75	114.33	228.50	9.04
5	135.74	301.62	9.61	112.91	225.38	8.18	114.96	229.74	8.44
6	136.51	268.86	8.10	113.74	199.34	6.74	116.19	203.05	6.93
7	143.26	268.86	8.19	119.11	199.13	6.81	121.68	202.73	7.00
8	139.92	287.20	8.60	116.73	213.18	7.16	119.25	217.24	7.37
9	128.95	263.81	7.92	107.77	195.54	6.62	110.00	199.09	6.81
10	132.53	280.49	9.40	109.01	210.10	8.12	110.50	213.92	8.38
11	139.79	294.52	11.38	109.21	221.33	10.06	109.32	225.35	10.42
12	162.02	323.01	14.13	119.20	242.78	12.66	117.70	247.18	13.12
Total	1720.35	3506.99	126.99	1361.88	2620.13	110.41	1374.29	2670.05	114.18

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

Month	2020			2030			2040		
	VOC	Nox	PM25	VOC	Nox	PM25	VOC	Nox	PM25
6	4.74	9.49	0.29	3.93	7.03	0.24	4.03	7.16	0.25
7	4.81	9.18	0.28	3.98	6.79	0.23	4.08	6.92	0.24
8	4.70	9.81	0.30	3.91	7.27	0.25	4.00	7.42	0.26
Average	4.75	9.49	0.29	3.94	7.03	0.24	4.03	7.17	0.25

Table B-2: VMT by Vehicle Type

New Castle County Annual VMT by Vehicle Type

HPMSVTypeID	2020 HPMS Annual VMT	2030 HPMS Annual VMT	2040 HPMS Annual VMT
Motorcycles	43,026,059	46,586,354	49,668,105
Passenger Cars	2,664,272,424	2,884,734,050	3,075,563,161
Other 2 axle-4 tire vehicles	3,018,311,232	3,268,068,650	3,484,255,869
Buses	36,039,484	39,021,658	41,602,994
Single Unit Trucks	54,250,951	58,740,076	62,625,812
Combination Trucks	146,054,654	158,140,297	168,601,495
Total	5,961,954,804	6,455,291,085	6,882,317,436

Table B-3: Vehicle Population

New Castle County Vehicle Population

sourceTypeName	2020 Source Type Population	2030 Source Type Population	2040 Source Type Population
Motorcycle	13898	14514	14824
Passenger Car	246212	257118	262615
Passenger Truck	159865	166946	170516
Light Commercial Truck	52605	54935	56109
Intercity Bus	199	208	212
Transit Bus	596	623	636
School Bus	985	1029	1051
Refuse Truck	78	82	84
Single Unit Short-haul Truck	3183	3324	3396
Single Unit Long-haul Truck	224	234	239
Motor Home	390	407	416
Combination Short-haul Truck	1231	1286	1313
Combination Long-haul Truck	925	966	987

Table B-4: VMT by Functional Classification

New Castle County Average Daily VMT by Functional Classification

Functional Class	2020 HPMS Adjusted VMT	2030 HPMS Adjusted VMT	2040 HPMS Adjusted VMT
PA-rural	1,451,369	1,648,830	1,821,316
Minor Arterial-rural	321,414	369,786	400,272
Major collector-rural	207,423	240,914	280,215
Minor collector-rural	62,389	79,057	92,791
Local-rural	281,742	360,548	410,286
Interstate-urban	3,682,648	3,965,044	4,286,512
Freeway-urban	855,729	991,260	1,057,264
PA-urban	4,008,740	4,302,195	4,493,363
Minor Arterial-urban	1,571,448	1,662,822	1,719,616
Major collector-urban	1,359,750	1,463,654	1,559,588
Local-urban	2,486,844	2,601,619	2,682,922
Total	16,289,496	17,685,729	18,804,145

Appendix C

Interagency Consultation

For a collection of meeting notes, please visit:

wilmapco.org/aqs

Appendix D

Public Participation Materials

Please visit:

wilmapco.org/ntp

wilmapco.org/tip

wilmapco.org/aa

APPENDIX D

Financial Plan and Annual Listing of Obligated Projects

FINANCIAL PLAN

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

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

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

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

Detailed funding sources

State Funding:

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

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

Local Funding:

Local funding comes from municipal and private contributions.

Federal Funding:

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

FHWA funds include:

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

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

FTA funds include:

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

FY 2016-2019 Estimated Spending Summary

<i>All \$ x 1000</i>								
	Year	State		Federal		Other		TOTAL
		Funds	Percent	Funds	Percent	Funds	Percent	
Delaware Statewide Element	2016	192,666.4	73%	71,477.2	27%	1,357.8	1%	265,501.4
	2017	176,432.8	69%	76,848.5	30%	2,300.9	1%	255,582.2
	2018	176,066.1	94%	71,082.8	38%	1,257.3	1%	186,321.0
	2019	177,271.4	68%	80,603.5	31%	1,257.3	0%	259,132.2
	TOTAL	722,436.7	70%	300,012.0	29%	6,173.3	1%	1,028,622.0
New Castle County Element	2016	47,527.5	48%	98,671.5	128%	77,130.8	38%	205,458.9
	2017	34,311.1	23%	146,805.1	94%	156,635.1	59%	266,149.7
	2018	41,593.6	16%	266,310.6	1303%	20,436.0	10%	210,814.7
	2019	31,081.1	18%	177,273.3	1421%	12,472.0	12%	105,189.5
	TOTAL	154,513.3	14%	689,060.5	62%	266,673.9	24%	1,110,247.7
Cecil County Element	2016	7,822.6	163%	4,790.8	16%	30,673.1	71%	43,286.5
	2017	6,223.4	1734%	359.0	2%	19,617.6	75%	26,200.0
	2018	467.0	163%	287.0	21%	1,397.0	65%	2,151.0
	2019		na		na		na	0.0
	TOTAL	14,513.0	20%	5,436.8	8%	51,687.7	72%	71,637.5
Combined Total	2016	248,016.5	47%	174,939.5	33%	109,161.7	21%	532,117.7
	2017	216,967.3	35%	224,012.6	36%	178,553.6	29%	619,533.5
	2018	218,126.7	38%	337,680.4	58%	23,090.3	4%	578,897.4
	2019	208,352.5	43%	257,876.8	54%	13,729.3	3%	479,958.6
	TOTAL	891,463.0	40%	994,509.3	45%	324,534.9	15%	2,210,507.2



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

800 BAY ROAD
P.O. Box 778
DOVER, DELAWARE 19903

SHALEN P. BHATT
SECRETARY

February 06, 2015

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

RE: Fiscal Reasonableness Statement

Dear Ms. Zegeye:

As you are aware, DelDOT is still in the process of developing Delaware's FY16-FY19 STIP. Over the next several months DelDOT will work with the MPO's, Sussex County, the State Budget Office and the Bond Bill committee to finalize a STIP that demonstrates fiscal constraint. The plan corresponds with the STIP plan used for the Capital Budget Request submitted on October 15, 2014, and corresponding email attachment sent to WILMAPCO dated November 6, 2014. As we move forward with our STIP plan, along with the final Bond Bill hearing in June there will be some adjustments made to the document to ensure continued fiscal constraint.

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

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

Sincerely,

Earle Timpson
Assistant Director, Finance

ET:bg
Attachment

cc: Jennifer Cohan, Secretary
Drew Boyce, Director, Planning
Hugh Curran, Director, Finance
Bill Geronimo, Budget Program Analyst



Fiscal Year 2016 – 2017

DELAWARE DEPARTMENT OF TRANSPORTATION Transportation Trust Fund Revenues									
				Fiscal 2016		Fiscal 2017			
				6/15/2015 Approved	9/21/2015 Recomm	% Chg FY 14	6/15/2015 Approved	9/21/2015 Recomm	% Chg FY 15
TOLL ROAD REVENUES:									
195 Newark Plaza	\$119.9	\$121.6	1.4%	\$120.4	\$122.9	1.0%	\$121.1	\$123.6	0.6%
Route 1 Toll Road	47.6	56.8	2.9%	\$57.5	\$57.5	3.1%	\$58.2	\$58.2	1.2%
Concessions	<u>2.5</u>	<u>2.6</u>	4.5%	<u>\$2.7</u>	<u>\$2.7</u>	5.2%	<u>\$2.8</u>	<u>\$2.8</u>	3.7%
Total Toll Road Revenues	170.0	180.0	5.9%	\$180.6	\$183.1	1.7%	\$182.1	\$184.6	0.8%
MOTOR FUEL TAX ADMIN	116.9	119.7	2.4%	\$120.3	\$121.3	1.4%	\$119.4	\$121.3	0.0%
DIVISION OF MOTOR VEHICLES									
Motor Vehicle Document Fees	84.8	94.0	10.8%	\$86.1	\$106.3	13.0%	\$88.0	\$112.8	6.1%
Motor Vehicle Registration Fees	49.2	51.2	3.0%	\$52.2	\$53.3	4.1%	\$53.7	\$55.2	3.6%
Other DMV Revenues	<u>26.3</u>	<u>27.2</u>	6.6%	<u>\$28.2</u>	<u>\$26.9</u>	36.6%	<u>\$29.0</u>	<u>\$41.0</u>	11.1%
Total DMV Revenues	160.3	172.4	7.5%	\$176.5	\$196.5	14.0%	\$181.7	\$209.0	6.4%
OTHER TRANSPORTATION REV.									
Other Transportation Rev	11.6	10.8	-1.6%	\$11.5	\$11.1	2.6%	\$11.6	\$11.2	0.9%
Investment Income(Net)	<u>2.3</u>	<u>2.9</u>	16.4%	<u>\$2.5</u>	<u>\$2.9</u>	-0.6%	<u>\$2.8</u>	<u>\$3.0</u>	3.4%
Total Other Transp. Revenue	13.9	13.7	-1.4%	\$14.0	\$14.0	2.2%	\$14.4	\$14.2	1.4%
GRAND TOTAL	\$461.1	\$485.8	5.4%	\$491.4	\$514.9	6.0%	\$497.6	\$529.1	2.8%

Fiscal Year 2018 to 2022

DELAWARE DEPARTMENT OF TRANSPORTATION Transportation Trust Fund Revenues															
	Fiscal 2018			Fiscal 2019			Fiscal 2020			Fiscal 2021			Fiscal 2022		
	6/15/2015 Approved	9/21/2016 Recommend	% CHG FY 16	6/15/2015 Approved	9/21/2016 Recommend	% CHG FY 17	6/15/2015 Approved	9/21/2016 Recommend	% CHG FY 18	6/15/2015 Approved	9/21/2016 Recommend	% CHG FY 19	6/15/2015 Approved	9/21/2016 Recommend	% CHG FY 20
TOLL ROAD REVENUES:															
ICC Network Fees	\$121.9	\$134.3	0.0%	\$122.6	\$135.0	0.0%	\$123.3	\$135.6	0.0%	\$124.1	\$130.6	0.0%	\$124.6	\$127.4	0.6%
Route 1 Toll Road	\$58.9	\$58.6	1.2%	\$59.6	\$59.6	1.2%	\$60.3	\$60.3	1.2%	\$61.0	\$61.0	1.2%	\$61.7	\$61.7	1.1%
Concessions	\$2.9	\$2.9	3.0%	\$3.0	\$3.0	3.4%	\$3.1	\$3.1	3.3%	\$3.2	\$3.1	0.0%	\$3.2	\$3.2	3.2%
Total Toll Road Revenues	\$183.7	\$185.1	0.8%	\$185.2	\$187.6	0.8%	\$186.7	\$188.2	0.9%	\$188.3	\$190.7	0.8%	\$188.7	\$192.3	0.8%
MOTOR FUEL TAX/ADMIN	\$116.4	\$121.3	0.0%	\$117.9	\$120.3	-0.8%	\$115.1	\$119.3	-0.8%	\$115.6	\$118.3	-0.8%	\$114.6	\$117.4	-0.8%
DISMISN OF MOTOR VEHICLES															
Motor Vehicle Decurent Fees	\$102.0	\$116.2	3.0%	\$105.1	\$119.7	3.0%	\$108.3	\$123.3	3.0%	\$111.5	\$127.0	3.0%	\$114.6	\$130.8	3.0%
Motor Vehicle Registration Fees	\$55.3	\$50.6	3.1%	\$50.6	\$50.6	3.0%	\$50.1	\$50.4	3.0%	\$50.3	\$50.2	3.0%	\$50.1	\$50.0	3.0%
Other DMV Revenues	\$29.8	\$42.2	2.9%	\$30.7	\$43.9	3.0%	\$31.6	\$44.8	3.0%	\$32.5	\$46.1	3.0%	\$33.5	\$47.5	3.0%
Total DMV Revenues	\$187.1	\$215.3	3.0%	\$192.7	\$221.7	3.0%	\$200.0	\$228.3	3.0%	\$204.3	\$235.2	3.0%	\$210.4	\$242.2	3.0%
OTHER TRANSPORTATION REV															
Other Transportation Rev	\$11.7	\$11.3	0.0%	\$11.7	\$11.4	0.0%	\$11.6	\$11.4	0.0%	\$11.9	\$11.5	0.0%	\$11.9	\$11.5	0.0%
Investment Income(Nt)	\$3.0	\$3.0	0.0%	\$3.0	\$3.0	0.0%	\$3.5	\$3.5	16.7%	\$3.5	\$3.5	0.0%	\$3.5	\$3.5	0.0%
Total Other Transp. Revenue	\$14.7	\$14.3	0.7%	\$14.7	\$14.4	0.7%	\$15.3	\$14.9	3.5%	\$15.4	\$15.0	0.7%	\$15.4	\$15.0	0.0%
GRAND TOTAL	\$503.9	\$537.0	1.5%	\$510.1	\$544.0	1.3%	\$517.1	\$551.7	1.4%	\$523.7	\$569.2	1.4%	\$530.1	\$567.0	1.4%

Base Financial Plan - Capital									
FY16 September DEFAC (Recommended)									
(\$ in 000s)									
If an borrower the annual \$25MM in two \$12.5M issuances.									
Sources of Funds	2016	2017	2018	2019	2020	2021	2022		
HISD&New, Inc.									
Relating/Related Revenue									
US Tolls & Concessions	125,000	126,400	127,200	128,000	128,900	129,700	130,600		
Motor Fuel Tax Admin.	121,300	121,300	121,300	121,300	119,300	118,300	117,400		
DMV Fees	198,500	209,000	215,300	221,700	228,300	235,200	242,300		
Interest Income	2,300	3,000	3,000	3,000	3,300	3,300	3,300		
Total Related Revenue	446,100	459,700	466,800	473,000	471,000	468,300	463,700		
Non-Related Revenues									
SR 1 Tolls	57,500	58,200	58,900	59,600	60,300	61,000	61,700		
DE Transit (Fairbus)	24,055	24,529	25,013	25,485	25,978	26,478	27,008		
Port of Wilmington - Refinancing	1,628	1,628	1,628	1,628	1,628	1,628	1,628		
Build America Bond Subsidy Payment	1,194	1,194	1,194	1,194	1,263	1,150	1,110		
Other Transportation Revenue	11,100	11,200	11,300	11,400	11,400	11,500	11,500		
Total Non-Related Revenue	95,477	96,756	98,030	99,312	100,569	101,806	102,936		
Total Sources of Funds	541,577	556,456	564,830	572,312	571,569	569,506	566,636		
Uses of Funds									
Debt Service									
DTA Bonds & Notes	97,447	99,330	99,948	90,500	85,798	80,007	74,252		
Senior Bonds	97,447	99,330	99,948	90,500	85,798	80,007	74,252		
New Debt Service	0	6,437	6,437	12,875	12,875	12,875	12,875		
State G.O. Bonds	0	0	0	0	0	0	0		
Total Debt Service	97,447	105,767	106,385	103,375	98,673	92,882	87,127		
Operations									
Transfer Prior Year OP Cost	151,370	155,911	160,988	165,405	170,368	175,479	180,744		
Department Operations	-2,536	3,076	3,076	3,076	3,076	3,076	3,076		
Transfer Prior Year OP Cost									
Delaware Transit Corp. Operations									
Increase DTC - Union Agreement Costs									
Delaware Transit Corp. Operations (Adj)									
Total Operations	148,834	158,922	164,064	168,481	173,444	178,555	183,820		
Total Uses of Funds Before Capital	148,834	158,922	164,064	168,481	173,444	178,555	183,820		
State Resources Available for Capital									
Beginning Capital Cash Balance	20,000	20,000	20,000	20,000	20,000	20,000	20,000		
Carry-over cash balance	11,470	0	0	0	0	0	0		
Federal Funds	263,700	309,600	402,600	253,500	247,300	256,800	275,522		
Bond Proceeds	0	75,000	0	75,000	0	0	0		
Total Funds Available for Capital Expenditures	495,170	504,600	622,600	548,500	467,300	476,800	477,522		
Less:									
State Capital Expenditures	183,429	260,817	183,148	251,787	178,457	180,419	182,063		
Carry-over Encumbrance Spent	11,470	0	0	0	0	0	0		
Federal Capital Expenditures	852,714	258,805	301,611	282,517	235,312	258,605	264,529		
GA/VEE Debt Service (Federal)	10,985	10,984	10,983	10,983	10,988	10,974	10,968		
Total Capital Spending	486,698	530,606	505,748	545,287	424,757	470,006	457,565		
Sub-total	20,000	20,000	20,000	20,000	20,000	20,000	20,000		
Carry Over Cash	0	0	0	0	0	0	0		
Ending Capital Cash	20,000	20,000	20,000	20,000	20,000	20,000	20,000		
GA/VEE Bond Proceeds	31,488	6,988	0	0	0	0	0		
GA/VEE Capital Expenditures	24,500	6,128	0	0	0	0	0		
GA/VEE Ending Capital Cash	6,988	0	0	0	0	0	0		
Pay Go Revenue	183,429	185,817	183,148	178,787	178,457	180,419	182,063		
State Capital	183,429	185,817	183,148	178,787	178,457	180,419	182,063		
Pay Go Percentage	94.1%	71.2%	100.0%	70.2%	100.0%	100.0%	100.0%		
Additional Senior Bond Trust	4,55	4,58	4,62	4,55	4,63	5,20	5,63		
Total State Capital Spend	194,569	200,407	188,148	251,787	251,457	280,403	282,063		
DEFAC									
\$2025 JVA Annual Average									
	194,569	200,407	188,148	251,787	251,457	280,403	282,063		

Advance Construction

Under the provisions of 23 USC part 115(a) and as further outlined in 23 CFR §630, the State may utilize Advance Construction (AC) on Federal-aid projects with the approval of Federal Highway Administration (FHWA). Advance construction is subject to approval from FHWA and will be tracked as normal Federal-aid projects in the federal Financial Management Information System (FMIS).

Projects have been identified in the 2016-2019 STIP that are anticipated to utilize the flexibility of AC. Additionally, the conversion of the anticipated AC to normal Federal-aid has been listed for each project by fiscal year and is included in the financial constraint analysis. The DelDOT has assumed a conservative approach for AC with a standing goal to ensure that conversions to Federal-aid remain ahead of actual project expenditures. The STIP must remain financially constrained if there are any modifications to the anticipated AC conversion schedules of projects.

DELAWARE STIP FY 2016 - FY 2019**Financial Constraint Documentation**

FISCAL CONSTRAINT - ANTICIPATED REVENUES WITH MATCH VERSUS PROGRAMMED FUNDING FOR PROJECTS WITHIN THE STIP

FHWA - Federal-aid w/match	FY 2016		FY 2017	
	Federal Resources	Federal Programmed	Federal Resources	Federal Programmed
Revenue Aligned Budget Authority (RABA)	\$ 1,650,720	\$ -	\$ 2,185,563	\$ -
Congestion Mitigation And Air Quality Improvement Program (CMAQ)	\$ 28,400,434	\$ 5,346,000	\$ 34,211,338	\$ 16,660,000
Disadvantaged Business Enterprise Supportive Services (DBE/SS)	\$ 320,136	\$ 125,000	\$ 295,136	\$ 125,000
Elimination Of Hazards At Railway-Highway Crossings	\$ 3,491,331	\$ 1,242,111	\$ 3,349,220	\$ 1,242,111
Emergency Relief Program	\$ -	\$ -	\$ -	\$ -
Equity Bonus (Formerly Minimum Guarantee)	\$ (3,446,846)	\$ -	\$ (3,446,846)	\$ -
High Priority Projects (HPPs) Program	\$ 25,568,554	\$ 13,394,942	\$ 12,173,612	\$ 5,334,560
Highway Bridge Program (HBP)	\$ 2,863,319	\$ 1,433,400	\$ 3,276,886	\$ 1,620,000
Highway Infrastructure Program	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Program (HSIP)	\$ 14,738,658	\$ 10,920,418	\$ 14,923,625	\$ 13,366,533
Highway Use Tax Evasion Projects	\$ -	\$ -	\$ -	\$ -
Intelligent Transportation Systems (ITS) Integration	\$ 48,868	\$ -	\$ 48,868	\$ -
Interstate Maintenance (IM)	\$ (0)	\$ -	\$ (0)	\$ -
Local Technical Assistance Program (LTAP)	\$ 158,069	\$ -	\$ 299,569	\$ -
Metropolitan Planning Funds	\$ 3,180,185	\$ 1,695,391	\$ 3,173,194	\$ 1,695,391
Other	\$ 447,741	\$ -	\$ 447,741	\$ -
National Highway System (NHS)	\$ 147,634,665	\$ 96,923,587	\$ 137,763,491	\$ 98,333,713
National Historic Covered Bridge Preservation	\$ -	\$ -	\$ -	\$ -
On-The-Job Training Supportive Services	\$ 55,000	\$ 55,000	\$ 55,000	\$ 55,000
Recreational Trails Program (RTP)	\$ 4,111,469	\$ 1,080,000	\$ 3,931,119	\$ 1,080,000
Safe Routes To School	\$ 1,347,854	\$ 526,769	\$ 821,084	\$ -
Safety Incentives To Prevent Operation Of Motor Vehicles By Intoxicated Persons	\$ 81,170	\$ -	\$ 81,170	\$ -
State Planning And Research (SPR)	\$ 9,299,149	\$ 2,637,000	\$ 10,434,602	\$ 2,637,000
STP Set Aside For Transportation Enhancements	\$ -	\$ -	\$ -	\$ -
STP Set Aside For Safety Improvements	\$ 3,248,473	\$ -	\$ 3,248,473	\$ -
STP State Flexible	\$ 25,617,914	\$ 27,218,221	\$ 17,580,876	\$ 20,796,407
Surface Transportation Program (STP)	\$ 35,211,678	\$ 22,773,093	\$ 33,466,375	\$ 20,086,625
Surface Transportation Priorities Projects	\$ 730,375	\$ -	\$ 730,375	\$ -
Transportation Improvements (TIs)	\$ 13,583,356	\$ -	\$ 13,583,356	\$ -
TIFIA Redistribution MAP-21	\$ 5,529,556	\$ 2,800,000	\$ 5,494,334	\$ -
American Recovery and Reinvestment Act of 2009 (ARRA)	\$ 2,719,368	\$ -	\$ 2,719,368	\$ -
Innovative Bridge Research And Deployment (IBRD) Program	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives Program (TAP) pop. 5K and under	\$ 978,792	\$ 400,000	\$ 822,047	\$ 243,255
Transportation Alternatives Program (TAP) pop. 5K to 200K	\$ 1,504,209	\$ 700,000	\$ 1,192,575	\$ 388,366
Transportation Alternatives Program (TAP) flexible	\$ 3,762,680	\$ 1,500,000	\$ 3,625,020	\$ 1,362,340
Transportation Alternatives Program (TAP) pop. > 200K	\$ 974,958	\$ 1,200,000	\$ 505,676	\$ 730,718
Training and Education	\$ 124,228	\$ 170,000	\$ 79,159	\$ 170,000
Training and Education (annual program)	\$ -	\$ 200,000	\$ (200,000)	\$ 200,000
Emergency Relief 2013 Supplement	\$ -	\$ -	\$ -	\$ -
F Shrp Research Program	\$ -	\$ -	\$ -	\$ -
National Scenic Byways	\$ 240,000	\$ -	\$ 240,000	\$ -
FTA Consolidated Plan Transfer	\$ -	\$ -	\$ -	\$ -
Federal Land Access Program	\$ -	\$ 24,000	\$ -	\$ 24,000
RELEASES	\$ -	\$ (13,000,000)	\$ -	\$ (13,000,000)
FHWA FEDERAL - AID TOTAL	\$ 334,176,064	\$ 179,364,933	\$ 307,112,007	\$ 173,151,018

FY 2016 - FY 2021

DELAWARE STIP FY 2016 - FY 2019**Financial Constraint Documentation**

FISCAL CONSTRAINT - ANTICIPATED REVENUES WITH MATCH VERSUS PROGRAMMED FUNDING FOR PROJECTS WITHIN THE STIP

FHWA - Federal-aid w/match	FY 2018		FY 2019	
	Federal Resources	Federal Programmed	Federal Resources	Federal Programmed
Revenue Aligned Budget Authority (RABA)	\$ 2,720,406	\$ -	\$ 3,255,249	\$ -
Congestion Mitigation And Air Quality Improvement Program (CMAQ)	\$ 28,708,242	\$ 5,460,000	\$ 34,405,146	\$ 13,460,000
Disadvantaged Business Enterprise Supportive Services (DBE/SS)	\$ 50,000	\$ 125,000	\$ 25,000	\$ 125,000
Elimination Of Hazards At Railway-Highway Crossings	\$ 3,207,109	\$ 1,181,000	\$ 3,126,109	\$ 1,181,000
Emergency Relief Program	\$ -	\$ -	\$ -	\$ -
Equity Bonus (Formerly Minimum Guarantee)	\$ (3,446,846)	\$ -	\$ (3,446,846)	\$ -
High Priority Projects (HPPs) Program	\$ 6,839,053	\$ 13,618,938	\$ (6,779,885)	\$ -
Highway Bridge Program (HBP)	\$ 3,503,853	\$ 1,562,400	\$ 3,788,420	\$ 720,000
Highway Infrastructure Program	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Program (HSIP)	\$ 12,816,512	\$ 10,636,824	\$ 13,439,108	\$ 10,965,000
Highway Use Tax Evasion Projects	\$ -	\$ -	\$ -	\$ -
Intelligent Transportation Systems (ITS) Integration	\$ 48,868	\$ -	\$ 48,868	\$ -
Interstate Maintenance (IM)	\$ (0)	\$ -	\$ (0)	\$ -
Local Technical Assistance Program (LTAP)	\$ 441,069	\$ -	\$ 582,569	\$ -
Metropolitan Planning Funds	\$ 3,166,203	\$ 1,695,391	\$ 3,159,212	\$ 1,695,391
Other	\$ 447,741	\$ -	\$ 447,741	\$ -
National Highway System (NHS)	\$ 126,482,191	\$ 116,596,854	\$ 96,937,751	\$ 92,604,388
National Historic Covered Bridge Preservation	\$ -	\$ -	\$ -	\$ -
On-The-Job Training Supportive Services	\$ 55,000	\$ 55,000	\$ 55,000	\$ 55,000
Recreational Trails Program (RTP)	\$ 3,750,769	\$ 905,680	\$ 3,744,739	\$ 905,680
Safe Routes To School	\$ 821,084	\$ -	\$ 821,084	\$ -
Safety Incentives To Prevent Operation Of Motor Vehicles By Intoxicated Persons	\$ 81,170	\$ -	\$ 81,170	\$ -
State Planning And Research (SPR)	\$ 11,570,055	\$ 2,637,000	\$ 12,705,508	\$ 2,637,000
STP Set Aside For Transportation Enhancements	\$ -	\$ -	\$ -	\$ -
STP Set-Aside For Safety Improvements	\$ 3,248,473	\$ -	\$ 3,248,473	\$ -
STP-State Flexible	\$ 15,965,652	\$ 13,560,513	\$ 21,586,321	\$ 15,978,000
Surface Transportation Program (STP)	\$ 34,407,899	\$ 28,124,502	\$ 27,311,546	\$ 38,120,000
Surface Transportation Priorities Projects	\$ 730,375	\$ -	\$ 730,375	\$ -
Transportation Improvements (TIs)	\$ 13,583,356	\$ -	\$ 13,583,356	\$ -
TIFIA Redistribution MAP-21	\$ 8,259,112	\$ -	\$ 11,023,890	\$ -
American Recovery and Reinvestment Act of 2009 (ARRA)	\$ 2,719,368	\$ -	\$ 2,719,368	\$ -
Innovative Bridge Research And Deployment (IBRD) Program	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives Program (TAP) pop. 5K and under	\$ 822,047	\$ 243,255	\$ 822,047	\$ 243,255
Transportation Alternatives Program (TAP) pop. 5K to 200K	\$ 1,192,575	\$ 388,366	\$ 1,192,575	\$ 388,366
Transportation Alternatives Program (TAP) flexible	\$ 3,625,020	\$ 1,362,340	\$ 3,625,020	\$ 1,362,340
Transportation Alternatives Program (TAP) pop. > 200K	\$ 505,676	\$ 730,718	\$ 505,676	\$ 730,718
Training and Education	\$ 34,090	\$ 170,000	\$ (10,979)	\$ 170,000
Training and Education (annual program)	\$ (400,000)	\$ 200,000	\$ (600,000)	\$ 200,000
Emergency Relief 2013 Supplement	\$ -	\$ -	\$ -	\$ -
F-Ship Research Program	\$ -	\$ -	\$ -	\$ -
National Scenic Byways	\$ 240,000	\$ -	\$ 240,000	\$ -
FTA Consolidated Plan Transfer	\$ -	\$ -	\$ -	\$ -
Federal Land Access Program	\$ -	\$ 24,000	\$ -	\$ 24,000
RELEASES	\$ -	\$ (13,000,000)	\$ -	\$ (13,000,000)
FHWA FEDERAL - AID TOTAL	\$ 286,196,122	\$ 186,277,781	\$ 252,373,611	\$ 168,565,138

DELAWARE STIP FY 2016 - FY 2019**Financial Constraint Documentation**

FISCAL CONSTRAINT - ANTICIPATED REVENUES WITH MATCH VERSUS PROGRAMMED FUNDING FOR PROJECTS WITHIN THE STIP

FTA - Federal-aid w/match	FY 2016		FY 2017	
	Federal Resources	Federal Programmed	Federal Resources	Federal Programmed
Large Urbanized Area Formula /Growing States and High Density	\$ 45,760,686	\$ 27,083,619	\$ 31,807,067	\$ 6,834,132
Urbanized Area Formula /Governor's apportionment	\$ 8,848,720	\$ 3,152,387	\$ 8,381,166	\$ 911,827
Governors Apportionment Salisbury	\$ 2,100,120	\$ -	\$ 2,660,748	\$ -
Clean Fuels Discretionary Grant Program	\$ -	\$ -	\$ -	\$ -
Enhanced Mobility of Seniors & Individuals with Disabilities	\$ 1,674,090	\$ 728,187	\$ 1,758,131	\$ 728,187
Formula Grants for Rural Area	\$ 4,198,155	\$ 3,272,342	\$ 2,690,511	\$ 1,525,659
State of Good Repair Grants	\$ 2,890,673	\$ 1,280,000	\$ 3,058,346	\$ -
Buses & Bus Facility	\$ 9,277,539	\$ 3,535,840	\$ 8,067,142	\$ 3,550,320
FTA FEDERAL - AID TOTAL	\$ 74,749,983	\$ 39,052,375	\$ 58,423,111	\$ 13,550,125
Note: Salisbury/Wicomico MPO programmed amounts not fully determined at this time.				

DELAWARE STIP FY 2016 - FY 2019**Financial Constraint Documentation**

FISCAL CONSTRAINT - ANTICIPATED REVENUES WITH MATCH VERSUS PROGRAMMED FUNDING FOR PROJECTS WITHIN THE STIP

FTA - Federal-aid w/match	FY 2018		FY 2019	
	Federal Resources	Federal Programmed	Federal Resources	Federal Programmed
Large Urbanized Area Formula /Growing States and High Density	\$ 38,102,935	\$ 17,794,852	\$ 33,438,083	\$ 27,251,732
Urbanized Area Formula /Governor's apportionment	\$ 10,154,172	\$ 3,950,707	\$ 8,888,298	\$ 2,063,727
Governors Apportionment Salisbury	\$ 3,221,376	\$ -	\$ 3,782,004	\$ -
Clean Fuels Discretionary Grant Program	\$ -	\$ -	\$ -	\$ -
Enhanced Mobility of Seniors & Individuals with Disabilities	\$ 1,842,172	\$ 728,187	\$ 1,926,213	\$ 728,187
Formula Grants for Rural Area	\$ 2,929,550	\$ 1,654,412	\$ 3,039,836	\$ 345,794
State of Good Repair Grants	\$ 4,506,019	\$ 4,400,000	\$ 1,553,692	\$ 1,500,000
Buses & Bus Facility	\$ 6,842,265	\$ 4,358,000	\$ 4,809,708	\$ 688,080
FTA FEDERAL - AID TOTAL	\$ 67,598,489	\$ 32,886,158	\$ 57,437,834	\$ 32,577,520

Note: Salisbury/Wicomico MPO programmed amounts not fully determined at this time.



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

JENNIFER COHAN
SECRETARY

July 08, 2015

Ms. Tigist Zegeye
Executive Director
WILMAPCO
850 Library Avenue, Suite 100
Newark, Delaware 19711

Dear Ms. Zegeye:

Pursuant to the adoption of Wilmington Area Planning Council's (WILMAPCO) Fiscal Year 2016 - 2019 TIP and the Delaware Department of Transportation's Fiscal Year 2016 - 2019 STP, I am recommending programming Federal funds for Fiscal Year 2016 projects as follows:

Urban Surface Transportation Program (STP) (Over \$200,000) (M230, M23E)

<u>Project</u>	<u>Amount</u>
HSIP NCC, N282, Mill Creek Road and Stoney Batter Road	\$2,495,497
HSIP NCC, Old Baltimore Pike and Salem Church Road	\$300,000
E 12th Street @ NE Blvd.	\$148,000
Garasches Lane, Wilmington	\$240,000
SR 72, McCoy Road to SR 71	\$3,300,000
Wilmington Initiatives, King and Orange, MLK Blvd to 13th Street	\$960,000
Bridge Preservation (BR 1-239; 1-577; 1-814)	\$1,240,000
Statewide Paving and Rehabilitation	\$1,000,000
Total:	\$9,683,497

FTA Urbanized Area (5307, 5340)

<u>Project</u>	<u>Amount</u>
Preventive Maintenance - New Castle County	\$6,500,000
Transit Vehicle Replacement (2) 40' Low Floor Buses FY17	\$737,040
Transit Vehicle Replacement (2) 40' Low Floor FY17	\$921,300
Transit Vehicle Replacement (2) 45' OTR Buses NCC FY17	\$1,456,700
Transit Vehicle Replacement (3) CAW Fixed Rte. Buses NCC FY17	\$383,400
Transit Vehicle Replacement Paratransit Buses NCC FY16-21	\$ 3,668,240
Total	\$13,666,680



STATE OF DELAWARE
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JENNIFER COHAN
SECRETARY

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July 08, 2015

Congestion Mitigation/Air Quality (CMAQ) (M400, M40E)

<u>Project</u>	<u>Amount</u>
Statewide Bike and Pedestrian Improvements	\$2,250,000
Statewide Rideshare – Transportation Management Improvements	\$360,000
Industrial Track Greenway Phase III	\$80,000
Myrtle Avenue Sidewalk Improvements	\$320,000
Statewide Transportation Management Improvements	\$4,000,000
Total	\$7,010,000

FTA Elderly and Persons with Disabilities (5310)

<u>Project</u>	<u>Amount</u>
Statewide Transit Vehicle Replacement	\$470,451
Total	\$470,451

Transportation Enhancement Program (M30E, M301, M3E3, M3E2, 5307)

<u>Project</u>	<u>Amount</u>
New Castle County Transportation Enhancements	\$1,500,000
Statewide Transportation Enhancements (FHWA)	\$2,300,000
Transportation Enhancements Wilmington Urbanized Area (FTA)	\$112,400
Total	\$3,912,400

We respectfully request your approval by way of signature on this document. If you have any questions, please contact me at (302) 760-2693.

Sincerely,

APPROVED: 
Tigist Zegeye
Executive Director


Bill Germino
Budget and Program Analyst, Finance

cc: Mary Ridgeway, Division Administrator, FHWA

Theresa Garcia Crews, Regional Administrator, FTA

Jennifer Cohan, Secretary

Hugh E. Curran, Director, Finance

Robert McCleary, Director, Transportation Solutions

Drew Boyce, Director, Planning

John T. Sisson, Chief Executive Officer, Delaware Transit Corporation

Federal Fiscal Year 2016 TMI Plan - CMAQ Portion State Fiscal Year 2016 Spend		
Description	Amount	Justification
ITMS Engineering	\$1,300	Engineering consultant support to provide on-call ITS engineering support for the retiming of 20 signalized corridors, the addition of 50 traffic signals to the computerized signal system, design of continued expansion of ITMS related systems to include telecommunications, detection sites, video camera sites, WTMC radio sites, electronic message signing and etc. Includes ITMS related system software development to include continued enhancements to the DelDOT website and smartphone App.
ITMS TMC Central Office Systems	\$390	Includes procurement of hardware and software required to support the continued expansion of Integrated Transportation Management System (ITMS) related Transportation Management Center (TMC) computers and networking equipment, and ITMS related software. Enhancement of the TMC based video control system to support the continued expansion of the video based traffic incident detection system and improved interface to the DelDOT App, interactive website, and other media outlets.
ITMS Telecommunications	\$1,000	This project is a phase of a multi-year project to implement a fiber optic and wireless based statewide telecommunication system to support connection of facilities and transportation management control, monitoring and information field devices; to include traffic signals, electronic signing, electronic detection, etc. This phase includes the installation/upgrade of approximately three miles of fiber optics, associated network electronics and facilities to connect ITMS devices. Includes the continued expansion of licensed wireless technology with
ITMS Field Devices /Support - Traffic Signal System	\$80	This is a phase of a multi-year project to add all the DelDOT maintained traffic signals to the computerized signal system. This phase will provide for the replacement or upgrade of 8 traffic signal cabinets and controllers statewide.
ITMS Field Devices /Support - Electronic Detection System -Signal Sampling Detectors	\$100	This is a phase of a multi-year project to implement a statewide automated real-time vehicle detection system. The detection system will provide a variety of information to include vehicle volumes, classification, speed, travel time and congestion monitoring. The collected data will be used for real-time control, monitoring and information plus the data will be stored for planning purposes. This project provides for the installation of computerized signal system sampling detectors.
ITMS Field Devices/Support - CCTV Cameras	\$110	This is a phase of a multi-year project to enhance and expand the ITMS video monitoring system to include the installation of two camera sites.

Federal Fiscal Year 2016 TMI Plan - CMAQ Portion State Fiscal Year 2016 Spend		
Description	Amount	Justification
ITMS Field Devices /Support - Electronic Detection System - Microwave and Bluetooth Detection	\$290	This is a phase of a multi-year project to implement a statewide automated real-time vehicle detection system. The detection system will provide a variety of information to include vehicle volumes, classification, speed, travel time and congestion monitoring. The collected data will be used for real-time control, monitoring and information plus the data will be stored for planning purposes. The implementation of a statewide microwave (radar) based detection system to supplement existing detection systems with travel time information This phase will provide approximately 10 microwave detection sites along DE1. This project will support the continued expansion of the atatewide bluetooth based
ITMS Field Devices /Support - Traveler Information System	\$380	This project is a planned multi-year project to expand the existing WTMC 1380 AM traveler information radio system to provide statewide coverage. This phase of the project will construct and implement four new WTMC 1380 AM repeater sites. The WTMC 1380 AM radio system provides 24 hour real-time multimodal travel, incident and emergency information. WTMC 1380 AM is a component of DelDOT's transportation management and congestion mitigation
ITMS Field Devices /Support -Roadway Weather Information System	\$320	This project is to install two additional roadway weather information sites (RWIS). The installation of these sites will improve statewide coverage. Weather related information from the sites improve DelDOT's response to weather events that impact the transportation system and provides improved travel information.
ITMS Field Devices /Support - Weather (Hydrology)	\$30	This project is phase one of a multi-year project to enhance the coverage of Delaware's hydrology monitoring system. The hydrology monitoring system monitors water height and velocity.Includes the purchase of hydrology monitoring equipment to support the completion of Phase One of the programs.
TOTAL FY15 PROGRAM	\$4,000	

**Statewide Trail Program
FY13-FY15 Spend Plan**

Project	Phase	Estimate						
			2016 State Spend	2016 Federal Spend	2017 State Spend	2017 Federal Spend	2018 State Spend	2018 Federal Spend
Georgetown to Lewes Rail to Trail Phase I	construction	\$1,700,000	\$68,000	\$272,000	\$272,000	\$1,088,000	\$0	\$0
West Street Pathway	construction	\$900,000	\$0	\$0	\$20,000	\$80,000	\$160,000	\$640,000
West Dover Connector Trail into Brecknock Park	construction	\$1,000,000	\$0	\$0	\$80,000	\$320,000	\$120,000	\$480,000
SR10 Pathway to State Street	construction	\$800,000	\$0	\$0	\$100,000	\$400,000	\$60,000	\$240,000
Junction & Breakwater, Rehoboth Extension	construction	\$800,000	\$0	\$0	\$136,000	\$544,000	\$24,000	\$96,000
Subtotal - Construction Only			\$68,000	\$272,000	\$608,000	\$1,344,000	\$364,000	\$1,456,000
West Street Pathway	design	\$178,000	\$35,600	\$142,400	\$0	\$0	\$0	\$0
West Dover Connector Trail into Brecknock Park	design	\$300,000	\$40,000	\$160,000	\$20,000	\$80,000	\$0	\$0
SR10 Pathway to State Street	design	\$342,800	\$34,000	\$136,000	\$28,800	\$144,000	\$0	\$0
Junction & Breakwater, Rehoboth Extension	design	\$260,000	\$40,000	\$160,000	\$12,000	\$48,000	\$0	\$0
Wilmington to Newark Phase I	design	\$320,000	\$56,000	\$224,000	\$8,000	\$32,000	\$0	\$0
Subtotal - Design Only			\$205,600	\$822,400	\$68,800	\$304,000	\$0	\$0
Kentmere Track Pathway	concept	\$60,000	\$12,000	\$48,000	\$0	\$0	\$0	\$0
Georgetown to Lewes Rail to Trail Phase II	concept	\$50,000	\$10,000	\$40,000	\$0	\$0	\$0	\$0
	concept	\$0			\$0	\$0	\$0	\$0
	concept	\$0			\$0	\$0	\$0	\$0
Subtotal - Concept/Other Only			\$22,000	\$88,000	\$0	\$304,000	\$0	\$0
			2016 State Spend	2016 Federal Spend	2017 State Spend	2017 Federal Spend	2018 State Spend	2018 Federal Spend
Total			\$295,600	\$1,182,400	\$676,800	\$1,952,000	\$364,000	\$1,456,000

DELDOT TRANSPORTATION ALTERNATIVES PROGRAM

New Castle County Projects FY2016



Projects in Design and Pending Construction FY 2016

- Rodney Square Phase II
- St. Georges Streetscape Phase II
- Midtown Brandywine Streetscape
- Cool Spring Streetscape
- Old Lancaster Pike Bridges



Rodney Square Beautification Phase II

- **Sponsor**
 - DCH
 - City of Wilmington
- **Category**
 - Landscape and Beautification
- **Location**
 - **11th Street** – from King St. to Market St.



- **Description**
 - Install structural planting cells
 - Replace 10 shade trees
 - Reconstruct sidewalk
 - Install decorative lighting fixtures.



St. Georges Streetscape Improvements Phase II

- **Sponsor**
 - St. Georges Civic Association
- **Category**
 - Bicycle and Pedestrian Facilities
 - Landscaping and Beautification
 - Historic Preservation
- **Location**
 - **Main Street** – from Delaware St. to St. Georges Bridge



- **Description**
 - Sidewalk replacement
 - Curb replacement
 - ADA compliance
 - Landscaping



Midtown Brandywine Streetscape Improvements

- **Sponsor**
 - Midtown Brandywine Neighbors Association
- **Category**
 - Bicycle and Pedestrian Facilities
 - Landscape and Beautification
 - Historic Preservation
- **Location**
 - **West Street** – from 14th St. to 13th St.
- **Description**
 - Replace exist sidewalk with brick paver sidewalk
 - Curb replacement
 - ADA compliance
 - Tree removal and replacement
 - Install decorative light fixtures



Cool Spring Streetscape Improvements

- **Sponsor**
 - Cool Spring/ Tilton Neighborhood Association
- **Category**
 - Bicycle and Pedestrian Facilities
 - Landscape and Beautification
- **Location**
 - **Cool Springs Park**
 - **10th Street** – Jackson St. to Franklin St.
 - **Jackson Street** – Penn Ave. to 10th St.
 - **Franklin Street** – 10th St. to Ursuline Academy
 - **Van Buren Street** – 10th St. to Park Pl.
 - **Park Place** – Van Buren St. to Jackson St.
- **Description**
 - Sidewalk replacement
 - Pedestrian level lighting
 - ADA compliance, install curbing on Van Buren St.
 - Tree removal and replacement
 - Bench installation and replacement.



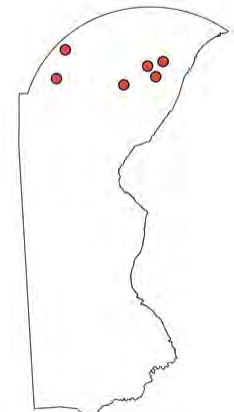
Old Lancaster Pike Pedestrian Bridge Placement

- **Sponsor**
 - Rep. Hudson
 - Sen. Lavelle
- **Category**
 - Bicycle and Pedestrian Facilities
- **Location**
 - **Old Lancaster Pike** – Near Valley Rd. and Beech Tree Ln.
- **Description**
 - Installation of pedestrian bridges alongside two bridges on Old Lancaster Pike near Hockessin Village



Projects Under Construction and Complete FY 2016

- Delaware Avenue Pedestrian Improvements
- Miller Road Streetscape Improvements
- Elsmere Pedestrian and Bike Improvements
- 9th Street Enhancements
- Valley Road Pedestrian Improvements
- Papermill Road Sidewalks



Delaware Avenue Pedestrian Improvements

- **Sponsor**
 - Forty-Acres Civic Association
 - DE Center for Horticulture
- **Category**
 1. Bicycle and Pedestrian Facilities
 2. Landscape and Beautification
- **Location**
 - **Delaware Avenue** – Scott St. to Union St.
 - **Scott Street** – 16th St. to Delaware Ave.
- **Description**
 - Construct bulbouts at three intersections
 - Construct two bio-retention facilities
 - Install speed table on Scott St
 - Convert concrete island on Union St to green space
 - Shade trees
 - Sidewalk replacement
 - ADA compliance



Miller Road Streetscape Improvements

- **Sponsor**
 - Friends of Haynes Park
 - Sen. McDowell
- **Category**
 - Bicycle and Pedestrian Facilities
- **Location**
 - **Miller Road** – from 34th St. to 29th St.
- **Description**
 - Construction of bulbouts
 - Construction of bus pull-off area
 - Relocation of DART stop
 - Sidewalk replacement
 - Traffic study of Miller Rd. and Baynard Blvd.



Elsmere Pedestrian and Bicycle Improvements

- **Sponsor**
 - Town of Elsmere
- **Category**
 - Bicycle and Pedestrian Facilities
- **Location**
 - **Maples Avenue Park and Fairgrounds Park**. Town of Elsmere
- **Description**
 - Construct a ten-foot multi-use path between Maple Avenue Park and Fairgrounds Park
 - Replace timber bridge over drainage ditch near Fairgrounds Park
 - Prepare road diet signage and striping plan for Dupont Road (for future pave and rehab)



9th Street Streetscape Enhancements

- **Sponsor**
 - City of Wilmington
- **Category**
 - Bicycle and Pedestrian Facilities
 - Landscape and Beautification
- **Location**
 - **West 9th Street** – Market St to West Street
- **Description**
 - Sidewalk replacement
 - Curb replacement
 - ADA compliance
 - Install decorative lighting
 - Replace street trees



Valley Road Pedestrian Improvements

- **Sponsor**
 - Delaware Greenways
 - Rep. Manolakos
- **Category**
 - Bicycle and Pedestrian Facilities
- **Location**
 - **Valley Road** – Evanson Rd. to Lantana Dr.
- **Description**
 - Construct a ten-foot multi-use path
 - ADA compliance



Papermill Road Sidewalk Improvements

- **Sponsor**
 - Rep. Miro
 - Sen. Sokola
- **Category**
 - Bicycle and Pedestrian Facilities
 - Landscaping and Beautification
- **Location**
 - **Papemill Road** – from Corner Ketch Rd. to Findail Dr.
- **Description**
 - Sidewalk installation
 - Curb installation
 - ADA compliance



Projects in Concept Development FY 2016

- White Clay Creek Bike and Pedestrian Bridge
- Brandywine South Pedestrian and Trail
- St. Georges Streetscape Phase III
- Concord Avenue Streetscape Phase II
- Wilmington Pedestrian Safety Improvements
- Delaware City Streetscape



White Clay Creek Bike/ Ped Bridge

- **Sponsor**
 - City of Newark
- **Category**
 - Bicycle and Pedestrian Facilities
- **Location**
 - **Along Papemill Rd** – from Paper Mill Park to Olan Thomas Park
- **Description**
 - Construct a bike/ pedestrian bridge across the White Clay Creek adjacent to Papemill Rd



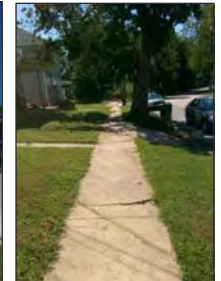
Brandywine South Pedestrian and Trail Improvements

- **Sponsor**
 - City of Wilmington
- **Category**
 - Bicycle and Pedestrian Facilities
 - Landscape and Beautification
 - Water pollution mitigation
- **Location**
 - **Brandywine Raceway** – Brandywine Park to H Fletcher Brown Park
- **Description**
 - Pedestrian/ bicycle safety and accessibility
 - ADA compliance
 - Street trees, landscaping, benches
 - Water pollution issues



St. Georges Streetscape Phase III

- **Sponsor**
 - St. Georges Civic Association
- **Category**
 - Bicycle and Pedestrian Facilities
 - Landscape and Beautification
 - Historic Preservation
- **Location**
 - **Broad Street** – from Delaware St to US 13
- **Description**
 - Sidewalk replacement
 - Curb replacement
 - ADA compliance
 - Traffic Calming
 - Landscaping



Concord Avenue Streetscape Improvements

- **Sponsor**
 - Second District Neighborhood Planning Council
- **Category**
 - Bicycle and Pedestrian Facilities
 - Landscape and Beautification
- **Location**
 - **Concord Avenue** – Baynard Blvd. to Madison St.
- **Description**
 - Sidewalk replacement
 - ADA compliance
 - Landscaping



Old Brandywine Village Streetscape Improvements

- **Sponsor**
 - Old Brandywine Village Inc.
- **Category**
 - Bicycle and Pedestrian Facilities
 - Landscape and Beautification
- **Location**
 - *Continued from Concord Ave Improvements...*
 - **Concord Avenue** – Madison St. to Market St.
 - **Vandever Avenue** – Market St. to Jessup Ave.
- **Description**
 - Sidewalk replacement
 - ADA compliance
 - Landscaping



City of Wilmington Pedestrian Safety Improvements

- **Sponsor**
 - City of Wilmington
- **Category**
 - Bicycle and Pedestrian Facilities
 - Landscape and Beautification
- **Location**
 - City of Wilmington, Downtown Area
- **Description**
 - Identify 20 intersections
 - Sidewalk replacement
 - ADA compliance
 - Landscaping



Town of Townsend Streetscape Improvements Phase II

- **Sponsor**
 - Town of Townsend
- **Category**
 - Bicycle and Pedestrian Facilities
 - Landscape and Beautification
- **Location**
 - **Main Street** – Edgar Rd. to Chestnut St.
- **Description**
 - Sidewalk replacement
 - Curb replacement
 - ADA compliance
 - Lighting
 - Asphalt mill and overlay



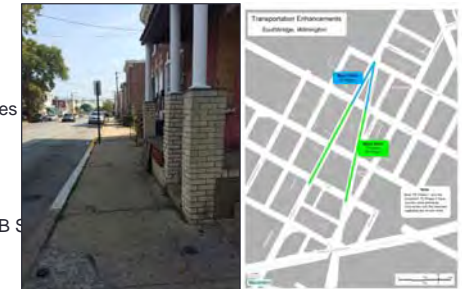
Auburn Valley Trail Facility

- **Sponsor**
 - DNREC
- **Category**
 - Bicycle and Pedestrian Facilities
 - Conversion of Railway Corridors
- **Location**
 - Yorklyn Road – Yorklyn Village to Old Wilmington Rd.
 - Wilmington and Western Railroad ROW
- **Description**
 - Connect Yorklyn Village and Hockessin Village with multi-use path – Auburn Valley Master Plan
 - On and off-alignment facilities along Yorklyn Road



South Bridge Streetscape Improvements

- **Sponsor**
 - Southbridge Civic Association
- **Category**
 - Bicycle and Pedestrian Facilities
 - Landscape and Beautification
- **Location**
 - Heald Street – A St. to B St.
 - New Castle Avenue – A St. to B St.
- **Description**
 - Sidewalk replacement
 - ADA compliance
 - Landscaping



Delaware City Streetscape Improvements

- **Sponsor**
 - City of Delaware City
- **Category**
 - Bicycle and Pedestrian Facilities
 - Landscape and Beautification
- **Location**
 - Clinton Street– Harbor St. to Front St.
- **Description**
 - Sidewalk replacement
 - ADA compliance
 - Decorative lighting





Maryland Department of Transportation
The Secretary's Office

Lawrence J. Hogan, Jr.
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Acting Secretary

January 23, 2015

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

Re: Fiscal Reasonableness Statement

Dear Ms. Zegeye:

I am submitting the attached table for use by WILMAPCO in demonstrating the fiscal constraint of the FY 2016-2019 Transportation Improvement Program (TIP). The table presents a summary of capital costs and funding sources from the Maryland Department of Transportation's (MDOT) FY 2015-2020 Consolidated Transportation Program (CTP). The information provided is for the entire State including the Cecil County projects that are included in the WILMAPCO TIP.

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

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

Sincerely,

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

Attachment

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

CONSOLIDATED TRANSPORTATION PROGRAM

The Department annually prepares a State Report on Transportation, consisting of the Maryland Transportation Plan (the "MTP") and the Consolidated Transportation Program ("CTP"). The MTP is a 20-year vision for transportation in the State and identifies the objectives of the Department and its Administrations, discusses accomplishments, current activities and future plans, and highlights issues that require attention. The Department updates the MTP every five years. The CTP is developed within the framework of and is consistent with the MTP. As revenue estimates are revised during the year, the Department adjusts the capital program as necessary.

The CTP is updated annually by the Department and is submitted to the General Assembly on the third Wednesday of January of each year. View the entire CTP at www.mdot.maryland.gov. The CTP contains estimates of expenditures for operating, constructing and improving transportation facilities during the current year, budget request year and the succeeding four-year period. Each year the CTP is developed in accordance with the current projection of six-year financial resources. Appropriations for the first fiscal year of each CTP are made by the General Assembly at its immediately preceding regular session as part of its review and approval of the State Budget. See "STATE GOVERNMENT – Budget" for a discussion of the State's and the Department's budgetary practices.

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

TRANSPORTATION FACILITIES AND PROGRAMS

A summary of the fiscal years 2015 - 2020 CTP is presented below (in millions):

<u>Expenditures</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>TOTAL</u>
State Highway Administration	\$ 1,229.7	\$ 1,396.2	\$ 1,316.6	\$ 1,164.2	\$ 1,121.0	\$ 961.2	\$ 7,188.9
Washington Metro Area Transit	281.5	238.2	246.2	262.0	271.5	279.6	1,579.1
Maryland Transit Administration	581.1	773.1	1,129.5	1,034.9	801.6	726.9	5,047.2
Maryland Port Administration	97.3	159.5	277.2	146.0	176.8	114.5	971.3
Maryland Aviation Administration	219.1	215.0	110.6	36.6	35.6	34.2	651.1
Motor Vehicle Administration	33.4	27.2	17.8	15.3	15.5	16.0	125.2
The Secretary's Office	82.9	88.1	61.3	16.8	16.6	15.0	280.7
Total	\$ 2,524.9	\$ 2,897.4	\$ 3,159.1	\$ 2,675.9	\$ 2,438.5	\$ 2,147.5	\$ 15,843.3
<u>Sources</u>							
Special Funds	\$ 975.4	\$ 854.2	\$ 1,059.0	\$ 1,048.9	\$ 1,048.1	\$ 957.7	\$ 5,943.3
Federal Funds	816.9	928.0	973.9	878.2	703.2	664.3	4,964.5
Bonds	490.0	875.0	850.0	545.0	465.0	365.0	3,590.0
Other	242.5	240.2	276.3	203.8	222.2	160.5	1,345.5
Total	\$ 2,524.9	\$ 2,897.4	\$ 3,159.1	\$ 2,675.9	\$ 2,438.5	\$ 2,147.5	\$ 15,843.3

Note: Totals may not add due to rounding

WILMAPCO Annual Listing of Obligated Projects

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

23 CFR 450.332 Annual listing of obligated projects.

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

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

MDOT FY 2014 Obligated Project Listing

Environmental Projects (Funds 24, 25, 26, 74 and 88)

Route	Description	Obligated Funds	STIP Reference	Contract Num	Approp. Code	Fed Project Num	Phase
	AT VARIOUS LOCATIONS IN DISTRICTS 1 & 2	\$129,881.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AT067B51	M240	000A976	CO
	TC35 - VEGETATION MGMT, NATIVE PLANT EST	\$287,840.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AT091B21	M240	000A898	PE
	TC40-VEGETATION MGMT/SUSTAINABLE LANDSC	\$80,000.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AX197B21	L240	000A833	PE
	SB-LOWER SUSQUEHANNA BYWAY CORR MGMT PL	\$50,000.00	WILMAPCO 3-3	AX238B21	Q970	MD06019	PE
	PERMIT PROCESSING/COMPLIANCE MISC ACTIVI	\$56,448.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AX748B21	Q240	000A457	PE
	SCENIC BYWAYS PROGRAM MANAGEMENT	\$32,000.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AX838B21	L240	0003143	PE
Total:		\$636,169.00					

Safety and Spot Improvements (Funds 23, 27, 30, 32, 33, 75, 76, 79, 85 and 87)

Route	Description	Obligated Funds	STIP Reference	Contract Num	Approp. Code	Fed Project Num	Phase
US 301	TC35-AT MD299-CCTV CAMERAS-CECILTON WEIG	\$100,778.00	WILMAPCO 3-5	CE400B51	L050	1271056	CO
	STATEWIDE -12 LOCATIONS-TRUCK WEIGHT INSPECTION STATIONS-FULL DEPTH CONCRETE REPAIRS	\$9,345.26	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX515C15	L050	000A419	PP
MD0279	ELKTON NEWARK ROAD AT MD 545	\$339,911.00	WILMAPCO 3-5	CE383B21	L400	2931006	PE
MD 273	TELEGRAPH ROAD AT MD 272	\$387,892.00	WILMAPCO 3-5	CE384B21	L400	2881008	PE
MD 273	TELEGRAPH ROAD AT MD 213	\$292,767.00	WILMAPCO 3-5	CE385C21	L400	2881009	PE
	ADA COMPLIANCE (RETROFIT) PROGRAM FY 13	\$216,960.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	XX528B21	L230	000A966	PE
	ADA COMPLIANCE (RETROFIT) PROGRAM FY 13	\$941,282.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	XX528B21	M240	000A966	PE
	AUTOMATIC TRAFFIC RECORDS STWD	\$673,302.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AT051B51	M001	000B079	CO
	AUTOMATIC TRAFFIC RECORDS STWD	\$326,698.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AT051C51	M240	000B079	CO
	MOD/SIGNALIZATION OF HIGHWAY LIGHTING	\$2,339.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AT605B51	L240	000A020	CO
	APS/AUDIBLE PEDESTRIAN SIGNALS-PHASE 4	\$560,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AT949B52	M240	0003301	CO

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

85PE TEDD INHOUSE SURVEY REVIEWS	\$72,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX769B21	M240	000A469	PE
85PE TEDD CONSULTANT SIGNING DESIGN	\$352,613.11	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX773B22	L240	000A473	PE
85PE TEDD CONSULTANT SIGNING DESIGN	\$100,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX773C22	L240	000A473	PE
85PE TEDD INHOUSE SIGNAL DESIGN	\$1,064,541.72	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX774B21	L240	000A464	PE
85PE TEDD CONSULTANT SIGNAL DESIGN	\$1,538,822.83	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX774B22	L240	000A465	PE
85PE TEDD CONSULTANT SIGNAL DESIGN	\$140,136.68	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX774F22	H240	000A465	PE
85PE CPD CONSULTANT PE	\$100,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX781B21	L050	000A478	PE
TC11-TCO STRU INSP/REMED DESGN FY 12-14	\$884,909.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX902B21	M240	000A874	PE
SIGNALS IN DISTRICTS 1 AND 2	\$500,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	XX661B51	M232	000A748	CO
SIGNALS IN DISTRICTS 1 AND 2	\$400,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	XX661B51	L24E	000A748	CO
INST/MOD/RECONSTRUCT UPS/TRAFFIC SIGNAL	\$1,000,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	XY128B51	M240	000A896	CO
TC11-LOCATIONAL ANALYSIS SAFETY FY12-14	\$1,000,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AT834C22	LS3E	000A834	PE
PEDESTRIAN SAFETY CAMPAIGN	\$1,395,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AW072B11	MS31	000B066	PP
TDSO/IN-HOUSE TRAFFIC STUDY REVIEW	\$305,034.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX242B23	LS3E	000A719	PE
AT VARIOUS LOACTIONS IN DISTRICT 2	\$497,425.00	WILMAPCO 3-5; RU Safety Spot	XX441B52	MS30	000B076	CO
TC35 - SIDEWALK RETROFIT PROGRAM	\$1,000,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AT093B21	M240	000A902	PE
Total:		\$14,201,756.60				

Resurfacing and Rehabilitation (Fund 77)

Route	Description	Obligated Funds	STIP Reference	Contract Num	Approp. Code	Fed Project Num	Phase
US 40	TC11-MD 213 TO DELAWARE STATE LINE	\$833,749.00	WILMAPCO 3-4	CE326B51	L24E	1251056	CO
US 40	TC11-MD 213 TO DELAWARE STATE LINE	\$1,000,000.00	WILMAPCO 3-4	CE326D51	M240	1251056	CO
MD 282	CECILTON TO MD213-WESTERN CORP TOWN LIM	\$243,803.00	WILMAPCO 3-4	CE392B51	M230	1280009	CO
MD 282	CECILTON TO MD213-WESTERN CORP TOWN LIM	\$208,878.00	WILMAPCO 3-4	CE392C51	33C0	1280009	CO
MD 222	TC13-US 40 TO I-95	\$75,750.00	WILMAPCO 3-4	CE394B51	L230	2851008	CO
MD 222	TC13-US 40 TO I-95	\$141,716.00	WILMAPCO 3-4	CE394D51	L23E	2851008	CO
MD 222	TC13-US 40 TO I-95	\$1,127,400.00	WILMAPCO 3-4	CE394F51	M240	2851008	CO
	RESURF VARIOUS LOC IN CECIL COUNTY	\$1,376,463.52	WILMAPCO 3-4	XX907B51	M240	000A282	CO
	RESURF VARIOUS LOC IN CECIL COUNTY	\$593,544.00	WILMAPCO 3-4	XX907B51	Q250	000A282	CO
	TC94-THINLINE THERMOPLASTIC-VAR LOC D1,2	\$1,214,182.00	WILMAPCO 3-4; SW 8-3; RU Resurfacing	XY231B53	M240	000A982	CO

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

TC94-THINLINE THERMOPLASTIC-VAR LOC D1,2	\$134,909.00	WILMAPCO 3-4; SW 8-3; RU Resurfacing	XY231B53	L05E	000A982	CO
VARIOUS LOCATIONS IN DISTRICT 2	\$25,000.00	WILMAPCO 3-4; RU Resurfacing	XY232B52	MS32	000A970	CO
VARIOUS LOCATIONS IN DISTRICTS 1 AND 2	\$1,795,706.00	WILMAPCO 3-4; SW 8-3; RU Resurfacing	XY236B53	MS30	000B060	CO
Total:		\$8,771,100.52				

Bridge Replacement and Rehabilitation (Fund 80)

Route	Description	Obligated Funds	STIP Reference	Contract Num	Approp. Code	Fed Project Num	Phase
	TC13-INVERT PAVING/RESTORE 47 STRUCTURES	\$1,000,000.00	WILMAPCO 3-2; SW 9-4; RU Bridge	AT090B51	M001	000B050	CO
	TC13-INVERT PAVING/RESTORE 47 STRUCTURES	\$1,000,000.00	WILMAPCO 3-2; SW 9-4; RU Bridge	AT090C51	M240	000B050	CO
	BRIDGE INSPECTION-STATEWIDE-FY2014 &2015	\$3,760,000.00	WILMAPCO 3-2; SW 9-4; RU Bridge	AW139C1P	M001	000B078	PP
	TC12-BRIDGE INSPECTION PROGRAM-FY 2013	\$881,073.00	WILMAPCO 3-2; SW 9-4; RU Bridge	AW139C2N	M240	000A950	PE
	BRIDGE INSPECTION-STATEWIDE-FY2014 &2015	\$3,760,000.00	WILMAPCO 3-2; SW 9-4; RU Bridge	AW139D1P	M240	000B078	PP
	SMALL STRUCTURE INSPECTIONS STWD-FY 2012	\$34,672.00	WILMAPCO 3-2; SW 9-4; RU Bridge	AW140B2M	L24E	000A828	PE
	TC-INVERT PAVING/REPAIR VAR STRUCTURES	\$140,624.13	WILMAPCO 3-2; SW 9-4; RU Bridge	AX194B51	M240	000A795	CO
	VAR BRIDGE STRUCTURAL EVALUATION/TESTING	\$282,240.00	WILMAPCO 3-2; SW 9-4; RU Bridge	AX971B21	L240	000A612	PE
Total:		\$10,858,609.13					

Congestion Management (Funds 81 and 86)

Route	Description	Obligated Funds	STIP Reference	Contract Num	Approp. Code	Fed Project Num	Phase
	CHART SUPPORT FOR CAPWIN FY 13-14	\$336,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AT441B22	M240	0003334	PE
	TC70-CHART RWIS UPGRADE	\$221,171.61	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AT620B52	L05E	000A826	CO
	TC11-CATT LAB OPERATION SUPPORT FY 12-14	\$350,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX103B2B	L240	0003212	PE
	TC11-CATT LAB OPERATION SUPPORT FY 12-14	\$500,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX103C2B	L240	0003212	PE
	TC11-TECH SUPPORT FOR CHART ITS FY 12-14	\$57,654.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX104C2B	H240	0003213	PE

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

TC11-TECH SUPPORT FOR CHART ITS FY 12-14	\$1,005,257.07	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX104D2B	M240	0003213	PE
CHART PERFORMANCE EVALUATION CY13-15	\$308,448.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX124B1B	M240	0003321	PP
CHART SUPPORT SRV- BCS 2007-06A	\$160,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX624B21	L240	3114037	PE
CHART SUPPORT SERVICES - BCS 2007-06B	\$160,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX625B21	L240	3114038	PE
CHART SUPPORT SERVICES - BCS 2007-06C	\$208,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX626B21	L240	3114039	PE
TC11-CHART SYSTEM NETWORK ENGR FY12-16	\$3,035,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX789B23	L24E	0003211	PE
TC11-CHART SYSTEM NETWORK ENGR FY12-16	\$1,090,260.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX789C23	LZ2E	0003211	PE
CHART LEASED CIRCUITS FY 10-14	\$487,188.59	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX790B21	L240	0003114	PE
CHART LEASED CIRCUITS FY 10-14	\$0.41	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX790C21	Q760	0003114	PE
CHART LEASED CIRCUITS FY 10-14	\$274,196.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX790F21	H770	0003114	PE
CHART SUPPORT FOR MATOC FY 13-14	\$540,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	ZY103B21	M240	0003259	PE
CHART Operation Centers Staffing Support	\$500,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX257B61	L24E	3114044	Other
CHART - MSP Staffing and Support FY 13-15	\$659,565.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX757B23	M240	0003261	PE
CHART SYSTEM DEVELOPMENT FY 13-14	\$2,700,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	SD104B93	LZ1E	0003258	Other
CHART SYSTEM DEVELOPMENT FY 13-14	\$300,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	SD104C93	LZ10	0003258	Other
CHART SYSTEM DEVELOPMENT FY 13-14	\$1,250,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	SD104C93	LZ10	0003258	Other
CHART SYSTEM DEVELOPMENT FY 13-14	\$1,950,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	SD104D93	LZ20	0003258	Other
Total:		\$16,092,740.68				

Other Projects

Route	Description	Obligated Funds	STIP Reference	Contract Num	Approp. Code	Fed Project Num	Phase
	LOWER SUSQUEHANNA BYWAY CORRIDOR MGMT	\$8,156.00	WILMAPCO 3-3	AX286B26	L970	MD06019	PE

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

I-95 CC SUPPORT FOR ITS-MCOM YEAR 2	\$3,560,000.00	WILMAPCO 3-12	AX350B2B	LT2E	0003329	PE
RECREATIONAL TRAILS FY 14 PROJECTS	\$1,112,384.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AX688B24	M940	0003340	PE
RECREATIONAL TRAILS FY 14 PROJECTS	\$245,463.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AX688C54	H940	0003340	CO
I-95 CC MULT-STATE MODEL ANALYSIS	\$65,000.00	WILMAPCO 3-12	AX791B22	5L50	0003329	PE
I-95 CC MULT-STATE MODEL ANALYSIS	\$100,000.00	WILMAPCO 3-12	AX791C22	5L5E	0003329	PE
SB0605 BLUE CRAB BYWAY MANAGEMENT-YEAR 1	\$13,644.00	WILMAPCO 3-3; SW 6-1; RU Environmental	AX863B22	L970	MD06020	PE
SAFE ROUTE TO SCHOOL-PLN OF INFRAST PJT	\$509,120.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AT011B11	LU3E	0003339	PP
FUEL TAX AUDITING & ACTIVITIES ENFORCE	\$5,000.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX019B91	L96E	PTE2013	Other
SAFE ROUTES TO SCHOOLS COORDINATOR	\$101,557.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX352B22	LU10	0003232	PE
SAFE ROUTES TO SCHOOLS COORDINATOR	\$148,179.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX352C22	LU3E	0003232	PE
SAFE ROUTES TO SCHOOL - GRANT F	\$3,330,915.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	AX933B52	LU2E	0003338	CO
SAFE ROUTES TO SCHOOL COORDINATOR&SRTS	\$69,808.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	HS193B21	LU3E	0001875	PE
MD STRATEGIC HWY SAFETY PLAN 2011-2014	\$217,601.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	HS207B23	LS3E	000A888	PE
PED/BIKE SAFETY PROGRAM - FY 13	\$414,500.00	WILMAPCO 3-5; SW 7-2; RU Safety Spot	HS207B25	MS32	0003279	PE
CHART IN-HOUSE STAFF FOR FY 2014	\$7,000,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AT040B61	M240	3114048	Other
CHART VEHICLES FOR FY 2014 - OPERATIONS	\$2,000,000.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX280B63	M240	0003302	Other
CHART OPERATIONS FY 2013	\$1,456,443.00	WILMAPCO 3-12; SW 11-6; RU Congestion Management	AX335B61	M240	3114047	Other
TC11-LEGACY PAVEMENT IMP-DIST 2/DIST 4	\$183,939.42	60-9509-38	AX264B51	LZ2E	000A805	CO
Total:		\$20,541,709.42				
Grand Total:		\$71,102,085.35				

* This information is based on the State Fiscal Year 2014 (July 2013 to June 2014)

**The above report is intended to represent a snapshot of the Federal funds obligated to the specified project within the aforementioned fiscal year. The information above is collected from Federal Highway FMIS System. SHA Program Development Division only compiles the report.

***STIP created prior to 2010. Unable to locate

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

DelDOT FY 2014 Obligated Project Listing

STATE PROJECT NUMBER	PROGRAM FEDERAL FUNDS	APPORT CODE	PROJECT TITLE	REASON	STIP	FED \$ AUTH
		M400	BIKE PEDESTRIAN	PE,ROW,CONS		576,464
		M400	BIKE PEDESTRIAN TOLL CREDITS	PE,ROW,CONS		172,116
		M400	BIKE PEDESTRIAN	PE,ROW,CONS		280,744
05-10006	12,000,000	M001	BRIDGE PRESERVATION	PE,ROW,CONS		13,558
05-10006	-	M233	BRIDGE PRESERVATION	PE,ROW,CONS		398,600
05-10003	2,400,000	M001	BRIDGE MANAGEMENT	PE,ROW,CONS		400,000
05-10003		M233	BRIDGE MANAGEMENT	PE,ROW,CONS	Revised 11/6/13	280,000
		M233	BRIDGE INSPECTION	PE		400,000
		M233	BRIDGE INSPECTION TOLL CREDITS	PE		100,000
		M001	BRIDGE INSPECTION	PE		586,460
		M001	BRIDGE INSPECTION TOLL CREDITS	PE		146,615
	450,000		STRUCTURE REHABILITATION OPEN END NORTH	CONS		360,000
			STRUCTURE REHABILITATION OPEN END NORTH TOLL CREDITS	CONS		90,000
	450,000		STRUCTURE REHABILITATION OPEN END CANAL	CONS		360,000
			STRUCTURE REHABILITATION OPEN END CANAL TOLL CREDITS	CONS		90,000
	150,000	M233	STRUCTURE REHABILITATION OPEN END CENTRAL	CONS		120,000
		M233	STRUCTURE REHABILITATION OPEN END CENTRAL TOLL CREDITS	CONS		30,000
	150,000	M233	STRUCTURE REHABILITATION OPEN END SOUTH	CONS		120,000
		M233	STRUCTURE REHABILITATION OPEN END SOUTH TOLL CREDITS	CONS		30,000
T201207401	24,000	L110	BR1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH	ROW		24,000
T201207401		L110	BR1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH TOLL CREDITS	ROW		6,000
	14,400	L1CE	BR1-112 ON N257 YORKLYN ROAD OVER RED CLAY CREEK	ROW		
T201207101		L110	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	PE	MOD 4/25/14	280,000
T201207101		M233	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	ROW	ADDED 2/15	184,000
T201207101		M233	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	CONS	Update 6/24	1,600,000
T201207101		M001	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	CONS	Update 6/24	2,400,000
T201207101		L11E	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER TOLL CREDITS	CONS	Update 6/24	1,000,000
T201407402		M233	BR 1-191 ON N318 MILLTOWN ROAD OVER MILL CREEK	PE	PNR ADDED 4/26/13	12,600
	28,000	M240	BR 1-227 ON N013 PAPER MILL ROAD OVER MIDDLE RUN TRIBUTARY	PE	Update 6/24	
T201307103		M001	BR 1-229B ON SR2 KIRKWOOD HIGHWAY OVER WHITE CLAY CREEK	ROW	Update 6/24	27,200
T201307103		M001	BR 1-229B ON SR2 KIRKWOOD HIGHWAY OVER WHITE CLAY CREEK TOLL CREDITS	ROW	Update 6/24	6,800

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T201307102	37,840	M240	BR 1-239 ON N352 RED MILL ROAD OVER TRIBUTARY TO WHITE CLAY CREEK	PE	Update 6/24	
T201207102		L11E	BR 1-254 ON N350 OLD NEWARK ROAD OVER COOL RUN	ROW	Update 6/24	20,000
T201207102		M240	BR1-274 ON N312 WEDGEWOOD RD.	CONS	Update 6/24	734,400
T201207102		M240	BR1-274 ON N312 WEDGEWOOD RD. TOLL CREDITS	CONS	Update 6/24	183,600
T201407103	29,040	M240	BR 1-291 ON SONGSMITH DR OVER TRIBUTARY TO SMALLEY'S POND	PE	Update 6/24	
T201307401		M001	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER	PE		32,000
		M001	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER TOLL CREDITS	PE		8,000
T201307401		M240	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER	ROW		22,400
T201307401		M240	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER TOLL CREDITS	ROW		5,600
T201207103	37,840	M233	BR 1-438 ON N463 BLACKBIRD STATION ROAD OVER BLACKBIRD CREEK	PE		
T200907403		L1C0	BR 1-501, 1-501A & 1-501B SR 141 VIADUCT OVER SR4	CONT INCREASES	STIP MOD	150,064
T201207103	28,000	L1CE	BR1-543 ON N213 CARR ROAD OVER SHELLPOT CREEK	PE		29,600
T201207103		L1CE	BR1-543 ON N213 CARR ROAD OVER SHELLPOT CREEK TOLL CREDITS	PE		7,400
T201307101		L11E	BR 1-567A ON N501 HAY ROAD OVER SHELLPOT CREEK, CITY OF WILMINGTON	ROW		24,000
T201407403	8,000	L100	BR 1-577 ON N050 NORTHEAST BLVD OVER BRANDYWINE RIVER	PE	Updated 5/23/14 with new PE estimate	408,000
T201407403	8,000	L100	BR 1-577 ON N050 NORTHEAST BLVD OVER BRANDYWINE RIVER TOLL CREDITS	PE	Update 5/30/14	102,000
T201407403	8,000	L1CE	BR 1-577 ON N050 NORTHEAST BLVD OVER BRANDYWINE RIVER	ROW	Update 5/30/14	
T201007402		L1C0	BR1-585 ON AUGUSTINE CUTOFF	CONS		2,407,200
T201107401		M001	BR1-665N & 1-665S ON US 13 OVER	CONS	Update 5/7/14 STIP MOD	561,636
T201107401		M001	BR1-665N & 1-665S ON US 13 OVER	CONVERT	Update 6/24	1,328,800
T201107401		M001	BR1-665N & 1-665S ON US 13 OVER TOLL CREDITS	CONVERT	Update 6/24	332,200
T201407105		M001	BR 1-680 ON SR141 OVER US13	PE	STIP MOD 9/12/14	436,000
T201407105	924,000	L1CE	BR 1-680 ON SR141 OVER US13	PE	Update 6/24	
T201407107		ER90	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS	PE	ADDED 6/4/14	2,000,000
T201407107		ER90	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS	CONS	ADDED 7/3/14	330,000
T201407107		M001	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS	CONS	ADDED 7/3/14	13,500,000
T201407401		M233	BR 1-814 ON N009 12TH STREET OVER NORFOLK SOUTHERN RR	ROW	per 5/23/14 mtg: 0 ROW	26,400

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					needed PNR ADDED 4/26/13	
T201107402		M001	BR1-826 N & S	CONS		1,840,000
T201107402		M001	BR1-826 N & S TOLL CREDITS	CONS		460,000
	100,000	L480	DISADVANTAGED BUSINESS ENTERPRISE			267,313
		M439	EDUCATION AND TRAINING	CONVERT	New code	64,366
	8,000	M240	ENVIRONMENTAL IMPROVEMENTS	ENV		18,000
	200,000	LS20	SAFETY IMPROVEMENT PROGRAM RURAL ROADS	PE,ROW,CONS		250,000
		LS20	SAFETY IMPROVEMENT PROGRAM RURAL ROADS TOLL CREDITS	PE,ROW,CONS		27,778
	2,200,000	MS30	SAFETY IMPROVEMENT PROGRAM	PE,ROW,CONS		1,790,627
	244,444	MS30	SAFETY IMPROVEMENT PROGRAM TOLL CREDITS	PE,ROW,CONS		198,958
	2,200,000	MS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM, 11407,4050,3200	PE,ROW,CONS		5,135,000
	3,035,000	MS30	HSIP	CONS		
	2,265,000	MS31	SEC 154 PENALTIES-FOR HSIP	PRO	ADD 7/29/14 Update 7/25/14	723,474
T200800702		MS30	CHURCHMANN'S ROAD - CHRISTIANA HOSPITAL TO SR 1	ROW	Update 7/25/14	18,000
T200800702		MS30	CHURCHMANN'S ROAD - CHRISTIANA HOSPITAL TO SR 1 TOLL CREDITS	ROW	Update 7/25/14	2,000
14-77712	260,000	M230	CITY OF NEW CASTLE INTERSECTIONS	PD	ADDED 8/23/13	
T200809001	40,000	M001	I-95 CARR ROAD AND MARSH ROAD	ROW		40,000
T200809001		M001	I-95 CARR ROAD AND MARSH ROAD TOLL CRDITS	ROW		10,000
		L030	LEA BOULEVARD - TATNALL STREET TO MARKET STREET	CONS		1,440,000
		MS30	MILL CREEK AND STONEY BATTER ROAD	CONS		1,700,000
T201200106		MS30	SALEM CHURCH ROAD AT CHRISTIANA HIGH SCHOOL	ROW	Update 6/21	9,000
T201200106		M240	SALEM CHURCH ROAD AT CHRISTIANA HIGH SCHOOL	CONS		240,000
T201200106		M240	SALEM CHURCH ROAD AT CHRISTIANA HIGH SCHOOL TOLL CREDITS	CONS		60,000
	45,000		SR 2 AND CLEVELAND AVENUE INTERSECTION IMPROVEMENTS	PE		
T201200701	135,000	M001	SR2 PIKE CREEK ROAD TO WOODMILL DRIVE	ROW		120,000
T201200701		M001	SR2 PIKE CREEK ROAD TO WOODMILL DRIVE TOLL CREDITS	ROW		30,000
T201200108	90,000	M240	SR72 AND OLD BALTIMORE PIKE INTERSECTION	ROW		80,000
T201200108		M240	SR72 AND OLD BALTIMORE PIKE INTERSECTION TOLL CRDITS	ROW		20,000
	5,580,000	L240	SR273 AND HARMONY ROAD INTERSECTION	CONS		
T200900704		LS3E	SR 273, APPLEBY AND AIRPORT ROAD	ROW		450,000
T200900704		LS3E	SR 273, APPLEBY AND AIRPORT ROAD	CONS		1,870,000
	918,000	LS3E	SR273 INTERSECTION IMPROVEMENTS	CONS		1,870,000
T201200102	16,000	M001	SR 7 AT SKYLINE DRIVE/MERMAID STONEY BATTER ROAD	ROW	X'd 8/22/13	16,000

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					now NP	
T201200102		M001	SR 7 AT SKYLINE DRIVE/MERMAID STONEY BATTER ROAD TOLL CREDITS	ROW		4,000
T201200102	600,000	M001	SR 7 AT SKYLINE DRIVE/MERMAID STONEY BATTER ROAD	CONS	Update 6/24	680,000
T201200102		M001	SR 7 AT SKYLINE DRIVE/MERMAID STONEY BATTER ROAD TOLL CREDITS	CONS	Update 6/24	170,000
		LZ20	SR7 AND VALLEY ROAD INTERSECTION	CONS		716,000
T201000701		M230	SR71, OLD PORTER ROAD TO SR 7	PE	Update 6/24	45,000
T201000701		M230	SR71, OLD PORTER ROAD TO SR 7	ROW	Update 9/8/14 (inc SIP MOD)	600,000
T201000701		M230	SR71, OLD PORTER ROAD TO SR 7 TOLL CREDITS	ROW	Update 9/8/14 (inc SIP MOD)	150,000
	1,170,000	MS30	SR896 AND OLD CHESTNUT HILL ROAD INTERSECTION	CONS	STIP MOD REVISED	1,183,777
	540,000	MS30	SR896 AND PORTER ROAD INTERSECTION	CONS	11/27/13bg MOD	956,628
T201200104	45,000	M001	US 40 AND SR7 INTERSECTION IMPROVEMENTS	PE		40,000
T201200104		M001	US 40 AND SR7 INTERSECTION IMPROVEMENTS TOLL CREDITS	PE		10,000
T201200105	450,000	M240	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD	ROW	Update 6/25	240,000
T201200105		M240	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD TOLL CREDITS	ROW	Update 6/25	60,000
T201300102	NEW	MS30	HEP, I495 AT PHILADELPHIA PIKE	ROW		45,000
T201300101	NEW	M240	HEP, US40 AT GLASGOW AVENUE	ROW		80,000
T201300101		M240	HEP, US40 AT GLASGOW AVENUE TOLL CREDITS	ROW		20,000
T200800901		MS30	US 9 (HSIP) CONS	CONVERT		4,053,086
T200800901		MS30	US 9 (HSIP) CONS TOLL CREDITS	CONVERT		450,343
T200512102		M230	CHRISTINA RIVER BRIDGE AND APPROACHES	PE		720,000
T200512102		M230	CHRISTINA RIVER CROSSING TOLL CREDITS	PE		180,000
T200512102		HY20	CHRISTINA RIVER CROSSING	ROW	br pres	3,421,892
T200512102		LY20	CHRISTINA RIVER CROSSING	ROW	br pres	5,538,108
T200512102		LY20	CHRISTINA RIVER CROSSING TOLL CREDITS	ROW		2,240,000
T200512102		M230	CHRISTINA RIVER BRIDGE AND APPROACHES	CONS		1,138,792
T200512102		L23E	CHRISTINA RIVER BRIDGE AND APPROACHES	CONS		3,192,927
T200512102		LY20	CHRISTINA RIVER BRIDGE AND APPROACHES	CONS	ADDED 3/14	5,668,281
T201309002	80,000	M001	CAVALIERS MITIGATION	PE	ADD 6/14 Removed 4/10/14, FY15 ADD	28,000
T201309002	1,200,000	M001	CAVALIERS MITIGATION	CONS		
		M001	I-95 AND SR141 RAMPS G & F IMPROVEMENTS TOLL CREDITS	CONS		1,600,000
		M001	I-95 AND SR141 RAMPS G & F IMPROVEMENTS TOLL CREDITS	CONS		400,000

