

# 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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

**NOx or Nitrogen Oxides** - is the generic term for a group of highly reactive gases, all of which contain nitrogen and oxygen in varying amounts. Many of the nitrogen oxides are colorless and odorless. However, one common pollutant, nitrogen dioxide (NO<sub>2</sub>) along with particles in the air can often be seen as a reddish-brown layer over many urban areas.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



# APPENDIX B

Self Certification, Resolutions  
and Organizational Chart



## Self-Certifications

### *Summary of Statutory Requirements*

## Metropolitan Planning

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

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

*[23 CFR 450.334; 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

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### ***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**

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

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

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

### ***WILMAPCO Actions***

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

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

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## **WILMAPCO Council:**

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Mayor of Elton

**Jennifer Cohan**  
Delaware Dept. of Transportation  
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**Heather Murphy**  
Maryland Dept. of Transportation  
Director, Office of Planning and  
Capital Programming

**Michael S. Purzcki**  
Mayor of Wilmington

**Michael Spencer**  
Mayor of Newport

**WILMAPCO Executive Director**  
Tigist Zegeye

## **RESOLUTION**

### **BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE RELEASE OF THE DRAFT FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM FOR A PUBLIC REVIEW PERIOD**

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

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

**WHEREAS**, the projects included in the FY 2019-2022 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 2019-2022 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 2019-2022 TIP at the upcoming public workshop; and

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

**WHEREAS**, the FY 2019 projects contained in the amended FY 2019-2022 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 2019-2022 TIP Transportation Improvement Program for a public review period.

Date: January 11, 2018

  
John Sisson, Chairperson  
Wilmington Area Planning Council

**WILMAPCO**

*Partners with you in transportation planning*

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## **DRAFT RESOLUTION**

### **BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) ADOPTING THE FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

**WHEREAS**, the projects included in the FY 2019-2022 TIP are drawn from the 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 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 2019-2022 TIP has undergone appropriate community and technical reviews; and

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

**WHEREAS**, the FY 2019-2022 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 2019-2022 Transportation Improvement Program.

Date: \_\_\_\_\_

John Sisson, Chairperson  
Wilmington Area Planning Council

***WILMAPCO***

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**WILMAPCO Executive Director**  
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## **DRAFT RESOLUTION**

### **BY THE WILMINGTON AREA PLANNING COUNCIL CERTIFYING THE METROPOLITAN TRANSPORTATION PLANNING PROCESS FOR FISCAL YEAR 2019**

**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 Fixing America's Surface Transportation (FAST) Act 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 Fixing America's Surface Transportation (FAST) Act –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: \_\_\_\_\_

John Sisson, Chairperson  
Wilmington Area Planning Council

**WILMAPCO**

## 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:

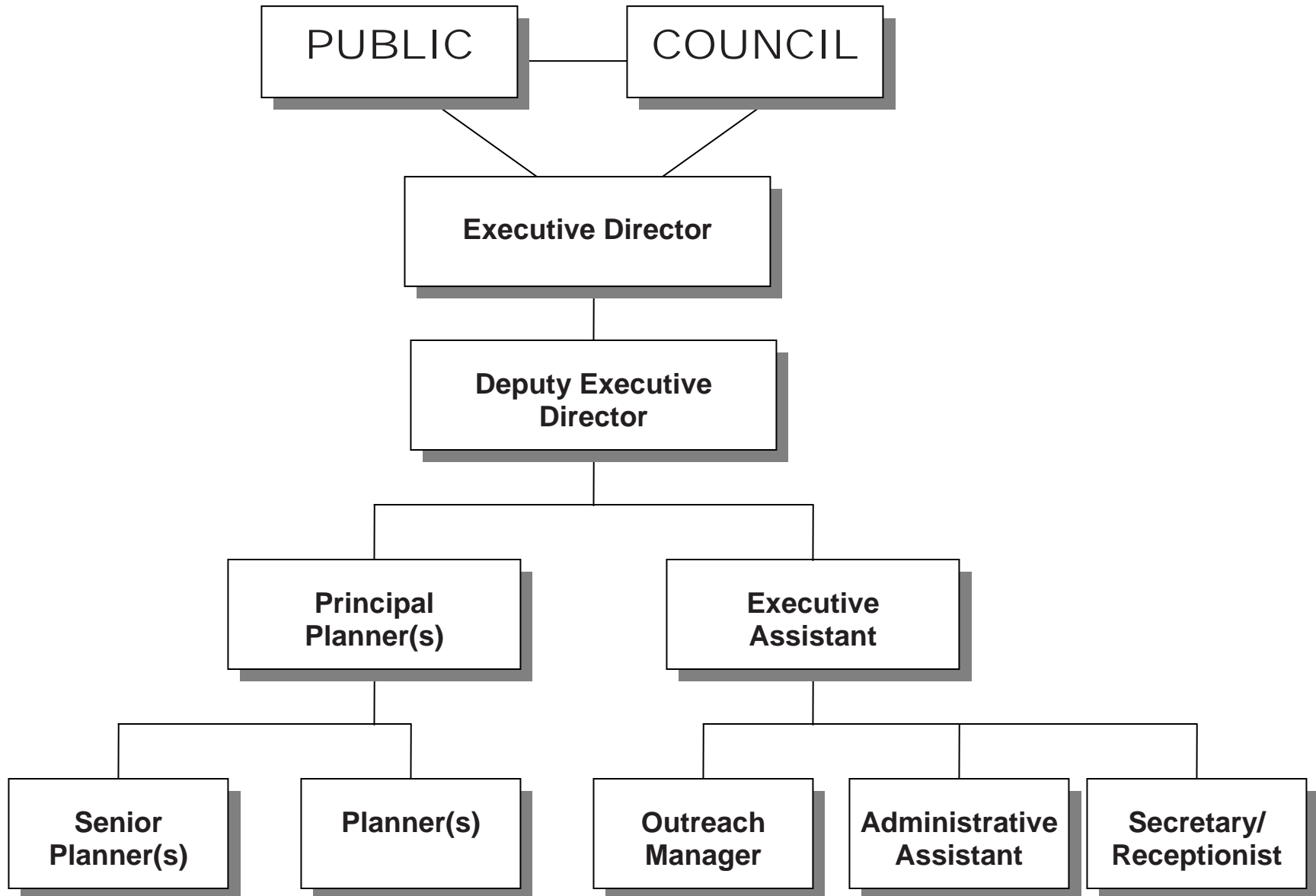
- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 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 Fixing America's Surface Transportation (FAST) Act–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>Wilmington Area Planning Council</b>	<b>Maryland Department of Transportation</b>	<b>Delaware Department of Transportation</b>
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Signature	Signature	Signature
Tigist Zegeye	Pete K. Rahn	Jennifer L. Cohan
Printed Name	Printed Name	Printed Name
Executive Director	Secretary	Secretary
Title	Title	Title
Date	Date	Date



# WILMAPCO Organization







# APPENDIX C

## Air Quality Conformity Analysis



# 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: [wilmington@wilmington.org](mailto:wilmington@wilmington.org)  
web site: [www.wilmington.org](http://www.wilmington.org)

**WILMAPCO Council:**

## MEMORANDUM

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

**Robert J. Alt**  
*Mayor of Elton*

**Jennifer Cohan**  
*Delaware Dept. of Transportation  
Secretary*

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

**Alan McCarthy**  
*Cecil County Executive*

**Matthew Meyer**  
*New Castle County Executive*

**Heather Murphy**  
*Maryland Dept. of Transportation  
Director, Office of Planning and  
Capital Programming*

**Michael S. Purzycki**  
*Mayor of Wilmington*

**Michael Spencer**  
*Mayor of Newport*

**WILMAPCO Executive Director**  
*Tigist Zegeye*

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

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

**Date:** January 29, 2018

**Re:** FY 2019- 22 TIP / 2040 RTP Conformity Determination

Staff and the WILMAPCO Air Quality Subcommittee have reviewed all projects found in the FY 2019- 22 TIP and 2040 RTP and discussed their air quality impacts. The group found that these projects do not trigger new regional emissions analyses. No new regionally-significant projects were added in the FY 2019-22 TIP and 2040 RTP and the modeled horizon years of existing regionally-significant projects remained intact.

Therefore, the FY 2019-22 TIP and 2040 RTP conformity determination will rely on the FY 2016-19 TIP / 2040 RTP regional emissions analyses, adopted by the WILMAPCO Council on January 8, 2015.

CC: Air Quality Subcommittee  
Heather Dunigan, Principal Planner

**WILMAPCO**

*Partners with you in transportation planning*

**1. I-295 Northbound, SR 141 to US 13**

No further description. PE funding in 2023 and 2024. Construction estimated at \$8 million, but not spent in the CTP. About one mile in total length. Was not included in FY 2019 TIP Project Prioritization.

Possibly in model as, “I-295 Improvements Eastbound at SR 141 (add third lane)” modeled for in-service by the 2040 horizon year.

**2. SR 9, New Castle Avenue, Landers Lane to A Street, Planning Study**

No further description. \$1.2 million total PE in 2023 and 2024. Funding is a placeholder for projects coming out of the Route 9 Master Plan. In not currently in RTP. Was not included in FY 2019 TIP Project Prioritization.

Suggested Revised WILMAPCO Project Name and Description

**SR 9, New Castle Avenue, Buttonwood Avenue to Terminal Avenue**

This program will help implement the key projects recommended in the Route 9 Corridor Transportation and Land Use Master Plan. Major proposed work includes placing both Route 9 and Memorial Drive on road diets, with saved lane space used to improve pedestrian and bicycle and bus facilities and provide extra green space. Some intersections will be rebuilt to enhance safety and maintain vehicular traffic flow though year 2036 liberal build conditions. Proposals include the construction of roundabouts at Terminal Avenue, Memorial Drive, and Cherry Lane, and the reconstruction of Rogers Road/SR 9 intersection and the Stamm Boulevard/SR 9 intersections. An innovative center-lane multiuse pathway is proposed for Route 9 as it passes overtop the I-295 Expressway, to be accessed by the two proposed roundabouts at Memorial Drive and Cherry Lane. Meanwhile, an internal pedestrian/bicycle path system is proposed to knit together the now largely disconnected suburban neighborhoods along the corridor. Other efforts involve better managing truck traffic in the corridor via the provision of an overnight parking facility at the Port of Wilmington and more comprehensive truck signage to discourage illegal truck movements. Further initial study is needed for some proposals in the Master Plan. These include the recommended future extensions of Garasches Lane to Terminal Avenue, Pigeon Point Road to south of I-295, and the road diet preferred for the stretch of Route 9 around Stamm Boulevard. Together, all of these improvements will work to reduce vehicle crashes, the severity of crashes, make it easier and safer to cross Route 9 and Memorial Drive on foot or bicycle, better connect existing and planned neighborhoods and amenities, and support the freer movement of freight while, simultaneously, properly spacing it from residential uses.

**3. Otts Chapel Road and Welsh Track Road Intersection Improvements**

Based on a traffic operational analysis performed by TMC, inefficiencies were identified. Adding turn lanes, (sidewalks only if already in area) to improve operations are reduce delay at the intersection. Bike amenities in accordance with CS policy. \$25,000 PE in 2023. \$150,000 C identified but not spent the CTP. In not currently in RTP. Was not included in FY 2019 TIP Project Prioritization.

**4. Shallcross Lake Road Relocated, Graylag Road to Boyds Corner Road**

This project will relocate Shallcross Lake Road between Graylag Road and Boyds Corner Road. The proposed alignment will shift the Shallcross Lake Road and Boyds Corner Road intersection east to align with Milford Drive (Grand View Farm). The realignment was proposed in DelDOT's Southern New Castle County Improvements program.

\$1.5 million in C in FY 2019. Possibly all developer funded.

## Regionally Significant

“The transportation plan must ... describe any proposed regionally significant additions or modifications to the transportation (highway and transit) system that are expected to be operational in each horizon year. Regionally significant projects must also be identified in sufficient detail to analyze their emissions impacts. Regionally significant is defined in the transportation conformity rule as:

Regionally significant project means a transportation project (other than an exempt project in accordance with 40 CFR §§93.126, 93.127) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc. or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guide-way transit facilities that offer an alternative to regional highway travel.

Projects that are regionally significant, regardless of funding source, must be included in the regional emissions analysis. The determination of other regionally significant projects for the purposes of regional emissions analysis may vary in accordance with the interagency consultation procedures included in 40 CFR §93.105(c)(1)(ii) as amended by 62 FR 43805, Aug. 15, 1997 of the transportation conformity rule. Regionally significant additions or modifications to the transportation system must be identified and described in the following level of detail:

- Highway network additions or modifications must identify intersections with existing regionally significant facilities,
- The effect of such additions or modifications on route options between transportation analysis zones must be defined,
- Additions or modifications to highway segments must identify the design concept and scope sufficiently to model travel time under various traffic volumes, consistent with MPO modeling methods,
- Transit facilities, equipment and services proposed for the future must be defined in terms and design concept and scope and operating policies sufficient to model transit ridership, and
- Additions or modifications to the transportation network must be sufficiently described to show a reasonable relationship between forecasted land use and the future transportation system.

In addition, the plan must discuss other future transportation policies, requirements, services, and activities, including intermodal activities (e.g. access improvements to ports, airports, major transfer hubs between truck and rail terminals, etc.).”

<sup>1</sup> U.S. Department of Transportation, Transportation Conformity Reference Guide, May 2000, Publication # FHWA-EP-00-014, pg. C-1-3.

# APPENDIX D

## Financial Plan and Annual Listing of Obligated Projects





## FINANCIAL PLAN

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The Metropolitan Planning Regulation (23 CFR 450) requires that the Transportation Improvement Program (TIP) be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the TIP, 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.

**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 2019-2022 Estimated Spending Summary

All \$ x 1000		State		Federal		Other		TOTAL
		Funds	Percent	Funds	Percent	Funds	Percent	
Delaware Statewide Element	2019	221,748.8	64%	120,742.8	35%	2,070.9	1%	344,562.6
	2020	223,073.6	69%	98,915.7	31%	1,520.9	0%	323,510.1
	2021	210,139.6	67%	101,514.2	32%	1,503.3	0%	313,157.1
	2022	201,283.5	65%	105,163.2	34%	1,503.3	0%	307,950.1
	TOTAL	856,245.6	66%	426,335.9	33%	6,598.5	1%	1,289,180.0
New Castle County Element	2019	63,049.4	24%	155,162.6	58%	48,138.9	18%	266,350.8
	2020	77,400.7	29%	154,478.1	58%	36,665.3	14%	268,544.0
	2021	51,299.1	27%	134,855.9	72%	1,300.0	1%	187,455.0
	2022	28,246.7	26%	79,458.2	73%	1,300.0	1%	109,004.9
	TOTAL	219,995.8	26%	523,954.7	63%	87,404.1	11%	831,354.6
Cecil County Element	2019	4,845.0	20%	19,100.9	79%	208.7	1%	24,154.6
	2020	4,665.0	21%	18,027.0	79%	4.0	0%	22,696.0
	2021	3,813.0	20%	15,265.0	80%	4.0	0%	19,082.0
	2022	4,924.0	19%	20,012.8	77%	928.5	4%	25,865.3
	TOTAL	18,247.0	20%	72,405.7	79%	1,145.2	1%	91,797.9
Combined Total	2019	289,643.2	46%	295,006.3	46%	50,418.5	8%	635,068.0
	2020	305,139.2	50%	271,420.7	44%	38,190.2	6%	614,750.1
	2021	265,251.7	51%	251,635.0	48%	2,807.3	1%	519,694.1
	2022	234,454.2	53%	204,634.2	46%	3,731.8	1%	442,820.3
	TOTAL	1,094,488.4	49%	1,022,696.3	46%	95,147.8	4%	2,212,332.5

**WILMAPCO**  
**Regional Transportation Plan**  
  
**Financial Projections**  
**for**  
**Cecil County**

Prepared by  
Maryland Department of Transportation  
December 2017

## DOCUMENTATION OF ASSUMPTIONS

**Date:** December 2017

**Subject:** Methodology and assumptions used to derive the  
2017 – 2045 Constrained Long-range Transportation Plan

### Total Program Revenues/Expenditures (operating and capital):

- FY 1981 to FY 2016 figures are actual expenditures from historical records. FY 2017 to FY 2022 are from the FY 2017 Transportation Trust Fund Financial Plan and Consolidated Transportation Plan (CTP).
- The federal funds received directly by WMATA are not included in this exercise.
- FY 2023 to FY 2045 projections of state funds use a historical annual average growth rate of 5.3%. Federal fund projections for the same period are based on an average growth rate of 3.0% for Highway and Transit program funds.

### Operating Expenditures:

- FY 1981 to FY 2016 figures are actual expenditures from historical records. Expenditures for FY 2017 to FY 2022 are the operating budget projections contained in the current Trust Fund Forecast.
- FY 2023 to FY 2045 projections are derived by inflating the previous year with an estimate for the percentage change in CPI-U plus 2%. The Consumer Price Index is a generally accepted measure of inflation. The projected annual change in index figures is based on information received from two economic forecasting firms. Two percent (2%) is added to the forecasted rate to account for the additional operating costs associated with new capital expansions.

### Capital - Systems Preservation:

- Department records were used to determine the split between systems preservation and expansion for FY 1981 to FY 2016. Amounts for FY 2017 to FY 2022 represent the current version of the capital program.
- For the period FY 2023 – FY 2045, an annual growth rate of 2.0% is assumed for systems preservation projects, not to exceed 70% of the total program.

### Capital - Expansion:

- Expenditures for capital expansion were derived by subtracting both operating and systems preservation expenditures from the total program expenditures for each year.

Cecil County – Percentage of Capital Expansion:

- Total capital figures from FY 1981 to present were split into surface and non-surface. Surface included highway (SHA) and transit (MTA, MARC, and WMATA) costs. Non-surface included the Maryland Port, Aviation, and Motor Vehicle Administrations and the Secretary's Office expenses.
- The surface / non-surface data and the system preservation / expansion data were combined, analyzed, and evaluated to produce estimates of the percentage of Maryland expansion associated with surface transportation for the various time periods.
- Surface capital in Cecil County was derived from historical records and used with the above-mentioned projections to produce the estimates for Cecil County as a percent of Total Surface Expansion and as a percent of Total Maryland Expansion.

**MDOT Operating & Capital Expenditures - Statewide**  
History, Program & Forecast  
(Millions of Dollars)

Fiscal Year	Operating	Systems Preservation	Operating & Systems Pres.	Expansion	Statewide Total
1981	265	111	376	247	623
1982	287	136	423	236	659
1983	322	164	486	284	770
1984	352	167	519	246	765
1985	385	204	589	319	908
1986	428	234	662	403	1,065
1987	441	264	705	506	1,211
1988	478	260	738	615	1,353
1989	508	227	735	677	1,412
1990	551	270	821	760	1,581
1991	591	268	859	773	1,632
1992	577	187	764	542	1,306
1993	638	254	892	418	1,310
1994	689	279	968	393	1,361
1995	709	400	1,109	497	1,606
1996	784	391	1,175	465	1,640
1997	770	417	1,187	493	1,680
1998	808	451	1,259	411	1,670
1999	868	515	1,383	420	1,803
2000	913	476	1,389	455	1,844
2001	979	578	1,557	632	2,189
2002	1,045	612	1,657	772	2,429
2003	1,158	620	1,778	772	2,550
2004	1,178	619	1,797	762	2,559
2005	1,237	714	1,951	780	2,731
2006	1,303	729	2,032	793	2,825
2007	1,396	724	2,120	701	2,821
2008	1,488	766	2,254	680	2,934
2009	1,527	974	2,501	368	2,869
2010	1,583	957	2,540	275	2,815
2011	1,548	908	2,456	325	2,781
2012	1,572	1,096	2,668	366	3,034
2013	1,638	1,154	2,792	416	3,208
2014	1,843	1,324	3,167	477	3,644
2015	1,859	1,438	3,297	603	3,900
2016	1,917	1,389	3,306	806	4,112
2017	1,947	1,560	3,507	1,123	4,630
2018	2,030	1,580	3,610	1,071	4,681
2019	2,080	1,557	3,637	1,005	4,642
2020	2,131	1,475	3,606	687	4,293
2021	2,181	1,391	3,572	483	4,055
2022	2,264	1,449	3,713	400	4,113
2023	2,454	1,284	3,738	550	4,288
2024	2,592	1,259	3,851	540	4,391
2025	2,696	1,332	4,028	571	4,599
2026	2,811	1,408	4,219	603	4,822
2027	2,924	1,490	4,414	639	5,053
2028	3,043	1,576	4,619	676	5,295
2029	3,176	1,661	4,837	712	5,549
2030	3,313	1,698	5,011	805	5,816
2031	3,451	1,732	5,183	914	6,097
2032	3,597	1,766	5,363	1,030	6,393
2033	3,754	1,802	5,556	1,146	6,702
2034	3,911	1,838	5,749	1,279	7,028
2035	4,079	1,874	5,953	1,416	7,369
2036	4,257	1,912	6,169	1,559	7,728
2037	4,433	1,950	6,383	1,721	8,104
2038	4,633	1,989	6,622	1,879	8,501
2039	4,837	2,029	6,866	2,052	8,918
2040	5,042	2,070	7,112	2,242	9,354
2041	5,258	2,111	7,369	2,444	9,813
2042	5,475	2,153	7,628	2,667	10,295
2043	5,717	2,196	7,913	2,889	10,802
2044	5,963	2,240	8,203	3,131	11,334
2045	6,228	2,285	8,513	3,383	11,896



# **CECIL COUNTY** **Percentage of Capital Expansion** (Millions of Dollars )

Surface Expansion % of Maryland Expansion:	
1981-2016	86.4%

Cecil County Expansion % of Surface Expansion:	
1981-2016	0.5%



Fiscal Year	Statewide Expansion Funds	Surface Percentage	Private Funds	Total Surface Available	Cecil Co. Percentage	Total Cecil Expansion Funds
2014	477					0.1
2015	603					0.1
2016	806					0.1
2017	1,123					0.1
2018	1,071					0.1
2019	1,005					0.1
2020	687					0.1
2021	483					0.1
2022	400					0.1
2023	550	475	24	499	2.3	2.3
2024	540	467	24	491	2.3	2.3
2025	571	493	24	517	2.4	2.4
2026	603	521	24	545	2.5	2.5
2027	639	552	25	577	2.7	2.7
2028	676	584	25	609	2.8	2.8
2029	712	615	25	640	2.9	2.9
2030	805	696	25	721	3.3	3.3
2031	914	790	25	815	3.7	3.7
2032	1,030	890	25	915	4.2	4.2
2033	1,146	990	25	1,015	4.7	4.7
2034	1,279	1,105	25	1,130	5.2	5.2
2035	1,416	1,224	25	1,249	5.7	5.7
2036	1,559	1,347	25	1,372	6.3	6.3
2037	1,721	1,487	25	1,512	7.0	7.0
2038	1,879	1,624	25	1,649	7.6	7.6
2039	2,052	1,773	25	1,798	8.3	8.3
2040	2,242	1,938	25	1,963	9.0	9.0
2041	2,444	2,112	25	2,137	9.8	9.8
2042	2,667	2,305	25	2,330	10.7	10.7
2043	2,889	2,497	25	2,522	11.6	11.6
2044	3,131	2,706	25	2,731	12.6	12.6
2045	3,383	2,924	25	2,949	13.6	13.6
Total '23-'45	34,848	30,116	571	30,687	141.2	141.2
Total '14-'45	41,503					142.1



**Department of Transportation  
FY 2018 Capital Transportation Program  
Appendix A - DRAFT**

<b>ROAD SYSTEM</b>	<b>State Authorization</b>	<b>Federal Authorization</b>	<b>Other Funding</b>	<b>FY 2019 Authorization</b>
<b>Expressways</b>				
I-95 and SR 896 Interchange	\$600,000	\$3,200,000		\$4,000,000
SR 141 Improvements, I-95 Interchange to Jay Drive	3,600,000	18,000,000		21,600,000
Road A / SR 7 Improvements	1,700,000	4,900,000		6,500,000
U.S. 301 GARVEE Debt Service		10,982,388		10,982,388
Rehabilitation of I-95 from I-495 to Wilmington Viaduct	33,000,000	22,000,000		55,000,000
Little Baltimore Road Drainage Improvements	400,000	1,600,000		2,000,000
<b>Subtotal Expressways</b>	<b>\$39,500,000</b>	<b>\$60,582,388</b>	<b>\$0</b>	<b>\$100,082,388</b>
<b>Arterials</b>				
SR 2 / Red Mill Road Intersection Improvements	\$1,000,000	\$0		\$1,000,000
SR299, SR 1 to Catherine Street	400,000	20,000		420,000
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th	100,000	500,000		1,500,000
Wilmington Initiatives, Walnut St, MLK to 13th Street	1,000,000	0		1,000,000
SR 9, River Road Area Improvements, Flood Remediation	1,200,000	0		1,200,000
Elkton Road, MD Line to Casho Mill Road	8,902,200	3,000,000		11,902,200
SR 273 / Chapman Road Intersection Improvements	750,000	0		750,000
US 40 & SR 896 Improvements	2,000,000	0		2,000,000
US 40 / SR 72 Intersection Improvements		4,113,784		4,113,784
HEP KC, SR 8 & SR 15 Intersection Improvements	800,000	0		800,000
Loockerman Street / Forest Street	200,000			200,000
HEP, KC, US13, Lochmeath Way to Punchion Run Connector	2,000,000			2,000,000
Walnut Shade Road US13 to Peachtree Run Road	850,000			850,000
SR1 and Cave Neck Road Grade Separated Intersection	2,000,000			2,000,000
US 113, North / South Improvements	600,000			600,000
HEP Sussex County, SR 1 and SR 16 Grade Separated Intersection	5,000,000			5,000,000
Corridor Capacity Preservation	1,000,000			1,000,000
HSP Projects (NCC & SC)	605,863	4,894,846		5,500,709
<b>Subtotal Arterials</b>	<b>\$32,908,063</b>	<b>\$12,708,630</b>	<b>\$0</b>	<b>\$45,616,693</b>
<b>Collectors</b>				
Crawford Carroll Avenue Extension	\$2,200,000	\$0		\$2,200,000
<b>Subtotal Collectors</b>	<b>\$2,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,200,000</b>
<b>Locals</b>				
Recreational Trails				
N15, Boyds Corner Road, Cedar Lane Road to U.S. 13	2,800,000	\$1,000,000	\$250,000	\$1,250,000
N412, Lorewood Grove Road, Rd 412A to SR 1	50,000			50,000
Cedar Lane Road and Mail Pit Road Intersection Improvements	1,700,000			1,700,000
Christina River Bridge Approaches		5,000,000		5,000,000
Christina River Bridge	2,500,000	10,892,680		10,892,680
Slope Stabilization	25,000	225,000		2,500,000
HSP Projects (KC)	<b>\$7,075,000</b>	<b>\$17,117,680</b>	<b>\$250,000</b>	<b>\$24,442,680</b>
<b>Subtotal Locals</b>				
<b>Bridges</b>				
Bridge Management Program	\$5,264,680	\$5,723,520		\$10,988,200
Bridge Preservation Program	13,224,500	34,137,235	550,000	47,911,735
<b>Subtotal Bridges</b>	<b>\$18,489,180</b>	<b>\$39,860,755</b>	<b>\$550,000</b>	<b>\$58,899,935</b>
<b>Other</b>				
Transportation Alternatives	\$840,000	\$3,360,000		\$4,200,000
Pavement and Rehabilitation	57,200,000	20,800,000		78,000,000
Materials and Minor Contracts	12,000,000			12,000,000
Signage and Pavement Markings	4,700,000	1,282,513		5,982,513
Rail Crossing Safety Program	3,117,749	1,905,738		2,217,487
Safety Improvement Program	1,127,777	10,374,820		11,502,597
Bicycle and Pedestrian Improvements	800,000	3,200,000		4,000,000
Intersection Improvements	4,500,000	2,500,000	600,000	7,600,000
Traffic Calming	150,000			150,000
Engineering and Contingency	30,708,000	18,000		30,726,000
Pedestrian ADA Accessibility	3,000,000			3,000,000
Sale Routes to School		444,336		444,336
<b>Subtotal Other</b>	<b>\$115,337,526</b>	<b>\$43,885,407</b>	<b>\$600,000</b>	<b>\$159,827,933</b>
<b>TOTAL ROAD SYSTEM</b>	<b>\$215,509,769</b>	<b>\$174,154,860</b>	<b>\$1,400,000</b>	<b>\$391,064,629</b>
<b>GRANTS AND ALLOCATIONS</b>				
Municipal Street Aid	\$5,000,000			\$5,000,000
Community Transportation Fund	17,680,000			17,680,000
<b>TOTAL GRANTS AND ALLOCATIONS</b>	<b>\$22,680,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,680,000</b>
<b>TRANSIT SYSTEM</b>				
Transit Facilities	\$17,985,000	\$6,800,000	\$10,125,000	\$34,910,000
Transit Vehicles	9,410,360	25,074,936	2,093,973	36,579,269
Rail Preservation	2,600,000			2,600,000
<b>TOTAL TRANSIT SYSTEM</b>	<b>\$29,995,360</b>	<b>\$31,874,936</b>	<b>\$12,218,973</b>	<b>\$74,089,269</b>
<b>SUPPORT SYSTEM</b>				
Planning	\$4,555,699	\$6,280,449		\$10,836,148
Information Technology	13,428,750	280,000		13,708,750
Heavy Equipment	12,500,000			12,500,000
Transportation Management	1,705,000	6,680,000	\$90,000	8,475,000
Transportation Facilities	20,250,000			20,250,000
Engineering and Contingency		200,000		200,000
Aeronautics	295,500	148,500		445,000
<b>TOTAL SUPPORT SYSTEM</b>	<b>\$52,735,949</b>	<b>\$13,588,949</b>	<b>\$90,000</b>	<b>\$66,414,898</b>
<b>GRAND TOTAL</b>	<b>\$320,921,078</b>	<b>\$219,618,745</b>	<b>\$13,708,973</b>	<b>\$554,248,796</b>

	B	C	I	L	Q	R	U	V	W	Y	Z	AA	AC
	County	Project Title	Phase	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Other Spend	FY20 State Auth	FY20 Fed OB	FY20 Other Spend	FY21 State Auth	FY21 Fed OB	FY21 Other Spend
1													
2	New Cast	Highway SAFETY Improvement Program - New Castle County	PD	244,449	-	-	-	-	-	-	-	-	-
3	New Cast	Highway SAFETY Improvement Program - New Castle County	PE	4,090,069	-	-	-	-	-	-	-	-	-
4	New Cast	Highway SAFETY Improvement Program - New Castle County	ROW	2,504,000	-	450,000	-	-	-	-	-	-	-
5	New Cast	Highway SAFETY Improvement Program - New Castle County	CE	2,056,190	-	139,580	-	-	-	-	-	-	-
6	New Cast	Highway SAFETY Improvement Program - New Castle County	C	29,012,512	-	2,050,000	-	300,000	2,700,000	-	-	-	-
7	New Cast	Highway SAFETY Improvement Program - New Castle County	Traffic	1,704,689	-	4,500	-	-	-	-	-	-	-
8	New Cast	Highway SAFETY Improvement Program - New Castle County	Utilities	878,095	-	333,000	-	-	-	-	-	-	-
9	New Cast	Highway SAFETY Improvement Program - New Castle County	Continge	1,475,049	-	117,766	-	-	-	-	-	-	-
10		<b>Highway SAFETY Improvement Program - New Castle County Total</b>		<b>41,965,053</b>	-	<b>3,094,846</b>	-	<b>300,000</b>	<b>2,700,000</b>	-	-	-	-
11	New Cast	L-95 & US 202 Interchange	PE	2,734,059	-	-	-	-	-	-	-	-	-
12	New Cast	L-95 & US 202 Interchange	CE	6,671,940	-	-	-	-	-	-	-	-	-
13	New Cast	L-95 & US 202 Interchange	C	27,607,113	-	-	-	-	-	-	-	-	-
14	New Cast	L-95 & US 202 Interchange	Traffic	584,203	-	-	-	-	-	-	-	-	-
15	New Cast	L-95 & US 202 Interchange	Utilities	460,000	-	-	-	-	-	-	-	-	-
16	New Cast	L-95 & US 202 Interchange	Continge	6,062,803	-	-	-	-	-	-	-	-	-
17		<b>L-95 &amp; US 202 Interchange Total</b>		<b>44,120,118</b>	-	-	-	-	-	-	-	-	-
18	New Cast	L-95 and SR141 Interchange, Ramps G & F Improvements	PE	2,700,000	-	-	-	-	-	-	-	-	-
19	New Cast	L-95 and SR141 Interchange, Ramps G & F Improvements	CE	3,515,886	-	-	-	-	-	-	-	-	-
20	New Cast	L-95 and SR141 Interchange, Ramps G & F Improvements	C	31,659,509	-	-	-	-	-	-	-	-	-
21	New Cast	L-95 and SR141 Interchange, Ramps G & F Improvements	Traffic	604,136	-	-	-	-	-	-	-	-	-
22	New Cast	L-95 and SR141 Interchange, Ramps G & F Improvements	Utilities	636,161	-	-	-	-	-	-	-	-	-
23	New Cast	L-95 and SR141 Interchange, Ramps G & F Improvements	Continge	2,751,282	-	-	-	-	-	-	-	-	-
24		<b>L-95 and SR141 Interchange, Ramps G &amp; F Improvements Total</b>		<b>41,866,973</b>	-	-	-	-	-	-	-	-	-
25	New Cast	L-95 and SR896 Interchange	PE	8,000,000	800,000	3,200,000	-	-	-	-	-	-	-
26	New Cast	L-95 and SR896 Interchange	ROW	1,000,000	-	-	-	1,000,000	-	-	-	-	-
27	New Cast	L-95 and SR896 Interchange	C	100,000,000	-	-	-	-	-	-	-	-	-
28		<b>L-95 and SR896 Interchange Total</b>		<b>109,000,000</b>	<b>800,000</b>	<b>3,200,000</b>	-	<b>1,000,000</b>	-	-	-	-	-
29	New Cast	L-95 Crossover Relocation	CE	39,750	-	-	-	-	-	-	-	-	-
30	New Cast	L-95 Crossover Relocation	C	300,000	-	-	-	-	-	-	-	-	-
31	New Cast	L-95 Crossover Relocation	Traffic	2,641	-	-	-	-	-	-	-	-	-
32	New Cast	L-95 Crossover Relocation	Continge	10,999	-	-	-	-	-	-	-	-	-
33		<b>L-95 Crossover Relocation Total</b>		<b>353,390</b>	-	-	-	-	-	-	-	-	-
34	New Cast	SR 1 Widening, SR273 to the Roth Bridge	PD	310,228	-	-	-	-	-	-	-	-	-
35	New Cast	SR 1 Widening, SR273 to the Roth Bridge	PE	9,229,500	-	-	-	-	-	-	-	-	-
36	New Cast	SR 1 Widening, SR273 to the Roth Bridge	ROW	2,000,000	-	-	-	-	-	-	-	-	-
37	New Cast	SR 1 Widening, SR273 to the Roth Bridge	C	250,000,000	-	-	-	-	-	-	-	-	-
38		<b>SR 1 Widening, SR273 to the Roth Bridge Total</b>		<b>261,539,728</b>	-	-	-	-	-	-	-	-	-
39	New Cast	SR 1 Northbound Auxiliary Lane, US 40 to SR 273	CE	86,624	-	-	-	-	-	-	-	-	-
40	New Cast	SR 1 Northbound Auxiliary Lane, US 40 to SR 273	C	2,121,571	-	-	-	-	-	-	-	-	-
41	New Cast	SR 1 Northbound Auxiliary Lane, US 40 to SR 273	Traffic	377,000	-	-	-	-	-	-	-	-	-
42	New Cast	SR 1 Northbound Auxiliary Lane, US 40 to SR 273	Continge	215,008	-	-	-	-	-	-	-	-	-
43		<b>SR 1 Northbound Auxiliary Lane, US 40 to SR 273 Total</b>		<b>2,800,203</b>	-	-	-	-	-	-	-	-	-
44	New Cast	SR 1 Median Barrier Replacement	CE	94,900	-	-	-	-	-	-	-	-	-
45	New Cast	SR 1 Median Barrier Replacement	C	932,030	-	-	-	-	-	-	-	-	-
46	New Cast	SR 1 Median Barrier Replacement	Continge	101,263	-	-	-	-	-	-	-	-	-
47		<b>SR 1 Median Barrier Replacement Total</b>		<b>1,128,193</b>	-	-	-	-	-	-	-	-	-
48	New Cast	SR141 Improvements, I-95 Interchange to Jay Drive	PE	5,795,623	-	-	-	-	-	-	-	-	-
49	New Cast	SR141 Improvements, I-95 Interchange to Jay Drive	ROW	752,400	-	-	-	-	-	-	-	-	-
50	New Cast	SR141 Improvements, I-95 Interchange to Jay Drive	C	63,000,000	3,600,000	18,000,000	-	-	7,000,000	-	-	14,400,000	-
51		<b>SR141 Improvements, I-95 Interchange to Jay Drive Total</b>		<b>69,548,023</b>	<b>3,600,000</b>	<b>18,000,000</b>	-	-	<b>7,000,000</b>	-	-	<b>14,400,000</b>	-
52	New Cast	Glenville Subdivision Improvements	PE	176,873	-	-	-	-	-	-	-	-	-
53	New Cast	Glenville Subdivision Improvements	CE	166,599	-	-	-	-	-	-	-	-	-
54	New Cast	Glenville Subdivision Improvements	C	880,500	-	-	-	-	-	-	-	-	-
55	New Cast	Glenville Subdivision Improvements	Traffic	1,207	-	-	-	-	-	-	-	-	-
56	New Cast	Glenville Subdivision Improvements	Utilities	40,000	-	-	-	-	-	-	-	-	-
57	New Cast	Glenville Subdivision Improvements	Continge	138,870	-	-	-	-	-	-	-	-	-
58		<b>Glenville Subdivision Improvements Total</b>		<b>1,404,049</b>	-	-	-	-	-	-	-	-	-
59	New Cast	I-295 Improvements, Westbound from I-295 to US 13	PE	750,000	-	-	-	-	-	-	-	-	-
60	New Cast	I-295 Improvements, Westbound from I-295 to US 13	CE	295,873	-	-	-	-	-	-	-	-	-
61	New Cast	I-295 Improvements, Westbound from I-295 to US 13	C	7,000,000	-	-	-	-	-	-	-	-	-
62		<b>I-295 Improvements, Westbound from I-295 to US 13 Total</b>		<b>8,045,873</b>	-	-	-	-	-	-	-	-	-
63	New Cast	I-295 Northbound from SR141 to US 13	PE	1,100,000	-	-	-	-	-	-	-	-	-
64	New Cast	I-295 Northbound from SR141 to US 13	ROW	500,000	-	-	-	-	-	-	-	-	-
65	New Cast	I-295 Northbound from SR141 to US 13	C	8,000,000	-	-	-	-	-	-	-	-	-
66		<b>I-295 Northbound from SR141 to US 13 Total</b>		<b>9,600,000</b>	-	-	-	-	-	-	-	-	-
67	New Cast	Road A / SR7 Improvements	PD	259,376	-	-	-	-	-	-	-	-	-
68	New Cast	Road A / SR7 Improvements	PE	1,850,000	-	-	-	-	-	-	-	-	-
69	New Cast	Road A / SR7 Improvements	ROW	50,000	-	-	-	-	-	-	-	-	-
70	New Cast	Road A / SR7 Improvements	C	11,000,000	1,700,000	4,800,000	-	-	4,000,000	-	-	-	-
71		<b>Road A / SR7 Improvements Total</b>		<b>13,159,376</b>	<b>1,700,000</b>	<b>4,800,000</b>	-	-	<b>4,000,000</b>	-	-	-	-
72	New Cast	SR 1 / I-95 Interchange	PD	32,000	-	-	-	-	-	-	-	-	-
73	New Cast	SR 1 / I-95 Interchange	PE	7,814,056	-	-	-	-	-	-	-	-	-
74	New Cast	SR 1 / I-95 Interchange	ROW	15,542,834	-	-	-	-	-	-	-	-	-
75	New Cast	SR 1 / I-95 Interchange	CE	13,414,252	-	-	-	-	-	-	-	-	-
76	New Cast	SR 1 / I-95 Interchange	C	85,743,000	-	-	-	-	-	-	-	-	-
77	New Cast	SR 1 / I-95 Interchange	Traffic	1,857,038	-	-	-	-	-	-	-	-	-

