

# 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  $\frac{1}{4}$  to  $\frac{1}{2}$  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 (NO<sub>x</sub>) 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/>

# Wilmington Area Planning Council

850 Library Avenue, Suite 100  
Newark, Delaware 19711  
302-737-6205; Fax 302-737-9584  
From Cecil County: 888-808-7088  
e-mail: [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org)  
web site: [www.wilmapco.org](http://www.wilmapco.org)

## WILMAPCO Council:

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

**Robert J. Alt**  
*Mayor of Elkton*

**Jennifer Cohen**  
*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**

## RESOLUTION

**BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)  
TO AMEND THE NEW CASTLE COUNTY AND DELAWARE STATEWIDE  
ELEMENTS OF THE FY 2019-2022 TRANSPORTATION IMPROVEMENT  
PROGRAM INCLUDING USE OF URBAN SURFACE TRANSPORTATION  
PROGRAM, CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT  
PROGRAM, TRANSPORTATION ALTERNATIVES PROGRAM, FTA  
URBANIZED AREA, AND FTA 5310 PROGRAM FUNDS**

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

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

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

**WHEREAS**, the amendments have undergone appropriate technical review and been found to be air quality conforming; and

**WHEREAS**, the projects to be amended 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 New Castle County portion of the Statewide Capital Transportation Program for Delaware; and

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

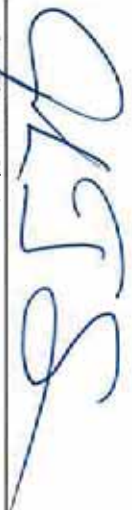
**WHEREAS**, the public had the opportunity to comment on the Draft FY 2019-2022 TIP amendments; and

**WHEREAS**, the MPO has determined that the amendments are financially constrained, as directed by 23 CFR 450.324; 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 amend the FY 2019-2022 TIP including Air Quality Conformity and proposed use of Urban STP, CMAQ, FTA Urbanized Area, FTA 5310, and TAP Funds for FY 2019 projects.

*September 13, 2018*  
Date:

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

**WILMAPCO**

*Partners with you in transportation planning*

# Wilmington Area Planning Council

850 Library Avenue, Suite 100  
Newark, Delaware 19711  
302-737-6205; Fax 302-737-9584  
From Cecil County: 888-808-7088  
e-mail: [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org)  
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Mayor of Newport

**WILMAPCO Executive Director**  
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## RESOLUTION

**BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)  
APPROVING THE RELEASE OF THE DRAFT AMENDMENTS TO THE NEW  
CASTLE COUNTY AND DELAWARE STATEWIDE ELEMENTS OF THE  
FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM INCLUDING  
USE OF URBAN SURFACE TRANSPORTATION PROGRAM, CONGESTION  
MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM,  
TRANSPORTATION ALTERNATIVES PROGRAM, FTA URBANIZED AREA,  
AND FTA 5310 PROGRAM FUNDS**

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

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

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

**WHEREAS**, the amendments have undergone appropriate technical review and been found to be air quality conforming; and

**WHEREAS**, the projects to be amended 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 New Castle County portion of the Statewide Capital Transportation Program for Delaware; and

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

**WHEREAS**, the 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 amendments are financially constrained, as directed by 23 CFR 450.324; 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 releasing the draft amendments to the FY 2019-2022 TIP including Air Quality Conformity and proposed use of Urban STP, CMAQ, FTA Urbanized Area, FTA 5310, and TAP Funds for FY 2019 projects, for a public review period beginning when complete information about the final CTP has been received and related analysis has been completed.

*July 12, 2018*  
Date:

  
John Sisson, Chairperson  
Wilmington Area Planning Council

**WILMAPCO**

# Wilmington Area Planning Council

850 Library Avenue, Suite 100  
Newark, Delaware 19711  
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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*



# Wilmington Area Planning Council

850 Library Avenue, Suite 100  
Newark, Delaware 19711  
302-737-6205; Fax 302-737-9584  
From Cecil County: 888-808-7088  
e-mail: [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org)  
web site: [www.wilmapco.org](http://www.wilmapco.org)

## WILMAPCO Council:

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

**Robert J. Alt**  
Mayor of Elkton

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

**Connie C. Holland**  
Delaware Office of State Planning  
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**Alan McCarthy**  
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**Matthew Meyer**  
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**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

## 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: March 8, 2018

  
John Sisson, Chairperson  
Wilmington Area Planning Council

**WILMAPCO**

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

## WILMAPCO Council:

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Mayor of Wilmington

**Michael Spencer**  
Mayor of Newport

**WILMAPCO Executive Director**  
Tigist Zegeye

## 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: March 8, 2018

  
John Sisson, Chairperson  
Wilmington Area Planning Council

**WILMAPCO**

*Partners with you in transportation planning*

# **METROPOLITAN TRANSPORTATION PLANNING PROCESS** **SELF-CERTIFICATION**

(To be submitted with each Metropolitan Transportation Improvement Program)

The Maryland and 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.

**Wilmington Area Planning  
Council**

**Maryland Department of  
Transportation**

**Delaware Department of  
Transportation**

  
Signature

  
Signature

  
Signature

Tigist Zegeye  
Printed Name

Pete K. Rahm  
Printed Name

Jennifer L. Cohan  
Printed Name

Executive Director  
Title

Secretary  
Title

Secretary  
Title

3-8-18  
Date

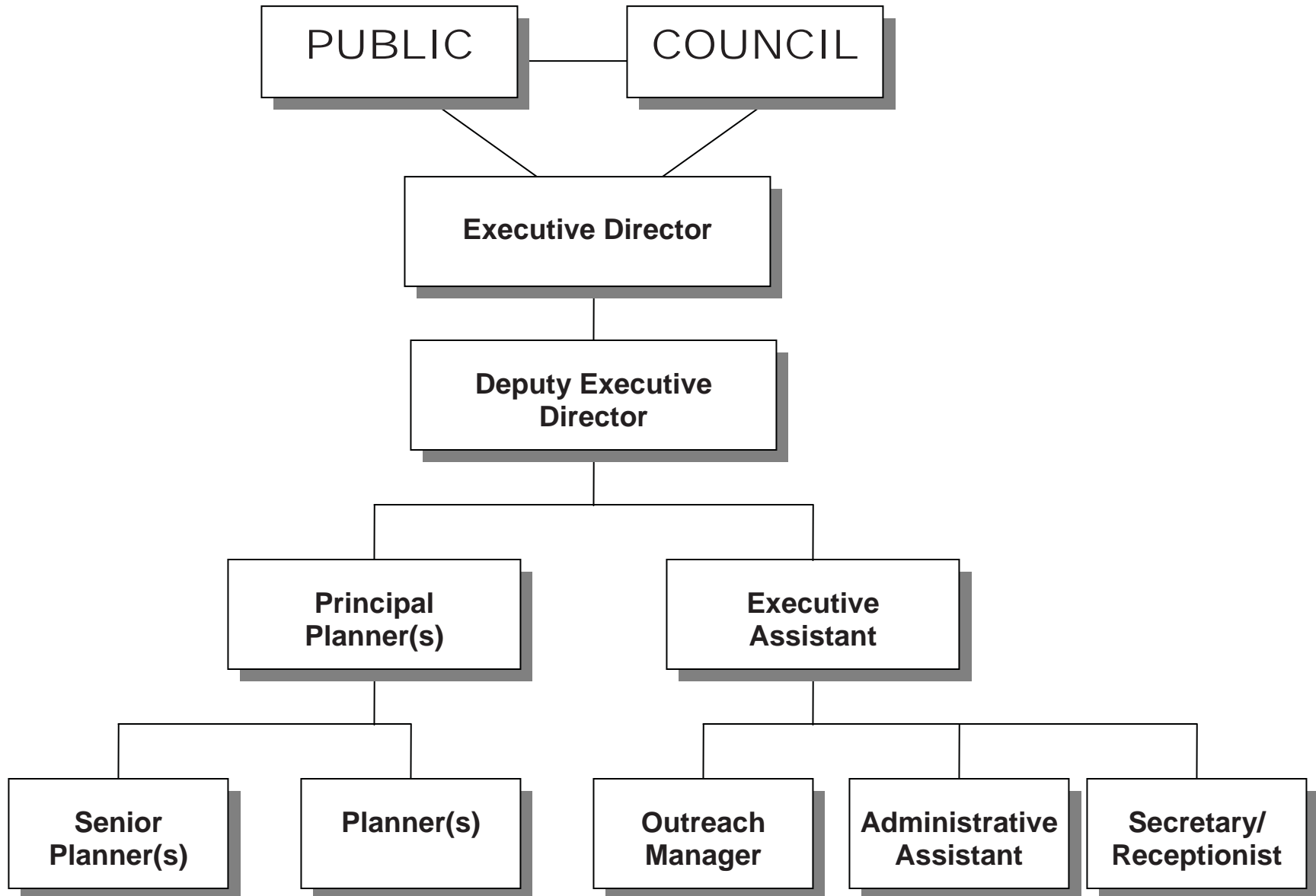
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Date

3-27-18  
Date

**WILMAPCO**

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

## Financial Plan and WILMAPCO Annual Listing of Obligated Projects

### Local Funding:

Local funding comes from municipal and private contributions.

### Federal Funding:

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

*FHWA funds include:*

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

## Financial Plan and WILMAPCO Annual Listing of Obligated Projects

*FTA funds include:*

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

### FY 2019-2022 Estimated Spending Summary

<i>All \$ x 1000</i>		State		Federal		Other		TOTAL
		Funds	Percent	Funds	Percent	Funds	Percent	
Delaware Statewide Element	2019	266,945.5	66%	136,763.2	34%	2,337.9	1%	406,046.7
	2020	228,226.6	68%	107,266.4	32%	1,628.6	0%	337,121.6
	2021	210,849.4	69%	95,085.1	31%	1,632.7	1%	307,567.2
	2022	204,962.5	66%	104,769.0	34%	1,632.7	1%	311,364.2
	TOTAL	910,984.1	67%	443,883.7	33%	7,231.9	1%	1,362,099.7
New Castle County Element	2019	89,667.7	25%	244,578.8	67%	31,529.3	9%	365,775.8
	2020	80,828.5	30%	150,226.0	56%	37,371.4	14%	268,426.0
	2021	71,389.1	33%	145,320.9	67%	1,300.0	1%	218,009.9
	2022	30,335.1	28%	76,601.2	71%	1,300.0	1%	108,236.3
	TOTAL	272,220.3	28%	616,727.0	64%	71,500.7	7%	960,448.0
Cecil County Element	2019	5,164.0	20%	20,267.9	78%	554.7	2%	25,986.6
	2020	4,984.0	20%	19,086.0	78%	323.0	1%	24,393.0
	2021	4,132.0	20%	16,432.0	79%	350.0	2%	20,914.0
	2022	5,134.0	19%	20,743.8	77%	1,028.5	4%	26,906.3
	TOTAL	19,414.0	20%	76,529.7	78%	2,256.2	2%	98,199.9
Combined Total	2019	361,777.2	45%	401,610.0	50%	34,421.9	4%	797,809.1
	2020	314,039.2	50%	276,578.4	44%	39,323.0	6%	629,940.6
	2021	286,370.5	52%	256,837.9	47%	3,282.7	1%	546,491.1
	2022	240,431.6	54%	202,114.0	45%	3,961.2	1%	446,506.8
	TOTAL	1,202,618.5	50%	1,137,140.3	47%	80,988.8	3%	2,420,747.6

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	577	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	455	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

	State Authorization	Federal Authorization	Other Funding	FY 2019 Authorization
<b>ROAD SYSTEM</b>				
<b>Expressways</b>				
I-95 and SR 886 Interchange	\$800,000	\$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	4,800,000		6,500,000
U.S. 301 GAR/VEE 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	200,000		420,000
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th	1,000,000	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
Lookerman Street / Forest Street	200,000			200,000
HEP, KC, US13, Lochmesth Way to Punchon 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	5,900,000			5,900,000
Corridor Capacity Preservation	1,000,000			1,000,000
HSIP Projects (NCC & SC)	605,983	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	2,800,000	\$1,000,000	\$250,000	\$1,250,000
N15, Boyds Corner Road, Cedar Lane Road to U.S. 13	50,000			50,000
N412, Lorewood Grove Road, Rd 412A to SR 1	1,700,000			1,700,000
Cedar Lane Road and Marl Pt Road Intersection Improvements		5,000,000		5,000,000
Christina River Bridge Approaches		10,892,680		10,892,680
Slope Stabilization	2,500,000			2,500,000
HSIP Projects (KC)	25,000	225,000		250,000
<b>Subtotal Locals</b>	<b>\$7,075,000</b>	<b>\$17,117,680</b>	<b>\$250,000</b>	<b>\$24,442,680</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	311,749	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	0	444,336		444,336
<b>Subtotal Other</b>	<b>\$115,337,526</b>	<b>\$43,885,407</b>	<b>\$600,000</b>	<b>\$159,822,933</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	296,500	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>



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

JENNIFER COHAN  
SECRETARY

July 16, 2018

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

Dear Ms. Zegeye:

Pursuant to the adoption of Wilmington Area Planning Council's (WILMAPCO) Fiscal Year 2019 - 2022 TIP and the Delaware Department of Transportation's Fiscal Year 2019 - 2022 STIP, I am recommending programming Federal funds for Fiscal Year 2019 projects as follows:

**Surface Transportation Block Grant Program (STBG) (Population over 200,000) (ZZ30)**

<b>Project</b>	<b>Amount</b>
Little Baltimore Road Drainage Improvements	\$1,600,000
Christina River Bridge Approaches	\$8,706,546
Christina River Bridge	\$3,000,000
Bridge Preservation (BR 1-022; 1-148; 1-251; 1-302; 1-714)	\$4,660,000
Bridge Painting, New Castle County	\$3,200,000
<b>Total:</b>	<b>\$21,166,546</b>

**FTA Urbanized Area (\$307)**

<b>Project</b>	<b>Amount</b>
Preventive Maintenance - New Castle County	\$5,200,000
Claymont Station	\$3,400,000
NCC Transit Center	\$800,000
Transit Vehicle Replacement (22) 40' Low Floor Buses NCC FY20	\$6,931,800
Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20	\$3,530,880
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13 <sup>th</sup> St	\$1,050,000
Beech Street Maintenance Building	\$2,400,000
<b>Total</b>	<b>\$23,312,680</b>



July 12, 2018

**Congestion Mitigation/Air Quality (CMAQ) (Z400)**

**Project**  
 Statewide Rideshare – Transportation Management Improvements  
 Statewide Bicycle and Pedestrian Improvements  
 Elktion Road – MD Line to Casho Mill Rd  
 Statewide Transportation Management Improvements  
**Total**

**Amount**  
 \$360,000  
 \$3,931,708  
 \$3,000,000  
 \$2,544,000  
**\$9,835,708**

**FTA Elderly and Persons with Disabilities (5310)**

**Project**  
 Statewide Transit Vehicle Replacement  
**Total**

**Amount**  
 \$458,596  
**\$587,943**

**Transportation Alternatives Program (Z300, Z301, 5307)**

**Project**  
 Statewide Transportation Alternatives (FHWA)  
 Transportation Alternatives Wilmington Urbanized Area (FTA)  
**Total**

**Amount**  
 \$2,081,957  
 \$160,000  
**\$2,241,957**

We respectfully request your approval by way of signature on this document. If you have any questions, please contact me at (302) 760-2679.

Sincerely,

APPROVED:

  
 Tigist Zegeye  
 Executive Director

  
 Michael McConnell  
 Budget & Program Analyst, Finance

cc: Mary Ridgeway, Division Administrator, FHWA

Theresa Garcia Crews, Regional Administrator, FTA

Jennifer Cohan, Secretary

Lanie Thornton, Director, Finance

Anne Brown, Assistant Director, Finance

Robert McCleary, Director, Transportation Solutions

Shante Hastings, Director, Policy &amp; Performance

Drew Boyce, Director, Planning

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

	A	B	C	D	E	F	G	J	M
1				<b>FY 2019 FHWA OBLIGATIONAL PLAN</b>					
2				7/17/2018					
3	STATE	PROGRAM		STBG Program - Urbanized Areas With Population Over 200K					FUNDS
4	PROJECT	FEDERAL	APPORT	PROJECT				FED \$	TO BE
5	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>PROGRAM NAME</u>	<u>AUTH</u>	<u>OBLIGATED</u>
6	T201807701		Z230	BRIDGE PAINTING, NEW CASTLE COUNTY, FY20	CONS	ADDED 1.24.18	BR PAINT	3,200,000.00	3,200,000.00
7	05-10006		Z230	BRIDGE PRESERVATION		UPDATED 3.28.18	Bridge Pres	140,000.00	140,000.00
8	T201807103		Z230	BR 1-022 AND BR 1-525 ON SHARPLEY ROAD	CONS	UPDATED 5.7.18	Bridge Pres	720,000.00	720,000.00
9	T201507405		Z230	BR 1-148A&B ON N330 GREENBANK ROAD OVER RED CLAY CREEK	CONS	UPDATED 12.26.17	Bridge Pres	720,000.00	720,000.00
10	T201507406	1,440,000.00	Z230	BR 1-251 ON N355 HARMONY ROAD OVER WHITE CLAY CREEK	CONS	UPDATED 10.25.16	Bridge Pres	2,400,000.00	2,400,000.00
11	T201607103		Z230	BRIDGE REPLACEMENTS ON SR9, BR 1-302 OVER TOM CREEK AND BR 1-304 OVER GAMBLES GUT	CONS	UPDATED 3.28.18	Bridge Pres	640,000.00	640,000.00
12	T201507402	40,000.00	Z230	BR 1-714 ON N347 CHAPMAN ROAD OVER I-95	ROW	UPDATED 07.27.16	Bridge Pres		40,000.00
13	T200512102		Z230	CHRISTINA RIVER BRIDGE APPROACHES	CONVERT	UPDATED 6.26.18 FOR AWARD OF PROJECT		8,706,545.51	8,706,545.51
14	T201612101		Z230	CHRISTINA RIVER BRIDGE SECOND CONTRACT	CONVERT	UPDATED 5.9.18 FOR CTP		3,000,000.00	3,000,000.00
15	T201404101	1,600,000.00	Z230	LITTLE BALTIMORE ROAD DRAINAGE IMPROVEMENTS	CONS	UPDATED 7.27.16 Moved to FY19			1,600,000.00
16									-
17									-
18				<b>FY 2019 FHWA OBLIGATIONAL PLAN</b>					
19				7/17/2018					
20	STATE	PROGRAM		STBG Program					FUNDS
21	PROJECT	FEDERAL	APPORT	PROJECT				FED \$	TO BE
22	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>PROGRAM NAME</u>	<u>AUTH</u>	<u>OBLIGATED</u>
23	05-10006		Z231	BRIDGE PRESERVATION			Bridge Pres	2,000,000.00	2,000,000.00
24	T201500201		Z231	HEP KC, SR 8 & SR 15 INTERSECTION IMPROVEMENTS	PE	ADDED 5.22.18		80,000.00	80,000.00
25	T201500202		Z231	HEP, KC, US13, LOCHMEATH WAY TO PUNCHEON RUN CONNECTOR	PE	ADDED 2.6.18		610,066.74	610,066.74
26	T201604501		Z231	KENTON RD, SR 8 TO CHESTNUT GROVE ROAD	ROW	UPDATED 5.4.18		960,000.00	960,000.00
27	T201012001	5,200,000.00	Z231	SR 299, SR 1 TO CATHERINE STREET	CONS	UPDATED 5.11.17		200,000.00	200,000.00
28									

	A	B	C	D	E	F	G	J	M
1				<b>FY 2019 FHWA OBLIGATIONAL PLAN</b>					
2				7/17/2018					
3	STATE	PROGRAM		STBG Program - Urbanized Areas With Population Over 200K					FUNDS
4	PROJECT	FEDERAL	APPORT	PROJECT				FED \$	TO BE
5	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>PROGRAM NAME</u>	<u>AUTH</u>	<u>OBLIGATED</u>
29									
30									
31				<b>FY 2019 FHWA OBLIGATIONAL PLAN</b>					
32				7/17/2018					
33	STATE	PROGRAM		Congestion Mitigation & Air Quality Improvement (CMAQ)					FUNDS
34	PROJECT	FEDERAL	APPORT	PROJECT				FED \$	TO BE
35	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>PROGRAM NAME</u>	<u>AUTH</u>	<u>OBLIGATED</u>
36	T201830001		Z400	CAPITAL CITY TRAIL PHASE III, SOUTH STATE STREET TO US13	CONS	UPDATED 2.14.18	BIKE PED	16,000.00	16,000.00
37	T201630004		Z400	GEORGETOWN TO LEWES RAIL WITH TRAIL PHASE II	CONVERT	UPDATED 10.12.17	BIKE PED	1,203,000.00	1,203,000.00
38	T201330012		Z400	JUNCTION AND BREAKWATER PATHWAY, REHOBOTH BEACH EXTENSION	ROW	UPDATED 10.9.17	BIKE PED	125,000.00	125,000.00
39	T201330012		Z400	JUNCTION AND BREAKWATER PATHWAY, REHOBOTH BEACH EXTENSION	CONS	UPDATED 10.9.17	BIKE PED	500,000.00	500,000.00
40	T201701105		Z400	MCCOY ROAD PEDESTRIAN BRIDGE	CONVERT	UPDATED 10.9.17	BIKE PED	140,000.00	140,000.00
41	T201630001		Z400	OPEN END CONSTRUCTION CONTRACT, STATEWIDE TRAILS NCC FY16-FY18	CONVERT	ADDED 5.1.18	BIKE PED	454,635.20	454,635.20
42	T201630002		Z400	OPEN END CONSTRUCTION CONTRACT, STATEWIDE TRAILS KENT AND SUSSEX	CONVERT	ADDED 5.1.18	BIKE PED	710,072.46	710,072.46
43	T201630003		Z400	SENATOR BIKEWAY	CONS	UPDATED 10.9.17	BIKE PED	435,000.00	435,000.00
44	T201601201		Z400	US 13 DOVER SIDEWALK IMPROVEMENTS	CONVERT	UPDATED 10.12.17	BIKE PED	348,000.00	348,000.00
45	T201504401	20,000,000.00	Z400	ELKTON ROAD - MD LINE TO CASHO MILL RD	CONS	UPDATE 1/25/18		3,000,000.00	3,000,000.00
46	T201904801		Z400	RIDESHARE FY19	PD	ADDED 5.31.18		360,000.00	360,000.00
47	05-10186	4,240,000.00	Z400	TRANSPORTATION MANAGEMENT IMPROVEMENTS		UPDATED 7.12.18	TMI	2,544,000.00	2,544,000.00
48									
49									
50				<b>FY 2019 FHWA OBLIGATIONAL PLAN</b>					
51				7/17/2018					
52	STATE	PROGRAM		TRANSPORTATION ALTERNATIVES PROGRAM					FUNDS
53	PROJECT	FEDERAL	APPORT	PROJECT				FED \$	TO BE
54	<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>STIP</u>	<u>PROGRAM NAME</u>	<u>AUTH</u>	<u>OBLIGATED</u>
55	05-10048	3,400,000.00	Z303	TRANSPORTATION ALTERNATIVES - FHWA		UPDATED 6.8.18	TAP	119,154.00	119,154.00
56	05-10048		Z302	TRANSPORTATION ALTERNATIVES - FHWA		UPDATED 5.14.18	TAP	287,363.00	287,363.00
57	05-10048		Z300	TRANSPORTATION ALTERNATIVES - FHWA		UPDATED 6.8.18	TAP	908,979.00	908,979.00
58	05-10048		Z301	TRANSPORTATION ALTERNATIVES - FHWA		UPDATED 5.14.18	TAP	766,461.00	766,461.00
59	T201620004		Z302	BRADFORD STREET STREETScape ENHANCEMENTS	CONVERT	UPDATED 5.23.18	TAP	120,000.00	120,000.00
60	T201601202		Z303	TOWN OF HARTLY SIDEWALK IMPROVEMENTS	CONS	ADDED 6.8.18	TAP	136,000.00	136,000.00
61	T201601202		Z300	TOWN OF HARTLY SIDEWALK IMPROVEMENTS	CONS	ADDED 6.8.18	TAP	520,000.00	520,000.00
62									
63									

	A	B	C	D	E	G	H	I
1				FTA - FY2019 OBLIGATIONAL PLAN				
2	FTA Urbanized Area							
3			STATE	FTA	FEDERAL			
4	CTP FUNDING	DRAFT	PROJECT	GRANT	FUNDS	DIVISION	SEC	
5	TYPE/CATEGORY	CTP PAGE #	NUMBER	NUMBER	PROGRAMMED	ASSIGNED	CODE	PROJECT TITLE
6	Support Systems/Operating		08-70008		201,732	DTC	5307W	Statewide - Jobs Access Reverse Commute (IARC) FY19, New Castle
7	Support Systems/Operating		08-70008		60,747	DTC	5307K	Statewide - Jobs Access Reverse Commute (IARC) FY19, Kent
8			T201651201		3,400,000	DTC	5307W	Claymont Station (CON) - was reconfigured @ 5337
9	Road System-Other/Management		05-10048		160,000	DESIGN	5307T	TA Project - Urbanized area
10			T201353111		800,000	DTC	5307W	NCC Transit Center (ROW)
11	Transit System-Vehicles/Replacement		14-11011		6,931,800	DTC	5307W	Transit Vehicle Replacement (60) 40' Low Floor Buses NCC FY20
12			12-90016		3,530,880	DTC	5307W	Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20
13	Support Systems/Operating		T201950601		5,200,000	DTC	5307W	Preventative Maintenance, Wilmington, FY19
14	Support Systems/Operating		T201950601		95,400	DTC	5307K	Preventative Maintenance, Dover, FY19
15			07-22405		272,400	DTC	5307K	Transit Vehicle Replacement Paratransit Buses Kent FY16-22
16			12-90017		1,569,280	DTC	5307K	Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY20
17			T201753108	1396-2018-2	2,400,000	DTC	5307W	Beech Street Maintenance Building Cons
18					0	DTC	5307S	Unprogrammed, Salisbury Urbanized Area
19			T201701901		1,050,000		5307W	Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street
20								
21								
22				FTA - FY2019 OBLIGATIONAL PLAN				
23	FTA 5310							
24			STATE	FTA	FEDERAL			
25	CTP FUNDING	DRAFT	PROJECT	GRANT	FUNDS	DIVISION	SEC	
26	TYPE/CATEGORY	CTP PAGE #	NUMBER	NUMBER	PROGRAMMED	ASSIGNED	CODE	PROJECT TITLE
27	Transit System-Vehicles/Preservation		11-53101		220,126	DTC	5310W	Vans for Elderly & Handicapped, FY20 NCC
28	Transit System-Vehicles/Preservation		11-53101		137,579	DTC	5310K	Vans for Elderly & Handicapped, FY20 Kent
29	Transit System-Vehicles/Preservation		11-53101		100,891	DTC	5310S	Vans for Elderly & Handicapped, FY20 Sussex

## ITMS State Fiscal Year 2019 Spend

Description	Federal Amount	State Amount	Total	STP/ CMAQ	Justification
ITMS Planning and Engineering	\$1,132,000.00	\$283,000.00	\$1,415,000.00	STP	Planning and Engineering consultant support to provide traffic signal software on-call support, on-call ITS planning and engineering, University of Delaware ITS Lab support, transportation homeland security and emergency management planning support, FCC required WTCM radio engineering, Transportation Management Team (TMT) program support, TMC Technician training, and ITMS related software development and network support.
ITMS Planning and Engineering	\$636,000.00	\$159,000.00	\$795,000.00	CMAQ	Planning and Engineering consultant services to provide traffic signal timing analysis; ITMS systems design; development of ITMS systems related specifications; ITMS telecommunications system design to support statewide expansion of computerized traffic signal system, transportation system monitoring devices, and travel information systems. Work under this project includes the review and retiming of signalized corridors statewide, design of microwave vehicle detection systems, the continuation of design to computerized signal system sampling detection sites statewide, and design weather stations. Work will also include the design of DSRC and 4.9 GHz sites to support connected vehicles.
ITMS/TMC Systems	\$326,400.00	\$81,600.00	\$408,000.00	STP	Provides for purchase of ITMS related Transportation Management Center (TMC) computers and networking equipment, ITMS related software as required to support the continued expansion of the statewide ITMS system, including enhancement of the computerized signal system. Includes central office related software to support the continued implementation of connected and automated vehicles.
ITMS Telecommunications	\$916,000.00	\$229,000.00	\$1,145,000.00	CMAQ	This project is a phase of a multi-year project to implement a fiber optic and wireless based statewide telecommunication system to support connection of facilities and transportation management control, monitoring and information field devices; to include traffic signals, electronic signing, electronic detection, etc. This phase includes the installation/upgrade of our fiber optics networks. Continued implementation of 4.9 GHz statewide broadband wireless telecommunication systems to support expansion of the ITMS system to include connected and automated vehicles.
ITMS Mobile App	\$432,000.00	\$108,000.00	\$540,000.00	CMAQ	This project is a phase of a multi-year project to enhance DelDOT's mobile app, including the enhancement of voice recognition, real-time bus arrival information, and user personalization. The mobile app provides traveler information for traffic flow, weather information, and transportation system status.
ITMS Field Devices /Support - Traffic Signal System	\$195,200.00	\$48,800.00	\$244,000.00	STP	This is a phase of a multi-year project to add all the DelDOT maintained traffic signals to the computerized signal system. This phase will continue to add more signals to the computerized system. Enhancement of signal controllers to provide connected and automated vehicle technology support statewide.



ITMS Field Devices /Support - Video Management System	\$260,800.00	\$65,200.00	\$326,000.00	STP	This is the enhancement of the video management system. This includes the addition of pole mounted cameras and portable trailer mounted cameras
ITMS Field Devices /Support - Dynamic Message Sign System	\$178,400.00	\$44,600.00	\$223,000.00	CMAQ	This is a phase of a multi-year project to design, construct and implement both fixed location and portable electronic dynamic message signs (DMS). The DMS are controlled and monitored real-time from the TMC. The DMS provide the capability to display travel information prior to key decision points. This project is to build new and/or enhance existing permanent DMS statewide.
ITMS Field Devices /Support - Electronic Detection System	\$108,800.00	\$27,200.00	\$136,000.00	STP	This is a continuation phase of a multi-year project to implement a statewide automated real-time vehicle detection system. The detection system will provide a variety of information to include vehicle volumes, classification, speed, travel time and congestion monitoring. The collected data will be used for real-time control, monitoring and information plus the data will be stored for planning purposes. This project phase provides for four fixed location solar powered microwave detection sites to be determined.
ITMS Field Devices /Support - Roadway Weather Information System	\$127,200.00	\$31,800.00	\$159,000.00	CMAQ	This project is a planned multi-year project to expand the existing roadway weather information system to include the addition of unobtrusive roadway surface monitoring detectors. This includes the ability to add devices statewide that will be monitored and controlled at the TMC.
ITMS Field Devices /Support - Roadway Weather Information System - Hydrology	\$108,800.00	\$27,200.00	\$136,000.00	STP	This project is a planned multi-year project to expand the existing roadway weather information system flood monitoring sites. This phase is a continuation of work on expansion and upgrades to existing water level monitoring sites.
ITMS Field Devices /Support - Traveler Information System	\$254,400.00	\$63,600.00	\$318,000.00	CMAQ	This project is a planned multi-year project to expand the existing WTMC 1380 AM traveler information radio system to provide statewide coverage. This phase is the continuation in project design, construction and implementation of WTMC 1380 AM repeater sites statewide. The WTMC 1380 AM radio system provides 24 hour real-time multimodal travel, incident and emergency information. WTMC 1380 AM is a component of DelDOT's transportation management and congestion mitigation program..
ITMS Field Devices /Support - Incident Management Program	\$44,000.00	\$11,000.00	\$55,000.00	STP	This project provides for aerial monitoring services by the Civil Air Patrol (CAP). The CAP provides daily flights morning and evening peak periods and provide information to the TMC on the states of the transportation system to include the impact of incidents such as accidents and disabled vehicles.
<b>TOTAL FY19 PROGRAM</b>	<b>\$4,720,000.00</b>	<b>\$1,180,000.00</b>	<b>\$5,900,000.00</b>		

STP	\$2,176,000.00	80%	\$2,720,000.00
CMAQ	\$2,544,000.00	80%	\$3,180,000.00
<b>TOTAL FY 19 PROGRAM</b>	<b>\$4,720,000.00</b>	<b>80%</b>	<b>\$5,900,000.00</b>

### TAP FFY19 Obligation List

<u>Project #</u>	<u>Project Name</u>	<u>Phase</u>	<u>FFY19 OB</u>
T201620003	St. Georges Streetscape III	CON	521,600
T201620011	Southbridge Enhancements II	CON	681,600
T201620013	9th Street Enhancements II	CON	700,000
T201620014	Walnut Street Design	CON	704,000

#### OPEN END CONSTRUCTION CONTRACT, STATEWIDE TRAILS NCC:

We are repaving the existing pathway on Rt72 in three phases.

