

**DOVER/KENT COUNTY  
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEAR 2006**

**Fiscal Years 2006 through 2008**

**Adopted May 4, 2005  
Amended September 26, 2005  
Amended September 6, 2006**

Prepared at the Direction of the  
**Dover/Kent County Metropolitan Planning Organization Council**

The preparation of this document was financed in part with funds provided by the Federal Government, including the Federal Transit Administration, through the Joint Simplification Program, and the Federal Highway Administration of the United States Department of Transportation.

## TABLE OF CONTENTS

<b>Background</b> .....	4
<b>Regional Goals</b> .....	5
<b>The Prioritization Process</b> .....	6
<b>Public Participation</b> .....	8
<b>Financial Constraint</b> .....	9
<b>Air Quality Conformity</b> .....	17
<b>Program Categories</b> .....	17
<b>Dover/Kent MPO Area Transportation Improvement Program Projects</b> .....	18
<b>FY 2004-2006 Capital Transportation Program Statewide Projects</b> .....	19
<b>Appendices</b>	
<b>A –Air Quality Conformity Support Documents</b> .....	24
<b>B - Adopted Resolutions and Self-Certification</b> .....	34
<b>C – Annual Listing of Projects</b> .....	38
<b>D – Amendment Adopted September 6, 2006</b> .....	48



## **Background**

The Dover/Kent County Metropolitan Planning Organization (Dover/Kent County MPO) is the transportation planning organization for Kent County, Delaware and its municipalities. The Dover/Kent County MPO was established in 1992 under the mandates of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which requires that a metropolitan planning process be established in urbanized areas with a population greater than 50,000. The Dover urbanized area exceeded that threshold by the 1990 U.S. Census of Population, with a figure of 50,757. In 2000, the urbanized area population was determined to be 65,044.

The Transportation Improvement Program (TIP) is one of the products that the federal legislation requires a metropolitan planning organization to prepare at least every two years. The purpose of the TIP is to list transportation projects for which federal funding will be sought over a three-year period. The TIP should reflect the region's priorities, represent a consensus among state and regional officials, show a direct relationship to the regional transportation plan, be financially constrained, and conform with federal air quality regulations as they relate to transportation. Finally, the TIP must be subjected to thorough public review during development and prior to adoption.

The Dover/Kent County MPO TIP was prepared in coordination with Delaware's Capital Transportation Program (CTP). Members of the MPO Council, Technical Advisory (TAC), and Public Advisory Committees (PAC) were invited to submit projects for inclusion in the TIP. The projects were ranked using a process developed by the MPO committees and Council. Public input was solicited at PAC meetings held throughout Kent County, at a public meeting held jointly with the State's Council on Transportation, and during a free bus tour of TIP project sites. The Delaware Department of Transportation (DelDOT) analyzed financial and air quality requirements for the MPO.

The cost of the projects comprising the amended MPO 2006-2008 TIP is \$3,198,000. Authorizations for FY 2006, FY 2007, and FY 2008 are \$766,000, \$2,266,000 and \$166,000 respectively. This new three-year total constitutes a reduction of \$97,157,202 from the FY 2006-2006 TIP adopted May 4, 2005. In addition to these projects, DelDOT maintains and operates the transportation system under statewide categories such as bridge inspection, pavement rehabilitation, roadway signage, intersection improvements and statewide transit services and equipment. The amount of funds to be spent from those statewide categories in the MPO's region cannot always be delineated since projects are selected based on statewide needs. A small percentage of the cost for statewide projects within the MPO's region is federally funded. The MPO TIP will be submitted to DelDOT as the region's input for the Statewide Transportation Improvement Program (STIP).