	B	C	I	L	Q	R	U	V	W	Y	Z	AA	AC
1	County	Project Title	Phase	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Other Spend	FY20 State Auth	FY20 Fed OB	FY20 Other Spend	FY21 State Auth	FY21 Fed OB	FY21 Other Spend
78	New Cast	SR 1 / L-95 Interchange	Utilities	266,126	-	-	-	-	-	-	-	-	-
79	New Cast	SR 1 / L-95 Interchange	Continge	32,082,473	-	-	-	-	-	-	-	-	-
80		<b>SR 1 / L-95 Interchange Total</b>		<b>156,751,778</b>	-	-	-	-	-	-	-	-	-
81	New Cast	Lighting Replacement, Interstate, Open End, FY15-FY16	PE	95,500	-	-	-	-	-	-	-	-	-
82	New Cast	Lighting Replacement, Interstate, Open End, FY15-FY16	CE	225,000	-	-	-	-	-	-	-	-	-
83	New Cast	Lighting Replacement, Interstate, Open End, FY15-FY16	C	1,044,873	-	-	-	-	-	-	-	-	-
84	New Cast	Lighting Replacement, Interstate, Open End, FY15-FY16	Continge	125,000	-	-	-	-	-	-	-	-	-
85		<b>Lighting Replacement, Interstate, Open End, FY15-FY16 Total</b>		<b>1,490,373</b>	-	-	-	-	-	-	-	-	-
86	New Cast	Lighting Enhancements, Interstate, Open End, FY18-FY19	CE	100,000	-	-	-	-	-	-	-	-	-
87	New Cast	Lighting Enhancements, Interstate, Open End, FY18-FY19	C	932,775	-	-	-	-	-	-	-	-	-
88	New Cast	Lighting Enhancements, Interstate, Open End, FY18-FY19	Continge	100,000	-	-	-	-	-	-	-	-	-
89		<b>Lighting Enhancements, Interstate, Open End, FY18-FY19</b>		<b>1,132,775</b>	-	-	-	-	-	-	-	-	-
90	New Cast	L-95/I-295/I-495 Interstate High Mast Lighting Improvements	PE	176,500	-	-	-	-	-	-	-	-	-
91	New Cast	L-95/I-295/I-495 Interstate High Mast Lighting Improvements	CE	200,000	-	-	-	-	-	-	-	-	-
92	New Cast	L-95/I-295/I-495 Interstate High Mast Lighting Improvements	C	4,044,444	-	-	-	-	-	-	-	-	-
93	New Cast	L-95/I-295/I-495 Interstate High Mast Lighting Improvements	Utilities	88,000	-	-	-	-	-	-	-	-	-
94	New Cast	L-95/I-295/I-495 Interstate High Mast Lighting Improvements	Continge	420,000	-	-	-	-	-	-	-	-	-
95		<b>L-95/I-295/I-495 Interstate High Mast Lighting Improvements Total</b>		<b>4,928,944</b>	-	-	-	-	-	-	-	-	-
96	New Cast	Interstate Maintenance Drainage Repair, FY14-FY16, Open-End	CE	375,789	-	-	-	-	-	-	-	-	-
97	New Cast	Interstate Maintenance Drainage Repair, FY14-FY16, Open-End	C	2,188,140	-	-	-	-	-	-	-	-	-
98	New Cast	Interstate Maintenance Drainage Repair, FY14-FY16, Open-End	Continge	256,393	-	-	-	-	-	-	-	-	-
99		<b>Interstate Maintenance Drainage Repair, FY14-FY16, Open-End Total</b>		<b>2,820,322</b>	-	-	-	-	-	-	-	-	-
100	New Cast	Drainage Improvements, Interstate, North, Open End FY18-FY20	CE	250,000	-	-	-	-	-	-	-	-	-
101	New Cast	Drainage Improvements, Interstate, North, Open End FY18-FY20	C	2,500,000	-	-	-	-	-	-	-	-	-
102	New Cast	Drainage Improvements, Interstate, North, Open End FY18-FY20	Continge	250,000	-	-	-	-	-	-	-	-	-
103		<b>Drainage Improvements, Interstate, North, Open End FY18-FY20</b>		<b>3,000,000</b>	-	-	-	-	-	-	-	-	-
104	New Cast	US 301, GARVEE Debt Service	Program	159,273,823	-	10,982,388	-	-	10,983,888	-	-	10,977,450	-
105		<b>US 301, GARVEE Debt Service Total</b>		<b>159,273,823</b>	-	<b>10,982,388</b>	-	-	<b>10,983,888</b>	-	-	<b>10,977,450</b>	-
106	New Cast	US 301, Maryland State Line to SR 1	PD	11,142,386	-	-	-	-	-	-	-	-	-
107	New Cast	US 301, Maryland State Line to SR 1	PE	8,784,194	-	-	-	-	-	-	-	-	-
108	New Cast	US 301, Maryland State Line to SR 1	ROW	96,433,091	-	-	-	-	-	-	-	-	-
109	New Cast	US 301, Maryland State Line to SR 1	CE	57,412,211	-	-	4,115,156	-	-	1,867,733	-	-	-
110	New Cast	US 301, Maryland State Line to SR 1	C	312,052,289	-	-	15,361,767	-	-	-	-	-	-
111	New Cast	US 301, Maryland State Line to SR 1	Traffic	4,990,482	-	-	176,278	-	-	-	-	-	-
112	New Cast	US 301, Maryland State Line to SR 1	Utilities	3,969,876	-	-	-	-	-	-	-	-	-
113	New Cast	US 301, Maryland State Line to SR 1	Continge	38,947,658	-	-	8,448,385	-	-	30,479,660	-	-	-
114	New Cast	US 301, Maryland State Line to SR 1	Audit	60,733,539	-	-	-	-	-	-	-	-	-
115		<b>US 301, Maryland State Line to SR 1 Total</b>		<b>594,465,726</b>	-	-	<b>28,101,587</b>	-	-	<b>32,347,393</b>	-	-	-
116	New Cast	SR 2 / Red Mill Road Intersection Improvements	PE	1,200,000	-	-	-	-	-	-	-	-	-
117	New Cast	SR 2 / Red Mill Road Intersection Improvements	ROW	1,000,000	1,000,000	-	-	-	-	-	-	-	-
118	New Cast	SR 2 / Red Mill Road Intersection Improvements	C	7,200,000	-	-	-	-	-	-	1,440,000	4,800,000	-
119		<b>SR 2 / Red Mill Road Intersection Improvements Total</b>		<b>9,400,000</b>	<b>1,000,000</b>	-	-	-	-	-	<b>1,440,000</b>	<b>4,800,000</b>	-
120	New Cast	SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College A	PD	195,783	-	-	-	-	-	-	-	-	-
121	New Cast	SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College A	PE	1,000,000	-	-	-	-	-	-	-	-	-
122	New Cast	SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College A	ROW	300,000	-	-	-	300,000	-	-	-	-	-
123	New Cast	SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College A	C	20,000,000	-	-	-	-	-	-	-	-	-
124		<b>SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue</b>		<b>21,495,783</b>	-	-	-	<b>300,000</b>	-	-	-	-	-
125	New Cast	SR299, SR 1 to Catherine Street	PE	1,700,000	-	-	-	-	-	-	-	-	-
126	New Cast	SR299, SR 1 to Catherine Street	ROW	5,500,000	-	-	-	-	-	-	-	-	-
127	New Cast	SR299, SR 1 to Catherine Street	C	20,000,000	4,000,000	200,000	-	-	7,200,000	-	-	7,200,000	-
128		<b>SR299, SR 1 to Catherine Street Total</b>		<b>27,200,000</b>	<b>4,000,000</b>	<b>200,000</b>	-	-	<b>7,200,000</b>	-	-	<b>7,200,000</b>	-
129	New Cast	US13, US40 to Memorial Drive Pedestrian Improvements	PE	1,000,000	-	-	-	-	-	-	-	-	-
130	New Cast	US13, US40 to Memorial Drive Pedestrian Improvements	ROW	1,000,000	-	-	-	-	-	-	-	-	-
131	New Cast	US13, US40 to Memorial Drive Pedestrian Improvements	C	26,000,000	-	-	-	5,200,000	2,000,000	17,858	-	2,400,000	-
132		<b>US13, US40 to Memorial Drive Pedestrian Improvements Total</b>		<b>28,000,000</b>	-	-	-	<b>5,200,000</b>	<b>2,000,000</b>	<b>17,858</b>	-	<b>2,400,000</b>	-
133	New Cast	Walnut Street, Front Street to 3rd Street, Wilmington	PE	650,000	-	-	-	-	-	-	-	-	-
134	New Cast	Walnut Street, Front Street to 3rd Street, Wilmington	ROW	500,000	-	-	-	-	-	-	-	-	-
135	New Cast	Walnut Street, Front Street to 3rd Street, Wilmington	C	2,000,000	-	-	-	-	-	-	-	-	-
136		<b>Walnut Street, Front Street to 3rd Street, Wilmington Total</b>		<b>3,150,000</b>	-	-	-	-	-	-	-	-	-
137	New Cast	Wilmington Initiatives, 4th Street, Walnut St to I-95	PE	750,000	-	-	-	750,000	-	-	-	-	-
138	New Cast	Wilmington Initiatives, 4th Street, Walnut St to I-95	ROW	500,000	-	-	-	-	-	-	-	-	-
139	New Cast	Wilmington Initiatives, 4th Street, Walnut St to I-95	C	1,750,000	-	-	-	-	-	-	-	-	-
140		<b>Wilmington Initiatives, 4th Street, Walnut St to I-95 Total</b>		<b>3,000,000</b>	-	-	-	<b>750,000</b>	-	-	-	-	-
141	New Cast	Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Str	PE	1,200,000	-	-	-	-	-	-	-	-	-
142	New Cast	Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Str	ROW	50,000	-	-	-	-	-	-	-	-	-
143	New Cast	Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Str	C	5,000,000	1,000,000	500,000	-	-	3,500,000	-	-	-	-
144		<b>Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street Total</b>		<b>6,250,000</b>	<b>1,000,000</b>	<b>500,000</b>	-	-	<b>3,500,000</b>	-	-	-	-
145	New Cast	Wilmington Initiatives, Walnut St, MLK to 13th Street	PE	1,705,014	1,000,000	-	-	-	-	-	-	-	-
146	New Cast	Wilmington Initiatives, Walnut St, MLK to 13th Street	ROW	1,000,000	-	-	-	1,000,000	-	-	-	-	-
147	New Cast	Wilmington Initiatives, Walnut St, MLK to 13th Street	C	10,000,000	-	-	-	-	-	-	-	-	-
148		<b>Wilmington Initiatives, Walnut St, MLK to 13th Street Total</b>		<b>12,705,014</b>	<b>1,000,000</b>	-	-	<b>1,000,000</b>	-	-	-	-	-
149	New Cast	SR 9, River Road Area Improvements, Flood Remediation	PD	138,434	-	-	-	-	-	-	-	-	-
150	New Cast	SR 9, River Road Area Improvements, Flood Remediation	PE	1,379,803	1,200,000	-	-	-	-	-	-	-	-
151	New Cast	SR 9, River Road Area Improvements, Flood Remediation	ROW	500,000	-	-	-	-	-	-	-	-	-
152	New Cast	SR 9, River Road Area Improvements, Flood Remediation	C	9,350,000	-	-	-	-	-	-	-	-	-
153		<b>SR 9, River Road Area Improvements, Flood Remediation Total</b>		<b>11,368,237</b>	<b>1,200,000</b>	-	-	-	-	-	-	-	-

	B	C	I	L	Q	R	U	V	W	Y	Z	AA	AC
1	County	Project Title	Phase	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Other Spend	FY20 State Auth	FY20 Fed OB	FY20 Other Spend	FY21 State Auth	FY21 Fed OB	FY21 Other Spend
154	New Cast	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	PD	557,322	-	-	-	-	-	-	-	-	-
155	New Cast	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	PE	1,609,144	-	-	-	-	-	-	-	-	-
156	New Cast	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	ROW	1,000,000	-	-	-	-	-	-	-	-	-
157	New Cast	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	CE	1,517,302	-	-	-	-	-	-	-	-	-
158	New Cast	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	C	8,333,333	-	-	-	-	-	-	-	-	-
159	New Cast	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	Traffic	317,341	-	-	-	-	-	-	-	-	-
160	New Cast	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	Utilities	183,561	-	-	-	-	-	-	-	-	-
161	New Cast	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	Continge	1,236,497	-	-	-	-	-	-	-	-	-
162		<b>HSIP NCC, N54, Howell School Road, SR 896 to SR 71 Total</b>		<b>14,754,500</b>	-	-	-	-	-	-	-	-	-
163	New Cast	HSIP NCC, SR 273, Appleby Road to Airport Road	PD	200,000	-	-	-	-	-	-	-	-	-
164	New Cast	HSIP NCC, SR 273, Appleby Road to Airport Road	PE	1,250,000	-	-	-	-	-	-	-	-	-
165	New Cast	HSIP NCC, SR 273, Appleby Road to Airport Road	ROW	1,391,000	-	-	-	-	-	-	-	-	-
166	New Cast	HSIP NCC, SR 273, Appleby Road to Airport Road	CE	1,612,151	-	-	-	-	-	-	-	-	-
167	New Cast	HSIP NCC, SR 273, Appleby Road to Airport Road	C	7,372,114	-	-	-	-	-	-	-	-	-
168	New Cast	HSIP NCC, SR 273, Appleby Road to Airport Road	Traffic	1,487,218	-	-	-	-	-	-	-	-	-
169	New Cast	HSIP NCC, SR 273, Appleby Road to Airport Road	Utilities	781,607	-	-	-	-	-	-	-	-	-
170	New Cast	HSIP NCC, SR 273, Appleby Road to Airport Road	Continge	843,185	-	-	-	-	-	-	-	-	-
171		<b>HSIP NCC, SR 273, Appleby Road to Airport Road Total</b>		<b>14,937,275</b>	-	-	-	-	-	-	-	-	-
172	New Cast	Elkton Road, MD Line to Casho Mill Road	PE	2,403,513	-	-	-	-	-	-	-	-	-
173	New Cast	Elkton Road, MD Line to Casho Mill Road	ROW	5,350,000	2,902,200	-	-	-	-	-	-	-	-
174	New Cast	Elkton Road, MD Line to Casho Mill Road	C	30,000,000	6,000,000	3,000,000	-	-	13,000,000	-	-	8,000,000	-
175		<b>Elkton Road, MD Line to Casho Mill Road Total</b>		<b>37,753,513</b>	<b>8,902,200</b>	<b>3,000,000</b>	-	-	<b>13,000,000</b>	-	-	<b>8,000,000</b>	-
176	New Cast	SR 273 / Chapman Road Intersection Improvements	PE	1,300,000	-	-	-	-	-	-	-	-	-
177	New Cast	SR 273 / Chapman Road Intersection Improvements	ROW	750,000	750,000	-	-	-	-	-	-	-	-
178	New Cast	SR 273 / Chapman Road Intersection Improvements	C	12,500,000	-	-	-	-	-	-	2,500,000	500,000	-
179		<b>SR 273 / Chapman Road Intersection Improvements Total</b>		<b>14,550,000</b>	<b>750,000</b>	-	-	-	-	-	<b>2,500,000</b>	<b>500,000</b>	-
180	New Cast	US13, Duck Creek to SR1	PE	1,000,000	-	-	-	-	-	-	-	-	-
181	New Cast	US13, Duck Creek to SR1	ROW	1,200,000	-	-	-	1,200,000	-	-	-	-	-
182	New Cast	US13, Duck Creek to SR1	C	6,300,000	-	-	-	-	-	-	-	-	-
183		<b>US13, Duck Creek to SR1 Total</b>		<b>8,500,000</b>	-	-	-	<b>1,200,000</b>	-	-	-	-	-
184	New Cast	Manor Avenue Sidewalk Improvements	PE	300,000	-	-	-	-	-	-	-	-	-
185	New Cast	Manor Avenue Sidewalk Improvements	ROW	5,000	-	-	-	-	-	-	-	-	-
186	New Cast	Manor Avenue Sidewalk Improvements	CE	235,600	-	-	-	-	-	-	-	-	-
187	New Cast	Manor Avenue Sidewalk Improvements	C	673,294	-	-	-	-	-	-	-	-	-
188	New Cast	Manor Avenue Sidewalk Improvements	Traffic	5,000	-	-	-	-	-	-	-	-	-
189	New Cast	Manor Avenue Sidewalk Improvements	Continge	76,376	-	-	-	-	-	-	-	-	-
190		<b>Manor Avenue Sidewalk Improvements Total</b>		<b>1,295,270</b>	-	-	-	-	-	-	-	-	-
191	New Cast	Myrtle Avenue Sidewalk Improvements	PE	350,000	-	-	-	-	-	-	-	-	-
192	New Cast	Myrtle Avenue Sidewalk Improvements	ROW	40,000	-	-	-	-	-	-	-	-	-
193	New Cast	Myrtle Avenue Sidewalk Improvements	CE	273,400	-	-	-	-	-	-	-	-	-
194	New Cast	Myrtle Avenue Sidewalk Improvements	C	683,294	-	-	-	-	-	-	-	-	-
195	New Cast	Myrtle Avenue Sidewalk Improvements	Traffic	2,000	-	-	-	-	-	-	-	-	-
196	New Cast	Myrtle Avenue Sidewalk Improvements	Continge	71,366	-	-	-	-	-	-	-	-	-
197		<b>Myrtle Avenue Sidewalk Improvements Total</b>		<b>1,420,060</b>	-	-	-	-	-	-	-	-	-
198	New Cast	US 40 & SR 896 Improvements	PE	4,000,000	-	-	-	-	-	-	-	-	-
199	New Cast	US 40 & SR 896 Improvements	ROW	2,000,000	2,000,000	-	-	-	-	-	-	-	-
200	New Cast	US 40 & SR 896 Improvements	CE	5,000,000	-	-	-	-	-	-	-	-	-
201	New Cast	US 40 & SR 896 Improvements	C	40,000,000	-	-	-	-	-	-	-	-	-
202		<b>US 40 &amp; SR 896 Grade Improvements Total</b>		<b>51,000,000</b>	<b>2,000,000</b>	-	-	-	-	-	-	-	-
203	New Cast	US 40 / SR 72 Intersection Improvements	PD	502,878	-	-	-	-	-	-	-	-	-
204	New Cast	US 40 / SR 72 Intersection Improvements	PE	1,643,000	-	-	-	-	-	-	-	-	-
205	New Cast	US 40 / SR 72 Intersection Improvements	ROW	3,500,000	-	-	-	-	-	-	-	-	-
206	New Cast	US 40 / SR 72 Intersection Improvements	CE	1,211,767	-	-	-	-	-	-	-	-	-
207	New Cast	US 40 / SR 72 Intersection Improvements	C	12,058,411	-	2,945,567	-	-	-	-	-	-	-
208	New Cast	US 40 / SR 72 Intersection Improvements	Traffic	1,112,835	-	-	-	-	-	-	-	-	-
209	New Cast	US 40 / SR 72 Intersection Improvements	Continge	1,460,272	-	1,168,218	-	-	-	-	-	-	-
210	New Cast	US 40 / SR 72 Intersection Improvements	Utilities	548,945	-	-	-	-	-	-	-	-	-
211		<b>US 40 / SR 72 Intersection Improvements Total</b>		<b>22,038,109</b>	-	<b>4,113,784</b>	-	-	-	-	-	-	-
212	New Cast	US 40, Salem Church Road to Walther Road	PE	2,000,000	-	-	-	-	-	-	-	-	-
213	New Cast	US 40, Salem Church Road to Walther Road	ROW	2,000,000	-	-	-	2,000,000	-	-	-	-	-
214	New Cast	US 40, Salem Church Road to Walther Road	C	15,000,000	-	-	-	-	-	-	3,000,000	500,000	-
215		<b>US 40, Salem Church Road to Walther Road Total</b>		<b>19,000,000</b>	-	-	-	<b>2,000,000</b>	-	-	<b>3,000,000</b>	<b>500,000</b>	-
216	New Cast	SR9, New Castle Ave, Landers Lane to A Street, Planning Study	PE	1,200,000	-	-	-	-	-	-	-	-	-
217	New Cast	SR9, New Castle Ave, Landers Lane to A Street, Planning Study	ROW	1,500,000	-	-	-	-	-	-	-	-	-
218	New Cast	SR9, New Castle Ave, Landers Lane to A Street, Planning Study	C	15,000,000	-	-	-	-	-	-	-	-	-
219		<b>SR9, New Castle Ave, Landers Lane to A Street, Planning Study</b>		<b>17,700,000</b>	-	-	-	-	-	-	-	-	-
220	New Cast	SR 896 and Bethel Church Rd Interchange	PE	750,000	-	-	-	-	-	-	750,000	-	-
221	New Cast	SR 896 and Bethel Church Rd Interchange	ROW	600,000	-	-	-	-	-	-	-	-	-
222	New Cast	SR 896 and Bethel Church Rd Interchange	C	21,000,000	-	-	-	-	-	-	-	-	-
223		<b>SR 896 and Bethel Church Rd Interchange</b>		<b>22,350,000</b>	-	-	-	-	-	-	<b>750,000</b>	-	-
224	New Cast	SR4, Harmony Road Intersection Improvements	PE	600,000	-	-	-	-	-	-	600,000	-	-
225	New Cast	SR4, Harmony Road Intersection Improvements	ROW	1,500,000	-	-	-	-	-	-	-	-	-
226	New Cast	SR4, Harmony Road Intersection Improvements	C	7,000,000	-	-	-	-	-	-	-	-	-
227		<b>SR4, Harmony Road Intersection Improvements Total</b>		<b>9,100,000</b>	-	-	-	-	-	-	<b>600,000</b>	-	-
228	New Cast	SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stanton S	PE	750,000	-	-	-	-	-	-	750,000	-	-
229	New Cast	SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stanton S	ROW	600,000	-	-	-	-	-	-	-	-	-

	B	C	I	L	Q	R	U	V	W	Y	Z	AA	AC
	County	Project Title	Phase	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Other Spend	FY20 State Auth	FY20 Fed OB	FY20 Other Spend	FY21 State Auth	FY21 Fed OB	FY21 Other Spend
230	New Cast	SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stanton Rd	C	3,500,000	-	-	-	-	-	-	-	-	-
231	New Cast	SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stanton Split	C	4,850,000	-	-	-	-	-	-	750,000	-	-
232	New Cast	Denny Road and Lexington Parkway Intersection Improvements	PE	200,000	-	-	-	-	-	-	200,000	-	-
233	New Cast	Denny Road and Lexington Parkway Intersection Improvements	ROW	50,000	-	-	-	-	-	-	-	-	-
234	New Cast	Denny Road and Lexington Parkway Intersection Improvements	C	1,100,000	-	-	-	-	-	-	-	-	-
235	New Cast	Denny Road and Lexington Parkway Intersection Improvements	C	1,350,000	-	-	-	-	-	-	200,000	-	-
236	New Cast	Old Capitol Trail, Newport Road to Stanton Road	PE	650,000	-	-	-	-	-	-	650,000	-	-
237	New Cast	Old Capitol Trail, Newport Road to Stanton Road	ROW	1,200,000	-	-	-	-	-	-	-	-	-
238	New Cast	Old Capitol Trail, Newport Road to Stanton Road	C	3,500,000	-	-	-	-	-	-	-	-	-
239	New Cast	Old Capitol Trail, Newport Road to Stanton Road	C	5,350,000	-	-	-	-	-	-	650,000	-	-
240	New Cast	Shallcross Lake Road Relocated, Graylag Rd to Boyds Corner Rd	C	1,500,000	-	-	1,500,000	-	-	-	-	-	-
241	New Cast	Shallcross Lake Road Relocated, Graylag Rd to Boyds Corner Rd Total	C	1,500,000	-	-	1,500,000	-	-	-	-	-	-
242	New Cast	SR 72, Advanced Utility Relocation from McCoy Road to SR71	C	3,300,000	-	-	-	-	-	-	-	-	-
243	New Cast	SR 72, Advanced Utility Relocation from McCoy Road to SR71 Total	C	3,300,000	-	-	-	-	-	-	-	-	-
244	New Cast	SR 72, McCoy Road to SR 71	PE	828,801	-	-	-	-	-	-	-	-	-
245	New Cast	SR 72, McCoy Road to SR 71	ROW	3,000,000	-	-	-	-	-	-	-	-	-
246	New Cast	SR 72, McCoy Road to SR 71	C	12,761,214	-	-	-	2,552,243	10,208,971	-	-	-	-
247	New Cast	SR 72, McCoy Road to SR 71 Total	C	16,590,015	-	-	-	2,552,243	10,208,971	-	-	-	-
248	New Cast	Ots Chapel Road and Welsh Track Road Intersection Improvements	PE	50,000	-	-	-	-	-	-	-	-	-
249	New Cast	Ots Chapel Road and Welsh Track Road Intersection Improvements	ROW	25,000	-	-	-	-	-	-	-	-	-
250	New Cast	Ots Chapel Road and Welsh Track Road Intersection Improvements	C	150,000	-	-	-	-	-	-	-	-	-
251	New Cast	Ots Chapel Road and Welsh Track Road Intersection Improvements	C	225,000	-	-	-	-	-	-	-	-	-
252	New Cast	Possum Park Road and Old Possum Park Road Intersection Improvements	PE	182,000	-	-	-	-	-	-	-	-	-
253	New Cast	Possum Park Road and Old Possum Park Road Intersection Improvements	ROW	100,000	-	-	-	-	-	-	-	-	-
254	New Cast	Possum Park Road and Old Possum Park Road Intersection Improvements	C	1,500,000	-	-	-	-	-	-	-	-	-
255	New Cast	Possum Park Road and Old Possum Park Road Intersection Improvements Total	C	1,782,000	-	-	-	-	-	-	-	-	-
256	New Cast	SR 7, Newtown Road to SR 273	PD	75,800	-	-	-	-	-	-	-	-	-
257	New Cast	SR 7, Newtown Road to SR 273	PE	919,000	-	-	-	-	-	-	-	-	-
258	New Cast	SR 7, Newtown Road to SR 273	ROW	4,150,000	-	-	-	-	-	-	-	-	-
259	New Cast	SR 7, Newtown Road to SR 273	CE	1,695,588	-	-	-	-	-	-	-	-	-
260	New Cast	SR 7, Newtown Road to SR 273	C	5,992,493	-	-	-	-	-	-	-	-	-
261	New Cast	SR 7, Newtown Road to SR 273	Traffic	381,261	-	-	-	-	-	-	-	-	-
262	New Cast	SR 7, Newtown Road to SR 273	Utilities	275,000	-	-	-	-	-	-	-	-	-
263	New Cast	SR 7, Newtown Road to SR 273	Conting	729,500	-	-	-	-	-	-	-	-	-
264	New Cast	SR 7, Newtown Road to SR 273	Maintena	925	-	-	-	-	-	-	-	-	-
265	New Cast	SR 7, Newtown Road to SR 273 Total	C	14,219,567	-	-	-	-	-	-	-	-	-
266	New Cast	Jamison Corner Road Relocated at Boyds Corner Road	PE	557,122	-	-	-	-	-	-	-	-	-
267	New Cast	Jamison Corner Road Relocated at Boyds Corner Road	ROW	1,000,000	-	-	-	-	-	-	-	-	-
268	New Cast	Jamison Corner Road Relocated at Boyds Corner Road	CE	691,623	-	-	-	-	-	-	-	-	-
269	New Cast	Jamison Corner Road Relocated at Boyds Corner Road	C	7,800,000	-	-	-	-	-	-	-	-	-
270	New Cast	Jamison Corner Road Relocated at Boyds Corner Road	Traffic	221,258	-	-	-	-	-	-	-	-	-
271	New Cast	Jamison Corner Road Relocated at Boyds Corner Road	Utilities	471,267	-	-	-	-	-	-	-	-	-
272	New Cast	Jamison Corner Road Relocated at Boyds Corner Road	Conting	327,250	-	-	-	-	-	-	-	-	-
273	New Cast	Jamison Corner Road Relocated at Boyds Corner Road Total	C	11,068,519	-	-	-	-	-	-	-	-	-
274	New Cast	N15, Boyds Corner Road, Cedar Lane Road to US 13	PE	2,010,300	-	-	-	-	-	-	-	-	-
275	New Cast	N15, Boyds Corner Road, Cedar Lane Road to US 13	ROW	2,800,000	2,800,000	-	-	-	-	-	-	-	-
276	New Cast	N15, Boyds Corner Road, Cedar Lane Road to US 13	C	13,300,000	-	-	-	-	-	-	-	-	-
277	New Cast	N15, Boyds Corner Road, Cedar Lane Road to US 13	Utilities	21,000	-	-	-	-	-	-	-	-	-
278	New Cast	N15, Boyds Corner Road, Cedar Lane Road to US 13 Total	C	18,131,300	2,800,000	-	-	-	-	-	-	-	-
279	New Cast	N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	PE	168,590	50,000	-	-	-	-	-	-	-	-
280	New Cast	N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	ROW	3,000,000	-	-	-	-	-	-	-	-	-
281	New Cast	N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	C	7,000,000	-	-	-	-	-	-	-	-	-
282	New Cast	N412, Lorewood Grove Road, Jamison Corner Rd to SR 1 Total	C	10,168,590	50,000	-	-	-	-	-	-	-	-
283	New Cast	N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	PE	1,981,454	-	-	-	-	-	-	-	-	-
284	New Cast	N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	ROW	2,600,000	-	-	-	2,600,000	-	-	-	-	-
285	New Cast	N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	C	5,500,000	-	-	-	-	-	-	-	-	-
286	New Cast	N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road Total	C	10,081,454	-	-	-	2,600,000	-	-	-	-	-
287	New Cast	Cedar Lane Road and Marl Pit Road Intersection Improvements	PE	110,000	-	-	-	-	-	-	-	-	-
288	New Cast	Cedar Lane Road and Marl Pit Road Intersection Improvements	ROW	200,000	-	-	-	-	-	-	-	-	-
289	New Cast	Cedar Lane Road and Marl Pit Road Intersection Improvements	C	3,200,000	1,700,000	-	-	-	-	-	-	-	-
290	New Cast	Cedar Lane Road and Marl Pit Road Intersection Improvements Total	C	3,510,000	1,700,000	-	-	-	-	-	-	-	-
291	New Cast	Christina River Bridge Approaches	PD	500,500	-	-	-	-	-	-	-	-	-
292	New Cast	Christina River Bridge Approaches	PE	8,450,000	-	-	-	-	-	-	-	-	-
293	New Cast	Christina River Bridge Approaches	ROW	9,600,000	-	-	-	-	-	-	-	-	-
294	New Cast	Christina River Bridge Approaches	C	30,000,000	-	5,000,000	-	-	2,999,720	-	-	-	-
295	New Cast	Christina River Bridge Approaches	Traffic	62,713	-	-	-	-	-	-	-	-	-
296	New Cast	Christina River Bridge Approaches	Maintena	756,000	-	-	-	-	-	-	-	-	-
297	New Cast	Christina River Bridge Approaches Total	C	49,369,213	-	5,000,000	-	-	2,999,720	-	-	-	-
298	New Cast	Christina River Bridge	ROW	5,000,000	-	-	-	-	-	-	-	-	-
299	New Cast	Christina River Bridge	CE	4,352,331	-	-	-	-	-	-	-	-	-
300	New Cast	Christina River Bridge	C	28,386,108	-	10,892,680	-	-	-	-	-	-	-
301	New Cast	Christina River Bridge	Utilities	825,383	-	-	-	-	-	-	-	-	-
302	New Cast	Christina River Bridge	Conting	1,436,178	-	-	-	-	-	-	-	-	-
303	New Cast	Christina River Bridge Total	C	40,000,000	-	10,892,680	-	-	-	-	-	-	-
304	New Cast	Garasches Lane, Wilmington	PD	652,200	-	-	-	-	-	-	-	-	-
305	New Cast	Garasches Lane, Wilmington	PE	350,000	-	-	-	-	-	-	-	-	-

