

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 (NO₂) along with particles in the air can often be seen as a reddish-brown layer over many urban areas.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Transit-Oriented Development – Transit-oriented development (TOD) is development characterized by a layout that encourages use of public transit service and walking or bicycling instead of automobile use for many trip purposes. Typically, it places higher density development within an easy walking distance of $\frac{1}{4}$ 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 (NOx) to form ozone.

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

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

APPENDIX B

Self Certification, Resolutions
and Organizational Chart

Self-Certifications

Summary of Statutory Requirements

Metropolitan Planning

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

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

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

WILMAPCO Actions

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

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

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

Measures prohibiting discrimination and exclusion, and requiring equal opportunity

Title VI, Civil Rights Act of 1964

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

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

Disadvantaged Business Enterprises (DBE)

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

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

Americans with Disabilities Act of 1990 (ADA)

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

Older Americans Act

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

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

Section 324 of 23 U.S.C.

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

Rehabilitation Act of 1973

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

WILMAPCO Actions

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

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

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

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

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

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

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

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

Clean Air Act: Air-Pollution Prevention and Control

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

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

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

WILMAPCO Actions

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

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

Wilmington Area Planning Council

The Tower at STAR Campus
100 Discovery Blvd, Suite 800
Newark DE 19713
302-737-6205; Fax 302-286-7131
From Cecil County: 888-808-7088
e-mail: wilmappco@wilmappco.org
website: www.wilmappco.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
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 CERTIFYING THE METROPOLITAN TRANSPORTATION PLANNING PROCESS FOR FISCAL YEAR 2020

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 WILMAPCO to certify that its transportation planning process is in conformance with regulations; and,

WHEREAS, the Federal Regulations for metropolitan transportation planning in 23 CFR 450.336 state that the State(s) and the MPO shall 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 FAST Act –Pub. L. 114-357 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 27 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

March 7, 2019

Date: 
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 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) 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 FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT 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 27 regarding discrimination against individuals with disabilities.

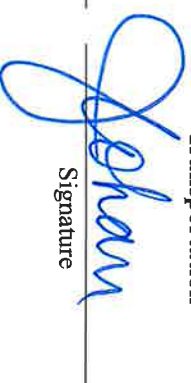
**Wilmington Area Planning
Council**

Signature 

**Maryland Department of
Transportation**

Signature 

**Delaware Department of
Transportation**

Signature 

Printed Name Tigist Zegeye

Printed Name Pete K. Rahn

Printed Name Jennifer L. Cohan

Title Executive Director

Title Secretary

Title Secretary

Date 3/17/19

Date 3/15/19

Date 3/25/2019

WILMAPCO

Wilmington Area Planning Council

The Tower at STAR Campus
100 Discovery Blvd, Suite 800
Newark DE 19713
302-737-6205; Fax 302-286-7131
From Cecil County: 888-808-7088
e-mail: wilmapco@wilmapco.org
website: 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
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) ADOPTING THE FY 2020-2023 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 2020-2023 TIP are drawn from the air quality conforming *2050 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 2020-2023 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 (CAAAA) of 1990 requirements; and

WHEREAS, the FY 2020-2023 TIP has been found to be financially constrained, as directed by 23 CFR 450.326, and consistent with the Regional Transportation Plan;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby adopt the FY 2020-2023 Transportation Improvement Program.

Date: March 7, 2019


John Sisson, Chairperson
Wilmington Area Planning Council

WILMAPCO

Partners with you in transportation planning

Wilmington Area Planning Council

The Tower at STAR Campus
100 Discovery Blvd, Suite 800
Newark DE 19713
302-737-6205; Fax 302-737-9584
From Cecil County: 888-808-7088
e-mail: wilmapco@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
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) APPROVING THE RELEASE OF THE DRAFT FY 2020-2023 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 2020-2023 TIP are drawn from the an air quality conforming *2050 Regional Transportation Plan* (RTIP) 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 2020-2023 TIP has undergone appropriate technical review and has been found to be air quality conforming; and

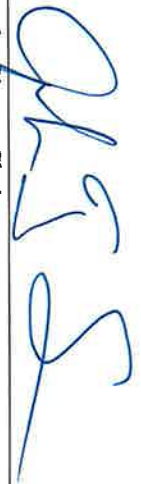
WHEREAS, the public will have the opportunity to comment on the Draft FY 2020-2023 TIP at the upcoming public workshop; and

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

WHEREAS, the FY 2020 projects contained in the FY 2020-2023 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 2020-2023 Transportation Improvement Program for a public review period.

Date: January 10, 2019



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: wilmappco@wilmappco.org
web site: www.wilmappco.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
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) APPROVING THE PRIORITIZATION OF PROJECT SUBMISSIONS FOR THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, the Transportation Improvement Program (TIP) shall include a priority listing of projects to be carried out within the four-year time period, as directed by federal transportation legislation; and

WHEREAS, the Prioritization Process was adopted by Council May 11, 2006; and

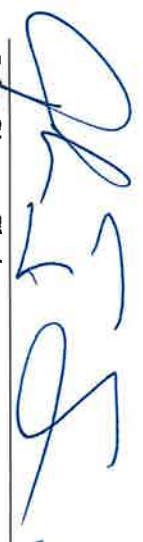
WHEREAS, the prioritization process will continue to be refined as experience is gained in using the system and as better scoring criteria are developed; and

WHEREAS, the Technical Advisory Committee has reviewed the technical scoring; and

WHEREAS, the Delaware Department of Transportation uses this project ranking to assess WILMAPCO priorities when ranking projects statewide;

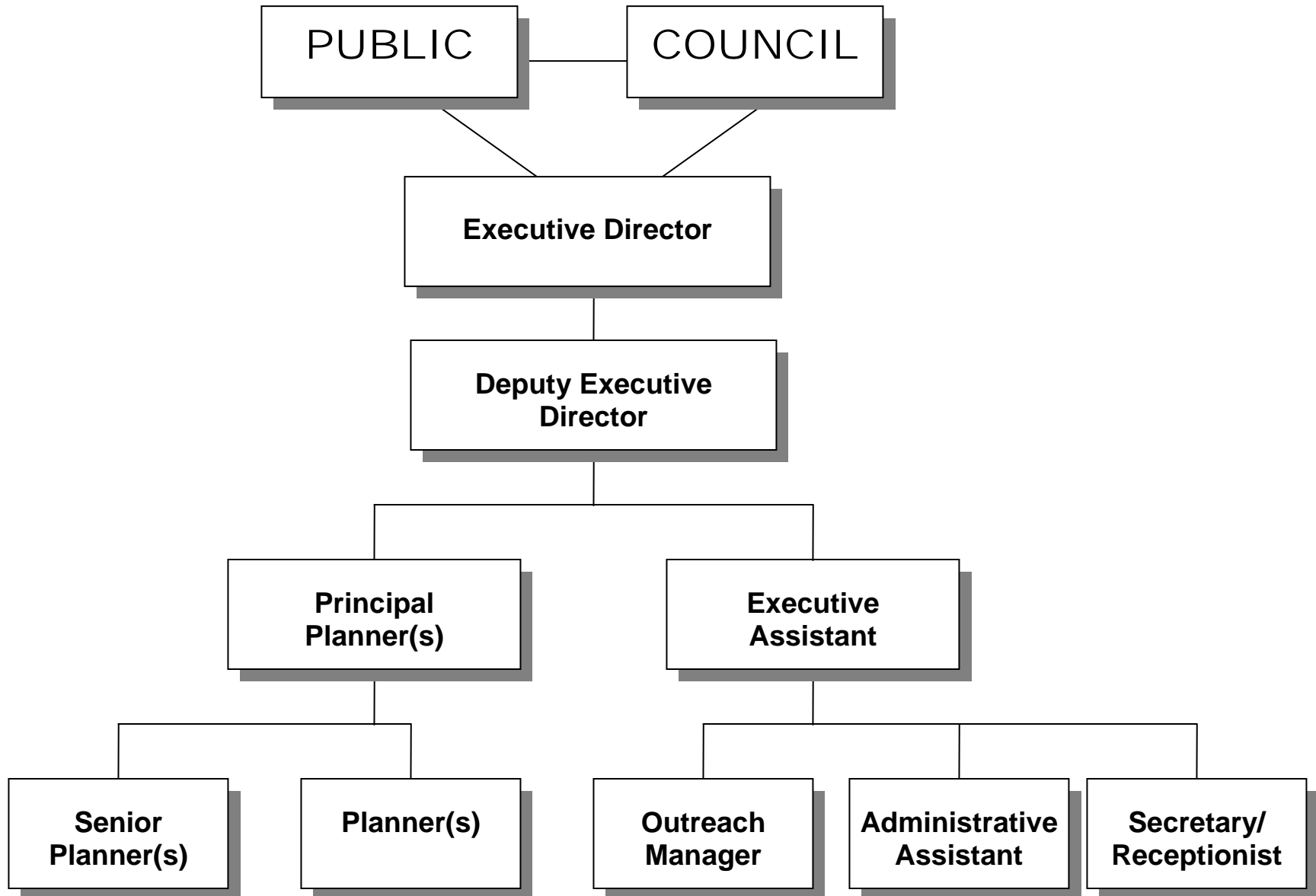
NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council approves the project prioritization for the FY 2020-2023 TIP for submission to the Delaware Department of Transportation.

May 3, 2018
Date:


John Sisson, Chairperson
Wilmington Area Planning Council



WILMAPCO Organization



APPENDIX C

Air Quality Conformity Analysis

APPENDIX D

Financial Plan and Annual Listing of Obligated Projects

FINANCIAL PLAN

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

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

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

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

Detailed funding sources

State Funding:

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

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

Local Funding:

Local funding comes from municipal and private contributions.

Federal Funding:

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

FHWA funds include:

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

Financial Plan and WILMAPCO Annual Listing of Obligated Projects

FTA funds include:

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

FY 2020-2023 Estimated Spending Summary

<i>All \$ x 1000</i>		State		Federal		Other		TOTAL
		Funds	Percent	Funds	Percent	Funds	Percent	
Delaware Statewide Element	2020	250,200.5	66%	126,585.3	33%	2,201.1	1%	378,987.0
	2021	210,130.7	68%	95,723.1	31%	1,632.7	1%	307,486.4
	2022	205,241.9	66%	105,625.2	34%	1,632.7	1%	312,499.8
	2023	203,795.5	66%	105,528.3	34%	1,632.7	1%	310,956.5
	TOTAL	869,368.6	66%	433,461.9	33%	7,099.2	1%	1,309,929.7
New Castle County Element	2020	104,556.2	36%	163,976.2	56%	25,128.8	9%	293,661.2
	2021	65,719.9	36%	117,742.1	64%	1,300.0	1%	184,761.9
	2022	39,756.6	29%	94,617.8	70%	1,300.0	1%	135,674.4
	2023	46,788.1	33%	93,550.9	66%	1,300.0	1%	141,639.0
	TOTAL	256,820.8	34%	469,887.0	62%	29,028.8	4%	755,736.6
Cecil County Element	2020	4,865.0	11%	28,561.0	67%	9,012.0	21%	42,438.0
	2021	12,662.0	36%	21,927.0	63%	309.0	1%	34,898.0
	2022	11,260.0	26%	24,097.0	56%	7,862.0	18%	43,219.0
	2023	3,789.0	19%	15,325.0	77%	889.0	4%	20,003.0
	TOTAL	32,576.0	23%	89,910.0	64%	18,072.0	13%	140,558.0
Combined Total	2020	359,621.8	50%	319,122.5	45%	36,341.9	5%	715,086.3
	2021	288,512.5	55%	235,392.1	45%	3,241.7	1%	527,146.4
	2022	256,258.5	52%	224,340.1	46%	10,794.7	2%	491,393.2
	2023	254,372.6	54%	214,404.2	45%	3,821.7	1%	472,598.5
	TOTAL	1,158,765.4	53%	993,258.9	45%	54,200.0	2%	2,206,224.3

February 14, 2019

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

Dear Ms. Zegeye:

I am submitting the attached table for use by the Wilmington Area Planning Council (WILMAPCO) in demonstrating the fiscal constraint of the FY 2020-2023 Transportation Improvement Program (TIP). The table presents a summary of capital costs and funding sources (Special funds, Federal funds, Other) in millions from the Maryland Department of Transportation's (MDOT) FY 2019-2024 Consolidated Transportation Program (CTP). The information provided is for the entire State including the Cecil County projects that are included in the WILMAPCO TIP.

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

Should you have additional questions or concerns, please contact me at 410-865-1284, toll free 888-713-1414 or via e-mail at tbyrne@mdot.state.md.us.

Sincerely,



Tyson Byrne
Manager, Regional Planning
Office of Planning and Capital Programming

Attachments

CONSOLIDATED TRANSPORTATION PROGRAM

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

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

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

**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	CURRENT YEAR <u>2019</u>	BUDGET YEAR <u>2020</u>	Planning Years				SIX - YEAR TOTAL
			<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^{AD}	118.2	57.0	27.7	13.6	12.7	15.2	244.4
Motor Vehicle Administration	32.4	43.9	22.7	14.5	14.9	15.0	143.4
Maryland Aviation Administration ^D	165.3	212.4	97.4	67.0	39.6	62.8	644.5
Maryland Port Administration	117.6	153.4	219.6	157.7	103.3	90.9	842.5
Maryland Transit Administration ^D	679.8	713.4	632.6	619.7	337.9	326.6	3,310.0
Washington Metropolitan Area Transit ^{ACD}	255.8	450.0	459.9	464.7	469.7	474.8	2,574.9
State Highway Administration ^B	1,494.1	1,688.7	1,514.6	1,388.7	1,311.6	1,280.8	8,678.5
TOTAL CAPITAL	2,863.2	3,318.8	2,974.5	2,725.9	2,289.7	2,266.1	16,438.2
Special Funds	1,572.2	1,681.8	1,454.7	1,418.2	1,248.8	1,260.9	8,636.6
Federal Funds	1,049.4	1,210.1	1,165.0	923.5	759.9	737.4	5,845.3
Other Funds ^F	241.5	426.9	354.8	384.4	281.1	267.7	1,956.4
<u>OPERATING PROGRAM</u>							
The Secretary's Office ^A	93.1	100.9	101.0	106.0	109.0	112.0	622.0
Motor Vehicle Administration	204.7	207.2	210.0	220.0	227.0	234.0	1,302.9
Maryland Aviation Administration	201.3	205.1	208.0	218.0	225.0	232.0	1,289.4
Maryland Port Administration	50.3	50.8	52.0	54.0	56.0	57.0	320.1
Maryland Transit Administration	849.4	886.4	925.0	966.0	1,079.0	1,142.0	5,847.8
Washington Metropolitan Area Transit	388.9	392.9	405.0	417.0	430.0	443.0	2,476.8
State Highway Administration	293.8	307.8	313.0	329.0	338.0	347.0	1,928.6
TOTAL OPERATING	2,081.5	2,151.1	2,214.0	2,310.0	2,464.0	2,567.0	13,787.6
Special Funds	1,983.1	2,043.1	2,109.0	2,205.0	2,359.0	2,462.0	13,161.2
Federal Funds	98.4	108.0	105.0	105.0	105.0	105.0	626.4
Other Funds	-	-	-	-	-	-	-

	CURRENT YEAR <u>2019</u>	BUDGET YEAR <u>2020</u>	Planning Years				SIX - YEAR TOTAL
			<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipal Program	178.1	-	-	-	-	-	178.1
County and Municipal Capital	<u>71.8</u>	<u>71.8</u>	<u>71.8</u>	<u>71.8</u>	<u>71.8</u>	<u>77.8</u>	<u>436.8</u>
TOTAL DISTRIBUTION OF SHARED REVENUES	249.9	71.8	71.8	71.8	71.8	77.8	614.9
Special Funds	184.1	6.0	5.9	5.9	5.9	5.3	213.1
Federal Funds	65.8	65.8	65.9	65.9	65.9	72.5	401.8
<u>DEBT SERVICE REQUIREMENTS</u>							
	-	-	-	-	-	-	-
Special Funds	333.8	354.8	421.0	469.0	515.0	486.0	2,579.6
<u>DEPARTMENT TOTAL</u>	<u>5,194.6</u>	<u>5,541.7</u>	<u>5,260.3</u>	<u>5,107.7</u>	<u>4,825.5</u>	<u>4,910.9</u>	<u>30,840.7</u>
Special Funds	4,073.2	4,085.7	3,990.6	4,098.1	4,128.7	4,214.2	24,590.5
Federal Funds	1,213.6	1,383.9	1,335.9	1,094.4	930.8	914.9	6,873.5
Other Funds	241.5	426.9	354.8	384.4	281.1	267.7	1,956.4

^A - WMATA capital and operating grants in the Secretary's Office budget are shown for informational purposes.

^B - Includes County and Municipality transfer funds from the federal government.

^C - Capital Program WMATA Grants line federal funds received by WMATA directly.

^D - "Other" funds are included in the totals for TSO, MAA, MTA, and WMATA.

^E - Debt Service for County Bonds is not included in FY 21-24.

^F - Funds not received through the Trust Fund. Includes from Passenger and Facility Charges (PFC), Maryland Transportation Authority (MdTA) funds, Certificates of Participation (COPS), County participation and federal funds received by WMATA directly.



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

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

JENNIFER COHAN
SECRETARY

February 13, 2019

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

RE: Fiscal Reasonableness Statement

Dear Ms. Zegeye:

As you are aware, DelDOT is still in the process of developing Delaware's FY 2020 - FY 2023 STIP. Over the next several months DelDOT will work with the MPO's, Sussex County, the State Budget Office and the Bond Bill committee to finalize a STIP that demonstrates fiscal constraint. The plan corresponds with the STIP plan used for the Capital Budget Request submitted on October 15, 2018, and corresponding email attachment sent to WILMAPCO dated November 8, 2018 with the FY20 - FY25 Development Plan approved by the COT August 14, 2018. As we move forward with our STIP plan, along with the final Bond Bill hearing in June there will be some adjustments made to the document to ensure continued fiscal constraint.

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

Should you have any questions in this regard, please do not hesitate to contact me at 760-2092.

Sincerely,


Anne Brown
Assistant Director, Finance

AB:ag
Attachment

cc: Jennifer Cohan, Secretary
Drew Boyce, Director, Planning
Lanie Thornton, Director, Finance
Michael McConnell, Senior Fiscal Management Analyst

Base Financial Plan - Capital
FY2019 - FY2025 DECEMBER 2018 DEFAAC
(\$ in 000s)

<u>Sources of Funds</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
<u>Existing Pledged Revenue</u>							
I-95 Tolls & Concessions	144,900	146,400	147,800	149,400	150,900	152,400	153,900
Motor Fuel Tax Admin.	139,400	140,800	142,200	143,600	145,000	146,500	148,000
DMV Fees	218,000	221,200	224,400	227,700	231,000	234,400	237,700
Interest Income	<u>3,000</u>	<u>3,500</u>	<u>3,500</u>	<u>3,500</u>	<u>3,500</u>	<u>3,500</u>	<u>3,500</u>
Total Pledged Revenue	505,300	511,900	517,900	524,200	530,400	536,800	543,100
<u>Non-Pledged Revenues</u>							
SR 1 Tolls	64,000	65,000	66,000	67,000	68,000	68,800	69,600
DE Transit (Farebox)	27,102	27,544	27,995	28,454	28,924	29,502	30,093
Port of Wilmington - Refinancing	0	1,009	1,049	1,091	1,135	1,181	1,228
Build America Bond Subsidy Payment	1,199	1,263	1,190	1,110	1,026	935	839
Other Transportation Revenue	12,600	12,600	12,600	12,700	12,700	12,700	12,700
Special Fund Transfers	<u>-6,600</u>	<u>-6,700</u>	<u>-6,800</u>	<u>-6,900</u>	<u>-7,000</u>	<u>-7,000</u>	<u>-7,000</u>
Total Non-Pledged Revenue	98,301	100,716	102,034	103,455	104,785	106,118	107,460
Total Sources of Funds	603,601	612,616	619,934	627,655	635,185	642,918	650,560
<u>Uses of Funds</u>							
<u>Debt Service</u>							
DTA Bonds & Notes	93,099	87,886	82,089	77,205	70,125	61,889	53,720
Senior Bonds	93,099	87,886	82,089	77,205	70,125	61,889	53,720
New Debt Service	0	0	<u>6,437</u>	<u>6,437</u>	<u>6,437</u>	<u>12,875</u>	<u>12,875</u>
Total Debt Service	93,099	87,886	88,526	83,642	76,562	74,764	66,595
<u>Operations</u>							
Department Operations	157,763	162,496	167,371	172,392	177,564	182,891	188,377
w/o US301							
Delaware Transit Corp. Operations	<u>120,284</u>	<u>126,298</u>	<u>132,613</u>	<u>139,244</u>	<u>146,206</u>	<u>153,516</u>	<u>161,192</u>
Total Operations	278,047	288,794	299,984	311,636	323,770	336,407	349,569
Total Uses of Funds Before Capital	371,146	376,680	388,510	395,278	400,332	411,171	416,164
State Resources Available for Capital	232,455	235,936	231,424	232,377	234,853	231,748	234,395
Beginning Capital Cash Balance	20,000	20,000	20,000	20,000	20,000	20,000	35,725
Carry-over cash balance	66,932	29,387	70,323	36,747	4,124	48,977	15,725
Federal Funds	275,000	250,000	250,000	250,000	250,000	250,000	225,000
Bond Proceeds	0	<u>75,000</u>	0	0	<u>75,000</u>	0	0
Total Funds Available for Capital Expenditures	594,387	610,323	571,747	539,124	583,977	550,725	510,845
<u>Less:</u>							
<u>State Capital Expenditures</u>							
Carry-over Encumbrance Spend	232,455	260,936	206,424	232,377	259,853	206,748	234,395
Federal Capital Expenditures	37,545	9,064	58,576	32,623	5,147	58,252	30,605
GARVEE Debt-Service (Federal)	264,017	239,012	239,026	239,007	239,045	238,983	214,076
	10,983	10,988	10,974	10,993	10,955	11,017	10,924
Total Capital Spending	545,000	520,000	515,000	515,000	515,000	515,000	490,000
Sub-total							
Carry Over Cash	49,387	90,323	56,747	24,124	66,977	35,725	20,845
	29,387	70,323	36,747	4,124	48,977	15,725	845
Ending Capital Cash	20,000	20,000	20,000	20,000	20,000	20,000	20,000
<u>Pay Go Revenue</u>							
State Capital	232,455	235,936	231,424	232,377	234,853	231,748	234,395
Pay Go Percentage	270,000	270,000	265,000	265,000	265,000	265,000	265,000
Additional Senior Bond Test	86.1%	87.4%	87.3%	87.7%	88.6%	88.5%	88.5%
	5.40	5.78	5.81	6.23	6.88	7.13	8.10
Total State Capital Spend	270,000	270,000	265,000	266,000	265,000	265,000	265,000

WILMAPCO Annual Listing of Obligated Projects

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

23 CFR 450.332 Annual listing of obligated projects.

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

2018 ANNUAL OBLIGATED PROJECTS LIST

WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)

STATE FY 2018 – JULY 1, 2017-JUNE 30, 2018

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
	Bridge Replacement and Rehabilitation (Fund 80)						
MD 272	2891019	CE4465280	TC13-BRIDGE 7036 ON MD 272 OVER AMTRAK	959,685.24	M232	06/12/2018	WILMAPCO 3-12 MC #17-25 05/08/2017
MD 222	2851007	CE351B21	MD 222: BR NO 7027 OVER ROCK CREEK (HYDROLOGY, HYDRAULICS STUDIES AND DESIGN) - PE	36,588.65	L23R	03/29/2018	WILMAPCO 3-1 MC #17-25 05/08/2017
MD 222	2851007	CE351B21	MD 222: BR NO 7027 OVER ROCK CREEK (HYDROLOGY, HYDRAULICS STUDIES AND DESIGN) - PE	16,019.02	L1CE	03/29/2018	WILMAPCO 3-1 MC #17-25 05/08/2017
	000B077	CE293B51	7 EXISTING BR ON US1,US40,MD222,MD272	16,635.63	M240	07/05/2017	WILMAPCO 3-1 MC #17-25 05/08/2017
	000B077	CE293B51	7 EXISTING BR ON US1,US40,MD222,MD272	69,932.71	M001	07/05/2017	WILMAPCO 3-1 MC #17-25 05/08/2017
MD 272	2891019	CE4465280	TC13-BRIDGE 7036 ON MD 272 OVER AMTRAK	2,000,000.00	Z240	06/12/2018	WILMAPCO 3-12 MC #17-25 05/08/2017
	0003495	AW139B2U	VAR BR INSPECTIONS STATEWIDE FY 18-FY 19	5,000,000.00	Z240	03/28/2018	BRTB 60-9310-13 MC #17-142 11/15/2018 CAMPO 17-4 MC #17-125 08/31/2018 C-SMMPO A-2018-04 MC #17-54 08/17/2017 HEPMPO W2019-04 MC #17-109 06/28/2018 RU Bridge MC #17-61 11/07/2017 SWMPO 4 MC #17-67 01/08/2018 TPB 3081 MC #17-52 08/17/2017 WILMAPCO 3-1 MC #
	000B138	AW139B1R	Statewide - Bridge Inspection Program FY16 and FY17 - Other	1,000,000.00	Z240	08/01/2017	BRTB 60-9310-13 MC #17-142 11/15/2018 CAMPO 17-4 MC #17-125 08/31/2018 C-SMMPO A-2018-04 MC #17-54 08/17/2017 HEPMPO W2019-04 MC #17-109 06/28/2018 RU Bridge MC #17-61 11/07/2017 SWMPO 4 MC #17-67 01/08/2018 TPB 3081 MC #17-52 08/17/2017 WILMAPCO 3-1 MC #
MD 272	2891019	CE446B52	TC13-BRIDGE 7036 ON MD 272 OVER AMTRAK	3,000,000.00	Z232	11/14/2017	WILMAPCO 3-12 MC #17-25 05/08/2017
	000B050	AT090B51	TC13-INVERT PAVING/RESTORE 47 STRUCTURES	397.54	M001	07/11/2017	BRTB 60-9310-13 MC #17-142 11/15/2018 CAMPO 17-4 MC #17-125 08/31/2018 C-SMMPO A-2018-04 MC #17-54 08/17/2017 HEPMPO W2019-04 MC #17-109 06/28/2018 RU Bridge MC #17-61 11/07/2017 SWMPO 4 MC #17-67 01/08/2018 TPB 3081 MC #17-52 08/17/2017 WILMAPCO 3-1 MC #
	000B050	AT090B51	TC13-INVERT PAVING/RESTORE 47 STRUCTURES	334.02	M240	07/11/2017	BRTB 60-9310-13 MC #17-142 11/15/2018 CAMPO 17-4 MC #17-125 08/31/2018 C-SMMPO A-2018-04 MC #17-54 08/17/2017 HEPMPO W2019-04 MC #17-109 06/28/2018 RU Bridge MC #17-61 11/07/2017 SWMPO 4 MC #17-67 01/08/2018 TPB 3081 MC #17-52 08/17/2017 WILMAPCO 3-1 MC #
Total:				12,099,592.81			
	Congestion Management (Funds 81 and 86)						

Route	Federal #/ FAP	Contract #	Project Description	Fed Obligations	Appr Code/ Fund Type	Oblig Date	TIP/STIP Reference
	0003135	AX684B21	CHART 511 TRAVELERS INFORMATION SERVICE	134,011.00	Z400	09/25/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0003465	AX789B24	CHART SYS NETWORK ENGINEERING FY 17-19	3,000,000.00	Z240	06/05/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	000A839	FR5625177	BACK-UP POWER FOR CHART CAMERAS	(2,599,547.96)	M0E1	05/07/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0003321	AX124B1B	CHART PERFORMANCE EVALUATION CY13-15	(149,621.03)	M240	06/11/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	3114050	AX624B22	CHART SUPPORT EXTENSION-BCS 2007-06A-STW	(594,612.10)	Z240	03/27/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0003305	ZY106B21	CHART INTERFACE DESIGN/TEST BED(S)	340,000.00	L24E	04/03/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2