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		M240	INTERSECTION IMPROVEMENTS	CONS		800,000
		M240	INTERSECTION IMPROVEMENTS TOLL CREDITS	CONS		200,000
		M001	INTERSTATE ROADWAY LIGHTING	CONVERT		930,000
	170,000	M438	PLANNING - LOCAL TRANSPORTATION ASSISTANCE PROGRAM	PLAN		140,000
	1,472,635	M450	PLANNING - METROPOLITAN PLANNING ORGANIZATION /FHWA	PLAN		1,695,391
	90,642	LT30	MOTOR FUEL TAX COMPLIANCE AND ANTI TAX EVASION	PRO		
T201409001		M001	INTERSTATE OPEN END LIGHTING	CONS	See PNR dated 12/10/13	1,800,000
T201409001		M001	INTERSTATE OPEN END LIGHTING TOLL CREDITS	CONS	See PNR dated 12/10/13	200,000
T201303401		M001	INTERSTATE MAINTENANCE DRAINAGE REPAIR, FY14-FY16, OPEN-END	CONVERT	ADDED 10/3/13	820,322
		M001	INTERSTATE STRUCTURAL MAINTENANCE, OPEN END, FY12-13	CONT INCREASES	STIP MOD	220,627
		M001	INTERSTATE STRUCTURAL MAINTENANCE	CONS		218,050
		M001	INTERSTATE STRUCTURAL MAINTENANCE TOLL CREDITS	CONS		139,450
		L24E	ON THE JOB TRAINING SUPPORTIVE SERVICES			73,511
	12,800,000	M230	PAVEMENT REHABILITATIONS	CONS		1,490,000
		M231	PAVEMENT REHABILITATIONS	CONS		3,569,133
		M230	PAVEMENT REHABILITATIONS	CONS		484,673
		M232	PAVEMENT REHABILITATIONS	CONS		3,448,664
		M240	PAVEMENT REHABILITATIONS	CONS		1,880,206
T201206201		L20E	PAVEMENT & REHABILITATION, SOUTH I-I, 2012	CONT INCREASES		32,597
	120,000	41TE		CONS	ADD 6/18	
		M001	PAVEMENT REHABILITATIONS	CONS		4,133,496
T201206105		M230	PAVEMENT & REHABILITATION, NORTH V, 2012	CONS		3,000,000
	1,975,000	M550	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN		1,481,659
	596,900	M560	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN		310,644
T201466001		L550	SPR PLANNING PROGRAM 2014	PLAN	STIP MOD	776,000
		LS5E	RAIL CROSSING SAFETY	PD		67,500
	550,000	LS40	RAIL CROSSING SAFETY	CONS		
	61,111	LS40	RAIL CROSSING SAFETY TOLL CREDITS	CONS		
		MS50	RAIL CROSSING SAFETY	CONS		85,795
	550,000	MS50	RAIL CROSSING SAFETY TOLL CREDITS	CONS		52,520
T201500513		LS4E	RAILROAD PRELIMINARY ENGINEERING SERVICES	PE	STIP MOD	50,000

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T201500513		LS5E	RAILROAD PRELIMINARY ENGINEERING SERVICES	PE	STIP MOD 9/16	50,000
T201500508		LS5E	PIGEON POINT ROAD (N-377) RAILROAD CROSSING SAFETY IMPROVEMENTS	RAIL ROAD	STIP MOD 9/16	271,000
	854,068	L94E	REC TRAILS			676,410
		M940	REC TRAILS			169,103
	99,000	LU1E	SAFE ROUTES TO SCHOOL	PLAN		
	693,000	LU2E	SAFE ROUTES TO SCHOOL	CONS		68,043
	198,000	LU3E	SAFE ROUTES TO SCHOOL	CONS		73,000
		L97E	SCENIC BYWAYS			840,500
	800,000	M001	SIGNAGE & PAVEMENT MARKINGS	CONS		800,000
		M001	SIGNAGE & PAVEMENT MARKINGS TOLL CREDITS	CONS		200,000
T200504110	42,381	L49E	TECHNOLOGY - SUMMER INTERN PROGRAM			44,960
T201304601	10,000,000	M230	N54 HOWELL SCHOOL ROAD	CONS	STIP MOD	83,161
T201304601		M232	PARK AVENUE RELOCATION	PD		800,000
T201304601		M232	PARK AVENUE RELOCATION TOLL CREDITS	PD		200,000
T201009003		M232	PARK AVENUE RELOCATION	PE	ADDED 10/24/13 w MOD	200,000
T201009003		M001	ROAD A / SR 7 IMPROVEMENTS	PE	UPDATED 8/29/13	1,200,000
T201309003		M001	ROAD A / SR 7 IMPROVEMENTS	PE	UPDATED 8/29/13	300,000
T201009002		M001	ROAD A / SR 7 IMPROVEMENTS	CONT INCREASE	STIP MOD 9/17	331,413
T200511001		M001	SR1 FROM TYBOUTS CORNER TO SR273	PE	Update 6/21	4,800,000
T200511001	800,000	M001	SR1 FROM TYBOUTS CORNER TO SR273	ROW		
	200,000	M001	SR1 FROM TYBOUTS CORNER TO SR273 TOLL CREDITS	ROW		
T200410301		L050	SR1 TRUCK WEIGH STATION	CONS		
		L23E	SR 4, CHRISTINA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	PE	Update 8/29	185,931
	1,840,000	M240	SR 72, MCCOY ROAD TO SR 71	ROW		800,000
		M240	SR 72, MCCOY ROAD TO SR 71	ROW		200,000
		L230	SR141 - SR2 KIRKWOOD HGY TO FAULKLAND RD	LANDSCAPING		600,000
	360,000		RIDESHARE - TRANSPORTATION MANAGEMENT IMPROVEMENTS	PLAN		360,000
T201350302		M400	40' HEAVY DUTY LOW FLOOR BUSES	CONVERT	veh	3,815,353
T201350302		L40E	40' HEAVY DUTY LOW FLOOR BUSES	CONVERT	veh	3,880,546
T201350302		Q400	40' HEAVY DUTY LOW FLOOR BUSES	CONVERT	veh	1,042,489

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T201350302		L400	40' HEAVY DUTY LOW FLOOR BUSES	CONVERT	veh	1,107,932
T201350302		M400	40' HEAVY DUTY LOW FLOOR BUSES TOLL CREDIT	CONVERT	veh	2,461,580
09-18004	712,880	M400	30" LOW FLOOR EXPANSION DOVER/REHOBOTH	PRO	UPDATED 7/2/14	
09-18004		M400	30" LOW FLOOR EXPANSION DOVER/REHOBOTH TOLL CREDITS	PRO	UPDATED 7/2/14	178,220
		LZ1R	40' HEAVY DUTY LOW FLOOR BUSES	CONVERT		-
		L40E	40' LOW FLOOR DOVER/REHOBOTH EXPRESS	PRO		712,880
07-22412	1,429,300	L400	TRANSIT VEHICLE EXPANSION (2) 45' OTR BUS - SR 141 CROSSTOWN FY18	PRO	UPDATED 7/2/14	735,600
13-11017	356,480	M400	TRANSIT VEHICLE EXPANSION (1) 30' LOW FLOOR TRANSIT ROUTE 203 FY15		UPDATED 7/2/14	
		Q220	TRANSPORTATION ENHANCEMENTS - FHWA			28,949
		H220	TRANSPORTATION ENHANCEMENTS - FHWA TOLL CREDITS			8,877
	3,400,000	M300	TRANSPORTATION ENHANCEMENTS - FHWA			164,285
	750,000	M300	TRANSPORTATION ENHANCEMENTS - FHWA TOLL CREDITS			56,441
		L22R	TRANSPORTATION ENHANCEMENTS - FHWA			63,720
		L22R	TRANSPORTATION ENHANCEMENTS - FHWA TOLL CREDITS			133,084
	4,240,000	M400	TRANSPORTATION MANAGEMENT IMPROVEMENTS			3,000,000
		M240	TRANSPORTATION MANAGEMENT IMPROVEMENTS TOLL CREDITS			1,870,000
		disc	TRANSPORTATION MANAGEMENT IMPROVEMENTS			2,000,000
		M240	TRANSPORTATION MANAGEMENT IMPROVEMENTS			1,600,000
	7,000,000	L230	US 13, PHILADELPHIA PIKE, CLAYMONT TRANSPORTATION PLAN IMPLEMENTATION	CONS		
T201011303		M001	US 301, GARVEE DEBT SERVICE	DEBT		10,986,513
	3,600,000	L230	WASHINGTON STREET NEW CASTLE	UNAC		1,200,000
T200201104		L23E	WASHINGTON STREET NEW CASTLE	STIP MOD	ADDED 1/16	409,480
T200201104		L23E	WASHINGTON STREET NEW CASTLE	STIP MOD	ADDED 1/30	215,056
T200201104		M230	WASHINGTON STREET NEW CASTLE	STIP MOD	ADDED 8/6/14	732,149
	(5,000,000)		RELEASES			(249,274)
			RELEASES			(331,587)
		L24E	SR 9, DELAWARE AVENUE	ROW		600,000
	-	L24E	SR 9, NEW CASTLE AVE., 3RD STREET TO HEALD STREET	PE		800,000
	400,000	L230	SR 2 ELKTON ROAD - CASHO MILL ROAD TO DELAWARE AVENUE	UNAC		5,000,000
	19,000,000	L230	SR 2 ELKTON ROAD - MD LINE TO CASHO MILL RD	UNAC		
T200401102	3,600,000	M230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	CONVERT		2,141,778
T200401102	900,000	L230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET,	CONVERT		535,444

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			WILMINGTON TOLL CREDITS			
		L23E	SR141 AND COMMONS BOULEVARD INTERSECTION IMPROVEMENTS	PE	2/18 MOD to FY13	440,000
	2,790,000	L010	SR141/I-95 INTERCHANGE	PE		480,000
T200809003		L05E	SR1/I-95 INTERCHANGE	CONVERT	ADDED 10/2 from STIP MOD	1,993,840
T200809003		M001	SR1/I-95 INTERCHANGE	STIP MOD	ADDED 2/26 Updated 7/10/14	1,224,335
	6,800,000	L05E	I- 95/US202 INTERCHANGE	CONVERT		2,620,371
	2,000,000	L230	I- 95/US202 INTERCHANGE	CONVERT		
T200510602		M001	I- 95/US202 INTERCHANGE	STIP MOD	ADDED 2/24	674,908
T201409001		M001	LIGHTING REPLECEMENT, INTERSTATE, OPEN END, FY14-FY17	STIP MOD	ADDED 1/28	125,000
T200411901		M001	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)	PE	STIP MOD 9/11/14	158,023
	5,600,000	M230	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)	ROW		3,000,000
T200669001		L400	C & D CANAL	STIP MOD	ADDED 11/15	59,283

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T200201104	L23E	WASHINGTON STREET, NEW CASTLE	UTILITY INCREASE	324	11/21	11/25	80,000	80,000
T200201104	L23E	WASHINGTON STREET, NEW CASTLE	CONT INCREASE	STIP MOD	1/15	1/16	409,480	409,480
T200201104	L23E	WASHINGTON STREET, NEW CASTLE	CE INCREASE	STIP MOD	2/4	2/5	215,056	215,056
T200201104	H230	WASHINGTON STREET, NEW CASTLE	CE INCREASE		3/24	3/25	25,080	25,080
T200201104	LS4E	WASHINGTON STREET, NEW CASTLE	RAILROAD	STIP MOD	6/11	6/11	195,018	195,018
T200201104	M230	WASHINGTON STREET, NEW CASTLE	CE/CONT INCREASE	STIP MOD	8/26	8/28	429,960	429,960
T200201104	M240	WASHINGTON STREET, NEW CASTLE	CE/CONT INCREASE	STIP MOD	8/26	8/28	302,190	302,190
T200201501	LY30	POMEROY BRANCH, PEDESTRIAN AND BICYCLE PATH	RELEASE		9/17	9/17	(13,828)	(13,828)
T200201501	L23E	POMEROY BRANCH, PEDESTRIAN AND BICYCLE PATH	RELEASE		9/17	9/17	(217,585)	(217,585)
T200204703	Q400	DELTRAC STATEWIDE INITIATIVES, 2003-2008	RELEASE		10/17	10/17	(28,547)	(28,547)
T200207414	H100	BR 1-137 ON N236A, FOXHILL LANE OVER RED CLAY CREEK AND ROLLING MILL ROAD RETAINING WALL	RELEASE		10/21	10/22	(13,711)	(13,711)

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T200301901	33D0	NEWARK TRANSIT HUB	RELEASE		10/25	10/28	(1,911)	(1,911)
T200301901	Q240	NEWARK TRANSIT HUB	RELEASE		10/25	10/28	(195)	(195)
T200311902	L230	US 40, BEAR-GLASGOW BUS STOP IMPROVEMENTS	RELEASE		2/10	2/10	(13,306)	(13,306)
T200350038	Q050	US 301, WEIGH STATION AND INSPECTION FACILITY	RELEASE		10/17	10/17	(0)	(0)
T200350038	L050	US 301, WEIGH STATION AND INSPECTION FACILITY	RELEASE		10/17	10/17	(70,952)	(70,952)
T200401102	L23E	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	TRAFFIC		12/9	12/10	47,243	47,243
T200401102	L230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	CONVERT		3/12	3/13	859,083	859,083
T200401102	L23E	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	CONVERT		3/12	3/13	1,796,673	1,796,673
T200410301	L23E	SR4, CHRISTINA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	PE	302	1/6	1/7	185,931	185,931
T200410604	L230	SR 141, KIRKWOOD HIGHWAY TO FAULKLAND ROAD	RELEASE		1/16	1/16	(1,511,489)	(1,511,489)
T200410604	L23E	SR 141, KIRKWOOD HIGHWAY TO FAULKLAND ROAD	RELEASE		1/16	1/16	(3,124)	(3,124)
T200411901	M001	US40/SR72 INTERSECTION IMPROVEMENTS	PE INCREASE	555	9/16	9/17	158,023	158,023
T200501001	Q280	HIGHWAY SAFETY IMPROVEMENT PROGRAM, 2005	RELEASE		11/26	11/27	(8,097)	(8,097)
T200504104	L050	BOYDS CORNER INTERSECTION IMPROVEMENTS	RELEASE		2/26	2/27	(421,363)	(421,363)
T200504104	L050	BOYDS CORNER INTERSECTION IMPROVEMENTS	CONVERT		3/6	3/7	424,945	424,945
T200504104	L050	BOYDS CORNER INTERSECTION IMPROVEMENTS	RELEASE		4/1	4/2	(23,073)	(23,073)
T200504110	M230	HSIP NCC, N54, HOWELL SCHOOL ROAD, SR 896 TO SR 71	UTILITIES	STIP MOD	7/30	8/4	83,161	83,161
T200509007	LY20	I-95 MAINLINE WIDENING (FEDERAL DEMO#4)	RELEASE		10/29	10/29	(70)	(70)
T200510602	M001	I-95 & US 202 INTERCHANGE	CONT INCREASE	STIP MOD	2/24	2/24	674,908	674,908
T200510602	M001	I-95 & US 202 INTERCHANGE	CONVERT		3/12	3/13	5,000,000	5,000,000
T200510602	L050	I-95 & US 202 INTERCHANGE	CE INCREASE		3/25	3/25	43,184	43,184
T200510602	L050	I-95 & US 202 INTERCHANGE	CE ADJUSTMENT		4/11	4/14	(0)	(0)
T200510602	L050	I-95 & US 202 INTERCHANGE	CONT INCREASE	STIP MOD	4/16	4/17	396,897	396,897
T200510602	M001	I-95 & US 202 INTERCHANGE	CE INCREASE	STIP MOD	5/2	5/6	433,963	433,963
T200510602	M001	I-95 & US 202 INTERCHANGE	CE INCREASE	STIP MOD	5/15	5/19	78,036	78,036
T200510602	L050	I-95 & US 202 INTERCHANGE	CONVERT	233	6/10	6/10	179,738	179,738
T200510602	L05E	I-95 & US 202 INTERCHANGE	CONVERT	233	6/10	6/10	10,572	10,572
T200510602	M001	I-95 & US 202 INTERCHANGE	CONVERT	233	6/10	6/10	1,809,690	1,809,690
T200510602	M001	I-95 & US 202 INTERCHANGE	CE INCREASE	233	6/10	6/10	291,710	291,710
T200510602	M001	I-95 & US 202 INTERCHANGE	CONVERT	233	9/25	9/25	146,781	146,781
T200511001	M001	SR 1 WIDENING, SR273 TO THE ROTH BRIDGE	PE	251	8/25	8/25	4,800,000	4,800,000

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T200512102	M230	CHRISTINA RIVER BRIDGE AND APPROACHES	PE INCREASE	340	8/1	8/5	900,000	900,000
T200520012	L220	UNION PARK GARDENS STREETSCAPE IMPROVEMENTS	RELEASE		12/31	12/31	(10,610)	(10,610)
T200520012	H220	UNION PARK GARDENS STREETSCAPE IMPROVEMENTS	RELEASE		12/31	12/31	(1)	(1)
T200520012	Q220	UNION PARK GARDENS STREETSCAPE IMPROVEMENTS	RELEASE		12/31	12/31	(14,564)	(14,564)
T200600501	LS40	BLACKBIRD FOREST ROAD (N471) RAILROAD CROSSING IMPROVEMENT	RELEASE		2/11	2/11	(35,078)	(35,078)
T200600501	H270	BLACKBIRD FOREST ROAD (N471) RAILROAD CROSSING IMPROVEMENT	RELEASE		2/11	2/11	(303)	(303)
T200601102	L230	SR 72, MCCOY ROAD TO SR 71	PE		12/24	12/30	23,200	23,200
T200601102	L230	SR 72, MCCOY ROAD TO SR 71	PE INCREASE		1/28	1/30	160,800	160,800
T200602309	H970	BRANDYWINE VALLEY SCENIC BYWAY	RELEASE		10/17	10/17	(920)	(920)
T200607102	L1C0	BR 1-234 ON SR 2 OVER MILL CREEK, EAST OF NEWARK	RELEASE		5/9	5/9	(8,000)	(8,000)
T200650021	L050	WETLAND MITIGATION COMPLIANCE ACTIVITIES	RELEASE		12/18	12/19	(48,628)	(48,628)
T200650021	L240	WETLAND MITIGATION COMPLIANCE ACTIVITIES	RELEASE		12/18	12/19	(9,600)	(9,600)
T200650021	Q050	WETLAND MITIGATION COMPLIANCE ACTIVITIES	RELEASE		12/18	12/19	(92,307)	(92,307)
T200669001	L400	C & D CANAL RECREATIONAL TRAIL	CE INCREASE	STIP MOD	11/22	11/25	59,283	59,283
T200690106	L050	SIGN STRUCTURE, HIGH MAST LIGHTING & INSPECTIONS STATEWIDE	RELEASE		2/21	2/24	(390,287)	(390,287)
T200700501	LS50	SR 41 (N237) RAILROAD CROSSING IMPROVEMENTS	RELEASE		2/26	2/27	(19,004)	(19,004)
T200707401	HY20	BR 1-651 ON NEWPORT ROAD OVER RAILROAD CROSSING WILMINGTON & MARSHALLTON	RELEASE		5/29	6/2	(41,146)	(41,146)
T200707401	LY20	BR 1-651 ON NEWPORT ROAD OVER RAILROAD CROSSING WILMINGTON & MARSHALLTON	RELEASE		5/29	6/2	(310,058)	(310,058)
T200707401	L1C0	BR 1-651 ON NEWPORT ROAD OVER RAILROAD CROSSING WILMINGTON & MARSHALLTON	RELEASE		5/29	6/2	(563)	(563)
T200707401	L1CE	BR 1-651 ON NEWPORT ROAD OVER RAILROAD CROSSING WILMINGTON & MARSHALLTON	RELEASE		5/29	6/2	(74,814)	(74,814)
T200707401	L1CE	BR 1-651 ON NEWPORT ROAD OVER RAILROAD CROSSING WILMINGTON & MARSHALLTON	RELEASE		6/24	6/25	(61,448)	(61,448)
T200707404	M001	BR 1-488S ON N001 US13 OVER BLACKBIRD CREEK	PE		9/4	9/8	44,700	44,700
T200720005	L220	GREATER BRANDYWINE VILLAGE STREETSCAPE IMPROVEMENTS PHASE IV	RELEASE		2/17	2/18	(32,235)	(32,235)
T200720016	L220	MILLTOWN ROAD SIDEWALK IMPROVEMENTS	RELEASE		2/3	2/3	(93,919)	(93,919)
T200720016	L22E	MILLTOWN ROAD SIDEWALK IMPROVEMENTS	RELEASE		2/3	2/3	(1,604)	(1,604)

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T200751201	L23E	NORTHEAST CORRIDOR IMPROVEMENTS YARD TO RAGAN, CIVIL, STRUCTURAL	CE INCREASE	472	2/19	2/20	45,875	45,875
T200766062	L560	MAROPS PHASE II-POOLEDE FUND STUDY	RELEASE		3/26	3/26	(15,000)	(15,000)
T200769004	LU30	SAFE ROUTES TO SCHOOL, NON-INFRASTRUCTURE ITEMS, STATEWIDE	RELEASE		2/27	2/27	(19,312)	(19,312)
T200769005	LU30	SAFE ROUTES TO SCHOOL, MANAGEMENT SERVICES	RELEASE		2/27	2/27	(69,717)	(69,717)
T200800503	LS50	OLD BALTIMORE PIKE (N026) RAILROAD CROSSING IMPROVEMENT	RELEASE		2/27	2/27	(6,676)	(6,676)
T200800504	LS50	WRANGLE HILL ROAD (N356) RAILROAD CROSSING IMPROVEMENT	RELEASE		2/17	2/18	(17,865)	(17,865)
T200800707	LS30	HSIP NCC, SILVERSIDE ROAD AND MARSH ROAD	RELEASE		4/1	4/2	(102,447)	(102,447)
T200800707	LS3E	HSIP NCC, SILVERSIDE ROAD AND MARSH ROAD	RELEASE		4/1	4/2	(24,896)	(24,896)
T200800710	LS30	HSIP NCC, SR 7 AND VALLEY ROAD INTERSECTION IMPROVEMENTS	RELEASE		10/25	10/28	(6,468)	(6,468)
T200800712	LS30	HSIP NCC, SR 2 AND UPPER PIKE CREEK ROAD INTERSECTION IMPROVEMENTS	RELEASE		5/15	5/15	(146,324)	(146,324)
T200800714	MS30	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENTS	UTILITIES		12/31	12/31	90,000	90,000
T200800714	MS30	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENTS	ADVERTISE	STIP MOD	2/17	2/19	645,613	645,613
T200800714	LS30	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENTS	ADVETISE	STIP MOD	2/17	2/19	534,641	534,641
T200800714	MS30	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENTS	MAINTENANCE	STIP MOD	2/20	2/21	3,523	3,523
T200800714	MS30	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENTS	AWARD		4/24	5/6	206,375	206,375
T200801001	LS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) 2008, 2009, 2010	TRAFFIC		3/7	3/10	12,986	12,986
T200806109	L010	PAVEMENT & REHABILITATION, NORTH - IX, 2008	RELEASE		5/6	5/9	(7,213)	(7,213)
T200806111	L050	PAVEMENT & REHABILITATION, NORTH-XI, 2008	RELEASE		5/21	5/22	(8,325)	(8,325)
T200809001	LS30	HSIP NCC, I-95, N213 CARR ROAD & N3, MARSH ROAD INTERCHANGE IMPROVEMENTS	PE INCREASE		6/2	6/3	36,000	36,000
T200809003	M001	SR 1/I-95 INTERCHANGE	CONT INCREASE	STIP MOD	2/26	2/26	1,224,335	1,224,335
T200809003	L050	SR 1/I-95 INTERCHANGE	CONVERT		4/9	4/10	84,184	84,184
T200809003	H050	SR 1/I-95 INTERCHANGE	CONVERT		4/24	4/25	82,745	82,745

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T200809003	L050	SR 1/I-95 INTERCHANGE	CONVERT		4/24	4/25	506,032	506,032
T200809003	L05E	SR 1/I-95 INTERCHANGE	CONVERT		4/24	4/25	306,273	306,273
T200809003	M001	SR 1/I-95 INTERCHANGE	CONVERT		4/24	4/25	1,098,789	1,098,789
T200809003	M001	SR 1/I-95 INTERCHANGE	CONT INCREASE	STIP MOD	7/15	7/16	1,589,922	1,589,922
T200809002	H010	SR141/I95 INTERCHANGE (PLANNING STUDY)	RELEASE		10/25	10/28	(13,736)	(13,736)
T200820004	L220	BAYNARD BOULEVARD STREETSCAPE IMPROVEMENTS	RELEASE		1/8	1/9	(1,523)	(1,523)
T200820004	L22E	BAYNARD BOULEVARD STREETSCAPE IMPROVEMENTS	RELEASE		1/8	1/9	(173,134)	(173,134)
T200820005	L22E	MEETING HOUSE ROAD PEDESTRIAN IMPROVEMENTS	RELEASE		1/7	1/8	(62,478)	(62,478)
T200820005	L220	MEETING HOUSE ROAD PEDESTRIAN IMPROVEMENTS	RELEASE		1/7	1/8	(20,831)	(20,831)
T200866002	L560	STATEWIDE, RESEARCH FY2008	RELEASE		2/3	2/3	(207,774)	(207,774)
T200900701	LS30	HSIP NCC, SR 273 AT PRANGS LANE	RELEASE		1/31	1/31	(96,433)	(96,433)
T200900703	Q280	HSIP NCC, GREENBANK RD & ALBERTSON BLVD INTERSECTION IMPROVEMENTS	RELEASE		2/25	2/26	(77,153)	(77,153)
T200900703	L28R	HSIP NCC, GREENBANK RD & ALBERTSON BLVD INTERSECTION IMPROVEMENTS	RELEASE		2/25	2/26	(11,746)	(11,746)
T200900703	LS30	HSIP NCC, GREENBANK RD & ALBERTSON BLVD INTERSECTION IMPROVEMENTS	RELEASE		2/25	2/26	(26,336)	(26,336)
T200900704	H280	HSIP NCC, SR273, APPLEBY ROAD AND AIRPORT ROAD INTERSECTION IMPROVEMENTS	PE INCREASE	290	12/13	12/19	78,443	78,443
T200900704	L28R	HSIP NCC, SR273, APPLEBY ROAD AND AIRPORT ROAD INTERSECTION IMPROVEMENTS	PE INCREASE	290	12/13	12/19	11,557	11,557
T200906102	L050	PAVEMENT & REHABILITATION, NORTH II, 2009	RELEASE		5/13	5/14	(180)	(180)
T200906502	L050	SR1 JOINT SEALING, PHASE II, 2009	RELEASE		5/14	5/14	(171,232)	(171,232)
T200907401	L1C0	BR 1-026 AND 1-033, SCOUR COUNTERMEASURES	RELEASE		10/17	10/17	(48,425)	(48,425)
T200907401	L1CE	BR 1-026 AND 1-033, SCOUR COUNTERMEASURES	RELEASE		10/17	10/17	(26,714)	(26,714)
T200907403	L1C0	BR 1-501, 1-501A & 1-501B SR 141 VIADUCT OVER SR4	CE INCREASE	STIP MOD	12/16	12/17	150,064	150,064
T200907403	L1C0	BR 1-501, 1-501A & 1-501B SR 141 VIADUCT OVER SR4	CE INCREASE	STIP MOD	2/3	2/3	16,080	16,080
T200907403	L230	BR 1-501, 1-501A & 1-501B SR 141 VIADUCT OVER SR4	CONT INCREASE	STIP MOD	3/4	3/10	591,615	591,615
T200907406	L01R	INTERSTATE BRIDGE MAINTENANCE, NORTH	RELEASE		10/21	10/22	(70,882)	(70,882)
T200907406	L01E	INTERSTATE BRIDGE MAINTENANCE, NORTH	RELEASE		10/21	10/22	(128,712)	(128,712)
T200907408	C242	INTERSTATE BRIDGE MAINTENANCE, SOUTH (DESIGN)	RELEASE		10/17	10/17	(11)	(11)
T200907408	H010	INTERSTATE BRIDGE MAINTENANCE, SOUTH (DESIGN)	RELEASE		10/17	10/17	(10)	(10)
T200907410	L1C0	BR 1-501A, 1-501B ON SR 141, FIELD TESTING AND STRUCTURE ANALYSIS	RELEASE		5/15	5/15	(19,670)	(19,670)

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T200908302	L050	EPOXY PAVEMENT MARKINGS DISTRIC II 2009, 2010, 2011	RELEASE		12/20	12/23	(822)	(822)
T200920001	M300	CITY OF WILMINGTON 9TH STREET STREETSCAPE IMPROVEMENTS	ADVERTISE		12/2	12/3	296,540	296,540
T200920001	M301	CITY OF WILMINGTON 9TH STREET STREETSCAPE IMPROVEMENTS	ADVERTISE		12/2	12/3	42,550	42,550
T200920001	M300	CITY OF WILMINGTON 9TH STREET STREETSCAPE IMPROVEMENTS	AWARD		2/11	2/12	(14,324)	(14,324)
T200920002	L22E	PAPER MILL ROAD SIDEWALK IMPROVEMENTS	RELEASE	76	11/12	11/13	6,560	6,560
T200920002	L22E	PAPER MILL ROAD SIDEWALK IMPROVEMENTS	TRANSFER	76	11/20	11/20	11,841	11,841
T200920002	L22E	PAPER MILL ROAD SIDEWALK IMPROVEMENTS	CE INCREASE	76	12/13	12/17	22,000	22,000
T200920002	L220	PAPER MILL ROAD SIDEWALK IMPROVEMENTS	UTILITY INCREASE	76	4/28	5/6	26,000	26,000
T200920002	L220	PAPER MILL ROAD SIDEWALK IMPROVEMENTS	CE INCREASE	81	6/24	6/25	13,234	13,234
T200920002	L22E	PAPER MILL ROAD SIDEWALK IMPROVEMENTS	CE INCREASE	81	6/24	6/25	1,566	1,566
T200920002	Q220	PAPER MILL ROAD SIDEWALK IMPROVEMENTS	CE INCREASE	81	8/12	8/13	6,560	6,560
T200920007	L220	ST GEORGES STREETSCAPE IMPROVEMENTS	RELEASE		1/8	1/9	(3,297)	(3,297)
T200920007	L22E	ST GEORGES STREETSCAPE IMPROVEMENTS	RELEASE		1/8	1/9	(105,607)	(105,607)
T200920017	C240	NCC GREENWAY, INDUSTRIAL TRACK-PHASE I	RELEASE		12/4	12/4	(2,684)	(2,684)
T200950019	4L10	LITHIUM SUPPLY	RELEASE		12/27	12/30	(420)	(420)
T201000701	MS30	HSIP NCC, SR 71, OLD PORTER ROAD TO SR 7	PE INCREASE	296	12/2	12/3	45,000	45,000
T201000701	LS30	HSIP NCC, SR 71, OLD PORTER ROAD TO SR 7	PE INCREASE	296	3/24	3/25	22,500	22,500
T201000701	M240	HSIP NCC, SR 71, OLD PORTER ROAD TO SR 7	ROW	STIP MOD	9/15	9/22	396,900	396,900
T201000701	H240	HSIP NCC, SR 71, OLD PORTER ROAD TO SR 7	ROW	STIP MOD	9/15	9/22	353,100	353,100
T201001001	LS30	2010 HIGHWAY SAFETY IMPROVEMENT PROGRAMS	RELEASE		1/9	1/10	(231)	(231)
T201001001	LS30	2010 HIGHWAY SAFETY IMPROVEMENT PROGRAMS	RELEASE		2/18	2/18	(0)	(0)
T201001002	LS20	2010 HIGH RISK RURAL ROADS PROGRAM	RELEASE		2/27	2/27	(838)	(838)
T201004202	C200	WYOMING MILL ROAD REALIGNMENT, CONSTRUCTION	RELEASE		10/23	10/23	(217,646)	(217,646)
T201004202	LY20	WYOMING MILL ROAD REALIGNMENT, CONSTRUCTION	RELEASE		10/23	10/23	(309,848)	(309,848)
T201004801	L40E	RIDESHARE FY10-12	RELEASE		1/13	1/13	(339,302)	(339,302)
T201006104	C243	PAVEMENT & REHABILITATION, NORTH IV, 2010	RELEASE		10/17	10/17	(6)	(6)
T201006104	L24E	PAVEMENT & REHABILITATION, NORTH IV, 2010	RELEASE		10/17	10/17	(129,980)	(129,980)
T201006104	L24E	PAVEMENT & REHABILITATION, NORTH IV, 2010	RELEASE		10/24	10/28	(39,462)	(39,462)
T201006108	C240	PAVEMENT & REHABILITATION, NORTH VIII, 2010	RELEASE		10/23	10/23	(93,058)	(93,058)
T201006108	L00E	PAVEMENT & REHABILITATION, NORTH VIII, 2010	RELEASE		10/23	10/23	(23,579)	(23,579)
T201006109	L24E	PAVEMENT & REHABILITATION, NORTH IX, 2010	RELEASE		2/4	2/4	(8,000)	(8,000)

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STATE PROJECT NUMBER	APPORT CODE	PROJECT TITLE	REASON	STIP	SUBMIT DATE	AUTH DATE	FED \$ AUTH	FUNDS OBLIGATED TO DATE
T201006109	L00E	PAVEMENT & REHABILITATION, NORTH IX, 2010	RELEASE		2/4	2/4	(313,268)	(313,268)
T201006301	L24E	PAVEMENT & REHABILITATION, SOPUTH II-I, 2010	CONT INCREASE		6/12	6/12	83,548	83,548
T201006302	L24E	PAVEMENT & REHABILITATION, SOUTH II-II, 2010	RELEASE		2/24	2/24	(254,566)	(254,566)
T201006302	L24E	PAVEMENT & REHABILITATION, SOUTH II-II, 2010	RELEASE		3/20	3/20	(997)	(997)
T201006306	C240	PAVEMENT & REHABILITATION, SOUTH II-VI, 2010	RELEASE		10/22	10/23	(82,090)	(82,090)
T201006306	L00E	PAVEMENT & REHABILITATION, SOUTH II-VI, 2010	RELEASE		10/22	10/23	(386,992)	(386,992)
T201007203	L110	PIPE REPLACEMENTS, KENT COUNTY	RELEASE		3/24	3/25	(165,425)	(165,425)
T201007405	L1CE	BR 1-687, 1-688, 1-693, SOUTH WALNUT ST, SOUTH MARKET ST AND FORTH ST OVER CHRISTINA RIVER	CE INCREASE		3/24	3/25	18,800	18,800
T201007405	L1CE	BR 1-687, 1-688, 1-693, SOUTH WALNUT ST, SOUTH MARKET ST AND FORTH ST OVER CHRISTINA RIVER	CE INCREASE	419	6/2	6/2	20,400	20,400
T201007406	L1CE	BRIDGE PAINTING, NORTH DISTRICT, 2012	RELEASE		2/17	2/18	(289,617)	(289,617)
T201007406	L1CE	BRIDGE PAINTING, NORTH DISTRICT, 2012	RELEASE		4/1	4/2	(602)	(602)
T201007407	M001	INTERSTATE STRUCTURE MAINTENANCE, OPEN-END, FY12-FY13	CONT INCREASE	STIP MOD	3/20	3/20	220,627	220,627
T201007407	M001	INTERSTATE STRUCTURE MAINTENANCE, OPEN-END, FY12-FY13	CONT INCREASE	STIP MOD	3/27	3/27	450,000	450,000
T201007407	M001	INTERSTATE STRUCTURE MAINTENANCE, OPEN-END, FY12-FY13	CONT INCREASE	STIP MOD	8/11	8/13	679,500	679,500
T201009002	M001	ROAD A/SR7 IMPROVEMENTS	PE		12/3	12/3	1,500,000	1,500,000
T201009004	L00E	SR 1/ I-95 INTERCHANGE-CHRISTIANA MALL ROAD BRIDGE	TRANSFER	249	12/16	12/17	(674,908)	(674,908)
T201009004	L23E	SR 1/ I-95 INTERCHANGE-CHRISTIANA MALL ROAD BRIDGE	TRANSFER	249	12/18	12/19	(46,400)	(46,400)
T201011303	M001	US301 GARVEE DEBT SERVICE	CONVERSION	255	10/16	10/16	10,986,513	10,986,513
T201020001	L22E	6TH STREET ENHANCEMENTS, CITY OF WILMINGTON	CONT INCREASE	81	1/24	1/27	3,585	3,585
T201020001	L22E	6TH STREET ENHANCEMENTS, CITY OF WILMINGTON	CONT INCREASE	81	7/15	7/16	3,946	3,946
T201020003	L22E	SHIPLEY STREET STREETScape IMPROVEMENTS, CITY OF WILMINGTON	RELEASE	76	10/21	10/23	(103,763)	(103,763)
T201020003	L220	SHIPLEY STREET STREETScape IMPROVEMENTS, CITY OF WILMINGTON	RELEASE	76	10/21	10/23	(665)	(665)
T201020004	L22E	GREENHILL AVENUE LANDSCAPE IMPROVEMENTS, CITY OF WILMINGTON	CONT INCREASE	76	10/22	10/23	1,280	1,280
T201020005	L22E	SOUTH PARK DRIVE LIGHTING IMPROVEMENTS, CITY OF WILMINGTON	RELEASE	76	10/21	10/23	(159,736)	(159,736)
T201020006	Q220	BAYARD SQUARE ENHAHCEMENTS, CITY OF WILMINGTON	CONT INCREASE	81	12/17	12/17	18,000	18,000

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T201056001	L240	MOTOR FUEL TAX COMPLIANCE AND ANTI-TAX EVASION ACTIVITIES 2010	RELEASE		2/5	2/5	(294)	(294)
T201063002	L24E	SITE VISITS FOR AUDITS	RELEASE		2/26	2/27	(10)	(10)
T201066001	L550	SPR PLANNING AND TRAFFIC PROGRAM 2010	RELEASE		5/20	5/21	(391,005)	(391,005)
T201066001	L550	SPR PLANNING AND TRAFFIC PROGRAM 2010	RELEASE		5/23	5/23	(17,490)	(17,490)
T201100101	LS3E	US 13, US 40 TO SR 273 LIGHTING INSTALLATION	RELEASE		2/27	2/27	(13,666)	(13,666)
T201100202	LS30	CRASH ANALYSIS REPORTING SYSTEM	RELEASE		2/25	2/26	(18,216)	(18,216)
T201100501	LS30	2011 HIGHWAY-RAIL GRADE CROSSING SAFETY PROGRAM-STUDIES	RELEASE		2/26	2/27	(16,263)	(16,263)
T201100502	LS5E	SR 100 MONTCHANIN RD (N225) RAILROAD CROSSING IMPROVEMENTS	RELEASE		6/19	6/20	(165,949)	(165,949)
T201100506	LS5E	STATEWIDE RAILROAD CROSSING REPAIR II, 2011	AWARD	93	1/24	1/27	45	45
T201100506	LS50	STATEWIDE RAILROAD CROSSING REPAIR II, 2011	RR INCREASE	93	2/20	2/21	60,869	60,869
T201100506	LS50	STATEWIDE RAILROAD CROSSING REPAIR II, 2011	CE INCREASE	93	4/16	4/17	25,039	25,039
T201100506	LS5E	STATEWIDE RAILROAD CROSSING REPAIR II, 2011	RR INCREASE	93	7/17	7/17	100,000	100,000
T201104701	L24R	FY11 DELTRAC PROJECTS STATE-WIDE SUPPORT	RELEASE		6/23	6/25	(48,702)	(48,702)
T201106102	L23E	PAVEMENT & REHABILITATION, NORTH II, 2011	RELEASE		2/19	2/20	(171,250)	(171,250)
T201106103	LS5E	PAVEMENT & REHABILITATION, NORTH III, 2011	RELEASE		2/17	2/18	(247,500)	(247,500)
T201106103	L24E	PAVEMENT & REHABILITATION, NORTH III, 2011	RELEASE		2/17	2/18	(91,783)	(91,783)
T201107401	M001	BR 1-665N AND BR 1-665S CARRYING US 13 OVER BAYLOR BLVD	CE INCREASE	STIP MOD	5/14	5/14	561,636	561,636
T201120003	L22E	TOWN OF ELSMERE PEDESTRAIN AND BICYCLE IMPROVEMENTS	PE INCREASE	76	10/22	10/23	20,720	20,720
T201120003	L22R	TOWN OF ELSMERE PEDESTRAIN AND BICYCLE IMPROVEMENTS	ADVERTISE	81	9/19	9/22	426,629	426,629
T201120003	Q220	TOWN OF ELSMERE PEDESTRAIN AND BICYCLE IMPROVEMENTS	ADVERTISE	81	9/19	9/22	27,429	27,429
T201120004	L22E	DELAWARE AVENUE STREETSCAPE IMPROVEMENTS	PE INCREASE	81	1/15	1/16	5,160	5,160
T201120006	M301	GREENHILL AVENUE STREETSCAPE IMPROVEMENTS	AWARD	76	11/14	11/15	(10,861)	(10,861)
T201120006	M301	GREENHILL AVENUE STREETSCAPE IMPROVEMENTS	CE INCREASE	81	1/15	1/16	10,000	10,000
T201120006	M300	GREENHILL AVENUE STREETSCAPE IMPROVEMENTS	CE INCREASE	81	6/24	6/25	112,300	112,300
T201120006	M300	GREENHILL AVENUE STREETSCAPE IMPROVEMENTS	CONT INCREASE	81	9/17	9/17	63,000	63,000
T201120012	L22E	MILLER ROAD STREETSCAPE IMPROVEMENTS	PE	81	1/23	1/23	19,576	19,576
T201120015	M301	VALLEY ROAD PEDESTRIAN IMPROVEMENTS	ADVERTISE	81	1/13	1/16	636,133	636,133
T201120015	M300	VALLEY ROAD PEDESTRIAN IMPROVEMENTS	AWARD	81	4/2	4/4	5,128	5,128

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T201120015	M301	VALLEY ROAD PEDESTRIAN IMPROVEMENTS	AWARD	81	4/2	4/4	95,446	95,446
T201120015	M300	VALLEY ROAD PEDESTRIAN IMPROVEMENTS	CE INCREASE	81	4/29	5/1	95,000	95,000
T201150301	L40R	PARATRANSIT REPLACEMENT BUSES FY12 (65)	RELEASE		12/23	12/24	(278,522)	(278,522)
T201150301	L40R	PARATRANSIT REPLACEMENT BUSES FY12 (65)	RELEASE		2/18	2/18	(0)	-
T201160001	H480	DBE/SS WORKSHOPS & TRAINING	RELEASE		3/26	3/26	(147,935)	(147,935)
T201160002	L48E	DBE SUPPORTIVE SERVICES ACTIVITIES-FED FISCAL YR 2010	RELEASE		3/25	3/25	(160,248)	(160,248)
T201200102	M001	HEP, SR 7 AT SKYLINE DRIVE/MERMAID STONEY BATTER ROAD INTERSECTION IMPROVEMENTS	ADVERTISE	304	11/22	11/25	859,502	859,502
T201200102	Q050	HEP, SR 7 AT SKYLINE DRIVE/MERMAID STONEY BATTER ROAD INTERSECTION IMPROVEMENTS	AWARD	STIP MOD	2/10	2/10	92,307	92,307
T201200102	H050	HEP, SR 7 AT SKYLINE DRIVE/MERMAID STONEY BATTER ROAD INTERSECTION IMPROVEMENTS	AWARD	STIP MOD	2/10	2/10	15,532	15,532
T201200104	M001	US 40 AND SR7 INTERSECTION IMPROVEMENTS	PE	318	1/6	1/7	50,000	50,000
T201200106	MS30	HSIP NCC, SALEM CHURCH ROAD AT CHRISTIANA HIGH SCHOOL	ROW	284	12/10	12/12	9,000	9,000
T201200106	M240	HSIP NCC, SALEM CHURCH ROAD AT CHRISTIANA HIGH SCHOOL	ADVERTISE	284	2/17	2/19	258,164	258,164
T201200106	M240	HSIP NCC, SALEM CHURCH ROAD AT CHRISTIANA HIGH SCHOOL	AWARD	28/4	4/21	4/24	31,713	31,713
T201200107	MS30	HEP NCC, SR 896 AND PORTER ROAD INTERSECTION IMPROVEMENTS	ADVERTISE	STIP MOD	12/13	12/17	956,628	956,628
T201200107	MS30	HEP NCC, SR 896 AND PORTER ROAD INTERSECTION IMPROVEMENTS	AWARD	306	2/20	2/21	(1,085)	(1,085)
T201201001	LS3E	FY2012 HIGHWAY SAFETY IMPROVEMENT PROGRAM-STUDIES	RELEASE		2/27	2/27	(8,707)	(8,707)
T201201002	LS20	2010 HIGH RISK RURAL ROADS PROGRAM-TRAFFIC CONTROL DEVICE IMPROVEMENTS FY12	RELEASE		2/27	2/27	(878)	(878)
T201201003	LS20	FY2012 HIGH RISK RURAL ROADS PROGRAM-STUDIES	RELEASE		3/25	3/25	(12)	(12)
T201204702	L24E	FY12 DELTRAC PROJECTS STATE-WIDE SUPPORT	RELEASE		4/8	4/8	(98,983)	(98,983)
T201206101	M230	PAVEMENT & REHABILITATION, NORTH I, 2012	AWARD	84	12/20	12/30	(1,188,633)	(1,188,633)
T201206104	L23E	PAVEMENT & REHABILITATION, NORTH IV, 2012	CE INCREASE	84	12/18	12/19	44,500	44,500
T201206105	M230	PAVEMENT & REHABILITATION, NORTH V, 2012	ADVERTISE	84	8/6	8/11	3,000,000	3,000,000
T201206106	Q240	PAVEMENT & REHABILITATION, NORTH VI, 2012	ADVERTISE	84	4/21	4/28	27,569	27,569
T201206106	M230	PAVEMENT & REHABILITATION, NORTH VI, 2012	ADVERTISE	84	4/21	4/28	3,108,673	3,108,673

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T201206106	M240	PAVEMENT & REHABILITATION, NORTH VI, 2012	ADVERTISE	84	4/21	4/28	2,699,382	2,699,382
T201206106	L00E	PAVEMENT & REHABILITATION, NORTH VI, 2012	ADVERTISE	84	4/21	4/28	1,398,747	1,398,747
T201206106	L23E	PAVEMENT & REHABILITATION, NORTH VI, 2012	ADVERTISE	84	4/21	4/28	691,327	691,327
T201206106	L240	PAVEMENT & REHABILITATION, NORTH VI, 2012	ADVERTISE	84	4/21	4/28	418,495	418,495
T201206106	L24E	PAVEMENT & REHABILITATION, NORTH VI, 2012	ADVERTISE	84	4/21	4/28	669,184	669,184
T201206106	M240	PAVEMENT & REHABILITATION, NORTH VI, 2012	AWARD	84	6/24	6/25	(87,252)	(87,252)
T201206106	M230	PAVEMENT & REHABILITATION, NORTH VI, 2012	AWARD	84	6/24	6/25	(453,944)	(453,944)
T201006107	L010	PAVEMENT & REHABILITATION, NORTH VII, 2010	RELEASE		5/28	5/28	(173,787)	(173,787)
T201206109	M001	PAVEMENT & REHABILITATION, NORTH IX, 2012	AWARD	79	10/17	10/17	(111,760)	(111,760)
T201206109	M001	PAVEMENT & REHABILITATION, NORTH IX, 2012	TRAFFIC INCREASE	84	7/10	7/10	371,187	371,187
T201206110	M001	PAVEMENT & REHABILITATION, NORTH X, 2012	ADVERTISE	85	4/1	4/2	6,371,640	6,371,640
T201206110	M001	PAVEMENT & REHABILITATION, NORTH X, 2012	AWARD	85	6/4	6/5	(234,618)	(234,618)
T201206111	L23E	PAVEMENT & REHABILITATION, NORTH XI, 2012	CE INCREASE	79	10/24	10/29	10,000	10,000
T201206111	H230	PAVEMENT & REHABILITATION, NORTH XI, 2012	CE INCREASE	84	4/15	4/15	38,284	38,284
T201206111	L23E	PAVEMENT & REHABILITATION, NORTH XI, 2012	CE INCREASE	84	4/15	4/15	156,716	156,716
T201206112	M001	PAVEMENT & REHABILITATION, NORTH XII, 2012	AWARD	79	10/17	10/17	(12,849)	(12,849)
T201206115	M230	PAVEMENT & REHABILITATION, NORTH XV 2012	ADVERTISE	84	12/18	12/19	3,050,971	3,050,971
T201206115	M230	PAVEMENT & REHABILITATION, NORTH XV 2012	AWARD	84	3/12	3/13	(130,216)	(130,216)
T201206116	L050	SR1 JOINT SEALING, NEW CASTLE COUNTY, FY2012	CE INCREASE	84	2/6	2/6	80,000	80,000
T201207002	M240	INSPECTION OF OVERHEAD STRUCTURES, FY12-16	PE INCREASE	74	11/20	11/20	720,000	720,000
T201207002	M240	INSPECTION OF OVERHEAD STRUCTURES, FY12-16	PE INCREASE	72	1/24	1/27	53,589	53,589
T201207101	M233	BR 1-159 ON JAMES STREET OVER CHRISTINA RIVER	ROW	STIP MOD	10/24	10/28	184,000	184,000
T201207101	L11E	BR 1-159 ON JAMES STREET OVER CHRISTINA RIVER	PE INCREASE	373	11/12	11/13	76,000	76,000
T201207101	L110	BR 1-159 ON JAMES STREET OVER CHRISTINA RIVER	PE INCREASE	373	5/2	5/6	280,000	280,000
T201207102	M240	BR 1-274 ON N312 WEDGEWOOD ROAD OVER EAST BRANCH CHRISTINA CREEK	ADVERTISE	385	12/23	12/30	1,017,306	1,017,306
T201207102	M240	BR 1-274 ON N312 WEDGEWOOD ROAD OVER EAST BRANCH CHRISTINA CREEK	AWARD	385	2/27	2/27	13,743	13,743
T201207102	M240	BR 1-274 ON N312 WEDGEWOOD ROAD OVER EAST BRANCH CHRISTINA CREEK	AWARD	385	3/6	3/7	(199,999)	(199,999)
T201207102	L1CE	BR 1-274 ON N312 WEDGEWOOD ROAD OVER EAST BRANCH CHRISTINA CREEK	ROW	577	8/15	8/21	3,825	3,825
T201207103	L1CE	BR 1-543 ON N213 CARR ROAD OVER SHELLPOT CREEK	PE	401	12/2	12/2	37,000	37,000
T201207201	L11E	BR 2-114C ON K114 TODDS CHAPEL ROAD OVER TOMAHAWK BRANCH	CE INCREASE	577	5/15	5/19	2,610	2,610

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T201207401	L11E	BR 1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH NAAMANS CREEK	PE INCREASE	367	11/22	11/25	1,862	1,862
T201207401	L1CE	BR 1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH NAAMANS CREEK	ROW	367	7/24	7/30	30,000	30,000
T201207402	M001	INTERSTATE BRIDGE MAINTENANCE, SOUTH (ADVERTISEMENT & CONSTRUCTION)	CONT INCREASE	STIP MOD	6/4	6/10	1,543,100	1,543,100
T201207402	M001	INTERSTATE BRIDGE MAINTENANCE, SOUTH (ADVERTISEMENT & CONSTRUCTION)	CE INCREASE	423	8/19	8/22	104,000	104,000
T201208301	M001	EPOXY PAVEMENT MARKINGS (DISTRICT I) NCC 2012, 2013, 2014	CONT INCREASE	87	7/10	7/11	912,000	912,000
T201220007	L220	RODNEY SQUARE BEAUTIFICATION PHASE II	PE	81	2/10	2/11	130,000	130,000
T201220008	L220	ST. GEORGES STREETScape IMPROVEMENTS PHASE II	PE	81	2/3	2/3	95,000	95,000
T201230005	L40E	NORTHERN DELAWARE GREENWAY-TALLEY ROAD SECTION	CONT INCREASE	330	12/10	12/10	225,741	225,741
T201230005	L40E	NORTHERN DELAWARE GREENWAY-TALLEY ROAD SECTION	CE INCREASE	330	1/6	1/7	163,679	163,679
T201230005	L40E	NORTHERN DELAWARE GREENWAY-TALLEY ROAD SECTION	UTILITIES	330	6/2	6/2	27,080	27,080
T201230005	M400	NORTHERN DELAWARE GREENWAY-TALLEY ROAD SECTION	CONT INCREASE	330	8/4	8/5	280,744	280,744
T201230007	L40E	OPEN END CONSTRUCTION SERVICES, STATEWIDE TRAILS, NCC	TRAFFIC	114	11/12	11/13	112,000	112,000
T201247101	L24E	BR 1-212 ON N322 UPPER PIKE CREEK ROAD, EMERGENCY SCOUR REPAIRS	RELEASE		3/13	3/18	(45,403)	(45,403)
T201260001	L48E	DBE/SS PROGRAM ACTIVITIES FFY 2012	RELEASE		3/26	3/27	(145,112)	(145,112)
T201263702	H940	OJT/SS PROGRAM ACTIVITIES FFY 2012	RELEASE		3/31	3/31	(29,147)	(29,147)
T201263702	L94E	OJT/SS PROGRAM ACTIVITIES FFY 2012	RELEASE		3/31	3/31	(128,379)	(128,379)
T201230007	L400	OPEN END CONSTRUCTION SERVICES, STATEWIDE TRAILS, NCC	CE		5/1	5/2	28,000	28,000
T201300101	M240	HEP NCC, US40 AT GLASGOW AVENUE	ROW	270	2/20	2/25	100,000	100,000
T201301005	LS20	DE RUMBLE STRIPS BROCHURE	RELEASE		3/19	3/20	(3,598)	(3,598)
T201302301	H970	BRANDYWINE HOME TOWN OVERLAY PLAN	PLANNING	106	10/21	10/23	920	920
T201302401	L97E	BYWAY SAFETY/WAYFINDING STUDIES	PLANNING	111	6/3	6/5	89,250	89,250
T201302401	L97E	BYWAY SAFETY/WAYFINDING STUDIES	PLANNING	STIP AMEND	9/18	9/18	182,150	182,150
T201302502	L97E	ROUTE 9 SCENIC OVERLOOKS	RELEASE		3/31	3/31	(320,000)	(320,000)
T201304601	M232	PARK AVENUE RELOCATION	PE INCREASE	STIP MOD	11/22	11/25	200,000	200,000
T201304601	M232	PARK AVENUE RELOCATION	PE INCREASE	STIP MOD	12/5	12/5	800	800

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T201304801	L40E	RIDESHARE FY13-15	PD	160	10/23	10/23	320,000	320,000
T201304801	L40E	RIDESHARE FY13-15	PD INCREASE	176	12/24	12/24	40,000	40,000
T201306701	M230	MICROSURFACING B, NORTH DISTRICT, FY 13-FY14	CONT INCREASE	84	6/5	6/10	300,000	300,000
T201307002	L1CE	BRIDGE DESIGN TRAINING PROGRAM	PE INCREASE	76	12/4	12/5	110,000	110,000
T201307103	L11R	BR 1-229B ON SR2 KIRKWOOD HIGHWAY OVER WHITE CLAY CREEK	RELEASE		3/19	3/19	(280,000)	(280,000)
T201307401	L1CE	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER	PE INCREASE	391	11/20	11/20	12,000	12,000
T201309002	M001	CAVALIERS MITIGATION	PE	225	4/30	5/1	28,000	28,000
T201309003	M001	ROAD A/SR7/CENTER BLVD INTERSECTION IMPROVEMENTS	AWARD	243	12/13	12/17	92,625	92,625
T201309003	M001	ROAD A/SR7/CENTER BLVD INTERSECTION IMPROVEMENTS	CONT INCREASE	STIP MOD	9/22	9/22	331,412	331,412
T201330009	L40E	INDUSTRIAL TRACK GREENWAY PHASE III	PLANNING	114	10/24	10/28	7,200	7,200
T201330009	L400	INDUSTRIAL TRACK GREENWAY PHASE III	PLANNING	119	5/9	5/13	156,257	156,257
T201330009	L40E	INDUSTRIAL TRACK GREENWAY PHASE III	PLANNING	119	5/9	5/13	3,743	3,743
T201350302	Q400	TRANSIT VEHICLE REPLACEMENT (31,32) 40' HEAVY DUTY LOW FLOOR BUSES NCC FY14-15	CONVERT	514	6/3	6/4	28,547	28,547
T201350302	L40R	TRANSIT VEHICLE REPLACEMENT (31,32) 40' HEAVY DUTY LOW FLOOR BUSES NCC FY14-15	CONVERT	514	6/3	6/4	278,522	278,522
T201350302	L40E	TRANSIT VEHICLE REPLACEMENT (31,32) 40' HEAVY DUTY LOW FLOOR BUSES NCC FY14-15	CONVERT	514	6/3	6/4	2,283,701	2,283,701
T201350302	M400	TRANSIT VEHICLE REPLACEMENT (31,32) 40' HEAVY DUTY LOW FLOOR BUSES NCC FY14-15	CONVERT	514	6/3	6/4	9,717,131	9,717,131
T201360001	L48E	DBE/SS PROGRAM ACTIVITIES FFY 2013	RELEASE		3/26	3/27	(44,816)	(44,816)
T201363601	M490	SUMMER TRANSPORTATION INSTITUTE 2013	RELEASE		3/31	3/31	(290)	(290)
T201363601	M490	SUMMER TRANSPORTATION INSTITUTE 2013	PROGRAM	163	7/22	7/22	290	290
T201363701	L948E	OJT/SS PROGRAM ACTIVITIES FFY 2013	RELEASE		3/31	3/31	(27,578)	(27,578)
T201367001	L450	WILMAPCO, 2013 UPWP	RELEASE	132	11/22	11/25	(136,860)	(136,860)
T201367001	L45E	WILMAPCO, 2013 UPWP	RELEASE	132	11/22	11/25	(198,329)	(198,329)
T201367001	L45E	WILMAPCO, 2013 UPWP	RELEASE	132	11/26	11/27	(217,748)	(217,748)
T201367002	L45E	DOVER/KENT CO MPO, 2013 UPWP	RELEASE	132	11/22	11/25	(16,743)	(16,743)
T201369001	HU20	SAFE ROUTES TO SCHOOL, CLAYMONT MR PLEASANT, AND EDISON SCHOOLS	CONT INCREASE	109	1/24	1/27	54,839	54,839

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

STATE PROJECT NUMBER	APPORT CODE	PROJECT TITLE	REASON	STIP	SUBMIT DATE	AUTH DATE	FED \$ AUTH	FUNDS OBLIGATED TO DATE
T201369001	HU20	SAFE ROUTES TO SCHOOL, CLAYMONT MR PLEASANT, AND EDISON SCHOOLS	CE INCREASE	109	3/24	3/25	10,500	10,500
T201400401	MS30	2013 HAZARD ELIMINATION PROGRAM-TRAFFIC CONTROL DEVICE IMPROVEMENTS	TRAFFIC	98	5/15	5/15	454,859	454,859
T201400502	LS40	RAILROAD DESIGN SERVICES	PLANNING	89	11/18	11/20	725,199	725,199
T201400502	LS4E	RAILROAD DESIGN SERVICES	PLANNING	89	11/18	11/20	260,446	260,446
T201400502	LS4R	RAILROAD DESIGN SERVICES	PLANNING	89	11/18	11/20	14,354	14,354
T201400503	LS50	SR 4 MARYLAND AVENUE (N-336) RAILROAD CROSSING SAFETY IMPROVEMENTS	RAILROAD	93	5/15	5/21	149,705	149,705
T201400503	LS5E	SR 4 MARYLAND AVENUE (N-336) RAILROAD CROSSING SAFETY IMPROVEMENTS	RAILROAD	93	5/15	5/21	226,966	226,966
T201400504	LS40	SR9 RIVER ROAD (N378) RAILROAD CROSSING SAFETY IMPROVEMENTS	RAILROAD	93	5/27	5/27	35,078	35,078
T201400504	LS4E	SR9 RIVER ROAD (N378) RAILROAD CROSSING SAFETY IMPROVEMENTS	RAILROAD	93	5/27	5/27	14,923	14,923
T201400504	LS50	SR9 RIVER ROAD (N378) RAILROAD CROSSING SAFETY IMPROVEMENTS	RAILROAD	93	5/27	5/27	50,000	50,000
T201401001	MS31	SR 1 HIGH TENSION CABLE BARRIER, ROTH BRIDGE TO US 13	AWARD	98	1/13	1/13	(414,133)	(414,133)
T201401003	MS30	RUMBLE STRIP INSTALLATION, STATEWIDE, OPEN-END	AWARD	98	1/13	1/13	(64,985)	(64,985)
T201401004	LS20	HIGH FRICTION SURFACE TREATMENT, STATEWIDE, OPEN- END	CO	100	9/8	9/10	277,778	277,778
T201404003	M240	FY15 TRAFFIC INTERSECTION IMPROVEMENTS PROGRAM	TRAFFIC	106	6/24	6/25	1,000,000	1,000,000
T201406101	M230	PAVEMENT & REHABILITATION, NORTH I, 2014	ADVERTISE	84	12/17	12/17	3,820,141	3,820,141
T201406101	M230	PAVEMENT & REHABILITATION, NORTH I, 2014	AWARD	84	3/12	3/13	443,210	443,210
T201406101	M230	PAVEMENT & REHABILITATION, NORTH I, 2014	CONT INCREASE	84	5/28	6/2	159,480	159,480
T201406101	M230	PAVEMENT & REHABILITATION, NORTH I, 2014	TRAFFIC INCREASE	84	7/10	7/10	995	995
T201406102	M230	PAVEMENT & REHABILITATION, NORTH II, 2014	ADVERTISE	84	12/17	12/17	1,705,470	1,705,470
T201406102	M230	PAVEMENT & REHABILITATION, NORTH II, 2014	AWARD	84	3/12	3/13	(11,428)	(11,428)
T201406102	M230	PAVEMENT & REHABILITATION, NORTH II, 2014	CE INCREASE	84	5/7	5/9	90,000	90,000
T201406102	M230	PAVEMENT & REHABILITATION, NORTH II, 2014	CE INCREASE	84	6/17	6/18	53,000	53,000
T201407004	M001	CRITICAL CANTILEVER SIGN STRUCTURES, FY15	PE	76	3/24	3/27	120,000	120,000
T201407004	M001	CRITICAL CANTILEVER SIGN STRUCTURES, FY15	PE	76	4/7	4/8	8,645	8,645
T201407004	M001	CRITICAL CANTILEVER SIGN STRUCTURES, FY15	PE	76	6/6	6/6	7,355	7,355
T201407005	M001	OVERHEAD SIGN STRUCTURES, I-495	PE	76	3/24	3/27	400,000	400,000

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STATE PROJECT NUMBER	APPORT CODE	PROJECT TITLE	REASON	STIP	SUBMIT DATE	AUTH DATE	FED \$ AUTH	FUNDS OBLIGATED TO DATE
T201407101	L24E	BR 1-238 ON ELIZABETH COURT AND BR 1-239 ON N352 RED MILL ROAD OVER TRIBUTARY WHITE CLAY CREEK	PE	381	6/3	6/5	30,000	30,000
T201407102	M240	BR 1-227 ON N013 PAPER MILL ROAD OVER MIDDLE RUN TRIBUTARY	PE	377	11/22	11/25	28,000	28,000
T201407103	L110	BR 1-291 ON SONGSMITH DRIVER OVER TRIBUTARY TO SMALLEY'S POND	PE	387	3/19	3/19	29,040	29,040
T201407104	M233	BR 1-438 ON N463 BLACKBIRD STATION ROAD AND BLACKBIRD CREEK	PE	393	5/16	5/23	47,300	47,300
T201407105	L1CE	BR 1-680 ON SR141 BASIN ROAD OVER US 13	PE	411	11/20	11/20	924,000	924,000
T201407105	M001	BR 1-680 ON SR141 BASIN ROAD OVER US 13	PE INCREASE	411	9/12	9/12	436,000	436,000
T201407107	ER90	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS	PE/ROW/CE/T/PD	LETTER 6/6/14	6/10	6/10	2,000,000	2,000,000
T201407107	ER90	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS	CONVERT		8/13	8/14	24,520,000	24,520,000
T201407107	ER90	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS	CONVERT		8/26	8/28	1,500,000	1,500,000
T201407107	ER90	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS	TRAFFIC		8/27	8/28	172,158	172,158
T201407402	M233	BR 1-191 ON N318 MILLTOWN ROAD OVER MILL CREEK	PE	375	12/24	12/30	12,600	12,600
T201407402	M233	BR 1-191 ON N318 MILLTOWN ROAD OVER MILL CREEK	PE INCREASE	375	4/15	4/15	1,400	1,400
T201407403	H100	BR 1-577 ON N050 NORTHEAST BLVD OVER BRANDYWINE RIVER	PE	405	6/10	6/10	510,000	510,000
T201407701	M001	STRUCTURE MAINTENANCE, NORTH DISTRICT, OPEN END, FY15-FY17	ADVERTISE	STIP MOD	4/1	4/2	900,000	900,000
T201407701	M001	STRUCTURE MAINTENANCE, NORTH DISTRICT, OPEN END, FY15-FY17	AWARD	427	6/5	6/5	(81,000)	(81,000)
T201409001	M001	LIGHTING REPLACEMENT, INTERSTATE, OPEN END, FY14-FY17	PE	STIP MOD	1/28	1/30	125,000	125,000
T201409001	M001	LIGHTING REPLACEMENT, INTERSTATE, OPEN END, FY14-FY17	ADVERTISE	239	6/24	6/24	1,875,000	1,875,000
T201450301	M400	PARATRANSIT REPLACEMENT BUSES FY14 (69)	PRO	780	11/22	11/25	761,000	761,000
T201460002	H480	DBE/SS PROGRAM ACTIVITIES FFY2014 (2)	TRAINING	STIP MOD	4/30	5/1	147,935	147,935
T201460002	L48E	DBE/SS PROGRAM ACTIVITIES FFY2014 (2)	TRAINING	STIP MOD	4/30	5/1	37,065	37,065
T201460002	L48E	DBE/SS PROGRAM ACTIVITIES FFY2014 (2)	TRAINING	STIP AMEN	8/21	8/21	267,313	267,313
T201463601	M49S	SUMMER TRANSPORTATION INSTITUTE 2014	TRAINING	163	5/27	5/28	55,000	55,000

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T201463701	L490	OJT/SS PROGRAM ACTIVITIES FFY2014	TRAINING	161	9/18	9/18	(4,582)	(4,582)
T201463701	L49E	OJT/SS PROGRAM ACTIVITIES FFY2014	TRAINING	161	9/18	9/18	(4,999)	(4,999)
T201463701	M490	OJT/SS PROGRAM ACTIVITIES FFY2014	TRAINING	161	9/18	9/18	(26,319)	(26,319)
T201463701	H490	OJT/SS PROGRAM ACTIVITIES FFY2014	TRAINING	161	9/18	9/18	(141)	(141)
T201463701	Q490	OJT/SS PROGRAM ACTIVITIES FFY2014	TRAINING	161	9/18	9/18	(366)	(366)
T201463702	H490	OJT/SS PROGRAM ACTIVITIES FFY2014 (2)	TRAINING	STIP MOD	4/30	5/1	29,147	29,147
T201463702	H49E	OJT/SS PROGRAM ACTIVITIES FFY2014 (2)	TRAINING	STIP MOD	4/30	5/1	118,853	118,853
T201463702	L49E	OJT/SS PROGRAM ACTIVITIES FFY2014 (2)	TRAINING	STIP AMEN	8/21	8/21	37,104	37,104
T201463702	M490	OJT/SS PROGRAM ACTIVITIES FFY2014 (2)	TRAINING	STIP AMEN	8/21	8/21	36,407	36,407
T201466001	L550	SPR PLANNING PROGRAM 2014	PLANNING	STIP MOD	12/31	1/3	39,965	39,965
T201466001	L550	SPR PLANNING PROGRAM 2014	PLANNING	144	1/10	1/13	(39,965)	(39,965)
T201466001	77FE	SPR PLANNING PROGRAM 2014	PLANNING	144	1/10	1/13	39,965	39,965
T201466001	L550	SPR PLANNING PROGRAM 2014	PLANNING	STIP MOD	3/20	3/20	776,000	776,000
T201466001	L550	SPR PLANNING PROGRAM 2014	PLANNING	STIP MOD	5/12	5/13	16,000	16,000
T201466001	L550	SPR PLANNING PROGRAM 2014	RELEASE	144	6/23	6/24	(8,000)	(8,000)
T201466002	L550	SPR RESEARCH PROGRAM 2014	PLANNING	144	6/25	6/26	8,000	8,000
T201467001	L450	WILMAPCO UPWP 2014	PLANNING	132	1/31	1/31	136,860	136,860
T201467001	L45E	WILMAPCO UPWP 2014	PLANNING	132	1/31	1/31	300,516	300,516
T201469001	LU20	SAFE ROUTES TO SCHOOL, MAPLE LANE, ELBERT-PALMER, AND ST MARY MAGDALEN SCHOOLS	PE INCREASE	104	11/4	11/6	51	51
T201469001	LU20	SAFE ROUTES TO SCHOOL, MAPLE LANE, ELBERT-PALMER, AND ST MARY MAGDALEN SCHOOLS	ADVERTISE	109	7/22	7/25	372,744	372,744
T201469001	HU20	SAFE ROUTES TO SCHOOL, MAPLE LANE, ELBERT-PALMER, AND ST MARY MAGDALEN SCHOOLS	ADVERTISE	109	7/22	7/25	39,824	39,824
T201469009	LU3E	SAFE ROUTES TO SCHOOL LANCASHIRE ELEMENTARY SCHOOL, PLANNING ONLY	PLANNING	109	12/31	12/31	25,000	25,000
T201487702	MS31	TURNED DOWN GUARDRAIL REMOVAL, NORTH, OPEN END, FY15-17	PE	STIP AMEND	8/26	8/28	75,000	75,000
T201487702	MS31	TURNED DOWN GUARDRAIL REMOVAL, NORTH, OPEN END, FY15-17	ADVERTISE	STIP AMEND	9/17	9/18	625,000	625,000
T201487703	MS31	TURNED DOWN GUARDRAIL REMOVAL, CANAL, OPEN END, FY15-17	PE	STIP AMEND	8/26	8/28	75,000	75,000
T201487703	MS31	TURNED DOWN GUARDRAIL REMOVAL, CANAL, OPEN END, FY15-17	ADVERTISE	STIP AMEND	9/19	9/22	723,474	723,474
T201500101	LZ1E	FY2015 HIGHWAY SAFETY IMPROVEMENT PROGRAM	TRAFFIC	97	6/23	6/24	1,069,104	1,069,104

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T201500102	LS4E	FY2015 HIGHWAY-RAIL GRADE CROSSING PROGRAM-STUDIES	TRAFFIC	93	6/19	6/23	101,613	101,613
T201501001	MS31	FY2014 SECTION 154 PENALTY TRANSFER (SANCTION) PROGRAM	TRAFFIC	STIP MOD	9/2	9/16	1,180,874	1,180,874
T201500508	MS50	PIGEON POINT ROAD (N-377) RAILROAD CROSSING SAFETY IMPROVEMENTS	PE/RR	STIP MOD	9/22	9/23	109,254	109,254
T201500508	LS5E	PIGEON POINT ROAD (N-377) RAILROAD CROSSING SAFETY IMPROVEMENTS	PE/RR	STIP MOD	9/22	9/23	161,746	161,746
T201500513	LS4E	RAILROAD PRELIMINARY ENGINEERING SERVICES	PE	STIP MOD	9/22	9/23	50,000	50,000
T201500513	LS5E	RAILROAD PRELIMINARY ENGINEERING SERVICES	PE	STIP MOD	9/22	9/23	50,000	50,000
T201502501	L97E	ROUTE 9 SCENIC OVERLOOKS	PLANNING	STIP AMEND	9/19	9/22	840,500	840,500
T201504701	M400	FY 15 DELTRAC STATEWIDE PROJECTS	TRAFFIC	180	8/20	9/2	3,000,000	3,000,000
T201504702	L24E	FY 15 DELTRAC SIGNAL INITIATIVES	TRAFFIC	180	8/27	9/2	130,000	130,000
T201504703	L24E	FY 15 DELTRAC PROJECTS STATE-WIDE SUPPORT	TR	180	9/8	9/10	410,935	410,935
T201504703	M240	FY 15 DELTRAC PROJECTS STATE-WIDE SUPPORT	TR	180	9/8	9/10	230,061	230,061
T201504703	L24R	FY 15 DELTRAC PROJECTS STATE-WIDE SUPPORT	TR	180	9/8	9/10	48,702	48,702
T201504703	L240	FY 15 DELTRAC PROJECTS STATE-WIDE SUPPORT	TR	180	9/8	9/10	1,180,301	1,180,301
T201507001	M001	BRIDGE INSPECTION FY15	PE	72	6/24	6/24	1,723,850	1,723,850
T201507001	Q100	BRIDGE INSPECTION FY15	PE	72	6/24	6/24	243,075	243,075
T201507101	ER90	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS, PHASE 2	CONVERT		8/13	8/14	3,150,000	3,150,000
T201530001	L94E	RECREATIONAL TRAILS FY15 WORK PLAN	OTHER	67	9/25	9/25	845,513	845,513
T201560001	L48E	DBE/SS PROGRAM ACTIVITIES FFY 2015	TRAINING	153	9/15	9/16	56,732	56,732
T201560001	M480	DBE/SS PROGRAM ACTIVITIES FFY 2015	TRAINING	153	9/15	9/16	566	566
T201560001	M480	DBE/SS PROGRAM ACTIVITIES FFY2015	TRAINING	153	9/19	9/19	45,797	45,797
T201561002	LZ2E	FHWA FMIS UPGRADE	OTHER	ADMIN	9/12	9/16	200,000	200,000
T201563701	H490	OJT/SS PROGRAM ACTIVITIES FFY2015	TRAINING	161	9/19	9/19	141	141
T201563701	L490	OJT/SS PROGRAM ACTIVITIES FFY2015	TRAINING	161	9/19	9/19	4,582	4,582
T201563701	L49E	OJT/SS PROGRAM ACTIVITIES FFY2015	TRAINING	161	9/19	9/19	4,999	4,999
T201563701	M490	OJT/SS PROGRAM ACTIVITIES FFY2015	TRAINING	161	9/19	9/19	27,425	27,425
T201563701	Q490	OJT/SS PROGRAM ACTIVITIES FFY2015	TRAINING	161	9/19	9/19	366	366
T201566001	L55E	SPR PLANNING PROGRAM FY2015	PLANNING	144	7/18	7/18	3,744	3,744
T201566001	M550	SPR PLANNING PROGRAM FY2015	PLANNING	144	7/18	7/18	1,488,589	1,488,589
T201566002	M560	SPR RESEARCH PROGRAM FY2015	PLANNING	144	9/19	9/22	310,644	310,644
T201567001	77FE	WILMAPCO UPWP FY2015	PROGRAM	132	7/17	7/18	292,188	292,188

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T201567001	L45E	WILMAPCO UPWP FY2015	PROGRAM	132	7/17	7/18	157,024	157,024
T201567001	L45R	WILMAPCO UPWP FY2015	PROGRAM	132	7/17	7/18	12,990	12,990
T201567001	M450	WILMAPCO UPWP FY2015	PROGRAM	132	7/17	7/18	1,148,878	1,148,878
T201568002	L560	LTAP FY2015	PLANNING	130	9/19	9/22	142,030	142,030
T201568002	M560	LTAP FY2015	PLANNING	130	9/19	9/22	52,960	52,960
T201568002	M438	LTAP FY2015	PLANNING	130	9/19	9/22	140,000	140,000
T201569001	LU20	SAFE ROUTES TO SCHOOL, HARLAN, HANBY AND LANCASHIRE SCHOOL	PE	109	7/21	7/21	125,000	125,000
167,611,552.41		FY2014 OBLIGATIONAL AUTHORITY						
0.00		FY2014 SPECIAL LIMITATION EARMARK OBLIGATIONAL AUTHORITY						
331,649,503.00		FY2014 ORIGINAL PLANNED OBLIGATIONS						
0.00		FY2014 BALANCE OF PLANNED OBLIGATIONS						
167,611,552.42		FY2014 OBLIGATIONS TO DATE						
(0.01)		FY2014 BALANCE OF OBLIGATIONAL AUTHORITY						

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ADVANCED CONSTRUCTION PROJECTS REMAINING

				Red = issue	
				Tan = New AC	
T20140710 7	M001	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS	AC BALANCE	8,153,066.00	
T20150710 1	M001	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS, PHASE 2	AC BALANCE	4,365,000.00	
T20110930 1	L240	STATEWIDE TRAFFIC SIGNAL RELAMPING	AC BALANCE	1,000,000.00	START
T20130340 1	M001	INTERSTATE MAINTENANCE DRAINAGE REPAIR, FY14-FY16, OPEN-END	AC BALANCE	820,321.81	START
T20130340 1	M001	INTERSTATE MAINTENANCE DRAINAGE REPAIR, FY14-FY16, OPEN-END	CONVERT	-	
T20140900 1	M001	INTERSTATE OPEN END LIGHTING	AC BALANCE	1,000,000.00	
	M001	INTERSTATE ROADWAY OPEN END DRAINAGE	AC BALANCE	1,000,000.00	
	L23E	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	AC BALANCE	-	START
	L23E	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	CONVERT	2,677,221.94	
	M230	CHRISTINA RIVER BRIDGE AND APPROACHES	AC BALANCE	19,520,000.00	NEW
	M230	CHRISTINA RIVER BRIDGE AND APPROACHES	CONVERT	-	
T20051060 2	L05E	I- 95/US202 INTERCHANGE	AC BALANCE	9,620,371.39	START
T20051060 2	L05E	I- 95/US202 INTERCHANGE	CONVERT	2,473,590.35	
	M001	I-95 AND SR141 RAMPS G & F IMPROVEMENTS	AC BALANCE	23,589,226.07	
	L05E	I-95 AND SR141 RAMPS G & F IMPROVEMENTS	CONVERT	-	
	L010	NORTH DISTRICT STRUCTURAL MAINTENANCE	AC BALANCE	-	
	L010	NORTH DISTRICT STRUCTURAL MAINTENANCE	CONVERT		
T20076900 1	LU20	SAFE ROUTES TO SCHOOL INFRASTRUCTURE, NEW CASTLE COUNTY	AC BALANCE	10,000.00	START
T20076900 3	LU20	SAFE ROUTES TO SCHOOL INFRASTRUCTURE, SUSSEX COUNTY	AC BALANCE	15,000.00	START

ADD
2/16/14

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

T20106900 2	LU10	SAFE ROUTES TO SCHOOL, EDUCATION AND ENFORCEMENT 2010, STATEWIDE	AC BALANCE		22,186.00	START
T20106900 3	LU30	SAFE ROUTES TO SCHOOL, PLANNING AND PROGRAM MANAGEMENT 2010, STATEWIDE	AC BALANCE		44,372.00	START
T20100470 1	L240	FY10 DELTRAC PROJECTS STATE-WIDE SUPPORT	AC BALANCE		400,000.00	START
T20096600 1	L550	2009 STATEWIDE PLANNING AND TRAFFIC PROGRAM	AC BALANCE		430,000.00	START
T20126600 2	L56E	SPR RESEARCH PROGRAM 2012	AC BALANCE		37,403.50	START
T20110100 1	LS30	2011 HIGHWAY SAFETY IMPROVEMENT PROGRAM-STUDIES	AC BALANCE		202,500.00	START
T20103000 1	L94E	RECREATIONAL TRAILS FY10-11 WORK PLAN	AC BALANCE		420,400.00	START
T20135030 2	Q400	TRANSIT VEHICLE REPLECEMENT 40' HEAVY DUTY LOW BUSES NCC FY14-15	AC BALANCE		-	START
T20135030 2	Q400	TRANSIT VEHICLE REPLECEMENT 40' HEAVY DUTY LOW BUSES NCC FY14-15	CONVERT		1,042,488.58	
T20135030 2	L400	TRANSIT VEHICLE REPLECEMENT 40' HEAVY DUTY LOW BUSES NCC FY14-15	AC BALANCE		-	START
T20135030 2	L400	TRANSIT VEHICLE REPLECEMENT 40' HEAVY DUTY LOW BUSES NCC FY14-15	CONVERT		1,107,931.91	
T20135030 2	L40E	TRANSIT VEHICLE REPLECEMENT 40' HEAVY DUTY LOW BUSES NCC FY14-15	AC BALANCE		-	START
T20135030 2	L40E	TRANSIT VEHICLE REPLECEMENT 40' HEAVY DUTY LOW BUSES NCC FY14-15	CONVERT		3,880,546.26	
T20135030 2	M400	TRANSIT VEHICLE REPLECEMENT 40' HEAVY DUTY LOW BUSES NCC FY14-15	AC BALANCE		-	START
T20135030 2	M400	TRANSIT VEHICLE REPLECEMENT 40' HEAVY DUTY LOW BUSES NCC FY14-15	CONVERT		6,276,933.25	
T20065030 4	A999105 L240	(58) 40' AND (10) 30' BUSES FY08/FY09 SPEND	AC BALANCE		4,612,600.00	START
T20050410 4	L05E	BOYDS CORNER INTERSECTION IMPROVEMENTS	AC BALANCE		0.00	START
T20101130 3	L05E	US 301, GARVEE DEBT SERVICE	AC BALANCE		115,328,837.50	START
T20101130 3	M001	US 301, GARVEE DEBT SERVICE	CONVERT		-	
	L05E	SR1/I-95 INTERCHANGE	AC BALANCE	ADDED 10/2/13	-	START
	L05E	SR1/I-95 INTERCHANGE	CONVERT		1,993,839.62	

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T200800901	MS30	US 9 (HSIP) CONS	AC BALANCE		-	START
T200800901	MS30	US 9 (HSIP) CONS	CONVERT		-	
T201268001	L56E	LOCAL TRANSPORTATION ASSISTANCE PROGRAM 2012	AC BALANCE		202,684.00	START
T201468001	M560	LOCAL TRANSPORTATION ASSISTANCE PROGRAM 2014	AC BALANCE		45,777.19	START
T201206105	M230	PAVEMENT & REHABILITATION, NORTH V, 2012	AC BALANCE		1,371,892.44	
	M439	EDUCATION AND TRAINING	AC BALANCE		200,000.00	
T201407701	M001	STRUCTURE MAINTENANCE, NORTH DISTRICT, OPEN END, FY15-FY17	AC BALANCE		1,636,228.13	
T201409001	M001	LIGHTING REPLACEMENT, INTERSTATE, OPEN END, FY14-FY17	AC BALANCE		822,850.00	
T201404003	M240	FY15 TRAFFIC INTERSECTION IMPROVEMENTS PROGRAM	AC BALANCE		1,000,000.00	
			CURRENT AC BALANCE		212,786,851.99	
			PLAN END OF YEAR AC BALANCE		193,334,300.08	

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

DelDOT Federal Funding Codes

CODE	FUND NAME
33E0	AREAS <5000
0100	CONSOLIDATED PRIMARY
0420	INTERSTATE 56
800	PLANNING & RESEARCH 1 1/2% HPR
810	METRO PLAN/RD&TT
860	METRO PLAN/RD&TT
1140	BRIDGE R/R ON/OFF
1170	BRIDGE R/R OFF
1180	BRIDGE R/R ON
1390	RAIL HIGHWAY CROSS
1410	HAZARD ELIMINATION
2120	MOTOR CARRIER SAFETY GRANT
2160	FMCSA_CDL IMPROV GRANTS
3150	NATIONAL HIGHWAY
3170	RESTORATION
3200	CONGEST MITIGATION
3260	ITS
3730	NITTEC RESEARCH & TECH
3840	NATIONAL REC TRAILS
3900	IVHS
3910	IVHS ACTIVITIES
4380	LOCAL TECH ASSIST PGRM
04M0	INTERSTATE MAINT
04M0	RURAL SECONDARY
09J0	ER 2004 HURRICANES ADDL FUND
09S0	ER 2004 HURRICANES INFRA
09V0	EMERGENCY FED AIDE
09X0	EMERGENCY FED AIDE
12C0	MINORITY BUSINESS
21C0	CDL
2A20	FMCSA SAFETY GRANTS
33A0	OPT SAFETY
33B0	TRANS ENHANCEMENTS
33C0	URBAN 200,000+
33D0	STATE FLEXIBILITY
33M0	PROTECT DEVICES
33N0	ELIM OF HAZARDS
33P0	HAZARD ELIMINATION

CODE	FUND NAME
37A0	LTAP
37P0	LTAP
38B0	NATIONAL REC TRAILS - ADMIN
3AA0	URBAN - 200,000
438E	LTAP S-LU EXT
56C0	SURFACE TRANS PRIORITIES
5G20	BRIDGE RESEARCH & DEPLOY
5G20	FMCSA BEPO-DL & SSN VERIFY
77FE	FTA CONSOLID PLAN TRF TO FHWA
92C0	TRANS/COM SYS PILOT PRG
9BA0	COVERED BRIDGES (100%)
C200	ARRA AREA WITH POP<200K
C220	ARRA TRANSPORTATION ENHANCEMENTS
C230	ARRA URBANIZED AREAS >200K
C240	ARRA AVAIL FOR ALL AREA (FLEX
C242	ARRA UPWARD ADJUSTMENT
C243	ARRA AVAIL FOR ALL AREA (FLEX
C250	ARRA RURAL POP <5K
D010	DELAWARE MEMORIAL
F13E	PUBLIC LANDS HWY S-LU EXT
H010	INTERSTATE MAINT
H020	INTERSTATE MAINT DISC
H030	REDISTRIBE OF AUTH
H050	NATIONAL HIGHWAY
H060	BRIDGE DISCRETIONARY
H070	BRIDGE DISCRETIONARY
H080	OP MOT VEH/INTOX
H100	BRIDGE R/R ON
H110	BRIDGE R/R OFF
H120	BRIDGE R/R ON/OFF
H170	SEC 115 UNOBL. BALANCE
H1C0	HWY BR PROG 85% ON/OFF
H200	URBAN - 200,000
H210	OPT SAFETY
H220	TRANS ENHANCEMENTS
H230	URBAN 200,000+
H240	STATE FLEXIBILITY
H250	AREAS <5000

CODE	FUND NAME
H260	PROTECT DEVICES
H270	ELIM OF HAZARDS
H280	HAZARD ELIMINATION
H400	CONGEST MITIGATION
H450	PLANNING
H490	SUPPORTIVE SERVICES
H550	SPR - PLANNING
H560	SPR - RESEARCH
H660	GRANTS SUP PLAN HWY STP SEC 117
H760	MINIMUM GUAR - SPEC
H770	MINIMUM GUAR - EXEMPT
H780	MINIMUM GUAR - LIMIT
H890	LTAP
H940	NATIONAL REC TRAILS
H960	HIGHWAY USE TX EVASION
H970	SCENIC BYWAYS
HT80	ITS DEPLOYMENT - METL *
HU10	SAFE RTS TO SCHOOL PROG
HU20	SAFE RTS TO SCHOOL INFR
HU30	SAFE RTS TO SCHOOL EITHER
HX20	TECH DEPLOY PRG-INNOV BR
HX80	SURF TRAN RSCH-STRUCTURES
HY10	HIGH PRIORITY - SEC 1702
HY20	HIGH PRIORITY - SEC 117
L00E	EXT ALLOC PGM
L010	INTERSTATE MAINT
L01E	INTERSTATE MAINT S-LU EXT
L01R	INTERSTATE MAINT RE
L020	IM DISCRETIONARY
L030	REDISTIB CERTAIN AUTHOR
L03E	REDISTIB CERTAIN AUTHOR
L050	NATIONAL HIGHWAY
L05E	NHS NATIONAL HIGHWAY S-LU EXT
L05R	NATIONAL HIGHWAY RE
L10R	BRIDGE 65% ON
L110	BRIDGE 15% OFF
L11E	BRIDGE PROG 15% OFF S-LU EXT
L11R	BRIDGE 15% OFF RE

