

**TECHNICAL ADVISORY COMMITTEE AND  
AIR QUALITY SUBCOMMITTEE MEETING  
November 15, 2018**

A joint meeting of the Technical Advisory Committee (TAC) and Air Quality Subcommittee (AQS) was held on Thursday, November 15, 2018, at WILMAPCO, 850 Library Avenue, Suite 100, Newark, DE 19711.

**1. CALL TO ORDER:** Mr. Dahlstrom, TAC Chairperson, brought the TAC meeting to order at 10:00 a.m.

**2. TAC Members present:**

Ian Beam, Maryland Department of Transportation  
Alex Brun, Maryland Department of the Environment (via conference call)  
David Dahlstrom, Maryland Department of Planning  
Tony Di Giacomo, Cecil County Land Use and Development Services (via conference call)  
Gwineth Kaminsky, City of Wilmington Planning and Development  
Brian Mitchell, City of Wilmington Department of Public Works  
Jolyon Shelton, Delaware Department of Natural Resources and Environmental Control  
Catherine Smith, Delaware Transit Corporation  
Joshua Thomas, Delaware Department of Transportation  
Stephen Miller, Maryland State Highway Administration  
Jeanne Minner, Town of Elkton (via conference call)

**TAC Ex-Officio Members present:**

Lindsay Donnellon, U.S. Federal Highway Administration (via conference call)

**TAC Members absent:**

City of Newark Planning and Development Department  
Delaware Office of State Planning Coordination  
Delaware Division of Small Business, Development, and Tourism  
Delaware River and Bay Authority  
Maryland Transit Administration  
New Castle County Department of Land Use

**TAC Ex-Officio Members absent:**

Amtrak  
Diamond State Port Corporation  
U.S. Environmental Protection Agency  
U.S. Federal Transit Administration

**AQS Members Present**

Nathan Attard, DelDOT (via conference call)  
Kevin Black, FHWA (via conference call)  
Jay Gerner, DelDOT  
Jolyon Shelton, DNREC  
Catherine Smith, Delaware Transit Corporation

**Guests and Invitees:**

Johnathan Avner, WRA (via conference call)

**Staff:**

Janet Butler, Administrative Assistant  
Heather Dunigan, Principal Planner  
Dave Gula, Principal Planner  
Randi Novakoff, Outreach Manager  
Bill Swiatek, Principal Planner  
Jacob Thompson, Transportation Planner  
Tigist Zegeye, Executive Director (via conference call)

Minutes prepared by: Janet Butler

**3. MINUTES**

**ACTION:** On motion by Mr. Thomas and seconded by Ms. Kaminsky, the TAC approved the October 18, 2018 minutes.

Motion passed.

**(11-15-18 - 01)**

**4. Subcommittee Updates** - None.

**5. Public Comments** - None

**ACTION ITEMS:**

**6. Air Quality Subcommittee (AQS) approval of the Air Quality Conformity Results for the 2050 Regional Transportation Plan (RTP)**

Mr. Swiatek referred to the Air Quality (AQ) Conformity Timeline spreadsheet. He said we are looking for approval of the air quality conformity results and we will review the conformity document today. AQS/TAC will review the air quality document to release for public comment at the December meeting. The document will go out for public comment with the WILMAPCO 2050 Regional Transportation Plan (RTP) Update from January through March 2019. The document is scheduled to be adopted by the AQS in February 2019 and by WILMAPCO Council in March 2019. All budgets were met including budgets for VOCs and NOX in New Castle County and Cecil County, PM2.5 Direct and PM2.5 Indirect in New Castle County.

**ACTION:** On motion by Ms. Smith and seconded by Ms. Kaminsky, the TAC approved the Air Quality Conformity Results for the 2050 RTP.

Motion passed.

**(11-15-18 - 01)**

**PRESENTATION/DISCUSSION ITEMS:**

**7. Air Quality Conformity Document for the 2050 RTP**

Mr. Swiatek distributed initial draft Air Quality Conformity documents:

- Draft Air Quality Conformity Determination for New Castle County:  
[www.wilmapco.org/Aq/files/2018/other/DRAFT\\_NCC\\_2050RTP\\_Conformity\\_11.13.18.pdf](http://www.wilmapco.org/Aq/files/2018/other/DRAFT_NCC_2050RTP_Conformity_11.13.18.pdf)
- Draft Air Quality Conformity Analysis for the Cecil County Portion of the PA-NJ-MD-DE Nonattainment Area:  
[www.wilmapco.org/Aq/files/2018/other/DRAFT\\_Cecil\\_2050RTP\\_Conformity\\_11.13.18.pdf](http://www.wilmapco.org/Aq/files/2018/other/DRAFT_Cecil_2050RTP_Conformity_11.13.18.pdf)

Mr. Swiatek thanked MDOT and MDE who helped put together the Cecil County AQ document. He said it includes all the work that went into the emissions results, explains the model, and everything the federal government requires. It shows conformity to the 1997 Ozone Standard in both Cecil and New Castle Counties. The documents indicate that we met that standard and

comply with federal standards. He also thanked WRA, DeIDOT, and DNREC partners who helped put together the New Castle County document.

He added when we do the conformity analyses we give the import and export files to the EPA, and that files can be made available for download. Staff asks that TAC and AQS members send us comments before the December TAC/AQS meeting.

#### **8. 2050 RTP Update**

Mr. Swiatek reviewed the schedule for the RTP update and work completed to date, including the Public Opinion Survey and Regional Progress Report. He discussed changes to the draft Transportation Investment Areas (TIAs) since the October TAC meeting. After meeting with New Castle County, staff considered possible Core areas in Glasgow, Hockessin, Route 9 and north Claymont. We suggest instead of adjusting the boundaries of the Core area in New Castle County to give emphasis to areas served by commuter rail now and in the future.

Mr. Dahlstrom asked if there is any measure regarding how existing investments relate to these categories and what percentage is in the Center regarding Core versus Rural. Mr. Swiatek said we try to get at that in the Progress Report; however, it is difficult because projects span different TIAs.

Ms. Dunigan distributed the Draft 2050 RTP Aspiration Project List (**Attachment A**) and the Draft 2050 RTP Constrained Project List (**Attachment B**). She said we used the same technical scoring process used for the TIP prioritization to identify projects to shift from the Aspirations to the Constrained list. Staff will work with DeIDOT and MDOT to discuss the projects further.

#### **9. FY2020-2023 Transportation Improvement Program (TIP)**

Ms. Dunigan distributed the DeIDOT FY 2020-2025 CTP Project List (**Attachment C**). She said this list includes the preliminary funding information for the FY 2020-2023 TIP. Draft new projects include Kirkwood Highway/Harmony Road, Tyler McConnell Bridge, US 40 and Route 7 improvements, 896 widening from US 40 to I-95, Glasgow Avenue to Route 40, and the Southbridge Network project. An updated project list from DeIDOT will become available to staff in December, and we expect to provide updates at the December TAC/AQS meeting.

#### **10. Wilmington Plans Update: Seventh Street Peninsula Master Plan and 12<sup>th</sup> Street Connector Alignment Study**

Mr. Gula said the **East 7<sup>th</sup> Street Peninsula Master Plan** analysis includes data on flooding, environmental constraints/resources, land use/zoning, recreational amenities, and the existing transportation network.

The analysis started with flooding. Frequent flooding locations include the central part of the peninsula. The 7<sup>th</sup> Street roadway is often under water after storms and tidal events, which cuts off access to the eastern part of the peninsula, which is at a higher elevation. We have worked to document the flooding with pictures and videos including a video showing water coming up through utility/cable manholes. Flood data was compiled through field visits, public information, utility information, and tide information. Potential flooding causes are unmaintained drainage infrastructure, poor grading, especially at 7<sup>th</sup> Street low points. In addition, raised development, and tidal flooding are included in the data. Flooding mitigation measures are accomplished through comprehensive development and drainage plans, such as elevating remaining parcels, elevating roadways, and stormwater storage (Wet Pond). Maintenance of existing drainage systems includes clearing pipes, installing tide gates, surveying drainage systems, and improving capacity.

The flood mitigation measures concepts propose a resilient development plan. These plans include the first floor elevation above the base flood elevation for structures. Development uses include hiking, biking, recreational fields, gardens, and boating. The Riparian buffers include dense grasses and vegetation. In addition, the living shoreline and stormwater management areas are included in the plan.

The environmental constraints and resources mapping shows the need to preserve and provide connectivity for the Fort Christina Park, Old Swedes Church, the Kalmar Nyckel Shipyard, the Skate Park, Lacey's Restaurant, St. Mary's Church, Eastside Community, and Open Space near the Skate Park. Other historic resources on the peninsula include the archaeological remains of Fort Christina, and the Jackson Sharp/Delaware Car Works.

Wayfinding is a challenge. The study results will include ideas for wayfinding signs to help people to get around. The waterfront zoning allows for some manufacturing such as heavy industrial to low intensity, as well as commercial – recreation and residential – commercial. Additionally, potential new development could have staging for concerts. Other types of land uses will probably include a marina with restaurants, kayak launches, bike trails, retail, open space, and parkland.

Opportunities for land use may also include water sports, canoes, jet skis, sailing lessons, fishing piers, hiking areas, connections to the Eastside Community, and a River Walk Extension. Some of the recreational amenities recommended by the community include benches, trashcans, lighting, restrooms, landscaping, kiosks, historical markers, picnic facilities, boat ramps, river taxis, parks, athletic fields, pavilions and bus parking, public green spaces, and indoor running tracks.

The existing transportation network challenges include improving pedestrian accessibility, improving the roadway network, with a fully signalized Old Swedes Landing/fourth Street intersection. The study will also consider traffic calming, reopening the 8<sup>th</sup> Street underpass, and improving pedestrian lighting. The next steps are doing public outreach and finishing the flooding analysis.