Route	Federal #/ FAP	Contract #	Project Description	Fed Obligations	Appr Code/ Fund Type	Oblig Date	TIP/STIP Reference
	0003514	AX286B1D	FALL 2017 OPERATIONS ACADEMY SUPPORT	52,434.00	M7T0	07/21/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	3114052	AX626B22	CHART SUPPORT EXTENSION-BCS 2007-06C-STW	(138,736.41)	L240	03/27/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0003515	AT028B13	STATEWIDE EDC-4 TIM DATA COLLECTION	50,000.00	M371	07/28/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17-109 06/28/2018 RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018 TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3
	2511064	AW6975286	TC40 - Backup power for CHART cameras	(333,788.32)	L24E	05/07/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0001607	AT1405186	Capital wireless integrated network	(96.26)	Q420	06/12/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	000B195	AT620B54	STATEWIDE CHART DMS DEPLOYMENT - PHASE 5	2,000,000.00	Z001	09/20/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2

Route	Federal #/ FAP	Contract #	Project Description	Fed Obligations	Appr Code/ Fund Type	Oblig Date	TIP/STIP Reference
	0003520	AX936B14	STWD TRAVEL TIME/SPEED DATA FY 18-19	414,672.00	Z001	09/26/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	P003519	AT139B17	REGIONAL OPERATIONS FORUMS 2017-STWD	78,611.51	M7T0	09/07/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	000B217	AT620B55	STATEWIDE CHART DMS DEPLOYMENT-PHASE 6	1,000,000.00	Z001	01/16/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0003517	AT020B17	STWD:EDC 4-IMPROVE TRANSP INCIDENT MGMT	43,576.00	M371	07/31/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17-109 06/28/2018 RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018 TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3
	0003459	SD104B25	CHART Systems Development FY17 - FY19	4,000,000.00	Z240	06/05/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
Total:				31,496,088.05			

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

Route	Federal #/ FAP	Contract #	Project Description	Fed Obligations	Appr Code/ Fund Type	Oblig Date	TIP/STIP Reference
	FY02006	AT3925124	Scenic Byways - HNR Wayside Panel Fabrication, delivery and install	(93,381.95)	Q970	06/28/2018	BRTB 60-9903-29 MC #17-123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	MD98001	AW589B21	SCENIC BYWAYS PROGRAM/CORRIDOR MAN PLAN	(5,669.66)	Q970	06/28/2018	BRTB 60-9903-29 MC #17-123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	000B173	AX872B25	BICYCLE RETROFIT PROGRAM	72,225.00	MS30	03/05/2018	BRTB 60-9506-38 MC #17-142 11/15/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 3038 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	000A940	BC269-055-815	BICYCLE RETROFIT PROGRAM FY 13-14	90,178.55	M230	05/07/2018	BRTB 60-9506-38 MC #17-142 11/15/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 3038 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
Total:				63,351.94			

Other Projects							
	0003370	AT133B1Y	FY15 - Statewide Strategic Highway Safety Plan (SHSP) Management	320,000.00	Z240	05/31/2018	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017

Route	Federal #/ FAP	Contract #	Project Description	Fed Obligations	Appr Code/ Fund Type	Oblig Date	TIP/STIP Reference
	000B213	XX535B51	FY15 MD STRATEGIC HIGHWAY SAFETY PLAN	500,000.00	Z240	11/22/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	0003292	CE352ZM3	BARON ROAD OVER CSX N. OF NAZARINE RD-CON	264.62	L11E	03/28/2018	WILMAPCO 3-1 MC #17-25 05/08/2017
	0001949	CE352ZM1	At various locations in Cecil County	(16,310.45)	L110	03/28/2018	WILMAPCO 3-1 MC #17-25 05/08/2017
	1603001	CE350ZM1	TOWN OF PERRYVILLE PIER	83,350.00	Q920	09/20/2017	WILMAPCO 3-2 MC #17-25 05/08/2017
	000B232	CE2705182	Tree planting at various locations in Cecil County	500,000.00	Z240	06/05/2018	WILMAPCO 3-2 MC #17-25 05/08/2017
	0003487	AT723B54	RECREATIONAL TRAILS FY 17 PROJECTS	305,445.45	L940	09/25/2017	BRTB 60-9903-29 MC #17-123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	0003487	AT723B54	RECREATIONAL TRAILS FY 17 PROJECTS	51,316.95	Z940	09/25/2017	BRTB 60-9903-29 MC #17-123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	000B188	XY176B5A	At various locations	500,000.00	Z001	11/14/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B232	CE2705182	Tree planting at various locations in Cecil County	697,986.00	Z230	06/05/2018	WILMAPCO 3-2 MC #17-25 05/08/2017
	000B184	XY179B51	At various locations in District 1 and 2	1,000,000.00	M240	08/02/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	3351004	AX606B61	CHART OPERATIONS FY 2009	101,632.63	L240	05/01/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2

Route	Federal #/ FAP	Contract #	Project Description	Fed Obligations	Appr Code/ Fund Type	Oblig Date	TIP/STIP Reference
	0003482	AX281B57	CHART VEHICLE PURCHASE FY 2017-STATEWIDE	1,502,233.00	Z240	02/28/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	000B213	AW447B2K	FY15 MD STRATEGIC HIGHWAY SAFETY PLAN	(79,670.98)	MS30	05/21/2018	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	0001952	AX688	Recreational Trails Program - FY09 Projects	(1,846.90)	L940	06/12/2018	BRTB 60-9903-29 MC #17-123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	G003462	AX757B26	MSP STAFFING/SUPPORT FOR CHART-FY 17	79,931.78	Z240	08/12/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	000B188	XY176B5A	At various locations	500,000.00	Z240	11/14/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	0003462	AX017B14	MSP STAFFING/SUPPORT FOR CHART-FY 17	158,546.00	Z480	05/10/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2

Route	Federal #/ FAP	Contract #	Project Description	Fed Obligations	Appr Code/ Fund Type	Oblig Date	TIP/STIP Reference
	6956384	AX017B14	DBE BUSINESS DEVELOPMENT PROGRAM-CSM	229,311.99	M480	05/10/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	3114057	AX114B6A	STATEWIDE: CHART OPERATIONS BUDGET FOR FY 2018	7,000,000.00	Z240	04/24/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0003510	AX114B6J	MSP STAFFING AND SUPPORT FOR CHART-FY 18	335,834.00	Z240	09/06/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0003171	AX994B51	RECREATIONAL TRAILS FY 10 PROJECTS	(114,345.60)	L94E	06/12/2018	BRTB 60-9903-29 MC #17-123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	0003461	AX790B23	Other	174,394.97	Z240	09/07/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	000B202	XY246B57	At various locations in District 1	500,000.00	Z001	09/13/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17-109 06/28/2018 RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018 TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3

Route	Federal #/ FAP	Contract #	Project Description	Fed Obligations	Appr Code/ Fund Type	Oblig Date	TIP/STIP Reference
	FTE2009	AX999B21	FUEL TAX AUDITING & ENFORCEMENT	(1,128.58)	L960	06/18/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0003369	AW442B2F	FY15 Safety - MHSO Pedestrian Safety, Enforcement, and Media Projects	46,550.91	LS30	09/14/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B203	XY247B57	At various locations in District 7	3,235,828.94	MS3E	09/26/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17-109 06/28/2018 RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018 TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3
	000B239	AT897B15	STATEWIDE RAILROAD CROSSING INVENTORY	252,000.00	ZS40	11/30/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B230	XY247B51	At various locations in Dorchester, Somerset, Wicomico and Worcester Counties	832,774.80	MS3E	09/20/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17-109 06/28/2018 RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018 TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3
	000B202	XY246B57	At various locations in District 1	500,000.00	Z240	09/13/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17-109 06/28/2018 RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018 TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3

Route	Federal #/ FAP	Contract #	Project Description	Fed Obligations	Appr Code/ Fund Type	Oblig Date	TIP/STIP Reference
	000B202	XY246B57	At various locations in District 1	500,000.00	Z231	09/13/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17-109 06/28/2018 RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018 TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3
	000B184	XY179B51	At various locations in District 1 and 2	500,000.00	Z001	08/02/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	0001928	HS204B21	SAFE ROUTES NON-INFRASTRUCTURE PROJECT	(174,515.91)	LU3E	03/29/2018	BRTB 60-9903-29 MC #17-123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	0003380	HS232B51	SRTS GYG INFRASTRUCTURE SAFETY IMPROVEMENTS	400,000.00	LU1E	09/22/2017	BRTB 60-9903-29 MC #17-123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	0003380	HS232B51	SRTS GYG INFRASTRUCTURE SAFETY IMPROVEMENTS	445,904.01	LU20	09/22/2017	BRTB 60-9903-29 MC #17-123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	0001953	HS206B21	SAFE ROUTES TO SCHOOL PROGRAM	(445,904.01)	LU20	09/20/2017	BRTB 60-9903-29 MC #17-123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017

Route	Federal #/ FAP	Contract #	Project Description	Fed Obligations	Appr Code/ Fund Type	Oblig Date	TIP/STIP Reference
	3114049	SD104B94	CHART Systems Development FY 15-16: Upgrade CHART Program operating software to include new features and capabilities	(42,200.36)	Z240	03/27/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
Total:				20,377,383.26			

Resurfacing & Rehabilitation (Fund 77)							
	000B142	XY5075B1	Mill / Grind, Patch and Resurface Roadway Pavements at Various Locations in Cecil County - Constr.	700,000.00	M240	02/12/2018	WILMAPCO 3-3 MC #17-25 05/08/2017
	000B142	XY507B51	Mill / Grind, Patch and Resurface Roadway Pavements at Various Locations in Cecil County - Constr.	1,500,000.00	Z240	03/05/2018	WILMAPCO 3-3 MC #17-25 05/08/2017
	000B208	XY607B51	At various locations in Cecil County	1,000,000.00	Z001	09/26/2017	WILMAPCO 3-3 MC #17-25 05/08/2017
	000B208	XY607B51	At various locations in Cecil County	660,940.00	Z030	09/26/2017	WILMAPCO 3-3 MC #17-25 05/08/2017
MD 222	2851008	CE394B51	TC13-US 40 TO I-95	(176,699.51)	M240	12/27/2017	WILMAPCO 3-3 MC #17-25 05/08/2017
	000B040	AT768B52	AREAWIDE - RETROFIT OF SIDEWALK ADA RAMPS AT VARIOUS LOCATIONS IN CECIL, KENT, QUEEN ANNE'S AND CAROLINE COUNTIES. (CONSTR.)	(7,039.29)	MS30	03/05/2018	BRTB 60-9501-11 MC #17-142 11/15/2018 RU Resurface MC #17-146 12/13/2018 WILMAPCO 3-3 MC #17-25 05/08/2017
	P00B049	XY228B53	At various locations in Montgomery and Prince George's Counties; safety and resurface	(251,147.40)	M001	07/11/2017	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3
	000B206	XY2425277	At various locations in District 2	755,339.27	Z240	06/05/2018	BRTB 60-9501-11 MC #17-142 11/15/2018 RU Resurface MC #17-146 12/13/2018 WILMAPCO 3-3 MC #17-25 05/08/2017
	P00B176	XY245B56	At various locations in Allegany, Garrett and Washington Counties; safety and resurface	25,597.00	ZS30	08/08/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17-109 06/28/2018 RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018 TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3
MD 279	2931005	CE378B51	TC11-ELKTON MUNICIPAL LIMITS-BELLE HILL	(22,272.64)	L230	02/28/2018	WILMAPCO 3-3 MC #17-25 05/08/2017
Total:				4,184,717.43			

Safety and Spot Improvements (Funds 23, 27, 30, 32, 33, 75, 76, 79, 85 and 87)							
	000S530	AW174B25	TRAFFIC ENG SERVICES STATEWIDE	(100,581.00)	33D0	03/05/2018	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017

Route	Federal #/ FAP	Contract #	Project Description	Fed Obligations	Appr Code/ Fund Type	Oblig Date	TIP/STIP Reference
	000B079	AT051B51	AUTOMATIC TRAFFIC RECORDS STWD	16,906.33	M001	08/21/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B121	XY165B51	AT VARIOUS LOCATIONS - STATEWIDE	500,000.00	M001	07/14/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B079	AT051B51	AUTOMATIC TRAFFIC RECORDS STWD	37,126.69	M240	08/21/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B168	XY170B51	MOD/INSTALL/RECON OF SIGNING - CONSTRUCTION	300,000.00	M24E	12/27/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B181	XY173B51	At various locations Statewide; signalization	500,000.00	Z231	09/26/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B181	XY173B51	At various locations Statewide; signalization	400,000.00	L050	09/26/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017

Route	Federal #/ FAP	Contract #	Project Description	Fed Obligations	Appr Code/ Fund Type	Oblig Date	TIP/STIP Reference
	0003362	AX902B14	ROAD SAFETY AUDIT PROGRAM ADMINISTRATION	50,279.35	LS30	09/14/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000A475	AX778B21	85PE CPD SKETCHBOOK REVIEW	(473.53)	L24R	04/18/2018	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000A869	AX134B21	FUND 33 - ADA COMPLIANCE (RETROFIT) PROGRAM FOR FY12 - PRELIMINARY ENGINEERING	(24,999.22)	LZ2E	05/22/2018	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
MD 273	2881010	CE387B51	TELEGRAPH ROAD AT APPLETON ROAD	46,309.79	Z400	02/21/2018	WILMAPCO 3-4 MC #17-25 05/08/2017
MD 281	9002008	CE449B51	MD 281 (Red Hill Rd.) at Muddy Lane Geometric Improvements - Roundabout. (Constr.)	150,115.48	Z400	02/21/2018	WILMAPCO 3-4 MC #17-25 05/08/2017
	000B181	XY173B51	At various locations Statewide; signalization	300,000.00	L24E	09/26/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B086	XX665B51	At various locations in District 1	(258,567.82)	MS30	03/05/2018	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
MD0273	2881008	CE384B21	TELEGRAPH ROAD AT MD 272	(219,032.37)	L400	09/26/2017	WILMAPCO 3-4 MC #17-25 05/08/2017
	000B121	XY165B51	AT VARIOUS LOCATIONS - STATEWIDE	500,000.00	M240	07/14/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
Total:				2,197,083.70			

DeIDOT Annual Listing of Obligated Projects FY 2018

FY 2018 FHWA OBLIGATIONAL PLAN

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date
FFY18 ACTUAL TRANSACTIONS										
T200111204		M030	SR 26, DETOUR ROUTES	RELEASE			28-Feb	3-Mar	\$	
									(109,272.45)	(109,272.45)
T200307303		Q100	BR 3-156 INDIAN RIVER INLET BRIDGE AND AREA IMPROVEMENTS	RELEASE		Bridge Pres	19-Dec	20-Dec	\$	
									(516,538.62)	(516,538.62)
T200307303		L1CO	BR 3-156 INDIAN RIVER INLET BRIDGE AND AREA IMPROVEMENTS	RELEASE		Bridge Pres	19-Dec	20-Dec	\$	
									(1,040,311.55)	(1,040,311.55)
T200307303	NF	H760	BR 3-156 INDIAN RIVER INLET BRIDGE AND AREA IMPROVEMENTS	RELEASE		Bridge Pres	19-Dec	20-Dec	\$	
									(632,390.02)	(632,390.02)
T200307303		L1CE	BR 3-156 INDIAN RIVER INLET BRIDGE AND AREA IMPROVEMENTS	RELEASE		Bridge Pres	19-Dec	20-Dec	\$	
									(2,703,107.09)	(2,703,107.09)
T200401102		L23E	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	RELEASE / CE	300		26-Oct	27-Oct	\$	
									(396,716.82)	(396,716.82)
T200401102		L23E	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	RELEASE / TR	300		26-Oct	27-Oct	\$	
									(61,656.14)	(61,656.14)
T200401102		L23E	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	RELEASE / CONT	300		26-Oct	27-Oct	\$	
									(202,788.18)	(202,788.18)
T200401102		L230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	RELEASE / PE	300		26-Oct	27-Oct	\$	
									(12,976.46)	(12,976.46)
T200404401		L23E	ELKTON ROAD, CASHO MILL ROAD TO DELAWARE AVENUE	RELEASE/CONT			29-Mar	29- Mar	\$	
									(29,171.11)	(29,171.11)
T200411209		L050	SR 24, MULBERRY KNOLL TO SR 1	PE	562		5-Jun	6-Jun	\$	
									34,233.35	34,233.35
T200411210		L250	SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL	RELEASE ROW	545		1-Mar	5-Mar	\$	
									(9,252,835.45)	(9,252,835.45)
T200411701		M001	WEST DOVER CONNECTOR	RR	571		3-Nov	7-Nov	\$	
									(103,290.95)	(103,290.95)
T200411701		Z001	WEST DOVER CONNECTOR	REDUCE CNT	491		21-Dec	2-Jan	\$	
									(37,400.00)	(37,400.00)
T200411701		M001	WEST DOVER CONNECTOR	UT	491		5-Jun	6-Jun	\$	
									(387,076.19)	(387,076.19)
T200411701		M0E1	WEST DOVER CONNECTOR	UT	491		5-Jun	6-Jun	\$	
									(29,066.81)	(29,066.81)
T200411901		Z001	US 40,/SR 72 INTERSECTION IMPROVEMENTS	CO/CE/TR	320		19-Jun	20-Jun	\$	
									6,000,000.12	6,000,000.12
T200412201		M001	SR 1, THOMPSONVILLE GRADE SEPARATED INTERSECTION	RELEASE UT	556		24-Oct	27-Oct	\$	
									(67,059.16)	(67,059.16)
T200412201		M001	SR 1, THOMPSONVILLE GRADE SEPARATED INTERSECTION	CE	556		5-Apr	5-Apr	\$	
									(8,000.00)	(8,000.00)
T200412202		Z001	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT	474		21-Feb	21-Feb	\$	
									2,537,432.66	2,537,432.66
T200412202		Z001	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT	474		21-Feb	5-Mar	\$	
									1,698,899.88	1,698,899.88
T200412202		L050	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT	474		29-Aug	30-Aug	\$	
									345,190.54	345,190.54

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date
T200412202		Z001	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT	474		29-Aug	30-Aug	\$	
T200412401		L05E	US 13, SEAFORD INTERSECTION IMPROVEMENTS	RELEASE			17-Jan	17-Jan	\$	
									(3,327,520.39)	(3,327,520.39)
T200412401		H050	US 13, SEAFORD INTERSECTION IMPROVEMENTS	RELEASE			17-Jan	17-Jan	\$	
									(140,444.62)	(140,444.62)
T200412401		M0E1	US 13, SEAFORD INTERSECTION IMPROVEMENTS	RELEASE			17-Jan	17-Jan	\$	
									(135,494.47)	(135,494.47)
T200412401		M001	US 13, SEAFORD INTERSECTION IMPROVEMENTS	RELEASE			17-Jan	17-Jan	\$	
									(303,209.16)	(303,209.16)
T200504104		L050	BOYDS CORNER INTERSECTION IMPROVEMENTS	RELEASE			11-Apr	12-Apr	\$	
									(141,765.41)	(141,765.41)
T200504110		L240	HSIP NCC, N54, HOWELL SCHOOL ROAD, SR 896 TO SR 71	CE	298		22-Nov	27-Nov	\$	
									277,000.00	277,000.00
T200504110		L240	HSIP NCC, N54, HOWELL SCHOOL ROAD, SR 896 TO SR 71	CNT	298		18-Jun	18-Jun	\$	
									739,778.00	739,778.00
T200512102		Z240	CHRISTINA RIVER BRIDGE APPROACHES	ADVERTISE	331		20-Apr	3-May	\$	
									5,740,648.12	5,740,648.12
T200512102		Z230	CHRISTINA RIVER BRIDGE APPROACHES	ADVERTISE	331		20-Apr	3-May	\$	
									2,080,399.69	2,080,399.69
T200512102		RPF9	CHRISTINA RIVER BRIDGE APPROACHES	ADVERTISE	331		20-Apr	3-May	\$	
									742,952.98	742,952.98
T200512102	NF	RPS9	CHRISTINA RIVER BRIDGE APPROACHES	ADVERTISE	331		20-Apr	3-May	\$	
									3,060,357.45	3,060,357.45
T200512102		Z030	CHRISTINA RIVER BRIDGE APPROACHES	AWARD	331		29-Jun	12-Jul	\$	
									1,045,188.63	1,045,188.63
T200512102		Z030	CHRISTINA RIVER BRIDGE APPROACHES	CONVERT	331		22-Aug	23-Aug	\$	
									616,581.14	616,581.14
T200512102		M03E	CHRISTINA RIVER BRIDGE APPROACHES	CONVERT	331		22-Aug	23-Aug	\$	
									257,817.65	257,817.65
T200512102		L930	CHRISTINA RIVER BRIDGE APPROACHES	CONVERT	331		10-Sep	13-Sep	\$	
									197,286.86	197,286.86
T200601102		M230	SR 72, MCCOY ROAD TO SR 71	PE	341		26-Apr	3-May	\$	
									616,959.20	616,959.20
T200612501		L05E	SR1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRIAN IMPROVEMENTS	RELEASE ROW	645		1-Nov	9-Nov	\$	
									(55,276.87)	(55,276.87)
T200612501		L05E	SR1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRIAN IMPROVEMENTS	MOVE TO CE	645		1-Nov	9-Nov	\$	
									55,276.87	55,276.87
T200612501		M001	SR1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRIAN IMPROVEMENTS	CE	543		16-Apr	19-Apr	\$	
									90,129.77	90,129.77
T200669001	NF	F130	C & D CANAL RECREATIONAL TRAIL	RELEASE			10-Apr	10-Apr	\$	
									(2,960.21)	(2,960.21)
T200669001		L400	C & D CANAL RECREATIONAL TRAIL	RELEASE			10-Apr	10-Apr	\$	
									(25,945.33)	(25,945.33)
T200669001		L40E	C & D CANAL RECREATIONAL TRAIL	RELEASE			10-Apr	10-Apr	\$	
									(76,399.24)	(76,399.24)
T200711201		MS30	HSIP SR 24 AT MOUNT JOY RD AND SR 24 AT BAY FARM RD INTERSECTION	PE	534		3-May	3-May	\$	
									115,678.45	115,678.45
T200751201		Z230	NORTHEAST CORIDOR IMPROVEMENTS YARD TO RAGAN, CIVIL, STRUCTURAL	CNT INC	427		22-Dec	27-Dec	\$	
									392,376.16	392,376.16
T200751201		L23E	NORTHEAST CORIDOR IMPROVEMENTS YARD TO RAGAN, CIVIL, STRUCTURAL	CE INC	427		16-Jan	24-Jan	\$	
									241,572.71	241,572.71

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$	Auth	Funds Obligated to Date
T200751201		M230	NORTHEAST CORIDOR IMPROVEMENTS YARD TO RAGAN, CIVIL, STRUCTURAL	RR	427		9-May	15-May	\$	520,000.00	520,000.00
T200751201		Z230	NORTHEAST CORIDOR IMPROVEMENTS YARD TO RAGAN, CIVIL, STRUCTURAL	CONVERT	427		9-May	15-May	\$	800,000.00	800,000.00
T200751201		Z230	NORTHEAST CORIDOR IMPROVEMENTS YARD TO RAGAN, CIVIL, STRUCTURAL	CONVERT	427		7-Sep	13-Sep	\$	552,827.67	552,827.67
T200800702		ZS30	HSIP NCC, CHURCHMANS ROAD WB, CHRISTIANA HOSPITAL TO SR 1	CNT INC	292		1-Nov	8-Nov	\$	97,041.60	97,041.60
T200800708		LS3E	HSIP NCC, US13, BACON AVENUE TO MCMULLEN AVENUE	CE	293		1-Aug	2-Aug	\$	620.28	620.28
T200800714		MS30	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMP	RELEASE			24-Jan	25-Jan	\$	(328,784.91)	(328,784.91)
T200800714		LS30	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMP	RELEASE			24-Jan	25-Jan	\$	(0.01)	(0.01)
T200800901		MS3E	HSIP SC, US 9 PROJECTS	RELEASE			27-Jun	28-Jun	\$	(81,882.72)	(81,882.72)
T200800901		MS30	HSIP SC, US 9 PROJECTS	RELEASE			27-Jun	28-Jun	\$	(268,511.57)	(268,511.57)
T200800901		LS3E	HSIP SC, US 9 PROJECTS	RELEASE			27-Jun	28-Jun	\$	(1,732,767.21)	(1,732,767.21)
T200800901		L21R	HSIP SC, US 9 PROJECTS	RELEASE			27-Jun	28-Jun	\$	(54,552.45)	(54,552.45)
T200809001		ZS30	HSIP NCC, I-95, N213 CARR ROAD & N3, MARSH ROAD INTERCHANGE IMPROVEMENTS	PE	294		15-Nov	16-Nov	\$	357,376.30	357,376.30
T200809001		M001	HSIP NCC, I-95, N213 CARR ROAD & N3, MARSH ROAD INTERCHANGE IMPROVEMENTS	UT	295	HSIP-NCC	15-Feb	15-Feb	\$	11,680.00	11,680.00
T200809001		M0E1	HSIP NCC, I-95, N213 CARR ROAD & N3, MARSH ROAD INTERCHANGE IMPROVEMENTS	ADVERTISE	295	HSIP-NCC	6-Aug	7-Aug	\$	851,866.56	851,866.56
T200809001		Z001	HSIP NCC, I-95, N213 CARR ROAD & N3, MARSH ROAD INTERCHANGE IMPROVEMENTS	ADVERTISE	295	HSIP-NCC	6-Aug	7-Aug	\$	4,233,772.65	4,233,772.65
T200809001	NF	Z004	HSIP NCC, I-95, N213 CARR ROAD & N3, MARSH ROAD INTERCHANGE IMPROVEMENTS	ADVERTISE	295	HSIP-NCC	6-Aug	7-Aug	\$	4,002,567.00	4,002,567.00
T200809003		L050	SR 1 /I-95 INTERCHANGE	RELEASE			19-Jul	19-Jul	\$	(3,150,554.98)	(3,150,554.98)
T200809003		M001	SR 1 /I-95 INTERCHANGE	RELEASE			19-Jul	19-Jul	\$	(108,487.90)	(108,487.90)
T200809003	NF	LZ20	SR 1 /I-95 INTERCHANGE	RELEASE			19-Jul	19-Jul	\$	(4,739.78)	(4,739.78)
T200809003	NF	LY20	SR 1 /I-95 INTERCHANGE	RELEASE			19-Jul	19-Jul	\$	(13,213.38)	(13,213.38)
T200809003		L05E	SR 1 /I-95 INTERCHANGE	RELEASE			19-Jul	19-Jul	\$	(414,928.98)	(414,928.98)
T200811201		ZS30	HSIP, SC,ZOAR RD,SPEEDWAY RD,& BETHESDA RD	UT			31-May	31-May	\$	(58,650.80)	(58,650.80)
T200812202		Z001	SR 1, SOUTH FREDERICA GRADE SEPERATED INTERSECTION	CONVERT	478		25-Jun	26-Jun	\$	1,917,394.70	1,917,394.70
T200900704		ZS30	HSIP NCC, SR 273, APPLEBY ROAD TO AIRPORT ROAD	TR	304		25-Oct	27-Oct	\$	(177,096.82)	(177,096.82)
T200900704		ZS30	HSIP NCC, SR 273, APPLEBY ROAD TO AIRPORT ROAD	CONVERT	300		2-May	10-May	\$	5,359,903.96	5,359,903.96
T200900704		MS3E	HSIP NCC, SR 273, APPLEBY ROAD TO AIRPORT ROAD	CONVERT	300		2-May	10-May	\$	25,682.67	25,682.67