Phase I has been completed – East Delaware Avenue to Christina Parkway (SR4)

Phase 2 – construction scheduled to start in a couple weeks – Christina Parkway to Bellevue Road

Phase 3 – construction will start as soon as Phase 2 is completed – Bellevue road to Dayett Mill Road

Once these three phases are completed I will see where we are with the budget and add additional locations in NCC as funding will allow. I think we are going to be close to spending out the budget on these three locations.

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code	FY22 State Auth	FY22 Fed OB	FY22 Fund Code
Highway SAFETY Improvement Program - New Castle County	07-22500		PE	80/20	267,700	-	-	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		PE	80/20 TC	80,000	-	-	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		PE	90/10	3,703,475	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		4,051,175	-	-	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		ROW	80/20	394,000	-	-	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		ROW	80/20 TC	1,250,000	-	-	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		ROW	90/10	640,000	-	450,000	ZS30	-	-	-	-	-	-	-	-	-
			ROW Total		2,284,000	-	450,000	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		CE	80/20	2,343,968	-	-	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		CE	90/10	323,181	-	239,580	ZS30	-	-	-	-	-	-	-	-	-
			CE Total		2,667,149	-	239,580	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		C	80/20	19,624,661	1,320,000	-	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		C	90/10	8,600,000	-	4,050,000	ZS30	300,000	2,700,000	ZS30	-	-	-	-	-	-
			C Total		28,224,660	1,320,000	4,050,000	-	300,000	2,700,000	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		Traffic	80/20	1,766,985	-	-	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		Traffic	90/10	475,682	-	4,500	ZS30	-	-	-	-	-	-	-	-	-
			Traffic Total		2,242,668	-	4,500	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		Utilities	80/20	329,520	-	-	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		Utilities	90/10	770,000	-	333,000	ZS30	-	-	-	-	-	-	-	-	-
			Utilities Total		1,099,520	-	333,000	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		Contingency	80/20	1,492,238	-	-	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		Contingency	90/10	272,759	-	117,766	ZS30	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		Contingency	100% State	526,960	-	-	-	-	-	-	-	-	-	-	-	-
			Contingency Total		2,291,957	-	117,766	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County	07-22500		Rail Road	80/20	220,000	-	-	-	-	-	-	-	-	-	-	-	-
			Rail Road Total		220,000	-	-	-	-	-	-	-	-	-	-	-	-
Highway SAFETY Improvement Program - New Castle County Total	07-22500				43,081,129	1,320,000	5,194,846	-	300,000	2,700,000	-	-	-	-	-	-	-
I-95 and SR141 Interchange, Ramps G & F Improvements	10-00601	T201109002	PE	80/20	2,700,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		2,700,000	-	-	-	-	-	-	-	-	-	-	-	-
I-95 and SR141 Interchange, Ramps G & F Improvements	10-00601	T201109002	CE	80/20 TC	3,535,698	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		3,535,698	-	-	-	-	-	-	-	-	-	-	-	-
I-95 and SR141 Interchange, Ramps G & F Improvements	10-00601	T201109002	C	80/20 TC	31,659,509	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		31,659,509	-	-	-	-	-	-	-	-	-	-	-	-
I-95 and SR141 Interchange, Ramps G & F Improvements	10-00601	T201109002	Traffic	80/20 TC	604,136	-	-	-	-	-	-	-	-	-	-	-	-
			Traffic Total		604,136	-	-	-	-	-	-	-	-	-	-	-	-
I-95 and SR141 Interchange, Ramps G & F Improvements	10-00601	T201109002	Utilities	80/20 TC	636,161	-	-	-	-	-	-	-	-	-	-	-	-
			Utilities Total		636,161	-	-	-	-	-	-	-	-	-	-	-	-
I-95 and SR141 Interchange, Ramps G & F Improvements	10-00601	T201109002	Contingency	80/20 TC	2,751,282	-	980,263	AC 2001	-	-	-	-	-	-	-	-	-
			Contingency Total		2,751,282	-	980,263	-	-	-	-	-	-	-	-	-	-
I-95 and SR141 Interchange, Ramps G & F Improvements Total	10-00601	T201109002			41,886,786	-	980,263	-	-	-	-	-	-	-	-	-	-
I-95 and SR896 Interchange	14-51515	T201609002	PE	80/20	8,000,000	800,000	3,200,000	Z001	-	-	-	-	-	-	-	-	-
			PE Total		8,000,000	800,000	3,200,000	-	-	-	-	-	-	-	-	-	-
I-95 and SR896 Interchange	14-51515	T201609002	ROW	100% State	500,000	-	-	-	-	-	-	-	-	-	500,000	-	-
			ROW Total		500,000	-	-	-	-	-	-	-	-	-	500,000	-	-
I-95 and SR896 Interchange	14-51515	T201609002	C	80/20	140,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		140,000,000	-	-	-	-	-	-	-	-	-	-	-	-
I-95 and SR896 Interchange Total	14-51515	T201609002			148,500,000	800,000	3,200,000	-	-	-	-	-	-	-	500,000	-	-
SR 1 Widening, SR273 to the Roth Bridge	04-00593	T200511001	PD	100% State	310,228	-	-	-	-	-	-	-	-	-	-	-	-
			PD Total		310,228	-	-	-	-	-	-	-	-	-	-	-	-
SR 1 Widening, SR273 to the Roth Bridge	04-00593	T200511001	PE	80/20	9,229,500	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		9,229,500	-	-	-	-	-	-	-	-	-	-	-	-
SR 1 Widening, SR273 to the Roth Bridge	04-00593	T200511001	ROW	100% State	2,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		2,000,000	-	-	-	-	-	-	-	-	-	-	-	-
SR 1 Widening, SR273 to the Roth Bridge	04-00593	T200511001	C	80/20	250,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		250,000,000	-	-	-	-	-	-	-	-	-	-	-	-
SR 1 Widening, SR273 to the Roth Bridge Total	04-00593	T200511001			261,539,728	-	-	-	-	-	-	-	-	-	-	-	-
SR141 Improvements, I-95 Interchange to Jay Drive	10-00602	T201109001	PE	80/20	6,206,085	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		6,206,085	-	-	-	-	-	-	-	-	-	-	-	-
SR141 Improvements, I-95 Interchange to Jay Drive	10-00602	T201109001	ROW	100% State	752,400	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		752,400	-	-	-	-	-	-	-	-	-	-	-	-
SR141 Improvements, I-95 Interchange to Jay Drive	10-00602	T201109001	C	80/20	63,000,000	3,840,000	23,860,000	VARIOUS	-	12,300,000	VARIOUS	-	14,400,000	AC 2001	-	-	-
			C Total		63,000,000	3,840,000	23,860,000	-	-	12,300,000	-	-	14,400,000	-	-	-	-
SR141 Improvements, I-95 Interchange to Jay Drive Total	10-00602	T201109001			69,958,485	3,840,000	23,860,000	-	-	12,300,000	-	-	14,400,000	-	-	-	-
I-295 Improvements, Westbound from I-295 to US 13	04-00195	T201109101	PE	100% State	750,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		750,000	-	-	-	-	-	-	-	-	-	-	-	-
I-295 Improvements, Westbound from I-295 to US 13	04-00195	T201109101	CE	100% State	295,873	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		295,873	-	-	-	-	-	-	-	-	-	-	-	-
I-295 Improvements, Westbound from I-295 to US 13	04-00195	T201109101	C	100% State	7,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		7,000,000	-	-	-	-	-	-	-	-	-	-	-	-
I-295 Improvements, Westbound from I-295 to US 13 Total	04-00195	T201109101			8,045,873	-	-	-	-	-	-	-	-	-	-	-	-
I-295 Northbound from SR141 to US 13	19-10001		PE	100% State	1,100,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		1,100,000	-	-	-	-	-	-	-	-	-	-	-	-
I-295 Northbound from SR141 to US 13	19-10001		ROW	100% State	500,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		500,000	-	-	-	-	-	-	-	-	-	-	-	-
I-295 Northbound from SR141 to US 13	19-10001		C	80/20	8,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		8,000,000	-	-	-	-	-	-	-	-	-	-	-	-
I-295 Northbound from SR141 to US 13	19-10001				9,600,000	-	-	-	-	-	-	-	-	-	-	-	-
Road A / SR7 Improvements	07-10411	T201009002	PD	100% State	259,376	-	-	-	-	-	-	-	-	-	-	-	-
			PD Total		259,376	-	-	-	-	-	-	-	-	-	-	-	-
Road A / SR7 Improvements	07-10411	T201009002	PE	80/20 TC	1,850,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		1,850,000	-	-	-	-	-	-	-	-	-	-	-	-
Road A / SR7 Improvements	07-10411	T201009002	ROW	80/20	50,000	-	-	-	-	-	-	-	-	-	-	-	-

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code	FY22 State Auth	FY22 Fed OB	FY22 Fund Code
Road A / SR7 Improvements	07-10411	T201009002	ROW Total		50,000	-	-		-	-		-	-		-	-	
			CE	80/20	922,850	-	-		-	-		-	-		-	-	
			CE Total		922,850	-	-		-	-		-	-		-	-	
Road A / SR7 Improvements	07-10411	T201009002	C	80/20	8,679,828	1,700,000	4,800,000	2001	-	4,000,000	AC 2001	-	-		-	-	
			C Total		8,679,828	1,700,000	4,800,000		-	4,000,000		-	-		-	-	
Road A / SR7 Improvements	07-10411	T201009002	Traffic	80/20	772,116	-	-		-	-		-	-		-	-	
			Traffic Total		772,116	-	-		-	-		-	-		-	-	
Road A / SR7 Improvements	07-10411	T201009002	Contingency	80/20	481,810	-	-		-	-		-	-		-	-	
			Contingency Total		481,810	-	-		-	-		-	-		-	-	
<b>Road A / SR7 Improvements Total</b>	<b>07-10411</b>	<b>T201009002</b>			<b>13,015,980</b>	<b>1,700,000</b>	<b>4,800,000</b>		-	<b>4,000,000</b>		-	-		-	-	
Lighting Enhancements, Interstate, Open End, FY18-FY19	16-93407	T201709003	CE	90/10	100,000	-	-		-	-		-	-		-	-	
			CE Total		100,000	-	-		-	-		-	-		-	-	
Lighting Enhancements, Interstate, Open End, FY18-FY19	16-93407	T201709003	C	90/10	932,775	-	-		-	-		-	-		-	-	
			C Total		932,775	-	-		-	-		-	-		-	-	
Lighting Enhancements, Interstate, Open End, FY18-FY19	16-93407	T201709003	Contingency	90/10	100,000	-	-		-	-		-	-		-	-	
			Contingency Total		100,000	-	-		-	-		-	-		-	-	
<b>Lighting Enhancements, Interstate, Open End, FY18-FY19 Total</b>	<b>16-93407</b>	<b>T201709003</b>			<b>1,132,775</b>	-	-		-	-		-	-		-	-	
I-95/I-295/I-495 Interstate High Mast Lighting Improvements	15-42800	T201509002	PE		176,500	-	-		-	-		-	-		-	-	
			PE Total		176,500	-	-		-	-		-	-		-	-	
I-95/I-295/I-495 Interstate High Mast Lighting Improvements	15-42800	T201509002	CE		200,000	-	-		-	-		-	-		-	-	
			CE Total		200,000	-	-		-	-		-	-		-	-	
I-95/I-295/I-495 Interstate High Mast Lighting Improvements	15-42800	T201509002	C		4,044,444	-	-		-	-		-	-		-	-	
			C Total		4,044,444	-	-		-	-		-	-		-	-	
I-95/I-295/I-495 Interstate High Mast Lighting Improvements	15-42800	T201509002	Traffic		97,333	-	-		-	-		-	-		-	-	
			Traffic Total		97,333	-	-		-	-		-	-		-	-	
I-95/I-295/I-495 Interstate High Mast Lighting Improvements	15-42800	T201509002	Utilities		88,000	-	-		-	-		-	-		-	-	
			Utilities Total		88,000	-	-		-	-		-	-		-	-	
I-95/I-295/I-495 Interstate High Mast Lighting Improvements	15-42800	T201509002	Contingency		322,667	-	-		-	-		-	-		-	-	
			Contingency Total		322,667	-	-		-	-		-	-		-	-	
<b>I-95/I-295/I-495 Interstate High Mast Lighting Improvements Total</b>	<b>15-42800</b>	<b>T201509002</b>			<b>4,928,944</b>	-	-		-	-		-	-		-	-	
Drainage Improvements, Interstate, North, Open End FY18-FY20	17-93410	T201703401	CE	90/10	250,000	-	-		-	-		-	-		-	-	
			CE Total		250,000	-	-		-	-		-	-		-	-	
Drainage Improvements, Interstate, North, Open End FY18-FY20	17-93410	T201703401	C	90/10	2,424,375	-	-		-	-		-	-		-	-	
			C Total		2,424,375	-	-		-	-		-	-		-	-	
Drainage Improvements, Interstate, North, Open End FY18-FY20	17-93410	T201703401	Contingency	90/10	575,830	-	-		-	-		-	-		-	-	
			Contingency Total		575,830	-	-		-	-		-	-		-	-	
<b>Drainage Improvements, Interstate, North, Open End FY18-FY20 Total</b>	<b>17-93410</b>	<b>T201703401</b>			<b>3,250,205</b>	-	-		-	-		-	-		-	-	
US 301, GARVEE Debt Service	10-03032	T201011303	Program Funding	80/20 TC	159,273,823	-	10,982,388	AC 2001	-	10,983,888	AC 2001	-	10,977,450	AC 2001	-	10,985,300	AC 2001
			Program Funding Total		159,273,823	-	10,982,388		-	10,983,888		-	10,977,450		-	10,985,300	
<b>US 301, GARVEE Debt Service Total</b>	<b>10-03032</b>	<b>T201011303</b>			<b>159,273,823</b>	-	<b>10,982,388</b>		-	<b>10,983,888</b>		-	<b>10,977,450</b>		-	<b>10,985,300</b>	
US 301, Maryland State Line to SR 1	04-00934	T200511301	PD	100% State	11,142,386	-	-		-	-		-	-		-	-	
			PD Total		11,142,386	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	PE	80/20	6,562,343	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	PE	100% State	1,622,185	-	-		-	-		-	-		-	-	
			PE Total		8,184,529	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	ROW	100% FHWA	21,180,000	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	ROW	100% Other TR	1,152,029	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	ROW	100% State	93,091	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	ROW	100% State GARVEE	69,908,723	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	ROW	100% TIFIA	5,156,042	-	-		-	-		-	-		-	-	
			ROW Total		97,489,885	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	CE	100% Other TR	28,227,519	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	CE	100% State GARVEE	1,942,285	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	CE	100% TIFIA	26,399,625	-	-		-	-		-	-		-	-	
			CE Total		56,569,429	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	C	100% Other TR	143,361,607	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	C	100% State GARVEE	22,350,379	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	C	100% TIFIA	169,727,139	-	-		-	-		-	-		-	-	
			C Total		335,439,125	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	Traffic	100% Other TR	1,326,000	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	Traffic	100% State GARVEE	121,403	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	Traffic	100% TIFIA	3,592,674	-	-		-	-		-	-		-	-	
			Traffic Total		5,040,077	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	Utilities	100% Other TR	906,252	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	Utilities	100% State	216,000	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	Utilities	100% State GARVEE	1,982,432	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	Utilities	100% TIFIA	709,027	-	-		-	-		-	-		-	-	
			Utilities Total		3,813,711	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	Contingency	100% Other TR	4,766,901	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	Contingency	100% TIFIA	3,800,863	-	-		-	-		-	-		-	-	
			Contingency Total		8,567,764	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	Rail Road	100% Other TR	150,153	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	Rail Road	100% TIFIA	263,847	-	-		-	-		-	-		-	-	
			Rail Road Total		414,000	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	Audit/PE	80/20 TC	32,348,000	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	Audit/PE	100% Other TR	447,849	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	Audit/PE	100% State GARVEE	28,655,324	-	-		-	-		-	-		-	-	
US 301, Maryland State Line to SR 1	04-00934	T200511301	Audit/PE	100% TIFIA	190,775	-	-		-	-		-	-		-	-	
			Audit/PE Total		61,641,948	-	-		-	-		-	-		-	-	
<b>US 301, Maryland State Line to SR 1 Total</b>	<b>04-00934</b>	<b>T200511301</b>			<b>588,302,854</b>	-	-		-	-		-	-		-	-	
SR 2 / Red Mill Road Intersection Improvements	04-00137	T201611601	PE	80/20	1,200,000	-	-		-	-		-	-		-	-	
			PE Total		1,200,000	-	-		-	-		-	-		-	-	

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code	FY22 State Auth	FY22 Fed OB	FY22 Fund Code
SR 2 / Red Mill Road Intersection Improvements	04-00137	T201611601	ROW	100% State	1,000,000	-	-	-	1,000,000	-	-	-	-	-	-	-	-
			ROW Total		1,000,000	-	-	-	1,000,000	-	-	-	-	-	-	-	-
SR 2 / Red Mill Road Intersection Improvements	04-00137	T201611601	C	80/20	7,200,000	-	-	-	-	-	-	1,440,000	4,800,000	Z230	-	960,000	AC Z230
			C Total		7,200,000	-	-	-	-	-	-	1,440,000	4,800,000		-	960,000	
<b>SR 2 / Red Mill Road Intersection Improvements Total</b>	<b>04-00137</b>	<b>T201611601</b>			<b>9,400,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,000,000</b>	<b>-</b>	<b>-</b>	<b>1,440,000</b>	<b>4,800,000</b>		<b>-</b>	<b>960,000</b>	
SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College #	04-00186	T200410301	PD	100% State	195,783	-	-	-	-	-	-	-	-	-	-	-	-
			PD Total		195,783	-	-	-	-	-	-	-	-	-	-	-	-
SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College #	04-00186	T200410301	PE	80/20	700,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		700,000	-	-	-	-	-	-	-	-	-	-	-	-
SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College #	04-00186	T200410301	ROW	100% State	300,000	-	-	-	300,000	-	-	-	-	-	-	-	-
			ROW Total		300,000	-	-	-	300,000	-	-	-	-	-	-	-	-
SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College #	04-00186	T200410301	C	80/20	20,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		20,000,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College</b>	<b>04-00186</b>	<b>T200410301</b>			<b>21,195,783</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>300,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
SR299, SR 1 to Catherine Street	10-00011	T201012001	PE	80/20 TC	2,120,469	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		2,120,469	-	-	-	-	-	-	-	-	-	-	-	-
SR299, SR 1 to Catherine Street	10-00011	T201012001	ROW	80/20	5,500,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		5,500,000	-	-	-	-	-	-	-	-	-	-	-	-
SR299, SR 1 to Catherine Street	10-00011	T201012001	C	80/20	20,000,000	4,000,000	200,000	Z231	-	7,200,000	AC Z231	-	7,200,000	AC Z231	-	1,400,000	AC Z231
			C Total		20,000,000	4,000,000	200,000		-	7,200,000		-	7,200,000		-	1,400,000	
<b>SR299, SR 1 to Catherine Street Total</b>	<b>10-00011</b>	<b>T201012001</b>			<b>27,620,469</b>	<b>4,000,000</b>	<b>200,000</b>		<b>-</b>	<b>7,200,000</b>		<b>-</b>	<b>7,200,000</b>		<b>-</b>	<b>1,400,000</b>	
US13, US40 to Memorial Drive Pedestrian Improvements	14-31313	T201601102	PE	80/20	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
US13, US40 to Memorial Drive Pedestrian Improvements	14-31313	T201601102	ROW	80/20	950,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		950,000	-	-	-	-	-	-	-	-	-	-	-	-
US13, US40 to Memorial Drive Pedestrian Improvements	14-31313	T201601102	C	80/20	26,017,858	-	-	-	5,203,572	2,000,000	Z001	-	2,400,000	AC Z001	-	2,400,000	AC Z001
			C Total		26,017,858	-	-	-	5,203,572	2,000,000		-	2,400,000		-	2,400,000	
<b>US13, US40 to Memorial Drive Pedestrian Improvements Total</b>	<b>14-31313</b>	<b>T201601102</b>			<b>27,967,858</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,203,572</b>	<b>2,000,000</b>		<b>-</b>	<b>2,400,000</b>		<b>-</b>	<b>2,400,000</b>	
Walnut Street, Front Street to 3rd Street, Wilmington	15-00005	T201504109	PE	80/20	650,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		650,000	-	-	-	-	-	-	-	-	-	-	-	-
Walnut Street, Front Street to 3rd Street, Wilmington	15-00005	T201504109	ROW	80/20	500,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		500,000	-	-	-	-	-	-	-	-	-	-	-	-
Walnut Street, Front Street to 3rd Street, Wilmington	15-00005	T201504109	C	80/20	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Walnut Street, Front Street to 3rd Street, Wilmington Total</b>	<b>15-00005</b>	<b>T201504109</b>			<b>4,150,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Wilmington Initiatives, 4th Street, Walnut St to I-95	04-00172		PE	100% State	750,000	-	-	-	750,000	-	-	-	-	-	-	-	-
			PE Total		750,000	-	-	-	750,000	-	-	-	-	-	-	-	-
Wilmington Initiatives, 4th Street, Walnut St to I-95	04-00172		ROW	100% State	500,000	-	-	-	-	-	-	-	-	-	500,000	-	-
			ROW Total		500,000	-	-	-	-	-	-	-	-	-	500,000	-	-
Wilmington Initiatives, 4th Street, Walnut St to I-95	04-00172		C	80/20	1,750,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		1,750,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Wilmington Initiatives, 4th Street, Walnut St to I-95 Total</b>	<b>04-00172</b>				<b>3,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>750,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>500,000</b>	<b>-</b>	<b>-</b>
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th S	17-00173	T201701901	PE	80/20	1,200,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		1,200,000	-	-	-	-	-	-	-	-	-	-	-	-
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th S	17-00173	T201701901	ROW	100% State	50,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		50,000	-	-	-	-	-	-	-	-	-	-	-	-
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th S	17-00173	T201701901	C	70/30	5,000,000	1,500,000	3,500,000	VARIOUS	-	-	-	-	-	-	-	-	-
			C Total		5,000,000	1,500,000	3,500,000		-	-	-	-	-	-	-	-	-
<b>Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th</b>	<b>17-00173</b>	<b>T201701901</b>			<b>6,250,000</b>	<b>1,500,000</b>	<b>3,500,000</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Wilmington Initiatives, Walnut St, MLK to 13th Street	04-00166	T200401101	PE	100% State	1,705,014	1,000,000	-	-	-	-	-	-	-	-	-	-	-
			PE Total		1,705,014	1,000,000	-	-	-	-	-	-	-	-	-	-	-
Wilmington Initiatives, Walnut St, MLK to 13th Street	04-00166	T200401101	ROW	100% State	1,000,000	-	-	-	1,000,000	-	-	-	-	-	-	-	-
			ROW Total		1,000,000	-	-	-	1,000,000	-	-	-	-	-	-	-	-
Wilmington Initiatives, Walnut St, MLK to 13th Street	04-00166	T200401101	C	80/20	10,000,000	-	-	-	-	-	-	-	-	-	2,000,000	400,000	Z230
			C Total		10,000,000	-	-	-	-	-	-	-	-	-	2,000,000	400,000	
<b>Wilmington Initiatives, Walnut St, MLK to 13th Street Total</b>	<b>04-00166</b>	<b>T200401101</b>			<b>12,705,014</b>	<b>1,000,000</b>	<b>-</b>	<b>-</b>	<b>1,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,000,000</b>	<b>400,000</b>	<b>-</b>
SR 9, River Road Area Improvements, Flood Remediation	05-93939	T200503403	PD	100% State	138,434	-	-	-	-	-	-	-	-	-	-	-	-
			PD Total		138,434	-	-	-	-	-	-	-	-	-	-	-	-
SR 9, River Road Area Improvements, Flood Remediation	05-93939	T200503403	PE	100% State	1,379,803	1,200,000	-	-	-	-	-	-	-	-	-	-	-
			PE Total		1,379,803	1,200,000	-	-	-	-	-	-	-	-	-	-	-
SR 9, River Road Area Improvements, Flood Remediation	05-93939	T200503403	ROW	100% State	500,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		500,000	-	-	-	-	-	-	-	-	-	-	-	-
SR 9, River Road Area Improvements, Flood Remediation	05-93939	T200503403	CE	80/20	1,650,000	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		1,650,000	-	-	-	-	-	-	-	-	-	-	-	-
SR 9, River Road Area Improvements, Flood Remediation	05-93939	T200503403	C	80/20	9,350,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		9,350,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>SR 9, River Road Area Improvements, Flood Remediation Total</b>	<b>05-93939</b>	<b>T200503403</b>			<b>13,018,237</b>	<b>1,200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	04-00161	T200504110	PD		557,322	-	-	-	-	-	-	-	-	-	-	-	-
			PD Total		557,322	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	04-00161	T200504110	PE		1,609,144	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		1,609,144	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	04-00161	T200504110	ROW		1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	04-00161	T200504110	CE		1,794,302	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		1,794,302	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	04-00161	T200504110	C		8,333,333	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		8,333,333	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	04-00161	T200504110	Traffic		317,341	-	-	-	-	-	-	-	-	-	-	-	-
			Traffic Total		317,341	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	04-00161	T200504110	Utilities		183,561	-	-	-	-	-	-	-	-	-	-	-	-
			Utilities Total		183,561	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	04-00161	T200504110	Contingency		2,080,275	-	-	-	-	-	-	-	-	-	-	-	-

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code	FY22 State Auth	FY22 Fed OB	FY22 Fund Code
			Contingency Total		2,080,275	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, N54, Howell School Road, SR 896 to SR 71 Total	04-00161	T200504110			15,875,278	-	-	-	-	-	-	-	-	-	-	-	-
Howell School Road Landscaping	18-23456	T201804105	C		300,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		300,000	-	-	-	-	-	-	-	-	-	-	-	-
Howell School Road Landscaping Total	18-23456	T201804105			300,000	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, SR 273, Appleby Road to Airport Road	04-00222	T200900704	PD	90/10	200,000	-	-	-	-	-	-	-	-	-	-	-	-
			PD Total		200,000	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, SR 273, Appleby Road to Airport Road	04-00222	T200900704	PE	90/10	1,250,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		1,250,000	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, SR 273, Appleby Road to Airport Road	04-00222	T200900704	ROW	90/10	1,391,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		1,391,000	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, SR 273, Appleby Road to Airport Road	04-00222	T200900704	CE	90/10	1,612,151	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		1,612,151	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, SR 273, Appleby Road to Airport Road	04-00222	T200900704	C	90/10	7,372,114	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		7,372,114	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, SR 273, Appleby Road to Airport Road	04-00222	T200900704	Traffic	90/10	1,458,474	-	731,926	AC ZS30	-	-	-	-	-	-	-	-	-
			Traffic Total		1,458,474	-	731,926		-	-	-	-	-	-	-	-	-
HSIP NCC, SR 273, Appleby Road to Airport Road	04-00222	T200900704	Utilities	90/10	792,389	-	-	-	-	-	-	-	-	-	-	-	-
			Utilities Total		792,389	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, SR 273, Appleby Road to Airport Road	04-00222	T200900704	Contingency	90/10	843,185	-	-	-	-	-	-	-	-	-	-	-	-
			Contingency Total		843,185	-	-	-	-	-	-	-	-	-	-	-	-
HSIP NCC, SR 273, Appleby Road to Airport Road Total	04-00222	T200900704			14,919,312	-	731,926	-	-	-	-	-	-	-	-	-	-
Elkton Road, MD Line to Casho Mill Road	15-00001	T201504401	PE	80/20 TC	2,533,153	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		2,533,153	-	-	-	-	-	-	-	-	-	-	-	-
Elkton Road, MD Line to Casho Mill Road	15-00001	T201504401	ROW	100% State	5,350,000	4,350,000	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		5,350,000	4,350,000	-	-	-	-	-	-	-	-	-	-	-
Elkton Road, MD Line to Casho Mill Road	15-00001	T201504401	C	80/20	30,000,000	6,000,000	3,000,000	Z400	-	13,000,000	AC VARIOUS	-	8,000,000	AC Z003	-	-	-
			C Total		30,000,000	6,000,000	3,000,000		-	13,000,000		-	8,000,000		-	-	-
Elkton Road, MD Line to Casho Mill Road Total	15-00001	T201504401			37,883,153	10,350,000	3,000,000	-	-	13,000,000	-	-	8,000,000	-	-	-	-
SR 273 / Chapman Road Intersection Improvements	04-00139	T201604110	PE	80/20	1,209,012	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		1,209,012	-	-	-	-	-	-	-	-	-	-	-	-
SR 273 / Chapman Road Intersection Improvements	04-00139	T201604110	ROW	100% State	750,000	-	-	-	-	-	-	-	-	-	750,000	-	-
			ROW Total		750,000	-	-	-	-	-	-	-	-	-	750,000	-	-
SR 273 / Chapman Road Intersection Improvements	04-00139	T201604110	C	80/20	12,500,000	-	-	-	-	-	-	-	-	-	2,500,000	10,000,000	Z001
			C Total		12,500,000	-	-	-	-	-	-	-	-	-	2,500,000	10,000,000	
SR 273 / Chapman Road Intersection Improvements Total	04-00139	T201604110			14,459,012	-	-	-	-	-	-	-	-	-	3,250,000	10,000,000	
US13, Duck Creek to SR1	16-13131		PE	100% State	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
US13, Duck Creek to SR1	16-13131		ROW	100% State	1,200,000	-	-	-	1,200,000	-	-	-	-	-	-	-	-
			ROW Total		1,200,000	-	-	-	1,200,000	-	-	-	-	-	-	-	-
US13, Duck Creek to SR1	16-13131		C	80/20	6,300,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		6,300,000	-	-	-	-	-	-	-	-	-	-	-	-
US13, Duck Creek to SR1 Total	16-13131				8,500,000	-	-	-	1,200,000	-	-	-	-	-	-	-	-
US 40 & SR 896 Improvements	10-10099	T201611901	PE	80/20	6,000,000	400,000	1,600,000	Z001	-	-	-	-	-	-	-	-	-
			PE Total		6,000,000	400,000	1,600,000		-	-	-	-	-	-	-	-	-
US 40 & SR 896 Improvements	10-10099	T201611901	ROW	100% State	2,000,000	2,000,000	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		2,000,000	2,000,000	-	-	-	-	-	-	-	-	-	-	-
US 40 & SR 896 Improvements	10-10099	T201611901	CE	80/20	5,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		5,000,000	-	-	-	-	-	-	-	-	-	-	-	-
US 40 & SR 896 Improvements	10-10099	T201611901	C	C	55,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		55,000,000	-	-	-	-	-	-	-	-	-	-	-	-
US 40 & SR 896 Grade Improvements Total	10-10099	T201611901			68,000,000	2,400,000	1,600,000	-	-	-	-	-	-	-	-	-	-
US 40 / SR 72 Intersection Improvements	04-00123	T200411901	PD	100% State	502,878	-	-	-	-	-	-	-	-	-	-	-	-
			PD Total		502,878	-	-	-	-	-	-	-	-	-	-	-	-
US 40 / SR 72 Intersection Improvements	04-00123	T200411901	PE	80/20	1,643,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		1,643,000	-	-	-	-	-	-	-	-	-	-	-	-
US 40 / SR 72 Intersection Improvements	04-00123	T200411901	ROW	80/20 TC	3,500,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		3,500,000	-	-	-	-	-	-	-	-	-	-	-	-
US 40 / SR 72 Intersection Improvements	04-00123	T200411901	CE	80/20	1,706,056	-	395,431	AC Z001	-	-	-	-	-	-	-	-	-
			CE Total		1,706,056	-	395,431		-	-	-	-	-	-	-	-	-
US 40 / SR 72 Intersection Improvements	04-00123	T200411901	C	80/20	12,685,777	-	3,447,459	AC Z001	-	-	-	-	-	-	-	-	-
			C Total		12,685,777	-	3,447,459		-	-	-	-	-	-	-	-	-
US 40 / SR 72 Intersection Improvements	04-00123	T200411901	Traffic	80/20	1,112,835	-	-	-	-	-	-	-	-	-	-	-	-
			Traffic Total		1,112,835	-	-	-	-	-	-	-	-	-	-	-	-
US 40 / SR 72 Intersection Improvements	04-00123	T200411901	Utilities	80/20	764,945	-	-	-	-	-	-	-	-	-	-	-	-
			Utilities Total		764,945	-	-	-	-	-	-	-	-	-	-	-	-
US 40 / SR 72 Intersection Improvements	04-00123	T200411901	Contingency	80/20	1,523,009	-	1,218,407	AC Z001	-	-	-	-	-	-	-	-	-
			Contingency Total		1,523,009	-	1,218,407		-	-	-	-	-	-	-	-	-
US 40 / SR 72 Intersection Improvements Total	04-00123	T200411901			23,438,500	-	5,061,297	-	-	-	-	-	-	-	-	-	-
US 40, Salem Church Road to Walther Road	04-00144	T201611902	PE	80/20	2,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		2,000,000	-	-	-	-	-	-	-	-	-	-	-	-
US 40, Salem Church Road to Walther Road	04-00144	T201611902	ROW	100% State	2,000,000	-	-	-	2,000,000	-	-	-	-	-	-	-	-
			ROW Total		2,000,000	-	-	-	2,000,000	-	-	-	-	-	-	-	-
US 40, Salem Church Road to Walther Road	04-00144	T201611902	C	80/20	15,000,000	-	-	-	-	-	-	3,000,000	500,000	Z001	-	11,500,000	AC Z001
			C Total		15,000,000	-	-	-	-	-	-	3,000,000	500,000		-	11,500,000	
US 40, Salem Church Road to Walther Road Total	04-00144	T201611902			19,000,000	-	-	-	2,000,000	-	-	3,000,000	500,000	-	-	-	-
SR9, New Castle Ave, Landers Lane to A Street, Planning Study	19-10006		PE	100% State	1,200,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		1,200,000	-	-	-	-	-	-	-	-	-	-	-	-
SR9, New Castle Ave, Landers Lane to A Street, Planning Study	19-10006		ROW	100% State	1,500,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		1,500,000	-	-	-	-	-	-	-	-	-	-	-	-
SR9, New Castle Ave, Landers Lane to A Street, Planning Study	19-10006		C	80/20	15,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		15,000,000	-	-	-	-	-	-	-	-	-	-	-	-