### **The 12<sup>th</sup> Street Connector Alignment Study.**

Mr. Gula said there has been a lot of public support for the 12<sup>th</sup> Street Connector Alignment Study, which will improve access to the waterfront, for residents and possible new development, improve sidewalks and crosswalks, improve traffic operations, improve streetscape aesthetics, and maintain truck access to existing manufacturing and businesses.

At the same time that our study is underway, there is a draft EPA area-wide plan that includes public parks, residential, retail, and maintaining the light industrial facilities in the area. After taking an inventory, the draft report shows existing conditions that include nearby bike routes, and transit connectivity, but also a disjointed street network, with missing sidewalks, curb ramps, crosswalks, and some congested intersections.

The EPA area-wide grant was secured by the City of Wilmington to look at the community economic development possibilities. Their schedule is running parallel to the WILMAPCO study. WILMAPCO's study includes transportation improvements that will be necessary for the development of the EPA solutions. The City of Wilmington is working in step with the community to create growth in neighborhood economic development; therefore, the City of Wilmington is a wonderful partner for this study.

A Crash Evaluation was completed showing a three-year study period, reporting 140 crashes along Vandever Avenue and 12th Street. Most incidents occurred at Northeast/12<sup>th</sup> Street, Northeast/Vandever Avenue, and Vandever Avenue/Thatcher Street. Twenty-four incidents involved parked cars along Vandever Avenue, and six pedestrian incidents along Vandever Avenue, with no fatalities.

The 2018 Traffic Operations Analysis started with the collection of updated vehicular, pedestrian, and bike counts. The consultant team is in the process of developing the 2040 projections for future volumes. After the 2040 volumes are developed, traffic analyses will be performed regarding the established alternatives and how they will perform for traffic flow.

There are three primary alternatives. Alternative One creates a Waterfront Parkway; it also has a continuous waterfront park and direct connections to the neighborhood. However, there are minimal improvements to Northeast Boulevard; maximum impacts to the right-of-way; and it is the most expensive. It matches the EPA proposed Alternative A. Alternative Two utilizes the existing roadways; has minimal right-of-way impacts; has improvements on Northeast Boulevard; and it is the least expensive. However, there is only an indirect connection from 12<sup>th</sup> Street; it cuts off traffic on some side streets; and has limited improvements to Northeast Boulevard. Alternative Two-A: is probably not going to be carried forward, because it is so similar to Alternative Two. Alternative Three has a direct connection to 12<sup>th</sup> Street; it redirects traffic along the waterfront; there are some improvements on Northeast Boulevard. However, there are some right-of-way impacts; it cuts off traffic on some side streets; and it has limited improvements to Northeast Boulevard.

The next steps in the planning process are to hold a public meeting to present the alternatives to the community, and select the preferred alternative; complete the Cost Estimate/Environmental Impact Assessment during December 2018; hold a final public meeting during February 2019; and Complete the PEL Study and Final Report in March 2019.

## **INFORMATION ITEMS:**

### **11. Staff Report**

Ms. Dunigan reported on the following plans and events:

- The next joint WILMAPCO TAC/AQS meeting will be held on December 20, 2018, with the Holiday Lunch afterwards, at WILMAPCO's new location: UD STAR Campus, 100 Discovery Boulevard, Suite 800, Newark, DE 19713.
- At the November 8, 2018 Council Meeting, the Council adopted the Performance Measures for Cecil and New Castle Counties; amended the WILMAPCO FY2019-2022 TIP for the SR-7 Median Barrier Replacement project, the SR141 Improvements, I-95 Interchange to Jay Drive; and the Claymont Train Station.
- Staff supported DelDOT at the Public Workshop regarding the Memorial Drive Road Diet that came out of the Route 9 Study.
- The Route 9 Master Plan Monitoring Committee will meet on November 20, 2018.
- Staff attended the City of Newark Sustainability Plan Public Workshop on October 16, 2018.
- The Delaware Clean Cities Coalition Meeting will be held on November 28, 2018.
- Staff attended the Kirkwood Highway Pedestrian Improvement Plan Workshop on October 16, 2018.
- Staff hosted the Southern New Castle County (SNCC) Master Plan Workshop on October 17, 2018, and 45 people attended.

- Staff attended and presented at the American Planning Association (APA) Regional Conference in Rehoboth Beach, Delaware, from October 22 through 23, 2018.
- A series of interactive Virtual Workshops that publicized the WILMAPCO 2050 RTP Update were held on November 2, 2018. “Watch Parties” were held in several locations, 75 people attended the Virtual Workshop. In addition, staff is also presenting the 2050 RTP Update to New Castle and Cecil Counties’ municipalities and community groups. The RTP Online Survey is available and the flyers are available here.
- The FHWA and FTA Federal Certification Review public workshop for WILMAPCO was held at on November 7, 2018.
- Staff attended the Newark Area Transit Study Public Workshop on November 13, 2018.
- The Concord Pike Visioning Public Workshop was held yesterday and 95 people attended. The stakeholder interviews will be held today and tomorrow.
- The Wilmington Transit Center Ground Breaking Ceremony will be held on November 19, 2018.
- Staff will attend the Delmarva Freight Summit at the Duncan Center on December 12, 2018.
- The New Castle County Bike/Pedestrian Public Workshops are being held at the Brandywine Hundred Library on December 11, 2018, and at the Elsmere Town Hall on December 13, 2018.

**OTHER BUSINESS:**

Ms. Smith said the DART Service Changes would go into effect on December 9, 2018. Ms. Dunigan said the WILMAPCO 2050 RTP Regional Transportation Plan (RTP) survey is available online at [www.wilmapco.org/rtp](http://www.wilmapco.org/rtp).

**ADJOURNMENT:**

The meeting adjourned at 11:40 a.m.

**Attachments (3)**

**Aspirations Project List**

Map	Project Name	County	Source Plan	Mode	Category	Technical	Notes - 2050 F
52	East Coast Greenway - Cecil County	CC	2003 East Coast Greenway Feasibility Study	Bike/ped	Expansion	9	
54	Perryville Bicycle and Pedestrian Improvements	CC	2012 Perryville Greenway Plan	Bike/Ped	Expansion	2	
55	Susquehanna River Pedestrian/Bicycle Crossing	CC	Other Bike/Ped	Bike/ped	Expansion	2	
53	North East TOD Pedestrian Improvements	CC	2014 North East TOD Plan	Bike/ped	Management	1	
56	Lower Susquehanna Heritage Greenway	CC	Lower Susquehanna Heritage Greenway	Bike/ped	Expansion	1	
N/A	Cecil County Bicycle Plan Implementation	CC	2012 Cecil County Bicycle Master Plan	Bike/ped	Expansion	0	
104	MD 213, Bridge St.: US 40 to MD 279, Multi-lane urban reconstruction	CC	Other Intersection / Road Improvements	Multimodal	Management	5	
106	US 40 Corridor and Intersection Improvements	CC	US 40 Plan - Cecil County	Multimodal	Management	4	
105	Elkton Downtown Connector Streets & Streetscaping	CC	2011 Elkton TOD Plan	Multimodal	Expansion	2	
110	Perryville Connector Streets	CC	2012 Perryville TOD Plan	Multimodal	Expansion	2	
107	Rolling Mill Rd. Bridge (2-lanes with sidewalks)	CC	2014 North East TOD Plan	Multimodal	Management	1	
111	MD 275, Perrylawn Drive: MD 222 to MD 276 (divided highway reconstruct)	CC	Other Intersection / Road Improvements	Multimodal	Management	1	
101	MD 213 / MD 282 Intersection	CC	Other Intersection / Road Improvements	Multimodal	Management	0	
102	Chesapeake City Parking Plan Implementation	CC	2009 Chesapeake City Parking Plan	Multimodal	Management	0	
103	MD 213, Singler Rd: North of Providence Rd. to MD 273, 2 lane reconstruction	CC	Other Intersection / Road Improvements	Multimodal	Management	0	
108	MD 272/ North Main St. intersection Improvements	CC	2014 North East TOD Plan	Multimodal	Management	0	
109	MD 7, Philadelphia Rd.-Cecil Ave: East limits of Charlestown to MD 272, 2 lane	CC	Other Intersection / Road Improvements	Multimodal	Management	0	
112	MD 222, Bainbridge Rd: MD 275 to Bainbridge entrance, 2 lane reconstruction	CC	Other Intersection / Road Improvements	Multimodal	Management	0	
113	MD 273, Telegraph Rd: East Limits of Rising Sun to Sylmar Rd, 2 lane reconstruction	CC	Other Intersection / Road Improvements	Multimodal	Management	0	
	<b>MD 222, Perryville/Bainbridge Rd: US 40 to MD 276</b>	CC	<b>Other Intersection / Road Improvements</b>	<b>Multimodal</b>	<b>Expansion</b>	<b>0</b>	<b>Moved from c</b>
25	MD 213: Frenchtown Road to US 40	CC	Other Intersection / Road Improvements	Multimodal	Expansion	-1	Modeled
26	I-95 Corridor Access and Interchange Improvements	CC	Other Intersection / Road Improvements	Road	Expansion	-3	Remove?
29	Elkton Train Station	CC	2011 Elkton TOD Plan	Transit	Expansion	6	
31	Perryville Train Station Parking Improvements	CC	2012 Perryville TOD Plan	Transit	Management	4	
30	North East Transit Hub/ Train Station	CC	2014 North East TOD Plan	Transit	Expansion	3	
32	Port Deposit Shared Ride Service	CC	2013 Port Deposit Transit Feasibility Study	Transit	Management	3	
	<b>MARC Maintenance Facility</b>	CC	<b>Rail</b>	<b>Transit</b>	<b>Expansion</b>	<b>0</b>	<b>Moved from c</b>
33	East Coast Greenway - New Castle County - Gaps	NCC	2003 East Coast Greenway Feasibility Study	Bike/ped	Expansion	27	Remove?
N/A	East Coast Greenway: Churchmans Crossing - Newark gaps (approx .2 mi)	NCC	2003 East Coast Greenway Feasibility Study	Bike/Ped	Expansion	27	Limits adjustec
N/A	East Coast Greenway: New Castle - Churchmans Crossing gaps (approx. 2.8 mi)	NCC	2003 East Coast Greenway Feasibility Study	Bike/Ped	Expansion	27	Limits adjustec
N/A	East Coast Greenway: PA line to Claymont Regional Transportation Center	NCC	2003 East Coast Greenway Feasibility Study	Bike/Ped	Expansion	27	Limits adjustec
N/A	Newark Car-sharing Expansion	NCC	2011 Newark Transportation Plan	Bike/Ped	Expansion	25	Local
41	Newark Bicycle Plan Improvements	NCC	2014 Newark Bicycle Plan	Bike/Ped	Management	23	Local

