

# *DELAWARE STATEWIDE*

Delaware Statewide Projects are projects applicable to the entire State of Delaware, such as the Bridge Preservation Program, for which New Castle County specific funding is not defined.



**BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING**

**DESCRIPTION:** The Bridge Preservation Program provides for the preservation of over 1,300 bridge structures statewide. Bridges identified for bridge painting; bridge scour; bridge deck preservation; and underwater bridge repairs are addressed through this program. Structure deficiencies are minimized through rehabilitation projects that enhance the longevity of these bridges. As individual bridge projects are identified, they are then listed as separate projects in the capital program.

**JUSTIFICATION:** The bridge priority rating system is based on deficiency ratings, which are updated annually to target specific bridges for repair/rehabilitation/construction.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Road System - Bridges  
**Functional Category:** Preservation  
**Year Initiated:** FY 1993 (various name changes)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Bridge Painting Program	C	18,000.0	600.0	2,400.0	-	600.0	2,400.0	-	600.0	2,400.0	-	600.0	2,400.0	-	12,000.0	6,000.0
BRIDGES	PD	365.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	31,635.1	1,719.9	2,099.7	-	646.5	628.0	-	152.0	208.0	-	102.0	408.0	-	5,964.1	-
	ROW	1,999.8	290.1	124.8	-	94.0	36.0	-	9.0	36.0	-	6.0	24.0	-	619.9	-
	CE	16,591.0	319.4	1,105.8	-	116.0	464.0	-	80.0	320.0	-	-	-	-	2,405.2	-
	C	199,631.0	9,766.4	33,880.6	-	9,972.4	23,809.4	-	3,343.2	11,372.8	-	600.0	2,400.0	-	95,144.9	12,800.0
	Traffic	745.6	0.1	0.3	-	-	-	-	-	-	-	-	-	-	0.4	-
	Utilities	1,086.1	22.4	89.6	-	16.0	64.0	-	16.0	64.0	-	-	-	-	272.0	-
	Maintenance	40.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Audit	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Environmental	88.0	7.0	28.0	-	1.0	4.0	-	3.0	12.0	-	-	-	-	55.0	-
	Program	109,087.5	2,288.4	3,789.2	-	4,044.6	5,218.6	-	12,649.0	26,595.9	-	14,004.0	32,016.0	-	100,605.8	83,400.0
	Contingency	21,305.8	199.5	1,810.8	-	10.0	40.0	-	27.8	111.3	-	-	-	-	2,199.4	-
	Rail Road	930.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>		<b>401,604.9</b>	<b>15,213.2</b>	<b>45,328.8</b>	<b>0.0</b>	<b>15,500.5</b>	<b>32,664.0</b>	<b>0.0</b>	<b>16,880.0</b>	<b>41,120.0</b>	<b>0.0</b>	<b>15,312.0</b>	<b>37,248.0</b>	<b>0.0</b>	<b>219,266.7</b>	<b>102,200.0</b>

Bridge Painting Program - Z001 - National Highway Performance Program (NHPP), Z240 - Surface Transportation Block Grant Program – FAST  
 Design-Build Statewide Pipe Replacements - Z240 - Surface Transportation Block Grant Program – FAST  
 Bridge Preservation Program - Z001 - National Highway Performance Program (NHPP), Z233 - STBG Program Off-System Bridge, Z240,Z231,Z230,Z232 - Surface Transportation Block Grant Program – FAST

**BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)**

Project Title (\$s x 1000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 19-22 Total
BR 1-022 and BR 1-525 on Sharpley Road	PE	25.0	12.5	-	-	-	-	-	-	-	-	-	-	-	12.5
	ROW	10.0	10.0	-	-	-	-	-	-	-	-	-	-	-	10.0
	C	900.0	-	-	-	180.0	720.0	-	-	-	-	-	-	-	900.0
		<b>935.0</b>	<b>22.5</b>	<b>-</b>	<b>-</b>	<b>180.0</b>	<b>720.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>922.5</b>
BR 1-065 on Parkside Boulevard over Perkins Run	PE	50.0	25.0	-	-	-	-	-	-	-	-	-	-	-	25.0
	ROW	25.0	25.0	-	-	-	-	-	-	-	-	-	-	-	25.0
	C	600.0	-	-	-	600.0	-	-	-	-	-	-	-	-	600.0
		<b>675.0</b>	<b>50.0</b>	<b>-</b>	<b>-</b>	<b>600.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>650.0</b>
BR 1-071 on SR100 Montchanin Road over Wilson Run	PE	25.0	25.0	-	-	-	-	-	-	-	-	-	-	-	25.0
	ROW	10.0	-	-	-	10.0	-	-	-	-	-	-	-	-	10.0
	C	900.0	-	-	-	-	-	-	180.0	720.0	-	-	-	-	900.0
		<b>935.0</b>	<b>25.0</b>	<b>-</b>	<b>-</b>	<b>10.0</b>	<b>-</b>	<b>-</b>	<b>180.0</b>	<b>720.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>935.0</b>
BR 1-097 on N243 Old Kennett Pike Road over Waterway	PE	50.0	25.0	-	-	-	-	-	-	-	-	-	-	-	25.0
	ROW	16.5	16.5	-	-	-	-	-	-	-	-	-	-	-	16.5
	C	340.0	-	-	-	68.0	272.0	-	-	-	-	-	-	-	340.0
		<b>406.5</b>	<b>41.5</b>	<b>-</b>	<b>-</b>	<b>68.0</b>	<b>272.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>381.5</b>
Old Kennett Road Retaining Walls	PE	150.0	80.0	-	-	20.0	-	-	-	-	-	-	-	-	100.0
	ROW	20.0	-	-	-	20.0	-	-	-	-	-	-	-	-	20.0
	C	500.0	-	-	-	-	-	-	500.0	-	-	-	-	-	500.0
		<b>670.0</b>	<b>80.0</b>	<b>-</b>	<b>-</b>	<b>40.0</b>	<b>-</b>	<b>-</b>	<b>500.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>620.0</b>
BR 1-148A&B on N330 Greenbank Road over Red Clay Creek	PE	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	60.0	52.0	-	-	-	-	-	-	-	-	-	-	-	52.0
	C	900.0	180.0	720.0	-	-	-	-	-	-	-	-	-	-	900.0
	Environmental	20.0	4.0	16.0	-	-	-	-	-	-	-	-	-	-	20.0
		<b>1,351.3</b>	<b>236.0</b>	<b>736.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>972.0</b>
BR 1-159 on James Street over Christina River	PE	2,400.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	236.5	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	20.2	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	3,500.0	700.0	2,800.0	-	-	-	-	-	-	-	-	-	-	3,500.0
	<b>6,156.7</b>	<b>700.0</b>	<b>2,800.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,500.0</b>	
BR 1-180 on Grant Avenue over Mill Creek	PE	50.0	20.0	-	-	-	-	-	-	-	-	-	-	-	20.0
	ROW	20.0	20.0	-	-	-	-	-	-	-	-	-	-	-	20.0
	C	420.0	-	-	-	420.0	-	-	-	-	-	-	-	-	420.0
		<b>490.0</b>	<b>40.0</b>	<b>-</b>	<b>-</b>	<b>420.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>460.0</b>
BR 1-227 on N013 Paper Mill Road over Middle Run Tributary	PE	150.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	10.0	2.0	8.0	-	-	-	-	-	-	-	-	-	-	10.0
	C	1,000.0	200.0	800.0	-	-	-	-	-	-	-	-	-	-	1,000.0
		<b>1,160.0</b>	<b>202.0</b>	<b>808.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,010.0</b>
BR 1-249 on Old Baltimore Pike over Tributary to Christina River	PE	25.0	12.5	-	-	12.5	-	-	-	-	-	-	-	-	25.0
	ROW	10.0	-	-	-	10.0	-	-	-	-	-	-	-	-	10.0
	C	500.0	-	-	-	-	-	-	100.0	400.0	-	-	-	-	500.0
		<b>535.0</b>	<b>12.5</b>	<b>-</b>	<b>-</b>	<b>22.5</b>	<b>-</b>	<b>-</b>	<b>100.0</b>	<b>400.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>535.0</b>
BR 1-251 on N355 Harmony Road over White Clay Creek	PE	205.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	3,000.0	600.0	2,400.0	-	-	-	-	-	-	-	-	-	-	3,000.0
		<b>3,205.0</b>	<b>600.0</b>	<b>2,400.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,000.0</b>

**BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)**

Project Title (\$s x 1000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 19-22 Total
BR 1-294 on N346 Walther Road over Tributary to Christina River	PE	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	10.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	750.0	150.0	600.0	-	-	-	-	-	-	-	-	-	-	750.0
		<b>810.0</b>	<b>150.0</b>	<b>600.0</b>											<b>750.0</b>
BR 1-362 on SR 72 Library Avenue over Tributary to White Clay Creek	PE	26.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	10.0	10.0	-	-	-	-	-	-	-	-	-	-	-	10.0
	C	300.0	-	-	-	60.0	240.0	-	-	-	-	-	-	-	300.0
		<b>336.0</b>	<b>10.0</b>	-	-	<b>60.0</b>	<b>240.0</b>								<b>310.0</b>
Structure Maintenance, BR 1-400 on Shallcross Lake Road	PE	120.0	40.0	-	-	-	-	-	-	-	-	-	-	-	40.0
	ROW	15.0	15.0	-	-	-	-	-	-	-	-	-	-	-	15.0
	C	400.0	-	-	-	400.0	-	-	-	-	-	-	-	-	400.0
		<b>535.0</b>	<b>55.0</b>	-	-	<b>400.0</b>	-								<b>455.0</b>
BR 1-421 on Maryland Line Road Over Tributary to Sassafras River	PE	135.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	20.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	300.0	300.0	-	-	-	-	-	-	-	-	-	-	-	300.0
		<b>455.0</b>	<b>300.0</b>	-	-										<b>300.0</b>
BR 1-484 on Harvey Straughn Road over Tributary to Cypress Branch	PE	50.0	25.0	-	-	-	-	-	-	-	-	-	-	-	25.0
	ROW	16.5	16.5	-	-	-	-	-	-	-	-	-	-	-	16.5
	C	400.0	-	-	-	400.0	-	-	-	-	-	-	-	-	400.0
		<b>466.5</b>	<b>41.5</b>	-	-	<b>400.0</b>	-								<b>441.5</b>
BR 1-488N&S on N001 US13 over Blackbird Creek	PE	151.8	9.0	36.0	-	-	-	-	-	-	-	-	-	-	45.0
	ROW	30.0	6.0	24.0	-	-	-	-	-	-	-	-	-	-	30.0
	C	4,000.0	-	-	-	800.0	3,200.0	-	-	-	-	-	-	-	4,000.0
		<b>4,181.8</b>	<b>15.0</b>	<b>60.0</b>		<b>800.0</b>	<b>3,200.0</b>								<b>4,075.0</b>
BR 1-501 on SR141 Newport Viaduct over Christina River, Foundation Repairs	PE	794.6	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	5,000.0	800.0	3,200.0	-	-	-	-	-	-	-	-	-	-	4,000.0
		<b>5,794.6</b>	<b>800.0</b>	<b>3,200.0</b>											<b>4,000.0</b>
BR 1-577 on N050 Northeast Boulevard over Brandywine River	PE	860.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	65.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	4,000.0	500.0	2,000.0	-	300.0	1,200.0	-	-	-	-	-	-	-	4,000.0
		<b>4,925.0</b>	<b>500.0</b>	<b>2,000.0</b>		<b>300.0</b>	<b>1,200.0</b>								<b>4,000.0</b>
BR 1-601 and BR 1-604 on SR 141 over SR2 Kirkwood Highway and On-Ramp	PE	500.0	60.0	240.0	-	-	-	-	-	-	-	-	-	-	300.0
	C	2,000.0	-	-	-	400.0	1,600.0	-	-	-	-	-	-	-	2,000.0
		<b>2,500.0</b>	<b>60.0</b>	<b>240.0</b>		<b>400.0</b>	<b>1,600.0</b>								<b>2,300.0</b>
BR 1-634 on SR100 DuPont Road over East Penn Railroad	PE	785.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	574.7	64.9	259.7	-	-	-	-	-	-	-	-	-	-	324.7
	C	5,300.0	860.0	3,440.0	-	-	-	-	-	-	-	-	-	-	4,300.0
	Traffic	0.4	0.1	0.3	-	-	-	-	-	-	-	-	-	-	0.4
	Utilities	20.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	530.1	106.0	424.1	-	-	-	-	-	-	-	-	-	-	530.1
	Rail Road	220.0	-	-	-	-	-	-	-	-	-	-	-	-	-
		<b>7,480.2</b>	<b>1,031.0</b>	<b>4,124.2</b>											<b>5,155.2</b>

**BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)**

Project Title (\$s x 1000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 19-22 Total
BR 1-680 on SR 141 Basin Road over US 13	PE	1,832.7	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	60.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	958.6	26.3	105.0	-	-	-	-	-	-	-	-	-	-	131.3
	C	15,555.6	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	22.3	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	35.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	1,031.9	-	-	-	-	-	-	-	-	-	-	-	-	-
		<b>19,496.1</b>	<b>26.3</b>	<b>105.0</b>											<b>131.3</b>
BR 1-684 on N028 South Heald Street over Norfolk Southern Railroad	PD	170.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,500.0	90.0	360.0	-	74.0	316.0	-	26.0	104.0	-	16.0	64.0	-	1,050.0
	ROW	30.0	-	-	-	-	-	-	6.0	24.0	-	-	-	-	30.0
	C	6,300.0	-	-	-	-	-	-	-	-	-	600.0	2,400.0	-	3,000.0
		<b>8,000.0</b>	<b>90.0</b>	<b>360.0</b>		<b>74.0</b>	<b>316.0</b>		<b>32.0</b>	<b>128.0</b>		<b>616.0</b>	<b>2,464.0</b>		<b>4,080.0</b>
BR 1-686 on N029 South Walnut Street over Norfolk Southern Railroad	PD	190.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,500.0	90.0	360.0	-	78.0	312.0	-	26.0	104.0	-	86.0	344.0	-	1,400.0
	ROW	30.0	-	-	-	-	-	-	-	-	-	6.0	24.0	-	30.0
	C	9,500.0	-	-	-	-	-	-	-	-	-	-	-	-	-
		<b>11,220.0</b>	<b>90.0</b>	<b>360.0</b>		<b>78.0</b>	<b>312.0</b>		<b>26.0</b>	<b>104.0</b>		<b>92.0</b>	<b>368.0</b>		<b>1,430.0</b>
BR 1-714 on N347 Chapman Road over I-95	PE	1,700.0	107.2	428.8	-	-	-	-	-	-	-	-	-	-	536.1
	ROW	50.0	10.0	40.0	-	-	-	-	-	-	-	-	-	-	50.0
	C	15,000.0	-	-	-	1,500.0	6,000.0	-	1,500.0	6,000.0	-	-	-	-	15,000.0
		<b>16,750.0</b>	<b>117.2</b>	<b>468.8</b>		<b>1,500.0</b>	<b>6,000.0</b>		<b>1,500.0</b>	<b>6,000.0</b>					<b>15,586.1</b>
BR 1-759 on I-95 over Brandywine River	PE	2,435.9	-	550.0	-	-	-	-	-	-	-	-	-	-	550.0
		<b>2,435.9</b>		<b>550.0</b>											<b>550.0</b>
Structure Maintenance, BR 1-813 on I-495 over Christina River	PE	125.0	50.0	-	-	-	-	-	-	-	-	-	-	-	50.0
	C	750.0	100.0	400.0	-	50.0	200.0	-	-	-	-	-	-	-	750.0
		<b>875.0</b>	<b>150.0</b>	<b>400.0</b>		<b>50.0</b>	<b>200.0</b>								<b>800.0</b>
BR 1-814 on N009 12th Street over Norfolk Southern Railroad	PE	10.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	172.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,219.8	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	1.3	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	185.6	-	165.6	-	-	-	-	-	-	-	-	-	-	165.6
	Rail Road	245.1	-	-	-	-	-	-	-	-	-	-	-	-	-
		<b>1,833.9</b>		<b>165.6</b>											<b>165.6</b>
Bridge Replacements on SR9, BR 1-302 over Tom Creek and BR 1-304 over Gambles Gut	PE	55.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	20.0	10.0	-	-	-	-	-	-	-	-	-	-	-	10.0
	C	1,200.0	240.0	960.0	-	-	-	-	-	-	-	-	-	-	1,200.0
	<b>1,275.0</b>	<b>250.0</b>	<b>960.0</b>											<b>1,210.0</b>	
Cantilever and Overhead Sign Structures, Open End, FY16-18	PE	200.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	1,242.7	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	7,060.6	-	1,054.9	-	-	-	-	-	-	-	-	-	-	1,054.9
	Utilities	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	847.3	-	847.3	-	-	-	-	-	-	-	-	-	-	847.3
	<b>9,400.6</b>		<b>1,902.2</b>											<b>1,902.2</b>	