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

CODE	FUND NAME
L12R	BRIDGE R/R 20% ON/OFF RE
L1C0	HWY BR PROG 85% ON/OFF
L1CE	BRIDGE 85% ON/OFF S-LU EXT
L1CR	BRIDGE 85% ON/OFF S-LU RE
L200	URBAN - 200,000
L20E	STP <200,000 S-LU EXT
L20R	URBAN - 200,000 RE
L21R	OPT SAFETY RE
L220	TRANS ENHANCEMENTS
L22E	STP ENHANCEMENT S-LU EXT
L22R	TRANS ENHANCEMENTS RE
L230	URBAN 200,000+
L23E	STP URBANIZED AREAS S-LU EXT
L23R	URBAN 200,000+ RE
L240	STATE FLEXIBILITY
L24E	SURFACE TRANS FLEX S-LU EXT
L24R	STATE FLEXIBILITY RE
L250	AREAS <5000
L25E	STP <5K POPULATION S-LU EXT
L25R	AREAS <5000 RE
L26R	RAIL/HWY PROTECT DEVICES RE
L27R	RAIL/HWY CROSS HAZA ELIM RE
L28R	HAZARD ELIMINATION RE
L400	CONGEST MITIGATION
L40E	CONGESTION MITIGATION S-LU EXT
L40R	CONGEST MITIGATION RE
L450	METRO PLANNING
L45E	1.25% S-LU EXT
L45R	METRO PLANNING 1.25% RE
L48E	MIN BUSINESS ENTERPRISE
L490	SUPPORTIVE SERVICES
L49E	SUPPORTIVE SERVICES
L550	SPR - PLANNING
L55E	2% S-LU EXT
L560	SPR - RESEARCH
L56E	25% PL S-LU EXT
L680	TRAN COMM SYS PRES
L940	NATIONAL REC TRAILS
L94E	RECREATIONAL TRAILS S-LU EXT
L94R	NATIONAL REC TRAILS RE
L970	NATIONAL SCENIC BYWAYS
L97E	NATIONAL SCENIC BYWAYS

CODE	FUND NAME
LHIP	HIGWAY INFRASTRUCTURE
LS20	HSIP HIGH RISK RURAL ROAD
LS2E	HSIP HIGH RISK RU RD S-LU EXT
LS2R	HSIP HIGH RISK RURAL ROAD RE
LS30	HSIP
LS3E	HIGHWAY SFE S-LU EXT
LS40	RAIL/HWY CROSS HAZA ELIM
LS4E	RL HWY CROSS HAZ ELIM S-LU EXT
LS4R	RAIL/HWY CROSS HAZA ELIM RE
LS50	RAIL/HWY PROTECT DEVICES
LS5E	RL HWY PROTECT DEV S-LU EXT
LU10	SAFE RTS TO SCHOOL PROG
LU1E	SAFE ROUTES TO SCHOOL S-LU EXT
LU1R	SAFE RTS TO SCHOOL RE
LU20	SAFE RTS TO SCHOOL INFR
LU2E	SAFE ROUTES TO SCHOOL S-LU EXT
LU2R	SAFE RTS TO SCHOOL RE
LU30	SAFE RTS TO SCHOOL EITHER
LU3E	SAFE ROUTES TO SCHOOL S-LU EXT
LU3R	SAFE RTS TO SCHOOL EITHER RE
LY10	HIGH PRIORITY - SEC 1702
LY20	HIGH PRIORITY - SEC 117
LY30	TRANSPORTATION IMP PROJ
LY60	2006 SURFACE TRANS. PROJ
LY90	XXXXX
LZ10	EQUITY BONUS EXEMPT LIM
LZ1E	EQ BONUS EXEMPT LIM S-LU EXT
LZ1R	EQUITY BONUS RESTORED
LZ20	EQUITY BONUS LIMITATION
LZ2E	EB S-LU EXT
M001	NATIONAL HIGHWAY PERF PROGRAM
M002	NATIONAL HIGHWAY PERF EXEMPT
M003	PROJECTS TO REDUCE PM 2.5 EMI
M030	REDISTIB CERTAIN AUTHOR
M230	STP-URBANIZED >200K MAP-21
M231	STP-AREAS WITH POP OVER 5K to 200K
M232	STP <5K POPULATION -MAP-21
M233	STP OFF - SYSTEM BRIDGE
M240	SURFACE TRANS FLEX- MAP-21
M300	TRANSP ALTERNATIVES PROG FLEX
M301	TAP - URBANIZED AREAS POP > 200K
M302	TAP - AREAS POP 5K - 200K

CODE	FUND NAME
M303	TAP - AREAS POP 5K AND UNDER
M400	CONGEST MITIGATION MAP-21
M438	TRAINING AND EDUCATION-MAP-21
M439	TRAINING AND EDUCATION
M450	METROPOLITAN PLANNING MAP-21
M490	LONG TERM PAVEMENT PERFORMANCE
M49S	SAFE RTS TO SCHOOL PROG
M550	STATEWIDE PLANNING MAP-21
M560	RESEARCH DEVT AND TECH TRANS
M940	RECREATIONAL TRAILS MAP-21
M941	RETURN 1% RTP ADMIN MAP-21
MS30	HWY SAFETY PROG
MS31	SEC 154 PENALTIES-FOR HSIP
MS40	RAIL HWY CROSSING HAZARD ELIM
MS50	RAIL HWY PROTECT DEV MAP-21
NE00	NEW ENTRANTS SAFETY AUDITS
Q010	INTERSTATE MAINT
Q020	IM DISCRETIONARY
Q030	REDISTRIBE OF AUTH
Q040	SEAT BELT SAFETY
Q050	NATIONAL HIGHWAY
Q060	BRIDGE DISCRETIONARY
Q100	BRIDGE R/R ON
Q110	BRIDGE R/R OFF
Q120	BRIDGE R/R ON/OFF
Q200	URBAN - 200,000
Q210	OPT SAFETY
Q220	TRANS ENHANCEMENTS
Q230	URBAN 200,000+
Q240	STATE FLEXIBILITY
Q250	AREAS <5000
Q260	PROTECT DEVICES
Q270	ELIM OF HAZARDS
Q280	HAZARD ELIMINATION
Q400	CONGEST MITIGATION
Q450	PLANNING
Q480	MIN BUSINESS ENTERPRISE
Q490	SUPPORTIVE SERVICES
Q490	SUPPORTIVE SERVICES
Q550	SPR - PLANNING
Q560	SPR - RESEARCH
Q670	TRANS RESEARCH PLAN

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

<u>CODE</u>	<u>FUND NAME</u>
Q680	TRAN COMM SYS PRES ST TEA21
Q760	MINIMUM GUAR - SPEC
Q770	MINIMUM GUAR - EXEMPT
Q780	MINIMUM GUAR - LIMIT
Q890	LTAP
Q920	HIGH PRIORITY PROJECTS
Q940	NATIONAL REC TRAILS
Q960	MOTOR FUEL TAX COMPL
Q970	SCENIC BYWAYS
QR60	SFC TRANS RESEARCH
QT20	ITS STDS RESCH OP TEST
QT30	STP-1/4 OF 1% HWY USE TAX EVAS
QT80	ITS DEPLOYMENT - METL *
QT90	INNOVATIVE BRIDGE
QX20	TECH DEPLOY PRG-INNOV BR
QX50	LITHIUM FIELD TREATMENT
W360	URBAN SYSTEMS

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>TOLL CRED ITS</u>	<u>DATE</u>	<u>DATE</u>	<u>AUTH</u>		<u>TO DATE</u>	<u>OBLIGATED</u>	
6			M400	BIKE PEDESTRIAN	PE,ROW,CONS				X	136,000.00			-	
7			M400	BIKE PEDESTRIAN TOLL CREDITS	PE,ROW,CONS				X	34,000.00			-	
8	T201230002		M400	GEORGETOWN TO LEWES RAIL WITH TRAIL, SAVANNAH ROAD TO GILLS NECK ROAD					X	1,432,799.80			-	
9	T201230002		M400	GEORGETOWN TO LEWES RAIL WITH TRAIL, SAVANNAH ROAD TO GILLS NECK ROAD					X	358,199.95			-	
10	05-10006	12,000,000.00	M001	BRIDGE PRESERVATION	PE,ROW,CONS				X	168,692.29			-	
11	05-10006	-	M233	BRIDGE PRESERVATION TOLL CREDITS	PE,ROW,CONS	UPDATED 6/2/15			X	83,126.01			-	
12			M0E1	BRIDGE MANAGEMENT	CONS	UPDATED 7/20/2015				3,462,075.00			3,462,075.00	
13	05-10003	2,400,000.00	M001	BRIDGE MANAGEMENT	PE,ROW,CONS				X	1,078,432.35			-	
14	05-10003		M233	BRIDGE MANAGEMENT	PE,ROW,CONS				X	346,393.53			-	
15	T201407801		LZ2E	BRIDGE PAINTING, NEW CASTLE COUNTY	CON				X	(1,426,207.14)			-	
16	T201407801		M23E	BRIDGE PAINTING, NEW CASTLE COUNTY	CON				X	(239,810.36)			-	
17			M233	BRIDGE INSPECTION	PE	UPDATED 7/16/15 FOR MOD			X	69,363.98			-	
18			M233	BRIDGE INSPECTION TOLL CREDITS	PE	UPDATED 7/16/15 FOR MOD			X	17,340.99			-	
19			M240	BRIDGE INSPECTION	PE	UPDATED 7/16/15 FOR MOD			X	382,800.00			-	
20			M240	BRIDGE INSPECTION TOLL CREDITS	PE	UPDATED 7/16/15 FOR MOD			X	95,700.00			-	
21			M001	BRIDGE INSPECTION	PE	UPDATED 7/16/15 FOR MOD			X	1,836,320.00			-	
22			M001	BRIDGE INSPECTION TOLL CREDITS	PE	UPDATED 7/16/15 FOR MOD			X	459,080.00			-	
23			M001	BRIDGE PAINTING	PE				X	2,560,000.00			-	
24			M001	BRIDGE PAINTING TOLL CREDITS	PE				X	640,000.00			-	
25	T201200902	520,000.00	M230	BR1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH	CONS	Updated 6/27/14: PSE 3/2015			X				-	
26	T201200902		M230	BR1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH TOLL CREDITS	CONS				X	130,000.00			-	
27	T201207403		H1C0	BR1-112 ON N257 YORKLYN ROAD OVER RED CLAY CREEK	PE	DEL 6/27/14			X	24,000.00			-	
28	T201207403		H1C0	BR1-112 ON N257 YORKLYN ROAD OVER RED CLAY CREEK TOLL CREDITS	PE	DEL 6/27/14			X	6,000.00			-	
29	T201207403		H1C0	BR1-112 ON N257 YORKLYN ROAD OVER RED CLAY CREEK	ROW	DEL 6/27/14			X	24,000.00			-	
30	T201207403		H1C0	BR1-112 ON N257 YORKLYN ROAD OVER RED CLAY CREEK TOLL CREDITS	ROW	CHANGED 4/18			X	6,000.00			-	
31	T200707405	5,000,000.00	M240	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	CONS	Update 6/24			X	4,000,000.00			-	
32	T200707405		M240	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER TOLL CREDITS	CONS	Update 6/24			X	1,000,000.00			-	x
33	T201407402	15,960.00	M230	BR 1-191 ON N318 MILLTOWN ROAD OVER MILL CREEK	ROW	Updated 12/5/14			X				-	
34	T201407402		M230	BR 1-191 ON N318 MILLTOWN ROAD OVER MILL CREEK	CONS	Updated 1/28/15			X	149,854.84			-	
35	T201407102		M240	BR 1-227 ON N013 PAPER MILL ROAD OVER MIDDLE RUN TRIBUTARY	ROW	Added 7/8			X				-	
36	T201307103		M001	BR 1-229B ON SR2 KIRKWOOD HIGHWAY OVER WHITE CLAY CREEK	ROW	Update 6/24			X	27,200.00			-	
37	T201307103		M001	BR 1-229B ON SR2 KIRKWOOD HIGHWAY OVER WHITE CLAY CREEK TOLL CRED	ROW	Update 6/24			X	6,800.00			-	x
38	T201407101	30,000.00	M240	BR 1-239 ON N352 RED MILL ROAD OVER TRIBUTARY TO WHITE CLAY CREEK	PE	UPDATED 3/12/15			X	42,000.00			-	
39	T201307102	20,000.00	M240	BR 1-254 ON N350 OLD NEWARK ROAD OVER COOL RUN	ROW	Update 6/24			X				-	
40	T201207102		M233	BR1-274 ON N312 WEDGEWOOD RD.	CONS	Update 6/28			X	734,400.00			-	
41	T201207102		M233	BR1-274 ON N312 WEDGEWOOD RD TOLL CREDITS.	CONS	Update 6/28			X	183,600.00			-	
42	T201407103	20,000.00	M240	BR 1-291 ON SONGSMITH DR OVER TRIBUTARY TO SMALLEY'S POND	ROW	Update 7/8			X				-	
43	T201307401	28,000.00	M240	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER	ROW	Added 7/8			X	22,400.00			-	
44	T201307401		M240	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER TOLL CREDITS	ROW	Added 7/8			X	5,600.00			-	
45	T201207103		M240	BR 1-438 ON N463 BLACKBIRD STATION ROAD OVER BLACKBIRD CREEK	ROW	Update 12/31/14			X	28,000.00			-	
46	T201407103		M001	BR 1-488S ON US 13 SB, SOUTH OF ODESSA	ROW	Update 7/8			X				-	
47	T201207103		L1CE	BR1-543 ON N213 CARR ROAD OVER SHELLPOT CREEK	PE	Update 6/28			X	29,600.00			-	
48	T201207103		L1CE	BR1-543 ON N213 CARR ROAD OVER SHELLPOT CREEK TOLL CREDITS	PE	Update 6/28			X	7,400.00			-	
49	T201207103	35,000.00	M240	BR1-543 ON N213 CARR ROAD OVER SHELLPOT CREEK	ROW	UPDATED 6/27/14			X	28,000.00			-	
50	T201207103		M240	BR1-543 ON N213 CARR ROAD OVER SHELLPOT CREEK TOLL CREDITS	ROW	UPDATED 6/27/14			X	7,000.00			-	
51	T201407403		L1CE	BR 1-577 ON N050 NORTHEAST BLVD OVER BRANDYWINE RIVER	PE	Update 5/30/14			X				-	
52	T201407403		M240	BR 1-577 ON N050 NORTHEAST BLVD OVER BRANDYWINE RIVER	PE	Updated 7/16/15 PE increase			X	290,000.00			-	
53	T201307101	24,000.00	M233	BR 1-567A ON N501 HAY ROAD OVER SHELLPOT CREEK, CITY OF WILMINGTON	ROW				X	24,000.00			-	
54	T201107208		L1C0	BR1-585 ON AUGUSTINE CUTOFF	CONS				X	2,407,200.00			-	
55	T201507407	505,000.00	M001	BR 1-717 ON I-95 NB OVER SR1	PE	Updated 12/31/14			X	544,000.00			-	
56	T201507407		M001	BR 1-717 ON I-95 NB OVER SR1 TOLL CREDITS	PE	Updated 12/31/14			X	136,000.00			-	
57	T201407404	3,200,000.00	M001	REHABILITATION OF I-95 FROM I-495 TO NORTH OF BRANDYWINE RIVER BRIDGE	PE	Update 8/21/13			X				-	
58		3,000,000.00	M001	BR 1-759 ON I-95 OVER BRANDYWINE RIVER	PE	ADDED 8/15/14			X	2,400,000.00			-	
59			M001	BR 1-759 ON I-95 OVER BRANDYWINE RIVER	PE	ADDED 8/15/14			X	600,000.00			-	
60		2,000,000.00	M001	BR 1-759 ON I-95 OVER BRANDYWINE RIVER	CONS	UPDATED 2/10/15			X	1,600,000.00			-	
61			M001	BR 1-759 ON I-95 OVER BRANDYWINE RIVER	CONS	UPDATED 2/10/15			X	400,000.00			-	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>TOLL CREDITS</u>	<u>DATE</u>	<u>DATE</u>	<u>AUTH</u>		<u>TO DATE</u>	<u>OBLIGATED</u>	
62	T201407107		M001	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS	ROW	ADDED 6/4/14			X	300,000.00			-	
63	T201407107		M001	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS	C	UPDATED 2/10/15			X	2,100,000.00			-	
64	T201407107	T201507101	ER90	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS	C/PD	UPDATED 2/10/15			X	715,000.00			-	
65	T201407401		M233	BR 1-814 ON N009 12TH STREET OVER NORFOLK SOUTHERN RR	CONS	PNR ADDED 4/26/13			X	867,100.00			-	
66	T201407004	6,000,000.00	L010	CANTILEVER AND OVERHEAD SIGN STRUCTURES, OPEN END, FY16-18	CONS					1,307,685.59			1,307,685.59	
67	T201407004		M001	CANTILEVER AND OVERHEAD SIGN STRUCTURES, OPEN END, FY16-18	CONS					3,492,314.41			3,492,314.41	
68	T201407005		M001	CANTILEVER AND OVERHEAD SIGN STRUCTURES, OPEN END, FY16-18 TOLL CREDITS	CONS					1,200,000.00			1,200,000.00	
69	T201407405		L11E	STRUCTURE REHABILITATION, CANAL, OPEN END, FY 14 - FY 16	CONVERT	UPDATED 10/23/14			X	825,589.90			-	
70	T201407202		L1CE	BR 2-031A ON IRISH HILL ROAD OVER DOUBLE RUN CREEK	ROW	UPDATED 6/30/14			X				-	
71			M001	BR 2-050A ON SR8 HALLTOWN ROAD OVER BEAVERDAM DITCH	ROW	ADDED 8/26/13			X				-	
72	T201407206	24,000.00	M231	BR 2-052B ON WESTVILLE ROAD OVER ALMSHOUSE BRANCH	PE	ADDED 6/30/14			X				-	
73	T201407210	44,000.00	M231	BR 2-060C ON SR14 VERNON ROAD OVER PROSPECT BRANCH	PE	ADDED 6/30/14			X				-	
74			M233	BR2-112B ON K112 BURRSVILLE ROAD OVER SAULSBURY DITCH	CONS	ADDED 7/15			X				-	
75	T201407207	24,000.00	M233	BR 2-114E ON TODDS CHAPEL ROAD OVER QUARTER BRANCH	PE	ADDED 6/30/14			x				-	
76			L11E	BR2-166B ON K166 SHAWS CORNER ROAD OVER PINKS BRANCH	CONS				X				-	
77			L1CE	BR2-195A ON WEST RAILROAD AVENUE OVER ISSAC BRANCH	CONS				X				-	
78			L110	BR2-203A ON TODD'S MILL ROAD OVER ISSAC BRANCH	CONS				X				-	
79	T201547303		M231	BR 2-213A ON HOLLEKING HILL ROAD OVER COW MARSH CREEK - EMERGENCY REPLACEMENT	CONS				X				-	
80	T201307202	17,600.00	M233	BR 2-265B ON SPIDER WEB ROAD OVER WHITE MARSH BRANCH	ROW	PNR ADDED 4/26			X				-	
81	T201307202		M233	BR 2-265B ON SPIDER WEB ROAD OVER WHITE MARSH BRANCH	CONS	UPDATED 6/2/15			X	251,286.40			-	
82	T201407201	22,000.00	M240	BR 2-388C ON SR 15 CANTERBURY ROAD OVER WARD BRANCH	ROW	Update 7/15			X				-	
83			M233	KENT COUNTY PIPE REPLACEMENTS, FEDERAL, 2012	CONS	Update 2/10/14			X	1,200,800.00			-	
84		640,000.00	M001	BR 3-150N/S ON S014 SR1 OVER LEWES REHOBOTH CANAL	PE	UPDATED 6/30/14			X				-	
85			L11E	BR3-224 ON S546 CONRAIL ROAD OVER BUCKS BRANCH	CONS				X				-	
86		385,000.00	M233	BR 3-461 ON S388 DEER RUN ROAD OVER BEARHOLE DITCH	CONS	ADDED 6/30/15			X	308,000.00			-	
87			L1CE	BR 3-507 ON US113 OVER IRON BRANCH	ROW	ADDED 5/09			X	20,000.00			-	
88	T201207602	20,000.00	L11E	BR3-558 ON S417 DAISY ROAD OVER POCOMOKE RIVER	ROW	5/23/14 move to FFY15			X	16,000.00			-	
89	T201207602		L11E	BR3-558 ON S417 DAISY ROAD OVER POCOMOKE RIVER TOLL CREDITS	ROW	5/23/14 move to FFY15			X	4,000.00			-	x
90	T201207602		M232	BR3-558 ON S417 DAISY ROAD OVER POCOMOKE RIVER	CONS	MOVED TO FY15 12/30/14			X	6,800.00			-	
91		28,000.00	M232	BR 3-588 ON SR26 NINE FOOT ROAD OVER WHARTON BRANCH	PE	ADDED 6/30/14			X				-	
92	T201407305	6,160.00	M233	BR 3-653 ON S484 RUM BRIDGE ROAD OVER MCCOLLEYS BRANCH	ROW	ADDED 6/30/14			X				-	
93	T201407305	362,400.00	M233	BR 3-653 ON S484 RUM BRIDGE ROAD OVER MCCOLLEYS BRANCH	CONS	UPDATED 1/22/15			X				-	
94	T201407303	480,000.00	M233	BR 3-713 ON S277 ROBINSONVILLE ROAD OVER LOVE CREEK	CONS	ADDED 6/30/14			X				-	
95	T201207604		M233	SUSSEX COUNTY PIPE REPLACEMENTS, FEDERAL, 2012	CONS				X	1,200,000.00			-	
96	T201307601		F13E	PRIME HOOK ROAD IMPROVEMENTS	CONS	ADDED 8/4/15				640,000.00			640,000.00	
97			LY20	COMMUTER RAIL NEWARK TO WILMINGTON					X				-	
98			LY30	COMMUTER RAIL MIDDLETOWN TO NEWARK					X				-	
99		100,000.00	M48E	DISADVANTAGED BUSINESS ENTERPRISE						58,864.00			58,864.00	
100		200,000.00	M439	EDUCATION AND TRAINING		New code			X	200,000.00			-	
101		8,000.00	M240	ENVIRONMENTAL IMPROVEMENTS	ENV	Update 6/28			X	18,000.00			-	
102	10-10007	277,777.80	LS2E	HIGH RISK RURAL ROADS PROGRAM	PE,ROW,CONS	UPDATED 1/27/15			X	166,470.59			-	
103	10-10007		LS2E	HIGH RISK RURAL ROADS PROGRAM TOLL CREDITS	PE,ROW,CONS	UPDATED 1/27/15			X	18,496.73			-	
104	10-10007		MS31	HAZARD ELIMINATION PROGRAM	PE,ROW,CONS	UPDATED 1/27/15			X	203,222.40			-	
105		2,444,440.00	MS30	HAZARD ELIMINATION PROGRAM	PE,ROW,CONS				X	663,165.61			-	
106			LS3E	HAZARD ELIMINATION PROGRAM TOLL CREDITS	PE,ROW,CONS				X	73,684.63			-	
107			LS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM, 11407,4050,3200	PE,ROW,CONS				X	5,135,000.00			-	
108		2,265,000.00	MS31	SEC 154 PENALTIES-FOR HSIP	CONVERT	UPDATED 1/27/15				378,571.00			378,571.00	
109	T201112202		MSE2	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTION	CONVERT	UPDATED 3/16/15				465,933.00			465,933.00	
110			MSE2	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTION TOLL CREDITS	ROW	UPDATED 3/16/15			X	278,818.08			-	
111			M0E1	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTION	CONVERT					212,043.00			212,043.00	
112	T200800702	16,000.00	M001	CHURCHMANN'S ROAD - CHRISTIANA HOSPITAL TO SR 1	ROW	UPDATED 6/12/14							16,000.00	
113	T200800702		M001	CHURCHMANN'S ROAD - CHRISTIANA HOSPITAL TO SR 1 TOLL CREDITS	ROW	UPDATED 6/12/14				4,000.00			4,000.00	

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4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>TOLL CREDITS</u>	<u>DATE</u>	<u>DATE</u>	<u>AUTH</u>		<u>TO DATE</u>	<u>OBLIGATED</u>	
114	T200800702		M001	CHURCHMANN'S ROAD - CHRISTIANA HOSPITAL TO SR 1	CONS				X	1,360,000.00			-	
115	T200800702		M001	CHURCHMANN'S ROAD - CHRISTIANA HOSPITAL TO SR 1 TOLL CREDITS	CONS				X	340,000.00			-	
116	T201500103	45,000.00	MS30	HEP NCC, SR 41 AND FAULKLAND ROAD INTERSECTION IMPROVEMENT	PE	ADD 7/1/14			X				-	
117	T200809001		MS30	I-95 CARR ROAD AND MARSH ROAD	PE	UPDATED 2/27/15			X	592,588.80			-	
118	T200809001		M001	I-95 CARR ROAD AND MARSH ROAD	ROW				X	40,000.00			-	
119	T200809001		M001	I-95 CARR ROAD AND MARSH ROAD TOLL CRDITS	ROW				X	10,000.00			-	x
120			L030	LEA BOULEVARD - TATNALL STREET TO MARKET STREET	CONS				X	1,440,000.00			-	
121	05-10037		MS30	SR 2 AND CLEVELAND AVENUE INTERSECTION IMPROVEMENTS	PE	Update 6/28			X				-	
122	05-10037		MS30	SR 2 AND CLEVELAND AVENUE INTERSECTION IMPROVEMENTS TOLL CREDITS	PE	Update 6/28			X	5,000.00			-	
123	T200900704		L28R	SR 273, APPLEBY AND AIRPORT ROAD	PE	ADD 7/28/14			X	135,000.00			-	
124	T200900704	963,000.00	MS30	SR 273, APPLEBY AND AIRPORT ROAD	ROW				X				-	
125	T201200701	150,000.00	M001	HEP NCC, SR2, WOLLASTON ROAD TO MILLTOWN ROAD	ROW	ADD 6/20			X	120,000.00			-	
126	T201200701		M001	HEP NCC, SR2, WOLLASTON ROAD TO MILLTOWN ROAD	ROW	ADD 6/20			X	30,000.00			-	x
127	T201200108	100,000.00	M230	SR72 AND OLD BALTIMORE PIKE INTERSECTION	ROW					80,000.00			80,000.00	
128	T201200108		M230	SR72 AND OLD BALTIMORE PIKE INTERSECTION TOLL CRDITS	ROW					20,000.00			20,000.00	x
129			LS3E	SR 7 AT SKYLINE DRIVE/MERMAID STONEY BATTER ROAD	CONS				X				-	
130	T201000701		MS30	SR 71, OLD PORTER ROAD TO SR 7	PE				X	45,000.00			-	
131			LS30	SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION	CONS				X	1,129,500.00			-	
132			MS30	SR 896 AND PORTER ROAD INTERSECTION	CONS				X				-	
133			LS3E	US 40 AND SALEM CHURCH ROAD	PE				X				-	
134	T201200104		M001	US 40 AND SR7 INTERSECTION IMPROVEMENTS	ROW				X	24,000.00			-	
135	T201200104		M001	US 40 AND SR7 INTERSECTION IMPROVEMENTS TOLL CREDITS	ROW				X	6,000.00			-	
136	T201200105		M240	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD	ROW	Update 6/21			X	240,000.00			-	
137	T201200105		M240	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD TOLL CREDITS	ROW	Update 6/21			X	60,000.00			-	x
138	T201200105		M230	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD	CONS	Update 6/21			X	1,600,000.00			-	
139	T201200105		M230	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD TOLL CREDITS	CONS	Update 6/21			X	400,000.00			-	
140	T200900804		MS30	HEP, I495 AT PHILADELPHIA PIKE	CONS				X	247,500.00			-	
141	T201300101	225,000.00	MS30	HEP, US40 AT GLASGOW AVENUE	CONS	CHANGED 6/28/13			X	202,500.00			-	
142	T201300101		MS30	HEP, US40 AT GLASGOW AVENUE TOLL CREDITS	CONS	CHANGED 6/28/13			X	22,500.00			-	
143	T201200801		LS30	SOUTH STATE STREET AND SORGHUM MILL ROAD	CONS				X	1,800,000.00			-	
144	T201200801	180,000.00	MS30	SR 10 & SR15 INTERSECTION IMPROVEMENTS	ROW	Moved from 16 7/8/14							180,000.00	
145			MS30	SR 300 GLENWOOD AVENUE	ROW				X	40,000.00			-	
146			MS30	SR 300 GLENWOOD AVENUE TOLL CREDIT	ROW				X	10,000.00			-	
147	T201500202		M231	HEP KC, US13 LOCHMEATH WAY TO PUNCHEON RUN CONNECTOR	PE	UPDATED 3/6/15			X	2,000,000.00			-	
148	T201300302		MS30	HEP SC, US113 AT MILLSBORO TOWNE CENTER/1ST STREET	ROW	Update 5/14			X	135,000.00			-	
149		25,000.00	M240	US113 ALMS HOUSE ROAD/SPEEDWAY RD	ROW				X	20,000.00			-	
150			M240	US113 ALMS HOUSE ROAD/SPEEDWAY RD	ROW				X	5,000.00			-	
151	T201300901	545,000.00	M240	US113 ALMS HOUSE ROAD/SPEEDWAY RD	CONS				X	436,000.00			-	
152	T201300901		M240	US113 ALMS HOUSE ROAD/SPEEDWAY RD	CONS				X	109,000.00			-	
153	T201400301	45,000.00	MS30	HSIP SC US 113 ENNIS RD/NORTH STREET INTERSECTION IMPROVEMENTS	PE				X				-	
154	T201400901	90,000.00	MS30	HSIP SC US 113 AT SR404/SR18 INTERSECTION IMPROVEMENTS	PE								90,000.00	
155	T201300301		MS30	HEP SC, SR404 & SR18 INTERSECTION IMPROVEMENTS	CONS				X	900,000.00			-	
156		270,000.00	MS30	HEP US 13 @ S46	CONS				X				-	
157			LS30	FUTURE HSIP SUSSEX COUNTY	ROW				X	1,350,000.00			-	
158			LS30	FUTURE HSIP SUSSEX COUNTY	CONS				X	495,000.00			-	
159	T201100901	8,500,000.00	M240	HSIP SUSSEX US 9 & SR 5	ROW					2,400,000.00			2,400,000.00	
160	T201100901		M240	HSIP SUSSEX US 9 & SR 5 TOLL CREDITS	ROW					600,000.00			600,000.00	
161	T201100901		M232	HSIP SUSSEX US 9 & SR 5	ROW					2,400,000.00			2,400,000.00	
162	T201100901		M232	HSIP SUSSEX US 9 & SR 5 TOLL CREDITS	ROW					600,000.00			600,000.00	
163	T200800902		MS30	HSIP SC, US 113 INTERSECTION IMPROVEMENTS	CONVERT				X	1,260,000.00			-	
164	T200800902		MS30	HSIP SC, US 113 INTERSECTION IMPROVEMENTS (TOLL CREDITS)	CONVERT		T		X	140,000.00			-	
165			L24E	IRON BRANCH ROAD/STATE STREET	CONS				X	3,360,000.00			-	
166	T201600901		MS3E	OPEN-END CONSTRUCTION SERVICES, SUSSEX COUNTY	CONS	UPDATED 6/1/15				1,166,101.76			1,166,101.76	
167	T201600901		LS20	OPEN-END CONSTRUCTION SERVICES, SUSSEX COUNTY	CONS	UPDATED 9/10/15				193.52			193.52	
168			LS2E	OPEN-END CONSTRUCTION SERVICES, SUSSEX COUNTY	CONS	UPDATED 9/10/15				351,136.59			351,136.59	
169			LS2R	OPEN-END CONSTRUCTION SERVICES, SUSSEX COUNTY	CONS	UPDATED 9/10/15				15,854.63			15,854.63	
170			LS30	OPEN-END CONSTRUCTION SERVICES, SUSSEX COUNTY	CONS					215,015.35			215,015.35	

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171			LS3E	OPEN-END CONSTRUCTION SERVICES, SUSSEX COUNTY	CONS					229,071.66			229,071.66	
172	T201201101	120,000.00	M400	MYRTLE AVENUE SIDEWALK IMPROVEMENTS	PE	UPDATED	1/30/15		X	280,000.00			-	
173	T201201102	20,000.00	M400	MANOR AVENUE SIDEWALK IMPROVEMENTS	PE	UPDATED	1/30/15		X	240,000.00			-	
174			MS30	S275 PLANTATION ROAD, CEDAR GROVE/POSTAL LANE	CONVERT				X	2,200,000.00			-	
175			LZ2E	US 9 (HSIP) CONS	CONVERT				X	2,500,000.00			-	
176			L250	US 13 AT ALLEN MILL ROAD FROM HILL ROAD	CONS				X	400,000.00			-	
177			MS30	SR24 AT SR5/SR23 INTERSECTION IMPROVEMENTS	PE	UPDATED	6/25/14		X	810,000.00			-	
178			MS30	SR24 AT SR5/SR23 INTERSECTION IMPROVEMENTS TOLL CREDITS	PE	UPDATED	6/25/14		X	90,000.00			-	
179	T200711201	3,604,700.00	MS30	SR24 AT MOUNT JOY & SR24 AT BAY FARM RD	ROW				X	3,244,230.00			2,700,000.00	
180	T200711201		MS30	SR24 AT MOUNT JOY & SR24 AT BAY FARM RD TOLL CREDITS	ROW				X	360,470.00			300,000.00	
181			M24E	SR24 AT MOUNT JOY & SR24 AT BAY FARM RD	ROW					3,244,230.00			544,230.00	
182			M24E	SR24 AT MOUNT JOY & SR24 AT BAY FARM RD TOLL CREDITS	ROW					360,470.00			60,470.00	
183			MS30	ZOAR ROAD, SPEEDWAY ROAD	CONS	UPDATED	6/25/14		X	1,575,000.00			-	
184			M400	CHRISTIANA MALL PARK AND RIDE	PE				X				-	
185			M230	CHRISTINA RIVER CROSSING	CONVERT				X	10,000,000.00			-	
186			LY20	CHRISTINA RIVER CROSSING	AMENDMENT	ADDED 3/14			X	4,608,392.00			-	
187		800,000.00	L010	I-495 LIGHTING					X				-	
188		1,000,000.00	L050	INDIAN RIVER INLET BRIDGE DEMOLITION	CONS				X				-	
189			M400	INDUSTRIAL TRACK PHASE III	PE				X				-	
190	T201409001	100,000.00	M240	INTERSECTION IMPROVEMENTS	CONS				X	800,000.00			-	
191	T201409001		M240	INTERSECTION IMPROVEMENTS TOLL CREDITS	CONS				X	200,000.00			-	
192			M001	INTERSTATE ROADWAY OPEN END LIGHTING	CONVERT	See PNR dated 12/10/13			X	800,000.00			-	
193		170,000.00	M001	INTERSTATE ROADWAY OPEN END LIGHTING TOLL CREDIT	CONVERT	See PNR dated 12/10/13			X	200,000.00			-	
194		1,695,391.00	L200	LOCKERMANN ST/FOREST AVENUE	CONS				X			-	-	
195			M438	PLANNING - LOCAL TRANSPORTATION ASSISTANCE	PLAN								170,000.00	
196			M450	PROGRAM - METROPOLITAN PLANNING ORGANIZATION	PLAN				X	1,691,878.00			-	
197			LT30	MOTOR FUEL TAX COMPLIANCE AND ANTI TAX EVASION	PRO				X				-	
198			M001	INTERSTATE OPEN END DRAINAGE	CONVERT				X	738,289.63			-	
199			M001	INTERSTATE OPEN END DRAINAGE TOLL CREDITS	CONVERT				X	82,032.18			-	
200		12,800,000.00	L01E	INTERSTATE STRUCTURAL MAINTENANCE					X	3,600,000.00			-	
201			M240	ON THE JOB TRAINING SUPPORTIVE SERVICES						36,407.00			36,407.00	
202			M001	PAVEMENT REHABILITATIONS	CONS	UPDATED	5/22/15		X	832,757.46			-	
203			M001	PAVEMENT REHABILITATIONS TOLL CREDITS	CONS	UPDATED	5/22/15		X	208,189.35			-	
204			M001	PAVEMENT REHABILITATIONS	CONS	UPDATED	7/16/15		X	5,860,177.60			-	
205			M001	PAVEMENT REHABILITATIONS TOLL CREDITS	CONS	UPDATED	7/16/15		X	1,465,044.40			-	
206			M231	PAVEMENT REHABILITATIONS	CONS	UPDATED	5/22/15		X	6,207,637.17			-	
207			M232	PAVEMENT REHABILITATIONS	CONS	UPDATED	5/22/15		X	1,700,000.00			-	
208			M232	PAVEMENT REHABILITATIONS	CONS	UPDATED	5/22/15		X	800,000.00			-	
209			M240	PAVEMENT REHABILITATIONS	CONS	UPDATED	5/22/15		X	2,281,712.75			-	
210	T201206101		M230	PAVEMENT REHABILITATIONS	CONS				X	(1,288,911.55)			-	
211		1,975,000.00	M550	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN				X			-	-	
212		596,900.00	M560	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN					407,937.88			407,937.88	
213			M6T0	RAILROAD DOT MITIGATION STRATAGIES - SHRP2 FUNDING	RAIL					75,000.00			75,000.00	
214			MS50	RAIL CROSSING SAFETY	PD				X	81,000.00			-	
215		550,000.00	LS4E	RAIL CROSSING SAFETY	CONS				X	284,597.00			-	
216		61,111.00	LS4E	RAIL CROSSING SAFETY TOLL CREDITS	CONS				X	31,621.78			-	
217		550,000.00	MS50	RAIL CROSSING SAFETY	CONS				X	79,485.44			-	
218			MS50	RAIL CROSSING SAFETY TOLL CREDITS	CONS				X	(168.51)			-	
219		1,080,000.00	M940	REC TRAILS	PLAN					121,960.85		-	121,960.85	
220			L94E	REC TRAILS TOLL CREDITS	PLAN				X	48,366.55			-	
221		44,372.00	LU3R	SAFE ROUTES TO SCHOOL	CONS				X	27,372.00			-	
222	T201569004	852,881.00	LU2E	SAFE ROUTES TO SCHOOL	CONS	UPDATED	9/6/15		X	904,307.18			-	
223			LU2E	SAFE ROUTES TO SCHOOL	CONS					100,000.00			100,000.00	

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224		28,782.60	LU3E	SAFE ROUTES TO SCHOOL	CONS				X	10,534.78			-	
225			L97E	SCENIC BYWAYS					X	230,746.50			-	
226			LZ2E	SIGNAGE & PAVEMENT MARKINGS	PRO	UPDATED 3/20/15			X	13.33			-	
227		800,000.00	M001	SIGNAGE & PAVEMENT MARKINGS	CONS	UPDATED 3/20/15			X			-	-	
228		200,000.00	M001	SIGNAGE & PAVEMENT MARKINGS TOLL CREDITS	CONS	UPDATED 3/20/15			X				-	
229	T201504401	400,000.00	M240	ELKTON RD, MD STATE LINE TO CASHO MILL RD	PE				X				-	
230		100,000.00	M240	ELKTON RD, MD STATE LINE TO CASHO MILL RD TOLL CREDITS	PE				X				-	
231	T200612501		M001	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	CONS	FY14 AWARD			X	7,000,000.00			-	
232	T201109002	32,000,000.00	L010	I-95 AND SR141 RAMPS G & F IMPROVEMENTS	CONS	UPDATED 4/7/15			X	194,080.00			-	
233			L010	I-95 AND SR141 RAMPS G & F IMPROVEMENTS TOLL CREDITS	CONS	UPDATED 4/7/15			X	38,195.80			-	
234			L05E	I- 95/US202 INTERCHANGE	CONVERT				X	4,000.00			-	
235	T201511002		M001	SR72/SR1 DIVERGING DIAMOND INTERCHANGE	PE	UPDATED 2/10/15			X	480,000.00			-	
236	T201511002		M001	SR72/SR1 DIVERGING DIAMOND INTERCHANGE	CONS					4,800,000.00			4,800,000.00	
237	T201511002		M001	SR72/SR1 DIVERGING DIAMOND INTERCHANGE	CONS					1,200,000.00			1,200,000.00	
238	T201511002			SR72/SR1 DIVERGING DIAMOND INTERCHANGE	CONS					1,000,000.00			1,000,000.00	
239	T201511001		M001	SR 1 NORTHBOUND AUXILIARY LANE, US 40 TO SR 273	PE	UPDATED 2/10/15			X	480,000.00			-	
240	T201511001		M001	SR 1 NORTHBOUND AUXILIARY LANE, US 40 TO SR 273	CONS	UPDATED 2/10/15			X	3,828,000.00			-	
241	T201511001		M001	SR 1 NORTHBOUND AUXILIARY LANE, US 40 TO SR 273 TOLL CREDITS	CONS	UPDATED 2/10/15			X	957,000.00			-	
242	T200511001		M001	SR 1 WIDENING, SR273 TO THE ROTH BRIDGE	CONS	UPDATED 2/10/15			X	2,984,000.00			-	
243	T200511001		M001	SR 1 WIDENING, SR273 TO THE ROTH BRIDGE TOLL CREDITS	CONS	UPDATED 2/10/15			X	746,000.00			-	
244	T201611601		M0E1	SR 2 / RED MILL ROAD INTERSECTION IMPROVEMENTS	PE	AUGUST LOTTERY				960,000.00			960,000.00	
245		55,000.00	M49E	TECHNOLOGY - SUMMER INTERN PROGRAM					X				-	
246	T200504110	9,916,838.91	M230	N54 HOWELL SCHOOL ROAD	CONS					1,256,380.95			1,256,380.95	
247			M230	N54 HOWELL SCHOOL ROAD TOLL CREDITS	CONS					1,029,341.47			1,029,341.47	
248			LZ2E	N54 HOWELL SCHOOL ROAD	CONS					2,020,638.52			2,020,638.52	
249			H770	N54 HOWELL SCHOOL ROAD	CONS					19,026.11			19,026.11	
250			M240	N54 HOWELL SCHOOL ROAD	CONS					5,257,656.27			5,257,656.27	
251			L00E	N54 HOWELL SCHOOL ROAD	CONS					77,189.53			77,189.53	
252	T201604501		M2E1	KENTON RD, SR 8 TO CHESTNUT GROVE ROAD	PE	Moved from 16 7/20/15			X	720,000.00			-	
253			M001	ROAD A / SR 7 IMPROVEMENTS	PE	UPDATED 12/17 NTP			X	240,000.00			-	
254			M001	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	PE	UPDATED 7/2/14			X				-	
255			M001	US 40, SALEM CHURCH ROAD TO WALTHER ROAD TOLL CREDIT	PE	UPDATED 7/2/14			X	400,000.00			-	
256	T200411210		M240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONVERT					1,885,219.70			1,885,219.70	
257			M240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL TOLL CREDITS	CONVERT					471,304.92			471,304.92	
258		3,000,000.00	M240	SR 72, MCCOY ROAD TO SR 71	ROW				X	2,400,000.00			-	
259			M240	SR 72, MCCOY ROAD TO SR 71 TOLL CREDITS	ROW				X	600,000.00			-	
260	T201109001		L23E	SR 141 AND COMMONS BLVD	PE	UPDATED 1/22/15			X	415,311.81			-	
261	T201109001		M001	SR 141 AND COMMONS BLVD	PE	UPDATED 1/22/15			X	800,000.00			-	
262		400,000.00	M240	SR 299, SR 1 TO CATHERINE STREET	PE				X				-	
263		100,000.00	M240	SR 299, SR 1 TO CATHERINE STREET TOLL CREDITS	PE				X				-	
264		360,000.00	M400	RIDESHAKE - TRANSPORTATION MANAGEMENT IMPROVEMENTS	PLAN				X	40,000.00			-	
265	09-18004	735,600.00	M400	30" LOW FLOOR EXPANSION DOVER/REHOBOTH (TO BE PARTIAL FTA funds)	PRO	UPDATED 4/13/15			X				-	
266	13-11017	367,840.00	M400	TRANSIT VEHICLE EXPANSION (1) 30' LOW FLOOR TRANSIT ROUTE 205 FTLT (TO BE PARTIAL FTA funds)		UPDATED 4/13/15			X				-	
267	11-90003		M400	45' OVER THE ROAD EXPANSION (2)	PRO				X	1,173,520.00			-	
268	11-90003		M400	45' OVER THE ROAD EXPANSION (2) TOLL CREDITS	PRO				X	293,380.00			-	
269	12-90013	968,160.00	M400	30' LOW FLOOR EXPANSION BUSES - SUSSEX L/S/G	PRO	UPDATED 4/13/15			X	367,840.00			-	
270			M400	PARATRANSIT REPLACEMENT SUSSEX	PRO				X	2,139,280.00			-	
271			M400	PARATRANSIT REPLACEMENT SUSSEX TOLL CREDITS	PRO				X	534,820.00			-	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
272		4,162,400.00	M303	TRANSPORTATION ENHANCEMENTS - FHWA					X	136,000.00			-	
273			M303	TRANSPORTATION ENHANCEMENTS - FHWA TOLL CREDITS					X	34,000.00			-	
274			M302	TRANSPORTATION ENHANCEMENTS - FHWA					X	96,000.00			-	
275			M302	TRANSPORTATION ENHANCEMENTS - FHWA TOLL CREDITS					X	24,000.00			-	
276			M300	TRANSPORTATION ENHANCEMENTS - FHWA					X	367,409.63			-	
277			M300	TRANSPORTATION ENHANCEMENTS - FHWA TOLL CREDITS					X	91,852.40			-	
278			M301	TRANSPORTATION ENHANCEMENTS - FHWA					X	396,776.72			-	
279			M301	TRANSPORTATION ENHANCEMENTS - FHWA TOLL CREDITS					X	99,194.18			-	
280			M301	TRANSPORTATION ENHANCEMENTS - FHWA					X	64,224.00			-	
281			L22E	TRANSPORTATION ENHANCEMENTS - FHWA TOLL CREDITS				UPDATED 9/10/15		546,324.87			546,324.87	
282			L22E	TRANSPORTATION ENHANCEMENTS - FHWA				UPDATED 9/10/15		136,481.21			136,481.21	
283			M301	TRANSPORTATION ENHANCEMENTS - FHWA TOLL CREDITS					X	16,056.00			-	
284		5,000,000.00	M400	TRANSPORTATION MANAGEMENT IMPROVEMENTS					X	2,400,000.00			-	
285			disc	TRANSPORTATION MANAGEMENT IMPROVEMENTS						X	-		-	
286			M400	TRANSPORTATION MANAGEMENT IMPROVEMENTS TOLL CREDITS					X	600,000.00			-	
287			M240	TRANSPORTATION MANAGEMENT IMPROVEMENTS					X	-			-	
288			M240	TRANSPORTATION MANAGEMENT IMPROVEMENTS TOLL CREDITS					X	-			-	
289	13-10046	800,000.00	M001	MUTCD COMPLIANCE PROJECT					X	1,920,000.00			-	
290	13-10046		M001	MUTCD COMPLIANCE PROJECT TOLL CREDITS					X	480,000.00			-	
291			L230	US 13, PHILADELPHIA PIKE, CLAYMONT TRANSPORTATION PLAN IMPLEMENTATION	CONS				X				-	
292			L200	US 13 FROM SOUTH COURT STREET TO LOCKENMAN STREET	ROW				X				-	
293	T201011303		M001	US 301, GARVEE DEBT SERVICE	DEBT				X	10,983,287.50			-	
294		(5,000,000.00)		RELEASES						(145,011.38)		-	(145,011.38)	
295		2,400,000.00	M001	SR 1 AND SR 16 GRADE SEPARATED INTERSECTION	PE			UPDATED 8/17/14 SAVE	X	1,200,000.00			-	
296			M001	SR 1 AND SR 16 GRADE SEPARATED INTERSECTION TOLL CREDITS	PE			UPDATED 8/17/14 SAVE		-			-	
297	T200812202		L050	SR 1 & SR 30 GRADE SEPARATED INTERSECTION	UNAC				X	5,600,000.00			-	
298	T201112201		M001	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONS				X	10,800,000.00			-	
299			M001	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION TOLL CREDITS	CONS				X	2,700,000.00			-	
300			M240	SR 9, DELAWARE AVENUE AND HARMONY STREET	ROW				X	600,000.00			-	
301		-	M240	SR 9, NEW CASTLE AVE., 3RD STREET TO HEALD STREET	PE				X	800,000.00			-	
302			M001	US 113, NORTH/SOUTH IMPROVEMENTS	CONVERT				X	800,000.00			-	
303			M001	US 113, NORTH/SOUTH IMPROVEMENTS TOLL CREDITS	CONVERT				X	200,000.00			-	
304	T201212701		M001	US 113 & SR16 GRADE SEPARATED INTERSECTION	PE				X	2,800,000.00			-	
305			M001	US 113 & SR16 GRADE SEPARATED INTERSECTION TOLL CREDITS	PE				X	700,000.00			-	
306	T201412701			US113 @ SR18/SR404 (GEORGETOWN) GRADE SEPARATED INTERSECTION	PE			REMOVED 9.1.15	X	1,440,000.00			-	
307	T200411701		M001	WEST DOVER CONNECTOR	CONVERT					2,400,000.00			2,400,000.00	
308			M001	WEST DOVER CONNECTOR TOLL CREDITS	CONVERT					600,000.00			600,000.00	
309	T200411901		M001	US 40 & SR896 GRADE SEPARATED INTERSECTION	PE			REMOVED 9.1.15	X	3,200,000.00			-	
310	T200411901	7,000,000.00	M001	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)	ROW			UPDATED 3/23/15	X	-			-	
311			M001	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION) TOLL CREDITS	ROW			UPDATED 3/23/15	X	-			-	
312	T201504109		M23E	WALNUT STREET, FRONT STREET TO 4TH STREET, WILMINGTON	PE			UPDATED 5/1/15	X	112,000.00			-	
313			M001	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	CONS				X	7,000,000.00			-	
314	T200412202		M001	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONS			UPDATED 2/10/15	X	6,000,000.00			-	
315	T200412202		M001	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION TOLL CREDITS	CONS				X	1,500,000.00			-	
316	T200507303		M001	BR 3-156 INDIAN RIVER INLET PARK ENHANCEMENTS	CONVERT				X	1,200,000.00			-	
317	T200507303		M001	BR 3-156 INDIAN RIVER INLET PARK ENHANCEMENTS	CONVERT				X	300,000.00			-	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS										
2					9/30/2015									
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
318		143,115,314.31												
319												-		
320														
321	T200004502		L200	SOUTH GOVENORS AVENUE, WEBBS LANE TO WATER STREET	RELEASE	536		11/21	11/25	(5,040.00)		(5,040.00)	-	
322	T200004502		H200	SOUTH GOVENORS AVENUE, WEBBS LANE TO WATER STREET	RELEASE	536		11/21	11/25	(927,559.53)		(927,559.53)	-	
323	T200201104		M23E	WASHINGTON STREET, NEW CASTLE	CE INCREASE	324		11/3	11/5	17,387.25		17,387.25	-	
324	T200201104		M230	WASHINGTON STREET, NEW CASTLE	CE INCREASE	324		11/3	11/5	19,012.75		19,012.75	-	
325	T200201104		M23E	WASHINGTON STREET, NEW CASTLE	CE INCREASE	319		1/23	1/26	42,000.00		42,000.00	-	
326	T200212501		H050	SR 1, SR 24 TO NORTH OF US 9 (FIVE POINTS) (THIRD LANE)	RELEASE-FED			3/31	3/31	(36,781.01)		(36,781.01)	-	
327	T200310602		L050	US 202, PORTER RESERVOIR PILLARS - PHASE 2 - RECONSTRUCTION	RELEASE	318		3/31	3/31	(5,184.00)		(5,184.00)	-	
328	T200310602		L230	US 202, PORTER RESERVOIR PILLARS - PHASE 2 - RECONSTRUCTION	RELEASE	318		3/31	3/31	(3,832.62)		(3,832.62)	-	
329	T200311905		H230	SCHOOL BELL ROAD, US 40 TO SR 7	RELEASE-FED			3/31	3/31	(30,796.66)		(30,796.66)	-	
330	T200311905		L230	SCHOOL BELL ROAD, US 40 TO SR 7	RELEASE-FED			3/31	3/31	(3,999.97)		(3,999.97)	-	
331	T200311905		L240	SCHOOL BELL ROAD, US 40 TO SR 7	RELEASE-FED			3/31	3/31	(9,203.42)		(9,203.42)	-	
332	T200411201		L240	SR 54, MAINLINE IMPROVEMENTS	RELEASE	656		5/13	5/13	(7,343,063.04)		(7,343,063.04)	-	
333	T200411201		L240	SR 54, MAINLINE IMPROVEMENTS	RELEASE	656		6/23	6/23	(2,223.95)		(2,223.95)	-	
334	T200411201		L24E	SR 54, MAINLINE IMPROVEMENTS	RELEASE	656		6/23	6/23	(730.99)		(730.99)	-	
335	T200411201		M240	SR 54, MAINLINE IMPROVEMENTS	RELEASE	656		6/23	6/23	(2,657.28)		(2,657.28)	-	
336	T200411201		33D0	SR 54, MAINLINE IMPROVEMENTS	RELEASE	656		6/23	6/23	(86,097.42)		(86,097.42)	-	
337	T200411201		Q240	SR 54, MAINLINE IMPROVEMENTS	RELEASE	656		6/23	6/23	(42,463.27)		(42,463.27)	-	
338	T200411210		M240	SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL	CONVERT	641		4/1	4/2	4,979,846.17		4,979,846.17	-	
339	T200411210		L240	SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL	CONVERT	641		4/1	4/2	8,087.21		8,087.21	-	
340	T200411210		L24E	SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL	CONVERT	641		4/1	4/2	112,066.62		112,066.62	-	
341	T200411210		M240	SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL	CONVERT	641		7/17	7/21	907,479.20		907,479.20	-	
342	T200411210		M240	SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL	CONVERT	641		7/22	7/23	1,569,107.33		1,569,107.33	-	
343	T200411210		L00E	SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL	CONVERT	641		7/22	7/23	578,927.80		578,927.80	-	
344	T200411210		33D0	SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL	CONVERT	641		7/22	7/23	86,097.42		86,097.42	-	
345	T200411210		Q240	SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL	CONVERT	641		7/22	7/23	42,463.27		42,463.27	-	
346	T200411210		M24E	SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL	CONVERT	641		7/22	7/23	359,400.36		359,400.36	-	
347	T200411701		M001	WEST DOVER CONNECTOR	RR	532		5/5	5/6	543,043.00		543,043.00	-	
348	T200411701		M0E1	WEST DOVER CONNECTOR	CONVERT			7/15	7/20	12,000,000.00		12,000,000.00	-	
349	T200411901		M0E1	US 40 / SR 72 INTERSECTION IMPROVEMENTS	PE	SM 07/24/15		7/27	7/28	140,000.00		140,000.00	-	
350	T200411901		M001	US 40 / SR 72 INTERSECTION IMPROVEMENTS	ROW	317		3/23	3/24	3,500,000.00		3,500,000.00	-	
351	T200412201		M001	SR 1, THOMPSONVILLE GRADE SEPARATED INTERSECTION	AWARD	STIP MOD 11/24/14		12/3	12/4	231,175.06		231,175.06	-	
352	T200412202		M001	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	PE	540		10/24	10/28	84,800.00		84,800.00	-	
353	T200412202		M001	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	ADVERTISE	AL 5/28/15		6/3	6/4	6,986,859.54		6,986,859.54	-	
354	T200412202		M0E1	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	ADVERTISE	AL 5/28/15		6/3	6/4	513,140.46		513,140.46	-	
355	T200412202		M0E1	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	UT	515		7/29	7/30	112,360.89		112,360.89	-	
356	T200412202		M0E1	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CE	515		9/9	9/10	1,052,126.74		1,052,126.74	-	
357	T200412401		M001	US 13, SEAFORD INTERSECTION IMPROVEMENT	CNT INCREASE	SM 2/13/15		2/19	2/24	30,000.00		30,000.00	-	
358	T200420007		Q220	SOUTHEAST 9TH WARD INTERSECTION ENHANCEMENTS	RELEASE	88		3/31	3/31	(20,228.38)		(20,228.38)	-	
359	T200504110	NF	M23E	HSIP NCC, N54, HOWELL SCHOOL ROAD, SR 896 TO SR 71	UT	279		1/23	1/26	35,635.30		35,635.30	-	
360	T200504110		M230	HSIP NCC, N54, HOWELL SCHOOL ROAD, SR 896 TO SR 71	UT	279		1/23	1/26	34,764.70		34,764.70	-	
361	T200504110		L00E	HSIP NCC, N54, HOWELL SCHOOL ROAD, SR 896 TO SR 71	ADVERTISE	279		9/11		77,189.53		-	77,189.53	
362	T200504110		M23E	HSIP NCC, N54, HOWELL SCHOOL ROAD, SR 896 TO SR 71	ADVERTISE	279		9/11		2,765,343.14		-	2,765,343.14	

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1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
363	T200504110		M24E	HSIP NCC, N54, HOWELL SCHOOL ROAD, SR 896 TO SR 71	ADVERTISE	279		9/11		4,119,557.48		-	4,119,557.48	
364	T200504110		H770	HSIP NCC, N54, HOWELL SCHOOL ROAD, SR 896 TO SR 71	ADVERTISE	279		9/11		19,026.11		-	19,026.11	
365	T200504110		L240	HSIP NCC, N54, HOWELL SCHOOL ROAD, SR 896 TO SR 71	ADVERTISE	279		9/11		968,979.12		-	968,979.12	
366	T200504110		LZ2E	HSIP NCC, N54, HOWELL SCHOOL ROAD, SR 896 TO SR 71	ADVERTISE	279		9/11		2,020,638.52		-	2,020,638.52	
367	T200504110		M240	HSIP NCC, N54, HOWELL SCHOOL ROAD, SR 896 TO SR 71	ADVERTISE	279		9/11		169,119.67		-	169,119.67	
368	T200507105		H770	BR1-100 ON N243 OLD KENNETT RD WEST OF CENTERVILLE	RELEASE	76		10/13	10/16	(19,026.11)		(19,026.11)	-	
369	T200507105		L24E	BR1-100 ON N243 OLD KENNETT RD WEST OF CENTERVILLE	RELEASE	76		10/13	10/16	(112,066.62)		(112,066.62)	-	
370	T200507105		L240	BR1-100 ON N243 OLD KENNETT RD WEST OF CENTERVILLE	RELEASE	76		10/13	10/16	(8,287.21)		(8,287.21)	-	
371	T200510602		M001	I-95 & US 202 INTERCHANGE	CE INCREASE	233		10/28	10/28	160,000.00		160,000.00	-	
372	T200510602		H050	I-95 & US 202 INTERCHANGE	CONVERT	230		4/14	4/15	36,781.01		36,781.01	-	
373	T200510602		L050	I-95 & US 202 INTERCHANGE	CONVERT	230		4/14	4/15	5,184.00		5,184.00	-	
374	T200510602		M001	I-95 & US 202 INTERCHANGE	CONVERT	230		4/14	4/15	163,661.95		163,661.95	-	
375	T200510602		M001	I-95 & US 202 INTERCHANGE	CONVERT	230		4/14	1/15	2,263,963.39		2,263,963.39	-	
376	T200510602		M0E1	I-95 & US 202 INTERCHANGE	CONVERT			7/13	7/14	4,000.00		4,000.00	-	
377	T200510602		M0E1	I-95 & US 202 INTERCHANGE	CE INCREASE	230		7/14	7/20	411,139.07		411,139.07	-	
378	T200511001		M001	SR 1 WIDENING, SR273 TO THE ROTH BRIDGE	TRANSFER	246		2/9	2/11	(960,000.00)		(960,000.00)	-	
379	T200511001		M001	SR 1 WIDENING, SR273 TO THE ROTH BRIDGE	PE	246		2/12	2/19	480,000.00		480,000.00	-	
380	T200600801		LS3E	HSIP KC, SR 8, FORREST AVENUE & PEARSONS CORNER ROAD INTERSECTION IMPROVEMENTS	RELEASE	528		4/28	4/29	(166,519.61)		(166,519.61)	-	
381	T200601102		M240	SR 72, MCCOY ROAD T SR 71	ROW	328		1/20	1/22	2,910,270.00		2,910,270.00	-	
382	T200601102		M23E	SR 72, MCCOY ROAD T SR 71	PE	SM 1/16/15		1/27	1/28	16,000.00		16,000.00	-	
383	T200612501		M001	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRIAN IMPROVEMENTS	RECODE TO J	637		2/24	2/24	(3,450.00)		(3,450.00)	-	
384	T200612501		M001	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRIAN IMPROVEMENTS	CE INCREASE	637		4/6	4/7	56,887.69		56,887.69	-	
385	T200711201		MS3E	HSIP SR 24 AT MOUNT JOY ROAD AND SR 24 AT BAY FARM ROAD INTERSECTION IMPROVEMENTS	PE	656		5/19	5/21	60,000.00		60,000.00	-	
386	T200711201		M24E	HSIP SR 24 AT MOUNT JOY ROAD AND SR 24 AT BAY FARM ROAD INTERSECTION IMPROVEMENTS	ROW	656		9/3	9/9	604,700.00		604,700.00	-	
387	T200711201		MS3E	HSIP SR 24 AT MOUNT JOY ROAD AND SR 24 AT BAY FARM ROAD INTERSECTION IMPROVEMENTS	ROW	656		9/3	9/9	3,000,000.00		3,000,000.00	-	
388	T200720004		L220	TOWN OF DAGSBORO STREETScape IMPROVEMENTS	RELEASE-FED			3/31	3/31	(48,640.45)		(48,640.45)	-	
389	T200720007		L220	TOWN OF CLAYTON SIDEWALK IMPROVEMENTS PHASE II	RELEASE-FED			3/31	3/31	(41,477.13)		(41,477.13)	-	
390	T200720007		L22E	TOWN OF CLAYTON SIDEWALK IMPROVEMENTS PHASE II	RELEASE-FED			3/31	3/31	(48.90)		(48.90)	-	
391	T200751201		M23E	NORTHEAST CORRIDOR IMPROVEMENTS YARD TO RAGAN, CIVIL, STRUCTURAL	RR	SM2/25/15		3/10	3/17	131,242.40		131,242.40	-	
392	T200751201		M23E	NORTHEAST CORRIDOR IMPROVEMENTS YARD TO RAGAN, CIVIL, STRUCTURAL	CE INCREASE	SM 2/25/15		3/20	3/24	16,833.64		16,833.64	-	
393	T200751201		L23E	NORTHEAST CORRIDOR IMPROVEMENTS YARD TO RAGAN, CIVIL, STRUCTURAL	CE INCREASE	457		5/8	5/11	32,260.93		32,260.93	-	
394	T200769003		LU20	SAFE ROUTES TO SCHOOL , INFRASTRUCTURE, SUSSEX COUNTY	CONVERT	113		8/24	8/25	2,022.99		2,022.99	-	
395	T200800702		MS3E	HSIP NCC, CHURCHMANS ROAD WB, CHRISTIANA HOSPITAL TO SR 1	ROW	271		8/21	8/27	20,000.00		20,000.00	-	
396	T200800705		LS30	HSIP NCC, SR2 AND SR72 INTERSECTION IMPROVEMENTS	RELEASE	270		9/8	9/9	(22,807.80)		(22,807.80)	-	
397	T200800705		LS3E	HSIP NCC, SR2 AND SR72 INTERSECTION IMPROVEMENTS	RELEASE	270		9/8	9/9	(62,544.07)		(62,544.07)	-	
398	T200800714		MS30	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENTS	CNT INCREASE	100		1/22	1/26	101,673.75		101,673.75	-	
399	T200800901		MS30	HSIP SC, US 9-PROJECTS	RECODE TO J	633		2/3	2/4	(111,682.00)		(111,682.00)	-	
400	T200800901		MS3E	HSIP SC, US 9-PROJECTS	CE/CNT INCREASE	SM 7/20/15		7/27	7/28	360,129.07		360,129.07	-	
401	T200800902		MS3E	HSIP SC, US 113 INTERSECTION IMPROVEMENTS	CONVERT			7/14	7/20	1,400,000.00		1,400,000.00	-	
402	T200809001		MS3E	HSIP NCC, I-95, N213 CARR ROAD & N3, MARSH ROAD INTERCHANGE IMPROVEMENTS	PE	275		3/27	4/1	592,588.80		592,588.80	-	
403	T200809003		M001	SR 1 / I-95 INTERCHANGE	CE INCREASE	247		11/26	12/3	86,400.00		86,400.00	-	
404	T200809003		M001	SR 1 / I-95 INTERCHANGE	CNT TO TR	244		2/27	3/3	(20,245.42)		(20,245.42)	-	
405	T200809003	NF	M001	SR 1 / I/95 INTERCHANGE	TR	244		3/16	3/17	20,245.42		20,245.42	-	
406	T200900704		MS3E	HSIP NCC, SR273, APPLEBY ROAD TO AIRPORT ROAD	ROW	SM 6/26/15		6/1	6/5	1,251,900.00		1,251,900.00	-	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS 9/30/2015										
2														
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
407	T200900704	NF	L28R	HSIP NCC, SR273, APPLEBY ROAD TO AIRPORT ROAD	PE	287		9/9	9/10	135,000.00		135,000.00	-	
408	T200900705		C240	MARKET STREET SAFETY IMPROVEMENTS	RELEASE			6/4	6/4	(124,979.50)		(124,979.50)	-	
409	T200900705		L230	MARKET STREET SAFETY IMPROVEMENTS	RELEASE			6/4	6/4	(58,001.59)		(58,001.59)		
410	T200900705		L23E	MARKET STREET SAFETY IMPROVEMENTS	RELEASE			6/4	6/4	(901,126.36)		(901,126.36)		
411	T200900801		M001	HSIP KC, US 13 AT CARPENTER BRIDGE ROAD	CNT INCREASE	100		1/22	1/26	1,806.18		1,806.18	-	
412	T200903401		L010	INTERSTATE MAINTENANCE DRAINAGE REPAIRS	RELEASE	234		5/15	5/18	(1,499,159.18)		(1,499,159.18)	-	
413	T200907403		L1CE	BR 1-501, 1-501A & 1-501B SR 141 VIADUCT OVER SR4	CE INCREASE	399		11/6	12/4	89,305.54		89,305.54	-	
414	T200907403	NF	M23E	BR 1-501, 1-501A & 1-501B SR 141 VIADUCT OVER SR4	CE INCREASE	382		1/23	1/26	344,609.60		344,609.60	-	
415	T200907403	NF	L23E	BR 1-501, 1-501A & 1-501B SR 141 VIADUCT OVER SR4	CNT INCREASE	382		6/19	6/24	216,281.01		216,281.01	-	
416	T200907403		LZ2E	BR 1-501, 1-501A & 1-501B SR 141 VIADUCT OVER SR4	CE INCREASE	382		7/13	7/14	92,000.00		92,000.00	-	
417	T200907701		C240	GUARDRAIL UPGRADE, NEW CASTLE COUNTY, FY10-FY12, OPEN END	RELEASE			7/30	7/30	(8,782.30)		(8,782.30)	-	
418	T200909001		L010	ROADWAY LIGHTING REPLACEMENT, I-95	RELEASE			1/28	1/28	(666,761.52)		(666,761.52)	-	
419	T200909001		L01E	ROADWAY LIGHTING REPLACEMENT, I-95	RELEASE			1/28	1/28	(56,721.48)		(56,721.48)	-	
420	T200909001	NF	L010	ROADWAY LIGHTING REPLACEMENT, I-95	RELEASE-FED			3/31	3/31	(69,548.46)		(69,548.46)	-	
421	T200909001		L01E	ROADWAY LIGHTING REPLACEMENT, I-95	RELEASE-FED			3/31	3/31	(70,626.15)		(70,626.15)	-	
422	T200909002		C240	I-95 NEWARK TOLL PLAZA HIGHWAY SPEED EZ PASS LANES	RELEASE			12/3	12/3	(30,258.69)		(30,258.69)	-	
423	T200909002	NF	L010	I-95 NEWARK TOLL PLAZA HIGHWAY SPEED EZ PASS LANES	RELEASE			12/3	12/3	(1,025.64)		(1,025.64)	-	
424	T200910602	NF	L23E	SR 141 & SR 100 LANDSCAPING	RELEASE			3/31	3/31	(46,770.93)		(46,770.93)	-	
425	T200911201		LZ2E	HSIP SC, PLANTATIONS RD, CEDAR GROVE RD	AWARD	651		10/15	10/16	(702,314.26)		(702,314.26)	-	
426	T200911201	NF	LZ2E	HSIP SC, PLANTATIONS RD, CEDAR GROVE RD	UT	STIP Mod 10/29/14		12/8	12/9	294,732.00		294,732.00	-	
427	T200920010		L22E	TOWN OF OCEAN VIEW, WOODLAND AVENUE PEDESTRIAN IMPROVEMENTS	TR RELEASE	83		8/11	8/12	(1,572.74)		(1,572.74)	-	
428	T200920019	NF	C220	CENTREVILLE STREETScape IMPROVEMENTS	RELEASE			7/29	7/29	(53.89)		(53.89)	-	
429	T200920019		L22E	CENTREVILLE STREETScape IMPROVEMENTS	RELEASE			7/29	7/29	(122,904.01)		(122,904.01)	-	
430	T200920019		C240	CENTREVILLE STREETScape IMPROVEMENTS	RELEASE			7/29	7/29	(238.89)		(238.89)	-	
431	T201000401		Q280	2009 HAZARD ELIMINATION PROGRAM-TR CONTROL DEVICE PROGRAM	RELEASE			10/30	10/31	(0.02)		(0.02)	-	
432	T201000401		LS30	2009 HAZARD ELIMINATION PROGRAM-TR CONTROL DEVICE PROGRAM	RELEASE	117		10/30	10/31	(192,207.55)		(192,207.55)	-	
433	T201000701		MS30	HSIP NCC, SR 71 OLD PORTER ROAD TO SR 7	PE	296		10/20	10/21	45,000.00		45,000.00	-	
434	T201001003		LS20	2009 HIGH RISK RURAL ROADS PROGRAM - TRAFFIC CONTROL DEVICE IMPROVEMENTS	RELEASE	119		5/19	5/21	(193.52)		(193.52)	-	
435	T201004702		L400	FY10 DELTRAC STATEWIDE PROJECTS	RELEASE	180		10/13	10/14	(1,999,297.95)		(1,999,297.95)	-	
436	T201004703	NF	L400	FY10 DELTRAC STATEWIDE PROJECTS	RELEASE			3/25	3/25	(169,659.46)		(169,659.46)	-	
437	T201006105		L24E	PAVEMENT & REHABILITATION, NORTH V, 2010	RELEASE			5/21	5/21	(231,268.44)		(231,268.44)	-	
438	T201006305		C250	PAVEMENT & REHABILITATION, SOUTH II-V, 2010	RELEASE			8/3	8/3	(543.01)		(543.01)	-	
439	T201006305	NF	L00E	PAVEMENT & REHABILITATION, SOUTH II-V, 2010	RELEASE			8/3	8/3	(77,189.53)		(77,189.53)	-	
440	T201007402		L1CE	BR1-585 ON N049 AUGUSTINE CUTOFF OVER BRANDYWINE CREEK	RELEASE	407		10/30	10/31	(382,274.01)		(382,274.01)	-	
441	T201007603		C240	BRIDGE PAINTING, SOUTH DISTRICT 2010	RELEASE			8/5	8/6	(22,609.33)		(22,609.33)	-	
442	T201009004		L010	SR 1 / I-95 INTERCHANGE - CHRISTIANA MALL ROAD BRIDGE	RELEASE			12/17	12/18	(65,002.70)		(65,002.70)	-	
443	T201009004		L00E	SR 1 / I-95 INTERCHANGE - CHRISTIANA MALL ROAD BRIDGE	RELEASE			12/17	12/18	(578,927.80)		(578,927.80)	-	
444	T201009004		L230	SR 1 / I-95 INTERCHANGE - CHRISTIANA MALL ROAD BRIDGE	RELEASE			12/17	12/18	(87,291.06)		(87,291.06)	-	
445	T201011303	NF	M001	US 301, GARVEE DEBT SERVICE	CONVERT	255		10/8	10/8	10,983,287.50		10,983,287.50	-	
446	T201012001		M240	SR299, SR 1 TO CATHERINE STREET	PE	SM 3/12/15		3/25	3/25	699,999.00		699,999.00	-	
447	T201012501		LY30	DESTINATION STATION	RELEASE	661		4/6	4/6	(78,697.67)		(78,697.67)	-	
448	T201066002		L550	SPR RESEARCH PROGRAM 2010	RELEASE	133		4/30	5/4	(13,655.51)		(13,655.51)	-	
449	T201100506	P&R	MS50	STATEWIDE RAILROAD CROSSING REPAIR II, 2011	RR/CO	92		10/20	10/20	35,000.00		35,000.00	-	
450	T201100506		MS50	STATEWIDE RAILROAD CROSSING REPAIR II, 2011	CE	92		10/20	10/20	8,948.50		8,948.50	-	
451	T201106202		L200	PAVEMENT & REHABILITATION, SOUTH I-II, 2010	MOVED TO "J" FUNDING	86		2/11	2/26	(207,637.17)		(207,637.17)	-	
452	T201107202		M001	BR 2-033B ON SR 15, CANTERBURY ROAD OVER HUDSON BRANCH	TR RELEASE	542		9/9	9/10	(151.54)		(151.54)	-	
453	T201107203		M231	BR 2-100A ON DENNEY'S ROAD OVER FORK BRANCH	AWARD	550		1/23	1/26	(85,285.20)		(85,285.20)	-	
454	T201107203		L1CE	BR 2-100A ON DENNEY'S ROAD OVER FORK BRANCH	AWARD	550		1/23	1/26	(12,750.75)		(12,750.75)	-	
455	T201107203		M231	BR 2-100A ON DENNEY'S ROAD OVER FORK BRANCH	UT	550		3/9	3/12	2,700.00		2,700.00	-	
456	T201107203		M231	BR 2-100A ON DENNEY'S ROAD OVER FORK BRANCH	UT	550		8/19	8/20	10,000.00		10,000.00	-	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
457	T201107210		L11E	BR 2-371A ON K371 BARRATTS CHAPEL ROAD OVER DOUBLE RUN	AWARD	593		10/23	10/28	43,008.59		43,008.59	-	
458	T201107210		M233	BR 2-371A ON K371 BARRATTS CHAPEL ROAD OVER DOUBLE RUN	AWARD	593		10/23	10/28	36,074.09		36,074.09	-	
459	T201107210		L110	BR 2-371A ON K371 BARRATTS CHAPEL ROAD OVER DOUBLE RUN	AWARD	593		10/23	10/28	41,656.48		41,656.48	-	
460	T201107210		LICE	BR 2-371A ON K371 BARRATTS CHAPEL ROAD OVER DOUBLE RUN	RELEASE	570		2/2	2/3	(6,778.40)		(6,778.40)	-	
461	T201107302		LICE	BR 3-587 ON SR 26 NINE FOOT ROAD OVER WHARTONS BRANCH	UNALLOTTED	690		2/26	2/27	(64,652.39)		(64,652.39)	-	
462	T201107304		LICE	BR 3-224 ON S546 CONRAIL ROAD OVER BUCKS BRANCH	CNT INCREASE	78		2/6	2/11	10,000.00		10,000.00	-	
463	T201107401		M001	BR 1-665N AND BR 1-665S CARRYING US 13 OVER BAYLOR BLVD	CNT INCREASE	409		10/23	10/28	370,958.72		370,958.72	-	
464	T201107401		M001	BR 1-665N AND BR 1-665S CARRYING US 13 OVER BAYLOR BLVD	UNALLOTTED	394		3/12	3/17	(650,000.00)		(650,000.00)	-	
465	T201107402		M001	BR 1-826 N & S ON I-495 OVER STONEY CREEK	RELEASE	410		2/9	2/11	(10,638.72)		(10,638.72)	-	
466	T201107402		M001	BR 1-826 N & S ON I-495 OVER STONEY CREEK	CNT DECREASE	410		2/13	2/18	(110,133.93)		(110,133.93)	-	
467	T201107802		L1C0	BRIDGE INSPECTION PROGRAM FY11	RELEASE	72		4/7	4/8	(141,600.73)		(141,600.73)	-	
468	T201107803		LICE	BRIDGE PAINTING, NEW CASTLE COUNTY, 2013	RELEASE	74		3/31	3/31	(131,251.72)		(131,251.72)	-	
469	T201109001		M23E	SR 141 AND COMMONS BOULEVARD INTERSECTION IMPROVEMENTS	PE	248		1/30	2/3	406,831.81		406,831.81	-	
470	T201109001		M001	SR 141 AND COMMONS BOULEVARD INTERSECTION IMPROVEMENTS	PE	248		1/30	2/3	800,000.00		800,000.00	-	
471	T201109001		L23E	SR 141 AND COMMONS BOULEVARD INTERSECTION IMPROVEMENTS	PE	SM 6/15/15		6/23	6/24	531,528.21		531,528.21	-	
472	T201109001		M23E	SR 141 AND COMMONS BOULEVARD INTERSECTION IMPROVEMENTS	PE	SM 6/15/15		6/23	6/24	130,218.21		130,218.21	-	
473	T201109002		H010	I-95 AND SR141 INTERCHANGE, RAMPS G & F IMPROVEMENTS	UT	232		3/27	4/2	13,746.25		13,746.25	-	
474	T201109002		L010	I-95 AND SR141 INTERCHANGE, RAMPS G & F IMPROVEMENTS	UT	232		3/27	4/2	1,753.75		1,753.75	-	
475	T201109002		L010	I-95 AND SR141 INTERCHANGE, RAMPS G & F IMPROVEMENTS	ADVERTISE	232		8/7	8/12	1,500,000.00		1,500,000.00	-	
476	T201109301		L24E	STATEWIDE TRAFFIC SIGNAL RELAMPING PROJECT	RELEASE	111		6/1	6/2	(642,502.06)		(642,502.06)	-	
477	T201112201		MSE2	SR 1, NE FRONT ST GRADE SEPARATED INTERSECTION	ROW	518		8/5	8/10	2,322,024.00		2,322,024.00	-	
478	T201112201		MSE2	SR 1, NE FRONT ST GRADE SEPARATED INTERSECTION	CONVERT	518		1/9	9/9	465,933.00		465,933.00	-	
479	T201112201		M0E1	SR 1, NE FRONT ST GRADE SEPARATED INTERSECTION	CONVERT	518		1/9	9/9	212,043.00		212,043.00	-	
480	T201120003		L22R	TOWN OF ELSMERE PEDESTRIAN AND BICYCLE IMPROVEMENTS	AWARD	81		1/6	1/8	39,599.70		39,599.70	-	
481	T201120004		M3E1	DELAWARE AVENUE STREETSCAPE IMPROVEMENTS	ADVERTISE	81		10/17	10/17	486,478.00		486,478.00	-	
482	T201120004		M3E1	DELAWARE AVENUE STREETSCAPE IMPROVEMENTS	ReAllot funding	76		3/2	3/3	340,041.87		340,041.87	-	
483	T201120004		M3E1	DELAWARE AVENUE STREETSCAPE IMPROVEMENTS	Backout funding	76		3/2	3/3	(340,041.87)		(340,041.87)	-	
484	T201120006		M300	GREENHILL AVENUE STREETSCAPE IMPROVEMENTS	CONT INCREASE	81		12/3	12/3	3,300.00		3,300.00	-	
485	T201120012		M300	MILLER ROAD STREETSCAPE INPROVEMENTS	ROW	81		12/17	12/22	800.00		800.00	-	
486	T201120012		M300	MILLER ROAD STREETSCAPE INPROVEMENTS	ADVERTISE	81		1/5	1/7	375,888.78		375,888.78	-	
487	T201120012		M300	MILLER ROAD STREETSCAPE INPROVEMENTS	AWARD	83		3/9	3/10	(24,599.55)		(24,599.55)	-	
488	T201120015		M300	VALLEY ROAD PEDESTRIAN IMPROVEMENTS	CE INCREASE	83		5/19	5/21	38,000.00		38,000.00	-	
489	T201163001		L24E	FEDERAL EDUCATION & TRAINING FY 2011, FY 2012	RELEASE			4/29	4/30	(33,802.70)		(33,802.70)	-	
490	T201166001		L55E	SPR PLANNING PROGRAM FY2011	RELEASE			3/19	3/19	(1,091,653.75)		(1,091,653.75)	-	
491	T201166002		L56E	SPR RESEARCH PROGRAM 2011	RELEASE			4/30	5/4	(25,942.10)		(25,942.10)	-	
492	T201200102		M001	HEP, SR 7 AT SKYLINE DRIVE/MERMAID STONEY BATTER ROAD INTERSECTION IMPROVEMENTS	CNT INCREASE	304		11/3	11/5	129,580.39		129,580.39	-	
493	T201200106		M240	HEP NCC, SALEM CHURCH ROAD AT CHRISTIANA HIGH SCHOOL	RE RELEASE	100		9/9	9/10	(648.79)		(648.79)	-	
494	T201200106		M240	HEP NCC, SALEM CHURCH ROADAT CHRISTIANA HIGH SCHOOL	CNT INCREASE	100		1/21	1/26	39,817.39		39,817.39	-	
495	T201200107		MS30	HEP NCC, SR 896 AND PROTER ROAD INTERSECTION INPROVEMENTS	CE INCREASE	100		1/21	1/26	22,500.00		22,500.00		
496	T201200108		M230	HEP NCC, SR 72 AND OLD BALTIMORE PIKE INTERSECTION IMPROVEMENTS	ROW	259		9/9		100,000.00		-	100,000.00	
497	T201200108		M23E	HEP NCC, SR 72 AND OLD BALTIMORE PIKE INTERSECTION IMPROVEMENTS	PE	259		7/29	7/30	17,000.00		17,000.00	-	
498	T201200802		M231	HEP KC, SR10 & SR15 INTERSECTION IMPROVEMENTS	ROW	535		8/21	8/25	180,000.00		180,000.00	-	
499	T201201005		LS40	FY12-HIGHWAY-RAIL GRADE CROSSING PROGRAM - STUDIES	RELEASE	109		5/7	5/8	(582.97)		(582.97)	-	
500	T201201101		M400	MYRTLE AVENUE SIDEWALK IMPROVEMENTS	PE	SM 2/13/15		2/19	2/24	280,000.00		280,000.00	-	
501	T201201102		M400	MANOR AVENUE SIDEWALK IMPROVEMENTS	PE	SM 2/13/15		2/19	2/24	240,000.00		240,000.00	-	
502	T201200701	P&R	M001	HEP NCC, SR2, WOLLASTON ROAD TO MILLTOWN ROAD	ROW	268		12/3	12/4	150,000.00		150,000.00	-	
503	T201200701	P&R	M240	HEP NCC, WOLLASTON ROAD TO MILLTOWN ROAD	UT/OTHER	SM 6/5/15		7/1	7/7	121,600.00		121,600.00	-	
504	T201206101	P&R	M23E	PAVEMENT & REHABILITATION, NORTH 1, 2012	CE INCREASE	STIP MOD		12/16	12/22	98,000.00		98,000.00	-	
505	T201206101	P&R	M23E	PAVEMENT & REHABILITATION, NORTH 1, 2012	CNT INCREASE	12/10/2014		12/16	12/22	4,574,700.00		4,574,700.00	-	
506	T201206101	P&R	L230	PAVEMENT & REHABILITATION, NORTH 1, 2012	CE INCREASE	86		2/25	2/6	87,291.06		87,291.06	-	
507	T201206101	P&R	M23E	PAVEMENT & REHABILITATION, NORTH 1, 2012	CE INCREASE	86		2/25	2/26	172,708.94		172,708.94	-	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS 9/30/2015										
2														
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
508	T201206105	P&R	M230	PAVEMENT & REHABILITATION, NORTH V, 2012	AWARD	84		10/16	10/17	(19,012.75)		(19,012.75)	-	
509	T201206107	P&R	L24E	PAVEMENT & REHABILITATION, NORTH VII, 2012	TR RELEASE	86		9/8	9/9	(0.15)		(0.15)	-	
510	T201206111	P&R	M23E	PAVEMENT & REHABILITATION, NORTH XI, 2012	CNT INCREASE	84		10/15	10/17	574,404.15		574,404.15	-	
511	T201206111	P&R	L23E	PAVEMENT & REHABILITATION, NORTH XI, 2012	CNT INCREASE	84		10/15	10/17	217,584.85		217,584.85	-	
512	T201206111	P&R	M23E	PAVEMENT & REHABILITATION, NORTH XI, 2012	CE INCREASE	86		2/25	2/26	100,000.00		100,000.00	-	
513	T201206111	P&R	H230	PAVEMENT & REHABILITATION NORTH XI, 2012	CE INCREASE	86		6/10	6/11	30,796.68		30,796.68	-	
514	T201206111	P&R	L230	PAVEMENT & REHABILITATION NORTH XI, 2012	CE INCREASE	86		6/10	6/11	65,834.18		65,834.18	-	
515	T201206111	P&R	L23E	PAVEMENT & REHABILITATION NORTH XI, 2012	CE INCREASE	86		6/10	6/11	167,827.14		167,827.14	-	
516	T201206116	P&R	M001	SR1 JOINT SEALING, NEW CASTLE COUNTY, FY2012	CE INCREASE	84		12/23	12/24	55,000.00		55,000.00	-	
517	T201206116		M001	SR1 JOINT SEALING, NEW CASTLE COUNTY, FY2012	CNT INCREASE	84		1/8	1/13	229,210.00		229,210.00	-	
518	T201206115	P&R	M230	PAVEMENT & REHABILITATION, NORTH XV, 2012	TRANSFER	84		12/15	12/16	(34,764.70)		(34,764.70)	-	
519	T201206203		L20E	PAVEMENT & REHABILITATION, SOUTH I-III, 2012	RELEASE			6/18	6/18	(619,667.48)		(619,667.48)	-	
520	T201206308		L25E	PAVEMENT & REHABILITATION, SOUTH II-VIII, 2012	CE INCREASE	83		3/9	3/10	8,300.00		8,300.00	-	
521	T201207002		M001	INSPECTION OF OVERHEAD SIGN STRUCTURES, FY12-16	PE	72		2/26	2/27	836,000.00		836,000.00	-	
522	T201207002		M240	INSPECTION OF OVERHEAD SIGN STRUCTURES, FY12-16	PE	72		2/26	2/27	44,000.00		44,000.00	-	
523	T201207101		L1CE	BR 1-159 ON JAMES STREET OVER CHRISTINA RIVER	PE INCREASE	373		12/3	12/3	71,042.72		71,042.72	-	
524	T201207101	NF	L1CE	BR 1-159 ON JAMES STREET OVER CHRISTINA RIVER	PE INCREASE	360		4/13	4/14	2,400.00		2,400.00	-	
525	T201207103	NF	M240	BR 1-543 ON N213 CARR ROAD OVER SHELLPOT CREEK	ROW	384		7/13	7/14	35,000.00		35,000.00	-	
526	T201207401	NF	LZ2E	BR 1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH NAAMANS CREEK	ADVERTISE	SM 4/28/15		5/5	5/7	494,657.27		494,657.27	-	
527	T201207401		LZ1E	BR 1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH NAAMANS CREEK	ADVERTISE	SM 4/28/15		5/5	5/7	506,896.13		506,896.13	-	
528	T201207401		LZ2E	BR 1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH NAAMANS CREEK	AWARD	SM 8/10/15		8/17	8/20	437,750.51		437,750.51	-	
529	T201207402		M001	INTERSTATE BRIDGE MAINTENANCE, SOUTH	CE INCREASE	76		11/3	11/5	387,665.00		387,665.00	-	
530	T201207402		M001	INTERSTATE BRIDGE MAINTENANCE, SOUTH	CE INCREASE	SM 2/13/15		2/19	2/24	1,673,614.00		1,673,614.00	-	
531	T201207402		M0E1	INTERSTATE BRIDGE MAINTENANCE, SOUTH (ADVERTISEMENT & CONSTRUCTION)	CE INCREASE	SM 2/13/15		7/24	7/27	15,000.00		15,000.00	-	
532	T201207502		L11E	BR 2-016B ON K016 N LITTLE CREEK ROAD OVER LITTLE RIVER	ENVIRONM	563		10/23	10/28	3,500.00		3,500.00	-	
533	T201207601		M240	STRUCTURE MAINTENANCE, OPEN END, SOUTH, 2012	CNT INCREASE	74		10/17	10/20	21,567.65		21,567.65	-	
534	T201207602		M232	BR 3-558 ON S417 DAISEY ROAD OVER POCOMOKE RIVER	UT	STIP MOD 1/16/15		1/23	1/26	6,800.00		6,800.00	-	
535	T201207602		L1CE	BR 3-558 ON S417 DAISEY ROAD OVER POCOMOKE RIVER	ROW			1/23	1/26	20,000.00		20,000.00	-	
536	T201207602		M233	BR 3-558 ON S417 DAISEY ROAD OVER POCOMOKE RIVER	ADVERTISE	688		2/16	2/18	742,075.28		742,075.28	-	
537	T201207602		M233	BR 3-558 ON S417 DAISEY ROAD OVER POCOMOKE RIVER	AWARD	688		4/22	4/23	357,282.05		357,282.05	-	
538	T201207604		M233	SUSSEX COUNTY PIPE REPLACEMENTS, FEDERAL, 2012	ADVERTISE	SM 3/16/15		3/16	3/17	1,033,282.65		1,033,282.65	-	
539	T201207604		M233	SUSSEX COUNTY PIPE REPLACEMENTS, FEDERAL, 2012	CO/CE	SM 3/16/15		5/27	5/28	(74,122.52)		(74,122.52)	-	
540	T201220004		M300	OLD LANCASTER PIKE PEDESTRIAN BRIDGE PLACEMENT	ADVERTISE	83		8/4	8/6	714,474.45		714,474.45	-	
541	T201220005		L220	MIDTOWN BRANDYWINE STREETScape IMPROVEMENTS	ADVERTISE	83		8/11	8/13	90,117.58		90,117.58	-	
542	T201220005		Q220	MIDTOWN BRANDYWINE STREETScape IMPROVEMENTS	ADVERTISE	83		8/11	8/13	20,228.38		20,228.38	-	
543	T201220005		L22E	MIDTOWN BRANDYWINE STREETScape IMPROVEMENTS	ADVERTISE	83		8/11	8/13	66,674.17		66,674.17	-	
544	T201220005		L22R	MIDTOWN BRANDYWINE STREETScape IMPROVEMENTS	ADVERTISE	83		8/11	8/13	160,059.40		160,059.40	-	
545	T201220015		L22E	COOL SPRING STREETScape IMPROVEMENTS	ADVERTISE	83		4/17	4/20	568,391.19		568,391.19	-	
546	T201220015		L22E	COOL SPRING STREETScape IMPROVEMENTS	ADVERTISE	83		6/24	6/24	(52,877.98)		(52,877.98)	-	
547	T201230002		M40E	GEORGETOWN TO LEWES RAIL WITH TRAIL, SAVANNAH ROAD T GILLS NECK ROAD	ADVERTISE	SM 8/28/15		9/1	9/9	1,038,066.17		1,038,066.17	-	
548	T201230002		M400	GEORGETOWN TO LEWES RAIL WITH TRAIL, SAVANNAH ROAD T GILLS NECK ROAD	ADVERTISE	SM 8/28/15		9/1	9/9	752,933.58		752,933.58	-	
549	T201230005		L400	NORTHERN DELAWARE GREENWAY - TALLEY ROAD SECTION	CE INCREASE	324		4/22	4/23	3,000.00		3,000.00	-	
550	T201230007		L400	OPEN END CONSTRUCTION SERVICES, STATEWIDE TRAILS, NCC	CE/CNT INCREA	123		2/18	2/24	352,000.00		352,000.00	-	
551	T201230007		L94E	OPEN END CONSTRUCTION SERVICES, STATEWIDE TRAILS, NCC	PE	67		5/5	5/7	80,000.00		80,000.00	-	
552	T201230007		L400	OPEN END CONSTRUCTION SERVICES, STATEWIDE TRAILS, NCC	CE INCREASE	123		3/3	3/10	90,400.00		90,400.00	-	
553	T201230007		L400	OPEN END CONSTRUCTION SERVICES, STATEWIDE TRAILS, NCC	CE INCREASE	67		6/3	6/3	49,920.00		49,920.00	-	
554	T201230007		L94E	OPEN END CONSTRUCTION SERVICES, STATEWIDE TRAILS, NCC	CE INCREASE	67		9/1	9/8	20,000.00		20,000.00	-	
555	T201230007		L94E	OPEN END CONSTRUCTION SERVICES, STATEWIDE TRAILS, NCC	CNT INCREASE	67		9/1	9/8	343,326.05		343,326.05	-	
556	T201230008		L94E	OPEN END CONSTRUCTION SERVICES, STATEWIDE TRAILS, KENT AND SUSSEX COUNTY	CE INCREASE	67		6/9	6/11	11,832.75		11,832.75	-	
557	T201230008		L400	OPEN END CONSTRUCTION SERVICES, STATEWIDE TRAILS, KENT AND SUSSEX COUNTY	CNT INCREASE	123		6/15	6/16	255,560.26		255,560.26	-	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS										
2					9/30/2015									
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
558	T201230008		L94E	OPEN END CONSTRUCTION SERVICES, STATEWIDE TRAILS, KENT AND SUSSEX COUNTY	CNT INCREASE	123		6/15	6/16	230,000.00		230,000.00	-	
559	T201250306		L40E	PARATRANSIT REPLACEMENT BUSES FY13 (55)	RELEASE			5/11	5/11	(28,888.24)		(28,888.24)	-	
560	T201266002		L56E	SPR RESEARCH PROGRAM 2012	RELEASE	138		5/21	5/21	(154,385.91)		(154,385.91)	-	
561	T201268001		M560	LOCAL TRANSPORTATION ASSISTANCE PROGRAM 2012	CONVERT			4/29	4/30	202,684.00		202,684.00	-	
562	T201300101		MS3E	HEP NCC, US 40 AT GLASGOW AVENUE	ADVERTISE	267		6/22	6/23	383,085.30		383,085.30	-	
563	T201300101		MS3E	HEP NCC, US 40 AT GLASGOW AVENUE	AWARD	SM 6/15/15		8/20	8/20	29,843.15		29,843.15	-	
564	T201300303		MS30	HEP SSC US13 & S46	ADVERTISE	SM1/16/15		1/26	2/3	131,988.87		131,988.87	-	
565	T201300303		MS3E	HEP SSC US13 & S46	ADVERTISE	SM1/16/15		1/26	2/3	161,371.66		161,371.66	-	
566	T201300303		MS3E	HEP SSC US13 & S46	AWARD	SM1/16/15		4/1	4/3	(14,383.24)		(14,383.24)	-	
567	T201300502		LS50	LANCASTER PIKE RR CROSSING REPLACEMENT FY2013	RELEASE			11/10	11/12	(20,000.00)		(20,000.00)	-	
568	T201300502		LS5E	LANCASTER PIKE RR CROSSING REPLACEMENT FY2013	RELEASE			11/10	11/12	(122,800.00)		(122,800.00)	-	
569	T201301001		LS3E	FY2013 HIGHWAY SAFETY IMPROVEMENT PROGRAM - STUDIES	RELEASE			3/24	3/25	(7.98)		(7.98)	-	
570	T201301002	NF	LS20	FY23013 HIGH RISK RURAL ROADS PROGRAM - STUDIES	RELEASE			3/24	3/25	(8.93)		(8.93)	-	
571	T201301003		LS50	FY2013 HIGHWAY-RAIL GRADE CROSSING PROGRAM - STUDIES	RELEASE			3/24	3/25	(16.75)		(16.75)	-	
572	T201302501		L97E	LEWES BYWAY CORRIDOR MANAGEMENT PLAN	PLANNING	116		5/26	5/27	9,253.50		9,253.50	-	
573	T201303401		M0E1	INTERSTATE MAINTENANCE DRAINAGE REPAIRS, FY14-FY16, OPEN-END	CONVERT	234		7/14	7/15	820,321.81		820,321.81		
574	T201304801		L400	RIDESHARE FY13-15	PD	176		11/6	11/7	320,000.00		320,000.00	-	
575	T201304801		M40E	RIDESHARE FY13-15	PD	180		8/18	8/19	40,000.00		40,000.00	-	
576	T201307101		M2E3	BR 1-567A ON N501 HAY ROAD OVER SHELLPOT CREEK, CITY OF WILMINGTON	ROW	386		8/7	8/10	24,000.00		24,000.00	-	
577	T201307102		M240	BR 1-254 ON N350 OLD NEWARK ROAD OVER COOL RUN	ROW	368		7/21	7/24	20,000.00		20,000.00	-	
578	T201307202		M233	BR 2-265B ON SPIDER WEB ROAD OVER WHITE MARSH BRANCH	ROW	589		12/3	12/4	17,600.00		17,600.00	-	
579	T201307202		M233	BR 2-265B ON SPIDER WEB ROAD OVER WHITE MARSH BRANCH	PE	564		5/26	5/27	(21,656.96)		(21,656.96)	-	
580	T201307202		L110	BR 2-265B ON SPIDER WEB ROAD OVER WHITE MARSH BRANCH	UT/OTHER	SM 6/3/15		6/11	6/15	766.40		766.40	-	
581	T201307202		L1CE	BR 2-265B ON SPIDER WEB ROAD OVER WHITE MARSH BRANCH	UT/OTHER	SM 6/3/15		6/11	6/15	10,913.60		10,913.60	-	
582	T201307202		M233	BR 2-265B ON SPIDER WEB ROAD OVER WHITE MARSH BRANCH	ADVERTISE	SM 7/20/15		7/27	7/27	251,286.40		251,286.40	-	
583	T201307301		L1CE	BR 3-507 ON US 113 OVER IRON BRANCH	PE	684		5/14	5/15	800.00		800.00	-	
584	T201307401		M240	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER	ROW	376		1/20	1/22	28,000.00		28,000.00	-	
585	T201307401		L1C0	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER	PE	376		5/21	5/22	5,074.97		5,074.97	-	
586	T201307401		L1CE	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER	PE INCREASE	376		6/16	6/16	8,229.14		8,229.14	-	
587	T201307601	NF	F13E	PRIME HOOK ROAD IMPROVEMENTS	ADVERTISE	708		9/9		640,000.00		-	640,000.00	
588	T201309002		M001	CAVALIERS MITIGATION	CO	224		3/10	3/16	16,000.00		16,000.00	-	
589	T201309002		M0E1	CAVALIERS MITIGATION	CO	224		6/15	6/16	1,728.00		1,728.00	-	
590	T201309003		M001	ROAD A/ SR7 / CENTER BLVD INTERSECTION IMPROVEMENTS	CNT INCREASE	240		1/20	1/22	105,000.00		105,000.00	-	
591	T201309003		M001	ROAD A/ SR7 / CENTER BLVD INTERSECTION IMPROVEMENTS	RELEASE	240		2/6	2/11	(30,000.00)		(30,000.00)	-	
592	T201320003		L22E	11TH STREET STREETScape IMPROVEMENTS, CITY OF WILMINGTON	REDUCING	76		4/22	4/23	(970.90)		(970.90)	-	
593	T201320003		L22E	11TH STREET STREETScape IMPROVEMENTS, CITY OF WILMINGTON	PE	76		2/23	3/3	95,000.00		95,000.00	-	
594	T201320004		M3E2	NORTH STREET SIDEWALK IMPROVEMENTS	PE	83		8/26	8/27	104,000.00		104,000.00	-	
595	T201330009		M400	INDUSTRIAL TRACK GREENWAY PHASE III	PE	428		1/20	1/22	800,000.00		800,000.00	-	
596	T201330009		M400	INDUSTRIAL TRACK GREENWAY PHASE III	ROW	SM 8/7/15		8/13	8/19	80,000.00		80,000.00	-	
597	T201330010		M3E2	WEST ST TRAIL CONNECTOR DOVER	PE	83		8/26	8/27	178,000.00		178,000.00	-	
598	T201330011		M300	RT 10/LEBANON ROAD , ST JONES TO BRECKNOCK PARK	PE	83		9/3		33,634.00		-	33,634.00	
599	T201330011		M3E2	RT 10/LEBANON ROAD , ST JONES TO BRECKNOCK PARK	PE	83		9/3		76,366.00		-	76,366.00	
600	T201330012	NF	M300	JUNCTION AND BREAKWATER PATHWAY, REHOBOTH BEACH EXTENTION	PE	83		8/24	8/25	185,000.00		185,000.00	-	
601	T201347201		L11E	BR 3-140 ON S597 TUCKERS ROAD OVER TOMS DAM BRANCH	RELEASE			4/27	4/30	(52,860.65)		(52,860.65)	-	
602	T201363601		M490	SUMMER TRANSPORTATION INSTITUTE 2013	RELEASE	167		1/23	1/26	(54.47)		(54.47)	-	
603	T201369001		LU20	SAFE ROUTES TO SCHOOL, CLAYMONT MT PLEASANT AND EDISON SCHOOLS	PE RELEASE	113		9/8	9/9	(2,898.31)		(2,898.31)	-	
604	T201369002		LU20	SAFE ROUTES TO SCHOOLS, NELLIE HUGHES ELEMENTARY SCHOOL, DESIGN ONLY	RELEASE	113		8/11	8/12	(813.22)		(813.22)	-	
605	T201369003		LU20	SAFE ROUTES TO SCHOOLS, LULU ROSS ELEMENTARY SCHOOL, DESIGN ONLY	RELEASE	113		8/11	8/12	(1,839.61)		(1,839.61)	-	