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code	FY22 State Auth	FY22 Fed OB	FY22 Fund Code
<b>SR9, New Castle Ave, Landers Lane to A Street, Planning Study Total</b>	<b>19-10006</b>				<b>17,700,000</b>	-	-	-	-	-	-	-	-	-	-	-	-
SR 89% and Bethel Church Rd Interchange	08-03016	T200911305	PE	100% State	750,000	-	-	-	-	-	-	750,000	-	-	-	-	-
			PE Total		750,000	-	-	-	-	-	-	750,000	-	-	-	-	-
SR 89% and Bethel Church Rd Interchange	08-03016	T200911305	ROW	100% State	2,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		2,000,000	-	-	-	-	-	-	-	-	-	-	-	-
SR 89% and Bethel Church Rd Interchange	08-03016	T200911305	C	80/20	21,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		21,000,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>SR 89% and Bethel Church Rd Interchange Total</b>	<b>08-03016</b>	<b>T200911305</b>			<b>23,750,000</b>	-	-	-	-	-	-	<b>750,000</b>	-	-	-	-	-
SR4, Harmony Road Intersection Improvements	18-04116		PE	100% State	600,000	-	-	-	-	-	-	600,000	-	-	-	-	-
			PE Total		600,000	-	-	-	-	-	-	600,000	-	-	-	-	-
SR4, Harmony Road Intersection Improvements	18-04116		ROW	100% State	1,500,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		1,500,000	-	-	-	-	-	-	-	-	-	-	-	-
SR4, Harmony Road Intersection Improvements	18-04116		C	80/20	7,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		7,000,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>SR4, Harmony Road Intersection Improvements Total</b>	<b>18-04116</b>				<b>9,100,000</b>	-	-	-	-	-	-	<b>600,000</b>	-	-	-	-	-
SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stant	04-00136	T200011101	PE	100% State	750,000	-	-	-	-	-	-	750,000	-	-	-	-	-
			PE Total		750,000	-	-	-	-	-	-	750,000	-	-	-	-	-
SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stant	04-00136	T200011101	ROW	100% State	600,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		600,000	-	-	-	-	-	-	-	-	-	-	-	-
SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stant	04-00136	T200011101	C	80/20	3,500,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		3,500,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stan</b>	<b>04-00136</b>	<b>T200011101</b>			<b>4,850,000</b>	-	-	-	-	-	-	<b>750,000</b>	-	-	-	-	-
Denny Road and Lexington Parkway Intersection Improvements	18-01119		PE	100% State	200,000	-	-	-	-	-	-	200,000	-	-	-	-	-
			PE Total		200,000	-	-	-	-	-	-	200,000	-	-	-	-	-
Denny Road and Lexington Parkway Intersection Improvements	18-01119		ROW	100% State	50,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		50,000	-	-	-	-	-	-	-	-	-	-	-	-
Denny Road and Lexington Parkway Intersection Improvements	18-01119		C	80/20	1,100,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		1,100,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Denny Road and Lexington Parkway Intersection Improvements Total</b>	<b>18-01119</b>				<b>1,350,000</b>	-	-	-	-	-	-	<b>200,000</b>	-	-	-	-	-
Old Capitol Trail, Newport Road to Stanton Road	18-02116		PE	100% State	650,000	-	-	-	-	-	-	650,000	-	-	-	-	-
			PE Total		650,000	-	-	-	-	-	-	650,000	-	-	-	-	-
Old Capitol Trail, Newport Road to Stanton Road	18-02116		ROW	100% State	1,200,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		1,200,000	-	-	-	-	-	-	-	-	-	-	-	-
Old Capitol Trail, Newport Road to Stanton Road	18-02116		C	80/20	3,500,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		3,500,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Old Capitol Trail, Newport Road to Stanton Road Total</b>	<b>18-02116</b>				<b>5,350,000</b>	-	-	-	-	-	-	<b>650,000</b>	-	-	-	-	-
Shallcross Lake Road Relocated, Graylag Rd to Boyds Corner Rd	18-00428	T201812001	C	100% Other	1,500,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		1,500,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Shallcross Lake Road Relocated, Graylag Rd to Boyds Corner Rd Total</b>	<b>18-00428</b>	<b>T201812001</b>			<b>1,500,000</b>	-	-	-	-	-	-	-	-	-	-	-	-
SR 72, Advanced Utility Relocation from McCoy Road to SR71	14-22356	T201401101	C	80/20	3,300,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		3,300,000	-	-	-	-	-	-	-	-	-	-	-	-
SR 72, Advanced Utility Relocation from McCoy Road to SR71	14-22356	T201401101	Utilities	80/20	51,000	-	-	-	-	-	-	-	-	-	-	-	-
			Utilities Total		51,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>SR 72, Advanced Utility Relocation from McCoy Road to SR71 Total</b>	<b>14-22356</b>	<b>T201401101</b>			<b>3,351,000</b>	-	-	-	-	-	-	-	-	-	-	-	-
SR 72, McCoy Road to SR 71	04-00160	T200601102	PE	100% State	350,000	-	-	-	-	-	-	-	-	-	-	-	-
SR 72, McCoy Road to SR 71	04-00160	T200601102	PE	80/20	1,250,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		1,600,000	-	-	-	-	-	-	-	-	-	-	-	-
SR 72, McCoy Road to SR 71	04-00160	T200601102	ROW	80/20 TC	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
SR 72, McCoy Road to SR 71	04-00160	T200601102	C	80/20	12,761,214	-	-	-	2,552,243	10,208,971	VARIOUS	-	-	-	-	-	-
			C Total		12,761,214	-	-	-	2,552,243	10,208,971	-	-	-	-	-	-	-
<b>SR 72, McCoy Road to SR 71 Total</b>	<b>04-00160</b>	<b>T200601102</b>			<b>17,361,214</b>	-	-	-	<b>2,552,243</b>	<b>10,208,971</b>	-	-	-	-	-	-	-
Otts Chapel Road and Welsh Track Road Intersection Improvements	19-10003		PE	100% State	50,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		50,000	-	-	-	-	-	-	-	-	-	-	-	-
Otts Chapel Road and Welsh Track Road Intersection Improvements	19-10003		ROW	100% State	25,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		25,000	-	-	-	-	-	-	-	-	-	-	-	-
Otts Chapel Road and Welsh Track Road Intersection Improvements	19-10003		C	80/20	150,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		150,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Otts Chapel Road and Welsh Track Road Intersection Improvements Tot</b>	<b>19-10003</b>				<b>225,000</b>	-	-	-	-	-	-	-	-	-	-	-	-
Possum Park Road and Old Possum Park Road Intersection Improvement:	09-00108	T200904109	PE	100% State	182,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		182,000	-	-	-	-	-	-	-	-	-	-	-	-
Possum Park Road and Old Possum Park Road Intersection Improvement:	09-00108	T200904109	ROW	100% State	100,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		100,000	-	-	-	-	-	-	-	-	-	-	-	-
Possum Park Road and Old Possum Park Road Intersection Improvement:	09-00108	T200904109	C	100% State	1,500,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		1,500,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Possum Park Road and Old Possum Park Road Intersection Improverme</b>	<b>09-00108</b>	<b>T200904109</b>			<b>1,782,000</b>	-	-	-	-	-	-	-	-	-	-	-	-
Jamison Corner Road Relocated at Boyds Corner Road	09-30000	T200912002	PE	100% State	557,122	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		557,122	-	-	-	-	-	-	-	-	-	-	-	-
Jamison Corner Road Relocated at Boyds Corner Road	09-30000	T200912002	ROW	100% State	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Jamison Corner Road Relocated at Boyds Corner Road	09-30000	T200912002	CE	100% State	1,026,623	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		1,026,623	-	-	-	-	-	-	-	-	-	-	-	-
Jamison Corner Road Relocated at Boyds Corner Road	09-30000	T200912002	C	100% Other	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Jamison Corner Road Relocated at Boyds Corner Road	09-30000	T200912002	C	100% State	1,721,169	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		4,721,169	-	-	-	-	-	-	-	-	-	-	-	-
Jamison Corner Road Relocated at Boyds Corner Road	09-30000	T200912002	Traffic	100% State	221,258	-	-	-	-	-	-	-	-	-	-	-	-
			Traffic Total		221,258	-	-	-	-	-	-	-	-	-	-	-	-
Jamison Corner Road Relocated at Boyds Corner Road	09-30000	T200912002	Utilities	100% State	471,267	-	-	-	-	-	-	-	-	-	-	-	-
			Utilities Total		471,267	-	-	-	-	-	-	-	-	-	-	-	-
Jamison Corner Road Relocated at Boyds Corner Road	09-30000	T200912002	Contingency	100% State	636,058	-	-	-	-	-	-	-	-	-	-	-	-
			Contingency Total		636,058	-	-	-	-	-	-	-	-	-	-	-	-
<b>Jamison Corner Road Relocated at Boyds Corner Road Total</b>	<b>09-30000</b>	<b>T200912002</b>			<b>8,633,497</b>	-	-	-	-	-	-	-	-	-	-	-	-

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code	FY22 State Auth	FY22 Fed OB	FY22 Fund Code
N15, Boyds Corner Road, Cedar Lane Road to US 13	07-00406	T200712002	PE	100% State	2,060,300	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		2,060,300	-	-	-	-	-	-	-	-	-	-	-	-
N15, Boyds Corner Road, Cedar Lane Road to US 13	07-00406	T200712002	ROW	100% State	2,800,000	-	-	-	2,800,000	-	-	-	-	-	-	-	-
			ROW Total		2,800,000	-	-	-	2,800,000	-	-	-	-	-	-	-	-
N15, Boyds Corner Road, Cedar Lane Road to US 13	07-00406	T200712002	C	100% State	13,300,000	-	-	-	-	-	-	-	-	-	13,300,000	-	-
			C Total		13,300,000	-	-	-	-	-	-	-	-	-	13,300,000	-	-
N15, Boyds Corner Road, Cedar Lane Road to US 13	07-00406	T200712002	Utilities	100% State	21,000	-	-	-	-	-	-	-	-	-	-	-	-
			Utilities Total		21,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>N15, Boyds Corner Road, Cedar Lane Road to US 13 Total</b>	<b>07-00406</b>	<b>T200712002</b>			<b>18,181,300</b>	-	-	-	<b>2,800,000</b>	-	-	-	-	-	<b>13,300,000</b>	-	-
N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	07-00403	T200712006	PE	100% State	187,141	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		187,141	-	-	-	-	-	-	-	-	-	-	-	-
N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	07-00403	T200712006	ROW	100% State	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	07-00403	T200712006	C	100% State	7,000,000	-	-	-	-	-	-	-	-	-	7,000,000	-	-
			C Total		7,000,000	-	-	-	-	-	-	-	-	-	7,000,000	-	-
<b>N412, Lorewood Grove Road, Jamison Corner Rd to SR 1 Total</b>	<b>07-00403</b>	<b>T200712006</b>			<b>10,187,141</b>	-	-	-	-	-	-	-	-	-	<b>7,000,000</b>	-	-
N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	07-00402	T200712005	PE	100% State	200,339	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		200,339	-	-	-	-	-	-	-	-	-	-	-	-
N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	07-00402	T200712005	ROW	100% State	2,600,000	-	-	-	2,600,000	-	-	-	-	-	-	-	-
			ROW Total		2,600,000	-	-	-	2,600,000	-	-	-	-	-	-	-	-
N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	07-00402	T200712005	C	100% State	9,500,000	-	-	-	-	-	-	-	-	-	9,500,000	-	-
			C Total		9,500,000	-	-	-	-	-	-	-	-	-	9,500,000	-	-
<b>N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road Total</b>	<b>07-00402</b>	<b>T200712005</b>			<b>12,300,339</b>	-	-	-	<b>2,600,000</b>	-	-	-	-	-	<b>9,500,000</b>	-	-
Cedar Lane Road and Marl Pit Road Intersection Improvements	16-00402	T201612001	PE	100% State	110,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		110,000	-	-	-	-	-	-	-	-	-	-	-	-
Cedar Lane Road and Marl Pit Road Intersection Improvements	16-00402	T201612001	ROW	100% State	200,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		200,000	-	-	-	-	-	-	-	-	-	-	-	-
Cedar Lane Road and Marl Pit Road Intersection Improvements	16-00402	T201612001	C	100% State	3,200,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		3,200,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cedar Lane Road and Marl Pit Road Intersection Improvements Total</b>	<b>16-00402</b>	<b>T201612001</b>			<b>3,510,000</b>	-	-	-	-	-	-	-	-	-	-	-	-
Christina River Bridge Approaches	04-00197	T200512102	PD	100% State	500,500	-	-	-	-	-	-	-	-	-	-	-	-
			PD Total		500,500	-	-	-	-	-	-	-	-	-	-	-	-
Christina River Bridge Approaches	04-00197	T200512102	PE	100% State	2,709,644	-	-	-	-	-	-	-	-	-	-	-	-
Christina River Bridge Approaches	04-00197	T200512102	PE	80/20 TC	5,740,356	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		8,450,000	-	-	-	-	-	-	-	-	-	-	-	-
Christina River Bridge Approaches	04-00197	T200512102	ROW	100% State	4,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Christina River Bridge Approaches	04-00197	T200512102	ROW	80/20 TC	5,600,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		9,600,000	-	-	-	-	-	-	-	-	-	-	-	-
Christina River Bridge Approaches	04-00197	T200512102	CE	80/20	3,892,065	-	1,613,652	AC Z230	-	-	-	-	-	-	-	-	-
			CE Total		3,892,065	-	1,613,652	AC Z230	-	-	-	-	-	-	-	-	-
Christina River Bridge Approaches	04-00197	T200512102	C	80/20	19,942,197	-	6,097,698	AC Z230	-	-	-	-	-	-	-	-	-
			C Total		19,942,197	-	6,097,698	AC Z230	-	-	-	-	-	-	-	-	-
Christina River Bridge Approaches	04-00197	T200512102	Traffic	80/20	751,180	-	-	-	-	-	-	-	-	-	-	-	-
			Traffic Total		751,180	-	-	-	-	-	-	-	-	-	-	-	-
Christina River Bridge Approaches	04-00197	T200512102	Utilities	80/20	1,521,236	-	256,989	AC Z230	-	-	-	-	-	-	-	-	-
			Utilities Total		1,521,236	-	256,989	AC Z230	-	-	-	-	-	-	-	-	-
Christina River Bridge Approaches	04-00197	T200512102	Maintenance	100% State	1,860,000	-	1,100,000	-	-	-	-	-	-	-	-	-	-
			Maintenance Total		1,860,000	-	1,100,000	-	-	-	-	-	-	-	-	-	-
Christina River Bridge Approaches	04-00197	T200512102	Contingency	80/20	1,243,995	-	995,196	AC Z230	-	-	-	-	-	-	-	-	-
			Contingency Total		1,243,995	-	995,196	AC Z230	-	-	-	-	-	-	-	-	-
<b>Christina River Bridge Approaches Total</b>	<b>04-00197</b>	<b>T200512102</b>			<b>47,761,173</b>	-	<b>1,100,000</b>	<b>8,963,534</b>	-	-	-	-	-	-	-	-	-
Christina River Bridge	16-10691	T201612101	ROW	80/20 TC	5,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		5,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Christina River Bridge	16-10691	T201612101	CE	80/20	4,352,331	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		4,352,331	-	-	-	-	-	-	-	-	-	-	-	-
Christina River Bridge	16-10691	T201612101	C	80/20	28,386,108	-	10,892,700	AC VARIOUS	-	-	-	-	-	-	-	-	-
			C Total		28,386,108	-	10,892,700	AC VARIOUS	-	-	-	-	-	-	-	-	-
Christina River Bridge	16-10691	T201612101	Utilities	80/20	825,383	-	-	-	-	-	-	-	-	-	-	-	-
			Utilities Total		825,383	-	-	-	-	-	-	-	-	-	-	-	-
Christina River Bridge	16-10691	T201612101	Contingency	80/20	1,436,178	-	-	-	-	-	-	-	-	-	-	-	-
			Contingency Total		1,436,178	-	-	-	-	-	-	-	-	-	-	-	-
<b>Christina River Bridge Total</b>	<b>16-10691</b>	<b>T201612101</b>			<b>40,000,000</b>	-	<b>10,892,700</b>	-	-	-	-	-	-	-	-	-	-
Garasches Lane, Wilmington	11-00999	T201212101	PD	80/20	652,200	-	-	-	-	-	-	-	-	-	-	-	-
			PD Total		652,200	-	-	-	-	-	-	-	-	-	-	-	-
Garasches Lane, Wilmington	11-00999	T201212101	PE	80/20	350,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		350,000	-	-	-	-	-	-	-	-	-	-	-	-
Garasches Lane, Wilmington	11-00999	T201212101	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		-	-	-	-	-	-	-	-	-	-	-	-	-
Garasches Lane, Wilmington	11-00999	T201212101	C	80/20	5,000,000	-	-	-	1,000,000	3,200,000	Z230	-	-	-	800,000	AC Z230	-
			C Total		5,000,000	-	-	-	1,000,000	3,200,000	-	-	-	-	800,000	-	-
<b>Garasches Lane, Wilmington Total</b>	<b>11-00999</b>	<b>T201212101</b>			<b>6,002,200</b>	-	-	-	<b>1,000,000</b>	<b>3,200,000</b>	-	-	-	-	<b>800,000</b>	-	-
Justison Landing	07-10415	T200512101	PE	100% State	10,928,015	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		10,928,015	-	-	-	-	-	-	-	-	-	-	-	-
Justison Landing	07-10415	T200512101	ROW	100% State	5,259,544	68,000	-	-	68,000	-	-	68,000	-	-	68,000	-	-
			ROW Total		5,259,544	68,000	-	-	68,000	-	-	68,000	-	-	68,000	-	-
Justison Landing	07-10415	T200512101	C	100% State	35,811,503	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		35,811,503	-	-	-	-	-	-	-	-	-	-	-	-
Justison Landing	07-10415	T200512101	Traffic	100% State	142,810	-	-	-	-	-	-	-	-	-	-	-	-
			Traffic Total		142,810	-	-	-	-	-	-	-	-	-	-	-	-
Justison Landing	07-10415	T200512101	Utilities	100% State	2,220,203	-	-	-	-	-	-	-	-	-	-	-	-
			Utilities Total		2,220,203	-	-	-	-	-	-	-	-	-	-	-	-
Justison Landing	07-10415	T200512101	Contingency	100% State	75,000	-	-	-	-	-	-	-	-	-	-	-	-



Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code	FY22 State Auth	FY22 Fed OB	FY22 Fund Code
			Contingency Total		75,000	-	-	-	-	-	-	-	-	-	-	-	-
Justison Landing	07-10415	T200512101	Maintenance	100% Other	2,100,087	-	-	-	-	-	-	-	-	-	-	-	-
Justison Landing	07-10415	T200512101	Maintenance	100% State	1,390,643	-	-	-	-	-	-	-	-	-	-	-	-
			Maintenance Total		3,490,729	-	-	-	-	-	-	-	-	-	-	-	-
<b>Justison Landing Total</b>	<b>07-10415</b>	<b>T200512101</b>			<b>57,927,804</b>	<b>68,000</b>	-	-	<b>68,000</b>	-	-	<b>68,000</b>	-	-	<b>68,000</b>	-	-
Justison Landing, Parcel 1A- Environmental Remediation	18-00121	T201812101	ROW	100% State	460,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		460,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Justison Landing, Parcel 1A- Environmental Remediation Total</b>	<b>18-00121</b>	<b>T201812101</b>			<b>460,000</b>	-	-	-	-	-	-	-	-	-	-	-	-
Riverfront Initiatives Development	08-02013	T200212101	PD		1,270,000	-	-	-	-	-	-	-	-	-	-	-	-
			PD Total		1,270,000	-	-	-	-	-	-	-	-	-	-	-	-
Riverfront Initiatives Development	08-02013	T200212101	PE		2,239,164	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		2,239,164	-	-	-	-	-	-	-	-	-	-	-	-
Riverfront Initiatives Development	08-02013	T200212101	ROW		15,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		15,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Riverfront Initiatives Development Total</b>	<b>08-02013</b>	<b>T200212101</b>			<b>3,524,164</b>	-	-	-	-	-	-	-	-	-	-	-	-
Riverfront Rail Relocation and Parking Improvements	13-00006		CE	100% State	3,400,000	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		3,400,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Riverfront Rail Relocation and Parking Improvements Total</b>	<b>13-00006</b>				<b>3,400,000</b>	-	-	-	-	-	-	-	-	-	-	-	-
Wilmington Signal Improvements Project, Phase 2	09-01014	T200909201	Program Funding	100% FHWA	3,300,000	-	-	-	-	-	-	-	-	-	-	-	-
			Program Funding Total		3,300,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Wilmington Signal Improvements Project, Phase 2 Total</b>	<b>09-01014</b>	<b>T200909201</b>			<b>3,300,000</b>	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Painting, New Castle County, 2016	14-03282	T201407407	PE	80/20 TC	45,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		45,000	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Painting, New Castle County, 2016	14-03282	T201407407	CE	80/20 TC	142,004	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		142,004	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Painting, New Castle County, 2016	14-03282	T201407407	C	80/20 TC	775,400	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		775,400	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Painting, New Castle County, 2016	14-03282	T201407407	Contingency	80/20 TC	38,770	-	-	-	-	-	-	-	-	-	-	-	-
			Contingency Total		38,770	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Painting, New Castle County, 2016	14-03282	T201407407	Rail Road	80/20 TC	138,616	-	-	-	-	-	-	-	-	-	-	-	-
			Rail Road Total		138,616	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bridge Painting, New Castle County, 2016 Total</b>	<b>14-03282</b>	<b>T201407407</b>			<b>1,139,791</b>	-	-	-	-	-	-	-	-	-	-	-	-
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	14-01056	T201407404	PE	80/20	13,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		13,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	14-01056	T201407404	ROW		-	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		-	-	-	-	-	-	-	-	-	-	-	-	-
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	14-01056	T201407404	C	80/20	165,000,000	33,000,000	22,000,000	VARIOUS	-	23,000,000	VARIOUS	-	47,000,000	VARIOUS	-	40,000,000	VARIOUS
			C Total		165,000,000	33,000,000	22,000,000	-	-	23,000,000	-	-	47,000,000	-	-	40,000,000	-
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	14-01056	T201407404	Maintenance	100% State	40,000,000	10,000,000	-	-	20,000,000	-	-	10,000,000	-	-	-	-	-
			Maintenance Total		40,000,000	10,000,000	-	-	20,000,000	-	-	10,000,000	-	-	-	-	-
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	14-01056	T201407404	Rail Road	80/20	550,000	-	-	-	-	-	-	-	-	-	-	-	-
			Rail Road Total		550,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge Total</b>	<b>14-01056</b>	<b>T201407404</b>			<b>218,550,000</b>	<b>43,000,000</b>	<b>22,000,000</b>	-	<b>20,000,000</b>	<b>23,000,000</b>	-	<b>10,000,000</b>	<b>47,000,000</b>	-	-	<b>40,000,000</b>	-
Advanced Traffic Mitigation for I-95 Viaduct and Brandywine River Bridge	17-50014	T201704105	Traffic	90/10	725,000	-	-	-	-	-	-	-	-	-	-	-	-
			Traffic Total		725,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Advanced Traffic Mitigation for I-95 Viaduct and Brandywine River Bridge Total</b>	<b>17-50014</b>	<b>T201704105</b>			<b>725,000</b>	-	-	-	-	-	-	-	-	-	-	-	-
Little Baltimore Road Drainage Improvements	14-06966	T201404101	PD	100% State	100,000	-	-	-	-	-	-	-	-	-	-	-	-
			PD Total		100,000	-	-	-	-	-	-	-	-	-	-	-	-
Little Baltimore Road Drainage Improvements	14-06966	T201404101	PE	80/20	510,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		510,000	-	-	-	-	-	-	-	-	-	-	-	-
Little Baltimore Road Drainage Improvements	14-06966	T201404101	ROW	80/20	250,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		250,000	-	-	-	-	-	-	-	-	-	-	-	-
Little Baltimore Road Drainage Improvements	14-06966	T201404101	C	80/20	2,000,000	400,000	1,600,000	Z230	-	-	-	-	-	-	-	-	-
			C Total	0-Jan	2,000,000	400,000	1,600,000	-	-	-	-	-	-	-	-	-	-
<b>Little Baltimore Road Drainage Improvements Total</b>	<b>14-06966</b>	<b>T201404101</b>			<b>2,860,000</b>	<b>400,000</b>	<b>1,600,000</b>	-	-	-	-	-	-	-	-	-	-
Industrial Track Greenway Phase III	13-99356	T201330009	PE	80/20	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Industrial Track Greenway Phase III	13-99356	T201330009	ROW	80/20	100,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		100,000	-	-	-	-	-	-	-	-	-	-	-	-
Industrial Track Greenway Phase III	13-99356	T201330009	CE	80/20	2,650,951	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		2,650,951	-	-	-	-	-	-	-	-	-	-	-	-
Industrial Track Greenway Phase III	13-99356	T201330009	C	80/20	18,451,353	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		18,451,353	-	-	-	-	-	-	-	-	-	-	-	-
Industrial Track Greenway Phase III	13-99356	T201330009	Traffic	80/20	5,000	-	-	-	-	-	-	-	-	-	-	-	-
			Traffic Total		5,000	-	-	-	-	-	-	-	-	-	-	-	-
Industrial Track Greenway Phase III	13-99356	T201330009	Utilities	80/20	40,000	-	-	-	-	-	-	-	-	-	-	-	-
			Utilities Total		40,000	-	-	-	-	-	-	-	-	-	-	-	-
Industrial Track Greenway Phase III	13-99356	T201330009	Contingency	80/20	1,209,697	-	-	-	-	-	-	-	-	-	-	-	-
			Contingency Total		1,209,697	-	-	-	-	-	-	-	-	-	-	-	-
Industrial Track Greenway Phase III	13-99356	T201330009	Planning	80/20	1,034,000	-	-	-	-	-	-	-	-	-	-	-	-
			Planning Total		1,034,000	-	-	-	-	-	-	-	-	-	-	-	-
Industrial Track Greenway Phase III	13-99356	T201330009	Rail Road	80/20	250,000	-	-	-	-	-	-	-	-	-	-	-	-
			Rail Road Total		250,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Industrial Track Greenway Phase III Total</b>	<b>13-99356</b>	<b>T201330009</b>			<b>24,741,001</b>	-	-	-	-	-	-	-	-	-	-	-	-
Middletown Park and Ride	18-01113	T201853106	PE	100% State	50,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		50,000	-	-	-	-	-	-	-	-	-	-	-	-
Middletown Park and Ride	18-01113	T201853106	C	70/30 FTA	3,000,000	900,000	2,100,000	VARIOUS	-	-	-	-	-	-	-	-	-
			C Total		3,000,000	900,000	2,100,000	-	-	-	-	-	-	-	-	-	-
<b>Middletown Park and Ride Total</b>	<b>18-01113</b>	<b>T201853106</b>			<b>3,050,000</b>	<b>900,000</b>	<b>2,100,000</b>	-	-	-	-	-	-	-	-	-	-
NCC Transit Center	13-00999	T201353111	PD	80/20 FTA	500,000	-	-	-	-	-	-	-	-	-	-	-	-
			PD Total		500,000	-	-	-	-	-	-	-	-	-	-	-	-
NCC Transit Center	13-00999	T201353111	PE	80/20 FTA	750,000	-	-	-	-	-	-	-	-	-	-	-	-