## Regional Goals

Kent County has a diverse economy and population. The City of Dover is a strong metropolitan hub situated in the center of the county in a growth corridor that extends from Smyrna to the north and Milford to the south. Inside the growth corridor, the largest employers include Dover Air Force Base, the State of Delaware, Kraft General Foods USA, the Eagle Group, General Metalcraft Inc., Proctor and Gamble, and ILC Dover, Inc. The regional warehouse of Wal-Mart recently built in Smyrna has also been playing a greater role in the economic development of the area. Outside of the growth corridor, the county's economy is predominantly agricultural, including a well-established Amish community. The presence of three four-year colleges and one two-year college enhances the region's ability to attract and maintain a diverse community.

On May 4, 2005, the MPO adopted its Long Range Transportation Plan (LRTP). The Plan, which has a 25-year planning horizon, assesses the region's short-term improvement needs, projects future needs, and identifies goals and objectives to meet those needs. The LRTP is to be financially reasonable and result in a positive impact on the region's air quality. The planning process was coordinated with DelDOT's statewide planning process, the Office of State Planning Coordination's Livable Delaware Initiative, Kent County's Comprehensive Plan Update, and Dover's Comprehensive Plan Update.

The LRTP provides a framework to guide future transportation planning and programming activities. The following goals are identified for Kent County:

Strengthen the local economy to keep it diverse and relatively stable;

Maintain the current quality of life, including the agricultural economy, the abundant natural resources and open space, and the accessibility of political leaders;

Manage growth effectively to ensure adequate infrastructure is available to support desired growth patterns;

Improve access and mobility while ensuring the safety of all citizens; and.

Preserve and expand transportation infrastructure to safely and efficiently transport people and goods.

A hierarchy of fundamental strategies will be developed to support these goals and further guide transportation planning and programming decisions:

- Preserve and maintain the existing transportation system;**
- Improve management of the existing transportation system;**
- Develop and expand multiple transportation modes;**
- Provide additional roadway system capacity; and**
- Focus transportation investments.**

Projects in the FY2006 TIP were drawn from the 2030 LRTP

## **The Prioritization Process**

Projects being considered for inclusion in the TIP were prioritized using a numerical scoring system to reflect qualitative ratings based on transportation system data. This process was developed by members of the PAC and TAC and adopted by the MPO Council in 2003.

The process consists of a 10-factor matrix that covers the seven factors from TEA-21 that the MPO must consider. A score is assigned to each factor for each project based on information about the project supplied on the project submittal form. The criteria for assigning the ratings and the scales used (high, medium, low, not applicable, or negative) are identical for all project types. Actual ratings are made based on judgments of how well the objective data meets the rating criteria. Once a rating is established for each criteria, it is converted to a numerical score: high = 3, medium = 2, low = 1, not applicable = 0, and negative impact = -1. The numerical scores are multiplied by the weights shown in Table 1, then aggregated for a total score for each project.

**Table 1 Factors, Definitions and Weights for TIP Project Scoring**

<b>Factor</b>	<b>Description</b>	<b>Weight</b>
Safety	Extent to which project location represents a safety hazard/solution for motorists, pedestrians, bicyclists and/or transit users.	0.20
Support for Comprehensive/Community Plans	Extent to which the project supports policies or is derived from an approved County or Municipal Comprehensive Plan or a special transportation study, such as corridor study or bike plan.	0.20
Environmental Justice	Extent to which project has disproportionately high and adverse effects on minority and low-income populations or disproportionately benefits populations not protected under Title VI of the Civil Rights Act of 1964.	0.10
Transit	Support shifting people/goods to rail or bus; or support more efficient operation of rail or bus.	0.05
Pedestrian/Bicycle Travel	Extent to which project incorporates/supports/enhances bicycle/pedestrian access or use.	0.05
Economic Impacts	Extent to which project supports worker and customer access to major commercial sites, freights, access to major business/industrial sites, and transshipment points, and supports economic development.	0.05
Sustainability	Extent to which a project can be adequately maintained after completion.	0.02
System Continuity	Extent to which a project fills a gap or eliminates functional bottlenecks/pinch points. Project has been identified in the congestion management system.	0.10
Environmental Impacts	Extent to which project avoids problems related to drainage, noise, cultural/historic areas, ecologically sensitive areas.	0.03
Support for the LRTP	Extent to which project supports and implements the goals of the MPO's Long Range Transportation Plan.	0.20
<b>Total</b>		<b>1.00</b>

To implement the priority process, each MPO member was given the opportunity to submit projects for inclusion in the TIP. The submitted project descriptions were distributed to all members along with a list of projects included in DeIDOT's draft FY 2006 CTP. The TAC and PAC conducted the prioritization process before making a recommendation to the MPO Council.