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1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS										
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3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
606	T201369005		LU20	SAFE ROUTES TO SCHOOLS, BROWN STOKES AND ROSS SCHOOLS	RELEASE	113		9/8	9/9	(1,166.44)		(1,166.44)	-	
607	T201400103		MS30	FY2014 HIGHWAY SAFETY IMPROVEMENT PROGRAM - STUDIES	RELEASE			9/1	9/8	(0.03)		(0.03)	-	
608	T201400502		LS4E	RAILROAD DESIGN SERVICES STATEWIDE	PD	93		11/13	11/14	280,000.00		280,000.00	-	
609	T201400502		LS40	RAILROAD DESIGN SERVICES STATEWIDE	PD	95		6/17	6/17	582.97		582.97	-	
610	T201400502		MS40	RAILROAD DESIGN SERVICES STATEWIDE	PD	95		6/17	6/17	799,417.03		799,417.03	-	
611	T201401001		MS31	SR 1 HIGH TENSION CABLE BARRIER, ROTH BRIDGE TO US 13	RELEASE	99		2/6	2/11	(252,734.40)		(252,734.40)	-	
612	T201401004		MS31	HIGH FRICTION SURFACE TREATMENT, STATEWIDE, OPEN-END	ADVERTISE	102		2/6	2/23	203,222.40		203,222.40	-	
613	T201401004		LS2E	HIGH FRICTION SURFACE TREATMENT, STATEWIDE, OPEN-END	ADVERTISE	102		2/6	2/23	491,693.53		491,693.53	-	
614	T201401004		LS20	HIGH FRICTION SURFACE TREATMENT, STATEWIDE, OPEN-END	ADVERTISE	102		2/6	2/23	332,292.23		332,292.23	-	
615	T201401004	P&R	LS20	HIGH FRICTION SURFACE TREATMENT, STATEWIDE, OPEN-END	AWARD	102		5/5	5/5	8.93		8.93	-	
616	T201401004	P&R	LS2E	HIGH FRICTION SURFACE TREATMENT, STATEWIDE, OPEN-END	AWARD	102		5/5	5/5	90,815.59		90,815.59	-	
617	T201406201		L240	HIGH PERFORMANCE THIN OVERLAY, KENT, 2014	ADVERTISE	86		3/9	3/10	200.00		200.00	-	
618	T201407004		M001	CRITICAL CANTILEVER SIGN STRUCTURES, FY15	PE INCREASE	76		11/12	11/18	4,880.00		4,880.00	-	
619	T201407004		M001	CANTILEVER AND OVERHEAD SIGN STRUCTURES, OPEN END, FY16 - 18	PE INCREASE	78		3/31	3/31	19,120.00		19,120.00	-	
620	T201407005		M001	OVERHEAD SIGN STRUCTURES, I-495	PE INCREASE	420		5/13	5/13	8,000.00		8,000.00	-	
621	T201407103		M240	BR 1-291 ON SONGSMITH DR OVER TRIBUTARY TO SMALLEY'S POND	ROW	372		1/23	1/26	20,000.00		20,000.00	-	
622	T201407103		M240	BR 1-291 ON SONGSMITH DR OVER TRIBUTARY TO SMALLEY'S POND	ROW	372		3/2	3/4	19,200.00		19,200.00	-	
623	T201407103	NF	L110	BR 1-291 ON SONGSMITH DR OVER TRIBUTARY TO SMALLEY'S POND	RELEASE - PE	372		5/21	5/22	(15,766.40)		(15,766.40)	-	
624	T201407105	NF	M001	BR 1-680 ON SR 141 BASIN ROAD OVER US 13	PE	396		2/4	2/11	106,193.92		106,193.92	-	
625	T201407107	NF	ER90	BR 1-813 ON I-495 OVER CHRISTIANA RIVER, EMERGENCY REPAIRS	CONVERT	FHWA letter dated 6/6/14		11/20	11/25	350,000.00		350,000.00	-	
626	T201407107	NF	ER90	BR 1-813 ON I-495 OVER CHRISTIANA RIVER, EMERGENCY REPAIRS	CONVERT	FHWA letter dated 6/6/14		11/20	11/25	200,000.00		200,000.00	-	
627	T201407107	NF	ER90	BR 1-813 ON I-495 OVER CHRISTIANA RIVER, EMERGENCY REPAIRS	CONVERT	FHWA letter dated 6/6/14		11/24	11/25	2,753,342.25		2,753,342.25	-	
628	T201407107	NF	ER90	BR 1-813 ON I-495 OVER CHRISTIANA RIVER, EMERGENCY REPAIRS	RELEASE	404		3/12	3/17	(250,000.00)		(250,000.00)	-	
629	T201407107	NF	ER90	BR 1-813 ON I-495 OVER CHRISTIANA RIVER, EMERGENCY REPAIRS	RELEASE	404		3/19	3/23	(35,000.00)		(35,000.00)	-	
630	T201407107	NF	ER90	BR 1-813 ON I-495 OVER CHRISTIANA RIVER, EMERGENCY REPAIRS	CONVERT	404		4/6	4/7	25,250.00		25,250.00	-	
631	T201407107		ER90	BR 1-813 ON I-495 OVER CHRISTIANA RIVER, EMERGENCY REPAIRS	CONVERT	404		4/7	4/8	160,000.00		160,000.00	-	
632	T201407107		ER90	BR 1-813 ON I-495 OVER CHRISTIANA RIVER, EMERGENCY REPAIRS	CONVERT	404		4/7	4/8	100,000.00		100,000.00	-	
633	T201407201		M240	BR 2-388C ON SR 15 CANTERBURY ROAD OVER WARD BRANCH	ROW	595		10/22	10/23	22,000.00		22,000.00	-	
634	T201407201		M240	BR 2-388C ON SR 15 CANTERBURY ROAD OVER WARD BRANCH	REDUCE PE	572		6/17	6/23	(25,840.00)		(25,840.00)	-	
635	T201407201		L1CE	BR 2-388C ON SR 15 CANTERBURY ROAD OVER WARD BRANCH	ADVERTISE	SM 5/21/15		6/17	6/23	320,759.99		320,759.99	-	
636	T201407201		L24E	BR 2-388C ON SR 15 CANTERBURY ROAD OVER WARD BRANCH	ADVERTISE	SM 5/21/15		6/17	6/23	372,425.18		372,425.18	-	
637	T201407201		M24E	BR 2-388C ON SR 15 CANTERBURY ROAD OVER WARD BRANCH	AWARD	SM 5/21/15		8/18	8/19	159,829.22		159,829.22	-	
638	T201407206		M232	BR 2-052B ON K052B WESTVILLE ROAD OVER ALMSHOUSE BRANCH	PE	546		1/23	1/26	24,000.00		24,000.00	-	
639	T201407207		M233	BR 2-114E ON TODDS CHAPEL ROAD OVER QUARTER BRANCH	PRE	558		1/23	1/26	24,000.00		24,000.00	-	
640	T201407210		M232	BR 2-060C ON SR14 VERNON ROAD OVER PROSPECT BRANCH	PE	548		1/22	1/26	44,000.00		44,000.00	-	
641	T201407302		L1CE	BR 3-341 ON S062 WHALEYS ROAD OVER SANDERS BRANCH	CNT INCREASE	716		12/16	1/26	13,910.63		13,910.63	-	
642	T201407302		M233	BR 3-341 ON S062 WHALEYS ROAD OVER SANDERS BRANCH	RELEASE	682		2/2	2/4	(12,471.00)		(12,471.00)	-	
643	T201407303		L110	BR 3-713 ON S277 ROBINSONVILLE ROAD OVER LOVE CREEK	ROW	696		6/11	6/18	15,000.00		15,000.00	-	
644	T201407303		M2E3	BR 3-713 ON S277 ROBINSONVILLE ROAD OVER LOVE CREEK	ADVERTISE	696		8/10	8/12	719,910.20		719,910.20	-	
645	T201407305		M233	BR 3-653 ON S484 RUM BRIDGE ROAD OVER MCCOLLEYS BRANCH	ROW	76		11/19	11/20	6,160.00		6,160.00	-	
646	T201407305		M233	BR 3-653 ON S484 RUM BRIDGE ROAD OVER MCCOLLEYS BRANCH	CE/CO	SM 1/23/15		1/23	1/29	335,970.96		335,970.96	-	
647	T201407305		M233	BR 3-653 ON S484 RUM BRIDGE ROAD OVER MCCOLLEYS BRANCH	AWARD	694		3/25	3/25	11,898.66		11,898.66	-	
648	T201407309		M232	BR 3-588 ON SR26 NINE FOOT ROAD OVER WHARTON'S BRANCH	PE	692		2/6	2/9	28,000.00		28,000.00	-	
649	T201407402		M23E	BR 1-191 ON N318 MILLTOWN ROAD OVER MILL CREEK	ADVERTISE	362		2/3	2/11	746,120.38		746,120.38	-	
650	T201407402		M23E	BR 1-191 ON N318 MILLTOWN ROAD OVER MILL CREEK	AWARD	SM 1/28/15		3/30	3/31	150,424.78		150,424.78	-	
651	T201407402		M23E	BR 1-191 ON N318 MILLTOWN ROAD OVER MILL CREEK	Replace w/ J	SM 1/28/15		6/15	6/16	(16,000.00)		(16,000.00)	-	
652	T201407403		M240	BR 1-577 ON N050 NORTHEAST BOULEVARD OVER BRANDYWINE RIVER	PE	SM 7/20/15		7/24	7/28	290,000.00		290,000.00	-	
653	T201407404		M001	BR 1-748, 1-748N, AND 1748S, I-95 WILMINGTON VIADUCT	PE	413		10/20	10/21	3,200,000.00		3,200,000.00	-	
654	T201407404		M001	BR 1-748, 1-748N, AND 1748S, I-95 WILMINGTON VIADUCT	TRANSFER	400		6/19	6/23	(108,800.00)		(108,800.00)	-	
655	T201407405		M001	STRUCTURE REHABILITATION, CANAL, OPEN END, FY 14 - FY 16	ADVERTISE	74		12/3	12/9	640,000.00		640,000.00	-	
656	T201407405		M0E1	STRUCTURE REHABILITATION, CANAL, OPEN END, FY 14 - FY 16	CONVERT	74		7/24	7/27	825,589.90		825,589.90	-	
657	T201407503		M001	STRUCTURE MAINTENANCE, CENTRAL DISTRICT FY 2015-2017	ADVERTISE	74		12/5	12/9	180,000.00		180,000.00	-	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
658	T201407601		L11E	BR 3-152 ON CENTRAL AVENUE OVER BROAD BROAD CREEK AND BR 3-161 ON POPULAR S	PE	SM 5/26/15		6/1	6/2	52,860.65		52,860.65	-	
659	T201407601		L1CO	BR 3-152 ON CENTRAL AVENUE OVER BROAD BROAD CREEK AND BR 3-161 ON POPULAR S	PE	SM 5/26/15		6/1	6/2	136,525.76		136,525.76	-	
660	T201407601	NF	L1CE	BR 3-152 ON CENTRAL AVENUE OVER BROAD BROAD CREEK AND BR 3-161 ON POPULAR S	PE	SM 5/26/15		6/1	6/2	50,345.65		50,345.65	-	
661	T201407602		M001	BR 3-150N/S ON S014 OVER LEWES REHOBOTH CANAL	PE	672		2/2	2/3	640,000.00		640,000.00	-	
662	T201407801		LZ2E	BRIDGE PAINTING, NEW CASTLE COUNTY, 2015	ADVERTISE	SM 6/19/15		7/1	7/7	2,450,000.00		2,450,000.00	-	
663	T201407801		M23E	BRIDGE PAINTING, NEW CASTLE COUNTY, 2015	ADVERTISE	SM 6/19/15		7/1	7/7	730,600.00		730,600.00	-	
664	T201407801	NF	LZ2E	BRIDGE PAINTING, NEW CASTLE COUNTY, 2015	AWARD	SM 6/19/15		9/9	9/10	(1,426,207.14)		(1,426,207.14)		
665	T201407801		M23E	BRIDGE PAINTING, NEW CASTLE COUNTY, 2015	AWARD	SM 6/19/15		9/9	9/10	(215,810.36)		(215,810.36)		
666	T201409001		M001	LIGHTING REPLACEMENT, INTERSTSTE, OPEN END, FY15-FY16	AWARD	236		1/28	1/28	(657,277.50)		(657,277.50)	-	
667	T201409001		M001	LIGHTING REPLACEMENT, INTERSTSTE, OPEN END, FY15-FY16	AWARD	236		2/9	2/11	177,150.00		177,150.00	-	
668	T201409001	NF	M001	LIGHTING REPLACEMENT, INTERSTSTE, OPEN END, FY15-FY16	TRANSFER	236		3/19	3/23	(154,500.00)		(154,500.00)	-	
669	T201430001	NF	L94E	OPEN-END CO SERVICES, STATEWIDE TRAILS, KENT COUNTY	MAINT	67		5/22	5/27	44,949.62		44,949.62	-	
670	T201460001	NF	M480	DBE/SS PROGRAM ACTIVITIES FY 2014	TRANSFER	153		11/17	11/20	(44,497.00)		(44,497.00)	-	
671	T201460001	NF	I2C0	DBE/SS PROGRAM ACTIVITIES FY 2014	TRANSFER	153		11/17	11/20	(65.00)		(65.00)	-	
672	T201460001	NF	L48E	DBE/SS PROGRAM ACTIVITIES FY 2014	TRANSFER	153		11/17	11/20	(981.00)		(981.00)	-	
673	T201460001	NF	L480	DBE/SS PROGRAM ACTIVITIES FY 2014	TRANSFER	153		11/17	11/20	(12,115.00)		(12,115.00)	-	
674	T201460001	NF	H480	DBE/SS PROGRAM ACTIVITIES FY 2014	TRANSFER	153		11/17	11/20	(1,271.00)		(1,271.00)	-	
675	T201460001	NF	Q480	DBE/SS PROGRAM ACTIVITIES FY 2014	TRANSFER	153		11/17	11/20	(2,621.00)		(2,621.00)	-	
676	T201460002	NF	I2C0	DBE/SS PROGRAM ACTIVITIES FY 2014 (2)	TRANSFER	162		11/25	11/26	65.00		65.00	-	
677	T201460002	NF	H480	DBE/SS PROGRAM ACTIVITIES FY 2014 (2)	TRANSFER	162		11/25	11/26	1,271.00		1,271.00	-	
678	T201460002	NF	L480	DBE/SS PROGRAM ACTIVITIES FY 2014 (2)	TRANSFER	162		11/25	11/26	12,115.00		12,115.00	-	
679	T201460002	NF	L48E	DBE/SS PROGRAM ACTIVITIES FY 2014 (2)	TRANSFER	162		11/25	11/26	981.00		981.00	-	
680	T201460002		M480	DBE/SS PROGRAM ACTIVITIES FY 2014 (2)	TRANSFER	162		11/25	11/26	44,497.00		44,497.00	-	
681	T201460002		Q480	DBE/SS PROGRAM ACTIVITIES FY 2014 (2)	TRANSFER	162		11/25	11/26	2,621.00		2,621.00	-	
682	T201460002		L450	WILMAPCO UPWP 2014	TRANSFER	132		10/22	10/23	(45,336.28)		(45,336.28)	-	
683	T201460002	NF	L45E	WILMAPCO UPWP 2014	TRANSFER	132		10/22	10/23	(300,515.59)		(300,515.59)	-	
684	T201463001		33D0	FEDERAL EDUCATION & TRAINING PROGRAM FY 2014	CONVERT	134		4/29	4/30	164,306.85		164,306.85	-	
685	T201463601		M49S	SUMMER TRANSPORTATION INSTITUTE 2014	RELEASE	163		1/15	1/6	(2,481.44)		(2,481.44)	-	
686	T201469001		LU20	SAFE ROUTES TO SCHOOL, MAPLE LANE, ELBERT-PALMER, AND ST MARY MAGDELEN SCHOOLS.	AWARD	109		10/10	10/14	(51,426.18)		(51,426.18)	-	
687	T201469001		LU20	SAFE ROUTES TO SCHOOL, MAPLE LANE, ELBERT-PALMER, AND ST MARY MAGDELEN SCHOOLS.	PE RELEASE	113		9/8	9/9	(1,076.61)		(1,076.61)	-	
688	T201469007		LU2E	SAFE ROUTES TO SCHOOL, SEAFORD AND WOODBRIDGE SCHOOLS	PE	113		4/24	4/29	17,000.00		17,000.00	-	
689	T201469008		LU2E	SAFE ROUTES TO SCHOO., CAPE HENLOPEN SCHOOLS	PE	113		9/10		40,000.00		-	40,000.00	
690	T201469009		LU3E	SAFE ROUTES TO SCHOOL, LANCASTHIRE ELEMENTARY SCHOOL, PLANNING ONLY	RELEASE	109		5/6	5/7	(6,286.85)		(6,286.85)	-	
691	T201500103		MS3E	HEP NCC, SR41 AND FAULKLAND ROAD INTERSECTION	PE	265		7/30	8/3	45,000.00		45,000.00	-	
692	T201500202		M231	HEP KC, US13 LOCHMEATH WAT TO PUCHEON RUN CONNECTOR	PE	SM 3/6/15		4/13	4/15	2,000,000.00		2,000,000.00	-	
693	T201500301		M001	HEP SUSSEX COUNTY, SR 1 AND SR 16 GRADE SEPARATED INTERSECTION	PE	615		1/20	1/21	1,200,000.00		1,200,000.00	-	
694	T201500401		MS30	2014 HAZARD ELIMINATION PROGRAM - TRAFFIC CONTROL DEVICE IMPROVEMENTS	AWARD	100		4/22	4/23	111,682.00		111,682.00	-	
695	T201500401		MS3E	2014 HAZARD ELIMINATION PROGRAM - TRAFFIC CONTROL DEVICE IMPROVEMENTS	TR	100		4/22	4/23	539,623.14		539,623.14	-	
696	T201500501		LS50	SR 18 CANNON ROAD (S-018) RAILROAD CROSSING SAFELY IMPROVEMENTS	PE	95		7/16	7/21	16.75		16.75	-	
697	T201500501		LS5E	SR 18 CANNON ROAD (S-018) RAILROAD CROSSING SAFELY IMPROVEMENTS	PE	95		7/16	7/21	11,983.25		11,983.25	-	
698	T201500502		LS5E	US 113 AT SR 14 RAILROAD CROSSING SAFETY IMPROVEMENTS	PE	95		7/15	7/21	21,000.00		21,000.00	-	
699	T201500505		LS50	SR 16 MAIN STREET (S-16) RAILROAD CROSSING SAFETY IMPROVEMENTS	PE	95		7/16	7/21	20,000.00		20,000.00	-	
700	T201500506		LS5E	SR 9 DELAWARE STREET (N-055) RAILROAD CROSSING SAFETY IMPROVEMENTS	PE	95		7/15	7/21	20,000.00		20,000.00	-	
701	T201500509		MS40	TERMINAL AVE (N-359) RAILROAD CROSSING SAFETY IMPROVEMENTS	PE	95		7/16	7/21	15,000.00		15,000.00	-	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
702	T201500511		M240	SR 7 BEAR CORBITT ROAD NORTH (N-005) RAILROAD CROSSING SAFETY IMPROVEMENTS	PE	95		7/15	7/21	15,000.00		15,000.00	-	
703	T201500512		LS5E	FIRE TOWER ROAD (S-334A) RAILROAD CROSSING SAFETY IMPROVEMENTS	PE	95		7/15	7/20	15,000.00		15,000.00	-	
704	T201500513		LS4E	RAILROAD PRELIMINARY ENGINEERING SERVICES	PE INCREASE	93		12/8	12/9	14,892.22		14,892.22	-	
705	T201500513		MS40	RAILROAD PRELIMINARY ENGINEERING SERVICES	PE INCREASE	93		12/8	12/9	107.78		107.78	-	
706	T201500701		MS31	SR 273 SIDEWALD, OLD BALTIMORE PIKE TO EAGLE RUN ROAD	PE	99		3/11	3/16	98,516.78		98,516.78	-	
707	T201501001		MS31	FY2014 SECTION 154 PENALTY TRANSFER (SANCTION) PROGRAM	TRANSFER	98		12/11	12/16	(263,322.40)		(263,322.40)	-	
708	T201501002		MSE1	FY2015 SECTION 154 PENALTY TRANSFER (SANCTION) PROGRAM	TR	104		3/17	3/23	1,508,075.00		1,508,075.00	-	
709	T201501002		MS31	FY2015 SECTION 154 PENALTY TRANSFER (SANCTION) PROGRAM	TR	104		3/17	3/23	154,217.62		154,217.62	-	
710	T201501002		MSE1	FY2015 SECTION 154 PENALTY TRANSFER (SANCTION) PROGRAM	CONVERT	104		7/14	7/15	378,569.00		378,569.00	-	
711	T201501002		MSE1	FY2015 SECTION 154 PENALTY TRANSFER (SANCTION) PROGRAM	TR	104		9/10		154,035.72		-	FALSE	
712	T201501002		MSE1	FY2015 SECTION 154 PENALTY TRANSFER (SANCTION) PROGRAM	CONVERT	104		9/10		224,535.28		-	224,535.28	
713	T201504004		M240	FY 16 TRAFFIC INTERSECTION IMPROVEMENTS PROGRAM	TR	110		4/14	4/16	1,000,000.00		1,000,000.00	-	
714	T201504109	P&R	M23E	WALNUT STREET, FRONT STREET TO 4TH STREET, WILMINGTON	PE	SM 7/20/15		7/24	7/27	112,000.00		112,000.00	-	
715	T201504401	P&R	M240	ELKTON ROAD, MD LINE TO CASHO MILL ROAD	PE	299		3/20	3/24	500,000.00		500,000.00	-	
716	T201506101	P&R	M240	PAVEMENT & REHABILITATION, NORTH I, 2015	ADVERTISE	86		5/26	5/27	3,022,424.83		3,022,424.83	-	
717	T201506101	P&R	L240	PAVEMENT & REHABILITATION, NORTH I, 2015	ADVERTISE	86		5/26	5/27	2,308,203.33		2,308,203.33	-	
718	T201506101	P&R	M240	PAVEMENT & REHABILITATION, NORTH I, 2015	ADVERTISE	86		7/14	7/15	(992,619.67)		(992,619.67)	-	
719	T201506103	P&R	M240	PAVEMENT & REHABILITATION, NTH III, 2015	PE	86		2/25	3/4	8,911.00		8,911.00	-	
720	T201506103	P&R	L240	PAVEMENT & REHABILITATION, NTH III, 2015	ADVERTISE	86		5/20	5/21	5,044,063.13		5,044,063.13	-	
721	T201506103	P&R	33D0	PAVEMENT & REHABILITATION, NTH III, 2015	ADVERTISE	86		5/20	5/21	44,484.96		44,484.96	-	
722	T201506103	P&R	L240	PAVEMENT & REHABILITATION, NORTH III, 2015	AWARD	86		7/7	7/8	(968,979.12)		(968,979.12)	-	
723	T201506106	P&R	M0E1	PAVEMENT & REHABILITATION, NORTH VI, 2015	ADVERTISE	86		6/24	6/24	2,712,264.69		2,712,264.69	-	
724	T201506106		M24E	PAVEMENT & REHABILITATION, NORTH VI, 2015	ADVERTISE	86		6/24	6/24	47,000.00		47,000.00	-	
725	T201506106		M0E1	PAVEMENT & REHABILITATION, NORTH VI, 2015	AWARD	86		8/17	8/19	105,714.30		105,714.30	-	
726	T201507001	NF	M001	BRIDGE INSPECTION FY15	Special Bridges	72		12/30	1/7	766,331.88		766,331.88	-	
727	T201507002	NF	M001	DEVELOPMENT OF BRIDGE INSPECTION TRAINING MATERIALS	PE	72		2/5	2/9	266,572.69		266,572.69	-	
728	T201507101	NF	ER90	BR 1-813 ON I-495 OVER CHRISTIANA RIVER, EMERGENCY REPAIRS, PHASE 2	CONVERT	Letter dated 3/6/14		11/19	11/24	300,000.00		300,000.00	-	
729	T201507101	NF	ER90	BR 1-813 ON I-495 OVER CHRISTIANA RIVER, EMERGENCY REPAIRS, PHASE 2	CONVERT	Letter dated 3/6/14		11/19	11/24	50,000.00		50,000.00	-	
730	T201507101	NF	ER90	BR 1-813 ON I-95 OVER CHRISTIANA RIVER, EMERGENCY REPAIRS, PHASE 2	PD	Letter dated 3/6/14		10/31	11/5	4,500.00		4,500.00	-	
731	T201507101	NF	ER90	BR 1-813 ON I-95 OVER CHRISTIANA RIVER, EMERGENCY REPAIRS, PHASE 2	PE/CE INC	406		3/24	3/24	157,500.00		157,500.00	-	
732	T201507101		ER90	BR 1-813 ON I-95 OVER CHRISTIANA RIVER, EMERGENCY REPAIRS, PHASE 2	CONVERT	406		4/1	4/2	1,650,000.00		1,650,000.00	-	
733	T201507101		ER90	BR 1-813 ON I-95 OVER CHRISTIANA RIVER, EMERGENCY REPAIRS, PHASE 2	CONVERT	406		4/7	4/8	2,192,250.00		2,192,250.00	-	
734	T201507401		M001	BR 1-759 ON I-95 OVER BRANDYWINE RIVER	PW	402		1/20	1/22	3,000,000.00		3,000,000.00	-	
735	T201507407		M001	BR 1-717 ON I-95 NB OVER SR1	PE	398		1/29	1/29	680,000.00		680,000.00	-	
736	T201507604		M232	STRUCTURE MAINTENANCE, OPEN END, SOUTH 2015, 2016, 2017	ADVERTISE	74		1/16	1/21	638,968.80		638,968.80	-	
737	T201507604		M232	STRUCTURE MAINTENANCE, OPEN END, SOUTH 2015, 2016, 2017	AWARD	74		4/10	4/15	76,568.00		76,568.00	-	
738	T201507604		M232	STRUCTURE MAINTENANCE, OPEN END, SOUTH 2015, 2016, 2017	AWARD	74		4/10	4/15	(1,360.80)		(1,360.80)	-	
739	T201508301	NF	LS2E	HORIZONTAL CURVE PROJECT	PE	SM 1/28/15		3/17	3/23	360,600.00		360,600.00	-	
740	T201508301	NF	LS2E	HORIZONTAL CURVE PROJECT	TR	SM 1/28/15		3/17	3/23	102,514.59		102,514.59	-	
741	T201508302	NF	LZ2E	EPOXY PAVEMENT MARKINGS (DISTRICT I) NCC, OPEN-END	ADVERTISE	SM 3/23/15		4/1	4/1	741,250.00		741,250.00	-	
742	T201508302		LZ2E	EPOXY PAVEMENT MARKINGS (DISTRICT I) NCC, OPEN-END	AWARD	SM 3/23/15		6/15	6/15	13,933.57		13,933.57	-	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS										
2					9/30/2015									
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
743	T201508303		LZ2E	EPOXY PAVEMENT MARKINGS (DISTRICT II) KC & SC, OPEN END	ADVERTISE	SM 3/23/15		3/31	4/1	741,250.00		741,250.00	-	
744	T201508304		M001	INTERIM MUTCD LEFT EXIT COMPLIANCE	TR	174		12/16	12/18	89,885.25		89,885.25	-	
745	T201508304		M001	INTERIM MUTCD LEFT EXIT COMPLIANCE	TR	178		5/1	5/5	13,821.10		13,821.10	-	
746	T201508305		MS31	SIGNALIZED MEDIAN CROSSOVER SIGNING AND PAVEMENT MARKING UPGRADES	PE	104		1/23	1/28	60,100.00		60,100.00	-	
747	T201509002		M001	I-95 / I-292 / I-495 INTERSTATE HIGH MAST LIGHTING IMPROVEMENTS	PE	236		3/27	4/3	104,500.00		104,500.00	-	
748	T201511001		M001	SR 1 NORTHBOUND AUXILIARY LANE, US 40 TO SR 273	ADVERTISE	246		7/2	7/6	108,800.00		108,800.00	-	
749	T201511001		M0E1	SR 1 NORTHBOUND AUXILIARY LANE, US 40 TO SR 273	ADVERTISE	246		7/2	7/6	3,346,531.08		3,346,531.08	-	
750	T201511001		M0E1	SR 1 NORTHBOUND AUXILIARY LANE, US 40 TO SR 273	AWARD	SM 8/25/15		8/26	8/26	(632,951.90)		(632,951.90)	-	
751	T201511001		M001	SR 1 NORTHBOUND AUXILIARY LANE, US 40 TO SR 273	AWARD	SM 8/25/15		8/26	8/26	(24,147.14)		(24,147.14)	-	
752	T201511001		M001	SR 1 NORTHBOUND AUXILIARY LANE, US 40 TO SR 273	CE	246		8/28	8/28	1,970.72		1,970.72	-	
753	T201511002		M001	SR 72/SR 1 DIVERGING DIAMOND INTERCHANGE	PE	246		2/26	3/3	480,000.00		480,000.00	-	
754	T201511002		M0E1	SR 72/SR 1 DIVERGING DIAMOND INTERCHANGE	PE INCREASE	246		7/13	7/14	24,875.58		24,875.58	-	
755	T201547303	NF	M231	BR 2-213A ON HOLLERING HILL ROAD OVER COW MARSH CREEK - EMERGENCY REPLACEMENT	AWARD	76		10/14	10/14	136,950.83		136,950.83	-	
756	T201547303	NF	M231	BR 2-213A ON HOLLERING HILL ROAD OVER COW MARSH CREEK - EMERGENCY REPLACEMENT	CE	76		10/24	10/28	30,400.00		30,400.00	-	
757	T201561002	NF	LZ2E	FHWA FMIS UPGRADE	PRGFND	ADMIN		7/14	7/14	97,230.00		97,230.00	-	
758	T201563002	NF	M37B	FY15 STIC INCENTIVE PROGRAM	PRGFND/TRAINI	183		1/9	1/12	7,400.00		7,400.00	-	
759	T201563601		M4SE	SUMMER TRANSPORTATION INSTITUTE 2015	PRGFND/TRAINI	167		5/21	5/28	55,000.00		55,000.00	-	
760	T201566001		77FE	SPR PLANNING PROGRAM FY2015	PG INCREASE	148		1/26	1/28	226,887.20		226,887.20	-	
761	T201566001		M550	SPR PLANNING PROGRAM FY2015	PG DECREASE	148		3/3	3/4	(153,385.52)		(153,385.52)	-	
762	T201566001	NF	M550	SPR PLANNING PROGRAM FY2015	PG DECREASE	148		1/26	1/28	(153,385.22)		(153,385.22)	-	
763	T201566002		M560	SPR RESEARCH PROGRAM FY2015	PF	113		1/21	1/22	4,954.95		4,954.95	-	
764	T201567001		77FE	WILMAPCO UPWP FY2015	PLANNING	132		12/30	1/7	27,818.00		27,818.00	-	
765	T201567001		L450	WILMAPCO UPWP FY2015	PLANNING	132		12/30	1/7	45,336.28		45,336.28	-	
766	T201567001		L450	WILMAPCO UPWP FY2015	PLANNING	132		12/30	1/7	201,730.72		201,730.72	-	
767	T201569001		LU2E	SAFE ROUTES TO SCHOOL, HARLAN, HANBY, AND LANCASHIRE SCHOOLS	ROW	113		6/11	6/18	2,000.00		2,000.00	-	
768	T201569001		LU2E	SAFE ROUTES TO SCHOOL, HARLAN, HANBY, AND LANCASHIRE SCHOOLS	TR	113		6/11	6/18	5,000.00		5,000.00	-	
769	T201569001		LU2E	SAFE ROUTES TO SCHOOL, HARLAN, HANBY, AND LANCASHIRE SCHOOLS	PE	113		9/10		60,000.00		-	60,000.00	
770	T201569004		LU2E	OPEN END CONSTRUCTION SERVICES, SAFE ROUTES TO SCHOOL, KENT AND SUSSEX	ADVERTISE	113		2/19	2/23	689,909.49		689,909.49	-	
771	T201569004		HU20	OPEN END CONSTRUCTION SERVICES, SAFE ROUTES TO SCHOOL, KENT AND SUSSEX	ADVERTISE	113		2/19	2/23	250.00		250.00	-	
772	T201569004	NF	LU20	OPEN END CONSTRUCTION SERVICES, SAFE ROUTES TO SCHOOL, KENT AND SUSSEX	ADVERTISE	113		2/19	2/23	232,375.51		232,375.51	-	
773	T201569004		LU2E	OPEN END CONSTRUCTION SERVICES, SAFE ROUTES TO SCHOOL, KENT AND SUSSEX, FY15-16	AWARD	113		5/1	5/4	65,753.10		65,753.10	-	
774	T201580204		M950	WOODLAND FERRY SAFETY IMPROVEMENTS, 2015	CO	SM 5/8/15		5/14	5/15	67,078.00		67,078.00	-	
775	T201600501		MS40	FY16 HIGHWAY-RAIL GRADE CROSSING PROGRAM (HRGX)-STUDIES	TR	96		6/25	6/26	84,956.57		84,956.57	-	
776	T201600502	NF	MS40	SR9, SOUTHBRIDGE, RAILROAD CROSSING SAFETY IMPROVEMENTS	PE	95		7/16	7/20	20,000.00		20,000.00	-	
777	T201601001		MS3E	FY2016 HIGHWAY SAFETY IMPROVEMENT PROGRAM	TR	100		6/24	6/25	1,056,288.62		1,056,288.62	-	
778	T201602301		L97E	RTE 9 BYWAY BIKE/PED CONNECTOR - DE CITY	PLANNING	115		8/26	8/27	240,000.00		240,000.00	-	
779	T201604501		M2E1	K104, KENTON RD SR8 TO CHESTNUT GROVE RD	PE	SM 7/20/15		7/24	7/27	720,000.00		720,000.00	-	
780	T201604701		L40E	FY16 DELTRAC PROJECTS STATEWIDE PROJECTS	TR	184		6/25	6/26	28,888.24		28,888.24	-	
781	T201604701		L400	FY16 DELTRAC PROJECTS STATEWIDE PROJECTS	TR	184		6/25	6/26	1,098,077.15		1,098,077.15	-	
782	T201604701		M400	FY16 DELTRAC PROJECTS STATEWIDE PROJECTS	TR	184		6/25	6/26	1,873,034.61		1,873,034.61	-	
783	T201604702		L24E	FY16 DELTRAC PROJECTS STATE-WIDE SUPPORT	TR	184		6/25	6/26	535,879.01		535,879.01	-	
784	T201604702		M240	FY16 DELTRAC PROJECTS STATE-WIDE SUPPORT	TR	184		6/25	6/26	1,464,120.99		1,464,120.99	-	
785	T201606302		M0E1	PAVEMENT & REHABILITATION, SUSSEX II, (US113, P.C.C.PAVEMENT) 2016	ADVERTISE	86		8/26	8/27	6,303,341.85		6,303,341.85	-	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>TOLL CRED ITS</u>	<u>DATE</u>	<u>DATE</u>	<u>AUTH</u>		<u>TO DATE</u>	<u>OBLIGATED</u>	
786	T201607001		M0E1	BRIDGE INSPECTION FY16	PE	SM 7/22/15		8/3	8/3	2,295,400.00		2,295,400.00	-	
787	T201607001		M233	BRIDGE INSPECTION FY16	PE	SM 7/22/15		8/3	8/3	6,795.03		6,795.03	-	
788	T201607001		M240	BRIDGE INSPECTION FY16	PE	SM 7/22/15		8/3	8/3	478,500.00		478,500.00	-	
789	T201607001	NF	M2E3	BRIDGE INSPECTION FY16	PE	SM 7/22/15		8/3	8/3	86,704.97		86,704.97	-	
790	T201607601		M233	BR 3-461 ON S388 DEER RUN ROAD OVER BEARHOLE DITCH	ADVERTISE	SM 7/20/15		7/29	7/29	305,015.20		305,015.20	-	
791	T201608301		M002	HORIZONTAL CURVE PROJECT - NATIONAL HIGHWAY SYSTEM	TR	178		7/6	7/7	1,708,710.00		1,708,710.00	-	
792	T201609201		M240	HORIZONTAL CURVE PROJECT - NCCO URBAN COLLECTORS	TR	178		7/6	7/8	717,026.05		717,026.05	-	
793	T201609201		L240	HORIZONTAL CURVE PROJECT - NCCO URBAN COLLECTORS	TR	178		7/6	7/8	2,223.95		2,223.95	-	
794	T201611001		M0E1	CANTILEVER SIGN STRUCTURE MATERIALS, SR 1 NORTHBOUND AUXILIARY LANE	CE/PRO	SM 5/7/15		6/23	6/24	215,000.00		215,000.00	-	
795	T201611001		M0E1	CANTILEVER SIGN STRUCTURE MATERIALS, SR 1 NORTHBOUND AUXILIARY LANE	Procurement	SM 5/7/15		7/23	7/24	4,295.45		4,295.45	-	
796	T201620001		M3E1	WHITE CLAY CREEK BIKE/PED BRIDGE	PD	83		6/23	6/24	30,000.00		30,000.00	-	
797	T201620002		M3E1	CONCORD AVENUE STREETScape IMPROVEMENTS, PHASE II	PD	83		6/16	6/23	30,000.00		30,000.00	-	
798	T201620003		M3E1	ST GEORGES STREETScape PHASE II	PD	83		6/17	6/23	2,120.00		2,120.00	-	
799	T201620003		M300	ST GEORGES STREETScape PHASE II	PD	83		6/17	6/23	27,880.00		27,880.00	-	
800	T201620004		M3E2	BRADFORD STREET STREETScape ENHANCEMENTS	PD	83		6/16	6/23	30,000.00		30,000.00	-	
801	T201620005		M3E3	OCEAN VIEW SIDEWALK IMPROVEMENTS PHASE IV	PD	83		6/16	6/23	30,000.00		30,000.00	-	
802	T201620006		M300	BRANDYWINE SOUTH PEDESTRIAN AND TRAIL IMPROVEMENTS	PD	83		6/17	6/23	30,000.00		30,000.00	-	
803	T201620007		M300	CITY OF WILMINGTON PEDESTRIAN SAFETY IMPROVEMENTS	PD	83		6/17	6/23	30,000.00		30,000.00	-	
804	T201620008		M300	TOWN OF TOWNSEND STREETScape IMPROVEMENTS PHASE II	PD	83		6/16	6/23	30,000.00		30,000.00	-	
805	T201620009		M300	AUBURN VALLEY TRAIL FACILITY	PD	83		6/16	6/24	30,000.00		30,000.00	-	
806	T201620010		M300	OLD BRANDYWINE VILLAGE STREETScape IMPROVEMENTS	PD	83		6/17	6/24	40,000.00		40,000.00	-	
807	T201620011		M3E1	SOUTHBRIDGE STREETScape IMPROVEMENTS PHASE II	PD	83		6/23	6/24	30,000.00		30,000.00	-	
808	T201620012		M3E1	DELAWARE CITY STREETScape IMPROVEMENTS	PD	83		6/16	6/24	30,000.00		30,000.00	-	
809	T201666001	NF	L550	SPR PLANNING PROGRAM FY2016	PF	148		7/30	7/30	1,314,789.84		1,314,789.84	-	
810	T201666001	NF	L55E	SPR PLANNING PROGRAM FY2016	PF	148		7/30	7/30	641,672.94		641,672.94	-	
811	T201666001		M77F	SPR PLANNING PROGRAM FY2016	PF	148		7/30	7/30	99,400.00		99,400.00	-	
812	T201666002		L56E	SPR RESEARCH PROGRAM FY2016	PF	148		9/10		125,833.01		-	125,833.01	
813	T201666002		M560	SPR RESEARCH PROGRAM FY2016	PF	148		9/10		5,309.35		-	5,309.35	
814	T201666002		M56E	SPR RESEARCH PROGRAM FY2016	PF	148		9/10		276,795.52		-	276,795.52	
815	T201667001		77FE	WILMAPCO UPWP FY2016	CE	138		7/21	7/28	50,106.36		50,106.36	-	
816	T201667001		L45E	WILMAPCO UPWP FY2016	CE	138		7/21	7/28	300,515.59		300,515.59	-	
817	T201667001	NF	M450	WILMAPCO UPWP FY2016	CE	138		7/21	7/28	912,577.54		912,577.54	-	
818	T201667001	NF	M45E	WILMAPCO UPWP FY2016	CE	138		7/21	7/28	105,798.87		105,798.87	-	
819	T201667001		M77D	WILMAPCO UPWP FY2016	CE	138		7/21	7/28	99,499.00		99,499.00	-	
820	T201667002		77FE	DOVER/KENT UPWP FY2016	CE	138		7/23	7/28	1,386.64		1,386.64	-	
821	T201667002	NF	M45E	DOVER/KENT UPWP FY2016	CE	138		7/23	7/28	375,986.00		375,986.00	-	
822	T201667002		M45E	DOVER/KENT UPWP FY2016	CE	138		7/29	7/30	(3,000.00)		(3,000.00)	-	
823	T201667002		M77D	DOVER/KENT UPWP FY2016	CE	138		7/23	7/28	75,343.00		75,343.00	-	
824	T201667003		M240	SALISBURY/WICOMICO/SUSSEX UPWP FY2016	PF	138		8/19		9,000.00		-	9,000.00	
825	T201668001		M438	LTAP FY2016	PD	136		9/9		170,000.00		-	170,000.00	
826										406,032,914.89		129,781,645.84	59,516,744.14	
827													6,619,807.15	
828		165,095,044.09	FY2015 OBLIGATIONAL AUTHORITY											
829		6,619,807.15	FY2015 SPECIAL LIMITATION EARMARK OBLIGATIONAL AUTHORITY											
830		143,115,314.31	FY2015 ORIGINAL PLANNED OBLIGATIONS											
831		59,516,744.14	FY2015 BALANCE OF PLANNED OBLIGATIONS											
832		129,781,645.84	FY2015 OBLIGATIONS TO DATE											
833		(17,583,538.74)	FY2015 BALANCE OF OBLIGATIONAL AUTHORITY											
834														
835														
836	ADVANCED CONSTRUCTION PROJECTS REMAINING							FED-AID #						
837		FY15 AC START												
838	T200307303	15,863,702.84	H240	BR3-156 INDIAN RIVER INLET BRIDGE (ROADWAY)	AC BALANCE			S050007		15,863,702.84	START			

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
839	T201409001	822,850.00	M001	INTERSTATE ROADWAY OPEN END LIGHTING	AC BALANCE					-		START		
840	T201303401	820,321.81	M001	INTERSTATE ROADWAY OPEN END DRAINAGE	AC BALANCE			2013010		-		START		
841	T201303401		M001	INTERSTATE ROADWAY OPEN END DRAINAGE	CONVERT					820,321.81				
842	COMBO		LZ2E	SIGNAGE & PAVEMENT MARKINGS	AC BALANCE	UPDATED 3/20/15		2015003		2,735,260.61		ADD		
843	T201109002	-	M001	I-95 AND SR141 RAMPS G & F IMPROVEMENTS	AC BALANCE	UPDATED 4/7/15				37,247,125.05		PLAN		
844	T201407405		M001	STRUCTURE REHABILITATION, CANAL, OPEN END, FY 14 - FY 16	AC BALANCE			2014020		767,589.90		ADD		
845	T201407503		M001	STRUCTURE MAINTENANCE, CENTRAL DISTRICT, FY15-17	AC BALANCE			2014023		384,458.90				
846			M001	STRUCTURE MAINTENANCE, CENTRAL DISTRICT, FY15-17	CONVERT									
847	T201407405	1,636,228.13	M001	STRUCTURE MAINTENANCE, NORTH DISTRICT, OPEN END, FY15-FY17	AC BALANCE			2013029		2,545,048.33		START		
848			M001	STRUCTURE MAINTENANCE, NORTH DISTRICT, OPEN END, FY15-FY17	CONVERT					825,589.90				
849	T201501002	603,104.28	MSE1	FY2015 SECTION 154 PENALTY TRANSFER (SANCTION) PROGRAM	AC BALANCE			2015012		224,535.28		ADD		
850			MSE1	FY2015 SECTION 154 PENALTY TRANSFER (SANCTION) PROGRAM	CONVERT					378,569.00				
851	T200800902	1,400,000.00	MS30	HSIP SC, US 113 INTERSECTION IMPROVEMENTS	AC BALANCE			S113014		-		START		
852	T200800902	-	MS30	HSIP SC, US 113 INTERSECTION IMPROVEMENTS	CONVERT					1,400,000.00				
853	T201500202		M231	HEP KC, US13 LOCHMEATH WAY TO PUNCHEON RUN CONNECTOR	AC BALANCE					1,600,000.00		ADD		
854	T201112201		MSE2	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTION	AC BALANCE					2,533,843.20		ADD		
855			MSE2	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTION	CONVERT					677,976.00				
856		1,000,000.00	M240	FY15 TRAFFIC INTERSECTION IMPROVEMENTS PROGRAM	AC BALANCE			2014029		1,000,000.00		START		
857		-	M240	FY15 TRAFFIC INTERSECTION IMPROVEMENTS PROGRAM	CONVERT					-				
858	T201566001	256,108.37	M240	SPR PLANNING PROGRAM FY2015	AC BALANCE			0001457		256,108.37				
859			M240	SPR PLANNING PROGRAM FY2015	CONVERT									
860		1,371,892.44	M230	PAVEMENT & REHABILITATION, NORTH V, 2012	AC BALANCE			2014032		1,262,023.62		START		
861			M230	PAVEMENT & REHABILITATION, NORTH V, 2012	CONVERT					1,262,023.62				
862	T201406201	422,978.98	M240	HIGH PERFORMANCE THIN OVERLAY, KENT 2014	AC BALANCE			2013036		422,978.98				
863			M240	HIGH PERFORMANCE THIN OVERLAY, KENT 2014	CONVERT									
864	T201120004		M3E1	DELAWARE AVENUE STREETScape IMPROVEMENTS	AC BALANCE			N510001		80,556.75				
865	T200411210		M001	SR 1 WIDENING, SR273 TO THE ROTH BRIDGE	AC BALANCE					10,000,000.00		ADD		
866		2,473,590.35	L05E	I- 95/US202 INTERCHANGE	AC BALANCE			N059034		-				
867			L05E	I- 95/US202 INTERCHANGE	CONVERT					2,473,590.35				
868	T200411210	14,122,055.70	L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	AC BALANCE			S026006		6,187,275.46		START		
869	T200411210		M240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONVERT					5,900,000.00				
870	T200412202		M001	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	AC BALANCE	UPDATED 2/10/15				40,037,716.10		ADD		
871	T200412202		M001	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT					-				
872	T200411701	17,513,198.23	M001	WEST DOVER CONNECTOR	AC BALANCE			2011017		9,821,428.00		START		
873	T200411701		M001	WEST DOVER CONNECTOR	CONVERT					15,000,000.00				
874	T201207101		M240	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	AC BALANCE					3,500,000.00		ADD		
875	T201407107	8,153,066.00	M001	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS	AC BALANCE					16,806,408.25		START		
876	T201407107		M001	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS	CONVERT	NOTE				200,000.00				
877	T201507101	4,365,000.00	M001	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS, PHASE 2	AC BALANCE					4,225,525.35		START		
878	T201507101		M001	BR 1-813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS, PHASE 2	CONVERT	NOTE				64,750.00			10/8/2014	
879	T201011303	115,328,837.50	L05E	US 301, GARVEE DEBT SERVICE	AC BALANCE			N084005		104,345,550.00		START		
880	T201011303		M001	US 301, GARVEE DEBT SERVICE	CONVERT					10,983,287.50				
881	T201100901	-	M240	HSIP SUSSEX US 9 & SR 5	AC BALANCE					-				
882	T201100901		M240	HSIP SUSSEX US 9 & SR 5	CONVERT					-				
883	T201500301	1,200,000.00	M001	SR 1 AND SR 16 GRADE SEPARATED INTERSECTION	AC BALANCE			S014014		1,200,000.00				
884	T200812202	20,252,506.95	M001	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	AC BALANCE			K008011		20,252,506.95		START		
885			M001	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONVERT					-				
886	T200612501	-	M001	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	AC BALANCE					-				
887	T201109301	1,000,000.00	L240	STATEWIDE TRAFFIC SIGNAL RELAMPING	AC BALANCE			2010041		-		START		
888	T200707301	20,679.35	LS3E	REHOBOTH BEACH LAKE GERAR BRIDGE	AC BALANCE			S999086		20,679.35		START		
889	T200769001	10,000.00	LU20	SAFE ROUTES TO SCHOOL INFRASTRUCTURE, NEW CASTLE COUNTY	AC BALANCE			2007023		10,000.00		START		

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2015 FHWA OBLIGATIONAL PLAN TOLL CRDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
890	T200769003	15,000.00	LU20	SAFE ROUTES TO SCHOOL INFRASTRUCTURE, SUSSEX COUNTY	AC BALANCE			2007025		-		START		
891	T201069002	22,186.00	LU10	SAFE ROUTES TO SCHOOL, EDUCATION AND ENFORCEMENT 2010, STATEWIDE	AC BALANCE			2009045		22,186.00		START		
892	T201069003	44,372.00	LU30	SAFE ROUTES TO SCHOOL, PLANNING AND PROGRAM MANAGEMENT 2010, STA	AC BALANCE			2009046		44,372.00		START		
893	T201004701	400,000.00	L240	FY10 DELTRAC PROJECTS STATE-WIDE SUPPORT	AC BALANCE			2009036		400,000.00		START		
894	T200966001	430,000.00	L550	2009 STATEWIDE PLANNING AND TRAFFIC PROGRAM	AC BALANCE			0001443		430,000.00		START		
895	T201266002	37,403.50	L56E	SPR RESEARCH PROGRAM 2012	AC BALANCE			0001452		-		START		
896	T201463001	200,000.00	M439	EDUCATION AND TRAINING	AC BALANCE			2014018		-		START		
897	T201563001		M439	EDUCATION AND TRAINING	AC BALANCE			2015001		200,000.00		ADD		
898	T201101001	202,500.00	LS30	2011 HIGHWAY SAFETY IMPROVEMENT PROGRAM-STUDIES	AC BALANCE			2010036		202,500.00		START		
899	T201030001	420,400.00	L94E	RECREATIONAL TRAILS FY10-11 WORK PLAN	AC BALANCE			2010040		420,400.00		START		
900	T200650304	4,612,600.00	L240	(58) 40' AND (10) 30' BUSES FY08/FY09 SPEND	AC BALANCE			A999105		4,612,600.00		START		
901	T201268001	202,684.00	L56E	LOCAL TRANSPORTATION ASSISTANCE PROGRAM 2012	AC BALANCE			DE12001		-		START		
902	T201468001	45,777.19	M560	LOCAL TRANSPORTATION ASSISTANCE PROGRAM 2014	AC BALANCE			DE14001		45,777.19		START		
903		215,269,043.62												
904				CURRENT AC BALANCE						289,708,156.48				
905														
906				PLAN END OF YEAR AC BALANCE						249,722,048.30				

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1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2015							
2				9/30/2015	3:20:00 PM					
3				Estimated	Estimated					
4			CURRENT	FY2014	FY2015		PROJECTED	UNOBLIGATED		
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES		FUND
6			UPDATED							33E0
7										81
8										
9										
10										
11	INTERSTATE MAINT	04M0	-			-	-	-		2
12	INTERSTATE MAINT	Q010	-			-	-	-		3
13	INTERSTATE MAINT	H010	-			-	-	-		4
14	INTERSTATE MAINT	L010	980,744.32	6,022,393.00		6,022,393.00	1,307,685.59	(326,941.27)		5
15	INTERSTATE MAINT S-LU EXT	L01E	256,059.25			-	-	256,059.25		6
16	INTERSTATE MAINT DISC	H020	-			-	-	-		8
17	INTERSTATE 56	0420	-			-	-	-		9
18	IM DISCRETIONARY	L020	-			-	-	-		10
19	INTERSTATE MAINT RE	L01R	70,882.02			-	-	70,882.02		7
20	CONSOLIDATED PRIMARY	0100	-			-	-	-		11
21	RURAL SECONDARY	0750	-			-	-	-		#N/A
22	URBAN SYSTEMS	W360	-			-	-	-		13
23	BRIDGE R/R ON/OFF	1140	-			-	-	-		14
24	BRIDGE R/R OFF	1170	-			-	-	-		15
25	BRIDGE R/R ON	1180	-			-	-	-		16
26	BRIDGE R/R ON	Q100	-			-	-	-		17
27	BRIDGE R/R ON	H100	-			-	-	-		18
28	BRIDGE 65% ON	L10R	-			-	-	-		19
29	BRIDGE R/R OFF	Q110	-			-	-	-		20
30	BRIDGE R/R OFF	H110	-			-	-	-		21
31	BRIDGE 15% OFF	L110	-	2,542,038.00		2,542,038.00	-	-		22
32	BRIDGE PROG 15% OFF S-LU EXT	L11E	-			-	-	-		23
33	BRIDGE 15% OFF RE	L11R	-			-	-	-		24
34	STP OFF SYSTEM BRIDGE	M233	-		-	-	-	-		25
35	STP OFF SYSTEM BRIDGE EXTENS	M2E3	1,016,351.83		-	-	-	1,016,351.83		26
36	BRIDGE R/R ON/OFF	Q120	-			-	-	-		27
37	BRIDGE R/R ON/OFF	H120	-			-	-	-		28
38	BRIDGE R/R 20% ON/OFF RE	L12R	-			-	-	-		29
39	HWY BR PROG 85% ON/OFF	H1C0	-			-	-	-		30
40	HWY BR PROG 85% ON/OFF	L1C0	-	14,302,883.00		14,302,883.00	-	-		31
41	BRIDGE 85% ON/OFF S-LU EXT	L1CE	-		-	-	-	-		32
42	BRIDGE 85% ON/OFF S-LU RE	L1CR	-			-	-	-		33
43	REDISTRIBE OF AUTH	Q030	-			-	-	-		34
44	REDISTRIBE OF AUTH	H030	-			-	-	-		35
45	REDISTIB CERTAIN AUTHOR	L030	-	838,470.00		-	-	-		36
46	REDISTIB CERTAIN AUTHOR	L03E	-			-	-	-		37
47	REDISTIB CERTAIN AUTHOR	M030	579,208.56		-	-	-	579,208.56		38
48	REDIST CERTAIN AUTH MAP-21 EXT	M03E	534,843.00		1,825.00	(1,825.00)	-	536,668.00		39
49	BRIDGE DISCRETIONARY	H060	-			-	-	-		40
50	BRIDGE DISCRETIONARY	H070	-			-	-	-		41
51	URBAN - 200,000	3AA0	-			-	-	-		42
52	URBAN - 200,000	Q200	124,543.71			-	-	124,543.71		43
53	URBAN - 200,000	H200	927,560.05			-	-	927,560.05		44
54	URBAN - 200,000	L200	298,747.74	4,691,607.00		4,691,607.00	-	298,747.74		45
55	STP <200,000 S-LU EXT	L20E	718,712.65			-	-	718,712.65		46
56	URBAN - 200,000 RE	L20R	-			-	-	-		47
57	STP 5-200K POP-MAP 21	M231	835,490.01		-	-	-	835,490.01		90
58	STP 5-200K POP-MAP21 EXTENSION	M2E1	5,274,564.00		1,002,235.00		-	6,276,799.00		91
59	OPT SAFETY	33A0	-			-	-	-		48
60	OPT SAFETY	Q210	439,572.74			-	-	439,572.74		49
61	OPT SAFETY	H210	417,769.42			-	-	417,769.42		50

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5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES		FUND
62	OPT SAFETY RE	L21R	396,590.48			-	-	396,590.48		51
63	HSIP HIGH RISK RURAL ROAD	LS20	193.52	450,000.00		450,000.00	193.52	-		52
64	HSIP HIGH RISK RU RD S-LU EXT	LS2E	351,136.59			-	351,136.59	-		53
65	HSIP HIGH RISK RURAL ROAD RE	LS2R	15,854.63			-	15,854.63	-		54
66	HSIP	LS30	192,207.55	5,286,935.00		5,286,935.00	215,015.35	(22,807.80)		55
67	HIGHWAY SFE S-LU EXT	LS3E	166,527.59			-	229,071.66	(62,544.07)		56
68	HWY SAFETY PROG	MS30	-		-	-	3,270,000.00	(3,270,000.00)		57
69	HWY SAFETY PROG EXTENS	MS3E	3,128,758.50		1,463,560.00		1,166,101.76	3,426,216.74		58
70	SEC 154 PENALTIES-FOR HSIP	MS31	-		378,571.00	(378,571.00)	378,571.00	-		59
71	SEC 154 PEN - HSIP MAP-21 EXT	MSE1	378,571.00				224,535.28	154,035.72		60
72	SEC 164 PEN-HSIP MAP-21 EXT	MSE2	465,933.00		466,156.80		465,933.00	466,156.80		61
73	TRANS ENHANCEMENTS	33B0	-			-	-	-		62
74	TRANS ENHANCEMENTS	Q220	-			-	-	-		63
75	TRANS ENHANCEMENTS	H220	-			-	-	-		64
76	TRANS ENHANCEMENTS	L220	-	3,478,182.00		3,478,182.00	-	-		65
77	STP ENHANCEMENT S-LU EXT	L22E	682,796.08		-	-	682,806.08	(10.00)		66
78	TRANS ENHANCEMENTS RE	L22R	10.00			-	-	10.00		67
79	URBAN 200,000+	33C0	-			-	-	-		68
80	URBAN 200,000+	Q230	-			-	-	-		69
81	URBAN 200,000+	H230	-			-	-	-		70
82	URBAN 200,000+	L230	-	11,489,991.00		11,489,991.00	-	-		71
83	STP URBANIZED AREAS S-LU EXT	L23E	-			-	-	-		72
84	STP URBANIZED>200K MAP-21 EXT	M23E	2,878,155.54		1,884,963.00		2,765,343.14	1,997,775.40		75
85	URBAN 200,000+ RE	L23R	-			-	-	-		73
86	STP URBANIZED>200K MAP-21	M230	-		-	-	2,485,722.42	(2,485,722.42)		74
87	STATE FLEXIBILITY	33D0	-			-	-	-		76
88	STATE FLEXIBILITY	Q240	-			-	-	-		77
89	STATE FLEXIBILITY	H240	-			-	-	-		78
90	STATE FLEXIBILITY	L240	968,979.12	11,636,517.00		11,636,517.00	968,979.12	-		79
91	SURFACE TRANS FLEX S-LU EXT	L24E	-			-	-	-		80
92	STATE FLEXIBILITY RE	L24R	-			-	-	-		81
93	STATE FLEXIBILITY-MAP-21	M240	169,119.67		3,205,623.00	(3,205,623.00)	10,828,707.56	(7,453,964.89)		82
94	STATE FLEXIBILITY-MAP-21 EXT	M24E	18,614,953.42				4,724,257.48	13,890,695.94		83
95	AREAS <5000	33E0	-			-	-	-		84
96	AREAS <5000	Q250	-			-	-	-		85
97	AREAS <5000	H250	-			-	-	-		86
98	AREAS <5000	L250	-	3,199,729.00		3,199,729.00	-	-		87
99	STP <5K POPULATION S-LU EXT	L25E	125,978.36			-	-	125,978.36		88
100	AREAS <5000 RE	L25R	-			-	-	-		89
101	STP<5K POP-MAP-21	M232	3,981,432.92		-	-	3,000,000.00	981,432.92		92
102	STP<5K POP-MAP-21 EXTENSION	M2E2	3,754,713.00		627,499.00		-	4,382,212.00		93
103	TAP-AREAS POP 5K AND UNDER	M303	481,628.00		-	-	-	481,628.00		94
104	TAP-AREA 5K AND UND MAP-21 EXT	M3E3	213,255.00		40,654.00		-	253,909.00		95
105	TAP-AREAS POP 5K-200K	M302	768,939.00		-	-	-	768,939.00		96
106	TAP AREAS 5K-200K MAP-21 EXT	M3E2	358,366.00		64,904.00		76,366.00	346,904.00		97
107	TRANSP ALTERNATIVES PROG FLEX	M300	843,955.08		-	-	33,634.00	810,321.08		98
108	TRANSP ALT PROG FLEX MAP21 EXT	M30E	1,362,340.00		227,679.00		-	1,590,019.00		99
109	TAP-URBANIZED AREAS POP>200K	M301	-			-	-	-		100
110	TRANSP ALTERNAIVES URBANIZED	M3E1	122,120.00		122,120.00	(122,120.00)	-	244,240.00		101
111	PROTECT DEVICES	33M0	-			-	-	-		102
112	PROTECT DEVICES	Q260	566,512.37			-	-	566,512.37		103
113	PROTECT DEVICES	H260	32,719.36			-	-	32,719.36		104

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5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES		FUND
114	RAIL/HWY PROTECT DEVICES RE	L26R	137,869.37			-	-	137,869.37		105
115	RAIL/HWY PROTECT DEVICES	LS50	-	550,000.00		550,000.00	-	-		106
116	RL HWY PROTECT DEV S-LU EXT	LS5E	54,816.75			-	-	54,816.75		107
117	RAIL HWY PROTECT DEV MAP-21	MS50	888,259.34		-	-	-	888,259.34		108
118	RAIL HWY PROTECT DEV MAP-21 EXT	MS5E	550,000.00		91,918.00		-	641,918.00		109
119	ELIM OF HAZARDS	33N0	2,680.84			-	-	2,680.84		110
120	ELIM OF HAZARDS	Q270	536,752.20			-	-	536,752.20		111
121	ELIM OF HAZARDS	H270	252,690.74			-	-	252,690.74		112
122	RAIL/HWY CROSS HAZA ELIM RE	L27R	138,025.01			-	-	138,025.01		113
123	HAZARD ELIMINATION	1410	-			-	-	-		114
124	HAZARD ELIMINATION	33P0	15,798.93			-	-	15,798.93		115
125	HAZARD ELIMINATION	Q280	85,250.10			-	-	85,250.10		116
126	HAZARD ELIMINATION	H280	-			-	-	-		117
127	HAZARD ELIMINATION RE	L28R	226,241.59			-	-	226,241.59		118
128	RAIL/HWY CROSS HAZA ELIM	LS40	-	550,000.00		550,000.00	-	-		119
129	RL HWY CROSS HAZ ELIM S-LU EXT	LS4E	-			-	-	-		120
130	RAIL/HWY CROSS HAZA ELIM RE	LS4R	-			-	-	-		121
131	RAIL/HWY CROSS HAZA ELIM	MS40	164,418.62		-	-	-	164,418.62		122
132	RAIL HWY HAZARD ELIM MAP21 EXT	MS4E	550,000.00		91,918.00	(91,918.00)	-	641,918.00		123
133	RAIL HIGHWAY CROSS	1390	-			-	-	-		124
134	SPR - PLANNING	Q550	-			-	-	-		125
135	SPR - PLANNING	H550	-			-	-	-		126
136	SPR - PLANNING	L550	-	1,967,299.00		1,967,299.00	-	-		127
137	2% S-LU EXT	L55E	449,980.81			-	-	449,980.81		128
138	STATEWIDE PLANNINGB MAP-21	M550	2,855,172.71		-	-	-	2,855,172.71		129
139	STATEWIDE PLANNINGB MAP-21 EXT	M55E	2,406,613.00		305,935.00		-	2,712,548.00		130
140	SPR - RESEARCH	Q560	-			-	-	-		131
141	SPR - RESEARCH	H560	-			-	-	-		132
142	SPR - RESEARCH	L560	-	655,766.00		655,766.00	-	-		133
143	25% PL S-LU EXT	L56E	125,833.01			-	125,833.01	-		134
144	RESEARCH DEVT AND TECH TRANS	M560	5,309.35		-	-	413,247.23	(407,937.88)		135
145	RES DEV AND TEC TRAN MAP21 EXT	M56E	802,205.00		35,702.00		276,795.52	561,111.48		136
146	SEAT BELT SAFETY	Q040	-			-	-	-		137
147	SCENIC BYWAYS	Q970	-			-	-	-		138
148	SCENIC BYWAYS	H970	-			-	-	-		139
149	NATIONAL SCENIC BYWAYS	L970	-			-	-	-		140
150	NATIONAL SCENIC BYWAYS	L97E	240,000.00	240,000.00		240,000.00	-	240,000.00		141
151	RESTORATION	3170	-			-	-	-		142
152	NATIONAL HIGHWAY	3150	-			-	-	-		143
153	NATIONAL HIGHWAY	Q050	-			-	-	-		144
154	NATIONAL HIGHWAY	H050	-			-	-	-		145
155	NATIONAL HIGHWAY	L050	-	50,770,637.00		50,770,637.00	-	-		146
156	NHS NATIONAL HIGHWAY S-LU EXT	L05E	-			-	-	-		147
157	NATIONAL HIGHWAY RE	L05R	-			-	-	-		148
158	NHPP-MAP-21	M001	-		-	-	13,712,314.41	(13,712,314.41)		149
159	NATIONAL HWY PERF PROGRAM EXT	M0E1	58,191,739.77		17,145,452.00		4,634,118.00	70,703,073.77		150
160	NATIONAL HIGHWAY PERF EXCEMPT	M002	3,429,809.00		-	-	-	3,429,809.00		151
161	NATIONAL HWY PERF EXEMPT EXTEN	M0E2	2,525,132.00		424,732.00		-	2,949,864.00		152
162	METRO PLAN/RD&TT	860	-				-	-		153
163	METRO PLAN/RD&TT	810	-			-	-	-		154
164	PLANNING & RESEARCH 1 1/2% HPR	800	-			-	-	-		155
165	PLANNING	Q450	-			-	-	-		156
166	PLANNING	H450	-			-	-	-		157
167	METRO PLANNING	L450	-	1,472,635.00		1,472,635.00	-	-		158
168	1.25% S-LU EXT	L45E	-			-	-	-		159
169	METRO PLANNING 1.25% RE	L45R	-			-	-	-		160
170	METRO PLANNING MAP-21	M450	-		-	-	-	-		161

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4			CURRENT	FY2014	FY2015		PROJECTED	UNOBLIGATED		
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES		FUND
171	METRO PLAN MAP-21 EXT	M45E	1,209,615.13		282,170.00		-	1,491,785.13		162
172	NSTI SK EXT	M4SE	-		-		-	-		#N/A
173	CONGEST MITIGATION	3200	-			-	-	-		163
174	CONGEST MITIGATION	Q400	-			-	-	-		164
175	CONGEST MITIGATION	H400	-			-	-	-		165
176	CONGEST MITIGATION	L400	-	9,381,479.00		9,381,479.00	-	-		166
177	CONGESTION MITIGATION S-LU EXT	L40E	-			-	-	-		167
178	CONGEST MITIGATION RE	L40R	-			-	-	-		168
179	CONGESTION MITIGATION MAP-21	M400	752,933.58		-	-	-	752,933.58		169
180	CONGESTION MITIGATION MAP-21 EXT	M40E	9,364,619.00		1,571,731.00		-	10,936,350.00		170
181	PROJ PM 2.5 EMI	M003	3,509,113.00		-	-	-	3,509,113.00		171
182	REDUCE PM 2.5 EMI MAP-21 EXT	M0E3	1,752,285.00		292,848.00		-	2,045,133.00		172
183	COVERED BRIDGES (100%)	9BA0	-			-	-	-		173
184	NATIONAL REC TRAILS	Q940	-			-	-	-		174
185	NATIONAL REC TRAILS	H940	-			-	-	-		175
186	NATIONAL REC TRAILS	L940	-	797,503.00		797,503.00	-	-		176
187	RECREATIONAL TRAILS S-LU EXT	L94E	485,286.90			-	-	485,286.90		177
188	REC TR MAP-21	M940	1,791,453.00		-	-	121,960.85	1,669,492.15		179
189	REC TR MAP-21-EXT	M94E	896,623.00		149,846.00		-	1,046,469.00		180
190	TIFIA REDISTRIBUTION MAP-21	M040	2,764,778.00		-		-	2,764,778.00		185
191	RETURN 1% RTP ADMIN MAP-21	M941	-		-	-	-	-		183
192	RETURN 1% RTP ADMIN MAP-21 EXT	M9E1	3,027.00		7,544.00		-	10,571.00		184
193	NATIONAL REC TRAILS RE	L94R	-			-	-	-		178
194	NATIONAL REC TRAILS	3840	-				-	-		181
195	NATIONAL REC TRAILS - ADMIN	38B0	-				-	-		182
196	LTAP	Q890	-			-	-	-		186
197	LTAP	H890	-			-	-	-		187
198	LTAP	37A0	-			-	-	-		188
199	LOCAL TECH ASSIST PGRM	4380	-	50,000.00			-	-		189
200	LTAP S-LU EXT	438E	-		16,569.00	(16,569.00)	-	16,569.00		190
201	OP MOT VEH/INTOX	H080	81,170.21			-	-	81,170.21		191
202	SURF TRAN RSCH-STRUCTURES	HX80	-			-	-	-		192
203	MINIMUM GUAR - LIMIT	Q780	-			-	-	-		193
204										#N/A
205	MINIMUM GUAR - LIMIT	H780	-			-	-	-		194
206	NITTEC RESEARCH & TECH	3730	17,821.00			-	-	17,821.00		195
207	IVHS	3900	39,029.61			-	-	39,029.61		196
208	IVHS ACTIVITIES	3910	1,000.00				-	1,000.00		197
209	ITS	3260	-			-	-	-		198
210	LITHIUM FIELD TREATMENT	QX50	-			-	-	-		199
211	MIN BUSINESS ENTERPRISE	Q480	-			-	-	-		200
212	MIN BUSINESS ENTERPRISE	H480	-			-	-	-		201
213	MIN BUSINESS ENTERPRISE	L480	-				-	-		202
214	MIN BUSINESS ENTERPRISE	L48E	-				-	-		203
215	MIN BUSINESS ENTERPRISE	M480	-				-	-		204
216	MIN BUSINESS ENTERPRISE	M48E	-		279,000.00		58,864.00	220,136.00		205
217	FERRY BOATS & TERMINALS MAP-21	M950	-				-	-		#N/A
218	SUPPORTIVE SERVICES-MAP 21	M490	-				-	-		211
219	SKILLS TRAINING PROGRAM	M49E	-				-	-		#N/A
220	NATIONAL SUMMER TRANS INST SK	M49S	-				-	-		212
221	SUPPORTIVE SERVICES	Q490	-			-	-	-		206
222	SUPPORTIVE SERVICES	H490	-			-	-	-		208
223	SUPPORTIVE SERVICES	L49E	-			-	-	-		210