### Aspirations Project List

Map	Project Name	County	Source Plan	Mode	Category	Technical	Note
N/A	Library Ave Pedestrian Improvements	NCC	2011 Newark Transportation Plan	Bike/Ped	Management	23	
N/A	Newark Bicycle Signal Detection	NCC	2011 Newark Transportation Plan	Bike/Ped	Management	23	DelDOT Traffic
N/A	Newark Bike Lanes	NCC	2011 Newark Transportation Plan	Bike/Ped	Management	23	Local
N/A	Newark Mid-block Pedestrian Crossing Improvements	NCC	2011 Newark Transportation Plan	Bike/Ped	Management	23	Partially funde
N/A	Newark Pedestrian Improvements	NCC	2011 Newark Transportation Plan	Bike/Ped	Management	23	Partially funde
47	US 40: Newtown Trail & Pedestrian Improvements	NCC	2000 US 40 Plan	Bike/ped	Expansion	20	
45	DE 896: Old Baltimore Pike to Porter Road, Sidepaths	NCC	2000 US 40 Plan	Bike/ped	Management	18	
48	US 40: SR 1 to US 13, Sidepaths	NCC	2000 US 40 Plan	Bike/ped	Management	17	
	Neighborhood connections pathway network (multiple projects)	NCC	Route 9 Corridor Master Plan (2017)	Bike/ped	Expansion	17	Various: TAP, C
	Multituse Center Lane Pathway: I-295 at SR 9	NCC	Route 9 Corridor Master Plan (2017)	Bike/ped	Management	17	CTP ; depende
	Harvey Road and Sconset Road Pedestrian Improvements	NCC	Ardentown Paths Plan (2017)	Bike/Ped	Management	17	SRTS funded
	East Coast Greenway alignment	NCC	North Claymont Area Master Plan (2017)	Bike/Ped	Expansion	16	New
	Naamans Road shared use pathway	NCC	North Claymont Area Master Plan (2017)	Bike/Ped	Management	16	New
	Improve pedestrian bridge and connector trail over I-495 pedestrian bridge	NCC	North Claymont Area Master Plan (2017)	Bike/Ped	Management	16	New
	Install a new I-495 pedestrian bridge next to Philadelphia Pike.	NCC	North Claymont Area Master Plan (2017)	Bike/Ped	Management	16	New
	Sidewalk upgrades: Hickman Rd (access to Tri-State Mall), Analine Village path from	NCC	North Claymont Area Master Plan (2017)	Bike/Ped	Management	16	New
39	BR 234 Pedestrian Improvements	NCC	1997 Churchmans Crossing Plan	Bike/ped	Management	13	
new	Add sidewalk on east side of Stanton Rd from Old Capitol Trail to Powell Ford Park	NCC	2014 Marshallton Circulation Study	Bike/ped	Expansion	13	
new	Add sidewalk on one side of New St from Old Capitol Trail to Jackson Avenue	NCC	2014 Marshallton Circulation Study	Bike/ped	Expansion	13	
new	Add sidewalk on one side of Gilbert Avenue from Old Capitol Trail to a point about 600	NCC	2014 Marshallton Circulation Study	Bike/ped	Expansion	13	
new	Add sidewalk along Newport Road between Old Capitol Trail and Duncan Road	NCC	2014 Marshallton Circulation Study	Bike/ped	Expansion	13	
new	Red Clay Creek Greenway through Marshallton	NCC	2014 Marshallton Circulation Study	Bike/ped	Expansion	13	
42	Old Baltimore Pike: SR 72 to SR 273, Sidepath	NCC	2000 US 40 Plan	Bike/ped	Management	12	
46	US 40: MD State Line to SR 896, Sidepaths	NCC	2000 US 40 Plan	Bike/ped	Management	10	
49	US 13: US 40 to Tybouts Corner, Sidepaths	NCC	2000 US 40 Plan	Bike/ped	Management	10	
34	Foulk Road Sidewalks	NCC	Other Bike/Ped	Bike/Ped	Management	9	
50	SR 72: US 40 to SR 71, Sidewalks	NCC	2000 US 40 Plan	Bike/ped	Management	9	
35	Christina River Greenway	NCC	2006 New Castle County Greenway Plan	Bike/ped	Expansion	8	
	Commons Blvd Pathway	NCC	New Castle County	Bike/Ped	Management	8	New Castle Co
38	Mill Creek/Hockessin Greenway	NCC	2006 New Castle County Greenway Plan	Bike/ped	Expansion	7	
43	Cooch's Bridge/Old Baltimore Pike Greenway	NCC	2006 New Castle County Greenway Plan	Bike/ped	Expansion	7	
	Glasgow Ave: Complete Streets improvements, including a complete sidewalk/sidepath	NCC	Glasgow Avenue Study (2017)	Bike/Ped	Management	7	New
	Augustine Cutoff Pathway	NCC	New Castle County	Bike/Ped	Management	6	New Castle Co



### Aspirations Project List

Map	Project Name	County	Source Plan	Mode	Category	Technical	Notes - 2050+
40	Pike Creek Road Sidewalks	NCC	Other Bike/Ped	Bike/Ped	Management	4	
	Buck Rd Sidewalk	NCC	New Castle County	Bike/Ped	Management	4	New Castle Co
	<b>Grubb Road, SR 261: Foulk Rd. to Naamans Rd.</b>	<b>NCC</b>	<b>Brandywine Hundred Pedestrian Plan</b>	<b>Bike/Ped</b>	<b>Expansion</b>	<b>4</b>	<b>Moved from cr</b>
51	Del Laws Road, Sidewalks	NCC	US 40 Plan	Bike/ped	Management	2	
44	SR 896 Corridor Pathway (formerly Iron Hill Bikeway)	NCC	2006 New Castle County Greenway Plan	Bike/ped	Expansion	1	
	<b>Glasgow Pathway (not yet mapped)</b>	<b>NCC</b>	<b>New Castle County</b>	<b>Bike/Ped</b>	<b>Management</b>	<b>1</b>	<b>New Castle Co</b>
N/A	Wilmington Bicycle Plan Implementation	NCC	2008 Wilmington Bicycle Plan	Bike/Ped	Expansion	0	
N/A	N. Chapel St. Underpass at Cleveland Ave	NCC	2011 Newark Transportation Plan	Multimodal	Management	23	
N/A	S. College Ave Gateway	NCC	2011 Newark Transportation Plan	Multimodal	Management	23	
N/A	West Park Place Traffic Calming	NCC	2011 Newark Transportation Plan	Multimodal	Management	22	
76	Newark Transportation Plan Implementation	NCC	2011 Newark Transportation Plan	Multimodal	Management	22	
N/A	Wyoming Rd and Marrows Road Access Management	NCC	2011 Newark Transportation Plan	Multimodal	Management	22	
N/A	Signal Coordination - S. College Ave	NCC	2011 Newark Transportation Plan	Multimodal	Management	21	
69	Churchmans Crossing Sidewalks & Bus Stop Improvements	NCC	1997 Churchmans Crossing Plan	Multimodal	Management	18	
82	Salem Church Road/US 40/Porter Road Intersection	NCC	2000 US 40 Plan	Multimodal	Management	17	
67	SR 9, New Castle Ave - 3rd St to Heald St, Pavement Reconstruction	NCC	Other Intersection / Road Improvements	Multimodal	Management	17	
73	SR 4, Churchmans Road Intersection Improvements	NCC	1997 Churchmans Crossing Plan	Multimodal	Management	17	
98	US 13: US 40 to Wilmington	NCC	Other Intersection / Road Improvements	Multimodal	Expansion	17	
	Terminal Avenue at SR 9 Roundabout	NCC	Route 9 Corridor Master Plan (2017)	Multimodal	Management	17	CTP
	SR 9 Road Diet/Streetscape: Rogers Rd to Terminal Ave	NCC	Route 9 Corridor Master Plan (2017)	Multimodal	Management	17	CTP
	Rogers Rd at SR 9 Intersection Rebuild	NCC	Route 9 Corridor Master Plan (2017)	Multimodal	Management	17	CTP
	SR 9 Road Diet/Streetscape: Lambson Ln to Rogers Rd	NCC	Route 9 Corridor Master Plan (2017)	Multimodal	Management	17	CTP
	Memorial Drive at SR 9 Roundabout	NCC	Route 9 Corridor Master Plan (2017)	Multimodal	Management	17	CTP
	SR 9 Road Diet/Streetscape: Memorial Dr to Lambson Ln	NCC	Route 9 Corridor Master Plan (2017)	Multimodal	Management	17	CTP
	Memorial Drive Road Diet: Interim Build	NCC	Route 9 Corridor Master Plan (2017)	Multimodal	Management	17	CTP - repaving
	KaryIn Drive at Memorial Drive Intersection Rebuild	NCC	Route 9 Corridor Master Plan (2017)	Multimodal	Management	17	CTP
	Memorial Drive Road Diet: Full Build	NCC	Route 9 Corridor Master Plan (2017)	Multimodal	Management	17	CTP
	Cherry Ln at SR 9 Roundabout	NCC	Route 9 Corridor Master Plan (2017)	Multimodal	Management	17	CTP
	Harvey Road Traffic Calming (through the Ardens)	NCC	Ardenstown Paths Plan (2017)	Multimodal	Management	17	New
	Stamm Blvd at SR 9 Intersection Rebuild	NCC	Route 9 Corridor Master Plan (2017)	Multimodal	Management	17	WILMAPCO (U
	SR 9 Road Diet/Streetscape: Buttonwood Ave to Cherry Ln	NCC	Route 9 Corridor Master Plan (2017)	Multimodal	Management	17	WILMAPCO (U
70	SR 4 / SR 7 (JP Morgan) Intersection Improvements	NCC	1997 Churchmans Crossing Plan	Multimodal	Management	16	
75	SR 2, Kirkwood Hwy / Harmony Rd.	NCC	1997 Churchmans Crossing Plan	Multimodal	Management	16	Draft FY 2020