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date
T200900704		MS30	HSIP NCC, SR 273, APPLEBY ROAD TO AIRPORT ROAD	CONVERT	300		2-May	10-May	417,569.00	417,569.00
T200900704		LS3E	HSIP NCC, SR 273, APPLEBY ROAD TO AIRPORT ROAD	CONVERT	300		2-May	10-May	234,762.73	234,762.73
T200907301		L050	BR 3-156, INDIAN RIVER INLET ROADWAY & APPROACHES, PHASE II	RELEASE		Bridge Pres	26-Mar	28-Mar	(15,387.10)	(15,387.10)
T200907301		L05R	BR 3-156, INDIAN RIVER INLET ROADWAY & APPROACHES, PHASE II	RELEASE		Bridge Pres	26-Mar	28-Mar	(612,507.82)	(612,507.82)
T200907301		M001	BR 3-156, INDIAN RIVER INLET ROADWAY & APPROACHES, PHASE II	RELEASE		Bridge Pres	26-Mar	28-Mar	(50,250.83)	(50,250.83)
T200907301		Q050	BR 3-156, INDIAN RIVER INLET ROADWAY & APPROACHES, PHASE II	RELEASE		Bridge Pres	26-Mar	28-Mar	(708,285.83)	(708,285.83)
T200907403		Z230	BR 1-501, 1-501A & 1-501B SR 141 VIADUCT OVER SR4	RELEASE		Bridge Pres	7-Dec	11-Dec	(34,851.85)	(34,851.85)
T200907403		L1CO	BR 1-501, 1-501A & 1-501B SR 141 VIADUCT OVER SR4	RELEASE		Bridge Pres	7-Dec	11-Dec	(163,501.66)	(163,501.66)
T200907403		L1CE	BR 1-501, 1-501A & 1-501B SR 141 VIADUCT OVER SR4	RELEASE		Bridge Pres	7-Dec	11-Dec	(224,738.78)	(224,738.78)
T200907403	NF	LZ2E	BR 1-501, 1-501A & 1-501B SR 141 VIADUCT OVER SR4	RELEASE		Bridge Pres	7-Dec	11-Dec	(92,000.00)	(92,000.00)
T200909001		M001	ROADWAY LIGHTING REPLACEMENT, I-95	UT	242		19-Apr	19-Apr	1,110.57	1,110.57
T200920002		L220	PAPER MILL ROAD SIDEWALK IMPROVEMENTS	RELEASE			21-May	23-May	(1,143.54)	(1,143.54)
T200920002		L22E	PAPER MILL ROAD SIDEWALK IMPROVEMENTS	RELEASE			21-May	23-May	(64,544.86)	(64,544.86)
T200920002		H220	PAPER MILL ROAD SIDEWALK IMPROVEMENTS	RELEASE			21-May	23-May	(9,244.25)	(9,244.25)
T201000701		LS3E	HSIP NCC, SR 71 OLD PORTER ROAD TO SR 7	CE	295		14-Sep	19-Sep	48,000.00	48,000.00
T201009002		Z001	ROAD A / SR7 IMPROVEMENTS	ADVERTISE	281		14-Sep	20-Sep	8,738,553.32	8,738,553.32
T201020005		L22E	SOUTH PARK DRIVE LIGHTING IMPROVEMENTS, CITY OF WILMINGTON	PE (Audit finding)			14-Aug	21-Aug	48.98	48.98
T201100503		LS4E	NORTH COLLEGE AVENUE, NEWARK, N-311, RAILROAD CROSSING SAFETY IMPROVEMENTS	RR	100		7-Nov	8-Nov	(360,000.00)	(360,000.00)
T201100901		Z001	HSIP SC, US 9 AND SR5 INTERSECTION	Transfer to Maint	637		19-Dec	20-Dec	11,196.00	11,196.00
T201100901		M001	HSIP SC, US 9 AND SR 5 INTERSECTION	Transfer from UT	637		13-Dec	14-Dec	(11,196.00)	(11,196.00)
T201100901		M001	HSIP SC, US 9 AND SR 5 INTERSECTION	UT	637		30-Nov	1-Dec	40,000.00	40,000.00
T201100901		M001	HSIP SC, US 9 AND SR 5 INTERSECTION	CE	537		16-Apr	16-Apr	180,372.18	180,372.18
T201100901		Z001	HSIP SC, US 9 AND SR 5 INTERSECTION	ADVERTISE	537		18-Jun	18-Jun	4,352,459.68	4,352,459.68
T201100901		L050	HSIP SC, US 9 AND SR 5 INTERSECTION	ADVERTISE	537		18-Jun	18-Jun	23,106.83	23,106.83
T201100901		Z001	HSIP SC, US 9 AND SR 5 INTERSECTION	AWARD	537		29-Aug	6-Sep	107,746.50	107,746.50
T201011303		Z001	US301, GARVEE DEBT SERVICE	CONVERT PF	274		10-Oct	11-Oct	10,983,212.50	10,983,212.50
T201012001		Z240	SR299, SR 1 TO CATHERINE STREET	PE	316		15-Nov	16-Nov	300,000.00	300,000.00
T201012001		Z240	SR299, SR 1 TO CATHERINE STREET	PE	314		23-Mar	2-Apr	39,190.00	39,190.00
T201012001		Z240	SR299, SR 1 TO CATHERINE STREET	PE	314		18-Sep	20-Sep	437,497.48	437,497.48
T201101001		ZS30	2011 HIGHWAY SAFETY IMPROVEMENT PROGRAM - STUDIES	PF	103 HEP		20-Nov	21-Nov	174,826.77	174,826.77

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date
T201101001		LS3E	2011 HIGHWAY SAFETY IMPROVEMENT PROGRAM - STUDIES	RELEASE		103 HEP	11-Dec	12-Dec	(155,079.90)	(155,079.90)
T201107201		M001	BR 2-195A ON WEST RAILROAD AVE OVER ISAAC BRANCH, WYOMING	RELEASE		Bridge Pres	9-Mar	12- Mar	(22,473.15)	(22,473.15)
T201107201		M0E1	BR 2-195A ON WEST RAILROAD AVE OVER ISAAC BRANCH, WYOMING	RELEASE		Bridge Pres	9-Mar	12- Mar	(3,800.00)	(3,800.00)
T201107201		L1CE	BR 2-195A ON WEST RAILROAD AVE OVER ISAAC BRANCH, WYOMING	RELEASE		Bridge Pres	9-Mar	12- Mar	(33,101.08)	(33,101.08)
T201107203		M231	BR 2-100A ON DENNEYS ROAD OVER FORK BRANCH	RELEASE UT		550 Bridge Pres	18-Oct	19-Oct	(15,000.00)	(15,000.00)
T201107203		L1CE	BR 2-100A ON DENNEYS ROAD OVER FORK BRANCH	RELEASE UT		550 Bridge Pres	18-Oct	19-Oct	(1,931.99)	(1,931.99)
T201107401		H100	BR 1-665N AND BR 1-665S CARRYING US 13 OVER BAYLOR BLVD	RELEASE		Bridge Pres	13-Mar	13- Mar	(26,922.01)	(26,922.01)
T201107401		M001	BR 1-665N AND BR 1-665S CARRYING US 13 OVER BAYLOR BLVD	RELEASE		Bridge Pres	13-Mar	13- Mar	(471,074.97)	(471,074.97)
T201109001		M001	SR141 IMPROVEMENTS, I-95 INTERCHANGE TO JAY DRIVE	PE		285	12-Feb	14-Feb	140,950.21	140,950.21
T201109001		M001	SR141 IMPROVEMENTS, I-95 INTERCHANGE TO JAY DRIVE	PE		285	23-Apr	26-Apr	160,000.00	160,000.00
T201109001		Z001	SR 141 IMPROVEMENTS, I-95 INTERCHANGE TO JAY DRIVE	PE		285	14-Sep	19-Sep	263,544.27	263,544.27
T201109002	NF	Z002	I-95 AND SR141 INTERCHANGE, RAMPS G&F IMPROVEMENTS	CONVERT		271	24-Apr	25-Apr	2,531,832.00	2,531,832.00
T201109002		Z003	I-95 AND SR141 INTERCHANGE, RAMPS G&F IMPROVEMENTS	CONVERT		271	24-Apr	25-Apr	3,434,955.67	3,434,955.67
T201109002		L050	I-95 AND SR141 INTERCHANGE, RAMPS G&F IMPROVEMENTS	CONVERT		271	24-Apr	25-Apr	19,812.33	19,812.33
T201109002	NF	Z002	I-95 AND SR141 INTERCHANGE, RAMPS G&F IMPROVEMENTS	UT RELEASE		271	21-Jun	21-Jun	(136,934.44)	(136,934.44)
T201111201		L250	PLANTATION ROAD IMPROVEMENTS SR 24 TO US 9	PE		560	17-Sep	20-Sep	136,000.00	136,000.00
T201112201		M001	SR 1 NE FRONT STREET GRADE SEPARATED INTERSECTION	UT		476	19-Jun	21-Jun	5,412.83	5,412.83
T201112201		Z001	SR 1 NE FRONT STREET GRADE SEPARATED INTERSECTION	CONVERT		476	24-Sep	24-Sep	3,480,127.43	3,480,127.43
T201120004		Z301	DE AVENUE STREETScape IMPROVEMENTS	CONVERT		71	4-Sep	6-Sep	80,556.75	80,556.75
T201200104		Z001	US 40 AND SR7 INTERSECTION IMPROVEMENTS	ADVERTISE		295	10-Sep	10-Sep	2,435,608.42	2,435,608.42
T201200105		Z230	HSIP NCC, OLD BALTIMORE PIKE AND SALEM CHURCH ROAD	ROW		295	8-Sep	13-Sep	100,000.00	100,000.00
T201200108		Z230	HEP NCC, SR 72 AND OLD BALTIMORE PIKE INTERSECTION IMPROVEMENTS	CONT		295 HSIP-NCC	26-Feb	2-Mar	183,951.91	183,951.91
T201200108		M230	HEP NCC, SR 72 AND OLD BALTIMORE PIKE INTERSECTION IMPROVEMENTS	ROW		295 HSIP-NCC	26-Mar	2-Apr	50,000.00	50,000.00
T201200108		L23E	HEP NCC, SR 72 AND OLD BALTIMORE PIKE INTERSECTION IMPROVEMENTS	UT		295 HSIP-NCC	10-Jul	12-Jul	29,139.86	29,139.86
T201200108		L23E	HEP NCC, SR 72 AND OLD BALTIMORE PIKE INTERSECTION IMPROVEMENTS	RR		295	5-Sep	6-Sep	116,000.00	116,000.00
T201200701		M001	HEP NCC,SR2, WOLLASTON ROAD TO MILLTOWN ROAD	ROW		103 HEP	15-Feb	16-Feb	75,000.00	75,000.00
T201200701		L05E	HEP NCC,SR2, WOLLASTON ROAD TO MILLTOWN ROAD	ROW		295 HSIP-NCC	28-Mar	2-Apr	400,000.00	400,000.00
T201200802		Z231	HAP KC, SR10 & SR15 INTERSECTION IMPROVEMENTS	CONVERT		470	8-May	10- May	701,191.12	701,191.12
T201200903		ZS30	HSIP SR 24 AT SR 5 / SR 23 INTERSECTION IMPROVEMENTS	PE		666	19-Dec	20-Dec	120,135.00	120,135.00
T201200903		ZS30	HSIP SR 24 AT SR 5 / SR 23 INTERSECTION IMPROVEMENTS	PE		534	7-Mar	9-Mar	4,000.00	4,000.00
T201200903		LS30	HSIP SR 24 AT SR 5 / SR 23 INTERSECTION IMPROVEMENTS	LS30		666	23-Aug	23-Aug	28,957.90	28,957.90
T201200903	NF	Z007	HSIP SR 24 AT SR 5 / SR 23 INTERSECTION IMPROVEMENTS	ROW		534	5-Sep	13-Sep	805,921.00	805,921.00
T201200903		Z232	HSIP SR 24 AT SR 5 / SR 23 INTERSECTION IMPROVEMENTS	ROW		534	5-Sep	13-Sep	1,059,863.00	1,059,863.00
T201201004		LS3E	2010 HAZARD ELIMINATION PROGRAM - TRAFFIC CONTROL DEVICE IMP	RELEASE		105 SEC 154	16-Mar	19- Mar	(99,882.83)	(99,882.83)
T201206101		L23E	PAVEMENT & REHABILITATION, NORTH I, 2012	CONVERT		89	6-Aug	28-Aug	66,127.07	66,127.07

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date
T201206110		M001	PAVEMENT & REHABILITATION , NORTH X, 2012	RELEASE			27-Jun	2-Jul	(15,880.15)	(15,880.15)
T201206110		M0E1	PAVEMENT & REHABILITATION , NORTH X, 2012	RELEASE			27-Jun	2-Jul	(357,164.49)	(357,164.49)
T201206115		M230	PAVEMENT & REHABILITATION, NORTH XV, 2012	RELEASE			13-Mar	13-Mar	(909,162.03)	(909,162.03)
T201206803		M001	MICROSURFACING CENTRAL AND SOUTH, FY2014	RELEASE			23-Aug	23-Aug	(36,700.00)	(36,700.00)
T201206804		M240	THIN OVERLAY CENTRAL AND SOUTH, FY 2014	TRANSFER CONT	91 Paving		24-Oct	27-Oct	(5,381.55)	(5,381.55)
T201206804		M240	THIN OVERLAY CENTRAL AND SOUTH, FY 2014	RELEASE	91 Paving		16-Mar	21-Mar	(473,668.47)	(473,668.47)
T201206804		M240	THIN OVERLAY CENTRAL AND SOUTH, FY 2014	TRANSFER TO CE	91 Paving		24-Oct	27-Oct	5,381.55	5,381.55
T201207101		Z233	BR 1-159 ON JAMES STREET OVER CHRISTINA RIVER	PE	381 Bridge Pres		30-Nov	6-Dec	64,000.00	64,000.00
T201207101		Z233	BR 1-159 ON JAMES STREET OVER CHRISTINA RIVER	PE	381 Bridge Pres		7-Aug	13-Aug	160,000.00	160,000.00
T201207103		Z231	BR 1-543 ON N213 CARR ROAD OVER SHELLPOT CREEK	CNT INC	83 Bridge Pres		13-Mar	13-Mar	18,400.00	18,400.00
T201207103		Z231	BR 1-543 ON N213 CARR ROAD OVER SHELLPOT CREEK	RELEASE UT	83 Bridge Pres		23-Mar	28-Mar	(54,422.00)	(54,422.00)
T201207505		L1CE	KENT COUNTY PIPE REPLACEMENTS FEDERAL 2012	RELEASE	83 Bridge Pres		2-Apr	2-Apr	(5,000.00)	(5,000.00)
T201207604		M233	SUSSEX COUNTY PIPE REPLACEMENTS, FEDERAL,2012	CNT	83		18-May	29-May	(61,735.64)	(61,735.64)
T201220007		L220	RODNEY SQUARE BEAUTIFICATION PHASE II	AUDIT-PD	71 TAP		25-May	29-May	880.79	880.79
T201230008		L40E	OPEN END CONSTRUCTION SERVICES,STATEWIDE TRAILS,KENT / SUSSEX	RELEASE			21-May	22-May	(619,922.77)	(619,922.77)
T201230008		L94E	OPEN END CONSTRUCTION SERVICES,STATEWIDE TRAILS,KENT / SUSSEX	RELEASE			21-May	22-May	(195.02)	(195.02)
T201300301		L240	HEP SC, SR404 & SR18 INTERSECTION IMPROVEMENTS	AWARD / CE	627		9-Nov	13-Nov	88,478.40	88,478.40
T201300301		L240	HEP SC, SR404 & SR18 INTERSECTION IMPROVEMENTS	AWARD / TR	627		9-Nov	13-Nov	1,691.38	1,691.38
T201300301		L240	HEP SC, SR404 & SR18 INTERSECTION IMPROVEMENTS	AWARD / CONT	627		9-Nov	13-Nov	154,981.42	154,981.42
T201300301		Z240	HEP SC, SR404 & SR18 INTERSECTION IMPROVEMENTS	AWARD / REDUCE CO	627		9-Nov	13-Nov	(257,085.53)	(257,085.53)
T201300301		M24E	HEP SC, SR404 & SR18 INTERSECTION IMPROVEMENTS	UT	534		3-Apr	4-Apr	16,673.48	16,673.48
T201307301		Z001	BR 3-507 ON US 113 OVER IRON BRANCH	PE	694 Bridge Pres		11-Dec	14-Dec	32,000.00	32,000.00
T201300303		MS3E	HEP SC US13@ S46	RELEASE			9-Mar	12-Mar	(23,367.35)	(23,367.35)
T201300303		MS30	HEP SC US13@ S46	RELEASE			9-Mar	12-Mar	(24,678.02)	(24,678.02)
T201300303		M24E	HEP SC US13@ S46	RELEASE			9-Mar	12-Mar	(23,714.26)	(23,714.26)
T201304601		H250	PARK AVENUE RELOCATION	CONVERT			21-Aug	23-Aug	699,364.25	699,364.25
T201307101		L240	BR 1-567A ON N501 HAY ROAD OVER SHELLPOT CREEK, CITY OF WILMINGTON	CE	83 Bridge Pres		16-Apr	17-Apr	15,976.51	15,976.51

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date
T201307101		M233	BR 1-567A ON N501 HAY ROAD OVER SHELLPOT CREEK, CITY OF WILMINGTON	UT		83 Bridge Pres	18-Jun	19-Jun	33,276.80	33,276.80
T201307401		M24E	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER	RELEASE		Bridge Pres	26-Jan	30-Jan	(327,026.03)	(327,026.03)
T201307401		L1CE	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER	RELEASE		Bridge Pres	26-Jan	30-Jan	(6,393.25)	(6,393.25)
T201307401		M240	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER	RELEASE		Bridge Pres	26-Jan	30-Jan	(27,050.00)	(27,050.00)
T201320003		Z301	11TH STREET STREETScape IMPROVEMENTS, CITY OF WILMINGTON	AWARD		71 TAP	31-Oct	1-Nov	(28,884.00)	(28,884.00)
T201320004		Z302	NORTH STREET SIDEWALK IMPROVEMENTS	CE		71 TAP	3-Nov	9-Nov	66,400.00	66,400.00
T201330009		Z400	INDUSTRIAL TRACK PHASE III	CONVERT			9-Mar	9-Mar	7,097,840.00	7,097,840.00
T201330009		Z400	INDUSTRIAL TRACK PHASE III	CONVERT	385		17-Aug	21-Aug	612,877.84	612,877.84
T201330009		L40E	INDUSTRIAL TRACK PHASE III	CONVERT	385		17-Aug	21-Aug	578,160.00	578,160.00
T201330009		Z240	INDUSTRIAL TRACK PHASE III	CONVERT			27-Mar	28-Mar	80,000.00	80,000.00
T201330009		Z400	INDUSTRIAL TRACK PHASE III	CONVERT	385		29-Aug	30-Aug	235,644.02	235,644.02
T201330010		L40E	WEST STREET TRAIL CONNECTION	CONVERT	126 BIKE PED		16-Jul	19-Jul	149,652.62	149,652.62
T201330011		Z400	BRECKNOCK PARK MULTI-USE TRAIL	AWARD	130 BIKE PED		29-Nov	5-Dec	121,041.86	121,041.86
T201330011		Z400	BRECKNOCK PARK MULTI-USE TRAIL	CE	126 BIKE PED		26-Jan	30-Jan	46,857.17	46,857.17
T201400401		MS30	2013 HAZARD ELIMINATION PROGRAM-TRAFFIC CONTROL DEVICE IMPROVEMENTS	RELEASE	103 HEP		15-Mar	20-Mar	(64,106.07)	(64,106.07)
T201400502		LS4E	RAILROAD DESIGN SERVICES STATEWIDE	PD	100		8-Dec	12-Dec	360,000.00	360,000.00
T201400502		ZS40	RAILROAD DESIGN SERVICES STATEWIDE	PD	100		8-Dec	12-Dec	214,169.86	214,169.86
T201400502		ZS50	RAILROAD DESIGN SERVICES STATEWIDE	PD	100		8-Dec	12-Dec	337,750.00	337,750.00
T201400901		ZS30	HSIP SC, US 113 AT SR404 / SR18 INTERSECTION IMPROVEMENTS	ADVERTISE	633		14-Nov	16-Nov	1,303,417.42	1,303,417.42
T201400901		ZS30	HSIP SC, US 113 AT SR404 / SR18 INTERSECTION IMPROVEMENTS	AWARD	103 HEP		23-Nov	24-Nov	(132,213.62)	(132,213.62)
T201401101		M230	SR 72, ADVANCED UTILITY RELOCATION FROM MCCOY ROAD TO SR71	UT	339		1-Jan	9-Jan	40,800.00	40,800.00
T201401101		Z460	SR 72, ADVANCED UTILITY RELOCATION FROM MCCOY ROAD TO SR71	ADVERTISE	339		8-Aug	13-Sep	4,163,549.78	4,163,549.78
T201401003		LS30	RUMBLE STRIP INSTALLATION, STATEWIDE, OPEN-END	RELEASE			24-Apr	27-Apr	(59,975.27)	(59,975.27)
T201401003		LS20	RUMBLE STRIP INSTALLATION, STATEWIDE, OPEN-END	RELEASE			24-Apr	27-Apr	(35,374.50)	(35,374.50)
T201401003		MS30	RUMBLE STRIP INSTALLATION, STATEWIDE, OPEN-END	RELEASE			24-Apr	27-Apr	(250,323.02)	(250,323.02)
T201401004		ZS31	HIGH FRICTION SURFACE TREATMENT, STATEWIDE, OPEN END	CONVERT	105 SEC 154		17-Jan	17-Jan	350,000.00	350,000.00
T201401004		ZS31	HIGH FRICTION SURFACE TREATMENT, STATEWIDE, OPEN END	CNT	105 SEC 154		3-Jul	9-Jul	300,000.00	300,000.00
T201404101		Z230	LITTLE BALTIMORE ROAD DRAINAGE IMPROVEMENTS	PE	333		10-Jul	12-Jul	200,000.00	200,000.00
T201404101		Z230	LITTLE BALTIMORE ROAD DRAINAGE IMPROVEMENTS	ROW	333		17-Aug	24-Aug	200,000.00	200,000.00
T201404703		M240	FY14 DELTRAC SIGNAL INITIATIVES	RELEASE			19-Jun	20-Jun	(500,153.42)	(500,153.42)
T201406302		L25E	PAVEMENT & REHABILITATION, SOUTH II-II, 2014	RELEASE			29-Nov	30-Nov	(1,039,823.39)	(1,039,823.39)
T201406302		M232	PAVEMENT & REHABILITATION, SOUTH II-II, 2014	RELEASE			29-Nov	30-Nov	(162,123.23)	(162,123.23)
T201407004		M0E1	CANTILEVER AND OVERHEAD SIGN STRUCTURES, OPEN END, FY 16-18	RELEASE / UT	443 Bridge Pres		23-Oct	27-Oct	(50,000.00)	(50,000.00)
T201407004		L05E	CANTILEVER AND OVERHEAD SIGN STRUCTURES, OPEN END, FY 16-18	CE	83		2-Aug	6-Aug	60,532.95	60,532.95

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date
T201407101		Z240	BR 1-239 ON N352 RED MILL ROAD OVER TRIBUTARY TO WHITE CLAY CREEK	AWARD / CO		389 Bridge Pres	18-Oct	18-Oct	(14,917.28)	(14,917.28)
T201407101		Z240	BR 1-239 ON N352 RED MILL ROAD OVER TRIBUTARY TO WHITE CLAY CREEK	AWARD / CE		389 Bridge Pres	18-Oct	18-Oct	16,000.00	16,000.00
T201407101		Z240	BR 1-239 ON N352 RED MILL ROAD OVER TRIBUTARY TO WHITE CLAY CREEK	AWARD / CONT		389 Bridge Pres	18-Oct	18-Oct	(1,331.73)	(1,331.73)
T201407101		Z240	BR 1-239 ON N352 RED MILL ROAD OVER TRIBUTARY TO WHITE CLAY CREEK	CE		83 Bridge Pres	23-Apr	3-May	19,577.65	19,577.65
T201407102		M24E	BR 1-227 ON N013 PAPER MILL ROAD OVER MIDDLE RUN TRIBUTARY	ROW		83	5-Sep	11-Sep	8,000.00	8,000.00
T201407105		Z001	BR 1-680 ON SR141 BASIN RD OVER US13	CONVERT		83	14-May	15-May	6,422,396.01	6,422,396.01
T201407201		L24E	BR 2-388C ON SR 15 CANTERBURY ROAD OVER WARD BRANCH	RELEASE		Bridge Pres	15-Nov	21-Nov	(37,659.92)	(37,659.92)
T201407201		M24E	BR 2-388C ON SR 15 CANTERBURY ROAD OVER WARD BRANCH	RELEASE		Bridge Pres	15-Nov	21-Nov	(132,848.58)	(132,848.58)
T201407201		M240	BR 2-388C ON SR 15 CANTERBURY ROAD OVER WARD BRANCH	RELEASE		Bridge Pres	15-Nov	21-Nov	(23,147.25)	(23,147.25)
T201407202		Z240	BR 2-031A ON IRISH HILL ROAD OVER DOUBLE RUN CREEK	ROW		Bridge Pres	11-May	16-May	9,600.00	9,600.00
T201407204		Z231	BR 2-050A ON SR8 HALLTOWN ROAD OVER BEAVERDAM DITCH	ROW		578 Bridge Pres	14-Nov	16-Nov	8,000.00	8,000.00
T201407204		Z231	BR 2-050A ON SR8 HALLTOWN ROAD OVER BEAVERDAM DITCH	ROW		83 Bridge Pres	3-Apr	5-Apr	4,000.00	4,000.00
T201407204	NF	Z006	BR 2-050A ON SR8 HALLTOWN ROAD OVER BEAVERDAM DITCH	ADVERTISE		83	29-Aug	30-Aug	1,286,687.00	1,286,687.00
T201407204		Z231	BR 2-050A ON SR8 HALLTOWN ROAD OVER BEAVERDAM DITCH	ADVERTISE		83	29-Aug	30-Aug	64,980.28	64,980.28
T201407206		Z240	BR 2-052B ON K052 WESTVILLE ROAD OVER ALMHOUSE BRANCH	UT		580 Bridge Pres	18-Oct	18-Oct	8,000.00	8,000.00
T201407206		Z231	BR 2-052B ON K052 WESTVILLE ROAD OVER ALMHOUSE BRANCH	AWARD		580 Bridge Pres	4-Dec	6-Dec	53,600.00	53,600.00
T201407206		M231	BR 2-052B ON K052 WESTVILLE ROAD OVER ALMHOUSE BRANCH	AWARD		580 Bridge Pres	4-Dec	6-Dec	16,138.92	16,138.92
T201407206		Z231	BR 2-052B ON K052 WESTVILLE ROAD OVER ALMHOUSE BRANCH	CNT		83	6-Aug	6-Aug	116,800.00	116,800.00
T201407207		Z233	BR 2-114E ON TODDS CHAPEL ROAD OVER QUARTER BRANCH	CE		83 Bridge Pres	2-Feb	7-Feb	22,834.24	22,834.24
T201407207		Z233	BR 2-114E ON TODDS CHAPEL ROAD OVER QUARTER BRANCH	AWARD		586 Bridge Pres	14-Nov	16-Nov	26,947.16	26,947.16
T201407207		Z233	BR 2-114E ON TODDS CHAPEL ROAD OVER QUARTER BRANCH	CONT		83 Bridge Pres	5-Apr	5-Apr	11,720.52	11,720.52
T201407207		Z233	BR 2-114E ON TODDS CHAPEL ROAD OVER QUARTER BRANCH	CONT		83 Bridge Pres	10-May	10-May	16,246.97	16,246.97
T201407306		H250	BR 3-935 ON S211 MCCOY STREET OVER HERRING BRANCH	UT		83	6-Aug	6-Aug	6,000.00	6,000.00
T201407306		H250	BR 3-935 ON S211 MCCOY STREET OVER HERRING BRANCH	UT		83	13-Aug	13-Aug	2,000.00	2,000.00
T201407309		M232	BR3-807 ON SR 30 OVER INGRAM BRANCH	RELEASE / PE		Bridge Pres	31-Oct	1-Nov	(22,844.80)	(22,844.80)
T201407309		H250	BR 3-588 ON SR26 NINE FOOT ROAD OVER WHARTON'S BRANCH	ROW		83 Bridge Pres	7-Feb	12-Feb	17,600.00	17,600.00
T201407401		H100	BR 1-814 ON N009 12TH STREET OVER NORFOLK SOUTHERN RR	AWARD		435 Bridge Pres	15-Nov	16-Nov	(59,548.24)	(59,548.24)
T201407401		Z230	BR 1-814 ON N009 12TH STREET OVER NORFOLK SOUTHERN RR	AWARD		435 Bridge Pres	15-Nov	16-Nov	(40,660.21)	(40,660.21)