	O	P	Q	R	S	T	U	V	W	X
1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2015							
2				9/30/2015	3:20:00 PM					
3				Estimated	Estimated					
4			CURRENT	FY2014	FY2015		PROJECTED	UNOBLIGATED		
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES		FUND
224	TRAINING AND EDUCATION	M439	-			-	-	-		215
225	LONG TERM PAVEMENT PERFORMANCE	4L10	-			-	-	-		#N/A
226	SAFE RTS TO SCHOOL PROG	HU10	-			-	-	-		216
227	SAFE RTS TO SCHOOL PROG	LU10	-	100,000.00		100,000.00	-	-		217
228	SAFE ROUTES TO SCHOOL S-LU EXT	LU1E	-			-	-	-		218
229	SAFE RTS TO SCHOOL RE	LU1R	-			-	-	-		219
230	SAFE RTS TO SCHOOL INFR	HU20	-			-	-	-		220
231	SAFE RTS TO SCHOOL INFR	LU20	2,652.83	700,000.00		700,000.00	-	2,652.83		221
232	SAFE ROUTES TO SCHOOL S-LU EXT	LU2E	982,924.81			-	200,000.00	782,924.81		222
233	SAFE RTS TO SCHOOL RE	LU2R	155,299.00			-	-	155,299.00		223
234	SAFE RTS TO SCHOOL EITHER	HU30	-			-	-	-		224
235	SAFE RTS TO SCHOOL EITHER	LU30	173,161.66	200,000.00		200,000.00	-	173,161.66		225
236	SAFE ROUTES TO SCHOOL S-LU EXT	LU3E	189,443.45			-	-	189,443.45		226
237	SAFE RTS TO SCHOOL EITHER RE	LU3R	44,372.00			-	-	44,372.00		227
238	TRANS RESEARCH PLAN	Q670	-			-	-	-		228
239										#N/A
240	TOTAL		152,348,001.40	131,374,064.00	30,181,154.80	126,668,968.00	52,733,047.20	129,796,109.00		#N/A
241										#N/A
242										#N/A
243	<u>ALLOCATED FUNDS</u>									#N/A
244										#N/A
245	HIGHWAY USE TX EVASION	H960	-			-	-	-		229
246	MOTOR FUEL TAX COMPL	Q960	-			-	-	-		230
247	ITS STDS RESCH OP TEST	QT20	-			-	-	-		231
248	STP-1/4 OF 1% HWY USE TAX EVAS	QT30	-			-	-	-		232
249	LTAP	37P0	-			-	-	-		233
250	ITS DEPLOYMENT - METL *	QT80	24.31			-	-	24.31		234
251	ITS DEPLOYMENT - METL *	HT80	-			-	-	-		235
252	TECH DEPLOY PRG-INNOV BR	QX20	8,813.62			-	-	8,813.62		236
253	TECH DEPLOY PRG-INNOV BR	HX20	-			-	-	-		237
254	TRAN COMM SYS PRES ST TEA21	Q680	-			-	-	-		239
255	TRAN COMM SYS PRES	L680	-			-	-	-		240
256	ARRA AREA WITH POP<200K	C200	544,122.28				-	544,122.28		241
257	ARRA RURAL POP <5K	C250	27,666.33				-	27,666.33		242
258	ARRA AVAIL FOR ALL AREA (FLEX	C240	2,117,442.71				-	2,117,442.71		243
259	ARRA UPWARD ADJUSTMENT	C242	12.06			-	-	12.06		244
260	ARRA AVAIL FOR ALL AREA (FLEX	C243	6.41			-	-	6.41		245
261	ARRA URBANIZED AREAS >200K	C230	18,979.11				-	18,979.11		246
262	ARRA TRANSPORTATION ENHANCEMENTS	C220	11,139.29				-	11,139.29		247
263	TOTAL		2,728,206.12	-	-	-	-	2,728,206.12		#N/A
264								-		#N/A
265	<u>FUNDS SUBJECT SO SPECIAL LIMITATION</u>					-		-		#N/A
266	SEC 115 UNOBL. BALANCE	H170	-			-	-	-		248
267	GRANTS SUP PLAN HWY STP SEC 117	H660	-			-	-	-		249
268	MINIMUM GUAR - SPEC	Q760	-			-	-	-		250
269	MINIMUM GUAR - SPEC	H760	-			-	-	-		251
270	EQUITY BONUS LIMITATION	LZ20	-	4,019,339.00		4,019,339.00	-	-		252
271	EQUITY BONUS LIMITATION	LZ2E	594,431.38			-	4,041,277.04	(3,446,845.66)		253

	O	P	Q	R	S	T	U	V	W	X
1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2015							
2				9/30/2015	3:20:00 PM					
3				Estimated	Estimated					
4			CURRENT	FY2014	FY2015		PROJECTED	UNOBLIGATED		
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES		FUND
272	EXT ALLOC PGM	L00E	77,189.53			-	154,379.06	(77,189.53)		254
273	HIGH PRIORITY PROJECTS	Q920	-			-	-	-		255
274										#N/A
275	SPECIAL LIMITATION TOTAL		671,620.91	4,019,339.00	-	4,019,339.00	4,195,656.10	(3,524,035.19)		#N/A
276										#N/A
277										#N/A
278										#N/A
279	SPECIAL FUNDS									#N/A
280	DELAWARE MEMORIAL	D010	-			-	-	-		256
281	BRIDGE DISCRETIONARY	Q060	-			-	-	-		257
282	MINIMUM GUAR - EXEMPT	Q770	-			-	-	-		258
283	MINIMUM GUAR - EXEMPT	H770	19,026.11			-	38,052.22	(19,026.11)		259
284	EQUITY BONUS EXEMPT LIM	LZ10	-	1,284,179.00		1,284,179.00	-	-		260
285	EQ BONUS EXEMPT LIM S-LU EXT	LZ1E	-			-	-	-		261
286	EMERGENCY RELIEF 2013	ER90	-				-	-		287
287	FTA CONSOLIDATED PLAN TRANSFER	77FE	-				-	-		290
288	METROPOLITAN TRANSPORTATION	M77D	-				-	-		#N/A
289	STATEWIDE AND NON-METRO PLAN	M77F	126,083.00				-	126,083.00		289
290	EQUITY BONUS RESTORED	LZ1R	-			-	-	-		262
291	HIGH PRIORITY - SEC 1702	HY10	265,930.00	-	-	-	-	265,930.00		263
292	HIGH PRIORITY - SEC 1702	LY10	668,560.00	-	-	-	-	668,560.00		264
293	HIGH PRIORITY - SEC 117	LY20	19,467,008.66	-	-	-	-	19,467,008.66		265
294	HIGH PRIORITY - SEC 117	HY20	5,167,055.25	-	-	-	-	5,167,055.25		266
295	TRANSPORTATION IMP PROJ	LY30	13,583,356.33	-	-	-	-	13,583,356.33		267
296	2006 SURFACE TRANS. PROJ	LY60	-	-	-	-	-	-		268
297	TECH DEPLOY STIC INCENTIVE PRG	M37B	-		-	-	-	-		214
298	TRAINING AND EDUCATION-MAP-21	M438	189,297.24	-	150,000.00	(150,000.00)	340,000.00	(702.76)		213
299	FUTURE STRAT HWY (F-SHRP) HIF	M6T0	75,000.00				75,000.00			#N/A
300	ER 2004 HURRICANES ADDL FUND	09J0	-			-	-	-		270
301	ER 2004 HURRICANES INFRA	09S0	-			-	-	-		271
302	INNOVATIVE BRIDGE	QT90	-			-	-	-		272
303	SFC TRANS RESEARCH	QR60	-			-	-	-		273
304	TRANS/COM SYS PILOT PRG	92C0	-			-	-	-		274
305	IM DISCRETIONARY	Q020	-			-	-	-		275
306	EMERGENCY FED AIDE	09V0	-			-	-	-		276
307	EMERGENCY FED AIDE	09X0	-			-	-	-		277
308	SPECIAL FUNDS TOTAL		39,561,316.59	1,284,179.00	150,000.00	1,134,179.00	453,052.22	39,258,264.37		#N/A
309										#N/A
310										#N/A
311	OTHER FUNDS									#N/A
312										#N/A
313	MOTOR CARRIER SAFETY GRANT	2120	-			-	-	-		278
314	SURFACE TRANS PRIORITIES	56C0	730,375.00			-	-	730,375.00		279
315	FMCSA SAFETY GRANTS	2A20	-			-	-	-		281
316		2160	447,741.00			-	-	447,741.00		280
317	HIGWAY INFRASTRUCTURE	LHIP	-			-	-	-		282

	O	P	Q	R	S	T	U	V	W	X
1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2015							
2				9/30/2015	3:20:00 PM					
3				Estimated	Estimated					
4			CURRENT	FY2014	FY2015		PROJECTED	UNOBLIGATED		
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES		FUND
318	CDL	21C0	-			-	-	-		283
319	FMCSA BEP0-DL & SSN VERIFY	5G20	-			-	-	-		238
320	NEW ENTRANTS SAFETY AUDITS	NEO0	-			-	-	-		285
321	PUBLIC LANDS HWY S-LU EXT	F13E	640,000.00			-	1,280,000.00	(640,000.00)		286
322	MINORITY BUSINESS	12C0	-			-	-	-		288
323										#N/A
324							5,167,055.25			
325						-				
326	TOTAL OTHER		1,818,116.00			-	1,280,000.00	538,116.00		
327										
328										
329	ALL FUNDS, GRAND TOTAL		197,127,261.02	136,677,582.00	30,331,154.80	131,822,486.00	58,661,755.52	168,796,660.30		
330										
331										
332										
333										
334										
335	OBLIGATIONAL AUTHORITY			-				168,796,660.30		
336										
337					26,831,154.80			-		
338					(132,504,226.20)					
339										
340										
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	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2016 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
6			M40E	BIKE PEDESTRIAN	PE,ROW,CONS					1,800,000.00			1,800,000.00	
7			M40E	BIKE PEDESTRIAN TOLL CREDITS	PE,ROW,CONS					450,000.00			450,000.00	
8			M0E1	BRIDGE PRESERVATION	PE,ROW,CONS					26,000.00		-	26,000.00	
9		12,000,000.00	M0E1	BRIDGE PRESERVATION	PE,ROW,CONS					200,000.00		-	200,000.00	
10	05-10006	-	M2E3	BRIDGE PRESERVATION TOLL CREDITS	PE,ROW,CONS					50,000.00			50,000.00	
11	05-10003	2,400,000.00	M0E1	BRIDGE MANAGEMENT	PE,ROW,CQ	8/12/15 et				800,000.00		-	800,000.00	
12	05-10003		M24E	BRIDGE MANAGEMENT	PE,ROW,CONS					480,000.00			480,000.00	
13	05-10003		M24E	BRIDGE MANAGEMENT	PE,ROW,CONS					1,600,000.00			1,600,000.00	
14			M24E	BRIDGE INSPECTION	PE					340,000.00			340,000.00	
15			M2E3	BRIDGE INSPECTION	PE					320,000.00			320,000.00	
16			M2E3	BRIDGE INSPECTION TOLL CREDITS	PE					80,000.00			80,000.00	
17			M0E1	BRIDGE INSPECTION	PE					2,368,000.00			2,368,000.00	
18			M0E1	BRIDGE INSPECTION TOLL CREDITS	PE					592,000.00			592,000.00	
24	T201207101	10,262,917.80	M24E	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	CONS		UPDATED 8.13.15			6,000,000.00			6,000,000.00	
25	T201207101		M24E	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER TO	CONS		UPDATED 8.13.15			1,500,000.00			1,500,000.00	
27	T201407102	8,000.00	M240	BR 1-227 ON N013 PAPER MILL ROAD OVER MIDDLE RUN	ROW		UPDATED 7/10/14 from FY15						8,000.00	
31	T201407101	20,000.00	M23E	BR 1-239 ON N352 RED MILL ROAD OVER TRIBUTARY TO WHITE CLAY CREEK	ROW					16,000.00			16,000.00	
32	T201407101		M23E	BR 1-239 ON N352 RED MILL ROAD OVER TRIBUTARY TO WHITE CLAY CREEK TOLL CREDITS	ROW					4,000.00			4,000.00	
33	T201307102		M2E3	BR 1-254 ON N350 OLD NEWARK ROAD OVER COOL RUN	CONS					480,000.00			480,000.00	
34	T201407103	500,000.00	M240	BR 1-291 ON SONGSMITH DR OVER TRIBUTARY TO SMA	CONS		UPDATED 8.10.15						500,000.00	
35	T201307401	322,400.00	M240	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMIN	CONS		Added 7/8						322,400.00	
36	T201207103	560,000.00	M240	BR 1-438 ON N463 BLACKBIRD STATION ROAD OVER BL	CONS		UPDATED 12/31/14						560,000.00	
38	T201207103	518,400.00	M240	BR1-543 ON N213 CARR ROAD OVER SHELLPOT CREEK	CONS		Added 7/8						518,400.00	
39	16-01006	844,500.00	M0E1	BR 1-501 ON N006 NEWPORT VIADUCT OVER CHRISTINA	PE		ADDED 8.11.15			675,600.00			675,600.00	
41	16-01006	16,000.00	M0E1	BR 1-501 ON N006 NEWPORT VIADUCT OVER CHRISTINA	ROW		ADDED 8.11.15						16,000.00	
42	T201307101	1,432,000.00	M240	BR 1-567A ON N501 HAY ROAD OVER SHELLPOT CREEK	CONS								1,432,000.00	
43	T201407403	20,000.00	M23E	BR 1-577 ON N050 NORTHEAST BLVD OVER BRANDYWINE	ROW		UPDATED 8.11.15 PSE 11.17.15						20,000.00	
46	T201607403	240,000.00	M23E	BR 1-684 ON N028 SOUTH HEALD STREET OVER NORFOLK	PD		ADDED 8.30.15						240,000.00	
47	T201607402	280,000.00	M0E1	BR 1-686 ON N029 SOUTH WALNUT STREET OVER NORFOLK	PD		ADDED 8.30.15						280,000.00	
50		3,400,000.00	M001	BR 1-717 ON I-95 NB OVER SRI	CONS		ADDED 8/15/18/12/15 et			2,720,000.00			2,720,000.00	
51			M001	BR 1-717 ON I-95 NB OVER SRI TOLL CREDITS	CONS		ADDED 8/15/18/12/15 et			680,000.00			680,000.00	
56	T201407401	2,008,000.00	M23E	BR 1-814 ON N009 12TH STREET OVER NORFOLK SOUTH	CONS		PNR ADDED 4/ 8/12			2,008,000.00			2,008,000.00	
58	T201407202	9,600.00	M240	BR 2-031A ON IRISH HILL ROAD OVER DOUBLE RUN CRI	ROW		UPDATED 6/30/14						9,600.00	
60		8,000.00	M2E1	BR 2-050A ON SR8 HALLTOWN ROAD OVER BEAVERDAM DITCH	ROW		UPDATED 7/10/14 from FY15						8,000.00	
61	T201407206	9,600.00	M2E1	BR 2-052B ON WESTVILLE ROAD OVER ALMSHOUSE BRANCH	ROW		ADDED 6/30/14						9,600.00	
62	T201407210	26,400.00	M2E1	BR 2-060C ON SR14 VERNON ROAD OVER PROSPECT BRANCH	ROW		ADDED 6/30/14						26,400.00	
63		9,600.00	M2E3	BR 2-114E ON TODDS CHAPEL ROAD OVER QUARTER BRANCH	ROW								9,600.00	
69	T201507201	165,800.00	M2E3	BR 2-275A ON PARK BROWN ROAD OVER HORSEPEN AR	CONS		ADDED 5/19/15						165,800.00	
75	T201407601	16,000.00	M2E3	BR 3-152 ON CENTRAL AVENUE OVER BROAD CREEK AND BR 3-161 ON POPLAR AVENUE OVER BRAD CREEK	ROW		ADDED 7/1/14						16,000.00	
78		1,600,000.00	M0E1	BR 3-253 N&S ON US13 OVER WILLIAMS POND	CONS		8/12/15 ET						1,600,000.00	
79		400,000.00	M0E1	BR 3-253 N&S ON US13 OVER WILLIAMS POND TOLL CREDITS	CONS		8/12/15 ET						400,000.00	
80	T201507301	240,000.00	M2E3	BR 3-299 ON S013 BI-STATE BLVD OVER MEADOW BRANCH	CONS								240,000.00	
81	T201507301	60,000.00	M2E3	BR 3-299 ON S013 BI-STATE BLVD OVER MEADOW BRANCH TOLL CREDITS	CONS								60,000.00	
82		20,000.00	M0E1	BR 3-507 ON US 113 OVER IRON BRANCH	ROW		UPDATED 7/1/14						20,000.00	
84	T201407309	17,600.00	M2E2	BR 3-588 ON SR26 NINE FOOT ROAD OVER WHARTON'S BRANCH	ROW								17,600.00	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2016 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
86	T201507302	12,000.00	M2E3	BR 3-915 ON SR16 BEACH HIGHWAY OVER MAPLE MARSH DITCH	ROW								12,000.00	
89		125,000.00	M480	DISADVANTAGED BUSINESS ENTERPRISE									125,000.00	
90			M439	EDUCATION AND TRAINING			New code			200,000.00			200,000.00	
91		8,000.00	L24E	ENVIRONMENTAL IMPROVEMENTS	ENV		Update 6/28			18,000.00			18,000.00	
92		200,000.00	LS2E	HIGH RISK RURAL ROADS PROGRAM	PE,ROW,CO		UPDATED 7/30/15			293,747.79			293,747.79	
93			LS2E	HIGH RISK RURAL ROADS PROGRAM TOLL CREDITS	PE,ROW,CO		UPDATED 7/30/15			73,436.95			73,436.95	
94		2,200,000.00	MS3E	HAZARD ELIMINATION PROGRAM	PE,ROW,CONS					2,200,000.00			2,200,000.00	
97		2,265,000.00	MS31	SEC 154 PENALTIES-FOR HSIP	PRO								2,265,000.00	
100	T200404103	2,495,493.00	M23E	N282 MILL CREEK AND STONEY BATTER ROAD	CONS		Update 6/28						2,495,493.00	
105	T200809001	40,000.00	M0E1	I-95 CARR ROAD AND MARSH ROAD	ROW		Update 7/10 from FY15			40,000.00			40,000.00	
106	T200809001		M0E1	I-95 CARR ROAD AND MARSH ROAD TOLL CRDITS	ROW		Update 7/10 from FY15			10,000.00			10,000.00	x
108	T201200701	2,675,252.42	M24E	HEP NCC, SR2, WOLLASTON ROAD TO MILLTOWN ROAD	CONS		UPDATED 8.15.15 Higher EST						2,675,252.42	
109	T200900704	6,740,000.00	M040	SR 273, APPLEBY AND AIRPORT ROAD	CONS		UPDATED 3/31/8/20/15 ET			1,000,000.00			1,000,000.00	
110	T200800713		MS3E	SR273 AND HARMONY ROAD INTERSECTION	PE		UPDATED 8.15.15 Higher EST			450,000.00			450,000.00	
111	14-41414	45,000.00	MS3E	HEP NCC, SR 41 AND FAULKLAND ROAD INTERSECTION	ROW		ADD 7/1/14						45,000.00	
112			MS3E	HEP SR273 & RED MILL RD CONNECTOR	PE					45,000.00			45,000.00	
115		1,800,000.00	M040	SR71, OLD PORTER ROAD TO SR 7	CONS		Update 7/1/14	8/20/15 ET					1,800,000.00	
118	T201200104	30,000.00	M0E1	US 40 AND SR7 INTERSECTION IMPROVEMENTS	ROW					24,000.00			24,000.00	
119	T201200104		M0E1	US 40 AND SR7 INTERSECTION IMPROVEMENTS TOLL C	ROW					6,000.00			6,000.00	
120	T201200105	300,000.00	M23E	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD	ROW		Update 7/1/14			240,000.00			240,000.00	
121	T201200105		M23E	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD TOL	ROW		Update 7/1/14			60,000.00			60,000.00	
127	T201500201	900,000.00	MS3E	HEP KC, SR 8 & SR 15 INTERSECTION IMPROVEMENTS	PE								900,000.00	
128		18,000.00	MS3E	HEP KC SR14 AT KILLENS POND	PE			8/12/15 ET					18,000.00	
130	T201200802	800,000.00	M2E1	SR10 & SR15 INTERSECTION IMPROVEMENTS	CONS								800,000.00	
133	T201500202		M2E1	HEP KC, US13 LOCHMEATH WAY TO PUNCHEON RUN C	CONVERT		UPDATED 3/6/15			1,600,000.00			1,600,000.00	
137	T201300301		M240	HEP SC, SR404 & SR18 INTERSECTION IMPROVEMENTS	ROW					120,000.00			120,000.00	
138	T201300301		M240	HEP SC, SR404 & SR18 INTERSECTION IMPROVEMENTS	ROW					30,000.00			30,000.00	
144	T201200903		MS3E	SR24 AT SR5/SR23 INTERSECTION IMPROVEMENTS	ROW					684,209.70			684,209.70	
145	T201200903		MS3E	SR24 AT SR5/SR23 INTERSECTION IMPROVEMENTS	ROW					76,023.30			76,023.30	
146	T201100901		M0E1	HSIP SUSSEX US 9 & SR 5	CONVERT					2,000,000.00			2,000,000.00	
147	T201100901		M0E1	HSIP SUSSEX US 9 & SR 5	CONVERT					500,000.00			500,000.00	
148	T201400901	90,000.00	MS3E	HSIP SC US 113 AT SR404/SR18 INTERSECTION IMPROVE	ROW								90,000.00	
150	T200800903	3,780,000.00	MS3E	IRON BRANCH ROAD/STATE STREET	CONS								3,780,000.00	
155			HY20	CHRISTINA RIVER BRIDGE APPROACHES	PE		ADDED 8/10/15	8/18/15 ET		955,953.35			955,953.35	
156			HY20	CHRISTINA RIVER BRIDGE APPROACHES TOLL CRE	PE			8/18/15 ET		238,988.33			238,988.33	
157		7,200,000.00	HY20	CHRISTINA RIVER BRIDGE APPROACHES	ROW		br pres	8/18/15 ET		2,244,046.82			2,244,046.82	
158			HY20	CHRISTINA RIVER BRIDGE APPROACHES TOLL CRE	ROW		br pres	8/18/15 ET		561,011.70			561,011.70	
159			LY20	CHRISTINA RIVER BRIDGE APPROACHES	ROW			8/18/15 ET		2,235,953.19			2,235,953.19	
160			LY20	CHRISTINA RIVER BRIDGE APPROACHES TOLL CRE	ROW			8/18/15 ET		558,988.29			558,988.29	
161			LY20	CHRISTINA RIVER BRIDGE	ROW		br pres	8/18/15 ET		4,000,000.00			4,000,000.00	
162			LY20	CHRISTINA RIVER BRIDGE TOLL CREDITS	ROW			8/18/15 ET		1,000,000.00			1,000,000.00	
163			LY20	CHRISTINA RIVER BRIDGE	CONS			8/18/15 ET		1,600,000.00			1,600,000.00	
167		24,000.00		FEDERAL LAND ACCESS PROGRAM	PRO								24,000.00	
168		160,000.00	M2E1	CRAWFORD CARROLL ROAD EXTENSION	PE		MOVED 6/30/15 from 17						160,000.00	
169	T201212101	240,000.00	M23E	GARASCHE LANE STUDY	PE		CHANGED 8.3/8/12/15 ET						240,000.00	
173			M240	INTERSECTION IMPROVEMENTS	CONS					1,600,000.00			1,600,000.00	
174			M240	INTERSECTION IMPROVEMENTS TOLL CREDITS	CONS					400,000.00			400,000.00	
177		170,000.00	M438	PLANNING - LOCAL TRANSPORTATION ASSISTANCE PROGRAM	PLAN								170,000.00	
178		1,690,887.00	M45E	PLANNING - METROPOLITAN PLANNING ORGANIZATION /FHWA	PLAN					1,695,391.00			1,695,391.00	
179		16,000.00	M40E	MANOR AVENUE SIDEWALK IMPROVEMENTS	ROW			8/12/15 ET					16,000.00	
181	T201201101	320,000.00	M40E	MYRTLE AVENUE SIDEWALK IMPROVEMENTS	ROW								320,000.00	
186	T201407701		M0E1	STRUCTURE MAINTENANCE, NORTH DISTRICT, OPEN E	CONVERT					654,457.50			654,457.50	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2016 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
187	T201407701		M0E1	STRUCTURE MAINTENANCE, NORTH DISTRICT, OPEN END, FY15-FY17 TOLL CREDITS	CONVERT					163,614.38			163,614.38	
188			M24E	ON THE JOB TRAINING SUPPORTIVE SERVICES						100,000.00			100,000.00	
190		12,800,000.00	M0E1	PAVEMENT REHABILITATIONS	CONS					7,400,000.00			7,400,000.00	
192			M240	PAVEMENT REHABILITATIONS	CONS					1,000,000.00			1,000,000.00	
193			M240	PAVEMENT REHABILITATIONS	CONS					1,800,000.00			1,800,000.00	
194			M2E2	PAVEMENT REHABILITATIONS	CONS					5,800,000.00			5,800,000.00	
195			M2E1	PAVEMENT REHABILITATIONS	CONS					1,000,000.00			1,000,000.00	
196		1,975,000.00	M550	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN						-		1,975,000.00	
197		596,900.00	M56E	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN					662,000.00			662,000.00	
198			MS50	RAIL CROSSING SAFETY	PD					81,000.00			81,000.00	
199		550,000.00	MS40	RAIL CROSSING SAFETY	CONS						-		550,000.00	
200		61,111.00	LS4E	RAIL CROSSING SAFETY TOLL CREDITS	CONS								61,111.00	
201		550,000.00	MS50	RAIL CROSSING SAFETY	CONS								550,000.00	
202		854,068.00	M940	REC TRAILS						1,080,000.00			1,080,000.00	
204		693,000.00	LU20	SAFE ROUTES TO SCHOOL	CONS					371,470.27			371,470.27	
205		198,000.00	LU2R	SAFE ROUTES TO SCHOOL	CONS					155,299.00			155,299.00	
206			M24E	SIGNAGE & PAVEMENT MARKINGS	CONVERT					1,482,513.33	-		1,482,513.33	
212	T201109002		M0E1	I-95 AND SR141 RAMPS G & F IMPROVEMENTS	CONVERT					14,400,000.00			14,400,000.00	
213	T201109002		M0E1	I-95 AND SR141 RAMPS G & F IMPROVEMENTS TOLL CREDITS	CONVERT					3,600,000.00			3,600,000.00	
214		55,000.00	M4SE	TECHNOLOGY - SUMMER INTERN PROGRAM									55,000.00	
216		3,200,000.00	M2E2	NORTH MILLSBORO BYPASS , US 113 TO SR24	PE								3,200,000.00	
218		560,000.00	M232	SR 1 TO NEW ROAD CONNECTOR	PE								560,000.00	
219		140,000.00	M232	SR 1 TO NEW ROAD CONNECTOR TOLL CREDITS	PE								140,000.00	
220		1,600,000.00	M0E1	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	PE								1,600,000.00	
221			M0E1	SR 1 AND SR 16 GRADE SEPARATED INTERSECTION	CONVERT					960,000.00			960,000.00	
222			M0E1	SR 1 AND SR 16 GRADE SEPARATED INTERSECTION TOLL CREDITS	CONVERT					240,000.00			240,000.00	
230	T200509102	3,200,000.00	M0E1	I-95 / SR 896 INTERCHANGE IMPROVEMENTS	PE								3,200,000.00	
231		480,000.00	M232	SR 24 LOVE CREEK TO MULBERRY KNOLL	PE								480,000.00	
233	T200411210		L24E	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONVERT					2,497,644.56			2,497,644.56	
234	T200411210		L24E	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL TOLL CREDITS	CONVERT					624,411.14			624,411.14	
235		3,300,000.00	M23E	SR 72, MCCOY ROAD TO SR 71	CONS					2,640,000.00			2,640,000.00	
236			M23E	SR 72, MCCOY ROAD TO SR 71 TOLL CREDITS	CONS					660,000.00			660,000.00	
237	T201109001	500,000.00	M0E1	SR 141 AND COMMONS BOULEVARD INTERSECTION IMPROVEMENTS	ROW					400,000.00			400,000.00	
238			M0E1	SR 141 AND COMMONS BOULEVARD INTERSECTION IMPROVEMENTS TOLL CREDITS	ROW					100,000.00			100,000.00	
239		1,040,000.00	M0E1	SR 273 AND CHAPMAN ROAD INTERSECTION	PE								1,040,000.00	
242		60,000.00	M23E	VALLEY AND LITTLE BALTIMORE ROAD	PE								60,000.00	
243	T201504109	-	M23E	WALNUT STREET, FRONT STREET TO 4TH STREET, WILMINGTON INITIATIVES, KING AND ORANGE STREET	PE					288,000.00			288,000.00	
245		960,000.00	M0E1	WILMINGTON INITIATIVES, KING AND ORANGE STREET	PE								960,000.00	
246		360,000.00	M40E	RIDESHARE - TRANSPORTATION MANAGEMENT IMPROVEMENTS	PLAN					360,000.00	-		360,000.00	
255		3,400,000.00	M3E3	TRANSPORTATION ALTERNATIVES - FHWA						320,000.00			320,000.00	
256		750,000.00	M3E3	TRANSPORTATION ALTERNATIVES - FHWA TOLL CREDITS						80,000.00			80,000.00	
257			M3E2	TRANSPORTATION ALTERNATIVES - FHWA						560,000.00			560,000.00	
258			M3E2	TRANSPORTATION ALTERNATIVES - FHWA TOLL CREDITS						140,000.00			140,000.00	
259			M30E	TRANSPORTATION ALTERNATIVES - FHWA						1,200,000.00			1,200,000.00	
260			M30E	TRANSPORTATION ALTERNATIVES - FHWA TOLL CREDITS						300,000.00			300,000.00	
261			M3E1	TRANSPORTATION ALTERNATIVES - FHWA						960,000.00			960,000.00	
262			M3E1	TRANSPORTATION ALTERNATIVES - FHWA TOLL CREDITS						240,000.00			240,000.00	
263		4,240,000.00	M40E	TRANSPORTATION MANAGEMENT IMPROVEMENTS						2,400,000.00	-		2,400,000.00	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2016 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
265			M240	TRANSPORTATION MANAGEMENT IMPROVEMENTS						1,600,000.00			1,600,000.00	
266	13-10046		M0E1	MUTCD COMPLIANCE PROJECT						4,000,000.00			4,000,000.00	
267	13-10046		M0E1	MUTCD COMPLIANCE PROJECT TOLL CREDITS						1,000,000.00			1,000,000.00	
269		800,000.00	M0E1	US13, US40 TO MEMORIAL DRIVE PEDESTRIAN IMPROVEMENTS	PE								800,000.00	
270	T201011303		M0E1	US 301, GARVEE DEBT SERVICE	DEBT					10,986,487.50			10,986,487.50	
271		(5,000,000.00)		RELEASES						(13,000,000.00)		-	(13,000,000.00)	
272		23,500,000.00	M0E1	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONS					1,000,000.00			1,000,000.00	
281	T201412701	1,440,000.00	M0E1	US 113 @ SR18/SR404 (GEORGETOWN) GRADE SEPARAT	PE								1,440,000.00	
282	T200411701	25,000,160.00	M0E1	WEST DOVER CONNECTOR	CONVERT	UPDATED 9.11.15				5,457,142.40			5,457,142.40	
283	T200411701		M0E1	WEST DOVER CONNECTOR TOLL CREDITS	CONVERT	UPDATED 9.11.15				1,364,285.60			1,364,285.60	
289	T201611901	3,200,000.00	M0E1	US 40 & SR896 GRADE SEPARATED INTERSECTION	PE								3,200,000.00	
294	T200412202	47,500,000.00	M0E1	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTIO	CONVERT					16,000,000.00			16,000,000.00	
295	T200412202		M0E1	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTIO	CONVERT					4,000,000.00			4,000,000.00	
296														
297														
298														
299														
300		389,359,657.26												
301										234,138,779.70		-	179,364,932.52	
302													13,394,941.68	
303		150,812,000.00		FY2016 OBLIGATIONAL AUTHORITY										
304		13,394,941.68		FY2016 SPECIAL LIMITATION EARMARK OBLIGATIONAL AUTHORITY										
305		389,359,657.26		FY2016 ORIGINAL PLANNED OBLIGATIONS										
306		179,364,932.52		FY2016 BALANCE OF PLANNED OBLIGATIONS										
307		0.00		FY2016 OBLIGATIONS TO DATE										
308		(15,157,990.84)		FY2016 BALANCE OF OBLIGATIONAL AUTHORITY										
309														
310														
311														
312	ADVANCED CONSTRUCTION PROJECTS REMAINING													
313			MS30	IRON BRANCH ROAD/STATE STREET	AC BALANCE					-				
314			LZ2E	SIGNAGE & PAVEMENT MARKINGS	AC BALANCE	UPDATED 3/20/15				2,965,026.66				
315			LZ2E	SIGNAGE & PAVEMENT MARKINGS	CONVERT					1,482,513.33				
316			M001	SR 1 WIDENING, SR273 TO THE ROTH BRIDGE	AC BALANCE					-				
317			M001	SR 1 WIDENING, SR273 TO THE ROTH BRIDGE	CONVERT					-				
318	T201207101		M240	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	AC BALANCE					2,762,917.80				
319	T201207101		M240	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	CONVERT					-				
320			L01E	INTERSTATE ROADWAY LIGHTING	AC BALANCE					-				
321			L01E	INTERSTATE ROADWAY LIGHTING	CONVERT					-				
322	T201407701		M001	STRUCTURE MAINTENANCE, NORTH DISTRICT, OPEN E	AC BALANCE					818,071.88				
323	T201407701		M001	STRUCTURE MAINTENANCE, NORTH DISTRICT, OPEN E	CONVERT					818,071.88				
324	T201109002		M001	I-95 AND SR141 RAMP G & F IMPROVEMENTS	AC BALANCE	UPDATED 4/7/15				37,247,125.05				
325	T201109002		M001	I-95 AND SR141 RAMP G & F IMPROVEMENTS	CONVERT	UPDATED 4/7/15				18,000,000.00				
326	T200900704		MS30	SR 273, APPLEBY AND AIRPORT ROAD	AC BALANCE					5,750,000.00				
327	T200900704		MS30	SR 273, APPLEBY AND AIRPORT ROAD	CONVERT					-				
328	T201500202		M231	HEP KC, US13 LOCHMEATH WAY TO PUNCHEON RUN C	AC BALANCE					1,600,000.00				
329	T201500202		M231	HEP KC, US13 LOCHMEATH WAY TO PUNCHEON RUN C	CONVERT					1,600,000.00				
330	T201112202		MSE2	SR 1, NE FRONT STREET GRADE SEPARATED INTERSEC	AC BALANCE					-				
331			MSE2	SR 1, NE FRONT STREET GRADE SEPARATED INTERSEC	CONVERT					-				
332			M001	US 113, NORTH/SOUTH IMPROVEMENTS	AC BALANCE					2,000,000.00				
333			M001	US 113, NORTH/SOUTH IMPROVEMENTS	CONVERT					-				
334			M230	CHRISTINA RIVER BRIDGE AND APPROACHES	AC BALANCE					-				

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2016 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CRED ITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
335			M230	CHRISTINA RIVER BRIDGE AND APPROACHES	CONVERT					-				
336			L23E	SR 72, MCCOY ROAD TO SR 71	AC BALANCE					-				
337			M001	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	AC BALANCE					-				
338			M001	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	CONVERT									
339	T200412202		M001	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	AC BALANCE					40,037,716.10				
340	T200412202		M001	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT					20,000,000.00				
341	T201000701		MS30	SR71, OLD PORTER ROAD TO SR 7	AC BALANCE									
342	T201000701		MS30	SR71, OLD PORTER ROAD TO SR 7	CONVERT					-				
343			M001	BR 1-759 ON I-95 OVER BRANDYWINE RIVER	AC BALANCE					-				
344			M001	BR 1-759 ON I-95 OVER BRANDYWINE RIVER	CONVERT					-				
345			LS3E	SR273 INTERSECTION IMPROVEMENTS	AC BALANCE					-				
346			LS3E	SR273 INTERSECTION IMPROVEMENTS	CONVERT					-				
347			LS3E	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD	AC BALANCE					-				
348			LS3E	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD	CONVERT					-				
349	T201112201		M240	HSIP SUSSEX US 9 & SR 5	AC BALANCE					2,500,000.00				
350	T201112201		M240	HSIP SUSSEX US 9 & SR 5	CONVERT					2,500,000.00				
351			M231	WEST DOVER CONNECTOR	AC BALANCE					6,821,428.00				
352			M231	WEST DOVER CONNECTOR	CONVERT					2,513,198.23				
353	T201011303		L05E	US 301, GARVEE DEBT SERVICE	AC BALANCE					104,334,564.00				
354	T201011303		M001	US 301, GARVEE DEBT SERVICE	CONVERT					10,986,487.50				
355			M001	ROAD A / SR 7 IMPROVEMENTS	AC BALANCE					-				
356			M001	ROAD A / SR 7 IMPROVEMENTS	CONVERT					-				
357			M001	SR 1 AND SR 16 GRADE SEPARATED INTERSECTION	AC BALANCE					1,200,000.00				
358			M001	SR 1 AND SR 16 GRADE SEPARATED INTERSECTION	CONVERT					1,200,000.00				
359	T200812202		M001	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	AC BALANCE					22,500,000.00				
360			M001	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONVERT					-				
361	T200612501		M001	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	AC BALANCE					-				
362	T200612501		M001	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	CONVERT					-				
363			L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	AC BALANCE					4,197,031.38				
364			M240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONVERT					3,122,055.70				
365			LS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM,7560,675.5	AC BALANCE					-				
366			LS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM,7560,675.5	CONVERT					-				
367														
368				CURRENT AC BALANCE						234,733,880.87				
369	 earmark Funds													
370	 Problem			PLAN END OF YEAR AC BALANCE						172,511,554.23				
371														
372														

	O	P	Q	R	S	T	U	V	W
1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2016						
2				9/30/2015	3:20:00 PM				
3				Estimated	Estimated				
4			CURRENT	FY2015	FY2016		PROJECTED	UNOBLIGATED	
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES	
6			UPDATED						
7									
8									
9	INTERSTATE MAINT	04M0	-			-	-	-	
10	INTERSTATE MAINT	Q010	-			-	-	-	
11	INTERSTATE MAINT	H010	-			-	-	-	
12	INTERSTATE MAINT	L010	(326,941.27)			-	-	(326,941.27)	
13	INTERSTATE MAINT S-LU EXT	L01E	256,059.25		-	-	-	256,059.25	
14	INTERSTATE MAINT DISC	H020	-			-	-	-	
15	INTERSTATE 56	0420	-			-	-	-	
16	IM DISCRETIONARY	L020	-			-	-	-	
17	INTERSTATE MAINT RE	L01R	70,882.02			-	-	70,882.02	
18	CONSOLIDATED PRIMARY	0100	-			-	-	-	
24	BRIDGE R/R ON	Q100	-			-	-	-	
25	BRIDGE R/R ON	H100	-			-	-	-	
27	BRIDGE R/R OFF	Q110	-			-	-	-	
31	BRIDGE 15% OFF RE	L11R	-			-	-	-	
32	STP OFF SYSTEM BRIDGE	M233	-		-	-	-	-	
33	STP OFF SYSTEM BRIDGE EXTENS	M2E3	1,016,351.83		1,846,967.00	(1,846,967.00)	1,433,400.00	1,429,918.83	
34	BRIDGE R/R ON/OFF	Q120	-			-	-	-	
35	BRIDGE R/R ON/OFF	H120	-			-	-	-	
36	BRIDGE R/R 20% ON/OFF RE	L12R	-			-	-	-	
38	HWY BR PROG 85% ON/OFF	L1C0	-			-	-	-	
39	BRIDGE 85% ON/OFF S-LU EXT	L1CE	-		-	-	-	-	
41	REDISTRIB OF AUTH	Q030	-			-	-	-	
42	REDISTRIB OF AUTH	H030	-			-	-	-	
43	REDISTIB CERTAIN AUTHOR	L030	-			-	-	-	
46	REDIST CERTAIN AUTH MAP-21 EXT	M03E	536,668.00		534,843.00	(534,843.00)	-	1,071,511.00	
47	BRIDGE DISCRETIONARY	H060	-			-	-	-	
50	URBAN - 200,000	Q200	124,543.71			-	-	124,543.71	
51	URBAN - 200,000	H200	927,560.05			-	-	927,560.05	
56	STP 5-200K POP-MAP21 EXTENSION	M2E1	6,276,799.00		5,994,564.00	(5,994,564.00)	3,604,000.00	8,667,363.00	
58	OPT SAFETY	Q210	439,572.74			-	-	439,572.74	
60	OPT SAFETY RE	L21R	396,590.48			-	-	396,590.48	
61	HSIP HIGH RISK RURAL ROAD	LS20	-			-	-	-	
62	HSIP HIGH RISK RU RD S-LU EXT	LS2E	-			-	367,184.74	(367,184.74)	
63	HSIP HIGH RISK RURAL ROAD RE	LS2R	-			-	-	-	
69									
75	STP ENHANCEMENT S-LU EXT	L22E	(10.00)		-	-	-	(10.00)	
78			-			-	-	-	
79	TRANS ENHANCEMENTS RE	L22R	10.00			-	-	10.00	
80	URBAN 200,000+	33C0	-			-	-	-	
81	URBAN 200,000+	Q230	-			-	-	-	
82	URBAN 200,000+	H230	-			-	-	-	
84	STP URBANIZED AREAS S-LU EXT	L23E	-			-	-	-	

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1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2016						
2				9/30/2015	3:20:00 PM				
3				Estimated	Estimated				
4			CURRENT	FY2015	FY2016		PROJECTED	UNOBLIGATED	
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES	
86	URBAN 200,000+ RE	L23R	-			-	-	-	
89	STATE FLEXIBILITY	Q240	-			-	-	-	
90	STATE FLEXIBILITY	H240	-			-	-	-	
91	STATE FLEXIBILITY	L240	-			-	-	-	
92	SURFACE TRANS FLEX S-LU EXT	L24E	-			-	3,140,055.70	(3,140,055.70)	
93	STATE FLEXIBILITY RE	L24R	-			-	-	-	
94	STATE FLEXIBILITY-MAP-21	M240	(7,453,964.89)		19,181,183.00	(19,181,183.00)	9,900,400.00	1,826,818.11	
97	AREAS <5000	Q250	-			-	-	-	
100	STP <5K POPULATION S-LU EXT	L25E	125,978.36			-	-	125,978.36	
105	TAP-AREA 5K AND UND MAP-21 EXT	M3E3	253,909.00		243,255.00	(243,255.00)	400,000.00	97,164.00	
106	TAP-AREAS POP 5K-200K	M302	768,939.00			-	-	768,939.00	
108	TRANSP ALTERNATIVES PROG FLEX	M300	810,321.08			-	-	810,321.08	
109	TRANSP ALT PROG FLEX MAP21 EXT	M30E	1,590,019.00		1,362,340.00	(1,362,340.00)	1,500,000.00	1,452,359.00	
110	TAP-URBANIZED AREAS POP>200K	M301	-			-	-	-	
111	TAP-URBANIZED AREAS POP>200K	M3E1	244,240.00		730,718.00		1,200,000.00	(225,042.00)	
112	PROTECT DEVICES	33M0	-			-	-	-	
115	RAIL/HWY PROTECT DEVICES	L26R	137,869.37			-	-	137,869.37	
118	RAIL HWY PROTECT DEV MAP-21 EXT	MS50	888,259.34			-	631,000.00	257,259.34	
119	RAIL HWY PROTECT DEV MAP-21 EXT	MS5E	641,918.00		550,000.00	(550,000.00)	-	1,191,918.00	
120	ELIM OF HAZARDS	33N0	2,680.84			-	-	2,680.84	
121	ELIM OF HAZARDS	Q270	536,752.20			-	-	536,752.20	
127	HAZARD ELIMINATION	Q280	85,250.10			-	-	85,250.10	
128	HAZARD ELIMINATION	H280	-			-	-	-	
130	RAIL/HWY CROSS HAZA ELIM	LS40	-			-	-	-	
133	RAIL/HWY CROSS HAZA ELIM	MS40	164,418.62			-	550,000.00	(385,581.38)	
137	SPR - PLANNING	H550	-			-	-	-	
138	SPR - PLANNING	L550	-			-	-	-	
144	SPR - RESEARCH	L560	-			-	-	-	
145	25% PL S-LU EXT	L56E	-			-	-	-	
146	RESEARCH DEVT AND TECH TRANS	M560	(407,937.88)			-	-	(407,937.88)	
147	RES DEV AND TEC TRAN MAP21 EXT	M56E	561,111.48		703,840.00	(703,840.00)		1,264,951.48	
148	SEAT BELT SAFETY	Q040	-			-	-	-	
150	SCENIC BYWAYS	H970	-			-	-	-	
155	NATIONAL HIGHWAY	3150	-			-	-	-	
156	NATIONAL HIGHWAY	Q050	-			-	-	-	
157									
158									
159	NATIONAL HIGHWAY	H050	-			-	-	-	
160	NATIONAL HIGHWAY	L050	-			-	-	-	
161									
162	NHS NATIONAL HIGHWAY S-LU EXT	L05E	-			-	-	-	
163	NATIONAL HIGHWAY RE	L05R	-			-	-	-	
167	NATIONAL HWY PERF EXEMPT EXTEN	M0E2	2,949,864.00		2,525,132.00		-	5,474,996.00	
168	METRO PLAN/RD&TT	860	-			-	-	-	
169	METRO PLAN/RD&TT	81	-			-	-	-	
173	METRO PLANNING	L450	-			-	-	-	
174	1.25% S-LU EXT	L45E	-			-	-	-	
177									
178	METRO PLAN MAP-21 EXT	M45E	1,491,785.13		1,688,400.00	(1,688,400.00)	1,695,391.00	1,484,794.13	
179	NSTI SK EXT	M45E	-		55,000.00		55,000.00	-	
181	CONGEST MITIGATION	Q400	-			-	-	-	
186	CONGESTION MITIGATION MAP-21	M400	752,933.58			-	-	752,933.58	

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5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES	
187	CONGESTION MITIGATION MAP-21 EXT	M40E	10,936,350.00		9,404,619.00	(9,404,619.00)	5,346,000.00	14,994,969.00	
188	PROJ PM 2.5 EMI	M003	3,509,113.00			-	-	3,509,113.00	
190	COVERED BRIDGES (100%)	9BA0	-			-	-	-	
192	NATIONAL REC TRAILS	H940	-			-	-	-	
193	NATIONAL REC TRAILS	L940	-			-	-	-	
194	RECREATIONAL TRAILS S-LU EXT	L94E	485,286.90			-	-	485,286.90	
195	REC TR MAP-21	M940	1,669,492.15			-	1,080,000.00	589,492.15	
196	REC TR MAP-21-EXT	M94E	1,046,469.00		896,623.00	(896,623.00)	-	1,943,092.00	
197	TIFIA REDISTRIBUTION MAP-21	M040	2,764,778.00		2,764,778.00	(2,764,778.00)	2,800,000.00	2,729,556.00	
198	RETURN 1% RTP ADMIN MAP-21 EXT	M941	-			-	-	-	
199	RETURN 1% RTP ADMIN MAP-21	M9E1	10,571.00		3,027.00		-	13,598.00	
200	NATIONAL REC TRAILS RE	L94R	-			-	-	-	
201	NATIONAL REC TRAILS	3840	-			-	-	-	
202	NATIONAL REC TRAILS - ADMIN	38B0	-			-	-	-	
204	LTAP	H890	-			-	-	-	
205	LTAP	37A0	-			-	-	-	
206	LOCAL TECH ASSIST PGRM	4380	-	50,000.00		50,000.00	-	-	
212	NITTEC RESEARCH & TECH	3730	17,821.00			-	-	17,821.00	
213	IVHS	3900	39,029.61			-	-	39,029.61	
214	IVHS ACTIVITIES	3910	1,000.00			-	-	1,000.00	
216									
218	LITHIUM FIELD TREATMENT	QX50	-			-	-	-	
219	MIN BUSINESS ENTERPRISE	Q480	-			-	-	-	
220	MIN BUSINESS ENTERPRISE	H480	-			-	-	-	
221	MIN BUSINESS ENTERPRISE	L480	-			-	-	-	
222	MIN BUSINESS ENTERPRISE	L48E	-				-	-	
230	SUPPORTIVE SERVICES	Q490	-			-	-	-	
231	SUPPORTIVE SERVICES	H490	-			-	-	-	
233	TRAINING AND EDUCATION	M439	-			-	200,000.00	(200,000.00)	
234	LONG TERM PAVEMENT PERFORMANCE	4L10	-			-	-	-	
235	SAFE RTS TO SCHOOL PROG	HU10	-			-	-	-	
236	SAFE RTS TO SCHOOL PROG	LU10	-	100,000.00		100,000.00	-	-	
237	SAFE ROUTES TO SCHOOL S-LU EXT	LU1E	-			-	-	-	
238									
239	SAFE RTS TO SCHOOL RE	LU1R	-			-	-	-	
242	SAFE RTS TO SCHOOL INFR	LU20	2,652.83	700,000.00		700,000.00	371,470.27	(368,817.44)	
243	SAFE ROUTES TO SCHOOL S-LU EXT	LU2E	782,924.81			-	-	782,924.81	
245	SAFE RTS TO SCHOOL EITHER	HU30	-			-	-	-	
246	SAFE RTS TO SCHOOL EITHER	LU30	173,161.66	200,000.00		200,000.00	-	173,161.66	
255									
256	HIGHWAY USE TX EVASION	H960	-			-	-	-	
257	MOTOR FUEL TAX COMPL	Q960	-			-	-	-	
258	ITS STDs RESCH OP TEST	QT20	-			-	-	-	
259	STP-1/4 OF 1% HWY USE TAX EVAS	QT30	-			-	-	-	
260	LTAP	37P0	-			-	-	-	
261	ITS DEPLOYMENT - METL *	QT80	24.31			-	-	24.31	
262	ITS DEPLOYMENT - METL *	HT80	-			-	-	-	
263	TECH DEPLOY PRG-INNOV BR	QX20	8,813.62			-	-	8,813.62	

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4			CURRENT	FY2015	FY2016		PROJECTED	UNOBLIGATED	
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES	
265	TRAN COMM SYS PRES ST TEA21	Q680	-			-	-	-	
266	TRAN COMM SYS PRES	L680	-			-	-	-	
267	ARRA AREA WITH POP<200K	C200	544,122.28			-	-	544,122.28	
269	ARRA AVAIL FOR ALL AREA (FLEX	C240	2,117,442.71			-	-	2,117,442.71	
270	ARRA UPWARD ADJUSTMENT	C242	12.06			-	-	12.06	
271	ARRA AVAIL FOR ALL AREA (FLEX	C243	6.41			-	-	6.41	
272	ARRA URBANIZED AREAS >200K	C230	18,979.11			-	-	18,979.11	
281	EQUITY BONUS LIMITATION	LZ20	-	4,019,339.00		4,019,339.00	-	-	
282	EQUITY BONUS LIMITATION	LZ2E	(3,446,845.66)			-	-	(3,446,845.66)	
283	EXT ALLOC PGM	L00E	(77,189.53)			-	-	(77,189.53)	
289									
294	MINIMUM GUAR - EXEMPT	Q770	-			-	-	-	
295	MINIMUM GUAR - EXEMPT	H770	(19,026.11)			-	-	(19,026.11)	
296	EQUITY BONUS EXEMPT LIM	LZ10	-	1,284,179.00		1,284,179.00	-	-	
297	EQ BONUS EXEMPT LIM S-LU EXT	LZ1E	-			-	-	-	
298	EMERGENCY RELIEF 2013	ER90	-			-	-	-	
299	FTA CONSOLIDATED PLAN TRANSFER	77FE	-			-	-	-	
300	METROPOLITAN TRANSPORTATION	M77D	-			-	-	-	
301	STATEWIDE AND NON-METRO PLAN	M77F	126,083.00			-	-	126,083.00	
302	EQUITY BONUS RESTORED	LZ1R	-			-	-	-	
303	HIGH PRIORITY - SEC 1702	HY10	265,930.00	-	-	-	-	265,930.00	
304	HIGH PRIORITY - SEC 1702	LY10	668,560.00	-	-	-	-	668,560.00	
305	HIGH PRIORITY - SEC 117	LY20	19,467,008.66	-	-	-	9,394,941.48	10,072,067.18	
306	HIGH PRIORITY - SEC 117	HY20	5,167,055.25	-	-	-	4,000,000.20	1,167,055.05	
307	TRANSPORTATION IMP PROJ	LY30	13,583,356.33	-	-	-	-	13,583,356.33	
308	2006 SURFACE TRANS. PROJ	LY60	-	-	-	-	-	-	
309	TECH DEPLOY STIC INCENTIVE PRG	M37B	-		7,400.00	-	-	7,400.00	
310	TRAINING AND EDUCATION-MAP-21	M438	(702.76)	-	124,931.00	(124,931.00)	170,000.00	(45,771.76)	
311	FUTURE STRAT HWY (F-SHRP) HIF	M6T0	-			-	-	-	
312	ER 2004 HURRICANES ADDL FUND	09J0	-			-	-	-	
313	ER 2004 HURRICANES INFRA	09S0	-			-	-	-	
314	INNOVATIVE BRIDGE	QT90	-			-	-	-	
315	SFC TRANS RESEARCH	QR60	-			-	-	-	
316	TRANS/COM SYS PILOT PRG	92C0	-			-	-	-	
317	IM DISCRETIONARY	Q020	-			-	-	-	
318	EMERGENCY FED AIDE	09V0	-			-	-	-	
319	EMERGENCY FED AIDE	09X0	-			-	-	-	
320	SPECIAL FUNDS TOTAL		39,258,264.37	1,284,179.00	132,331.00	1,159,248.00	13,564,941.68	25,825,653.69	
321									
322	OTHER FUNDS								
323	MOTOR CARRIER SAFETY GRANT	2120	#VALUE!			-	-	#VALUE!	
324	SURFACE TRANS PRIORITIES	56C0	730,375.00			-	-	730,375.00	
325	FMCSA SAFETY GRANTS	2A20	-			-	-	-	
326		2160	447,741.00			-	-	447,741.00	
327	HIGHWAY INFRASTRUCTURE	LHIP	-			-	-	-	
328	CDL	21C0	-			-	-	-	
329	FMCSA BEP0-DL & SSN VERIFY	5G20	-			-	-	-	
330	NEW ENTRANTS SAFETY AUDITS	NE00	-			-	-	-	
331	PUBLIC LANDS HWY S-LU EXT	F13E	(640,000.00)			-	-	(640,000.00)	
332	MINORITY BUSINESS	12C0	-			-	-	-	
333						-	-	-	
334						-	-	-	

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5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES	
335						-		-	
336	TOTAL OTHER		#VALUE!			-	-	#VALUE!	
337									
338									
339	ALL FUNDS, GRAND TOTAL		#VALUE!	6,353,518.00	164,776,670.80	(70,574,594.00)	191,678,932.52	#VALUE!	
340									
341									
342									
343									
344									
345	OBLIGATIONAL AUTHORITY			-				#VALUE!	
346									
347					161,276,670.80			#VALUE!	
348					1,941,289.80				
349									
350									
351									
352									
353									
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	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2017 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDIT S	DATE	DATE	AUTH		TO DATE	OBLIGATED	
6			M40E	BIKE PEDESTRIAN	PE,ROW,CONS			8/12/15 et		3,200,000.00			3,200,000.00	
7		12,000,000.00	M0E1	BRIDGE PRESERVATION	PE,ROW,CONS					4,100,000.00		-	4,100,000.00	
8	05-10006	-	M2E3	BRIDGE PRESERVATION	PE,ROW,CONS					600,000.00			600,000.00	
9			L12R	BRIDGE PRESERVATION	PE,ROW,CONS					400,000.00			400,000.00	
10			M240	BRIDGE PRESERVATION TOLL CREDITS	PE,ROW,CONS					250,000.00			250,000.00	
11			M23E	BRIDGE PRESERVATION	PE,ROW,CONS					4,200,000.00			4,200,000.00	
12			M23E	BRIDGE PRESERVATION TOLL CREDITS	PE,ROW,CONS					1,050,000.00			1,050,000.00	
13	05-10003	2,400,000.00	M0E1	BRIDGE MANAGEMENT	PE,ROW,CONS					2,100,000.00		-	2,100,000.00	
14	05-10003		M0E1	BRIDGE MANAGEMENT	PE,ROW,CONS			8/12/15 et	X	500,000.00			-	
15	05-10003		M24E	BRIDGE MANAGEMENT	PE,ROW,CONS			8/12/15 et		580,000.00			580,000.00	
16			M24E	BRIDGE INSPECTION	PE	UPDATED 9.6.15	8/12/15 et			1,360,000.00			1,360,000.00	
17			M24E	BRIDGE INSPECTION TOLL CREDITS	PE	UPDATED 9.6.15	8/12/15 et	X		272,000.00			-	
18			M0E1	BRIDGE INSPECTION	PE	UPDATED 9.6.15	took TC			2,000,000.00			2,000,000.00	
19			M0E1	BRIDGE INSPECTION TOLL CREDITS	PE	UPDATED 9.6.16	for State	X		400,000.00			-	
20			M001	BRIDGE DESIGN	PE				X	800,000.00			-	
21			M001	BRIDGE DESIGN TOLL CREDITS	PE				X	200,000.00			-	
22			M0E1	BRIDGE PAINTING	CONS			8/12/15 et		2,400,000.00			2,400,000.00	
23			M0E1	BRIDGE PAINTING TOLL CREDITS	CONS			8/12/15 et		600,000.00			600,000.00	
24	T201507404	400,000.00	M23E	BR 1-111 ON N253 BENGE ROAD OVER RED CLAY CREEK	CONS				X				-	
25	T201207101		M24E	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	CONVERT	UPDATED 8.13.15	8/18/15 et			1,410,334.24			1,410,334.24	
26	T201207101		M24E	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER TOLL CREDITS	CONVERT	UPDATED 8.13.15	8/18/15 et			352,583.56			352,583.56	
27	T201407102	304,000.00	M240	BR 1-227 ON N013 PAPER MILL ROAD OVER MIDDLE RUN TR	CONS	UPDATED 7/10/14 from FY16							304,000.00	
28	T201407101	500,000.00	M240	BR 1-238 ON ELIZABETH COURT OVER TRIBUTARY TO WHITE CLAY CREEK	CONS	UPDATED 6/27/14			X				-	
29	T201407101	600,000.00	M240	BR 1-239 ON N352 RED MILL ROAD OVER TRIBUTARY TO WHITE CLAY CREEK	CONS					480,000.00			480,000.00	
30	T201407101		M240	BR 1-239 ON N352 RED MILL ROAD OVER TRIBUTARY TO WHITE CLAY CREEK TOLL CREDITS	CONS					120,000.00			120,000.00	
31	T201507406	1,460,000.00	M23E	BR 1-251 ON N355 HARMONY ROAD OVER WHITE CLAY CREEK	CONS				X				-	
32	T201507102	560,000.00	M23E	BR 1-308 ON N378 CLARKS CORNER ROAD OVER DRAGON RIVER	CONS				X				-	
33	T201207103	423,592.00	M240	BR 1-438 ON N463 BLACKBIRD STATION ROAD OVER BLACK CREEK	CONS	UPDATED 12/31/14			X				-	
34	T201407103	24,000.00	M0E1	BR 1-488S ON US 13 SB, SOUTH OF ODESSA	ROW	MOVED FROM 18 8/10/15							24,000.00	
35	16-01006	11,520,000.00	M0E1	BR 1-501 ON N006 NEWPORT VIADUCT OVER CHRISTINA RIVER	CONS	ADDED 8.11.15	8/12/15 et						11,520,000.00	
36	T201407403	1,600,000.00	M23E	BR 1-577 ON N050 NORTHEAST BLVD OVER BRANDYWINE RIVER	CONS	UPDATED 8.11.15	PSE 11.1.15						-	
37	T201507403	4,000,000.00	M23E	BR 1-634 ON SR100 DUPONT ROAD OVER DELAWARE VALLEY	CONS				X				-	
38			M240	BR 1-651 ON NEWPORT RD OVER CSX RAILROAD	CONS					440,000.00			440,000.00	
39	T201407105	4,000,000.00	M0E1	BR 1-680 ON SR141 OVER US13	CONS	MOVED FROM FY18 UPDA			X				-	
40	T201407105	80,000.00	M0E1	BR 1-680 ON SR141 OVER US13	ROW	UPDATED 12/31/14							80,000.00	
41	T201607403	640,000.00	M23E	BR 1-684 ON N028 SOUTH HEALD STREET OVER NORFOLK STREET	PE	ADDED 8.30.15							640,000.00	
42	T201607402	720,000.00	M0E1	BR 1-686 ON N029 SOUTH WALNUT STREET OVER NORFOLK STREET	PE	ADDED 8.30.15							720,000.00	
43	T201507407	3,400,000.00	M0E1	BR 1-717 ON I-95 NB OVER SR1	CONS			8/12/15 et	X	2,720,000.00			-	
44			M0E1	BR 1-717 ON I-95 NB OVER SR1 TOLL CREDITS	CONS			8/12/15 et	X	680,000.00			-	
45		160,000.00	M0E1	REHABILITATION OF I-95 FROM I-495 TO NORTH OF BRANDYWINE RIVER BRIDGE	ROW	REMOVED 8.30.15 DUP in			X				-	
46		24,000,000.00	M001	BR 1-748, 1-748N, AND 1-748S, I-95 WILMINGTON VIADUCT	CONS	UPDATED 6/29/14			X	4,000,000.00			-	
47			M001	BR 1-759 ON I-95 OVER BRANDYWINE RIVER	CONVERT	ADDED 8/15/14			X	8,000,000.00			-	
48	T201407202	564,000.00	M240	BR 2-031A ON IRISH HILL ROAD OVER DOUBLE RUN CREEK	CONS	ADDED 7/15							564,000.00	
49		404,000.00	M2E1	BR 2-050A ON SR8 HALLTOWN ROAD OVER BEAVERDAM DITCH	CONS	UPDATED 7/10/14 from FY16							404,000.00	
50	T201407206	288,000.00	M2E1	BR 2-052B ON WESTVILLE ROAD OVER ALMSHOUSE BRANCH	CONS	ADDED 6/30/14							288,000.00	
51	T201407210	460,000.00	M2E1	BR 2-060C ON SR14 VERNON ROAD OVER PROSPECT BRANCH	CONS	ADDED 6/30/14							460,000.00	
52	T201107208	423,200.00	L11R	BR2-112B ON K112 BURKSVILLE ROAD OVER SAULSBURY BRANCH	CONS				X				-	
53	T201407207	288,000.00	M2E3	BR 2-114E ON TODDS CHAPEL ROAD OVER QUARTER BRANCH	CONS	ADDED 6/30/14							288,000.00	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2017 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDIT S	DATE	DATE	AUTH		TO DATE	OBLIGATED	
54		423,200.00	L11E	BR2-166B ON K166 SHAWS CORNER ROAD OVER PINKS BRANCH	CONS				X				-	
55		722,400.00	L1CE	BR2-195A ON WEST RAILROAD AVENUE OVER ISSAC BRANCH	CONS				X				-	
56		280,800.00	L110	BR2-203A ON TODD'S MILL ROAD OVER ISSAC BRANCH	CONS				X				-	
57	T201407602	12,000.00	L10R	BR 3-150N/S ON S014 SR1 OVER LEWES REHOBOTH CANAL	ROW	ADDED 8/26/13		8/12/15 et		12,000.00			12,000.00	
58	T201407602		L10R	BR 3-150N/S ON S014 SR1 OVER LEWES REHOBOTH CANAL TOLL CREDITS	ROW	ADDED 8/26/13		8/12/15 et	X	2,400.00			-	
59	T201407601	2,829,552.00	M2E2	BR 3-152 ON CENTRAL AVENUE OVER BROAD CREEK AND BR 3-161 ON POPLAR AVENUE OVER BRAD CREEK	CONS	ADDED 7/1/14							2,829,552.00	
60		564,000.00	L11E	BR3-224 ON S546 CONRAIL ROAD OVER BUCKS BRANCH	CONS				X				-	
61	T201507601	1,200,000.00	M2E2	BR 3-253N&S ON US13 OVER WILLIAMS POND	CONS			8/12/15 et	X	960,000.00			-	
62	T201507601		M2E2	BR 3-253N&S ON US13 OVER WILLIAMS POND TOLL CREDIT	CONS			8/12/15 et	X	240,000.00			-	
63		1,204,000.00	M001	BR 3-507 ON US 113 OVER IRON BRANCH	CONS	UPDATED 7/1/14			X				-	
64		472,000.00	M2E2	BR 3-588 ON SR26 NINE FOOT ROAD OVER WHARTON'S BRANCH	CONS								472,000.00	
65	T201507302	320,000.00	M2E3	BR 3-915 ON SR16 BEACH HIGHWAY OVER MAPLE MARSH DITCH	CONS								320,000.00	
66		2,045,000.00	M0E1	BRIDGE PAINTING NCC 2016	CONS	UPDATED 8.30.13		8/12/15 et		1,636,000.00			1,636,000.00	
67		369,000.00	M0E1	BRIDGE PAINTING NCC 2016 TOLL CREDITS	CONS	UPDATED 8.30.13		8/12/15 et		409,000.00			409,000.00	
68			LY20	COMMUTER RAIL NEWARK TO WILMINGTON					X				-	
69			LY30	COMMUTER RAIL MIDDLETOWN TO NEWARK					X				-	
70		100,000.00	M480	DISADVANTAGED BUSINESS ENTERPRISE						125,000.00			125,000.00	
71			M439	EDUCATION AND TRAINING		New code				200,000.00			200,000.00	
72		8,000.00	L24E	ENVIRONMENTAL IMPROVEMENTS	ENV	Update 6/28				18,000.00			18,000.00	
73		200,000.00	LS2E	HIGH RISK RURAL ROADS PROGRAM	PE,ROW,CON	UPDATED 1/27/13		8/12/15 et		190,077.00			190,077.00	
74			LS2E	HIGH RISK RURAL ROADS PROGRAM TOLL CREDITS	PE,ROW,CONS			8/12/15 et		21,119.00			21,119.00	
75		2,200,000.00	MS3E	HAZARD ELIMINATION PROGRAM	PE,ROW,CONS					2,200,000.00			2,200,000.00	
76		2,200,000.00	LS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM, 11407,4050,32	PE,ROW,CONS				X	5,135,000.00			-	
77		3,035,000.00	LS30	HSIP	CONS				X				-	
78		2,265,000.00	MS31	SEC 154 PENALTIES-FOR HSIP	PRO								2,265,000.00	
79	T201112202		MSE2	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTION	CONVERT	UPDATED 3/16/13		8/12/15 et	X	2,509,362.72			-	
80			MSE2	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTION TOLL CREDITS	CONVERT	UPDATED 3/16/13		8/12/15 et	X	278,818.08			-	
81			MS30	FUTURE SAFTY PE	PE				X	450,000.00			-	
82	T200404103			N282 MILLCREEK AND STONEY BATTER ROAD	CONS				X				-	
83	T200800702	3,050,000.00	MS3E	CHURCHMANN'S ROAD - CHRISTIANA HOSPITAL TO SR 1	CONS	UPDATED 6/5/15		8/12/15 et		1,200,000.00			1,200,000.00	
84	T200800702		MS3E	CHURCHMANN'S ROAD - CHRISTIANA HOSPITAL TO SR 1 TO	CONS	UPDATED 6/5/15		8/12/15 et		300,000.00			300,000.00	
85	T200809001	3,150,000.00	M0E1	I-95 CARR ROAD AND MARSH ROAD	CONS	Update 7/10 from FY16				2,800,000.00			2,800,000.00	
86	T200809001		M0E1	I-95 CARR ROAD AND MARSH ROAD TOLL CREDITS	CONS	Update 7/10 from FY16				700,000.00			700,000.00	
87		45,000.00	LS3E	SR 2 AND CLEVELAND AVENUE INTERSECTION IMPROVEME	PE				X				-	
88	T201200701		M240	HEP NCC, SR2, WOLLASTON ROAD TO MILLTOWN ROAD	CONS				X	2,400,000.00			-	
89		960,000.00	M230	SR 2 AND RED MILL ROAD INTERSECTION IMPROVEMENTS	PE				X				-	
90	T200900704	6,750,000.00	MS3E	SR 273, APPLEBY AND AIRPORT ROAD	CONVERT					2,000,000.00			2,000,000.00	
91	T200800713	450,000.00	MS3E	SR273 AND HARMONY ROAD INTERSECTION	ROW	UPDATED 3/31/15							450,000.00	
92		918,000.00	LS3E	SR273 INTERSECTION IMPROVEMENTS	CONVERT				X	1,100,000.00			-	
93	14-41414	450,000.00	MS3E	HEP NCC, SR 41 AND FAULKLAND ROAD INTERSECTION IMP	CONS	ADD 7/1/14							450,000.00	
94			LZ20	SR7 AND VALLEY ROAD INTERSECTION	CONS				X	716,000.00			-	
95		450,000.00	LS3E	SR 7 AT SKYLINE DRIVE/MERMAID STONEY BATTER ROAD	CONS				X				-	
96	T201000701		MS30	SR71, OLD PORTER ROAD TO SR 7	CONVERT	Update 7/1/14			X	800,000.00			-	
97	T201200108	640,000.00	M23E	SR72 AND OLD BALTIMORE PIKE INTERSECTION	CONS	ADDED 7/1/14							640,000.00	
98		600,000.00	M0E1	US 40 AND SR7 INTERSECTION IMPROVEMENTS	CONS	Update 7/10/14							600,000.00	
99			LS30	SR896 AND OLD CHESTNUT HILL ROAD INTERSECTION	CONS				X	1,129,500.00			-	
100		45,000.00	LS3E	US 40 AND SALEM CHURCH ROAD	PE				X				-	

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3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDIT S	DATE	DATE	AUTH		TO DATE	OBLIGATED	
101	T201200104	45,000.00	M001		CONS				X	600,000.00			-	
102	T201200105	1,000,000.00	M23E	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD	CONS	Update 3/31/15				800,000.00			800,000.00	
103	T201200105		M23E	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD TOLL CR	CONS	Update 3/31/15				200,000.00			200,000.00	
104		247,500.00	MS3E	HEP I-495 AT PHILADELPHIA PIKE	CONS								247,500.00	
105		18,000.00	MS3E	HEP KC SR 14 AT KILLENS POND ROAD	ROW	UPDATED 8/14/14	8/12/15 et			27,000.00			27,000.00	
106	T200900804		LS30	SOUTH STATE STREET AND SORGHUM MILL ROAD	CONS				X	1,800,000.00			-	
107	T201200802	450,000.00	LS3E	SR10 & SR15 INTERSECTION IMPROVEMENTS	CONS				X				-	
108	T201200801		M231	SR 300 GLENWOOD AVENUE	CONS	CHANGE 4/25			X	880,000.00			-	
109			L20E	SR 300 GLENWOOD AVENUE TOLL CREDIT	CONS				X	220,000.00			-	
110			LS30	US 13 AT CARPENTER BRIDGE ROAD	CONS				X	2,250,000.00			-	
111			LS30	FUTURE HSIP SUSSEX COUNTY	ROW				X	1,350,000.00			-	
112			LS30	FUTURE HSIP SUSSEX COUNTY	CONS				X	495,000.00			-	
113	T201200902	1,720,836.90	MS3E	SR24 AT CAMP ARROW HEAD ROAD AND SR24 ROBINSONVI	ROW	UPDATED 7/10/14 to FY17							1,720,836.90	
114			M240	SR24 AT SR5/SR23 INTERSECTION IMPROVEMENTS	CONS					960,000.00			960,000.00	
115	T200711201	2,423,451.20	M232	SR24 AT MOUNT JOY & SR24 AT BAY FARM RD	CONS				X				-	
116	T201300301	800,000.00	M240	HEP SC, SR404 & SR18 INTERSECTION IMPROVEMENTS	CONS			8/12/15 et					800,000.00	
117	T201100901		M240	HSIP SUSSEX US 9 & SR 5	CONVERT				X	2,000,000.00			-	
118	T201100901		M240	HSIP SUSSEX US 9 & SR 5	CONVERT				X	500,000.00			-	
119	T201100901	3,200,000.00	M001	HSIP SUSSEX US 9 & SR 5	CONS				X	3,200,000.00			-	
120	T200811201	1,575,000.00	MS3E	HSIP, SC, ZOAR ROAD, SPEEDWAY ROAD, AND BETHESDA ROAD INTERSECTION IMPROVEMENTS	CONS								1,575,000.00	
121	T201400901	720,000.00	MS3E	HSIP SC US 113 AT SR404/SR18 INTERSECTION IMPROVEMEN	CONS								720,000.00	
122	T201400301	360,000.00	MS3E	HSIP SC US 113 ENNIS RD/NORTH STREET INTERSECTION IM	CONS				X				-	
123	T201109002		MS30	IRON BRANCH ROAD/STATE STREET	CONVERT				X	980,000.00			-	
124			M001	HEP SC, US 113 AT MILLSBORO TOWNE CENTER/1ST STREET	CONS				X	160,000.00			-	
125			LS3E	S275 PLANTATION ROAD, CEDAR GROVE/POSTAL LANE	CONVERT				X	2,200,000.00			-	
126			LZ2E	US 9 (HSIP) CONS	CONVERT				X	2,500,000.00			-	
127	T201500202		M231	HEP KC, US13 LOCHMEATH WAY TO PUNCHEON RUN CONN	PE	UPDATED 3/6/15			X	2,000,000.00			-	
128		960,000.00	M2E1	CAMDEN BYPASS SOUTH	PE	8/25/15 ET							960,000.00	
129		2,000,000.00	M400	CHRISTIANA MALL PARK AND RIDE	CONS				X				-	
130			M230	CHRISTINA RIVER CROSSING	CONVERT				X	10,000,000.00			-	
131			LY20	CHRISTINA RIVER BRIDGE SECOND CONTRACT	CONS		8/1815 ET			5,334,559.62			5,334,559.62	
132			M23E	CHRISTINA RIVER BRIDGE SECOND CONTRACT	CONS		8/1815 ET		X	8,345,440.38			-	
133		160,000.00	M2E1	CRAWFORD CARROLL ROAD EXTENSION	PE	MOVED 6/30/15 from 17			X				-	
134		24,000.00		FEDERAL LAND ACCESS PROGRAM	PRO								24,000.00	
135	T201212101	400,000.00	M23E	GARASCHES LANE STUDY	ROW								400,000.00	
136		1,800,000.00	L010	I-495 LIGHTING					X				-	
137		2,160,000.00	L050	INDIAN RIVER INLET BRIDGE DEMOLITION	CONS				X				-	
138		9,600,000.00	M40E	INDUSTRIAL TRACK PHASE III	CONS								9,600,000.00	
139			M240	INTERSECTION IMPROVEMENTS	CONS					1,600,000.00			1,600,000.00	
140			M240	INTERSECTION IMPROVEMENTS TOLL CREDITS	CONS					400,000.00			400,000.00	
141			M001	INTERSTATE ROADWAY LIGHTING	CONVERT				X	1,330,000.00			-	
142			L200	LOCKERMANN ST/FOREST AVENUE	CONS				X			-	-	
143		170,000.00	M438	PLANNING - LOCAL TRANSPORTATION ASSISTANCE PROGRAM	PLAN								170,000.00	
144		1,690,887.00	M45E	PLANNING - METROPOLITAN PLANNING ORGANIZATION /FHWA	PLAN					1,695,391.00			1,695,391.00	
145		90,642.00	LT30	MOTOR FUEL TAX COMPLIANCE AND ANTI TAX EVASION	PRO				X				-	
146	T201201102	16,000.00	M40E	MANOR AVENUE SIDEWALK IMPROVEMENTS	ROW			8/12/15 et	X				-	
147	T201201102	800,000.00	M40E	MANOR AVENUE SIDEWALK IMPROVEMENTS	CONS								800,000.00	
148		800,000.00	M40E	MYRTLE AVENUE SIDEWALK IMPROVEMENTS	CONS								800,000.00	
149			M001	INTERSTATE OPEN END DRAINAGE	CONS				X	1,600,000.00			-	
150			M001	INTERSTATE OPEN END DRAINAGE TOLL CREDITS	CONS				X	200,000.00			-	
151			L01E	INTERSTATE STRUCTURAL MAINTENANCE					X	3,600,000.00			-	
152			M24E	ON THE JOB TRAINING SUPPORTIVE SERVICES						100,000.00			100,000.00	
153		12,800,000.00	M0E1	PAVEMENT REHABILITATIONS	CONS					14,000,000.00			14,000,000.00	
154			M23E	PAVEMENT REHABILITATIONS	CONS				X	4,000,000.00			-	

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3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDIT S	DATE	DATE	AUTH		TO DATE	OBLIGATED	
155			M2E1	PAVEMENT REHABILITATIONS	CONS					4,500,000.00			4,500,000.00	
156			M2E2	PAVEMENT REHABILITATIONS	CONS					1,000,000.00			1,000,000.00	
157			M240	PAVEMENT REHABILITATIONS	CONS					3,300,000.00			3,300,000.00	
158		1,975,000.00	M55E	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN							-	1,975,000.00	
159		596,900.00	M56E	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN					662,000.00			662,000.00	
160			MS50	RAIL CROSSING SAFETY	PD					81,000.00			81,000.00	
161		550,000.00	MS40	RAIL CROSSING SAFETY	CONS							-	550,000.00	
162		61,111.00	MS40	RAIL CROSSING SAFETY TOLL CREDITS	CONS								61,111.00	
163		550,000.00	MS50	RAIL CROSSING SAFETY	CONS								550,000.00	
164		854,068.00	M940	REC TRAILS						1,080,000.00			1,080,000.00	
165		99,000.00	LU1E	SAFE ROUTES TO SCHOOL	PLAN				X				-	
166		693,000.00	LU2E	SAFE ROUTES TO SCHOOL	CONS				X				-	
167		198,000.00	LU3E	SAFE ROUTES TO SCHOOL	CONS				X				-	
168			M24E	SIGNAGE & PAVEMENT MARKINGS	CONVERT		UPDATED 3/20/15	8/18/15 et		1,482,513.33		-	1,482,513.33	
169		800,000.00	M001	SIGNAGE & PAVEMENT MARKINGS	CONS				X			-	-	
170		800,000.00	M0E1	ELKTON RD, MD STATE LINE TO CASHO MILL RD	ROW			8/18/15 et					800,000.00	
171		2,400,000.00	L050	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	CONS				X	4,400,000.00			-	
172	T201109002		M0E1	I-95 AND SR141 RAMPS G & F IMPROVEMENTS	CONVERT		UPDATED 4/7/15			8,000,000.00			8,000,000.00	
173	T201109002		M0E1	I-95 AND SR141 RAMPS G & F IMPROVEMENTS	CONVERT		UPDATED 4/7/15			2,000,000.00			2,000,000.00	
174		55,000.00	M4SE	TECHNOLOGY - SUMMER INTERN PROGRAM									55,000.00	
175		560,000.00	M231	KENTON RD, SR 8 TO CHESTNUT GROVE ROAD	PE		UPDATED 7/1/14		X				-	
176			M2E2	PARK AVENUE RELOCATION	PE		Added 10/24/13			211,073.31			211,073.31	
177	T201111201	832,000.00	M2E2	PLANTATIONS ROAD IMPROVEMENTS SR24 TO US 9	PE								832,000.00	
178			M001	SR 1 WIDENING, SR273 TO THE ROTH BRIDGE	CONVERT				X	4,000,000.00			-	
179			M001	SR 1 WIDENING, SR273 TO THE ROTH BRIDGE TOLL CREDITS	CONVERT				X	1,000,000.00			-	
180	T200410301	240,000.00	M0E1	SR 4, CHRISTINA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	ROW		Update 5/1/15	8/18/15 et					240,000.00	
181	T200410301	16,000,000.00	M0E1	SR 4, CHRISTINA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	CONS		Update 5/1/15	8/18/15 et		1,000,000.00			1,000,000.00	
182			M001	SR 24 LOVE CREEK TO MULBERRY KNOLL	ROW				X	1,200,000.00			-	
183		8,900,000.00	LZ1E	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	UNAC				X	3,200,000.00			-	
184	T200411210	4,000,000.00	L24E	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONVERT		UPDATED 9.11.15			859,980.54			859,980.54	
185	T200411210		M240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL TOLL CREDITS	CONVERT		UPDATED 9.11.15			214,995.14			214,995.14	
186		10,565,694.40	M230	SR 72, MCCOY ROAD TO SR 71	CONS				X	2,565,694.40			-	
187	T201109001	36,000,000.00	M0E1	SR 141 AND COMMONS BOULEVARD INTERSECTION IMPROV	CONS		ADDED 5/1/15			5,000,000.00			5,000,000.00	
188	T201012001	1,200,000.00	M240	SR 299, SR 1 TO CATHERINE STREET	ROW		ADDED 5/1/15						1,200,000.00	
189	T200911305	800,000.00	M0E1	SR 896 AND BETHEL CHURCH RD INTERCHANGE	PE								800,000.00	
190		360,000.00	M40E	RIDESHARE - TRANSPORTATION MANAGEMENT IMPROVEMENTS	PLAN					360,000.00		-	360,000.00	
191			M40E	40' HYBRID REPLACEMENT BUS (1) NCC	PRO			8/12/15 et	X	379,600.00			-	
192		802,160.00	M40E	45' OVER THE ROAD SR 141 CROSSTOWN NCC	PRO			8/12/15 et	X				-	
193			M40E	45' OVER THE ROAD SR 141 CROSSTOWN NCC TOLL CREDITS	PRO			8/12/15 et	X	200,540.00			-	
194		2,291,400.00	M400	PARATRANSIT REPLACEMENT SUSSEX	PRO				X	1,891,360.00			-	
195	09-18004	735,600.00	M40E	30" LOW FLOOR EXPANSION DOVER/REHOBOTH (TO BE PARTIAL FTA funds)	PRO		UPDATED 4/13/15	8/12/15 et	X				-	
196		3,400,000.00	M3E3	TRANSPORTATION ALTERNATIVES - FHWA						243,255.00			243,255.00	
197			M3E2	TRANSPORTATION ALTERNATIVES - FHWA						388,366.00			388,366.00	
198			M30E	TRANSPORTATION ALTERNATIVES - FHWA						1,362,340.00			1,362,340.00	
199			M3E1	TRANSPORTATION ALTERNATIVES - FHWA						730,718.00			730,718.00	
200		4,240,000.00	M40E	TRANSPORTATION MANAGEMENT IMPROVEMENTS						1,900,000.00		-	1,900,000.00	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2017 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDIT S	DATE	DATE	AUTH		TO DATE	OBLIGATED	
201			disc	TRANSPORTATION MANAGEMENT IMPROVEMENTS					X	2,000,000.00			-	
202			M240	TRANSPORTATION MANAGEMENT IMPROVEMENTS						4,000,000.00			4,000,000.00	
203	13-10046		M0E1	MUTCD COMPLIANCE PROJECT						1,200,000.00			1,200,000.00	
204	13-10046		M0E1	MUTCD COMPLIANCE PROJECT TOLL CREDITS						300,000.00			300,000.00	
205		1,600,000.00	M001	US 13, PHILADELPHIA PIKE, CLAYMONT TRANSPORTATION PLAN IMPLEMENTATION	ROW	Update 7/05			X	1,264,000.00			-	
206	T201011303		M0E1	US 301, GARVEE DEBT SERVICE	DEBT					10,984,712.50			10,984,712.50	
207		(5,000,000.00)		RELEASES						(13,000,000.00)		-	(13,000,000.00)	
208		18,800,000.00	M0E1	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	ROW				X				-	
209			M0E1	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONVERT			8/12/15 et		6,000,000.00			6,000,000.00	
210			M001	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION TOLL CREDITS	CONVERT				X	2,000,000.00			-	
211			M240	SR 9, DELAWARE AVENUE AND HARMONY STREET	ROW				X	600,000.00			-	
212		400,000.00	M230	SR 9, NEW CASTLE AVE., 3RD STREET TO HEALD STREET	PD	Update 7/05			X				-	
213		8,000,000.00	L05E	US 113, NORTH/SOUTH IMPROVEMENTS	PE				X			-	-	
214		8,000,000.00	M001	US 113, NORTH/SOUTH IMPROVEMENTS	CONVERT				X	800,000.00			-	
215			M001	US 113, NORTH/SOUTH IMPROVEMENTS TOLL CREDITS	CONVERT				X	200,000.00			-	
216		3,500,000.00	M0E1	US 113 & SR16 GRADE SEPARATED INTERSECTION	PE					1,600,000.00			1,600,000.00	
217			M0E1	US 113 & SR16 GRADE SEPARATED INTERSECTION TOLL CREDITS	PE					400,000.00			400,000.00	
218		15,680,000.00	M001	US 113 & SR16 GRADE SEPARATED INTERSECTION	ROW				X	10,000,000.00			-	
219	T201412701	1,840,000.00	M001	US 113 @ SR18/404 GRADE SEPARATED INTERSECTION	PE	Update 8/12/13			X				-	
220		200,000.00	M23E	VALLEY AND LITTLE BALTIMORE ROAD	ROW			8/12/15 et					200,000.00	
221		8,960,000.00	L200	WEST DOVER CONNECTOR	PE				X	1,400,000.00			-	
222		25,000,160.00	L20E	WEST DOVER CONNECTOR	CONVERT				X	5,799,840.00			-	
223	T201504109	20,000.00	M0E1	WALNUT STREET, FRONT STREET TO 4TH STREET, WILMING	ROW			8/20/15 et				-	20,000.00	
224	T201504109	1,200,000.00	M23E	WALNUT STREET, FRONT STREET TO 4TH STREET, WILMING	CONS	Moved from FY18		8/18/15 et	X			-	-	
225		400,000.00	M23E	WILMINGTON INITIATIVES, KING AND ORANGE STREETS, M	ROW				X				-	
226		2,790,000.00	L24E	SR141/I-95 INTERCHANGE	PE				X	4,000,000.00			-	
227		3,200,000.00	M001	US 40 & SR896 GRADE SEPARATED INTERSECTION	PE				X	3,200,000.00			-	
228	T200411901	10,400,000.00	M0E1	US 40 / SR 72 INTERSECTION IMPROVEMENTS	CONS	UPDATED 3/31/15				3,000,000.00			3,000,000.00	
229		800,000.00	M0E1	ROAD A / SR 7 IMPROVEMENTS	ROW	UPDATED 5/1/15							800,000.00	
230		2,240,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	ROW				X				-	
231		12,800,000.00	M001	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	CONVERT				X	2,800,000.00			-	
232	T200412202		M0E1	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT					10,000,000.00			10,000,000.00	
233	T200412202		M0E1	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT					2,500,000.00			2,500,000.00	
234														
235														
236														
237														
238		376,597,154.50												
239										260,336,573.82		-	173,151,018.14	
240													5,334,559.62	
241		150,812,000.00		FY2017 OBLIGATIONAL AUTHORITY										
242		5,334,559.62		FY2017 SPECIAL LIMITATION EARMARK OBLIGATIONAL AUTHORITY										
243		376,597,154.50		FY2017 ORIGINAL PLANNED OBLIGATIONS										
244		173,151,018.14		FY2017 BALANCE OF PLANNED OBLIGATIONS										
245		0.00		FY2017 OBLIGATIONS TO DATE										
246		(17,004,458.52)		FY2017 BALANCE OF OBLIGATIONAL AUTHORITY										
247														
248														
249	ACTION PROJECTS REMAINING													
250			M001	SR 1 WIDENING, SR273 TO THE ROTH BRIDGE	AC BALANCE					-				