### Aspirations Project List

Map	Project Name	County	Source Plan	Mode	Category	Technical	Notes - 2050 F
84	US 40/ SR 7 Interchange	NCC	2000 US 40 Plan	Multimodal	Management	16	Draft FY 2020
	I-495 ramp improvements - ped / bike access and add NB ramp lanes	NCC	North Claymont Area Master Plan (2017)	Multimodal	Management	16	New
	Diverging Diamond Interchange (DDI) at I-95 and Naamans Road	NCC	North Claymont Area Master Plan (2017)	Multimodal	Expansion	15	New
	Improve I-95 southbound off-ramp by widening and signaling ramp right turn	NCC	North Claymont Area Master Plan (2017)	Multimodal	Management	15	New
	Tighten I-95 northbound off-ramp radius	NCC	North Claymont Area Master Plan (2017)	Multimodal	Management	15	New
	Naamans Rd / Philadelphia Pike access management (new signals at the spine road	NCC	North Claymont Area Master Plan (2017)	Multimodal	Management	15	New
	Philadelphia Pike/Naamans Road intersection - Reduce corner radii and improve	NCC	North Claymont Area Master Plan (2017)	Multimodal	Management	15	New
	Ridge Road - change free right turn from Naamans Road to a yield, and improving EB	NCC	North Claymont Area Master Plan (2017)	Multimodal	Management	15	New
	Society Drive - all way stop or a roundabout at the Northtowne Plaza driveway/bus	NCC	North Claymont Area Master Plan (2017)	Multimodal	Management	15	New
	Install street lighting, especially in neighborhoods and along Hickman Road.	NCC	North Claymont Area Master Plan (2017)	Multimodal	Management	15	New
	Explore access to future residential/marina east of Northeast Corridor rail through	NCC	North Claymont Area Master Plan (2017)	Multimodal	Expansion	15	New
65	S. Walnut Street Bridge Area	NCC	Wilmington Initiatives Plan	Multimodal	Management	14	
78	Local Glasgow Circulator Roads - to include sidewalks and bicycle accommodations	NCC	2000 US 40 Plan	Multimodal	Management	14	
	Construct new road from Alcott Avenue to spine road	NCC	North Claymont Area Master Plan (2017)	Multimodal	Expansion	14	New
	Widen eastbound Naamans Road approaching Spine Rd (2 left turn, 2 through, 1 right	NCC	North Claymont Area Master Plan (2017)	Multimodal	Expansion	14	New
	I-495 at Philadelphia Pike	NCC		Multimodal	Management	14	Moved from c
77	DE 896: Old Baltimore Pike and I-95, widen to 6 lanes	NCC	US 301 MIS	Multimodal	Expansion	13	
86	US 40: Salem Church Rd to Walther Rd	NCC	2000 US 40 Plan	Multimodal	Expansion	13	move to const
89	Scotland Drive/US 40, intersection	NCC	2000 US 40 Plan	Multimodal	Management	13	
91	US 40, SR 72 to Salem Church Rd	NCC	2000 US 40 Plan	Multimodal	Management	13	
92	US 40: SR 896 to SR72	NCC	2000 US 40 Plan	Multimodal	Management	13	
3	Two-way traffic on 8th St between King & Walnut Sts	NCC	2010 Downtown Circulation Study	Multimodal	Management	13	
72	Churchmans Road Extended, SR 2 to SR 4	NCC	1997 Churchmans Crossing Plan	Multimodal	Expansion	11	
5	Maryland Ave. and Monroe Street	NCC	Wilmington Initiatives	Multimodal	Management	11	
58	Wilmington Traffic Calming; 12th St. Connector	NCC	Wilmington Initiatives Plan	Multimodal	Management	10	
60	Market Street: 11th to 16th Sts.	NCC	Wilmington Initiatives Plan	Multimodal	Management	10	
62	Water St. West: Shipley Street to West Street	NCC	Wilmington Initiatives Plan	Multimodal	Management	10	
63	Tatnall St. Connector	NCC	Wilmington Initiatives Plan	Multimodal	Management	10	
64	Water St. East Extended (French St. to Front St.)	NCC	Wilmington Initiatives Plan	Multimodal	Expansion	10	
83	DE 1 southbound ramp/US 40 intersection	NCC	US 40 Plan	Multimodal	Management	10	
61	Shipley Street Enhancements: 12th Street to MLK Blvd.	NCC	Wilmington Initiatives Plan	Multimodal	Management	9	
66	Southbridge Streetscape Improvements (Future Phases)	NCC	2008 Southbridge Circulation Study	Multimodal	Management	9	
79	Salem Church Rd: I-95 to US 40, Sidewalks	NCC	2000 US 40 Plan	Multimodal	Management	9	

### Aspirations Project List

Map	Project Name	County	Source Plan	Mode	Category	Technical	Notes
90	US 40 Overpass of Norfolk Southern RR	NCC	2000 US 40 Plan	Multimodal	Management	9	
85	DE 7: US 40 to DE 71	NCC	2000 US 40 Plan	Multimodal	Management	8	
	US 40, Eden Square Connector	NCC	US 40 Plan	Multimodal	Expansion	8	Moved from cr
94	US 40 & Pleasant Valley Road Intersection	NCC	2000 US 40 Plan	Multimodal	Management	7	
99	Delaware City Plan Implementation	NCC	2009 Delaware City Transportation Plan	Multimodal	Preservation	7	
	City of New Castle Intersections (SR9/3rd and SR9/6th & SR9/Delaware St)	NCC	1999 City of New Castle Transportation Plan	Multimodal	Management	6	Moved from cr
97	Route 9; Reconstruct Ferry Cutoff as 4 lanes	NCC	1999 City of New Castle Transportation Plan	Multimodal	Expansion	5	
95	SR 896: C & D Canal to US 40, Widening to 6 lanes	NCC	US 301	Multimodal	Expansion	4	
	Airport Rd: Commons Blvd - I-95	NCC	New Castle County	Multimodal	Management	4	New Castle Co
	Glasgow Ave: Roundabout at Paxson Drive	NCC	Glasgow Avenue Study (2017)	Multimodal	Management	4	New
	Glasgow Ave: Roundabout at Old County Road	NCC	Glasgow Avenue Study (2017)	Multimodal	Management	4	New
80	Reybold Road: SR 72 to Salem Church Rd	NCC	2000 US 40 Plan	Multimodal	Management	3	
96	US 40/ US 13 Interchange	NCC	2000 US 40 Plan	Multimodal	Management	3	
87	Church Road: Wynnfield to SR 71	NCC	2000 US 40 Plan	Multimodal	Management	2	
2	Convert 1500 block of King St to two-way street	NCC	2010 Downtown Circulation Study	Multimodal	Management	2	2030
68	SR 52 and Snuff Mill Rd, Center Meeting Rd Intersections	NCC	2002 Centerville Village Plan	Multimodal	Management	1	
81	SR 72: Reybold to US 40	NCC	2000 US 40 Plan	Multimodal	Management	1	
88	Old Porter Road: Porter Road to SR 71	NCC	2000 US 40 Plan	Multimodal	Management	1	
100	US 13: Odessa Transportation Plan Implementation	NCC	Other Intersection / Road Improvements	Multimodal	Management	1	
	Philadelphia Pike: Naamans Rd - PA Line	NCC	North Claymont Area Master Plan	Multimodal	Management	0	New Castle Co
N/A	Newark Downtown Parking Improvements	NCC	2011 Newark Transportation Plan	Road	Management	22	Local
N/A	Signal Coordination - Library Ave	NCC	2011 Newark Transportation Plan	Road	Management	22	
16	SR 273: I-95 to SR 1	NCC	Other Intersection / Road Improvements	Road	Management	15	
	Build industrial access road to future Industry east of Northeast Corridor rail with new	NCC	Other Intersection / Road Improvements	Road	Expansion	14	New
8	US 13/ SR 141 Interchange	NCC	North Claymont Area Master Plan (2017)	Road	Management	12	
6	South Wilmington Route Signage	NCC	Other Intersection / Road Improvements	Road	Management	11	Remove?
19	I-95/DE 72 partial interchange - northbound entrance, southbound exit only	NCC	2009 South Wilmington Signage Study	Road	Expansion	11	
7	Port of Wilmington Truck Staging Area (site location undetermined)	NCC	US 301 MIS	Road	Management	10	
20	SR 1 NB Ramp to US 40	NCC	2013 Port of Wilmington Truck Parking Study	Road	Management	9	
4	Add Southbound lanes on Market St. between 2nd St and MLK Blvd.	NCC	2000 US 40 Plan	Road	Management	8	
17	I-95: MD Line to SR 1	NCC	2010 Downtown Circulation Study	Road	Expansion	4	
18	I-95/ Chapman Road ramp	NCC	I-95 MD Line to I-295 Program	Road	Management	4	
23	Ratledge Rd.	NCC	1997 Churchmans Crossing Plan	Road	Management	1	Remove?