	B	C	I	L	Q	R	U	V	W	Y	Z	AA	AC
1	County	Project Title	Phase	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Other Spend	FY20 State Auth	FY20 Fed OB	FY20 Other Spend	FY21 State Auth	FY21 Fed OB	FY21 Other Spend
306	New Castle	Garasches Lane, Wilmington	ROW	-	-	-	-	-	-	-	-	-	-
307	New Castle	Garasches Lane, Wilmington	C	5,000,000	-	-	-	1,000,000	3,200,000	-	-	800,000	-
308		<b>Garasches Lane, Wilmington Total</b>		<b>6,002,200</b>	-	-	-	<b>1,000,000</b>	<b>3,200,000</b>	-	-	<b>800,000</b>	-
309	New Castle	Justison Landing	PE	10,928,015	-	-	-	-	-	-	-	-	-
310	New Castle	Justison Landing	ROW	5,259,544	68,000	-	-	68,000	-	-	68,000	-	-
311	New Castle	Justison Landing	C	35,811,503	-	-	-	-	-	-	-	-	-
312	New Castle	Justison Landing	Traffic	142,810	-	-	-	-	-	-	-	-	-
313	New Castle	Justison Landing	Utilities	2,220,203	-	-	-	-	-	-	-	-	-
314	New Castle	Justison Landing	Contingency	75,000	-	-	-	-	-	-	-	-	-
315	New Castle	Justison Landing	Maintenance	3,490,729	-	-	-	-	-	-	-	-	-
316		<b>Justison Landing Total</b>		<b>57,927,804</b>	<b>68,000</b>	-	-	<b>68,000</b>	-	-	<b>68,000</b>	-	-
317	New Castle	Riverfront Initiatives Development	PD	1,270,000	-	-	-	-	-	-	-	-	-
318	New Castle	Riverfront Initiatives Development	PE	2,239,164	-	-	-	-	-	-	-	-	-
319	New Castle	Riverfront Initiatives Development	ROW	15,000	-	-	-	-	-	-	-	-	-
320		<b>Riverfront Initiatives Development Total</b>		<b>3,524,164</b>	-	-	0	-	-	-	-	-	-
321	New Castle	Riverfront Rail Relocation and Parking Improvements	CE	3,400,000	-	-	-	-	-	-	-	-	-
322		<b>Riverfront Rail Relocation and Parking Improvements Total</b>		<b>3,400,000</b>	-	-	-	-	-	-	-	-	-
323	New Castle	Wilmington Signal Improvements Project, Phase 2	Program	3,300,000	-	-	-	-	-	-	-	-	-
324		<b>Wilmington Signal Improvements Project, Phase 2 Total</b>		<b>3,300,000</b>	-	-	-	-	-	-	-	-	-
325	New Castle	Bridge Painting, New Castle County, 2015	CE	368,000	-	-	-	-	-	-	-	-	-
326	New Castle	Bridge Painting, New Castle County, 2015	C	3,166,689	-	-	-	-	-	-	-	-	-
327	New Castle	Bridge Painting, New Castle County, 2015	Contingency	158,334	-	-	-	-	-	-	-	-	-
328	New Castle	Bridge Painting, New Castle County, 2015	Rail Road	15,000	-	-	-	-	-	-	-	-	-
329		<b>Bridge Painting, New Castle County, 2015 Total</b>		<b>3,708,023</b>	-	-	-	-	-	-	-	-	-
330	New Castle	Bridge Painting, New Castle County, 2016	PE	45,000	-	-	-	-	-	-	-	-	-
331	New Castle	Bridge Painting, New Castle County, 2016	CE	225,000	-	-	-	-	-	-	-	-	-
332	New Castle	Bridge Painting, New Castle County, 2016	C	1,500,000	-	-	-	-	-	-	-	-	-
333	New Castle	Bridge Painting, New Castle County, 2016	Contingency	100,000	-	-	-	-	-	-	-	-	-
334	New Castle	Bridge Painting, New Castle County, 2016	Rail Road	485,596	-	-	-	-	-	-	-	-	-
335		<b>Bridge Painting, New Castle County, 2016 Total</b>		<b>2,355,596</b>	-	-	-	-	-	-	-	-	-
336	New Castle	Structure Maintenance, North District, Open End, FY15-FY17	CE	323,990	-	-	-	-	-	-	-	-	-
337	New Castle	Structure Maintenance, North District, Open End, FY15-FY17	C	1,915,245	-	-	-	-	-	-	-	-	-
338	New Castle	Structure Maintenance, North District, Open End, FY15-FY17	Contingency	615,993	-	-	-	-	-	-	-	-	-
339		<b>Structure Maintenance, North District, Open End, FY15-FY17 Total</b>		<b>2,855,228</b>	-	-	-	-	-	-	-	-	-
340	New Castle	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	PE	11,000,000	-	-	-	-	-	-	-	-	-
341	New Castle	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	ROW	200,000	-	-	-	-	-	-	-	-	-
342	New Castle	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	C	147,000,000	29,400,000	17,200,000	-	-	8,400,000	-	-	47,000,000	-
343	New Castle	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	Rail Road	550,000	-	-	-	-	-	-	-	-	-
344		<b>Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge Total</b>		<b>158,750,000</b>	<b>29,400,000</b>	<b>17,200,000</b>	-	-	<b>8,400,000</b>	-	-	<b>47,000,000</b>	-
345	New Castle	Rehabilitation of I-95 from I-495 to Wilmington Viaduct	C	18,000,000	3,600,000	4,800,000	-	-	9,600,000	-	-	-	-
346		<b>Rehabilitation of I-95 from I-495 to Wilmington Viaduct Total</b>		<b>18,000,000</b>	<b>3,600,000</b>	<b>4,800,000</b>	-	-	<b>9,600,000</b>	-	-	-	-
347	New Castle	Advanced Traffic Mitigation for I-95 Viaduct and Brandywine River Bridge	Traffic	725,000	-	-	-	-	-	-	-	-	-
348		<b>Advanced Traffic Mitigation for I-95 Viaduct and Brandywine River Bridge Total</b>		<b>725,000</b>	-	-	-	-	-	-	-	-	-
349	New Castle	SR 72/SR 1 Diverging Diamond Interchange	PE	291,094	-	-	-	-	-	-	-	-	-
350	New Castle	SR 72/SR 1 Diverging Diamond Interchange	ROW	600,000	-	-	-	-	-	-	-	-	-
351	New Castle	SR 72/SR 1 Diverging Diamond Interchange	CE	31,000	-	-	-	-	-	-	-	-	-
352	New Castle	SR 72/SR 1 Diverging Diamond Interchange	C	7,857,331	-	-	-	-	-	-	-	-	-
353	New Castle	SR 72/SR 1 Diverging Diamond Interchange	Traffic	421,007	-	-	-	-	-	-	-	-	-
354	New Castle	SR 72/SR 1 Diverging Diamond Interchange	Utilities	45,000	-	-	-	-	-	-	-	-	-
355		<b>SR 72/SR 1 Diverging Diamond Interchange Total</b>		<b>9,245,433</b>	-	-	-	-	-	-	-	-	-
356	New Castle	Little Baltimore Road Drainage Improvements	PD	100,000	-	-	-	-	-	-	-	-	-
357	New Castle	Little Baltimore Road Drainage Improvements	PE	150,000	-	-	-	-	-	-	-	-	-
358	New Castle	Little Baltimore Road Drainage Improvements	ROW	250,000	-	-	-	-	-	-	-	-	-
359	New Castle	Little Baltimore Road Drainage Improvements	C	2,000,000	400,000	1,600,000	-	-	-	-	-	-	-
360		<b>Little Baltimore Road Drainage Improvements Total</b>		<b>2,500,000</b>	<b>400,000</b>	<b>1,600,000</b>	-	-	-	-	-	-	-
361	New Castle	Industrial Track Greenway Phase III	PE	1,000,000	-	-	-	-	-	-	-	-	-
362	New Castle	Industrial Track Greenway Phase III	ROW	100,000	-	-	-	-	-	-	-	-	-
363	New Castle	Industrial Track Greenway Phase III	CE	2,043,647	-	-	-	-	-	-	-	-	-
364	New Castle	Industrial Track Greenway Phase III	C	18,451,353	-	-	-	-	-	-	-	-	-
365	New Castle	Industrial Track Greenway Phase III	Traffic	5,000	-	-	-	-	-	-	-	-	-
366	New Castle	Industrial Track Greenway Phase III	Utilities	40,000	-	-	-	-	-	-	-	-	-
367	New Castle	Industrial Track Greenway Phase III	Contingency	905,000	-	-	-	-	-	-	-	-	-
368	New Castle	Industrial Track Greenway Phase III	Planning	1,034,000	-	-	-	-	-	-	-	-	-
369	New Castle	Industrial Track Greenway Phase III	Rail Road	250,000	-	-	-	-	-	-	-	-	-
370		<b>Industrial Track Greenway Phase III Total</b>		<b>23,829,000</b>	-	-	-	-	-	-	-	-	-
371	New Castle	Middletown Park and Ride	PE	500,000	-	-	-	-	-	-	-	-	-
372	New Castle	Middletown Park and Ride	C	3,000,000	3,000,000	-	-	-	-	-	-	-	-
373		<b>Middletown Park and Ride Total</b>		<b>3,500,000</b>	<b>3,000,000</b>	-	-	-	-	-	-	-	-
374	New Castle	Beech Street Generator	PE	80,000	-	-	-	-	-	-	-	-	-
375	New Castle	Beech Street Generator	C	692,000	-	-	-	-	-	-	-	-	-
376	New Castle	Beech Street Generator	Contingency	79,510	-	-	-	-	-	-	-	-	-
377		<b>Beech Street Generator Total</b>		<b>851,510</b>	-	-	-	-	-	-	-	-	-
378	New Castle	NCC Transit Center	PD	500,000	-	-	-	-	-	-	-	-	-
379	New Castle	NCC Transit Center	PE	750,000	-	-	-	-	-	-	-	-	-
380	New Castle	NCC Transit Center	ROW	1,000,000	-	800,000	-	-	-	-	-	-	-
381	New Castle	NCC Transit Center	C	2,500,000	500,000	-	-	-	2,000,000	-	-	-	-

	B	C	I	L	Q	R	U	V	W	Y	Z	AA	AC
	County	Project Title	Phase	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Other Spend	FY20 State Auth	FY20 Fed OB	FY20 Other Spend	FY21 State Auth	FY21 Fed OB	FY21 Other Spend
382		<b>NCC Transit Center Total</b>		<b>4,750,000</b>	<b>500,000</b>	<b>800,000</b>	-	-	<b>2,000,000</b>	-	-	-	-
383	New Castle	Churchman's Crossing Fairplay Station Elevator	PE	170,345	-	-	-	-	-	-	-	-	-
384	New Castle	Churchman's Crossing Fairplay Station Elevator	CE	102,000	-	-	-	-	-	-	-	-	-
385	New Castle	Churchman's Crossing Fairplay Station Elevator	C	1,191,500	-	-	-	-	-	-	-	-	-
386	New Castle	Churchman's Crossing Fairplay Station Elevator	Continge	183,615	-	-	-	-	-	-	-	-	-
387		<b>Churchman's Crossing Fairplay Station Elevator Total</b>		<b>1,647,460</b>	-	-	-	-	-	-	-	-	-
388	New Castle	Churchman's Crossing Fairplay Station Parking Expansion	PE	1,252,000	-	-	-	-	-	-	250,400	1,001,600	-
389	New Castle	Churchman's Crossing Fairplay Station Parking Expansion	C	13,000,000	-	-	-	-	-	-	-	-	-
390		<b>Churchman's Crossing Fairplay Station Parking Expansion Total</b>		<b>14,252,000</b>	-	-	-	-	-	-	<b>250,400</b>	<b>1,001,600</b>	-
391	New Castle	Claymont Regional Transportation Center	PE	6,700,000	-	-	-	-	-	-	-	-	-
392	New Castle	Claymont Regional Transportation Center	CE	-	-	-	-	-	-	-	-	-	-
393	New Castle	Claymont Regional Transportation Center	C	45,600,000	2,645,000	6,000,000	125,000	-	3,000,000	-	-	7,830,000	-
394		<b>Claymont Regional Transportation Center Total</b>		<b>52,300,000</b>	<b>2,645,000</b>	<b>6,000,000</b>	<b>125,000</b>	-	<b>3,000,000</b>	-	-	<b>7,830,000</b>	-
395	New Castle	D-Marc Beech Street	C	81,000	-	-	-	-	-	-	-	-	-
396		<b>D-Marc Beech Street Total</b>		<b>81,000</b>	-	-	-	-	-	-	-	-	-
397	New Castle	Wilmington Admin Site Asbestos Remediation & Demo	CE	5,858	-	-	-	-	-	-	-	-	-
398	New Castle	Wilmington Admin Site Asbestos Remediation & Demo	C	1,231,088	-	-	-	-	-	-	-	-	-
399	New Castle	Wilmington Admin Site Asbestos Remediation & Demo	Continge	1,116,900	-	-	-	-	-	-	-	-	-
400	New Castle	Wilmington Admin Site Asbestos Remediation & Demo	Maintena	1,175,428	-	-	-	-	-	-	-	-	-
401		<b>Wilmington Admin Site Asbestos Remediation &amp; Demo Total</b>		<b>3,529,274</b>	-	-	-	-	-	-	-	-	-
402	New Castle	Wilmington Administration Center Rehabilitation - FTA State of Good Repair	PE	200,000	-	-	-	-	-	-	-	-	-
403	New Castle	Wilmington Administration Center Rehabilitation - FTA State of Good Repair	C	923,050	-	-	-	-	-	-	-	-	-
404		<b>Wilmington Administration Center Rehabilitation - FTA State of Good Repair Grant Total</b>		<b>1,123,050</b>	-	-	-	-	-	-	-	-	-
405	New Castle	Wilmington Operations Center Bus Wash	PE	125,000	-	-	-	-	-	-	-	-	-
406	New Castle	Wilmington Operations Center Bus Wash	C	900,000	-	-	-	-	-	-	-	-	-
407		<b>Wilmington Operations Center Bus Wash Total</b>		<b>1,025,000</b>	-	-	-	-	-	-	-	-	-
408	New Castle	Wilmington UST Replacement - FTA State of Good Repair Grant	PE	77,850	-	-	-	-	-	-	-	-	-
409	New Castle	Wilmington UST Replacement - FTA State of Good Repair Grant	CE	75,331	-	-	-	-	-	-	-	-	-
410	New Castle	Wilmington UST Replacement - FTA State of Good Repair Grant	C	924,276	-	-	-	-	-	-	-	-	-
411	New Castle	Wilmington UST Replacement - FTA State of Good Repair Grant	Maintena	40,098	-	-	-	-	-	-	-	-	-
412		<b>Wilmington UST Replacement - FTA State of Good Repair Grant Total</b>		<b>1,117,555</b>	-	-	-	-	-	-	-	-	-
413	New Castle	City of Wilmington Bus Stop Beautifications	C	500,000	-	-	-	-	-	-	-	-	-
414		<b>City of Wilmington Bus Stop Beautifications Total</b>		<b>500,000</b>	-	-	-	-	-	-	-	-	-
415	New Castle	Christina Crescent Elevators	CE	50,000	-	-	-	-	-	-	-	-	-
416	New Castle	Christina Crescent Elevators	C	516,000	-	-	-	-	-	-	-	-	-
417	New Castle	Christina Crescent Elevators	Continge	434,000	-	-	-	-	-	-	-	-	-
418		<b>Christina Crescent Elevators Total</b>		<b>1,000,000</b>	-	-	-	-	-	-	-	-	-
419	New Castle	Wilmington Transit Center	PE	320,000	-	-	-	-	-	-	-	-	-
420	New Castle	Wilmington Transit Center	ROW	500,000	-	-	-	-	-	-	-	-	-
421	New Castle	Wilmington Transit Center	C	18,100,000	-	-	10,000,000	-	-	-	-	-	-
422		<b>Wilmington Transit Center Total</b>		<b>18,920,000</b>	-	-	<b>10,000,000</b>	-	-	-	-	-	-
423	New Castle	DART 1 Roof Replacement	CE	50,000	-	-	-	-	-	-	-	-	-
424	New Castle	DART 1 Roof Replacement	C	450,000	-	-	-	-	-	-	-	-	-
425		<b>DART 1 Roof Replacement Total</b>		<b>500,000</b>	-	-	-	-	-	-	-	-	-
426	New Castle	Beech St Maintenance Building	PE	500,000	-	-	-	-	-	-	-	-	-
427	New Castle	Beech St Maintenance Building	C	3,000,000	-	-	-	-	-	-	-	-	-
428		<b>Beech St Maintenance Building Total</b>		<b>3,500,000</b>	-	-	-	-	-	-	-	-	-
429	New Castle	Beech St Facilities Renovation	PE	25,000	-	-	-	-	-	-	-	-	-
430	New Castle	Beech St Facilities Renovation	C	1,350,000	-	-	-	-	-	-	-	-	-
431		<b>Beech St Facilities Renovation Total</b>		<b>1,375,000</b>	-	-	-	-	-	-	-	-	-
432	New Castle	DART 1 Bus Vacuum	C	-	-	-	-	-	-	-	-	-	-
433		<b>DART 1 Bus Vacuum Total</b>		<b>-</b>	-	-	-	-	-	-	-	-	-
434	New Castle	DART Parking Lot 4 Paving	C	250,000	-	-	-	-	-	-	-	-	-
435		<b>DART Parking Lot 4 Paving Total</b>		<b>250,000</b>	-	-	-	-	-	-	-	-	-
436	New Castle	Monroe Street Oil Tanks Upgrade to AST	C	150,000	-	-	-	-	-	-	-	-	-
437		<b>Monroe Street Oil Tanks Upgrade to AST Total</b>		<b>150,000</b>	-	-	-	-	-	-	-	-	-
438	New Castle	Riverfront Deck Repairs	PE	-	-	-	-	-	-	-	-	-	-
439	New Castle	Riverfront Deck Repairs	C	371,000	-	-	-	-	-	-	-	-	-
440		<b>Riverfront Deck Repairs Total</b>		<b>371,000</b>	-	-	-	-	-	-	-	-	-
441	New Castle	Newark Regional Transportation Center, Planning and Design	PE	11,000,000	-	-	-	-	-	-	-	-	-
442	New Castle	Newark Regional Transportation Center, Planning and Design	Program	2,633,200	-	-	-	-	-	-	-	-	-
443		<b>Newark Regional Transportation Center, Planning and Design Total</b>		<b>13,633,200</b>	-	-	-	-	-	-	-	-	-
444	New Castle	Newark Regional Transportation Center, Parking Lot & Access Rd	ROW	100,000	-	-	-	-	-	-	-	-	-
445	New Castle	Newark Regional Transportation Center, Parking Lot & Access Rd	CE	728,151	-	-	-	-	-	-	-	-	-
446	New Castle	Newark Regional Transportation Center, Parking Lot & Access Rd	C	4,816,346	-	-	-	-	-	-	-	-	-
447	New Castle	Newark Regional Transportation Center, Parking Lot & Access Rd	Traffic	150,897	-	-	-	-	-	-	-	-	-
448	New Castle	Newark Regional Transportation Center, Parking Lot & Access Rd	Utilities	1,299,164	-	-	-	-	-	-	-	-	-
449	New Castle	Newark Regional Transportation Center, Parking Lot & Access Rd	Continge	312,520	-	-	-	-	-	-	-	-	-
450		<b>Newark Regional Transportation Center, Parking Lot &amp; Access Rd Total</b>		<b>7,407,079</b>	-	-	-	-	-	-	-	-	-
451	New Castle	Newark Regional Transportation Center, Station Building	ROW	-	-	-	-	-	-	-	-	-	-
452	New Castle	Newark Regional Transportation Center, Station Building	CE	1,166,269	-	-	-	-	-	-	-	-	-
453	New Castle	Newark Regional Transportation Center, Station Building	C	3,882,788	-	-	-	-	-	-	-	-	-
454	New Castle	Newark Regional Transportation Center, Station Building	Continge	392,309	-	-	-	-	-	-	-	-	-
455		<b>Newark Regional Transportation Center, Station Building Total</b>		<b>5,441,366</b>	-	-	-	-	-	-	-	-	-
456	New Castle	Newark Regional Transportation Center, Platform and Pedestrian Bridge	C	47,000,000	10,000,000	-	-	-	-	-	-	-	-
457		<b>Newark Regional Transportation Center, Platform and Pedestrian Bridge Total</b>		<b>47,000,000</b>	<b>10,000,000</b>	-	-	-	-	-	-	-	-



	B	C	I	L	Q	R	U	V	W	Y	Z	AA	AC
	County	Project Title	Phase	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Other Spend	FY20 State Auth	FY20 Fed OB	FY20 Other Spend	FY21 State Auth	FY21 Fed OB	FY21 Other Spend
458	New Castle	SEPTA New Payment Technology (NPT)	CE	144,000	-	-	-	-	-	-	-	-	-
459		<b>SEPTA New Payment Technology (NPT) Total</b>		<b>144,000</b>									
460	New Castle	Shipley Street Bridge Rehabilitation	C	7,629,500	-	-	-	-	-	-	-	-	-
461		<b>Shipley Street Bridge Rehabilitation Total</b>		<b>7,629,500</b>									
462	New Castle	Third Track Amtrak Phase	PE	285,915	-	-	-	-	-	-	-	-	-
463	New Castle	Third Track Amtrak Phase	CE	218,040	-	-	-	-	-	-	-	-	-
464	New Castle	Third Track Amtrak Phase	C	39,973,625	-	-	-	-	-	-	-	-	-
465		<b>Third Track Amtrak Phase Total</b>		<b>40,477,580</b>									
466	New Castle	Northeast Corridor Allocation Policy	C	16,100,000	2,300,000	-	-	2,400,000	-	-	2,500,000	-	-
467		<b>Northeast Corridor Allocation Policy Total</b>		<b>16,100,000</b>	<b>2,300,000</b>			<b>2,400,000</b>			<b>2,500,000</b>		
468	New Castle	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	PE	2,733,827	-	-	-	-	-	-	-	-	-
469	New Castle	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	ROW	234,100	-	-	-	-	-	-	-	-	-
470	New Castle	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	CE	3,448,034	-	-	-	-	-	-	-	-	-
471	New Castle	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	C	7,368,795	-	-	-	-	-	-	-	-	-
472	New Castle	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	Utilities	2,243,158	-	-	-	-	-	-	-	-	-
473	New Castle	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	Contingency	6,083,182	-	-	-	-	-	-	-	-	-
474	New Castle	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	Maintenance	680,000	-	-	-	-	-	-	-	-	-
475	New Castle	Northeast Corridor Improvements Yard to Ragan, Civil, Structural	Rail Road	7,671,028	-	-	-	-	-	-	-	-	-
476		<b>Northeast Corridor Improvements Yard to Ragan, Civil, Structural Total</b>		<b>30,462,123</b>									
477	New Castle	Preventive Maintenance - New Castle County	Procurement	52,000,000	-	5,200,000	1,300,000	-	5,200,000	1,300,000	-	5,200,000	1,300,000
478		<b>Preventive Maintenance - New Castle County Total</b>		<b>52,000,000</b>		<b>5,200,000</b>	<b>1,300,000</b>		<b>5,200,000</b>	<b>1,300,000</b>		<b>5,200,000</b>	<b>1,300,000</b>
479	New Castle	Transit Vehicle Expansion (3) 25' Cutaway Buses - FY18	Procurement	522,960	-	-	-	-	-	-	-	-	-
480		<b>Transit Vehicle Expansion (3) 25' Cutaway Buses - FY18 Total</b>		<b>522,960</b>									
481	New Castle	Transit Vehicle Expansion (2) 45' OTR Buses NCC FY19	Procurement	1,693,160	-	-	-	-	-	-	-	-	-
482		<b>Transit Vehicle Expansion (2) 45' OTR Buses NCC FY19 Total</b>		<b>1,693,160</b>									
483	New Castle	Transit Vehicle REPLACEMENT (8) 35' Electric Buses NCC FY19	Procurement	8,448,000	-	-	-	-	-	-	-	-	-
484		<b>Transit Vehicle REPLACEMENT (8) 35' Electric Buses NCC FY19 Total</b>		<b>8,448,000</b>									
485	New Castle	Transit Vehicle Replacement (1) 40' Low Floor Bus NCC FY19	Procurement	-	-	-	-	-	-	-	-	-	-
486		<b>Transit Vehicle Replacement (1) 40' Low Floor Bus NCC FY19 Total</b>		<b>-</b>									
487	New Castle	Transit Vehicle Replacement (1) 45' OTR Bus NCC FY21	Procurement	-	-	-	-	-	-	-	-	-	-
488		<b>Transit Vehicle Replacement (1) 45' OTR Bus NCC FY21 Total</b>		<b>-</b>									
489	New Castle	Transit Vehicle Replacement (2) 30' Low Floor Buses NCC FY15	Procurement	1,009,400	-	-	-	-	-	-	-	-	-
490		<b>Transit Vehicle Replacement (2) 30' Low Floor Buses NCC FY15 Total</b>		<b>1,009,400</b>									
491	New Castle	Transit Vehicle Replacement (4) 30' Low Floor Buses FY17	Procurement	1,838,800	-	-	-	-	-	-	-	-	-
492		<b>Transit Vehicle Replacement (4) 30' Low Floor Buses FY17 Total</b>		<b>1,838,800</b>									
493	New Castle	Transit Vehicle Replacement (2) 40' Low Floor Buses FY17	Program	919,400	-	-	-	-	-	-	-	-	-
494		<b>Transit Vehicle Replacement (2) 40' Low Floor Buses FY17 Total</b>		<b>919,400</b>									
495	New Castle	Transit Vehicle Replacement (2) 40' Low Floor FY17	Procurement	919,400	-	-	-	-	-	-	-	-	-
496		<b>Transit Vehicle Replacement (2) 40' Low Floor FY17 Total</b>		<b>919,400</b>									
497	New Castle	Transit Vehicle Replacement (2) 45' OTR Buses CANCELLED	Procurement	1,503,200	-	-	-	-	-	-	-	-	-
498		<b>Transit Vehicle Replacement (2) 45' OTR Buses Total</b>		<b>1,503,200</b>									
499	New Castle	Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY17	Procurement	405,060	-	-	-	-	-	-	-	-	-
500		<b>Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY17 Total</b>		<b>405,060</b>									
501	New Castle	Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22	Procurement	403,500	-	-	-	-	-	-	-	80,700	322,800
502		<b>Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22 Total</b>		<b>403,500</b>								<b>80,700</b>	<b>322,800</b>
503	New Castle	Transit Vehicle Replacement (31, 32) 40' Heavy Duty Low Floor Buses NCC FY16-21	Procurement	26,961,901	-	-	-	-	-	-	-	-	-
504		<b>Transit Vehicle Replacement (31, 32) 40' Heavy Duty Low Floor Buses NCC FY16-21 Total</b>		<b>26,961,901</b>									
505	New Castle	Transit Vehicle Replacement (22) 40' Low Floor Buses NCC FY20	Procurement	11,704,000	2,340,800	9,363,200	-	-	-	-	-	-	-
506		<b>Transit Vehicle Replacement (22) 40' Low Floor Buses NCC FY20 Total</b>		<b>11,704,000</b>	<b>2,340,800</b>	<b>9,363,200</b>							
507	New Castle	Transit Vehicle Replacement (7) 40' Low Floor Buses NCC FY21	Procurement	-	-	-	-	782,040	3,128,160	-	-	-	-
508		<b>Transit Vehicle Replacement (7) 40' Low Floor Buses NCC FY21 Total</b>		<b>-</b>				<b>782,040</b>	<b>3,128,160</b>				
509	New Castle	Transit Vehicle Replacement (7) 40' Low Floor Buses NCC FY19	Procurement	-	-	-	-	-	-	-	-	-	-
510		<b>Transit Vehicle Replacement (7) 40' Low Floor Buses NCC FY19 Total</b>		<b>-</b>									
511	New Castle	Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20	Procurement	4,538,700	907,740	3,630,960	-	-	-	-	-	-	-
512		<b>Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20 Total</b>		<b>4,538,700</b>	<b>907,740</b>	<b>3,630,960</b>							
513	New Castle	Transit Vehicle Replacement Paratransit Buses NCC FY16-22	Procurement	41,000,000	885,300	3,541,200	-	476,800	1,907,200	-	775,620	3,102,480	-
514		<b>Transit Vehicle Replacement Paratransit Buses NCC FY16-22 Total</b>		<b>41,000,000</b>	<b>885,300</b>	<b>3,541,200</b>		<b>476,800</b>	<b>1,907,200</b>		<b>775,620</b>	<b>3,102,480</b>	
515	New Castle	Transit Vehicle Replacement Support Vehicles NCC FY16-21	Procurement	756,400	87,750	-	-	269,625	-	-	48,370	-	-
516		<b>Transit Vehicle Replacement Support Vehicles NCC FY16-21 Total</b>		<b>756,400</b>	<b>87,750</b>			<b>269,625</b>			<b>48,370</b>		
517	New Castle	Transit Vehicle Replacement Uncity Bus Purchase	Procurement	110,750	-	-	-	-	-	-	-	-	-
518		<b>Transit Vehicle Replacement Uncity Bus Purchase Total</b>		<b>110,750</b>									
519	New Castle	Transit Vehicle Replacement Uncity Bus Purchase FY16-21	Procurement	329,300	114,073	-	-	-	-	-	114,073	-	-
520		<b>Transit Vehicle Replacement Uncity Bus Purchase FY16-21 Total</b>		<b>329,300</b>	<b>114,073</b>						<b>114,073</b>		
521		<b>New Castle Total</b>		<b>2,807,082,216</b>	<b>86,750,863</b>	<b>115,919,058</b>	<b>41,026,587</b>	<b>21,898,708</b>	<b>100,027,939</b>	<b>33,665,251</b>	<b>13,727,163</b>	<b>114,034,330</b>	<b>1,300,000</b>
680		<b>Kent Total</b>		<b>469,803,519</b>	<b>6,546,540</b>	<b>2,206,560</b>	<b>23,900</b>	<b>6,093,756</b>	<b>10,423,319</b>	<b>23,900</b>	<b>21,550,400</b>	<b>8,397,000</b>	<b>23,900</b>
853		<b>Sussex Total</b>		<b>2,878,783,174</b>	<b>10,135,363</b>	<b>1,989,147</b>	<b>189,147</b>	<b>30,287,981</b>	<b>9,048,374</b>	<b>189,147</b>	<b>23,327,300</b>	<b>12,489,147</b>	<b>189,147</b>
854	Statewide	Recreational Trails	Program	11,682,428	-	1,000,000	250,000	-	1,000,000	250,000	-	905,680	226,420
855		<b>Recreational Trails Total</b>		<b>11,682,428</b>		<b>1,000,000</b>	<b>250,000</b>		<b>1,000,000</b>	<b>250,000</b>		<b>905,680</b>	<b>226,420</b>
856	Statewide	Bridge Inspection Program	PE	25,200,000	1,064,680	3,323,520	-	1,090,680	3,347,520	-	1,150,680	3,587,520	-
857		<b>Bridge Inspection Program Total</b>		<b>25,200,000</b>	<b>1,064,680</b>	<b>3,323,520</b>		<b>1,090,680</b>	<b>3,347,520</b>		<b>1,150,680</b>	<b>3,587,520</b>	
858	Statewide	Bridge Management	Program	33,640,000	3,600,000	-	-	5,165,000	585,000	-	5,276,000	704,000	-
859		<b>Bridge Management Total</b>		<b>33,640,000</b>	<b>3,600,000</b>			<b>5,165,000</b>	<b>585,000</b>		<b>5,276,000</b>	<b>704,000</b>	
860	Statewide	Bridge Painting Program	C	18,000,000	600,000	2,400,000	-	600,000	2,400,000	-	600,000	2,400,000	-
861		<b>Bridge Painting Program Total</b>		<b>18,000,000</b>	<b>600,000</b>	<b>2,400,000</b>		<b>600,000</b>	<b>2,400,000</b>		<b>600,000</b>	<b>2,400,000</b>	
862	Statewide	BRIDGES	PD	365,000	-	-	-	-	-	-	-	-	-
863	Statewide	BRIDGES	PE	31,638,930	-	-	-	-	-	-	-	-	-



	B	C	I	L	Q	R	U	V	W	Y	Z	AA	AC
1	County	Project Title	Phase	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Other Spend	FY20 State Auth	FY20 Fed OB	FY20 Other Spend	FY21 State Auth	FY21 Fed OB	FY21 Other Spend
864	Statewide	BRIDGES	ROW	1,895,122	55,000	40,000	-	-	-	-	6,000	24,000	-
865	Statewide	BRIDGES	CE	15,316,517	-	568,130	-	-	139,060	-	-	-	-
866	Statewide	BRIDGES	C	199,497,644	6,719,500	18,739,105	-	4,252,000	17,268,940	-	-	5,000,000	-
867	Statewide	BRIDGES	Traffic	743,289	-	-	-	-	-	-	-	-	-
868	Statewide	BRIDGES	Utilities	992,431	-	-	-	-	-	-	-	-	-
869	Statewide	BRIDGES	Maintena	40,000	-	-	-	-	-	-	-	-	-
870	Statewide	BRIDGES	Audit	100,000	-	-	-	-	-	-	-	-	-
871	Statewide	BRIDGES	Environm	58,000	-	-	-	-	-	-	-	-	-
872	Statewide	BRIDGES	Program	109,087,500	5,000,000	14,740,000	-	8,000,000	20,272,000	-	7,500,000	24,000,000	-
873	Statewide	BRIDGES	Continge	20,265,581	-	50,000	-	-	101,274	-	-	-	-
874	Statewide	BRIDGES	Rail Roa	929,970	-	-	-	-	-	-	-	-	-
875	Statewide	<b>BRIDGES Total</b>		<b>380,929,984</b>	<b>11,774,500</b>	<b>34,137,235</b>	-	<b>12,252,000</b>	<b>37,781,274</b>	-	<b>7,506,000</b>	<b>29,024,000</b>	-
876	Statewide	DAMS	PE	2,130,146	-	-	-	-	-	-	-	-	-
877	Statewide	DAMS	ROW	55,000	-	-	-	-	-	-	-	-	-
878	Statewide	DAMS	CE	742,700	-	-	-	-	-	-	-	-	-
879	Statewide	DAMS	C	5,672,326	-	-	-	-	-	-	-	-	-
880	Statewide	DAMS	Program	13,750,000	1,450,000	-	550,000	2,700,000	-	-	2,700,000	-	-
881	Statewide	DAMS	Continge	417,854	-	-	-	-	-	-	-	-	-
882	Statewide	<b>DAMS Total</b>		<b>22,768,026</b>	<b>1,450,000</b>	-	<b>550,000</b>	<b>2,700,000</b>	-	-	<b>2,700,000</b>	-	-
883	Statewide	Transportation Alternatives Program (FHWA)	Program	39,490,100	800,000	3,200,000	-	800,000	3,200,000	-	800,000	3,200,000	-
884	Statewide	<b>Transportation Alternatives Program (FHWA) Total</b>		<b>39,490,100</b>	<b>800,000</b>	<b>3,200,000</b>	-	<b>800,000</b>	<b>3,200,000</b>	-	<b>800,000</b>	<b>3,200,000</b>	-
885	Statewide	Transportation Alternatives Program (FTA)	Program Funding	-	40,000	160,000	-	40,000	160,000	-	40,000	160,000	-
886	Statewide	<b>Transportation Alternatives Program (FTA) Total</b>		-	<b>40,000</b>	<b>160,000</b>	-	<b>40,000</b>	<b>160,000</b>	-	<b>40,000</b>	<b>160,000</b>	-
887	Statewide	Paving and Rehabilitation	Program	596,000,000	57,200,000	20,800,000	-	58,200,000	18,600,000	-	55,200,000	14,800,000	-
888	Statewide	<b>Paving and Rehabilitation Total</b>		<b>596,000,000</b>	<b>57,200,000</b>	<b>20,800,000</b>	-	<b>58,200,000</b>	<b>18,600,000</b>	-	<b>55,200,000</b>	<b>14,800,000</b>	-
889	Statewide	Slope Stabilization Program	Program	18,000,000	2,500,000	-	-	5,000,000	-	-	3,000,000	-	-
890	Statewide	<b>Slope Stabilization Program Total</b>		<b>18,000,000</b>	<b>2,500,000</b>	-	-	<b>5,000,000</b>	-	-	<b>3,000,000</b>	-	-
891	Statewide	Signage and Pavement Markings	Program	30,458,000	4,700,000	1,282,513	-	4,700,000	1,282,513	-	4,700,000	1,282,513	-
892	Statewide	<b>Signage and Pavement Markings Total</b>		<b>30,458,000</b>	<b>4,700,000</b>	<b>1,282,513</b>	-	<b>4,700,000</b>	<b>1,282,513</b>	-	<b>4,700,000</b>	<b>1,282,513</b>	-
893	Statewide	Materials and Minor Contracts	Program	52,929,000	12,000,000	-	-	8,000,000	-	-	8,000,000	-	-
894	Statewide	<b>Materials and Minor Contracts Total</b>		<b>52,929,000</b>	<b>12,000,000</b>	-	-	<b>8,000,000</b>	-	-	<b>8,000,000</b>	-	-
895	Statewide	Rail Crossing Safety	PD	711,000	9,000	81,000	-	9,000	81,000	-	9,000	81,000	-
896	Statewide	Rail Crossing Safety	C	11,387,122	202,749	1,824,738	-	202,749	1,824,738	-	202,749	1,824,738	-
897	Statewide	<b>Rail Crossing Safety Total</b>		<b>12,098,122</b>	<b>211,749</b>	<b>1,905,738</b>	-	<b>211,749</b>	<b>1,905,738</b>	-	<b>211,749</b>	<b>1,905,738</b>	-
898	Statewide	Statewide Railroad Rideability Program	C	400,000	-	-	-	-	-	-	-	-	-
899	Statewide	Statewide Railroad Rideability Program	Utilities	5,500,000	100,000	-	-	100,000	-	-	100,000	-	-
900	Statewide	<b>Statewide Railroad Rideability Program Total</b>		<b>5,900,000</b>	<b>100,000</b>	-	-	<b>100,000</b>	-	-	<b>100,000</b>	-	-
901	Statewide	Hazard Elimination Program	Program	19,722,554	244,444	2,200,000	-	244,444	2,200,000	-	244,444	2,200,000	-
902	Statewide	<b>Hazard Elimination Program Total</b>		<b>19,722,554</b>	<b>244,444</b>	<b>2,200,000</b>	-	<b>244,444</b>	<b>2,200,000</b>	-	<b>244,444</b>	<b>2,200,000</b>	-
903	Statewide	High Risk Rural Roads Program	Program	1,656,550	-	-	-	-	-	-	-	-	-
904	Statewide	<b>High Risk Rural Roads Program Total</b>		<b>1,656,550</b>	-	-	-	-	-	-	-	-	-
905	Statewide	Future Safety Program 80/20	C	9,750,000	450,000	1,800,000	-	500,000	2,000,000	-	500,000	2,000,000	-
906	Statewide	<b>Future Safety Program 80/20 Total</b>		<b>9,750,000</b>	<b>450,000</b>	<b>1,800,000</b>	-	<b>500,000</b>	<b>2,000,000</b>	-	<b>500,000</b>	<b>2,000,000</b>	-
907	Statewide	Future Safety Program 90/10	ROW	888,889	88,889	800,000	-	88,889	800,000	-	-	-	-
908	Statewide	Future Safety Program 90/10	C	13,144,443	344,444	3,100,000	-	394,444	3,550,000	-	283,333	2,550,000	-
909	Statewide	<b>Future Safety Program 90/10 Total</b>		<b>14,033,332</b>	<b>433,333</b>	<b>3,900,000</b>	-	<b>483,333</b>	<b>4,350,000</b>	-	<b>283,333</b>	<b>2,550,000</b>	-
910	Statewide	Section 154 Penalty Transfer (Sanction) Program	Program	18,560,740	-	2,474,820	-	-	2,534,091	-	-	2,420,195	-
911	Statewide	<b>Section 154 Penalty Transfer (Sanction) Program Total</b>		<b>18,560,740</b>	-	<b>2,474,820</b>	-	-	<b>2,534,091</b>	-	-	<b>2,420,195</b>	-
912	Statewide	Traffic Calming	Program	3,050,464	150,000	-	-	150,000	-	-	150,000	-	-
913	Statewide	<b>Traffic Calming Total</b>		<b>3,050,464</b>	<b>150,000</b>	-	-	<b>150,000</b>	-	-	<b>150,000</b>	-	-
914	Statewide	Intersection Improvements	Program	37,125,000	4,500,000	2,500,000	600,000	3,500,000	2,500,000	600,000	3,500,000	2,500,000	600,000
915	Statewide	<b>Intersection Improvements Total</b>		<b>37,125,000</b>	<b>4,500,000</b>	<b>2,500,000</b>	<b>600,000</b>	<b>3,500,000</b>	<b>2,500,000</b>	<b>600,000</b>	<b>3,500,000</b>	<b>2,500,000</b>	<b>600,000</b>
916	Statewide	Engineering and Contingency	Program	205,855,000	30,095,000	-	-	30,095,000	-	-	30,095,000	-	-
917	Statewide	<b>Engineering and Contingency Total</b>		<b>205,855,000</b>	<b>30,095,000</b>	-	-	<b>30,095,000</b>	-	-	<b>30,095,000</b>	-	-
918	Statewide	Environmental Improvements	Planning	4,718,500	545,000	18,000	-	545,000	18,000	-	545,000	18,000	-
919	Statewide	<b>Environmental Improvements Total</b>		<b>4,718,500</b>	<b>545,000</b>	<b>18,000</b>	-	<b>545,000</b>	<b>18,000</b>	-	<b>545,000</b>	<b>18,000</b>	-
920	Statewide	Corridor Capacity Preservation	ROW	18,000,000	1,000,000	-	-	1,000,000	-	-	1,000,000	-	-
921	Statewide	<b>Corridor Capacity Preservation Total</b>		<b>18,000,000</b>	<b>1,000,000</b>	-	-	<b>1,000,000</b>	-	-	<b>1,000,000</b>	-	-
922	Statewide	Bicycle, Pedestrian and other Improvements	C	18,736,000	800,000	3,200,000	-	800,000	3,200,000	-	800,000	3,200,000	-
923	Statewide	<b>Bicycle, Pedestrian and other Improvements Total</b>		<b>18,736,000</b>	<b>800,000</b>	<b>3,200,000</b>	-	<b>800,000</b>	<b>3,200,000</b>	-	<b>800,000</b>	<b>3,200,000</b>	-
924	Statewide	Safe Routes to School	Program	4,182,073	-	444,336	-	-	-	-	-	-	-
925	Statewide	<b>Safe Routes to School Total</b>		<b>4,182,073</b>	-	<b>444,336</b>	-	-	-	-	-	-	-
926	Statewide	Scenic Byways	Program	1,918,750	-	-	-	-	-	-	-	-	-
927	Statewide	<b>Scenic Byways Total</b>		<b>1,918,750</b>	-	-	-	-	-	-	-	-	-
928	Statewide	Industrial Streets	Program	500,000	-	-	-	-	-	-	-	-	-
929	Statewide	<b>Industrial Streets Total</b>		<b>500,000</b>	-	-	-	-	-	-	-	-	-
930	Statewide	Education and Training	Audit	1,600,000	-	200,000	-	-	200,000	-	-	200,000	-
931	Statewide	<b>Education and Training Total</b>		<b>1,600,000</b>	-	<b>200,000</b>	-	-	<b>200,000</b>	-	-	<b>200,000</b>	-
932	Statewide	Aeronautics Planning	Program	1,612,000	16,500	148,500	-	21,000	189,000	-	21,000	189,000	-
933	Statewide	<b>Aeronautics Planning Total</b>		<b>1,612,000</b>	<b>16,500</b>	<b>148,500</b>	-	<b>21,000</b>	<b>189,000</b>	-	<b>21,000</b>	<b>189,000</b>	-
934	Statewide	Aeronautics Program Development	Program	8,923,427	280,000	-	-	280,000	-	-	280,000	-	-
935	Statewide	<b>Aeronautics Program Development Total</b>		<b>8,923,427</b>	<b>280,000</b>	-	-	<b>280,000</b>	-	-	<b>280,000</b>	-	-
936	Statewide	Heavy Equipment Program	Program	76,388,000	12,500,000	-	-	12,500,000	-	-	11,500,000	-	-
937	Statewide	<b>Heavy Equipment Program Total</b>		<b>76,388,000</b>	<b>12,500,000</b>	-	-	<b>12,500,000</b>	-	-	<b>11,500,000</b>	-	-
938	Statewide	Federal Land Access Program	Program	180,000	6,000	24,000	-	6,000	24,000	-	6,000	24,000	-
939	Statewide	<b>Federal Land Access Program Total</b>		<b>180,000</b>	<b>6,000</b>	<b>24,000</b>	-	<b>6,000</b>	<b>24,000</b>	-	<b>6,000</b>	<b>24,000</b>	-