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date
T201407401		Z230	BR 1-814 ON N009 12TH STREET OVER NORFOLK SOUTHERN RR	AWARD		435 Bridge Pres	15-Nov	16- Nov	(15,031.27)	(15,031.27)
T201407401		L23E	BR 1-814 ON N009 12TH STREET OVER NORFOLK SOUTHERN RR	AWARD		435 Bridge Pres	15-Nov	16-Jan	80,250.00	80,250.00
T201407403		Z001	BR 1-577 ON N050 NORTHEAST BLVD OVER BRANDYWINE RIVER	ADVERTISE		83	7-Sep	11-Sep	2,678,896.55	2,678,896.55
T201407403	NF	LZ20	BR 1-577 ON N050 NORTHEAST BLVD OVER BRANDYWINE RIVER	ADVERTISE		83	7-Sep	11-Sep	4,739.78	4,739.78
T201407403	NF	LZ2E	BR 1-577 ON N050 NORTHEAST BLVD OVER BRANDYWINE RIVER	ADVERTISE		83	7-Sep	11-Sep	92,000.00	92,000.00
T201407404		Z001	REHABILITATION OF I-95 FROM I-495 TO NORTH OF BRANDYWINE RIVER BRIDGE	PE		377	12-Jul	17-Jul	1,600,000.00	1,600,000.00
T201407407		Z230	BRIDGE PAINTING, NEW CASTLE COUNTY,2016	PE		373	13-Mar	15- Mar	45,000.00	45,000.00
T201407407		Z230	BRIDGE PAINTING, NEW CASTLE COUNTY,2016	ADVERTISE		373	11-May	16- May	805,386.88	805,386.88
T201407407		Z001	BRIDGE PAINTING, NEW CASTLE COUNTY,2016	ADVERTISE		373	11-May	16- May	446,263.92	446,263.92
T201407407		Z001	BRIDGE PAINTING, NEW CASTLE COUNTY,2016	AWARD		373	12-Jul	16-Jul	1,000.00	1,000.00
T201407407		Z230	BRIDGE PAINTING, NEW CASTLE COUNTY,2016	AWARD		373	12-Jul	16-Jul	(157,860.45)	(157,860.45)
T201407601		H250	BR 3-152 ON CENTRAL AVENUE AND BR 3-161 ON POPLAR STREET	CONVERT		83	21-Jun	25-Jun	1,337,350.51	1,337,350.51
T201407602		L05E	BR 3-150 N&S ON SR1 OVER LEWES REHOBOTH CANAL	PE		83 Bridge Pres	23-Mar	2-Apr	376,000.00	376,000.00
T201407701		MOE1	STRUCTURE MAINTENANCE, NORTH DISTRICT, OPEN END FY15-FY17	RELEASE			23-Aug	23-Aug	(43,946.14)	(43,946.14)
T201412701		Z001	US113 @ SR18/SR404 (GEORGETOWN) GRADE SEPARATED INTERSECTION	PE		555	13-Jul	18-Jul	1,064,000.00	1,064,000.00
T201430001		L40E	OPEN-END CONSTRUCTION SERVICES, STATEWIDE TRAILS, KENT COUNTY	RELEASE			29-Mar	29- Mar	(290,124.91)	(290,124.91)
T201430001		M940	OPEN-END CONSTRUCTION SERVICES, STATEWIDE TRAILS, KENT COUNTY	RELEASE			29-Mar	29- Mar	(9,050.71)	(9,050.71)
T201430001		L94E	OPEN-END CONSTRUCTION SERVICES, STATEWIDE TRAILS, KENT COUNTY	RELEASE			29-Mar	29- Mar	(108,743.15)	(108,743.15)
T201466001		M550	SPR PLANNING PROGRAM 2014	PLAN		152	24-May	24- May	(50,079.15)	(50,079.15)
T201466001	NF	77FE	SPR PLANNING PROGRAM 2014	PLAN		152	24-May	24- May	(39,964.80)	(39,964.80)
T201466001		L550	SPR PLANNING PROGRAM 2014	PLAN		152	24-May	24- May	(644,000.00)	(644,000.00)
T201468001		Z560	LOCAL TRANSPORTATION ASSISTANCE PROGRAM 2014	PF		144	22-Aug	23-Aug	36,197.01	36,197.01
T201500101	NF	621E	FY2015 HIGHWAY SAFETY IMPROVEMENT PROGRAM	RELEASE			31-Oct	1-Nov	(75.53)	(75.53)
T201500103		ZS30	HEP NCC, SR41 AND FAULKLAND ROAD INTERSECTION	UT		290	7-Dec	12-Dec	360,000.00	360,000.00
T201500103		ZS30	HEP NCC, SR41 AND FAULKLAND ROAD INTERSECTION	CE		103 HEP	18-Jan	22-Jan	51,282.81	51,282.81
T201500103		ZS30	HEP NCC, SR41 AND FAULKLAND ROAD INTERSECTION	ADVERTISE		295 HSIP-NCC	21-Feb	22-Feb	1,541,894.63	1,541,894.63
T201500201		Z231	HEP KC, SR 8 & SR 15 INTERSECTION IMPROVEMENTS	PE		466	6-Apr	11-Apr	49,625.60	49,625.60
T201500202		Z231	HEP, KC, US13, LOCHMEATH WAY TO PUNCHEON RUN CONNECTOR	PE		468	8-Mar	14- Mar	222,021.26	222,021.26
T201500202		Z231	HEP, KC, US13, LOCHMEATH WAY TO PUNCHEON RUN CONNECTOR	PE		468	24-Apr	3-May	127,912.00	127,912.00
T201500202		Z231	HEP, KC, US13, LOCHMEATH WAY TO PUNCHEON RUN CONNECTOR	PE		468	1-Sep	10-Sep	617,798.49	617,798.49
T201500301		M001	HEP SUSSEX COUNTY, SR1 AND SR 16 GRADE SEPARATED INTERSECTION	PE		532	9-Jan	11-Jan	2,618.28	2,618.28

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date
T201500401		MS3E	2014 HAZARD ELIMINATION PROGRAM-TRAFFIC CONTROL DEVICE	TR/UT	103		10-Jul	12-Jul	(313,672.98)	(313,672.98)
T201500502		ZS50	US113 AT SR14 RAILROAD CROSSING SAFETY IMPROVEMENTS	TRANSFER TO RR	98		12-Feb	14-Feb	(29,996.05)	(29,996.05)
T201500502		ZS50	US113 AT SR14 RAILROAD CROSSING SAFETY IMPROVEMENTS	TRANSFER FROM PD	98		12-Feb	14-Feb	29,996.05	29,996.05
T201500502		LS5E	US113 AT SR14 RAILROAD CROSSING SAFETY IMPROVEMENTS	PE	98		27-Feb	27-Feb	(15,024.28)	(15,024.28)
T201500509		Z240	TERMINAL AVE (N-359) RAILROAD CROSSING SAFETY IMPROVEMENTS	CNT, CO, CE, RR	89 Paving		6-Feb	8-Feb	4,060,000.00	4,060,000.00
T201500509		Z240	TERMINAL AVE (N-359) RAILROAD CROSSING SAFETY IMPROVEMENTS	AWARD	89 Paving		24-Apr	27-Apr	(582,684.82)	(582,684.82)
T201500510		ZS40	SR9 KINGS HIGHWAY (S-268) RAILROAD CROSSING SAFETY IMPROVEMENTS	RR	100		23-Oct	27-Oct	15,000.00	15,000.00
T201500701		ZS31	SR 273 SIDEWALK, OLD BALTIMORE PIKE TO EAGLE RUN ROAD	RELEASE ADVERTISE	105 SEC 154		6-Mar	7-Mar	1,049,144.72	1,049,144.72
T201500701		ZS31	SR 273 SIDEWALK, OLD BALTIMORE PIKE TO EAGLE RUN ROAD	AWARD	105 SEC 154		10-May	10-May	(72,529.73)	(72,529.73)
T201503701		L050	WETLAND MITIGATION AT PETERSON WILDLIFE REFUGE	CONVERT	285		14-Aug	16-Aug	747,111.27	747,111.27
T201504109		L050	WALNUT STREET, FRONT STREET TO 3RD STREET, WILMINGTON	ADVERTISE	326		14-Aug	15-Aug	2,058,253.17	2,058,253.17
T201504109		L05E	WALNUT STREET, FRONT STREET TO 3RD STREET, WILMINGTON	ADVERTISE	326		14-Aug	15-Aug	354,396.03	354,396.03
T201504109		Z001	WALNUT STREET, FRONT STREET TO 3RD STREET, WILMINGTON	AWARD	326		11-Sep	18-Sep	283,965.60	283,965.60
T201504109		M001	WALNUT STREET, FRONT STREET TO 3RD STREET, WILMINGTON	AWARD	326		11-Sep	18-Sep	93,876.24	93,876.24
T201504109		M0E1	WALNUT STREET, FRONT STREET TO 3RD STREET, WILMINGTON	AWARD	326		11-Sep	18-Sep	112,987.60	112,987.60
T201504401		M001	ELKTON ROAD, MD LINE TO CASHO MILL ROAD	PE	293		27-Feb	2-Mar	20,000.00	20,000.00
T201504401		Z001	ELKTON ROAD, MD LINE TO CASHO MILL ROAD	PE	293		26-Apr	27-Apr	79,640.00	79,640.00
T201504401		Z001	ELKTON ROAD, MD LINE TO CASHO MILL ROAD	PE	293		11-May	15-May	40,000.00	40,000.00
T201504401		M001	ELKTON ROAD, MD LINE TO CASHO MILL ROAD	PE	293		11-Jun	14-Jun	90,000.00	90,000.00
T201504401		Z001	ELKTON ROAD, MD LINE TO CASHO MILL ROAD	UT	293		5-Sep	5-Sep	176,000.00	176,000.00
T201504401		L40E	ELKTON ROAD, MD LINE TO CASHO MILL ROAD	CE	293		18-Sep	20-Sep	104,000.00	104,000.00
T201506101		L240	PAVEMENT & REHABILITATION, NORTH I, 2015	CE	91 Paving		5-Dec	6-Dec	64,103.00	64,103.00
T201506101		L240	PAVEMENT & REHABILITATION, NORTH I, 2015	CE	89 Paving		6-Mar	9-Mar	60,000.00	60,000.00
T201506103		L240	PAVEMENT & REHABILITATION, NORTH III, 2015	CE	91 Paving		12-Dec	20-Dec	240,862.00	240,862.00
T201506103		L240	PAVEMENT & REHABILITATION, NORTH III, 2015	CONVERT	89 Paving		16-Mar	21-Mar	1,709,530.00	1,709,530.00
T201507303		H250	BR 3-137A ON S569 SAND HILL RD OVER JONES BRANCH	ADVERTISE	83		1-Jun	5-Jun	361,212.60	361,212.60
T201507303		H250	BR 3-137A ON S569 SAND HILL RD OVER JONES BRANCH	AWARD	83		6-Aug	7-Aug	33,886.10	33,886.10
T201507402		Z001	BR 1-714 ON N347 CHAPMAN ROAD OVER I-95	PE	83		16-Jul	19-Jul	17,224.57	17,224.57
T201507403		Z001	BR 1-634 ON SR100 DUPONT ROAD OVER EAST PENN RR	AWARD	417 Bridge Pres		22-Nov	27-Nov	96,280.00	96,280.00
T201507403		Z001	BR 1-634 ON SR100 DUPONT ROAD OVER EAST PENN RR	CO/CE/TR	77		20-Jun	21-Jun	4,104,842.20	4,104,842.20
T201507403		Z001	BR 1-634 ON SR100 DUPONT ROAD OVER EAST PENN RR	CE	77		14-Sep	18-Sep	16,000.00	16,000.00
T201507404		Z230	BR 1-111 & BR 1-599 ON N253 BENGE RD OVER RED CLAY CREEK	CONVERT	83		25-Jun	28-Jun	873,332.99	873,332.99
T201507602		Z001	BR 3-154 ON US9 SAVANNAH ROAD AND BR 3-153 ON SR1A REHOBOTH AVE	TR	83 Bridge Pres		27-Dec	28-Dec	54,512.00	54,512.00
T201507602		Z001	BR 3-154 ON US9 SAVANNAH ROAD AND BR 3-153 ON SR1A REHOBOTH AVE	TR	83 Bridge Pres		9-Jan	11-Jan	3,600.00	3,600.00
T201507602		L1C0	BR 3-154 ON US9 SAVANNAH ROAD AND BR 3-153 ON SR1A REHOBOTH AVE	ADVERTISE	83 Bridge Pres		18-May	23-May	1,203,813.21	1,203,813.21

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date
T201507602		L1CE	BR 3-154 ON US9 SAVANNAH ROAD AND BR 3-153 ON SR1A REHOBOTH AVE	ADVERTISE		83 Bridge Pres	18-May	23- May	2,974,272.19	2,974,272.19
T201507602		H100	BR 3-154 ON US9 SAVANNAH ROAD AND BR 3-153 ON SR1A REHOBOTH AVE	ADVERTISE		83 Bridge Pres	18-May	23- May	86,470.25	86,470.25
T201507602		Q100	BR 3-154 ON US9 SAVANNAH ROAD AND BR 3-153 ON SR1A REHOBOTH AVE	ADVERTISE		83 Bridge Pres	18-May	23- May	516,538.62	516,538.62
T201507602		Z001	BR 3-154 ON US9 SAVANNAH ROAD AND BR 3-153 ON SR1A REHOBOTH AVE	RE-ADVERTISE		83	17-Sep	21-Sep	2,244,848.95	2,244,848.95
T201507604		H250	STRUCTURE MAINTENANCE, OPEN END, SOUTH, 2015, 2016, 2017	CE		79	24-Jan	25-Jan	48,800.00	48,800.00
T201507604		H250	STRUCTURE MAINTENANCE, OPEN END, SOUTH, 2015, 2016, 2017	CNT		79	13-Feb	13-Feb	32,000.00	32,000.00
T201508301		M001	HORIZONTAL CURVE PROJECT	RELEASE		184 MUTCD	12-Feb	12-Feb	(94,322.92)	(94,322.92)
T201508301		LS2E	HORIZONTAL CURVE PROJECT	RELEASE		184 MUTCD	12-Feb	12-Feb	(33,372.40)	(33,372.40)
T201508301		Z001	HORIZONTAL CURVE PROJECT	RELEASE		184 MUTCD	12-Feb	12-Feb	(205,677.08)	(205,677.08)
T201508304		M001	INTERIM MUTCD LEFT EXIT COMPLIANCE	RELEASE		184 MUTCD	8-Mar	9-Mar	(11,100.45)	(11,100.45)
T201508305		M001	SIGNALIZED MEDIAN CROSSOVER SIGNING AND PAVEMENT MARKING UPGRADES - STATEWIDE	CONVERT		92	30-Jul	30-Jul	495,276.68	495,276.68
T201509002		Z001	I-95/I-295/I-495 INTERSTATE HIGH MAST LIGHTING IMPROVEMENTS	TRANSFER CNT		262	24-Oct	27-Oct	(97,333.00)	(97,333.00)
T201509002		Z001	I-95/I-295/I-495 INTERSTATE HIGH MAST LIGHTING IMPROVEMENTS	TRANSFER TO TR		262	24-Oct	27-Oct	97,333.00	97,333.00
T201511001		M0E1	SR 1 NORTHBOUND AUXILIARY LANE, US 40 TO SR 273	RELEASE		246	11-May	15- May	(108,300.15)	(108,300.15)
T201511001		M0E1	SR 1 NORTHBOUND AUXILIARY LANE, US 40 TO SR 273	RELEASE		246	27-Jun	28-Jun	(237,082.10)	(237,082.10)
T201511001		M001	SR 1 NORTHBOUND AUXILIARY LANE, US 40 TO SR 273	RELEASE		246	27-Jun	28-Jun	(41,479.89)	(41,479.89)
T201511002		Z001	SR 72/SR 1 DIVERGING DIAMOND INTERCHANGE	CNT INC		382	19-Jan	23-Jan	143,928.30	143,928.30
T201600101		LS3E	HEP NCC, SR 273 AND RED MILL ROAD CONNECTOR INTERSECTION IMPROVEMENTS	ROW		103 HEP	15-Feb	16-Feb	4,000.00	4,000.00
T201600101		Z001	HEP NCC, SR 273 AND RED MILL ROAD CONNECTOR INTERSECTION IMPROVEMENTS	ADVERTISE		103	2/29/1 8	5-Sep	2,017,982.01	2,017,982.01
T201600101		M001	HEP NCC, SR 273 AND RED MILL ROAD CONNECTOR INTERSECTION IMPROVEMENTS	ADVERTISE		103	2/29/1 8	5-Sep	125,144.94	125,144.94
T201600201		LS3E	HEP KC, SR14 AT KILLENS POND ROAD INTERSECTION IMPROVEMENT	UT		103 HEP	29-Dec	2-Jan	16,200.00	16,200.00
T201600201		MS30	HEP KC, SR14 AT KILLENS POND ROAD INTERSECTION IMPROVEMENT	ROW		103 HEP	15-May	16- May	36,000.00	36,000.00
T201600201		MS30	HEP KC, SR14 AT KILLENS POND ROAD INTERSECTION IMPROVEMENT	ROW		470 HEP	1-Sep	5-Sep	27,000.00	27,000.00
T201600201		MS3E	HEP KC, SR14 AT KILLENS POND ROAD INTERSECTION IMPROVEMENT	ADVERTISE		470	10-Sep	12-Sep	104,508.47	104,508.47
T201600201		MS30	HEP KC, SR14 AT KILLENS POND ROAD INTERSECTION IMPROVEMENT	ADVERTISE		470	10-Sep	12-Sep	340,156.14	340,156.14
T201600501		MS40	FY2016 HIGHWAY-RAIL GRADE CROSSING PROGRAM (HRGX) - STUDIES	RELEASE		98	8-Mar	9-Mar	(53.10)	(53.10)
T201600502		ZS40	SR9 SOUTHBRIDGE RAILROAD CROSSING SAFETY IMPROVEMENTS	RR		100	7-Nov	13- Nov	189,000.00	189,000.00
T201600502		ZS50	SR9 SOUTHBRIDGE RAILROAD CROSSING SAFETY IMPROVEMENTS	RR		100	7-Nov	13- Nov	189,000.00	189,000.00
T201600502		ZS50	SR9 SOUTHBRIDGE RAILROAD CROSSING SAFETY IMPROVEMENTS	CNT		100	7-Nov	13- Nov	60,750.00	60,750.00
T201600502		ZS40	SR9 SOUTHBRIDGE RAILROAD CROSSING SAFETY IMPROVEMENTS	CNT		100	7-Nov	13- Nov	60,750.00	60,750.00

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date
T201600502		ZS40	SR9 SOUTHBRIDGE RAILROAD CROSSING SAFETY IMPROVEMENTS	CE	100		7-Nov	13-Nov	18,422.10	18,422.10
T201600901		Z231	OPEN - END CONSTRUCTION SERVICES, SUSSEX COUNTY	MAINT	719		7-Nov	14-Nov	538,136.06	538,136.06
T201601001		MS3E	FY2016 HIGHWAY SAFETY IMPROVEMENT PROGRAM	RELEASE			28-Feb	1-Mar	(2,315.32)	(2,315.32)
T201601002		ZS31	FY2016 SECTION 154 PENALTY TRANSFER FUND	TR	109 SEC 154		25-Oct	27-Oct	(513,375.18)	(513,375.18)
T201601002		ZS31	FY2016 SECTION 154 PENALTY TRANSFER FUND	TR	109 SEC 154		27-Oct	1-Nov	(24,760.88)	(24,760.88)
T201601102		Z001	US13, US40 TO MEMORIAL DRIVE PEDESTRIAN IMPROVEMENTS	PE	324		22-Aug	23-Aug	800,000.00	800,000.00
T201601201		Z300	US 13 DOVER SIDEWALK IMPROVEMENTS	ROW	130 BIKE PED		24-Oct	27-Oct	328,000.00	328,000.00
T201601201		Z300	US 13 DOVER SIDEWALK IMPROVEMENTS	ADVERTISE	126 BIKE PED		11-Sep	12-Sep	357,183.80	357,183.80
T201601201		Z302	US 13 DOVER SIDEWALK IMPROVEMENTS	ADVERTISE	126 BIKE PED		11-Sep	12-Sep	120,027.00	120,027.00
T201601202		Z300	TOWN OF HARTLY SIDEWALK IMPROVEMENTS	ADVERTISE	71 TAP		27-Aug	30-Aug	329,158.80	329,158.80
T201601202		M30E	TOWN OF HARTLY SIDEWALK IMPROVEMENTS	ADVERTISE	71 TAP		27-Aug	30-Aug	128,000.00	128,000.00
T201601202		LU2R	TOWN OF HARTLY SIDEWALK IMPROVEMENTS	ADVERTISE	71 TAP		27-Aug	30-Aug	155,299.00	155,299.00
T201601202		LU2E	TOWN OF HARTLY SIDEWALK IMPROVEMENTS	ADVERTISE	71 TAP		27-Aug	30-Aug	48,228.12	48,228.12
T201604501		Z231	(104-00106) K104, KENTON RD SR8 TO CHESTNUT GROVE RD	PE	567		8-Dec	22-Dec	241,185.86	241,185.86
T201604801		Z400	RIDESHARE FY16-18	PD	190		17-Oct	23-Oct	360,000.00	360,000.00
T201606104		Z001	PAVEMENT AND REHABILITATION, NORTH IV, 2016	CONVERT	89 Paving		2-Mar	5-Mar	1,185,340.00	1,185,340.00
T201606104		Z001	PAVEMENT AND REHABILITATION, NORTH IV, 2016	CNT	89 Paving		16-Apr	16-Apr	532,507.20	532,507.20
T201606105		Z240	PAVEMENT AND REHABILITATION, NORTH V, 2016	From CNT	89 Paving		17-Jan	17-Jan	(32,214.40)	(32,214.40)
T201606105		Z240	PAVEMENT AND REHABILITATION, NORTH V, 2016	To CE	89 Paving		17-Jan	17-Jan	32,214.40	32,214.40
T201606106		Z240	PAVEMENT & REHABILITATION, NORTH VI, 2016	CE	92 Paving		27-Oct	31-Oct	47,625.60	47,625.60
T201606106		Z240	PAVEMENT & REHABILITATION, NORTH VI, 2016	CNT	92 Paving		27-Oct	31-Oct	580,000.00	580,000.00
T201606106		Z240	PAVEMENT & REHABILITATION, NORTH VI, 2016	CNT INC	92 Paving		12-Dec	20-Dec	163,244.80	163,244.80
T201606106		Z240	PAVEMENT & REHABILITATION, NORTH VI, 2016	CE	89 Paving		19-Sep	20-Sep	50,773.60	50,773.60
T201606110		Z001	PAVEMENT & REHABILITATION, NORTH X, 2016	CE	91 Paving		26-Oct	26-Oct	43,696.80	43,696.80
T201606114		Z001	MAIN STREET NEWARK REHABILITATION AND PEDESTRIAN IMPROVEMENTS	ADVERTISE	89		13-Sep	17-Sep	2,779,076.00	2,779,076.00
T201606114	NF	Z005	MAIN STREET NEWARK REHABILITATION AND PEDESTRIAN IMPROVEMENTS	ADVERTISE	89		13-Sep	17-Sep	2,420,924.00	2,420,924.00
T201606114		Z300	MAIN STREET NEWARK REHABILITATION AND PEDESTRIAN IMPROVEMENTS	ADVERTISE	89		13-Sep	17-Sep	128,000.00	128,000.00
T201606114		M30E	MAIN STREET NEWARK REHABILITATION AND PEDESTRIAN IMPROVEMENTS	ADVERTISE	89		13-Sep	17-Sep	520,000.00	520,000.00
T201606114	NF	LZ1E	MAIN STREET NEWARK REHABILITATION AND PEDESTRIAN IMPROVEMENTS	ADVERTISE	89		13-Sep	17-Sep	75.53	75.53
T201607102		M230	BR 1-294 ON N346 WALTHER ROAD OVER TRIBUTARY TO CHRISTINA RIVER	UT	83 Bridge Pres		29-Dec	2-Jan	38,620.77	38,620.77
T201607102		Z230	BR 1-294 ON N346 WALTHER ROAD OVER TRIBUTARY TO CHRISTINA RIVER	ADVERTISE	83 Bridge Pres		1-Mar	6-Mar	629,094.00	629,094.00
T201607102		M230	BR 1-294 ON N346 WALTHER ROAD OVER TRIBUTARY TO CHRISTINA RIVER	ADVERTISE	83 Bridge Pres		1-Mar	6-Mar	(8,000.00)	(8,000.00)
T201607102		Z230	BR 1-294 ON N346 WALTHER ROAD OVER TRIBUTARY TO CHRISTINA RIVER	CO	83 Bridge Pres		3-May	3-May	(11,680.36)	(11,680.36)
T201607401		Z001	BR 1-501 ON SR141 NEWPORT VIADUCT OVER CHRISTIANA RIVER	ADVERTISE	409 Bridge Pres		20-Dec	21-Dec	3,549,315.28	3,549,315.28
T201607401		Z001	BR 1-501 ON SR141 NEWPORT VIADUCT OVER CHRISTIANA RIVER	AWARD	83 Bridge Pres		6-Mar	12-Mar	228,810.44	228,810.44
T201607401		Z001	BR 1-501 ON SR141 NEWPORT VIADUCT OVER CHRISTIANA RIVER	CE	83 Bridge Pres		16-Apr	17-Apr	82,480.00	82,480.00

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date
T201607404		Z001	BRIDGE PAINTING, NEW CASTLE COUNTY, 2018	AWARD	81		22-Dec	27-Dec	(645,992.48)	(645,992.48)
T201607404		M001	BRIDGE PAINTING, NEW CASTLE COUNTY, 2018	RR	81		2-Mar	6-Mar	12,000.00	12,000.00
T201607702		M24E	STRUCTURE MAINTENANCE, NORTH DISTRICT, OPEN END, FY16-19	CE INC	79		1-Feb	7-Feb	120,000.00	120,000.00
T201609002		Z001	I-95 AND SR896 INTERCHANGE	PE	273		18-Sep	20-Sep	3,200,000.00	3,200,000.00
T201611901		Z001	US 40 & SR 896 IMPROVEMENTS	PE	318		14-Sep	24-Sep	1,600,000.00	1,600,000.00
T201612101		Z230	CHRISTINA RIVER BRIDGE	CONVERT	375		4-Jun	4-Jun	4,774,574.30	4,774,574.30
T201612101		Z240	CHRISTINA RIVER BRIDGE	CONVERT	375		4-Jun	4-Jun	2,377,612.56	2,377,612.56
T201612101		L930	CHRISTINA RIVER BRIDGE	CONVERT	375		4-Jun	4-Jun	1,919,587.42	1,919,587.42
T201612101		M040	CHRISTINA RIVER BRIDGE	CONVERT	375		29-Aug	30-Aug	14,345.92	14,345.92
T201612101		M030	CHRISTINA RIVER BRIDGE	CONVERT	375		29-Aug	30-Aug	109,272.45	109,272.45
T201612101		M03E	CHRISTINA RIVER BRIDGE	CONVERT	375		29-Aug	30-Aug	377,010.35	377,010.35
T201620001		Z301	WHITE CLAY CREEK BIKE / PED BRIDGE	PE	71 TAP		24-Oct	8-Nov	400,000.00	400,000.00
T201620001		Z301	WHITE CLAY CREEK BIKE / PED BRIDGE	ENV	71 TAP		30-Jul	30-Jul	24,000.00	24,000.00
T201620001		Z301	WHITE CLAY CREEK BIKE / PED BRIDGE	ENV	71 TAP		17-Aug	21-Aug	5,120.00	5,120.00
T201620003		Z301	ST GEORGES STREETSCAPE PHASE III	PE	71		17-Sep	18-Sep	39,571.51	39,571.51
T201620008		Z302	TOWN OF TOWNSEND STREETSCAPES IMP PHASE II	PE	71 TAP		17-Apr	19-Apr	17,600.00	17,600.00
T201620008		Z302	TOWN OF TOWNSEND STREETSCAPES IMP PHASE II	PE	71 TAP		16-Jul	26-Jul	3,236.00	3,236.00
T201620008		LU3E	TOWN OF TOWNSEND STREETSCAPES IMP PHASE II	ADVERTISE	71 TAP		31-Aug	5-Sep	129,644.44	129,644.44
T201620008		LU20	TOWN OF TOWNSEND STREETSCAPES IMP PHASE II	ADVERTISE	71 TAP		31-Aug	5-Sep	994.35	994.35
T201620008		LU3R	TOWN OF TOWNSEND STREETSCAPES IMP PHASE II	ADVERTISE	71 TAP		31-Aug	5-Sep	4,361.21	4,361.21
T201620008		Z300	TOWN OF TOWNSEND STREETSCAPES IMP PHASE II	ADVERTISE	71 TAP		31-Aug	5-Sep	651,964.08	651,964.08
T201620008		Z302	TOWN OF TOWNSEND STREETSCAPES IMP PHASE II	ADVERTISE	71 TAP		31-Aug	5-Sep	44,100.00	44,100.00
T201620010		Z301	OLD BRANDYWINE VILLAGE STREETSCAPE IMPROVEMENTS	PE	71 TAP		19-Apr	19-Apr	16,800.00	16,800.00
T201620014		Z300	WALNUT STREET STREETSCAPE IMPROVEMENTS	PE	71 TAP		3-Apr	4-Apr	22,400.00	22,400.00
T201620015		M30E	TRANSPORTATION ALTERNATIVE PROGRAM,R/W SUPPORT	ROW	71 TAP		5-Jun	6-Jun	100,000.00	100,000.00
T201620018		Z302	SAVANNAH ROAD PEDESTRIAN AND BICYCLE IMPROVEMENTS	PE	71 TAP		8-Jan	11-Jan	100,000.00	100,000.00
T201620019		Z303	ANCHORAGE WET POND PEDESTRIAN IMPROVEMENTS	PE	71 TAP		26-Apr	27-Apr	3,016.80	3,016.80
T201620019		Z303	ANCHORAGE WET POND PEDESTRIAN IMPROVEMENTS	PE	71 TAP		18-May	22-May	40,481.07	40,481.07
T201620019		Z303	ANCHORAGE WET POND PEDESTRIAN IMPROVEMENTS	PE	71 TAP		14-Sep	18-Sep	2,872.29	2,872.29
T201630001	NF	F130	OPEN - END CONSTRUCTION CONTRACT,STATEWIDE TRAILS NCC FY17-FY19	CNT	131		15-Aug	16-Aug	2,960.21	2,960.21
T201630004		Z300	GEORGETOWN TO LEWES RAIL WITH TRAIL PHASE II	ADVERTISE	126 BIKE PED		10-Jul	16-Jul	925,000.00	925,000.00
T201663001	NF	M37B	FY16 STIC INCENTIVE PROGRAM-CONTINUOUS COMPACTION CONTROL	RELEASE			12-Feb	12-Feb	(224.22)	(224.22)
T201666001		M550	SPR PLANNING PROGRAM 2016	PROG	152		25-May	29-May	(463,597.61)	(463,597.61)
T201667003		Z450	SALISBURY/WICOMICO/SUSSEX UPWP FY2016	RELEASE			13-Mar	15-Mar	(7,690.01)	(7,690.01)
T201687701		ZS31	GUARDRAIL UPGRADES, NCC, OPEN END, FY16-18	CONVERT	105		23-May	24-May	500,605.01	500,605.01
T201700501		MS4E	FY2017 HIGHWAY-RAIL GRADE CROSSING PROGRAM (HRGX) - STUDIES	RELEASE TR	98		8-Mar	9-Mar	(5.01)	(5.01)
T201700507		L240	US13 SOUTH DUPONT HIGHWAY HARRINGTON RAILROAD CROSSING SAFETY IMPROVEMENTS	CONVERT	98		9-Aug	10-Aug	1,064,000.00	1,064,000.00
T201701004		ZS31	FY2017 SECTION 154 PENALTY TRANSFER FUNDS	TRANSFER	109 SEC 154		27-Oct	1-Nov	(100,000.00)	(100,000.00)