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code	FY22 State Auth	FY22 Fed OB	FY22 Fund Code
NCC Transit Center	13-00999	T201353111	PE Total	80/20 FTA	750,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW		1,000,000	-	800,000	5307	-	-	-	-	-	-	-	-	-
			ROW Total		1,000,000	-	800,000		-	-	-	-	-	-	-	-	-
NCC Transit Center	13-00999	T201353111	C	80/20 FTA	2,500,000	500,000	-	-	-	2,000,000	5307	-	-	-	-	-	-
			C Total		2,500,000	500,000	-	-	-	2,000,000		-	-	-	-	-	-
<b>NCC Transit Center Total</b>	<b>13-00999</b>	<b>T201353111</b>			<b>4,750,000</b>	<b>500,000</b>	<b>800,000</b>		<b>-</b>	<b>2,000,000</b>							
Churchman's Crossing Fairplay Station Parking Expansion	09-12109		PE	80/20 FTA	1,252,000	-	-	-	-	-	-	250,400	1,001,600	5307	-	-	-
			PE Total		1,252,000	-	-	-	-	-	-	250,400	1,001,600		-	-	-
Churchman's Crossing Fairplay Station Parking Expansion	09-12109		C	80/20 FTA	13,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		13,000,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Churchman's Crossing Fairplay Station Parking Expansion Total</b>	<b>09-12109</b>				<b>14,252,000</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>250,400</b>	<b>1,001,600</b>		<b>-</b>	<b>-</b>	<b>-</b>
Claymont Regional Transportation Center	10-12144	T201651201	PE	80/20 FTA	6,700,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		6,700,000	-	-	-	-	-	-	-	-	-	-	-	-
Claymont Regional Transportation Center	10-12144	T201651201	ROW	100% State	100,000	100,000	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		100,000	100,000	-	-	-	-	-	-	-	-	-	-	-
Claymont Regional Transportation Center	10-12144	T201651201	CE		-	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		-	-	-	-	-	-	-	-	-	-	-	-	-
Claymont Regional Transportation Center	10-12144	T201651201	C	55/45 FTA	30,600,000	2,645,000	6,000,000	VARIOUS	-	3,000,000	VARIOUS	-	7,830,000	5307	-	-	-
Claymont Regional Transportation Center	10-12144	T201651201	C	67/33 FTA	14,875,000	-	-	-	-	-	-	-	-	-	-	-	-
Claymont Regional Transportation Center	10-12144	T201651201	C	100% Other	125,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		45,600,000	2,645,000	6,000,000		-	3,000,000		-	7,830,000		-	-	-
<b>Claymont Regional Transportation Center Total</b>	<b>10-12144</b>	<b>T201651201</b>			<b>52,400,000</b>	<b>2,745,000</b>	<b>6,000,000</b>		<b>-</b>	<b>3,000,000</b>		<b>-</b>	<b>7,830,000</b>		<b>-</b>	<b>-</b>	<b>-</b>
Wilmington Operations Center Bus Wash	10-12143	T201853102	PE	80/20	125,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		125,000	-	-	-	-	-	-	-	-	-	-	-	-
Wilmington Operations Center Bus Wash	10-12143	T201853102	C	80/20	900,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		900,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Wilmington Operations Center Bus Wash Total</b>	<b>10-12143</b>	<b>T201853102</b>			<b>1,025,000</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>
City of Wilmington Bus Stop Beautifications	16-70915	T201653102	C	100% State	500,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		500,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>City of Wilmington Bus Stop Beautifications Total</b>	<b>16-70915</b>	<b>T201653102</b>			<b>500,000</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>
Christina Crescent Elevators	16-72401	T201653103	CE	100% State	50,000	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		50,000	-	-	-	-	-	-	-	-	-	-	-	-
Christina Crescent Elevators	16-72401	T201653103	C	100% State	516,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		516,000	-	-	-	-	-	-	-	-	-	-	-	-
Christina Crescent Elevators	16-72401	T201653103	Contingency	100% State	434,500	-	-	-	-	-	-	-	-	-	-	-	-
			Contingency Total		434,500	-	-	-	-	-	-	-	-	-	-	-	-
<b>Christina Crescent Elevators Total</b>	<b>16-72401</b>	<b>T201653103</b>			<b>1,000,500</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>
Wilmington Transit Center	16-72901	T201753101	PE	100% State	320,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		320,000	-	-	-	-	-	-	-	-	-	-	-	-
Wilmington Transit Center	16-72901	T201753101	ROW	100% State	500,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		500,000	-	-	-	-	-	-	-	-	-	-	-	-
Wilmington Transit Center	16-72901	T201753101	C	100% State	1,600,000	-	-	-	-	-	-	-	-	-	-	-	-
Wilmington Transit Center	16-72901	T201753101	C	100% Other	16,500,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		18,100,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Wilmington Transit Center Total</b>	<b>16-72901</b>	<b>T201753101</b>			<b>18,920,000</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>
Beech St Maintenance Building	16-51362	T201753108	PE	80/20	500,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		500,000	-	-	-	-	-	-	-	-	-	-	-	-
Beech St Maintenance Building	16-51362	T201753108	C	80/20	3,000,000	2,400,000	5307	-	-	-	-	-	-	-	-	-	-
			C Total		3,000,000	2,400,000		-	-	-	-	-	-	-	-	-	-
<b>Beech St Maintenance Building Total</b>	<b>16-51362</b>	<b>T201753108</b>			<b>3,500,000</b>	<b>-</b>	<b>2,400,000</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>
Beech St Facilities Renovation	16-51363	T201753105	PE		-	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		-	-	-	-	-	-	-	-	-	-	-	-	-
Beech St Facilities Renovation	16-51363	T201753105	C	100% State	1,375,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		1,375,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Beech St Facilities Renovation Total</b>	<b>16-51363</b>	<b>T201753105</b>			<b>1,375,000</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>
DART Parking Lot 4 Paving	16-51364	T201753103	C	100% State	250,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		250,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>DART Parking Lot 4 Paving Total</b>	<b>16-51364</b>	<b>T201753103</b>			<b>250,000</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>
Monroe Street Oil Tanks Upgrade to AST	18-71804		C	100% State	150,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		150,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Monroe Street Oil Tanks Upgrade to AST Total</b>	<b>18-71804</b>				<b>150,000</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>
Newark Regional Transportation Center, Planning and Design	11-00272	T201251601	PE	80/20 FTA	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Planning and Design	11-00272	T201251601	PE	100% State	8,900,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		11,900,000	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Planning and Design	11-00272	T201251601	Program Funding	100% FTA	2,250,000	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Planning and Design	11-00272	T201251601	Program Funding	100% State	383,636	-	-	-	-	-	-	-	-	-	-	-	-
			Program Funding Total		2,633,636	-	-	-	-	-	-	-	-	-	-	-	-
<b>Newark Regional Transportation Center, Planning and Design Total</b>	<b>11-00272</b>	<b>T201251601</b>			<b>14,533,636</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>
Newark Regional Transportation Center, Parking Lot & Access Rd	13-98520	T201451603	ROW	80/20 FTA	100,000	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		100,000	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Parking Lot & Access Rd	13-98520	T201451603	CE	48% FTA	1,195	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Parking Lot & Access Rd	13-98520	T201451603	CE	43% FTA	1,242,231	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Parking Lot & Access Rd	13-98520	T201451603	CE	100% Other	274,748	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Parking Lot & Access Rd	13-98520	T201451603	CE	100% State	182,000	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		1,700,174	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Parking Lot & Access Rd	13-98520	T201451603	C	43% FTA	4,816,346	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		4,816,346	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Parking Lot & Access Rd	13-98520	T201451603	Traffic		150,897	-	-	-	-	-	-	-	-	-	-	-	-
			Traffic Total		150,897	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Parking Lot & Access Rd	13-98520	T201451603	Utilities	43% FTA	1,409,774	-	-	-	-	-	-	-	-	-	-	-	-
			Utilities Total		1,409,774	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Parking Lot & Access Rd	13-98520	T201451603	Contingency	43% FTA	907,688	-	-	-	-	-	-	-	-	-	-	-	-

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code	FY22 State Auth	FY22 Fed OB	FY22 Fund Code
Newark Regional Transportation Center, Parking Lot & Access Rd	13-98520	T201451603	Contingency	100% State	350,281	-	-	-	-	-	-	-	-	-	-	-	-
			Contingency Total		1,257,969	-	-	-	-	-	-	-	-	-	-	-	-
<b>Newark Regional Transportation Center, Parking Lot &amp; Access Rd Total</b>	<b>13-98520</b>	<b>T201451603</b>			<b>9,435,161</b>	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Station Building	14-98203	T201451604	ROW		-	-	-	-	-	-	-	-	-	-	-	-	-
			ROW Total		-	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Station Building	14-98203	T201451604	CE	80/20 FTA	820,611	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Station Building	14-98203	T201451604	CE	43% FTA	279,100	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		1,099,711	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Station Building	14-98203	T201451604	C	80/20 FTA	4,282,320	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Station Building	14-98203	T201451604	C	43% FTA	2,325,581	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Station Building	14-98203	T201451604	C	100% State	1,014,419	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		7,622,320	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Station Building	14-98203	T201451604	Traffic	100% State	589	-	-	-	-	-	-	-	-	-	-	-	-
			Traffic Total		589	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Station Building	14-98203	T201451604	Contingency	100% State	308,923	-	-	-	-	-	-	-	-	-	-	-	-
			Contingency Total		308,923	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Station Building	14-98203	T201451604	Rail Road	100% State	75,000	-	-	-	-	-	-	-	-	-	-	-	-
			Rail Road Total		75,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Newark Regional Transportation Center, Station Building Total</b>	<b>14-98203</b>	<b>T201451604</b>			<b>9,106,543</b>	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Catenary and Railroad Signal Fox	18-05178	T201851601	C	80/20 FTA	7,200,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		7,200,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Newark Regional Transportation Center, Catenary and Railroad Signal Fox Total</b>	<b>18-05178</b>	<b>T201851601</b>			<b>7,200,000</b>	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Platform and Pedestrian Bridge	16-00387	T201751603	C	100% State	12,400,000	9,753,612	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Platform and Pedestrian Bridge	16-00387	T201751603	C	100% Other	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		15,400,000	9,753,612	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Platform and Pedestrian Bridge	16-00387	T201751603	Rail Road	80/20 FTA	197,069	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Platform and Pedestrian Bridge	16-00387	T201751603	Rail Road	43% FTA	8,476,962	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Platform and Pedestrian Bridge	16-00387	T201751603	Rail Road	100% State	17,325,970	-	-	-	-	-	-	-	-	-	-	-	-
			Rail Road Total		26,000,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Newark Regional Transportation Center, Platform and Pedestrian Bridge Total</b>	<b>16-00387</b>	<b>T201751603</b>			<b>41,400,000</b>	<b>9,753,612</b>	-	-	-	-	-	-	-	-	-	-	-
SEPTA New Payment Technology (NPT)	17-53974	T201750404	CE	100% State	96,644	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		96,644	-	-	-	-	-	-	-	-	-	-	-	-
<b>SEPTA New Payment Technology (NPT) Total</b>	<b>17-53974</b>	<b>T201750404</b>			<b>96,644</b>	-	-	-	-	-	-	-	-	-	-	-	-
Shipley Street Bridge Rehabilitation	14-90122	T201451401	C	100% Other	7,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Shipley Street Bridge Rehabilitation	14-90122	T201451401	C	100% State	629,500	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		7,629,500	-	-	-	-	-	-	-	-	-	-	-	-
<b>Shipley Street Bridge Rehabilitation Total</b>	<b>14-90122</b>	<b>T201451401</b>			<b>7,629,500</b>	-	-	-	-	-	-	-	-	-	-	-	-
Third Track Amtrak Phase	12-19804	T201251604	PE	80/20 FTA	285,915	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		285,915	-	-	-	-	-	-	-	-	-	-	-	-
Third Track Amtrak Phase	12-19804	T201251604	CE	100% State	218,198	-	-	-	-	-	-	-	-	-	-	-	-
			CE Total		218,198	-	-	-	-	-	-	-	-	-	-	-	-
Third Track Amtrak Phase	12-19804	T201251604	C	80/20 FRA	16,625,000	-	-	-	-	-	-	-	-	-	-	-	-
Third Track Amtrak Phase	12-19804	T201251604	C	80/20 FTA	8,844,905	-	-	-	-	-	-	-	-	-	-	-	-
Third Track Amtrak Phase	12-19804	T201251604	C	80/20 FTA TC	5,128,581	-	-	-	-	-	-	-	-	-	-	-	-
Third Track Amtrak Phase	12-19804	T201251604	C	100% State	3,106,960	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		33,705,446	-	-	-	-	-	-	-	-	-	-	-	-
<b>Third Track Amtrak Phase Total</b>	<b>12-19804</b>	<b>T201251604</b>			<b>34,209,559</b>	-	-	-	-	-	-	-	-	-	-	-	-
Northeast Corridor Allocation Policy	15-16309	T201651601	C	100% State	16,100,000	2,300,000	-	-	2,400,000	-	-	2,500,000	-	-	2,600,000	-	-
			C Total		16,100,000	2,300,000	-	-	2,400,000	-	-	2,500,000	-	-	2,600,000	-	-
<b>Northeast Corridor Allocation Policy Total</b>	<b>15-16309</b>	<b>T201651601</b>			<b>16,100,000</b>	<b>2,300,000</b>	-	-	<b>2,400,000</b>	-	-	<b>2,500,000</b>	-	-	<b>2,600,000</b>	-	-
Preventive Maintenance - New Castle County	07-30222		Procurement	80% FTA	39,100,000	-	5,200,000	5307	-	5,200,000	5307	-	5,200,000	5307	-	5,200,000	5307
Preventive Maintenance - New Castle County	07-30222		Procurement	80% FTA TC	19,500,000	-	-	-	-	-	-	-	-	-	-	-	-
			Procurement Total		58,600,000	-	5,200,000	-	-	5,200,000	-	-	5,200,000	-	-	5,200,000	-
<b>Preventive Maintenance - New Castle County Total</b>	<b>07-30222</b>				<b>58,600,000</b>	-	<b>5,200,000</b>	-	-	<b>5,200,000</b>	-	-	<b>5,200,000</b>	-	-	<b>5,200,000</b>	-
Transit Vehicle Expansion (2) UD Autonomous Shuttles	18-21418	T201850307	Procurement	100% State	500,000	-	-	-	-	-	-	-	-	-	-	-	-
			Procurement Total		500,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Transit Vehicle Expansion (2) UD Autonomous Shuttles Total</b>	<b>18-21418</b>	<b>T201850307</b>			<b>500,000</b>	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle REPLACEMENT (8) 35' Electric Buses NCC FY19	18-11010	T201850303	Procurement	80/20 FTA	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle REPLACEMENT (8) 35' Electric Buses NCC FY19	18-11010	T201850303	Procurement	100% State	7,448,000	-	-	-	-	-	-	-	-	-	-	-	-
			Procurement Total		8,448,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Transit Vehicle REPLACEMENT (8) 35' Electric Buses NCC FY19 Total</b>	<b>18-11010</b>	<b>T201850303</b>			<b>8,448,000</b>	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22	14-11020		Procurement	80/20 FTA	403,500	-	-	-	-	-	-	80,700	322,800	5307	-	-	-
			Procurement Total		403,500	-	-	-	-	-	-	80,700	322,800	-	-	-	-
<b>Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22 Total</b>	<b>14-11020</b>				<b>403,500</b>	-	-	-	-	-	-	<b>80,700</b>	<b>322,800</b>	-	-	-	-
Transit Vehicle Replacement (22) 40' Low Floor Buses NCC FY20	14-11011	T201850312	Procurement	80/20 FTA	11,073,040	2,214,608	8,858,432	VARIOUS	-	-	-	-	-	-	-	-	-
			Procurement Total		11,073,040	2,214,608	8,858,432	-	-	-	-	-	-	-	-	-	-
<b>Transit Vehicle Replacement (22) 40' Low Floor Buses NCC FY20 Total</b>	<b>14-11011</b>	<b>T201850312</b>			<b>11,073,040</b>	<b>2,214,608</b>	<b>8,858,432</b>	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20	12-90016	T201850313	Procurement	80/20 FTA	4,413,600	882,720	3,530,880	5307W	-	-	-	-	-	-	-	-	-
			Procurement Total		4,413,600	882,720	3,530,880	-	-	-	-	-	-	-	-	-	-
<b>Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20 Total</b>	<b>12-90016</b>	<b>T201850313</b>			<b>4,413,600</b>	<b>882,720</b>	<b>3,530,880</b>	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement Paratransit Buses NCC FY16-24	07-22425		Procurement	80/20 FTA	41,000,000	885,300	3,541,200	5339	476,800	1,907,200	VARIOUS	775,620	3,102,480	VARIOUS	709,020	2,836,080	VARIOUS
			Procurement Total		41,000,000	885,300	3,541,200	-	476,800	1,907,200	-	775,620	3,102,480	-	709,020	2,836,080	-
<b>Transit Vehicle Replacement Paratransit Buses NCC FY16-22 Total</b>	<b>07-22425</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>	-	<b>709,020</b>	<b>2,836,080</b>	-
Transit Vehicle Replacement Unity Bus Purchase Program	07-22430		Procurement	100% State	329,300	114,073	-	-	-	-	-	-	-	-	-	-	-
			Procurement Total		329,300	114,073	-	-	-	-	-	-	-	-	-	-	-
<b>Transit Vehicle Replacement Unity Bus Purchase FY16-21 Total</b>	<b>07-22430</b>				<b>329,300</b>	<b>114,073</b>	-	-	-	-	-	-	-	-	-	-	-
					2,595,372,803	95,223,313	138,997,467	-	43,650,614	100,700,059	-	21,178,793	113,534,330	-	39,427,020	85,681,380	-
					380,497,449	14,529,121	3,587,146	-	6,965,280	10,663,319	-	21,550,400	8,397,000	-	460,080	18,135,720	-
					804,524,907	18,282,814	12,971,580	-	6,693,200	13,949,147	-	60,836,361	19,865,392	-	27,226,000	17,349,147	-
Recreational Trails	07-22613	T200830001	Program Funding	80/20	10,150,500	-	905,680	2940	-	905,680	2940	-	905,680	2940	-	905,680	2940
			Program Funding Total		10,150,500	-	905,680	-	-	905,680	-	-	905,680	-	-	905,680	-
<b>Recreational Trails Total</b>	<b>07-22613</b>	<b>T200830001</b>			<b>10,150,500</b>	-	<b>905,680</b>	-	-	<b>905,680</b>	-	-	<b>905,680</b>	-	-	<b>905,680</b>	-

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code	FY22 State Auth	FY22 Fed OB	FY22 Fund Code
Bridge Inspection Program	14-07002		PE	80/20	28,400,000	884,280	3,537,120	VARIOUS	836,880	3,347,520	VARIOUS	835,380	3,341,520	VARIOUS	936,880	3,747,520	VARIOUS
Bridge Inspection Program	14-07002		PE	100% State	2,000,000	233,800			253,800	-		261,300	-		253,800	-	
			PE Total		30,400,000	1,118,080	3,537,120		1,090,680	3,347,520		1,096,680	3,341,520		1,190,680	3,747,520	
Bridge Inspection Program Total	14-07002				30,400,000	1,118,080	3,537,120	-	1,090,680	3,347,520	-	1,096,680	3,341,520	-	1,190,680	3,747,520	-
Bridge Management	05-10003		Program Funding	80/20	19,000,000	-	-		-	-		176,000	704,000	VARIOUS	-	-	
Bridge Management	05-10003		Program Funding	90/10 TC	649,403	-	-		-	-		-	-		-	-	
Bridge Management	05-10003		Program Funding	90/10	650,000	-	-		65,000	585,000	Z001	-	-		-	-	
Bridge Management	05-10003		Program Funding	100% State	36,000,000	3,600,000	-		5,100,000	-		5,100,000	-		3,600,000	-	
			Program Funding Total		56,299,403	3,600,000	-		5,165,000	585,000		5,276,000	704,000		3,600,000	-	
Bridge Management Total	05-10003				56,299,403	3,600,000	-	-	5,165,000	585,000	-	5,276,000	704,000	-	3,600,000	-	-
Bridge Painting Program	15-07002		C	80/20 TC	1,293,651	-	-		-	-		-	-		-	-	
Bridge Painting Program	15-07002		C	80/20	18,000,000	1,018,643	5,674,572	VARIOUS	600,000	2,400,000	VARIOUS	600,000	2,400,000	VARIOUS	600,000	2,400,000	VARIOUS
			C Total		19,293,651	1,018,643	5,674,572		600,000	2,400,000		600,000	2,400,000		600,000	2,400,000	
Bridge Painting Program Total	15-07002				19,293,651	1,018,643	5,674,572	-	600,000	2,400,000	-	600,000	2,400,000	-	600,000	2,400,000	-
BRIDGES	18-10001		PE	80/20	9,202,073	20,000	80,000	Z233	-	-		-	-		-	-	
BRIDGES	18-10001		PE	80/20 TC	3,270,938	-	-		-	-		-	-		-	-	
BRIDGES	18-10001		PE	100% State	3,821,873	25,000	-		25,000	-		-	-		-	-	
			PE Total		16,294,884	45,000	80,000		25,000	-		-	-		-	-	
BRIDGES	18-10001		ROW	80/20	334,000	10,000	72,000	VARIOUS	6,000	24,000	Z230	-	-		6,000	24,000	
BRIDGES	18-10001		ROW	90/10	42,243	-	-		-	-		-	-		-	-	
BRIDGES	18-10001		ROW	100% State	410,200	137,000	-		29,800	-		30,000	-		-	-	
			ROW Total		786,443	147,000	72,000		35,800	24,000		30,000	-		6,000	24,000	
BRIDGES	18-10001		CE	80/20	7,826,961	80,400	534,806	AC VARIOUS	-	40,302	AC Z240	160,000	640,000		-	-	
BRIDGES	18-10001		CE	80/20 TC	172,000	-	-		-	-		-	-		-	-	
BRIDGES	18-10001		CE	90/10 TC	1,242,650	-	-		-	-		-	-		-	-	
BRIDGES	18-10001		CE	100% State	1,053,110	-	-		-	-		-	-		-	-	
			CE Total		10,294,721	80,400	534,806		-	40,302		160,000	640,000		-	-	
BRIDGES	18-10001		C	80/20	135,493,347	4,778,645	20,812,949	VARIOUS	6,077,640	26,779,500	VARIOUS	4,220,000	19,880,000		180,000	2,720,000	
BRIDGES	18-10001		C	80/20 TC	1,219,792	-	-		-	-		-	-		-	-	
BRIDGES	18-10001		C	90/10 TC	7,060,644	-	-		-	-		-	-		-	-	
BRIDGES	18-10001		C	100% State	4,010,744	751,500	-		1,400,000	-		80,000	-		-	-	
			C Total		147,784,527	5,530,145	20,812,949		7,477,640	26,779,500		4,300,000	19,880,000		180,000	2,720,000	
BRIDGES	18-10001		Traffic	80/20	229,679	-	106,139	AC Z001	-	-		-	-		-	-	
BRIDGES	18-10001		Traffic	100% State	495	-	-		-	-		-	-		-	-	
			Traffic Total		230,174	-	106,139		-	-		-	-		-	-	
BRIDGES	18-10001		Utilities	80/20	577,332	-	-		-	-		-	-		-	-	
BRIDGES	18-10001		Utilities	100% State	87,127	-	-		-	-		-	-		-	-	
			Utilities Total		664,459	-	-		-	-		-	-		-	-	
BRIDGES	18-10001		Environmental	80/20	75,000	-	16,000	AC Z001	-	-		-	-		-	-	
			Environmental Total		75,000	-	16,000		-	-		-	-		-	-	
BRIDGES	18-10001		Program Funding	80/20	122,966,135	3,127,672	12,510,689	VARIOUS	5,327,371	21,309,484		4,090,000	16,360,000		5,500,000	22,000,000	
BRIDGES	18-10001		Program Funding	100% State	23,548,613	1,090,273	-		3,452,629	-		2,230,000	-		2,500,000	-	
			Program Funding Total		146,514,748	4,217,945	12,510,689		8,780,000	21,309,484		6,320,000	16,360,000		8,000,000	22,000,000	
BRIDGES	18-10001		Contingency	80/20	3,837,984	-	750,065	AC VARIOUS	-	101,274		-	-		-	-	
BRIDGES	18-10001		Contingency	80/20 TC	185,604	-	-		-	-		-	-		-	-	
BRIDGES	18-10001		Contingency	90/10 TC	847,277	-	-		-	-		-	-		-	-	
BRIDGES	18-10001		Contingency	100% State	2,575,450	-	-		-	-		-	-		-	-	
			Contingency Total		7,446,316	-	750,065		-	101,274		-	-		-	-	
BRIDGES	18-10001		Rail Road	80/20 TC	245,140	-	-		-	-		-	-		-	-	
			Rail Road Total		245,140	-	-		-	-		-	-		-	-	
BRIDGES Total	18-10001				330,336,412	10,020,490	34,882,649		16,318,440	48,254,560		10,810,000	36,880,000		8,186,000	24,744,000	
DAMS	18-99998		PE	80/20	350,000	-	-		-	-		-	-		-	-	
DAMS	18-99998		PE	100% State	1,770,000	-	-		-	-		-	-		-	-	
			PE Total		2,120,000	-	-		-	-		-	-		-	-	
DAMS	18-99998		ROW	100% State	11,200	-	-		10,000	-		-	-		-	-	
			ROW Total		11,200	-	-		10,000	-		-	-		-	-	
DAMS	18-99998		CE	100% State	972,700	-	-		-	-		230,000	-		-	-	
			CE Total		972,700	-	-		-	-		230,000	-		-	-	
DAMS	18-99998		C	80/20	1,510,000	302,000	-		-	-		-	-		-	-	
DAMS	18-99998		C	100% State	3,100,000	-	-		-	-		2,500,000	-		-	-	
			C Total		4,610,000	302,000	-		-	-		2,500,000	-		-	-	
DAMS	18-99998		Program Funding	100% Other	550,000	-	-		-	-		-	-		-	-	
DAMS	18-99998		Program Funding	100% State	13,200,000	1,450,000	-		2,690,000	-		-	-		2,700,000	-	
			Program Funding Total		13,750,000	1,450,000	-		2,690,000	-		-	-		2,700,000	-	
DAMS	18-99998		Environmental	100% State	255,000	255,000	-		-	-		-	-		-	-	
			Environmental Total		255,000	255,000	-		-	-		-	-		-	-	
DAMS	18-99998		Contingency	100% State	417,854	-	-		-	-		-	-		-	-	
			Contingency Total		417,854	-	-		-	-		-	-		-	-	
DAMS Total	18-99998				22,136,754	2,007,000	-	-	2,700,000	-	-	2,730,000	-	-	2,700,000	-	-
Transportation Alternatives Program	05-10048		Program Funding	80/20	39,490,100	714,489	2,857,957	VARIOUS	714,489	2,857,957	VARIOUS	714,489	2,857,957	VARIOUS	714,489	2,857,957	VARIOUS
Transportation Alternatives Program	05-10048		Program Funding	80/20 FTA	1,400,000	40,000	160,000	5307	40,000	160,000	5307	40,000	160,000	5307	40,000	160,000	5307
Transportation Alternatives Program	05-10048		Program Funding	100% State	667,674	200,000	-		200,000	-		2,000,000	-		200,000	-	
			Program Funding Total		41,557,774	954,489	3,017,957		954,489	3,017,957		2,754,489	3,017,957		954,489	3,017,957	
Transportation Alternatives Program Total	05-10048				41,557,774	954,489	3,017,957		954,489	3,017,957		2,754,489	3,017,957		954,489	3,017,957	
Paving and Rehabilitation	05-10038		Program Funding	80/20	142,584,172	5,200,000	20,800,000	Z001	4,650,000	18,600,000	VARIOUS	3,700,000	14,800,000	VARIOUS	6,200,000	24,800,000	VARIOUS
Paving and Rehabilitation	05-10038		Program Funding	100% State	350,000,000	48,350,000	-		53,550,000	-		51,500,000	-		49,000,000	-	
			Program Funding Total		492,584,172	53,550,000	20,800,000		58,200,000	18,600,000		55,200,000	14,800,000		55,200,000	24,800,000	
Paving and Rehabilitation Total	05-10038				492,584,172	53,550,000	20,800,000	-	58,200,000	18,600,000	-	55,200,000	14,800,000	-	55,200,000	24,800,000	-
Slope Stabilization Program	18-99999		Program Funding	100% State	18,000,000	2,500,000	-		5,000,000	-		3,000,000	-		2,500,000	-	
			Program Funding Total		18,000,000	2,500,000	-		5,000,000	-		3,000,000	-		2,500,000	-	
Slope Stabilization Program Total	18-99999				18,000,000	2,500,000	-		5,000,000	-		3,000,000	-		2,500,000	-	
Signage and Pavement Markings	05-10045		Program Funding	80/20	11,221,991	320,628	1,282,513	Z240	320,628	1,282,513	Z240	320,628	1,282,513	Z240	320,628	1,282,513	Z240