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2017 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>TOLL CREDIT S</u>	<u>DATE</u>	<u>DATE</u>	<u>AUTH</u>		<u>TO DATE</u>	<u>OBLIGATED</u>	
251			M001	SR 1 WIDENING, SR273 TO THE ROTH BRIDGE	CONVERT					-				
252			LZ2E	SIGNAGE & PAVEMENT MARKINGS	AC BALANCE	UPDATED 3/20/15				1,482,513.33				
253			LZ2E	SIGNAGE & PAVEMENT MARKINGS	CONVERT					1,482,513.33				
254			M001	BR 1-680 ON SR141 OVER US13	AC BALANCE					-				
255			M001	BR 1-748, 1-748N, AND 1-748S, I-95 WILMINGTON VIADUCT	AC BALANCE									
256	T201109002		M001	I-95 AND SR141 RAMPS G & F IMPROVEMENTS	AC BALANCE					19,247,125.05				
257	T201109002		M001	I-95 AND SR141 RAMPS G & F IMPROVEMENTS	CONVERT					10,000,000.00				
258			M23E	CHRISTINA RIVER BRIDGE SECOND CONTRACT	AC BALANCE					8,345,440.38				
259			M23E	CHRISTINA RIVER BRIDGE SECOND CONTRACT	CONVERT									
260			M001	US 113 & SR16 GRADE SEPARATED INTERSECTION	AC BALANCE					-				
261			M001	US 113 & SR16 GRADE SEPARATED INTERSECTION	CONVERT					-				
262			M230	CHRISTINA RIVER BRIDGE AND APPROACHES	AC BALANCE					-				
263			M230	CHRISTINA RIVER BRIDGE AND APPROACHES	CONVERT					-				
264			M230	SR 72, MCCOY ROAD TO SR 71	AC BALANCE					-				
265			M240	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	AC BALANCE					2,762,917.80				
266			M240	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	CONVERT					1,762,917.80				
267	T201109001		M001	SR 141 AND COMMONS BOULEVARD INTERSECTION IMPROV	AC BALANCE					31,000,000.00				
268	T201109001		M001	SR 141 AND COMMONS BOULEVARD INTERSECTION IMPROV	CONVERT					-				
269	T200410301		M001	SR 4, CHRISTINA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	AC BALANCE					15,000,000.00				
270	T200410301		M001	SR 4, CHRISTINA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	CONVERT					-				
271	T200412202		M001	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	AC BALANCE					20,037,716.10				
272	T200412202		M001	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT					12,500,000.00				
273	24-122-01		M23E	WALNUT STREET, FRONT STREET TO 4TH STREET, WILMING	AC BALANCE					1,200,000.00				
274	24-122-02		M23E	WALNUT STREET, FRONT STREET TO 4TH STREET, WILMING	CONVERT					-				
275	T200900704		MS30	SR 273, APPLEBY AND AIRPORT ROAD	AC BALANCE					5,750,000.00				
276	T200900704		MS30	SR 273, APPLEBY AND AIRPORT ROAD	CONVERT					2,000,000.00				
277	T201500202		M231	HEP KC, US13 LOCHMEATH WAY TO PUNCHEON RUN CONN	AC BALANCE	UPDATED 3/6/15				-				
278	T201500202		M231	HEP KC, US13 LOCHMEATH WAY TO PUNCHEON RUN CONN	CONVERT	UPDATED 3/6/15				-				
279	T201112201		M240	HSIP SUSSEX US 9 & SR 5	AC BALANCE					-				
280	T201112201		M240	HSIP SUSSEX US 9 & SR 5	CONVERT					-				
281	T201112202		MSE2	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTION	AC BALANCE	8/12/15 et				-				
282			MSE2	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTION	CONVERT	8/12/15 et				-				
283	T200812202		M001	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	AC BALANCE	8/12/15 et				22,500,000.00				
284			M001	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONVERT	8/12/15 et				6,000,000.00				
285			L200	WEST DOVER CONNECTOR	AC BALANCE					-				
286			L20E	WEST DOVER CONNECTOR	CONVERT					-				
287	T201011303		L05E	US 301, GARVEE DEBT SERVICE	AC BALANCE					93,348,076.50				
288	T201011303		M001	US 301, GARVEE DEBT SERVICE	CONVERT					10,984,712.50				
289			M001	ROAD A / SR 7 IMPROVEMENTS	AC BALANCE									
290			M001	ROAD A / SR 7 IMPROVEMENTS	CONVERT									
291			L24E	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	AC BALANCE					1,074,975.68				
292			L24E	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONVERT					1,074,975.68				
293	T200411901		M001	US 40 / SR 72 INTERSECTION IMPROVEMENTS	AC BALANCE	Update 7/05				7,400,000.00				
294	T200411901		M001	US 40 / SR 72 INTERSECTION IMPROVEMENTS	CONVERT					-				
295			MS30	SR71, OLD PORTER ROAD TO SR 7	AC BALANCE									
296			MS30	SR71, OLD PORTER ROAD TO SR 7	CONVERT									
297			LS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM,7560,675,5900	AC BALANCE									
298			LS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM,7560,675,5900	CONVERT									

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2017 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>TOLL CREDIT S</u>	<u>DATE</u>	<u>DATE</u>	<u>AUTH</u>		<u>TO DATE</u>	<u>OBLIGATED</u>	
299														
300				CURRENT AC BALANCE						229,148,764.84				
301	armark Funds													
302	Problem			PLAN END OF YEAR AC BALANCE						183,343,645.53				
303														
304														
305														
306														
307														
308														
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	O	P	Q	R	S	T	U	V	W	X
1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2017							
2				9/30/2015	3:20:00 PM					
3				Estimated	Estimated					
4			CURRENT	FY2016	FY2017		PROJECTED	UNOBLIGATED		
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES		FUND
6			UPDATED							33E0
7										81
8										
9	INTERSTATE MAINT	04M0	-			-	-	-		
10	INTERSTATE MAINT	Q010	-			-	-	-		
11	INTERSTATE MAINT	H010	-			-	-	-		4
12	INTERSTATE MAINT	L010	(326,941.27)			-	-	(326,941.27)		5
13	INTERSTATE MAINT S-LU EXT	L01E	256,059.25		-	-	-	256,059.25		6
14	INTERSTATE MAINT DISC	H020	-			-	-	-		8
15	INTERSTATE 56	0420	-			-	-	-		9
16	IM DISCRETIONARY	L020	-			-	-	-		10
17	INTERSTATE MAINT RE	L01R	70,882.02			-	-	70,882.02		7
18	CONSOLIDATED PRIMARY	0100	-			-	-	-		11
19	RURAL SECONDARY	0750	-			-	-	-		#N/A
20	URBAN SYSTEMS	W360	-			-	-	-		13
21	BRIDGE R/R ON/OFF	1140	-			-	-	-		14
22	BRIDGE R/R OFF	1170	-			-	-	-		15
23	BRIDGE R/R ON	1180	-			-	-	-		16
24	BRIDGE R/R ON	Q100	-			-	-	-		17
25	BRIDGE R/R ON	H100	-			-	-	-		18
26	BRIDGE 65% ON	L10R	-			-	12,000.00	(12,000.00)		19
27	BRIDGE R/R OFF	Q110	-			-	-	-		20
28	BRIDGE R/R OFF	H110	-			-	-	-		21
29	BRIDGE 15% OFF	L110	-			-	-	-		22
30	BRIDGE PROG 15% OFF S-LU EXT	L11E	-			-	-	-		23
31	BRIDGE 15% OFF RE	L11R	-			-	-	-		24
32	STP OFF SYSTEM BRIDGE	M233	-		-	-	-	-		25
33	STP OFF SYSTEM BRIDGE EXTENS	M2E3	1,429,918.83		1,846,967.00	(1,846,967.00)	1,208,000.00	2,068,885.83		26
34	BRIDGE R/R ON/OFF	Q120	-			-	-	-		27
35	BRIDGE R/R ON/OFF	H120	-			-	-	-		28
36	BRIDGE R/R 20% ON/OFF RE	L12R	-			-	400,000.00	(400,000.00)		29
37	HWY BR PROG 85% ON/OFF	H1C0	-			-	-	-		30
38	HWY BR PROG 85% ON/OFF	L1C0	-			-	-	-		31
39	BRIDGE 85% ON/OFF S-LU EXT	L1CE	-		-	-	-	-		32
40	BRIDGE 85% ON/OFF S-LU RE	L1CR	-			-	-	-		33
41	REDISTRIB OF AUTH	Q030	-			-	-	-		34
42	REDISTRIB OF AUTH	H030	-			-	-	-		35
43	REDISTIB CERTAIN AUTHOR	L030	-			-	-	-		36
44	REDISTIB CERTAIN AUTHOR	L03E	-			-	-	-		37
45	REDISTIB CERTAIN AUTHOR	M030	579,208.56			-	-	579,208.56		38
46	REDIST CERTAIN AUTH MAP-21 EXT	M03E	1,071,511.00		534,843.00	(534,843.00)	-	1,606,354.00		39
47	BRIDGE DISCRETIONARY	H060	-			-	-	-		40
48	BRIDGE DISCRETIONARY	H070	-			-	-	-		41
49	URBAN - 200,000	3AA0	-			-	-	-		42
50	URBAN - 200,000	Q200	124,543.71			-	-	124,543.71		43
51	URBAN - 200,000	H200	927,560.05			-	-	927,560.05		44
52	URBAN - 200,000	L200	298,747.74			-	-	298,747.74		45
53	STP <200,000 S-LU EXT	L20E	718,712.65			-	-	718,712.65		46

	O	P	Q	R	S	T	U	V	W	X
1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2017							
2				9/30/2015	3:20:00 PM					
3				Estimated	Estimated					
4			CURRENT	FY2016	FY2017		PROJECTED	UNOBLIGATED		
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES		FUND
54	URBAN - 200,000 RE	L20R	-			-	-	-		47
55	STP 5-200K POP-MAP 21	M231	835,490.01		-	-	-	835,490.01		90
56	STP 5-200K POP-MAP21 EXTENSION	M2E1	8,667,363.00		5,994,205.00	(5,994,205.00)	6,612,000.00	8,049,568.00		91
57	OPT SAFETY	33A0	-			-	-	-		48
58	OPT SAFETY	Q210	439,572.74			-	-	439,572.74		49
59	OPT SAFETY	H210	417,769.42			-	-	417,769.42		50
60	OPT SAFETY RE	L21R	396,590.48			-	-	396,590.48		51
61	HSIP HIGH RISK RURAL ROAD	LS20	-			-	-	-		52
62										
63										
64	HSIP HIGH RISK RU RD S-LU EXT	LS2E	(367,184.74)			-	211,196.00	(578,380.74)		53
65	HSIP HIGH RISK RURAL ROAD RE	LS2R	-			-	-	-		54
66	HSIP	LS30	(22,807.80)			-	-	(22,807.80)		55
67	HIGHWAY SFE S-LU EXT	LS3E	(62,544.07)			-	-	(62,544.07)		56
68	HWY SAFETY PROG	MS30	(3,270,000.00)			-	-	(3,270,000.00)		57
69	HWY SAFETY PROG EXTENS	MS3E	4,132,188.74		8,994,205.00	(8,994,205.00)	10,890,336.90	2,236,056.84		58
70	SEC 154 PENALTIES-FOR HSIP	MS31	215.00		2,265,215.00	(2,265,215.00)	2,265,000.00	430.00		59
71	SEC 164 PEN-HSIP MAP-21 EXT	MSE2	3,254,337.60				-	3,254,337.60		61
72	TRANS ENHANCEMENTS	33B0	-			-	-	-		62
73	TRANS ENHANCEMENTS	Q220	-			-	-	-		63
74	TRANS ENHANCEMENTS	H220	-			-	-	-		64
75	TRANS ENHANCEMENTS	L220	-			-	-	-		65
76	STP ENHANCEMENT S-LU EXT	L22E	(10.00)		-	-	-	(10.00)		66
77			-			-	-	-		#N/A
78	TRANS ENHANCEMENTS RE	L22R	10.00			-	-	10.00		67
79	URBAN 200,000+	33C0	-			-	-	-		68
80	URBAN 200,000+	Q230	-			-	-	-		69
81	URBAN 200,000+	H230	-			-	-	-		70
82	URBAN 200,000+	L230	-			-	-	-		71
83	STP URBANIZED AREAS S-LU EXT	L23E	-			-	-	-		72
84	STP URBANIZED>200K MAP-21 EXT	M23E	4,305,154.40		11,278,872.00	(11,278,872.00)	8,130,000.00	7,454,026.40		75
85	URBAN 200,000+ RE	L23R	-			-	-	-		73
86	STP URBANIZED>200K MAP-21	M230	(2,485,722.42)		-	-	-	(2,485,722.42)		74
87	STATE FLEXIBILITY	33D0	-			-	-	-		76
88	STATE FLEXIBILITY	Q240	-			-	-	-		77
89	STATE FLEXIBILITY	H240	-			-	-	-		78
90	STATE FLEXIBILITY	L240	-			-	-	-		79
91	SURFACE TRANS FLEX S-LU EXT	L24E	(3,140,055.70)			-	877,980.54	(4,018,036.24)		80
92	STATE FLEXIBILITY RE	L24R	-			-	-	-		81
93	STATE FLEXIBILITY-MAP-21	M240	1,826,818.11		19,181,183.00	(19,181,183.00)	14,632,995.14	6,375,005.97		82
94	STATE FLEXIBILITY-MAP-21	M24E	(287,069.81)				5,285,431.13	(5,572,500.94)		83
95	AREAS <5000	33E0	-			-	-	-		84
96	AREAS <5000	Q250	-			-	-	-		85
97	AREAS <5000	H250	-			-	-	-		86
98	AREAS <5000	L250	-			-	-	-		87
99	STP <5K POPULATION S-LU EXT	L25E	125,978.36			-	-	125,978.36		88
100	AREAS <5000 RE	L25R	-			-	-	-		89

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5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES		FUND
101	STP<5K POP-MAP-21	M232	(198,567.08)			-	-	(198,567.08)		92
102	STP<5K POP-MAP-21 EXTENSION	M2E2	(880,675.00)		3,754,713.00	(3,754,713.00)	5,344,625.31	(2,470,587.31)		93
103	TAP-AREAS POP 5K AND UNDER	M303	481,628.00			-	-	481,628.00		94
104	TAP-AREA 5K AND UND MAP-21 EXT	M3E3	97,164.00		243,255.00	(243,255.00)	243,255.00	97,164.00		95
105	TAP-AREAS POP 5K-200K	M302	768,939.00			-	-	768,939.00		96
106	TAP AREAS 5K-200K MAP-21 EXT	M3E2	35,270.00		388,366.00	(388,366.00)	388,366.00	35,270.00		97
107	TRANSP ALTERNATIVES PROG FLEX	M300	810,321.08			-	-	810,321.08		98
108	TRANSP ALT PROG FLEX MAP21 EXT	M30E	1,452,359.00		1,362,340.00	(1,362,340.00)	1,362,340.00	1,452,359.00		99
109	TAP-URBANIZED AREAS POP>200K	M301	-			-	-	-		100
110	TAP-URBANIZED AREAS POP>200K MAP21 EXT	M3E1	(225,042.00)		730,718.00	(730,718.00)	730,718.00	(225,042.00)		101
111	PROTECT DEVICES	33M0	-			-	-	-		102
112	PROTECT DEVICES	Q260	566,512.37			-	-	566,512.37		103
113	PROTECT DEVICES	H260	32,719.36			-	-	32,719.36		104
114	RAIL/HWY PROTECT DEVICES RE	L26R	137,869.37			-	-	137,869.37		105
115	RAIL/HWY PROTECT DEVICES	LS50	-			-	-	-		106
116	RL HWY PROTECT DEV S-LU EXT	LS5E	54,816.75			-	-	54,816.75		107
117	RAIL HWY PROTECT DEV MAP-21	MS50	257,259.34			-	631,000.00	(373,740.66)		108
118	RAIL HWY PROTECT DEV MAP-21 EXT	MS5E	1,191,918.00		550,000.00	(550,000.00)	-	1,741,918.00		109
119	ELIM OF HAZARDS	33N0	2,680.84			-	-	2,680.84		110
120	ELIM OF HAZARDS	Q270	536,752.20			-	-	536,752.20		111
121	ELIM OF HAZARDS	H270	252,690.74			-	-	252,690.74		112
122	RAIL/HWY CROSS HAZA ELIM RE	L27R	138,025.01			-	-	138,025.01		113
123	HAZARD ELIMINATION	1410	-			-	-	-		114
124	HAZARD ELIMINATION	33P0	15,798.93			-	-	15,798.93		115
125	HAZARD ELIMINATION	Q280	85,250.10			-	-	85,250.10		116
126										#N/A
127	HAZARD ELIMINATION	H280	-			-	-	-		117
128	HAZARD ELIMINATION RE	L28R	226,241.59			-	-	226,241.59		118
129	RAIL/HWY CROSS HAZA ELIM	LS40	-			-	-	-		119
130	RL HWY CROSS HAZ ELIM S-LU EXT	LS4E	(61,111.00)			-	-	(61,111.00)		120
131	RAIL/HWY CROSS HAZA ELIM RE	LS4R	-			-	-	-		121
132										#N/A
133	RAIL/HWY CROSS HAZA ELIM	MS40	(385,581.38)			-	611,111.00	(996,692.38)		122
134	RAIL HWY HAZARD ELIM MAP21 EXT	MS4E	1,191,918.00		550,000.00	(550,000.00)	-	1,741,918.00		123
135	RAIL HIGHWAY CROSS	1390	-			-	-	-		124
136	SPR - PLANNING	Q550	-			-	-	-		125
137	SPR - PLANNING	H550	-			-	-	-		126
138	SPR - PLANNING	L550	-			-	-	-		127
139	2% S-LU EXT	L55E	449,980.81			-	-	449,980.81		128
140	STATEWIDE PLANNINGB MAP-21	M550	880,172.71			-	-	880,172.71		129
141	STATEWIDE PLANNINGB MAP-21 EXT	M55E	5,119,161.00		2,406,613.00	(2,406,613.00)	1,975,000.00	5,550,774.00		130
142	SPR - RESEARCH	Q560	-			-	-	-		131
143	SPR - RESEARCH	H560	-			-	-	-		132
144	SPR - RESEARCH	L560	-			-	-	-		133
145	25% PL S-LU EXT	L56E	-			-	-	-		134
146	RESEARCH DEVT AND TECH TRANS	M560	(407,937.88)			-	-	(407,937.88)		135
147	RES DEV AND TEC TRAN MAP21 EXT	M56E	1,264,951.48		703,840.00	(703,840.00)	-	1,968,791.48		136
148	SEAT BELT SAFETY	Q040	-			-	-	-		137
149	SCENIC BYWAYS	Q970	-			-	-	-		138
150	SCENIC BYWAYS	H970	-			-	-	-		139
151	NATIONAL SCENIC BYWAYS	L970	-			-	-	-		140
152	NATIONAL SCENIC BYWAYS	L97E	240,000.00			-	-	240,000.00		141
153	RESTORATION	3170	-			-	-	-		142
154	NATIONAL HIGHWAY	3150	-			-	-	-		143

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5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES		FUND
155	NATIONAL HIGHWAY	Q050	-			-	-	-		144
156	NATIONAL HIGHWAY	H050	-			-	-	-		145
157	NATIONAL HIGHWAY	L050	-			-	-	-		146
158	NHS NATIONAL HIGHWAY S-LU EXT	L05E	-			-	-	-		147
159	NATIONAL HIGHWAY RE	L05R	-			-	-	-		148
160	NHPP-MAP-21	M001	(17,112,314.41)			-	-	(17,112,314.41)		149
161	NATIONAL HWY PERF PROGRAM EXT	M0E1	58,918,587.39		84,527,281.00		98,333,712.50	45,112,155.89		150
162	NATIONAL HIGHWAY PERF EXCEMPT	M002	3,429,809.00			-	-	3,429,809.00		151
163	NATIONAL HWY PERF EXEMPT EXTEN	M0E2	5,474,996.00		2,525,132.00		-	8,000,128.00		152
164	METRO PLAN/RD&TT	860	-			-	-	-		153
165	METRO PLAN/RD&TT	81	-			-	-	-		#N/A
166	PLANNING & RESEARCH 1 1/2% HPR	800	-			-	-	-		155
167	PLANNING	Q450	-			-	-	-		156
168	PLANNING	H450	-			-	-	-		157
169	METRO PLANNING	L450	-			-	-	-		158
170	1.25% S-LU EXT	L45E	-			-	-	-		159
171	METRO PLANNING 1.25% RE	L45R	-			-	-	-		160
172	METRO PLANNING MAP-21	M450	-			-	-	-		161
173	METRO PLAN MAP-21 EXT	M45E	1,484,794.13		1,688,400.00	(1,688,400.00)	1,695,391.00	1,477,803.13		162
174	NSTI SK EXT	M4SE	-		55,000.00	(55,000.00)	55,000.00	-		#N/A
175	CONGEST MITIGATION	3200	-			-	-	-		163
176	CONGEST MITIGATION	Q400	-			-	-	-		164
177	CONGEST MITIGATION	H400	-			-	-	-		165
178	CONGEST MITIGATION	L400	-			-	-	-		166
179	CONGESTION MITIGATION S-LU EXT	L40E	-			-	-	-		167
180	CONGEST MITIGATION RE	L40R	-			-	-	-		168
181	CONGESTION MITIGATION MAP-21	M400	752,933.58			-	-	752,933.58		169
182	CONGESTION MITIGATION MAP-21 EXT	M40E	14,994,969.00		9,404,619.00	(9,404,619.00)	16,660,000.00	7,739,588.00		170
183	PROJ PM 2.5 EMI	M003	3,509,113.00			-	-	3,509,113.00		171
184	REDUCE PM 2.5 EMI MAP-21 EXT	M0E3	3,797,418.00		1,752,285.00	(1,752,285.00)	-	5,549,703.00		172
185	COVERED BRIDGES (100%)	9BA0	-			-	-	-		173
186	NATIONAL REC TRAILS	Q940	-			-	-	-		174
187	NATIONAL REC TRAILS	H940	-			-	-	-		175
188	NATIONAL REC TRAILS	L940	-			-	-	-		176
189	RECREATIONAL TRAILS S-LU EXT	L94E	485,286.90			-	-	485,286.90		177
190	REC TR MAP-21	M940	589,492.15			-	1,080,000.00	(490,507.85)		179
191	REC TR MAP-21-EXT	M94E	1,943,092.00		896,623.00	(896,623.00)	-	2,839,715.00		180
192	RETURN 1% RTP ADMIN MAP-21 EXT	M9E1	13,598.00		3,027.00	(3,027.00)	-	16,625.00		184
193	TIFA REDISTRIBUTION MAP-21	M040	2,729,556.00		2,764,778.00	(2,764,778.00)	-	5,494,334.00		185
194	RETURN 1% RTP ADMIN MAP-21	M941	-			-	-	-		183
195	NATIONAL REC TRAILS RE	L94R	-			-	-	-		178
196	NATIONAL REC TRAILS	3840	-			-	-	-		181
197	NATIONAL REC TRAILS - ADMIN	38B0	-			-	-	-		182
198	LTAP	Q890	-			-	-	-		186
199	LTAP	H890	-			-	-	-		187
200	LTAP	37A0	-			-	-	-		188

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5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES		FUND
201	LOCAL TECH ASSIST PGRM	4380	-	50,000.00		50,000.00	-	-		189
202	LTAP S-LU EXT	438E	158,069.00		141,500.00	(141,500.00)	-	299,569.00		190
203	OP MOT VEH/INTOX	H080	81,170.21			-	-	81,170.21		191
204	SURF TRAN RSCH-STRUCTURES	HX80	-			-	-	-		192
205	MINIMUM GUAR - LIMIT	Q780	-			-	-	-		193
206	MINIMUM GUAR - LIMIT	H780	-			-	-	-		194
207	NITTEC RESEARCH & TECH	3730	17,821.00			-	-	17,821.00		195
208	IVHS	3900	39,029.61			-	-	39,029.61		196
209	IVHS ACTIVITIES	3910	1,000.00			-	-	1,000.00		197
210	ITS	3260	-			-	-	-		198
211	LITHIUM FIELD TREATMENT	QX50	-			-	-	-		199
212	MIN BUSINESS ENTERPRISE	Q480	-			-	-	-		200
213	MIN BUSINESS ENTERPRISE	H480	-			-	-	-		201
214	MIN BUSINESS ENTERPRISE	L480	-			-	-	-		202
215	MIN BUSINESS ENTERPRISE	M480	(25,000.00)		100,000.00	(100,000.00)	125,000.00	(50,000.00)		204
216	SUPPORTIVE SERVICES-MAP 21	M490	-			-	-	-		211
217	NATIONAL SUMMER TRANS INST SK	M49S	-			-	-	-		212
218	SUPPORTIVE SERVICES	Q490	-			-	-	-		206
219	SUPPORTIVE SERVICES	H490	-			-	-	-		208
220	SUPPORTIVE SERVICES	L49E	-			-	-	-		210
221										#N/A
222			-			-		-		#N/A
223	TRAINING AND EDUCATION	M439	(200,000.00)			-	200,000.00	(400,000.00)		215
224	LONG TERM PAVEMENT PERFORMANCE	4L10	-			-	-	-		#N/A
225	SAFE RTS TO SCHOOL PROG	HU10	-			-	-	-		216
226	SAFE RTS TO SCHOOL PROG	LU10	-	100,000.00		100,000.00	-	-		217
227	SAFE ROUTES TO SCHOOL S-LU EXT	LU1E	-			-	-	-		218
228	SAFE RTS TO SCHOOL RE	LU1R	-			-	-	-		219
229	SAFE RTS TO SCHOOL INFR	HU20	-			-	-	-		220
230	SAFE RTS TO SCHOOL INFR	LU20	(368,817.44)	700,000.00		700,000.00	-	(368,817.44)		221
231	SAFE ROUTES TO SCHOOL S-LU EXT	LU2E	782,924.81			-	-	782,924.81		222
232	SAFE RTS TO SCHOOL RE	LU2R	-			-	-	-		223
233	SAFE RTS TO SCHOOL EITHER	HU30	-			-	-	-		224
234	SAFE RTS TO SCHOOL EITHER	LU30	173,161.66	200,000.00		200,000.00	-	173,161.66		225
235	SAFE ROUTES TO SCHOOL S-LU EXT	LU3E	189,443.45			-	-	189,443.45		226
236	SAFE RTS TO SCHOOL EITHER RE	LU3R	44,372.00			-	-	44,372.00		227
237	TRANS RESEARCH PLAN	Q670	-			-	-	-		228
238										#N/A
239	TOTAL		115,952,286.24	1,050,000.00	164,643,980.00	(76,541,567.00)	179,960,458.52	100,635,807.72		#N/A
240										#N/A
241										#N/A
242	ALLOCATED FUNDS									#N/A
243										#N/A
244	HIGHWAY USE TX EVASION	H960	-			-	-	-		229
245	MOTOR FUEL TAX COMPL	Q960	-			-	-	-		230
246	ITS STDS RESCH OP TEST	QT20	-			-	-	-		231
247	STP-1/4 OF 1% HWY USE TAX EVAS	QT30	-			-	-	-		232
248	LTAP	37P0	-			-	-	-		233
249	ITS DEPLOYMENT - METL *	QT80	24.31			-	-	24.31		234
250	ITS DEPLOYMENT - METL *	HT80	-			-	-	-		235

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5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES		FUND
251	TECH DEPLOY PRG-INNOV BR	QX20	8,813.62			-	-	8,813.62		236
252	TECH DEPLOY PRG-INNOV BR	HX20	-			-	-	-		237
253	TRAN COMM SYS PRES ST TEA21	Q680	-			-	-	-		239
254	TRAN COMM SYS PRES	L680	-			-	-	-		240
255	ARRA AREA WITH POP<200K	C200	544,122.28			-	-	544,122.28		241
256	ARRA RURAL POP <5K	C250	27,666.33			-	-	27,666.33		242
257	ARRA AVAIL FOR ALL AREA (FLEX	C240	2,117,442.71			-	-	2,117,442.71		243
258	ARRA UPWARD ADJUSTMENT	C242	12.06			-	-	12.06		244
259	ARRA AVAIL FOR ALL AREA (FLEX	C243	6.41			-	-	6.41		245
260	ARRA URBANIZED AREAS >200K	C230	18,979.11			-	-	18,979.11		246
261	ARRA TRANSPORTATION ENHANCEMENTS	C220	11,139.29			-	-	11,139.29		247
262	TOTAL		2,728,206.12	-	-	-	-	2,728,206.12		#N/A
263						-	-	-		#N/A
264	FUNDS SUBJECT SO SPECIAL LIMITATION					-	-	-		#N/A
265	SEC 115 UNOBL. BALANCE	H170	-			-	-	-		248
266	GRANTS SUP PLAN HWY STP SEC 117	H660	-			-	-	-		249
267	MINIMUM GUAR - SPEC	Q760	-			-	-	-		250
268	MINIMUM GUAR - SPEC	H760	-			-	-	-		251
269	EQUITY BONUS LIMITATION	LZ20	-	4,019,339.00		4,019,339.00	-	-		252
270	EQUITY BONUS LIMITATION	LZ2E	(3,446,845.66)			-	-	(3,446,845.66)		253
271	EXT ALLOC PGM	L00E	(77,189.53)			-	-	(77,189.53)		254
272	HIGH PRIORITY PROJECTS	Q920	-			-	-	-		255
273										#N/A
274	SPECIAL LIMITATION TOTAL		(3,524,035.19)	4,019,339.00	-	4,019,339.00	-	(3,524,035.19)		#N/A
275										#N/A
276										#N/A
277										#N/A
278	SPECIAL FUNDS									#N/A
279	DELAWARE MEMORIAL	D010	-			-	-	-		256
280	BRIDGE DISCRETIONARY	Q060	-			-	-	-		257
281	MINIMUM GUAR - EXEMPT	Q770	-			-	-	-		258
282	MINIMUM GUAR - EXEMPT	H770	(19,026.11)			-	-	(19,026.11)		259
283	EQUITY BONUS EXEMPT LIM	LZ10	-	1,284,179.00		1,284,179.00	-	-		260
284	EQ BONUS EXEMPT LIM S-LU EXT	LZ1E	-			-	-	-		261
285	EMERCENGY RELIEF 2013	ER90	-			-	-	-		287
286	FTA CONSOLIDATED PLAN TRANSFER	77FE	-			-	-	-		290
287	EQUITY BONUS RESTORED	LZ1R	-			-	-	-		262
288	HIGH PRIORITY - SEC 1702	HY10	265,930.00	-	-	-	-	265,930.00		263
289	HIGH PRIORITY - SEC 1702	LY10	668,560.00	-	-	-	-	668,560.00		264
290	HIGH PRIORITY - SEC 117	LY20	10,072,067.18	-	-	-	5,334,559.62	4,737,507.56		265
291	HIGH PRIORITY - SEC 117	HY20	1,167,055.05	-	-	-	-	1,167,055.05		266
292	TRANSPORTATION IMP PROJ	LY30	13,583,356.33	-	-	-	-	13,583,356.33		267
293	2006 SURFACE TRANS. PROJ	LY60	-	-	-	-	-	-		268
294	TECH DEPLOY STIC INCENTIVE PRG	M37B	7,400.00	-	7,400.00	(7,400.00)	-	14,800.00		214
295	TRAINING AND EDUCATION-MAP-21	M438	(45,771.76)	-	124,931.00	(124,931.00)	170,000.00	(90,840.76)		213
296	ER 2004 HURRICANES ADDL FUND	09J0	-			-	-	-		270
297	ER 2004 HURRICANES INFRA	09S0	-			-	-	-		271
298	INNOVATIVE BRIDGE	QT90	-			-	-	-		272

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5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES		FUND
299	SFC TRANS RESEARCH	QR60	-			-	-	-		273
300	TRANS/COM SYS PILOT PRG	92C0	-			-	-	-		274
301	IM DISCRETIONARY	Q020	-			-	-	-		275
302	EMERGENCY FED AIDE	09V0	-			-	-	-		276
303	EMERGENCY FED AIDE	09X0	-			-	-	-		277
304	SPECIAL FUNDS TOTAL		25,699,570.69	1,284,179.00	132,331.00	1,151,848.00	5,504,559.62	20,327,342.07		#N/A
305										#N/A
306	OTHER FUNDS									#N/A
307	MOTOR CARRIER SAFETY GRANT	2120	#VALUE!			-	-	#VALUE!		278
308	SURFACE TRANS PRIORITIES	56C0	730,375.00			-	-	730,375.00		279
309	FMCSA SAFETY GRANTS	2A20	-			-	-	-		281
310		2160	447,741.00			-	-	447,741.00		280
311	HIGWAY INFRASTRUCTURE	LHIP	-			-	-	-		282
312	CDL	21C0	-			-	-	-		283
313	FMCSA BEP0-DL & SSN VERIFY	5G20	-			-	-	-		238
314	NEW ENTRANTS SAFETY AUDITS	NEO0	-			-	-	-		285
315	PUBLIC LANDS HWY S-LU EXT	F13E	(640,000.00)			-	-	(640,000.00)		286
316	MINORITY BUSINESS	12C0	-			-	-	-		288
317			-			-	-	-		#N/A
318						-	-			
319						-	-	-		
320	TOTAL OTHER		#VALUE!			-	-	#VALUE!		
321										
322										
323	ALL FUNDS, GRAND TOTAL		#VALUE!	6,353,518.00	164,776,311.00	(71,370,380.00)	185,465,018.14	#VALUE!		
324										
325										
326										
327										
328										
329	OBLIGATIONAL AUTHORITY			-				#VALUE!		
330										
331					161,276,311.00			#VALUE!		

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2018 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT			SUBMIT	AUTH		FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDIT \$	DATE	DATE	AUTH		TO DATE	OBLIGATED	
6			M40E	BIKE PEDESTRIAN	PE,ROW,CONS			8/12/15 ET		3,200,000.00			3,200,000.00	
7	05-10006	12,000,000.00	M0E1	BRIDGE PRESERVATION	PE,ROW,CONS					7,600,000.00		-	7,600,000.00	
8	05-10006		M23E	BRIDGE PRESERVATION	PE,ROW,CONS					4,000,000.00		-	4,000,000.00	
9	05-10003	2,400,000.00	M0E1	BRIDGE MANAGEMENT	PE,ROW,CONS					2,100,000.00		-	2,100,000.00	
10	05-10003		M0E1	BRIDGE MANAGEMENT	PE,ROW,CONS					500,000.00		-	500,000.00	
11	05-10003		M24E	BRIDGE MANAGEMENT	PE,ROW,CONS					560,000.00			560,000.00	
12			M2E3	BRIDGE INSPECTION	PE			8/12/15 ET		760,000.00			760,000.00	
13			M0E1	BRIDGE INSPECTION	PE			8/12/15 ET		2,400,000.00			2,400,000.00	
16			M0E1	BRIDGE PAINTING	CONS					1,600,000.00			1,600,000.00	
17			M0E1	BRIDGE PAINTING TOLL CREDITS	CONS					400,000.00			400,000.00	
19	T201507404	400,000.00	M23E	BR 1-111 ON N253 BENGLE ROAD OVER RED CLAY CREEK	CONS								400,000.00	
20	T201507405	560,000.00	M23E	BR 1-148A&B ON N330 GREENBANK ROAD OVER RED CLAY CREEK	CONS								560,000.00	
21			M24E	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	CONVERT			8/18/15 ET		1,000,000.00			1,000,000.00	
22	T201507406	1,440,000.00	M23E	BR 1-251 ON N355 HARMONY ROAD OVER WHITE CLAY CREEK	CONS								1,440,000.00	
23	T201507102	560,000.00	M23E	BR 1-308 ON N378 CLARKS CORNER ROAD OVER DRAGON CREEK	CONS								560,000.00	
25	T201407403	3,200,000.00	M23E	BR 1-577 ON N050 NORTHEAST BLVD OVER BRANDYWINE RIVER	CONS								3,200,000.00	
27	T201407105	4,000,000.00	M0E1	BR 1-680 ON SR141 OVER US13	CONS								4,000,000.00	
28	T201507403	4,016,000.00	M0E1	BR 1-634 ON SR100 DUPONT ROAD OVER DELAWARE VALLEY	CONS			8/20/15 ET					4,016,000.00	
31	T201407404	160,000.00	M0E1	REHABILITATION OF I-95 FROM I-495 TO NORTH OF BRANDYWINE RIVER BRIDGE	ROW		ADDED 8.13.15						160,000.00	
34	T201607201	394,400.00	M233	BR 2-118A ON K118 COON DEN ROAD OVER NANTICOKE RIVER	CONS		UPDATED 8/1/15/8/12/15 ET			402,400.00			402,400.00	
37	T201507303	370,000.00	M2E2	BR 3-137A ON S569 SAND HILL ROAD OVER JONES BRANCH	CONS					296,000.00			296,000.00	
38	T201507303		M2E2	BR 3-137A ON S569 SAND HILL ROAD OVER JONES BRANCH	CONS					74,000.00			74,000.00	
39	T201407602	2,800,000.00	M0E1	BR 3-150N/S ON S014 SR1 OVER LEWES REHOBOTH CANAL	CONS		ADDED 6/30/14	8/12/15 ET		4,000,000.00			4,000,000.00	
42	T201507602	2,400,000.00	M0E1	BR 3-154 ON US9 SAVANNAH ROAD OVER LEWES-REHOBOTH CANAL	CONS					1,920,000.00			1,920,000.00	
43	T201507602		M0E1	BR 3-154 ON US9 SAVANNAH ROAD OVER LEWES-REHOBOTH CANAL TOLL CREDITS	CONS					480,000.00			480,000.00	
45	T201307301	1,204,000.00	M0E1	BR 3-507 ON US 113 OVER IRON BRANCH	CONS		UPDATED 7/1/14						1,204,000.00	
48		100,000.00	M480	DISADVANTAGED BUSINESS ENTERPRISE						125,000.00			125,000.00	
49			M439	EDUCATION AND TRAINING			New code			200,000.00			200,000.00	
50		8,000.00	L24E	ENVIRONMENTAL IMPROVEMENTS	ENV		Update 6/28			18,000.00			18,000.00	
51		200,000.00	LS2E	HIGH RISK RURAL ROADS PROGRAM	PE,ROW,CONS		UPDATED 1/27/15	12/15 ET		267,142.00			267,142.00	
52			LS2E	HIGH RISK RURAL ROADS PROGRAM TOLL CREDITS	PE,ROW,CONS			8/12/15 ET		29,682.00			29,682.00	
53		2,200,000.00	MS3E	HAZARD ELIMINATION PROGRAM	PE,ROW,CONS					2,200,000.00			2,200,000.00	
54		2,265,000.00	MS31	SEC 154 PENALTIES-FOR HSIP	PRO								2,265,000.00	
58	T201112202	12,800,000.00	M0E1	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTION	CONS			8/25/15 ET		3,300,000.00			3,300,000.00	
65	T200900704		MS3E	SR 273, APPLEBY AND AIRPORT ROAD	CONVERT					3,750,000.00			3,750,000.00	
76		1,800,000.00	MS3E	HEP SR 273 AND RED MILL ROAD CONNECTOR	CONS			8/20/15 ET		1,000,000.00			1,000,000.00	
77	T201500201	900,000.00	MS3E	HEP KC, SR 8 & SR 15 INTERSECTION IMPROVEMENTS	ROW								900,000.00	
78		225,000.00	MS3E	HEP KC SR 14 AT KILLENS POND ROAD	CONS		UPDATED 8/14/14/17/15 ET						225,000.00	
80		400,000.00	M2E3	HEP KC US13 WALNUT SHADE RD TO LOCHMEATH WAY	PE								400,000.00	
96	T201100901	3,200,000.00	M0E1	HSIP SUSSEX US 9 & SR 5	CONS					2,200,000.00			2,200,000.00	
102		560,000.00	M2E1	CAMDEN BYPASS NORTH	PE		8/25/15 ET						560,000.00	
105			LY20	CHRISTINA RIVER BRIDGE APPROACHES	CONS		8/25/15 ET			10,680,000.00			10,680,000.00	
106			M23E	CHRISTINA RIVER BRIDGE SECOND CONTRACT	CONVERT		8/25/15 ET			1,406,502.38			1,406,502.38	
107			LY20	CHRISTINA RIVER BRIDGE SECOND CONTRACT	CONVERT		8/25/15 ET			2,938,938.00			2,938,938.00	
108		960,000.00	M2E1	CRAWFORD CARROLL ROAD EXTENSION	ROW		8/17/15 ET						960,000.00	
109		24,000.00		FEDERAL LAND ACCESS PROGRAM	PRO								24,000.00	
110		2,400,000.00	M23E	GARASCHESS LANE STUDY	CONS		8/20/15 ET			600,000.00			600,000.00	
113			M240	INTERSECTION IMPROVEMENTS	CONS					1,600,000.00			1,600,000.00	
114			M240	INTERSECTION IMPROVEMENTS TOLL CREDITS	CONS					400,000.00			400,000.00	
118		170,000.00	M438	PLANNING - LOCAL TRANSPORTATION ASSISTANCE PROGRAM	PLAN								170,000.00	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2018 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDIT S	DATE	DATE	AUTH		TO DATE	OBLIGATED	
119		1,690,887.00	M45E	PLANNING - METROPOLITAN PLANNING ORGANIZATION /FHWA	PLAN					1,695,391.00			1,695,391.00	
124			L24E	ON THE JOB TRAINING SUPPORTIVE SERVICES						100,000.00			100,000.00	
125		12,800,000.00	M0E1	PAVEMENT REHABILITATIONS	CONS					7,800,000.00			7,800,000.00	
126			M23E	PAVEMENT REHABILITATIONS	CONS		8/20/15 ET			3,000,000.00			3,000,000.00	
127			M2E1	PAVEMENT REHABILITATIONS	CONS					4,000,000.00			4,000,000.00	
128			M2E2	PAVEMENT REHABILITATIONS	CONS					1,000,000.00			1,000,000.00	
129			M240	PAVEMENT REHABILITATIONS	CONS					4,000,000.00			4,000,000.00	
130		1,975,000.00	M55E	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN							-	1,975,000.00	
131		596,900.00	M56E	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN					662,000.00			662,000.00	
132			MS50	RAIL CROSSING SAFETY	PD					81,000.00			81,000.00	
133		550,000.00	MS40	RAIL CROSSING SAFETY	CONS							-	550,000.00	
135		550,000.00	MS50	RAIL CROSSING SAFETY	CONS								550,000.00	
136		854,068.00	M940	REC TRAILS						905,680.00			905,680.00	
140			M24E	SIGNAGE & PAVEMENT MARKINGS	CONVERT	UPDATED 3/20/15	8/15 ET			1,482,513.33		-	1,482,513.33	
144		55,000.00	M4SE	TECHNOLOGY - SUMMER INTERN PROGRAM									55,000.00	
145		5,600,000.00	M2E2	PARK AVENUE RELOCATION	ROW	ADDED 10/24/13	8/15 ET			3,100,000.00			3,100,000.00	
148		480,000.00	M232	SR1 TO NEW ROAD CONNECTOR	ROW								480,000.00	
149		120,000.00	M232	SR1 TO NEW ROAD CONNECTOR TOLL CREDITS	ROW								120,000.00	
150			M0E1	SR 2 AND RED MILL ROAD INTERSECTION IMPROVEMENT	ROW		8/20/15 ET			1,600,000.00			1,600,000.00	
151	T200410301		M0E1	SR 4, CHRISTINA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	CONVERT	UPDATED 5/1/15	8/15 ET			6,000,000.00			6,000,000.00	
153		768,000.00	M2E1	KENTON RD, SR 8 TO CHESTNUT GROVE ROAD	ROW	UPDATED 8/20/14							768,000.00	
154		1,200,000.00	M0E1	SR 24 LOVE CREEK TO MULBERRY KNOLL	ROW		8/17/15 ET						1,200,000.00	
155	T200411209	5,348,800.00	M0E1	SR 24 MULBERRY KNOLL TO SR 1	CONS					2,548,800.00			2,548,800.00	
160	T201012001	5,200,000.00	M240	SR 299, SR 1 TO CATHERINE STREET	CONS		8/20/15 ET			400,000.00			400,000.00	
161			M0E1	SR 141 AND COMMONS BOULEVARD INTERSECTION IMPR	CONVERT	ADDED 5/1/15	8/25/15 ET			14,000,000.00			14,000,000.00	
162			M001	I-95 AND SR141 RAMP G & F IMPROVEMENTS	CONVERT					7,397,700.04			7,397,700.04	
163			M001	I-95 AND SR141 RAMP G & F IMPROVEMENTS	CONVERT					1,849,425.01			1,849,425.01	
164		800,000.00	M2E1	US 13, DUCK CREEK TO SR 1	PE								800,000.00	
165		800,000.00	M0E1	US13, US40 TO MEMORIAL DRIVE PEDESTRIAN IMPROVEM	ROW								800,000.00	
167		800,000.00	M23E	VALLEY AND LITTLE BALTIMORE ROAD	CONS								800,000.00	
168	T201504109	1,200,000.00	M0E1	WALNUT STREET, FRONT STREET TO 4TH STREET, WILMI	CONVERT	MOVED 20/2015 ET						-	1,200,000.00	
169		400,000.00	M0E1	WILMINGTON INITIATIVES, KING AND ORANGE STREETS,	ROW	UPDATED 8.13.15	8/20/15 ET						400,000.00	
173		360,000.00	M40E	RIDESHARE - TRANSPORTATION MANAGEMENT IMPROVEMENTS	PLAN					360,000.00		-	360,000.00	
179		3,400,000.00	M3E3	TRANSPORTATION ALTERNATIVES - FHWA						243,255.00			243,255.00	
180			M3E2	TRANSPORTATION ALTERNATIVES - FHWA						388,366.00			388,366.00	
181			M30E	TRANSPORTATION ALTERNATIVES - FHWA						1,362,340.00			1,362,340.00	
182			M3E1	TRANSPORTATION ALTERNATIVES - FHWA						730,718.00			730,718.00	
183		4,240,000.00	M40E	TRANSPORTATION MANAGEMENT IMPROVEMENTS						1,900,000.00		-	1,900,000.00	
185			M240	TRANSPORTATION MANAGEMENT IMPROVEMENTS						4,000,000.00			4,000,000.00	
186	13-10046		M0E1	MUTCD COMPLIANCE PROJECT						1,600,000.00			1,600,000.00	
189	T201011303		M0E1	US 301, GARVEE DEBT SERVICE	DEBT					10,983,212.50			10,983,212.50	
190		(5,000,000.00)		RELEASES						(13,000,000.00)		-	(13,000,000.00)	
191			M0E1	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONVERT					11,800,000.00			11,800,000.00	
208	T200411901		M0E1	US 40 / SR 72 INTERSECTION IMPROVEMENTS	CONVERT	Update 7/2/14	8/18/15 ET			4,000,000.00			4,000,000.00	
210	T200412202		M0E1	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT					6,030,172.88			6,030,172.88	
211	T200412202		M0E1	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT					1,507,543.22			1,507,543.22	
216		289,202,742.40												
217										339,428,083.61		-	186,277,781.36	
218													13,618,938.00	
219		150,812,000.00		FY2018 OBLIGATIONAL AUTHORITY										
220		13,618,938.00		FY2018 SPECIAL LIMITATION EARMARK OBLIGATIONAL AUTHORITY										
221		289,202,742.40		FY2018 ORIGINAL PLANNED OBLIGATIONS										
222		186,277,781.36		FY2018 BALANCE OF PLANNED OBLIGATIONS										

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2018 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDIT S	DATE	DATE	AUTH		TO DATE	OBLIGATED	
223		0.00		FY2018 OBLIGATIONS TO DATE										
224		(21,846,843.36)		FY2018 BALANCE OF OBLIGATIONAL AUTHORITY										
225														
226														
227	ACTION PROJECTS REMAINING											colors		
228			M23E	WALNUT STREET, FRONT STREET TO 4TH STREET, WILMI	AC BALANCE					1,200,000.00				
229			M23E	WALNUT STREET, FRONT STREET TO 4TH STREET, WILMI	CONVERT					1,200,000.00				
230			M001	BR 1-680 ON SR141 OVER US13	AC BALANCE					-				
231			MS3E	HEP SR 273 AND RED MILL ROAD CONNECTOR	AC BALANCE					800,000.00				
232			MS3E	HEP SR 273 AND RED MILL ROAD CONNECTOR	CONVERT									
233			M23E	GARASCHE LANE STUDY	AC BALANCE					1,800,000.00				
234			M23E	GARASCHE LANE STUDY	CONVERT									
235			M0E1	SR 2 AND RED MILL ROAD INTERSECTION IMPROVEMENT	AC BALANCE					1,200,000.00				
236			M0E1	SR 2 AND RED MILL ROAD INTERSECTION IMPROVEMENT	CONVERT									
237			M240	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	AC BALANCE					1,000,000.00				
238			M240	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	CONVERT					1,000,000.00				
239			M23E	CHRISTINA RIVER BRIDGE SECOND CONTRACT	AC BALANCE					8,345,440.38				
240			M23E	CHRISTINA RIVER BRIDGE SECOND CONTRACT	CONVERT					4,345,440.38				
241			M001	US113 & SR16 GRADE SEPARATED INTERSECTION	AC BALANCE					-				
242			M001	US113 & SR16 GRADE SEPARATED INTERSECTION	CONVERT					-				
243			M23E	CHRISTINA RIVER BRIDGE APPROACHES	AC BALANCE					7,000,000.00				
244			M23E	CHRISTINA RIVER BRIDGE APPROACHES	CONVERT					-				
245			M2E2	PARK AVENUE RELOCATION	AC BALANCE					2,500,000.00				
246			M2E2	PARK AVENUE RELOCATION	CONVERT									
247			M001	I-95 AND SR141 RAMPS G & F IMPROVEMENTS	AC BALANCE					9,247,125.05				
248			M001	I-95 AND SR141 RAMPS G & F IMPROVEMENTS	CONVERT					9,247,125.05				
249			M001	SR 141 AND COMMONS BOULEVARD INTERSECTION IMPR	AC BALANCE					31,000,000.00				
250			M001	SR 141 AND COMMONS BOULEVARD INTERSECTION IMPR	CONVERT					14,000,000.00				
251	T200410301		M001	SR 4, CHRISTINA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	AC BALANCE					15,000,000.00				
252	T200410301		M001	SR 4, CHRISTINA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	CONVERT					6,000,000.00				
253	T200412202		M001	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	AC BALANCE					7,537,716.10				
254	T200412202		M001	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT					7,537,716.10				
255	T201012001		M240	SR 299, SR 1 TO CATHERINE STREET	AC BALANCE					4,800,000.00				
256	T201012001		M240	SR 299, SR 1 TO CATHERINE STREET	CONVERT									
257			M232	PARK AVENUE RELOCATION	AC BALANCE	ADDED	10/24/13			3,200,000.00				
258	T200900704		MS30	SR 273, APPLEBY AND AIRPORT ROAD	AC BALANCE					3,750,000.00				
259	T200900704		MS30	SR 273, APPLEBY AND AIRPORT ROAD	CONVERT					3,750,000.00				
260	T201112202		M0E1	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTIO	AC BALANCE					9,500,000.00				
261			M0E1	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTIO	CONVERT					-				
262	T201112202		M001	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTIO	AC BALANCE					5,800,000.00				
263	T200812202		M001	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	AC BALANCE					16,500,000.00				
264			M001	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONVERT					11,800,000.00				
265	T201500202		M231	HEP KC, US13 LOCHMEATH WAY TO PUNCHEON RUN CON	AC BALANCE	UPDATED	3/6/15							
266	T201500202		M231	HEP KC, US13 LOCHMEATH WAY TO PUNCHEON RUN CON	CONVERT	UPDATED	3/6/15							
267	T201100901		M001	HSIP SUSSEX US 9 & SR 5	AC BALANCE					1,000,000.00				
268	T201100901		M001	HSIP SUSSEX US 9 & SR 5	CONVERT									
269	T201011303		L05E	US 301, GARVEE DEBT SERVICE	AC BALANCE					82,363,364.00				
270	T201011303		M001	US 301, GARVEE DEBT SERVICE	CONVERT					10,983,212.50				
271			M001	ROAD A / SR 7 IMPROVEMENTS	AC BALANCE									
272			M001	ROAD A / SR 7 IMPROVEMENTS	CONVERT					-				

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2018 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDIT S	DATE	DATE	AUTH		TO DATE	OBLIGATED	
273	T200411209		M001	SR 24 MULBERRY KNOLL TO SR 1	AC BALANCE					2,800,000.00				
274	T200411901		M001	US 40 / SR 72 INTERSECTION IMPROVEMENTS	AC BALANCE	Update 7/05				7,400,000.00				
275	T200411901		M001	US 40 / SR 72 INTERSECTION IMPROVEMENTS	CONVERT					4,000,000.00				
276			M001	US 113 @ SR18/404 GRADE SEPARATED INTERSECTION	AC BALANCE									
277			M001	US 113 @ SR18/404 GRADE SEPARATED INTERSECTION	CONVERT									
278			M001	SR 4, CHRISTINA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	AC BALANCE					14,000,000.00				
279			LS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM,7560,675,590	CONVERT									
280														
281				CURRENT AC BALANCE						237,743,645.53				
282	Mark Funds													
283	Problem			PLAN END OF YEAR AC BALANCE						163,880,151.50				
284														
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	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				FY 2018 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
2				9/30/2015										
3	STATE	PROGRAM										FUNDS	FUNDS	
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
5	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>TOLL CREDIT S</u>	<u>DATE</u>	<u>DATE</u>	<u>AUTH</u>		<u>TO DATE</u>	<u>OBLIGATED</u>	
326														
327														
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	O	P	Q	R	S	T	U	V
1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2018					
2				9/30/2015	3:20:00 PM			
3				Estimated	Estimated			
4			CURRENT	FY2017	FY2018		PROJECTED	UNOBLIGATED
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES
6			UPDATED					
7								
8								
9	INTERSTATE MAINT	04M0	-			-	-	-
10	INTERSTATE MAINT	Q010	-			-	-	-
11	INTERSTATE MAINT	H010	-			-	-	-
12	INTERSTATE MAINT	L010	(326,941.27)			-	-	(326,941.27)
13	INTERSTATE MAINT S-LU EXT	L01E	256,059.25		-	-	-	256,059.25
16	IM DISCRETIONARY	L020	-			-	-	-
17	INTERSTATE MAINT RE	L01R	70,882.02			-	-	70,882.02
19	RURAL SECONDARY	0750	-			-	-	-
20	URBAN SYSTEMS	W360	-			-	-	-
21								
22	BRIDGE R/R ON/OFF	I140	-			-	-	-
23	BRIDGE R/R OFF	I170	-			-	-	-
25	BRIDGE R/R ON	Q100	-			-	-	-
27	BRIDGE 65% ON	L10R	(12,000.00)			-	-	(12,000.00)
28	BRIDGE R/R OFF	Q110	-			-	-	-
31	BRIDGE PROG 15% OFF S-LU EXT	L11E	-			-	-	-
34	STP OFF SYSTEM BRIDGE EXTENS	M2E3	2,068,885.83		1,846,967.00	(1,846,967.00)	1,160,000.00	2,755,852.83
37	BRIDGE R/R 20% ON/OFF RE	L12R	(400,000.00)			-	-	(400,000.00)
38	HWY BR PROG 85% ON/OFF	H1C0	-			-	-	-
39	HWY BR PROG 85% ON/OFF	L1C0	-			-	-	-
42	REDISTRIBE OF AUTH	Q030	-			-	-	-
43	REDISTRIBE OF AUTH	H030	-			-	-	-
45	REDISTIB CERTAIN AUTHOR	L03E	-			-	-	-
48	BRIDGE DISCRETIONARY	H060	-			-	-	-
49	BRIDGE DISCRETIONARY	H070	-			-	-	-
50	URBAN - 200,000	3AA0	-			-	-	-
51	URBAN - 200,000	Q200	124,543.71			-	-	124,543.71
52	URBAN - 200,000	H200	927,560.05			-	-	927,560.05
53	URBAN - 200,000	L200	298,747.74			-	-	298,747.74
54	STP <200,000 S-LU EXT	L20E	718,712.65			-	-	718,712.65
58	OPT SAFETY	33A0	-			-	-	-
65	HSIP	LS30	(22,807.80)			-	-	(22,807.80)
76			-			-	-	-
77	TRANS ENHANCEMENTS RE	L22R	10.00			-	-	10.00
78	URBAN 200,000+	33C0	-			-	-	-
80								
96	AREAS <5000	Q250	-			-	-	-
102	STP<5K POP-MAP-21 EXTENSION	M2E2	(2,470,587.31)		3,754,713.00	(3,754,713.00)	4,470,000.00	(3,185,874.31)
105	TAP-AREA 5K AND UND MAP-21 EXT	M3E3	97,164.00		243,255.00	(243,255.00)	243,255.00	97,164.00
106	TAP-AREAS POP 5K-200K	M302	768,939.00			-	-	768,939.00
107								
108								
109								
110	TAP AREAS 5K-200K MAP-21 EXT	M3E2	35,270.00		388,366.00	(388,366.00)	388,366.00	35,270.00
113	TRANSP ALT PROG FLEX MAP21 EXT	M30E	1,452,359.00		1,362,340.00	(1,362,340.00)	1,362,340.00	1,452,359.00
114	TAP-URBANIZED AREAS POP>200K	M301	-			-	-	-
118	PROTECT DEVICES	H260	32,719.36			-	-	32,719.36

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4			CURRENT	FY2017	FY2018		PROJECTED	UNOBLIGATED
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES
119	RAIL/HWY PROTECT DEVICES RE	L26R	137,869.37			-	-	137,869.37
124	ELIM OF HAZARDS	33N0	2,680.84			-	-	2,680.84
125	ELIM OF HAZARDS	Q270	536,752.20			-	-	536,752.20
126	ELIM OF HAZARDS	H270	252,690.74			-	-	252,690.74
127	RAIL/HWY CROSS HAZA ELIM RE	L27R	138,025.01			-	-	138,025.01
128	HAZARD ELIMINATION	1410	-			-	-	-
129	HAZARD ELIMINATION	33P0	15,798.93			-	-	15,798.93
130	HAZARD ELIMINATION	Q280	85,250.10			-	-	85,250.10
131	HAZARD ELIMINATION	H280	-			-	-	-
132	HAZARD ELIMINATION RE	L28R	226,241.59			-	-	226,241.59
133	RAIL/HWY CROSS HAZA ELIM	LS40	-			-	-	-
135	RAIL/HWY CROSS HAZA ELIM RE	LS4R	-			-	-	-
136	RAIL/HWY CROSS HAZA ELIM	MS40	(996,692.38)			-	550,000.00	(1,546,692.38)
140	SPR - PLANNING	H550	-			-	-	-
144	STATEWIDE PLANNINGB MAP-21 EXT	M55E	5,550,774.00		2,406,613.00	(2,406,613.00)	1,975,000.00	5,982,387.00
145	SPR - RESEARCH	Q560	-			-	-	-
148	25% PL S-LU EXT	L56E	-			-	-	-
149	RESEARCH DEVT AND TECH TRANS	M560	(407,937.88)			-	-	(407,937.88)
150								
151								
153	SEAT BELT SAFETY	Q040	-			-	-	-
154	SCENIC BYWAYS	Q970	-			-	-	-
155	SCENIC BYWAYS	H970	-			-	-	-
160	NATIONAL HIGHWAY	Q050	-			-	-	-
161	NATIONAL HIGHWAY	H050	-			-	-	-
162								
163								
164	NATIONAL HIGHWAY	L050	-			-	-	-
165	NHS NATIONAL HIGHWAY S-LU EXT	L05E	-			-	-	-
167	NHPP-MAP-21	M001	(17,112,314.41)			-	9,247,125.05	(26,359,439.46)
168	NATIONAL HWY PERF PROGRAM EXT	M0E1	45,112,155.89		84,527,281.00		107,349,728.60	22,289,708.29
169								
173	METRO PLAN/RD&TT	81	-			-	-	-
179	METRO PLANNING 1.25% RE	L45R	-			-	-	-
180	METRO PLANNING MAP-21	M450	-			-	-	-
181	METRO PLAN MAP-21 EXT	M45E	1,477,803.13		1,688,400.00	(1,688,400.00)	1,695,391.00	1,470,812.13
182	NSTI SK EXT	M45E	-		55,000.00	(55,000.00)	55,000.00	-
183	CONGEST MITIGATION	3200	-			-	-	-
185	CONGEST MITIGATION	H400	-			-	-	-
186	CONGEST MITIGATION	L400	-			-	-	-
189	CONGESTION MITIGATION MAP-21	M400	752,933.58			-	-	752,933.58
190	CONGESTION MITIGATION MAP-21 EXT	M40E	7,739,588.00		9,404,619.00	(9,404,619.00)	5,460,000.00	11,684,207.00
191	PROJ PM 2.5 EMI	M003	3,509,113.00			-	-	3,509,113.00
208	LTAP	37A0	-			-	-	-
210	LTAP S-LU EXT	438E	299,569.00		141,500.00	(141,500.00)	-	441,069.00
211	OP MOT VEH/INTOX	H080	81,170.21			-	-	81,170.21
216	IVHS	3900	39,029.61			-	-	39,029.61
217	IVHS ACTIVITIES	3910	1,000.00			-	-	1,000.00
218	ITS	3260	-			-	-	-
219	LITHIUM FIELD TREATMENT	QX50	-			-	-	-
220	MIN BUSINESS ENTERPRISE	Q480	-			-	-	-
221	MIN BUSINESS ENTERPRISE	H480	-			-	-	-
222	MIN BUSINESS ENTERPRISE	L480	-			-	-	-

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1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2018					
2				9/30/2015	3:20:00 PM			
3				Estimated	Estimated			
4			CURRENT	FY2017	FY2018		PROJECTED	UNOBLIGATED
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES
223	MIN BUSINESS ENTERPRISE	M480	(50,000.00)		100,000.00	(100,000.00)	125,000.00	(75,000.00)
224	SUPPORTIVE SERVICES-MAP 21	M490	-			-	-	-
225	NATIONAL SUMMER TRANS INST SK	M49S	-			-	-	-
226	SUPPORTIVE SERVICES	Q490	-			-	-	-
227	SUPPORTIVE SERVICES	H490	-			-	-	-
228	SUPPORTIVE SERVICES	L49E	-			-	-	-
229			-			-	-	-
230	TRAINING AND EDUCATION	M439	(400,000.00)			-	200,000.00	(600,000.00)
231	LONG TERM PAVEMENT PERFORMANCE	4L10	-			-	-	-
232	SAFE RTS TO SCHOOL PROG	HU10	-			-	-	-
233	SAFE RTS TO SCHOOL PROG	LU10	-	100,000.00		100,000.00	-	-
234	SAFE ROUTES TO SCHOOL S-LU EXT	LU1E	-			-	-	-
235	SAFE RTS TO SCHOOL RE	LU1R	-			-	-	-
236								
237								
238								
239								
240								
241								
242	SAFE RTS TO SCHOOL INFR	HU20	-			-	-	-
243	SAFE RTS TO SCHOOL INFR	LU20	(368,817.44)	700,000.00		700,000.00	-	(368,817.44)
244	SAFE ROUTES TO SCHOOL S-LU EXT	LU2E	782,924.81			-	-	782,924.81
245	SAFE RTS TO SCHOOL RE	LU2R	-			-	-	-
246	SAFE RTS TO SCHOOL EITHER	HU30	-			-	-	-
247	SAFE RTS TO SCHOOL EITHER	LU30	173,161.66	200,000.00		200,000.00	-	173,161.66
248	SAFE ROUTES TO SCHOOL S-LU EXT	LU3E	189,443.45			-	-	189,443.45
249	SAFE RTS TO SCHOOL EITHER RE	LU3R	44,372.00			-	-	44,372.00
250	TRANS RESEARCH PLAN	Q670	-			-	-	-
251								
252	TOTAL		100,635,807.72	1,050,000.00	164,644,339.00	(76,541,926.00)	184,802,843.36	80,477,303.36
253								
254								
255	ALLOCATED FUNDS							
256								
257	HIGHWAY USE TX EVASION	H960	-			-	-	-
258	MOTOR FUEL TAX COMPL	Q960	-			-	-	-
259	ITS STDS RESCH OP TEST	QT20	-			-	-	-
260	STP-1/4 OF 1% HWY USE TAX EVAS	QT30	-			-	-	-
261	LTAP	37P0	-			-	-	-
262	ITS DEPLOYMENT - METL *	QT80	24.31			-	-	24.31
263	ITS DEPLOYMENT - METL *	HT80	-			-	-	-
264	TECH DEPLOY PRG-INNOV BR	QX20	8,813.62			-	-	8,813.62
265	TECH DEPLOY PRG-INNOV BR	HX20	-			-	-	-
266	TRAN COMM SYS PRES ST TEA21	Q680	-			-	-	-
267	TRAN COMM SYS PRES	L680	-			-	-	-
268	ARRA AREA WITH POP<200K	C200	544,122.28			-	-	544,122.28
269	ARRA RURAL POP <5K	C250	27,666.33			-	-	27,666.33
270	ARRA AVAIL FOR ALL AREA (FLEX	C240	2,117,442.71			-	-	2,117,442.71
271	ARRA UPWARD ADJUSTMENT	C242	12.06			-	-	12.06
272	ARRA AVAIL FOR ALL AREA (FLEX	C243	6.41			-	-	6.41

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5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES
273	ARRA URBANIZED AREAS >200K	C230	18,979.11			-	-	18,979.11
274	ARRA TRANSPORTATION ENHANCEMENTS	C220	11,139.29			-	-	11,139.29
275	TOTAL		2,728,206.12	-	-	-	-	2,728,206.12
276						-		-
277	FUNDS SUBJECT SO SPECIAL LIMITATION					-		-
278	SEC 115 UNOBL. BALANCE	H170	-			-	-	-
279	GRANTS SUP PLAN HWY STP SEC 117	H660	-			-	-	-
280	MINIMUM GUAR - SPEC	Q760	-			-	-	-
281	MINIMUM GUAR - SPEC	H760	-			-	-	-
282	EQUITY BONUS LIMITATION	LZ20	-	4,019,339.00		4,019,339.00	-	-
283	EQUITY BONUS LIMITATION	LZ2E	(3,446,845.66)			-	-	(3,446,845.66)
284	EXT ALLOC PGM	L00E	(77,189.53)			-	-	(77,189.53)
285	HIGH PRIORITY PROJECTS	Q920	-			-	-	-
286								
287	SPECIAL LIMITATION TOTAL		(3,524,035.19)	4,019,339.00	-	4,019,339.00	-	(3,524,035.19)
288								
289								
290								
291	SPECIAL FUNDS							
292	DELAWARE MEMORIAL	D010	-			-	-	-
293	BRIDGE DISCRETIONARY	Q060	-			-	-	-
294	MINIMUM GUAR - EXEMPT	Q770	-			-	-	-
295	MINIMUM GUAR - EXEMPT	H770	(19,026.11)			-	-	(19,026.11)
296	EQUITY BONUS EXEMPT LIM	LZ10	-	1,284,179.00		1,284,179.00	-	-
297	EQ BONUS EXEMPT LIM S-LU EXT	LZ1E	-			-	-	-
298	EMERGENCY RELIEF 2013	ER90	-			-	-	-
299	FTA CONSOLIDATED PLAN TRANSFER	77FE	-			-	-	-
300	EQUITY BONUS RESTORED	LZ1R	-			-	-	-
301	HIGH PRIORITY - SEC 1702	HY10	265,930.00	-	-	-	-	265,930.00
302	HIGH PRIORITY - SEC 1702	LY10	668,560.00	-	-	-	-	668,560.00
303	HIGH PRIORITY - SEC 117	LY20	4,737,507.56	-	-	-	13,618,938.00	(8,881,430.44)
304	HIGH PRIORITY - SEC 117	HY20	1,167,055.05	-	-	-	-	1,167,055.05
305	TRANSPORTATION IMP PROJ	LY30	13,583,356.33	-	-	-	-	13,583,356.33
306	TECH DEPLOY STIC INCENTIVE PRG	M37B	14,800.00	-	7,400.00	(7,400.00)	-	22,200.00
307	TRAINING AND EDUCATION-MAP-21	M438	(90,840.76)	-	124,931.00	(124,931.00)	170,000.00	(135,909.76)
308	ER 2004 HURRICANES ADDL FUND	09J0	-			-	-	-
309	ER 2004 HURRICANES INFRA	09S0	-			-	-	-
310	INNOVATIVE BRIDGE	QT90	-			-	-	-
311	SFC TRANS RESEARCH	QR60	-			-	-	-
312	TRANS/COM SYS PILOT PRG	92C0	-			-	-	-
313	IM DISCRETIONARY	Q020	-			-	-	-
314	EMERGENCY FED AIDE	09V0	-			-	-	-
315	EMERGENCY FED AIDE	09X0	-			-	-	-
316	SPECIAL FUNDS TOTAL		20,327,342.07	1,284,179.00	132,331.00	1,151,848.00	13,788,938.00	6,670,735.07
317								
318	OTHER FUNDS							
319	MOTOR CARRIER SAFETY GRANT	2120	#VALUE!			-	-	#VALUE!
320	SURFACE TRANS PRIORITIES	56C0	730,375.00			-	-	730,375.00
321	FMCSA SAFETY GRANTS	2A20	-			-	-	-
322		2160	447,741.00			-	-	447,741.00
323	HIGWAY INFRASTRUCTURE	LHIP	-			-	-	-
324			-			-	-	-
325			-			-	-	-

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5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES
326	CDL	21C0	-			-	-	-
327	FMCSA BEPO-DL & SSN VERIFY	5G20	-			-	-	-
328	NEW ENTRANTS SAFETY AUDITS	NEO0	-			-	-	-
329	PUBLIC LANDS HWY S-LU EXT	F13E	(640,000.00)			-	-	(640,000.00)
330			-			-		
331	MINORITY BUSINESS	12C0	-			-	-	-
332			-			-		-
333						-		
334						-		-
335	TOTAL OTHER		#VALUE!			-	-	#VALUE!
336								
337								
338	ALL FUNDS, GRAND TOTAL		#VALUE!	6,353,518.00	164,776,670.00	(71,370,739.00)	198,591,781.36	#VALUE!
339								
340								
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343								

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1				FY 2019 FHWA OBLIGATIONAL PLAN TOLL CREDITS									
2				9/30/2015									
3	STATE	PROGRAM										FUNDS	FUNDS
4	PROJECT	FEDERAL	APPORT	PROJECT			SUBMIT		AUTH	FED \$		OBLIGATED	TO BE
5	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>TOLL CREDIT S</u>	<u>DATE</u>	<u>DATE</u>	<u>AUTH</u>		<u>TO DATE</u>	<u>OBLIGATED</u>
6			M40E	BIKE PEDESTRIAN	PE,ROW,CONS		8/17/15 ET			3,200,000.00			3,200,000.00
7	05-10006	12,000,000.00	M0E1	BRIDGE PRESERVATION	PE,ROW,CONS		8/17/15 ET			10,600,000.00		-	10,600,000.00
8			M23E	BRIDGE PRESERVATION			8/17/15 ET			540,000.00			540,000.00
9			M2E1	BRIDGE PRESERVATION						2,000,000.00			2,000,000.00
10			M2E2	BRIDGE PRESERVATION						2,000,000.00			2,000,000.00
11	05-10003	2,400,000.00	M0E1	BRIDGE MANAGEMENT	PE,ROW,CONS					2,100,000.00		-	2,100,000.00
12	05-10003		M0E1	BRIDGE MANAGEMENT	PE,ROW,CONS					500,000.00		-	500,000.00
13	05-10003		M24E	BRIDGE MANAGEMENT	PE,ROW,CONS					960,000.00			960,000.00
14			M2E3	BRIDGE INSPECTION	PE		8/17/15 ET			720,000.00			720,000.00
15			M0E1	BRIDGE INSPECTION	PE		8/17/15 ET			2,800,000.00			2,800,000.00
16			M0E1	BRIDGE DESIGN	PE				X	800,000.00			-
17			M001	BRIDGE DESIGN TOLL CREDITS	PE				X	200,000.00			-
18			M0E1	BRIDGE PAINTING	CONS					1,600,000.00			1,600,000.00
19			M0E1	BRIDGE PAINTING TOLL CREDITS	CONS				X	400,000.00			-
20		2,160,000.00	M230	STRUCTURE REHABILITATION OPEN END NORTH	CONS		UPDATED 7/30/14		X				-
21	T201407103	2,420,000.00	M0E1	BR 1-488S ON US 13 SB, SOUTH OF ODESSA	CONS		MOVED TO FY19/17/15 ET						2,420,000.00
22	T201407403	824,000.00	M001	BR 1-577 ON N050 NORTHEAST BLVD OVER BRANDYWINE	CONS		Update 7/10		X				-
23	T201407105	8,800,000.00	M001	BR 1-680 ON SR141 OVER US13	CONS		Update 7/10		X	8,800,000.00			-
24	T201507402	3,440,000.00	M23E	BR 1-714 ON N347 CHAPMAN ROAD OVER I-95	CONS		MOVED TO F18/17/15 ET						3,440,000.00
25	T201407404	112,000,000.00	M0E1	REHABILITATION OF I-95 FROM I-495 TO NORTH OF BRANDYWINE RIVER BRIDGE	CONS		ADDED 8.11.15	8/17/15 E	X	20,000,000.00			-
26			M001	BR 1-759 ON I-95 OVER BRANDYWINE RIVER	CONVERT		ADDED 8/15/14		X	12,000,000.00			-
27			L1C0	BR2-012B ON SR 9	CONS				X	715,200.00			-
28	T201107208	423,200.00	L11R	BR2-112B ON K112 BURRSVILLE ROAD OVER SAULSBURY ????	CONS				X				-
29		423,200.00	L11E	BR2-166B ON K166 SHAWS CORNER ROAD OVER PINKS BRANCH	CONS				X				-
30		280,800.00	L110	BR2-203A ON TODD'S MILL ROAD OVER ISSAC BRANCH	CONS				X				-
31	T201407602	2,800,000.00	M001	BR 3-150N/S ON S014 SR1 OVER LEWES REHOBOTH CANAL	CONS		ADDED 6/30/14		X	2,105,839.02			-
32	T201407602		Q100	BR 3-150N/S ON S014 SR1 OVER LEWES REHOBOTH CANAL	CONS		ADDED 6/30/14		X	666,156.48			-
33	T201407602		H100	BR 3-150N/S ON S014 SR1 OVER LEWES REHOBOTH CANAL	CONS		ADDED 6/30/14		X	28,004.50			-
34		564,000.00	L11E	BR3-224 ON S546 CONRAIL ROAD OVER BUCKS BRANCH	CONS				X				-
35			LY20	COMMUTER RAIL NEWARK TO WILMINGTON					X				-
36			LY30	COMMUTER RAIL MIDDLETOWN TO NEWARK					X				-
37		100,000.00	L480	DISADVANTAGED BUSINESS ENTERPRISE						125,000.00			125,000.00
38			M439	EDUCATION AND TRAINING			New code			200,000.00			200,000.00
39		8,000.00	L24E	ENVIRONMENTAL IMPROVEMENTS	ENV		Update 6/28			18,000.00			18,000.00
40		200,000.00	MS30	HIGH RISK RURAL ROADS PROGRAM	PE,ROW,CONS				X	250,000.00			-
41			LS2E	HIGH RISK RURAL ROADS PROGRAM TOLL CREDITS	PE,ROW,CONS				X	27,777.78			-
42		2,200,000.00	MS3E	HAZARD ELIMINATION PROGRAM	PE,ROW,CONS					2,200,000.00			2,200,000.00
43		2,265,000.00	MS31	SEC 154 PENALTIES-FOR HSIP	PRO								2,265,000.00
44			MS30	FUTURE SAFTY PE	PE				X	450,000.00			-
45	T200404103			N282 MILLCREEK AND STONEY BATTER ROAD	CONS				X				-

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4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDIT S	DATE	DATE	AUTH		TO DATE	OBLIGATED
46			LZ10	CHURCHMANN'S ROAD - CHRISTIANA HOSPITAL TO SR 1	CONS				X	1,360,000.00			-
47	T201469006	600,000.00	M230	CITY OF NEW CASTLE INTERSECTIONS	ROW	ADDED	8/23/13		X				-
48	T200809001	1,200,000.00	L010	I-95 CARR ROAD AND MARSH ROAD	UNAC				X				-
49		45,000.00	LS3E	SR 2 AND CLEVELAND AVENUE INTERSECTION IMPROVE	PE				X				-
50	T201200701		M240	SR2 PIKE CREEK ROAD TO WOODMILL DRIVE	CONS				X	2,400,000.00			-
51	T200900704		MS30	SR 273, APPLEBY AND AIRPORT ROAD	CONVERT				X	3,750,000.00			-
52	T200800713	2,400,000.00	MS3E	SR273 AND HARMONY ROAD INTERSECTION	CONS	UPDATED	3/31/15		X				-
53		918,000.00	LS3E	SR273 INTERSECTION IMPROVEMENTS	CONVERT				X	1,100,000.00			-
54			LZ20	SR7 AND VALLEY ROAD INTERSECTION	CONS				X	716,000.00			-
55		450,000.00	LS3E	SR 7 AT SKYLINE DRIVE/MERMAID STONEY BATTER ROA	CONS				X				-
56	T201000701		MS30	SR71, OLD PORTER ROAD TO SR 7	CONVERT	Update	7/05		X	800,000.00			-
57			LS30		CONS				X	1,129,500.00			-
58		45,000.00	LS3E	US 40 AND SALEM CHURCH ROAD	PE				X				-
59	T201200104	45,000.00	M001	US 40 AND SR7 INTERSECTION IMPROVEMENTS	CONS				X	600,000.00			-
60		270,000.00	M240	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD	CONS				X	640,000.00			-
61		45,000.00	LS30	HEP I-495 AT PHILADELPHIA PIKE	ROW				X				-
62			MS3E	HEP SR 273 AND RED MILL ROAD CONNECTOR	CONVERT		8/20/15 ET			800,000.00			800,000.00
63			MS30	HEP KC SR8 & SR15 INTERSECTION IMPROVEMENTS	PE				X	900,000.00			-
64		27,000.00	MS3E	HEP KC SR 14 AT KILLENS POND ROAD	CONS	UPDATED	8/14/148/17/15 E		X	225,000.00			-
65			MS30	HEP KC, US13 PUNCHEON RUN CONNECTOR TO WALNUT	CONVERT				X	2,050,000.00			-
66	T200900804		LS30	SOUTH STATE STREET AND SORGHUM MILL ROAD	CONS				X	1,800,000.00			-
67	T201200802	450,000.00	LS3E	SR10 & SR15 INTERSECTION IMPROVEMENTS	CONS				X				-
68	T200800713		M240	SR72 AND OLD BALTIMORE PIKE INTERSECTION	CONS	ADD ON	10/10		X	640,000.00			-
69	T201200801		M231	SR 300 GLENWOOD AVENUE	CONS	CHANGE	4/25		X	880,000.00			-
70			L20E	SR 300 GLENWOOD AVENUE TOLL CREDIT	CONS				X	220,000.00			-
71	T201500202	1,600,000.00	M0E1	HEP KC, US13 LOCHMEATH WAY TO PUNCHEON RUN CONNECTOR	ROW								1,600,000.00
72		400,000.00	M0E1	HEP KC, US13 WALNUT SHADE RD. TO LOCHMEATH WAY	PE		8/17/15 E		X				-
73			LS30	US 13 AT CARPENTER BRIDGE ROAD	CONS				X	2,250,000.00			-
74			MS3E	FUTURE HSIP THREE COUNTY 80/20	CONS					1,800,000.00			1,800,000.00
75			MS3E	FUTURE HSIP THREE COUNTY 90/10	ROW					800,000.00			800,000.00
76			MS3E	FUTURE HSIP THREE COUNTY 90/10	CONS					3,100,000.00			3,100,000.00
77			MS30	SR24 AT SR5/SR23 INTERSECTION IMPROVEMENTS	CONS				X				-
78		2,335,775.40	MS30	SR24 AT CAMP ARROW HEAD ROAD AND SR24 ROBINSON	CONS	UPDATED	7/10/14 to FY1		X				-
79	T200711201		M2E1	SR24 AT MOUNT JOY & SR24 AT BAY FARM RD	CONS		8/20/15 ET			1,800,000.00			1,800,000.00
80	T201300301	800,000.00	M240	HEP SC, SR404 & SR18 INTERSECTION IMPROVEMENTS	CONS				X				-
81		270,000.00	MS30	HEP US 13 @ S46	CONS				X				-
82	T201400302	45,000.00	MS30	HRRP SC US 13 AT SR 30 DOROTHY ROAD	ROW				X				-
83	T201400301	45,000.00	MS30	HSIP SC US 113 ENNIS RD/NORTH STREET INTERSECTION	PE				X				-
84	T201100901		M0E1	HSIP SUSSEX US 9 & SR 5	CONVERT					1,000,000.00			1,000,000.00
85		800,000.00	MS30	HSIP SC US 113 AT SR404/SR18 INTERSECTION IMPROVEM	CONS				X				-
86	T201109002		MS30	IRON BRANCH ROAD/STATE STREET	CONVERT				X	980,000.00			-
87			LS3E	S275 PLANTATION ROAD, CEDAR GROVE/POSTAL LANE	CONVERT				X	2,200,000.00			-
88			LZ2E	US 9 (HSIP) CONS	CONVERT				X	2,500,000.00			-
89			L250	US 13 AT ALLEN MILL ROAD FROM HILL ROAD	CONS				X	400,000.00			-
90			M23E	CHRISTINA RIVER BRIDGE APPROACHES	CONVERT		8/1815 ET			7,000,000.00			7,000,000.00

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91			M40E	CHRISTINA RIVER BRIDGE SECOND CONTRACT	CONVERT		8/25/15 ET			4,000,000.00			4,000,000.00
92			LY20	CHRISTINA RIVER CROSSING	CONVERT				X	4,608,392.00			-
93		1,800,000.00	L010	I-495 LIGHTING					X				-
94			M240	INTERSECTION IMPROVEMENTS	CONS					1,600,000.00			1,600,000.00
95			M240	INTERSECTION IMPROVEMENTS TOLL CREDITS	CONS					400,000.00			400,000.00
96			M001	INTERSTATE ROADWAY LIGHTING	CONVERT				X	1,330,000.00			-
97			L200	LOCKERMANN ST/FOREST AVENUE	CONS				X			-	-
98		800,000.00	M400	MANOR AVENUE SIDEWALK IMPROVEMENTS	CONS				X				-
99		170,000.00	M438	PLANNING - LOCAL TRANSPORTATION ASSISTANCE PROGRAM	PLAN								170,000.00
100		1,690,887.00	M45E	PLANNING - METROPOLITAN PLANNING ORGANIZATION /FHWA	PLAN		8/17/15 ET			1,695,391.00			1,695,391.00
101		90,642.00	LT30	MOTOR FUEL TAX COMPLIANCE AND ANTI TAX EVASION	PRO				X				-
102			M001	INTERSTATE OPEN END DRAINAGE	CONS				X	1,600,000.00			-
103			M001	INTERSTATE OPEN END DRAINAGE TOLL CREDITS	CONS				X	200,000.00			-
104			L01E	INTERSTATE STRUCTURAL MAINTENANCE					X	3,600,000.00			-
105			M240	ON THE JOB TRAINING SUPPORTIVE SERVICES			8/17/15 ET			100,000.00			100,000.00
106		12,800,000.00	M0E1	PAVEMENT REHABILITATIONS	CONS					7,800,000.00			7,800,000.00
107			M23E	PAVEMENT REHABILITATIONS	CONS		8/20/15 ET			2,000,000.00			2,000,000.00
108			M23E	PAVEMENT REHABILITATIONS TOLL CREDITS	CONS		8/20/15 E	X		500,000.00			-
109			M2E1	PAVEMENT REHABILITATIONS	CONS					4,000,000.00			4,000,000.00
110			M2E2	PAVEMENT REHABILITATIONS	CONS					1,000,000.00			1,000,000.00
111			M240	PAVEMENT REHABILITATIONS	CONS					6,000,000.00			6,000,000.00
112		1,975,000.00	M55E	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN							-	1,975,000.00
113		596,900.00	M56E	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN					662,000.00			662,000.00
114			MS50	RAIL CROSSING SAFETY	PD					81,000.00			81,000.00
115		550,000.00	MS40	RAIL CROSSING SAFETY	CONS							-	550,000.00
116		61,111.00	MS40	RAIL CROSSING SAFETY TOLL CREDITS	CONS				X				-
117		550,000.00	MS50	RAIL CROSSING SAFETY	CONS								550,000.00
118		854,068.00	M940	REC TRAILS						905,680.00			905,680.00
119		99,000.00	LU1E	SAFE ROUTES TO SCHOOL	PLAN				X				-
120		693,000.00	LU2E	SAFE ROUTES TO SCHOOL	CONS				X				-
121		198,000.00	LU3E	SAFE ROUTES TO SCHOOL	CONS				X				-
122		1,000,000.00	M0E1	SIGNAGE & PAVEMENT MARKINGS	CONS					800,000.00		-	800,000.00
123			M0E1	SIGNAGE & PAVEMENT MARKINGS TOLL CREDITS	CONS					200,000.00		-	200,000.00
124			L01E	I-95 AND SR141 RAMPS G & F IMPROVEMENTS	CONVERT				X	5,500,000.00			-
125		55,000.00	M4SE	TECHNOLOGY - SUMMER INTERN PROGRAM									55,000.00
126		560,000.00	M2E1	CAMDEN BYPASS NORTH	PE		8/26/15BG DUPE		X				-
127		1,600,000.00	M2E1	CAMDEN BYPASS, SOUTH STREET TO RISING SUN ROAD	ROW		8/2515 ET			900,000.00			900,000.00
128		960,000.00	M2E1	CRAWFORD CARROLL ROAD EXTENSION	ROW		8/17/15 E	X					-
129		24,000.00		FEDERAL LAND ACCESS PROGRAM	PRO								24,000.00
130			M23E	GARASCHESS LANE STUDY	CONVERT		8/20/15 ET			1,800,000.00			1,800,000.00
131			M2E2	PARK AVENUE RELOCATION	CONVERT		8/18/15 ET			2,500,000.00			2,500,000.00
132			M2E2	PARK AVENUE RELOCATION	CONS	ADDED	8/20/15 ET		X	3,200,000.00			-