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date
T201701105		Z400	MCCOY ROAD PEDESTRIAN BRIDGE	ROW		126 BIKE PED	29-Jan	31-Jan	16,000.00	16,000.00
T201701105		M30E	MCCOY ROAD PEDESTRIAN BRIDGE	ADVERTISE		126 BIKE PED	8-May	16-May	411,542.40	411,542.40
T201701105		M30E	MCCOY ROAD PEDESTRIAN BRIDGE	AWARD		126 BIKE PED	12-Jul	16-Jul	(89,429.08)	(89,429.08)
T201701202		Z400	CAPITAL CITY TRAIL, GATEWAY TO SOUTH STATE STREET	PE		130 BIKE PED	30-Nov	1-Dec	9,600.00	9,600.00
T201701301		Z303	MILTON RAIL TO TRAIL, PHASE II	PLAN		71 TAP	6-Apr	10-Apr	68,000.00	68,000.00
T201703401		Z001	DRAINAGE IMPROVEMENTS, INTERSTATE, NORTH, OPEN END,FY18-20	CNT		83 Bridge Pres	26-Apr	30-Apr	270,000.00	270,000.00
T201704001		Z240	FY 17 TRAFFIC INTERSECTION IMPROVEMENTS PROGRAM	CONVERT		111	13-Mar	15-Mar	700,000.00	700,000.00
T201704002		Z240	FY 18 TRAFFIC INTERSECTION IMPROVEMENTS PROGRAM	TR		115	2-Nov	9-Nov	1,500,000.00	1,500,000.00
T201706102		L05E	REHABILITATION OF CENTRE ROAD – ROUTE 141	CO/CE		90 Paving	4-Apr	5-Apr	2,551,520.39	2,551,520.39
T201706102		H050	REHABILITATION OF CENTRE ROAD – ROUTE 141	CO		90 Paving	4-Apr	6-Apr	140,444.62	140,444.62
T201706102		Z001	REHABILITATION OF CENTRE ROAD – ROUTE 141	CO		90 Paving	4-Apr	7-Apr	1,887,241.34	1,887,241.34
T201706102		Q050	REHABILITATION OF CENTRE ROAD – ROUTE 141	CO		90 Paving	4-Apr	8-Apr	708,285.83	708,285.83
T201706102		L05R	REHABILITATION OF CENTRE ROAD – ROUTE 141	CO		90 Paving	4-Apr	9-Apr	612,507.82	612,507.82
T201706301		Z001	PAVEMENT & REHABILITATION, SUSSEX I, (SR1, FORGOTTEN MILE) 2017	ADVERTISE		89	19-Sep	20-Sep	1,000,000.00	1,000,000.00
T201706303		Z231	PAVEMENT & REHABILITATION, SUSSEX III, (SR1, DE SEASHORE) 2017	AWARD		91 Paving	5-Dec	6-Dec	(665,234.34)	(665,234.34)
T201706303		Z231	PAVEMENT & REHABILITATION, SUSSEX III, (SR1, DE SEASHORE) 2017	CE		89 Paving	25-May	29-May	41,845.76	41,845.76
T201706305		Z001	PAVEMENT & REHABILITATION, SUSSEX V(DE54, FENWICK/LIGHTHOUSE RD	CONVERT		89	13-Jun	13-Jun	710,306.74	710,306.74
T201707005		Z001	STATEWIDE MOVABLE BRIDGE PREVENTATIVE MAINTENANCE	ADVERTISE		79	19-Sep	21-Sep	2,231,300.00	2,231,300.00
T201707005		Z230	STATEWIDE MOVABLE BRIDGE PREVENTATIVE MAINTENANCE	ADVERTISE		79	19-Sep	21-Sep	1,372,700.00	1,372,700.00
T201707005		Z232	STATEWIDE MOVABLE BRIDGE PREVENTATIVE MAINTENANCE	ADVERTISE		79	19-Sep	21-Sep	1,696,000.00	1,696,000.00
T201707301		H250	BR 3-629 ON MAPLE BRANCH ROAD OVER GRAVELLY BRANCH	UT		83	7-Aug	9-Aug	15,129.58	15,129.58
T201707303		H250	BR3-807 ON SR 30 OVER INGRAM BRANCH	UT		83	19-Jun	26-Jun	13,811.43	13,811.43
T201707303		H250	BR3-807 ON SR 30 OVER INGRAM BRANCH	UT		83	26-Jul	27-Jul	26,547.30	26,547.30
T201707403		L050	REHABILITATION OF BRIDGES 1-600,1-601,1-604,SR2,SR141	PE		83	7-Jun	7-Jun	80,000.00	80,000.00
T201707501		L240	STRUCTURE MAINTENANCE, BR 2-024A ON US13 OVER ST JONES RIVER	AWARD		82 Bridge Pres	14-Nov	14-Nov	27,147.26	27,147.26
T201707501		Z240	STRUCTURE MAINTENANCE, BR 2-024A ON US13 OVER ST JONES RIVER	AWARD		82 Bridge Pres	14-Nov	14-Nov	(48,387.08)	(48,387.08)
T201707501		L240	STRUCTURE MAINTENANCE, BR 2-024A ON US13 OVER ST JONES RIVER	RELEASE		83 Bridge Pres	2-Apr	2-Apr	(5,347.26)	(5,347.26)
T201707501		L240	STRUCTURE MAINTENANCE, BR 2-024A ON US13 OVER ST JONES RIVER	CE		83 Bridge Pres	5-Jun	6-Jun	24,000.00	24,000.00
T201707501		M240	STRUCTURE MAINTENANCE, BR 2-024A ON US13 OVER ST JONES RIVER	CNT		83 Bridge Pres	17-Jul	19-Jul	184,976.00	184,976.00
T201707501		M240	STRUCTURE MAINTENANCE, BR 2-024A ON US13 OVER ST JONES RIVER	CNT		83 Bridge Pres	27-Aug	27-Aug	240,000.00	240,000.00
T201707601		M233	BR 3-349 ON S072, TRUSSUM POND SPILLWAY REPLACEMENT	UT		86	26-Jul	26-Jul	16,000.00	16,000.00
T201707601		Z233	BR 3-349 ON S072, TRUSSUM POND SPILLWAY REPLACEMENT	ADVERTISE		86	13-Aug	13-Aug	891,885.92	891,885.92

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date
T201707702		Z001	BRIDGE DECK SEALING, FY18	AWARD	79		28-Dec	28-Dec	(138,344.52)	(138,344.52)
T201709201		Z001	NEW CASTLE COUNTY SCHOOL ZONE MUTCD REVIEW	CONVERT	184	MUTCD	2-May	3-May	8,191.67	8,191.67
T201709201		Z230	NEW CASTLE COUNTY SCHOOL ZONE MUTCD REVIEW	CONVERT	184	MUTCD	2-May	3-May	879,284.92	879,284.92
T201709201		L25E	NEW CASTLE COUNTY SCHOOL ZONE MUTCD REVIEW	CONVERT	184	MUTCD	2-May	3-May	119,286.96	119,286.96
T201709201		Z231	NEW CASTLE COUNTY SCHOOL ZONE MUTCD REVIEW	CONVERT	184	MUTCD	2-May	3-May	14,033.76	14,033.76
T201766001		M55E	SPR PLANNING PROGRAM 2017	PD	152		25-May	29-May	(1,153,958.57)	(1,153,958.57)
T201767001		Z450	WILMAPCO UPWP FY2017	RELEASE	146		27-Apr	10-May	(86,784.69)	(86,784.69)
T201767002	NF	Z77D	DOVER/KENT UPWP FY2017	CONVERT	146		7-Sep	11-Sep	9,988.44	9,988.44
T201767003		M45E	SALISBURY/WICOMICO/SUSSEX UPWP FY2017	RELEASE	146		13-Mar	21-Mar	(35,147.85)	(35,147.85)
T201769006		LU3E	SAFE ROUTES TO SCHOOL TOWNSEND ELEMENTARY	PE	120		13-Dec	14-Dec	60,000.00	60,000.00
T201769008		LU3R	SAFE ROUTES TO SCHOOL DOWNES ELEMENTARY	PE	71		29-Aug	5-Sep	40,010.79	40,010.79
T201769008		LU2E	SAFE ROUTES TO SCHOOL DOWNES ELEMENTARY	PE	71		29-Aug	5-Sep	5,298.04	5,298.04
T201769008		LU2E	SAFE ROUTES TO SCHOOL DOWNES ELEMENTARY	ROW	71		29-Aug	5-Sep	500.00	500.00
T201730001		Z940	NVF AUBURN HEIGHTS PRESERVE, PAPER MILL BRIDGE TRAIL	PROG	131		13-Aug	13-Aug	386,170.00	386,170.00
T201770401	NF	M44S	COASTAL GREEN INFRASTRUCTURE PILOT	PF RELEASE			21-Jun	21-Jun	(82,909.46)	(82,909.46)
T201770401	NF	M44S	COASTAL GREEN INFRASTRUCTURE PILOT	PF			28-Jun	26-Jul	82,909.46	82,909.46
T201800402		ZS30	2016 HAZARD ELIMINATION PROGRAM - TRAFFIC CONTROL DEVICE IMPROVEMENTS	TR	105	HEP	7-Nov	9-Nov	1,552,770.63	1,552,770.63
T201800402		LS3E	2016 HAZARD ELIMINATION PROGRAM - TRAFFIC CONTROL DEVICE IMPROVEMENTS	TR	105	HEP	7-Nov	9-Nov	51,112.46	51,112.46
T201800402		MS30	2016 HAZARD ELIMINATION PROGRAM - TRAFFIC CONTROL DEVICE IMPROVEMENTS	TR	105	HEP	7-Nov	9-Nov	321.10	321.10
T201800402		LS30	2016 HAZARD ELIMINATION PROGRAM - TRAFFIC CONTROL DEVICE IMPROVEMENTS	TR	105	HEP	7-Nov	9-Nov	7,469.57	7,469.57
T201800501		ZS40	FY2018 HIGHWAY-RAIL GRADE CROSSING SAFETY PROGRAM	TR	100		7-Nov	9-Nov	90,158.04	90,158.04
T201801002		ZS31	SAFETY IMPROVEMENTS - UTILITY POLE RELOCATION OR REMOVAL	UT	109	SEC 154	8-Nov	15-Nov	100,000.00	100,000.00
T201801004		ZS31	FREEWAY MEDIAN BARRIER	PE	105	SEC 154	11-Jan	16-Jan	199,934.87	199,934.87
T201801302		Z303	SAVANNAH ROAD SIDEWALK IMPROVEMENTS	PE	126	BIKE PED	4-Apr	24-Apr	144,000.00	144,000.00
T201806302		Z001	PAVEMENT & REHABILITATION, SUSSEX II, (US 113, DUPONT BLVD-GEORGETOWN)	ADVERTISE	89		12-Sep	20-Sep	5,585,467.34	5,585,467.34
T201801303		Z303	FENWICK ISLAND SIDEWALK IMPROVEMENTS	PD	71	TAP	18-Jun	18-Jun	56,000.00	56,000.00
T201806101		Z001	PAVEMENT AND REHABILITATION, NORTH I, 2018	ADVERTISE	89		29-Aug	30-Aug	3,020,065.60	3,020,065.60
T201806301		Z001	PAVEMENT & REHABILITATION, SUSSEX I,(US 13, SUSSEX HWY-SEAFORD)	ADVERTISE	89		19-Sep	20-Sep	3,629,475.44	3,629,475.44
T201807001		M001	BRIDGE INSPECTION FY18	BR INSPECTION	77	BR INSP	20-Mar	26-Mar	188,030.02	188,030.02
T201807601		M2E2	STRUCTURE MAINTENANCE CONTRACT, BRIDGE 3-151, FY19	ADVERTISE	79		14-Sep	20-Sep	239,577.60	239,577.60
T201808301		Z001	TOLL PLAZA SHORT-TERM TRAFFIC CONTROL DEVICE UPGRADES	TR	188	MUTCD	24-Oct	13-Nov	240,000.00	240,000.00
T201808302		Z001	TOLL PLAZA LONG-TERM TRAFFIC CONTROL DEVICE UPGRADE	PE	184	MUTCD	21-Dec	2-Jan	73,600.00	73,600.00
T201808304		Z240	EPOXY PAVEMENT MARKINGS (DISTRICT II) KC & SC, OPEN END, 18-21	CO	92		19-Jun	26-Jun	776,193.00	776,193.00
T201808305		Z240	EPOXY PAVEMENT MARKINGS (DISTRICT I) NCC, OPEN END, 18-21	CO	92		19-Jun	26-Jun	1,036,320.00	1,036,320.00
T201809201		Z001	SR 1, TYBOOTS CORNER LEFT EXIT SIGNING	PE, TR	184	MUTCD	10-Jan	11-Jan	223,636.80	223,636.80
T201809401		Z232	SUSSEX COUNTY HORIZONTAL CURVE WEST OF US113	TR	184	MUTCD	10-Jul	12-Jul	13,676.65	13,676.65
T201820001		Z302	N.W. AND N.E. FRONT STREET STREETScape IMPROVEMENTS - MILFORD	PD	71	TAP	18-Oct	19-Oct	32,000.00	32,000.00
T201820002		Z302	MARKET ST. AND FRONT ST. PEDESTRIAN IMPROVEMENTS - SEAFORD	PD	71	TAP	31-Oct	31-Oct	24,000.00	24,000.00
T201820003		Z303	SLAUGHTER BEACH SCENIC OVERLOOK	CO/CE/TR/CNT	71		11-Sep	12-Sep	319,098.89	319,098.89

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date
T201820004		Z300	MTA CONCEPT DESIGN SUPPORT	PD		71 TAP	21-May	4-Jun	40,000.00	40,000.00
T201820005		Z300	WRA CONCEPT DESIGN SUPPORT	PD		71 TAP	21-May	4-Jun	40,000.00	40,000.00
T201820006		Z300	ON-CALL TAP CONCEPT DESIGN, ROSSI	PD		71 TAP	21-May	4-Jun	480,000.00	480,000.00
T201830001		Z300	CAPITAL CITY TRAIL PHASE III, SOUTH STATE STREET TO US13	PD		130 BIKE PED	26-Oct	9-Nov	280,000.00	280,000.00
T201830002		Z940	TRI VALLEY TRAIL PHASE 2	PROG		131	5-Sep	5-Sep	(129,608.00)	(129,608.00)
T201860001	NF	M48E	DBE/SS PROGRAM ACTIVITIES FFY 2018	PROG		161	2-May	14-Jun	55,724.00	55,724.00
T201863001	NF	Z438	FEDERAL EDUCATION & TRAINING PROGRAM FY 2018	AUDIT		144	9-Nov	13-Nov	54,366.24	54,366.24
T201863001		Z240	FEDERAL EDUCATION & TRAINING PROGRAM FY 2018	AUDIT		144	9-Nov	13-Nov	145,633.76	145,633.76
T201863001		Z240	FEDERAL EDUCATION & TRAINING PROGRAM FY 2018	AUDIT		140	8-Jun	12-Jun	34,000.00	34,000.00
T201830002		L94E	TRI VALLEY TRAIL PHASE 2	PROG		131	14-Aug	22-Aug	108,938.17	108,938.17
T201830002		M940	TRI VALLEY TRAIL PHASE 2	PROG		131	14-Aug	22-Aug	9,050.71	9,050.71
T201830002		Z940	TRI VALLEY TRAIL PHASE 2	PROG		131	14-Aug	22-Aug	890,011.12	890,011.12
T201866001		M550	SPR PLANNING PROGRAM FY2018	PROG		152	12-Jun	13-Jun	369,771.29	369,771.29
T201866001		L550	SPR PLANNING PROGRAM FY2018	PROG		152	12-Jun	13-Jun	644,000.00	644,000.00
T201866001	NF	77FE	SPR PLANNING PROGRAM FY2018	PROG		152	1-Jun	13-Jun	39,964.80	39,964.80
T201866002		Z560	SPR Research Program FY20188	Release			25-Jul	26-Jul	(836,294.40)	(836,294.40)
T201867001		Z450	WILMAPCO UPWP FY2018	PROG		146	8-Jun	13-Jun	259,482.36	259,482.36
T201867002		M45E	DOVER/KENT UPWP FY2018	PF		146	13-Feb	20-Feb	43,598.98	43,598.98
T201867003		Z450	SALISBURY/WICOMICO /SUSSEX UPWP FY2018	PF		146	16-Apr	18-Apr	52,919.15	52,919.15
T201868003	NF	Z37E	FY17 STIC INCENTIVE PROGRAM-ADVANCED QAQC TOOLS FOR SOIL & ASPHALT	PROG	STIC		3-Apr	5-Apr	44,300.47	44,300.47
T201869011	NF	Z37E	DATA DRIVEN SAFETY ANALYSIS FOR LOCAL ROADS IN-STATE PEER EXCHANGE	PROG		152	14-Jun	15-Jun	15,000.00	15,000.00
T201880207	NF	M950	WOODLAND FERRY RENOVATIONS, SOUTH, FY19	ADVERTISE		95	13-Aug	27-Aug	66,511.00	66,511.00
T201880207	NF	M95E	WOODLAND FERRY RENOVATIONS, SOUTH, FY19	ADVERTISE		95	13-Aug	27-Aug	66,091.00	66,091.00
T201880207	NF	Z950	WOODLAND FERRY RENOVATIONS, SOUTH, FY19	ADVERTISE		95	13-Aug	27-Aug	100,000.00	100,000.00
T201887701		ZS31	GUARDRAIL UPGRADES, NCC, OPEN END, FY19-21	ADVERTISE		95	25-Apr	11-May	231,728.00	231,728.00
T201900801		ZS31	US13 LIGHTING (DENNEY'S ROAD, SCARBOROUGH ROAD TO HATCHERY ROAD)	TR		105	9-Aug	10-Aug	369,918.17	369,918.17
T201901001		ZS30	FY2019 HIGHWAY SAFETY IMPROVEMENT PROGRAM	TR		103	20-Jun	21-Jun	100,000.00	100,000.00
T201901001		LS3E	FY2019 HIGHWAY SAFETY IMPROVEMENT PROGRAM	TR		103	1-Aug	6-Aug	1,086,749.77	1,086,749.77
T201901002		ZS31	MEDIAN BARRIER INSTALLATION, STATEWIDE,OPEN END	CONVERT		105	31-Aug	5-Sep	18,272.02	18,272.02
T201904001		Z240	FY19 TRAFFIC INTERSECTION IMPROVEMENT	TR		111	24-May	4-Jun	300,000.00	300,000.00
T201904701		Z240	FY19 TRANSPORTATION MANAGEMENT IMPROVEMENTS STATE-WIDE SUPPORT	TR		190	11-Jun	18-Jun	2,176,000.00	2,176,000.00
T201904703		Z400	FY19-TRANSPORTATION MANAGEMENT IMPROVEMENTS STATEWIDE PROJECTS	TR		190	5-Sep	11-Sep	1,187,173.11	1,187,173.11
T201906001	NF	Z378	INCREASED IN-PLACE DENSITY DEMONSTRATION PROJECT	PROG		89	18-Sep	19-Sep	50,000.00	50,000.00
T201907001		Z233	BRIDGE INSPECTION 2019	PE		83 BR INSP	8-Jun	13-Jun	68,000.00	68,000.00
T201907001		Z240	BRIDGE INSPECTION 2019	PE		83 BR INSP	8-Jun	13-Jun	336,000.00	336,000.00
T201907001		Z001	BRIDGE INSPECTION 2019	PE		83 BR INSP	8-Jun	13-Jun	1,903,120.00	1,903,120.00
T201908301		Z240	DELAWARE STATEWIDE CURVE STUDIES MANAGEMENT	TR		184 MUTCD	18-Jun	19-Jun	235,128.51	235,128.51
T201908305		Z001	BIDDLES CORNER & DOVER TOLL PLAZA RESTRIPIING	TR		184	4-Sep	6-Sep	240,000.00	240,000.00
T201909201		Z230	NEW CASTLE COUNTY HORIZONTAL CURVE STUDIES	TR		184 MUTCD	20-Jul	30-Jul	56,904.25	56,904.25
T201909201		Z232	NEW CASTLE COUNTY HORIZONTAL CURVE STUDIES	TR		184 MUTCD	20-Jul	30-Jul	142,890.72	142,890.72
T201909201		Z232	NEW CASTLE COUNTY HORIZONTAL CURVE STUDIES	TR		184 MUTCD	7-Aug	9-Aug	(142,890.72)	(142,890.72)

State Project #	Program Fed Funds	Appt Code	Project Title	Reason	STIP	Program	Submitted	Auth	Fed \$ Auth	Funds Obligated to Date	
T201909201		Z230	NEW CASTLE COUNTY HORIZONTAL CURVE STUDIES	TR		184 MUTCD	7-Aug	9-Aug	(56,904.25)	(56,904.25)	
T201909201		L240	NEW CASTLE COUNTY HORIZONTAL CURVE STUDIES	TR		184 MUTCD	7-Aug	9-Aug	199,794.97	199,794.97	
T201909202		Z230	NEW CASTLE COUNTY FLASHING RED ARROW	TR		184	24-Aug	28-Aug	225,000.00	225,000.00	
T201909202		Z232	NEW CASTLE COUNTY FLASHING RED ARROW	TR		184	24-Aug	28-Aug	270,000.00	270,000.00	
T201912701		Z240	NORTH MILLSBORO BYPASS , US 113 TO SR24	PE		539	7-Sep	12-Sep	3,200,000.00	3,200,000.00	
T201930001		M30E	GEORGETOWN TO LEWES RAIL WITH TRAIL PHASE 8	PE		126 BIKE PED	6-Aug	8-Aug	85,052.71	85,052.71	
T201930001		Z300	GEORGETOWN TO LEWES RAIL WITH TRAIL PHASE 8	PE		126 BIKE PED	6-Aug	8-Aug	134,947.29	134,947.29	
T201961002	NF	Z37E	FY18 STIC INCENTIVE PROGRAM - INNOVATIVE PUBLIC OUTREACH	PF		STIC	12-Sep	13-Sep	48,000.00	48,000.00	
T201966001		Z550	FY2019 SPR PART 1 PLANNING	PROG		152	8-Sep	11-Sep	2,628,610.00	2,628,610.00	
T201966001	NF	Z77F	FY2019 SPR PART 1 PLANNING	PROG		152	8-Sep	11-Sep	112,400.00	112,400.00	
T201966002		Z560	FY2019 SPR PART 2 RESEARCH	PROG		152	8-Sep	12-Sep	876,200.00	876,200.00	
T201967001		Z450	WILMAPCO UPWP FY2019	PROG		146	12-Jun	13-Jun	1,635,654.00	1,635,654.00	
T201967001	NF	Z77D	WILMAPCO UPWP FY2019	PROG		146	12-Jun	13-Jun	393,035.00	393,035.00	
T201967002	NF	Z77D	DOVER/KENT UPWP FY2019	PROG		146	11-Jun	13-Jun	95,364.00	95,364.00	
T201967002		Z450	DOVER/KENT UPWP FY2019	PROG		146	11-Jun	13-Jun	394,736.00	394,736.00	
T201967003		Z450	SALISBURY/WICOMICO/SUSSEX UPWP FY2019	PROG		146	1-May	15-Jun	7,223.26	7,223.26	
T201967003	NF	Z77D	SALISBURY/WICOMICO/SUSSEX UPWP FY2019	PROG		146	1-May	15-Jun	7,905.32	7,905.32	
T201968001	NF	Z441	FY2019 LTAP/T2	PLAN		144	8-Sep	10-Sep	150,000.00	150,000.00	
T201968001		Z550	FY2019 LTAP/T2	PROG		144	8-Sep	10-Sep	120,000.00	120,000.00	
T201969001	NF	Z444	MILEAGE BASED USER FEE PHASE II	PROC			19-Sep	20-Sep	975,000.00	975,000.00	
										-	
	Release formula	+16931.99+50000+12976.46+396716.82+61656.14+202788.18+67059.16+75.53+2284 4.8							TOTAL - NF funds	192,504,177.24	
										Non-Formula Funds	
										15,569,211.86	
										Blues or double hits=	
FAST	193,411,1 FY2018 TOTAL FORMULA OBLIGATION LIMITATION 96.00										
	0.00 FY2018 SPECIAL LIMITATION EARMARK OBLIGATIONAL AUTHORITY										
	341,026,0 FY2018 ORIGINAL PLANNED OBLIGATIONS 70.08										
	0.00 FY2018 BALANCE OF PLANNED OBLIGATIONS										
	192,504,1 FY2018 OBLIGATIONS TO DATE 77.24										
BALANCE	907,018.7 FY2018 BALANCE OF OBLIGATIONAL AUTHORITY										