**COMMUNITY TRANSPORTATION FUND**

**DESCRIPTION:** Funding is designated by individual legislators for specific transportation-related projects.

**JUSTIFICATION:** This fund permits individual legislators to address small transportation projects that may not meet department priorities.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Grants and Allocations – Community Transportation Fund  
**Functional Category:** Preservation  
**Year Initiated:** FY 1996 (formerly Suburban Streets and Drainage/Suburban Street Fund)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Community Transportation Program	Program	119,100.0	17,680.0	-	-	17,680.0	-	-	17,680.0	-	-	17,680.0	-	-	70,720.0	35,360.0
<b>Total</b>		119,100.0	17,680.0	-	-	17,680.0	-	-	17,680.0	-	-	17,680.0	-	-	70,720.0	35,360.0

**DAM PRESERVATION PROGRAM**

**DESCRIPTION:** Provides emergency planning, monitoring, engineering, and maintenance repairs to state owned dams in partnership with DNREC/DeIDOT

**JUSTIFICATION:** Protects communities and infrastructure.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Road Systems-Bridge  
**Functional Category:** Preservation  
**Year Initiated:** FY 2015



*Before*



*After*

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
DAMS	PE	2,580.1	-	-	-	300.0	-	-	-	-	-	-	-	-	300.0	-
	ROW	65.0	25.0	-	-	10.0	-	-	-	-	-	-	-	-	35.0	-
	CE	972.7	-	-	-	-	-	-	230.0	-	-	-	-	-	230.0	-
	C	8,172.3	302.0	1,208.0	-	-	-	-	2,500.0	-	-	-	-	-	4,010.0	-
	Program	13,750.0	1,195.0	-	550.0	2,690.0	-	-	-	-	-	2,700.0	-	-	7,135.0	5,400.0
	Environmental Contingency	255.0	255.0	-	-	-	-	-	-	-	-	-	-	-	255.0	-
		417.9	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total</b>		<b>26,213.0</b>	<b>1,777.0</b>	<b>1,208.0</b>	<b>550.0</b>	<b>3,000.0</b>	<b>-</b>	<b>-</b>	<b>2,730.0</b>	<b>-</b>	<b>-</b>	<b>2,700.0</b>	<b>-</b>	<b>-</b>	<b>11,965.0</b>	<b>5,400.0</b>



**EQUIPMENT**

**DESCRIPTION:** Systematic equipment replacement program for long-life light and heavy equipment used by the department to carry out maintenance and construction jobs. Graders, front-end loaders, rollers, dump trucks, street sweepers, four-wheel drive vehicles, pickup trucks and sewer flushers are typical pieces of equipment.

**JUSTIFICATION:** As equipment age increases, the maintenance costs for capital assets tend to rise. As these assets near the end of their useful lives, maintenance costs and asset reliability can become prohibitive. This reality has given rise to the concept of economic life, or the age beyond which it is more economical to replace an asset than it is to continue to maintain it. This is a common management practice in private industry.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Support Systems – Heavy Equipment  
**Functional Category:** Preservation  
**Year Initiated:** FY 1991



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19			FY20			FY21			FY22			FY 2019-22 TOTAL	FY 23-24 TOTAL
			State	Fed	Other	State	Fed	Other	State	Fed	Other	State	Fed	Other		
Heavy Equipment Program	Program	76,388.0	12,500.0	-	-	12,500.0	-	-	11,500.0	-	-	10,000.0	-	-	46,500.0	20,000.0
<b>Total</b>		76,388.0	12,500.0	-	-	12,500.0	-	-	11,500.0	-	-	10,000.0	-	-	46,500.0	20,000.0

**MATERIALS AND MINOR CONTRACTS**

**DESCRIPTION:** Examples of capital repairs and minor improvements that would be funded by this program include minor turn lanes at intersections, concrete pavement repairs, repair/replacement of curbs, gutters and sidewalks, traffic control devices (including those necessary for pedestrian, transit and bicycle access), rotomilling, crossover modifications, guardrail installations, and drainage improvements. Annual unit price contracts are issued for various types of work to quickly address specific needs as they are identified. These are projects and programs, which require no acquisition of right-of-way, minimal design, and any location and/or environmental studies or permits. Other improvements include necessary replacements of sign structures, high mast lighting, and traffic signal supports replacements that are identified.

**National Pollutant Discharge Elimination System (NPDES):** Entities operating stormwater discharge systems in northern Delaware, must meet the requirements of the Federal Water Pollution Control Act (FCWA) with regard to discharges from these systems into federally protected waterways. Most of the requirements relating to satisfying this mandate relate to the proper maintenance and operation of the existing stormwater discharge system.

**JUSTIFICATION:** Funding is provided to address minor capital problems throughout the year at the maintenance district level.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Road System – Other  
**Functional Category:** Preservation  
**Year Initiated:** FY 1996

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19			FY20			FY21			FY22			FY 2019-22 TOTAL	FY 23-24 TOTAL
			State	Fed	Other	State	Fed	Other	State	Fed	Other	State	Fed	Other		
Materials and Minor Contracts	Program	52,929.0	11,000.0	-	-	11,000.0	-	-	8,000.0	-	-	8,000.0	-	-	38,000.0	16,000.0
<b>Total</b>		52,929.0	11,000.0	-	-	11,000.0	-	-	8,000.0	-	-	8,000.0	-	-	38,000.0	16,000.0

**MUNICIPAL STREET AID**

**DESCRIPTION:** Grants are provided to municipalities to maintain municipal streets and assist in meeting other transportation related needs. These grants are based on population and street mileage for the preceding fiscal year.

**JUSTIFICATION:** To support our municipalities and maintain and improve their public assets.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Grants and Allocations – Municipal Street Aid  
**Functional Category:** Preservation  
**Year Initiated:** FY 1996

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24 TOTAL
Municipal Street Aid	Program	30,000.0	5,000.0	-	-	5,000.0	-	-	5,000.0	-	-	5,000.0	-	-	20,000.0	10,000.0
Total		30,000.0	5,000.0	-	-	5,000.0	-	-	5,000.0	-	-	5,000.0	-	-	20,000.0	10,000.0

**PAVING AND REHABILITATION PROGRAM**

**DESCRIPTION:** This program consists of major pavement rehabilitation and pavement resurfacing of state maintained roadways (except for the Community Transportation Fund program). Specific locations are determined after each spring’s inspection and paired with new technologies to gain efficiencies.