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code	FY22 State Auth	FY22 Fed OB	FY22 Fund Code
Signage and Pavement Markings	05-10045		Program Funding	100% State	35,824,604	5,111,372	-	-	5,111,372	-	-	5,111,372	-	-	5,111,372	-	-
			Program Funding Total		47,046,595	5,432,000	1,282,513	-	5,432,000	1,282,513	-	5,432,000	1,282,513	-	5,432,000	1,282,513	-
<b>Signage and Pavement Markings Total</b>	<b>05-10045</b>				<b>47,046,595</b>	<b>5,432,000</b>	<b>1,282,513</b>	<b>-</b>	<b>5,432,000</b>	<b>1,282,513</b>	<b>-</b>	<b>5,432,000</b>	<b>1,282,513</b>	<b>-</b>	<b>5,432,000</b>	<b>1,282,513</b>	<b>-</b>
Materials and Minor Contracts	05-10031		Program Funding	100% State	52,929,000	12,000,000	-	-	8,000,000	-	-	8,000,000	-	-	8,000,000	-	-
			Program Funding Total		52,929,000	12,000,000	-	-	8,000,000	-	-	8,000,000	-	-	8,000,000	-	-
<b>Materials and Minor Contracts Total</b>	<b>05-10031</b>				<b>52,929,000</b>	<b>12,000,000</b>	<b>-</b>	<b>-</b>	<b>8,000,000</b>	<b>-</b>	<b>-</b>	<b>8,000,000</b>	<b>-</b>	<b>-</b>	<b>8,000,000</b>	<b>-</b>	<b>-</b>
Rail Crossing Safety	05-10040		PD	90/10	711,000	10,232	92,093	Z540	10,232	92,093	Z540	10,232	92,093	Z540	10,232	92,093	Z540
			PD Total		711,000	10,232	92,093		10,232	92,093		10,232	92,093		10,232	92,093	
Rail Crossing Safety	05-10040		C	90/10	9,740,547	123,101	1,107,907	VARIOUS	125,879	1,132,907	VARIOUS	125,879	1,132,907	VARIOUS	125,879	1,132,907	VARIOUS
Rail Crossing Safety	05-10040		C	80/20	1,500,000	300,000	1,200,000	Z240	-	-	-	-	-	-	-	-	-
Rail Crossing Safety	05-10040		C	100% State	5,827,965	1,535,232	2,307,907		-	-	-	-	-	-	-	-	-
			C Total		17,068,512	1,968,333	2,307,907		125,879	1,132,907		125,879	1,132,907		125,879	1,132,907	
<b>Rail Crossing Safety Total</b>	<b>05-10040</b>				<b>17,779,512</b>	<b>1,968,566</b>	<b>2,400,000</b>	<b>-</b>	<b>136,111</b>	<b>1,225,000</b>	<b>-</b>	<b>136,111</b>	<b>1,225,000</b>	<b>-</b>	<b>136,111</b>	<b>1,225,000</b>	<b>-</b>
Statewide Railroad Rideability Program	09-61922		C	100% State	400,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		400,000	-	-	-	-	-	-	-	-	-	-	-	-
Statewide Railroad Rideability Program	09-61922		Utilities	100% State	700,000	100,000	-	-	100,000	-	-	100,000	-	-	100,000	-	-
			Utilities Total		700,000	100,000	-	-	100,000	-	-	100,000	-	-	100,000	-	-
<b>Statewide Railroad Rideability Program Total</b>	<b>09-61922</b>				<b>1,100,000</b>	<b>100,000</b>	<b>-</b>	<b>-</b>	<b>100,000</b>	<b>-</b>	<b>-</b>	<b>100,000</b>	<b>-</b>	<b>-</b>	<b>100,000</b>	<b>-</b>	<b>-</b>
Hazard Elimination Program	10-10006		Program Funding	90/10	17,420,627	244,444	2,200,000	ZS30	244,444	2,200,000	ZS30	244,444	2,200,000	ZS30	244,444	2,200,000	ZS30
Hazard Elimination Program	10-10006		Program Funding	100% State	2,301,927	-	-	-	-	-	-	-	-	-	-	-	-
			Program Funding Total		19,722,554	244,444	2,200,000	-	244,444	2,200,000	-	244,444	2,200,000	-	244,444	2,200,000	-
<b>Hazard Elimination Program Total</b>	<b>10-10006</b>				<b>19,722,554</b>	<b>244,444</b>	<b>2,200,000</b>	<b>-</b>	<b>244,444</b>	<b>2,200,000</b>	<b>-</b>	<b>244,444</b>	<b>2,200,000</b>	<b>-</b>	<b>244,444</b>	<b>2,200,000</b>	<b>-</b>
Future Safety Program 80/20	16-99998		C	80/20	9,750,000	-	-	-	500,000	2,000,000	ZS30	500,000	2,000,000	ZS30	500,000	2,000,000	ZS30
			C Total		9,750,000	-	-	-	500,000	2,000,000	-	500,000	2,000,000	-	500,000	2,000,000	-
<b>Future Safety Program 80/20 Total</b>	<b>16-99998</b>				<b>9,750,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>500,000</b>	<b>2,000,000</b>	<b>-</b>	<b>500,000</b>	<b>2,000,000</b>	<b>-</b>	<b>500,000</b>	<b>2,000,000</b>	<b>-</b>
Future Safety Program 90/10	16-99997		ROW	90/10	888,889	-	-	-	88,889	800,000	ZS30	-	-	-	-	-	-
			ROW Total		888,889	-	-	-	88,889	800,000	-	-	-	-	-	-	-
Future Safety Program 90/10	16-99997		C	90/10	13,144,443	6,128	55,154	ZS30	94,444	850,000	ZS30	283,333	2,550,000	ZS30	283,333	2,550,000	ZS30
			C Total		13,144,443	6,128	55,154		94,444	850,000		283,333	2,550,000		283,333	2,550,000	
<b>Future Safety Program 90/10 Total</b>	<b>16-99997</b>				<b>14,033,332</b>	<b>6,128</b>	<b>55,154</b>	<b>-</b>	<b>183,333</b>	<b>1,650,000</b>	<b>-</b>	<b>283,333</b>	<b>2,550,000</b>	<b>-</b>	<b>283,333</b>	<b>2,550,000</b>	<b>-</b>
Section 154 Penalty Transfer (Sanction) Program	14-11002		Program Funding	100% FHWA	19,271,562	-	1,974,820	ZS31	-	2,534,091	ZS31	-	2,420,195	ZS31	-	2,420,195	ZS31
			Program Funding Total		19,271,562	-	1,974,820		-	2,534,091		-	2,420,195		-	2,420,195	
<b>Section 154 Penalty Transfer (Sanction) Program Total</b>	<b>14-11002</b>				<b>19,271,562</b>	<b>-</b>	<b>1,974,820</b>	<b>-</b>	<b>-</b>	<b>2,534,091</b>	<b>-</b>	<b>-</b>	<b>2,420,195</b>	<b>-</b>	<b>-</b>	<b>2,420,195</b>	<b>-</b>
Traffic Calming	05-10047		Program Funding	100% State	1,550,000	200,000	-	-	200,000	-	-	200,000	-	-	200,000	-	-
			Program Funding Total		1,550,000	200,000	-	-	200,000	-	-	200,000	-	-	200,000	-	-
<b>Traffic Calming Total</b>	<b>05-10047</b>				<b>1,550,000</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>200,000</b>	<b>-</b>	<b>-</b>
Intersection Improvements	05-10030		Program Funding	80/20	33,256,838	750,000	3,000,000	Z240	750,000	3,000,000	Z240	840,000	3,360,000	Z240	750,000	3,000,000	Z240
Intersection Improvements	05-10030		Program Funding	100% Other	3,600,000	-	-	-	-	-	-	-	-	-	-	-	-
Intersection Improvements	05-10030		Program Funding	100% State	22,721,250	4,300,000	-	-	3,350,000	-	-	3,250,000	-	-	3,250,000	-	-
			Program Funding Total		59,578,088	5,050,000	3,000,000	-	4,100,000	3,000,000	-	4,090,000	3,360,000	-	4,000,000	3,000,000	-
<b>Intersection Improvements Total</b>	<b>05-10030</b>				<b>59,578,088</b>	<b>5,050,000</b>	<b>3,000,000</b>	<b>-</b>	<b>4,100,000</b>	<b>3,000,000</b>	<b>-</b>	<b>4,090,000</b>	<b>3,360,000</b>	<b>-</b>	<b>4,000,000</b>	<b>3,000,000</b>	<b>-</b>
Engineering and Contingency	05-10188		Program Funding	100% State	205,855,000	30,845,000	-	-	30,695,000	-	-	30,695,000	-	-	32,095,000	-	-
			Program Funding Total		205,855,000	30,845,000	-	-	30,695,000	-	-	30,695,000	-	-	32,095,000	-	-
<b>Engineering and Contingency Total</b>	<b>05-10188</b>				<b>205,855,000</b>	<b>30,845,000</b>	<b>-</b>	<b>-</b>	<b>30,695,000</b>	<b>-</b>	<b>-</b>	<b>30,695,000</b>	<b>-</b>	<b>-</b>	<b>32,095,000</b>	<b>-</b>	<b>-</b>
Environmental Improvements	05-10029		Planning	80/20	157,500	4,500	18,000	Z240	4,500	18,000	Z240	4,500	18,000	Z240	4,500	18,000	Z240
Environmental Improvements	05-10029		Planning	100% State	4,561,000	540,500	-	-	54,500	-	-	540,500	-	-	540,500	-	-
			Planning Total		4,718,500	545,000	18,000	-	59,000	18,000	-	545,000	18,000	-	545,000	18,000	-
<b>Environmental Improvements Total</b>	<b>05-10029</b>				<b>4,718,500</b>	<b>545,000</b>	<b>18,000</b>	<b>-</b>	<b>59,000</b>	<b>18,000</b>	<b>-</b>	<b>545,000</b>	<b>18,000</b>	<b>-</b>	<b>545,000</b>	<b>18,000</b>	<b>-</b>
Corridor Capacity Preservation	05-10001	T200512901	ROW	100% State	18,000,000	1,000,000	-	-	1,000,000	-	-	1,000,000	-	-	1,000,000	-	-
			ROW Total		18,000,000	1,000,000	-	-	1,000,000	-	-	1,000,000	-	-	1,000,000	-	-
<b>Corridor Capacity Preservation Total</b>	<b>05-10001</b>	<b>T200512901</b>			<b>18,000,000</b>	<b>1,000,000</b>	<b>-</b>	<b>-</b>	<b>1,000,000</b>	<b>-</b>	<b>-</b>	<b>1,000,000</b>	<b>-</b>	<b>-</b>	<b>1,000,000</b>	<b>-</b>	<b>-</b>
Bicycle, Pedestrian and other Improvements	05-10007		C	80/20	28,000,000	982,927	3,931,708	VARIOUS	800,000	3,200,000	Z400	800,000	3,200,000	Z400	800,000	3,200,000	Z400
			C Total		28,000,000	982,927	3,931,708		800,000	3,200,000		800,000	3,200,000		800,000	3,200,000	
<b>Bicycle, Pedestrian and other Improvements Total</b>	<b>05-10007</b>				<b>28,000,000</b>	<b>982,927</b>	<b>3,931,708</b>	<b>-</b>	<b>800,000</b>	<b>3,200,000</b>	<b>-</b>	<b>800,000</b>	<b>3,200,000</b>	<b>-</b>	<b>800,000</b>	<b>3,200,000</b>	<b>-</b>
Education and Training	11-10304		Audit	100% FHWA	1,600,000	-	200,000	Z240	-	200,000	Z240	-	200,000	Z240	-	200,000	Z240
			Audit Total		1,600,000	-	200,000		-	200,000		-	200,000		-	200,000	
<b>Education and Training Total</b>	<b>11-10304</b>				<b>1,600,000</b>	<b>-</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>200,000</b>	<b>-</b>
Aeronautics Planning	07-22611		Program Funding	100% FAA	1,282,500	-	148,500	FAA3	-	189,000	FAA4	-	189,000	FAA4	-	189,000	FAA4
Aeronautics Planning	07-22611		Program Funding	100% State	142,500	16,500	-	-	21,000	-	-	21,000	-	-	21,000	-	-
			Program Funding Total		1,425,000	16,500	148,500	-	21,000	189,000	-	21,000	189,000	-	21,000	189,000	-
<b>Aeronautics Planning Total</b>	<b>07-22611</b>				<b>1,425,000</b>	<b>16,500</b>	<b>148,500</b>	<b>-</b>	<b>21,000</b>	<b>189,000</b>	<b>-</b>	<b>21,000</b>	<b>189,000</b>	<b>-</b>	<b>21,000</b>	<b>189,000</b>	<b>-</b>
Aeronautics Program Development	07-22610		Program Funding	100% State	1,960,000	280,000	-	-	280,000	-	-	280,000	-	-	280,000	-	-
			Program Funding Total		1,960,000	280,000	-	-	280,000	-	-	280,000	-	-	280,000	-	-
<b>Aeronautics Program Development Total</b>	<b>07-22610</b>				<b>1,960,000</b>	<b>280,000</b>	<b>-</b>	<b>-</b>	<b>280,000</b>	<b>-</b>	<b>-</b>	<b>280,000</b>	<b>-</b>	<b>-</b>	<b>280,000</b>	<b>-</b>	<b>-</b>
Heavy Equipment Program	05-10185		Program Funding	100% State	89,004,195	20,000,000	-	-	12,500,000	-	-	11,500,000	-	-	10,000,000	-	-
			Program Funding Total		89,004,195	20,000,000	-	-	12,500,000	-	-	11,500,000	-	-	10,000,000	-	-
<b>Heavy Equipment Program Total</b>	<b>05-10185</b>				<b>89,004,195</b>	<b>20,000,000</b>	<b>-</b>	<b>-</b>	<b>12,500,000</b>	<b>-</b>	<b>-</b>	<b>11,500,000</b>	<b>-</b>	<b>-</b>	<b>10,000,000</b>	<b>-</b>	<b>-</b>
Federal Land Access Program	15-99300		Program Funding	80/20	180,000	6,000	24,000	TBD1	6,000	24,000	TBD1	6,000	24,000	TBD1	6,000	24,000	TBD1
			Program Funding Total		180,000	6,000	24,000	-	6,000	24,000	-	6,000	24,000	-	6,000	24,000	-
<b>Federal Land Access Program Total</b>	<b>15-99300</b>				<b>180,000</b>	<b>6,000</b>	<b>24,000</b>	<b>-</b>	<b>6,000</b>	<b>24,000</b>	<b>-</b>	<b>6,000</b>	<b>24,000</b>	<b>-</b>	<b>6,000</b>	<b>24,000</b>	<b>-</b>

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code	FY22 State Auth	FY22 Fed OB	FY22 Fund Code
Planning Program Development Total	07-22602				14,780,000	2,000,000	-		2,000,000	-		2,000,000	-		2,000,000	-	
Rural Technical Assistance Program	07-22606		Program Funding	100% FTA	625,600	-	87,653	5311	-	87,653	5311	-	87,653	5311	-	87,653	5311
			Program Funding Total		625,600	-	87,653		-	87,653		-	87,653		-	87,653	
Rural Technical Assistance Program Total	07-22606				625,600	-	87,653		-	87,653		-	87,653		-	87,653	
Statewide Planning & Research Program / FHWA	07-22608		Program Funding	80/20	26,070,400	895,979	3,583,916	VARIOUS	841,718	3,366,873	VARIOUS	841,718	3,366,873	VARIOUS	841,718	3,366,873	VARIOUS
			Program Funding Total		26,070,400	895,979	3,583,916		841,718	3,366,873		841,718	3,366,873		841,718	3,366,873	
Statewide Planning & Research Program / FHWA Total	07-22608				26,070,400	895,979	3,583,916		841,718	3,366,873		841,718	3,366,873		841,718	3,366,873	
Statewide Planning & Research Program / FTA	07-22609		Planning	80/20	994,400	28,097	114,680	Z77F	28,670	114,680	Z77F	28,670	114,680	Z77F	28,670	114,680	Z77F
			Planning Total		994,400	28,097	114,680		28,670	114,680		28,670	114,680		28,670	114,680	
Statewide Planning & Research Program / FTA Total	07-22609				994,400	28,097	114,680		28,670	114,680		28,670	114,680		28,670	114,680	
Truck Weigh Enforcement	14-22615		Program Funding	100% State	4,924,570	645,000	-	-	645,000	-	-	645,000	-	-	645,000	-	-
			Program Funding Total		4,924,570	645,000	-	-	645,000	-	-	645,000	-	-	645,000	-	-
Truck Weigh Enforcement Total	14-22615				4,924,570	645,000	-	-	645,000	-	-	645,000	-	-	645,000	-	-
University Research Program	14-22616		Program Funding	100% State	2,000,000	250,000	-	-	250,000	-	-	250,000	-	-	250,000	-	-
			Program Funding Total		2,000,000	250,000	-	-	250,000	-	-	250,000	-	-	250,000	-	-
University Research Program Total	14-22616				2,000,000	250,000	-	-	250,000	-	-	250,000	-	-	250,000	-	-
Disadvantaged Business Enterprise Supportive Services Program	09-22100		Program Funding	100% FHWA	1,309,660	-	44,630	Z480	-	44,630	Z480	-	44,630	Z480	-	44,630	Z480
			Program Funding Total		1,309,660	-	44,630		-	44,630		-	44,630		-	44,630	
Disadvantaged Business Enterprise Supportive Services Program Total	09-22100				1,309,660	-	44,630		-	44,630		-	44,630		-	44,630	
DMV Mainframe Modernization Project FY2013	13-23456	T201361002	IT Development	100% State	23,400,000	1,000,000	-	-	-	-	-	-	-	-	-	-	-
			IT Development Total		23,400,000	1,000,000	-	-	-	-	-	-	-	-	-	-	-
DMV Mainframe Modernization Project FY2013 Total	13-23456	T201361002			23,400,000	1,000,000	-	-	-	-	-	-	-	-	-	-	-
Mileage Based User Fee	17-90509	T201769010	Procurement	50% FHWA	580,000	-	-	-	-	-	-	-	-	-	-	-	-
Mileage Based User Fee	17-90509	T201769010	Procurement	50/50 TC	580,000	-	-	-	-	-	-	-	-	-	-	-	-
			Procurement Total		1,160,000	-	-	-	-	-	-	-	-	-	-	-	-
Mileage Based User Fee Total	17-90509	T201769010			1,160,000	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology Initiatives Program	09-12345		Program Funding	100% State	60,600,000	12,415,000	-	-	13,000,000	-	-	13,000,000	-	-	13,800,000	-	-
			Program Funding Total		60,600,000	12,415,000	-	-	13,000,000	-	-	13,000,000	-	-	13,800,000	-	-
Information Technology Initiatives Program Total	09-12345				60,600,000	12,415,000	-	-	13,000,000	-	-	13,000,000	-	-	13,800,000	-	-
On the Job Training / Supportive Services	11-22190		Program Funding	100% FHWA	821,511	-	100,000	Z240	-	100,000	Z240	-	100,000	Z240	-	100,000	Z240
			Program Funding Total		821,511	-	100,000		-	100,000		-	100,000		-	100,000	
On the Job Training / Supportive Services Total	11-22190				821,511	-	100,000		-	100,000		-	100,000		-	100,000	
Summer Transportation Institute Program	10-11101		Program Funding	100% FHWA	330,000	-	55,000	Z49S	-	55,000	Z49S	-	55,000	Z49S	-	55,000	Z49S
Summer Transportation Institute Program	10-11101		Program Funding	100% State	82,500	13,750	-	-	13,750	-	-	13,750	-	-	13,750	-	-
			Program Funding Total		412,500	13,750	55,000		13,750	55,000		13,750	55,000		13,750	55,000	
Summer Transportation Institute Program Total	10-11101				412,500	13,750	55,000		13,750	55,000		13,750	55,000		13,750	55,000	
Highway Use Tax Evasion Grant	18-00006	T201856001	Program Funding	100% FHWA	250,000	-	-	-	-	-	-	-	-	-	-	-	-
			Program Funding Total		250,000	-	-	-	-	-	-	-	-	-	-	-	-
Highway Use Tax Evasion Grant Total	18-00006	T201856001			250,000	-	-	-	-	-	-	-	-	-	-	-	-
DMV Toll Equipment Upgrade	16-99999		Program Funding	100% State	10,658,607	-	-	-	-	-	-	-	-	-	-	-	-
			Program Funding Total		10,658,607	-	-	-	-	-	-	-	-	-	-	-	-
DMV Toll Equipment Upgrade Total	16-99999				10,658,607	-	-	-	-	-	-	-	-	-	-	-	-
Transportation Facilities - Administration	09-20145		Program Funding	100% State	17,062,970	6,000,000	-	-	2,250,000	-	-	2,250,000	-	-	2,250,000	-	-
			Program Funding Total		17,062,970	6,000,000	-	-	2,250,000	-	-	2,250,000	-	-	2,250,000	-	-
Transportation Facilities - Administration Total	09-20145				17,062,970	6,000,000	-	-	2,250,000	-	-	2,250,000	-	-	2,250,000	-	-
Transportation Facilities - Operations	05-10067		Program Funding	100% State	44,468,664	19,000,000	-	-	8,000,000	-	-	7,000,000	-	-	5,000,000	-	-
			Program Funding Total		44,468,664	19,000,000	-	-	8,000,000	-	-	7,000,000	-	-	5,000,000	-	-
Transportation Facilities - Operations Total	05-10067				44,468,664	19,000,000	-	-	8,000,000	-	-	7,000,000	-	-	5,000,000	-	-
Traffic Signal Revolving Fund Program	11-19001	T201209302	Traffic	100% State	875,000	125,000	-	-	125,000	-	-	125,000	-	-	125,000	-	-
			Traffic Total		875,000	125,000	-	-	125,000	-	-	125,000	-	-	125,000	-	-
Traffic Signal Revolving Fund Program Total	11-19001	T201209302			875,000	125,000	-	-	125,000	-	-	125,000	-	-	125,000	-	-
MUTCD Compliance Program	13-10046		Traffic	80/20	20,000,000	750,000	3,000,000	Z001	600,000	2,400,000	Z001	400,000	1,600,000	Z001	400,000	1,600,000	Z001
			Traffic Total		20,000,000	750,000	3,000,000		600,000	2,400,000		400,000	1,600,000		400,000	1,600,000	
MUTCD Compliance Program Total	13-10046				20,000,000	750,000	3,000,000		600,000	2,400,000		400,000	1,600,000		400,000	1,600,000	
Rideshare Program / Trip Mitigation	07-22612		Program Funding	80/20	3,660,000	-	360,000	Z400	-	360,000	Z400	-	384,000	Z400	-	384,000	Z400
			Program Funding Total		3,660,000	-	360,000		-	360,000		-	384,000		-	384,000	
Rideshare Program / Trip Mitigation Total	07-22612				3,660,000	-	360,000		-	360,000		-	384,000		-	384,000	
Transportation Management Improvements	05-10186		Program Funding	80/20	36,875,000	1,180,000	4,720,000	VARIOUS	1,180,000	4,720,000	VARIOUS	1,180,000	4,720,000	VARIOUS	1,180,000	4,720,000	VARIOUS
			Program Funding Total		36,875,000	1,180,000	4,720,000		1,180,000	4,720,000		1,180,000	4,720,000		1,180,000	4,720,000	
Transportation Management Improvements Total	05-10186				36,875,000	1,180,000	4,720,000		1,180,000	4,720,000		1,180,000	4,720,000		1,180,000	4,720,000	
Bus Stop Improvement Program	05-10501		Program Funding	100% State	6,140,000	750,000	-	-	750,000	-	-	750,000	-	-	750,000	-	-
			Program Funding Total		6,140,000	750,000	-	-	750,000	-	-	750,000	-	-	750,000	-	-
Bus Stop Improvement Program Total	05-10501				6,140,000	750,000	-	-	750,000	-	-	750,000	-	-	750,000	-	-
CAD/AVL Modem Upgrade	14-43114	T201750401	PD	100% State	825,000	-	-	-	-	-	-	-	-	-	-	-	-
			PD Total		825,000	-	-	-	-	-	-	-	-	-	-	-	-
CAD/AVL Modem Upgrade Total	14-43114	T201750401			825,000	-	-	-	-	-	-	-	-	-	-	-	-
CAD/AVL System and Trapeze Upgrade	14-43314	T201850401	PD	100% State	470,867	-	-	-	-	-	-	-	-	-	-	-	-
			PD Total		470,867	-	-	-	-	-	-	-	-	-	-	-	-
CAD/AVL System and Trapeze Upgrade Total	14-43314	T201850401			470,867	-	-	-	-	-	-	-	-	-	-	-	-
Training Room Upgrades	18-71805		C	100% State	50,000	50,000	-	-	-	-	-	-	-	-	-	-	-
			C Total		50,000	50,000	-	-	-	-	-	-	-	-	-	-	-
Training Room Upgrades Total	18-71805				50,000	50,000	-	-	-	-	-	-	-	-	-	-	-
Fuel Management Software System	12-11238	T201353102	C	100% State	630,198	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		630,198	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Management Software System Total	12-11238	T201353102			630,198	-	-	-	-	-	-	-	-	-	-	-	-
Statewide Transit Safety and Security Program	18-80222	NEW	Procurement	100% State	3,000,000	500,000	-	-	500,000	-	-	500,000	-	-	500,000	-	-
			Procurement Total		3,000,000	500,000	-	-	500,000	-	-	500,000	-	-	500,000	-	-
Statewide Transit Safety and Security Program Total	18-80222	NEW			3,000,000	500,000	-	-	500,000	-	-	500,000	-	-	500,000	-	-
Transit Facilities Minor Capital Program	18-90222	NEW	C	100% State	4,500,000	700,000	-	-	700,000	-	-	700,000	-	-	700,000	-	-
			C Total		4,500,000	700,000	-	-	700,000	-	-	700,000	-	-	700,000	-	-
Transit Facilities Minor Capital Program Total	18-90222	NEW			4,500,000	700,000	-	-	700,000	-	-	700,000	-	-	700,000	-	-
Transit Facility Minor Capital Projects FY16 - FY18	15-52715	T201653107	PE	100% State	168,700	-	-	-	-	-	-	-	-	-	-	-	-

Project Title	P6	Finance #	Phase	Funding Source (pro-rata)	Current Estimate	FY19 State Auth	FY19 Fed OB	FY19 Fund Code	FY20 State Auth	FY20 Fed OB	FY20 Fund Code	FY21 State Auth	FY21 Fed OB	FY21 Fund Code	FY22 State Auth	FY22 Fed OB	FY22 Fund Code
Transit Facility Minor Capital Projects FY16 - FY18	15-52715	T201653107	PE Total		168,700	-	-	-	-	-	-	-	-	-	-	-	-
			C	100% State	5,686,806	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		5,686,806	-	-	-	-	-	-	-	-	-	-	-	-
Transit Facility Minor Capital Projects Total	15-52715	T201653107			5,855,506	-	-	-	-	-	-	-	-	-	-	-	-
Transit Systems Equipment Program	18-70222	NEW	Procurement	100% State	280,000	40,000	-	-	40,000	-	-	40,000	-	-	40,000	-	-
			Procurement Total		280,000	40,000	-	-	40,000	-	-	40,000	-	-	40,000	-	-
Transit Systems Equipment Program Total	18-70222	NEW			280,000	40,000	-	-	40,000	-	-	40,000	-	-	40,000	-	-
Propane Fueling Stations	16-72402	T201653104	C	100% State	606,052	150,000	-	-	-	-	-	-	-	-	-	-	-
			C Total		606,052	150,000	-	-	-	-	-	-	-	-	-	-	-
Propane Fueling Stations Total	16-72402	T201653104			606,052	150,000	-	-	-	-	-	-	-	-	-	-	-
Snow Blowers - Statewide	16-51366	T201853103	PE	100% State	100,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		100,000	-	-	-	-	-	-	-	-	-	-	-	-
Snow Blowers - Statewide	16-51366	T201853103	C	100% State	500,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		500,000	-	-	-	-	-	-	-	-	-	-	-	-
Snow Blowers - Statewide Total	16-51366	T201853103			600,000	-	-	-	-	-	-	-	-	-	-	-	-
Park & Ride Hub Restrooms	16-51368	T201753107	PE	100% State	60,000	-	-	-	-	-	-	-	-	-	-	-	-
			PE Total		60,000	-	-	-	-	-	-	-	-	-	-	-	-
Park & Ride Hub Restrooms	16-51368	T201753107	C	100% State	240,000	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		240,000	-	-	-	-	-	-	-	-	-	-	-	-
Park & Ride Hub Restrooms Total	16-51368	T201753107			300,000	-	-	-	-	-	-	-	-	-	-	-	-
DTC Automated Timesheet and Absence Tracking	17-51361	T201853104	PD	100% State	120,000	-	-	-	-	-	-	-	-	-	-	-	-
			PD Total		120,000	-	-	-	-	-	-	-	-	-	-	-	-
DTC Automated Timesheet and Absence Tracking Total	17-51361	T201853104			120,000	-	-	-	-	-	-	-	-	-	-	-	-
Traveler Information Signage	17-51362	T201750502	C	100% State	370,500	-	-	-	-	-	-	-	-	-	-	-	-
			C Total		370,500	-	-	-	-	-	-	-	-	-	-	-	-
Traveler Information Signage Total	17-51362	T201750502			370,500	-	-	-	-	-	-	-	-	-	-	-	-
Rail Preservation	05-30392		C	100% State	3,800,000	300,000	-	-	300,000	-	-	300,000	-	-	300,000	-	-
			C Total		3,800,000	300,000	-	-	300,000	-	-	300,000	-	-	300,000	-	-
Rail Preservation Total	05-30392				3,800,000	300,000	-	-	300,000	-	-	300,000	-	-	300,000	-	-
CAD/AVL	06-19221	T201150401	Procurement	80/20 FTA	9,770,400	-	-	-	-	-	-	-	-	-	-	-	-
			Procurement Total		9,770,400	-	-	-	-	-	-	-	-	-	-	-	-
CAD/AVL Total	06-19221	T201150401			9,770,400	-	-	-	-	-	-	-	-	-	-	-	-
Fare Collection Improvements	14-41914	T201750501	PD	100% State	3,250,000	1,750,000	-	-	-	-	-	-	-	-	-	-	-
			PD Total		3,250,000	1,750,000	-	-	-	-	-	-	-	-	-	-	-
Fare Collection Improvements Total	14-41914	T201750501			3,250,000	1,750,000	-	-	-	-	-	-	-	-	-	-	-
Job Access Reverse Commute (IARC) Program	08-70008		Program Funding	100% FTA	5,454,816	-	340,926	VARIOUS	-	340,926	VARIOUS	-	340,926	VARIOUS	-	340,926	VARIOUS
Job Access Reverse Commute (IARC) Program	08-70008		Program Funding	100% Other	5,454,816	-	-	-	-	-	-	-	-	-	-	-	-
			Program Funding Total		10,909,632	-	340,926	-	-	340,926	-	-	340,926	-	-	340,926	-
Job Access Reverse Commute (IARC) Program Total	08-70008				10,909,632	-	340,926	-	-	340,926	-	-	340,926	-	-	340,926	-
Maintenance Equipment and Tools (Transit) Program	05-02043		Procurement	100% State	1,609,951	200,000	-	-	200,000	-	-	200,000	-	-	200,000	-	-
			Procurement Total		1,609,951	200,000	-	-	200,000	-	-	200,000	-	-	200,000	-	-
Maintenance Equipment and Tools (Transit) Program Total	05-02043				1,609,951	200,000	-	-	200,000	-	-	200,000	-	-	200,000	-	-
New Freedom Program Statewide 50/50	09-19005		Planning	50% FTA	4,069,290	-	369,347	5310	-	369,347	5310	-	369,347	5310	-	369,347	5310
			Planning Total		4,069,290	-	369,347	-	-	369,347	-	-	369,347	-	-	369,347	-
New Freedom Program Statewide 50/50 Total	09-19005				4,069,290	-	369,347	-	-	369,347	-	-	369,347	-	-	369,347	-
Taxi Pilot Equipment Start-up	14-41814	T201750402	Procurement	100% State	280,000	-	-	-	-	-	-	-	-	-	-	-	-
			Procurement Total		280,000	-	-	-	-	-	-	-	-	-	-	-	-
Taxi Pilot Equipment Start-up Total	14-41814	T201750402			280,000	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement 5310 Program - Statewide	11-53101		Procurement	80/20 FTA	4,012,706	114,649	458,595	5310	114,649	458,595	5310	114,649	458,595	5310	114,649	458,595	5310
Transit Vehicle Replacement 5310 Program - Statewide	11-53101		Procurement	100% State	4,389,056	627,008	-	-	627,008	-	-	627,008	-	-	627,008	-	-
			Procurement Total		8,401,762	741,657	458,595	-	741,657	458,595	-	741,657	458,595	-	741,657	458,595	-
Transit Vehicle Replacement 5310 Program - Statewide Total	11-53101				8,401,762	741,657	458,595	-	741,657	458,595	-	741,657	458,595	-	741,657	458,595	-
Paratransit Vans FY18 (6)	18-10117	T201850306	Procurement	100% State	488,000	-	-	-	-	-	-	-	-	-	-	-	-
			Procurement Total		488,000	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Vans FY18 (6) Total	18-10117	T201850306			488,000	-	-	-	-	-	-	-	-	-	-	-	-
Transit Systems Statewide Support Vehicles	18-60222	NEW	Procurement	100% State	2,348,461	336,707	-	-	336,859	-	-	508,785	-	-	379,900	-	-
			Procurement Total		2,348,461	336,707	-	-	336,859	-	-	508,785	-	-	379,900	-	-
Transit Systems Statewide Support Vehicles Total	18-60222	NEW			2,348,461	336,707	-	-	336,859	-	-	508,785	-	-	379,900	-	-
Community Transportation Program	05-10050		Program Funding	100% State	119,100,000	27,330,000	-	-	17,680,000	-	-	17,680,000	-	-	17,680,000	-	-
			Program Funding Total		119,100,000	27,330,000	-	-	17,680,000	-	-	17,680,000	-	-	17,680,000	-	-
Community Transportation Program Total	05-10050				119,100,000	27,330,000	-	-	17,680,000	-	-	17,680,000	-	-	17,680,000	-	-
CTF Subdivision Paving Pilot	19-88811	NEW	Program Funding	100% State	5,000,000	-	-	-	-	-	-	-	-	-	-	-	-
			Program Funding Total		5,000,000	-	-	-	-	-	-	-	-	-	-	-	-
CTF Subdivision Paving Pilot Total	19-88811	NEW			5,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Municipal Street Aid	10-12219		Program Funding	100% State	36,000,000	6,000,000	-	-	6,000,000	-	-	6,000,000	-	-	6,000,000	-	-
			Program Funding Total		36,000,000	6,000,000	-	-	6,000,000	-	-	6,000,000	-	-	6,000,000	-	-
Municipal Street Aid Total	10-12219				36,000,000	6,000,000	-	-	6,000,000	-	-	6,000,000	-	-	6,000,000	-	-
					2,144,972,575	240,327,080	98,859,125		214,210,986	108,666,681		204,197,472	93,975,226		196,142,587	91,181,226	
					5,935,518,234	368,362,328	255,320,998		271,520,081	234,884,887		307,763,025	236,677,628		263,255,687	213,253,153	