FTA - FY2018 OBLIGATIONAL PLAN

CTP Funding Type/Cat	CTP Page	State Project #	FTA Grant #	Fed Funds Programed	Fed Funds Applied	Division Assigned	SEC Code	Project Title
		05-10048	DE-2018-006-00	160,000	160,000	DESIGN	5307T	TA Project - Urbanized area
		10-12143	DE-2018-006-00	100,000	100,000	DTC	5307W	Wilmington Operations Center Bus Wash PE
		T201753108	DE-2018-001-00	400,000	400,000		5339W	Beech Street Maintenance Building PE
		T201651201	DE-2018-002-00	1,452,336	1,452,336	DTC	5337W	Claymont Station (PE)
		T201651201	DE-2018-002-00	0	0		5307W	Claymont Station (PE)
		07-30223	DE-2018-006-00	95,400	95,400	DTC	5307K	Preventative Maintenance, Dover, FY17 + 18
		T201750307	1396-2018-6	1,085,700		DTC	5339C	Electric Bus Purchase
		T201753111	1396-2018-6	943,600		DTC	5339C	Electric Bus Purchase - Facilities portion of work
		T201750307	DE-2018-001-00	3,095,702	3,095,702	DTC	5307K	Electric Bus Purchase
		T201753111	DE-2018-001-00	126,557	126,557	DTC	5339S	Electric Bus Purchase - Facilities portion of work
		T201753111	DE-2018-001-00	185,443	185,443	DTC	5339K	Electric Bus Purchase - Facilities portion of work
Support Systems/Operating		08-70008	DE-2018-003-00	201,732	201,732	DTC	5307W	Statewide - Jobs Access Reverse Commute (JARC) FY18, New Castle
Support Systems/Operating		08-70008	DE-2018-003-00	60,747	60,747	DTC	5307K	Statewide - Jobs Access Reverse Commute (JARC) FY18, Kent
Support Systems/Operating		08-70008	DE-2018-007-00	78,447	78,447	DTC	5311U	Statewide - Jobs Access Reverse Commute (JARC) FY18, Sussex
		09-19005	DE-2018-008-00	144,000	144,000	DTC	5310W	New Freedoms FTA , New Castle County
		09-19005	DE-2018-008-00	48,000	48,000	DTC	5310K	New Freedoms FTA , Kent County
		09-19005	DE-2018-008-00	48,000	48,000	DTC	5310S	New Freedoms FTA , Sussex County
Road System-Other/Management		T201902202	DE-2018-004-00	160,000	160,000	DESIGN	5307T	TA Project - Urbanized area
		10-12143	DE-2018-003-00	720,000	720,000	DTC	5307W	Wilmington Operations Center Bus Wash Construction
		11-90003		0	0		5339W	Transit Vehicle Expansion (2) 45' OTR NCC FY19
		T201353111		0	0		5307W	NCC Transit Center (PE)
		12-90019		0	0	DTC	5307W	40' Replacement Bus (1) NCC FY19
		12-90018		0	0	DTC	5307W	Transit Vehicle Replacement (7) 40' Low Floor Buses NCC FY19
		T201850303	1396-2018-6	800,000		DTC	5339C	Transit Vehicle Replacement (8) 35' Electric Buses NCC FY19
		T201850304	1396-2018-6	200,000		DTC	5339C	Transit Vehilce Expansion (2) 35' Electric Buses SC FY19
		T201853102		0	0	DTC	5339W	Wilmington Operations Center Bus Wash Construction
Transit System-Vehicles/Replacement		T201950306	DE-2018-004-00	2,507,920	2,507,920	DTC	5307W	Paratransit Replacement Buses (NCC) FY19 was 5340
Support Systems/Operating		07-30222	DE-2018-003-00	5,200,000	5,200,000	DTC	5307W	Preventative Maintenance, Wilmington, FY18
		T201651201		0	0	DTC	5337W	Claymont Station (PE) AC
		T201651201	DE-2018-005-00	10,000,000	10,000,000	DTC	5309TIGER	Claymont Station (CON)

CTP Funding Type/Cat	CTP Page	State Project #	FTA Grant #	Fed Funds Programed	Fed Funds Applied	Division Assigned	SEC Code	Project Title
		T201753108	DE-2018-003-00	2,400,000	2,400,000		5307W	Beech Street Maintenance Building Cons
		T201253105		0	0		5307W	Churchman's Crossing Fairplay Station Elevator
		T201251601		0			5307W	NRTC, Planning & Design
Support Systems/Operating		07-30223	DE-2018-004-00	95,400	95,400	DTC	5307K	Preventative Maintenance, Dover, FY18
	A	07-22405		0	0	DTC	5307K	Transit Vehicle Replacement Paratransit Buses Kent FY16-22
		12-90020		0	0	DTC	5307K	45' Over the Road Replacement Buses (2) KC FY19
		12-90020		0	0	DTC	5307K	45' Over the Road Replacement Buses (2) KC TOLL CREDITS
		T201750304	DE-2018-006-00		947,356	DTC	5307K	2-45ft OTR Expansion Buses-KC-02
Support Systems/Planning		T201850311		860,329	0	DTC	5307K	Transit Vehicle Expansion (2) 45' OTR KC FY18
	B	T201950302	DE-2018-003-00	1,297,200	1,304,400	DTC	5307K	Transit Vehicle Replacement Paratransit Buses Kent FY16-22 was 5339K
		T201950301	DE-2018-003-00	0	625,000		5339S	Transit Vehicle Replacement (5) Fixed Route Cutaway Buses SC FY19
				0	0	DTC	5307S	Unprogrammed, Salisbury Urbanized Area
Transit System-Vehicles/Preservation		T201950307	DE-2018-008-00	220,126	220,126	DTC	5310W	Vans for Elderly & Handicapped, FY19 NCC
Transit System-Vehicles/Preservation		T201950307	DE-2018-008-00	137,579	137,579	DTC	5310K	Vans for Elderly & Handicapped, FY19 Kent
Transit System-Vehicles/Preservation		T201950307	DE-2018-008-00	100,891	100,891	DTC	5310S	Vans for Elderly & Handicapped, FY19 Sussex
Support Systems/Operating		07-30122	DE-2018-007-00	189,147	189,147	DTC	5311I	Intercity Bus/Operating, FY18/19 (Sussex County, Dover to Wilmington)
Support Systems/Planning		07-22606	DE-2018-007-00	88,316	88,316	DTC	5311(b)(3)	RTAP Program FY17
		T201753109	DE-2018-003-00	240,000	240,000	DTC	5339S	Lewes Park & Ride and Maintenance Facility - Phase 2 (PE)
		05-53213		0	0	DTC	5339S	Lewes Beach Area Park and Ride Phase III
		T201850305	DE-2018-007-00	1,152,720	1,152,720	DTC	5311U	Transit Vehicle Replacement (3) 30' Low Floor SC FY19
		Planned Obligations		34,595,292	32,285,219	Exercised Obligation		

<u>Category</u>	<u>Code</u>	<u>Current Balance</u>	<u>Expected Apportionment</u>	<u>Actual Obligation</u>	<u>Projected Obligation</u>	<u>Unobligated Balance</u>
Wilmington Urbanized	5307W	25,231,826	13,292,642	11,449,652	11,129,652	27,074,816
Wilmington TAP	5307T	0	0	0	320,000	0
Governors Apportionment Dover	5307K	7,694,008	2,884,682	5,599,005	5,504,778	4,979,685
Governors Apportionment Salisbury	5307S	2,644,981	699,577	0	0	3,344,558
Elderly & Persons w/Dis Wilming	5310W	332,674	441,272	364,126	364,126	409,820
Elderly & Persons w/Dis Dover	5310K	225,212	233,762	185,579	185,579	273,395
Elderly & Persons w/Dis Rural	5310S	200,180	184,181	148,891	148,891	235,470
Non Urbanized Unrestricted	5311U	1,420,327	1,358,828	1,231,167	1,231,167	1,547,988
Non Urbanized State Administration	5311	513,461	181,177	0	0	694,638
Non Urbanized Intercity	5311I	391,900	271,765	189,147	189,147	474,518
RTAP	5311(b)(3)	88,316	89,042	88,316	88,316	89,042
State of Good Repair-High Intensity	5337W	4,783,309	1,919,442	1,452,336	1,452,336	5,250,415
Bus & Bus Facilities Wilmington	5339W	2,012,839	1,102,501	400,000	400,000	2,715,340
Bus & Bus Facilities Dover	5339K	531,799	239,250	185,443	185,443	585,606
Bus & Bus Facilities Statewide	5339S	3,841,027	3,500,000	991,557	366,557	6,349,470
LONO Electric Bus Grant	5339C	3,029,300	0	0	3,029,300	3,029,300
Tiger VIII - Allocation	5309TIGER	0	10,000,000	10,000,000	10,000,000	0
Discretionary Awards	5339D		5,985,600	0	0	5,985,600
Total		52,941,159	42,383,721	32,285,219	34,595,292	63,039,661

APPENDIX E

TIP Development and Amendment Process

WILMAPCO TIP Development Process

FY 2020-2023 TIP

(Italic font refers to current FY 2019-22 TIP)

<u>2018</u>	
January	<ul style="list-style-type: none"> ➤ Request for FY 2020-23 TIP submissions sent out (including submission for the FY 2019 UPWP) ➤ Meet with local government to get project submissions
February	<ul style="list-style-type: none"> ➤ Joint WILMAPCO/DelDOT public meeting to get feedback on submissions (tbd)
March	<ul style="list-style-type: none"> ➤ Deadline for project submissions (3/7)
April	<ul style="list-style-type: none"> ➤ NMTWG reviews bicycle and pedestrian submissions and technical scores for FY 2020-23 TIP (4/3) ➤ CMS reviews submissions and congestion criteria technical scores for FY 2020-23 TIP ➤ AQ reviews submissions and air quality technical scores for FY 2020-23 TIP (4/12) ➤ TAC reviews submissions and technical scores for FY 2020-23 TIP (4/19)
May	<ul style="list-style-type: none"> ➤ Council approves prioritized project list for inclusion in DelDOT FY 2019-24 CTP (5/10)
July	<ul style="list-style-type: none"> ➤ <i>DelDOT provides proposed amendments to FY 2019-22 TIP based on state funding in the Delaware FY 2017 Bond Bill</i> ➤ <i>Council releases amendments to FY 2019-22 TIP for public comment period. Federally-funded and regionally significant amendments must reflect WILMAPCO priorities. (7/12)</i>
August	<ul style="list-style-type: none"> ➤ <i>Joint WILMAPCO/DelDOT public meeting to seek comments on proposed FY 2017-20 TIP amendments as needed (tbd)</i> ➤ <i>PAC (8/13) /TAC (8/16) take action on amendments to FY 2019-22 TIP as needed</i>
September	<ul style="list-style-type: none"> ➤ <i>Council amends FY 2019-22 TIP as needed (9/13)</i>
October	<ul style="list-style-type: none"> ➤ DelDOT provides WILMAPCO with its submission to the FY 2020 Delaware Budget Office, incorporating WILMAPCO priorities, for discussion with TAC/AQS/Council
December	<ul style="list-style-type: none"> ➤ DelDOT supplies WILMAPCO with revised project funding and descriptions 1st week for the FY 2020-23 TIP ➤ PAC (12/17)/TAC (12/20)/AQ (12/20) review draft FY 2020-23 TIP ➤ Air Quality Conformity Determination completed as needed
<u>2019</u>	
January	<ul style="list-style-type: none"> ➤ FY 2020-23 TIP released for public comment from January 21 to March 6 (including local government/public outreach)
February	<ul style="list-style-type: none"> ➤ Joint WILMAPCO/DelDOT workshop on draft FY 2020-23 TIP (tbd) ➤ Revise FY 2020-23 TIP based on public comments ➤ PAC (2/18)/TAC (2/21) adoption of FY 2020-23 TIP
March	<ul style="list-style-type: none"> ➤ Council adoption of FY 2020-23 TIP (3/14)



Partners with you in transportation planning

TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION/AMENDMENT FORM

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

Date of Submission/Amendment: _____

Sponsoring Agency: _____

Project Name: _____

Project Category: _____

Project Description: _____

Project Justification: _____

Funding: Federal _____ State _____ Local _____ Total _____

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

All \$\$ x 1,000

1. Does this project require a new conformity determination? _____
(Section 51.400)(C2) "A 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 (f)."

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: _____

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? _____

7. Please provide any additional pertinent information below:

WILMARCO

Project Name: _____

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

Public workshops/meetings

Number of public workshops/meetings: _____

Format: _____

Location(s): _____

Number of attendees: _____

Main issue raised: _____

Consensus of meeting:

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

Strong support, few concerns

Some opposition, many concerns

Some support, but some concerns raised

raised _____ Strong opposition, major problems

opposition

Unresolved issues identified: _____

Citizen Advisory/Steering Committee

Survey

Number surveyed: _____

Results: _____

Elected officials briefings

Project web site

Other _____

How was the public notified about the project?

Web page _____ Publications _____ Distribution: _____

Legal notice

Newsletter/brochure

Videos **Flyers**

Radio/television

Other

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

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

Transportation Improvement Program Submission

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

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

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

What would your solution improve?

Congestion ☐ Safety ☐ Convenience ☐ Appearance ☐ Other ☐

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

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

Name _____

Organization (if applicable) _____

Mailing Address _____

Phone Number _____

Email _____

Thank you for your submission. Send this form to:

WILMAPCO
850 Library Ave.
Suite 100
Newark, DE 19711

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



APPENDIX F

WILMAPCO Prioritization and Project Submissions

PROJECT PRIORITIZATION PROCESS

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

STEP 1: APPLY SCREENING CRITERIA

Is project consistent with the Regional Transportation Plan and local, county and state transportation plans and land use plans? If not, project should not be ranked or plan amendments should be made prior to ranking.

STEP 2: STAFF CALCULATES TECHNICAL SCORE

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

Wilmington Area Planning Council

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

May 7, 2018

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

RE: Prioritization for the FY 2020-2023 Transportation Improvement Program

Dear Ms. Cohan:

I am writing to submit priority projects as voted on by WILMAPCO Council at their May 3 meeting, through the process described in the MOA between WILMAPCO and DelDOT.

For the FY 2020-2023 Transportation Improvement Program (TIP) and the New Castle County element of the Delaware CTP, the priority is to:

1. Adequately fund preservation and safety projects.
2. Complete projects in the approved FY 2019-2020 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.

WILMAPCO

Partners with you in transportation planning

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

Sincerely,



Tigist Zegeye
Executive Director

Enclosures (2)

Cc: WILMAPCO Council
Drew Boyce, DelDOT
Anne Brown, DelDOT
Michael McConnell, DelDOT
Joshua Thomas, DelDOT
Lanie Thornton, DelDOT
Mark Tudor, DelDOT
Heather Dunigan, WILMAPCO

FY 2020-2023 TIP Project Prioritization

	Construction FY	AQ Model Year	PROJECT	Improve Quality of Life			Efficiently Transport People					Support Sustainable Econ Dev/Goods Movement			2018	2018
				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 2020
1			PROJECTS IN FY 2019-2022 TIP													
2			Arterial													
3	21-22		SR 2, Kirkwood Highway and Red Mill Rd. Intersection	0	0	4	2	2	3	0	3	2	3	0	19	1
4	21-22		Churchmans: SR 273/Chapman Rd.	0	0	4	2	2	2	0	3	2	3	0	18	2
5	PE		Churchmans: SR4/Harmony Rd.	0	0	4	2	2	3	0	1	3	3	0	18	2
6	OY		Wilmington Initiatives: 4th St: Walnut - I-95	1	3	2	2	0	2	0	3	2	3	0	18	2
7	19-20		Wilmington Initiatives: King/Orange: MLK Blvd. to 13th	1	3	2	2	0	2	0	3	2	3	0	18	2
8	22-24		Wilmington Initiatives: Walnut: 3rd - 13th St	0	3	1	2	2	2	0	3	2	3	0	18	2
9	PE		Churchmans: SR4/SR7 Stanton Split	0	0	3	2	3	2	0	1	2	3	0	16	3
10	OY		SR 9: Landers Ln - A St	1	1	2	0	0	0	3	3	2	3	0	15	4
11	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	5
12	23-24	2030	US 40: US 40/SR 896 Grade Separated Intersection	-3	0	4	2	2	1	0	1	3	3	0	13	5
13	21-24	2030	US 40: US 40, Salem Church Rd to Walther Rd	-3	1	4	2	2	1	0	0	2	3	0	12	6
14	22-24	2030	SR 4, Christina Parkway: SR 2 - SR 896	-3	0	4	2	2	0	0	1	2	3	0	11	7
15	20-22	2030	SR299: SR 1 - Catherine Street	-3	0	3	1	0	2	0	3	2	3	0	11	7
16	PE		SR 9, River Rd. Area, Dobbinsville	0	0	0	0	0	0	3	1	0	3	0	7	8
17	PE		US 13: Duck Creek - SR 1	1	0	0	0	0	0	1	0	0	1	0	3	9
18	23-24		SR 896/Bethel Church Rd Interchange	-3	0	1	0	0	0	0	0	0	0	0	-2	10
19			Collectors													
20	20-21		Garasches Lane, Phase 1	1	1	0	0	0	0	0	3	0	3	0	8	1
21	PE		Old Capitol Trail: Newport Rd to Stanton Rd	1	1	0	0	0	0	1	1	0	3	0	7	2
22	PE		Otts Chapel Rd / Welsh Track Rd Intersection	0	0	3	0	0	0	0	0	0	0	0	3	3
23	20		Possum Park Rd. at Old Possum Park Rd.	0	0	0	0	0	0	0	0	0	1	0	1	4
24			Expressways													
25	PE	2040	I-295 Northbound: SR 141 - US 13	-3	0	3	2	4	0	0	0	4	3	0	13	1
26	PE	2030	SR 1 Widening, SR 273 - Roth BR	-3	0	4	2	4	3	0	0	2	3	0	15	2
27	23-24	2030	I-95: SR 896 Interchange	-3	0	3	2	4	2	0	0	3	3	0	14	3
28	19-21	2030	Road A /SR 7	-3	0	2	2	2	2	0	0	0	3	0	8	4
29			Local													
30	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

FY 2020-2023 TIP Project Prioritization

	Construction FY	AQ Model Year	PROJECT	Improve Quality of Life			Efficiently Transport People					Support Sustainable Econ Dev/Goods Movement			2018	2018
				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 2020
1			PROJECT													
31	19		Southern New Castle County: Shallcross Lake Rd Relocated	0	0	0	0	0	0	0	0	0	1	4	5	2
32	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	3
33	22-23		Southern New Castle County: Lorewood Grove Rd.: N412A - SR 1	-1	0	0	0	0	0	0	0	0	1	2	2	4
34	PE		Denny/Lexington Parkway Intersection	0	0	0	0	0	0	0	1	0	1	0	2	4
35			Pedestrian/Bicycle													
36	20-24		US 13: Christina River Bridge - US 40 Pedestrian Safety Improvements	3	1	4	2	3	3	0	3	4	3	0	26	1
37	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
38	W/ Pave/Rehab		Delaware Avenue Separated Bicycle Facility	1	0	2	2	2	1	0	3	2	3	0	16	3
39			Transit													
40	19		Wilmington Transit Center	3	3	2	2	2	2	0	3	2	3	2	24	1
41			Transit Vehicle Replacement and Refurbishment, New Castle County	1	3	2	2	2	3	3	0	0	3	0	19	2
42	PE		Rail Improvements: Fairplay Station Parking	3	0	3	2	2	3	0	0	0	3	0	16	3
43			Transit Vehicle Expansion, NCC	3	1	2	1	2	1	3	0	0	3	0	16	3
44	19-20		Middletown Park and Rides	3	0	3	1	0	0	0	0	2	3	0	12	4
45	20-21		New Castle County Transit Center	3	0	0	0	0	0	0	0	0	3	0	6	5
46			Rideshare Program, statewide	3	0	0	0	0	0	0	0	0	3	0	6	5
47	NOT IN FY 2018-2021 TIP															
48			Arterial													
49			Churchmans: SR2/Harmony Rd.	0	0	3	2	2	3	0	1	2	3	0	16	1
50			SR 896: US 40 - I-95, third lane	-3	0	4	2	3	1	0	3	3	3	0	16	1
51			SR 2: S. Union Street Streetscape	0	0	0	2	2	3	1	3	0	3	0	14	2
52			US 13: SR 71, Tybouts Corner - US 40	-3	0	3	2	4	2	0	1	2	3	0	14	2
53			Churchmans: Churchmans Rd. Extension	-3	0	4	2	2	2	0	1	2	3	0	13	3
54			Wilmington Initiatives: Market St: 11th St. - 16th St.	0	3	0	2	2	0	0	3	0	3	0	13	3
55			US 40/SR 7 Grade Separated Intersection	-3	0	4	2	2	1	0	1	2	3	0	12	4
56			US 40: SR 896-Salem Church Rd, Widening	-3	-1	4	2	3	2	0	0	2	3	0	12	4
57			City of New Castle: SR 9	-1	0	2	1	0	2	0	3	0	3	0	10	5
58		2040	Tyler McConnell Bridge, SR141: Montchanin Rd. - Alapocas Rd.	-3	0	3	1	2	0	0	0	2	3	0	8	6
59			US 40: Eden Square Connector	-1	0	4	0	0	0	0	1	0	3	0	7	7
60			North Claymont Area Master Plan - US 13: I-495 - PA Line	1	0	0	0	0	0	0	1	2	3	0	7	7

FY 2020-2023 TIP Project Prioritization

	Construction FY	AQ Model Year	PROJECT	Improve Quality of Life			Efficiently Transport People					Support Sustainable Econ Dev/Goods Movement			2018	2018
				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 2020
1			PROJECT													
61			City of New Castle Intersections	0	0	0	0	0	0	0	3	0	3	0	6	8
62			US 13, Odessa Transportation Plan Implementation	1	0	0	0	0	0	0	1	0	3	0	5	9
63			Newtown Road: SR896 - SR 72	-3	0	0	0	0	0	0	1	0	3	0	1	10
64			Collectors													
65			Wilmington Initiatives: 12th St. Connector	-1	3	0	0	0	0	0	3	0	3	0	8	1
66			Glasgow Ave Study Improvements	1	0	0	0	0	0	0	1	0	3	0	5	2
67			Expressways													
68		2030	US 301: Spur	-3	0	3	1	2	0	0	0	3	0	0	6	1
69			Local													
70			Wilmington Initiatives: Shipley Street	1	3	0	2	0	0	0	3	0	3	0	12	1
71			Wilmington Initiatives: Tatnall St. Connector	-1	0	0	2	0	0	0	3	0	3	0	7	2
72			Southbridge Street Network / Garasches Lane Phase 2	-1	1	0	0	0	0	0	3	0	3	0	6	3
73			Westown: SR 71/St Annes Church Rd.	-1	0	0	0	0	0	0	0	0	3	4	6	3
74			Westown: Wiggins Mill Rd: Green Giant Rd. - St Annes Church Rd.	-1	0	0	0	0	0	0	0	0	1	4	4	4
75			Pedestrian/Bicycle													
76			Wilmington Initiatives: Bicycle Improvements	1	3	2	2	2	3	3	3	0	3	0	22	1
77			Bicycle, Pedestrian: Marsh Rd.	1	0	3	0	0	0	0	3	0	3	0	10	2
78			DuPont Road Pedestrian Facilities	3	3	0	0	0	0	0	1	0	3	0	10	2
79			Wilmington Initiatives: Water Street Walkway	1	0	0	2	0	0	0	3	0	3	0	9	3
80			Churchmans: Red Mill Rd. Sidewalks, Ruther Dr - SR 2	1	0	0	1	2	0	0	1	0	3	0	8	4
81			US 40: Newtown Trail & Pedestrian Improvements	1	0	0	0	0	0	0	1	3	3	0	8	4
82			Bicycle, Pedestrian: Foulk Rd.	1	0	1	0	0	0	0	1	0	3	0	6	5
83			Grubb Road Pedestrian Improvements: Foulk Rd. - Naamans Rd.	1	0	0	0	0	0	1	1	0	3	0	6	5
84			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
85			Transit													
86			Transit bus stop improvements - NCC	3	3	2	0	0	0	3	3	2	3	0	19	1
87			Transit Vehicle Expansion: SR 141	3	1	3	1	2	0	3	0	2	3	0	18	2
88			US 40: Transit improvements	1	3	4	1	2	2	0	1	0	3	0	17	3
89			Boys Corner Park and Ride Expansion	3	0	0	1	2	0	0	0	0	1	0	7	4
90			Transit Vehicle Expansion: Paratransit	0	0	0	0	0	0	3	0	0	3	0	6	5

FY 2020-2023 TIP Project Prioritization

	Construction FY	AQ Model Year	PROJECT	Improve Quality of Life			Efficiently Transport People					Support Sustainable Econ Dev/Goods Movement			2018	2018
				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 2020
1			PROJECT													
91			Rail preservation: NCC Historic Red Clay	0	0	0	0	0	0	0	0	0	1	0	1	6
92																
93																
94	Source:															
95				Air Quality: review by Air Quality Subcommittee			Transportation Justice: 2015 Accessibility and Mobility Report									
96				Environmental Justice: 2013 Environmental Justice & Title VI Plan			Freight: WILMAPCO Regional Freight and Goods Movement Analysis									
97				Safety: DelDOT crash data, 2013-2015			Economic Development: Delaware Office of State Planning Policies and Spending Map									
98				CMS: 2017 Congestion Management System Summary			Funding Match: DelDOT finance									

CMAQ SCORING

Qualitative Index*

ID	Rank	Project	Notes	Current Total FY19-22 TIP Estimate \$	Highest Ranking Project Type	VMT	Cost	Life	Total
				x1000					
1	1	GENERAL: Heavy Equipment Program (only diesel retrofits/replacements)		\$76,388	2. Engine Replacements				
2	1	GENERAL: Transit Vehicle Replacement (diesel retrofits/replacements)	Fixed-route only	\$52,135	2. Engine Replacements				
3	2	NCC Transit Center Park and Ride	Not replacement of existing.	\$4,750	3. Park and ride	6	0	6	12
4	3	Middletown Park and Ride		\$3,500	3. Park and ride	3	0	6	9
5	4	Transit Vehicle Expansion, NCC	Fixed-route only	\$2,216	4. Transit expansion	6	0	3	9
6	4	Rail: Newark Regional Transit Center		\$73,089	4. Transit expansion	3	0	6	9
7	5	GENERAL: Transportation Management Improvements (expansion)		\$52,760	5. Incident Management				
8	6	New Castle Industrial Track: S of Christina River - Riverwalk		\$24,085	7. Bike/ped	6	0	6	12
9	7	Wilmington Initiatives: Walnut: MLK Blvd. to 13th		\$12,705	7. Bike/ped	3	0	6	9
10	7	SR 2 (Elkton Rd): MD Line to Casho Mill Rd.		\$37,754	7. Bike/ped	3	0	6	9
11	7	Old Capitol Trail: Newport Road to Stanton Road (multimodal)		\$5,350	7. Bike/ped	3	0	6	9
12	7	Wilmington Initiatives: 4th St: Walnut - I-95		\$3,000	7. Bike/ped	3	0	6	9
13	7	US 13: Duck Creek - SR 1		\$8,500	7. Bike/ped	3	0	6	9
14	7	US 40: US 40/SR 7		\$2,736	7. Bike/ped	3	0	6	9
15	7	Wilmington Initiatives: King/Orange: MLK Blvd. to 13th		\$6,250	7. Bike/ped	3	0	6	9
16	7	US 13: Memorial Drive - US 40 Pedestrian Safety Improvements		\$28,000	7. Bike/ped	3	0	6	9
17	7	Myrtle & Manor Avenue Sidewalk Improvements		\$2,715	7. Bike/ped	3	0	6	9
18	7	Garasches Lane		\$6,002	7. Bike/ped	3	0	6	9
19	7	GENERAL: Bicycle, Pedestrian, and Other Improvements (non-recreational only)		\$18,736	7. Bike/ped				
20	7	SR 9, New Castle Ave., Landers Ln. to A St.	new	\$17,700	7. Bike/ped	3	0	6	9
21	8	Rideshare Program, statewide		\$3,660	12. Ridesharing	3	0	6	9
22	9	US 40: US 40/SR 72 Intersection		\$23,222	13. Intersection improvements	3	0	6	9

CMAQ Project Prioritization Process - Methodology

1. Rank projects by type, based on FHWA cost-effectiveness data (PM2.5, NOx, and VOCs). Priority by type is: 1. Idle reduction, 2. Heavy vehicle engine replacements (diesel), 3. Park and ride, 4. Transit service expansion, 5. Incident management, 6. Extreme temperature cold start technology, 7. Bicycle and pedestrian, 8. Intermodal freight, 9. Transit amenity improvements, 10. Employee transit benefits, 11. Car sharing, 12. Ridesharing, 13. Intersection improvements, 14. Roundabouts, 15. Bike sharing, 16. Subsidized transit fares, and 17. Electric charging stations

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

1 April 2018

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

RE: Cecil County's FY 2019 Transportation Priorities

Dear Secretary Rahn:

Cecil County Government submits this letter to articulate its transportation priorities to your department for FY 2019. We continue to recognize not only our mutual challenges but also our 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 county¹ in the Northeast Corridor, and it is the only Maryland I-95 Northeast Corridor county whose accessibility and economic viability is impeded by a toll. Therefore, inasmuch as every dollar of I-95 toll revenue that goes elsewhere (e.g., the Intercounty Connector) represents an inordinate Cecil County contribution to State transportation priorities, it is eminently reasonable that some of the I-95 toll revenues ought to come back to Cecil County in support of mutual County and State I-95 priorities. Thus, our specific I-95 corridor access and mobility enhancement project requests are as follows:

1. 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.