**JUSTIFICATION:** These projects are necessary in order to maintain a road inventory that does not become deficient and to improve deteriorating pavement conditions throughout the State.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Road System – Other  
**Functional Category:** Preservation  
**Year Initiated:** FY 1998

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Paving and Rehabilitation	Program	596,000.0	54,200.0	20,800.0	-	55,200.0	18,600.0	-	55,200.0	14,800.0	-	55,200.0	24,800.0	-	298,800.0	160,000.0
<b>Total</b>		<b>596,000.0</b>	<b>54,200.0</b>	<b>20,800.0</b>	<b>-</b>	<b>55,200.0</b>	<b>18,600.0</b>	<b>-</b>	<b>55,200.0</b>	<b>14,800.0</b>	<b>-</b>	<b>55,200.0</b>	<b>24,800.0</b>	<b>-</b>	<b>298,800.0</b>	<b>160,000.0</b>

Z001 - National Highway Performance Program (Nhpp)  
 Z240,Z231,Z232,Z230 - Surface Transportation Block Grant Program - Fast

**RAIL PRESERVATION**

**DESCRIPTION:** This project will conduct preventative maintenance to sustain and upgrade the condition of rail corridors statewide.

**JUSTIFICATION:** This project preserves Delaware's competitive position by maintaining its current industrial and agricultural base, thereby retaining employers in the state, reducing truck traffic on Delaware highways, enhancing highway safety and reducing investment in highway infrastructure.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Transit - Rail  
**Functional Category:** Preservation  
**Year Initiated:** FY 1996

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Rail Preservation	C	3,800.0	300.0	-	-	300.0	-	-	300.0	-	-	300.0	-	-	1,200.0	600.0
<b>Total</b>		3,800.0	300.0	-	-	300.0	-	-	300.0	-	-	300.0	-	-	1,200.0	600.0

## SLOPE STABILIZATION

**DESCRIPTION:** This program will address roadway slopes that need repairs to address current or potential roadway failures. Depending on the specific location, slope stabilization improvements could include, but are not limited to, walls, reinforced slopes, and/or guardrails.

**JUSTIFICATION:** Many roads, especially in Northern New Castle County that are adjacent to streams and rivers, experience concerns that if the roadway slopes fail, the safety of the roadway will be compromised, which may require either road restrictions or closures. This program dedicates funding to design and construct improvements to address slope issues in various locations throughout the State.

**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Road System  
**Functional Category:** Preservation  
**Year Initiated:** FY 2017 (previously in New Castle County element of the TIP)



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Slope Stabilization Program	Program	18,000.0	2,500.0	-	-	5,000.0	-	-	3,000.0	-	-	2,500.0	-	-	13,000.0	5,000.0
<b>Total</b>		18,000.0	2,500.0	-	-	5,000.0	-	-	3,000.0	-	-	2,500.0	-	-	13,000.0	5,000.0

**TRANSIT FACILITIES, DELAWARE STATEWIDE**

**DESCRIPTION:** This project identified for the preservation of transit facilities could include but is not limited to replacement of security cameras, tools, and equipment.

**JUSTIFICATION:** To enhance transit use and encourage movement of people and goods through other than single occupant vehicles.

**County:** Statewide  
**Funding Program:** Transit – Transit Facilities  
**Functional Category:** Preservation  
**Year Initiated:** FY 1994



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Bus Shelter Glass Replacement	C	864.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bus Stop ADA Accessibility	CE/C	1,444.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	333.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bus Stop Improvement Program	Program	6,140.0	750.0	-	-	750.0	-	-	750.0	-	-	750.0	-	-	3,000.0	1,500.0
CAD/AVL Modem Upgrade	PD	825.0	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-
CAD/AVL System and Trapeze Upgrade	PD	1,150.0	650.0	-	-	200.0	-	-	-	-	-	-	-	-	850.0	-
Call Center Recorder and Upgrade	PD	60.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Training Room Upgrades	C	50.0	50.0	-	-	-	-	-	-	-	-	-	-	-	50.0	-
Fuel Management Software System	C	1,285.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Statewide Transit Safety and Security Improvements	PRO	3,625.0	500.0	-	-	500.0	-	-	500.0	-	-	500.0	-	-	2,000.0	1,000.0
Transit Facility Minor Capital Projects	PE	640.0	100.0	-	-	100.0	-	-	100.0	-	-	100.0	-	-	400.0	100.0
	C	5,686.8	600.0	-	-	600.0	-	-	600.0	-	-	600.0	-	-	2,400.0	1,100.0
Transit Systems Equipment	PD	336.4	40.0	-	-	40.0	-	-	40.0	-	-	40.0	-	-	160.0	80.0
Propane Fueling Stations	C	506.9	350.0	-	-	-	-	-	-	-	-	-	-	-	350.0	-
Inventory Bar coding	C	160.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Snow Blowers - Statewide	PE/C	600.0	600.0	-	-	-	-	-	-	-	-	-	-	-	600.0	-
Park & Ride Hub Restrooms	PE/C	540.0	240.0	-	-	-	-	-	-	-	-	-	-	-	240.0	-
DTC Automated Timesheet and Absence Tracking	PD	120.0	66.4	-	-	-	-	-	-	-	-	-	-	-	66.4	-
Traveler Information Signage	C	200.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Control Center Dispatch Statewide	C	340.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>		<b>24,907.3</b>	<b>4,046.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2,190.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,990.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,990.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10,216.4</b>	<b>3,780.0</b>

**TRANSPORTATION FACILITIES**

**DESCRIPTION:** This funding allows for regular maintenance and inspection of existing transportation facilities and support of new facilities.

**JUSTIFICATION:** Considerable effort over the next six years will begin to accomplish a goal to provide comparable facilities evenly across the state to meet the set criteria for employee needs as well as facilities to meet mission requirements, especially for emergencies. The primary focus in the beginning is on projects that have the most benefit for employees.

**County:** Statewide  
**Funding Program:** Support Systems – Transportation Facilities  
**Functional Category:** Preservation  
**Year Initiated:** FY 1991

*North District – Bear Facility*



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24 TOTAL
Transportation Facilities - Administration	Program	17,063.0	4,250.0	-	-	2,250.0	-	-	2,250.0	-	-	2,250.0	-	-	11,000.0	4,500.0
Transportation Facilities - Operations	Program	44,468.7	12,000.0	-	-	14,000.0	-	-	12,000.0	-	-	7,000.0	-	-	45,000.0	12,000.0
<b>Total</b>		<b>61,531.7</b>	<b>16,250.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16,250.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14,250.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9,250.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56,000.0</b>	<b>16,500.0</b>



**TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT, STATEWIDE**

**DESCRIPTION:** This project includes the purchase of additional buses and support transit vehicles to be used in accordance with the Delaware Department of Transportation (DelDOT)/Delaware Transit Corporation (DTC) approved vehicle replacement schedule, business plan and service plan. This project also includes the replacement of support and diagnostic equipment for fixed route and paratransit bus maintenance. Major equipment supported by this project includes engine and transmission diagnostic equipment, engine service kits, tire maintenance equipment, brake lathes, hydraulic dollies, transmission jack, jib crane, and specialized tools required to maintain vehicle systems.

**JUSTIFICATION:** This project is necessary to meet the projected vehicle replacement schedule statewide.

**County:** Statewide  
**Funding Program:** Transit System – Vehicles  
**Functional Category:** Preservation  
**Year Initiated:** FY 1991

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24
CAD/AVL	PRO	9,835.5	314.0	1,256.0	-	-	-	-	-	-	-	-	-	-	1,570.0	-
Fare Collection Improvements	PD	3,250.0	2,000.0	-	-	500.0	-	-	-	-	-	-	-	-	2,500.0	-
Job Access Reverse Commute (JARC) Program	Program	5,454.8	-	340.9	340.9	-	340.9	340.9	-	340.9	340.9	-	340.9	340.9	2,727.4	1,363.7
Maintenance Equipment and Tools (Transit) Program	PRO	1,287.9	182.0	-	-	184.0	-	-	162.0	-	-	139.0	-	-	667.0	278.0
New Freedom Program Statewide 50/50	Planning	4,069.3	-	240.0	240.0	-	240.0	240.0	-	240.0	240.0	-	240.0	240.0	1,920.0	960.0
Radio Replacement (Hand Held)	C	200.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Taxi Pilot Equipment Start-up	PRO	280.0	280.0	-	-	-	-	-	-	-	-	-	-	-	280.0	-
Transit Vehicle Replacement 5310 Program - Statewide	PRO	9,366.4	741.7	587.9	-	741.7	587.9	-	741.7	587.9	-	741.7	587.9	-	5,318.4	2,659.2
Paratransit Replacement Buses FY15 (26)	PRO	2,921.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Replacement Buses FY17 (77)	PRO	8,388.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Replacement Buses FY18 (55)	PRO	5,665.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Vans FY18 (6)	PRO	488.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement Support Vehicles Statewide	PRO	725.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement Support Vehicles Statewide	PRO	202.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>		<b>52,134.9</b>	<b>3,517.7</b>	<b>2,424.8</b>	<b>580.9</b>	<b>1,425.7</b>	<b>1,168.8</b>	<b>580.9</b>	<b>903.7</b>	<b>1,168.8</b>	<b>580.9</b>	<b>880.7</b>	<b>1,168.8</b>	<b>580.9</b>	<b>14,982.8</b>	<b>5,260.9</b>