At its December 2004 meeting, both the TAC and PAC recommended that the projects with a score of 2.1 or higher be given emphasis. These recommendations were conveyed to the MPO Council for its consideration. The MPO Council approved the Committees' recommendations and project priorities were sent to DeIDOT in May 2005 endorsing the projects included in the draft FY 2006 CTP. The MPO's project ratings are indicated in the project lists in Tables 5 and 6.

## **Public Participation**

Public review was an integral aspect of the TIP process. Public participation was solicited through PAC meetings, a free bus tour of proposed project sites, and a joint public meeting with the Council on Transportation, held on September 8, 2004.

The bus tour was held February 5, 2005, and visited proposed TIP project locations throughout Kent County. The MPO's Executive Director guided the tour and provided information about the proposed project locations being visited. The City of Dover's City Manager, also an MPO member attended the tour as well and provided additional information and insight. During the tour, the public and media had the opportunity to ask questions and interact with the PAC and staff.

The last meeting designated specifically for gathering comments on the draft TIP was the April 26, 2005 PAC meeting. No comments on air quality conformity determination or the TIP in general were received during the final 30-day comment period, which ended on May 13, 2005.

News releases and advisories publicizing all of the meetings and the bus tour were posted on the MPO's website and sent to members of each MPO committee, print and electronic media outlets, each of the libraries in Kent County, legislators, Levy Court, mayors of Kent County municipalities, and Dover City Council. Copies of the draft TIP were made available to anyone who asked. As well, copies of the draft document were posted on the website. The table below will summarize the comments and responses regarding the Amended FY 2006-2008 TIP after all comments are received during the Public Comments Period.

<b>Table 2A Summary of Public Comments and Responses – Proposed September 2005 Amended TIP</b>	
<b>Comment</b>	<b>Response</b>
No public comments were received regarding the contents of the TIP amendment or the air quality conformity determination.	

To comply with the requirements of Title VI, with reference to the FY 2006-2008 TIP, the MPO made efforts to include minorities and low-income populations in the decision-making process of submitted projects through the implementation of its public participation policy and representation on the MPO’s PAC. When a proposed project is located in an Environmental Justice (EJ) neighborhood, special measures are taken to reach out to those who would be affected and the free bus tour gave all members of the community an opportunity to be part of transportation programming in the MPO area.

**Financial Constraint**

Federal regulations require that all TIPs be financially constrained. This requirement helps the MPO and the State develop a deliverable program of projects. In Delaware, DelDOT determines which funding sources will be used for the projects in the TIP and CTP once the lists are finalized. The Department consults with the MPO on the projects that will be funded with Congestion Mitigation/Air Quality (CMAQ) and Transportation Enhancement funds, in accordance with ISTEA. Each year, the Department determines the fiscal reasonableness of the CTP, which contains the TIP. The following tables demonstrate the financial constraint of the FY 2006-2008 TIP.