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5	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>TOLL CREDIT S</u>	<u>DATE</u>	<u>DATE</u>	<u>AUTH</u>		<u>TO DATE</u>	<u>OBLIGATED</u>
133		6,400,000.00	M2E2	PLANTATIONS ROAD IMPROVEMENTS SR24 TO US 9	ROW		8/20/15 ET			2,500,000.00			2,500,000.00
134	T201111201		M001	SR 1 TYBOUTS CORNER TO SR 273 DIVERGING DIAMOND	CONS				X	4,730,000.00			-
135			L03E	SR1 FROM TYBOUTS CORNER TO SR273	CONVERT				X	7,000,000.00			-
136			M0E1	SR 2 AND RED MILL ROAD INTERSECTION IMPROVEMENT	CONVERT	MOVED	8/20/15 ET			1,200,000.00			1,200,000.00
137			M0E1	SR 4, CHRISTINA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	CONVERT	UPDATED	8/20/15 ET			9,000,000.00			9,000,000.00
138	T200410301	960,000.00	M23E	SR 9, RIVER ROAD AREA IMPROVEMENTS, FLOOD REMEDIATION	PE								960,000.00
139	T200503403	768,000.00	M231	KENTON RD, SR 8 TO CHESTNUT GROVE ROAD	ROW	UPDATED	8/20/14		X				-
140			M0E1	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTION	CONVERT		8/25/15 ET			6,400,000.00			6,400,000.00
141	T201112202		M0E1	SR 24 LOVE CREEK TO MULBERRY KNOLL	ROW		8/17/15 E		X	1,200,000.00			-
142			M0E1	SR 24 MULBERRY KNOLL TO SR 1	CONVERT					2,800,000.00			2,800,000.00
143	T200411209	8,900,000.00	LZ1E	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	UNAC				X	3,200,000.00			-
144		4,000,000.00	M240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONVERT				X	3,309,426.40			-
145	T200411210		M240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL TOLL CREDITS	CONVERT				X	827,346.60			-
146	T200411210	10,565,694.40	M23E	SR 72, MCCOY ROAD TO SR 71	CONS					5,000,000.00			5,000,000.00
147	T200601102	600,000.00	M0E1	SR 273/CHAPMAN ROAD INTERSECTION	ROW								600,000.00
148			M240	SR 299, SR 1 TO CATHERINE STREET	CONVERT		8/20/15 ET			2,800,000.00			2,800,000.00
149			M0E1	SR 141 AND COMMONS BOULEVARD INTERSECTION IMPROVEMENTS	CONVERT	UPDATED	8.7.158/18/15 ET			15,000,000.00			15,000,000.00
150		960,000.00	M231	US 13, DUCK CREEK TO SR 1	ROW		8/17/15 E		X				-
151		1,600,000.00	M0E1	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	ROW		8/20/15 ET			1,000,000.00			1,000,000.00
152		680,000.00	M2E1	WALNUT SHADE ROAD, US13 TO PEACHTREE RUN ROAD	PE								680,000.00
153		3,200,000.00	M40E	WILMINGTON INITIATIVES, KING AND ORANGE STREETS, WILMINGTON	CONS	UPDATED	8/25/15 ET			4,000,000.00			4,000,000.00
154		800,000.00	M0E1	WILMINGTON INITIATIVES, WALNUT ST, MLK TO 13TH ST	ROW	UPDATED	8.13.15	-				-	800,000.00
155		360,000.00	M40E	RIDESHARE - TRANSPORTATION MANAGEMENT IMPROVEMENTS	PLAN					360,000.00		-	360,000.00
156		3,402,720.00	M400	30' LOW FLOOR REPLACEMENT BUSES NCC (9)	PRO				X				-
157		1,236,160.00	M400	TRANSIT VEHICLE REPLACEMENT (9) 40' LOW FLOOR BUSES NCC FY19	PRO				X				-
158		1,512,320.00	M400	30' LOW FLOOR REPLACEMENT BUSES - KENT (4)	PRO				X				-
159		389,680.00	M400	TRANSIT VEHICLE REPLACEMENT PARATRANSIT BUSES SPRO	PRO				X				-
160	07-22440	3,400,000.00	M3E3	TRANSPORTATION ALTERNATIVES - FHWA						243,255.00			243,255.00
161			M3E2	TRANSPORTATION ALTERNATIVES - FHWA						388,366.00			388,366.00
162			M30E	TRANSPORTATION ALTERNATIVES - FHWA						1,362,340.00			1,362,340.00
163			M3E1	TRANSPORTATION ALTERNATIVES - FHWA						730,718.00			730,718.00
164		4,240,000.00	M40E	TRANSPORTATION MANAGEMENT IMPROVEMENTS						1,900,000.00		-	1,900,000.00
165			disc	TRANSPORTATION MANAGEMENT IMPROVEMENTS					X	2,000,000.00			-
166			M240	TRANSPORTATION MANAGEMENT IMPROVEMENTS						4,000,000.00			4,000,000.00

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167			M0E1	MUTCD COMPLIANCE PROJECT						1,600,000.00			1,600,000.00
168	13-10046	1,040,000.00	M001	US 13, PHILADELPHIA PIKE, CLAYMONT TRANSPORTATION PLAN IMPLEMENTATION	PE	Update 7/2/14			X				-
169	T200269003		M2E1	US 13 FROM SOUTH COURT ST TO LOOCKERMAN	PE		8/17/15 E		X	400,000.00			-
170			M0E1	US 301, GARVEE DEBT SERVICE	DEBT					10,984,388.00			10,984,388.00
171	T201011303	(5,000,000.00)		RELEASES						(13,000,000.00)		-	(13,000,000.00)
172			M001	SR 1 WIDENING, SR273 TO THE ROTH BRIDGE	CONS	UPDATED 5/01/15			X	4,000,000.00			-
173	T200511001		M001	SR 1 WIDENING, SR273 TO THE ROTH BRIDGE	CONS	UPDATED 5/01/15			X	2,984,000.00			-
174	T200511001		M001	SR 1 WIDENING, SR273 TO THE ROTH BRIDGE TOLL CREDITS	CONS	UPDATED 5/01/15			X	746,000.00			-
175	T200511001		M0E1	SR 1 AND S88 CAVE NECK ROAD	PE		8/17/15 E		X	1,600,000.00			-
176			M0E1	SR 1 AND SR 16 GRADE SEPARATED INTERSECTION	ROW	8/20/15 ET				2,200,000.00			2,200,000.00
177			M0E1	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONVERT		8/17/15 ET			4,700,000.00			4,700,000.00
178			M001	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION TOLL CREDITS	CONVERT				X	2,050,501.39			-
179		800,000.00	M0E1	I-95 / SR 896 INTERCHANGE IMPROVEMENTS	ROW	UPDATED 8.7.15/8/17/15 E			X				-
180	T200509102		M240	SR 9, DELAWARE AVENUE AND HARMONY STREET	ROW				X	600,000.00			-
181		500,000.00	L24E	SR 9, NEW CASTLE AVE., 3RD STREET TO HEALD STREET	PD	Update 7/05			X				-
182		8,000,000.00	L05E	US113, NORTH/SOUTH IMPROVEMENTS	PE				X			-	-
183		8,000,000.00	M001	US113, NORTH/SOUTH IMPROVEMENTS	ROW				X	800,000.00			-
184			M001	US113, NORTH/SOUTH IMPROVEMENTS TOLL CREDITS	ROW				X	200,000.00			-
185		13,760,000.00	M0E1	US 113 @ SR18/404 GRADE SEPARATED INTERSECTION	ROW	Update 7/20/15 ET			X				-
186	T201412701	12,000,000.00	L05E	US113, NORTH/SOUTH IMPROVEMENTS	CONS				X				-
187		15,680,000.00	M001	US113 & SR16 GRADE SEPARATED INTERSECTION	CONVERT				X	5,680,000.00			-
188		25,000,160.00	L20E	WEST DOVER CONNECTOR	CONVERT				X	5,799,840.00			-
189			LZ2E	WEST DOVER CONNECTOR	CONS				X	11,500,000.00			-
190		20,000,000.00	M0E1	ELKTON ROAD - MD LINE TO CASHO MILL RD	CONS					1,000,000.00		-	1,000,000.00
191	T201504401		M230	SR9 WILMINGTON ROAD, 3RD & 6TH ST	ROW				X	80,000.00			-
192		960,000.00	M230	SR9 WILMINGTON ROAD, 3RD & 6TH ST	CONS				X				-
193		2,790,000.00	L24E	SR141/I-95 INTERCHANGE	PE				X	4,000,000.00			-
194		3,200,000.00	M0E1	US 40 & SR896 GRADE SEPARATED INTERSECTION	ROW		8/20/15 ET			500,000.00			500,000.00
195			M0E1	US 40 / SR 72 INTERSECTION IMPROVEMENTS	CONVERT	UPDATED 3/31/15/8/18/15 ET				3,400,000.00			3,400,000.00
196	T200411901		M24E	ROAD A / SR 7 IMPROVEMENTS	CONS	UPDATED 9.11.15/11.15 BG				100,000.00			100,000.00
197		36,000,000.00	M001	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT				X	3,630,172.88			-
198			M001	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT				X	907,543.22			-
199													
200													
201		389,931,317.80											
202										314,242,838.27		-	168,565,138.00
203													-
204		150,812,000.00	FY2019 OBLIGATIONAL AUTHORITY										
205		0.00	FY2019 SPECIAL LIMITATION EARMARK OBLIGATIONAL AUTHORITY										
206		389,931,317.80	FY2019 ORIGINAL PLANNED OBLIGATIONS										
207		168,565,138.00	FY2019 BALANCE OF PLANNED OBLIGATIONS										

	A	B	C	D	E	F	G	H	I	J	K	L	M
1				FY 2019 FHWA OBLIGATIONAL PLAN TOLL CREDITS									
2				9/30/2015									
3	STATE	PROGRAM										FUNDS	FUNDS
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDIT S	DATE	DATE	AUTH		TO DATE	OBLIGATED
208		0.00		FY2019 OBLIGATIONS TO DATE									
209		(17,753,138.00)		FY2019 BALANCE OF OBLIGATIONAL AUTHORITY									
210													
211													
212												colors	
213	SECTION PROJECTS REM		M232	PLANTATIONS ROAD IMPROVEMENTS SR24 TO US 9	AC BALANCE					3,900,000.00			
214	T201111201		M23E	SR 72, MCCOY ROAD TO SR 71	AC BALANCE					5,208,973.00			
215	T200601102		M001	BR 1-680 ON SR141 OVER US13	AC BALANCE					-			
216			M0E1	REHABILITATION OF I-95 FROM I-495 TO NORTH OF BRANDYWINE RIVER BRIDGE	AC BALANCE					112,000,000.00			
217			M0E1	REHABILITATION OF I-95 FROM I-495 TO NORTH OF BRANDYWINE RIVER BRIDGE	CONVERT					-			
218			MS3E	HEP SR 273 AND RED MILL ROAD CONNECTOR	AC BALANCE					800,000.00			
219			MS3E	HEP SR 273 AND RED MILL ROAD CONNECTOR	CONVERT					800,000.00			
220			M2E1	SR24 AT MOUNT JOY & SR24 AT BAY FARM RD	AC BALANCE					623,451.20			
221			M2E1	SR24 AT MOUNT JOY & SR24 AT BAY FARM RD	CONVERT								
222			M0E1	SR 2 AND RED MILL ROAD INTERSECTION IMPROVEMENT	AC BALANCE					1,200,000.00			
223			M0E1	SR 2 AND RED MILL ROAD INTERSECTION IMPROVEMENT	CONVERT					1,200,000.00			
224			M0E1	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	AC BALANCE					600,000.00			
225			M0E1	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONVERT								
226			M23E	GARASCHE LANE STUDY	AC BALANCE					1,800,000.00			
227			M23E	GARASCHE LANE STUDY	CONVERT					1,800,000.00			
228			M0E1	SR 1 AND SR 16 GRADE SEPARATED INTERSECTION	AC BALANCE					1,800,000.00			
229			M0E1	SR 1 AND SR 16 GRADE SEPARATED INTERSECTION	CONVERT								
230			M0E1	US 40 & SR896 GRADE SEPARATED INTERSECTION	AC BALANCE					1,100,000.00			
231			M0E1	US 40 & SR896 GRADE SEPARATED INTERSECTION	CONVERT								
232			M23E	CHRISTINA RIVER BRIDGE SECOND CONTRACT	AC BALANCE					4,000,000.00			
233			M23E	CHRISTINA RIVER BRIDGE SECOND CONTRACT	CONVERT					4,000,000.00			
234			M001	US113 & SR16 GRADE SEPARATED INTERSECTION	AC BALANCE					-			
235			M001	US113 & SR16 GRADE SEPARATED INTERSECTION	CONVERT					-			
236			M23E	CHRISTINA RIVER BRIDGE APPROACHES	AC BALANCE					7,000,000.00			
237			M23E	CHRISTINA RIVER BRIDGE APPROACHES	CONVERT					7,000,000.00			
238			M001	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTION	AC BALANCE					9,500,000.00			
239	T201112202		M001	SR 1, NE FRONT STREET GRADE SEPARATED INTERSECTION	CONVERT					6,400,000.00			
240			M001	SR 24 MULBERRY KNOLL TO SR 1	AC BALANCE					2,800,000.00			
241	T200411209		M001	SR 24 MULBERRY KNOLL TO SR 1	CONVERT					2,800,000.00			
242	T200411209		M001	SR 141 AND COMMONS BOULEVARD INTERSECTION IMPR	AC BALANCE					17,000,000.00			
243			M001	SR 141 AND COMMONS BOULEVARD INTERSECTION IMPR	CONVERT					15,000,000.00			
244			M001	SR 4, CHRISTINA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	AC BALANCE					9,000,000.00			

	A	B	C	D	E	F	G	H	I	J	K	L	M
1				FY 2019 FHWA OBLIGATIONAL PLAN TOLL CREDITS									
2				9/30/2015									
3	STATE	PROGRAM										FUNDS	FUNDS
4	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDIT S	DATE	DATE	AUTH		TO DATE	OBLIGATED
245	T200410301		M001	SR 4, CHRISTINA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	CONVERT					9,000,000.00			
246	T200410301		L050	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	AC BALANCE								
247			L050	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT								
248	24-122-01		M240	SR 299, SR 1 TO CATHERINE STREET	AC BALANCE					4,800,000.00			
249	T201012001		M240	SR 299, SR 1 TO CATHERINE STREET	CONVERT					2,800,000.00			
250	T201012001		M232	PARK AVENUE RELOCATION	AC BALANCE	ADDED	10/24/13			3,200,000.00			
251			M2E1	CAMDEN BYPASS, SOUTH STREET TO RISING SUN ROAD	AC BALANCE					700,000.00			
252	T200900704		M2E1	CAMDEN BYPASS, SOUTH STREET TO RISING SUN ROAD	CONVERT								
253	T200900704		M001	ELKTON ROAD - MD LINE TO CASHO MILL RD	AC BALANCE					19,000,000.00			
254	T201504401		M001	ELKTON ROAD - MD LINE TO CASHO MILL RD	CONVERT					-			
255	T201504401		M001	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	AC BALANCE					4,700,000.00			
256	T200812202		M001	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONVERT					4,700,000.00			
257			M001	US 113 @ SR18/404 GRADE SEPARATED INTERSECTION	AC BALANCE								
258			LS3E	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD	CONVERT					-			
259			M2E2	PARK AVENUE RELOCATION	AC BALANCE					2,500,000.00			
260			M2E2	PARK AVENUE RELOCATION	CONVERT					2,500,000.00			
261			M001	HSIP SUSSEX US 9 & SR 5	AC BALANCE					1,000,000.00			
262	T201100901		M001	HSIP SUSSEX US 9 & SR 5	CONVERT					1,000,000.00			
263	T201100901		L05E	US 301, GARVEE DEBT SERVICE	AC BALANCE					71,380,151.00			
264	T201011303		M001	US 301, GARVEE DEBT SERVICE	CONVERT					10,984,388.00			
265	T201011303		M24E	ROAD A / SR 7 IMPROVEMENTS	AC BALANCE					8,700,000.00			
266			M24E	ROAD A / SR 7 IMPROVEMENTS	CONVERT					-			
267			M001	US 40 / SR 72 INTERSECTION IMPROVEMENTS	AC BALANCE	UPDATED	3/31/15			3,400,000.00			
268	T200411901		M001	US 40 / SR 72 INTERSECTION IMPROVEMENTS	CONVERT					3,400,000.00			
269	T200411901		M001	US 113 @ SR18/404 GRADE SEPARATED INTERSECTION	AC BALANCE								
270			M001	US 113 @ SR18/404 GRADE SEPARATED INTERSECTION	CONVERT								
271			M230	SR 4, CHRISTINA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	AC BALANCE					14,000,000.00			
272			LS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM,7560,675,590	CONVERT								
273													
274				CURRENT AC BALANCE						311,712,575.20			
275													
276	mark Funds			PLAN END OF YEAR AC BALANCE						238,328,187.20			
277	Problem												
278													
279													

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1				FY 2019 FHWA OBLIGATIONAL PLAN TOLL CREDITS									
2				9/30/2015									
3	STATE	PROGRAM										FUNDS	FUNDS
4	PROJECT	FEDERAL	APPORT	PROJECT			SUBMIT	AUTH		FED \$		OBLIGATED	TO BE
5	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>TOLL CREDIT S</u>	<u>DATE</u>	<u>DATE</u>	<u>AUTH</u>		<u>TO DATE</u>	<u>OBLIGATED</u>
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1				FY 2019 FHWA OBLIGATIONAL PLAN TOLL CREDITS									
2				9/30/2015									
3	STATE	PROGRAM										FUNDS	FUNDS
4	PROJECT	FEDERAL	APPORT	PROJECT			SUBMIT	AUTH		FED \$		OBLIGATED	TO BE
5	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>TOLL CREDIT S</u>	<u>DATE</u>	<u>DATE</u>	<u>AUTH</u>		<u>TO DATE</u>	<u>OBLIGATED</u>
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1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2019					
2				9/30/2015	3:37:42 PM			
3				Estimated	Estimated			
4			CURRENT	FY2018	FY2019		PROJECTED	UNOBLIGATED
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES
6			UPDATED					
7								
8								
9	INTERSTATE MAINT	04M0	-			-	-	-
10	INTERSTATE MAINT	Q010	-			-	-	-
11	INTERSTATE MAINT	H010	-			-	-	-
12	INTERSTATE MAINT	L010	(326,941.27)			-	-	(326,941.27)
13	INTERSTATE MAINT S-LU EXT	L01E	256,059.25		-	-	-	256,059.25
14	INTERSTATE MAINT DISC	H020	-			-	-	-
15	INTERSTATE 56	0420	-			-	-	-
16	IM DISCRETIONARY	L020	-			-	-	-
17	INTERSTATE MAINT RE	L01R	70,882.02			-	-	70,882.02
18	CONSOLIDATED PRIMARY	0100	-			-	-	-
19	RURAL SECONDARY	0750	-			-	-	-
20	URBAN SYSTEMS	W360	-			-	-	-
21	BRIDGE R/R ON/OFF	1140	-			-	-	-
22	BRIDGE R/R OFF	1170	-			-	-	-
23	BRIDGE R/R ON	1180	-			-	-	-
24	BRIDGE R/R ON	Q100	-			-	-	-
25	BRIDGE R/R ON	H100	-			-	-	-
26	BRIDGE 65% ON	L10R	(12,000.00)			-	-	(12,000.00)
27	BRIDGE R/R OFF	Q110	-			-	-	-
28	BRIDGE R/R OFF	H110	-			-	-	-
29	BRIDGE 15% OFF	L110	-			-	-	-
30	BRIDGE PROG 15% OFF S-LU EXT	L11E	-			-	-	-
31	BRIDGE 15% OFF RE	L11R	-			-	-	-
32	STP OFF SYSTEM BRIDGE	M233	(402,400.00)		-	-	-	(402,400.00)
33	STP OFF SYSTEM BRIDGE EXTENS	M2E3	2,755,852.83		1,846,967.00	(1,846,967.00)	720,000.00	3,882,819.83
34	BRIDGE R/R ON/OFF	Q120	-			-	-	-
35	BRIDGE R/R ON/OFF	H120	-			-	-	-
36	BRIDGE R/R 20% ON/OFF RE	L12R	(400,000.00)			-	-	(400,000.00)
37	HWY BR PROG 85% ON/OFF	H1C0	-			-	-	-
38	HWY BR PROG 85% ON/OFF	L1C0	-			-	-	-
39	BRIDGE 85% ON/OFF S-LU EXT	L1CE	-		-	-	-	-
40	BRIDGE 85% ON/OFF S-LU RE	L1CR	-			-	-	-
41	REDISTRIBE OF AUTH	Q030	-			-	-	-
42	REDISTRIBE OF AUTH	H030	-			-	-	-
43	REDISTIB CERTAIN AUTHOR	L030	-			-	-	-
44	REDISTIB CERTAIN AUTHOR	L03E	-			-	-	-
45	REDISTIB CERTAIN AUTHOR	M030	579,208.56			-	-	579,208.56

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1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2019					
2				9/30/2015	3:37:42 PM			
3				Estimated	Estimated			
4			CURRENT	FY2018	FY2019		PROJECTED	UNOBLIGATED
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES
46	REDIST CERTAIN AUTH MAP-21 EXT	M03E	2,141,197.00		534,843.00	(534,843.00)	-	2,676,040.00
47	BRIDGE DISCRETIONARY	H060	-			-	-	-
48	BRIDGE DISCRETIONARY	H070	-			-	-	-
49	URBAN - 200,000	3AA0	-			-	-	-
50	URBAN - 200,000	Q200	124,543.71			-	-	124,543.71
51	URBAN - 200,000	H200	927,560.05			-	-	927,560.05
52	URBAN - 200,000	L200	298,747.74			-	-	298,747.74
53	STP <200,000 S-LU EXT	L20E	718,712.65			-	-	718,712.65
54	URBAN - 200,000 RE	L20R	-			-	-	-
55	STP 5-200K POP-MAP 21	M231	835,490.01		-	-	-	835,490.01
56	STP 5-200K POP-MAP21 EXTENSION	M2E1	6,956,132.00		5,994,564.00	(5,994,564.00)	9,380,000.00	3,570,696.00
57	OPT SAFETY	33A0	-			-	-	-
58	OPT SAFETY	Q210	439,572.74			-	-	439,572.74
59	OPT SAFETY	H210	417,769.42			-	-	417,769.42
60	OPT SAFETY RE	L21R	396,590.48			-	-	396,590.48
61	HSIP HIGH RISK RURAL ROAD	LS20	-			-	-	-
62	HSIP HIGH RISK RU RD S-LU EXT	LS2E	(875,204.74)			-	-	(875,204.74)
63								
64	HSIP HIGH RISK RURAL ROAD RE	LS2R	-			-	-	-
65	HSIP	LS30	(22,807.80)			-	-	(22,807.80)
66	HIGHWAY SFE S-LU EXT	LS3E	(62,544.07)			-	-	(62,544.07)
67	HWY SAFETY PROG	MS30	(3,270,000.00)			-	-	(3,270,000.00)
68	HWY SAFETY PROG EXTENS	MS3E	3,155,261.84		8,994,205.00	(8,994,205.00)	8,700,000.00	3,449,466.84
69	SEC 154 PENALTIES-FOR HSIP	MS31	645.00		2,265,215.00	(2,265,215.00)	2,265,000.00	860.00
70	SEC 164 PEN-HSIP MAP-21 EXT	MSE2	3,254,337.60				-	3,254,337.60
71	TRANS ENHANCEMENTS	33B0	-			-	-	-
72	TRANS ENHANCEMENTS	Q220	-			-	-	-
73	TRANS ENHANCEMENTS	H220	-			-	-	-
74	TRANS ENHANCEMENTS	L220	-			-	-	-
75	STP ENHANCEMENT S-LU EXT	L22E	(10.00)		-	-	-	(10.00)
76			-			-	-	-
77	TRANS ENHANCEMENTS RE	L22R	10.00			-	-	10.00
78	URBAN 200,000+	33C0	-			-	-	-
79	URBAN 200,000+	Q230	-			-	-	-
80	URBAN 200,000+	H230	-			-	-	-
81	URBAN 200,000+	L230	-			-	-	-
82	STP URBANIZED AREAS S-LU EXT	L23E	-			-	-	-
83	STP URBANIZED>200K MAP-21 EXT	M23E	2,766,396.02		11,278,872.00	(11,278,872.00)	20,740,000.00	(6,694,731.98)
84	URBAN 200,000+ RE	L23R	-			-	-	-
85	STP URBANIZED>200K MAP-21	M230	(2,485,722.42)		-	-	-	(2,485,722.42)
86	STATE FLEXIBILITY	33D0	-			-	-	-
87	STATE FLEXIBILITY	Q240	-			-	-	-
88	STATE FLEXIBILITY	H240	-			-	-	-
89	STATE FLEXIBILITY	L240	-			-	-	-
90	SURFACE TRANS FLEX S-LU EXT	L24E	(4,136,036.24)			-	18,000.00	(4,154,036.24)

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1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2019					
2				9/30/2015	3:37:42 PM			
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4			CURRENT	FY2018	FY2019		PROJECTED	UNOBLIGATED
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES
91	STATE FLEXIBILITY RE	L24R	-			-	-	-
92	STATE FLEXIBILITY-MAP-21	M240	15,156,188.97		19,181,183.00	(19,181,183.00)	14,900,000.00	19,437,371.97
93	STATE FLEXIBILITY-MAP-21	M24E	(8,615,014.27)				1,060,000.00	(9,675,014.27)
94	AREAS <5000	33E0	-			-	-	-
95	AREAS <5000	Q250	-			-	-	-
96	AREAS <5000	H250	-			-	-	-
97	AREAS <5000	L250	-			-	-	-
98	STP <5K POPULATION S-LU EXT	L25E	125,978.36			-	-	125,978.36
99	AREAS <5000 RE	L25R	-			-	-	-
100	STP<5K POP-MAP-21	M232	(798,567.08)			-	-	(798,567.08)
101	STP<5K POP-MAP-21 EXTENSION	M2E2	(3,185,874.31)		3,754,713.00	(3,754,713.00)	8,000,000.00	(7,431,161.31)
102	TAP-AREAS POP 5K AND UNDER	M303	481,628.00			-	-	481,628.00
103	TAP-AREA 5K AND UND MAP-21 EXT	M3E3	97,164.00		243,255.00	(243,255.00)	243,255.00	97,164.00
104	TAP-AREAS POP 5K-200K	M302	768,939.00			-	-	768,939.00
105	TAP AREAS 5K-200K MAP-21 EXT	M3E2	35,270.00		388,366.00	(388,366.00)	388,366.00	35,270.00
106	TRANSP ALTERNATIVES PROG FLEX	M300	810,321.08			-	-	810,321.08
107	TRANSP ALT PROG FLEX MAP21 EXT	M30E	1,452,359.00		1,362,340.00	(1,362,340.00)	1,362,340.00	1,452,359.00
108	TAP-URBANIZED AREAS POP>200K	M301	-			-	-	-
109	TAP-URBANIZED AREAS POP>200K MAP21 EXT	M3E1	(225,042.00)		730,718.00	(730,718.00)	730,718.00	(225,042.00)
110	PROTECT DEVICES	33M0	-			-	-	-
111	PROTECT DEVICES	Q260	566,512.37			-	-	566,512.37
112	PROTECT DEVICES	H260	32,719.36			-	-	32,719.36
113	RAIL/HWY PROTECT DEVICES RE	L26R	137,869.37			-	-	137,869.37
114	RAIL/HWY PROTECT DEVICES	LS50	-			-	-	-
115	RL HWY PROTECT DEV S-LU EXT	LS5E	54,816.75			-	-	54,816.75
116	RAIL HWY PROTECT DEV MAP-21	MS50	(1,004,740.66)			-	631,000.00	(1,635,740.66)
117	RAIL HWY PROTECT DEV MAP-21 EXT	MS5E	2,291,918.00		550,000.00	(550,000.00)	-	2,841,918.00
118	ELIM OF HAZARDS	33N0	2,680.84			-	-	2,680.84
119	ELIM OF HAZARDS	Q270	536,752.20			-	-	536,752.20
120	ELIM OF HAZARDS	H270	252,690.74			-	-	252,690.74
121	RAIL/HWY CROSS HAZA ELIM RE	L27R	138,025.01			-	-	138,025.01
122	HAZARD ELIMINATION	1410	-			-	-	-
123	HAZARD ELIMINATION	33P0	15,798.93			-	-	15,798.93
124	HAZARD ELIMINATION	Q280	85,250.10			-	-	85,250.10
125	HAZARD ELIMINATION	H280	-			-	-	-
126	HAZARD ELIMINATION RE	L28R	226,241.59			-	-	226,241.59
127	RAIL/HWY CROSS HAZA ELIM	LS40	-			-	-	-
128	RL HWY CROSS HAZ ELIM S-LU EXT	LS4E	(61,111.00)			-	-	(61,111.00)
129	RAIL/HWY CROSS HAZA ELIM RE	LS4R	-			-	-	-
130								
131	RAIL/HWY CROSS HAZA ELIM	MS40	(1,546,692.38)			-	550,000.00	(2,096,692.38)
132	RAIL HWY HAZARD ELIM MAP21 EXT	MS4E	2,291,918.00		550,000.00		-	

	O	P	Q	R	S	T	U	V
1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2019					
2				9/30/2015	3:37:42 PM			
3				Estimated	Estimated			
4			CURRENT	FY2018	FY2019		PROJECTED	UNOBLIGATED
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES
133	RAIL HIGHWAY CROSS	1390	-			-	-	-
134								
135								
136	SPR - PLANNING	Q550	-			-	-	-
137	SPR - PLANNING	H550	-			-	-	-
138	SPR - PLANNING	L550	-			-	-	-
139	2% S-LU EXT	L55E	449,980.81			-	-	449,980.81
140	STATEWIDE PLANNINGB MAP-21	M550	880,172.71			-	-	880,172.71
141	STATEWIDE PLANNINGB MAP-21 EXT	M55E	5,982,387.00		2,406,613.00	(2,406,613.00)	1,975,000.00	6,414,000.00
142	SPR - RESEARCH	Q560	-			-	-	-
143	SPR - RESEARCH	H560	-			-	-	-
144	SPR - RESEARCH	L560	-			-	-	-
145	25% PL S-LU EXT	L56E	-			-	-	-
146	RESEARCH DEVT AND TECH TRANS	M560	(407,937.88)			-	-	(407,937.88)
147	RES DEV AND TEC TRAN MAP21 EXT	M56E	2,672,631.48		703,840.00	(703,840.00)		3,376,471.48
148	SEAT BELT SAFETY	Q040	-			-	-	-
149	SCENIC BYWAYS	Q970	-			-	-	-
150	SCENIC BYWAYS	H970	-			-	-	-
151								
152	NATIONAL SCENIC BYWAYS	L970	-			-	-	-
153	NATIONAL SCENIC BYWAYS	L97E	240,000.00			-	-	240,000.00
154	RESTORATION	3170	-			-	-	-
155								
156	NATIONAL HIGHWAY	3150	-			-	-	-
157	NATIONAL HIGHWAY	Q050	-			-	-	-
158	NATIONAL HIGHWAY	H050	-			-	-	-
159	NATIONAL HIGHWAY	L050	-			-	-	-
160	NHS NATIONAL HIGHWAY S-LU EXT	L05E	-			-	-	-
161	NATIONAL HIGHWAY RE	L05R	-			-	-	-
162	NHPP-MAP-21	M001	(26,359,439.46)			-	-	(26,359,439.46)
163	NATIONAL HWY PERF PROGRAM EXT	M0E1	22,289,708.29		84,527,281.00		92,604,388.00	14,212,601.29
164	NATIONAL HIGHWAY PERF EXCEMPT	M002	3,429,809.00			-	-	3,429,809.00
165	NATIONAL HWY PERF EXEMPT EXTEN	M0E2	10,525,260.00		2,525,132.00		-	13,050,392.00
166	METRO PLAN/RD&TT	860	-			-	-	-

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2				9/30/2015	3:37:42 PM			
3				Estimated	Estimated			
4			CURRENT	FY2018	FY2019		PROJECTED	UNOBLIGATED
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES
167	METRO PLAN/RD&TT	81	-			-	-	-
168	PLANNING & RESEARCH 1 1/2% HPR	800	-			-	-	-
169	PLANNING	Q450	-			-	-	-
170	PLANNING	H450	-			-	-	-
171	METRO PLANNING	L450	-			-	-	-
172	1.25% S-LU EXT	L45E	-			-	-	-
173	METRO PLANNING 1.25% RE	L45R	-			-	-	-
174	METRO PLANNING MAP-21	M450	-			-	-	-
175	METRO PLAN MAP-21 EXT	M45E	1,470,812.13		1,688,400.00	(1,688,400.00)	1,695,391.00	1,463,821.13
176	NSTI SK EXT	M45E	-		55,000.00	(55,000.00)	55,000.00	-
177	CONGEST MITIGATION	3200	-			-	-	-
178	CONGEST MITIGATION	Q400	-			-	-	-
179	CONGEST MITIGATION	H400	-			-	-	-
180	CONGEST MITIGATION	L400	-			-	-	-
181	CONGESTION MITIGATION S-LU EXT	L40E	-			-	-	-
182	CONGEST MITIGATION RE	L40R	-			-	-	-
183	CONGESTION MITIGATION MAP-21	M400	752,933.58			-	-	752,933.58
184	CONGESTION MITIGATION MAP-21 EXT	M40E	11,684,207.00		9,404,619.00	(9,404,619.00)	13,460,000.00	7,628,826.00
185	PROJ PM 2.5 EMI	M003	3,509,113.00			-	-	3,509,113.00
186	REDUCE PM 2.5 EMI MAP-21 EXT	M0E3	7,301,988.00		1,752,285.00	(1,752,285.00)	-	9,054,273.00
187	COVERED BRIDGES (100%)	9BA0	-			-	-	-
188	NATIONAL REC TRAILS	Q940	-			-	-	-
189	NATIONAL REC TRAILS	H940	-			-	-	-
190	NATIONAL REC TRAILS	L940	-			-	-	-
191	RECREATIONAL TRAILS S-LU EXT	L94E	485,286.90			-	-	485,286.90
192	REC TR MAP-21	M940	(1,396,187.85)			-	905,680.00	(2,301,867.85)
193	REC TR MAP-21-EXT	M94E	3,736,338.00		896,623.00	(896,623.00)	-	4,632,961.00
194	RETURN 1% RTP ADMIN MAP-21 EXT	M9E1	19,652.00		3,027.00	(3,027.00)	-	22,679.00
195	RETURN 1% RTP ADMIN MAP-21	M941	-			-	-	-
196	TIFIA REDISTRIBUTION MAP-21	M040	8,259,112.00		2,764,778.00	(2,764,778.00)	-	11,023,890.00
197	NATIONAL REC TRAILS RE	L94R	-			-	-	-
198	NATIONAL REC TRAILS	3840	-			-	-	-
199	NATIONAL REC TRAILS - ADMIN	38B0	-			-	-	-
200	LTAP	Q890	-			-	-	-
201	LTAP	H890	-			-	-	-
202	LTAP	37A0	-			-	-	-
203	LOCAL TECH ASSIST PGRM	4380	-	50,000.00		50,000.00	-	-
204	LTAP S-LU EXT	438E	441,069.00		141,500.00	(141,500.00)	-	582,569.00
205	OP MOT VEH/INTOX	H080	81,170.21			-	-	81,170.21
206	SURF TRAN RSCH-STRUCTURES	HX80	-			-	-	-
207	MINIMUM GUAR - LIMIT	Q780	-			-	-	-

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1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2019					
2				9/30/2015	3:37:42 PM			
3				Estimated	Estimated			
4			CURRENT	FY2018	FY2019		PROJECTED	UNOBLIGATED
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES
208	MINIMUM GUAR - LIMIT	H780	-			-	-	-
209	NITTEC RESEARCH & TECH	3730	17,821.00			-	-	17,821.00
210	IVHS	3900	39,029.61			-	-	39,029.61
211	IVHS ACTIVITIES	3910	1,000.00			-	-	1,000.00
212	ITS	3260	-			-	-	-
213	LITHIUM FIELD TREATMENT	QX50	-			-	-	-
214	MIN BUSINESS ENTERPRISE	Q480	-			-	-	-
215	MIN BUSINESS ENTERPRISE	H480	-			-	-	-
216	MIN BUSINESS ENTERPRISE	L480	-			-	125,000.00	(125,000.00)
217	MIN BUSINESS ENTERPRISE	M480	(75,000.00)		100,000.00	(100,000.00)	-	25,000.00
218	SUPPORTIVE SERVICES-MAP 21	M490	-			-	-	-
219	NATIONAL SUMMER TRANS INST SK	M49S	-			-	-	-
220	SUPPORTIVE SERVICES	Q490	-			-	-	-
221	SUPPORTIVE SERVICES	H490	-			-	-	-
222	SUPPORTIVE SERVICES	L49E	-			-	-	-
223			-			-		-
224	TRAINING AND EDUCATION	M439	(600,000.00)			-	200,000.00	(800,000.00)
225	LONG TERM PAVEMENT PERFORMANCE	4L10	-			-	-	-
226	SAFE RTS TO SCHOOL PROG	HU10	-			-	-	-
227								
228								
229								
230								
231								
232								
233								
234								
235								
236								
237								
238								
239								
240								
241	SAFE RTS TO SCHOOL PROG	LU10	-	100,000.00		100,000.00	-	-
242	SAFE ROUTES TO SCHOOL S-LU EXT	LU1E	-			-	-	-
243	SAFE RTS TO SCHOOL RE	LU1R	-			-	-	-
244	SAFE RTS TO SCHOOL INFR	HU20	-			-	-	-

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1			FHWA STATUS OF FUNDS AND BALANCES FOR FY2019					
2				9/30/2015	3:37:42 PM			
3				Estimated	Estimated			
4			CURRENT	FY2018	FY2019		PROJECTED	UNOBLIGATED
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES
245	SAFE RTS TO SCHOOL INFR	LU20	(368,817.44)	700,000.00		700,000.00	-	(368,817.44)
246	SAFE ROUTES TO SCHOOL S-LU EXT	LU2E	782,924.81			-	-	782,924.81
247	SAFE RTS TO SCHOOL RE	LU2R	-			-	-	-
248	SAFE RTS TO SCHOOL EITHER	HU30	-			-	-	-
249	SAFE RTS TO SCHOOL EITHER	LU30	173,161.66	200,000.00		200,000.00	-	173,161.66
250	SAFE ROUTES TO SCHOOL S-LU EXT	LU3E	189,443.45			-	-	189,443.45
251	SAFE RTS TO SCHOOL EITHER RE	LU3R	44,372.00			-	-	44,372.00
252	TRANS RESEARCH PLAN	Q670	-			-	-	-
253								
254	TOTAL		80,477,303.36	1,050,000.00	164,644,339.00	(75,991,926.00)	180,709,138.00	61,570,586.36
255								
256								
257	ALLOCATED FUNDS							
258								
259	HIGHWAY USE TX EVASION	H960	-			-	-	-
260	MOTOR FUEL TAX COMPL	Q960	-			-	-	-
261	ITS STDS RESCH OP TEST	QT20	-			-	-	-
262	STP-1/4 OF 1% HWY USE TAX EVAS	QT30	-			-	-	-
263	LTAP	37P0	-			-	-	-
264	ITS DEPLOYMENT - METL *	QT80	24.31			-	-	24.31
265	ITS DEPLOYMENT - METL *	HT80	-			-	-	-
266	TECH DEPLOY PRG-INNOV BR	QX20	8,813.62			-	-	8,813.62
267	TECH DEPLOY PRG-INNOV BR	HX20	-			-	-	-
268	TRAN COMM SYS PRES ST TEA21	Q680	-			-	-	-
269	TRAN COMM SYS PRES	L680	-			-	-	-
270	ARRA AREA WITH POP<200K	C200	544,122.28			-	-	544,122.28
271	ARRA RURAL POP <5K	C250	27,666.33			-	-	27,666.33
272	ARRA AVAIL FOR ALL AREA (FLEX	C240	2,117,442.71			-	-	2,117,442.71
273	ARRA UPWARD ADJUSTMENT	C242	12.06			-	-	12.06
274	ARRA AVAIL FOR ALL AREA (FLEX	C243	6.41			-	-	6.41
275	ARRA URBANIZED AREAS >200K	C230	18,979.11			-	-	18,979.11
276	ARRA TRANSPORTATION ENHANCEMENTS	C220	11,139.29			-	-	11,139.29
277	TOTAL		2,728,206.12	-	-	-	-	2,728,206.12
278						-		-
279	FUNDS SUBJECT SO SPECIAL LIMITATION					-		-

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5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES
280	SEC 115 UNOBL. BALANCE	H170	-			-	-	-
281	GRANTS SUP PLAN HWY STP SEC 117	H660	-			-	-	-
282	MINIMUM GUAR - SPEC	Q760	-			-	-	-
283	MINIMUM GUAR - SPEC	H760	-			-	-	-
284	EQUITY BONUS LIMITATION	LZ20	-	4,019,339.00		4,019,339.00	-	-
285	EQUITY BONUS LIMITATION	LZ2E	(3,446,845.66)			-	-	(3,446,845.66)
286	EXT ALLOC PGM	L00E	(77,189.53)			-	-	(77,189.53)
287	HIGH PRIORITY PROJECTS	Q920	-			-	-	-
288								
289	SPECIAL LIMITATION TOTAL		(3,524,035.19)	4,019,339.00	-	4,019,339.00	-	(3,524,035.19)
290								
291								
292								
293	SPECIAL FUNDS							
294	DELAWARE MEMORIAL	D010	-			-	-	-
295	BRIDGE DISCRETIONARY	Q060	-			-	-	-
296	MINIMUM GUAR - EXEMPT	Q770	-			-	-	-
297	MINIMUM GUAR - EXEMPT	H770	(19,026.11)			-	-	(19,026.11)
298	EQUITY BONUS EXEMPT LIM	LZ10	-	1,284,179.00		1,284,179.00	-	-
299	EQ BONUS EXEMPT LIM S-LU EXT	LZ1E	-			-	-	-
300	EMERCENGY RELIEF 2013	ER90	-			-	-	-
301	FTA CONSOLIDATED PLAN TRANSFER	77FE	-			-	-	-
302	EQUITY BONUS RESTORED	LZ1R	-			-	-	-
303	HIGH PRIORITY - SEC 1702	HY10	265,930.00	-	-	-	-	265,930.00
304	HIGH PRIORITY - SEC 1702	LY10	668,560.00	-	-	-	-	668,560.00
305	HIGH PRIORITY - SEC 117	LY20	(8,881,430.44)	-	-	-	-	(8,881,430.44)
306	HIGH PRIORITY - SEC 117	HY20	1,167,055.05	-	-	-	-	1,167,055.05
307	TRANSPORTATION IMP PROJ	LY30	13,583,356.33	-	-	-	-	13,583,356.33
308	TECH DEPLOY STIC INCENTIVE PRG	M37B	22,200.00	-	7,400.00	(7,400.00)	-	29,600.00
309	2006 SURFACE TRANS. PROJ	LY60	-	-	-	-	-	-
310	TRAINING AND EDUCATION-MAP-21	M438	(135,909.76)	-	124,931.00	(124,931.00)	170,000.00	(180,978.76)
311	ER 2004 HURRICANES ADDL FUND	09J0	-			-	-	-
312	ER 2004 HURRICANES INFRA	09S0	-			-	-	-
313	INNOVATIVE BRIDGE	QT90	-			-	-	-
314	SFC TRANS RESEARCH	QR60	-			-	-	-
315	TRANS/COM SYS PILOT PRG	92C0	-			-	-	-
316	IM DISCRETIONARY	Q020	-			-	-	-
317	EMERGENCY FED AIDE	09V0	-			-	-	-
318	EMERGENCY FED AIDE	09X0	-			-	-	-
319	SPECIAL FUNDS TOTAL		6,670,735.07	1,284,179.00	132,331.00	1,151,848.00	170,000.00	6,633,066.07
320								
321	OTHER FUNDS							
322	MOTOR CARRIER SAFETY GRANT	2120	#VALUE!			-	-	#VALUE!
323	SURFACE TRANS PRIORITIES	56C0	730,375.00			-	-	730,375.00
324	FMCSA SAFETY GRANTS	2A20	-			-	-	-
325		2160	447,741.00			-	-	447,741.00
326	HIGWAY INFRASTRUCTURE	LHIP	-			-	-	-

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4			CURRENT	FY2018	FY2019		PROJECTED	UNOBLIGATED
5	FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES
327			-			-		
328			-			-		
329	CDL	21C0	-			-	-	-
330	FMCSA BEP0-DL & SSN VERIFY	5G20	-			-	-	-
331	NEW ENTRANTS SAFETY AUDITS	NEO0	-			-	-	-
332	PUBLIC LANDS HWY S-LU EXT	F13E	(640,000.00)			-	-	(640,000.00)
333			-			-		
334	MINORITY BUSINESS	12C0	-			-	-	-
335			-			-		-
336						-		
337						-		-
338	TOTAL OTHER		#VALUE!			-	-	#VALUE!
339								
340								

A	B	C	D	E	F	G	H
1		FTA - FY2016 OBLIGATIONAL PLAN					
2		STATE	FTA	FEDERAL			
3	CTP FUNDING	DRAFT	PROJECT	GRANT	DIVISION	SEC	
4		PROJECT	NUMBER	FUNDS	ASSIGNED	CODE	PROJECT TITLE
5	TYPE/CATEGORY	IP PAGE	NUMBER	PROGRAMMED			
6							
7	Support System-Transit Facilities				DTC	117	Newark Train Station-New Starts
8	Support Systems/Operating			201,732	DTC	5307	Statewide - Jobs Access Reverse Commute (JARC) FY16, New Castle
9	Support Systems/Operating			60,747	DTC	5307	Statewide - Jobs Access Reverse Commute (JARC) FY16, Kent
10	Support Systems/Operating			78,447	DTC	5311	Statewide - Jobs Access Reverse Commute (JARC) FY16, Sussex
11				150,466	DTC	5310	New Freedoms FTA , New Castle County
12				50,885	DTC	5310	New Freedoms FTA , Kent County
13				56,385	DTC	5310	New Freedoms FTA , Sussex County
14	Road System-Other/Management			112,400	DESIGN	5307	TA Project - Urbanized area
15				10,000,000		5307	NRTC (CON)
16				600,000	DTC	5307	Christiana Mall Park & Ride (PE)
17				306,720	DTC	5307	Transit Vehicle Replacement (3) CAW Fixed Route Buses NCC FY1
18				76,680	DTC	5307	Transit Vehicle Replacement (3) CAW Fixed Route Buses NCC FY1
19	Transit System - Vehicles/Replacement			3,668,240	DTC	5307	Transit Vehicle Replacement Paratransit Buses NCC FY16-22
20	Support Systems/Operating			5,200,000	DTC	5307	Preventative Maintenance, Wilmington, FY16
21	Support Systems/Operating			1,300,000	DTC	5307	Preventative Maintenance, Wilmington, FY16 Trail Credits
22				5,617,847	DTC	5307	Third Track Amtrak
23				737,040	DTC	5339	Transit Vehicle Replacement (2) 40' Low Floor Buses FY17
24				737,040	DTC	5339	Transit Vehicle Replacement (2) 40' Low Floor FY17
25				184,260	DTC	5339	Transit Vehicle Replacement (2) 40' Low Floor FY17 TOLL
26				1,165,360	DTC	5339S	Transit Vehicle Replacement (2) 45' OTR Buses NCC FY17
27				291,340	DTC	5339S	Transit Vehicle Replacement (2) 45' OTR Buses NCC FY17 TOLL
28							
29				1,280,000	DTC	5337	Claymont Station (PE)
30							
31	Support Systems/Operating			95,400	DTC	5307	Preventative Maintenance, Dover, FY16
32				1,008,800	DTC	5307	Paratransit Replacement Buses (Kent) FY17
33				1,225,120	DTC	5307	Transit Vehicle Expansion (2) 45' OTR KC FY17
34				762,320	DTC	5307	Transit Vehicle Expansion (2) 40' Low Floor KC FY17
35				420,800	DTC	5339	Dover Facility Bus Parking Reconfiguration (CON)
36							
37				0	DTC	5307	Unprogrammed, Salisbury Urbanized Area
38	Transit System- Vehicles/Preservation			156,817	DTC	5310	Vans for Elderly & Handicapped, FY17 NCC
39	Transit System- Vehicles/Preservation			156,817	DTC	5310	Vans for Elderly & Handicapped, FY17 Kent
40	Transit System- Vehicles/Preservation			156,817	DTC	5310	Vans for Elderly & Handicapped, FY17 Sussex
41	Support Systems/Operating			189,147	DTC	5311	Intercity Bus Operating, FY16/17 (Sussex County, Dover to Wilmington RTAP Program FY16
42	Support Systems/Planning			78,200	DTC	5311(b)(3)	Leaves Beach Area Park and Ride Phase I & II
43				2,926,458	DTC	5311	
44	Support Systems/Planning			0	DTC	5311	Unprogrammed for Rural
45							
46				39,052,375.20			Planned Obligations
47				#REF!			Obligations to Date
48				45,190,418			Balance of Planned Obligations
49							Total Funding Available
50				(25,571,416)			Difference
51							
52	Category	Code	Current Balance	Expected Apportionment		Projected Obligatio	Unobligated Balance
53	Wilmington Urbanized		32,245,995	13,000,000		26,971,219	18,274,776
54	Wilmington TAP	5307	384,691	130,000		112,400	405,291
56	Governors Apportionment Dover	5307	6,163,887	2,684,833		3,152,387	5,696,333
57	Governors Apportionment Salisbury	5307	1,539,492	560,628		0	2,100,120
58	Elderly & Persons w/Dis Willing	5310	429,000	429,000		307,283	550,717
59	Elderly & Persons w/Dis Rural	5310	224,404	215,262		207,702	231,964
60	Elderly & Persons w/Dis Rural	5310	208,458	167,966		213,202	163,222
61	Non Urbanized Unrestricted	5311	1,746,683	1,258,312		3,004,995	0
62	Non Urbanized State Administrat	5311	335,548	167,774		503,322	
63	Non Urbanized Intercity	5311	251,662	251,662		189,147	314,177
64	RTAP	5311	99,564	86,950		78,200	108,314
65	High Intensity Fixed Guideway	5337	1,443,000	1,447,673		1,280,000	1,610,673
66	Bus & Bus Facilities Wilmington	5339	2,653,715	890,000		1,658,340	1,885,375
67	Bus & Bus Facilities Dover	5339	550,881	185,443		420,800	315,524
68	Bus & Bus Facilities Statewide	5339	3,747,500	1,250,000		1,456,700	3,540,800
69							
70	Total		52,024,480	22,725,503		39,052,375	35,697,608

A	B	C	D	E	F	G	H
1		FTA - FY2019	OBLIGATIONAL PLAN				
2							
3		STATE	FTA	FEDERAL			
4	CTP FUNDING	DRAFT PROJECT	GRANT	FUNDS	DIVISION	SEC	
5	TYPE/CATEGORY	PP PAGE	NUMBER	PROGRAM/MEAS	ASSIGNED	CODE	PROJECT TITLE
6							
7	Support System-Transit Facilities				DTC	117	Newark Train Station-New Starts
8	Support Systems/Operating	08-70008		201,732	DTC	5307	Statewide - Jobs Access Reverse Commute (JARC) FY19, New Castle
9	Support Systems/Operating	08-70008		60,747	DTC	5307	Statewide - Jobs Access Reverse Commute (JARC) FY19, Kent
10	Support Systems/Operating	08-70008		78,447	DTC	5311	Statewide - Jobs Access Reverse Commute (JARC) FY19, Sussex
11		09-19005		150,466	DTC	5310	New Freedoms FTA, New Castle County
12		09-19005		50,885	DTC	5310	New Freedoms FTA, Kent County
13		09-19005		56,385	DTC	5310	New Freedoms FTA, Sussex County
14		10-12144		1,500,000	DTC	5337	Claymont Station (CON)
15	Road System-Other/Management	05-10048		112,400	DESIGN	5307	TA Project - Urbanized area
16		T201353111		2,000,000		5307	Christiana Mall Park & Ride (CON)
17	Transit System-Vehicles/Replacement	14-11011		16,315,360	DTC	5307	Transit Vehicle Replacement (60) 40 Low Floor Buses NCC F
18		12-90016		3,422,240	DTC	5307	Transit Vehicle Replacement (9) 30 Low Floor Buses NCC FY
19	Transit System-Vehicles/Replacement	07-22425		688,080	DTC	5339	Paratransit Replacement Buses (NCC) FY20
20	Support Systems/Operating	07-30222		5,200,000	DTC	5307	Preventative Maintenance, Wilmington, FY19
21							
22	Support Systems/Operating	07-30223		95,400	DTC	5307	Preventative Maintenance, Dover, FY19
23		07-22405		344,080	DTC	5307	Transit Vehicle Replacement Paratransit Buses Kent FY16-22
24		12-90017		1,563,500	DTC	5307	Transit Vehicle Replacement (4) 30 Low Floor Buses KC FY20
25							
26				0	DTC	5307	Unprogrammed, Salisbury Urbanized Area
27	Transit System-Vehicles/Preservation	11-53101		156,817	DTC	5310	Vans for Elderly & Handicapped, FY20 NCC
28	Transit System-Vehicles/Preservation	11-53101		156,817	DTC	5310	Vans for Elderly & Handicapped, FY20 Kent
29	Transit System-Vehicles/Preservation	11-53101		156,817	DTC	5310	Vans for Elderly & Handicapped, FY20 Sussex
30	Support Systems/Operating	07-30122		189,147	DTC	5311	Intercity Bus/Operating, FY19/20 (Sussex County, Dover to Wi
31	Support Systems/Planning	07-22606		78,200	DTC	5311(b)(3)	RTAP Program FY17
32	Support Systems/Planning			0	DTC	5311	Unprogrammed for Rural
33							
34				32,577,520	Planned Obligations		
35				#REF!	Obligations to Date		
36				#REF!	Balance of Planned Obligations		
37				45,190,418	Total Funding Available		
38				(29,800,738)	Difference		
39							
40	Category	Code	Current Balance	Expected Apportionment	Projected Obliga	Unobligated Balance	
41							
42	Wilmington Urbanized	5307	19,870,592	13,000,000	#####	5,731,260	
43	Wilmington TAP	5307	437,491	130,000	112,400	435,091	
44	Governors Apportionment Dover	5307	6,203,465	2,684,833	2,063,727	6,824,571	
45	Governors Apportionment Salisbury	5307	3,221,376	560,628		3,782,004	
46	Elderly & Persons w/Dis Wilmington	5310	794,151	429,000	307,283	915,868	
47	Elderly & Persons w/Dis Dover	5310	247,084	215,262	207,702	254,644	
48	Elderly & Persons w/Dis Rural	5310	72,750	167,966	213,202	27,514	
49	Non Urbanized Unrestricted	5311	71,705	1,258,312	78,447	1,251,570	
50	Non Urbanized State Administrat	5311	638,412	167,774		806,186	
51	Non Urbanized Intercity	5311	439,207	251,662	189,147	501,722	
52	RTAP	5311	125,814	86,950	78,200	134,564	
53	High Intensity Fixed Guideway	5337	106,019		1,500,000	53,692	
54	Bus & Bus Facilities Wilmington	5339	867,375	890,000	688,080	1,069,295	
55	Bus & Bus Facilities Dover	5339	186,410	185,443		371,853	
56	Bus & Bus Facilities Statewide	5339	1,430,480	1,250,000		2,680,480	
57							
58	Total		34,712,331	22,725,503	#####	24,860,314	
59							

A	B	C	D	E	F	G	H
1		FTA - FY2018 OBLIGATIONAL PLAN					
2		STATE	FTA	FEDERAL			
3		PROJECT	GRANT	FUNDS	DIVISION	SEC	
4	CTP FUNDING	DRAFT	NUMBER	PROGRAMMED	ASSIGNED	CODE	PROJECT TITLE
5	TYPE/CATEGORY	IP PAGE	NUMBER				
6							
7	Support System- Transit Facilities				DTC	117	Newark Train Station-New Starts
8	Support Systems/Operating		08-70008	201,732	DTC	5307	Statewide - Jobs Access Reverse Commute (JARC) FY18, New Castle
9	Support Systems/Operating		08-70008	60,747	DTC	5307	Statewide - Jobs Access Reverse Commute (JARC) FY18, Kent
10	Support Systems/Operating		08-70008	78,447	DTC	5311	Statewide - Jobs Access Reverse Commute (JARC) FY18, Sussex
11			09-19005	150,466	DTC	5310	New Freedoms FTA , New Castle County
12			09-19005	50,885	DTC	5310	New Freedoms FTA , Kent County
13			09-19005	56,385	DTC	5310	New Freedoms FTA , Sussex County
14	Road System-Other/Management		05-10048	112,400	DESIGN	5307	TA Project - Urbanized area
15			11-90003	1,298,000		5339	Transit Vehicle Expansion (2) 45' OTR NCC FY19
16			T201353111	800,000		5307	Christiana Mall Park & Ride (ROW)
17			12-90019	376,960	DTC	5307	40' Replacement Bus (1) NCC FY19
18			12-90018	2,642,320	DTC	5307	Transit Vehicle Replacement (7) 40' Low Floor Buses NCC FY19
19			10-12143	500,000	DTC	5339	Wilmington Operations Center Bus Wash Construction
20	Transit System-Vehicles/Replacement		07-22425	2,821,440	DTC	5340	Paratransit Replacement Buses (NCC) FY19
21	Support Systems/Operating		07-30222	5,200,000	DTC	5307	Preventative Maintenance, Wilmington, FY18
22			10-12144	4,400,000	DTC	5337	Claymont Station (CON)
23			10-12144	5,640,000	DTC	5307	Claymont Station (CON)
24							
25	Support Systems/Operating		07-30223	95,400	DTC	5307	Preventative Maintenance, Dover, FY18
26		A	07-22405	959,360	DTC	5307	Transit Vehicle Replacement Paratransit Buses Kent FY16-22
27			12-90020	1,229,760	DTC	5307	45' Over the Road Replacement Buses (2) KC FY19
28			12-90020	307,440	DTC	5307	45' Over the Road Replacement Buses (2) KC TOLL CREDIT
29	Support Systems/Planning		07-22432	1,298,000	DTC	5307	Transit Vehicle Expansion (2) 45' OTR KC FY19
30		B	07-22405	500,000	DTC	5339	Transit Vehicle Replacement Paratransit Buses Kent FY16-22
31							
32				0	DTC	5307	Unprogrammed, Salisbury Urbanized Area
33	Transit System-Vehicles/Preservation		11-53101	156,817	DTC	5310	Vans for Elderly & Handicapped, FY19 NCC
34	Transit System-Vehicles/Preservation		11-53101	156,817	DTC	5310	Vans for Elderly & Handicapped, FY19 Kent
35	Transit System-Vehicles/Preservation		11-53101	156,817	DTC	5310	Vans for Elderly & Handicapped, FY19 Sussex
36	Support Systems/Operating		07-30122	189,147	DTC	5311	Intercity Bus Operating, FY18/19 (Sussex County, Dover to W
37	Support Systems/Planning		07-22606	78,200	DTC	5311(b)(3)	RTAP Program FY17
38			05-53213	200,458	DTC	5311	Lewes Beach Area Park and Ride Phase I & II
39			05-53213	2,060,000	DTC	5339S	Lewes Beach Area Park and Ride Phase III
40			11-11002	1,108,160	DTC	5311	Transit Vehicle Replacement (3) 30' Low Floor SC FY19
41							
42				32,886,158			Planned Obligations
43				#REF!			Obligations to Date
44				#REF!			Balance of Planned Obligations
45				45,190,418			Total Funding Available
46				(29,800,738)			Difference
47							
48	Category	Code	Current Balance	Expected Apportionment		Projected Oblig	Unobligated Balance
49							
50	Wilmington Urbanized	5307	24,553,044	13,000,000		#####	19,870,592
51	Wilmington TAP	5307	419,891	130,000		112,400	437,491
52	Governors Apportionment Dover	5307	7,469,339	2,684,833		3,950,707	6,203,465
53	Governors Apportionment Salisbury	5307	2,660,748	560,628		3,221,376	
54	Elderly & Persons w/Dis Wilmington	5310	672,434	429,000		307,283	794,151
55	Elderly & Persons w/Dis Dover	5310	239,524	215,262		207,702	247,084
56	Elderly & Persons w/Dis Rural	5310	117,986	167,966		213,202	72,750
57	Non Urbanized Unrestricted	5311	0	1,258,312		1,186,607	71,705
58	Non Urbanized State Administrat	5311	671,096	167,774		200,458	638,412
59	Non Urbanized Intercity	5311	376,692	251,662		189,147	439,207
60	RTAP	5311	117,064	86,950		78,200	125,814
61	High Intensity Fixed Guideway	5337	3,058,346	1,447,673		4,400,000	106,019
62	Bus & Bus Facilities Wilmington	5339	1,775,375	890,000		1,798,000	867,375
63	Bus & Bus Facilities Dover	5339	500,967	185,443		500,000	186,410
64	Bus & Bus Facilities Statewide	5339	2,240,480	1,250,000		2,060,000	1,430,480
65						#####	
66	Total		44,872,986	22,725,503		#####	34,712,331

A	B	C	D	E	F	G	H
1		FTA - FY2017 OBLIGATIONAL PLAN					
2		STATE	FTA	FEDERAL			
3	CTP FUNDING	DRAFT PROJECT NUMBER	GRANT NUMBER	FUNDS	DIVISION	SEC	
4					ASSIGNED	CODE	
5	TYPE/CATEGORY	TP PAGE		PROGRAM/ME			PROJECT TITLE
6							
7	Support System-Transit Facilities				DTC	117	Newark Train Station-New Starts
8	Support Systems/Operating	08-70008		201,732	DTC	5307	Statewide - Jobs Access Reverse Commute (JARC) FY17, New Castle
9	Support Systems/Operating	08-70008		60,747	DTC	5307	Statewide - Jobs Access Reverse Commute (JARC) FY17, Kent
10	Support Systems/Operating	08-70008		78,447	DTC	5311	Statewide - Jobs Access Reverse Commute (JARC) FY17, Sussex
11		09-19005		150,466	DTC	5310	New Freedoms FTA, New Castle County
12		09-19005		50,885	DTC	5310	New Freedoms FTA, Kent County
13		09-19005		56,385	DTC	5310	New Freedoms FTA, Sussex County
14	Road System-Other/Management	05-10048		112,400	DESIGN	5307	TA Project - Urbanized area
15		10-12143		20,000	DTC	5307	Wilmington Operations Center Bus Wash PE
16	Support Systems/Operating	07-30222		5,200,000	DTC	5307	Preventative Maintenance, Wilmington, FY17
17	Support Systems/Operating	07-30222		1,300,000	DTC	5307	Preventative Maintenance, Wilmington, FY17 Toll Credits
18				0	DTC	5307	Third Track Amtrak
19		07-22412		800,000	DTC	5339	40' Low Floor Expansion Buses (NCC) (2) FY18
20		07-22412		200,000	DTC	5339	40' Low Floor Expansion Buses (NCC) (2) FY18 Toll Credits
21	Transit System-Vehicles/Replacement	07-22425		2,550,320	DTC	5339S	Paratransit Replacement Buses (NCC) FY18
22							
23	Support Systems/Operating	07-30223		95,400	DTC	5307	Preventative Maintenance, Dover, FY17
24		07-22405		755,680	DTC	5307	Transit Vehicle Replacement Paratransit Buses Kent FY16-22
25							
26				0	DTC	5307	Unprogrammed, Salisbury Urbanized Area
27	Transit System-Vehicles/Preservation	11-53101		156,817	DTC	5310	Vans for Elderly & Handicapped, FY18 NCC
28	Transit System-Vehicles/Preservation	11-53101		156,817	DTC	5310	Vans for Elderly & Handicapped, FY18 Kent
29	Transit System-Vehicles/Preservation	11-53101		156,817	DTC	5310	Vans for Elderly & Handicapped, FY18 Sussex
30	Support Systems/Operating	07-30122		189,147	DTC	5311	Intercity Bus/Operating, FY17/18 (Sussex County, Dover to W
31		09-18004		784,320	DTC	5311	30' Low Floor Expansion Sussex (2) FY18
32		05-53213		263,865	DTC	5311	Lewes Beach Area Park and Ride Phase I & II
33	Support Systems/Planning	07-22606		78,200	DTC	5311(b)(3)	RTAP Program FY17
34	Support Systems/Planning	07-22431		131,680	DTC	5311	Transit Vehicle Expansion (1) CAW Fixed Route Bus SC FY1
35							
36				13,550,125	Planned Obligations		
37				#REF!	Obligations to Date		
38				#REF!	Balance of Planned Obligations		
39				45,190,418	Total Funding Available		
40				(28,899,348)	Difference		
41							
42							
43	Category	Code	Current Balance	Expected Apportionment		Projected Obligation	Unobligated Balance
44							
45	Wilmington Urbanized	5307	18,274,776	13,000,000		6,721,732	24,553,044
46	Wilmington TAP	5307	402,291	130,000		112,400	419,891
47	Governors Apportionment Dover	5307	5,696,333	2,684,833		911,827	7,469,339
48	Governors Apportionment Salisbury	5307	2,100,120	560,628			2,660,748
49	Elderly & Persons w/DIs Wilming	5310	550,717	429,000		307,283	672,434
50	Elderly & Persons w/DIs Dover	5310	231,964	215,262		207,702	239,524
51	Elderly & Persons w/DIs Rural	5310	163,222	167,966		213,202	117,986
52	Non Urbanized Limestone	5311	0	1,258,312		1,258,312	0
53	Non Urbanized State Administrat	5311	503,322	167,774			671,096
54	Non Urbanized Intercity	5311	314,177	251,662		189,147	376,692
55	RTAP	5311	108,314	86,950		78,200	117,064
56	High Intensity Fixed Guideway	5337	1,610,673				3,058,346
57	Bus & Bus Facilities Wilmington	5339	1,885,375	890,000		1,000,000	1,775,375
58	Bus & Bus Facilities Dover	5339	315,524	185,443			500,967
59	Bus & Bus Facilities Statewide	5339	3,540,800	1,250,000		2,550,320	2,240,480
60							
61	Total		35,697,608	22,725,503		13,550,125	44,872,986

APPENDIX E

TIP Development and Amendment Process

WILMAPCO TIP Development Process

FY 2016-2019 TIP

(Italic font refers to current FY2015-18 TIP)

2014

January

- Request for FY 2016-19 TIP submissions sent out (including submission for the FY 2015 UPWP)
- Meet with local government to get project submissions

February

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

March

- Deadline for project submissions, including DelDOT Pipeline

April

- NMTWG reviews bicycle and pedestrian submissions and technical scores for FY 2016-19 TIP
- CMS reviews submissions and congestion criteria technical scores for FY 2016-19 TIP
- AQ reviews submissions and air quality technical scores for FY 2016-19 TIP
- TAC reviews submissions and technical scores for FY 2016-19 TIP

May

- Council approves prioritized project list for inclusion in DelDOT FY 2016-21 CTP

July

- *DelDOT provides proposed amendments to FY 2015-18 TIP based on state funding in the Delaware FY 2015 Bond Bill*
- *Council releases amendments to FY 2015-18 TIP for public comment period. Federally-funded and regionally significant amendments must reflect WILMAPCO priorities.*

August

- *Joint WILMAPCO/DelDOT public meeting to seek comments on proposed FY 2015-18 TIP amendments as needed*
- *PAC/TAC take action on amendments to FY 2015-18 TIP as needed*

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

October

- DelDOT provides WILMAPCO with its submission to the FY 2016 Delaware Budget Office, incorporating WILMAPCO priorities, for discussion with TAC/AQS/Council

December

- DelDOT supplies WILMAPCO with revised project funding and descriptions 1st week for the FY 2016-19 TIP
- PAC/TAC/AQ review draft FY 2016-19 TIP
- Air Quality Conformity Determination completed

2015

January

- FY 2016-19 TIP released for 30-day public comment (including local government/public outreach)

February

- Joint WILMAPCO/DelDOT workshop on draft FY 2016-19 TIP
- Revise FY 2016-19 TIP based on public comments
- PAC/TAC adoption of FY 2016-19 TIP

March

- Council adoption of FY 2016-19 TIP



Partners with you in transportation planning

TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION/AMENDMENT FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission/Amendment: _____

Sponsoring Agency: _____

Project Name: _____

Project Category: _____

Project Description: _____

Project Justification: _____

Funding: Federal _____ State _____ Local _____ Total _____

Funding	Phase	Current	FY 20__	FY 20__	FY 20__	FY 20__	Total
Total							

All \$\$ x 1,000

1. Does this project require a new conformity determination? _____
(Section 51.400)(C2) "A TTP amendment requires a new conformity determination for the entire TTP before the amendment is approved by the MPO, unless it merely adds or deletes exempt projects listed in (Section 51.460)."

2. Is this project regionally significant? _____
(Section 450.324)(f)(3) "The TTP shall include...all regionally significant transportation projects for which an FHWA or the FTA approval is required whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds, e.g., addition of an interchange to the Interstate System with State, local, and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act, etc."

3. Has this project had the opportunity for public comment? _____
(Section 450.326) "... Public involvement procedures consistent with Section 450.316 (b)(1) shall be utilized in amending the TTP, except that these procedures are not required for TTP amendments that only involve projects of the type covered in Section 450.324 (f)."

4. Has this project been found to be financially constrained? _____
(Section 450.324)(e) "The TTP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources (while the existing transportation system is being adequately operated and maintained. The financial plan shall be developed by the MPO in cooperation with the State and transit operator..."

Please indicate funding sources by agency: _____

5. Is this project consistent with the WILMAPCO Metropolitan Transportation Plan? _____
(Section 450.324)(f)(2) "The TTP shall include...only projects that are consistent with the transportation plan."

If not, is there a resolution to amend the Metropolitan Transportation Plan? _____

6. Does the project promote economic development initiatives such as adding or improving access to brownfield locations or to an existing or planned site used for employment, tourism, manufacturing, commercial or industrial purposes, or addresses a problem, topic or issue identified through regional economic development planning? _____

7. Please provide any additional pertinent information below:

**Transportation Improvement Program Submission/Amendment
Description of Public Participation**

Project Name: _____

Which techniques were used to seek public comment (please use additional pages if needed).

_____ Public workshops/meetings

Number of public workshops/meetings: _____

Format: _____

Location(s): _____

Number of attendees: _____

Main issue raised: _____

Consensus of meeting: _____

Overall, the public support for the project was (check one):

_____ Strong support, few concerns _____ Some opposition, many concerns
_____ Some support, but some concerns _____ raised
_____ raised _____ Strong opposition, major problems
_____ Mixed, equal support and _____ identified
_____ opposition

Unresolved issues identified: _____

_____ Citizen Advisory/Steering Committee

_____ Survey

Number surveyed: _____

Results: _____

_____ Elected officials briefings

_____ Project web site

_____ Other _____

How was the public notified about the project?

_____ Web page _____ Publications Distribution: _____

_____ Legal notice _____ Newsletter/brochure

_____ Videos _____ Flyers

_____ Radio/television

_____ Other _____

How has the project changed as a result of public comments?

Comment further on the quantity and quality of the public participation:

Transportation Improvement Program Submission

Description: Please describe the transportation problem you would like to have fixed (continue on the back, if necessary).

Frequency of Occurrence: Please identify how often the problem occurs.

Solution: Do you have a suggestion on how to resolve the problem?

What would your solution improve?

Congestion ☐ Safety ☐ Convenience ☐ Appearance ☐ Other ☐

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

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

Name _____

Organization (if applicable) _____

Mailing Address _____

Phone Number _____

Email _____

Thank you for your submission. Send this form to:

WILMAPCO
850 Library Ave.
Suite 100
Newark, DE 19711

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



APPENDIX F

WILMAPCO Prioritization and Project Submissions



PROJECT PRIORITIZATION PROCESS

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

STEP 1: Apply screening criteria

Is project consistent with the Regional Transportation Plan and local, county and state transportation plans and land use plans?

If not, project should not be ranked or plan amendments should be made prior to ranking.

STEP 2: Staff calculates technical score

- Using available technical data, WILMAPCO Staff calculates a technical score for each project based on the goals and objectives of the Regional Transportation Plan.
- Each goal has a similar point value, with the maximum for each project of 33 points.

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

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

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

STEP 4: WILMAPCO Council ranks submissions

Council ranks submissions considering:

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

Goal 1: Improve Quality of Life

(Max. 10 points)

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

Criteria:

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

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

F-2

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

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

Criteria:

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

- **Congestion Management System** – Corridor improvement recommended in CMS or location with Level of Service (LOS) E or F

If recommended in CMS or LOS E/F*:

- 2 Project within a CMS corridor identified by the CMS Subcommittee
- 1 Road segment with LOS E or F but outside of identified CMS corridors

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

+ Average Annual Daily Traffic (AADT)

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

+ Transit Usage

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

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

F-3

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

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

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

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

Criteria:

<ul style="list-style-type: none"> • <u>Freight – Scores using the three-tiered scoring defined in the WILMAPCO Freight & Goods Movement Analysis.</u> 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. <ol style="list-style-type: none"> 4 “Significant Bottleneck” – Refers to segments with multiple failing criteria, and generally includes roadways which carry the highest traffic volumes and experience heaviest congestion. 3 “Moderate Bottleneck” – Refers to segments that are experiencing some failing, or nearly failing, criteria. There is more variation in scoring across the criteria, with some criteria demonstrating failure and others at more modest levels. 2 “Minor Bottleneck” – Refers to segments that experience one or more criteria that are near failing. While most have only a few criteria showing near failure, others are at acceptable levels. 0 All other road segments
<ul style="list-style-type: none"> • <u>Support of Economic Development Initiatives – Projects that support economic development initiatives. Those include adding or improving access to brownfield locations; an existing or planned site used for employment, tourism, manufacturing, commercial or industrial purposes; or addresses an issue identified through regional economic development planning.</u> <ul style="list-style-type: none"> • For New Castle County, use DE Office of State Planning Policies and Spending map. Areas are defined as follows: <ul style="list-style-type: none"> - <u>Investment Level 1:</u> Dense areas within municipalities, urban places, high density areas and areas with infrastructure and services (i.e. sewer, water, transit, etc..). - <u>Investment Level 2:</u> Less developed municipal areas or fast-growing areas. Also identifies areas in which full services are expected or planned. • For Cecil County, use the State Priority Funding Areas and County Certified Areas <ol style="list-style-type: none"> 3 Project located in Delaware <u>Investment Level 1</u> area or Maryland Priority Funding Area 1 Project located in Delaware <u>Investment Level 2</u> area or Cecil County Certified Area 0 Project not located in either of the above areas
<ul style="list-style-type: none"> ▪ <u>Private or local funding contribution – Local and/or private commitment demonstrated by funding contribution</u> <ol style="list-style-type: none"> 4 Greater than 80% through private/local funds 3 60-80% funded through private/local funds 2 40-60% funded through private/local funds 1 20-40% funded through private/local funds 0 Less than 20% through private/local fund

Wilmington Area Planning Council

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

WILMAPCO Council:

Joseph L. Fleson, Chair
Mayor of Elkhorn

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

Shailen P. Bhatt
*Delaware Dept. of Transportation
Secretary*

Thomas P. Gordon
*New Castle County
County Executive*

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

Tari Moore
Cecil County Executive

John Slisdon
*Delaware Transit Corporation
Chief Executive Officer*

Dennis P. Williams
Mayor of Wilmington

WILMAPCO Executive Director:
Tigist Zegeye

May 9, 2014

Hon. Shailen P. Bhatt, Secretary
Delaware Department of Transportation
800 Bay Road
P.O. Box 778
Dover, DE 19903

RE: Prioritization for the FY 2016-2019 Transportation Improvement Program

Dear Mr. Bhatt:

I am writing to submit priority projects as voted on by WILMAPCO Council at their May 8 meeting, through the process described in the MOA between WILMAPCO and DelDOT.

For the FY 2016-2019 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 2015-2018 TIP. If projects must be deferred, use project priority to guide which projects would be delayed, setting priority based upon technical scores. 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. The prioritized list of projects not in the TIP list is enclosed.
4. Use prioritized list of projects not in the TIP to identify other regional priorities if funding levels allow for additional projects, setting priority based upon technical scores.

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

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

Sincerely,



Tigist Zegeye
Executive Director

Enclosures (2)

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

1		Technical Score Criteria ¹											
2		Quality of Life				Transport People				Support Economic Activity & Growth		FY16	FY16
3		Air Quality	Environmental Justice	Safety	CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Freight	Economic Development	Funding Match	Technical Score	COUNCIL RANK
	PROJECT												
4	PROJECTS IN FY 2015-2018 TIP												
5	Arterial												
6	Wilmington Traffic Calming: Walnut: MLK Blvd. to 16th (include sweep removal and	0	3	0	2	2	1	3	4	3	0	18	1
7	US 40: US 40/SR 896 Grade Separated Intersection	0	0	4	2	2	0	0	4	3	0	15	2
8	SR 2, Kirkwood Highway and Red Mill Rd. Intersection	0	0	1	1	3	3	0	1	3	0	12	3
9	SR 4, Christina Parkway: SR 2 - SR896	0	0	0	2	2	1	0	2	3	0	10	4
10	US 40: US 40/SR 72 Intersection, including Del Laws Rd.	1	0	0	1	2	1	0	1	3	0	9	5
11	Tyler McConnell Bridge, SR141: Montchanin Rd. - Alapocas Rd.	0	0	0	1	2	0	0	2	3	0	8	6
12	SR 2 Elkton Rd: Maryland State Line - Casho Mill Rd.	1	0	0	2	2	0	0	0	3	0	8	6
13	US 13, Philadelphia Pike, Claymont Renaissance Plan Implementation	1	0	1	0	0	0	1	0	3	0	6	7
14	City of New Castle Intersections	0	0	0	0	0	2	0	0	3	0	5	8
15	SR299: SR 1 - Catherine Street	0	0	2	0	0	0	0	0	3	0	5	8
16	US 13: Duck Creek - SR 1	1	0	0	0	0	0	0	0	1	0	2	9
17	Collectors												
18	Wilmington Traffic Calming: 4th St: Walnut - I-95	1	3	4	2	0	3	3	0	3	0	19	1
19	Wilmington Riverfront: Christina River Bridge	0	1	1	1	4	2	1	0	3	0	13	2
20	Garasches Lane	1	1	0	0	0	0	1	0	3	0	6	3
21	SR 72: SR 71 - McCoy Rd	0	0	0	0	0	0	0	0	1	1	2	4
22	Possum Park Rd. at Old Possum Park Rd.	0	0	0	0	0	0	0	0	1	0	1	5
23	Expressways												
24	I-295 Westbound: US 13 - I-95	0	0	2	2	4	0	1	4	3	0	16	1
25	I-295 Improvements: Bridges	0	1	2	2	3	0	0	4	3	0	15	2
26	I-95 & SR 141 Interchange	0	0	2	0	4	3	0	4	1	0	14	3
27	SR 1: Tybouts Corner - SR 273	-3	0	1	2	4	0	0	2	3	0	9	4
28	Road A /SR 7	-3	0	1	2	2	1	0	0	3	0	6	5
29	US 301: MD Line - SR 1, and Spur	-3	0	1	1	1	0	0	3	1	0	4	6

1	Technical Score Criteria ¹												
2	PROJECT	Quality of Life			Transport People				Support Economic Activity & Growth			FY16	FY16
3		Air Quality	Environmental Justice	Safety	CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Freight	Economic Development	Funding Match	Technical Score	COUNCIL RANK
30	Local												
31	Southern New Castle County: Jamison Corner Rd. Relocated at Boyd's Corner	1	0	2	0	0	0	0	0	1	3	7	1
32	Southern New Castle County: Boyd's Corner Rd.: Cedar Ln - US 13	0	0	0	0	0	0	0	1	1	3	5	2
33	Southern New Castle County: Cedar Lane Rd.: Marl Pit - Boyd's Corner	1	0	0	0	0	0	0	0	1	3	5	2
34	Westtown: Wiggins Mill Rd: Green Giant Rd. - St Annes Church Rd.	0	0	0	0	0	0	0	0	1	4	5	2
35	Southern New Castle County: Lorewood Grove Rd.: N412A - SR 1	1	0	0	0	0	0	0	0	1	2	4	3
36	Other												
37	Aeronautics, New Castle County Airport Terminal Improvements	0	0	2	0	0	0	0	0	1	0	3	1
38	Pedestrian/Bicycle												
39	Wilmington Initiatives: Bicycle Improvements	1	3	2	2	2	3	3	0	3	0	19	1
40	Bicycle, pedestrian and other improvements, statewide	1	3	1	0	0	0	3	0	3	0	11	2
41	New Castle Industrial Track: s. of Christina River - Riverwalk	3	0	1	0	0	0	1	2	3	0	10	3
42	Myrtle Avenue Sidewalk Improvements	1	0	1	0	0	0	1	0	3	0	6	4
43	Manor Avenue Sidewalk Improvements	0	0	1	0	0	0	1	0	3	0	5	5
44	Grubb Road Pedestrian Improvements: Foulk Rd. - Naamans Rd.	1	0	0	0	0	0	0	0	3	0	4	6
45	Transit												
46	Transit Vehicle Replacement and Refurbishment, New Castle County	1	3	1	2	2	3	3	0	3	0	18	1
47	Wilmington DART Bus Hub	1	3	2	2	2	2	0	1	3	2	18	1
48	Transit Vehicle Expansion: SR 141	3	1	1	1	2	0	3	2	3	0	16	2
49	Transit Vehicle Expansion, NCC	3	1	1	1	2	1	3	0	3	0	15	3
50	Rail Improvements: Fairplay Station Parking	0	0	2	2	2	3	0	0	3	0	12	4
51	Rail: Newark Regional Transit Center (Newark Train Station)	1	0	0	1	2	1	3	0	3	0	11	5
52	Claymont Train Station	1	0	0	0	0	0	3	3	3	0	10	6
53	Christiana Mall Park and Ride	1	0	0	0	0	2	0	0	3	0	6	7
54	Transit Vehicle Expansion: Paratransit	0	0	0	0	0	0	3	0	3	0	6	7
55	Boyd's Corner Park and Ride Expansion	1	0	0	1	2	0	0	0	1	0	5	8
56	Rideshare Program, statewide	1	0	0	0	0	0	0	0	3	0	4	9

1		Technical Score Criteria ¹												
2	PROJECT	Quality of Life				Transport People				Support Economic Activity & Growth			FY16	FY16
3		Air Quality	Environmental Justice	Safety	CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Freight	Economic Development	Funding Match	Technical Score	COUNCIL RANK	
57	NOT IN FY 2015-2018 TIP													
58	Arterial													
59	Churchmans: SR4/SR7 JP Morgan	0	0	2	2	3	2	0	2	3	0	14	1	
60	Churchmans: Churchmans Rd. Extension	0	0	2	2	2	1	0	2	3	0	12	2	
61	US 13: SR 71, Tybouts Corner - US 40	0	0	2	2	4	0	0	1	3	0	12	2	
62	US 40: SR 1 - SR 72, Widening	0	-1	2	1	3	2	0	2	3	0	12	2	
63	Churchmans: SR 273/Chapman Rd.	0	0	0	2	2	1	0	3	3	0	11	3	
64	Churchmans: SR4/Harmony Rd.	0	0	2	2	2	0	0	2	3	0	11	3	
65	SR 141: US 13 - Burnside Blvd.	0	0	2	0	0	1	1	4	3	0	11	3	
66	SR 2: S. Union Street Streetscape	0	0	0	2	2	3	1	0	3	0	11	3	
67	Wilmington Initiatives: Market St: 11th St. - 16th St.	1	3	0	2	2	0	0	0	3	0	11	3	
68	Churchmans: SR2/Harmony Rd.	0	0	1	0	0	3	0	1	3	0	8	4	
69	City of New Castle: SR 9	0	0	0	1	0	2	0	0	3	0	6	5	
70	US 40: Eden Square Connector	0	0	2	0	0	0	0	0	3	0	5	6	
71	US 13, Odessa Transportation Plan Implementation	1	0	0	0	0	0	0	0	3	0	4	7	
72	Newtown Road: SR896 - SR 72	0	0	0	0	0	0	0	0	3	0	3	8	
73	SR 9, River Rd. Area, Dobbinsville	0	0	0	0	0	0	0	0	3	0	3	8	
74	SR 7, Limestone Rd: N. of Valley Rd. - PA Line, Dualization	-3	0	0	1	0	0	0	0	3	0	1	9	
75	Collectors													
76	Wilmington Traffic Calming: King/Orange: MLK Blvd. to 13th	1	3	0	2	0	3	0	4	3	0	16	1	
77	Wilmington Traffic Calming: 12th St. Connector	0	3	0	0	0	0	3	0	3	0	9	2	
78	Brackenville Road Slope Stabilization	0	0	2	0	0	0	0	0	1	0	3	3	
79	Expressways													
80	I-95: SR 896 Interchange	0	0	2	2	4	3	0	4	3	0	18	1	
81	I:95: Riverfront Interchange	0	-3	2	1	4	3	0	4	3	0	14	2	
82	Local													
83	Wilmington Initiatives: Shipley Street	1	3	0	2	0	0	0	0	3	0	9	1	

1	Technical Score Criteria ¹												
2	PROJECT	Quality of Life			Transport People				Support Economic Activity & Growth			FY16	FY16
3		Air Quality	Environmental Justice	Safety	CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Freight	Economic Development	Funding Match	Technical Score	COUNCIL RANK
84	Wilmington Initiatives: Tatnall St. Connector	0	0	0	2	0	0	3	0	3	0	8	2
85	Wilmington Riverfront: West St. Connector Extension	0	0	0	2	0	0	3	0	3	0	8	2
86	Reybold Road Extended: SR 72 - Salem Church Rd.	0	0	0	1	0	0	0	0	3	0	4	3
87	Mill Creek Rd. and McKennan's Church Rd. Intersection	0	0	0	0	0	0	0	0	3	0	3	4
88	Pedestrian/Bicycle												
89	Wilmington Initiatives: Bicycle Improvements	1	3	2	2	2	3	3	0	3	0	19	1
90	US 13: Memorial Drive - US 40 Pedestrian Safety Improvements	3	1	2	2	3	0	1	4	3	0	19	1
91	US 40 Plan: US 40 Sidepaths (SR 72-SR 1, SR 896-SR 72)	3	1	2	1	3	1	0	2	3	0	16	2
92	SR 48: N. DuPont Rd - SR 141 Pedestrian Safety Improvements	1	3	1	1	2	1	1	2	3	0	15	3
93	US 40: Salem Church Rd - SR 1 Sidepath	1	1	2	1	3	2	0	0	3	0	13	4
94	US 301 Multiuse Pathway	3	0	1	1	2	0	0	3	1	0	11	5
95	US 40: SR 72 - Salem Church Sidepath	1	1	2	1	2	1	0	0	3	0	11	5
96	Wilmington Initiatives: Water Street Walkway	1	0	0	2	0	0	3	0	3	0	9	6
97	DuPont Road Pedestrian Facilities	3	3	0	0	0	0	0	0	3	0	9	6
98	Churchmans: Red Mill Rd. Sidewalks	1	0	0	1	0	0	0	0	3	0	5	7
99	Bicycle, Pedestrian: Foulk Rd.	1	0	1	0	0	0	0	0	3	0	5	7
100	US 40: Newtown Trail & Pedestrian Improvements	1	0	0	0	0	0	0	0	3	0	4	8
101	Bicycle, Pedestrian: Marsh Rd.	1	0	0	0	0	0	0	0	3	0	4	8
102	SR 3, Marsh Rd/Washington Street Ext. and SR 3 Pedestrian Improvements	1	0	0	0	0	0	0	0	3	0	4	8
103	Transit												
104	Transit bus stop improvements - NCC	3	3	1	0	0	0	3	2	3	0	15	1
105	Rail: Middletown to Newark Passenger Rail	3	1	2	1	2	2	0	0	3	0	14	2
106	Statewide CAD/AVL	3	3	0	0	0	0	3	0	3	0	12	3
107	US 40: Transit improvements	1	3	0	1	2	2	0	0	3	0	12	3
108	Rail preservation: NCC Historic Red Clay	0	0	0	0	0	0	0	0	1	0	1	4

1	Technical Score Criteria ¹												
2												FY16	FY16
3												Technical Score	COUNCIL RANK
PROJECT	Quality of Life				Transport People				Support Economic Activity & Growth				
	Air Quality	Environmental Justice	Safety		CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Freight	Economic Development	Funding Match		

1. Technical Score Sources:

Air Quality: review by Air Quality Subcommittee

Environmental Justice: 2013 Environmental Justice & Title VI Plan

Safety: DelDOT crash data, 2004-8

CMS: 2012 Congestion Management System Summary

Transportation Justice: 2007 Accessibility and Mobility Report

Freight: 2007 WILMAPCO Regional Freight and Goods Movement Analysis

Economic Development: Delaware Office of State Planning Policies and Spending Map

Funding Match: DelDOT finance

ID	Project	TIP Page	Notes	FY15-18 TIP	Project Type	Qualitative Index*			
						VMT	Cost	Life	Total
1	Transit Vehicle Expansion, NCC	2-81	Fixed-route only	\$ 4,860,200	Transit	6	0	3	9
2	Rail: Newark Regional Transit Center	2-75		\$ 30,800,000	Transit	3	0	6	9
3	Wilmington DART Bus Hub	2-86	total cost unknown	\$ 5,280,000	Transit	0	0	6	6
4	Transit Vehicle Replacement and Refurbishment	2-36	Fixed-route only	\$ 105,686,900	Transit	0	0	3	3
5	Boyds Corner Park and Ride Expansion	2-61		\$ 395,000	Shared Ride	3	6	6	15
6	Rideshare Program, statewide	1-24		\$ 480,000	Shared Ride	3	6	6	15
7	Rail Improvements: Fairplay Station Parking	2-75		\$ 7,252,000	Shared Ride	3	0	6	9
8	Christiana Mall Park and Ride	2-61		\$ 2,500,000	Shared Ride	3	0	6	9
9	US 13, Duck Creek to SR 1	2-62		\$ 1,500,000	Traffic Flow	3	3	6	12
10	Wilmington Traffic Calming: Walnut: MLK Blvd. to 16th	2-66		\$ 5,000,000	Traffic Flow	3	0	6	9
11	US 40: US 40/SR 72 Intersection (multimodal)	2-64		\$ 18,750,600	Traffic Flow	3	0	6	9
12	SR 2 (Elkton Rd): MD Line to Casho Mill Rd. (multimodal)	2-57		\$ 21,500,000	Traffic Flow	3	0	6	9
13	Wilmington Traffic Calming: 4th St: Walnut to I-95	2-66		\$ 3,000,000	Traffic Flow	3	0	6	9
14	New Castle Industrial Track: S of Christina River - Riverwalk	2-73		\$ 13,100,000	Ped/Bike	6	6	6	18
15	Grubb Road Ped. Improvements: Foulk Rd. to Naamans Rd.	2-46		\$ 550,000	Ped/Bike	3	6	6	15
16	Myrtle Avenue Sidewalk Improvements	2-42		\$ 1,400,000	Ped/Bike	3	3	6	12
17	Garasches Lane	2-45	total cost unknown	\$ 800,000	Ped/Bike	3	0	6	9
18	Manor Avenue Sidewalk Improvements	2-42		\$ 1,020,000	Ped/Bike	0	3	6	9

Interim CMAQ Project Prioritization Process - Methodology

1. Rank projects by type, based on emissions reporting within FHWA's National CMAQ database and federal guidance. Priority by type is: 1. Diesel Retrofits and Replacements, 2. Transit, 3. Shared Ride, 4. I/M and other TCMS, 5. Traffic Flow, 6. Pedestrian/Bicycle

2. Within project types, sort by quantitative emission benefits for diesel projects and qualitative benefits for others. Quantitative benefits can be determined from EPA calculators. An index determining the qualitative benefit follows.