	B	C	I	L	Q	R	U	V	W	Y	Z	AA	AC
	County	Project Title	Phase	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Other Spend	FY20 State Auth	FY20 Fed OB	FY20 Other Spend	FY21 State Auth	FY21 Fed OB	FY21 Other Spend
940	Statewide	Local Transportation Assistance Program	Program	2,641,285	150,000	150,000	-	150,000	150,000	-	150,000	150,000	-
941		<b>Local Transportation Assistance Program Total</b>		<b>2,641,285</b>	<b>150,000</b>	<b>150,000</b>	-	<b>150,000</b>	<b>150,000</b>	-	<b>150,000</b>	<b>150,000</b>	-
942	Statewide	Metropolitan Planning Organization / FHWA/FTA	Program	20,482,214	580,623	2,322,492	-	591,952	2,367,807	-	591,952	2,367,807	-
943		<b>Metropolitan Planning Organization / FHWA/FTA Total</b>		<b>20,482,214</b>	<b>580,623</b>	<b>2,322,492</b>	-	<b>591,952</b>	<b>2,367,807</b>	-	<b>591,952</b>	<b>2,367,807</b>	-
944	Statewide	Pedestrian ADA Accessibility	Program	18,000,000	3,000,000	-	-	3,000,000	-	-	3,000,000	-	-
945		<b>Pedestrian ADA Accessibility Total</b>		<b>18,000,000</b>	<b>3,000,000</b>	-	-	<b>3,000,000</b>	-	-	<b>3,000,000</b>	-	-
946	Statewide	Planning Program Development	Program	14,780,000	2,000,000	-	-	2,000,000	-	-	2,000,000	-	-
947		<b>Planning Program Development Total</b>		<b>14,780,000</b>	<b>2,000,000</b>	-	-	<b>2,000,000</b>	-	-	<b>2,000,000</b>	-	-
948	Statewide	Rural Technical Assistance Program	Program	625,600	-	87,653	-	-	87,653	-	-	87,653	-
949		<b>Rural Technical Assistance Program Total</b>		<b>625,600</b>	-	<b>87,653</b>	-	-	<b>87,653</b>	-	-	<b>87,653</b>	-
950	Statewide	Statewide Planning & Research Program / FHWA	Program	26,070,400	895,979	3,583,916	-	917,437	3,669,749	-	917,437	3,669,749	-
951		<b>Statewide Planning &amp; Research Program / FHWA Total</b>		<b>26,070,400</b>	<b>895,979</b>	<b>3,583,916</b>	-	<b>917,437</b>	<b>3,669,749</b>	-	<b>917,437</b>	<b>3,669,749</b>	-
952	Statewide	Statewide Planning & Research Program / FTA	Planning	994,400	28,097	112,388	-	28,097	112,388	-	28,097	112,388	-
953		<b>Statewide Planning &amp; Research Program / FTA Total</b>		<b>994,400</b>	<b>28,097</b>	<b>112,388</b>	-	<b>28,097</b>	<b>112,388</b>	-	<b>28,097</b>	<b>112,388</b>	-
954	Statewide	Truck Weigh Enforcement	Program	3,160,000	645,000	-	-	645,000	-	-	645,000	-	-
955		<b>Truck Weigh Enforcement Total</b>		<b>3,160,000</b>	<b>645,000</b>	-	-	<b>645,000</b>	-	-	<b>645,000</b>	-	-
956	Statewide	University Research Program	Program	2,000,000	250,000	-	-	250,000	-	-	250,000	-	-
957		<b>University Research Program Total</b>		<b>2,000,000</b>	<b>250,000</b>	-	-	<b>250,000</b>	-	-	<b>250,000</b>	-	-
958	Statewide	Disadvantaged Business Enterprise Supportive Services Program	Program	1,309,660	-	125,000	-	-	125,000	-	-	125,000	-
959		<b>Disadvantaged Business Enterprise Supportive Services Program Total</b>		<b>1,309,660</b>	-	<b>125,000</b>	-	-	<b>125,000</b>	-	-	<b>125,000</b>	-
960	Statewide	DMV Mainframe Modernization Project FY2013	IT Devel	19,000,000	1,000,000	-	-	-	-	-	-	-	-
961		<b>DMV Mainframe Modernization Project FY2013 Total</b>		<b>19,000,000</b>	<b>1,000,000</b>	-	-	-	-	-	-	-	-
962	Statewide	Enterprise Document Management	Program	2,492,905	-	-	-	-	-	-	-	-	-
963		<b>Enterprise Document Management Total</b>		<b>2,492,905</b>	-	-	-	-	-	-	-	-	-
964	Statewide	Mileage Based User Fee	PD	290,000	-	-	-	-	-	-	-	-	-
965	Statewide	Mileage Based User Fee	Procuren	2,110,000	-	-	-	-	-	-	-	-	-
966		<b>Mileage Based User Fee Total</b>		<b>2,400,000</b>	-	-	-	-	-	-	-	-	-
967	Statewide	Information Technology Initiatives Program	Program	60,600,000	12,415,000	-	-	13,000,000	-	-	13,000,000	-	-
968		<b>Information Technology Initiatives Program Total</b>		<b>60,600,000</b>	<b>12,415,000</b>	-	-	<b>13,000,000</b>	-	-	<b>13,000,000</b>	-	-
969	Statewide	On the Job Training / Supportive Services	Program	821,511	-	100,000	-	-	100,000	-	-	100,000	-
970		<b>On the Job Training / Supportive Services Total</b>		<b>821,511</b>	-	<b>100,000</b>	-	-	<b>100,000</b>	-	-	<b>100,000</b>	-
971	Statewide	Summer Transportation Institute Program	Program	544,250	13,750	55,000	-	13,750	55,000	-	13,750	55,000	-
972		<b>Summer Transportation Institute Program Total</b>		<b>544,250</b>	<b>13,750</b>	<b>55,000</b>	-	<b>13,750</b>	<b>55,000</b>	-	<b>13,750</b>	<b>55,000</b>	-
973	Statewide	Highway Use Tax Evasion Grant	Program	250,000	-	-	-	-	-	-	-	-	-
974		<b>Highway Use Tax Evasion Grant Total</b>		<b>250,000</b>	-	-	-	-	-	-	-	-	-
975	Statewide	DMV Toll Equipment Upgrade	Program	10,658,607	-	-	-	-	-	-	-	-	-
976		<b>DMV Toll Equipment Upgrade Total</b>		<b>10,658,607</b>	-	-	-	-	-	-	-	-	-
977	Statewide	Transportation Facilities - Administration	Program	17,062,970	4,250,000	-	-	2,250,000	-	-	2,250,000	-	-
978		<b>Transportation Facilities - Administration Total</b>		<b>17,062,970</b>	<b>4,250,000</b>	-	-	<b>2,250,000</b>	-	-	<b>2,250,000</b>	-	-
979	Statewide	Transportation Facilities - Operations	Program	44,468,664	16,000,000	-	-	8,000,000	-	-	7,000,000	-	-
980		<b>Transportation Facilities - Operations Total</b>		<b>44,468,664</b>	<b>16,000,000</b>	-	-	<b>8,000,000</b>	-	-	<b>7,000,000</b>	-	-
981	Statewide	Traffic Signal Revolving Fund Program	Traffic	1,544,400	125,000	-	-	125,000	-	-	125,000	-	-
982		<b>Traffic Signal Revolving Fund Program Total</b>		<b>1,544,400</b>	<b>125,000</b>	-	-	<b>125,000</b>	-	-	<b>125,000</b>	-	-
983	Statewide	MUTCD Compliance Program	Traffic	24,000,000	400,000	1,600,000	-	400,000	1,600,000	-	400,000	1,600,000	-
984		<b>MUTCD Compliance Program Total</b>		<b>24,000,000</b>	<b>400,000</b>	<b>1,600,000</b>	-	<b>400,000</b>	<b>1,600,000</b>	-	<b>400,000</b>	<b>1,600,000</b>	-
985	Statewide	Rideshare Program / Trip Mitigation	Program	3,660,000	-	360,000	90,000	-	360,000	90,000	-	384,000	96,000
986		<b>Rideshare Program / Trip Mitigation Total</b>		<b>3,660,000</b>	-	<b>360,000</b>	<b>90,000</b>	-	<b>360,000</b>	<b>90,000</b>	-	<b>384,000</b>	<b>96,000</b>
987	Statewide	Transportation Management Improvements	Program	52,760,000	1,180,000	4,720,000	-	1,180,000	4,720,000	-	1,180,000	4,720,000	-
988		<b>Transportation Management Improvements Total</b>		<b>52,760,000</b>	<b>1,180,000</b>	<b>4,720,000</b>	-	<b>1,180,000</b>	<b>4,720,000</b>	-	<b>1,180,000</b>	<b>4,720,000</b>	-
989	Statewide	Bus Shelter Glass Replacement - FTA State of Good Repair Grant	C	864,450	-	-	-	-	-	-	-	-	-
990		<b>Bus Shelter Glass Replacement - FTA State of Good Repair Grant Total</b>		<b>864,450</b>	-	-	-	-	-	-	-	-	-
991	Statewide	Bus Stop ADA Accessibility - FTA State of Good Repair Grant	CE	1,000	-	-	-	-	-	-	-	-	-
992	Statewide	Bus Stop ADA Accessibility - FTA State of Good Repair Grant	C	1,443,240	-	-	-	-	-	-	-	-	-
993	Statewide	Bus Stop ADA Accessibility - FTA State of Good Repair Grant	Continge	333,537	-	-	-	-	-	-	-	-	-
994		<b>Bus Stop ADA Accessibility - FTA State of Good Repair Grant Total</b>		<b>1,777,777</b>	-	-	-	-	-	-	-	-	-
995	Statewide	Bus Stop Improvement Program	Program	6,140,000	750,000	-	-	750,000	-	-	750,000	-	-
996		<b>Bus Stop Improvement Program Total</b>		<b>6,140,000</b>	<b>750,000</b>	-	-	<b>750,000</b>	-	-	<b>750,000</b>	-	-
997	Statewide	CAD/AVL Modem Upgrade	PD	825,000	-	-	-	-	-	-	-	-	-
998		<b>CAD/AVL Modem Upgrade Total</b>		<b>825,000</b>	-	-	-	-	-	-	-	-	-
999	Statewide	CAD/AVL System and Trapez Upgrade	PD	1,150,000	-	-	-	-	-	-	-	-	-
1000		<b>CAD/AVL System and Trapez Upgrade Total</b>		<b>1,150,000</b>	-	-	-	-	-	-	-	-	-
1001	Statewide	Call Center Recorder and Upgrade	PD	60,000	-	-	-	-	-	-	-	-	-
1002		<b>Call Center Recorder and Upgrade Total</b>		<b>60,000</b>	-	-	-	-	-	-	-	-	-
1003	Statewide	Training Room Upgrades	C	50,000	50,000	-	-	-	-	-	-	-	-
1004		<b>Training Room Upgrades Total</b>		<b>50,000</b>	<b>50,000</b>	-	-	-	-	-	-	-	-
1005	Statewide	Fuel Management Software System	C	1,285,000	-	-	-	-	-	-	-	-	-
1006		<b>Fuel Management Software System Total</b>		<b>1,285,000</b>	-	-	-	-	-	-	-	-	-
1007	Statewide	Statewide Transit Safety and Security Improvements FY15 - FY17	Procuren	3,625,000	500,000	-	-	500,000	-	-	500,000	-	-
1008		<b>Statewide Transit Safety and Security Improvements FY15 - FY17 Total</b>		<b>3,625,000</b>	<b>500,000</b>	-	-	<b>500,000</b>	-	-	<b>500,000</b>	-	-
1009	Statewide	Transit Facility Minor Capital Projects FY16 - FY18	PE	640,000	-	-	-	-	-	-	-	-	-
1010	Statewide	Transit Facility Minor Capital Projects FY16 - FY18	C	4,605,000	500,000	-	-	500,000	-	-	500,000	-	-
1011		<b>Transit Facility Minor Capital Projects Total</b>		<b>5,245,000</b>	<b>500,000</b>	-	-	<b>500,000</b>	-	-	<b>500,000</b>	-	-
1012	Statewide	Transit Systems Equipment (FY16-18)	PD	336,360	40,000	-	-	40,000	-	-	40,000	-	-
1013		<b>Transit Systems Equipment (FY16-18) Total</b>		<b>336,360</b>	<b>40,000</b>	-	-	<b>40,000</b>	-	-	<b>40,000</b>	-	-
1014	Statewide	DTC Yard Management System & Equipment	PD	1,100,000	-	-	-	-	-	-	-	-	-
1015		<b>Yard Management System &amp; Equipment Total</b>		<b>1,100,000</b>	-	-	-	-	-	-	-	-	-

	B	C	I	L	Q	R	U	V	W	Y	Z	AA	AC
	County	Project Title	Phase	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Other Spend	FY20 State Auth	FY20 Fed OB	FY20 Other Spend	FY21 State Auth	FY21 Fed OB	FY21 Other Spend
1016	Statewide	Propane Fueling Stations	C	340,000	-	-	-	-	-	-	-	-	-
1017		<b>Propane Fueling Stations Total</b>		<b>340,000</b>	-	-	-	-	-	-	-	-	-
1018	Statewide	Inventory Bar coding	C	160,000	-	-	-	-	-	-	-	-	-
1019		<b>Inventory Bar coding Total</b>		<b>160,000</b>	-	-	-	-	-	-	-	-	-
1020	Statewide	Snow Blowers - Statewide	PE	100,000	-	-	-	-	-	-	-	-	-
1021	Statewide	Snow Blowers - Statewide	C	500,000	-	-	-	-	-	-	-	-	-
1022		<b>Snow Blowers - Statewide Total</b>		<b>600,000</b>	-	-	-	-	-	-	-	-	-
1023	Statewide	Park & Ride Hub Restrooms	PE	100,000	-	-	-	-	-	-	-	-	-
1024	Statewide	Park & Ride Hub Restrooms	C	440,000	-	-	-	-	-	-	-	-	-
1025		<b>Park &amp; Ride Hub Restrooms Total</b>		<b>540,000</b>	-	-	-	-	-	-	-	-	-
1026	Statewide	DTC Automated Timesheet and Absence Tracking	PD	120,000	-	-	-	-	-	-	-	-	-
1027		<b>DTC Automated Timesheet and Absence Tracking Total</b>		<b>120,000</b>	-	-	-	-	-	-	-	-	-
1028	Statewide	Traveler Information Signage	C	200,000	-	-	-	-	-	-	-	-	-
1029		<b>Traveler Information Signage Total</b>		<b>200,000</b>	-	-	-	-	-	-	-	-	-
1030	Statewide	Control Center Dispatch Statewide	C	340,000	-	-	-	-	-	-	-	-	-
1031		<b>Control Center Dispatch Statewide Total</b>		<b>340,000</b>	-	-	-	-	-	-	-	-	-
1032	Statewide	Rail Preservation	C	3,800,000	300,000	-	-	300,000	-	-	300,000	-	-
1033		<b>Rail Preservation Total</b>		<b>3,800,000</b>	<b>300,000</b>	-	-	<b>300,000</b>	-	-	<b>300,000</b>	-	-
1034	Statewide	CAD/AVL	Procuren	9,835,451	-	-	-	-	-	-	-	-	-
1035		<b>CAD/AVL Total</b>		<b>9,835,451</b>	-	-	-	-	-	-	-	-	-
1036	Statewide	Fare Collection Improvements	PD	3,250,000	1,750,000	-	-	-	-	-	-	-	-
1037		<b>Fare Collection Improvements Total</b>		<b>3,250,000</b>	<b>1,750,000</b>	-	-	-	-	-	-	-	-
1038	Statewide	Job Access Reverse Commute (JARC) Program	Program	5,454,816	-	340,926	340,926	-	340,926	340,926	-	340,926	340,926
1039		<b>Job Access Reverse Commute (JARC) Program Total</b>		<b>5,454,816</b>	-	<b>340,926</b>	<b>340,926</b>	-	<b>340,926</b>	<b>340,926</b>	-	<b>340,926</b>	<b>340,926</b>
1040	Statewide	Maintenance Equipment and Tools (Transit) Program	Procuren	1,287,900	182,000	-	-	184,000	-	-	162,000	-	-
1041		<b>Maintenance Equipment and Tools (Transit) Program Total</b>		<b>1,287,900</b>	<b>182,000</b>	-	-	<b>184,000</b>	-	-	<b>162,000</b>	-	-
1042	Statewide	New Freedom Program Statewide 50/50	Planning	4,069,290	-	240,000	240,000	-	240,000	240,000	-	240,000	240,000
1043		<b>New Freedom Program Statewide 50/50 Total</b>		<b>4,069,290</b>	-	<b>240,000</b>	<b>240,000</b>	-	<b>240,000</b>	<b>240,000</b>	-	<b>240,000</b>	<b>240,000</b>
1044	Statewide	Radio Replacement (Hand Held)	C	200,000	-	-	-	-	-	-	-	-	-
1045		<b>Radio Replacement (Hand Held) Total</b>		<b>200,000</b>	-	-	-	-	-	-	-	-	-
1046	Statewide	Taxi Pilot Equipment Start-up	Procuren	280,000	-	-	-	-	-	-	-	-	-
1047		<b>Taxi Pilot Equipment Start-up Total</b>		<b>280,000</b>	-	-	-	-	-	-	-	-	-
1048	Statewide	Transit Vehicle Replacement 5310 Program - Statewide	Procuren	9,366,448	741,657	587,943	-	741,657	587,943	-	741,657	587,943	-
1049		<b>Transit Vehicle Replacement 5310 Program - Statewide Total</b>		<b>9,366,448</b>	<b>741,657</b>	<b>587,943</b>	-	<b>741,657</b>	<b>587,943</b>	-	<b>741,657</b>	<b>587,943</b>	-
1050	Statewide	Paratransit Replacement Buses FY15 (26)	Procuren	2,921,400	-	-	-	-	-	-	-	-	-
1051		<b>Paratransit Replacement Buses FY15 (26) Total</b>		<b>2,921,400</b>	-	-	-	-	-	-	-	-	-
1052	Statewide	Paratransit Replacement Buses FY17 (77)	Procuren	8,388,407	-	-	-	-	-	-	-	-	-
1053		<b>Paratransit Replacement Buses FY17 (77) Total</b>		<b>8,388,407</b>	-	-	-	-	-	-	-	-	-
1054	Statewide	Paratransit Replacement Buses FY18 (55)	Procuren	5,665,000	-	-	-	-	-	-	-	-	-
1055		<b>Paratransit Replacement Buses FY18 (55) Total</b>		<b>5,665,000</b>	-	-	-	-	-	-	-	-	-
1056	Statewide	Transit Vehicle Replacement Support Vehicles Statewide FY16	Procuren	725,274	-	-	-	-	-	-	-	-	-
1057		<b>Transit Vehicle Replacement Support Vehicles Statewide FY16 Total</b>		<b>725,274</b>	-	-	-	-	-	-	-	-	-
1058	Statewide	Transit Vehicle Replacement Support Vehicles Statewide FY18	Procuren	202,900	-	-	-	-	-	-	-	-	-
1059		<b>Transit Vehicle Replacement Support Vehicles Statewide FY18 Total</b>		<b>202,900</b>	-	-	-	-	-	-	-	-	-
1060	Statewide	Community Transportation Program	Program	119,100,000	17,680,000	-	-	17,680,000	-	-	17,680,000	-	-
1061		<b>Community Transportation Program Total</b>		<b>119,100,000</b>	<b>17,680,000</b>	-	-	<b>17,680,000</b>	-	-	<b>17,680,000</b>	-	-
1062	Statewide	Municipal Street Aid	Program	30,000,000	5,000,000	-	-	5,000,000	-	-	5,000,000	-	-
1063		<b>Municipal Street Aid Total</b>		<b>30,000,000</b>	<b>5,000,000</b>	-	-	<b>5,000,000</b>	-	-	<b>5,000,000</b>	-	-
1064		<b>Statewide Total</b>		<b>2,253,240,391</b>	<b>217,488,312</b>	<b>99,503,980</b>	<b>2,070,926</b>	<b>207,231,099</b>	<b>101,993,602</b>	<b>1,520,926</b>	<b>195,434,099</b>	<b>87,811,112</b>	<b>1,503,346</b>

## WILMAPCO Annual Listing of Obligated Projects

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

**23 CFR 450.332 Annual listing of obligated projects.**

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

# **2017 ANNUAL OBLIGATED PROJECTS LIST**

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

**STATE FY 2017 – JULY 1, 2016-JUNE 30, 2017**

STATE HIGHWAY ADMINISTRATION (SHA) PROJECTS

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

Route	Federal #/ FAP	Contract #	Project Description	Fed Obligations	Appr. Code /Fund Type	Oblig Date	TIP/STIP Reference
<b>Bridge Replacement and Rehabilitation (Fund 80)</b>							
MD 272	2891019	CE446B52	TC13-BRIDGE 7036 ON MD 272 OVER AMTRAK	1,500,000.00	Z232	5/17/2017	WILMAPCO CE4461
MD0272	2891015	CE446B21	BRIDGE 7036 ON MD 272 OVER AMTRAK	(69,409.00)	L1C0	3/14/2017	WILMAPCO CE4461
MD0272	2891015	CE446B21	BRIDGE 7036 ON MD 272 OVER AMTRAK	(409,515.14)	Q100	3/14/2017	WILMAPCO CE4461
MD0272	2891015	CE446BD1	BRIDGE 7036 ON MD 272 OVER AMTRAK	(2,009.86)	Q100	8/1/2016	WILMAPCO CE4461
MD0272	2891015	CE446E21	BRIDGE 7036 ON MD 272 OVER AMTRAK	(515,594.00)	M001	3/14/2017	WILMAPCO CE4461
MD0272	2891015	CE446C21	BRIDGE 7036 ON MD 272 OVER AMTRAK	(602,832.00)	L1CE	3/14/2017	WILMAPCO CE4461
<b>Total:</b>				<b>-\$99,360.00</b>			

<b>Resurfacing and Rehabilitation (Fund 77)</b>							
	000B142	XY507B51	Mill / Grind, Patch and Resurface Roadway Pavements at Various Locations in Cecil County - Constr.	369,579.69	Z001	9/26/2016	WILMAPCO 3-3
	000A928	XY307B51	Cecil County - Various Locations - Mill / Grind, Patch and Resurface	(800,001.00)	M240	3/31/2017	N/A
	000A928	XY307B51	Cecil County - Various Locations - Mill / Grind, Patch and Resurface	(117,603.66)	M24E	3/31/2017	N/A
	000B142	XY507B51	Mill / Grind, Patch and Resurface Roadway Pavements at Various Locations in Cecil County - Constr.	214,490.41	M230	9/26/2016	WILMAPCO 3-3
	000B142	XY507B51	Mill / Grind, Patch and Resurface Roadway Pavements at Various Locations in Cecil County - Constr.	1,500,000.00	M240	9/26/2016	WILMAPCO 3-3
US 40	1251056	CE326B51	TC11-MD 213 TO DELAWARE STATE LINE	18,505.07	M240	6/29/2017	WILMAPCO 3-3
US 1	1231040	CE289B51	MD273A TO THE PENNSYLVANIA STATE LINE	(292,621.77)	M001	3/31/2017	WILMAPCO 3-3
<b>Total:</b>				<b>\$892,348.74</b>			

<b>Safety and Spot Improvements (Funds 23, 27, 30, 32, 33, 75, 76, 79, 85 and 87)</b>							
MD 781	9004001	CE345B31	US 40 TO SUBURBAN DRIVE	(232,112.80)	L23E	5/10/2017	WILMAPCO 3-4
MD 281	9002008	CE449B51	MD 281 (Red Hill Rd.) at Muddy Lane Geometric Improvements - Roundabout. (Constr.)	1,450,887.00	M40E	9/27/2016	WILMAPCO 3-4
MD0279	2931006	CE383B21	ELKTON NEWARK ROAD AT MD 545	(130,876.20)	L400	9/26/2016	WILMAPCO 3-4
MD 273	2881010	CE387B51	TELEGRAPH ROAD AT APPLETON ROAD	1,262,879.00	M40E	9/27/2016	WILMAPCO 3-4
MD 273	2881006	CE386B51	TELEGRAPH ROAD AT BLUE BALL ROAD	(163,383.26)	LS20	2/15/2017	WILMAPCO 3-4
<b>Total:</b>				<b>\$2,187,393.74</b>			

<b>Other Projects</b>							
	0003160	CE356ZM1	BRIDGE CE-0011 ON CALVERT ROAD	(29,252.90)	L11E	9/26/2016	CE Co Project
<b>Total:</b>				<b>-\$29,252.90</b>			
<b>Grand Total:</b>				<b>\$2,951,129.58</b>			

## MARYLAND TRANSIT ADMINISTRATION (MTA) PROJECTS

Route	Federal #/ FAP	Grant #	Project Description	Fed Obligations	Appr. Code /Fund Type	Oblig Date	TIP/STIP Reference
		MD-2016-011-00	FFY14 & 15 5310 Enhanced Mobility for Seniors and Individuals with Disabilities	16,354.00	5310	9/21/2016	MTA Line 52
		MD-2017-005-00	FFY15 & FFY16 5311 Rural, Appalachian RTAP, & Intercity Operating	327,986.00	5311	5/10/2017	MTA Line 52
		MD-2017-006-00	FY15 & 16 5337 Baltimore Commuter Rail	1,468,000.00	5337	5/26/2017	WILMAPCO 2016-2019
<b>Total:</b>				<b>\$1,812,340.00</b>			



POTENTIAL ADDITIONAL PLAN										POTENTIAL ADDITIONAL PLAN										POTENTIAL ADDITIONAL PLAN										POTENTIAL ADDITIONAL PLAN										POTENTIAL ADDITIONAL PLAN																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
STATE		PROJECT		APPROX		CODE		TITLE		REASON		STIP		PROGRAM		SUBMIT		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE		AUTH		DATE	

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FY 2017 FHWA OMBATIONAL PLAN														
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
STATE	PROJECT	APPORT	TITLE	REASON	SIZE	PROGRAM	SUBMIT	DATE	DATE	AMT	FEDS	X	THRU	THRU
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NUMBER	LINE	CODE	TITLE	REASON	SIZE	PROGRAM	DATE	DATE	DATE	AMT	FEDS	X	THRU	THRU
1	1	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
2	2	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
3	3	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
4	4	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
5	5	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
6	6	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
7	7	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
8	8	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
9	9	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
10	10	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
11	11	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
12	12	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
13	13	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
14	14	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
15	15	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
16	16	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
17	17	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
18	18	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
19	19	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
20	20	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
21	21	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
22	22	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
23	23	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
24	24	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
25	25	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
26	26	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
27	27	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
28	28	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
29	29	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
30	30	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
31	31	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
32	32	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
33	33	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
34	34	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
35	35	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
36	36	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
37	37	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
38	38	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
39	39	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
40	40	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
41	41	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
42	42	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
43	43	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
44	44	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
45	45	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
46	46	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
47	47	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
48	48	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
49	49	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
50	50	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
51	51	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
52	52	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
53	53	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
54	54	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
55	55	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
56	56	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
57	57	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
58	58	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
59	59	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
60	60	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
61	61	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
62	62	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
63	63	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
64	64	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
65	65	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
66	66	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
67	67	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
68	68	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
69	69	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
70	70	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
71	71	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
72	72	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
73	73	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
74	74	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
75	75	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
76	76	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
77	77	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
78	78	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
79	79	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
80	80	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
81	81	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
82	82	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10	205,921.10		2016	2016
83	83	100	BR 1468 ON SONS SOUTH VALLEY STREET FROM NORTH VALLEY STREET TO NORTH VALLEY STREET	PE	425		2/14	1-kg		205,921.10				





	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
1	FHWA STATUS OF FUNDS AND BALANCES FOR FY2017										11:27:05 AM						
2	ACTUALS										PLAN						
	FUND NAME	FUND	FY 2016 FINAL (Col V)	FY 2017 APPORTIONMENT (W10_col C / Manual)	Total Available Obligation (C+D) HIDDEN	FY 2017 Available (W10_col D) HIDDEN	Discrepancies (E-F) HIDDEN	FY 2017 OBLIGATIONS TO DATE (W10_Col E)	FY 2017 Obligations to Date (PINKS ONLY - Ob Plan Col L)	FY 2017 Current 'Blues' (Ob Plan Col M_bottom)	Unobligated Balance (Col F-H)	ESTIMATED FY 2017 APPORTIONMENT (Manual input)	ESTIMATED OR ACTUAL FY 2017 APPORTIONMENT (IF command)	REMAINING EXPECTED APPORTIONMENT (Col L or M) -D)	PROJECTED OBLIGATIONS (Ob Plan Col M)	UNOBLIGATED BALANCES (Col K+N-O)	
3																	
4	INTERSTATE MAINT	04M0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
5	INTERSTATE MAINT	Q010	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
6	INTERSTATE MAINT	H010	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
7	INTERSTATE MAINT	L010	#REF!	-	#REF!	-	#REF!	(4,617.00)	(4,617.00)	-	4,617.00	-	-	-	-	4,617.00	
8	INTERSTATE MAINT S-LU EXT	L01E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
9	INTERSTATE MAINT DISC	H020	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
10	INTERSTATE S6	0420	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
11	IM DISCRETIONARY	L020	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
12	INTERSTATE MAINT RE	L01R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
13	CONSOLIDATED PRIMARY	0100	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
14	RURAL SECONDARY	0750	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
15	URBAN SYSTEMS	W360	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
16	BRIDGE R/R ON/OFF	1140	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
17	BRIDGE R/R OFF	1170	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
18	BRIDGE R/R ON	1180	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
19	BRIDGE R/R ON	Q100	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
20	BRIDGE R/R ON	H100	#REF!	-	#REF!	-	#REF!	(144,298.00)	(144,298.00)	-	144,298.00	-	-	-	-	144,298.00	
21	BRIDGE 65% ON	L10R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
22	BRIDGE R/R OFF	Q110	#REF!	-	#REF!	-	#REF!	(73,567.00)	(73,567.00)	-	73,567.00	-	-	-	-	73,567.00	
23	BRIDGE R/R OFF	H110	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
24	BRIDGE 15% OFF	L110	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
25	BRIDGE PROG 15% OFF S-LU EXT	L11E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
26	BRIDGE 15% OFF RE	L11R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
27	STP OFF SYSTEM BRIDGE	M233	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
28	STP OFF SYSTEM BRIDGE EXTENS	M2E3	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
29	STP OFF SYSTEM BRIDGE FAST	Z233	#REF!	1,846,967.00	#REF!	2,218,381.20	#REF!	1,655,486.39	1,655,486.39	-	562,894.81	#REF!	1,846,967.00	-	-	562,894.81	
30	BRIDGE R/R ON/OFF	Q120	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
31	BRIDGE R/R ON/OFF	H120	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
32	BRIDGE R/R 20% ON/OFF RE	L12R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
33	HWY BR PROG 85% ON/OFF	H1C0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
34	HWY BR PROG 85% ON/OFF	L1C0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
35	BRIDGE 85% ON/OFF S-LU EXT	L1CE	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
36	BRIDGE 85% ON/OFF S-LU RE	L1CR	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
37	REDISTRIBE OF AUTH	Q030	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
38	REDISTRIBE OF AUTH	H030	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
39	REDISTIB CERTAIN AUTHOR	L030	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
40	REDISTIB CERTAIN AUTHOR	L03E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
41	REDISTIB CERTAIN AUTHOR	M030	#REF!	-	#REF!	12,070.62	#REF!	12,070.62	12,070.62	-	-	-	-	-	-	-	
42	REDIST CERTAIN AUTH MAP-21 EXT	M03E	#REF!	-	#REF!	634,828.00	#REF!	-	-	-	634,828.00	-	-	-	-	634,828.00	
43	REDIST CERTAIN AUTH MAP-21 FAST	Z030	#REF!	738,755.00	#REF!	1,150,472.00	#REF!	-	-	-	1,150,472.00	#REF!	738,755.00	-	-	1,150,472.00	
44	BRIDGE DISCRETIONARY	H060	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
45	BRIDGE DISCRETIONARY	H070	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
46	URBAN - 200,000	3AA0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
47	URBAN - 200,000	Q200	#REF!	-	#REF!	124,543.71	#REF!	-	-	-	124,543.71	-	-	-	-	124,543.71	
48	URBAN - 200,000	H200	#REF!	-	#REF!	927,560.05	#REF!	-	-	-	927,560.05	-	-	-	-	927,560.05	
49	URBAN - 200,000	L200	#REF!	-	#REF!	1,541,477.78	#REF!	(32,234.56)	(32,234.56)	-	1,573,712.34	-	-	-	-	1,573,712.34	
50	STP <200,000 S-LU EXT	L20E	#REF!	-	#REF!	992,452.47	#REF!	(29,577.00)	(29,577.00)	-	1,022,029.47	-	-	-	-	1,022,029.47	
51	URBAN - 200,000 RE	L20R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
52	STP 5-200K POP-MAP 21	M231	#REF!	-	#REF!	-	#REF!	(10,461.90)	(10,461.90)	-	10,461.90	-	-	-	-	10,461.90	
53	STP 5-200K POP-MAP21 EXTENSION	M2E1	#REF!	-	#REF!	245,893.44	#REF!	245,893.44	245,893.44	-	-	-	-	-	-	-	
54	STP 5-200K POP-MAP21 FAST	Z231	#REF!	6,488,778.00	#REF!	11,013,865.88	#REF!	10,113,918.12	10,113,918.12	-	899,947.76	#REF!	6,488,778.00	-	-	899,947.76	
55	OPT SAFETY	33A0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
56	OPT SAFETY	Q210	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
57	OPT SAFETY	H210	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
58	OPT SAFETY RE	L21R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
59	HSIP HIGH RISK RURAL ROAD	LS20	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
60	HSIP HIGH RISK RU RD S-LU EXT	LS2E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
61	HSIP HIGH RISK RURAL ROAD RE	LS2R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
62	HSIP	LS30	#REF!	-	#REF!	-	#REF!	(7,469.57)	(7,469.57)	-	7,469.57	-	-	-	-	7,469.57	
63	HIGHWAY SFE S-LU EXT	LS3E	#REF!	-	#REF!	-	#REF!	(51,112.46)	(51,112.46)	-	51,112.46	-	-	-	-	51,112.46	
64	HWY SAFETY PROG	MS30	#REF!	-	#REF!	-	#REF!	(321.10)	(321.10)	-	321.10	-	-	-	-	321.10	
65	HWY SAFETY PROG EXTENS	MS3E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
66	HWY SAFETY PROG FAST	ZS30	#REF!	9,270,682.00	#REF!	9,732,923.88	#REF!	8,518,087.07	8,518,087.07	-	1,214,836.81	#REF!	9,270,682.00	-	-	1,214,836.81	
67	SEC 154 PENALTIES-FOR HSIP	MS31	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
68	SEC 154 PENALTIES-FOR HSIP FAST	ZS31	#REF!	2,358,257.00	#REF!	2,358,257.00	#REF!	2,358,257.00	2,358,257.00	-	-	#REF!	2,358,257.00	-	-	-	
69	SEC 164 PEN-HSIP MAP-21 EXT	MS2E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
70	SEC 164 PEN-HSIP MAP-21 FAST	ZS32	#REF!	-	#REF!	-	#REF!	-	-	-	-	#REF!	#REF!	#REF!	-	#REF!	
71	TRANS ENHANCEMENTS	33B0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
72	TRANS ENHANCEMENTS	Q220	#REF!	-	#REF!	-	#REF!	(159.98)	(159.98)	-	159.98	-	-	-	-	159.98	
73	TRANS ENHANCEMENTS	H220	#REF!	-	#REF!	-	#REF!	(9,281.17)	(9,281.17)	-	9,281.17	-	-	-	-	9,281.17	
74	TRANS ENHANCEMENTS	L220	#REF!	-	#REF!	-	#REF!	(128,621.61)	(128,621.61)	-	128,621.61	-	-	-	-	128,621.61	
75	STP ENHANCEMENT S-LU EXT	L22E	#REF!	-	#REF!	-	#REF!	(284,853.38)	(284,853.38)	-	284,853.38	-	-	-	-	284,853.38	
76	TRANS ENHANCEMENTS RE	L22R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
77	URBAN 200,000+	33C0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-	
78	URBAN 200,000+	Q230	#REF!	-	#REF!	-	#REF!	(1,188.99)	(1,188.99)	-	1,188.99	-	-	-	-	1,188.99	
79	URBAN 200,000+	H230	#REF!	-	#REF!	199,212.12	#REF!	199,212.12	199,212.12	-	-	-	-	-	-	-	
80	URBAN 200,000+	L230	#REF!	-	#REF!	288,664.23	#REF!	288,664.23	288,664.23	-	-	-	-	-	-	-	