CAD/AVL - 5311 - Rural Transit Assistance Program (5311(b)(3))/Formula Grants for Other than Urbanized Areas (5311)  
 Job Access Reverse Commute (JARC) Program - 5307 - Urbanized Area Formula Grant Program, 5311 - Rural Transit Assistance Program (5311(b)(3))/Formula Grants for Other than Urbanized Areas (5311)  
 New Freedom Program Statewide 50/50 - 5310 - Elderly and Disabled Formula Program  
 Transit Vehicle Replacement 5310 Program – Statewide - 5310 - Elderly and Disabled Formula Program

**AERONAUTICS, STATEWIDE**

**DESCRIPTION:** Supports general aviation in the State through safety inspections and obstruction removal at public-use airports and improvements to publicly owned airports such as the Civil Air Terminal, the Sussex County Airport, and the Delaware Air Park.

**JUSTIFICATION:** Preserve the integrity of the current system and increase opportunity for passenger and commercial aircraft use.

**County:** Statewide  
**Funding Program:** Support System – Aeronautics  
**Functional Category:** Management  
**Year Initiated:** FY 2004



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24 TOTAL
Aeronautics Planning	Program	1,612.0	16.5	148.5	-	21.0	189.0	-	21.0	189.0	-	21.0	189.0	-	795.0	420.0
Aeronautics Program Development	Program	8,923.4	280.0	-	-	280.0	-	-	280.0	-	-	280.0	-	-	1,120.0	560.0
<b>Total</b>		<b>10,535.4</b>	<b>296.5</b>	<b>148.5</b>	<b>0.0</b>	<b>301.0</b>	<b>189.0</b>	<b>0.0</b>	<b>301.0</b>	<b>189.0</b>	<b>0.0</b>	<b>301.0</b>	<b>189.0</b>	<b>0.0</b>	<b>1,915.0</b>	<b>980.0</b>

Aeronautics Planning - FAA4,FAA3 - Federal Aviation Administration Funds

## BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS

**DESCRIPTION:** Supports completion of a statewide network of pedestrian and bicycle pathways, bicycle routes and pedestrian connections.

**JUSTIFICATION:** Promotes travel by nonmotorized modes for reduced congestion, active transportation choices, access to recreation, and reduced vehicle emissions.

**County:** Statewide  
**Funding Program:** Road system - other  
**Functional Category:** Management  
**Year Initiated:** FY 2012



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24 TOTAL
Bicycle, Pedestrian and Other Improvements	C	18,736.0	1,358.8	5,435.2	-	1,420.0	5,720.0	-	1,440.0	5,760.0	-	800.0	3,200.0	-	25,134.0	8,000.0
<b>Total</b>		<b>18,736.0</b>	<b>1,358.8</b>	<b>5,435.2</b>	<b>-</b>	<b>1,420.0</b>	<b>5,720.0</b>	<b>-</b>	<b>1,440.0</b>	<b>5,760.0</b>	<b>-</b>	<b>800.0</b>	<b>3,200.0</b>	<b>-</b>	<b>25,134.0</b>	<b>8,000.0</b>

Z400 - Congestion Mitigation And Air Quality Improvement Program (CMAQ)

**BRIDGE MANAGEMENT PROGRAM**

**DESCRIPTION:** The Bridge Management Program provides for routine bridge inspections that identify maintenance level improvements and items requiring more extensive repair. This bridge analysis becomes the basis for developing the Bridge Preservation project list.

The Bridge Inspection Program provides safety inspection services, software, training, load testing, inspection equipment and other incidentals required to perform bridge safety inspections to conduct FHWA mandated Bridge Safety Inspections.

**JUSTIFICATION:** The bridge management program identifies deficient bridges and funding for preliminary engineering, right-of-way, and construction in the Bridge Projects section. As individual bridge projects are identified, they are then listed as separate projects in the capital program.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Road System - Bridges  
**Functional Category:** Management  
**Year Initiated:** FY 1993, various names including Bridge Inspection Program and part of Bridge Preservation Program

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24 TOTAL
Bridge Inspection Program	PE	25,200.0	1,167.2	3,888.7	-	1,101.9	3,472.4	-	1,065.4	3,326.4	-	1,060.3	3,288.5	-	18,370.7	9,571.4
Bridge Management	Program	33,640.0	4,465.9	1,912.1	-	5,586.3	1,096.0	-	4,939.0	1,681.0	-	5,050.0	1,800.0	-	26,530.3	11,970.0
<b>Total</b>		<b>58,840.0</b>	<b>5,633.1</b>	<b>5,800.8</b>	<b>0.0</b>	<b>6,688.2</b>	<b>4,568.4</b>	<b>0.0</b>	<b>6,004.4</b>	<b>5,007.4</b>	<b>0.0</b>	<b>6,110.3</b>	<b>5,088.5</b>	<b>0.0</b>	<b>44,901.0</b>	<b>21,541.4</b>

Bridge Inspection Program - Z001 - National Highway Performance Program (NHPP), Z233 - STBG Program Off-System Bridge, Z240 - Surface Transportation Block Grant Program – FAST  
 Bridge Management - Z001 - National Highway Performance Program (NHPP), Z233 - STBG Program Off-System Bridge, Z240 - Surface Transportation Block Grant Program – FAST

**CORRIDOR CAPACITY PRESERVATION**

**DESCRIPTION:** The corridor capacity preservation program has four main goals: maintain a road's ability to handle traffic efficiently and safely; minimize the transportation impacts of increased economic growth; preserve the ability to make future transportation-related improvements as needed; and prevent the need to build an entirely new road. In accordance with these goals, there are several techniques and methods used to preserve the capacity of a transportation corridor. As part of the subdivision review process, the department manages access for new development by requiring entrances onto secondary or frontage roads, as opposed to direct access on to a main highway. Where applicable, shared entrances are also encouraged. As part of the program, the department can purchase property access rights, development rights, or properties in whole, in order to make needed transportation improvements or preserve the corridor's capacity. The program may also include individual improvements such as frontage roads, intersection improvements and overpasses.

In addition to preserving capacity on selected corridors, funds are also used for selected early property acquisitions for proposed projects (those under program development or design) where, under current procedures, it is determined to be in the best interest of the State to purchase (protect) property subject to development and/or when a property owner hardship is identified. This is done in cases where a project has a high probability of proceeding to construction, but has not yet proceeded to a point in design where final right-of-way plans have been developed or funds have been authorized for the right-of-way phase.

**JUSTIFICATION:** Capacity is maintained along transportation corridors and permits protective buying and hardship acquisitions involving projects under program development or design.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Road System  
**Functional Category:** Management  
**Year Initiated:**

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24 TOTAL
Corridor Capacity Preservation	ROW	18,000.0	1,000.0	-	-	1,000.0	-	-	1,000.0	-	-	1,000.0	-	-	4,000.0	2,000.0
<b>Total</b>		18,000.0	1,000.0	-	-	1,000.0	-	-	1,000.0	-	-	1,000.0	-	-	4,000.0	2,000.0

**INTERSECTION IMPROVEMENTS**

**DESCRIPTION:** Funding is requested for projects that will involve the selection and improvement of signage statewide, as well as evaluation of corridor signing.