### Aspirations Project List

Map	Project Name	County	Source Plan	Main	Category	Technical	Notes - 2050 F
1	Rockland Rd and Montchanin Court Guardrail	NCC	Other Intersection / Road Improvements	Road	Management	0	Remove?
	Garasches Ln to Terminal Ave Extension Concept Study	NCC	Route 9 Corridor Master Plan (2017)	Study	Expansion	16	WILMAPCO IU
	Pigeon Point Rd Extension w/new I-295 interchange Concept Study	NCC	Route 9 Corridor Master Plan (2017)	Study	Expansion	15	WILMAPCO IU
N/A	Newark Transit Amenities and Service Modification	NCC	2011 Newark Transportation Plan	Transit	Management	23	
	Enhance bus service to station and Tri-State Mall site	NCC	North Claymont Area Master Plan (2017)	Transit	Management	18	New
	Continue connection to SEPTA bus services	NCC	North Claymont Area Master Plan (2017)	Transit	Management	15	New
28	Rail - Newark to Elkton (SEPTA extension)	NCC	2003 Track A Feasibility Study	Transit	Expansion	10	
27	Newport Rail Station	NCC	2013 Newport Train Station Feasibility Study	Transit	Expansion	6	
	Overnight electrified parking for port-related trucks	NCC	Route 9 Corridor Master Plan (2017)	Trucks	Management	19	Private, Port or
	Comprehensive truck signage	NCC	Route 9 Corridor Master Plan (2017)	Trucks	Management	16	CTP
	Illegal truck movement outreach and enforcement	NCC	Route 9 Corridor Master Plan (2017)	Trucks	Management	16	County, local,

Project Name	County	2050 RTP	Timeframe <sup>1</sup>	2018 Cost (\$ x 1,000)	Year of Expenditure Cost (\$ x 1,000)
I-95 and Belvidere Road Interchange	CC	2040	LT	22,300	42,729
I-95 and MD 222 Interchange	CC	2040	LT	163,672	313,612
I-95: Susquehanna River to DE Line	CC	2040	LT	533,253	1,021,768
MD 272: US 40 to Lums Rd.	CC	2040	LT	30,501	58,443
MD 213 / US 40 Intersection Improvements	CC	2030	LT	44,740	63,789
			<b>LT Total</b>	<b>794,467</b>	<b>1,500,342</b>
Elkton Bus Service Circulator	CC	2030	MT	65	93
Maryland Commuter Rail: Perryville to Elkton (MARC extension)	CC	2029	MT	23,446	32,455
			<b>MT Total</b>	<b>23,512</b>	<b>32,548</b>
Eagle Run Rd to Continental Drive Connector	NCC	2040	LT	40,000	76,644
I-295, Northbound	NCC	2040	LT	10,000	19,161
New Sweden Road Extension (South Wilmington)	NCC	2040	LT	5,000	9,581
SR 1: Tybouts Corner to Roth Bridge	NCC	2050	LT	60,000	154,505
SR 141 & I-95 Interchange	NCC	2040	LT	38,400	73,578
SR 896: US 40 to I-95 (widening to six lanes)	NCC	2050	LT	30,000	77,252
SR 9, River Rd. Area, Dobbinsville (viaduct)	NCC	2040	LT	11,368	21,783
Tyler McConnell Bridge, SR 141, Montchannin Road to Alapocas Road	NCC	2040	LT	46,000	88,141
US 13, Philadelphia Pike: I-495 - PA Line	NCC	2040	LT	10,000	19,161
US 40/SR 7 Grade Separated Intersection	NCC	2040	LT	58,000	111,134
			<b>LT Total</b>	<b>308,768</b>	<b>650,940</b>
Denny Rd/ Lexington Parkway Intersection	NCC	2030	MT	750	1,069
Fairplay Train Station - Parking	NCC	2030	MT	14,252	20,320
Glasgow Ave Improvements	NCC	2030	MT	8,000	11,406
Governor Printz Boulevard Road Diet	NCC	2030	MT	1,000	1,426
I-95 and SR 896 Interchange	NCC	2030	MT	148,500	211,725
North Claymont Spine Road: Northeast Corridor to Naamans Road	NCC	2030	MT	15,000	21,386
Old Capitol Trail/ Newport Rd. Roundabout	NCC	2030	MT	3,201	4,564
Old Capitol Trail/ Stanton Rd. Roundabout	NCC	2030	MT	2,508	3,575
Otts Chapel Rd/Welsh Track Rd Intersection	NCC	2030	MT	200	285
SR 1: Tybouts Corner to SR 273	NCC	2030	MT	110,000	156,834
SR 273 / Chapman Rd Intersection Improvements	NCC	2025	MT	14,550	17,895
SR 4, Harmony Road Intersection Improvements	NCC	2030	MT	750	1,069
SR 4, Ogletown Stanton Road/ SR 7, Christiana Stanton Road Phase 1, Stanton Split	NCC	2030	MT	900	1,283
SR 4, SR 2 to SR 896	NCC	2025	MT	21,500	26,442
SR 896 at Bethel Church Rd Interchange	NCC	2025	MT	25,000	30,747
SR 9: Landers Ln - A St	NCC	2030	MT	17,000	24,238
US 13, US 40 to Memorial Drive	NCC	2025	MT	28,000	34,436
US 13: Duck Creek to SR 1	NCC	2030	MT	8,976	12,797
US 301: Spur	NCC	2030	MT	78,000	111,209
Wiggins Mill Road	NCC	2030	MT	2,450	3,493
			<b>MT Total</b>	<b>500,536</b>	<b>696,201</b>
4th St., Walnut St. to I-95	NCC	2023	ST	3,000	3,478
Boyd's Corner Rd: Cedar Lane to US 13	NCC	2024	ST	18,000	21,493
Cedar Lane: Marl Pit Rd. to Boyd's Corner Rd.	NCC	2024	ST	11,781	14,068
Center Boulevard extended to Churchmans Rd	NCC	2021	ST	5,000	5,464
Christina River Bridge	NCC	2020	ST	49,733	52,762
Claymont Train Station	NCC	2021	ST	45,000	49,173
Delaware Avenue Extension to Marrows Rd	NCC	2022	ST	5,000	5,628
Delaware Avenue Separated Bicycle Facility	NCC	2022	ST	10,000	11,255
Eagle Run Road: SR 273 to SR 7 (complete road for thru traffic)	NCC	2020	ST	3,000	3,183
Garasches Lane	NCC	2021	ST	5,149	5,626
I-295, Westbound from I-95 to US 13	NCC	2020	ST	5,000	5,305
I-95, Carr Road and Marsh Road Interchange Improvements	NCC	2020	ST	5,022	5,328
King & Orange Streets, MLK Blvd. to 13th St.	NCC	2020	ST	6,250	6,631
Mill Creek Road and Stoney Batter Road Intersection (Highway Safety Improvement Program)	NCC	2020	ST	3,351	3,555
N412, Lorewood Grove Road, Rd 412A to SR 1	NCC	2024	ST	10,169	12,142
New Castle County Transit Center	NCC	2021	ST	4,250	4,644
Newark Regional Transportation Center, Phase II	NCC	2021	ST	61,453	67,152
Old Baltimore Pike and Salem Church Rd Intersection	NCC	2020	ST	2,350	2,493

Project Name	County	2050 RTP	Timeframe <sup>1</sup>	2018 Cost (\$ x 1,000)	Year of Expenditure Cost (\$ x 1,000)
Possum Park Rd and Old Possum Park Rd Intersection Improvements	NCC	2022	ST	1,650	1,857
Road A / SR 7 Improvements	NCC	2021	ST	11,047	12,071
SR 141 & I-95: I-95 - Jay Drive	NCC	2022	ST	79,689	89,691
SR 2 / Red Mill Rd. Intersection Improvements	NCC	2022	ST	9,025	10,158
SR 2, Elkton Road: MD Line to Casho Mill Rd	NCC	2021	ST	34,301	37,482
SR 273 / Harmony Rd. Intersection Improvements (Highway Safety Improvement Program)	NCC	2021	ST	4,175	4,562
SR 299, SR 1 to Catherine Street	NCC	2022	ST	25,470	28,667
SR 72, McCoy Road to SR 71	NCC	2021	ST	18,129	19,810
US 301: MD State Line to SR 1 (Mainline)	NCC	2020	ST	141,624	150,249
US 40 / SR 72 Wrangle Hill Road	NCC	2021	ST	14,477	15,819
US 40 and SR 896 Interchange	NCC	2025	ST	58,500	71,948
US 40: Salem Church Rd to Walther Road	NCC	2024	ST	18,500	22,090
Valley Rd/Little Baltimore Rd/North Star Rd Intersection	NCC	2021	ST	2,586	2,826
Walnut St., Front St. to 3rd St. with sweep removal	NCC	2024	ST	3,721	4,443
Wilmington Transit Hub	NCC	2020	ST	10,000	10,609
			<b>ST Total</b>	686,402	761,658
			<b>Grand Total</b>	3,108,152	5,142,032