13
F

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.

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

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 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.
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 Linda Norman, District 35


Senator Stephen S. Hershey, Jr. District 36


Delegate Kevin Hornberger, District 35-A


Delegate Andrew P. Cassilly, District 35-B


Delegate Teresa Reiley, District 35-B


Delegate Jefferson L. Ghrist, Sr., District 36


Delegate Jay A. Jacobs, District 36


Delegate Steven J Arentz, District 36



TOWN OF NORTH EAST

106 South Main Street • P.O. Box 528 • North East, Maryland 21901-0528
410/287.5801 • 410/287.8267 Fax • www.northeastmd.org

Mayor
Robert F. McKnight

Commissioners
Hilary A. Crothers-Moore
Michael Kline
Ray Mitchell
Paul A. Stark

Administrator
Melissa B. Cooke-Mackenzie

May 11, 2018

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

2018 Transportation Priorities: Town of North East

Dear Secretary Rahn,

The Town of North East has outlined the following priorities for consideration and inclusion in your final 2018 Consolidated Transportation Program.

1. 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: Installation of 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.

2. Installation of a 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 currently underway Contract No. CE3395176). Note: Sycamore Drive is the road which leads into the Timberbrook Development, a 350+ Townhome Community.
3. 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.
4. Installation of sidewalk from the existing sidewalk on Route 7 (East Cecil Avenue) to Mechanics Valley Road.
5. Installation of bicycle/walking/share the road pavement markings along Route 7 from Mechanics Valley Road to Ridgely Forest Drive.
6. Review impacts of rail service to State Highway systems in North East.
7. Marc Train Service in North East.

RECEIVED

MAY 17 2018

SECRETARY'S OFFICE
DEPT. OF TRANSPORTATION



2018 Transportation Priorities – Town of North East
May 11, 2018
Page 2

8. Implement a new I-95 interchange in the area of Belvidere Road near Principio Business Park.

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,

A handwritten signature in dark ink, appearing to read 'Robert F. McKnight', written over a horizontal line.

Robert F. McKnight
Mayor

Cc:

Mr. Eric S. Sennstrom, Director, Cecil County Department of Land Use and Development Services
Mr. Anthony Digiacomo, Division Chief, Cecil County Division of Planning and Zoning
Mr. W. Scott Flanigan, Director, Cecil County Department of Public Works
Mr. Greg Holsey, District Engineer for District 2, SHA
Mr. Peter Sotherland, Acting Regional Planner, State Highway Administration
Ms. Darlene Koch, Executive Administrative Assistant, District 2, State Highway Administration
Ms. Heather Dunigan, Principal Planner, WILLMAPCO

Mayor
James L. Eberhardt
Town Administrator
Denise Breder

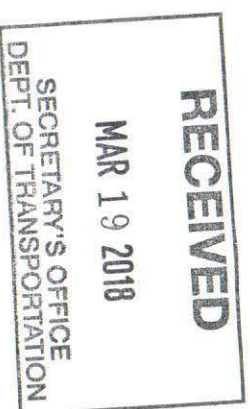


Perryville
Grounded in history. Focused on the future.

Commissioners
Robert R. Ashby Jr.
Pete Reich
Michelle Linky
Raymond A. Ryan III

March 8, 2018

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



Re: Transportation Priorities – Perryville, MD

Dear Secretary Rahn:

The Town of Perryville would like to take this opportunity to convey our transportation priorities to your department for FY2019. 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. Continue to investigate options to deal with the high toll rates and the diversion that results from the high toll rates on the Tydings Bridge
2. Redesign and construct a new MD 222/I-95 interchange, to include an upgraded bridge over I-95.
3. Install sidewalks on MD222 from Clayton Street to the intersection with St. Marks Church Road (the entrance to the Perryville High School).
4. Increase MARC Penn Line service to include mid-day and weekend service for the entire line (D.C. to Perryville) and special event trains.
5. Replace the bridge over the Amtrak line on MD327, but ensure maintenance of traffic during construction.
6. Evaluate the need for a signal on MD222 at Cedar Corner Road.

A complete description of these priorities follows:

Continue to investigate options to deal with the high toll rates and the diversion that results from the high toll rates on the Tydings Bridge

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 2015¹, 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 for a range of skills and talents.

Numerous studies have been conducted by various agencies to evaluate traffic conditions in the surrounding area. Project development for both commercial and residential is limited due to the failing grade of traffic movement by both vehicles and trucks. 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.

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

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

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

Sidewalks in this vicinity would provide a safe walkable access to the local High School. It is a goal of the Town to provide connecting sidewalks to local schools when development occurs. It is a goal of the State of Maryland to provide a safe route to school. This project is important to meet both Perryville's and Maryland's goals and we respectfully request full funding for the project.

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, we understand and anticipate when the Susquehanna River Rail Bridge Project is constructed that Amtrak's truck access to the Perryville Maintenance-

of-Way base will be re-routed to MD327 instead of Broad Street. This is an initiative that Amtrak is considering as it is important to Perryville to get truck traffic off of the downtown streets and to move it to a more appropriate industrial area. Since MD327 is the only access for Ikea, the wastewater plant and park, the only truck access to Perry Point and future truck access for Amtrak to the MOW Base, it is therefore vital that traffic access is maintained when the bridge is replaced.

Evaluate the need for a signal on MD222 at Cedar Corner Road

We believe that a signal is needed at the intersection of MD222 and Cedar Corner Road. We respectfully request that you further investigate this and conduct a signal warrant analysis. We believe that a signal at this location could alleviate traffic flow problems and make the intersection safer. It could also allow for safe pedestrian crossing at that location.

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

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

Sincerely,



James L. Eberhardt
Mayor

CC: Dr. Alan McCarthy, County Executive, Cecil County
County Council of Cecil County
David Glenn, Council Member, City of Havre De Grace
Ben Martorana, Director of Planning, City of Havre De Grace
Dianne Klair, Planner, City of Havre De Grace

APPENDIX G

Public Comments

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.

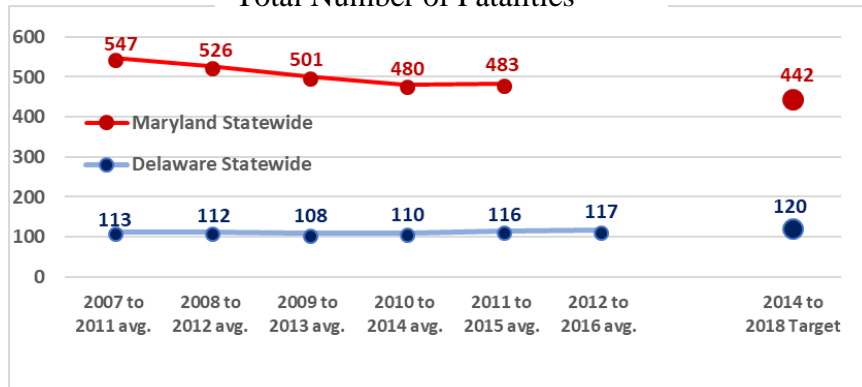
Details on the HSIP projects can be found in the New Castle County section of the TIP.

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

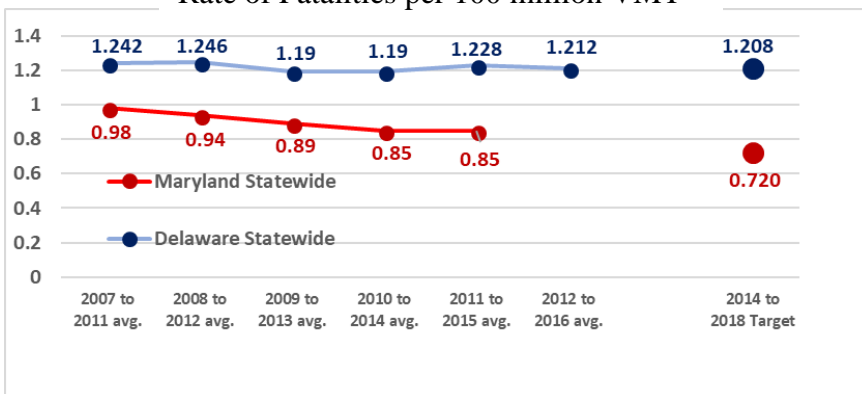
* Projected 2014-2018 5-year rolling averages

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.

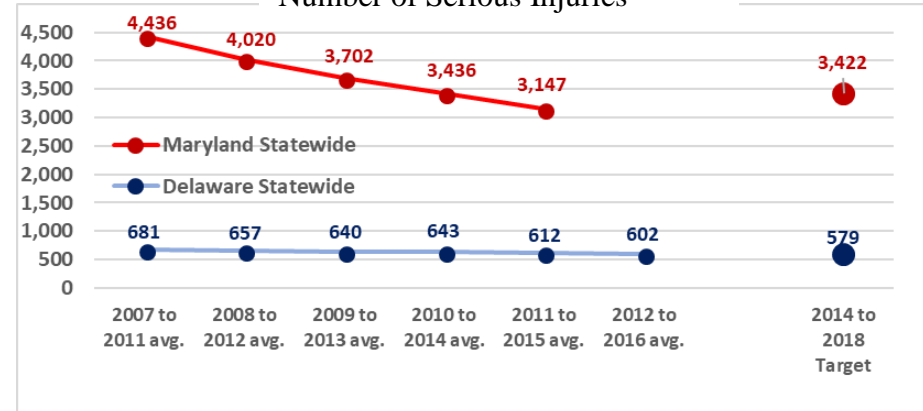
Total Number of Fatalities



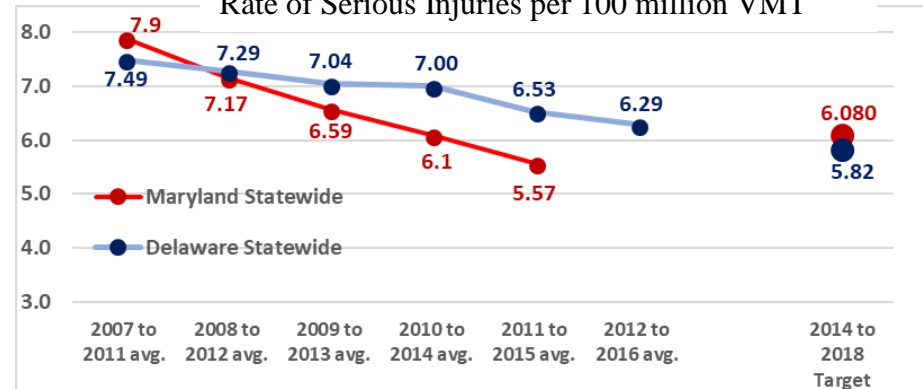
Rate of Fatalities per 100 million VMT



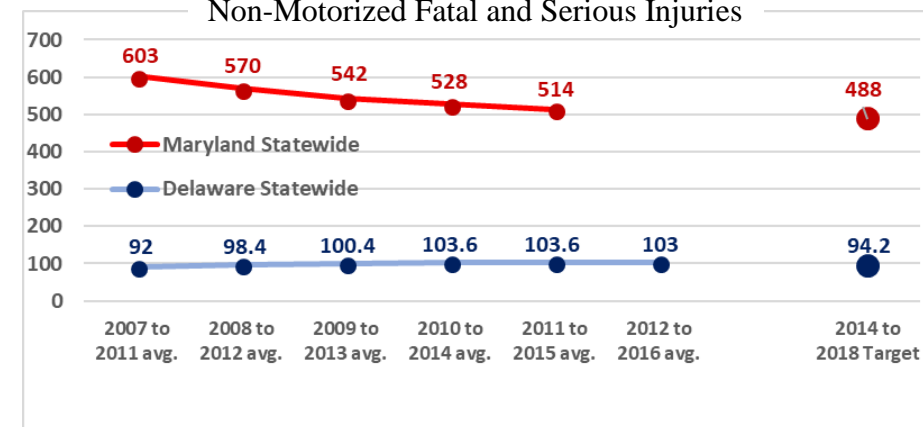
Number of Serious Injuries



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

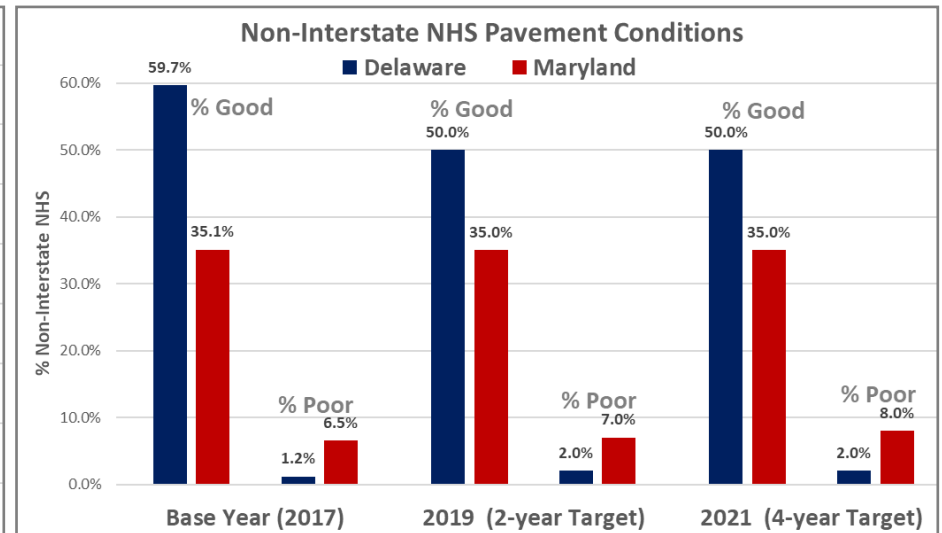
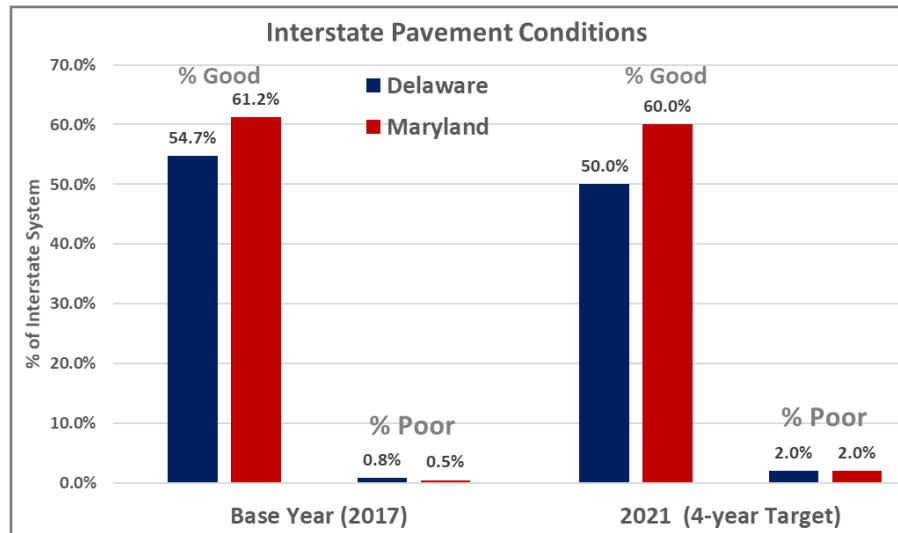
Performance Measures: Pavement Condition*	
% of Interstate pavement in GOOD condition (4-year target only)	
% of Interstate pavement in POOR condition (4-year target only)	
% of non-Interstate NHS pavements in GOOD condition (2 and 4 year target)	
% of non-Interstate NHS pavements in POOR condition (2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

*Good condition: Suggests no major investment is needed.

Poor condition: Suggests major reconstruction investment is needed.

Pavement Condition Determination Method

Overall Section Condition Rating	Pavement Type		Measures
	Asphalt and Jointed Concrete	Continuous Concrete	
	3 metric ratings (IRI, cracking and rutting/faulting)	2 metric ratings (IRI and cracking)	
Good	All three metrics rated "Good"	Both metrics rated "Good"	percentage of lane-miles in "Good" condition
Poor	≥ 2 metrics rated "Poor"	Both metrics rated "Poor"	percentage of lane-miles in "Poor" condition
Fair	All other combinations	All other combinations	



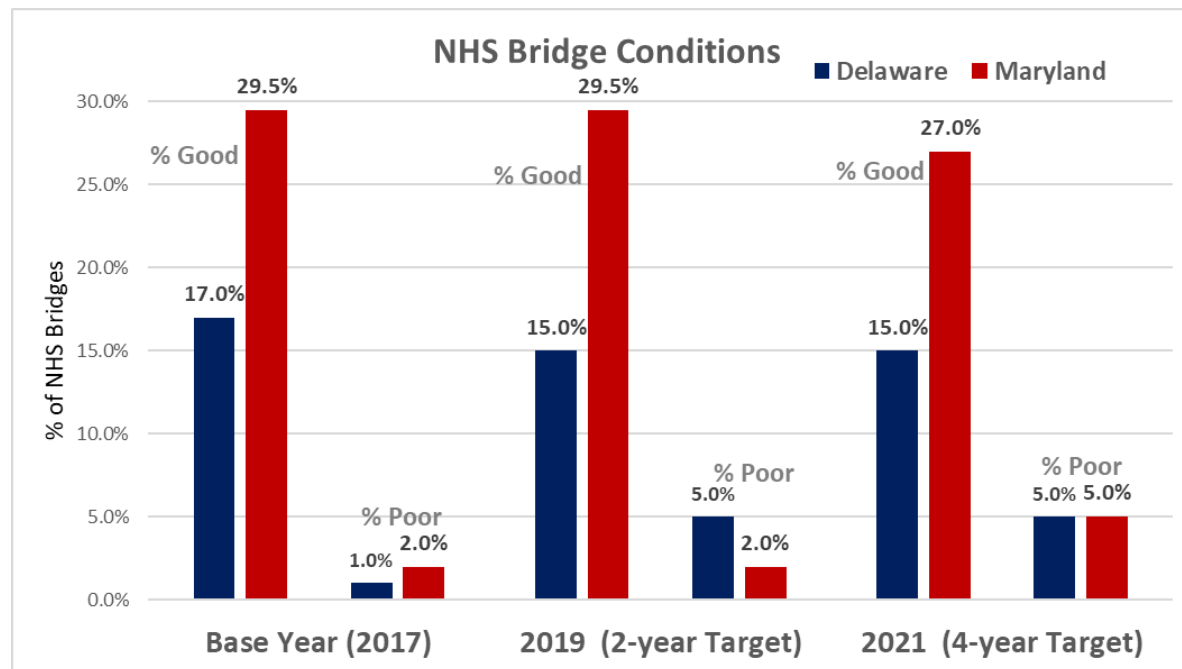
Transportation Performance Measure 3: Infrastructure condition targets for the National Highway System (NHS) – Bridge Conditions

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 (80th percentile) to a “normal” travel time (50th 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.

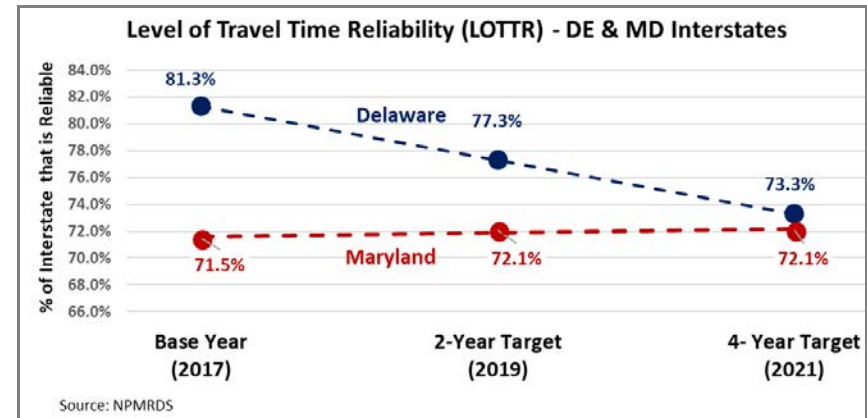
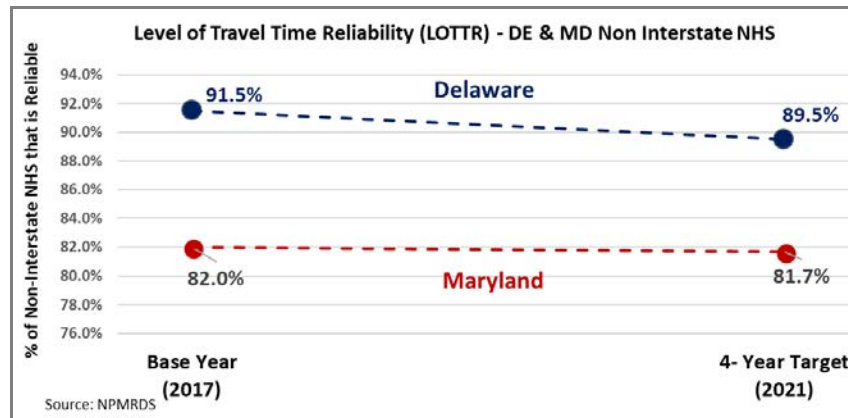
Travel time reliability performance measures

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 = 1.54
Weekends	6am – 8pm	LOTTR = 1.31
Must exhibit LOTTR below 1.50 during all of the time periods		Segment IS NOT reliable



Data Sources:

Travel times - Travel Time Data Set (NPMRDS)

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

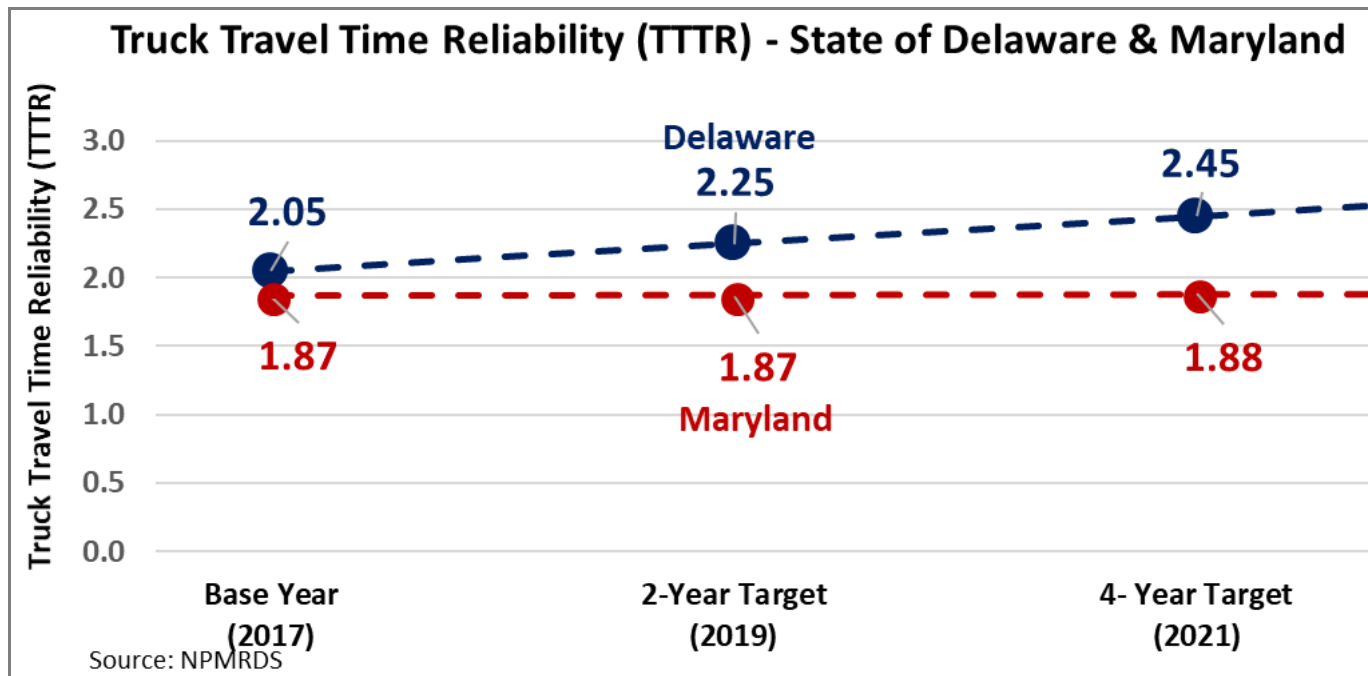
Average vehicle occupancies (AVO) data tables published by FHWA.

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 95th percentile time by the normal time (50th 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



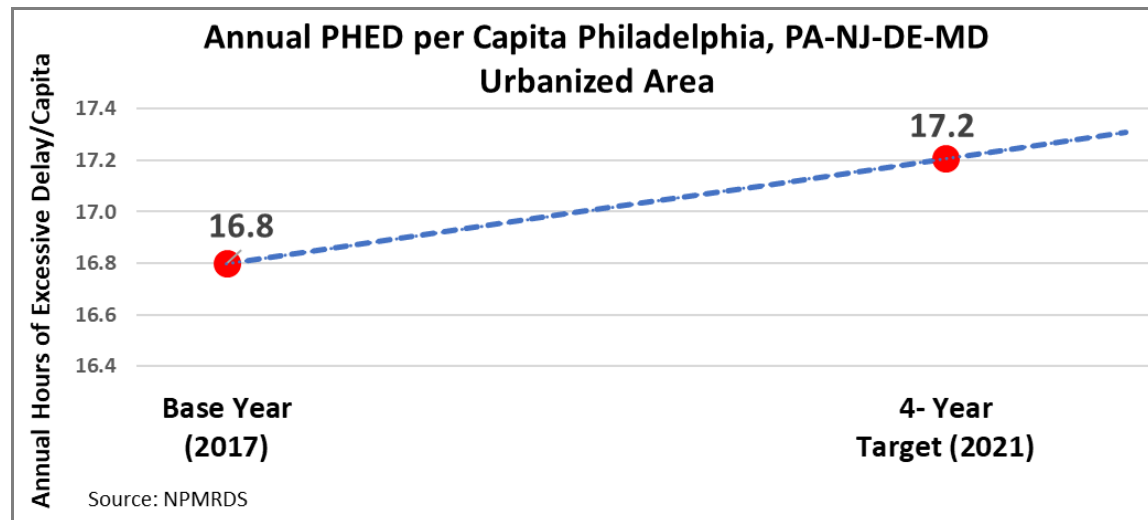
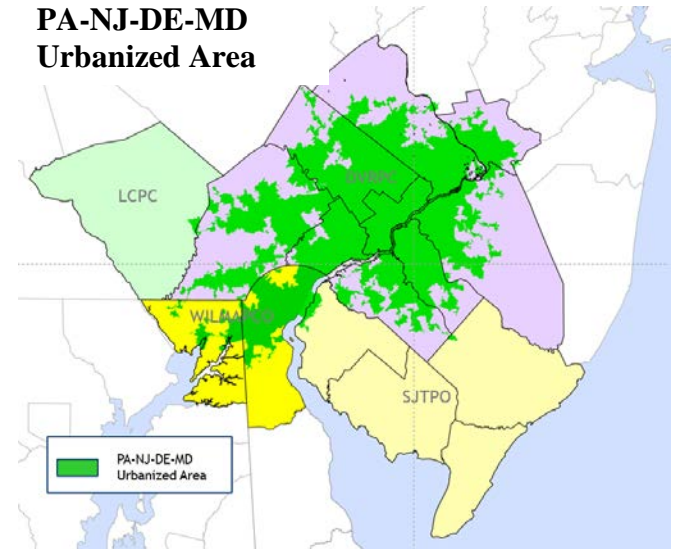
Transportation Performance Measure 3: Annual hours of peak-hour excessive delay per capita (PHED) – Philadelphia, PA/DE/MJ/NJ Urbanized Area

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/MJ/NJ urbanized area, with the targets selected in coordination with all four DOTs and associated MPOs.