## 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>			

FY 2017 Highway Conditional Plan										2018		2019		2020		2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038		2039		2040		2041		2042		2043		2044		2045		2046		2047		2048		2049		2050		2051		2052		2053		2054		2055		2056		2057		2058		2059		2060		2061		2062		2063		2064		2065		2066		2067		2068		2069		2070		2071		2072		2073		2074		2075		2076		2077		2078		2079		2080		2081		2082		2083		2084		2085		2086		2087		2088		2089		2090		2091		2092		2093		2094		2095		2096		2097		2098		2099		2100		2101		2102		2103		2104		2105		2106		2107		2108		2109		2110		2111		2112		2113		2114		2115		2116		2117		2118		2119		2120		2121		2122		2123		2124		2125		2126		2127		2128		2129		2130		2131		2132		2133		2134		2135		2136		2137		2138		2139		2140		2141		2142		2143		2144		2145		2146		2147		2148		2149		2150		2151		2152		2153		2154		2155		2156		2157		2158		2159		2160		2161		2162		2163		2164		2165		2166		2167		2168		2169		2170		2171		2172		2173		2174		2175		2176		2177		2178		2179		2180		2181		2182		2183		2184		2185		2186		2187		2188		2189		2190		2191		2192		2193		2194		2195		2196		2197		2198		2199		2200		2201		2202		2203		2204		2205		2206		2207		2208		2209		2210		2211		2212		2213		2214		2215		2216		2217		2218		2219		2220		2221		2222		2223		2224		2225		2226		2227		2228		2229		2230		2231		2232		2233		2234		2235		2236		2237		2238		2239		2240		2241		2242		2243		2244		2245		2246		2247		2248		2249		2250		2251		2252		2253		2254		2255		2256		2257		2258		2259		2260		2261		2262		2263		2264		2265		2266		2267		2268		2269		2270		2271		2272		2273		2274		2275		2276		2277		2278		2279		2280		2281		2282		2283		2284		2285		2286		2287		2288		2289		2290		2291		2292		2293		2294		2295		2296		2297		2298		2299		2300		2301		2302		2303		2304		2305		2306		2307		2308		2309		2310		2311		2312		2313		2314		2315		2316		2317		2318		2319		2320		2321		2322		2323		2324		2325		2326		2327		2328		2329		2330		2331		2332		2333		2334		2335		2336		2337		2338		2339		2340		2341		2342		2343		2344		2345		2346		2347		2348		2349		2350		2351		2352		2353		2354		2355		2356		2357		2358		2359		2360		2361		2362		2363		2364		2365		2366		2367		2368		2369		2370		2371		2372		2373		2374		2375		2376		2377		2378		2379		2380		2381		2382		2383		2384		2385		2386		2387		2388		2389		2390		2391		2392		2393		2394		2395		2396		2397		2398		2399		2400		2401		2402		2403		2404		2405		2406		2407		2408		2409		2410		2411		2412		2413		2414		2415		2416		2417		2418		2419		2420		2421		2422		2423		2424		2425		2426		2427		2428		2429		2430		2431		2432		2433		2434		2435		2436		2437		2438		2439		2440		2441		2442		2443		2444		2445		2446		2447		2448		2449		2450		2451		2452		2453		2454		2455		2456		2457		2458		2459		2460		2461		2462		2463		2464		2465		2466		2467		2468		2469		2470		2471		2472		2473		2474		2475		2476		2477		2478		2479		2480		2481		2482		2483		2484		2485		2486		2487		2488		2489		2490		2491		2492		2493		2494		2495		2496		2497		2498		2499		2500		2501		2502		2503		2504		2505		2506		2507		2508		2509		2510		2511		2512		2513		2514		2515		2516		2517		2518		2519		2520		2521		2522		2523		2524		2525		2526		2527		2528		2529		2530		2531		2532		2533		2534		2535		2536		2537		2538		2539		2540		2541		2542		2543		2544		2545		2546		2547		2548		2549		2550		2551		2552		2553		2554		2555		2556		2557		2558		2559		2560		2561		2562		2563		2564		2565		2566		2567		2568		2569		2570		2571		2572		2573		2574		2575		2576		2577		2578		2579		2580		2581		2582		2583		2584		2585		2586		2587		2588		2589		2590		2591		2592		2593		2594		2595		2596		2597		2598		2599		2600		2601		2602		2603		2604		2605		2606		2607		2608		2609		2610		2611		2612		2613		2614		2615		2616		2617		2618		2619		2620		2621		2622		2623		2624		2625		2626		2627		2628		2629		2630		2631		2632		2633		2634		2635		2636		2637		2638		2639		2640		2641		2642		2643		2644		2645		2646		2647		2648		2649		2650		2651		2652		2653		2654		2655		2656		2657		2658		2659		2660		2661		2662		2663		2664		2665		2666		2667		2668		2669		2670		2671		2672		2673		2674		2675		2676		2677		2678		2679		2680		2681		2682		2683		2684		2685		2686		2687		2688		2689		2690		2691		2692		2693		2694		2695		2696		2697		2698		2699		2700		2701		2702		2703		2704		2705		2706		2707		2708		2709		2710		2711		2712		2713		2714		2715		2716		2717		2718		2719		2720		2721		2722		2723		2724		2725		2726		2727		2728		2729		2730		2731		2732		2733		2734		2735		2736		2737		2738		2739		2740		2741		2742		2743		2744		2745		2746		2747		2748		2749		2750		2751		2752		2753		2754		2755		2756		2757		2758		2759		2760		2761		2762		2763		2764		2765		2766		2767		2768		2769		2770		2771		2772		2773		2774		2775		2776		2777		2778		2779		2780		2781		2782		2783		2784		2785		2786		2787		2788		2789		2790		2791		2792		2793		2794		2795		2796		2797		2798		2799		2800		2801		2802		2803		2804		2805		2806		2807		2808		2809		2810		2811		2812		2813		2814		2815		2816		2817		2818		2819		2820		2821		2822		2823		2824		2825		2826		2827		2828		2829		2830		2831		2832		2833		2834		2835		2836		2837		2838		2839		2840		2841		2842		2843		2844		2845		2846		2847		2848		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STATE	PROJECT	PROGRAM	FUNDING	APPROPRIATION	TITLE	REASON	SITE	PROGRAM NAME	DATE	AUTH	FEDS	X	FINES	FINES											
PROJECT NUMBER	FUNDING	CODE	TITLE	REASON	SITE	PROGRAM NAME	DATE	AUTH	FEDS	X	FINES	FINES													
T201 6670402	NF	1000	BR 486 ON N202 SOUTH WILSON STREET OVER NORTON, SOUTHERN RAILROAD	PE	425		27-34	1-04g	205,923.10		205,923.10	700,000.00													
T201 6670402	NF	1000	BR 486 ON N202 SOUTH WILSON STREET OVER NORTON, SOUTHERN RAILROAD	PE	425		27-34	1-04g	700,000.00		700,000.00	-													
T201 6670403	NF	1128	BR 486 ON N202 SOUTH WILSON STREET OVER NORTON, SOUTHERN RAILROAD	PE	423		27-34	1-04g	265,382.85		265,382.85	-													
T201 6670403	NF	1128	BR 486 ON N202 SOUTH WILSON STREET OVER NORTON, SOUTHERN RAILROAD	PE	423		27-34	1-04g	13,788.83		13,788.83	-													
T201 6670403	NF	1100	BR 486 ON N202 SOUTH WILSON STREET OVER NORTON, SOUTHERN RAILROAD	PE	423		27-34	1-04g	559,000.00		559,000.00	-													
T201 6670403	NF	1100	BR 486 ON N202 SOUTH WILSON STREET OVER NORTON, SOUTHERN RAILROAD	PE	423		27-34	1-04g	36,388.18		36,388.18	-													
T201 6670404	NF	1000	BR 486 ON N202 SOUTH WILSON STREET OVER NORTON, SOUTHERN RAILROAD	PE	423		27-34	1-04g	2,292,280.00		2,292,280.00	-													
T201 6670405	NF	2000	BR 481 ON N202 SOUTH WILSON STREET OVER NORTON, SOUTHERN RAILROAD	CONVERT	78		15-04g	15-04g	64,878.00		64,878.00	-													
T201 6670702	NF	2000	STREET LIGHT MAINTENANCE, NORTH STREET, OPEN END, FY16-19	CONVERT	78		15-04g	15-04g	1,170,444.69		1,170,444.69	-													
T201 6670702	NF	2000	STREET LIGHT MAINTENANCE, NORTH STREET, OPEN END, FY16-19	CONVERT	78		15-04g	15-04g	367,006.01		367,006.01	-													
T201 612101	NF	2200	ST. GEORGE'S STREET SCOPED PHASE II	PE	445		10-04g	10-04g	2,812,614.24		2,812,614.24	-													
T201 628011	NF	2200	ST. GEORGE'S STREET SCOPED PHASE II	PE	83		10-04g	10-04g	88,000.00		88,000.00	-													
T201 628011	NF	2200	ST. GEORGE'S STREET SCOPED PHASE II	PE	83		10-04g	10-04g	77,029.45		77,029.45	-													
T201 628011	NF	2200	ST. GEORGE'S STREET SCOPED PHASE II	PE	83		10-04g	10-04g	4,800.00		4,800.00	-													
T201 628011	NF	2200	ST. GEORGE'S STREET SCOPED PHASE II	PE	83		10-04g	10-04g	100,000.00		100,000.00	-													
T201 628011	NF	2200	ST. GEORGE'S STREET SCOPED PHASE II	PE	83		10-04g	10-04g	4,000.00		4,000.00	-													
T201 630005	NF	1848	PVA RICHARDSON, TRAIL, RE-PROGRAMMED FUNDING	TRANSFER TO FY17	71		25-04g	25-04g	(420,400.00)		(420,400.00)	-													
T201 630005	NF	1848	PVA RICHARDSON, TRAIL, RE-PROGRAMMED FUNDING	TRANSFER TO FY17	71		25-04g	25-04g	(801,590.00)		(801,590.00)	-													
T201 630005	NF	2200	FEDERAL LIGHT CYCLE & TRAINING PROGRAM FY 2017	CONVERT	144		25-04g	25-04g	(150,500.00)		(150,500.00)	-													
T201 663601	NF	2200	STANLEY TRANSPORTATION INSTITUTE 2016	CONVERT	144		25-04g	25-04g	218,500.00		218,500.00	-													
T201 663601	NF	2200	STANLEY TRANSPORTATION INSTITUTE 2016	CONVERT	144		25-04g	25-04g	1,613,944.89		1,613,944.89	-													
T201 663601	NF	2200	STANLEY TRANSPORTATION INSTITUTE 2016	CONVERT	144		25-04g	25-04g	2,588,257.00		2,588,257.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	1,785.42		1,785.42	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	3.34		3.34	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	119,906.76		119,906.76	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	3,815.80		3,815.80	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	175,957.28		175,957.28	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	330,000.00		330,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	19,780.83		19,780.83	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	12,219.17		12,219.17	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	2,156,119.99		2,156,119.99	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	125,499.22		125,499.22	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	25,723.51		25,723.51	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	1,159,684.81		1,159,684.81	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	43,706.55		43,706.55	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	(461,700.00)		(461,700.00)	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	461,700.00		461,700.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	(615,470.00)		(615,470.00)	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	180,000.00		180,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	800,000.00		800,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	892,455.17		892,455.17	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	53,499.32		53,499.32	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	12,624.72		12,624.72	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	24,755.52		24,755.52	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	652,500.00		652,500.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	4,327.06		4,327.06	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	1,252,310.62		1,252,310.62	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	1,800,000.00		1,800,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	134,647.25		134,647.25	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	6,736.83		6,736.83	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	24,881.14		24,881.14	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	1,000,000.00		1,000,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	1,000,000.00		1,000,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	2,372,328.06		2,372,328.06	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	(622,10.00)		(622,10.00)	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	55,425.37		55,425.37	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	3,445.61		3,445.61	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	1,021,792.86		1,021,792.86	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	11,164.78		11,164.78	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	1,500,000.00		1,500,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	(48,456.54)		(48,456.54)	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	30,000.00		30,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	759,200.00		759,200.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	780,000.00		780,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	492,000.00		492,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	360,000.00		360,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	8,000.00		8,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	594,078.80		594,078.80	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	88,798.85		88,798.85	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	90,000.00		90,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	839,497.50		839,497.50	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	1,053,600.00		1,053,600.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	140,317.60		140,317.60	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	615,700.00		615,700.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	63,854.40		63,854.40	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	200,000.00		200,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	689,344.56		689,344.56	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	11,825.44		11,825.44	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	45,333.00		45,333.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	192,800.69		192,800.69	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	6,344.60		6,344.60	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	7,955.45		7,955.45	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	2,304.72		2,304.72	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	1,065.88		1,065.88	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	2,659.84		2,659.84	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	37,000.00		37,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	300,000.00		300,000.00	-													
T201 701004	NF	2200	PVA17 STREET LIGHT MAINTENANCE	CONVERT	109		15-04g	15-04g	31,000.00		31,000.00	-													

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	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	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)
3																
4	INTERSTATE MAINT	04M0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
5	INTERSTATE MAINT	0010	#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 56	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	REDISTRIB OF AUTH	Q050	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
38	REDISTRIB OF AUTH	H050	#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	-	-	-	-	-	-	-

	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				
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-D)
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	Z23B	#REF!	12,208,744.00	#REF!	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	M23O	#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	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)	(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	Z24B	#REF!	18,661,144.77	#REF!	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	M252	#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	#REF!	6,815,842.00	#REF!	3,857,318.19	3,857,318.19	-	2,958,523.81	#REF!	4,064,266.00	-	-	2,958,523.81
104	TAP-AREAS POP SK AND UNDER	M303	#REF!	-	#REF!	61,983.23	#REF!	61,983.23	61,983.23	-	-	-	-	-	-	-
105	TAP-AREA SK AND UND MAP-21 EXT	M3E3	#REF!	-	#REF!	246,132.83	#REF!	246,132.83	246,132.83	-	-	-	-	-	-	-
106	TAP-AREA SK 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 SK-200K	M302	#REF!	-	#REF!	41,138.50	#REF!	41,138.50	41,138.50	-	-	-	-	-	-	-
108	TAP AREAS SK-200K MAP-21 EXT	M3E2	#REF!	-	#REF!	145,338.00	#REF!	145,338.00	145,338.00	-	-	-	-	-	-	-
109	TAP AREAS SK-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	TRANSP ALTERNATIVES PROG FLEX	M300	#REF!	-	#REF!	116,761.57	#REF!	116,761.57	185,135.22	-	-	-	-	-	-	-
111	TRANSP ALT PROG FLEX MAP-21 EXT	M30E	#REF!	-	#REF!	1,481,608.29	#REF!	326,442.26	326,442.26	-	1,155,166.03	-	-	-	-	1,155,166.03
112	TRANSP ALT PROG FLEX MAP-21 FAST	Z300E	#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!	788,672.00	#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	L350	#REF!	-	#REF!	157,551.72	#REF!	157,551.72	(286,290.56)	-	-	-	-	-	-	-
121	RAIL HWY PROTECT DEV MAP-21	L35E	#REF!	-	#REF!	232,372.27	#REF!	232,372.27	232,372.27	-	-	-	-	-	-	-
122	RAIL HWY PROTECT DEV MAP-21 EXT	M350	#REF!	-	#REF!	593,433.14	#REF!	593,433.14	593,433.14	-	-	-	-	-	-	-
123	RAIL HWY PROTECT DEV MAP-21 EXT	M35E	#REF!	-	#REF!	647,678.00	#REF!	647,678.00	647,678.00	-	-	-	-	-	-	-
124	RAIL HWY PROTECT DEV MAP-21 FAST	Z35B	#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	L340	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
135	RL HWY CROSS HAZ ELIM S-LU EXT	L34E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
136	RAIL/HWY CROSS HAZA ELIM RE	L34R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
137	RAIL/HWY CROSS HAZA ELIM	M340	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
138	RAIL HWY HAZARD ELIM MAP21 EXT	M34E	#REF!	-	#REF!	107,716.69	#REF!	107,716.69	107,716.69	-	-	-	-	-	-	-
139	RAIL HWY HAZARD ELIM MAP21 FAST	Z34B	#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	2% 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	Z55B	#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 DEV1 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	Z56B	#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!	-	-	-	-	-	-	-	-	-

	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				
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)
158	NATIONAL SCENIC BYWAYS	1970	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
159	NATIONAL SCENIC BYWAYS	197E	#REF!	-	#REF!	-	#REF!	(292.43)	(292.43)	-	292.43	-	-	-	-	292.43
160	HWY USE TAX EVASION MAP-21 EXT	M96E	#REF!	-	#REF!	250,000.00	#REF!	250,000.00	250,000.00	-	-	-	-	-	-	-
161	RESTORATION	3170	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
162	NATIONAL HIGHWAY	3150	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
163	NATIONAL HIGHWAY	Q050	#REF!	-	#REF!	-	#REF!	-	0.00	-	-	-	-	-	-	-
164	NATIONAL HIGHWAY	H050	#REF!	-	#REF!	-	#REF!	-	(0.00)	-	-	-	-	-	-	-
165	NATIONAL HIGHWAY	L050	#REF!	-	#REF!	-	#REF!	-	443,842.28	-	-	-	-	-	-	-
166	NHS NATIONAL HIGHWAY S-LU EXT	L05E	#REF!	-	#REF!	-	#REF!	-	(0.00)	-	-	-	-	-	-	-
167	NATIONAL HIGHWAY FREIGHT FAST	Z460	#REF!	4,319,629.00	#REF!	9,134,221.28	#REF!	2,400,000.00	2,400,000.00	-	6,734,221.28	#REF!	4,319,629.00	-	-	6,734,221.28
168	NATIONAL HIGHWAY RE	L05R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
169	NHPP MAP-21	M001	#REF!	-	#REF!	-	#REF!	(71,250.48)	(71,250.48)	-	71,250.48	-	-	-	-	71,250.48
170	NATIONAL HWY PERF PROGRAM EXT	M0E1	#REF!	-	#REF!	-	#REF!	-	(4,477,095.71)	-	-	-	-	-	-	-
171	NATIONAL HWY PERF PROGRAM FAST	Z001	#REF!	86,085,262.48	#REF!	103,735,427.09	#REF!	87,782,602.88	92,259,698.59	-	15,952,824.21	#REF!	86,085,262.48	-	-	15,952,824.21
172	NATIONAL HIGHWAY PERF EXCEMPT	M002	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
173	NATIONAL HWY PERF EXCEMPT EXTEN	M0E2	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
174	NATIONAL HWY PERF EXCEMPT FAST	Z002	#REF!	2,519,431.00	#REF!	2,519,431.00	#REF!	2,519,431.00	2,519,431.00	-	-	#REF!	2,519,431.00	-	-	-
175	METRO PLAN/RD&TT	860	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
176	METRO PLAN/RD&TT	0081	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
177	PLANNING & RESEARCH 1 1/2% HPR	0800	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
178	PLANNING	Q450	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
179	PLANNING	H450	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
180	METRO PLANNING	L450	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
181	1.25% S-LU EXT	L45E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
182	METRO PLANNING 1.25% RE	L45R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
183	METRO PLANNING MAP-21	M450	#REF!	-	#REF!	-	#REF!	(86,684.97)	(86,684.97)	-	86,684.97	-	-	-	-	86,684.97
184	METRO PLAN MAP-21 EXT	M45E	#REF!	-	#REF!	296,447.10	#REF!	79,400.50	79,400.50	-	217,046.60	-	-	-	-	217,046.60
185	METRO PLAN MAP-21 FAST	Z450	#REF!	1,798,792.00	#REF!	3,273,479.00	#REF!	2,857,589.93	2,857,589.93	-	415,889.07	#REF!	1,798,792.00	-	-	415,889.07
186	CONGEST MITIGATION	3200	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
187	CONGEST MITIGATION	Q400	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
188	CONGEST MITIGATION	H400	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
189	CONGEST MITIGATION	L400	#REF!	-	#REF!	3.24	#REF!	3.24	3.24	-	-	-	-	-	-	-
190	CONGESTION MITIGATION S-LU EXT	L40E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
191	CONGESTION MITIGATION RE	L40R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
192	CONGESTION MITIGATION MAP-21	M400	#REF!	-	#REF!	-	#REF!	-	(0.00)	-	-	-	-	-	-	-
193	CONGESTION MITIGATION MAP-21 EXT	M40E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
194	CONGESTION MITIGATION MAP-21 FAST	Z400	#REF!	9,327,638.00	#REF!	16,755,234.25	#REF!	16,755,234.25	16,755,234.25	-	-	#REF!	9,327,638.00	-	-	-
195	CONGESTION MITIGATION FLEX MAP-21 FAST	Z401	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
196	PROJ PM 2.5 EMI	M003	#REF!	-	#REF!	3,266,924.00	#REF!	2,836,335.85	2,836,335.85	-	430,588.15	-	-	-	-	430,588.15
197	REDUCE PM 2.5 EMI MAP-21 EXT	M0E3	#REF!	-	#REF!	2,063,483.00	#REF!	2,063,348.00	2,063,348.00	-	135.00	-	-	-	-	135.00
198	REDUCE PM 2.5 EMI MAP-21 FAST	Z003	#REF!	2,083,555.00	#REF!	3,832,572.00	#REF!	1,000,000.00	1,000,000.00	-	2,832,572.00	#REF!	2,083,555.00	-	-	2,832,572.00
199	COVERED BRIDGES (100%)	98A0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
200	NATIONAL REC TRAILS	99A0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
201	NATIONAL REC TRAILS	H9A0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
202	NATIONAL REC TRAILS	L9A0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
203	RECREATIONAL TRAILS S-LU EXT	L9AE	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
204	REC TR MAP-21	M9A0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
205	REC TR MAP-21-EXT	M9AE	#REF!	-	#REF!	1,055,860.00	#REF!	1,055,860.00	1,055,860.00	-	-	-	-	-	-	-
206	REC TR MAP-21-FAST	Z9A0	#REF!	765,444.00	#REF!	1,502,830.00	#REF!	381,322.32	381,322.32	-	1,121,507.68	#REF!	765,444.00	-	-	1,121,507.68
207	IFIA REDISTRIBUTION MAP-21	M0A0	#REF!	-	#REF!	511,691.04	#REF!	497,345.12	497,345.12	-	14,345.92	-	-	-	-	14,345.92
208	RETURN 1% RTP ADMIN MAP-21 EXT	M9A1	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
209	RETURN 1% RTP ADMIN MAP-21	M9E1	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
210	RETURN 1% RTP ADMIN MAP-21 FAST	Z9A1	#REF!	-	#REF!	-	#REF!	-	-	-	-	#REF!	#REF!	#REF!	-	#REF!
211	NATIONAL REC TRAILS RE	L9AR	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
212	REPURPOSED EARMARK FORMULA	RPT9	#REF!	-	#REF!	2,950,705.66	#REF!	2,207,752.68	2,207,752.68	-	742,952.98	-	-	-	-	742,952.98
213	NATIONAL REC TRAILS	3840	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
214	NATIONAL REC TRAILS - ADMIN	38B0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
215	LTAP	Q890	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
216	LTAP	H890	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
217	LTAP	37A0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
218	LOCAL TECH ASSIST PGRM	A380	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
219	LTAP S-LU EXT	A38E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
220	OP MOT VEH INTOX	H080	#REF!	-	#REF!	81,170.21	#REF!	81,170.21	81,170.21	-	-	-	-	-	-	-
221	SURF TRAN RSCH-STRUCTURES	HX80	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
222	MINIMUM GUAR - LIMIT	Q780	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
223	MINIMUM GUAR - LIMIT	H780	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
224	NITTEC RESEARCH & TECH	3730	#REF!	-	#REF!	17,821.00	#REF!	-	-	-	17,821.00	-	-	-	-	17,821.00
225	JVHS	3900	#REF!	-	#REF!	39,029.61	#REF!	-	-	-	39,029.61	-	-	-	-	39,029.61
226	JVHS ACTIVITIES	3910	#REF!	-	#REF!	1,000.00	#REF!	-	-	-	1,000.00	-	-	-	-	1,000.00
227	ITS	3260	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
228	LITHIUM FIELD TREATMENT	QX50	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
229	MIN BUSINESS ENTERPRISE	Q480	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
230	MIN BUSINESS ENTERPRISE	H480	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
231	MIN BUSINESS ENTERPRISE	L480	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
232	MIN BUSINESS ENTERPRISE	L48E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
233	MIN BUSINESS ENTERPRISE	M480	#REF!	-	#REF!	-	#REF!	-	-	-	-	50,000.00	50,000.00	50,000.00	-	50,000.00
234	MIN BUSINESS ENTERPRISE	M48E	#REF!	-	#REF!	55,724.00	#REF!	-	-	-	55,724.00	-	-	-	-	55,724.00

	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				
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-D)
235	FERRY BOATS & TERMINALS MAP-21	M950	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
236	SUPPORTIVE SERVICES-MAP 21	M490	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
237	SKILLS TRAINING PROGRAM	M49E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
238	NATIONAL SUMMER TRANS INST SK	M49S	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
239	NSTI SK EXT (Natl Summer Training Institute)	M4SE	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
240	NATL SUMMER TRANS INST SK TRNG	Z49S	#REF!	-	#REF!	-	#REF!	(7,937.53)	(7,937.53)	-	7,937.53	55,000.00	55,000.00	55,000.00	-	62,937.53
241	SKILLS TRAINING PROGRAM MAP-21	Z49A	#REF!	25,377.00	#REF!	25,377.00	#REF!	25,377.00	25,377.00	-	-	-	25,377.00	-	-	-
242	SUPPORTIVE SERVICES	Q490	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
243	SUPPORTIVE SERVICES	H490	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
244	SUPPORTIVE SERVICES	L49E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
245	SKILLS TRAINING PROGRAM FAST	Z490	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
246	TRAINING AND EDUCATION	M459	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
247	LONG TERM PAVEMENT PERFORMANCE	4L10	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
248	SAFE RTS TO SCHOOL PROG	HU10	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
249	SAFE RTS TO SCHOOL PROG	LU10	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
250	SAFE ROUTES TO SCHOOL S-LU EXT	LU1E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
251	SAFE RTS TO SCHOOL RE	LU1R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
252	SAFE RTS TO SCHOOL INFR	HU20	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
253	SAFE RTS TO SCHOOL INFR	LU20	#REF!	-	#REF!	-	#REF!	(994.35)	(994.35)	-	994.35	-	-	-	-	994.35
254	SAFE ROUTES TO SCHOOL S-LU EXT	LU2E	#REF!	-	#REF!	34,432.19	#REF!	(19,593.97)	(19,593.97)	-	54,026.16	-	-	-	-	54,026.16
255	SAFE RTS TO SCHOOL RE	LU2R	#REF!	-	#REF!	155,299.00	#REF!	-	-	-	155,299.00	-	-	-	-	155,299.00
256	SAFE RTS TO SCHOOL EITHER	HU30	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
257	SAFE RTS TO SCHOOL EITHER	LU30	#REF!	-	#REF!	150,991.86	#REF!	150,991.86	150,991.86	-	-	-	-	-	-	-
258	SAFE ROUTES TO SCHOOL S-LU EXT	LU3E	#REF!	-	#REF!	189,443.45	#REF!	(200.99)	(200.99)	-	189,644.44	-	-	-	-	189,644.44
259	SAFE RTS TO SCHOOL EITHER RE	LU3R	#REF!	-	#REF!	44,372.00	#REF!	-	-	-	44,372.00	-	-	-	-	44,372.00
260	TRANS RESEARCH PLAN	Q670	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
261																
262	TOTAL		#REF!	169,647,392.25	#REF!	267,380,126.55	#REF!	179,826,097.32	179,826,097.32	-	87,554,029.23	#REF!	#REF!	#REF!	-	#REF!
263																
264	ALLOCATED FUNDS															
265																
266	HIGHWAY USE TX EVASION	H960	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
267	MOTOR FUEL TAX COMPL	Q960	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
268	ITS STDS RESCH OP TEST	QT20	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
269	STP-1/4 OF 1% HWY USE TAX EVAS	QT30	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
270	LTAP	37P0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
271	ITS DEPLOYMENT - METL *	QT80	#REF!	-	#REF!	24.31	#REF!	-	-	-	24.31	-	-	-	-	24.31
272	ITS DEPLOYMENT - METL *	HT80	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
273	TECH DEPLOY PRG-INNOV BR	QX20	#REF!	-	#REF!	8,813.62	#REF!	-	-	-	8,813.62	-	-	-	-	8,813.62
274	TECH DEPLOY PRG-INNOV BR	HX20	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
275	TRAN COMM SYS PRES ST TEA21	Q680	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
276	TRAN COMM SYS PRES	L680	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
277	ARRA AREA WITH POP>200K	C200	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
278	ARRA RURAL POP <5K	C250	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
279	ARRA AVAIL FOR ALL AREA (FLEX	C240	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
280	ARRA UPWARD ADJUSTMENT	C242	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
281	ARRA AVAIL FOR ALL AREA (FLEX	C243	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
282	ARRA URBANIZED AREAS >200K	C230	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
283	ARRA TRANSPORTATION ENHANCEMENTS	C220	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
284	TOTAL		#REF!	-	#REF!	8,837.93	#REF!	-	-	-	8,837.93	-	-	-	-	8,837.93
285																
286	FUNDS SUBJECT SO SPECIAL LIMITATION															
287	SEC 115 UNOBL BALANCE	H170	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
288	GRANTS SUP PLAN HWY STP SEC 117	H660	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
289	MINIMUM GUAR - SPEC	Q760	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
290	MINIMUM GUAR - SPEC	H760	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
291	EQUITY BONUS LIMITATION	LZ20	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
292	EQUITY BONUS LIMITATION	LZ2E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
293	EXT ALLOC PGM	L00E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
294	HIGH PRIORITY PROJECTS	Q920	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
295																
296	SPECIAL LIMITATION TOTAL		#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
297																
298	SPECIAL FUNDS															
299	DELAWARE MEMORIAL	D010	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
300	BRIDGE DISCRETIONARY	Q060	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
301	MINIMUM GUAR - EXEMPT	Q770	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
302	MINIMUM GUAR - EXEMPT	H770	#REF!	-	#REF!	-	#REF!	-	(0.06)	-	-	-	-	-	-	-
303	EQUITY BONUS EXEMPT LM	LZ10	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
304	EQ BONUS EXEMPT LM S-LU EXT	LZ1E	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
305	EMERGENCY RELIEF 2013	ER90	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
306	FTA CONSOLIDATED PLAN TRANSFER	77FE	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
307	METROPOLITAN TRANSPORTATION	M77D	#REF!	-	#REF!	424,043.00	#REF!	424,043.00	424,043.00	-	-	-	-	-	-	-
308	METROPOLITAN TRANSPORTATION	Z77D	#REF!	-	#REF!	430,403.00	#REF!	242,391.15	242,391.15	-	188,011.85	-	-	-	-	188,011.85
309	STATEWIDE AND NON-METRO PLAN	M77F	#REF!	-	#REF!	124,415.00	#REF!	124,415.00	124,415.00	-	-	-	-	-	-	-
310	STATEWIDE AND NON-METRO PLAN	Z77F	#REF!	-	#REF!	112,385.00	#REF!	35,585.00	35,585.00	-	76,803.00	-	-	-	-	76,803.00