1	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
2	FHWA STATUS OF FUNDS AND BALANCES FOR FY2017										11:27:05 AM	PLAN				
3	FUND NAME	FUND	FY2016 FINAL (Col V)	FY 2017 APPORTIONMENT (W10_col C / Manual)	Total Available Obligation (C+D) HIDDEN	FY2017 Available (W10_col D) HIDDEN	Discrepancies (E-F) HIDDEN	FY2017 OBLIGATIONS TO DATE (W10_col E)	FY2017 Obligations to Date (PINKS ONLY - Ob Plan Col_L)	FY2017 Current 'Blues' (Ob Plan Col_M_bottom)	Unobligated Balance (Col_F-H)	ESTIMATED FY2017 APPORTIONMENT (Manual input)	ESTIMATED OR ACTUAL FY2017 APPORTIONMENT (If command)	REMAINING EXPECTED APPORTIONMENT (Col_L or M) -D))	PROJECTED OBLIGATIONS (Ob Plan Col M)	UNOBLIGATED BALANCES (Col_K+N-O)
81	STP URBANIZED AREAS S-LU EXT	L23E	#REF!	-	#REF!	138,301.99	#REF!	138,301.99	138,301.99	-	-	-	-	-	-	-
82	STP URBANIZED-200K MAP-21 EXT	M23E	#REF!	-	#REF!	-	#REF!	(59,473.77)	(59,473.77)	-	59,473.77	-	-	-	-	59,473.77
83	STP URBANIZED-200K MAP-21 FAST	Z230	#REF!	12,208,744.00	-	13,796,044.82	#REF!	3,486,271.63	3,486,271.63	-	10,309,773.19	#REF!	12,208,744.00	-	-	10,309,773.19
84	URBAN 200,000+ RE	L23R	#REF!	-	#REF!	852,820.50	#REF!	-	-	-	852,820.50	-	-	-	-	852,820.50
85	STP URBANIZED-200K MAP-21	M230	#REF!	-	#REF!	500,509.71	#REF!	146,373.87	146,373.87	-	354,135.84	-	-	-	-	354,135.84
86	STATE FLEXIBILITY	33D0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
87	STATE FLEXIBILITY	Q240	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
88	STATE FLEXIBILITY	H240	#REF!	-	#REF!	-	#REF!	-	0.00	-	-	-	-	-	-	-
89	STATE FLEXIBILITY	L240	#REF!	-	#REF!	-	#REF!	(5,600,000.00)	(5,600,000.00)	-	5,600,000.00	-	-	-	-	5,600,000.00
90	SURFACE TRANS FLEX S-LU EXT	L24E	#REF!	-	#REF!	-	#REF!	(582,895.71)	(582,895.71)	-	582,895.71	-	-	-	-	582,895.71
91	STATE FLEXIBILITY RE	L24R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
92	STATE FLEXIBILITY-MAP-21	M240	#REF!	-	#REF!	-	#REF!	-	(0.00)	-	-	-	-	-	-	-
93	STATE FLEXIBILITY-MAP-21 EXT	M24E	#REF!	-	#REF!	606,696.97	#REF!	593,797.97	593,797.97	-	12,899.00	-	-	-	-	12,899.00
94	STATE FLEXIBILITY-MAP-21 FAST	Z240	#REF!	18,661,144.77	-	34,170,429.77	#REF!	18,940,235.63	18,940,235.63	-	15,230,194.14	#REF!	18,661,144.77	-	-	15,230,194.14
95	AREAS <5000	33E0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
96	AREAS <5000	Q250	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
97	AREAS <5000	H250	#REF!	-	#REF!	2,625,537.42	#REF!	18,056.53	18,056.53	-	2,607,480.89	-	-	-	-	2,607,480.89
98	AREAS <5000	L250	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
99	STP <SK POPULATION S-LU EXT	L25E	#REF!	-	#REF!	373,485.26	#REF!	3,182.10	3,182.10	-	370,303.16	-	-	-	-	370,303.16
100	AREAS <5000 RE	L25R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
101	STP-SK POP-MAP-21	M252	#REF!	-	#REF!	2,983,886.30	#REF!	1,855,073.31	1,855,073.31	-	1,128,812.99	-	-	-	-	1,128,812.99
102	STP-SK POP-MAP-21 EXTENSION	M2E2	#REF!	-	#REF!	1,537,919.72	#REF!	(981,320.76)	(981,320.76)	-	2,519,240.48	-	-	-	-	2,519,240.48
103	STP-SK POP-MAP-21 FAST	Z252	#REF!	4,064,266.00	-	6,815,942.00	#REF!	3,857,318.19	3,857,318.19	-	2,958,623.81	#REF!	4,064,266.00	-	-	2,958,623.81
104	TAP-AREAS POP 5K AND UNDER	M303	#REF!	-	#REF!	61,983.23	#REF!	61,983.23	61,983.23	-	-	-	-	-	-	-
105	TAP-AREA 5K AND UND MAP-21 EXT	M3E3	#REF!	-	#REF!	246,132.83	#REF!	246,132.83	246,132.83	-	-	-	-	-	-	-
106	TAP-AREA 5K AND UND MAP-21 FAST	Z303	#REF!	249,224.00	#REF!	455,247.00	#REF!	12,219.17	12,219.17	-	443,027.83	#REF!	249,224.00	-	-	443,027.83
107	TAP-AREAS POP 5K-200K	M302	#REF!	-	#REF!	41,138.50	#REF!	41,138.50	41,138.50	-	-	-	-	-	-	-
108	TAP AREAS 5K-200K MAP-21 EXT	M3E2	#REF!	-	#REF!	145,338.00	#REF!	145,338.00	145,338.00	-	-	-	-	-	-	-
109	TAP AREAS 5K-200K MAP-21 FAST	Z302	#REF!	364,460.00	#REF!	693,384.00	#REF!	693,384.00	693,384.00	-	-	#REF!	364,460.00	-	-	-
110	TRANSF ALTERNATIVES PROG FLEX	M300	#REF!	-	#REF!	116,761.57	#REF!	116,761.57	116,761.57	-	-	-	-	-	-	-
111	TRANSF ALT PROG FLEX MAP21 EXT	M30E	#REF!	-	#REF!	1,481,608.29	#REF!	326,442.26	326,442.26	-	1,155,166.03	-	-	-	-	1,155,166.03
112	TRANSF ALT PROG FLEX MAP21 FAST	Z300	#REF!	1,395,770.00	#REF!	2,549,594.00	#REF!	261,919.03	193,545.38	-	2,287,674.97	#REF!	1,395,770.00	-	-	2,287,674.97
113	TAP-URBANIZED AREAS POP-200K	M301	#REF!	-	#REF!	2,905.43	#REF!	2,905.43	2,905.43	-	-	-	-	-	-	-
114	TAP-URBANIZED AREAS POP-200K	M3E1	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
115	TAP-URBANIZED AREAS POP-200K FAST	Z301	#REF!	724,775.00	#REF!	788,673.00	#REF!	788,672.00	788,672.00	-	1.00	#REF!	724,775.00	-	-	1.00
116	PROTECT DEVICES	33M0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
117	PROTECT DEVICES	Q260	#REF!	-	#REF!	566,512.37	#REF!	-	-	-	566,512.37	-	-	-	-	566,512.37
118	RAIL/HWY PROTECT DEVICES RE	H260	#REF!	-	#REF!	32,719.36	#REF!	-	-	-	32,719.36	-	-	-	-	32,719.36
119	RAIL/HWY PROTECT DEVICES	L26R	#REF!	-	#REF!	137,869.37	#REF!	-	-	-	137,869.37	-	-	-	-	137,869.37
120	RL HWY PROTECT DEV S-LU EXT	L550	#REF!	-	#REF!	157,551.72	#REF!	157,551.72	(286,290.56)	-	-	-	-	-	-	-
121	RAIL HWY PROTECT DEV MAP-21	L55E	#REF!	-	#REF!	232,372.27	#REF!	232,372.27	232,372.27	-	-	-	-	-	-	-
122	RAIL HWY PROTECT DEV MAP-21 EXT	M550	#REF!	-	#REF!	593,433.14	#REF!	593,433.14	593,433.14	-	-	-	-	-	-	-
123	RAIL HWY PROTECT DEV MAP-21 FAST	M55E	#REF!	-	#REF!	647,678.00	#REF!	647,678.00	647,678.00	-	-	-	-	-	-	-
124	RAIL HWY PROTECT DEV MAP-21 EXT	Z550	#REF!	575,000.00	#REF!	1,352,322.00	#REF!	1,352,322.00	1,352,322.00	-	-	#REF!	575,000.00	-	-	-
125	ELIM OF HAZARDS	33N0	#REF!	-	#REF!	2,680.84	#REF!	-	-	-	2,680.84	-	-	-	-	2,680.84
126	STP - R/H HAZ ELIM - STEA03	H270	#REF!	-	#REF!	252,690.74	#REF!	-	-	-	252,690.74	-	-	-	-	252,690.74
127	STP - R/H HAZ ELIM - TEA21	Q270	#REF!	-	#REF!	536,752.20	#REF!	-	-	-	536,752.20	-	-	-	-	536,752.20
128	RAIL/HWY CROSS HAZA ELIM RE	L27R	#REF!	-	#REF!	138,025.01	#REF!	-	-	-	138,025.01	-	-	-	-	138,025.01
129	HAZARD ELIMINATION	1410	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
130	HAZARD ELIMINATION	33P0	#REF!	-	#REF!	15,798.93	#REF!	-	-	-	15,798.93	-	-	-	-	15,798.93
131	HAZARD ELIMINATION	Q280	#REF!	-	#REF!	85,250.10	#REF!	-	-	-	85,250.10	-	-	-	-	85,250.10
132	HAZARD ELIMINATION	H280	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
133	HAZARD ELIMINATION RE	L28R	#REF!	-	#REF!	91,241.59	#REF!	8,100.00	8,100.00	-	83,141.59	-	-	-	-	83,141.59
134	RAIL/HWY CROSS HAZA ELIM	L540	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
135	RL HWY CROSS HAZ ELIM S-LU EXT	L54E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
136	RAIL/HWY CROSS HAZA ELIM RE	L54R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
137	RAIL/HWY CROSS HAZA ELIM	M540	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
138	RAIL HWY HAZARD ELIM MAP21 EXT	M54E	#REF!	-	#REF!	107,716.69	#REF!	107,716.69	107,716.69	-	-	-	-	-	-	-
139	RAIL HWY HAZARD ELIM MAP21 FAST	Z540	#REF!	575,000.00	#REF!	1,352,323.00	#REF!	1,352,323.00	1,352,323.00	-	-	#REF!	575,000.00	-	-	-
140	RAIL HIGHWAY CROSS	1390	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
141	SPR - PLANNING	Q550	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
142	SPR - PLANNING	H550	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
143	SPR - PLANNING	L550	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
144	% S-LU EXT	L55E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
145	STATEWIDE PLANNINGB MAP-21	M550	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
146	STATEWIDE PLANNINGB MAP-21 EXT	M55E	#REF!	-	#REF!	966,321.29	#REF!	966,321.29	966,321.29	-	-	-	-	-	-	-
147	STATEWIDE PLANNINGB MAP-21 FAST	Z550	#REF!	2,393,271.00	#REF!	4,486,811.00	#REF!	3,399,532.42	3,399,532.42	-	1,087,278.58	#REF!	2,393,271.00	-	-	1,087,278.58
148	SPR - RESEARCH	Q560	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
149	SPR - RESEARCH	H560	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
150	SPR - RESEARCH	L560	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
151	25% PL S-LU EXT	L56E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
152	RESEARCH DEVT AND TECH TRANS	M560	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
153	RES DEV AND TEC TRAN MAP21 EXT	M56E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
154	RES DEV AND TEC TRAN MAP21 FAST	Z560	#REF!	807,170.00	#REF!	1,256,245.26	#REF!	1,126,294.40	1,126,294.40	-	129,950.86	#REF!	807,170.00	-	-	129,950.86
155	SEAT BELT SAFETY	Q040	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
156	SCENIC BYWAYS	Q970	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
157	SCENIC BYWAYS	H970	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-







1	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
2	FHWA STATUS OF FUNDS AND BALANCES FOR FY2017											11:27:05 AM				
3	ACTUALS											PLAN				
	FUND NAME	FUND	FY2016 FINAL (Col V)	FY 2017 APPORTIONMENT (W10_col C / Manual)	Total Available Obligation (C+D) HIDDEN	FY2017 Available (W10_col D) HIDDEN	Discrepancies (E-F) HIDDEN	FY2017 OBLIGATIONS TO DATE (W10_Col E)	FY2017 Obligations to Date (PINKS ONLY - Ob Plan Col_L)	FY2017 Current 'Blues' (Ob Plan Col_M_bottom)	Unobligated Balance (Col_F-I)	ESTIMATED FY2017 APPORTIONMENT (Manual input)	ESTIMATED OR ACTUAL FY2017 APPORTIONMENT (IF command)	REMAINING EXPECTED APPORTIONMENT (Col_L or M) -Dy)	PROJECTED OBLIGATIONS (Ob Plan Col M)	UNOBLIGATED BALANCES (Col_K+N-O)
311	EQUITY BONUS RESTORED	LZIR	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
312	HIGH PRIORITY - SEC 1702	HY10	#REF!	-	#REF!	127,184.00	#REF!	-	-	-	127,184.00	-	-	-	-	127,184.00
313	HIGH PRIORITY - SEC 1702	LY10	#REF!	-	#REF!	319,746.00	#REF!	-	-	-	319,746.00	-	-	-	-	319,746.00
314	HIGH PRIORITY - SEC 117	LY20	#REF!	-	#REF!	7,324,435.10	#REF!	5,404,847.18	5,404,847.18	-	1,919,587.92	-	-	-	-	1,919,587.92
315	HIGH PRIORITY - SEC 117	HY20	#REF!	-	#REF!	499,428.46	#REF!	302,141.60	302,141.60	-	197,286.86	-	-	-	-	197,286.86
316	TRANSPORTATION IMP PROJ	LY30	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
317	2006 SURFACE TRANS. PROJ	LY60	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
318	SURFACE TRANS PRIORITIES S129	LY90	#REF!	-	#REF!	473,686.25	#REF!	-	-	-	473,686.25	-	-	-	-	473,686.25
319	DEVELOPMENT EARMARK SPECIAL	0290	#REF!	-	#REF!	13,411,711.89	#REF!	10,351,354.44	10,351,354.44	-	3,060,357.45	-	-	-	-	3,060,357.45
320	TECH DEPLOY STIC INCENTIVE PRG	M37B	#REF!	-	#REF!	-	#REF!	(3,489.02)	(4,765.49)	-	3,489.02	7,400.00	7,400.00	7,400.00	-	10,889.02
321	TECH INNOVAT DEPLOYMENT FAST	Z370	#REF!	-	#REF!	3,960.00	#REF!	-	-	-	3,960.00	-	-	-	-	3,960.00
322	TECH INNOVAT DEPLOY STIC INCEN	M37E	#REF!	-	#REF!	63,854.40	#REF!	63,854.40	63,854.40	-	-	-	-	-	-	-
323	TECH INNOVAT DEPLOY AID FAST	Z37D	#REF!	257,950.00	#REF!	257,950.00	#REF!	257,950.00	257,950.00	-	-	-	257,950.00	-	-	-
324	TECH INNOVAT DEPLOY STIC FAST	Z37E	#REF!	100,000.00	#REF!	100,000.00	#REF!	55,699.53	31,059.00	-	44,300.47	-	100,000.00	-	-	44,300.47
325	HWY RSCH & DEPLOY ENVI MAP-21	M445	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
326	TRAINING AND EDUCATION MAP-21	M441	#REF!	-	#REF!	150,000.00	#REF!	150,000.00	150,000.00	-	-	-	-	-	-	-
327	TRAINING AND EDUCATION MAP-21	M438	#REF!	-	#REF!	-	#REF!	-	-	-	-	124,931.00	124,931.00	124,931.00	-	124,931.00
328	TRAINING AND EDUCATION FAST	Z438	#REF!	-	#REF!	54,366.24	#REF!	-	-	-	54,366.24	-	-	-	-	54,366.24
329	HWY RSCH & DEPLOY OPER FAST	Z444	#REF!	-	#REF!	580,000.00	#REF!	580,000.00	580,000.00	-	-	-	-	-	-	-
330	FUTURE STRAT HWY (F-SHRP) HIF	M670	#REF!	-	#REF!	30,000.00	#REF!	30,000.00	30,000.00	-	-	-	-	-	-	-
331	ER 2004 HURRICANES ADDL FUND	0930	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
332	ER 2004 HURRICANES INFRA	0950	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
333	INNOVATIVE BRIDGE	0790	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
334	SFC TRANS RESEARCH	0860	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
335	TRANS/COM SYS PILOT PRG	92C0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
336	IM DISCRETIONARY	0020	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
337	EMERGENCY FED AIDE	09V0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
338	EMERGENCY FED AIDE	09X0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
339	SPECIAL FUNDS TOTAL		#REF!	357,950.00	#REF!	24,487,571.34	#REF!	18,018,792.28	17,992,875.22	-	6,468,779.06	132,331.00	490,281.00	132,331.00	-	6,601,110.06
340																
341	OTHER FUNDS															
342	MOTOR CARRIER SAFETY GRANT	2120	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
343	SURFACE TRANS PRIORITIES	56C0	#REF!	-	#REF!	730,375.00	#REF!	-	-	-	730,375.00	-	-	-	-	730,375.00
344	EMERGENCY REL 2017 SUPPLEMENT	ER10	#REF!	2,400,000.00	#REF!	2,400,000.00	#REF!	2,400,000.00	2,400,000.00	-	-	-	2,400,000.00	-	-	-
345	FMCSA SAFETY GRANTS	2A20	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
346		2160	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
347	HWYWAY INFRASTRUCTURE	11BP	#REF!	-	#REF!	-	#REF!	(1.00)	-	-	1.00	-	-	-	-	1.00
348	CDL	21C0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
349	FMCSA BEP0-DL & SSN VERIFY	5G20	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
350	NEW ENTRANTS SAFETY AUDITS	NE00	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
351	PUBLIC LANDS HWY S-LU EXT	F13E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
352	MINORITY BUSINESS	12C0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
353																
354	TOTAL OTHER		#REF!	2,400,000.00	#REF!	3,130,375.00	#REF!	2,399,999.00	2,400,000.00	-	730,376.00	-	2,400,000.00	-	-	730,376.00
355																
356																
357	ALL FUNDS, GRAND TOTAL		#REF!	172,405,342.25	#REF!	295,006,910.82	#REF!	200,244,888.60	200,218,972.54	-	94,762,022.22	#REF!	#REF!	#REF!	-	#REF!
358																
359			109,495,596.65	#REF!												#REF!
360																
361																
362																
363																

**STATUS OF FUNDS - DELAWARE**

**AS OF 09/27/2017**

FUND		FY - 2017	AVAILABLE	OBLIGATIONS	UNOBLIGATED	POSSIBLE LAPSE END OF FISCAL YEAR		
		APPORTIONMENT	FY - 2017	FY - TO - DATE	BALANCE	2017	2018	2019
<b><u>FUNDS SUBJ TO ANNUAL OBLIG LIM</u></b>								
<b><u>APPORTIONED FUNDS</u></b>								
INTERSTATE MAINTENANCE	L010			-4,617.00				
RAIL HWY HAZARD ELIM MAP21 EXT	MS4E		107,716.69	107,716.69				
RAIL HWY CROSS HAZARD ELM FAST	ZS40	575,000.00	1,352,323.00	1,352,323.00				
RAIL HWY PROTECTIVE DEVICES	LS50		157,551.72	157,551.72				
RL HWY PROTECT DEV S-LU EXT	LS5E		232,372.27	232,372.27				
RAIL HWY PROTECT DEV MAP-21	MS50		593,433.14	593,433.14				
RAIL HWY PROTECT DEV MAP21 EXT	MS5E		647,678.00	647,678.00				
RAIL HWY PROTECT DEV FAST	ZS50	575,000.00	1,352,322.00	1,352,322.00				
HIGHWAY SAFETY IMP PROG	LS30			-7,469.57	7,469.57			
HWY SAFETY IMP PROG S-LU EXT	LS3E			-51,112.46	51,112.46			
HIGHWAY SAFETY IMP PROG	MS30			-321.10	321.10			
HIGHWAY SAFETY IMP PROG FAST	ZS30	9,270,682.00	9,732,923.88	8,518,087.07	1,214,836.81			
SEC 154 PENALTIES HSIP FAST	ZS31	2,358,257.00	2,358,257.00	2,358,257.00				
RECREATIONAL TRAILS MAP-21 EXT	M94E		1,055,860.00	1,055,860.00				
RECREATIONAL TRAILS FAST	Z940	765,444.00	1,502,830.00	381,322.32	1,121,507.68			356,063.68
REPURPOSED EARMARK FORMULA	RPF9		2,950,705.66	2,207,752.68	742,952.98			742,952.98
TIFIA REDISTRIBUTION MAP-21	M040		511,691.04	497,345.12	14,345.92			
REDISTRIB CERTAIN AUTHORIZE	M030		12,070.62	12,070.62				
REDIST CERTAIN AUTH MAP-21 EXT	M03E		634,828.00		634,828.00		534,843.00	99,985.00
REDISTRIB CERTAIN AUTH FAST	Z030	738,755.00	1,150,472.00		1,150,472.00			411,717.00
OP MOT VEH/INTOX STEA03	H080		81,170.21	81,170.21				
NATIONAL HIGHWAY PERF PROGRAM	M001			-71,250.48				
NATIONAL HIGHWAY PERF FAST	Z001	86,085,262.48	103,735,427.09	87,782,602.88	15,952,824.21			

**STATUS OF FUNDS - DELAWARE**

**AS OF 09/27/2017**

FUND		FY - 2017 APPORTIONMENT	AVAILABLE FY - 2017	OBLIGATIONS FY - TO - DATE	UNOBLIGATED BALANCE	POSSIBLE LAPSE END OF FISCAL YEAR		
						2017	2018	2019
CONGESTION MITIGATION	L400		3.24	3.24				
PROJECTS TO REDUCE PM 2.5 EMI	M003		3,266,924.00	2,836,335.85	430,588.15			
REDUCE PM 2.5 EMI MAP-21 EXT	M0E3		2,063,483.00	2,063,348.00	135.00			
PROJ TO REDUCE PM 2.5 EMI FAST	Z003	2,083,555.00	3,832,572.00	1,000,000.00	2,832,572.00			
CONGESTION MITIGATION FAST	Z400	9,327,638.00	16,755,234.25	16,755,234.25				
STATEWIDE PLANNING MAP-21 EXT	M55E		966,321.29	966,321.29				
STATEWIDE PLANNING FAST	Z550	2,393,271.00	4,486,811.00	3,399,532.42	1,087,278.58			
RESEARCH DEVT AND TECH FAST	Z560	807,170.00	1,256,245.26	1,126,294.40	129,950.86			
METROPOLITAN PLANNING MAP-21	M450			-86,684.97				
METROPOLITAN PLAN MAP-21 EXT	M45E		296,447.10	79,400.50	217,046.60			
METROPOLITAN PLANNING FAST	Z450	1,798,792.00	3,273,479.00	2,857,589.93	415,889.07			
BR REPL - 15% OFF SYS - TEA21	Q110			-73,567.00				
BR REPL - 65% ON SYS - STEA03	H100			-144,298.00				
SAFE ROUTES TO SCHOOL INFR	LU20			-994.35	994.35			
SAFE ROUTES TO SCHOOL S-LU EXT	LU2E		34,432.19	-19,593.97	54,026.16			
SAFE ROUTES TO SCHOOL RE.	LU2R		155,299.00		155,299.00			
SAFE ROUTES TO SCHOOL EITHER	LU30		150,991.86	150,991.86				
SFE RTS SCHOOL EITHER S-LU EXT	LU3E		189,443.45	-200.99	189,644.44			
SFE RTS SCHOOL EITHER RE.	LU3R		44,372.00		44,372.00			
STP - ENHANCE - STEA03	H220			-9,281.17				
STP- ENHANCEMENT	L220			-128,621.61	125,307.76			
STP- EHANCEMENT S-LU EXT	L22E			-284,853.38	284,853.38			
STP - ENHANCE - TEA21	Q220			-159.98				

**STATUS OF FUNDS - DELAWARE**

**AS OF 09/27/2017**

FUND		FY - 2017	AVAILABLE	OBLIGATIONS	UNOBLIGATED	POSSIBLE LAPSE END OF FISCAL YEAR		
		APPORTIONMENT	FY - 2017	FY - TO - DATE	BALANCE	2017	2018	2019
STP URBANIZED STEA03	H230		199,212.12	199,212.12				
STP- URBANIZED AREAS>200,000	L230		288,664.23	288,664.23				
STP- URBANIZED AREAS S-LU EXT	L23E		138,301.99	138,301.99				
STP-URBANIZED >200K MAP-21	M230		500,509.71	146,373.87	354,135.84			
STP-URBANIZED >200K MAP-21 EXT	M23E			-59,473.77	59,473.77			
STBG-URBANIZED >200K FAST	Z230	12,208,744.00	13,796,044.82	3,486,271.63	10,309,773.19			
STP 5-200K POP - MAP-21	M231			-10,461.90	10,461.90			
STP 5-200K POP MAP21 EXTENSION	M2E1		245,893.44	245,893.44				
STBG 5-200K POP FASTG	Z231	6,488,778.00	11,013,865.88	10,113,918.12	899,947.76			
STBG FAST OFF-SYSTEM BRIDGE	Z233	1,846,967.00	2,218,381.20	1,655,486.39	562,894.81			
STP-URBANIZED AREAS RE.	L23R		852,820.50		852,820.50			
STP - URBANIZED - TEA21	Q230			-1,188.99	1,188.99			
SURFACE TRANSPORTATION FLEX	L240			-5,600,000.00	5,600,000.00			
SURFACE TRANS FLEX- MAP-21 EXT	M24E		606,696.97	593,797.97	12,899.00			
SURFACE TRANSP BLOCK GRFS-FLEX	Z240	18,661,144.77	34,170,429.77	18,940,235.63	15,230,194.14			
SURFACE TRANS FLEX S-LU EXT	L24E			-582,895.71	3,001.94			
STP <5K POP - STEA03	H250		2,625,537.42	18,056.53	2,607,480.89			
STP <5K POPULATION S-LU EXT	L25E		373,485.26	3,182.10	370,303.16			
STP <5K POP - MAP-21	M232		2,983,886.30	1,855,073.31	1,128,812.99			
STP <5K POP MAP-21 EXTENSION	M2E2		1,537,919.72	-981,320.76	2,519,240.48			
STBG <5K POP - FAST	Z232	4,064,266.00	6,815,842.00	3,857,318.19	2,958,523.81			
STP R/H PROT DEV - STEA03	H260		32,719.36		32,719.36			
STP R/H PROT DEV - TEA21	Q260		566,512.37		566,512.37			
STP RL-HWY CROSS PROT. DEV. RE	L26R		137,869.37		137,869.37			
STP-R/H HAZ. ELIM.	33N0		2,680.84		2,680.84			
STP - R/H HAZ ELIM - STEA03	H270		252,690.74		252,690.74			
STP - R/H HAZ ELIM - TEA21	Q270		536,752.20		536,752.20			
STP-RL-HWY-CROSSING HAZ. ELIM	L27R		138,025.01		138,025.01			
STP-HAZARD ELIMIN.	33P0		15,798.93		15,798.93			
STP HAZARD ELIM PROG. RE.	L28R		91,241.59	8,100.00	83,141.59			
STP HAZARD ELIMINATION-TEA-21	Q280		85,250.10		85,250.10			
STP <200K - STEA03	H200		927,560.05		927,560.05			
STP- <200,000 POPULATION	L200		1,541,477.78	-32,234.56	1,573,712.34			
STP- <200,000 S-LU EXT	L20E		992,452.47	-29,577.00	1,022,029.47			
STP <200K - TEA21	Q200		124,543.71		124,543.71			
<b>STP LAPSE</b>								6,120,700.62

**STATUS OF FUNDS - DELAWARE**

**AS OF 09/27/2017**

FUND		FY - 2017 APPORTIONMENT	AVAILABLE FY - 2017	OBLIGATIONS FY - TO - DATE	UNOBLIGATED BALANCE	POSSIBLE LAPSE END OF FISCAL YEAR		
						2017	2018	2019
TAP - AREAS POP 5K AND UNDER	M303		61,983.23	61,983.23				
TAP-AREA 5K AND UND MAP-21 EXT	M3E3		246,132.83	246,132.83				
TRANS ALTERN 5K AND UNDER FAST	Z303	249,224.00	455,247.00	12,219.17	443,027.83			
TAP - AREAS POP 5K-200K	M302		41,138.50	41,138.50				
TAP -AREAS 5K-200K MAP-21 EXT	M3E2		145,338.00	145,338.00				
TRANS ALTERNATIVES 5-200K FAST	Z302	364,460.00	693,384.00	693,384.00				
TAP -URBANIZED AREAS POP >200K	M301		2,905.43	2,905.43				
TRANS ALTERNATIVES >200K FAST	Z301	724,775.00	788,673.00	788,672.00	1.00			
TRANSP ALTERNATIVES PROG FLEX	M300		116,761.57	116,761.57				
TRANSP ALT PROG FLEX MAP21 EXT	M30E		1,481,608.29	326,442.26	1,155,166.03			
TRANSP ALTERNATIVES FLEX FAST	Z300	1,395,770.00	2,549,594.00	261,919.03	2,287,674.97			
<b>TRANSPORTATION ALTERNATIVE PROGRAM</b>								1,151,640.83
NATIONAL HWY FREIGHT PROGRAM	Z460	4,319,629.00	9,134,221.28	2,400,000.00	6,734,221.28			2,414,592.28
<b>TOTAL APPORTIONED FUNDS</b>		<b>167,102,584.25</b>	<b>264,471,743.94</b>	<b>177,039,519.28</b>	<b>86,459,158.44</b>		<b>534,843.00</b>	<b>11,297,652.39</b>
<b>TOTAL FORMULA OBLIG LIM</b>		<b>177,857,723.47</b>		<b>177,039,519.28</b>	<b>818,204.19</b>			

NOTE: TOTAL APPORTIONED FUNDS AND OTHER TOTALS IN THE 'AVAILABLE FY-' COLUMN MAY NOT EQUAL THE TOTAL OF OBLIGATIONS AND UNOBLIGATED BALANCES DUE TO

**ALLOCATED FUNDS**

**DISCRETIONARY FUNDS**

**TOTAL DISCRET FUNDS**

**TOTAL DISCRET OBLIG LIM**

**OTHER ALLOCATED FUNDS**

**STATUS OF FUNDS - DELAWARE**

**AS OF 09/27/2017**

FUND		FY - 2017 APPORTIONMENT	AVAILABLE FY - 2017	OBLIGATIONS FY - TO - DATE	UNOBLIGATED BALANCE	POSSIBLE LAPSE END OF FISCAL YEAR		
						2017	2018	2019
METROPOLITAN TRANSPORTATION	M77D		424,043.00	424,043.00				
METROPOLITAN TRANSPORTATION	Z77D		430,403.00	242,391.15	188,011.85			188,011.85
STATEWIDE AND NON-METRO PLAN	M77F		124,415.00	124,415.00				
STATEWIDE AND NON-METRO PLAN	Z77F		112,388.00	35,585.00	76,803.00			76,803.00
IVHS-ACTIVITIES	3910		1,000.00		1,000.00			
INTELLIGENT VEH. HWY SYSTEM	3900		39,029.61		39,029.61			
NATIONAL SCENIC BYWAYS PGM	L97E			-292.43	292.43	292.43		
HWY USE TAX EVASION MAP-21 EXT	M96E		250,000.00	250,000.00				
DBE TRAINING MAP-21 EXT	M48E		55,724.00		55,724.00			
NATL SUMMER TRANS INST SK TRNG	Z49S			-7,937.53				
SKILLS TRAINING PROGRAM MAP-21	Z49A	25,377.00	25,377.00	25,377.00				
ITS DEPLOYMENT-METROPOL-TEA21	QT80		24.31		24.31			
TECH DEPLOY PRG-INNO BRDG CONS	QX20		8,813.62		8,813.62			
APPL.RESCH.& TECH. PROG.S.6005	3730		17,821.00		17,821.00			
<b>TOTAL OTHER ALLOCATED FUNDS</b>		<b>25,377.00</b>	<b>1,489,038.54</b>	<b>1,093,581.19</b>	<b>387,519.82</b>	<b>292.43</b>		<b>264,814.85</b>
<b>TOTAL OTHER ALLOC OBLIG LIM</b>		<b>275,377.00</b>		<b>1,093,581.19</b>	<b>-818,204.19</b>			
<b>TOT SUBJ ANNUAL OBLIG LIM</b>		<b>167,127,961.25</b>	<b>265,960,782.48</b>	<b>178,133,100.47</b>	<b>86,846,678.26</b>	<b>292.43</b>	<b>534,843.00</b>	<b>11,562,467.24</b>
<b>TOTAL ANNUAL OBLIG LIM</b>		<b>178,133,100.47</b>		<b>178,133,100.47</b>				