*Qualitative Index

Reduce VMT - negligible (0); moderate (3); significant (6)

Cost - >2 million (0); \$500,000 - \$2 million (3); <\$500,000 (6)

Life expectancy - <5 years (0); 5-10 years (3); >10 years (6)

President Robert J. Hodge, District 5
Vice President Alan McCarthy, District 1
Councilwoman Joyce Bowsbey, District 2
Councilman Dan Schneckenburger, District 3
Councilman George Patchell, District 4



James Massey
Council Manager

County Council Office
410.996.5201
Fax 410.996.1014
Email: council@ccgov.org

COUNTY COUNCIL OF CECIL COUNTY
Cecil County Administration Building
200 Chesapeake Boulevard, Suite 2110, Elkton, MD 21921

April 7, 2015

Pete K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P. O. Box 548
Hanover, MD 21076

RE: Cecil County's FY 2016 Transportation Priorities

Dear Secretary Rahn:

Cecil County Government submits this letter to articulate its transportation priorities to your department for FY 2016. We recognize not only the fiscal challenges that we both face, but significant opportunities to better determine our transportation future, as well. We also remain mindful that ripple effects of employment and population growth here in the northeast corridor will affect all modes in our transportation network.

In recognition of the important relationships among transportation and air quality, congestion mitigation, and providing more livable and sustainable communities with better linked land use and transportation, we have established four broad categories of actions and improvements, as follows:

- Public Transportation Improvements
- US 40 Corridor and Intersection Improvements
- I-95 Corridor Access and Mobility Enhancement Improvements
- US 301 Toll Diversion Coordination Actions

Based upon those categorical priorities, our specific top five priorities are as follows:

- 1) Redesign and construct a new Route 222/I-95 interchange, to include an upgraded bridge over I-95.
- 2) Extend MARC Penn Line commuter rail service from Perryville to Elkton, Newark and Wilmington.
- 3) Enhance I-95 and US 40 toll discounts for Cecil County residents and, especially, businesses.

- 4) Improve the MD 213/ US 40 intersection, with adequate bicycle and pedestrian accommodation.
- 5) Establish a mid-county transportation hub in the North East area.

Public Transportation Improvements

Our very top categorical priority remains public transportation, which has the potential to mitigate congestion more quickly and at lower cost than highway capacity improvements. Our specific public transportation project requests are as follows:

1. The extension of MARC Penn Line commuter rail service from Perryville to Elkton, Newark, and Wilmington – an extension of existing service on existing right of way.
2. The establishment of a mid-county multi-modal transportation hub in the North East area.
3. The extension of SEPTA R2 regional rail service from Newark (current terminus) to Elkton. This, too, would be an extension of existing service on existing right of way.
4. Limited Amtrak service at the Elkton station.
5. Implementation of fixed route transit service between Newark and Aberdeen until the commuter rail link is established.

US 40 Corridor and Intersection Improvements

Our second highest categorical priority is intersection upgrades/geometric improvements along the US 40 corridor. US 40 helps provide access to the entire Eastern Shore via MD 213, and it supplies vital system redundancy to I-95 through the County. US 40 and I-95 actually serve as the spine of our road network, and they play a key role in the statewide congestion management system. Our specific US 40 corridor intersection improvement project requests are as follows:

1. Improve the MD 213/ US 40 intersection – which is second in importance to access to the Eastern Shore in Maryland only to the Bay Bridge. Were it not for the extension of MARC service and public transportation, this state- and regionally-significant intersection would be our highest priority. Improvements should accommodate bicycles and pedestrians.
2. Improve the MD 222/ US 40 intersection, with adequate bicycle and pedestrian accommodation.
3. Improve the MD 272/ US 40 intersection, with adequate bicycle and pedestrian accommodation.
4. In conjunction with the access management plan, improve all US 40 intersections to include acceleration and deceleration lanes. Safety concerns at those intersections continue, especially with increasing traffic volume, and especially with an increasing mix of motor vehicles, bicycles and pedestrians. Of particular concern are the following US 40 intersections with County roads:
 - Cedar Corner
 - Jackson Station
 - Marley Road
 - Nottingham Road
 - Red Toad Road
 - Wells Camp Road

5. Road improvements on MD 222 (US 40 – MD 275) in the interest of enhanced access and mobility and better congestion management.
6. 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.

-95 Corridor Access and Mobility Enhancement Improvements

Our third highest categorical priority this year is access and mobility enhancements along the I-95 corridor. As you are aware, Cecil County is the only Eastern Shore county¹ in the Northeast Corridor, and it is the only Maryland I-95 Northeast Corridor county whose accessibility and economic viability is impeded by a toll. Therefore, inasmuch as every dollar of I-95 toll revenue that goes elsewhere (e.g., the Intercounty Connector) represents an inordinate Cecil County contribution to State transportation priorities, it is eminently reasonable that some of the I-95 toll revenues ought to come back to Cecil County in support of mutual County and State I-95 priorities. Thus, our specific I-95 corridor access and mobility enhancement project requests are as follows:

1. Redesign and construct a new Route 222/I-95 interchange, to include an upgraded bridge over I-95.
2. Enhance I-95 and US 40 toll discounts for Cecil County residents and businesses. The EZ Pass toll collection system could serve as the technological platform from which this could be effectuated.
3. Implement a new I-95 interchange between Interchanges 93 (MD 222) and 100 (MD 272).
4. Examine potential improvements to MD 222 between US 40 and MD 275 to enhance vehicular LOS and to accommodate bicycles and pedestrians.
5. Widen MD 272 to four lanes, bike lanes and sidewalks between US 40 and I-95.

US 301 Toll Diversion Coordination Actions

Our fourth highest categorical priority is the continuation of coordination with DelDOT regarding its plans to convert US 301 into a limited access toll road in New Castle County. Expected toll and truck weight evasion could threaten the distinctive character and sense of place in Cecilton, Chesapeake City, Elkton, and Warwick, as well as the historic and rural character of the County along the MD 213, MD 285, MD 286, MD 282, and MD 310 corridors. Obviously, it could also shift an undue burden of traffic volume and associated maintenance costs from DelDOT's to the SHA's and the County's roads. In conjunction with this priority, our project requests are as follows:

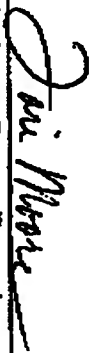
1. Continued coordination with DelDOT in the planning of US 301 improvements in New Castle County, Delaware.
2. Stepped-up enforcement of truck weight limits.

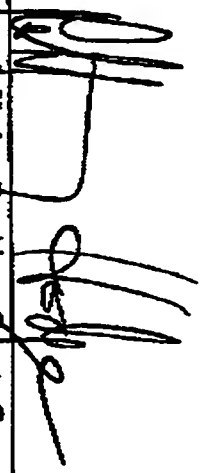
¹ As defined by the Maryland Department of Planning (MDP).

In summation, as our economy continues to rebound, we will again face development pressure and growing traffic volumes that will test our efforts to ameliorate air quality, mitigate traffic congestion, and provide more sustainable and viable communities. This will be especially true in the Annapolis/I-95 Northeast Corridor. In the context of that challenge, and the necessity of all of the cited priorities notwithstanding, we want to clearly emphasize that 1) the redesign and construction of a new Route 222/I-95 interchange (including an upgraded bridge over I-95, 2) the extension of the existing MARC Penn Line commuter rail service, 3) the improvement of the US 40 - MD 213 intersection, and 4) the implementation of business-sustaining I-95 and US 40 toll discounts are Cecil County's very top transportation priorities for FY 2015.

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

Sincerely,


Tari Moore, County Executive


Robert J. Hodge, President, County Council

Cecil County's State of Maryland Delegation

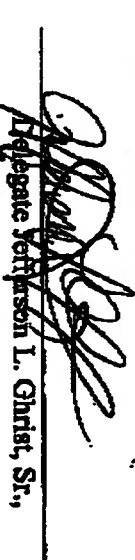

Senator Wayne Norman, District 35

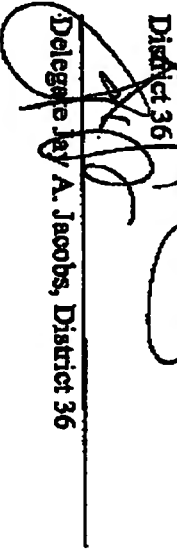

Senator Stephen S. Hershey, Jr. District 36

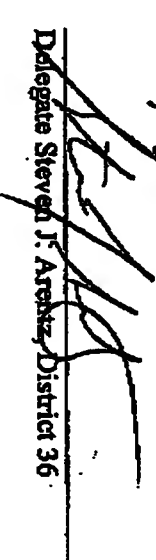

Delegate Kevin B. Hornberger, District 35-A


Delegate Andrew P. Cassilly, District 35-B


Delegate Teresa Reilly, District 35-B


Delegate Jefferson L. Christ, Sr.,


Delegate Jay A. Jacobs, District 36


Delegate Steven J. Arenz, District 36



Town Commissioners of Perryville

515 Broad Street, P.O. Box 773
Perryville, Maryland 21903-0773

(410) 642-6066

(410) 642-6391 (Fax)

Email: townhall@perryvillemd.org

Mayor

James L. Eberhardt

Commissioners

Barbara A. Brown

Alan Fox

Michelle Linky

Raymond A. Ryan III

Town Administrator

Denise Breder

Pete K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, MD 21076

RE: FY2016 Transportation Priorities

Dear Secretary Rahn,

The Town of Perryville would like to take this opportunity to convey our transportation priorities to your department for FY2016. 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, 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. Implement an I-95 and US 40 toll discount for Cecil County residents and especially businesses.
2. Redesign and construct a new Route 222/I-95 interchange, to include an upgraded bridge over I-95.
3. Install sidewalks on MD222 from Clayton Street to the intersection with St. Marks Church Road (the entrance to the Perryville High School).
4. Increase MARC Penn Line service to include mid-day and weekend service for the entire line (D.C. to Perryville) and special event trains.
5. Designate Perryville as a Transit Oriented Development project area.

Complete descriptions of these priorities are as follows:

Toll Discount for local residents and businesses

Suppressed economic development in Perryville and the region continues as the nation struggles to create jobs and help workers achieve independence from unemployment benefits. The workforce in and around the area struggle to balance low wages and rising transportation costs, in addition to increased tolls, when trying to access opportunities available on the other side of the river. Many residents travel back and forth as part of their daily living and working routine.



Toll increases have had significant impact on both Cecil County and Harford County with a serious impediment to our efforts to promote regional tourism and business development. Reducing or providing discounts for local residents and businesses provide incentives to invest in the local community and create opportunities for the future.

I-95 Interchange Improvements

The existing interchange from I-95 was constructed in 1963 and the area combines toll collections and truck weigh stations with the continued increase of traffic, by both vehicles and trucks. 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 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. The recession and recent downturn in our economy has allowed conditions to remain stagnant but is a deterrent to economic development in the area by all surrounding municipalities and Cecil County.

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 of area economic developments such as the Bainbridge project.

Sidewalks on MD222 from Clayton Street to St. Marks Church Road to Perryville High School

Sidewalks in this vicinity would provide a safe walkable access to the local High School and help reduce vehicle traffic along MD222. It is a goal of the Town to provide connecting sidewalks to local schools when development occurs. This road section is owned and maintained by SHA and sidewalks should be incorporated in any road improvements scheduled for MD222.

Extend the MARC commuter rail service

Perryville's Train Station was built in 1905 and still used on a daily basis. Ridership continues to increase as many realize the benefit of regional transportation. Riders come from all over the local area, not only from Maryland, but Delaware, Pennsylvania, and New Jersey, as evidenced throughout public parking areas in our Town. The Train Station is a unique characteristic of our Town that we want to enhance for our future growth and development. Businesses make site selection decisions with a high value placed on access to regional transportation, thereby putting Perryville at that strategic location to utilize these transportation options.

Increased MARC service to include mid-day, weekend and special event trains for the entire line provides alternative transportation that is critical for access to jobs, increased educational, work opportunities, and tourism-related activities in our region.

Designate Perryville as a Transit Oriented Development (TOD) Project Area.

Perryville is strategically located as a Transit Oriented Development project area serviced in combination by the existing rail station, I-95 and US40, with close proximity to some of the busiest cities. The Town has worked with WILMAPCO and completed a design plan that combines workforce housing, public transportation, and business revitalization at the waterfront. Providing greater travel choices to this rapidly growing area is a critical component of our plans to further economic development and reach the goals of developing transit oriented/mixed use projects. Perryville's compact mix of housing, businesses and institutions offers a unique opportunity to bring together all the characteristics that comprise a Transit-Oriented community and is supported in our Sustainable Communities application.

Designation as a TOD would provide numerous opportunities to promote opportunities for transit supportive redevelopment, local and regional accessibility, and help support improvements to regional ambient air quality through the reduction of vehicle travel and traffic congestion in and around Perryville. Being the northern terminus of the MARC line is an important economic advantage, and we would like to be part of Maryland's commuter rail initiatives at the Eastern part of the state.

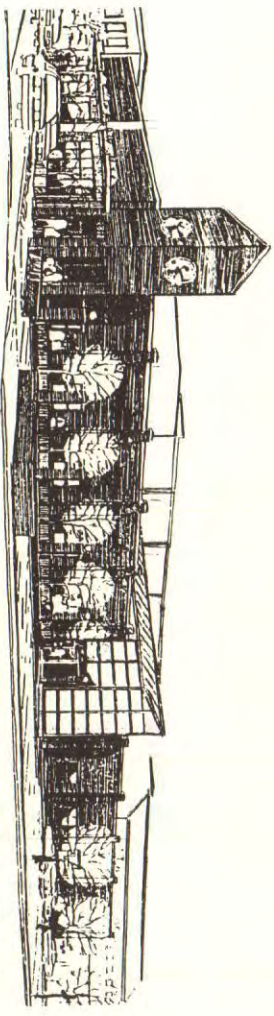
In summary, as the economy recovers, the Town continues to encourage both residential and commercial development as we protect the environment and natural resources of the area. Our priority remains high in our plans to offer as many opportunities to alternative transportation options and achieve less gas consumption. 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,


James L. Eberhardt
Mayor

Copy: Tari Moore, County Executive, Cecil County
County Council of Cecil County



Robert J. Alt, Mayor

Board of Commissioners:

Charles H. Givens, Sr.

Mary Jo Jablonski

Town Administrator:
Lewis H. George, Jr.

Earl M. Piner, Sr.

Daniel R. Van Reenen, Jr.

RECEIVED

April 22, 2015

The Honorable Pete K. Rahn

Maryland Department of Transportation

7201 Corporate Center Drive

P. O. Box 548

Hanover, Maryland 21076

APR 30 2015

SECRETARY'S OFFICE
DEPT. OF TRANSPORTATION

Subject: Cecil County's FY 2016 Transportation Priorities

Dear Secretary Rahn:

First, let me congratulate you on your appointment to Secretary, Maryland Department of Transportation. This is both a very responsible and demanding position with Maryland's government and we wish you the greatest success in the years ahead.

Second, on behalf of the Town of Elkton, we want to express our support of Cecil County's FY 2016 Transportation Priorities, particularly those priorities that affect the Elkton community, i.e., the extension of the MARC Penn Line commuter rail service to Elkton and Newark, Delaware, and needed improvements to the intersection of US 40 and MD 213. These priorities are long standing and certainly involve very complex and impactful solutions to achieve reality. Notwithstanding, they are important goals that should be given very serious consideration by MDOT.

Please do not hesitate to contact me should further discussion be needed on these priorities. I may be reached by telephone at (410) 398-0970 and by email at administration@elkton.org.

Again, we extend our congratulations and best wishes to you for continuing success.

Sincerely yours,

RJA

Robert J. Alt,

Mayor

Attachment

TOWN OF ELKTON

Elkton Municipal Building, 100 Railroad Avenue, P.O. Box 157, Elkton, Maryland 21922-0157
TELEPHONE: (410) 398-0970 FAX: (410) 392-6633 E-MAIL: administration@elkton.org WEBSITE: www.elkton.org

APPENDIX G

Public Comments

In The Matter Of:
*Delaware Department of Transportation
Capital Transportation Program*

*Public Hearing
August 24, 2015*

*Wilcox & Fetzer, Ltd.
1330 King Street
Wilmington, DE 19801
email: depos@wilfet.com, web: www.wilfet.com
phone: 302-655-0477, fax: 302-655-0497*



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DELAWARE DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING

CAPITAL TRANSPORTATION PROGRAM HEARING

Newark Free Library
750 Library Avenue
Newark, Delaware

Monday, August 24, 2015
4:00 P.m.

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PRIVATE TESTIMONY

- - -

KRISTIN SAUSVILLE: I feel very strongly that we need to prioritize creating an overpass interchange at Route 40 and State Route 896.

This is an intersection that's very close to our house, and we spend probably a good anywhere between five and twenty minutes a day stuck in traffic at that intersection going in all directions, turning especially westbound 40 onto southbound 896, continuing northbound on 896 going through the intersection.

We've noticed that there's a lot of congestion at this intersection. There are a lot of larger tractor-trailer trucks that have to stop, and then it takes them a while to start up again when the light turns green.

And I feel that having an interchange would have a positive impact on the amount of traffic that's there and on the environment because then cars and trucks wouldn't be idling at the stoplight anymore.

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1 I'm especially concerned about as
2 there's more development in Middletown, a lot
3 of people use 896 to get from Middletown to 95
4 and points north, and so I'm concerned that in
5 the coming years the congestion there is only
6 going to get worse. So I think that this
7 needs to be a big major priority.

8 - - -

9 ANTOINETTE RUSSUM-HANE: As a
10 Newark, Delaware, resident I find an increased
11 need for linkage from Newark to Wilmington and
12 back in order to use the SEPTA and Amtrak
13 trains going to Philadelphia, New York,
14 Washington, and other such cities.

15 Personally I've had great
16 difficulty returning home from Wilmington to
17 Newark when working in the city of Wilmington,
18 Delaware, due to reduced shuttle buses from
19 the Wilmington train station to the Newark
20 train station.

21 So I hope for an increase in
22 transportation connection between Wilmington
23 and Newark as well as Newark and other big
24 cities nearby.



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1 - - -
2 ANONYMOUS: Monica is asking the
3 bus system if they can have better bus
4 schedules and connection routes for Newark,
5 New Castle because when you live in certain
6 areas, you have to catch the bus from one area
7 just to go into Rodney Square or Christiana
8 Mall just to come back to the same area where
9 you're trying to get to, and I think that's a
10 little bit ludicrous.

11 And if they can have, like, bus,
12 the sections for the bus drivers where they
13 could be sectioned off from the passengers for
14 their safety because they need that. I'm sure
15 there has been incidents over the years when
16 bus drivers got in confrontations with the
17 passengers on the bus because there was no
18 section to block the two from each other.

19 And there can be more buses for
20 passengers where you don't have to wait, like,
21 over an hour in some changes to connect or to
22 catch the bus. This is not a complaint, it's
23 just a concern.

24 And I believe that DART, that the



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1 bus system transportation is good, but if they
2 could just get a little better in those areas
3 that I just spoke about. Thank you.

4 - - -

5 AMY WILBURN: What we noticed
6 with a number of the projects such as Airport
7 Road and Appleby Road, that project, Route 72
8 and Old Baltimore Pike, let me think, I think
9 pretty much those two that we talked about
10 with the bike lanes and you have MUPs, and
11 sometimes the bike lane ends at an MUP or
12 you've got a bike lane coming up on one road
13 and then you've got an MUP if you make a right
14 turn, and they went you to get on the MUP
15 because there's no more shoulder. Okay?

16 They need to ramp the bike lane
17 into the MUP. You need a ramp into the MUP
18 because you cannot have bicycles make
19 90-degree turns. Right now things are
20 designed too much for pedestrians.

21 They treat bicycles like
22 pedestrians in that you're supposed to either
23 come up and somehow do a bunny hop to make a
24 90-degree turn, or you're supposed to get off



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1 your bike and then walk up like a pedestrian.
2 It doesn't work. It's very dangerous,
3 actually. It's not only awkward, it's
4 extremely dangerous for cyclists.

5 So they need to think about
6 cyclists as being like cars in the sense that
7 they need the banking, and the movement of the
8 wheels is like a car. So banking, turns,
9 they're like cars. And to get them to
10 thinking that way whenever they are using --
11 creating bike lanes or wherever they're
12 getting people onto MUPs, they need to ramp
13 them.

14 Okay. The other things we
15 noticed was that when you're talking about --
16 on 299, that is the name of it, yeah, the one
17 that goes through Odessa and Middletown, the
18 end of the project, there's bike lanes.
19 That's all fine. There's an MUP. There's
20 pedestrian crossings. That's fine.

21 But the limits to the project end
22 at the ramps to Route 1, and they really need
23 to do -- a couple things really need to
24 happen. A project needs to extend, especially



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1 for pedestrians. For bicycles too, but it's
2 easier to be a bicycle on 299 going to Odessa
3 than it is a pedestrian. It's very dangerous.
4 They need to do something for pedestrians
5 there.

6 You have a park and ride there,
7 the Middletown park and ride. They possibly
8 could have more frequent shuttle buses into
9 Odessa. They need something to get people who
10 don't have cars from that Middletown park and
11 ride into Odessa because it's rarely hairy the
12 way it is now.

13 And they need to find a way to
14 get bicycles onto the shuttle buses but also
15 onto the 301 bus because right now it has no
16 bicycle facilities. So that's what we said
17 about that.

18 Another project they're going to
19 need for Lorewood Grove Road. Lorewood Grove
20 Road hasn't been designed yet, but it will be
21 designed. You've got bike facilities on one
22 end it connects to, and then on the other end
23 it stops. They're stopping at the Route 1
24 ramps.



1 They need to do something to
 2 create that connector on Lorewood Grove Road
 3 between Route 1 and Route 13 for bicycles
 4 because you've got bike lanes over the
 5 St. Georges Bridge on Route 13. You can
 6 approach it. You've got shoulders on Route
 7 13. When you get to Lorewood Grove Road
 8 there's no shoulders there.

9 They're going to have a whole lot
 10 of development on Lorewood Grove Road dumping
 11 a high volume of cars. That's a very, very
 12 important route to get cycles into Middletown
 13 and Odessa and also to get them to that Mike
 14 Castle trail.

15 So they need to do something to
 16 correct that gap there or people won't be
 17 riding it after they have a lot of
 18 development. They ride it now. They will
 19 ride it less, and you're going to have people
 20 racking up their bikes to get into the trail,
 21 and they're trying to avoid that. That's the
 22 way to do it.

23 So that's what we're saying,
 24 they've got to think of networks and the small



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1 barriers or breaks in that network and create
2 projects for that.

3 I'm trying to think what else.
4 The diverging diamond. We had talked about
5 the diverging diamond at Route 1 and Route 72.
6 And that one we had showed the different
7 people responsible for the projects. Very
8 hard to describe it. But they need to put
9 bike lanes in.

10 In addition they need to put bike
11 lanes onto the approach and ramp them in to
12 the MUP, the shared use path that goes over
13 the bridge over Route 1, and then come back
14 and ramp it into a bike lane on the other
15 side.

16 Right now they're trying to make
17 the bicyclists get off and move like
18 pedestrians. On a very dangerous high-speed
19 right turn it's going -- it's very dangerous.
20 It's not only awkward and unpleasant, it's
21 extremely dangerous. So you don't want that
22 kind of -- and that's what we're telling them.

23 You don't want that kind of gap
24 where you're saying, oh, experienced



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1 bicyclists will just get in the lane with
 2 50-mile-per-hour traffic from a shoulder. Not
 3 happening well. Very dangerous.

4 And at the same time all these
 5 other scared people, who, by the way, aren't
 6 going to be on Route 72 to begin with, they're
 7 so scared they're going to get off their bike
 8 and be a like a pedestrian. It doesn't work.
 9 And when you have group rides, it won't work.

10 So those were -- what else? What
 11 else did we talk about?

12 GAIL ROBILLARD: Did you hit 72,
 13 Old Baltimore Pike?

14 AMY WILBURN: That was one that
 15 had the problem with ramping into the shared
 16 use path, right?

17 GAIL ROBILLARD: Right.

18 AMY WILBURN: Yeah, I did talk
 19 about that. I talked about them in general.
 20 There's Route 72 to Old Baltimore. There's
 21 Airport and Appleby Roads have that problem.

22 GAIL ROBILLARD: What's the
 23 corridor on the diverging diamond called?

24 AMY WILBURN: That's 72, but it's



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1 at Route 1.

2 GAIL ROBILLARD: No. I mean in
3 the middle where you take the cyclist and put
4 them onto the same thing that the pedestrians
5 are going to go on. What's that called?

6 AMY WILBURN: It's a shared use
7 path.

8 GAIL ROBILLARD: Okay.

9 AMY WILBURN: Yeah.

10 GAIL ROBILLARD: I wasn't sure.

11 AMY WILBURN: What else are we
12 missing here?

13 GAIL ROBILLARD: I think that's
14 it.

15 AMY WILBURN: I think that pretty
16 much -- oh. Shipley Street. Shipley in the
17 city. We do support them to have bike lanes
18 along Walnut Street, okay, in the city. It's
19 fine to put protected lanes. They need to
20 think about them at the intersections, how
21 they're going to move people that are going on
22 Walnut Street to the downtown. So they need
23 to really be careful how they engineer the
24 intersections.



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1 And they need a crossing. They
2 need a good crossing for the riverfront over
3 to downtown, and they're not going to have it
4 for bicycles and for pedestrians.

5 The viaduct, Amtrak viaduct and
6 MLK Boulevard are tremendous barriers for
7 pedestrians and for cyclists who aren't
8 comfortable. I ride across it, but there are
9 a lot of people that are uncomfortable there.
10 And on the return it's tough because they have
11 to come up West Street.

12 So we talked about -- and, you
13 know, you're going to have this shared use
14 path that goes all the way to New Castle along
15 the riverfront. So connect it to downtown to
16 bring some economic benefits to the downtown.
17 If they use Shipley Street and create an
18 exclusive bike path crossing at Shipley
19 Street, that will connect the downtown. They
20 can then connect that to Market Street, and it
21 will connect downtown to the riverfront.

22 It's going to be good for the
23 circulation, especially lunchtime crowds that
24 have a lot of people. So we want to promote



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1 that. I know Dave Gula, he has plans for
2 that. And we've already showed these to
3 Deldot.

4 Anything else?

5 GAIL ROBILLARD: I think that's
6 it.

7 AMY WILBURN: You might as well
8 say your name.

9 GAIL ROBILLARD: Gail Robillard,
10 and I ditto what Amy says basically. SR273,
11 South Airport Road and Appleby Road, to focus
12 on smooth transitions from the bike lanes onto
13 the MUPs and off of the MUPs.

14 SR299, Route 1 ramps to Odessa
15 needs pedestrian bike facilities past Route 1
16 ramp towards Odessa.

17 Lorewood Grove Road needs a
18 connector from Route 13 to their project
19 because right now there is none, so we want to
20 see it extended from Route 13 all the way
21 over.

22 Route 72, Old Baltimore Pike,
23 again, smooth transitions from bike lanes onto
24 MUPs and off of MUPs.



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1 Diverging diamonds, Rout 1 and
2 Route 72 needs bike lanes in the lane that
3 will put you onto the shared use path and
4 after the shared use path. Same thing as what
5 Amy said.

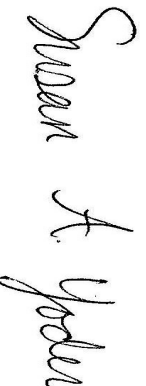
6 (Hearing concluded at 7:10 p.m.)
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REPORTER'S CERTIFICATE

I, SUSAN ARNOLD YODER, Registered Professional Reporter and Notary Public, do hereby certify that the foregoing record, pages 1 through 15 inclusive, is a true and accurate transcript of my stenographic notes taken on August 24, 2015, in the above-captioned matter.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 26th day of August, 2015, at Wilmington.



SUSAN ARNOLD YODER, RPR





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PUBLIC INFORMATION MEETING

Capital Transportation Program Hearings

New Castle County
August 24, 2015

Kent County
September 1, 2015

Sussex County
September 24, 2015



PLEASE PRINT

NAME	ADDRESS	CITY, STATE	ZIP	EMAIL
1 A.G. PORACH	220 E. PARK PL	NEWARK	19711	ALBERTPORACH@YAHOO.COM
2 M. Ladd	11 Hawthorne	Newark	1971	mangomaggie025@gmail.com
3 Ed Osienst	183 Scottfield Dr	Newark	19713	edward.Osienst@state.de.us
4 John Zide	195 Starr Rd	Newark	19711	joshzide@gmail.com
5 DAVID GORDAN	1 EDGEBROOKWAY	NEWARK	19702	da.gordon27@gmail.com
6 GARC O'CONNOR	COTTAGEWAY CR.	NEWARK	19713	
7 Mike RANOWS	211 N. Main Ct.	Newark	19711	Mike@MikeRANOWS.COM
8 DAVID BENTTIE	2404 W. 16 th ST	WILM DE	19806	
9 Melinda McGuigan	1105 Repley St	Wilmington	19801	mmcguigan@ediscompany.com
10 Shane Minner	City of Newark	Newark		Sminner@newark.de.us
11 Kristin Sausville	26 Berkley Dr. Newark	Newark	19702	kristin.sausville@gmail.com
12 Robert Buczynski	36 Cantier Ct	Newark	19711	
13 LaTanya Gilliam	800 Bay Rd.	Dover, DE	19901	latanya.gilliam@state.de.us
14 Dave Blankenship	800 N. French St	Wilm DE	19801	on file
15 VICTOR SINGER	1219 Strustford RD NEWARK 19713	Newark DE	19713	VSinger01@aol.com
16 TED WILLIAMS	CCT			
17 Javier Tompkins	2058 Small Br. Rd. Clayton	Clayton	19938	DHC-Chair@stl.de.us
18 Pam Sapko		Wilmington DE	19801	pam.sapko@trc.org



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PUBLIC INFORMATION MEETING

Capital Transportation Program Hearings

New Castle County
August 24, 2015

Kent County
September 1, 2015

Sussex County
September 24, 2015



PLEASE PRINT

NAME	ADDRESS	CITY, STATE	ZIP	EMAIL
1 EVAN BRODSKY	6 WINTERHAVEN DR APT 7	NEWARK, DE	19702	—
2 BILL DUWNI				
3 LISA HOBERG	1238 OLD COACH'S BRIDGE RD	NEWARK, DE	19713	—
4 Dave Gula	WILMAPCO	Newark DE	19711	dvgula@wilmapco.org
5 Vicky Kleinman 703 Fiske Ln. Newark, DE 19711-3133				
6				
7 Eric Pugliano	Delaware Transit Corporation Wilm	Wilmington		
8 Antoinette Russon	117 Diminish Drive	Newark	19713	inerrchild2000@gmail.com
9 Mary Cannon	1010 San Remo Ct	Bear	19701	—
10 Maurice Butler	107 Carrying Wood Ct	Newark	19702	m1butler@the-house.org
11 Savion Bournes	113 halloween run	Newark	19702	Sbournes45@gmail.com
12 DAVID CARTER	818 VINEY CHURCH RD	Townsend	19734	
13 GAIL E. ROBINSON	3209 NEPTUNE CT	Wilm	19809	lbike2@cox.net
14 HOLLY BRUCHIERI	10 JULIE LN	NEWARK	19711	hollydol-m@yahoo.com
15 Andrew Dinsmore	1105 North Market	Wilm	19708	Andrew.dinsmore@cons.sash.co.uk
16 Brett SADDLER	C RDC	CLAYMONT	19703	bsaddler@claymontdev.org
17 Carol Ireland	106 Hobson Dr.	Hockessin	19707	
18 Mimi D'Orazio	200 Whithy Dr.	Wilm	19803	mimidorazio67@gmail.com



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PUBLIC INFORMATION MEETING

Capital Transportation Program Hearings

New Castle County
August 24, 2015

Kent County
September 1, 2015

Sussex County
September 24, 2015



PLEASE PRINT

NAME	ADDRESS	CITY, STATE	ZIP	EMAIL
1 Amy Wilburn	2817 Newell Dr.	Wilmington DE	19808	diglaert@verizon
2				
3				
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18				

PUBLIC HEARINGS

Capital Transportation Program

New Castle County
Newark Free Library
750 Library Ave., Newark
August 24, 2015

Kent County
Dover/Kent MPO Office
1783 Friends Way, Camden
September 1, 2015

Sussex County
DeIDOT South District Office
23697 DuPont Blvd., Georgetown
September 24, 2015

COMMENT FORM

Name: Car E. Robins
Address: 3309 Hammer Ct. Union, DE 15885
Email: ibike2@verizon.net
Telephone: 302-

SR 2913 - S. FLYING - / Appleby Rd - smooth transition
FROM bike lane onto MHPs - off of MHPs

SR 299 - Rt 1 ramps to Odessa - needs ped/bike
facility pass Rt 1 ramps towards Odessa
bicycle lane - Rt 12 to corner

Rt 72 + DuPont - smooth transition from bike lane
onto MHPs - off of MHPs

Disregard Diamond - Rt 1 + Rt 72 - needs bike
lane like that will get you onto the shaded
use path - AFTER THE SHADED use path.

Attach additional pages if necessary

PLEASE RETURN TO:

Delaware Department of Transportation

CTP Hearings Drew Boyce

P.O. Box 778

Dover DE 19903



Comments can also be submitted via e-mail: dotp@state.de.us or faxed to 302-739-2092

Your comments and opinions are very important. All information you provide on this form will be carefully reviewed by the Department of Transportation. Under State law this survey form is public domain, and if requested, a copy of it must be provided to the public or media. Thank you for your participation and contribution to this important transportation project in Delaware.

From: Boyce, Drew (DeIDOT)
Sent: Thursday, August 27, 2015 10:34 AM
To: 'Dave Gordon'; Peterson, Karen (LegHall); Sundstrom, Geoff (DeIDOT)
Cc: tegeye@wilmapco.org; tgordon@ncde.org; McBride, David (LegHall); Smith, Melanie G (LegHall); Longhurst, Valerie (LegHall); Viola, John (LegHall); VSinger01@aol.com; cabullock@ncde.org; lisajs928@comcast.net; cnb.shotwell@yahoo.com; jmreda@ncde.org; Roberts, Christine; Seta Sorenson; sevenfortyalliance@yahoo.com; jwbell@ncde.org; tsweiner@ncde.org; Janet Kilpatrick; ediller@ncde.org; wepowersir@ncde.org; jicartier@ncde.org; Timothy Sheldon; jpstree@ncde.org; dltackett@ncde.org; Abeglen, Evelyn; Bryan Townsend; phollins@ncde.org; Barbieri, Michael (DHSS)
Subject: RE: ROUTE ONE EXPANSION/AND ROAD "A" WIDENING

Mr. Gordon,

It was a pleasure to talk with you Monday night at DeIDOT's Capital Transportation Program public hearing. I will attempt to provide some information and clarification from a transportation perspective as it related to the Churchmans Crossing Area.

DeIDOT did look at the Churchmans Crossing area and produced a planning document, Churchmans Crossing Study 1997. See attached PDF. This document continues to be the guide for both the County and DeIDOT. DeIDOT has been implementing many aspects of the plan for several years. In our most recent efforts we will be partnering with WILMAPCO to initiate an effort to provide an updated monitoring report on the original study. This will provide an update on development trends, traffic and implementation status.

As part of the plan a connection from Road A to SR273 was contemplated to provide some additional circulation options and a bypass for the Village of Christiansa. Graphical representations of these connections can be seen on page 38 of the study.

When Churchmans Meadows was approaching recordation (2002) DeIDOT reported to NCC during the land use hearings that the right-of-way on the north side of the property would satisfy the intent of the Churchmans Crossing Study. The land use proposal was recorded and the right-of-way was established on the north side. Over the years there have been efforts to work with potential buyers of the Churchmans Meadows property to re-establish the right-of-way corridor opposite Road A. Based on earlier decisions DeIDOT had no regulatory authority to force the issue and none of the opportunities materialized. DeIDOT continued to develop design concepts for the implementation of the Village of Christiansa bypass that utilizes the right-of-way that was dedicated. These do involve a dog leg at the intersection of Road A and the dedicated right-of-way on the north side of Churchmans Meadows. DeIDOT has performed several traffic analyses that looked at several alternatives to connect SR273 with the Christiansa Stanton Road. These analyses showed that the offset intersection would perform within acceptable levels of service further diminishing our ability to acquire a right-of-way opposite Road A.

DeIDOT is currently working with the developer of the Sears parcel on the extension of Eagle Run Road that will connect into the exiting right-of-way on the north side of the Churchmans Meadows property. The plans are nearly finalized and will be ready for the developer to implement within the year. The actual implementation timing will be at the discretion of the developer but will need to be implemented as part of their redevelopment. This will provide a connection from the Christiansa Stanton Road to SR273 and provide an opportunity to connect down to the Christiansa Towne Center. DeIDOT is also working with developers west of SR273 to dedicate right-of-way and implement the other portions of The Study. We will continue to work with the county on any proposed development to allow for the

accommodation and possible implementation of the concepts and ideas contemplated in the original study.

DelDOT is currently designing the Road A dualization project and it is fully funded in the 6 year Capital Transportation Plan.

In addition we have studied the SR1 corridor and have identified future projects that will be implemented over the next 20 years. The corridor continues to be congested in the AM and PM peak hours. To address the NB issue DelDOT will be converting the NB shoulder from US40 to SR273 into an auxiliary lane. DelDOT took bids for this project on 8/18/15. Once completed the interim improvement will provide some relief on that portion of the roadway while we continue to complete the project development of the SR1 widening project for the rest of the corridor. The strategy for the corridor is to work from north to south with the proposed improvements. Once we complete the project development process the next project should be from SR273 to US40 including the new interchange at SR273. This project still has a lot of engineering to be done and there will be additional public outreach. We have not lost sight of the larger improvements but we did re-focus our efforts on the interim project so that we could provide some relief soon than later.

DelDOT has also done a significant study on possible bike routes in the area. Please take a look at the referenced study for more information. The southern alternatives utilize the trail system that currently crosses under SR1.

http://www.deldot.gov/information/projects/trails/Newark_to_Wilm_Pathway/pdfs/NewarktoWilmingtonTrailReport2014-07-18.pdf

Please let me know if you would like to discuss further.

Thanks

Drew A Boyce

Director, Planning

Delaware Department of Transportation

800 Bay Road

Dover, DE 19903

302.760.2111

drew.boyce@state.de.us

From: Dave Gordon [<mailto:da.gordon77@gmail.com>]

Sent: Tuesday, August 25, 2015 2:27 PM

To: B Shotwell <cnb.shotwell@yahoo.com>

Cc: Peterson, Karen (LegHall) <Karen.Peterson@state.de.us>; Boyce, Drew (DelDOT) <Drew.Boyce@state.de.us>; Tigist Zegeye <zegeye@wilmappco.org>; tpgordon@ncdde.org; McBride, David (LegHall) <David.McBride@state.de.us>; Smith, Melanie G (LegHall) <Melanie.G.Smith@state.de.us>; Longhurst, Valerie (LegHall) <Valerie.Longhurst@state.de.us>; Viola, John (LegHall) <John.Viola@state.de.us>; VSinger01@aol.com; cabullock@ncdde.org; ilsais928@comcast.net; jimeda@ncdde.org; Roberts, Christine <CRoberts@ncdde.org>; Seta Sorenson <setasorenson@gmail.com>; sevenfortvalliance@yahoo.com; jwbell@ncdde.org; rsweiner@ncdde.org; Janet Kipatrick <jkkipatrick@ncdde.org>; edilier@ncdde.org; wepowersir@ncdde.org; jicartier@ncdde.org; Timothy Sheldon <tpsheldon@ncdde.org>; jstteet@ncdde.org; dtrackett@ncdde.org; Abegglen, Evelyn <ENAbegglen@ncdde.org>; Judith Jennings <judithjennings@verizon.net>; Ken Baumgardt <kendigger@aol.com>; Kenneth Baumgardt <kenneth.baumgardt@nab02.usace.army.mil>; Robin Brown <rbrown@delawareonline.com>; Theresa Warren <tlwarren@udel.edu>; Hope Sank <hopes464@yahoo.com>; Nate Sorenson <natesorenson@gmail.com>; Kelly & Zac Crawford <kcrawford745@gmail.com>; Bonnie & Jim Broomall <dbroomall73@gmail.com>; Barbara Walls <bwalls_be@comcast.net>; Cheryl Denny <jasonismom@gmail.com>; Cleo Foose <cleofoose@comcast.net>; Ray Denny <dennray@gmail.com>; Robert Donato <donato7210@aol.com>; James Thorpe <jlimelde@comcast.net>; Melody Thorpe <melmelthorpe@comcast.net>; Daniel and Cheryl Bolton <dapebo5@comcast.net>; Harmon Carey <harmon.carey@yahoo.com>; Charles Ford <gpache2@comcast.net>; Dave Gordon <metroformelectric@hotmail.com>; Christina United Methodist Church <christianaumc@verizon.net>; Mike Biddle (Crofton) <mikebiddle@aol.com>; oldhome@verizon.net; Richard Lewis <richardwl007@yahoo.com>; Saddle Waters <saddle.waters@gmail.com>; Dave Harper <bigboytoyz@atlanticbb.net>; Bill Powell <gzmo1022@gmail.com>; Lesley-Dan Frost <lesley1965@comcast.net>; Bill Stafford <staffordprecision.com>; Pastor Wanda Cook <justified01@comcast.net>; A Johnson <nonchalant@gmail.com>; Lynn Padbury <lynnp2632@yahoo.com>; Walter Cook <waltercook408@comcast.net>; Mary Cautillo <curlyq005@comcast.net>; Shevena Cale <cales@christina.k12.de.us>; John - Cheryl Dean <dean7397@verizon.net>; Wally Diehl <wallydiehl@comcast.net>; J Small <jsmall11@christina.k12.de.us>; Orenda Poindexter <goch1207@yahoo.com>; Debbie Tanner <debbietanner68@yahoo.com>; Natalie - Jeff Burns <nataliegrifford@gmail.com>; Janice Garbini <janicegarbini@gmail.com>; Bryan Townsend <bryan.townsend@state.de.us>; George Haggerty <gothaggerty@ncdde.org>; Jeff Peters <pikectrekvalleycivicleague@yahoo.com>; Bill Dunn <bill_done@msn.com>; phollins@ncdde.org; jennifer.cohan@state.de.us

Subject: Re: ROUTE ONE EXPANSION/AND ROAD "A" WIDENING

KAREN

IT LOOKS LIKE THE LIST IS GROWING. I HOPE EVERYONE CAN COME TO THE MEETING WITH THE GOVERNOR AND TOM GORDON. I'M WAITING FOR THE GOVERNORS OFFICE TO GET BACK TO ME WITH A DATE HE CAN ATTEND. RIGHT NOW, DUE TO THE JEWISH HOLIDAY, ROSH HASHANAH, ON SEPT 14TH WILL NOT WORK FOR GOVERNOR JACK MARKEL. ONCE WE HAVE A DATE FROM HIS OFFICE WE WILL LET EVERYONE KNOW THE TIME AND PLACE. MEANWHILE THERE WILL BE A SMALLER GROUP THAT WILL MEET ON SEPT. 14TH AT THE BEAR LIBRARY. EVERYONE IS WELCOME. WHEN WE DO MEET WITH THE GOVERNOR PLEASE INVITE AS MANY NEIGHBORS AND FRIENDS TO THIS MEETING.

BY THE WAY I FORGOT TO MENTION THAT SENATOR TOM SHARP WAS ALWAYS SUPPORTIVE AS WELL AS CHRIS COONS AND PAUL CLARK. I SHOULD ALSO RECOGNIZE THE LATE TOM LODGE FROM CONNOLLY, LODGE AND HUTZ FOR ALL OF HIS SUPPORT IN FIGHTING THE REZONING PROPOSALS. BY THE WAY MIKE PURZYCKI WAS AN ATTORNEY FOR CONNOLLY, LODGE AND HUTZ, AS WELL. LASTLY I DID REACH OUT SENATOR JOE BIDEN, THRU HIS MOTHER, AND KNOWING JOE HE PROBABLY MADE A CALL OR TWO??

THANK YOU

DAVID A.

GORDON

On Tue, Aug 25, 2015 at 1:23 PM, B Shotwell <cnb.shotwell@yahoo.com> wrote:

Hello Karen,

I'm sure you remember back in 2001, almost all of the Christiana community wanted Road A to connect to the Christiana Towne Center. You worked with the Christiana Group on that and other issues. Thank You.

Very correct!, Gov. Minner, Sec of Trans. Nathan Hayward and Mr. Weiner met in Dover and worked out a **deal**. The Christiana Group had requested to be involved with the routing of a connector road at Road A. The deal was done without us. The owners of the property wanted to build "age restricted, low income housing". When NCC Council voted on this, the Sec of Trans, Del Housing Authority and a few adjacent property owners testified they wanted it. Most of the Christiana residents did not. There was a letter stating that Mr. Aciermo would pay for the cost of the road and build it to DelDOT specs. if given the chance. That letter was submitted to NCC Council prior to the vote. Karen Vanesky was the only vote to stop the rezoning. Since that time there has been many attempts to get the road straight through. I understand the federal tax credits and funds have expired for the "age restricted, low income housing", thus a new plan for apartments. It's strange, some have forget what they pushed for 14 years ago!

Don't get me wrong, a road straight through this property would be a perfect solution for the traffic gridlock. Can DelDOT acquire the property after 14 years? Has that ship has sailed?

What now needs to be **immediate great concern** is the developer that is trying to **CLOSE** North Old Baltimore Pike at Eagle Run Creek, right below the entrance to Edgebrooke. This developer claims to want to "help with your traffic problems". Developers have already claimed one entrance to this Historic Community.

Thanks for your time and support,

Barry Shotwell

From: "Peterson, Karen (LegHall)" <Karen.Peterson@state.de.us>

To: Dave Gordon <da.gordon77@gmail.com>; "Boyce, Drew (DeIDOT)" <Drew.Boyce@state.de.us>; "tzegeye@wilmapco.org" <tzegeye@wilmapco.org>; "tpgordon@nccde.org" <tpgordon@nccde.org>; "McBride, David (LegHall)" <David.McBride@state.de.us>; "Smith, Melanie G (LegHall)" <Melanie.G.Smith@state.de.us>; "Longhurst, Valerie (LegHall)" <Valerie.Longhurst@state.de.us>; "Viola, John (LegHall)" <John.Viola@state.de.us>; "V Singer01@aol.com" <VSinger01@aol.com>; "cabullock@nccde.org" <cabullock@nccde.org>; "lisais928@comcast.net" <lisais928@comcast.net>; "cnb.shotwell@yahoo.com" <cnb.shotwell@yahoo.com>; "jmreda@nccde.org" <jmreda@nccde.org>; "Roberts, Christine" <CRoberts@nccde.org>; Seta Sorenson <setasorenson@gmail.com>; "sevenfortvalliance@yahoo.com" <sevenfortvalliance@yahoo.com>; "jwbell@nccde.org" <jwbell@nccde.org>; "rsweiner@nccde.org" <rsweiner@nccde.org>; Janet Kilpatrick <jkilpatrick@nccde.org>; "ediller@nccde.org" <ediller@nccde.org>; "wepowersjr@nccde.org" <wepowersjr@nccde.org>; "jicartier@nccde.org" <jicartier@nccde.org>; Timothy Sheldon <tpsheldon@nccde.org>; "jpstreet@nccde.org" <jpstreet@nccde.org>; "dltackett@nccde.org" <dltackett@nccde.org>; "[Abeglen, Evelyn](mailto:Abeglen,Evelyn)" <ENAbeglen@nccde.org>

Sent: Tuesday, August 25, 2015 10:19 AM

Subject: Re: ROUTE ONE EXPANSION/AND ROAD "A" WIDENING

Dave,

With all due respect, there are some statements made in your e-mail that need a reply --

1. **"We have heard many promises and most of them have not been kept."**
Can you tell me what they were?
2. **"We moved here before the Christiana Mall and the Christiana Hospital were even built"** (37 years ago).
The Christiana Mall opened 37 years ago -- and the plans for the Christiana Hospital were widely publicized in the 1970s during a court battle to attempt to stop the hospital from being built there. Construction began in 1981. So, neither should have come as a surprise to anyone!
3. **"DelDOT has failed to purchase land for right-of-ways."**
Which right-of-ways are you talking about?
4. **"Too many accidents occur on a daily basis in . . . the general area of Route One . . . and Route 273."**
DelDOT has already held a number of meetings and hearings on the scheduled improvements to that interchange.
5. **"There are no bike paths or pedestrian bridges over Route one, yet the federal government mandated that these needs be met to get the funding."**
If the federal government "mandated" that there be bike paths and/or pedestrian bridges over Route 1, they would have been built.
6. **"We need DelDOT and the New Castle County to work together more closely to help get the funds to get the Route one and Road "A" moving next year."**
First, New Castle County is not involved in building roads.
Second, when the governor proposed a 10 cent per gallon gas tax increase to (in part) pay for the Route 1 improvements last year, the public had a "fit" over increasing the gas tax -- even though it hasn't been increased in nearly 25 years! I guess people think that road contractors work for free -- and that government is inflation-proof.

As for Road "A," the plan to extend that road across the Weiner property was abandoned many years ago under Gov. Minner and Secretary of Transportation Nathan Hayward (as I explained in my earlier e-mails). Eagle Run Road will serve as the "connector" between the Mall and Route 273.

The State has spent tens of millions of dollars on the Route 1 project and the Route 1 and I-95 interchange to move traffic through that area more smoothly, so I'm not sure why you feel that DelDOT has done nothing.

Karen

From: Dave Gordon <da.gordon77@gmail.com>

Sent: Tuesday, August 25, 2015 8:43 AM

To: Boyce, Drew (Deldot); tzegeye@wilmmapco.org; tpgordon@nccde.org; Peterson, Karen (LegHall); McBride, David (LegHall); Smith, Melanie G (LegHall); Longhurst, Valerie (LegHall); Viola, John (LegHall); VSinger01@aol.com; cabullock@nccde.org; lisais928@comcast.net; cnb.shotwell@yahoo.com; jmreda@nccde.org; Roberts, Christine; Seta Sorenson; sevenfortyalliance@yahoo.com; jwbell@nccde.org; rsweiner@nccde.org; Janet Kilpatrick; ediller@nccde.org; wepowersjr@nccde.org; jlicartier@nccde.org; Timothy Sheldon; jdstreet@nccde.org; dltackett@nccde.org; Abegglen, Evelyn

Subject: ROUTE ONE EXPANSION/AND ROAD "A" WIDENING

DREW/TZEGEYE

I HAVE LIVED IN EDGEBROOKE FOR 37 PLUS YEARS, AND I HAVE ATTENDED MANY WORKSHOPS, COUNTY COUNCIL MEETINGS, AND COMMUNITY MEETINGS OVER THAT TIME. WE HAVE HEARD MANY PROMISES AND MOST OF THEM HAVE NOT BEEN KEPT.

THE TERM " INFRASTRUTURE" WAS INTRODUCED ABOUT TWENTY YEARS AGO TO ME. IT SOUNDED LIKE SOME TYPE OF MAJOR JAW DROPPING CHANGES WERE GOING TO TAKE PLACE. WELL THINGS DIDN'T QUITE HAPPEN LIKE THAT IN DELAWARE OR IN THE COUNTRY, FOR THAT MATTER.

WE MOVED HERE BEFORE THE CHRISTIANA MALL AND THE CHRISTIANA HOSPITAL WAS EVEN BUILT. DELDOT HAS FAILED TO PUT A BIG PICTURE PLAN ON THE TABLE SINCE WE MOVED HERE. THE COUNTY PEOPLE HAVE DONE NOTHING TO PRESERVE LAND SPACE FOR PARKS, BICYCLE AND PEDESTRIAN PATHS,OR JUST OPEN SPACE IN GENERAL. DELDOT HAS FAILED TO PURCHASE LAND FOR RIGHT OF WAYS FOR THE "BIG PICTURE". WHEN IS DEL DOT GOING TO GET IT RIGHT? TO MANY ACCIDENTS OCCUR ON A DAILY BASIS IN THIS GENERAL AREA OF ROUTE ONE(NEAR THE CHRISTIANA MALL) AND ROUTE 273.

THERE ARE NO BIKE PATHS OR PEDESTRIAN BRIDGES OVER ROUTE ONE, YET THE FEDERAL GOVERNMENT MANDATED THAT THESE NEEDS BE MET TO GET THE FUNDING.

WE NEED DELDOT AND THE NEW CASTLE COUNTY TO WORK TOGETHER MORE CLOSELY TO HELP GET THE FUNDS TO GET THE ROUTE ONE AND ROAD "A" MOVING NEXT YEAR.THESE PROJECTS ARE NOT EVEN PROJECTED TO START FOR MANY YEARS FROM NOW. LET'S MOVE THESE PROJECTS TO THE TOP OF THE LIST NOW.

I URGE EVERYONE TO GET MORE INVOLVED IN SOME FASHION. WRITE TO THE GOVERNOR AND TOM GORDON,SET UP MORE ORGANIZED MEETINGS WITH REAL AGENDAS.CONTACT NEW PEOPLE TO GET INVOLVED IN THE ELECTION PROCESS.MOST IMPORTANTLY, SEND EMAILS TO DELDOT TO LET THEM KNOW WE WANT ROUTE ONE TO BE A MUST ON THEIR PROJECT LIST. YOUR VOICE MATTERS, BUT DOES DOES EMAILS.

THANK YOU
DAVID A. GORDON
1 EDGEBROOKE WAY
NEWARK, DEL. 19702

Transportation Improvement Program

Welcome to the Wilmington Area Planning Council's public meeting on the Transportation Improvement Program. 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?

Project is which provide better accommodations for bicyclists

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

#41 - Little Baltimore Valley Rd - There is a deep cut road for shoulders / bike lanes ~~for~~ between Landrum & Little Baltimore, especially near Little Baltimore, on Valley Rd.

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

Working north on North Star, there is a guard rail well off the road, with no paved shoulder, off Paper Mill Rd. Bicyclists would greatly benefit by a paved shoulder to connect with the existing shoulder north of there

G-27

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

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

☐ Workshop flyer ☐ Read in newspaper ☐ Read in WILMAPCO news/newsletter ☐ Heard on radio
☐ WILMAPCO website ☐ Facebook ☐ Other Email notification

Contact Information

Name: Carel Ireland Street Address: 106 Hobson Dr.
 City: Hockessin State: DE ZIP Code: 19707
 Phone Number: 302-995-9658 E-mail: Spinningbiker2@gmail.com

Wilmington Area Planning Council

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

WILMAPCO Council:

MEMORANDUM

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

Bill Miners, Vice-Chair
*Chesapeake City
Councilman*

Jennifer Cohan
*Delaware Dept. of Transportation
Secretary*

Thomas P. Gordon
New Castle County Executive

Connie C. Holland
*Delaware Office of State Planning
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Heather Murphy
*Maryland Dept. of Transportation
Director, Office of Planning and
Capital Programming*

Michael Spencer
Mayor of Newport

Dennis P. Williams
Mayor of Wilmington

WILMAPCO Executive Director
Tigist Zageye

To: Heather Duniigan, Principal Planner

From: Bill Swiatek, Senior Planner

Date: September 10, 2015

Re: **Amended FY 2016 Transportation Improvement Program (TIP)
Public Comment**

I met with representatives of the New Castle Prevention Coalition (NCPC) – a community development coalition – on September 8, 2015 at the Rose Hill Community Center. Representing the NCPC was: Sandra Smithers, Rysheema Dixon, and Rudy Marshall.

I have been encouraging the NCPC to submit a TIP public comment regarding concerns they have expressed to me about transportation along the Route 9 corridor. Due to the impending close of the TIP public comment period, it was agreed to capture the thoughts that were verbally expressed at the meeting in this memo.

The NCPC is in strong support of the recent redevelopment efforts along the Route 9 corridor, namely the Route 9 Innovation District initiative by New Castle County. The NCPC was also pleased with the Route 9 Walkable Community Workshop held by WILMAPCO this past May. The NCPC is also in strong support of a planned Route 9 Master Plan, to better direct future growth in the corridor and consider long-term transportation improvements.

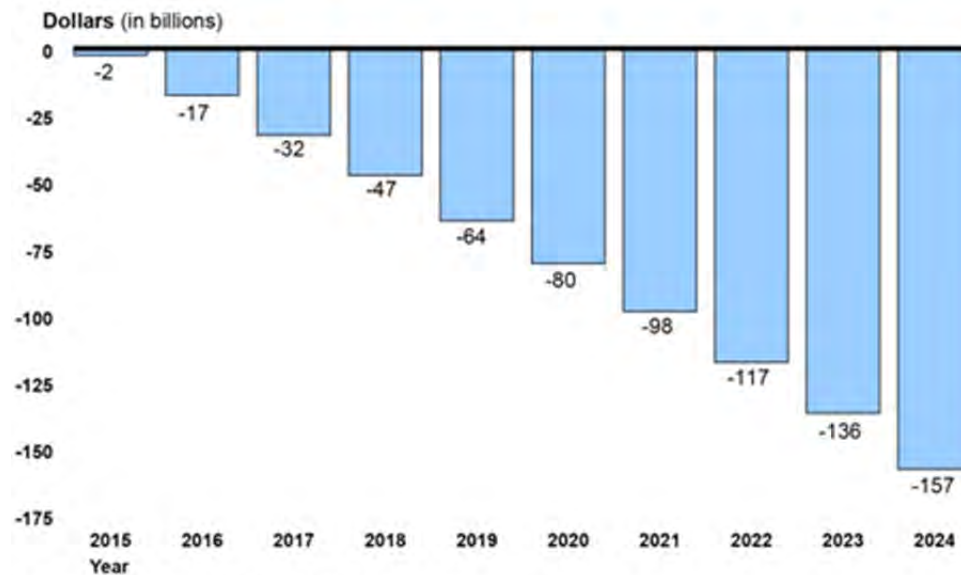
The following concerns were expressed by the NCPC:

- The Route 9 corridor is in need of additional reinvestment and redevelopment following years of neglect.
- That no TIP projects were located along Route 9 in New Castle County between New Castle and Wilmington. There are numerous needs on the corridor that are not being addressed by the ongoing repaving project. These include enhanced pedestrian infrastructure and addressing illegal truck traffic.
- The need for better public bus service throughout New Castle County, generally.
- The need for public transit to better reach employment opportunities, specifically.
- The social inequity of a TIP with so much funding going towards suburban highway expansions. Questions about how transportation projects are generated and prioritized. Are social equity and economic development considered when generating and prioritizing projects? Are communities with weaker political voices being left out?

From: VSinger01@aol.com [mailto:VSinger01@aol.com]
Sent: Tuesday, March 03, 2015 12:43 PM
To: Daniel Blevins
Cc: vsinger01@aol.com
Subject: Comments on Draft TIP

Folks

A recent WILMAPCO-sponsored event at Newark's Embassy Suites Hotel highlighted the sorry state of our system for national funding for the nation's surface transportation system. The GAO, the US Government Accountability Office, projects that continuing prior spending levels without augmentation of prior funding sources would produce untenable Highway Trust Fund deficits shown by the following figure:



Source: GAO analysis of CBO data. | GAO-15-290

The present era of deficit financing of our national government coupled with political animosities on an increasing spectrum of issues, suggest that nothing beyond stop-gap Highway Trust Fund fixes can be realistically anticipated. In that light, if we're lucky, the Congress will provide enough additional funding to eliminate a few years of deficit, WITHOUT adding enough more to overcome the cumulative effects of inflation and higher fuel mileage since the present funding arrangements were enacted.

The unavoidable lesson: Getting the biggest possible bang for every Federal buck spent on our surface transportation system will be more important in the future than ever before.

WILMAPCO approval is necessary for every dollar of Federal fund grants or loans in support of transportation system improvements in Northern Delaware. The State of Delaware is presently committed to construction of a new toll road connecting US 301 at the Maryland/Delaware border with Delaware's State Route 1 just south of the Roth Bridge across the C&D Canal. This four lane limited access divided highway will serve 5200 vehicles per day - - NOT per lane - - while many thoroughfares in Northern Delaware are carrying more than three times that load level on two lanes thru neighborhood streets.

Certainly there is a myriad of other transportation system improvements that Delaware travelers need far more than this one. That the 301/SR 1 connector scored as high as it did on WILMAPCO's rating scheme points to the deficiency of WILMAPCO's rating scheme rather than to the merits of the project.

WILMAPCO cannot and ought not argue with Delaware's commitment to waste STATE money on this project. But authorizing a FURTHER commitment of FEDERAL money either by grant or by loan to support this project betrays WILMAPCO's duty to assure that the traveling public gets the biggest possible bang for each precious Federal buck spent on Northern Delaware's surface transportation system.

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

WILMAPCO Response: Construction of the US 301 project as contained in the TIP is predominately funded using Toll Revenue Bonds as opposed to state or federal funding. Any changes to funding sources will require an amendment to the TIP along with a supplemental public comment period. This most recent projected traffic analysis is available through DelDOT, Traffic & Revenue Report - November 2013, http://www.deldot.gov/information/projects/us301/pdfs/Jacobs_301_Report.pdf. The AADT of 5,200 represents initial use; this is projected to increase in subsequent years.

The unavoidable lesson: Getting the biggest possible bang for every Federal buck spent on our surface transportation system will be more important in the future than ever before.

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. Victor Singer
1219 Stinsford Road
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Comment Sheet

WILMAPCO

Transportation Improvement Program

Welcome to the Wilmington Area Planning Council's public meeting on the Transportation Improvement Program. 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?

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

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

Better connecting routes of transit from communities to the major business hubs, i.e. from New Castle to Farmers Mt. Newark to Main Street, etc.

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

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: Yvette G Wallace Street Address: 48 Cheswald Blvd #20
City: Newark State: DE ZIP Code: 19713
Phone Number: _____ E-mail: _____

Thank you for your participation!

Please turn in before you leave or fax to 302-737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711 or comment at our web site at www.wilmapco.org. Call 302-737-6205 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. 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?

- Store Campus Rail Station
- Road Improvements - on on-ramp side

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

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

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

Recently moved to DE. from NY - Roads are in great condition!

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: Greg Merley Street Address: 37 Sandalwood Dr, Apt. 8
City: Newark State: DE ZIP Code: 15713
Phone Number: _____ E-mail: gmerley88@yahoo.com

Thank you for your participation!

Please turn in before you leave or fax to 302-737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711 or comment at our web site at www.wilmapco.org. Call 302-737-6205 if you have any questions.

Welcome!!! Please sign in

Event: TIP Workshop Location: Newark Library Date: February 23, 2015

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

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

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

How can you participate?

- Stay informed—sign up for our monthly e-news and quarterly newsletter by visiting www.wilmapo.org or calling 302.737.6205
- Attend public meetings or invite us to speak to your group. Two TIP workshops are held each year. In addition, WILMAPCO, DeIDOT and MDOT host many public events on individual plans and projects
- Call us or E-mail comments to wilmapo@wilmapo.org



WHAT'S NEW: Draft TIP is available for comment from January 12—March 3, 2015

Next Public Workshop: February 23, 2015

Visit between 4—6:30 p.m., Newark Free Library, 750 Library Ave. Newark, DE 19711

- Contains more than \$1.6 billion in road, transit, rail, multimodal & bicycle/pedestrian projects
- Contains 7 percent less funding than the TIP approved in September 2014
- Eight added bridge preservation projects:
 - BR 111 on Bengel Rd over Red Clay Creek
 - BR 148 on Greenbank Rd over Red Clay Creek
 - BR 251 on Harmony Rd over White Clay Creek
 - BR 308 on Clarks Corner Rd over Dragon Run
 - BR 634 on DuPont Rd over Delaware Valley Railroad
 - BR 714 on Chapman Rd over I-95
 - BR 717 on I-95 NB over SR1
 - BR 759 on I-95 over Brandywine River
- Funds eliminated from 15 projects:
 - Boyds Corner Park and Ride
 - BR 394S, US 13 over Drawyers Creek Southbound
 - BR 424, Old Corbitt Road, East of Odessa
 - Cedar Lane: Mar Pit to Boyds Corner Rd
 - City of New Castle Intersections (SR9/3rd, SR9/6th, SR 9/Harmony)
 - Claymont Train Station
 - Fairplay Train Station Parking
 - Grubb Rd: Foulk Rd to SR 92, sidewalks
 - Possum Park Rd and Old Possum Park Rd Intersection
 - Pyles Ford Rd, Culvert Replacements
 - SR 9, New Castle Ave: 3rd Street to Heald Street
 - Tyler McConnell Bridge
 - US 13: Duck Creek to SR 1
 - Wilmington Initiatives: 4th St., Walnut St. to I-95
 - Wilmington Transit Hub



WILMINGTON AREA PLANNING COUNCIL
850 Library Avenue, Newark, DE
302-737-6205 • wilmapo@wilmapo.org
www.wilmapo.org/TIP

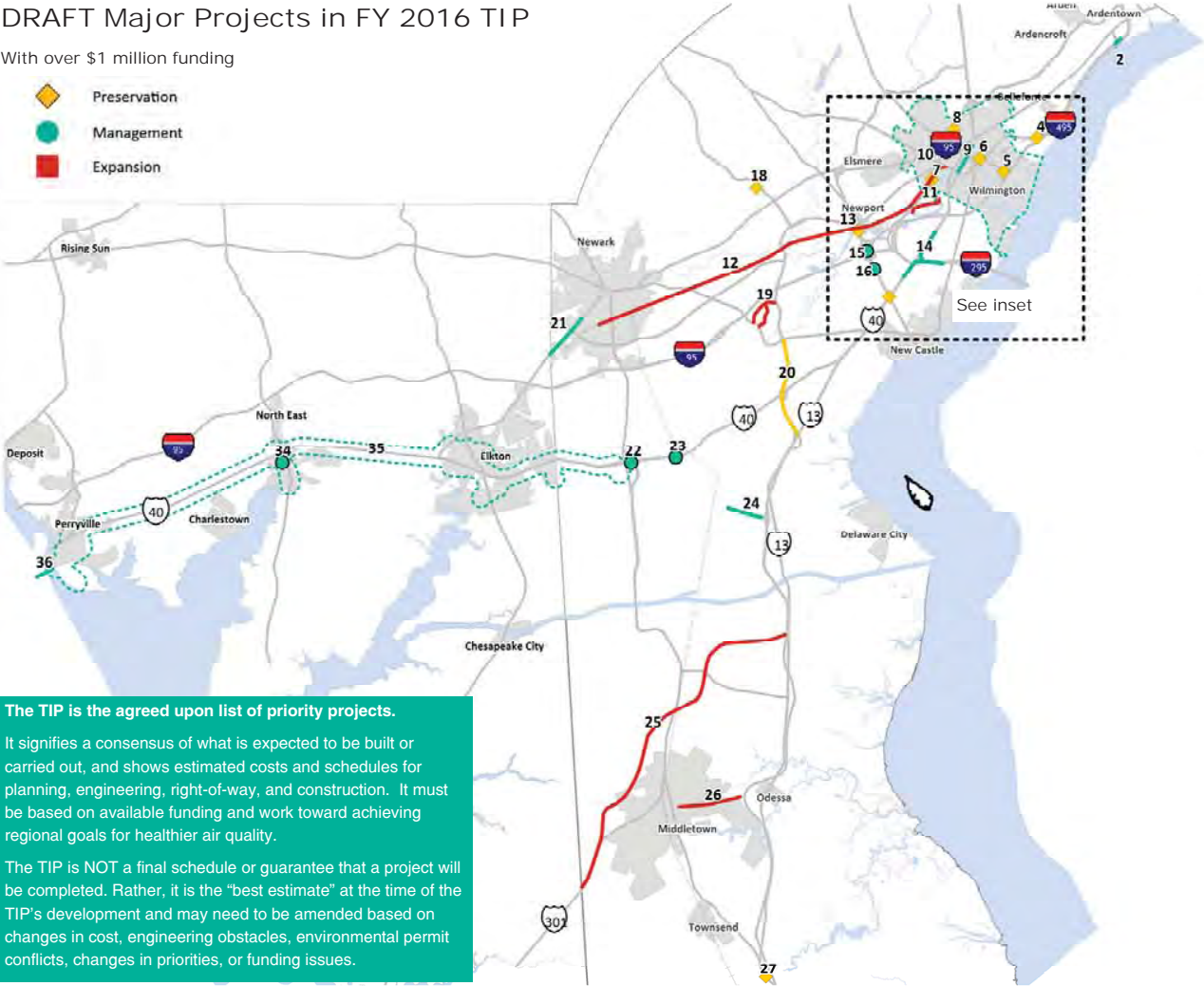
SEE INSIDE FOR PROJECT MAP



DRAFT Major Projects in FY 2016 TIP

With over \$1 million funding

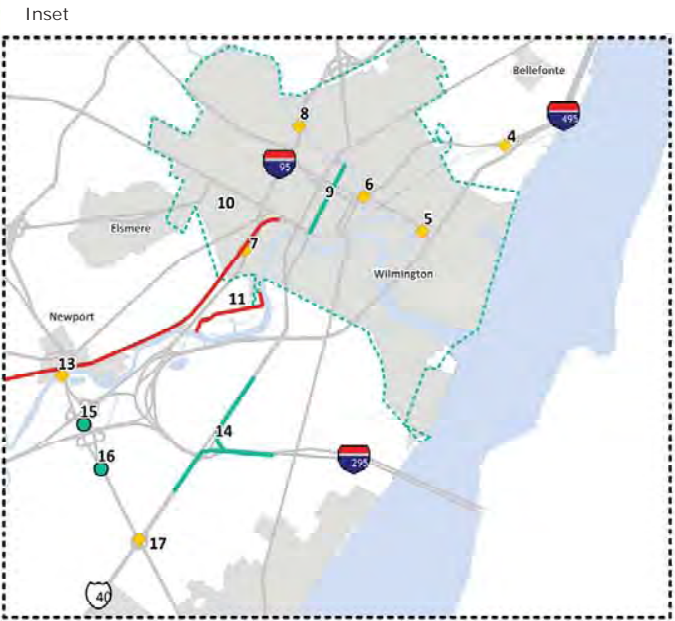
- Preservation
- Management
- Expansion



The TIP is the agreed upon list of priority projects.

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

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



Project (areawide projects, not mapped)

- Interstate Maintenance, New Castle County
- Areawide Resurfacing and Rehabilitation, Cecil County
- Areawide Environmental Projects, Cecil County
- Areawide Congestion Management, Cecil County
- Areawide Bridge Replacement and Rehabilitation, Cecil County
- Areawide Safety & Spot Improvements, Cecil County

Visit www.wilmapco.org/tip or call 302-737-6205 to learn more about these and other projects. In the TIP document, you can read a complete description for each project and see funding for each year and phase.

ID	Project
2	Claymont Sidewalks - Myrtle and Manor Avenues
4	BR 567 on Hay Rd over Shellpot Creek
5	BR 814 on 12th Street over NS RR
6	BR 577 on Northeast Blvd over Brandywine River
7	BR 748, I-95 Wilmington Viaduct
8	BR 759 on I-95 over Brandywine River
9	Wilmington Initiatives: Walnut St., MLK to 16th St.

ID	Project
10	Wilmington Signal Improvements
11	NCC Industrial Track Greenway, Phase III
12	Third Rail Track Expansion, Newark to Wilmington
13	BR 159 on James Street over Christina River
14	I-295 Improvements, Westbound: I-295 to US 13
15	SR 141/I-95 Interchange
16	SR 141 and Commons Blvd Intersection

ID	Project
17	BR 680 on SR 141 over US 13
18	BR 191 on Milltown Rd over Mill Creek
19	Road A/SR 7 (Road, Bridge, & Mall Connector Study)
20	SR 1: Roth Bridge to SR 273
21	SR 2, Elkton Road: MD Line to Casho Mill Rd
22	US 40 / SR 896 Interchange
23	US 40 / SR 72 Interchange

ID	Project
24	SR 72: McCoy Road to SR 71
25	US 301: Maryland Line to SR 1
26	SR 299: SR 1 to Catherine Street
27	BR 488 on US 13SB, South of Odessa
34	MD 272 Bridge over Amtrak
35	Small Urban Transit—Capital and Operating Assistance
36	Susquehanna River Bridge Replacement

LEARN MORE ABOUT THE TIP

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.

\$583 million Delaware/Maryland 36%	<i>Delaware/Maryland funds from fuel taxes, tolls, motor vehicle and other fees, & bonds</i>
\$637 million federal 39%	<i>Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)</i>
\$398 other 25%	<i>Other funding comes from local funds, developer contributions, toll bonds, and grants</i>

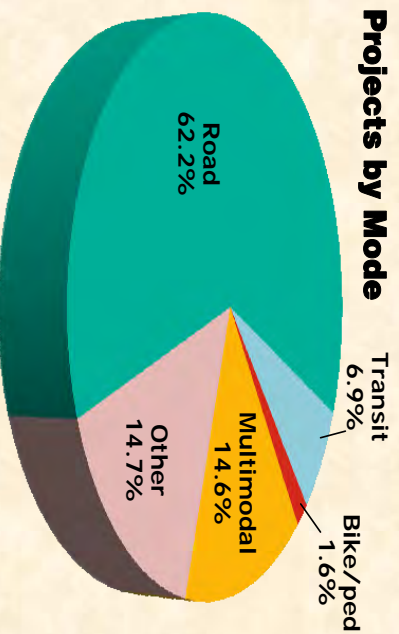
Where are the projects?

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

Cecil County 4%	<i>The TIP document is grouped by Cecil County, New Castle County, and Delaware Statewide. Delaware Statewide contains funding for all counties in Delaware and projects do not specify amounts for New Castle County, for example Engineering and Contingency</i>
New Castle County 49%	
Delaware Statewide 47%	

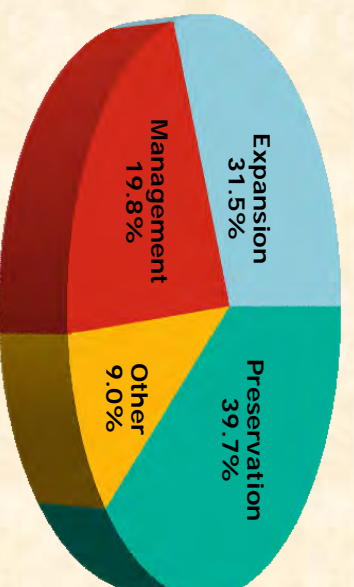
What Types of Projects are in the TIP?

Projects by Mode



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

Projects by Category



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



Open House Public Workshop

Transportation Improvement Program



\$1.6 Billion

planned for transportation investments

Have your say in which transportation projects get funded in New Castle County, DE & Cecil County, MD

Monday, February 23, 2015

visit anytime between 4:00 to 6:30 p.m.

Newark Free Library

750 Library Avenue, Newark, DE 19711

The **FY 2016-2019 Transportation Improvement Program (TIP)** is available for public comment from January 12 through March 3, 2015. TIP information is also available for review and comment at our Virtual Public Workshop at www.wilmapco.org/tip.

In addition to the TIP, WILMAPCO and DelDOT invite you to learn about and comment on the draft [Delmarva Freight Plan](#).

Phone: 302-737-6205, Fax: 302-737-9584, Email: wilmapco@wilmapco.org

WILMAPCO

1-8-15

1-9-15 TO 2-23-15

MARK VANDERHAAR

AC

:30

EDITS

LET YOUR OPINION COUNT! WILMAPCO HAS RELEASED FOR PUBLIC REVIEW ITS TRANSPORTATION IMPROVEMENT PROGRAM... OR TIP...A DRAFT OF PROPOSED TRANSPORTATION PROJECTS IN THE AREA! TO GET YOUR INPUT, WILMAPCO, IN PARTNERSHIP WITH DEL-DOT, IS HOLDING A PUBLIC **WORKSHOP** ON MONDAY, FEBRUARY 23RD FROM FOUR TO SIX-THIRTY PM AT THE NEWARK FREE LIBRARY, 750 LIBRARY AVENUE, NEWARK! COME LOOK OVER THE PROPOSALS...ASK QUESTIONS AND LEARN HOW FUNDING SHORTFALLS EFFECT THE PROPOSED PROJECT LIST. FOR MORE, VISIT WILMAPCO DOT ORG SLASH TIP.

PRONUNCIATION KEY: WILMAPCO = WILL-MAP-CO

WILMAPCO News Release

January 12, 2015

Contact Information:

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Transportation agency invited public comment on \$1.6 billion of transportation improvements, a seven percent decrease in available funds

Newark, DE - Today, the Wilmington Area Planning Council (WILMAPCO) has released for public review and comment more than \$1.6 billion of anticipated transportation projects, proposed in a new draft transportation program. **To solicit public feedback the agency will host a public workshop on Monday, February 23, 2015 at the Newark Free Library, 750 Library Ave, Newark.** Attendees are welcome to stop by anytime between 4 and 6:30pm. WILMAPCO and Delaware Department of Transportation (DelDOT) representatives will be available during the workshop to answer questions. Information about the draft [Delmarva Freight Plan](#) will also be displayed during the workshop.

The draft FY 2016-2019 Transportation Improvement Program (TIP) for New Castle County, Delaware and Cecil County, Maryland is a four-year listing of federally-funded transportation projects. Projects encompass road, transit, rail, bicycle and pedestrian improvements. This proposal includes a seven percent decrease in funds.

Tigist Zegeye, WILMAPCO's Executive Director said, "Because of transportation funding shortfalls in the region, projects that preserve the existing infrastructure and address safety are our highest priority. Preservation projects account for nearly 40 percent of the TIP. New preservation projects include the I-95 Bridge over the Brandywine River and seven other bridge projects"

Due to the decrease in funds, many projects will have all or most of their funding removed. The proposed TIP eliminates funding from 15 projects including:

- *Transit improvements* at the Boyds Corner Park and Ride, Claymont Train Station, and Fairplay Train Station Parking, and funds for the creation of a Wilmington Transit Hub.
- *Roadway improvements* on Cedar Lane Road; SR 9 in the City of New Castle, New Castle County and South Wilmington; Possum Park Road at Old Possum Park Road; Tyler McConnell Bridge; US 13 in the Smyrna area; and 4th Street in the City of Wilmington.
- *Pedestrian improvements* on Grubb Road.

Information can be viewed and commented upon online at www.wilmapco.org/tip or at WILMAPCO's office, 850 Library Avenue, Newark, DE during business hours. Comments may also be submitted in writing to Wilmington Area Planning Council, 850 Library Avenue, Suite 100, Newark, DE 19711, by fax to 302-737-9584, or by e-mail to wilmapco@wilmapco.org. Print versions of the documents are available at WILMAPCO's office or can be mailed upon request. Comments will be accepted through March 3, 2015.

For more information or to schedule an interview, please contact Heather Dunigan at hdunigan@wilmapco.org, or 302-737-6205 ext. 118.

###

The Wilmington Area Planning Council (WILMAPCO) is the regional transportation planning agency for New Castle County, Delaware and Cecil County, Maryland. As the federally designated metropolitan planning organization (MPO), WILMAPCO is charged with planning and coordinating transportation investments for the region based on federal policy, local input, technical analysis, and best practices.



Wilmington Area Planning Council
850 Library Ave., Suite 100, Newark, DE 19711 (302) 737-6205 wilmapco@wilmapco.org

More I-95 repairs in Delaware on the way



Melissa Nann Burke, The News Journal 11:51 p.m. EST January 14, 2015



(Photo: THE NEWS JOURNAL/WILLIAM BRETZGER - FILE)

DeIDOT has accelerated plans for a major rehabilitation to the I-95 bridge over the Brandywine in Wilmington, in part due to the extra wear-and-tear caused by heavy traffic detoured from [I-495](#) last summer, officials say.

"There's no doubt that the increased traffic from I-495 deteriorated the bridge deck," said Barry Benton, assistant director for bridges at the Delaware Department of Transportation. "But the overall condition of the bridge would have eventually required the work anyway."

Work on the 50-year-old span could begin within two years, giving motorists a bit of time to enjoy the newly reconfigured interchange at U.S. 202 before construction returns to the area again.

The project would involve the replacement of the six-lane concrete deck, barrier walls, steel fascia girders and diaphragms, as well as the cleaning and greasing of bearings, and repairs for cracks and spalls in the concrete piers and abutments.

DeIDOT is preparing for an estimated \$180 million tab over the next decade to rehab accelerating deterioration of major interstate spans, including the Brandywine bridge (estimated at \$45 million) and the Wilmington Viaduct (\$34 million). The viaduct, which carries I-95 through Wilmington, has experienced serious concrete loss and corrosion.

The agency's upcoming capital budget is expected to focus heavily again on maintaining a "state of good repair" to keep current pavement, bridge and equipment needs from getting worse.

Roughly 40 percent of spending in the next four years supports projects that would preserve existing infrastructure, as opposed to new construction, noted Tigist Zegeye, director of the Wilmington Area Planning Council, which prioritizes and tracks spending on federally funded transportation projects in New Castle and Cecil counties.

"We've been operating under a shortfall of funding for the last couple of years," Zegeye said Wednesday. "Our job is to really make sure we communicate that to the public. People are understanding that. What we don't have is a mechanism to increase revenue."

Lawmakers last session cut DeIDOT's capital transportation spending to \$155 million – down from \$192 million the previous year. The General Assembly rejected Gov. Jack Markell's proposed gas-tax increase and moved \$40 million that would have funded road and bridge work to plug shortfalls in the General Fund.

It remains unclear whether lawmakers again will be asked to raise Transportation Trust Fund taxes or fees.

WILMAPCO this week published a draft list of the \$1.6 billion in road, transit, rail and bicycle/pedestrian projects planned for fiscal 2016–19 in New Castle and Cecil counties.

Projects without funding include:

- Safety improvements at Possum Park and Old Possum Park roads near Newark.
- Upgrades to enhance traffic flow and pedestrian safety along Fourth and Walnut streets in Wilmington.
- Reconstruction of the congested Tyler McConnell Bridge along Del. 141.
- Expanded parking at the Fairplay Station at Churchmans Crossing.
- Pathways along Grubb and Shipley roads in Brandywine Hundred.
- The long-planned Claymont Train Station.

- Improvements along U.S. 13 in Smyrna from Duck Creek to Del. 1.

On Jan. 29, Markell is expected to unveil his statewide budget for the fiscal year that begins July 1.

Contact Melissa Nann Burke at (302) 324-2329, mburke@delawareonline.com or on Twitter [@nannburke](https://twitter.com/nannburke).

PUBLIC COMMENT PERIOD

The Wilmington Area Planning Council's draft [Transportation Improvement Program](#) is available at www.wilmapco.org/tip or at WILMAPCO offices, 850 Library Avenue, Suite 100, Newark, DE 19703. Comments can be submitted in writing to the same address; by fax (302) 737-9584; or e-mail to wilmapco@wilmapco.org. Deadline is March 3.

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