**JUSTIFICATION:** These improvements are federally mandated safety programs and intersection programs that provide safe turning movements and alleviate congestion.

**County:** Statewide  
**Funding Program:** Road System  
**Functional Category:** Management  
**Year Initiated:** FY 1997

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19			FY20			FY21			FY22			FY 2019-22 TOTAL	FY 23-24 TOTAL
			State	FY19 Fed	FY19 Other	State	FY20 Fed	FY20 Other	State	FY21 Fed	FY21 Other	State	FY22 Fed	FY22 Other		
Intersection Improvements	Program	37,125.0	3,460.0	2,140.0	600.0	3,500.0	2,500.0	600.0	3,500.0	2,500.0	600.0	3,500.0	2,500.0	600.0	26,000.0	13,200.0
<b>Total</b>		<b>37,125.0</b>	<b>3,460.0</b>	<b>2,140.0</b>	<b>600.0</b>	<b>3,500.0</b>	<b>2,500.0</b>	<b>600.0</b>	<b>3,500.0</b>	<b>2,500.0</b>	<b>600.0</b>	<b>3,500.0</b>	<b>2,500.0</b>	<b>600.0</b>	<b>26,000.0</b>	<b>13,200.0</b>

Z240 - Surface Transportation Block Grant Program - FAST

**RAIL CROSSING SAFETY**

**DESCRIPTION:** Rail Crossing Safety Projects involve the selection of safety improvements at highway/rail crossings throughout the state, as identified by the Safety Rail Improvement Program.

**JUSTIFICATION:** Federally mandated safety and intersection programs provide safe turning movements and alleviate congestion.

**County:** Statewide  
**Funding Program:** Road System  
**Functional Category:** Management  
**Year Initiated:** FY 1994

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24 TOTAL
Rail Crossing Safety	PD	711.0	9.0	81.0	-	9.0	81.0	-	9.0	81.0	-	9.0	81.0	-	360.0	180.0
	C	11,387.1	202.7	1,824.7	-	202.7	1,824.7	-	202.7	1,824.7	-	202.7	1,824.7	-	8,109.9	4,055.0
Statewide Railroad Rideability Program	C	400.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	5,500.0	100.0	-	-	100.0	-	-	100.0	-	-	100.0	-	-	400.0	200.0
<b>Total</b>		<b>17,998.1</b>	<b>311.7</b>	<b>1,905.7</b>	<b>0.0</b>	<b>311.7</b>	<b>1,905.7</b>	<b>0.0</b>	<b>311.7</b>	<b>1,905.7</b>	<b>0.0</b>	<b>311.7</b>	<b>1,905.7</b>	<b>0.0</b>	<b>8,869.9</b>	<b>4,435.0</b>

Rail Crossing Safety - ZS50,ZS40,LS5E - Elimination Of Hazards At Railway-Highway Crossings

**RECREATIONAL TRAILS**

**DESCRIPTION:** Provides funding for Recreational Trails throughout Delaware.

**JUSTIFICATION:** Develop recreational trails for transportation and recreation.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Road System  
**Functional Category:** Management  
**Year Initiated:** FY 2007



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24 TOTAL
Recreational Trails	Program	11,682.4	-	1,000.0	250.0	-	1,000.0	250.0	-	905.7	226.4	-	905.7	226.4	4,764.2	2,264.2
<b>Total</b>		11,682.4	-	1,000.0	250.0	-	1,000.0	250.0	-	905.7	226.4	-	905.7	226.4	4,764.2	2,264.2

M940,Z940 - Recreational Trails Program (RTP)



**SAFETY IMPROVEMENTS**

**DESCRIPTION:** Project includes:

- **Hazard Elimination Program** - To identify locations and reduce the severity and frequency of crashes. This is done through identifying locations and crash patterns, conducting field studies, and developing potential solutions. Improvement alternatives are developed that include low cost safety improvements such as signing, pavement marking and/or traffic signal upgrades.
- **High Risk Rural Roads Program** –To identify locations and reduce the severity and frequency of crashes on rural roadways where the crash rate for fatalities and incapacitating injuries exceeds average crash rates. Improvement alternatives are developed that include low cost safety improvements such as signing, pavement marking and/or traffic signal upgrades, which typically do not require full design or right-of-way acquisition.
- **Section 154 Penalty Transfer** - Annually, Federal Transportation Funds apportioned to the State of Delaware are sanctioned by the Federal Highway Administration because Delaware's Open-Container laws are not compliant with Federal requirements. The funds that are sanctioned from Delaware's overall apportionment are transferred to the Highway Safety Improvement Program (65%) and to the Office of Highway Safety (35%). This program utilizes the 65% of the funds for Delaware's Highway Safety Improvement Program.

**JUSTIFICATION:** Federally mandated safety and intersection programs provide safe turning movements and alleviate congestion.

**County:** Statewide  
**Funding Program:** Road System  
**Functional Category:** Management  
**Year Initiated:** FY 1998

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Hazard Elimination Program	Program	19,722.6	244.4	2,200.0	-	244.4	2,200.0	-	244.4	2,200.0	-	244.4	2,200.0	-	9,777.8	4,888.9
High Risk Rural Roads Program	Program	1,656.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Future Safety Program 80/20	C	9,750.0	450.0	1,800.0	-	500.0	2,000.0	-	500.0	2,000.0	-	500.0	2,000.0	-	9,750.0	5,000.0
Future Safety Program 90/10	ROW	888.9	88.9	800.0	-	88.9	800.0	-	-	-	-	-	-	-	1,777.8	-
	C	13,144.4	344.4	3,100.0	-	394.4	3,550.0	-	283.3	2,550.0	-	283.3	2,550.0	-	13,055.6	5,666.7
Section 154 Penalty Transfer (Sanction) Program	Program	18,560.7	-	2,420.2	-	-	2,420.2	-	-	2,420.2	-	-	2,420.2	-	9,680.8	4,840.4
<b>Total</b>		<b>63,723.1</b>	<b>1,127.7</b>	<b>10,320.2</b>	<b>0.0</b>	<b>1,227.7</b>	<b>10,970.2</b>	<b>0.0</b>	<b>1,027.7</b>	<b>9,170.2</b>	<b>0.0</b>	<b>1,027.7</b>	<b>9,170.2</b>	<b>0.0</b>	<b>44,042.0</b>	<b>20,396.0</b>

Hazard Elimination Program - ZS30 - Highway Safety Improvement Program (HSIP)  
 High Risk Rural Roads Program - LS2E - Highway Safety Improvement Program (HSIP)  
 Future Safety Program 80/20 - ZS30 - Highway Safety Improvement Program (HSIP)  
 Future Safety Program 90/10- ZS30 - Highway Safety Improvement Program (HSIP)  
 Section 154 Penalty Transfer (Sanction) Program - ZS31 - Section 154 Penalties - Use for HSIP Activities

**SIGNAGE AND PAVEMENT MARKINGS**

**DESCRIPTION:** The signage projects involve the need for statewide improvements of signage throughout the state. The goal is to enable not only visitors, but also residents a clear path with appropriate directional signs and eliminate confusion.

**JUSTIFICATION:** These improvements will help improve the safety and ease of negotiation of the road system for the traveling public.

**County:** Statewide  
**Funding Program:** Road System  
**Functional Category:** Management  
**Year Initiated:** FY 2004

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24 TOTAL
Signage and Pavement Markings	Program	30,458.0	4,700.0	1,282.5	-	4,700.0	1,282.5	-	4,700.0	1,282.5	-	4,700.0	1,282.5	-	23,930.1	11,965.0
<b>Total</b>		<b>30,458.0</b>	<b>4,700.0</b>	<b>1,282.5</b>	<b>-</b>	<b>4,700.0</b>	<b>1,282.5</b>	<b>-</b>	<b>4,700.0</b>	<b>1,282.5</b>	<b>-</b>	<b>4,700.0</b>	<b>1,282.5</b>	<b>-</b>	<b>23,930.1</b>	<b>11,965.0</b>

Z240 - Surface Transportation Block Grant Program - FAST

**TECHNOLOGY**

**DESCRIPTION:** The Office of Information Technology (OIT) provides effective management tools for efficient computer operations throughout the department.