**FUNDS SUBJECT TO SPECIAL LIM**

**APPORTIONED FUNDS**

HIGH PRIORITY PROJ SEC 1702	HY10		127,184.00		127,184.00			
HIGH PRIORITY PROJ SEC 1702	HY20		499,428.46	302,141.60	197,286.86			
HIGH PRIORITY PROJ SEC 1702	LY10		319,746.00		319,746.00			
HIGH PRIORITY PROJ SEC 1702	LY20		7,324,435.10	5,404,847.18	1,919,587.92			
SURFACE TRANS PRIORITIES S129	LY90		473,686.25		473,686.25			
REPURPOSED EARMARK SPECIAL	RP59		13,411,711.89	10,351,354.44	3,060,357.45			3,060,357.45



**STATUS OF FUNDS - DELAWARE**

**AS OF 09/27/2017**

FUND	FY - 2017 APPORTIONMENT	AVAILABLE FY - 2017	OBLIGATIONS FY - TO - DATE	UNOBLIGATED BALANCE	POSSIBLE LAPSE END OF FISCAL YEAR		
					2017	2018	2019
TOT APPT FUNDS SUB SP LIM		22,156,191.70	16,058,343.22	6,097,848.48			3,060,357.45
TOTAL APPORTIONED SPEC LIM	33,276,532.44		16,058,343.22	17,218,189.22			

NOTE: TOTAL APPORTIONED FUNDS AND OTHER TOTALS IN THE 'AVAILABLE FY-' COLUMN MAY NOT EQUAL THE TOTAL OF OBLIGATIONS AND UNOBLIGATED BALANCES DUE TO

**ALLOCATED FUNDS**

TECH DEPLOY STIC INCENTIVE PRG	M37B		-3,489.02	3,489.02			
HWY RSCH & DEPLOY OPER FAST	Z444		580,000.00	580,000.00			
TRAINING AND EDUCATION MAP-21	M441		150,000.00	150,000.00			
TRAINING AND EDUCATION FAST	Z438		54,366.24		54,366.24		
FUTURE STRAT HWY (F-SHRP) HIF	M6T0		30,000.00	30,000.00			
TECH INNOVAT DEPLOYMENT FAST	Z370		3,960.00		3,960.00		
TECH INNOVAT DEPLOY STIC INCEN	M37E		63,854.40	63,854.40			
TECH INNOVAT DEPLOY AID FAST	Z37D	257,950.00	257,950.00	257,950.00			
TECH INNOVAT DEPLOY STIC FAST	Z37E	100,000.00	100,000.00	55,699.53	44,300.47		
TOT ALLOC FUNDS SUB SP LIM		357,950.00	1,240,130.64	1,134,014.91	106,115.73		
TOTAL ALLOCATED SP LIM							
TOT FUNDS SUBJ TO SP LIM		357,950.00	23,396,322.34	17,192,358.13	6,203,964.21		3,060,357.45
TOTAL SPECIAL LIM		33,276,532.44		17,192,358.13	16,084,174.31		

**EXEMPT FUNDS**

**APPORTIONED EXEMPT**

HIGHWAY INFRASTRUCTURE	LHIP			-1.00	1.00	1.00	
NATIONAL HWY PERF EXEMPT FAST	Z002	2,519,431.00	2,519,431.00	2,519,431.00			

**STATUS OF FUNDS - DELAWARE**

**AS OF 09/27/2017**

FUND		FY - 2017 APPORTIONMENT	AVAILABLE FY - 2017	OBLIGATIONS FY - TO - DATE	UNOBLIGATED BALANCE	POSSIBLE LAPSE END OF FISCAL YEAR		
						2017	2018	2019
TOTAL APPORTIONED EXEMPT		2,519,431.00	2,519,431.00	2,519,430.00	1.00	1.00		
<b><u>ALLOCATED EXEMPT</u></b>								
SURFACE TRANS PRIORITIES	56C0		730,375.00		730,375.00			
EMERGENCY REL 2017 SUPPLEMENT	ER10	2,400,000.00	2,400,000.00	2,400,000.00				
TOTAL ALLOCATED EXEMPT		2,400,000.00	3,130,375.00	2,400,000.00	730,375.00			
TOT SUBJ ANNUAL OBLIG LIM		167,127,961.25	265,960,782.48	178,133,100.47	86,846,678.26	292.43	534,843.00	11,562,467.24
TOT FUNDS SUBJ TO SP LIM		357,950.00	23,396,322.34	17,192,358.13	6,203,964.21			3,060,357.45
TOTAL FUNDS SUBJ LIM		167,485,911.25	289,357,104.82	195,325,458.60	93,050,642.47	292.43	534,843.00	14,622,824.69
TOTAL EXEMPT FUNDS		4,919,431.00	5,649,806.00	4,919,430.00	730,376.00	1.00		
TOTAL FED - AID ACCT FUNDS		172,405,342.25	295,006,910.82	200,244,888.60	93,781,018.47	293.43	534,843.00	14,622,824.69
TOTAL FORMULA OBLIG LIM		177,857,723.47		177,039,519.28	818,204.19			
TOTAL DISCRET OBLIG LIM								
TOTAL OTHER ALLOC OBLIG LIM		275,377.00		1,093,581.19	-818,204.19			
TOTAL ANNUAL OBLIG LIM		178,133,100.47		178,133,100.47				
TOTAL SPECIAL LIM		33,276,532.44		17,192,358.13	16,084,174.31			
TOTAL OBLIG LIM		211,409,632.91		195,325,458.60	16,084,174.31			

**STATUS OF FUNDS - DELAWARE**

**AS OF 09/27/2017**

FUND	FY - 2017 APPORTIONMENT	AVAILABLE FY - 2017	OBLIGATIONS FY - TO - DATE	UNOBLIGATED BALANCE	POSSIBLE LAPSE END OF FISCAL YEAR		
					2017	2018	2019
NOTE: ACTUAL LAPSE OF MINIMUM GUARANTEE FUNDS WILL BE COMPUTED AS THE AGGREGATE OF MIN GUAR - LIM LAPSE,							
<u>OTHER FUNDS</u>							
TOTAL OTHER FUNDS							
<u>LAPSED FUNDS</u>							
TOTAL LAPSED FUNDS							
TOTAL ALL PROGRAMS	172,405,342.25	295,006,910.82	200,244,888.60	93,781,018.47	293.43	534,843.00	14,622,824.69
<u>ADVANCE CONSTRUCTION</u>		(PRIOR AMOUNTS)	(CHANGES)	(TOTAL)			
ADVANCE CONSTRUCTION, STP		36,121,142.45	-4,031,037.72	32,090,104.73			
ADVANCE CONSTRUCTION - NHS		93,359,062.50	-10,984,712.50	82,374,350.00			
TRANSP ALTERNATIVES MAP-21		80,556.75		80,556.75			
HSIP LIMITING FLEXIBLE		1,816,444.89	4,884,726.49	6,701,171.38			
RAIL HWY CROSSING HAZ ELI		323,000.00	-54,090.12	268,909.88			
NATIONAL HIGHWAY PERF PLAN		78,947,134.30	-17,534,636.64	61,412,497.66			
OTHER ADV. CONSTRUCTION FUNDS		20,617,750.58	8,077,862.31	28,695,612.89			
TOTAL ADVANCE CONSTRUCTION		231,265,091.47	-19,641,888.18	211,623,203.29			
<u>URBAN SYSTEMS (SUBSIDIARY ACCOUNTS)</u>							
<u>URBAN ATTRIBUTABLE   W36</u>							
<u>URBAN NON-ATTRIB.   W32</u>							

**STATUS OF FUNDS - DELAWARE**

**AS OF 09/27/2017**

FUND		FY - 2017 APPORTIONMENT	AVAILABLE FY - 2017	OBLIGATIONS FY - TO - DATE	UNOBLIGATED BALANCE	POSSIBLE LAPSE END OF FISCAL YEAR		
						2017	2018	2019
<b>TOTAL URBAN SYSTEMS (SUBSIDIARY ACCOUNTS)</b>								
<b><u>FUNDING RESTORATION-URB</u></b>								
<b><u>STP URBANIZED</u></b>								
<b>STP URBANIZED STEA03</b>	<b>H230</b>							
PHILADELPHIA			199,212.12	199,212.12				
<b>STP- URBANIZED AREAS&gt;200,000</b>	<b>L230</b>							
PHILADELPHIA-WILMINGTON(PA-DE-NJ-MD			288,664.23	288,664.23				
<b>STP- URBANIZED AREAS S-LU EXT</b>	<b>L23E</b>							
PHILADELPHIA-WILMINGTON(PA-DE-NJ-MD			138,301.99	138,301.99				
<b>STP-URBANIZED AREAS RE.</b>	<b>L23R</b>							
PHILADELPHIA-WILMINGTON(PA-DE-NJ-MD			852,820.50		852,820.50			
<b>STP - URBANIZED - TEA21</b>	<b>Q230</b>							
WILMINGTON (NJ-MD-PA)				-1,188.99	1,188.99			
<b>STP-URBANIZED &gt;200K MAP-21</b>	<b>M230</b>							
PHILADELPHIA-WILMINGTON(PA-DE-NJ-MD			500,509.71	146,373.87	354,135.84			
<b>STP-URBANIZED &gt;200K MAP-21 EXT</b>	<b>M23E</b>							
PHILADELPHIA-WILMINGTON(PA-DE-NJ-MD				-59,473.77	59,473.77			
<b>STBG-URBANIZED &gt;200K FAST</b>	<b>Z230</b>							
Philadelphia, PA--NJ--DE--MD		12,208,744.00	13,796,044.82	3,486,271.63	10,309,773.19			
<b>TOTAL STP URBANIZED</b>		<b>12,208,744.00</b>	<b>15,775,553.37</b>	<b>4,198,161.08</b>	<b>11,577,392.29</b>			
<b><u>TRANSPORTATION ALTERNATIVES URBANIZED</u></b>								
<b>TAP -URBANIZED AREAS POP &gt;200K</b>	<b>M301</b>							

**STATUS OF FUNDS - DELAWARE**

**AS OF 09/27/2017**

FUND		FY - 2017	AVAILABLE	OBLIGATIONS	UNOBLIGATED	POSSIBLE LAPSE END OF FISCAL YEAR		
		APPORTIONMENT	FY - 2017	FY - TO - DATE	BALANCE	2017	2018	2019
PHILADELPHIA-WILMINGTON(PA-DE-NJ-MD)			2,905.43	2,905.43				
<b>TRANS ALTERNATIVES &gt;200K FAST</b>	<b>Z301</b>							
Philadelphia, PA--NJ--DE--MD		724,775.00	788,673.00	788,672.00	1.00			
<b>TOTAL TRANSPORTATION ALTERNATIVES URBANIZED</b>		<b>724,775.00</b>	<b>791,578.43</b>	<b>791,577.43</b>	<b>1.00</b>			
<u><b>MINIMUM ALLOCATION URBANIZED</b></u>								
<u><b>DONOR STATE BONUS URBANIZED</b></u>								
<u><b>ARRA URBANIZED</b></u>								
 <u><b>FUNDS CONTROLLED BY DIRECT FEDERAL</b></u>								
INDIAN RESERVATION RDS STEA03		F110	966,668.00		966,668.00			
WILDLIFE REFUGE ROADS-TEA-21		4190	22,621.84		22,621.84			
WILDLIFE REFUGE ROAD S-LU EXT		F19E	98.48		98.48			
<b>TOTAL DIRECT FEDERAL</b>			<b>989,388.32</b>		<b>989,388.32</b>			

STATUS OF FUNDS - DELAWARE

AS OF 09/27/2017

FUND	FY - 2017 APPORTIONMENT	AVAILABLE FY - 2017	OBLIGATIONS FY - TO - DATE	UNOBLIGATED BALANCE	POSSIBLE LAPSE END OF FISCAL YEAR	2017	2018	2019
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	A	B	C	D	E	F	G	H	I
1			<b>FTA - FY2017 OBLIGATIONAL PLAN</b>						
2									
3			<b>STATE</b>	<b>FTA</b>	<b>FEDERAL</b>	<b>FEDERAL</b>			
4	<b>CTP FUNDING</b>	<b>DRAFT</b>	<b>PROJECT</b>	<b>GRANT</b>	<b>FUNDS</b>	<b>FUNDS</b>	<b>DIVISION</b>	<b>SEC</b>	
5	<b>TYPE/CATEGORY</b>	<b>CTP PAGE #</b>	<b>NUMBER</b>	<b>NUMBER</b>	<b>PROGRAMMED</b>	<b>APPLIED</b>	<b>ASSIGNED</b>	<b>CODE</b>	<b>PROJECT TITLE</b>
6	Support Systems/Operating		08-70008	DE-2016-002	201,732	0	DTC	5307W	Statewide - Jobs Access Reverse Commute (JARC) FY17, New Castle
7	Support Systems/Operating		08-70008	DE-2016-002	60,747	0	DTC	5307K	Statewide - Jobs Access Reverse Commute (JARC) FY17, Kent
8	Support Systems/Operating		08-70008	DE-2017-001	116,417	116,417	DTC	5311U	Statewide - Jobs Access Reverse Commute (JARC) FY17, Sussex
9			09-19005	DE-2017-004	144,000	144,000	DTC	5310W	New Freedoms FTA , New Castle County
10			09-19005	DE-2017-004	48,000	48,000	DTC	5310K	New Freedoms FTA , Kent County
11			09-19005	DE-2017-004	48,000	48,000	DTC	5310S	New Freedoms FTA , Sussex County
12	Road System-Other/Management		05-10048	1396-2017-4	160,000	0	DESIGN	5307T	TA Project - Urbanized area
13			10-12143	1396-2017-4	100,000	0	DTC	5307W	Wilmington Operations Center Bus Wash PE
14			T201753108	1396-2016-5	400,000	0		5339W	Beech Street Maintenance Building PE
15	Support Systems/Operating		07-30222		0	0	DTC	5307W	Preventative Maintenance, Wilmington, FY17
16	Support Systems/Operating		07-30222		0	0	DTC	5307W	Preventative Maintenance, Wilmington, FY17 Toll Credits
17			13-98520		0	0		5307W	NRTC, Parking Lot & Access Road - Cons
18			T201451604		0	0		5307W	NRTC, Station Building - Cons
19			16-00387	DE-2017-003	5,990,634	5,990,634		5307W	NRTC, Platform and Pedestrian Bridge - Cons
20				DE-2017-003	4,009,366	4,009,366		5307TRANSFER	NRTC, Platform and Pedestrian Bridge - Cons
21			13-98520		0	0	DTC	5307W	Third Track Amtrak
22			07-22412		0	0	DTC	5339W	Transit Vehicle Expansion (3) 25' Cutaway Buses - FY18
23			07-22412		0	0	DTC	5339W	Transit Vehicle Expansion (3) 25' Cutaway Buses - FY18 TOLL CREDITS
24	Transit System-Vehicles/Replacement		07-22425	DE-2017-002	105,083	105,083	DTC	5307W	Transit Vehicle Replacement Paratransit Buses NCC FY16-22
25	Transit System-Vehicles/Replacement		07-22425		0	0	DTC	5339W	Transit Vehicle Replacement Paratransit Buses NCC FY16-22
26	Transit System-Vehicles/Replacement		T201850309	DE-2017-002	1,224,800	1,224,800	DTC	5307W	Transit Vehicle Replacement Paratransit Buses NCC FY16-22
27	Transit System-Vehicles/Replacement		T201850309	DE-2017-002	1,000,000	1,000,000	DTC	5339W	Transit Vehicle Replacement Paratransit Buses NCC FY16-22
28			T201651201	1396-2016-6	2,260,000	0	DTC	5337W	Claymont Station (PE)
29			T201651201	1396-2016-6	300,000	0		5307W	Claymont Station (PE)
30	Support Systems/Operating		07-30223	1396-2017-4	95,400	0	DTC	5307K	Preventative Maintenance, Dover, FY17 + 18
31			07-22405	DE-2017-002	33,484	33,484	DTC	5307K	Transit Vehicle Replacement Paratransit Buses Kent FY16-22
32			T201850309	DE-2017-002	659,200	659,200	DTC	5307K	Transit Vehicle Replacement Paratransit Buses Kent FY16-22
33			07-22410		0	0		5307K	Transit Vehicle Expansion (2) 45' OTR KC FY17
34			#		0	0		5307K	Transit Vehicle Expansion (2) 30' Low Floor Buses KC FY17
35	moved 9.22.16 to FY17		T201750304		947,357	0	DTC	5307K	Transit Vehicle Expansion (2) 45' OTR KC FY17
36			T201750307	1396-2016-5	1,085,700		DTC	5339C	Electric Bus Purchase
37			T201753111	1396-2016-5	943,600		DTC	5339C	Electric Bus Purchase - Facilities portion of work
38			T201750307	1396-2016-5	3,095,702		DTC	5307K	Electric Bus Purchase
39			T201753111	1396-2016-5	126,557		DTC	5339S	Electric Bus Purchase - Facilities portion of work
40			T201753111	1396-2016-5	185,443		DTC	5339K	Electric Bus Purchase - Facilities portion of work
41			06-19221	Cancelled	0	0		5311U	CAD/AVL
42	Transit System-Vehicles/Preservation		T201850310	DE-2017-004	283,973	283,973	DTC	5310W	Vans for Elderly & Handicapped, FY18 NCC
43	Transit System-Vehicles/Preservation		T201850310	DE-2017-004	174,134	174,134	DTC	5310K	Vans for Elderly & Handicapped, FY18 Kent
44	Transit System-Vehicles/Preservation		T201850310	DE-2017-004	129,836	129,836	DTC	5310S	Vans for Elderly & Handicapped, FY18 Sussex
45	Support Systems/Planning		T201850311		860,329	0	DTC	5307K	Transit Vehicle Expansion (2) 45' OTR KC FY18
46	Support Systems/Operating		07-30122	DE-2017-001	189,147	189,147	DTC	5311I	Intercity Bus/Operating, FY17/18 (Sussex County, Dover to Wilmington)
47			09-18004		0	0		5311U	30' Low Floor Expansion Sussex (2) FY18
48			T200612502	DE-2017-001	29,860	29,860	DTC	5311U	Lewes Beach Area Park and Ride Phase I (PE)
49			T200612502	DE-2017-001	206,653	206,653	DTC	5311U	Lewes Beach Area Park and Ride Phase I (PE)
50			T201753109	DE-2017-001	1,900,288	1,900,288	DTC	5311U	Lewes Beach Area Park and Ride Phase II (CONS)
51			T201753109		0	0		5311	Lewes Beach Area Park and Ride Phase II (CONS)
52			T201753109	DE-2017-001	1,749,505	1,749,505	DTC	5339S	Lewes Park & Ride and Maintenance Facility - Phase 2 - Cons ET-5311 & 5339
53	Support Systems/Planning		07-22606	DE-2017-001	87,653	87,653	DTC	5311(b)(3)	RTAP Program FY17
54	Support Systems/Planning		T201850308	DE-2017-001	139,456	139,456	DTC	5311U	Transit Vehicle Expansion (1) CAW Fixed Route Bus SC FY18

	A	B	C	D	E	F	G	H	I
1			FTA - <b>FY2017</b> OBLIGATIONAL PLAN						
55									
56			Planned Obligations		29,092,056	18,269,489	Exercised Obligation		
57									
58									



	A	B	C	D	E	F	G	H	I
1			<b>FTA - FY2017 OBLIGATIONAL PLAN</b>						
59	Category	Code	Beginning Balance		Actual Apportionment		Executed Grant	Projected Obligation	Unobligated Balance
60									
61	Wilmington Urbanized	5307W	19,234,344		13,317,999		7,320,517	7,922,249	25,231,826
62		5307TRANSFER	0		4,009,366		4,009,366	4,009,366	0
63	Wilmington TAP	5307T	0		0			160,000	0
64	Governors Apportionment Dover	5307K	5,198,476		3,188,216		692,684	5,752,219	7,694,008
65	Governors Apportionment Salisbury	5307S	2,107,575		537,406		0	0	2,644,981
66	Elderly & Persons w/Dis Wilming	5310W	325,232		435,415		427,973	427,973	332,674
67	Elderly & Persons w/Dis Dover	5310K	224,404		222,942		222,134	222,134	225,212
68	Elderly & Persons w/Dis Rural	5310S	199,840		178,176		177,836	177,836	200,180
69	Non Urbanized Unrestricted	5311U	2,506,215		1,306,786		2,392,674	2,392,674	1,420,327
70	Non Urbanized State Administration	5311	339,223		174,238		0	0	513,461
71	Non Urbanized Intercity	5311I	319,690		261,357		189,147	189,147	391,900
72	RTAP	5311(b)(3)	87,653		88,316		87,653	87,653	88,316
73	State of Good Repair-High Intensity	5337W	3,114,724		1,668,585		0	2,260,000	4,783,309
74	Bus & Bus Facilities Wilmington	5339W	2,174,316		838,523		1,000,000	1,400,000	2,012,839
75	Bus & Bus Facilities Dover	5339K	356,448		171,005		0	185,443	527,453
76	Bus & Bus Facilities Statewide	5339S	3,840,532		1,750,000		1,749,505	1,876,062	3,841,027
77	LONO Electric Bus Grant	5339C			3,029,300		0	2,029,300	3,029,300
78	Total		40,028,672		31,177,630		18,269,489	29,092,056	52,936,813



# APPENDIX E

## TIP Development and Amendment Process



# WILMAPCO TIP Development Process

## FY 2019-2022 TIP

*(Italic font refers to current FY 2018-21 TIP)*

<u>2017</u>	
<b>January</b>	<ul style="list-style-type: none"> <li>➤ Request for FY 2019-22 TIP submissions sent out (including submission for the FY 2018 UPWP)</li> <li>➤ Meet with local government to get project submissions</li> </ul>
<b>February</b>	<ul style="list-style-type: none"> <li>➤ Joint WILMAPCO/DelDOT public meeting to get feedback on submissions (2/1)</li> </ul>
<b>March</b>	<ul style="list-style-type: none"> <li>➤ Deadline for project submissions (3/9)</li> </ul>
<b>April</b>	<ul style="list-style-type: none"> <li>➤ NMTWG reviews bicycle and pedestrian submissions and technical scores for FY 2019-22 TIP (4/4)</li> <li>➤ CMS reviews submissions and congestion criteria technical scores for FY 2019-22 TIP</li> <li>➤ AQ reviews submissions and air quality technical scores for FY 2019-22 TIP (4/13)</li> <li>➤ TAC reviews submissions and technical scores for FY 2019-22 TIP (4/20)</li> </ul>
<b>May</b>	<ul style="list-style-type: none"> <li>➤ Council approves prioritized project list for inclusion in DelDOT FY 2019-24 CTP (5/11)</li> </ul>
<b>July</b>	<ul style="list-style-type: none"> <li>➤ <i>DelDOT provides proposed amendments to FY 2018-21 TIP based on state funding in the Delaware FY 2017 Bond Bill</i></li> <li>➤ <i>Council releases amendments to FY 2018-21 TIP for public comment period. Federally-funded and regionally significant amendments must reflect WILMAPCO priorities. (7/13)</i></li> </ul>
<b>August</b>	<ul style="list-style-type: none"> <li>➤ <i>Joint WILMAPCO/DelDOT public meeting to seek comments on proposed FY 2017-20 TIP amendments as needed (9/11)</i></li> <li>➤ <i>PAC (8/14) /TAC (8/17) take action on amendments to FY 2018-21 TIP as needed</i></li> </ul>
<b>September</b>	<ul style="list-style-type: none"> <li>➤ <i>Council amends FY 2018-21 TIP as needed (9/14)</i></li> </ul>
<b>October</b>	<ul style="list-style-type: none"> <li>➤ DelDOT provides WILMAPCO with its submission to the FY 2019 Delaware Budget Office, incorporating WILMAPCO priorities, for discussion with TAC/AQS/Council</li> </ul>
<b>December</b>	<ul style="list-style-type: none"> <li>➤ DelDOT supplies WILMAPCO with revised project funding and descriptions 1st week for the FY 2019-22 TIP</li> <li>➤ PAC (12/18)/TAC (12/21)/AQ (12/21) review draft FY 2019-22 TIP</li> <li>➤ Air Quality Conformity Determination completed as needed</li> </ul>
<u>2018</u>	
<b>January</b>	<ul style="list-style-type: none"> <li>➤ FY 2019-22 TIP released for public comment from January 22 to February 28 (including local government/public outreach)</li> </ul>
<b>February</b>	<ul style="list-style-type: none"> <li>➤ Joint WILMAPCO/DelDOT workshop on draft FY 2019-22 TIP (February 26)</li> <li>➤ Revise FY 2019-22 TIP based on public comments</li> <li>➤ PAC (2/12)/TAC (2/15) adoption of FY 2019-22 TIP</li> </ul>
<b>March</b>	<ul style="list-style-type: none"> <li>➤ Council adoption of FY 2019-22 TIP (3/8)</li> </ul>



*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
<b>Total</b>							

All \$s x 1,000

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

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

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

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

Please indicate funding sources by agency: \_\_\_\_\_

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5. Is this project consistent with the WILMAPCO Metropolitan Transportation Plan? \_\_\_\_\_  
(Section 450.324)(f)(2) “The TIP shall include...only projects that are consistent with the transportation plan.”

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

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

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7. Please provide any additional pertinent information below:

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## 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:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_







# **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 36 points.

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

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

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

## STEP 4: WILMAPCO COUNCIL RANKS SUBMISSIONS

Council ranks submissions considering:

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

# GOAL: IMPROVE QUALITY OF LIFE

- 6 – 10 points

## Criteria:

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

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

Project expected to moderately or significantly improve air quality. Project types include:	
3	a. fixed-route bus and train service expansions b. public transit technology improvements c. major non-recreational nonmotorized system expansion (not tied to a roadway project which would increase vehicle capacity)
1	Project expected to slightly improve air quality. Project types include: a. fixed-route bus and train service replacements b. minor non-recreational nonmotorized system expansions (not tied to a roadway project which would increase vehicle capacity)
0	Project not expected to impact air quality. Project types include: a. roadway projects which do not add capacity b. park-and-ride lot maintenance c. rail preservation d. paratransit expansion and maintenance
-1	Project expected to slightly worsen air quality. Project types include: a. roadway projects which add capacity but are non-regionally significant, including those with a non-recreational nonmotorized system expansion component
-3	Project expected to moderately or significantly worsen air quality. Project types include: a. roadway projects which add capacity and are regionally significant, including those with a non-recreational nonmotorized system expansion component

**ENVIRONMENTAL JUSTICE:** Project enhances environment in locations with a high percentage of low-income and/or minority residents. Supportive projects reduce risk of accidents, and/or enhance neighborhoods. Negative impacts include increased accident risk for vehicular and/or non-motorized traffic, displacement of homes or businesses, and/or increased traffic through neighborhoods.

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

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

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

# GOAL: EFFICIENTLY TRANSPORT PEOPLE

0 – 15 points

**Criteria:**

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

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

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

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

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

**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

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

3	Top 90th percentile of pedestrian network scores
1	Top 70 <sup>th</sup> – 90th percentile of pedestrian network scores
0	Bottom 70th percentile of pedestrian network scores

# GOAL: SUPPORT SUSTAINABLE ECONOMIC DEVELOPMENT AND GOODS MOVEMENT

0 – 11 points

**Criteria:**

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

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

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

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

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

Those include adding or improving access to brownfield locations; an existing or planned site used for employment, tourism, manufacturing, commercial or industrial purposes; or addresses an issue identified through regional economic development planning. For New Castle County, use DE Office of State Planning Policies and Spending map, Investment Level 1 and Investment Level 2: For Cecil County, use the State Priority Funding Areas and County Certified Areas.

3	Project located in Delaware Investment Level 1 area or Maryland Priority Funding Area
1	Project located in Delaware Investment Level 2 area or Cecil County Certified Area
0	Project not located in either of the above areas

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

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



May 15, 2017

Hon. Jennifer L. Cohan, Secretary  
Delaware Department of Transportation  
800 Bay Road  
P.O. Box 778  
Dover, DE 19903

RE: Prioritization for the FY 2019-2022 Transportation Improvement Program

Dear Ms. Cohan:

I am writing to submit priority projects as voted on by WILMAPCO Council at their May 11 meeting, through the process described in the MOA between WILMAPCO and DelDOT.

For the FY 2019-2022 Transportation Improvement Program (TIP) and the New Castle County element of the Delaware CTP, the priority is to:

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L

1. Adequately fund preservation and safety projects.
2. Complete projects in the approved FY 2018-2021 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,

A handwritten signature in blue ink, appearing to read 'Tigist Zegeye', is placed over a light blue rectangular background.

Tigist Zegeye  
Executive Director

Enclosures (2)

Cc: WILMAPCO Council  
Drew Boyce, DelDOT  
Michael McConnell, DelDOT  
Tim Snow, DelDOT  
Lanie Thornton, DelDOT  
Mark Tudor, DelDOT  
Heather Dunigan, WILMAPCO

				Improve Quality of Life			Efficiently Transport People					Support Sustainable Econ Dev/Goods Movement			2017	2017
	Construction FY	AQ Model Year	PROJECT	Air Quality	Environmental Justice	Safety	CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Pedestrian Priority	Freight	Economic Development	Funding Match	Technical Score	Council Rank for FY 2019
1			PROJECT													
2			PROJECTS IN FY 2018-2021 TIP													
3			Arterial													
4	18-19		SR 2, Kirkwood Highway and Red Mill Rd. Intersection	0	0	4	2	2	3	0	3	2	3	0	19	1
5	21-22		Churchmans: SR 273/Chapman Rd.	0	0	4	2	2	2	0	3	2	3	0	18	2
6	PE		Churchmans: SR4/Harmony Rd.	0	0	4	2	2	3	0	1	3	3	0	18	2
7	18		Wilmington Initiatives: Walnut St, Front St - 3rd St	0	3	1	2	2	2	0	3	2	3	0	18	2
8	OY		Wilmington Traffic Calming: 4th St: Walnut - I-95	1	3	2	2	0	2	0	3	2	3	0	18	2
9	19-20		Wilmington Traffic Calming: King/Orange: MLK Blvd. to 13th	1	3	2	2	0	2	0	3	2	3	0	18	2
10	OY		Wilmington Traffic Calming: Walnut: 3rd - 13th St	0	3	1	2	2	2	0	3	2	3	0	18	2
11	PE		Churchmans: SR4/SR7 Stanton Split	0	0	3	2	3	2	0	1	2	3	0	16	3
12	18-19		US 40: US 40/SR 7 (pedestrian improvements)	1	0	4	2	2	1	0	1	2	3	0	16	3
13	19-21	2030	SR 2 Elkton Rd: Maryland State Line - Casho Mill Rd.	-3	0	4	2	2	1	0	1	3	3	0	13	4
14	18-19		US 40: US 40/SR 72 Intersection, including Del Laws Rd.	-1	0	4	2	2	1	0	1	1	3	0	13	4
15	22-23	2030	US 40: US 40/SR 896 Grade Separated Intersection	-3	0	4	2	2	1	0	1	3	3	0	13	4
16	OY	2030	US 40: US 40, Salem Church Rd to Walther Rd	-3	1	4	2	2	1	0	0	2	3	0	12	5
17	OY	2030	SR 4, Christina Parkway: SR 2 - SR 896	-3	0	4	2	2	0	0	1	2	3	0	11	6
18	19-21	2030	SR299: SR 1 - Catherine Street	-3	0	3	1	0	2	0	3	2	3	0	11	6
19	18-20		I-95 & SR 141 Interchange - Jay Dr	-1	0	3	0	0	0	0	0	4	3	0	9	7
20	PE		SR 9, River Rd. Area, Dobbinville	0	0	0	0	0	0	3	1	0	3	0	7	8
21	19-21	2030	SR 72: SR 71 - McCoy Rd	-3	0	2	0	0	0	0	0	2	1	1	3	9
22	OY		US 13: Duck Creek - SR 1	1	0	0	0	0	0	1	0	0	1	0	3	9
23	PE		SR 896/Bethel Church Rd Interchange	-3	0	1	0	0	0	0	0	0	0	0	-2	10
24			Collectors													
25	20-21		Garasches Lane	1	1	0	0	0	0	0	3	0	3	0	8	1
26	PE		Old Capitol Trail: Newport Rd to Stanton Rd	1	1	0	0	0	0	1	1	0	3	0	7	2
27	20-21		Possum Park Rd. at Old Possum Park Rd.	0	0	0	0	0	0	0	0	0	1	0	1	3
28			Expressways													
29	18-20		I-295 Westbound: US 13 - I-95	0	0	3	2	4	0	0	0	4	3	0	16	1
30	PE	2030	SR 1 Widening, SR 273 - Roth BR	-3	0	4	2	4	3	0	0	2	3	0	15	2

				Improve Quality of Life			Efficiently Transport People					Support Sustainable Econ Dev/Goods Movement			2017	2017
	Construction FY	AQ Model Year	PROJECT	Air Quality	Environmental Justice	Safety	CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Pedestrian Priority	Freight	Economic Development	Funding Match	Technical Score	Council Rank for FY 2019
1			PROJECT													
31	21-23	2030	I-95: SR 896 Interchange	-3	0	3	2	4	2	0	0	3	3	0	14	3
32	19-20	2030	Road A /SR 7	-3	0	2	2	2	2	0	0	0	3	0	8	4
33			Local													
34	22-24		Southern New Castle County: Boyd's Corner Rd.: Cedar Ln - US 13	-1	0	3	0	0	0	0	0	0	1	3	6	1
35	18-19		Southern New Castle County: Cedar Lane Rd. at Marl Pit Rd	0	0	0	0	0	0	0	0	0	1	3	4	2
36	22-23		Southern New Castle County: Cedar Lane Rd.: Marl Pit - Boyd's Corner	0	0	0	0	0	0	0	0	0	1	3	4	2
37	22-23		Southern New Castle County: Lorewood Grove Rd.: N412A - SR 1	-1	0	0	0	0	0	0	0	0	1	2	2	3
38	PE		Denny/Lexington Parkway Intersection	0	0	0	0	0	0	0	1	0	1	0	2	3
39			Pedestrian/Bicycle													
40	20-21		US 13: Christina River Bridge - US 40 Pedestrian Safety Improvements	3	1	4	2	3	3	0	3	4	3	0	26	1
41	PAR funding		SR 48: N. DuPont Rd - SR 141 Pedestrian Safety Improvements	1	3	3	1	2	1	1	1	2	3	0	18	2
42	W/ Pave/Rehab		Delaware Avenue Separated Bicycle Facility	1	0	2	2	2	1	0	3	2	3	0	16	3
43			Transit													
44			Wilmington DART Bus Hub	3	3	2	2	2	2	0	3	2	3	2	24	1
45			Transit Vehicle Replacement and Refurbishment, New Castle County	1	3	2	2	2	3	3	0	0	3	0	19	2
46	PE		Rail Improvements: Fairplay Station Parking / Elevator	3	0	3	2	2	3	0	0	0	3	0	16	3
47			Transit Vehicle Expansion, NCC	3	1	2	1	2	1	3	0	0	3	0	16	3
48	18-20		Claymont Regional Transportation Center	3	0	0	0	0	0	3	3	2	3	0	14	4
49	19-20		Middletown Park and Rides	3	0	3	1	0	0	0	0	2	3	0	12	5
50	20-21		New Castle County Transit Center	3	0	0	0	0	0	0	0	0	3	0	6	6
51			Rideshare Program, statewide	3	0	0	0	0	0	0	0	0	3	0	6	6
52	NOT IN FY 2018-2021 TIP															
53			Arterial													
54			Churchmans: SR2/Harmony Rd.	0	0	3	2	2	3	0	1	2	3	0	16	1
55			SR 896: US 40 - I-95, third lane	-3	0	4	2	3	1	0	3	3	3	0	16	1
56			US 40: US 40/SR 7 intersection improvements	0	0	4	2	2	1	0	1	2	3	0	15	2
57			SR 2: S. Union Street Streetscape	0	0	0	2	2	3	1	3	0	3	0	14	3
58			US 13: SR 71, Tybouts Corner - US 40	-3	0	3	2	4	2	0	1	2	3	0	14	3
59			Churchmans: Churchmans Rd. Extension	-3	0	4	2	2	2	0	1	2	3	0	13	4

				Improve Quality of Life			Efficiently Transport People					Support Sustainable Econ Dev/Goods Movement			2017	2017
	Construction FY	AQ Model Year	PROJECT	Air Quality	Environmental Justice	Safety	CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Pedestrian Priority	Freight	Economic Development	Funding Match	Technical Score	Council Rank for FY 2019
1			PROJECT													
60			Wilmington Initiatives: Market St: 11th St. - 16th St.	0	3	0	2	2	0	0	3	0	3	0	13	4
61			US 40: SR 896-Salem Church Rd, Widening	-3	-1	4	2	3	2	0	0	2	3	0	12	5
62			City of New Castle: SR 9	-1	0	2	1	0	2	0	3	0	3	0	10	6
63			SR 141: US 13 - Commons Blvd.	0	0	3	0	0	0	1	0	2	3	0	9	7
64		2040	Tyler McConnell Bridge, SR141: Montchanin Rd. - Alapocas Rd.	-3	0	3	1	2	0	0	0	2	3	0	8	8
65			US 40: Eden Square Connector	-1	0	4	0	0	0	0	1	0	3	0	7	9
66			City of New Castle Intersections	0	0	0	0	0	0	0	3	0	3	0	6	10
67			US 13, Odessa Transportation Plan Implementation	1	0	0	0	0	0	0	1	0	3	0	5	11
68			Newtown Road: SR896 - SR 72	-3	0	0	0	0	0	0	1	0	3	0	1	12
69			Collectors													
70			Wilmington Traffic Calming: 12th St. Connector	-1	3	0	0	0	0	0	3	0	3	0	8	1
71			Expressways													
72			I:95: Riverfront Interchange	-3	-3	0	1	4	3	0	0	3	3	0	8	1
73		2030	US 301: Spur	-3	0	3	1	2	0	0	0	3	0	0	6	2
74			Local													
75			Wilmington Initiatives: Shipley Street	1	3	0	2	0	0	0	3	0	3	0	12	1
76			Wilmington Initiatives: Tatnall St. Connector	-1	0	0	2	0	0	0	3	0	3	0	7	2
77			Wilmington Riverfront: West St. Connector Extension	-1	0	0	2	0	0	0	3	0	3	0	7	2
78			Southbridge Street Network	-1	1	0	0	0	0	0	3	0	3	0	6	3
79			Westown: SR 71/St Annes Church Rd.	-1	0	0	0	0	0	0	0	0	3	4	6	3
80			Westown: Wiggins Mill Rd: Green Giant Rd. - St Annes Church Rd.	-1	0	0	0	0	0	0	0	0	1	4	4	4
81			Other													
82			Aeronautics, New Castle County Airport Terminal Improvements	0	0	4	0	0	0	0	0	0	1	0	5	1
83			Pedestrian/Bicycle													
84			Wilmington Initiatives: Bicycle Improvements	1	3	2	2	2	3	3	3	0	3	0	22	1
85			Bicycle, Pedestrian: Marsh Rd.	1	0	3	0	0	0	0	3	0	3	0	10	2
86			DuPont Road Pedestrian Facilities	3	3	0	0	0	0	0	1	0	3	0	10	2
87			Wilmington Initiatives: Water Street Walkway	1	0	0	2	0	0	0	3	0	3	0	9	3
88			Churchmans: Red Mill Rd. Sidewalks, Ruther Dr - SR 2	1	0	0	1	2	0	0	1	0	3	0	8	4