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

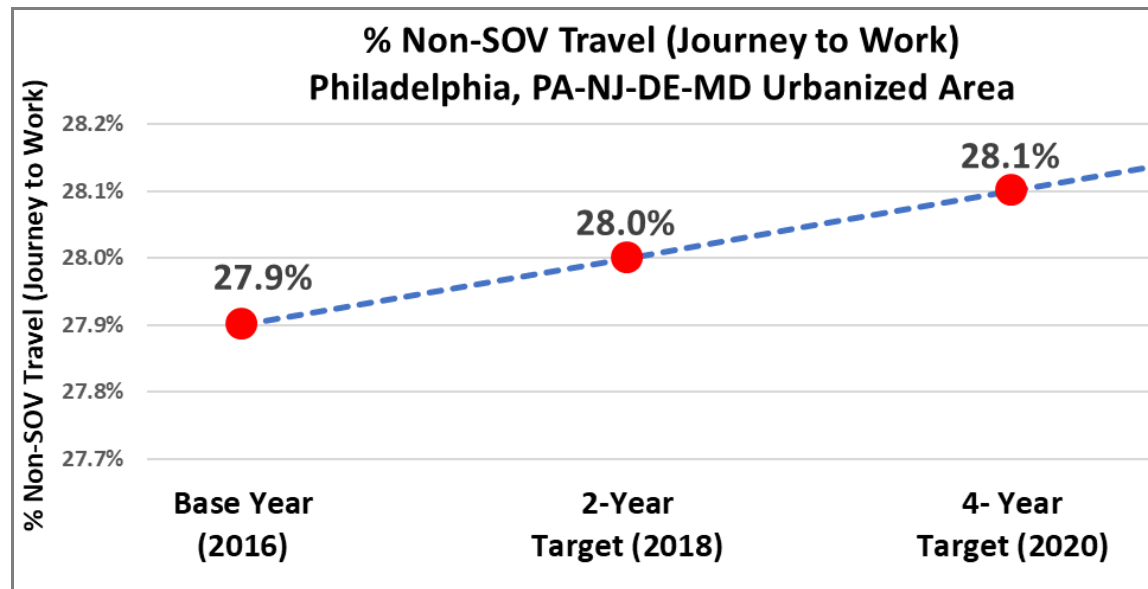
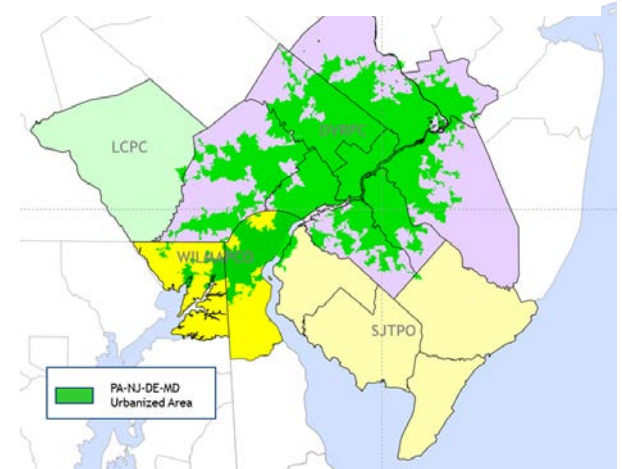


Transportation Performance Measure 3: Percent of non-single occupancy vehicle travel – Philadelphia, PA/DE/MJ/NJ Urbanized Area

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/MJ/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

The figures below display both baseline conditions and 2 and 4-year targets for on-road mobile source emissions stemming from CMAQ projects. Data here are broken up between Cecil County and New Castle County and are presented for NO_x, VOCs, and PM_{2.5}. We do not present PM_{2.5} data for Cecil County based on guidance from the FHWA.

In Cecil County, we adopt MDOT's baseline measure, but elect to set our own 2 and 4-year emissions targets. The baseline figure is based on summed emissions reductions from Cecil County's CMAQ projects from 2014 through 2017 placed in the FHWA CMAQ Public Access System database. MDOT's targets are based on these previously-funded CMAQ projects, several roundabouts.

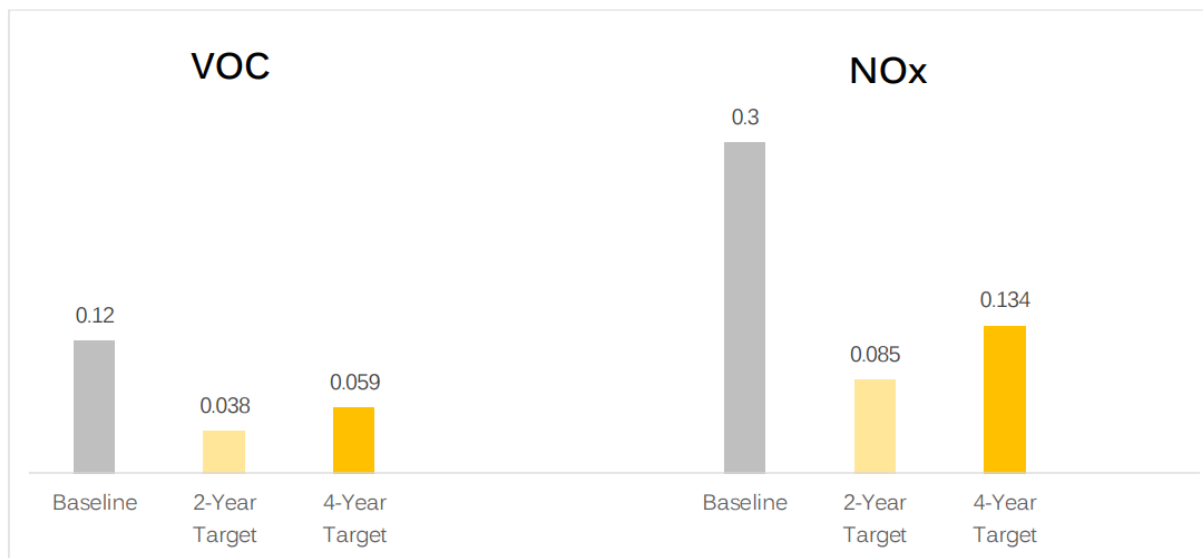
WILMAPCO proposes targets based on ten cost-beneficial bicycle and pedestrian projects listed in various Cecil County and municipal priority letters. Using the Atlanta Regional Commission's CMAQ calculator, WILMAPCO determined the median emissions benefits for these projects for the years 2018 and 2020. We extrapolated benefits for the year 2022, based on those figures. The 2020 results became the 2-year target. The sum of the 2020 results and the 2022 results became the 4-year target.

In New Castle County, we adopt the emissions targets set by DelDOT for the State of Delaware. These are presented on the following page.

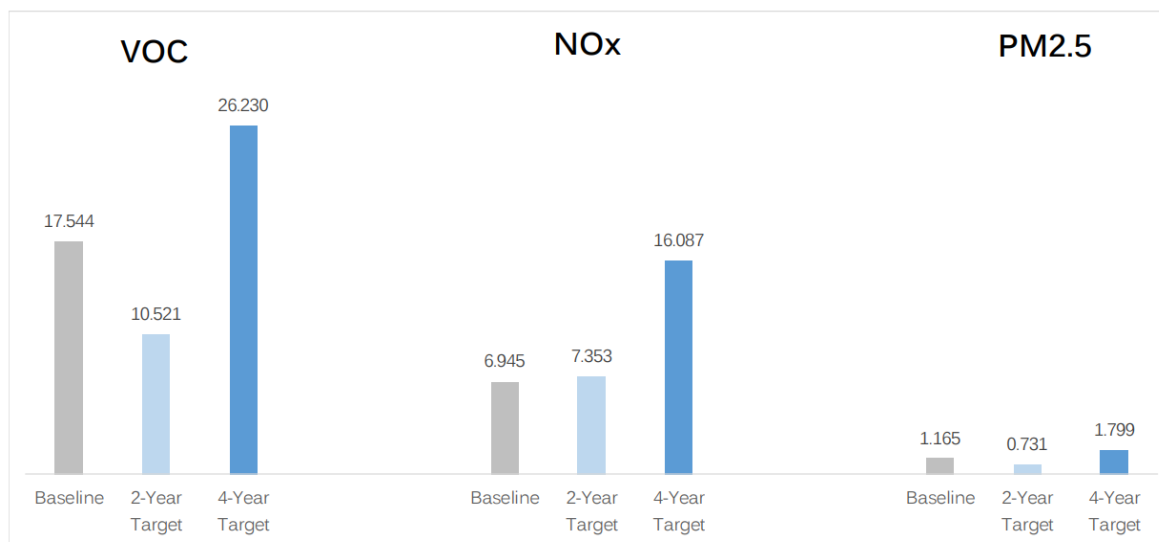
DelDOT's methodology for developing these targets for VOC and NO_x emissions is described in their "Performance Management 3" submission to FHWA in May 2018. First, a listing of potential CMAQ projects through 2021 was compiled. Next, projects which could, quantitatively, have their emissions reductions estimated were identified. These projects were run through a DelDOT Planning emission reduction spreadsheet tool. Estimates for emissions reductions were developed for each year, by project, between the years 2017 and 2021. The sum of emissions reductions for all projects for the years 2018 and 2019 became the 2-year target. The sum of emission reductions for all projects between the years 2018 and 2021 became the 4-year target. DelDOT also provided WILMAPCO with estimates for PM_{2.5} emission reductions that we include here.

WILMAPCO sets the baseline figures for VOC, NO_x, and PM_{2.5} reductions based on the potential reductions for all Delaware statewide projects in year 2017 provided by DelDOT. Historic CMAQ emissions benefit data were unavailable.

**CMAQ ON-ROAD MOBILE SOURCE EMISSION REDUCTIONS
IN CECIL COUNTY, MD (KG/DAY)**



**CMAQ ON-ROAD MOBILE SOURCE EMISSION REDUCTIONS
IN DELAWARE (KG/DAY)**



Transit Asset Management Plans (TAMP)

On October 1, 2016 the Federal Transit Administration (FTA) published its Final Rule (49 CFR 625 and 630) on the Federal Requirements for the development of Transit Asset Management Plans (TAMP) by all transit agencies that receive federal funding. The TAM plan involves an inventory and assessment of all assets used in the provision of public transportation. The term “asset” refers to physical equipment including rolling stock, equipment and facilities. The goal of asset management is to ensure that an agency’s assets are maintained and operated in a consistent State of Good Repair (SGR).

The TAM Final Rule distinguishes requirements between larger and smaller or rural transit agencies:

- Tier I provider: “owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service or in any one non-fixed route mode, or (2) rail transit.”
- Tier II provider: “owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.”

In the WILMAPCO region, DTC DelDOT is considered a Tier I provider, and Cecil County Transit (CCT) is considered a Tier II provider. As statewide transit agencies, DTC DelDOT and MDOT MTA have completed their TAMPs in 2018. Per federal regulations, MDOT MTA created a group TAMP plan on behalf of the Tier II Locally Operated Transit Systems (LOTS) in the state of Maryland will support their implementation of asset management practice and the federal requirements. This group TAMP applies only to the 23 LOTS in Maryland that are recipients of 5311 funding, operate less than 100 vehicles, or serve an American Indian tribe.

Measures: The TAM Rule requires that transit agencies establish state of good repair (SGR) performance measures and targets for each asset class. Tier I providers must report on the SGR measures for the following asset categories:

- Rolling stock (revenue vehicles): Percent of vehicles that have either met or exceeded their Useful Life Benchmark (ULB)
- Equipment (including non-revenue service vehicles): Percent of vehicles that have either met or exceeded their ULB
- Infrastructure (rail fixed-guideway, track, signals, and systems): Percent of track segments with performance restrictions
- Facilities: Percent of facilities rated below condition 3 on the FTA TERM scale

DTC DelDOT is not responsible for Infrastructure, as they are not a grantee that directly operates, maintains or stores rail cars, and has no associated rail infrastructure in its asset portfolio.

As Tier I providers, DTC DelDOT must develop its own TAM Plan, or TAMP, with all the elements listed below. As required by the TAM Final Rule, Tier I Provider TAMPs must:

- Include the capital asset inventory;
- Provide asset condition assessment information;
- Describe the decision support tools used to prioritize capital investment needs;
- Identify project-based prioritization of investments;
- Define the TAM and SGR policy;
- Discuss the TAMP implementation strategy;
- Describe the key TAM activities to be undertaken during the plan's four-year horizon period;
- List resources needed to carry out the TAMP; and
- Outline how the TAMP will be monitored and updated to support continuous TAM improvement.

As a Tier II providers, CCT was included in MDOT MTA's group TAMP with 22 other LOTS. As required by the TAM Final Rule, Tier II Provider TAMPs must:

- Maintain an Asset Inventory that includes all vehicles, facilities, and equipment used in the delivery of transit service;
- Identify all Safety-Critical assets within the Asset Inventory and prioritize efforts to maintain those Safety-Critical assets in a SGR;
- Clearly define ownership, control, accountability, and reporting requirements for assets, including leased and third-party assets;
- Set annual asset performance targets and measure, monitor, and report on progress towards meeting those targets;
- Consider asset criticality, condition, performance, available funding, safety considerations, and the evaluation of alternatives that consider full lifecycle benefits, costs, and risks in capital project prioritization and other asset management decisions; and
- Maintain a group asset management plan, in coordination with MDOT MTA and LOTS safety policies and plans, as a means of delivering this policy.

Data: In this initial Tier I TAMP, DTC will use FTA ULB measures for transit assets and rolling stock. Targets for revenue/non-revenue vehicles are expressed as a percentage of the assets that are at or the ULB. Targets for equipment are expressed as a percentage of the assets that are at or beyond the ULB. Facility targets are based on the overall condition score in terms of a percentage of facilities failing to meet the target score.

DTC ASSET PERFORMANCE TARGETS – ROLLING STOCK AND EQUIPMENT

ASSET CLASS	ASSET USE	DTC UL	FTA ULB	TARGET PERCENTAGE	RATIONALE
Rolling Stock - Revenue Vehicles					
Commuter Rail Car (RP)	Rail	-	39	<10%	DTC's policy is to replace at end of UL. Less than 10% is acceptable.
Over-the-Road Bus (BR)	Commuter	12	14	<10%	
40ft/30ft Buses (BU)	Fixed-route	12	14	<10%	
Cutaway Bus (CU)	Paratransit	5	10	<10%	
Equipment - Non-Revenue Vehicles					
Car (AO)	Support Services	8	8	<20%	With current funding levels DTC will meet target goal within 4 years.
SUV (SV)	Support Services	8	8		
Truck/Van (VN)	Support Services	10	8		

DTC ASSET PERFORMANCE TARGETS – FACILITIES

ASSET CLASS	CONDITION BENCHMARK	TARGET PERCENTAGE	RATIONAL
Facilities	3	20%	With DTC's Facility Preventative Maintenance plan goals, a 20% target is reasonable

For Cecil County Transit (CCT), based on the reported asset condition, targets have been set for each asset class taking the projected funding levels into consideration. The table below summarizes the FY 2017 performance and FY 2019 targets for Tier II LOTS assets. Targets have been set based on the anticipated funding availability and the priorities of both the LOTS and MDOT MTA.

FY19 TARGET ASSET PERFORMANCE FOR ALL ASSETS

NTD Vehicle Type	FY 2017 Performance	FY 2019 Target
Revenue Vehicles		
Bus	17.30%	13.30%
Cutaway Bus	14.80%	10.80%
Automobile	42.90%	38.90%
Van	39.40%	35.40%
Equipment		
Trucks and Other Rubber Tire Vehicles (Non-Revenue Vehicles)	14.60%	14.60%
Facilities		
Administrative*	10.00%	5.00%
Administrative/Maintenance	30.80%	25.80%
Maintenance	40.00%	35.00%
Passenger	25.00%	25.00%

APPENDIX I

INDEX

Contents			
A Street Shared Use Path, Wilmington	2	-	6
Advanced Traffic Mitigation for I-95 Viaduct and Brandywine River Bridge	2	-	3
Aeronautics Planning	1	-	17
Aeronautics Program Development	1	-	17
AREAWIDE BRIDGE REPLACEMENT AND REHABILITATION	3	-	1
AREAWIDE CONGESTION MANAGEMENT	3	-	10
AREAWIDE ENVIRONMENTAL PROJECTS	3	-	2
AREAWIDE RESURFACING AND REHABILITATION	3	-	3
AREAWIDE SAFETY AND SPOT IMPROVEMENTS	3	-	4
AREAWIDE URBAN STREET RECONSTRUCTION	3	-	5
Beech St Facilities Renovation	2	-	4
Beech St Maintenance Building	2	-	4
Bicycle, Pedestrian and other Improvements	1	-	18
BR 1-022 and BR 1-525 on Sharpley Road	1	-	3
BR 1-065 on Parkside Boulevard over Perkins Run	1	-	3
BR 1-071 on SR100 Montchanin Road over Wilson Run	1	-	3
BR 1-148A&B on N330 Greenbank Road over Red Clay Creek	1	-	3
BR 1-159 on James Street over Christina River	1	-	3
BR 1-180 on Grant Avenue over Mill Creek	1	-	3
BR 1-227 on N013 Paper Mill Road over Middle Run Tributary	1	-	3
BR 1-249 on Old Baltimore Pike over Tributary to Christina River	1	-	4
BR 1-251 on N355 Harmony Road over White Clay Creek	1	-	4
BR 1-417 on Caldwell Rd over Tributary to Sassafras River	1	-	4
BR 1-421 on Maryland Line Road Over Tributary to Sassafras River	1	-	4
BR 1-484 on Harvey Straughn Road over Tributary to Cypress Branch	1	-	4
BR 1-488N&S on N001 US13 over Blackbird Creek	1	-	4
BR 1-577 on N050 Northeast Boulevard over Brandywine River	1	-	4
BR 1-655 on SR7 Limestone Road over CSX Railroad	1	-	5
BR 1-684 on N028 South Heald Street over Norfolk Southern Railroad	1	-	5
BR 1-686 on N029 South Walnut Street over Norfolk Southern Railroad	1	-	5
BR 1-714 on N347 Chapman Road over I-95	1	-	5

Bridge Inspection Program	1	-	19
Bridge Management	1	-	19
Bridge Painting Program	1	-	2
Bridge Replacements on SR9, BR 1-302 over Tom Creek and BR 1-304 over Gambles Gut	1	-	5
BRIDGES	1	-	2
Bus Stop Improvement Program	1	-	14
CAD/AVL System Upgrade	1	-	14
Cantilever and Overhead Sign Structures, I-95	1	-	5
Cecil County Bridge CE-0042, Mechanics Valley Road over CSX	3	-	7
Cecil County Bridge Painting	3	-	6
CECIL COUNTY TRANSPORTATION ALTERNATIVES PROGRAM	3	-	11
Cedar Lane Road and Marl Pit Road Intersection Improvements	2	-	15
Christina River Bridge	2	-	34
Christina River Bridge Approaches	2	-	34
Churchman's Crossing Fairplay Station Parking Expansion	2	-	38
City of Wilmington Pave & Prep for I-95	2	-	3
Claymont Regional Transportation Center	2	-	4
Community Transportation Program	1	-	6
Control Center Dispatch Statewide	1	-	14
Corridor Capacity Preservation	1	-	20
CTF Subdivision Paving Pilot	1	-	6
Dam Preservation Program	1	-	7
DART Parking Lot 4 Paving	2	-	4
Denny Road and Lexington Parkway Intersection Improvements	2	-	5
Disadvantaged Business Enterprise Supportive Services Program	1	-	26
DMV Mainframe Modernization Project FY2013	1	-	26
DMV Toll Equipment Upgrade	1	-	26
Drainage Improvements, Interstate, North, Open End FY18-FY20	2	-	2
DTC Automated Timesheet and Absence Tracking	1	-	14
Education and Training	1	-	31
Elkton Road, MD Line to Casho Mill Road	2	-	17
Engineering and Contingency	1	-	31
Environmental Improvements	1	-	31

Fare Collection Improvements	1	-	16
Federal Land Access Program	1	-	32
Future Safety Program 80/20	1	-	24
Future Safety Program 90/10	1	-	24
Garasches Lane, Wilmington	2	-	6
Glasgow Avenue, SR 896 to US 40	2	-	7
Hazard Elimination Program	1	-	24
Heavy Equipment Program	1	-	8
HEP NCC, SR 4 at SR62/Boxwood Road/Middleboro Road	2	-	9
HEP NCC, SR41 and Faulkland Road Intersection	2	-	9
High Risk Rural Roads Program	1	-	24
HIGHWAY SAFETY IMPROVEMENT PROGRAM, NEW CASTLE COUNTY	2	-	8
Highway Use Tax Evasion Grant	1	-	26
HSIP NCC, I-95, N213 Carr Road & N3, Marsh Road Interchange Improvements	2	-	9
HSIP NCC, N282, Mill Creek Road and Stoney Batter Road Intersection	2	-	9
HSIP NCC, Old Baltimore Pike and Salem Church Road	2	-	10
HSIP NCC, SR 273 and Harmony Road Intersection Improvement	2	-	10
HSIP NCC, SR 273, Appleby Road to Airport Road	2	-	19
I-295 Improvements, Westbound from I-295 to US 13	2	-	1
I-295 Northbound from SR141 to US 13	2	-	1
I-95 and SR896 Interchange	2	-	36
I-95 at Belvidere Road Transportation Improvement Study	3	-	14
Information Technology Initiatives Program	1	-	26
Intersection Improvements	1	-	21
Jamison Corner Road Relocated at Boyds Corner Road	2	-	15
Job Access Reverse Commute (JARC) Program	1	-	16
Justison Landing	2	-	34
Justison Landing, Parcel 1A- Environmental Remediation	2	-	34
Little Baltimore Road Drainage Improvements	2	-	30
Local Transportation Assistance Program	1	-	32
Maintenance Equipment and Tools (Transit) Program	1	-	16
Materials and Minor Contracts	1	-	9
MD 272 Bridge Over Amtrak	3	-	12

MD 273, Bridge 0704400 over Big Elk Creek	3	-	8
Metropolitan Planning Organization / FHWA/FTA	1	-	32
Mid County Maintenance Facility Expansion	2	-	4
Middletown Park and Ride	2	-	25
Mileage Based User Fee	1	-	26
Mileage Based User Fee Phase II	1	-	26
Monroe Street Oil Tanks Upgrade to AST	2	-	4
Municipal Street Aid	1	-	10
MUTCD Compliance Program	1	-	30
N15, Boyds Corner Road, Cedar Lane Road to US 13	2	-	15
N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	2	-	15
N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	2	-	15
NCC Transit Center	2	-	25
New Freedom Program Statewide 50/50	1	-	16
Newark Regional Transportation Center, Catenary and Railroad Signal Foundations	2	-	38
Newark Regional Transportation Center, Platform and Pedestrian Bridge	2	-	38
Newark Regional Transportation Center, Station Building	2	-	38
Northeast Corridor Allocation Policy	2	-	38
Old Capitol Trail, Newport Road to Stanton Road	2	-	11
Old Kennett Road Retaining Walls	1	-	3
On the Job Training / Supportive Services	1	-	26
Otts Chapel Road and Welsh Track Road Intersection Improvements	2	-	12
Paratransit Vans FY18 (6)	1	-	16
Paving and Rehabilitation	1	-	11
Pedestrian ADA Accessibility	1	-	32
Planning Program Development	1	-	32
Possum Park Road and Old Possum Park Road Intersection Improvements	2	-	13
Preventive Maintenance - New Castle County	2	-	2
Rail Crossing Safety	1	-	22
Rail Preservation	1	-	12
Recreational Trails	1	-	23
Rehabilitation of Bridges 1-242, 1-362, and 1-406	1	-	4
Rehabilitation of Bridges 1-600, 1-601 and 1-604, SR2 & SR141 Interchange	1	-	5

Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	2	-	3
Rideshare Program / Trip Mitigation	1	-	30
Riverfront Initiatives Development	2	-	32
Riverfront Rail Relocation and Parking Improvements	2	-	34
Road A / SR7 Improvements	2	-	36
Rural Technical Assistance Program	1	-	32
Safe Routes to School	1	-	28
Scenic Byways	1	-	32
Section 154 Penalty Transfer (Sanction) Program	1	-	24
SEPTA New Payment Technology (NPT)	2	-	38
Shipley Street Bridge Rehabilitation	2	-	38
Signage and Pavement Markings	1	-	25
Slope Stabilization Program	1	-	13
Southbridge Transportation Network, Wilmington, Phase 2	2	-	6
SOUTHERN NEW CASTLE COUNTY IMPROVEMENTS	2	-	14
SR 1 Widening, SR273 to the Roth Bridge	2	-	39
SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements	2	-	21
SR 2 / Red Mill Road Intersection Improvements	2	-	18
SR 273 / Chapman Road Intersection Improvements	2	-	20
SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark	2	-	23
SR 7 - Median Barrier Replacement	2	-	22
SR 72, Advanced Utility Relocation from McCoy Road to SR71	2	-	41
SR 72, McCoy Road to SR 71	2	-	41
SR 896 and Bethel Church Rd Interchange	2	-	45
SR 896 Widening, US 40 to I-95	2	-	42
SR 9, River Road Area Improvements, Flood Remediation	2	-	3
SR141 Improvements, I-95 Interchange to Jay Drive	2	-	16
SR141 Utility Relocation under Southbound I-95	2	-	16
SR299, SR 1 to Catherine Street	2	-	40
SR4, Harmony Road Intersection Improvements	2	-	22
SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stanton Split	2	-	22
SR9, New Castle Ave, Landers Lane to A Street, Planning Study	2	-	24
Statewide Planning & Research Program / FHWA	1	-	32

Statewide Planning & Research Program / FTA	1	-	32
Statewide Railroad Rideability Program	1	-	22
Statewide Transit Safety and Security Program	1	-	14
Structure Maintenance, BR 1-400 on Shallcross Lake Road	1	-	4
Structure Maintenance, BR 1-813 on I-495 over Christina River	1	-	5
Summer Transportation Institute Program	1	-	26
SUSQUEHANNA RIVER RAIL BRIDGE	3	-	13
Taxi Pilot Equipment Start-up	1	-	16
Traffic Calming	1	-	27
Traffic Signal Revolving Fund Program	1	-	30
Transit Facilities Minor Capital Program	1	-	14
TRANSIT SYSTEM – Capital and OPERATING ASSISTANCE	3	-	9
Transit Systems Equipment Program	1	-	14
Transit Systems Statewide Support Vehicles	1	-	16
Transit Vehicle Replacement (22) 40' Low Floor Buses NCC FY20	2	-	2
Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22	2	-	2
Transit Vehicle REPLACEMENT (8) 35' Electric Buses NCC FY19	2	-	2
Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20	2	-	2
Transit Vehicle Replacement 5310 Program - Statewide	1	-	16
Transit Vehicle Replacement Paratransit Buses NCC Program	2	-	2
Transit Vehicle Replacement Support Vehicles Statewide FY16	1	-	16
Transit Vehicle Replacement Support Vehicles Statewide FY18	1	-	16
Transit Vehicle Replacement Unicity Bus Purchase Program	2	-	2
Transportation Alternatives Program	1	-	28
Transportation Facilities - Administration	1	-	15
Transportation Facilities - Operations	1	-	15
Transportation Management Improvements	1	-	30
Traveler Information Signage	1	-	14
Truck Weigh Enforcement	1	-	32
Tyler McConnell Bridge, SR 141, Monthcanin Road to Alapocas Road	2	-	43
University Research Program	1	-	32
US 301, GARVEE Debt Service	2	-	45
US 301, Maryland State Line to SR 1	2	-	45

US 40 & SR 896 Improvements	2	-	29
US 40 / SR 72 Intersection Improvements	2	-	29
US 40 and SR7 Intersection Improvements	2	-	10
US 40, Salem Church Road to Walther Road	2	-	29
US13, Duck Creek to SR1	2	-	26
US13, US40 to Memorial Drive Pedestrian Improvements	2	-	27
Walnut Street, Front Street to 3rd Street, Wilmington	2	-	32
Wetland Mitigation at Peterson Wildlife Refuge, Phase II	2	-	16
Wilmington Initiatives, 4th Street, Walnut St to I-95	2	-	32
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street	2	-	32
Wilmington Initiatives, Walnut St, MLK to 13th Street	2	-	32
Wilmington Operations Center Bus Wash	2	-	4