	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				
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-D)
311	EQUITY BONUS RESTORED	LZ1R	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
312	HIGH PRIORITY - SEC 1702	LY10	#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	REPURPOSED EARMARK SPECIAL	RPS9	#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 EAST	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 EAST	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	M610	#REF!	-	#REF!	30,000.00	#REF!	30,000.00	30,000.00	-	-	-	-	-	-	-
331	ER 2004 HURRICANES ADDL FUND	0990	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
332	ER 2004 HURRICANES INFRA	0950	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
333	INNOVATIVE BRIDGE	QT90	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
334	SFC TRANS RESEARCH	QR60	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
335	TRANS/COM SYS PILOT PRG	92C0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
336	IM DISCRETIONARY	Q020	#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	HIGHWAY INFRASTRUCTURE	LHP	#REF!	-	#REF!	-	#REF!	(1.00)	-	-	1.00	-	-	-	-	1.00
348	CDL	21C0	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
349	FMCSA BEPO-DL & SSN VERIFY	5G20	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
350	NEW ENTRANTS SAFETY AUDITS	NE00	#REF!	-	#REF!	-	#REF!	-	-	-	-	-	-	-	-	-
351	PUBLIC LANDS HWY S-LU EXT	FT3E	#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																
360			109,495,596.65													#REF!
361			#REF!													
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
<u>FUNDS SUBJ TO ANNUAL OBLIG LIM</u>								
<u>APPORTIONED FUNDS</u>								
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 APPORTIONMENT	AVAILABLE FY - 2017	OBLIGATIONS FY - TO - DATE	UNOBLIGATED BALANCE	POSSIBLE LAPSE END OF FISCAL YEAR		
						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 GRTS-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	RPS9		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	M6TO		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		
<u>ALLOCATED EXEMPT</u>								
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
TOTAL URBAN SYSTEMS (SUBSIDIARY ACCOUNTS)								
<u>FUNDING RESTORATION-URB</u>								
<u>STP URBANIZED</u>								
STP URBANIZED STEA03	H230							
PHILADELPHIA			199,212.12	199,212.12				
STP- URBANIZED AREAS>200,000	L230							
PHILADELPHIA-WILMINGTON(PA-DE-NJ-MD)			288,664.23	288,664.23				
STP- URBANIZED AREAS S-LU EXT	L23E							
PHILADELPHIA-WILMINGTON(PA-DE-NJ-MD)			138,301.99	138,301.99				
STP-URBANIZED AREAS RE.	L23R							
PHILADELPHIA-WILMINGTON(PA-DE-NJ-MD)			852,820.50		852,820.50			
STP - URBANIZED - TEA21	Q230							
WILMINGTON (NJ-MD-PA)				-1,188.99	1,188.99			
STP-URBANIZED >200K MAP-21	M230							
PHILADELPHIA-WILMINGTON(PA-DE-NJ-MD)			500,509.71	146,373.87	354,135.84			
STP-URBANIZED >200K MAP-21 EXT	M23E							
PHILADELPHIA-WILMINGTON(PA-DE-NJ-MD)				-59,473.77	59,473.77			
STBG-URBANIZED >200K FAST	Z230							
Philadelphia, PA--NJ--DE--MD		12,208,744.00	13,796,044.82	3,486,271.63	10,309,773.19			
TOTAL STP URBANIZED		12,208,744.00	15,775,553.37	4,198,161.08	11,577,392.29			
<u>TRANSPORTATION ALTERNATIVES URBANIZED</u>								
TAP -URBANIZED AREAS POP >200K	M301							



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
PHILADELPHIA-WILMINGTON(PA-DE-NJ-MD)		2,905.43	2,905.43				
TRANS ALTERNATIVES >200K FAST	Z301						
Philadelphia, PA--NJ--DE--MD	724,775.00	788,673.00	788,672.00	1.00			
TOTAL TRANSPORTATION ALTERNATIVES URBANIZED	724,775.00	791,578.43	791,577.43	1.00			
<u>MINIMUM ALLOCATION URBANIZED</u>							
<u>DONOR STATE BONUS URBANIZED</u>							
<u>ARRA URBANIZED</u>							
<u>FUNDS CONTROLLED BY DIRECT FEDERAL</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			
TOTAL DIRECT FEDERAL		989,388.32		989,388.32			

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			FTA - FY2017 OBLIGATIONAL PLAN						
2									
3			STATE	FTA	FEDERAL	FEDERAL			
4	CTP FUNDING	DRAFT	PROJECT	GRANT	FUNDS	FUNDS	DIVISION	SEC	
5	TYPE/CATEGORY	CTP PAGE #	NUMBER	NUMBER	PROGRAMMED	APPLIED	ASSIGNED	CODE	PROJECT TITLE
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

Department of Transportation  
FY 2019 Capital Transportation Program  
Appendix A - DRAFT

	State	Authorization	Federal	Authorization	Other Funding	FY 2019	Authorization
<b>ROAD SYSTEM</b>							
<b>Expressways</b>							
I-95 and SR 898 Interchange	\$	800,000	\$	3,200,000	\$	-	\$ 4,000,000
SR 141 Improvements, I-95 Interchange to Jay Drive		3,940,000		23,860,000		-	27,700,000
Road A / SR 7 Improvements		1,700,000		4,800,000		-	6,500,000
US 301 GARVEE Debt Service		-		10,982,388		-	10,982,388
Rehab of I-95 from I-495 North of Brandywine River Bridge		43,000,000		22,000,000		-	65,000,000
Little Baltimore Road Drainage Improvements		400,000		1,600,000		-	2,000,000
<b>Subtotal Expressways</b>	<b>\$</b>	<b>49,740,000</b>	<b>\$</b>	<b>66,442,388</b>	<b>\$</b>	<b>-</b>	<b>116,182,388</b>
<b>Aerotrails</b>							
SR299, SR 1 to Catherine Street	\$	4,000,000	\$	200,000	\$	-	\$ 4,200,000
Winthrop Initiatives, King and Orange Streets, MLK Boulevard to 13th Street Impi		1,500,000		3,500,000		-	5,000,000
Winthrop Initiatives, Walnut St, MLK to 13 Street		1,000,000		-		-	1,000,000
SR 9 River Road Area Improvements, Flood Remediation		1,200,000		-		-	1,200,000
Elkton Road, MD Line to Cashio Mill Road		10,350,000		3,000,000		-	13,350,000
US 40 & SR 898 Improvements		2,400,000		1,600,000		-	4,000,000
US 40 / SR 72 Intersection Improvements		-		5,061,297		-	5,061,297
HEP KC, SR 8 & SR 15 Intersection Improvements		920,000		80,000		-	1,000,000
Lockeeman Street / Forest Avenue		200,000		-		-	200,000
HEP KC, US 13 Walnut Shade Rd. to Lochmeath Way		500,000		-		-	500,000
Walnut Shade Road, US13 to Peachtree Run Road		150,000		-		-	150,000
SR 1 and Cave Neck Road Grade Separated Intersection		2,000,000		-		-	2,000,000
US 113, North / South Improvements		600,000		-		-	600,000
US113 / SR18 / SR404 Grade Separated Intersection		266,000		-		-	266,000
HEP Sussex County, SR 1 and SR 16 Grade Separated Intersection		5,000,000		-		-	5,000,000
HSP, SC, US 9 and SR 5 Intersection Improvements		380,436		-		-	380,436
Corridor Capacity Preservation		1,000,000		-		-	1,000,000
NCC & SC HEP/HSP Safety Projects		3,495,650		8,194,846		-	11,690,496
<b>Subtotal Aerotails</b>	<b>\$</b>	<b>34,962,086</b>	<b>\$</b>	<b>21,636,143</b>	<b>\$</b>	<b>-</b>	<b>56,598,229</b>
<b>Collectors</b>							
Crawford Carroll Avenue Extension	\$	8,000,000	\$	-	\$	-	\$ 8,000,000
K104, Kerton Rd, SR8 to Chestnut Grove Rd.		-		960,000		-	960,000
Georgetown East Gateway Improvements		4,328,049		-		-	4,328,049
SR24, Mulberry Knoll to SR 1		-		5,348,800		-	5,348,800
<b>Subtotal Collectors</b>	<b>\$</b>	<b>12,328,049</b>	<b>\$</b>	<b>6,308,800</b>	<b>\$</b>	<b>-</b>	<b>18,636,849</b>
<b>Locals</b>							
N412, Lutewood Grove Road, Jamison Corner Rd to SR 1		50,000		-		-	50,000
Cedar Lane Road and Millard Pi Road Intersection Improvements		1,700,000		-		-	1,700,000
Realignement of Old Orchard Road at Westcats Corner		1,033,449		-		-	1,033,449
Pescant Land Road, US 13A to US 13		329,002		905,680		-	1,234,682
Recreational Trail	\$	-		-		-	-
Chestnut Hill Bridge Approaches		1,100,000		7,966,722		226,420	\$ 9,092,142
Christina River Bridge		2,500,000		10,992,680		-	13,492,680
Slope Stabilization		50,000		450,000		-	500,000
KC HEP/HSP Projects		-		-		-	-
<b>Subtotal Locals</b>	<b>\$</b>	<b>6,758,451</b>	<b>\$</b>	<b>19,615,082</b>	<b>\$</b>	<b>226,420</b>	<b>26,599,953</b>
<b>Bridges</b>							
Bridge Management Program	\$	5,736,723	\$	7,611,692	\$	-	\$ 13,348,415
Bridge Preservation Program		12,027,490		34,858,649		-	47,446,139
<b>Subtotal Bridges</b>	<b>\$</b>	<b>17,764,213</b>	<b>\$</b>	<b>42,470,341</b>	<b>\$</b>	<b>560,000</b>	<b>60,794,554</b>
<b>Other</b>							
Transportation Alternatives	\$	954,489	\$	3,017,657	\$	-	\$ 3,972,146
Pavement and Rehabilitation		53,550,000		20,800,000		-	74,350,000
Materials and Minor Contracts		12,000,000		-		-	12,000,000
Signage and Pavement Markings		5,432,000		1,282,513		-	6,714,513
Rail Crossing Safety Program		2,068,566		2,400,000		-	4,468,566
Safety Improvement Program		250,572		4,229,974		-	4,480,546
Bicycle and Pedestrian Improvements		982,927		3,931,708		-	4,914,635
Safe Routes to School		-		384,336		-	384,336
Intersection Improvements		5,050,000		3,000,000		600,000	8,650,000
Traffic Calming		200,000		-		-	200,000
Pedestrian ADA Accessibility		31,458,000		18,000		-	31,476,000
Engineering and Contingency		-		-		-	-
<b>Subtotal Other</b>	<b>\$</b>	<b>114,946,554</b>	<b>\$</b>	<b>39,064,488</b>	<b>\$</b>	<b>600,000</b>	<b>154,611,042</b>
<b>TOTAL ROAD SYSTEM</b>	<b>\$</b>	<b>236,499,353</b>	<b>\$</b>	<b>195,537,242</b>	<b>\$</b>	<b>1,386,420</b>	<b>433,423,015</b>
<b>GRANTS AND ALLOCATIONS</b>							
Municipal Street Aid	\$	6,000,000	\$	-	\$	-	\$ 6,000,000
Community Transportation Fund		27,330,000		-		-	27,330,000
<b>TOTAL GRANTS AND ALLOCATIONS</b>	<b>\$</b>	<b>33,330,000</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>33,330,000</b>
<b>TRANSIT SYSTEM</b>							
Transit Facilities	\$	18,990,612	\$	13,300,000	\$	10,079,500	\$ 42,340,112
Transit Vehicles		11,636,415		25,329,609		2,223,922	39,189,946
Rail Preservation		2,600,000		-		-	2,600,000
<b>TOTAL TRANSIT SYSTEM</b>	<b>\$</b>	<b>33,197,027</b>	<b>\$</b>	<b>38,629,609</b>	<b>\$</b>	<b>12,302,822</b>	<b>84,129,458</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		20,000,000		-		-	20,000,000
Transportation Management		2,055,000		8,080,000		102,500	10,237,500
Transportation Facilities		25,000,000		-		-	25,000,000
Engineering and Contingency		-		200,000		-	200,000
Aerobics		238,500		148,500		-	445,000
<b>TOTAL SUPPORT SYSTEM</b>	<b>\$</b>	<b>65,335,949</b>	<b>\$</b>	<b>14,985,949</b>	<b>\$</b>	<b>102,500</b>	<b>80,427,398</b>
<b>GRAND TOTAL</b>	<b>\$</b>	<b>368,362,329</b>	<b>\$</b>	<b>249,155,800</b>	<b>\$</b>	<b>13,791,742</b>	<b>631,309,871</b>

# 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:** \_\_\_\_\_

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

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**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 raised  
\_\_\_\_\_ Some support, but some concerns      \_\_\_\_\_ Strong opposition, major problems identified  
\_\_\_\_\_ Mixed, equal support and 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".

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, Dobbinsville	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			Wilmington Initiatives: Market St: 11th St. - 16th St.	0	3	0	2	2	0	0	3	0	3	0	13	4
60			US 40: SR 896-Salem Church Rd, Widening	-3	-1	4	2	3	2	0	0	2	3	0	12	5
61			City of New Castle: SR 9	-1	0	2	1	0	2	0	3	0	3	0	10	6
62			SR 141: US 13 - Commons Blvd.	0	0	3	0	0	0	1	0	2	3	0	9	7
63		2040	Tyler McConnell Bridge, SR141: Montchanin Rd. - Alapocas Rd.	-3	0	3	1	2	0	0	0	2	3	0	8	8
64			US 40: Eden Square Connector	-1	0	4	0	0	0	0	1	0	3	0	7	9
65			City of New Castle Intersections	0	0	0	0	0	0	0	3	0	3	0	6	10
66			US 13, Odessa Transportation Plan Implementation	1	0	0	0	0	0	0	1	0	3	0	5	11
67			Newtown Road: SR896 - SR 72	-3	0	0	0	0	0	0	1	0	3	0	1	12
68			Collectors													
69			Wilmington Traffic Calming: 12th St. Connector	-1	3	0	0	0	0	0	3	0	3	0	8	1
70			Expressways													
71			I:95: Riverfront Interchange	-3	-3	0	1	4	3	0	0	3	3	0	8	1
72		2030	US 301: Spur	-3	0	3	1	2	0	0	0	3	0	0	6	2
73			Local													
74			Wilmington Initiatives: Shipley Street	1	3	0	2	0	0	0	3	0	3	0	12	1
75			Wilmington Initiatives: Tatnall St. Connector	-1	0	0	2	0	0	0	3	0	3	0	7	2
76			Wilmington Riverfront: West St. Connector Extension	-1	0	0	2	0	0	0	3	0	3	0	7	2
77			Southbridge Street Network	-1	1	0	0	0	0	0	3	0	3	0	6	3
78			Westown: SR 71/St Annes Church Rd.	-1	0	0	0	0	0	0	0	0	3	4	6	3
79			Westown: Wiggins Mill Rd: Green Giant Rd. - St Annes Church Rd.	-1	0	0	0	0	0	0	0	0	1	4	4	4
80			Other													
81			Aeronautics, New Castle County Airport Terminal Improvements	0	0	4	0	0	0	0	0	0	1	0	5	1
82			Pedestrian/Bicycle													
83			Wilmington Initiatives: Bicycle Improvements	1	3	2	2	2	3	3	3	0	3	0	22	1
84			Bicycle, Pedestrian: Marsh Rd.	1	0	3	0	0	0	0	3	0	3	0	10	2
85			DuPont Road Pedestrian Facilities	3	3	0	0	0	0	0	1	0	3	0	10	2
86			Wilmington Initiatives: Water Street Walkway	1	0	0	2	0	0	0	3	0	3	0	9	3
87			Churchmans: Red Mill Rd. Sidewalks, Ruther Dr - SR 2	1	0	0	1	2	0	0	1	0	3	0	8	4
88																

				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
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## CMAQ SCORING

Qualitative Index\*

ID	Project	Notes	FY18-21 TIP	Project Type	VMT	Cost	Life	Total
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.

---

<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

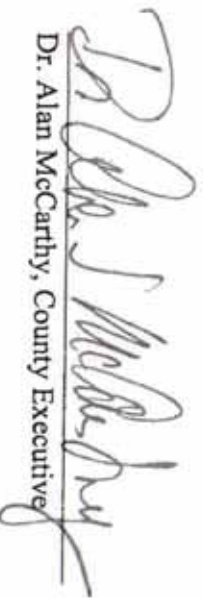
Our fourth highest categorical priority is the continuation of coordination with DelDOT regarding its plans to convert US 301 into a limited access toll road in New Castle County. Expected toll evasion could threaten the distinctive character and sense of place in Cecilton, Chesapeake City, Elkton, and 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 Bowsbey, President, County Council



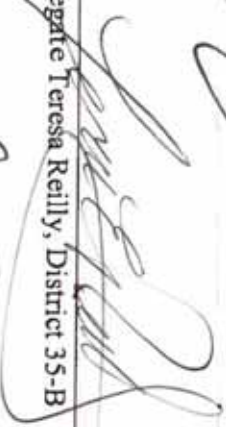
Cecil County's State of Maryland Delegation

  
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. Arenz, 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 Clayton 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. Iberhard  
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





**From:** [Heather Dunigan](#)  
**To:** [William Lower](#)  
**Cc:** [Dave Gula: "mikespencer100"](#)  
**Subject:** RE: TIP Comment/Question  
**Date:** Friday, August 10, 2018 10:46:31 AM

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Hi Bill,

Thanks so much for taking the time to review and comment on the draft amendments. The James Street bridge funding for construction will increase by \$1 million with the amendments to \$4.5 million. DeIDOT has proposed deferring construction by one year to FY 2020.

Dave can get you more info on the scope and timing of the Newport train station study update. I believe that it is just an update to the ridership projections based on the Boxwood redevelopment and its associated roadway improvements. Since it is a study, this won't show up in the TIP.

Please let us know if you'd like additional information.

Heather

Heather Dunigan, Principal Planner  
WILMAPCO  
850 Library Ave., Suite 100, Newark, DE 19711  
302.737-6205 ext. 118  
[hdunigan@wilmaco.org](mailto:hdunigan@wilmaco.org)  
[www.wilmaco.org](http://www.wilmaco.org)  
[www.facebook.com/WILMAPCO](https://www.facebook.com/WILMAPCO)

---

**From:** William Lower [mailto:WLower@harveyhanna.com]  
**Sent:** Friday, August 10, 2018 10:27 AM  
**To:** Heather Dunigan  
**Cc:** Dave Gula; 'mikespencer100'  
**Subject:** TIP Comment/Question

Hi Heather and Dave,

I was just reviewing the draft WILMACO TIP update and have the following quick items:

1. Is Item 38 in your tabulation the replacement bridge (DELDOT BR 159) over the Christina River on S. James Street? I want to be sure this project is getting sufficient attention since DELDOT has recommitted to the new bridge.

2. I don't see the reactivated Newport SEPTA rail stop on any of the listings, and I am assuming this is b/c there are no financial commitments as yet. Does the status of this project remain "aspirational" for now? Just wondering if the commitment from DELDOT to update the feasibility study would help "upgrade" its status for this and/or future WILMAPCO reports.

Many thanks,

Bill

M. William (Bill) Lower  
Vice President - Environmental & Governmental Affairs  
Harvey, Hanna & Associates, Inc.  
405 East Marsh Lane -- Suite 1  
Newport, DE 19804  
Phone (302) 323-9300 Ext. 111  
Fax (302) 683-9306  
Email [willower@harveyhanna.com](mailto:willower@harveyhanna.com)

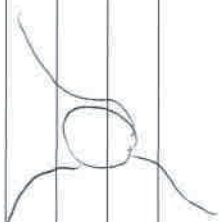


## Transportation Improvement Program

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?

18<sup>th</sup> Bridge Mill Creek Rd +



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

East side of Wilmington need more bus stops and ~~me~~ increased variety of transportation to school, library + grocery store

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

~~Plenty~~ vandever ave - smart buses and widening of side walk all the way to Riverside

3

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

I suggest having NEC leadership and City of Wilmington and the same meeting when discussing in the Kalmar Nyckel and the East side of Wilmington children and quality of life

### 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: Erin Goldner Street Address: 1601 N. Spruce St  
City: Wilmington State: DE ZIP Code: 19802  
Phone Number: E-mail: erin@goldner@yahoo.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.

## 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?

DART appreciates the ~~thoughtful~~ thoughtful work of DelDOT and look forward to continue to work with you on areas of concern and congestion

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

Please keep DART engaged w/ major projects, especially 299, 7/40, and 896 expansion

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

Interested to see improvements / Traffic studies w/ US-13 in New Castle (295-1340), US-202 (141-Nowlands), and SR-9 w/ the WILMAPCO Route 9 Master Plan.

### 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 WILMAPCO

### Contact Information

Name: Stephen Otinger Street Address: 119 Lower Beech St  
City: Wilmington State: DE ZIP Code: 19805  
Phone Number: 302-576-6128 E-mail: Stephen.Otinger@state.de.us

## 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?

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

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

5  
G

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

Urgent need to provide proper shelter and seating for  
"Ald" current and future Bus Stops.  
No more new "OVERSIZED BUSES" until these upgrades  
are complete.

### 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: Lawrence Cordeiro Street Address: 327 N. Dillwyn Road  
City: Newark State: DE ZIP Code: 19711  
Phone Number: \_\_\_\_\_ E-mail: PON307G@gmail.com



## 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?

Rts 40 & 896 interchange proposed - Alternative #1

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

EAST-TAKEN TYLER-INDEPENDENT ROAD IMPROVEMENT? IT'S BEEN NECESSARY SINCE THE 1980S. OR, PERHAPS AN ALTERNATIVE TO CONCORD PkE FOR NORTH-SOUTH TRAFFIC?

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

WIDEN TO 4 LANES (or 5) LYING AVE FROM NEWARK SOUTH, OVER Rt 4, towards Rt 71, to keep the road at 2 lanes in each direction throughout its length. - Concord to eliminate bottlenecks

Rt 4, Christian Parkway corridor 4 lanes over Amtrak (between 896 + Elletts Rd.)

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

More radio advertising of these public forums

### 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: Tim Conrad Street Address: Box S. Chapel St  
City: Absecon State: DE ZIP Code: 19713  
Phone Number: 302 635-4049 E-mail: t-conrad@facilities.del.edu

## 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?

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

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

SEND CITIZEN LETTER ONE DELAWARE RAIL ON SEPTA FROM 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: \_\_\_\_\_ Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP Code: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

## Transportation Improvement Program

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

I like the most expensive alternative to the I-95 - 896 flyover. The cost difference (\$20mm) is offset by "not" removing the portion of Iron Hill.  
Thanks

### 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?

Elkton Road red lights could be more computerized  
(Blue Tooth)

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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 blog

### Contact Information

Name: Dick Wosilek Street Address: 586 Lehigh Rd  
City: Newark, DE State: DE ZIP Code: 19711  
Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_



## 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?

Restoring & enhancing the Rodney Square bus hub

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

We need a totally transparent creation of projects & changes in our public transportation and transportation infrastructure projects to get the public support

### 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: John A Kowalko

Street Address: 14 Keller Ave

City: Newark

State: DE

ZIP Code: 19711

Phone Number: 302-737-2396

E-mail: John.Kowalko@state.de.us

## Transportation Improvement Program

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

AGREE WITH CHARLIE WEYMOUTH'S COMMENTS  
ON SUSSEX COUNTY.

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

I HATE TRAFFIC CIRCLES. A PERSON CANNOT WATCH  
IN 4 DIRECTIONS AT ONCE.

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

WILMAP CO SHOULD WIDEN THE TERRIBLE DECISION  
TO END THE USE OF RODNEY SQUARE AS A BUS  
HEB BEFORE ANY PROPER ALTERNATIVES WERE IN  
PLACE TO PROVIDE SHELTERS FROM THE WEATHER AND  
PLACES TO REST WHILE WAITING TO CATCH A BUS. THE  
THOUSANDS OF SENIOR CITIZENS AND MODERATELY DISABLED  
WITH LIVE IN WILMINGTONS HIGH RISES NEVER RECEIVED

NOTICE AS MOST DO NOT RIDE BUSES DAILY. NOTICE WAS  
IN EVERY WAY INADEQUATE, I MOVED TO A BUS ROUTE  
ONLY A YEAR AGO BECAUSE I WILL NOT BE ABLE TO DRIVE  
MUCH LONGER. BUS LANE SEEMED EASY WITH A SHARED RODNEY  
SQUARE WHERE I COULD SIT TO CHANGE BUSES. I WAS SHOCKED  
5. How did you hear about this meeting? (please check all that apply) WHEN CHARLESY THREW  
☐ Flyer ☐ Newspaper ☐ E-news/newsletter ☐ Radio THE ELDERLY UNDER THE  
☐ Website ☐ Facebook ☐ Other John Flaherty BUS WITH THIS DECISION,

I NEVER EXPECTED HIS HEART TO BE FOR SALE. I NEVER  
EXPECTED WILMAPED, WHO SHOULD BE CONTINUING  
TO ENCORE ARE BUS RIDERSHIP TO GO

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.

Weymouth Architects and Planners

1827 LOVERING AVENUE, WILMINGTON, DE.19806

TE: (302) 658-8760

FX: (302) 658-8761

E-Mail: CWEYMOUTH@AOL.COM

Website: WEYMOUTH ARCHITECTS@aol.com

**4 SEPTEMBER, 2018**

**FIRST DRAFT COMMENTS FOR WILMAPCO/DELDOT/SALISBURY  
WICOMOCO METROPOLITAN PLANNING ORGANIZATION PUBLIC  
DISCUSSION MEETINGS-SUBJECT HEREIN PRIOR TO 1ST PUBLIC  
DISCUSSION GATHERING OF 4 SEPTEMBER, 2018**

Commendation to the State of Maryland and that Metropolitan Planning Organization for joining in the discussions and lending their State's proven accomplishment in saving open land/an agricultural industry, and centralized direction for coordinated Land Use with Transportation. For Delaware's necessary interlink of Land Use and Transportation, particularly in regard those vital vehicular trade interlinks between North Western New Castle County and the Western Counties of the Commonwealth of Pennsylvania, we have failed. **Preference can no longer be given to the politically favored land owner/developer.**

**Delaware needs to accomplish the following:**

- Stop residential sprawl growth in each of our Counties if such growth, as proven, be solely based on continuing of the lowest local taxes in the Nation-with little evidences of a growing, productive, economy.
- Encourage residential growth from existent urban cores outward, and wherein there is existent infrastructure. Non use and/or demolition of existent schools within our core City is inexcusable.
- Stop direct access including commercial/retail upon our critical interstate/ trade roads. Require corrective actions to be financially underwritten by the local jurisdiction earlier permitting such transgression.
- Providing public monies for essentially privately used roads and maintenance thereof should be disallowed. The cashing-in land owner and residential developer should be held responsible for adjacent public roads and, substantially, the cost for any substantiated school construction.
- Comprehensive Land Use Planning, including all necessary infrastructure wherein anticipated public funding, should be retained at a Central to the State Authority, and actions to include re zonings. The alternative, one unacceptable, are the continued, challenged, re zonings through Court intercession. Mandatory, LOS determinations and control should be held at the State level and, possibly, delegated to Del Dot (recognizing that Department's direction lies with any



Governor's Office.)

- The State must intercede upon local land use jurisdictions, particularly, to provide a minimum one half mile inland, green buffer, (similar to the originally intended Coastal Zone Act.) commencing at high tide water. Atlantic Ocean/Delaware Bay with also establishment of small vehicular, transit, providing individual mobility, during the now clogged Summer seasonal excess. Current daily use traffic during such Seasons is predominantly from Out of State and disruptive to year round residents.

**Further, for our Sussex County:**

- Integrate with Eastern Shore Maryland the implementation of a preferred, toll road, to interlink with, minimally, Rt. 113, 113 to interlink via Georgetown with Bethany (thus justifying the Indian River Inlet bridge) and for the County to ensure necessary buffer to the Shorelines and with adequate, close in, pick up points for individual mobility by small vehicle to the immediate shore. Our Southern shorelines must return to be Retreats (and shell beds), established for over 100 years, yet, today accommodating over one million any one week period.
- At local cost, provide an adequate by pass of the commercial/retail saturated Rt. 1-one mile South of Milton to intercept at , possibly, an improved, Rt. 26.

Thank You

Charlie Weymouth, AIA

### 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 Weidlin 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-citiessthrough-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

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

Would like to see bike lanes added during Wilmington Initiativesimprovements.

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### 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

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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: \_\_\_\_\_ 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

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### 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/Warrior 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~~ 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

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

NEC Industrial Tractor Assembly  
need maps 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: 410-272-2554 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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## 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 SDPM 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@yakho.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

WILMAPCO



## 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 stops, 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 Casho Mill for any potential 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

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

~~#~~ 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.  
Comments can also be submitted online at [www.wilmapco.org/tip](http://www.wilmapco.org/tip). Please call (302) 737-6205 with any questions.

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#### 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.

*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-*

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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 *was at library*

#### Contact Information

Name: *Melita 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.  
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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 Cavalier Golf Course Sale and any related or UN-related or 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  
2. and back 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: 302 897 4803 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

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### 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: gtpool@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

by email [hdunigan@wilmapco.org](mailto:hdunigan@wilmapco.org)

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

[jdf0000@aol.com](mailto:jdf0000@aol.com)

BCC: MEDIA, PUBLIC



## Children's Health System

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

Nemours Children's Clinic

Nemours Children's Hospital

Nemours Children's Primary Care

Nemours Children's Specialty Care

Nemours Children's Urgent Care

Nemours duPont Pediatrics

Nemours Esclate

Nemours Fund for  
Children's Health

Nemours Health &  
Prevention Services

Nemours Office of Policy  
and Prevention

Nemours SeniorCare

*Your child. Our promise.*  
[nemours.org](http://nemours.org)

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 that reads "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



## 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?

Why that are best liked to in the state address & cars w/ joint financial cost communitarian to speed up the mess current.

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

Yes! The Street Main roads - What is the pre-80s and adopted Marsh Plan?  
 What operation is DelDOT/State of WILMAPCO taking in the 80s 48, 41, 45 SRD

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

Combine WILMAPCO to a more inclusive & necessary Regional Transportation Authority  
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 Pass for a major Port @ Delaware City -  
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 address directly, during the walk around.

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

Also! Please be late in the T-95 State house  
 quit to St. 273 - Delaware's sudden change of  
 That project for 2011  
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 T-95 (I believe is  
 on

### Contact Information

Name: Catarine Seymour Street Address: 1827 Leeterville Ave.  
 City: Wilmington State: DE ZIP Code: 19806-2121  
 Phone Number: 302-658-8760 E-mail: C Seymour@delcon



OWNER	<input type="checkbox"/>
ARCHITECT	<input type="checkbox"/>
CONSULTANT	<input checked="" type="checkbox"/>
FIELD	<input type="checkbox"/>

☐ ☒ ☐ ☐

1

FIELD REPORT NO:

ARCHITECT'S PROJECT NO:

TEMP. RANGE

CONFORMANCE WITH SCHEDULE (+, -)

**PRESENT AT SITE**

→ I.P. Sims → what realistically should

be the "Region" i.e. more with a local regional authority to include Prophets (S. East) of New Jersey & Prophets; #1 improve regional transportation in surface.

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access to air combat in peacetime  
and alligments

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"I of the Post - Division  
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ATTACHMENTS 70-5-18

050-076

**From:** [Hutch Martin](#)  
**To:** [Randi Novakoff](#)  
**Subject:** WILMAPCO - Future Plans for the region  
**Date:** Monday, March 05, 2018 6:19:50 PM

---

Hi, you may have just called my wife Diane. She is expecting an important call and could not participate.

I commute to Widener (Chester) every weekday and I can tell you that there is a serious need for merge relief where 495 meets 95 SB, 95 is congested from 202 to Rt 1 and again at 896 exit SB. There needs to be a better way for us to get onto 896 at this point with the growth of Middletown and so many taking that exit (maybe another flyover ramp). There should be a commuter pass for I-95 Delaware turnpike toll similar to what they have for Hatem Bridge for 896 relief.