				Improve Quality of Life			Efficiently Transport People					Support Sustainable Econ Dev/Goods Movement			2017	2017
	Construction FY	AQ Model Year	PROJECT	Air Quality	Environmental Justice	Safety	CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Pedestrian Priority	Freight	Economic Development	Funding Match	Technical Score	Council Rank for FY 2019
1			PROJECT													
89			US 40: Newtown Trail & Pedestrian Improvements	1	0	0	0	0	0	0	1	3	3	0	8	4
90			Bicycle, Pedestrian: Foulk Rd.	1	0	1	0	0	0	0	1	0	3	0	6	5
91			Grubb Road Pedestrian Improvements: Foulk Rd. - Naamans Rd.	1	0	0	0	0	0	1	1	0	3	0	6	5
92			SR 3, Marsh Rd/Washington Street Ext. and SR 3 Pedestrian Improvements	1	0	0	0	0	0	0	1	0	3	0	5	6
93			Transit													
94			Transit bus stop improvements - NCC	3	3	2	0	0	0	3	3	2	3	0	19	1
95			Transit Vehicle Expansion: SR 141	3	1	3	1	2	0	3	0	2	3	0	18	2
96			US 40: Transit improvements	1	3	4	1	2	2	0	1	0	3	0	17	3
97			Boyd's Corner Park and Ride Expansion	3	0	0	1	2	0	0	0	0	1	0	7	4
98			Transit Vehicle Expansion: Paratransit	0	0	0	0	0	0	3	0	0	3	0	6	5
99			Rail preservation: NCC Historic Red Clay	0	0	0	0	0	0	0	0	0	1	0	1	6

Source: Air Quality: review by Air Quality Subcommittee  
Environmental Justice: 2013 Environmental Justice & Title VI Plan  
Safety: DelDOT crash data, 2013-2015  
CMS: 2017 Congestion Management System Summary

Transportation Justice: 2015 Accessibility and Mobility Report  
Freight: WILMAPCO Regional Freight and Goods Movement Analysis  
Economic Development: Delaware Office of State Planning Policies and Spending Map  
Funding Match: DelDOT finance

**CMAQ SCORING**

Qualitative Index\*

<i>ID</i>	<i>Project</i>	<i>Notes</i>	<i>FY18-21 TIP</i>	<i>Project Type</i>	<i>VTM</i>	<i>Cost</i>	<i>Life</i>	<i>Total</i>
1	GENERAL: Heavy Equipment Program (only diesel retrofits/replacements)	new	\$76,388,000	Diesel				
2	GENERAL: Transit Vehicle Replacement (diesel retrofits/replacements)	Fixed-route only	\$46,898,800	Diesel				
3	NCC Transit Center Park and Ride		\$4,750,000	Shared Ride	6	0	6	12
4	Rideshare Program, statewide		\$366,000	Shared Ride	3	3	6	12
5	Middletown Park and Ride	new	\$3,500,000	Shared Ride	3	0	6	9
6	Transit Vehicle Expansion, NCC	Fixed-route only	\$1,693,200	Transit	6	3	3	12
7	Rail: Newark Regional Transit Center		\$62,733,200	Transit	3	0	6	9
8	Wilmington Traffic Calming: Walnut: MLK Blvd. to 13th		\$12,705,000	Traffic Flow	3	0	6	12
9	US 40: US 40/SR 72 Intersection (multimodal)		\$18,595,400	Traffic Flow	3	0	6	9
10	SR 2 (Elkton Rd): MD Line to Casho Mill Rd. (multimodal)		\$27,750,000	Traffic Flow	3	0	6	9
11	Old Capitol Trail: Newport Road to Stanton Road (multimodal)	new; >\$2m w/full build	\$450,000	Traffic Flow	0	0	6	6
12	GENERAL: Transportation Management Improvements (expansion)	new	\$52,760,000	Traffic Flow				
13	Wilmington Traffic Calming: 4th St: Walnut - I-95		\$3,000,000	Ped/Bike	3	0	6	15
14	US 13: Duck Creek - SR 1		\$8,500,000	Ped/Bike	3	0	6	12
15	US 40: US 40/SR 7		\$2,580,000	Ped/Bike	3	0	6	12
16	New Castle Industrial Track: S of Christina River - Riverwalk		\$23,650,600	Ped/Bike	6	0	6	12
17	Grubb Road Pedestrian Improvements: Foulk Rd. - Naamans Rd.		n/a	Ped/Bike	3	0	6	12
18	Wilmington Traffic Calming: King/Orange: MLK Blvd. to 13th		\$6,700,000	Ped/Bike	3	0	6	9
19	US 13: Memorial Drive - US 40 Pedestrian Safety Improvements		\$7,000,000	Ped/Bike	3	0	6	9
20	Myrtle & Manor Avenue Sidewalk Improvements		\$3,120,000	Ped/Bike	3	0	6	9
21	Garasches Lane		\$4,452,200	Ped/Bike	3	0	6	9
22	GENERAL: Bicycle, Pedestrian, and Other Improvements (non-recreational only)	new	\$18,736,000	Ped/Bike				

**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. Shared Ride, 3. Transit, 4. Traffic Flow, 5. I/M and other TCMS, 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)



Alan J. McCarthy  
County Executive

Alfred C. Wein, Jr.  
Director of Administration



Office: 410.996.5202  
Fax: 800.863.0947  
County Information  
410.996.5200  
410.658.4041

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

April 1, 2017

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

**RE: Cecil County's FY 2018 Transportation Priorities**

Dear Secretary Rahn:

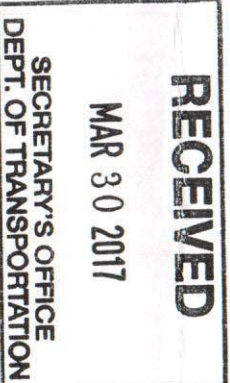
Cecil County Government submits this letter to articulate its transportation priorities to your department for FY 2018. We continue to recognize not only our mutual challenges and opportunities to better determine our transportation future, here in the northeast transportation corridor.

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:

- I-95 Corridor Access and Mobility Enhancement Improvements
- Public Transportation Improvements
- US 40 Corridor and Intersection Improvements
- US 1/222/301 Toll Coordination and Truck Weight Actions

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

- 1) Implement a new I-95 interchange in the area of Belvidere Road.
- 2) Extend MARC Penn Line commuter rail service from Perryville to connect to Philadelphia's SEPTA R-2 regional service.
- 3) Enhance I-95 and US 40 toll discounts for Cecil County residents and, especially, Cecil County 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.





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

Our 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 county<sup>1</sup> 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. Implement a new I-95 interchange in the area of Belvidere Road.
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. Widen MD 272 to four lanes, bike lanes and sidewalks between US 40 and I-95.
4. Examine potential improvements to MD 222 between US 40 and MD 275 to enhance vehicular LOS and to accommodate bicycles and pedestrians.

### **Public Transportation Improvements**

Our second highest 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 connect with Philadelphia's SEPTA R-2 regional – an extension of existing service on existing right of way.
2. 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.
3. Implementation of fixed route transit service between Newark and Aberdeen until the commuter rail link is established.
4. The establishment of a mid-county multi-modal transportation hub in the North East area.

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

Our third 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 and only to the Bay Bridge. Were it not for commuter rail 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.

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<sup>1</sup> As defined by the Maryland Department of Planning (MDP).



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.

#### **US 301 Toll Diversion Coordination Actions**

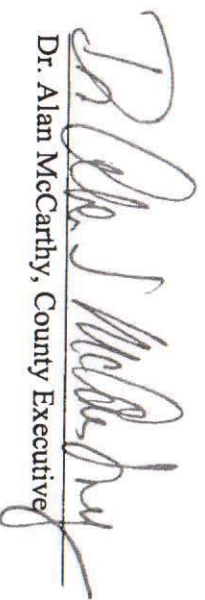
Our fourth highest categorical priority is the continuation of coordination with DelDOT regarding its plans to convert US 301 into a limited access toll road in New Castle County. Expected toll evasion could threaten the distinctive character and sense of place in Cecilton, Chesapeake City, Elkton, and 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. Likewise, truck weight scale evasion could have similar impacts along the US 1/222/301 corridors. 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 along the US 1/222/301.

In summation, as our economy continues to rebound, we will again face growing traffic volumes that will test our efforts to ameliorate air quality, mitigate traffic congestion, and provide more sustainable and viable communities – especially in the Amtrak/I-95 Northeast Corridor.

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

Sincerely,

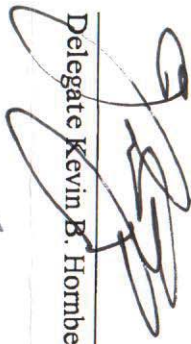
  
Dr. Alan McCarthy, County Executive


  
Joyce Bowlsbey, President, County Council

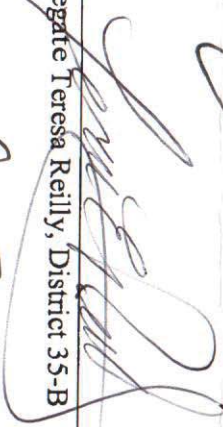
Cecil County's State of Maryland Delegation

  
Senator Wayne Norman, District 35

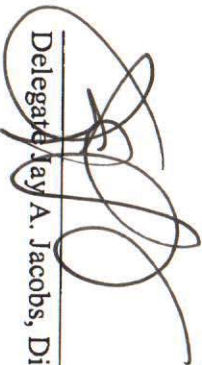
  
Senator Stephen S. Hershey, Jr. District 36

  
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., District 36

  
Delegate Jay A. Jacobs, District 36

  
Delegate Steven J. Arentz, District 36





# TOWN OF NORTH EAST

## OFFICE OF PLANNING AND ZONING

**RECEIVED**

MAR 25 2017

SECRETARY'S OFFICE  
DEPT. OF TRANSPORTATION

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

◆◆◆  
410-287-5801  
410-287-8267 Fax



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

April 19, 2017

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

### 2017 Transportation Priorities: Town of North East

Dear Secretary Rahn,

The Town of North East has outlined the following priorities for inclusion in your final 2017 Consolidated Transportation Program.

1. Re-construction of Route 7 – Mill and overlay from the intersection of Mauldin Avenue/2 East Cecil Avenue to Mechanics Valley Road.
2. Widen Route 7 (West Cecil Avenue), west of Route 272 (South Main Street/North Main Street) and Route 7 intersection. Elevate and widen the State Highway Bridge over the North East Creek on Route 7. Install pedestrian sidewalk, bicycle lane and pedestrian lighting between North East Isles Drive and Catherine Street.  
Interim Plan: Install a pedestrian activated signal on both sides of the North East Creek Bridge on Route 7 which pedestrians would press when they desire to walk across the bridge. The signal would stop eastbound and westbound vehicles on Route 7 while pedestrians travel over the bridge.
3. Install Pedestrian sidewalk linkage along Route 40 between Sycamore drive (off of Route 40) and the intersection of Route 272 and Route 40, linking to the sidewalk project which is proposed for construction in 2017 (Contract No. CE3395176). Note: Sycamore Drive is the road which leads into the Timberbrook Development, a 350+ Townhome Community.
4. Installation on Route 7, East Cecil Avenue, two traffic reduction devices with intermittent signaling lights, with timers for school opening and dismissal. To be positioned on Route 7, approximately 50 yards before the North East Middle School from both east and west directions.
5. Install sidewalk from the existing sidewalk on Route 7 (East Cecil Avenue) to Mechanics Valley Road.
6. Review impacts of rail service to State Highway systems in North East.
7. Marc Train Service in North East.
8. Implement a new I-95 interchange in the area of Belvidere Road near Principio Business Park.



Town of North East  
2017 Transportation Priorities-Town of North East  
April 19, 2017  
Page 2

Thank you for your consideration in reviewing the Town of North East transportation priorities. Should you have any questions regarding these projects, please feel free to contact me.

Sincerely yours,



Robert F. McKnight  
Mayor

Cc: Mr. Peter Sotherland, Acting Regional Planner, SHA  
Mr. Eric S. Sennstrom, Director, Cecil County Dept. of Planning  
Mr. W. Scott Flanigan, Director, Cecil County Public Works  
Mr. Anthony DiGiacomo, Principal Planner, Cecil County Government  
Mr. Greg Holsey, District Engineer for District 2, SHA  
Ms. Heather Dunigan, Principal Planner, WILLMAPCO

80927

*Mayor*

James L. Eberhardt

*Town Administrator*

Denise Breder



*Perryville*

*Grounded in the past.*

*Focused on the future.*

*Commissioners*

Robert Ashby

Alan Fox

Michelle Linkey

Raymond A. Ryan III

March 17, 2017

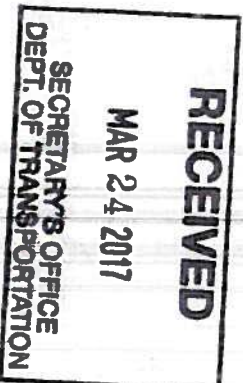
Pete K. Rahn, Secretary

Maryland Department of Transportation

7201 Corporate Center Drive

P.O. Box 548

Hanover, MD 21076



Re: Transportation Priorities

Dear Secretary Rahn:

The Town of Perryville would like to take this opportunity to convey our transportation priorities to your department for FY2018. As fiscal challenges continue and State policies and regulations increase for Smart Growth principles and sustainable futures, transportation becomes a top priority for all of us.

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

1. Enhance the I-95 and Route 40 toll discounts for Cecil County residents and businesses, by allowing the Hatem Bridge passes to be used on I-95 during rush hours to alleviate traffic backups along MD222 in Perryville and Ohio Street in Havre de Grace.
2. Redesign and construct a new MD 222/I-95 interchange, to include an upgraded bridge over I-95.
3. Accept maintenance responsibility for the southern end of MD 327 (the last 900' +/-).
4. Install sidewalks on MD222 from Claydon Street to the intersection with S. Marks Church Road (the entrance to the Perryville High School).
5. Increase MARC Penn Line service to include mid-day and weekend service for the entire line (D.C. to Perryville) and special event trains.
6. Replace the bridge over the Amtrak line on MD327, but ensure maintenance of traffic during construction.

A complete description of these priorities follows:

### Enhance Toll Discounts for Cecil County Residents and Businesses

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

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

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

### I-95 Interchange Improvements

The existing I-95 interchange in Perryville was constructed in 1963 and the interchange 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 or a range of skills and talents.

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



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

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

#### Accept maintenance responsibility for the southern end of MD 327 (the last 900' +/-)

MD327 is one of the shortest roads in the State Highway inventory at approximately 0.36 miles. Though short in distance, the road, which includes a bridge over the Amtrak rail line, leads to some very important facilities to include the Town of Perryville wastewater plant, the Town of Perryville Community Park, the V.A. Maryland Healthcare System at Perry Point (truck access only) and to one of the largest buildings under one roof in the State of Maryland, the Perryville IKEA Distribution Center. The last 900' +/- at the south end of the road leads to the entrance of the IKEA Distribution Center. It is this 900' +/- section of road that is the subject of Perryville's transportation priority.

When IKEA began development of the distribution center in 2002 the road was extended by roughly 900' and there was apparently some intent of the State to turn over that newly created section of roadway to IKEA for maintenance. Though, to the best of our knowledge, no formal agreement was ever reached and that end of the road is owned, and should be maintained, by the State of Maryland. IKEA has brought a tremendous amount of business and employment to the State to include stores in Baltimore and College Park and the distribution center in Perryville that also brings in a significant amount of business through the Port of Baltimore. The State of Maryland is working to become more business friendly thus encouraging more business to locate here. Therefore, Perryville is asking the Maryland Department of Transportation to take maintenance responsibility for the final section of roadway, which is a miniscule percentage of the 17.824 miles of road that MDOT maintains, removing any "gray area" over who should maintain the road and helping to restore the business-friendly reputation for the State of Maryland.

#### 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. It is a goal of the Town to provide connecting sidewalks to local schools when development occurs.



### Extend the MARC commuter rail service

Perryville's Train Station was built in 1905 and is 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.

There is a big push to extend MARC service to Delaware, which is a worthy goal. However, the service already extends to Perryville, and should be utilized to the fullest extent possible. 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. We would like MDOT to work with the Town for parking to accommodate increased ridership.

### Replace the bridge over the Amtrak line on MD327 and ensure maintenance of traffic during construction

Preserving transportation system investments is an overarching goal of the State CTP. Replacing the bridge over Amtrak on MD327 fits well with this goal. The bridge, constructed in 1968 is heavily used and in need of replacement. It provides access to a 1.7 million square foot Ikea East Coast Distribution facility, the Perryville Wastewater Plant, the Perryville Community Park and truck access to the VA Medical Center campus at Perry Point. Further, MD327 is the only access for Ikea, the wastewater plant and park and it is the only truck access to Perry Point. Therefore, it is vitally important that traffic access is maintained when the bridge is replaced.

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

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

Sincerely,



James L. Eberhardt  
Mayor

CC: Dr. Alan McCarthy, County Executive, Cecil County  
County Council of Cecil County  
David Glenn, Council Member, City of Havre De Grace

# APPENDIX G

## Public Comments



### Facebook Comments

[Ed Zielinski](#) Yeah, WILMAPCO is a bunch of ICLEI, UN agenda 21 bullsh\*t!

[Mark Blake](#) It is well past the time for DELDOT to actually review ALL of the streets in the unincorporated areas of the Counties and develop a priority list for redoing and repaving neighborhood streets, many of which haven't be repaved in over 30 years or longer! Streets have been deteriorating and being patched, but the bases are deteriorating to the point that any repaving or patching only results in cracked and alligatored asphalt and a waste of time, material and OUR money. The CTF method doesn't work properly and there is NO WAY that the legislators can address even the streets in their districts with the paltry amount they are allocated annually. Repair the existing infrastructure BEFORE ANY NEW ROADS or BRIDGES are approved and budgeted for! This problem is only getting worse and is reaching a critical mass!

[Randy Arm](#) Need sidewalks along grubb road between naamans and marsh roads. Not safe to walk

[Frank Warnock](#) Sidewalks on Old Baltimore Pike. Lots of people seen walking in the shoulders or in goat paths along the sides, especially from Iron Hill Apts area.

[Mari Johnson](#) We need sidewalks along narrow, winding Shipley Rd between Phila Pike and at least Wash St Ext where school children walk in very dangerous conditions. Better if the extended up to 141

[Mari Johnson](#) Shipley Road between Phila. Pike and Wash St. Ext. has school students walking on it and it is very dangerous and winding and no sidewalk or walkable berm. There is also no sidewalk going on up to Weldin Road for access to the Greenway.

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A form has been submitted on January 31, 2018, via: <http://www.wilmapco.org/tip/comment/>

Mark Blake

Hockessin

It is well past the time for DELDOT to actually review ALL of the streets in the unincorporated areas of the Counties and develop a priority list for redoing and repaving neighborhood streets, many of which haven't be repaved in over 30 years or longer! Streets have been deteriorating and being patched, but the bases are deteriorating to the point that any repaving or patching only results in cracked and alligatored asphalt and a waste of time, material and OUR money. The CTF method doesn't work properly and there is NO WAY that the legislators can address even the streets in their districts with the paltry amount they are allocated annually. Repair the existing infrastructure BEFORE ANY NEW ROADS or BRIDGES are approved and budgeted for! This problem is only getting worse and is reaching a critical mass!

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A form has been submitted on February 20, 2018, via: <http://www.wilmapco.org/tip/comment/>

Ron Niblett

[rjniblett@hotmail.com](mailto:rjniblett@hotmail.com)

8 henderson hill rd. newark, Delaware 19711

My question for U is where is the money coming from for this 2.2 billion transportation project advertised on Delawareonline that I just read. The state supposedly doesn't have any money so where is it coming from to do this work proposed .

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A form has been submitted on February 21, 2018, via: <http://www.wilmapco.org/tip/comment/>

Teresa LoPorto

[LoPorto07@aol.com](mailto:LoPorto07@aol.com)

3 N Colts Neck Way, Hockessin, DE

Re: \$2.2 Billion spending project Specifically Re: the Public Space Bike Trail part of the project

Please include Bike Trail design features that specifically deter criminal activities. Once a visiting nurse I was working with asked some inner city Wilmington children why they weren't outside playing at a nearby park. The children responded, "Too many bullets." So please include as many crime-prevention public safety design features as possible that will make the proposed New Castle- Wilmington bike trail an inviting, safe, beautiful and long-term recreational feature of New Castle County.

I'm sure you know more that I do about how to design for that but here are some links describing what I'm advocating for:

- [https://depts.washington.edu/hhwb/Thm\\_Crime.html](https://depts.washington.edu/hhwb/Thm_Crime.html)
- <https://www.transportation.gov/mission/health/built-environmentstrategies-to-deter-crime>
- <https://www.pps.org/article/ten-strategies-for-transforming-citiesthrough-placemaking-public-spaces>

May God bless your work,

Teresa LoPorto

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A form has been submitted on February 21, 2018, via: <http://www.wilmapco.org/tip/comment/>

Frank DelCampo

[deguy8607@gmail.com](mailto:deguy8607@gmail.com)

1003 Trenton Pl, Wilmington, DE 19801

Upon reviewing the proposed Transportation Improvement Program for FY 2019-2022. I request the group look into updating our Transportation Rehabilitation Program to start the process of transitioning to Electric Buses. The average electric bus has an annual savings of around \$39,000 per year over conventional buses and this is excluding the healthcare impact of pollution. The following link is an analysis from the City Of New York on the topic.

<https://tinyurl.com/zepwmd7>

I want to keep my response brief but also want to stress that I'm happy to provide more information on the topic or am willing to testify at public hearings on the matter.

Frank DelCampo

1003 Trenton Pl

Wilmington, DE 19801

A form has been submitted on February 28, 2018, via: <http://www.wilmapco.org/tip/comment/>

Maria Dziembowska

[maria12d@hotmail.com](mailto:maria12d@hotmail.com)

Would like to see bike lanes added during Wilmington Initiativesimprovements.

## Transportation Improvement Program

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

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

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

Expand the NCE Transit Center to include the connects road from the Center Blvd to Cavaliers development plan

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

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

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

- ☐ Flyer   ☐ Newspaper   ☐ E-news/newsletter   ☐ Radio  
☐ Website   ☐ Facebook   ☐ Other \_\_\_\_\_

### Contact Information

Name: \_\_\_\_\_ Street Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP Code: \_\_\_\_\_  
Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

Please turn in before you leave or fax to (302) 737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711.  
Comments can also be submitted online at [www.wilmapco.org/tip](http://www.wilmapco.org/tip). Please call (302) 737-6205 with any questions.



## Public Comment Sheet



# Transportation Improvement Program

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

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

Elkton Rd. multiuse off-road paths for access from schools to Newark.

I also like the Cedar Lane/War Pit Rd. circle concept.

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

Elkton Rd. project: How can we incentivize residents/bicyclists on Suburban Plaza side of intersection to cross intersection to the multiuse path going toward Newark? In the other direction, how and where will students coming from Casco Mill Road cross in order to get to the schools?

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

Address the Scott College Avenue bridge in terms of connectivity for all modes of travel and better access to Hall Trail from S. College Ave. If there's no change, it'll end up continuing to discourage bicyclists traveling to and from STATE campus and the new high station to ~~and~~ and from downtown Newark.

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

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

- ☐ Flyer ☐ Newspaper ☐ E-news/newsletter ☐ Radio  
☐ Website ☒ Facebook ☐ Other \_\_\_\_\_

### Contact Information

Name: Mash Dehon Street Address: 75 W. Mill Station Drive  
City: Newark State: DE ZIP Code: 19711  
Phone Number: 302-738-9524 E-mail: dehon@udel.edu

Please turn in before you leave or fax to (302) 737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711.  
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## Public Comment Sheet



### Transportation Improvement Program

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

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

NC Industrial Tractor Assembly  
need map of entire project from New Castle  
to Wilmington including paving areas  
along the trail

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

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

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

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

- ☒ Flyer   ☐ Newspaper   ☐ E-news/newsletter   ☐ Radio  
☐ Website   ☐ Facebook   ☐ Other \_\_\_\_\_

#### Contact Information

Name: Aaron Osborn Street Address: 151 N.E. Royal Ave.  
City: Aberdeen State: MD ZIP Code: 21001  
Phone Number: 410-212-2554 E-mail: none

Please turn in before you leave or fax to (302) 737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711.  
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## Public Comment Sheet



### Transportation Improvement Program

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

- Christina Avenue Bridge and ~~Elkton Rd.~~ Elkton Rd.
- I like the roundabouts in best congested areas.

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

Elkton Rd. Project needs to work with City of Newark to integrate biking and walking paths. Newark Center has road access. Old Chrysler plant must open itself to trails to connect Elkton Rd. corridor to Star Campus, nearby laundry Amtrak Station, WB, and stadium complex via direct routes.

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

Work with power company right of way to lay down multi-use trails along those corridors to connect places. Road, that is at SP Morgan site on south side of the Marsh. Rt 4 area.

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

While it is often difficult, we need a comprehensive future-looking transportation plan that anticipates future use and expanded alternatives. Imagine if SDPA and MACT connect to Newark. Plan for family families who want to live in urban areas and who could rather not drive/park. Multi-use trails are not just for recreation.

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

- ☐ Flyer ☐ Newspaper ☐ E-news/newsletter ☐ Radio
- ☐ Website ☒ Facebook ☐ Other \_\_\_\_\_

#### Contact Information

Name: Mike Logothetis Street Address: \_\_\_\_\_  
City: Newark, DE State: \_\_\_\_\_ ZIP Code: 19711  
Phone Number: \_\_\_\_\_ E-mail: Mike.Logothetis@delaware.com

Please turn in before you leave or fax to (302) 737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711.  
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# Public Comment Sheet



## Transportation Improvement Program

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

I really like the Claymont Regional Transportation center and the fact that it includes a roundabout. The roundabout will hopefully reduce the amount of start and stop, reduce congestion, fatal left turning movements and pretty all quality.

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

Evaluate Christina River Bridge project for like benefits would be only only suggestion other than evaluate Casha Mill for any bottleneck impacts.

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

I would consider adding more green infrastructure when you can (I sawage sometimes DelDOT is limited due to sight guidelines) but it is important to begin to consider the effect green infrastructure has on transportation (including reducing flooding, reducing heat island impacts, increasing property values and better air quality).

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

We look forward to DelDOT's continued partnership w/ DNR etc.

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

☐ Flyer ☐ Newspaper ☐ E-news/newsletter ☐ Radio  
☐ Website ☐ Facebook ☒ Other email from WILMAPCO

### Contact Information

Name: Lauren Delore Street Address: 100 W. Water Street  
City: Dover State: Delaware ZIP Code: 19904  
Phone Number: (302) 739-9437 E-mail: Lauren.Delore@state.de.us

Please turn in before you leave or fax to (302) 737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711.  
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## Public Comment Sheet

WILMAPCO



## Transportation Improvement Program

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

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

~~Old~~ Old Baltimore Pike & Salem Church Rd.  
SR 213 & Harmony road intersection improvements project

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

I am very impressed with the proposed project.

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

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

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

☐ Flyer ☐ Newspaper ☒ E-news/newsletter ☐ Radio  
☐ Website ☐ Facebook ☐ Other Michelle Martin (OSD)

### Contact Information

Name: Lueve Victor N. Morlee Street Address: 407 Stanley Plaza Blvd Newark  
City: Newark State: DE ZIP Code: 19713  
Phone Number: 610-931-8493 E-mail: lueve@me.com

Please turn in before you leave or fax to (302) 737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711.  
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## Public Comment Sheet



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

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

Elkton Rd to Casho Mill  
Thanks for bike lane but am concerned about crossing Elkton Rd to suburban Plaza and crossing 4

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

More bicycling lanes separate from roadways-

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

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

- ☐ Flyer ☐ Newspaper ☐ E-news/newsletter ☐ Radio  
☐ Website ☐ Facebook ☐ Other was at library

#### Contact Information

Name: Melina van der Meer Street Address: 103 W Gateway Ct  
City: Newark State: DE ZIP Code: 19711  
Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

Please turn in before you leave or fax to (302) 737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711.  
Comments can also be submitted online at [www.wilmapco.org/tip](http://www.wilmapco.org/tip). Please call (302) 737-6205 with any questions.



## Transportation Improvement Program

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### 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?

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

Please contact re: any current plans relative to proposed Cavallier Golf Course Sale and any related or UN-related and the updates relative to the Churchmans Road/The Woods development area.

especially in the study  
area to the transit  
depot  
1. DelDOT response to transit dep  
2. and how to connect to transit depot

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

- ☐ Flyer ☐ Newspaper ☐ E-news/newsletter ☐ Radio  
☐ Website ☐ Facebook ☐ Other \_\_\_\_\_

#### Contact Information

Name: Kevin Andrews Street Address: 103 Cheyenne Court  
City: Newark State: DE ZIP Code: 19702  
Phone Number: 3028974803 E-mail: kandsteverian.net

Please turn in before you leave or fax to (302) 737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711.  
Comments can also be submitted online at [www.wilmapco.org/tip](http://www.wilmapco.org/tip). Please call (302) 737-6205 with any questions.

## Public Comment Sheet



## Transportation Improvement Program

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

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

I 95-273 - Coming off ST 95 to 273 at rush hour has been a night mare. Hope installation of Red light controlled intersection moves traffic more safely

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

Elkton Rd improvements at intersection + reconstruction is needed for long term

The train station improvements for Newark + UD are good long term investment

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

I know I 95-876 improvement is in the works and that it will be expensive project to get through state legislature, good luck with that needed work,

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

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

- ☐ Flyer ☒ Newspaper ☐ E-news/newsletter ☐ Radio  
☐ Website ☐ Facebook ☐ Other

Newark Paper  
News Journal notice

### Contact Information

Name: George Poole Street Address: 915 Pickett lane  
City: Newark State: DE ZIP Code: 19711  
Phone Number: 30259115 E-mail: gtpoole@aol.com

Please turn in before you leave or fax to (302) 737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711.  
Comments can also be submitted online at [www.wilmapco.org/tip](http://www.wilmapco.org/tip). Please call (302) 737-6205 with any questions.



**From:** jdf0000@aol.com [mailto:jdf0000@aol.com]

**Sent:** Monday, February 26, 2018 7:58 PM

**To:** Heather Dunigan

**Subject:** Restore the DART bus hub at Rodney Square - Testimony before WILMAPCO'S Transportation Improvement Process

## Coalition to Keep Bus Service on Rodney Square

The Honorable Tligist Zegeye, Executive Director  
Wilmington Area Planning Council  
850 Library Ave.  
Newark, DE 19711

2/26/2018

Dear Director Zegeye:

I am writing to urge the restoration of the Rodney Square bus hub that was dismantled by DART, with Wilmapco's approval, on December 17, 2017.

Dismantling a bus hub, and removing the bus stops located there, is an action that has never before been done across America.

This testimony is submitted as part of the WILMAPCO Transportation Improvement Process (TIP) public participation efforts which considers, among others, the effects of WILMAPCO'S recommended projects upon low income and minority residents.

Many DART passengers, especially low income, minority residents, senior citizens, children and the disabled, face daily disruption as they endure walking several city blocks to make their new bus connections since the dismantling of the Rodney Square bus hub last December.

Passenger upheaval, traffic congestion, business disruption and pedestrian safety are just a few of the concerns voiced by an overwhelming majority of the participants testifying at the DART Public Hearings held last year and this year on this issue. Hundreds of people opposed the plan to dismantle the Rodney Square hub, 7 supported the dismantling of the hub.

In addition, over 1,000 people signed petitions that were delivered to the Governor on December 15 in opposition to dismantling the Rodney Square bus hub as well as the public comments opposed to this dismantling that were sent to DART's website prior to the public comment deadline.

The Rodney Square bus hub was an essential part of the economic fabric of Wilmington and New Castle County as workers, businesses and shoppers benefited from the ease and convenience of making bus connections in one central location and has seen ridership nearly double since the Rodney Square bus hub was established by then Gov. Mike Castle's administration in 1992.

In 2012, DART attempted to dismantle the Rodney Square bus hub but folded under public opposition to moving the hub to Shipley Street.

One of those groups that opposed the Rodney Square hub dismantling was DART's own Elderly and Disabled Transit Advisory Committee (EDTAC) Chair, Lloyd Schmitz. Schmitz said in 2012 that "The proposed service changes that were presented in April of this year to eliminate the bus stops at Rodney Square in downtown Wilmington were not supported by the EDTAC, as well as many riders that work and transfer to and from buses in Wilmington." (Summer 2012 Getting There, DTC's Customer Newsletter)

In the past DART operated one of the finest transit systems in the country. In 2003, the DART was recognized by American Public Transit Association as operating one of the finest public transit systems in the country, an award given in the category for systems that carry between 4 million and 30 million passengers in North America and demonstrated their achievement in efficiency and effectiveness in many areas of public transit.

Sadly, that recognition is fading fast.

DART's chief executive officer, John Sisson, quoted in a local newspaper, said the dismantling of the Rodney Square bus hub was pursued again after DART received complaints from certain downtown business's as well as pressure from Governor John Carney and Wilmington's Mayor Mike Purzycki.

Rather than be pressured by a few big-shots, DART should operate again as a professional transit system and listen to the thousands of their customers who in survey after survey that the Rodney Square Transit hub should remain.

Please reverse this multi-million dollar fiasco, save the state money and restore the DART bus hub at Rodney Square as part of your Transportation Improvement Process (TIP).

I thank you in advance for your consideration of our request.

Sincerely,

John D. Flaherty  
Coalition to Keep Bus Service on Rodney Square  
302-319-1213

[jdft000@aol.com](mailto:jdft000@aol.com)

BCC: MEDIA, PUBLIC



## Children's Health System

1600 Rockland Road  
Wilmington, DE 19803  
P (302) 298-7600 F (302) 298-7755  
[www.nemours.org](http://www.nemours.org)

February 27, 2018

Heather Dunigan  
Principal Planner  
Wilmington Area Planning Council  
850 Library Avenue, Suite 100  
Newark, DE 19711

Dear Ms. Dunigan:

I am writing to provide comments from Nemours Health & Prevention Services (NHPS) on WILMAPCO's FY 2019-2022 Transportation Improvement Program (TIP).

NHPS is a division of Nemours, one of the nation's largest pediatric health systems, which operates the Alfred I. duPont Hospital for Children in Wilmington, Delaware, and outpatient facilities throughout Delaware, Pennsylvania, New Jersey and Florida. The mission of Nemours is to provide leadership, institutions, and services to restore and improve the health of children through care and programs not readily available, with one high standard of quality and distinction, regardless of the recipient's financial status. As a division of Nemours, NHPS has focused on improving the health outcomes of all of Delaware's children through awareness, prevention programming and collaboration with stakeholders statewide for the past 15 years. NHPS engages in land use and transportation planning processes to represent the importance of promoting children's health and advancing equity.

NHPS supports projects within the FY 2019-2022 TIP that enhance infrastructure for nonmotorized transportation modes and make it safer for residents to walk, bike or use transit. These types of projects improve access, especially for those who cannot drive, including children, senior citizens and non-car households. NHPS lends its support in particular for the "SR 9, New Castle Ave, Landers Lane to A Street" project as it derives from the recommendations of the Route 9 Corridor Land Use and Transportation Plan approved in May 2017. NHPS served on the Steering Committee, currently serves on the Monitoring Committee, and participated throughout the process for developing the Plan. The Plan's recommendations related to transportation, which were informed by data, resident input and the expertise of professionals, represent important improvements to promote health and equity along the corridor.

The Route 9 corridor is in great need of investments to improve safety for pedestrians, bicyclists and transit riders. The Route 9 Corridor Land Use and Transportation Plan notes

Nemours Children's Health System

Nemours/Alfred I. duPont  
Hospital for Children

Nemours BrightStart!