Project includes funds for:

- Disadvantaged Business Enterprise
- Information Technology Initiatives
- Records Management
- DMV System
- On the Job Training
- Summer Transportation Institute

**JUSTIFICATION:** These projects upgrade applications and equipment to enhance all modes of transportation services statewide.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Support Systems - Technology  
**Functional Category:** Management  
**Year Initiated:** FY 2003

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24 TOTAL
Disadvantaged Business Enterprise Supportive Services Program	Program	1,309.7	-	125.0	-	-	125.0	-	-	125.0	-	-	125.0	-	500.0	250.0
DMV Mainframe Modernization Project FY2013	IT	19,000.0	1,000.0	-	-	-	-	-	-	-	-	-	-	-	1,000.0	-
Enterprise Document Management	Program	2,492.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mileage Based User Fee	PD	290.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PRO	2,110.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology Initiatives Program	Program	60,600.0	12,415.0	-	-	13,000.0	-	-	13,500.0	-	-	13,800.0	-	-	52,715.0	28,000.0
On the Job Training / Supportive Services	Program	821.5	-	100.0	-	-	100.0	-	-	100.0	-	-	100.0	-	400.0	200.0
Summer Transportation Institute Program	Program	544.3	13.8	55.0	-	13.8	55.0	-	13.8	55.0	-	13.8	55.0	-	275.0	137.5
Highway Use Tax Evasion Grant	Program	250.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DMV Toll Equipment Upgrade	Program	10,658.6	4,343.7	-	-	4,716.1	-	-	-	-	-	-	-	-	9,059.8	-
<b>Total</b>		<b>98,077.0</b>	<b>17,772.5</b>	<b>280.0</b>	<b>0.0</b>	<b>17,729.9</b>	<b>280.0</b>	<b>0.0</b>	<b>13,513.8</b>	<b>280.0</b>	<b>0.0</b>	<b>13,813.8</b>	<b>280.0</b>	<b>0.0</b>	<b>63,949.8</b>	<b>28,587.5</b>

Disadvantaged Business Enterprise Supportive Services Program - Z480 - Disadvantaged Business Enterprise Training (FAST)  
 On the Job Training / Supportive Services - M24E - Surface Transportation Program MAP-21 (STP), Z240 - Surface Transportation Block Grant Program - FAST  
 Summer Transportation Institute Program - M4SE - National Summer Transportation Institute Program (NSTI), Z49S - NSTI Program

### TRAFFIC CALMING PROGRAM

**DESCRIPTION:** This program, initiated in FY 2000, involves the design and construction of traffic calming facilities and non-motorized transportation projects. Traffic calming projects include, but are not limited to, roundabout intersection designs, pedestrian and bicycle facilities, transit access, park and ride facilities, traffic calming and other solutions to slow traffic. The Department is working with several residential communities to plan, develop and construct traffic calming projects. Study, design, and public outreach elements of the residential and development traffic calming projects are funded through the Department via this funding category. Constructions for small projects, such as speed humps, are funded through the sponsoring legislator's Community Transportation Fund (CTF) allocation. Larger projects can be funded with a combination of CTF and DelDOT funds.



**JUSTIFICATION:** To provide for safe, multi-modal transportation and encourage movement of people and goods through other than single occupant vehicles.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Road System  
**Functional Category:** Management  
**Year Initiated:** FY 2000

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Traffic Calming	Program	3,050.5	150.0	-	-	150.0	-	-	150.0	-	-	150.0	-	-	600.0	300.0
<b>Total</b>		<b>3,050.5</b>	<b>150.0</b>	<b>-</b>	<b>-</b>	<b>150.0</b>	<b>-</b>	<b>-</b>	<b>150.0</b>	<b>-</b>	<b>-</b>	<b>150.0</b>	<b>-</b>	<b>-</b>	<b>600.0</b>	<b>300.0</b>

**TRANSPORTATION ENHANCEMENTS/TRANSPORTATION ALTERNATIVES PROGRAM - DELAWARE**

**DESCRIPTION:** The Transportation Alternatives Program (TAP) provides funding needed to support the development and implementation of a variety of non-traditional projects that highlight the cultural, aesthetic, and environmental aspects of the transportation system. TAP funds projects that fall into one or more of the following categories:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including inventory, control, or removal of outdoor advertising; historic preservation and rehabilitation of historic transportation facilities; vegetation management practices for roadway safety, invasive species prevention, and erosion control; and archaeological activities relating transportation projects.
- Environmental mitigation activities, including pollution prevention, abatement, and mitigation to address stormwater management, control, and water pollution related to highway construction or due to highway runoff; or reduce vehicle-caused wildlife mortality or to restore and maintain habitat connectivity.
- The recreational trails program (listed separately in the Delaware Statewide section of the TIP).
- The safe routes to school program
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

**JUSTIFICATION:** This includes a federally mandated program for non-traditional enhancements to transportation infrastructure and services.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Road System – Other  
**Functional Category:** Management  
**Year Initiated:** FY 1994, previously known as Transportation Enhancements

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24 TOTAL
Transportation Alternatives Program (FHWA)	Program	39,490.1	1,873.4	7,463.6	-	1,295.8	4,683.2	-	1,032.8	3,931.2	-	1,032.8	3,931.2	-	25,244.0	9,928.0
Transportation Alternatives Program (FTA)	Program	-	40.0	160.0	-	40.0	160.0	-	40.0	160.0	-	40.0	160.0	-	800.0	400.0
Safe Routes to School	Program	4,182.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>		<b>43,672.2</b>	<b>1,913.4</b>	<b>7,623.6</b>	<b>0.0</b>	<b>1,335.8</b>	<b>4,843.2</b>	<b>0.0</b>	<b>1,072.8</b>	<b>4,091.2</b>	<b>0.0</b>	<b>1,072.8</b>	<b>4,091.2</b>	<b>0.0</b>	<b>26,044.0</b>	<b>10,328.0</b>

TAP - 5307 - Urbanized Area Formula Grant Program, Z302,Z303,Z300,Z301 - Transportation Alternative Program  
 SRTS - LU2E - Safe Routes to School

## TRANSPORTATION MANAGEMENT IMPROVEMENTS

**DESCRIPTION:** To develop a multi-modal approach to improving the movement of people and goods using an Intelligent Transportation System and a Transportation Management Center (TMC, or control room) to monitor travel and adjust signals, signage, transit, etc. to lessen congestion using DelTRAC technology.

- Safer Travel – New traffic control systems can reduce the number of vehicle stops, minimize changes in vehicle speeds, and improve traffic flow - all of which help reduce the number of accidents.
- Less Traffic Congestion – DelTrac reduces traffic jams and travel time by continuously monitoring current conditions and automatically adjusting traffic signals, freeway ramp access, lane use, and transit schedules in response to real-time demand. Less traffic congestion results in safer, less stressful driving conditions.
- Better Travel Information – At home, en route, or at work, travelers will have access to real-time, accurate information about transit, train, and flight schedules, roadway conditions, and other travel information via radio, kiosks, cable TV, internet access, and variable message signs on the bus or highway.
- Improved Multi-modal Coordination – With the help of better travel information, travelers can make better decisions as to mode choice. For example, if a traveler is aware that his or her regular route to work is congested, he or she may opt for taking transit that particular day. Schedule and fare information provided in real-time makes train and bus transfers more convenient. Transportation managers benefit as well, as they can maximize the system's efficiency by coordinating their activities across travel modes. For example, through the automatic vehicle locator system on buses, the TMC can provide buses traveling behind schedule with longer "green time" at signalized intersections to help them get back on schedule.
- Quicker Emergency Response – With monitoring equipment, the TMC may detect, verify, and respond more quickly to incidents on the state's transportation system. Together with its emergency response partners (i.e. Department of Public Safety, Volunteer Firemen's Association, and Department of Natural Resources and Environmental Control), the TMC can act to ensure that incidents are cleared more quickly, reducing congestion and increasing safety. In the future, travelers in need of aid can benefit from communication and information technology which, among other things, can automatically send "mayday signals" to dispatch centers so trained emergency staff may locate an incident more quickly. Cellular call-in programs such as #77 and motorist call boxes are also used to facilitate emergency responses.
- Improved Efficiency – DelTrac technology allows DelDOT to make more efficient use of its existing resources by automating functions, sharing real-time information, and improving safety. It also helps private companies through improved freight delivery. Consumers save money through more efficient travel.
- Variable Message and Speed Limit Signs: To promote safe driving conditions, the department will install variable message boards and variable speed signs on limited-access and heavily traveled roads (I-95, I-295, I-495 and SR 1) throughout the state. These signs will help notify motorists in the event of unsafe driving conditions as a result of excessive traffic, or on Ozone Action Days when speed limits will be reduced, as necessary, to improve air quality. A prototype has been operational along southbound SR 1 near Smyrna since July 2002.