1. ST to 2024; MT 2025-2035; LT =>2036

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DelDOT Rank	Project Title	Phase	FY20 State Spend	FY20 Fed Spend	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend	FY23 State Spend	FY23 Fed Spend	FY23 Other Spend	FY 24-25
DED	US 301, Maryland State Line to SR 1	ROW Total	-	-	-	-	-	-	-	-	-	-	-	-	-
DED	US 301, Maryland State Line to SR 1	CE Total	-	-	2,550,468	-	-	-	-	-	-	-	-	-	-
DED	US 301, Maryland State Line to SR 1	C Total	-	-	10,756,480	-	-	-	-	-	-	-	-	-	-
DED	US 301, Maryland State Line to SR 1	Traffic Total	-	-	5,416	-	-	-	-	-	-	-	-	-	-
DED	US 301, Maryland State Line to SR 1	Utilities Total	-	20,118	40,661	-	-	-	-	-	-	-	-	-	-
DED	US 301, Maryland State Line to SR 1	Contingency	-	1,158,340	412,453	-	-	-	-	-	-	-	-	-	-
DED	US 301, Maryland State Line to SR 1	Rail Road Total	-	-	-	-	-	-	-	-	-	-	-	-	-
DED	US 301, Maryland State Line to SR 1	Audit/PE	-	-	-	-	-	-	-	-	-	-	-	-	-
DED	<b>US 301, Maryland State Line to SR 1 Total</b>		-	<b>1,178,458</b>	<b>13,765,478</b>	-	-	-	-	-	-	-	-	-	-
21	SR 2 / Red Mill Road Intersection Improvements	PE Total	20,000	80,000	-	500,000	-	-	-	-	-	-	-	-	-
21	SR 2 / Red Mill Road Intersection Improvements	ROW Total	500,000	-	-	1,200,000	4,800,000	-	240,000	960,000	-	-	-	-	-
21	SR 2 / Red Mill Road Intersection Improvements Total	C Total	520,000	80,000	-	1,700,000	4,800,000	-	240,000	960,000	-	-	-	-	500,000
59	SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements	PE Total	-	-	-	-	-	-	-	-	-	-	-	-	-
59	SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements	ROW Total	-	-	-	-	-	-	-	-	-	-	-	-	-
59	SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements Total	C Total	-	-	-	-	-	-	-	-	-	-	-	-	500,000
72	SR 4, Christina Parkway from SR 2, Elkton Road to SR 141	PE Total	-	40,000	-	-	-	-	-	-	-	-	-	-	-
72	SR 4, Christina Parkway from SR 2, Elkton Road to SR 141	ROW Total	10,000	-	-	150,000	-	-	140,000	-	-	-	-	-	-
72	SR 4, Christina Parkway from SR 2, Elkton Road to SR 141	C Total	10,000	40,000	-	150,000	-	-	140,000	-	-	-	-	-	15,000,000
72	SR 4, Christina Parkway from SR 2, Elkton Road to SR 141	ROW Total	20,000	40,000	-	150,000	-	-	140,000	-	-	-	-	-	15,000,000
6	SR299, SR 1 to Catherine Street	PE Total	-	-	-	-	-	-	-	-	-	-	-	-	-
6	SR299, SR 1 to Catherine Street	ROW Total	1,800,000	7,200,000	-	1,800,000	7,200,000	-	400,000	1,600,000	-	-	-	-	-
6	SR299, SR 1 to Catherine Street	C Total	1,800,000	7,200,000	-	1,800,000	7,200,000	-	400,000	1,600,000	-	-	-	-	-
4	US13, US40 to Memorial Drive Pedestrian Improvement	PE Total	-	720,000	-	-	-	-	-	-	-	-	-	-	-
4	US13, US40 to Memorial Drive Pedestrian Improvement	ROW Total	180,000	-	-	600,000	2,400,000	-	600,000	2,400,000	-	-	-	-	14,500,000
4	US13, US40 to Memorial Drive Pedestrian Improvement Total	C Total	500,000	2,000,000	17,858	600,000	2,400,000	-	600,000	2,400,000	-	-	-	-	14,500,000
4	US13, US40 to Memorial Drive Pedestrian Improvement Total	C Total	680,000	2,720,000	17,858	600,000	2,400,000	-	600,000	2,400,000	-	-	-	-	1,700,000
56	Tyler McConnell Bridge, SR 141, Monthcanin Road to PE Total	PE Total	-	-	-	-	-	-	-	-	-	-	-	-	-
56	Tyler McConnell Bridge, SR 141, Monthcanin Road to PE Total	ROW Total	-	-	-	-	-	-	-	-	-	-	-	-	-
56	Tyler McConnell Bridge, SR 141, Monthcanin Road to PE Total	C Total	-	-	-	-	-	-	-	-	-	-	-	-	-
56	Tyler McConnell Bridge, SR 141, Monthcanin Road to PE Total	C Total	-	-	-	-	-	-	-	-	-	-	-	-	-
56	Tyler McConnell Bridge, SR 141, Monthcanin Road to PE Total	C Total	-	-	-	-	-	-	-	-	-	-	-	-	-
70	Wilmington Initiatives, 4th Street, Walnut St to I-95	PE Total	500,000	-	-	250,000	-	-	-	-	-	-	-	-	1,700,000
70	Wilmington Initiatives, 4th Street, Walnut St to I-95	ROW Total	-	-	-	-	-	-	500,000	-	-	-	-	-	-
70	Wilmington Initiatives, 4th Street, Walnut St to I-95	C Total	-	-	-	-	-	-	-	-	-	-	-	-	-
70	Wilmington Initiatives, 4th Street, Walnut St to I-95	C Total	-	-	-	-	-	-	-	-	-	-	-	-	-
70	Wilmington Initiatives, 4th Street, Walnut St to I-95	C Total	500,000	-	-	250,000	-	-	500,000	-	-	-	-	-	1,400,000
28	Wilmington Initiatives, King and Orange Streets, MLK	PE Total	-	-	-	-	-	-	-	-	-	-	-	-	-
28	Wilmington Initiatives, King and Orange Streets, MLK	ROW Total	200,000	800,000	-	800,000	3,200,000	-	-	-	-	-	-	-	-
28	Wilmington Initiatives, King and Orange Streets, MLK	C Total	200,000	800,000	-	800,000	3,200,000	-	-	-	-	-	-	-	-
28	Wilmington Initiatives, King and Orange Streets, MLK	C Total	200,000	800,000	-	800,000	3,200,000	-	-	-	-	-	-	-	-
64	Wilmington Initiatives, Walnut St, MLK to 13th Street	PE Total	100,000	-	-	500,000	-	-	300,000	-	-	-	-	-	-
64	Wilmington Initiatives, Walnut St, MLK to 13th Street	ROW Total	500,000	-	-	500,000	-	-	-	-	-	-	-	-	-
64	Wilmington Initiatives, Walnut St, MLK to 13th Street	C Total	600,000	-	-	1,000,000	-	-	400,000	400,000	-	-	-	-	4,500,000
64	Wilmington Initiatives, Walnut St, MLK to 13th Street	C Total	600,000	-	-	1,000,000	-	-	400,000	400,000	-	-	-	-	4,500,000