Please advise if I can provide any additional info or clarification.

Sincerely,

Steven K. Martin, "Road Warrior"  
277 Mike Drive  
Elkton, MD 21921

732-597-1873

Sent from [Mail](#) for Windows 10



# **\$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.*

## Community News

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### **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 [wilmingtonco.org/tip](http://wilmingtonco.org/tip).

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## 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 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).





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

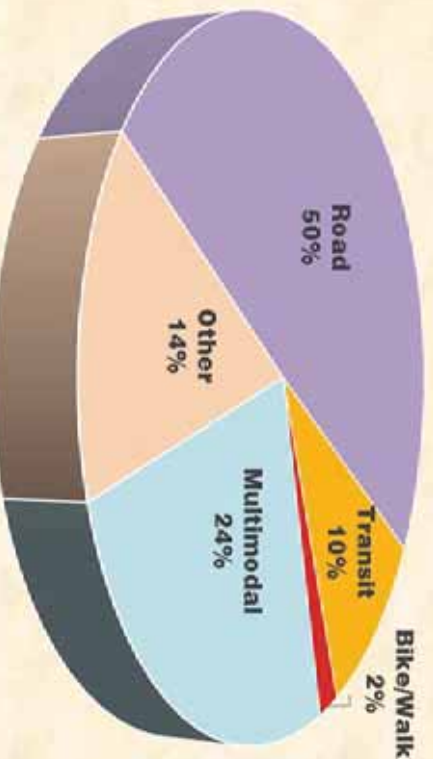
## Where are the projects?

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.

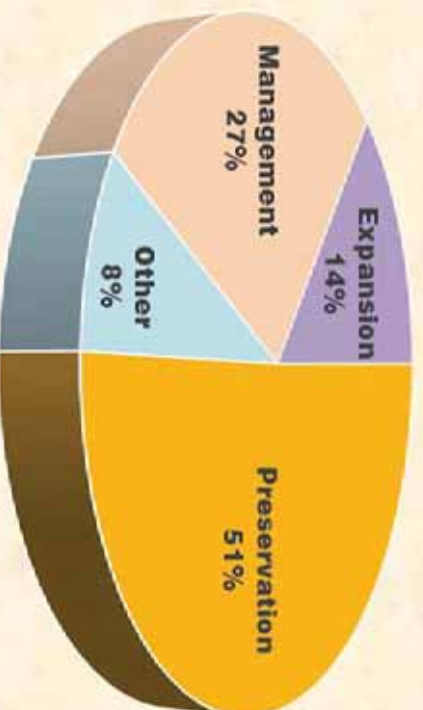
<b>Cecil County 4%</b>	The TIP document is grouped by Cecil County, New Castle County, and Delaware Statewide. Delaware Statewide contains funding for all counties in Delaware and projects do not specify amounts for New Castle County, for example Engineering and Contingency
<b>New Castle County 38%</b>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

## What Types of Projects are in the TIP?

### Projects by Mode



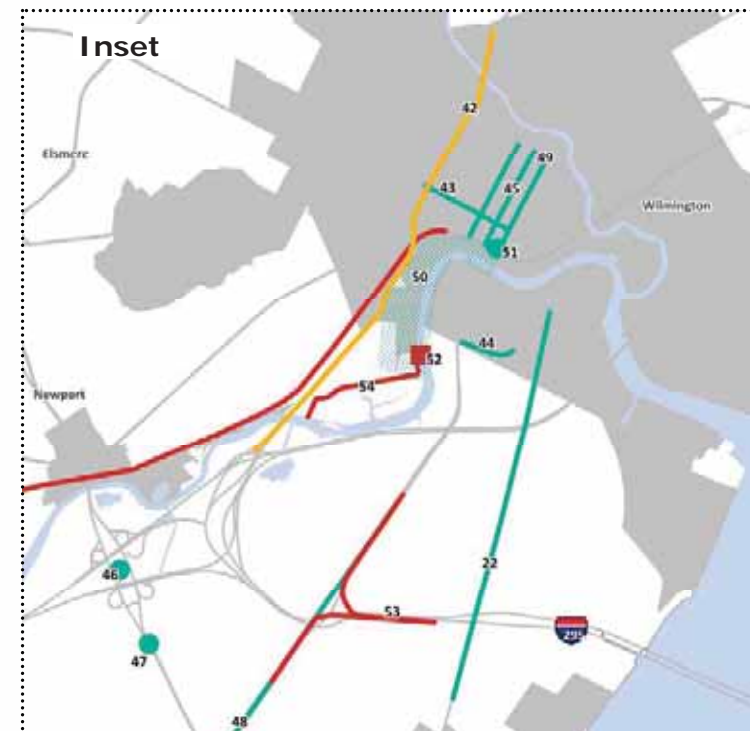
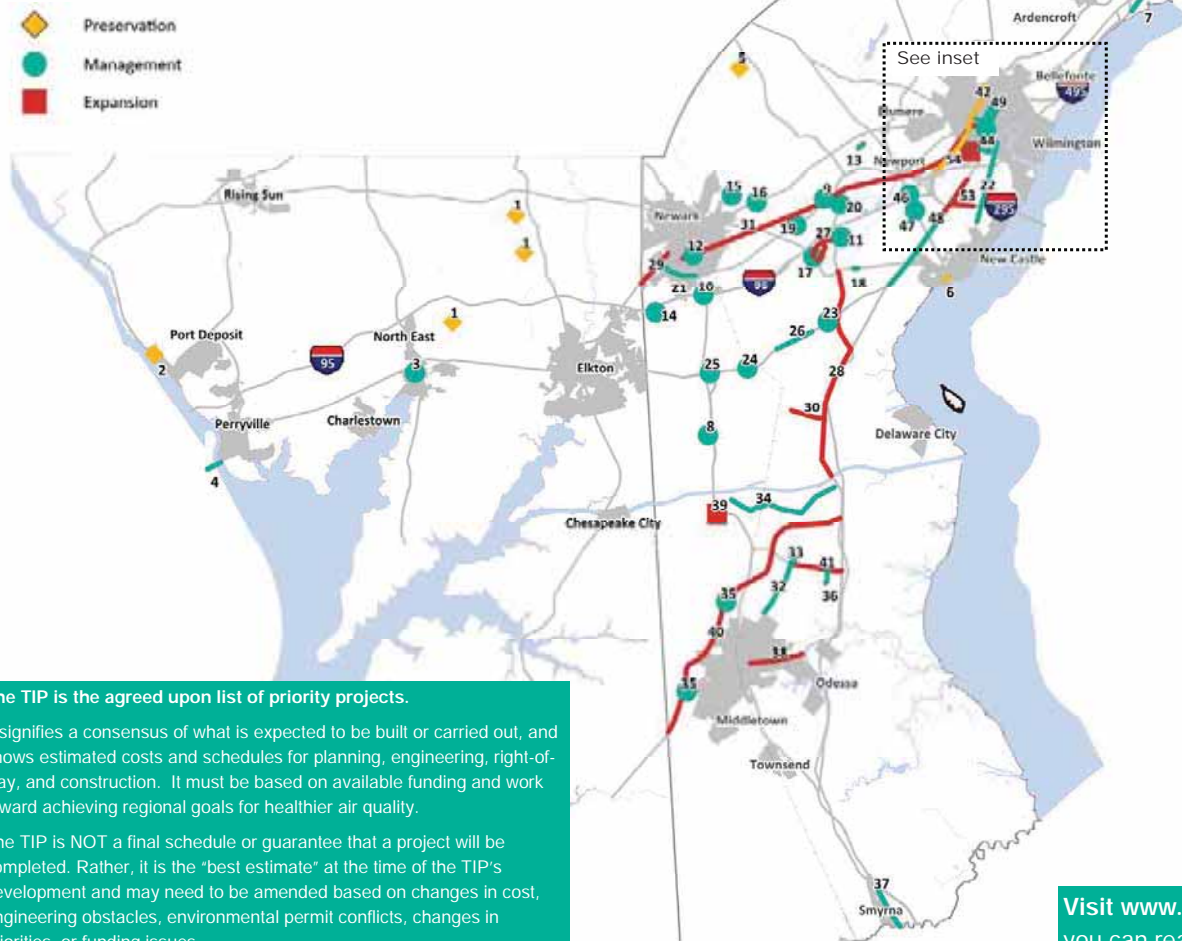
### Projects by Category



**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.willmapco.org/tip](http://www.willmapco.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	Midletown Park and Ride	46	SR 141/I-95 Interchange
3	MD 272 Bridge over Amtrak	14	Otts 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	Boyds 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



## Transportation Performance Measure1: 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 can be found in the New Castle County section of the TIP.

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.

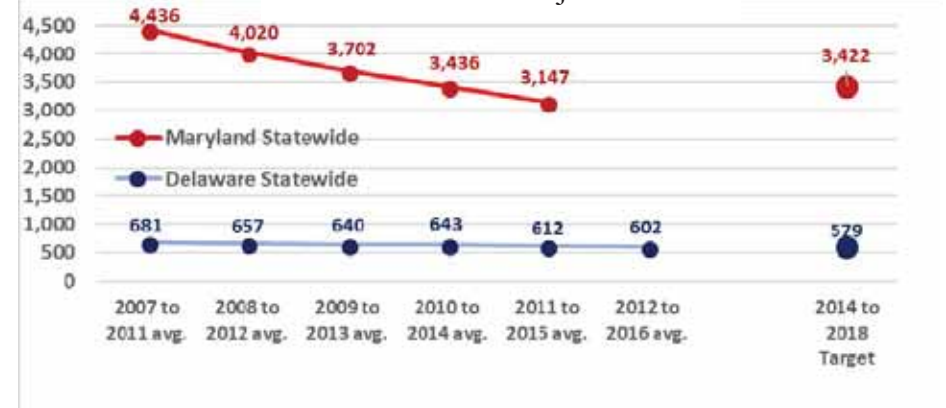
Total Number of Fatalities



Rate of Fatalities per 100 million VMT



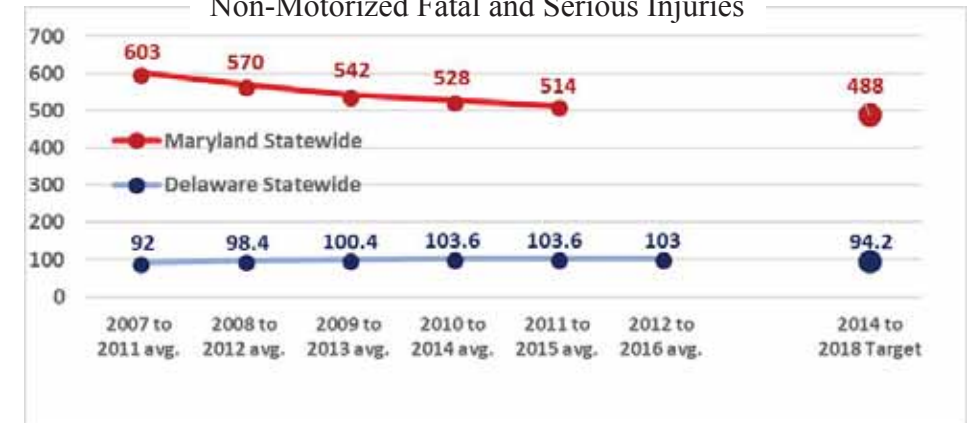
Number of Serious Injuries



Rate of Serious Injuries per 100 million VMT



Non-Motorized Fatal and Serious Injuries



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

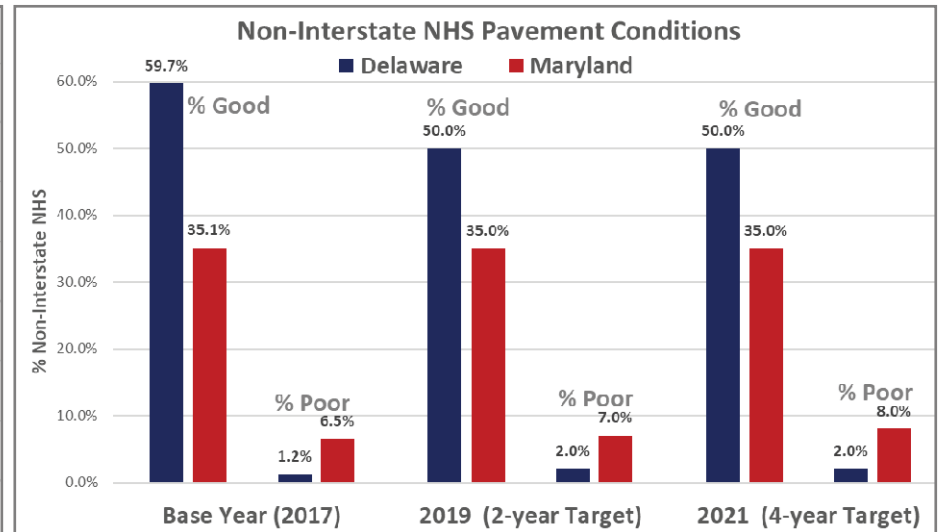
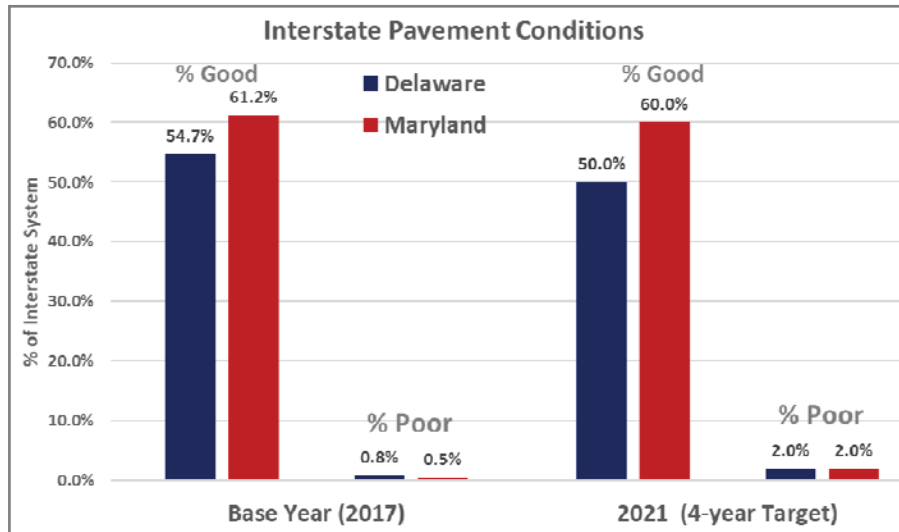
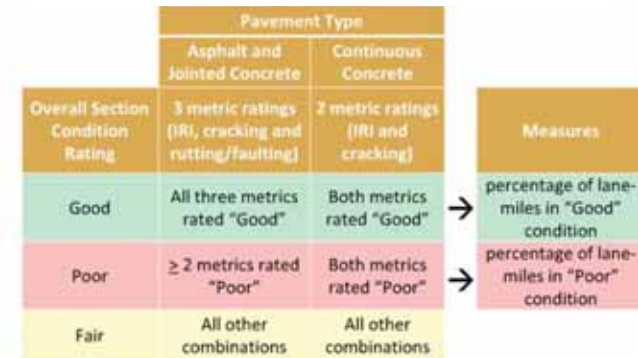
Pavement conditions are reported to FHWA by States through the HPMS for Federal-aid highways. The reporting agency uses the International Roughness Index (IRI) to measure the smoothness of pavement and ride quality. The following performance measures are used in assessing the condition of the NHS. Minimum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

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

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

Poor condition: Suggests major reconstruction investment is needed.

Pavement Condition Determination Method



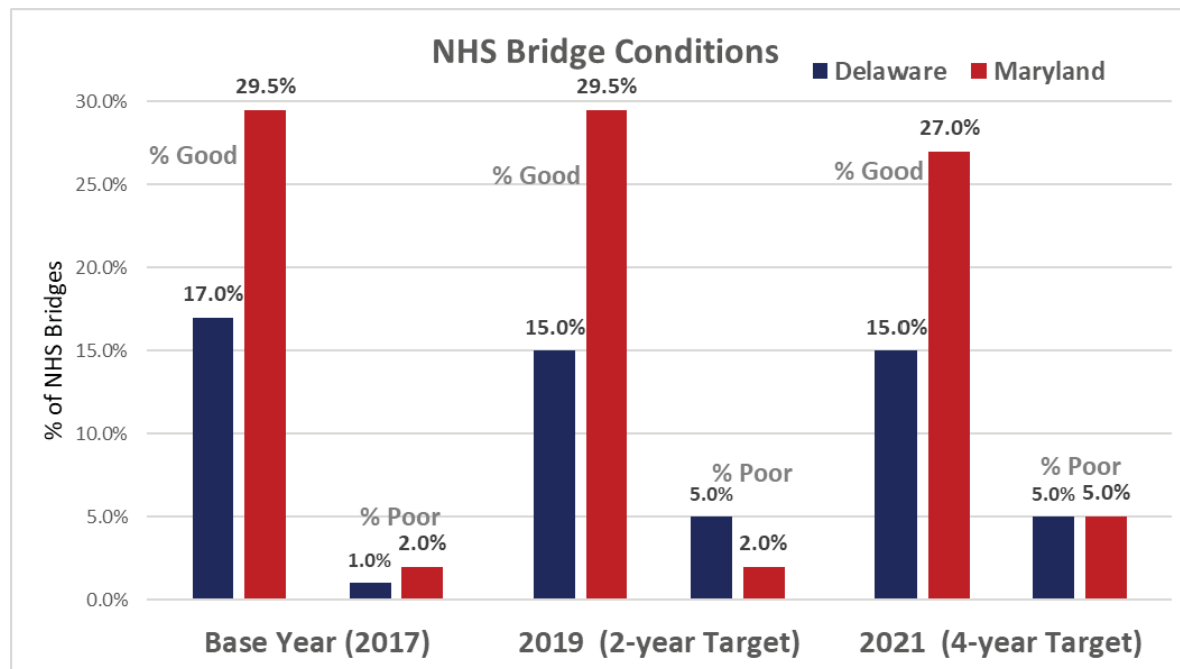
## Transportation Performance Measure 3: Infrastructure condition targets for the National Highway System (NHS) – Bridge Conditions

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

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

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

NBI Rating Scale (from 0 – 9)		9	8	7	6	5	4	3	2	1	0
		Good			Fair		Poor				
Bridge	Deck (Item 58)	≥ 7			5 or 6		≤ 4				
	Superstructure (Item 59)	≥ 7			5 or 6		≤ 4				
	Substructure (Item 60)	≥ 7			5 or 6		≤ 4				
	Culvert (Item 62)	≥ 7			5 or 6		≤ 4				





## Transportation Performance Measure 4: Travel Time Reliability Measures - Level of Travel Time Reliability

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

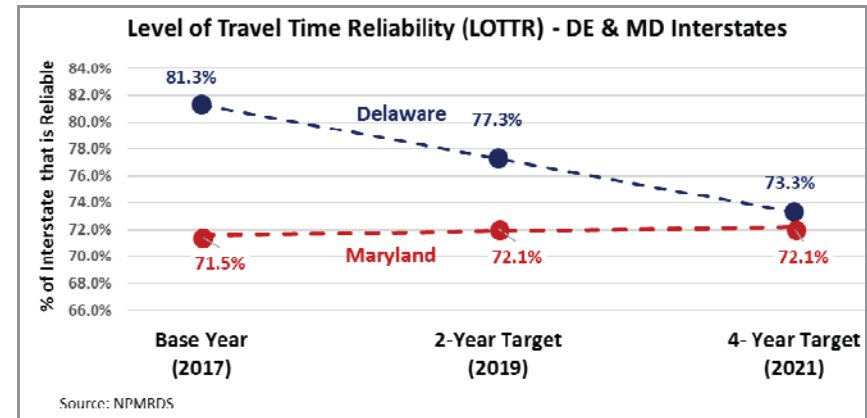
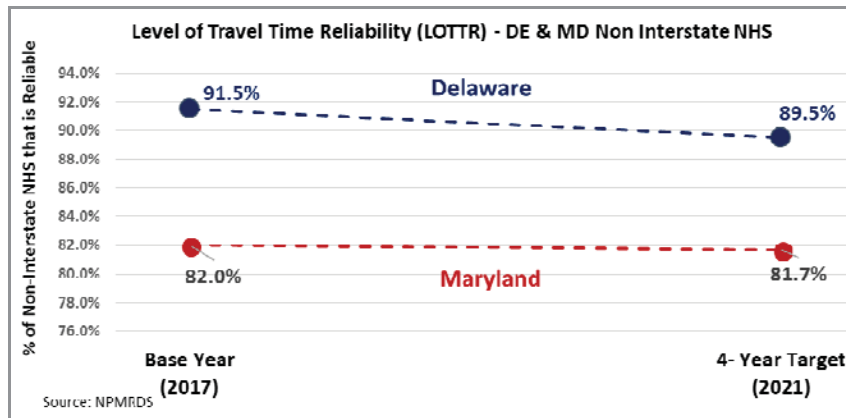
### Travel time reliability performance measures

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

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

### Illustration of Reliability Determination

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



### Data Sources:

**Travel times** - Travel Time Data Set (NPMRDS)

**Travel volumes** - Annual volume calculated as: AADT x 365 days.

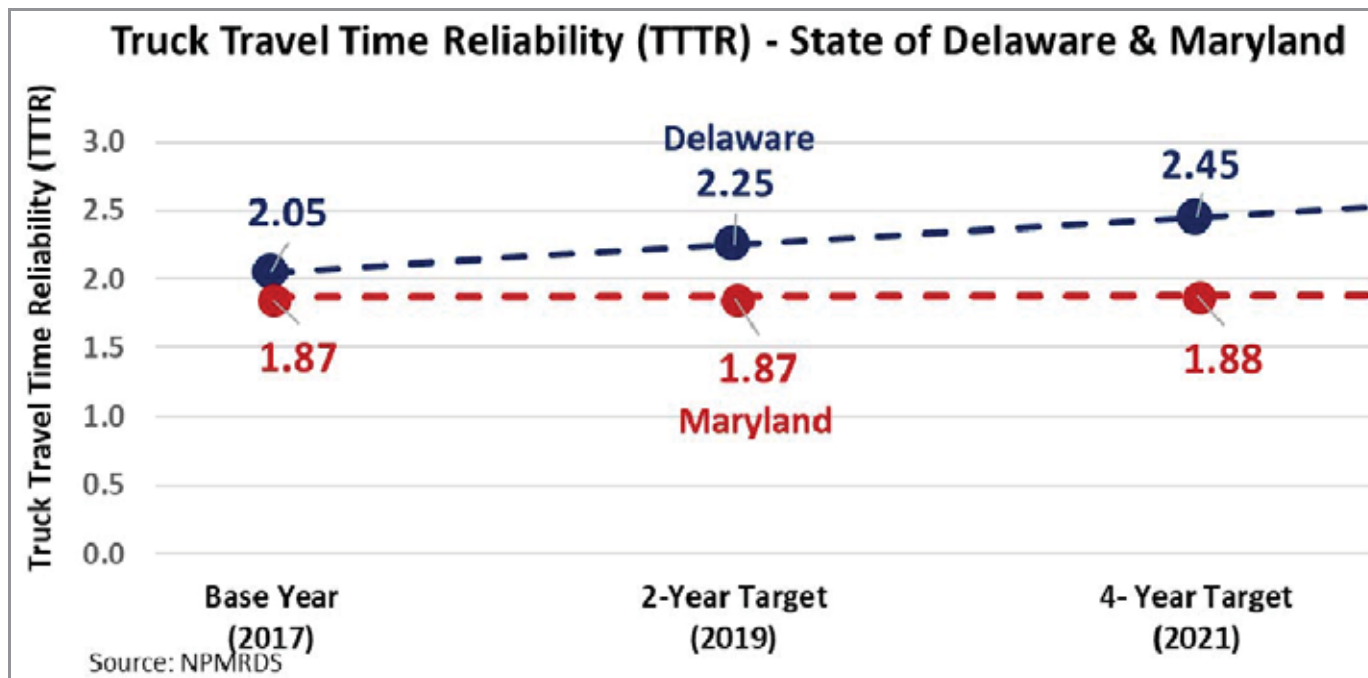
**Average vehicle occupancies (AVO)** data tables published by FHWA.

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

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

Illustration of Truck Reliability Determination

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



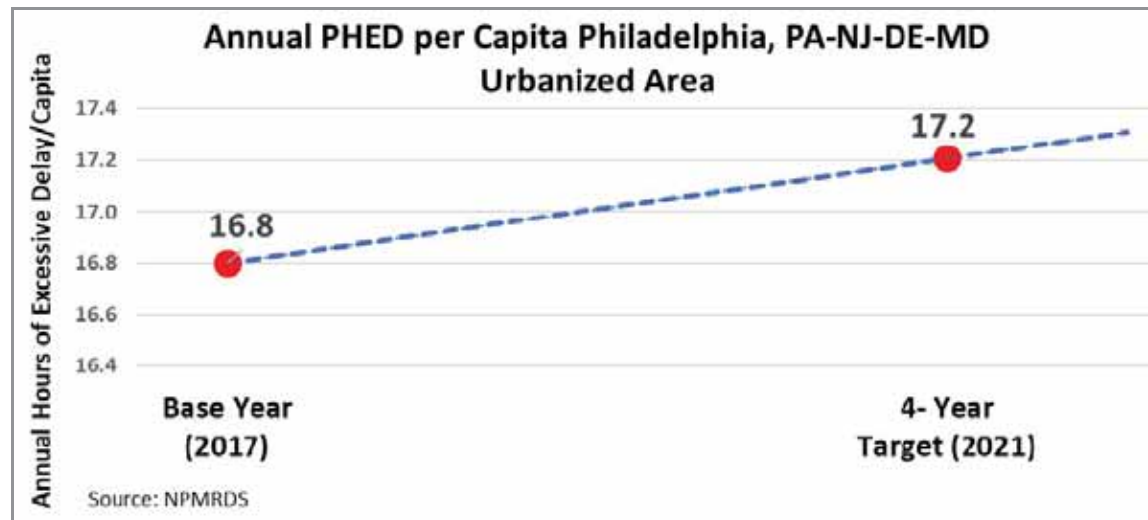
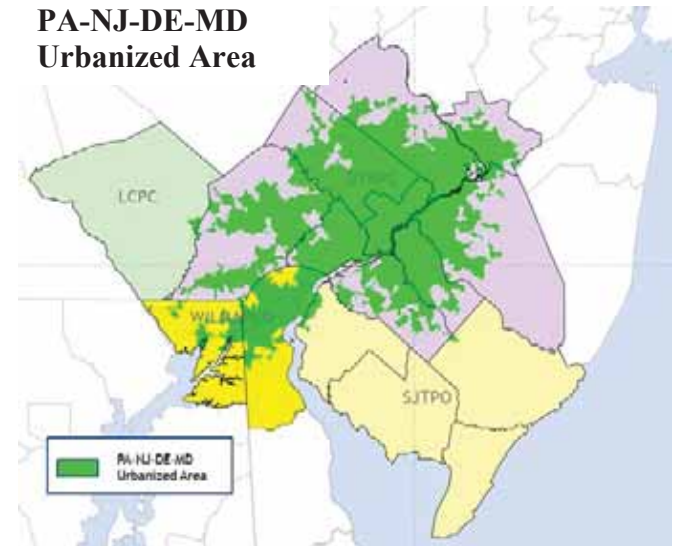
## Transportation Performance Measure 3: Annual hours of peak-hour excessive delay per capita (PHED) – Philadelphia, PA/DE/MD/NJ Urbanized Area

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

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

Measure covers the entire Philadelphia, PA/DE/MD/NJ urbanized area, with the targets selected in coordination with all four DOTs and associated MPOs.

**PA-NJ-DE-MD  
Urbanized Area**

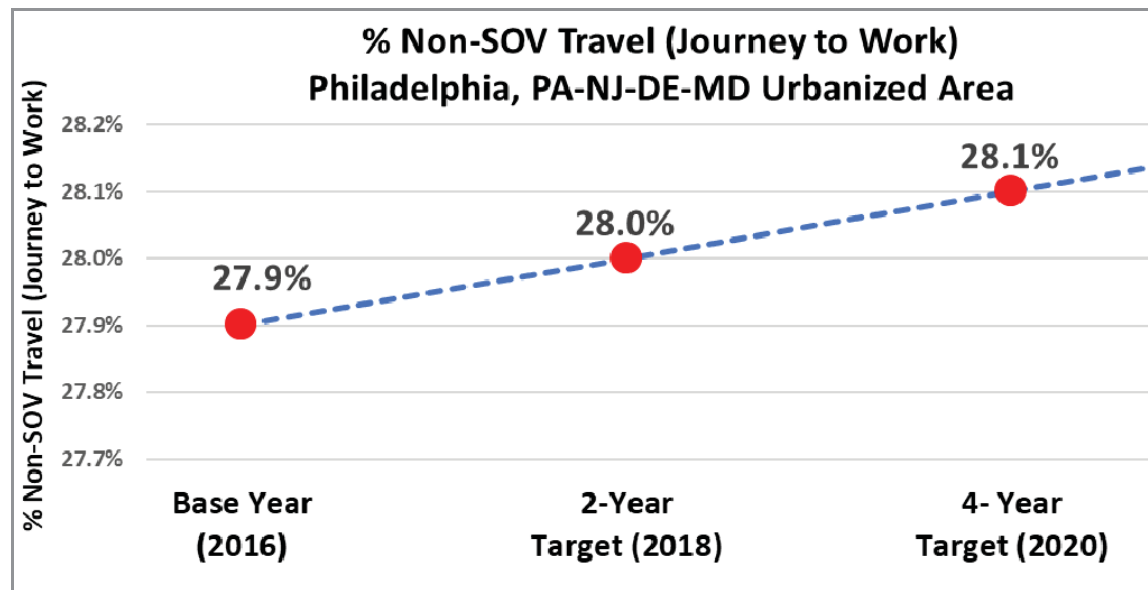
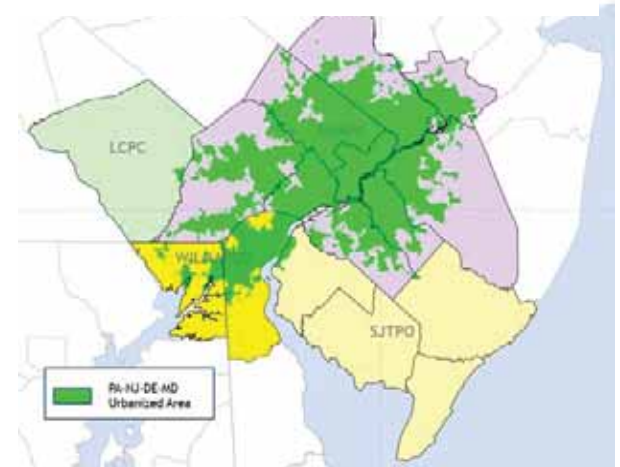


## Transportation Performance Measure 3: Percent of non-single occupancy vehicle travel – Philadelphia, PA/DE/MD/NJ Urbanized Area

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

**Data:** The American Community Survey (ACS) Commuting (Journey to Work) data from the U.S. Census Bureau 5-year average (2012-2016) was used. The measure covers the entire Philadelphia, PA/DE/MD/NJ urbanized area, with the targets selected in coordination with all four DOTs and associated MPOs.

PA-NJ-DE-MD Urbanized Area



Source: US Census American Community Survey

## **Transportation Performance Measure 3: On-road mobile source emissions reduction**

**Measure:** Total Emission Reductions for Carbon Monoxide (CO), Nitrogen Oxides (NO<sub>x</sub>), Volatile Organic Compounds (VOCs), and Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>) for CMAQ funded projects in designated nonattainment and maintenance areas.

This measure is currently under development. For updates, please visit [www.wilmapco.org/aqs](http://www.wilmapco.org/aqs).

# APPENDIX I

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