**TRANSPORTATION MANAGEMENT IMPROVEMENTS (Continued)**

**County:** Statewide  
**Municipality:**  
**Funding Program:** Support Systems – Transportation Management Systems  
**Functional Category:** Management  
**Year Initiated:** Various prior names: Rideshare FY 1991, ITS FY 1993

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24 TOTAL
Traffic Signal Revolving Fund Program	Traffic	1,544.4	125.0	-	-	125.0	-	-	125.0	-	-	125.0	-	-	500.0	250.0
MUTCD Compliance Program	Traffic	24,000.0	750.0	3,466.0	-	400.0	1,600.0	-	400.0	1,600.0	-	400.0	1,600.0	-	10,216.0	4,000.0
Rideshare Program / Trip Mitigation	Program	3,660.0	-	360.0	90.0	-	360.0	90.0	-	384.0	96.0	-	384.0	96.0	1,860.0	960.0
Transportation Management Improvements	Program	52,760.0	1,180.0	4,720.0	-	1,180.0	4,720.0	-	1,180.0	4,720.0	-	1,180.0	4,720.0	-	23,600.0	11,800.0
<b>Total</b>		<b>81,964.4</b>	<b>2,055.0</b>	<b>8,546.0</b>	<b>90.0</b>	<b>1,705.0</b>	<b>6,680.0</b>	<b>90.0</b>	<b>1,705.0</b>	<b>6,704.0</b>	<b>96.0</b>	<b>1,705.0</b>	<b>6,704.0</b>	<b>96.0</b>	<b>36,176.0</b>	<b>17,010.0</b>

MUTCD Compliance Program - Z001 - National Highway Performance Program (NHPP)

Rideshare Program / Trip Mitigation - Z400,M40E - Congestion Mitigation And Air Quality Improvement Program (CMAQ)

Transportation Management Improvements - Z240 - Surface Transportation Block Grant Program – FAST, Z400 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)

**ENGINEERING AND CONTINGENCIES**

**DESCRIPTION:** Allows funding for capital projects that encounter unanticipated design, construction issues, environmental improvements, and training.

**JUSTIFICATON:** To provide the resources necessary for unforeseen capital expenditures not covered by individual project authorizations.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Support Systems – Engineering and Contingencies  
**Functional Category:** Other  
**Year Initiated:** FY 1996

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Engineering and Contingency	Program	205,855.0	29,845.0	-	-	29,845.0	-	-	29,845.0	-	-	29,845.0	-	-	119,380.0	59,690.0
Environmental Improvements	Planning	4,718.5	545.0	18.0	-	545.0	18.0	-	545.0	18.0	-	545.0	18.0	-	2,252.0	1,126.0
Education and Training	Audit	1,600.0	-	200.0	-	-	200.0	-	-	200.0	-	-	200.0	-	800.0	400.0
<b>Total</b>		<b>212,173.5</b>	<b>30,390.0</b>	<b>218.0</b>	<b>0.0</b>	<b>30,390.0</b>	<b>218.0</b>	<b>0.0</b>	<b>30,390.0</b>	<b>218.0</b>	<b>0.0</b>	<b>30,390.0</b>	<b>218.0</b>	<b>0.0</b>	<b>122,432.0</b>	<b>61,216.0</b>

Environmental Improvements - Z240 - Surface Transportation Block Grant Program - FAST  
 Education and Training - M439 - Training and Education, Z240 - Surface Transportation Block Grant Program - FAST



**PLANNING**

**DESCRIPTION:** The areas of planning are; management studies; statistics, research, and special projects; technology transfer and technical studies; advanced planning, travel demand modeling, and feasibility studies; integrated transportation management systems; and developing project scopes and location/environmental studies. Planning investigates environmental, cultural, historic, economic, and social issues that will have an impact on the development of alternatives.

**JUSTIFICATION:** The following programs are necessary to address mobility needs in the state including federally mandated programs.

**County:** Statewide  
**Municipality:**  
**Funding Program:** Support System – Planning  
**Functional Category:** Other  
**Year Initiated:** FY 1996

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Scenic Byways	Program	1,918.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Industrial Streets	Program	500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Federal Land Access Program	Program	180.0	6.0	24.0	-	6.0	24.0	-	6.0	24.0	-	6.0	24.0	-	120.0	60.0
Local Transportation Assistance Program	Program	2,641.3	150.0	150.0	-	150.0	150.0	-	150.0	150.0	-	150.0	150.0	-	1,200.0	600.0
Metropolitan Planning Organization / FHWA/FTA	Program	20,482.2	580.6	2,322.5	-	592.0	2,367.8	-	592.0	2,367.8	-	592.0	2,367.8	-	11,782.4	5,919.5
Pedestrian ADA Accessibility	Program	18,000.0	3,040.0	-	-	3,000.0	-	-	3,000.0	-	-	3,000.0	-	-	12,040.0	6,000.0
Planning Program Development	Program	14,780.0	2,000.0	-	-	2,000.0	-	-	2,000.0	-	-	2,000.0	-	-	8,000.0	4,000.0
Rural Technical Assistance Program	Program	625.6	-	87.7	-	-	87.7	-	-	87.7	-	-	87.7	-	350.6	175.3
Statewide Planning & Research Program / FHWA	Program	26,070.4	896.0	3,583.9	-	896.0	3,583.9	-	917.4	3,669.7	-	917.4	3,669.7	-	18,134.2	9,174.4
Statewide Planning & Research Program / FTA	Planning	994.4	28.1	112.4	-	28.1	112.4	-	28.1	112.4	-	28.1	112.4	-	561.9	281.0
Truck Weigh Enforcement	Program	3,160.0	645.0	-	-	645.0	-	-	645.0	-	-	645.0	-	-	2,580.0	1,290.0
University Research Program	Program	2,000.0	250.0	-	-	250.0	-	-	250.0	-	-	250.0	-	-	1,000.0	500.0
<b>Total</b>		<b>88,933.9</b>	<b>7,595.7</b>	<b>6,280.5</b>	<b>0.0</b>	<b>7,567.1</b>	<b>6,325.8</b>	<b>0.0</b>	<b>7,588.5</b>	<b>6,411.6</b>	<b>0.0</b>	<b>7,588.5</b>	<b>6,411.6</b>	<b>0.0</b>	<b>55,769.1</b>	<b>28,000.2</b>

Federal Land Access Program - TBD1 - Funds to be determined  
 Local Transportation Assistance Program - M438 - Local Technical Assistance Program (LTAP) MAP-21, Z438 - Training and Education (FAST Act)  
 Metropolitan Planning Organization / FHWA - M45E,Z450 - Metropolitan Planning Funds  
 Metropolitan Planning Organization / FTA - M77D - FTA to FHWA Sec 5303 Metro Planning  
 Rural Technical Assistance Program - 5311 - Rural Transit Assistance Program (5311(b)(3))/Formula Grants for Other than Urbanized Areas (5311)  
 Statewide Planning & Research Program/ FHWA - Z560,Z550 - State Planning And Research (SPR)  
 Statewide Planning & Research Program / FTA- M77F - FTA to FHWA Sec 5304 Statewide & Non-Metro Planning