**Table 3A Demonstration of Financial Constraint – Funding Schedule**

<b>FY 2006-2011 Final Capital Transportation Program Summary of Authorizations</b>					
	FY 2006	FY 2007	FY 2008	FY 2009- 2011	FY 2006- 2011
<b><i>I. Road Systems</i></b>					
County Funding	-	-	-	-	-
Municipal Funding Private Funding	1,000.0	-	-	-	1,000.0
FHWA Apportionment Funding	79,500.0	32,600.0	21,360.0	64,080.0	197,540.0
Discretionary FHWA Funding	-	-	-	-	-
Advanced Construction FHWA Funding Deferred	-	-	-	-	-
Advanced Construction FHWA Funding Payback	-	-	-	-	-
FTA Apportionment Funding	-	-	-	-	-
Discretionary FTA Funding	-	-	-	-	-
Advanced Construction FTA Funding Payback	-	-	-	-	-
Federal Aviation Administration Funding	-	-	-	-	-
Transportation Trust Fund	345,000.0	81,300.0	52,090.0	156,270.0	634,660.0
<b><i>Total Road Systems</i></b>	<b>425,500.0</b>	<b>113,900.0</b>	<b>73,450.0</b>	<b>220,350.0</b>	<b>833,200.0</b>
<b><i>II. Grants and Allocations</i></b>					
County Funding	-	-	-	-	-
Municipal Funding	-	-	-	-	-
Private Funding	-	-	-	-	-
FHWA Apportionment Funding	-	-	-	-	-
Discretionary FHWA Funding Advanced Construction FHWA Funding Deferred Advanced ConstructionFHWA Funding Payback FTA Apportionment Funding Discretionary FTA Funding	-	-	-	-	-
Advanced Construction FTA Funding Payback	-	-	-	-	-
Federal Aviation Administration Funding	-	-	-	-	-
Transportation Trust Fund	21,600.0	21,600.0	21,600.0	64,800.0	129,600.0
<b><i>Total Grants and Allocations</i></b>	<b>21,600.0</b>	<b>21,600.0</b>	<b>21,600.0</b>	<b>64,800.0</b>	<b>129,600.0</b>
<b><i>III. Transit System County Funding</i></b>					
Municipal Funding	-	-	-	-	-
Private Funding	-	-	-	-	-
FHWA Apportionment Funding	-	-	-	-	-
Discretionary FHWA Funding	-	-	-	-	-
Advanced Construction FHWA Funding Deferred	-	-	-	-	-
Advanced Construction FHWA Funding Payback	-	-	-	-	-
FTA Apportionment Funding	400.0	1,200.0	1,200.0	3,600.0	6,400.0

	FY 2006	FY 2007	FY 2008	FY 2009- 2011	FY 2006- 2011
Discretionary FTA Funding	-	-	-	-	-
Advanced Construction FTA Funding Payback	-	-	-	-	-
Federal Aviation Administration Funding	-	-	-	-	-
Transportation Trust Fund	400.0	2,400.0	2,400.0	7,200.0	12,400.0
<b>Total Transit</b>	<b>800.0</b>	<b>3,600.0</b>	<b>3,600.0</b>	<b>10,800.0</b>	<b>18,800.0</b>
<b>III. Support System</b>					
County Funding	-	-	-	-	-
Municipal Funding	-	-	-	-	-
Private Funding	-	-	-	-	-
FHWA Apportionment Funding	4,600.0	4,600.0	4,600.0	13,800.0	27,600.0
Discretionary FHWA Funding	-	-	-	-	-
Advanced Construction FHWA Funding Deferred	-	-	-	-	-
Advanced Construction FHWA Funding Payback	-	-	-	-	-
FTA Apportionment Funding	3,600.0	5,100.0	1,100.0	3,300.0	13,100.0
Discretionary FTA Funding Advanced Construction FTA Funding Payback	-	-	-	-	-
Federal Aviation Administration Funding	2,900.0	-	-	-	2,900.0
Transportation Trust Fund	26,100.0	30,700.0	25,700.0	77,100.0	159,600.0
<b>Total Support Systems</b>	<b>37,200.0</b>	<b>40,400.0</b>	<b>31,400.0</b>	<b>94,200.0</b>	<b>203,200.0</b>
<b>Total Capital Transportation Program</b>					
County Funding Municipal Funding	-	-	-	-	-
Private Funding	1,000.0	-	-	-	1,000.0
Other Funding	-	-	-	-	-
FHWA Apportionment Funding	84,100.0	37,200.0	25,960.0	77,880.0	225,140.0
Discretionary FHWA Funding	-	-	-	-	-
Advanced Construction FHWA Funding Deferred	-	-	-	-	-
Advanced Construction FHWA Funding Payback	-	-	-	-	-
FTA Apportionment Funding	4,000.0	6,300.0	2,300.0	6,900.0	19,500.0
Discretionary FTA Funding	-	-	-	-	-
Advanced Construction FTA Funding Payback	-	-	-	-	-
Federal Aviation Administration Funding	2,900.0	-	-	-	2,900.0
Transportation Trust Fund	393,100.0	136,000.0	101,790.0	305,370.0	936,260.0
<b>Total Capital Transportation Program</b>	<b>485,100.0</b>	<b>179,500.0</b>	<b>130,050.0</b>	<b>390,150.0</b>	<b>1,184,800.0</b>