Nemours CareConnect

Nemours Center for  
Children's Health Media

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Nemours Children's Primary Care

Nemours Children's Specialty Care

Nemours Children's Urgent Care

Nemours duPont Pediatrics

Nemours Estate

Nemours Fund for  
Children's Health

Nemours Health &  
Prevention Services

Nemours Office of Policy  
and Prevention

Nemours SeniorCare

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that the corridor has a limited and discontinuous network of bicycle and pedestrian facilities, coupled with a lack of some necessary goods and services, such as supermarkets and healthcare providers. Residents of the neighborhoods along Route 9 need to leave the area to access healthy food options and utilize primary and dental care, which can be challenging for low-income non-car households reliant upon nonmotorized transportation modes. Infrastructure improvements like those outlined in the Route 9 Corridor Land Use and Transportation Plan would improve access for these households by addressing traffic safety and improving interconnectivity. In addition, the key projects for Route 9 referenced in the TIP would work in concert with the improvements planned as part of Safe Routes to School programs at Eisenberg Elementary and McCullough Middle Schools, thus amplifying those investments and ensuring that students and community members have safer walking and biking options.

In closing, please feel free to contact me if NHPS can provide additional information on these comments or data or research to support the connection between nonmotorized transportation improvements and health and equity.

Sincerely,

A handwritten signature in black ink, reading "Kelli O. Thompson". The signature is written in a cursive, flowing style.

Kelli O. Thompson  
Director, Health & Prevention Services  
Value Based Service Organization  
Nemours Children's Health System



# \$2.2 billion of transportation projects proposed: Now you get to sound off

[Karl Baker](#), The News Journal Published 2:22 p.m. ET Feb. 20, 2018 | Updated 3:08 p.m. ET Feb. 20, 2018



(Photo: PROVIDED BY THE DELAWARE DEPARTMENT OF TRANSPORTATION)

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Northern Delaware's regional planning organization wants to hear your opinion about its draft transportation plan, [worth \\$2.2 billion over the next four years](#).

Newly proposed projects include the \$8-million widening of a segment of I-295 and a \$17-million plan to remove vehicle lanes and add bicycle right-of-ways on arterials that connect with New Castle Avenue, south of Wilmington.

The draft plan also includes funding for already planned or ongoing transportation projects, such as the [Newark](#) and [Claymont](#) train stations, the [U.S. 301 tollway](#), and the New Castle-Wilmington bicycle trail, scheduled to open later this year.

A highlight of the bike trail [is a 345-foot wooden bridge across the Christina River](#), which is visible today from I-95.

The Wilmington Area Planning Council, or WILMAPCO, last month [released the plan](#) and will share details of all of its projects at a public meeting on Monday from 4 to 7 p.m. at the Newark Free Library, located at 750 Library Ave.

People interested in commenting on the proposed use of billions of taxpayer dollars can do so at the meeting, [online](#), or by mail to WILMAPCO, 850 Library Ave., Suite 100, Newark, DE 19711.

WILMAPCO is the designated metropolitan planning organization for New Castle and Cecil counties. It is an entity mandated by the federal government to decide where to invest dollars from the U.S. Department of Transportation.

*Contact Karl Baker at [kbaker@delawareonline.com](mailto:kbaker@delawareonline.com) or (302) 324-2329. Follow him on Twitter @kbaker6.*

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## Community News

### **WILMAPCO seeking feedback on upcoming transportation projects**

**By Submitted News**

Posted Feb 20, 2018 at 10:00 PM

More than \$2.2 billion in road, transit, rail, multimodal, bicycle and pedestrian projects in the draft fiscal 2019-22 Transportation Improvement Program will be available for public review and comment at an open house public workshop from 4 to 7 p.m. Feb. 26 at the Newark Free Library, 750 Library Ave.

Representatives from the Wilmington Area Planning Council and Delaware Department of Transportation will be available to answer questions. The TIP, which includes New Castle County, Delaware and Cecil County, Maryland, projects, is a four-year listing of federally-funded transportation investment. Projects range from preserving our existing infrastructure to building new facilities.

#### **New projects:**

- Expand Interstate 295 northbound from state Route 141-U.S. 13.
- Improve Otts Chapel Road/Welsh Tract Church Road intersection traffic operations.
- Realign Shallcross Lake Road between Graylag Road and Boyds Corner Road.
- Improve multimodal travel on state Route 9 from Landers Lane.

#### **Continuing projects:**

- Transit improvements including new rail and bus transit centers in Newark, Claymont and Wilmington; and bus transit park and rides near Christiana Mall and Middletown.
- Road improvements feature bridge preservation and safety projects in Cecil and New Castle counties and highway upgrades along Interstate 295 and U.S. 301.
- Multimodal projects including improvements for driving, walking, bicycling and transit users along U.S. 40, Elkton Road, southern New Castle County roads and city of Wilmington streets.
- Bicycle and pedestrian highlights include completion of the New Castle-Wilmington Jack Markell Trail and pedestrian improvements on U.S. 13 and U.S. 40.

For more information on the TIP, to comment online or to view an interactive map of projects, visit [wilmaco.org/tip](http://wilmaco.org/tip).

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YOU ARE HERE: [Home](#) → WILMAPCO seeks feedback on local transportation projects

## WILMAPCO seeks feedback on local transportation projects

▲ Christ Milligan    February 20, 2018    0 Comment    ● Transportation Improvement Project, wilmington area planning council

The Wilmington Area Planning Council (WILMAPCO) has released the draft of its FY 2019-2022 Transportation Improvement Program for public review and comment.

The organization — which covers New Castle, Delaware and Cecil counties — proposed \$2.2 billion in federally-funded road, transit, rail, multimodal, bicycle and pedestrian projects.

The first open house workshop on the plan will take place Monday, February 26 at the Newark Free Library. WILMAPCO and Delaware Department of Transportation officials will be available to answer questions.

New projects include:

· Expand I-295 northbound from SR 141—US 13

· Improve Otis Chapel Road / Welsh Track Church Road intersection traffic operations

· Realign Shallcross Lake Road between Graylag Road and Boyds Corner Road

· Improve multimodal travel on SR 9 from Landers Lane

Continuing projects include:

· Transit improvements including new rail and bus transit centers in Newark, Claymont and Wilmington, and bus transit park & rides near Christiana Mall and Middletown

· Road improvements feature bridge preservation and safety projects in Cecil and New Castle counties and highway upgrades along I-295 and US 301

· Multimodal projects including improvements for driving, walking, bicycling, and transit users along US 40, Elkton Road, southern New Castle County roads, and City of Wilmington streets

· Bicycle and pedestrian highlights include completion of the New Castle-Wilmington Jack Markell Trail and pedestrian improvements on US 13 and US 40

More information is available at: [www.wilmapco.org/tip](http://www.wilmapco.org/tip).

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You are  
invited

# WILMAPCO and DeIDOT Public Workshop

**Have a say in how  
your tax dollars are  
spent!**

You are invited to share your thoughts on transportation projects proposed for funding in New Castle and Cecil Counties.

Please join WILMAPCO  
and DeIDOT for a  
Public Workshop

**Monday, February 26, 2018**

Newark Free Library  
750 Library Ave., Newark  
4 - 7 PM

To learn more, please visit  
**[www.wilmapco.org/tip](http://www.wilmapco.org/tip)**.



Wilmington Area Planning Council (WILMAPCO) and Delaware Department of Transportation (DeIDOT) invite you to review road, bus, rail, bicycle and pedestrian transportation projects proposed for funding in New Castle County, DE and Cecil County, MD. To learn more, call (302) 737-6205, e-mail [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org), or visit [www.wilmapco.org/tip](http://www.wilmapco.org/tip).



# 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.wilmapco.org](http://www.wilmapco.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, DelDOT and MDOT host many public events on individual plans and projects
- Call us or E-mail comments to [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org)



## WHAT'S NEW:

Draft TIP is available for comment  
from January 22—February 28, 2018

G - 21

### NEXT PUBLIC WORKSHOP:

**FEBRUARY 26, 2018**

Visit the Newark Free Library between 4—7 p.m.  
750 Library Ave, Newark, DE 19711

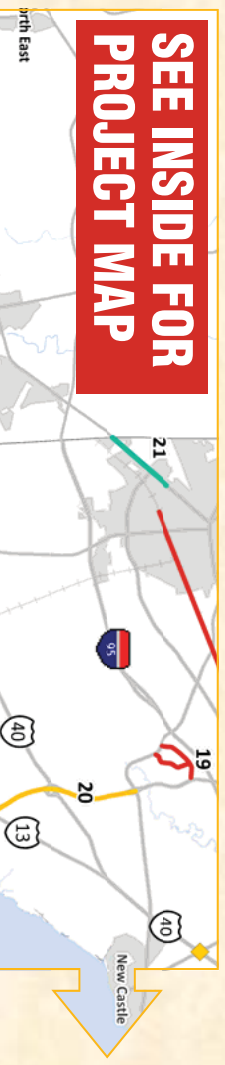
- Contains \$2.2 billion in road, transit, rail, multimodal & bicycle/pedestrian projects, 6% more than the TIP approved in September 2017
- Proposes four new projects:
  - Expand I-295 northbound from SR 141—US 13
  - Improve Otts Chapel Road / Welsh Track Church Road intersection
  - Relocate Shallcross Lake Road between Graylag Road and Boyds Corner Road
  - Improve multimodal travel on SR 9 from Landers Lane—A Street

- Transit improvement highlights—
  - New rail and bus transit centers in Newark, Claymont and Wilmington
  - Bus transit park & rides near Christiana Mall and Middletown
- Road improvement highlights—
  - Bridge preservation and safety projects in Cecil and New Castle counties
  - Highway projects including I-295 and US 301
  - Multimodal projects including US 40, Elkton Road, southern New Castle County roads, and City of Wilmington streets
- Bicycle and pedestrian highlights—
  - New Castle-Wilmington Jack Markell Trail completion
  - Pedestrian improvements on US 13 and US 40



**WILMINGTON AREA PLANNING COUNCIL**  
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[WWW.WILMAPCO.ORG/TIP](http://WWW.WILMAPCO.ORG/TIP)

SEE INSIDE FOR  
PROJECT MAP



# WILMAPCO TIP QUICK GUIDE

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

## How is the TIP Funded?

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

<b>\$1,093 million</b> <b>Delaware/Maryland</b> <b>50%</b>	<i>Delaware/Maryland funds from fuel taxes, tolls, motor vehicle and other fees, &amp; bonds</i>
<b>\$1,017 million</b> <b>federal</b> <b>46%</b>	<i>Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)</i>
<b>\$95 million other 4%</b>	<i>Other funding comes from local funds, developer contributions, toll bonds, and grants</i>

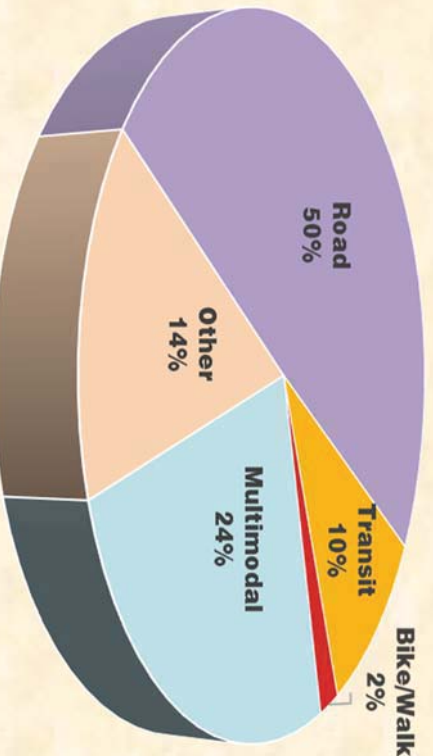
## Where are the projects?

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.

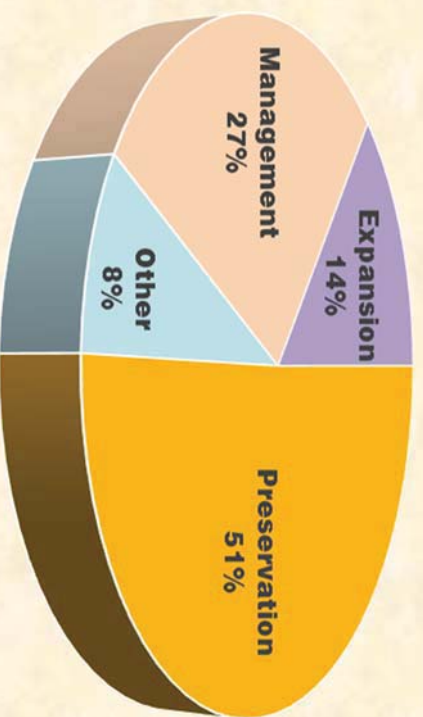
<b>Cecil County 4%</b>	<i>The TIP document is grouped by Cecil County, New Castle County, and Delaware Statewide. Delaware Statewide contains funding for all counties in Delaware and projects do not specify amounts for New Castle County, for example Engineering and Contingency</i>
<b>New Castle County 38%</b>	
<b>Delaware Statewide 58%</b>	

## What Types of Projects are in the TIP?

### Projects by Mode



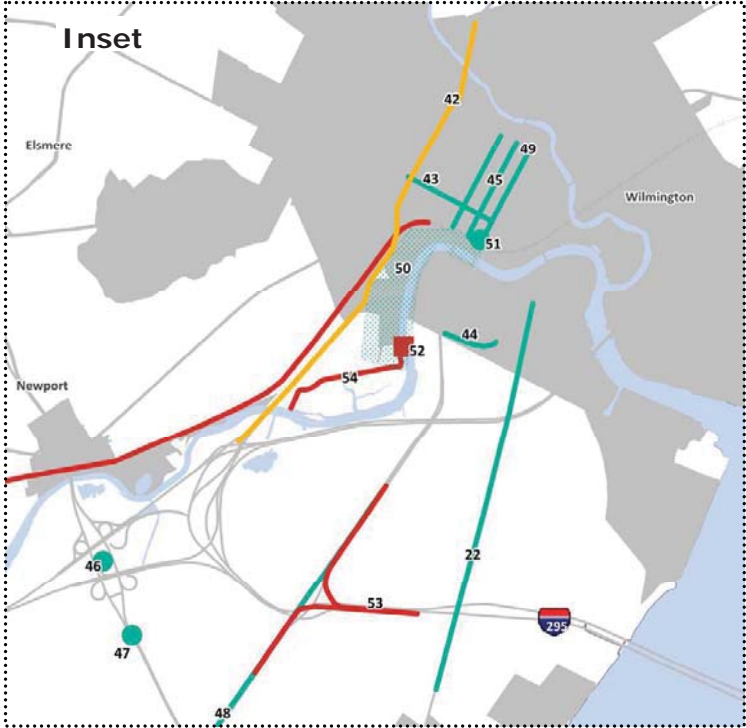
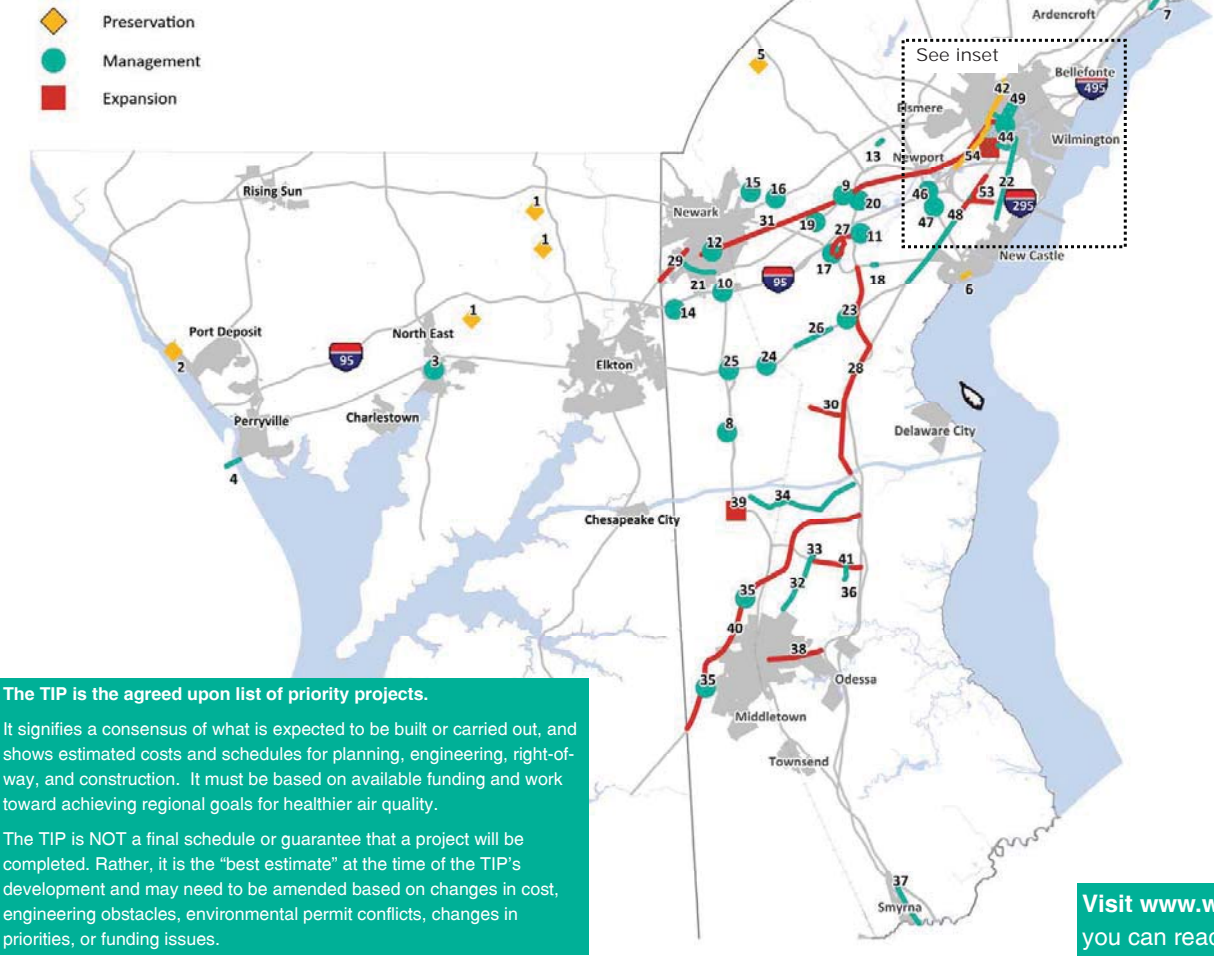
### Projects by Category



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

**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

DRAFT Projects in FY 2019-2022 TIP



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

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

ID	Project	ID	Project	ID	Project	ID	Project	ID	Project
1	Cecil County Bridge Painting	12	Newark Train Station	23	US 40 / SR 7 Intersection	34	Lorewood Grove Rd	45	King & Orange Sts: MLK - 13th
2	MD 222 Bridge over Rock Run	13	Old Capital Trail: Newport Rd - Stanton Rd	24	US 40 / SR 72 Interchange	35	Middletown Park and Ride	46	SR 141/I-95 Interchange
3	MD 272 Bridge over Amtrak	14	Otto Chapel Rd / Welsh Tract Church Rd	25	US 40 / SR 896 Interchange	36	Shallcross Lake Rd: Graylag Rd - Boyds Corner Rd	47	SR 141: I-95 - Jay Dr
4	Susquehanna River Bridge Replacement	15	Possum Park & Old Possum Park Intersection	26	US 40: Salem Church Rd - Walther Rd	37	US 13: Duck Creek - SR 1	48	US 13: US 40 - Memorial Dr Pedestrian
5	Little Baltimore Pike	16	SR 2 / Red Mill Road	27	Road A/SR 7	38	SR 299: SR 1 to Catherine Street	49	Walnut St: Front to 13th St.
6	SR 9, River Road Flood Remediation	17	SR 273 / Chapman Rd	28	SR 1: Roth Bridge to SR 273	39	SR 896 / Bethel Church Interchange	50	Wilmington Riverfront Program
7	Claymont Train Station	18	SR 273: Appleby Rd - Airport Rd	29	SR 2, Elkton Road: MD Line to Casho Mill Rd	40	US 301: Maryland Line to SR 1	51	Wilmington Transit Center
8	Denny Rd / Lexington Parkway	19	SR 4 / Harmony Rd	30	SR 72: McCoy Road - SR 71	41	Boys Corner Rd: Cedar Lane to US 13	52	Christina River Bridge
9	Fairplay Train Station	20	SR 4 / SR 7	31	Third Rail Track Expansion, Newark - Wilmington	42	I-95: I-495 - North of Brandywine River	53	I-295 Improvements
10	I-95 & SR 896 Interchange	21	SR 4: SR 2 - SR 896	32	Cedar Ln: Marl Pit Rd - Boyds Corner Rd	43	4th St: Walnut St - I-95	54	NCC Industrial Track Greenway, Phase III
11	NCC Transit Center	22	SR 9: Landers Ln - A St	33	Jamison Corner Rd: Relocated to Boyds Corner Rd	44	Garasches Lane		





# APPENDIX H

## Performance Measure Targets and Reporting



# Safety Performance Target Setting

In compliance with the FHWA's 23 CFR Part 490, Subpart B - National Performance Management Measures for the Highway Safety Improvement Program (HSIP), the following is a summary of WILMAPCO, DelDOT and Maryland targets to meet or make significant progress toward the five required safety performance goals. The targets were set by the DOTs in August 2017 and WILMAPCO has opted to adopt and support the statewide targets set both DOTs.

Methodology: Both states have adopted the Toward Zero Deaths (TZD) approach. TZD is a data-driven effort to reduce fatalities and serious injuries by developing strong leadership in organizations that directly impact highway safety. For consistency with the 2015 Strategic Highway Safety Plan (SHSP), DelDOT and Office of Highway Safety (OHS) agreed to use the SHSP annual targets as the basis for developing Delaware's 2018 targets for each safety measure. Annually, Delaware's an additional reduction of at least 3 fatalities and 15 serious injuries over the previous year to achieve a 50% reduction by 2035. In Maryland the annual targets for each of the measures are set using an exponential trend line connecting the historical data to the 2030 goal found in their SHSP.

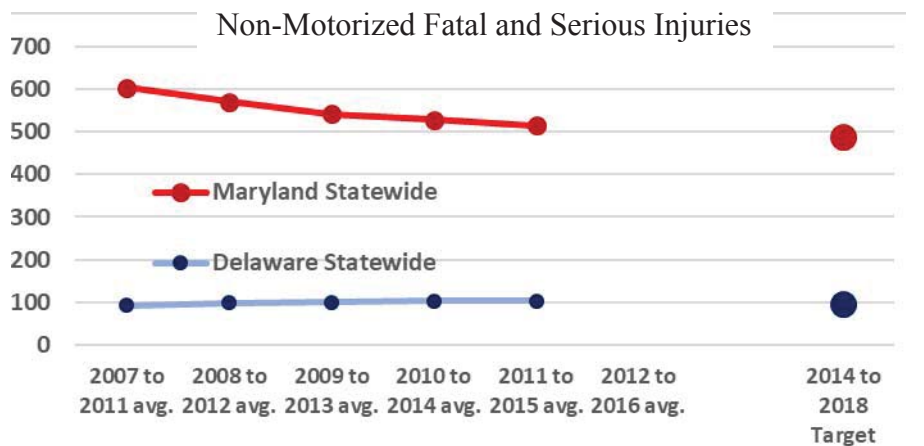
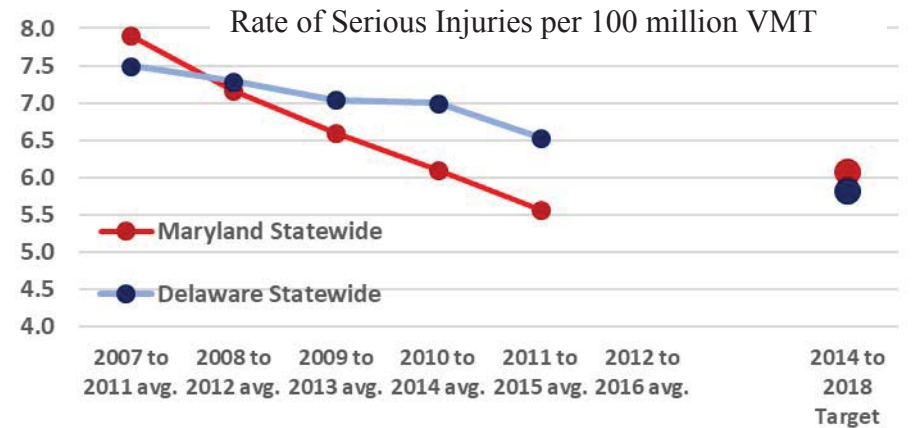
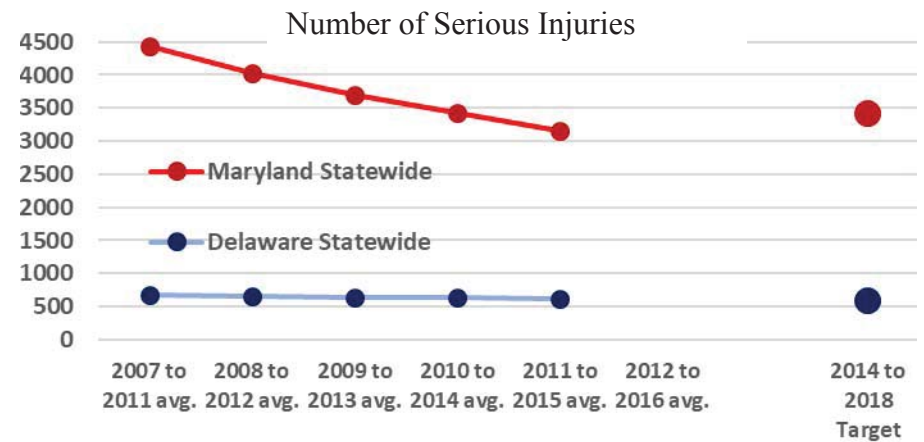
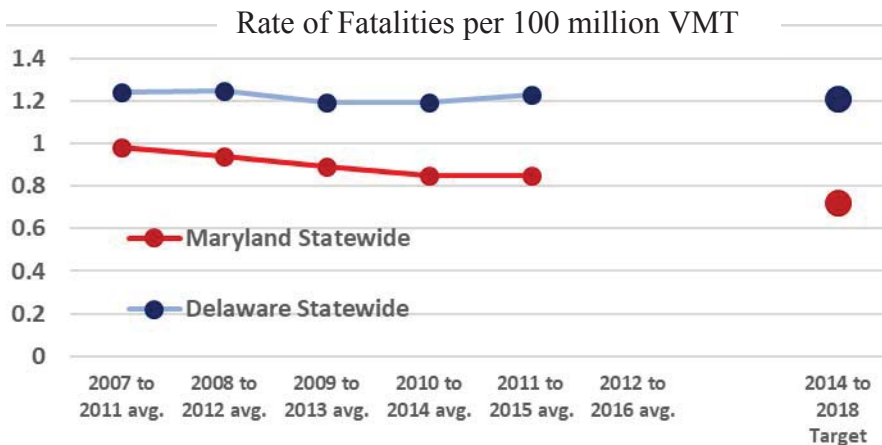
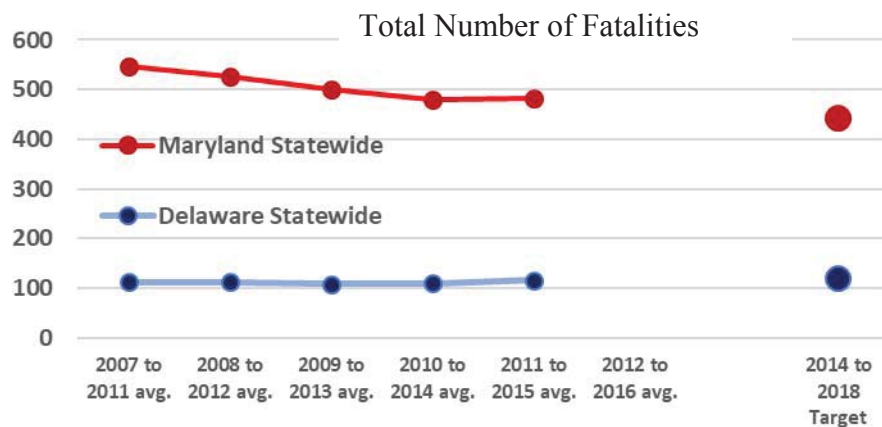
The chart shows the Delaware and Maryland established statewide targets (2014-2018, 5 year rolling averages) for each of the five measures. Once 2018 Fatality Analysis Reporting System (FARS), Highway Performance Monitoring System (HPMS), and FARS Annual Report File (ARF) data becomes finalized (December 2019) it will be compared to these targets to determine whether Delaware, Maryland, and WILMAPCO and MPOs have met or made significant progress toward our crash reduction targets.

Details on the HSIP projects included in the TIP can be found on page 2-15.

State/MPO Established Safety Targets*	Maryland	Delaware
Number of Fatalities	442.0	120.2
Rate of Fatalities per 100 million VMT	0.72	1.208
Number of Serious Injuries	3,422.0	578.6
Rate of Serious Injuries per 100 million VMT	6.08	5.822
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	488.0	94.2

\* Projected 2014-2018 5-year rolling averages

The following charts show the historical trends composed of 5-year rolling averages, 2018 HSIP baseline figures and 2014-2018 targets for all five safety performance measures. Figures include all injuries and fatalities which occurred on all public roads.





# APPENDIX I

## INDEX



Advanced Traffic Mitigation for I-95 Viaduct and Brandywine River Bridge	2	-	4
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AREAWIDE BRIDGE REPLACEMENT AND REHABILITATION	3	-	1
AREAWIDE CONGESTION MANAGEMENT	3	-	8
AREAWIDE ENVIRONMENTAL PROJECTS	3	-	2
AREAWIDE RESURFACING AND REHABILITATION	3	-	3
AREAWIDE SAFETY AND SPOT IMPROVEMENTS	3	-	4
AREAWIDE URBAN STREET RECONSTRUCTION	3	-	5
Beech St Facilities Renovation	2	-	6
Beech St Maintenance Building	2	-	6
Beech Street Generator	2	-	6
Bicycle, Pedestrian and Other Improvements	1	-	18
Bicycle, Pedestrian and Other Improvements	1	-	18
Bridge Inspection Program	1	-	19
Bridge Management	1	-	19
Bridge Painting, New Castle County, 2016	2	-	1
BRIDGE PRESERVATION PROGRAM & BRIDGE Painting	1	-	2
BRIDGE STRUCTURE REHABILITATION, New Castle County	2	-	1
Bus Shelter Glass Replacement	1	-	14
Bus Stop ADA Accessibility	1	-	14
Bus Stop Improvement Program	1	-	14
CAD/AVL	1	-	16
CAD/AVL Modem Upgrade	1	-	14
CAD/AVL System and Trapeze Upgrade	1	-	14
Call Center Recorder and Upgrade	1	-	14
Cantilever and Overhead Sign Structures, Open End, FY16-18 - M0E1 - National Highway Performance Program (MAP-21 Ext.), 2001 - National Highway Performance Program (FAST), L01R - Interstate Maintenance, L01E - Interstate Maintenance, M0E1 - National Highway Performance Program, 2001 - National Highway Performance Program, L010 - Interstate Maintenance, M001 - National Highway Performance Program	2	-	3
Cecil County Bridge Painting	3	-	6
Cecil County Transportation Alternatives Program	3	-	9
Cedar Lane Road and Marl Pit Road Intersection Improvements	2	-	22
Christina Crescent Elevators	2	-	32
Christina River Bridge	2	-	41
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Churchman's Crossing Fairplay Station Elevator	2	-	47
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City of Wilmington Bus Stop Beautifications	2	-	32
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Control Center Dispatch Statewide	1	-	14
Corridor Capacity Preservation	1	-	20
Corridor Capacity Preservation	1	-	20
Dam Preservation Program	1	-	7
DART 1 Roof Replacement	2	-	6
DART I Bus Vacuum	2	-	6
DART Parking Lot 4 Paving	2	-	6
Denny Road and Lexington Parkway Intersection Improvements	2	-	12
Disadvantaged Business Enterprise Supportive Services Program	1	-	26
D-Marc Beech Street	2	-	6
DMV Mainframe Modernization Project FY2013	1	-	26
DMV Toll Equipment Upgrade	1	-	26
Drainage Improvements, Interstate, North, Open End FY18-FY20	2	-	3
Drainage Improvements, Interstate, North, Open End FY18-FY20 - Exp	2	-	3
DTC Automated Timesheet and Absence Tracking	1	-	14
Education and Training	1	-	31
Elkton Road, MD Line to Casho Mill Road	2	-	24
Engineering and Contingency	1	-	31
Enterprise Document Management	1	-	26
Environmental Improvements	1	-	31
EQUIPMENT	1	-	8
Fare Collection Improvements	1	-	16
Federal Land Access Program	1	-	32
Fuel Management Software System	1	-	14
Future Safety Program 80/20	1	-	24
Future Safety Program 90/10	1	-	24
Garasches Lane, Wilmington	2	-	13
Hazard Elimination Program	1	-	24
Heavy Equipment Program	1	-	8
HEP NCC, SR 273 and Red Mill Road Connector Intersection Improvements	2	-	16
HEP NCC, SR41 and Faulkland Road Intersection	2	-	16
High Risk Rural Roads Program	1	-	24
Highway SAFETY Improvement Program - New Castle County	2	-	15
highway Safety Improvement Program, New Castle County	2	-	14
Highway Use Tax Evasion Grant	1	-	26
Howell School Road Landscaping	2	-	17
HSIP NCC, I-95, N213 Carr Road & N3, Marsh Road Interchange Improvements	2	-	16
HSIP NCC, N282, Mill Creek Road and Stoney Batter Road Intersection	2	-	16
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	2	-	17

HSIP NCC, Old Baltimore Pike and Salem Church Road	2	-	16
HSIP NCC, SR 273 and Harmony Road Intersection Improvement	2	-	16
HSIP NCC, SR 273, Appleby Road to Airport Road	2	-	26
I-295 IMPROVEMENTS	2	-	2
I-295 Improvements, Westbound from I-295 to US 13	2	-	2
I-295 Northbound from SR141 to US 13	2	-	2
I-95 and SR141 Interchange, Ramps G & F Improvements	2	-	23
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I-95/I-295/I-495 Interstate High Mast Lighting Improvements	2	-	3
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Intersection Improvements	1	-	21
Interstate Maintenance	2	-	3
Interstate Maintenance Drainage Repair, FY14-FY16, Open-End	2	-	3
Inventory Bar coding	1	-	14
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Jamison Corner Road Relocated at Boyds Corner Road	2	-	22
Job Access Reverse Commute (JARC) Program	1	-	16
Justison Landing	2	-	41
Lighting Enhancements, Interstate, Open End, FY18-FY19	2	-	3
Lighting Enhancements, Interstate, Open End, FY18-FY19 – Exp	2	-	3
Lighting Replacement, Interstate, Open End, FY15-FY16	2	-	3
Little Baltimore Road Drainage Improvements	2	-	37
Local Transportation Assistance Program	1	-	32
Maintenance Equipment and Tools (Transit) Program	1	-	16
Manor Avenue Sidewalk Improvements	2	-	10
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Materials and Minor Contracts	1	-	9
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Metropolitan Planning Organization / FHWA/FTA	1	-	32
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Mileage Based User Fee	1	-	26
Monroe Street Oil Tanks Upgrade to AST	2	-	6
MUNICIPAL STREET AID	1	-	10
Municipal Street Aid	1	-	10
MUTCD Compliance Program	1	-	30
Myrtle Avenue Sidewalk Improvements	2	-	10

N15, Boyds Corner Road, Cedar Lane Road to US 13	2	-	22
N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	2	-	22
N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	2	-	22
NCC Transit Center	2	-	31
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Newark Regional Transportation Center, Parking Lot & Access Rd	2	-	47
Newark Regional Transportation Center, Planning and Design	2	-	47
Newark Regional Transportation Center, Platform and Pedestrian Bridge	2	-	47
Newark Regional Transportation Center, Station Building	2	-	47
Northeast Corridor Allocation Policy	2	-	47
Northeast Corridor Improvements Yard to Ragan, Civil, Structural	2	-	47
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On the Job Training / Supportive Services	1	-	26
Otts Chapel Road and Welsh Track Road Intersection Improvements	2	-	19
Otts Chapel Road and Welsh Track Road Intersection Improvements	2	-	19
Paratransit Replacement Buses FY15 (26)	1	-	16
Paratransit Replacement Buses FY17 (77)	1	-	16
Paratransit Replacement Buses FY18 (55)	1	-	16
Paratransit Vans FY18 (6)	1	-	16
Park & Ride Hub Restrooms	1	-	14
PAVING AND REHABILITATION PROGRAM	1	-	11
Pedestrian ADA Accessibility	1	-	32
Planning	1	-	31
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Possum Park Road and Old Possum Park Road Intersection Improvements	2	-	20
Preventive Maintenance - New Castle County	2	-	8
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Rail Preservation	1	-	12
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Rehabilitation of I-95 from I-495 to Wilmington Viaduct	2	-	4
Rideshare Program / Trip Mitigation	1	-	30
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Riverfront Initiatives Development	2	-	41
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Shallcross Lake Road Relocated, Graylag Rd to Boyds Corner Rd	2	-	22
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Signage and Pavement Markings	1	-	25
Slope Stabilization	1	-	13
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SR 2 and Red Mill Road	2	-	25
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SR 273 / Chapman Road Intersection Improvements	2	-	27
SR 273 / Chapman Road Intersection Improvements	2	-	27
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SR 72, McCoy Road to SR 71	2	-	51
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Transit Vehicle Replacement (2) 40' Low Floor FY17	2	-	8
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