DeIDOT Rank	Project Title	Phase	FY20 State Spend	FY20 Fed Spend	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend	FY23 State Spend	FY23 Fed Spend	FY23 Other Spend	FY 24-25
SOCR	BRIDGES	Rail Road Tot													
SOCR	BRIDGES Total		10,857,429	39,108,908	12,270,871	32,729,129	14,648,000	34,852,000	13,072,000	55,538,000					81,500,000
SOCR	DAMS	PE Total	500,000												
SOCR	DAMS	ROW Total	10,000												
SOCR	DAMS	CE Total													
SOCR	DAMS	C Total													
SOCR	DAMS	Utilities Total													
SOCR	DAMS	Program Fun	2,590,000									2,700,000			5,400,000
SOCR	DAMS	Environment													
SOCR	DAMS	Contingency													
SOCR	DAMS Total		3,100,000									2,700,000			5,400,000
DED	Transportation Alternatives Program	Program Fun	1,335,800	4,850,880	1,920	4,091,200	1,072,800	4,091,200	1,072,800	4,091,200		1,072,800	4,091,200		10,328,000
DED	Transportation Alternatives Program Total		1,335,800	4,850,880	1,920	4,091,200	1,072,800	4,091,200	1,072,800	4,091,200		1,072,800	4,091,200		10,328,000
SOCR	Paving and Rehabilitation	Program Fun	55,200,000	18,600,000		14,800,000	55,200,000	24,800,000	55,200,000	24,800,000		55,200,000	24,800,000		160,000,000
SOCR	Paving and Rehabilitation Total		55,200,000	18,600,000		14,800,000	55,200,000	24,800,000	55,200,000	24,800,000		55,200,000	24,800,000		160,000,000
SOCR	Slope Stabilization Program	Program Fun	5,000,000				3,000,000	750,000	2,500,000			2,500,000			5,000,000
SOCR	Slope Stabilization Program Total		5,000,000				3,000,000	750,000	2,500,000			2,500,000			5,000,000
SOCR	Signage and Pavement Markings	Program Fun	5,432,000	1,282,513		1,282,513	5,432,000	1,282,513	5,432,000	1,282,513		5,432,000	1,282,513		13,429,027
SOCR	Signage and Pavement Markings Total		5,432,000	1,282,513		1,282,513	5,432,000	1,282,513	5,432,000	1,282,513		5,432,000	1,282,513		13,429,027
SOCR	Materials and Minor Contracts	Program Fun	11,000,000				8,000,000		8,000,000			8,000,000			16,000,000
SOCR	Materials and Minor Contracts Total		11,000,000				8,000,000		8,000,000			8,000,000			16,000,000
DED	Rail Crossing Safety	PD Total	10,232	92,093		10,232	10,232	92,093	10,232	92,093		10,232	92,093		204,851
DED	Rail Crossing Safety	C Total	125,879	1,132,907		125,879	125,879	1,132,907	125,879	1,132,907		125,879	1,132,907		2,517,572
DED	Rail Crossing Safety Total		136,111	1,225,000		136,111	136,111	1,225,000	136,111	1,225,000		136,111	1,225,000		2,722,423
SOCR	Statewide Railroad Rideability Program	C Total													
SOCR	Statewide Railroad Rideability Program	Utilities Total	100,000				100,000		100,000			100,000			200,000
SOCR	Statewide Railroad Rideability Program Total		100,000				100,000		100,000			100,000			200,000
SOCR	Hazard Elimination Program	Program Fun	244,444	2,200,000		2,200,000	244,444	2,200,000	244,444	2,200,000		244,444	2,200,000		4,888,889
SOCR	Hazard Elimination Program Total		244,444	2,200,000		2,200,000	244,444	2,200,000	244,444	2,200,000		244,444	2,200,000		4,888,889
SOCR	Future Safety Program 80/20	C Total	500,000	2,000,000		2,000,000	500,000	2,000,000	500,000	2,000,000		500,000	2,000,000		5,000,000
SOCR	Future Safety Program 80/20 Total		500,000	2,000,000		2,000,000	500,000	2,000,000	500,000	2,000,000		500,000	2,000,000		5,000,000
SOCR	Future Safety Program 90/10	ROW Total	88,889	800,000											
SOCR	Future Safety Program 90/10	C Total	94,444	850,000											
SOCR	Future Safety Program 90/10 Total		183,333	1,650,000											
SOCR	Section 154 Penalty Transfer (Sanction) Program	Program Fun		2,420,195		2,420,195	283,333	2,550,000	283,333	2,550,000		283,333	2,550,000		5,666,666
SOCR	Section 154 Penalty Transfer (Sanction) Program Total			2,420,195		2,420,195	283,333	2,550,000	283,333	2,550,000		283,333	2,550,000		5,666,666
MGT	Traffic Calming	Program Fun	200,000	2,420,195		2,420,195						200,000	2,420,195		4,840,391
MGT	Traffic Calming Total		200,000	2,420,195		2,420,195						200,000	2,420,195		4,840,391
SOCR	Intersection Improvements	Program Fun	4,000,000	3,000,000	600,000	3,160,000	4,050,000	3,200,000	4,050,000	3,200,000	600,000	4,000,000	3,000,000	600,000	15,200,000
SOCR	Intersection Improvements Total		4,000,000	3,000,000	600,000	3,160,000	4,050,000	3,200,000	4,050,000	3,200,000	600,000	4,000,000	3,000,000	600,000	15,200,000
REQ	Engineering and Contingency	Program Fun	30,745,000			30,745,000	30,745,000		30,745,000			30,495,000			60,990,000
REQ	Engineering and Contingency Total		30,745,000			30,745,000	30,745,000		30,745,000			30,495,000			60,990,000
REQ	Environmental Improvements	Planning Tot	545,000	18,000		18,000	545,000	18,000	545,000	18,000		545,000	18,000		1,126,000
REQ	Environmental Improvements Total		545,000	18,000		18,000	545,000	18,000	545,000	18,000		545,000	18,000		1,126,000
SOCR	Corridor Capacity Preservation	ROW Total	1,000,000			1,000,000	1,000,000		1,000,000			1,000,000			2,000,000
SOCR	Corridor Capacity Preservation Total		1,000,000			1,000,000	1,000,000		1,000,000			1,000,000			2,000,000

DeIDOT Rank	Project Title	Phase	FY20 State Spend	FY20 Fed Spend	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend	FY23 State Spend	FY23 Fed Spend	FY23 Other Spend	FY 24 -25
MGT	Bicycles, Pedestrian and other Improvements	C Total	1,430,000	5,720,000	-	1,440,000	5,760,000	-	800,000	3,200,000	-	800,000	3,200,000	-	8,000,000
MGT	Bicycles, Pedestrian and other Improvements Total		1,430,000	5,720,000	-	1,440,000	5,760,000	-	800,000	3,200,000	-	800,000	3,200,000	-	8,000,000
DED	Education and Training	Audit	-	200,000	-	-	200,000	-	-	200,000	-	-	200,000	-	400,000
DED	Education and Training Total		-	200,000	-	-	200,000	-	-	200,000	-	-	200,000	-	400,000
DED	Aeronautics Planning	Program Fun	21,000	189,000	-	21,000	189,000	-	21,000	189,000	-	21,000	189,000	-	420,000
DED	Aeronautics Planning Total		21,000	189,000	-	21,000	189,000	-	21,000	189,000	-	21,000	189,000	-	420,000
DED	Aeronautics Program Development	Program Fun	280,000	-	-	280,000	-	-	280,000	-	-	280,000	-	-	560,000
DED	Aeronautics Program Development Total		280,000	-	-	280,000	-	-	280,000	-	-	280,000	-	-	560,000
SOGR	Heavy Equipment Program	Program Fun	12,500,000	-	-	11,500,000	-	-	10,000,000	-	-	10,000,000	-	-	20,000,000
SOGR	Heavy Equipment Program Total		12,500,000	-	-	11,500,000	-	-	10,000,000	-	-	10,000,000	-	-	20,000,000
MGT	Federal Land Access Program	Program Fun	6,000	24,000	-	6,000	24,000	-	6,000	24,000	-	6,000	24,000	-	60,000
MGT	Federal Land Access Program Total		6,000	24,000	-	6,000	24,000	-	6,000	24,000	-	6,000	24,000	-	60,000
DED	Local Transportation Assistance Program	Program Fun	150,000	150,000	-	150,000	150,000	-	150,000	150,000	-	150,000	150,000	-	600,000
DED	Local Transportation Assistance Program Total		150,000	150,000	-	150,000	150,000	-	150,000	150,000	-	150,000	150,000	-	600,000
DED	Metropolitan Planning Organization / FHWA/FTA	Program Fun	592,834	2,371,336	-	592,834	2,371,336	-	592,834	2,371,336	-	592,834	2,371,336	-	5,928,340
DED	Metropolitan Planning Organization / FHWA/FTA Total		592,834	2,371,336	-	592,834	2,371,336	-	592,834	2,371,336	-	592,834	2,371,336	-	5,928,340
REQ	Pedestrian ADA Accessibility	Program Fun	3,000,000	-	-	3,000,000	-	-	3,000,000	-	-	3,000,000	-	-	6,000,000
REQ	Pedestrian ADA Accessibility Total		3,000,000	-	-	3,000,000	-	-	3,000,000	-	-	3,000,000	-	-	6,000,000
MGT	Planning Program Development	Program Fun	2,000,000	-	-	2,000,000	-	-	2,000,000	-	-	2,000,000	-	-	4,000,000
MGT	Planning Program Development Total		2,000,000	-	-	2,000,000	-	-	2,000,000	-	-	2,000,000	-	-	4,000,000
DED	Rural Technical Assistance Program	Program Fun	-	87,653	-	-	87,653	-	-	87,653	-	-	87,653	-	175,306
DED	Rural Technical Assistance Program Total		-	87,653	-	-	87,653	-	-	87,653	-	-	87,653	-	175,306
DED	Statewide Planning & Research Program / FHWA	Program Fun	841,718	3,366,873	-	841,718	3,366,873	-	841,718	3,366,873	-	841,718	3,366,873	-	8,417,183
DED	Statewide Planning & Research Program / FHWA Total		841,718	3,366,873	-	841,718	3,366,873	-	841,718	3,366,873	-	841,718	3,366,873	-	8,417,183
DED	Statewide Planning & Research Program / FTA	Planning Tot	28,670	114,680	-	28,670	114,680	-	28,670	114,680	-	28,670	114,680	-	286,700
DED	Statewide Planning & Research Program / FTA Total		28,670	114,680	-	28,670	114,680	-	28,670	114,680	-	28,670	114,680	-	286,700
REQ	Truck Weight Enforcement	Program Fun	645,000	-	-	645,000	-	-	645,000	-	-	645,000	-	-	1,290,000
REQ	Truck Weight Enforcement Total		645,000	-	-	645,000	-	-	645,000	-	-	645,000	-	-	1,290,000
MGT	University Research Program	Program Fun	250,000	-	-	250,000	-	-	250,000	-	-	250,000	-	-	500,000
MGT	University Research Program Total		250,000	-	-	250,000	-	-	250,000	-	-	250,000	-	-	500,000
DED	Disadvantaged Business Enterprise Supportive Services Program	Program Fun	-	44,630	-	-	44,630	-	-	44,630	-	-	44,630	-	89,260
DED	Disadvantaged Business Enterprise Supportive Services Program Total		-	44,630	-	-	44,630	-	-	44,630	-	-	44,630	-	89,260
SOGR	DMV Mainframe Modernization Project FY2013	IT Developme	-	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	DMV Mainframe Modernization Project FY2013 Total		-	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Information Technology Initiatives Program	Program Fun	13,000,000	-	-	13,500,000	-	-	13,800,000	-	-	14,000,000	-	-	28,000,000
SOGR	Information Technology Initiatives Program Total		13,000,000	-	-	13,500,000	-	-	13,800,000	-	-	14,000,000	-	-	28,000,000
DED	On the Job Training / Supportive Services	Program Fun	-	100,000	-	-	100,000	-	-	100,000	-	-	100,000	-	200,000
DED	On the Job Training / Supportive Services Total		-	100,000	-	-	100,000	-	-	100,000	-	-	100,000	-	200,000
DED	Summer Transportation Institute Program	Program Fun	13,750	55,000	-	13,750	55,000	-	13,750	55,000	-	13,750	55,000	-	137,500
DED	Summer Transportation Institute Program Total		13,750	55,000	-	13,750	55,000	-	13,750	55,000	-	13,750	55,000	-	137,500
SOGR	DMV Toll Equipment Upgrade	Program Fun	4,716,135	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	DMV Toll Equipment Upgrade Total		4,716,135	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Transportation Facilities - Administration	Program Fun	2,250,000	-	-	2,250,000	-	-	2,250,000	-	-	2,250,000	-	-	4,500,000
SOGR	Transportation Facilities - Administration Total		2,250,000	-	-	2,250,000	-	-	2,250,000	-	-	2,250,000	-	-	4,500,000
SOGR	Transportation Facilities - Operations	Program Fun	14,000,000	-	-	12,000,000	-	-	7,000,000	-	-	6,000,000	-	-	12,000,000
SOGR	Transportation Facilities - Operations Total		14,000,000	-	-	12,000,000	-	-	7,000,000	-	-	6,000,000	-	-	12,000,000

DelDOT Rank	Project Title	Phase	FY20 State Spend	FY20 Fed Spend	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend	FY23 State Spend	FY23 Fed Spend	FY23 Other Spend	FY 24 - 25
MGT	Traffic Signal Revolving Fund Program	Traffic Total	125,000	-	-	125,000	-	-	125,000	-	-	125,000	-	-	250,000
MGT	Traffic Signal Revolving Fund Program Total	Traffic Total	125,000	-	-	125,000	-	-	125,000	-	-	125,000	-	-	250,000
REQ	MUTCD Compliance Program	Traffic Total	600,000	2,400,000	-	400,000	1,600,000	-	400,000	1,600,000	-	400,000	1,600,000	-	4,000,000
REQ	MUTCD Compliance Program Total	Traffic Total	600,000	2,400,000	-	400,000	1,600,000	-	400,000	1,600,000	-	400,000	1,600,000	-	4,000,000
MGT	Roadshare Program / Trip Mitigation	Program Fun	-	360,000	90,000	-	384,000	96,000	-	384,000	96,000	-	384,000	96,000	960,000
MGT	Roadshare Program / Trip Mitigation Total	Program Fun	-	360,000	90,000	-	384,000	96,000	-	384,000	96,000	-	384,000	96,000	960,000
MGT	Transportation Management Improvements Total	Program Fun	1,180,000	4,720,000	-	1,180,000	4,720,000	-	1,180,000	4,720,000	-	1,180,000	4,720,000	-	11,800,000
MGT	Transportation Management Improvements	Program Fun	1,180,000	4,720,000	-	1,180,000	4,720,000	-	1,180,000	4,720,000	-	1,180,000	4,720,000	-	11,800,000
SOGR	Bus Stop Improvement Program	Program Fun	750,000	-	-	750,000	-	-	750,000	-	-	750,000	-	-	1,500,000
SOGR	Bus Stop Improvement Program Total	Program Fun	750,000	-	-	750,000	-	-	750,000	-	-	750,000	-	-	1,500,000
SOGR	CAD/AVL System and Trapez Upgrade	PD Total	200,000	-	-	200,000	-	-	200,000	-	-	200,000	-	-	-
SOGR	CAD/AVL System and Trapez Upgrade Total	PD Total	200,000	-	-	200,000	-	-	200,000	-	-	200,000	-	-	-
SOGR	Training Room Upgrades	C Total	50,000	-	-	50,000	-	-	50,000	-	-	50,000	-	-	-
SOGR	Training Room Upgrades Total	C Total	50,000	-	-	50,000	-	-	50,000	-	-	50,000	-	-	-
SOGR	Statewide Transit Safety and Security Program	Procurement	500,000	-	-	500,000	-	-	500,000	-	-	500,000	-	-	1,000,000
SOGR	Statewide Transit Safety and Security Program Total	Procurement	500,000	-	-	500,000	-	-	500,000	-	-	500,000	-	-	1,000,000
SOGR	Transit Facilities Minor Capital Program	C Total	700,000	-	-	700,000	-	-	700,000	-	-	700,000	-	-	1,000,000
SOGR	Transit Facilities Minor Capital Program Total	C Total	700,000	-	-	700,000	-	-	700,000	-	-	700,000	-	-	1,000,000
SOGR	Transit Systems Equipment Program	Procurement	40,000	-	-	40,000	-	-	40,000	-	-	40,000	-	-	80,000
SOGR	Transit Systems Equipment Program Total	Procurement	40,000	-	-	40,000	-	-	40,000	-	-	40,000	-	-	80,000
SOGR	Transit Systems Equipment Program Total	PD Total	109,527	-	-	109,527	-	-	109,527	-	-	109,527	-	-	-
SOGR	DTC Automated Timesheet and Absence Tracking	PD Total	109,527	-	-	109,527	-	-	109,527	-	-	109,527	-	-	-
SOGR	DTC Automated Timesheet and Absence Tracking Total	PD Total	109,527	-	-	109,527	-	-	109,527	-	-	109,527	-	-	-
SOGR	Rail Preservation	C Total	300,000	-	-	300,000	-	-	300,000	-	-	300,000	-	-	600,000
SOGR	Rail Preservation Total	C Total	300,000	-	-	300,000	-	-	300,000	-	-	300,000	-	-	600,000
SOGR	Fare Collection Improvements	PD Total	1,578,570	-	-	1,578,570	-	-	1,578,570	-	-	1,578,570	-	-	-
SOGR	Fare Collection Improvements Total	PD Total	1,578,570	-	-	1,578,570	-	-	1,578,570	-	-	1,578,570	-	-	-
DED	Job Access Reverse Commute (JARC) Program	Program Fun	-	340,926	340,926	-	340,926	340,926	-	340,926	340,926	-	340,926	340,926	1,363,704
DED	Job Access Reverse Commute (JARC) Program Total	Program Fun	-	340,926	340,926	-	340,926	340,926	-	340,926	340,926	-	340,926	340,926	1,363,704
SOGR	Job Access Reverse Commute (JARC) Program Total	Program Fun	-	340,926	340,926	-	340,926	340,926	-	340,926	340,926	-	340,926	340,926	1,363,704
SOGR	Maintenance Equipment and Tools (Transit) Program	Procurement	200,000	-	-	200,000	-	-	200,000	-	-	200,000	-	-	400,000
SOGR	Maintenance Equipment and Tools (Transit) Program Total	Procurement	200,000	-	-	200,000	-	-	200,000	-	-	200,000	-	-	400,000
DED	New Freedom Program Statewide 50/50	Planning Tot	-	369,347	369,347	-	369,347	369,347	-	369,347	369,347	-	369,347	369,347	1,477,388
DED	New Freedom Program Statewide 50/50 Total	Planning Tot	-	369,347	369,347	-	369,347	369,347	-	369,347	369,347	-	369,347	369,347	1,477,388
SOGR	Taxi Pilot Equipment Start-up	Procurement	280,000	-	-	280,000	-	-	280,000	-	-	280,000	-	-	-
SOGR	Taxi Pilot Equipment Start-up Total	Procurement	280,000	-	-	280,000	-	-	280,000	-	-	280,000	-	-	-
MGT	Transit Vehicle Replacement S310 Program - Statewide	Procurement	741,657	458,595	-	741,657	458,595	-	741,657	458,595	-	741,657	458,595	-	2,400,504
MGT	Transit Vehicle Replacement S310 Program - Statewide Total	Procurement	741,657	458,595	-	741,657	458,595	-	741,657	458,595	-	741,657	458,595	-	2,400,504
DED	Paratransit Vans FY18 (6)	Procurement	-	-	-	-	-	-	-	-	-	-	-	-	-
DED	Paratransit Vans FY18 (6) Total	Procurement	-	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Transit Systems Statewide Support Vehicles	Procurement	336,859	-	-	379,900	-	-	379,900	-	-	502,160	-	-	284,050
SOGR	Transit Systems Statewide Support Vehicles Total	Procurement	336,859	-	-	379,900	-	-	379,900	-	-	502,160	-	-	284,050
SOGR	Community Transportation Program	Program Fun	17,680,000	-	-	17,680,000	-	-	17,680,000	-	-	17,680,000	-	-	35,360,000
SOGR	Community Transportation Program Total	Program Fun	17,680,000	-	-	17,680,000	-	-	17,680,000	-	-	17,680,000	-	-	35,360,000
SOGR	Municipal Street Aid	Program Func	6,000,000	-	-	6,000,000	-	-	6,000,000	-	-	6,000,000	-	-	12,000,000
SOGR	Municipal Street Aid Total	Program Func	6,000,000	-	-	6,000,000	-	-	6,000,000	-	-	6,000,000	-	-	12,000,000
SOGR	Statewide Subtotal	Program Func	228,236,650	107,306,438	1,628,613	210,859,453	95,125,131	1,632,693	209,972,531	105,559,081	1,632,693	209,465,158	105,210,146	1,632,693	600,821,730
SOGR	Statewide Subtotal	Program Func	335,229,761	286,809,347	26,990,496	316,341,142	281,167,510	3,145,740	285,012,872	215,856,700	3,145,740	284,992,334	239,705,893	3,145,740	1,029,696,093
SOGR	Total	Program Func	335,229,761	286,809,347	26,990,496	316,341,142	281,167,510	3,145,740	285,012,872	215,856,700	3,145,740	284,992,334	239,705,893	3,145,740	1,029,696,093

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