**TABLE 3B Demonstration of Financial Constraints - FY 2006-2011 Approved Authorizations**

<b>PROJECT</b>	<b>FY 2006 BOND BILL AUTHORIZATION</b>	<b>PLANNED FY 2007 AUTHORIZATION</b>	<b>PLANNED FY 2008 AUTHORIZATION</b>	<b>PLANNED FY 2009-2011 AUTHORIZATION</b>	<b>FY 2006 - 2011 TOTAL AUTHORIZATIONS</b>
<b>I. ROAD SYSTEM</b>					
<b>A. Expressways</b>					
Glenville / White Clay Creek	10,000.0	1,000.0	1,000.0	3,000.0	\$15,000.0
I-95, Maryland State Line to SR141	283,400.0	0.0	0.0	0.0	283,400.0
<b>Subtotal Expressways</b>	<b>\$293,400.0</b>	<b>\$1,000.0</b>	<b>\$1,000.0</b>	<b>\$3,000.0</b>	<b>\$298,400.0</b>
<b>B. Arterials</b>					
Advanced Acquisition of Right of Way	2,000.0	2,000.0	2,000.0	6,000.0	\$12,000.0
Corridor Capacity Preservation	800.0	800.0	800.0	2,400.0	\$4,800.0
SR 8, Forrest Avenue and SR 15, Saulsbury Road, Dover	100.0	400.0	0.0	0.0	\$500.0
Limestone Road and Valley Road Area Improvements	2,400.0	0.0	0.0	0.0	\$2,400.0
SR 2, Elkton Road, Maryland State Line	1,000.0	600.0	0.0	0.0	\$1,600.0
SR 9, River Road Area Dobbinsville	500.0	500.0	0.0	0.0	\$1,000.0
SR141, Basin Road, SR273, Frenchtown Road to SR 48, Lancaster Pike	2,500.0	16,000.0	0.0	0.0	\$18,500.0
US 13 and SR896, Boyd's Corner Road and SR896, Boyd's Corner Road and SR 71, Mt. Pleasant Intersection Improvements	4,500.0	3,800.0	0.0	0.0	\$8,300.0
US301	3,500.0	2,500.0	0.0	0.0	\$6,000.0
Rehoboth Avenue Improvements	0.0	6,800.0	0.0	0.0	\$6,800.0
Route 1, Beach Area Improvements	23,000.0	6,000.0	0.0	0.0	\$29,000.0
<b>Subtotal Arterials</b>	<b>\$40,300.0</b>	<b>\$39,400.0</b>	<b>\$2,800.0</b>	<b>\$8,400.0</b>	<b>\$90,900.0</b>

**TABLE 3B Demonstration of Financial Constraints - FY 2006-2011 Approved Authorizations**

<b>PROJECT</b>	<b>FY 2006 BOND BILL AUTHORIZATION</b>	<b>PLANNED FY 2007 AUTHORIZATION</b>	<b>PLANNED FY 2008 AUTHORIZATION</b>	<b>PLANNED FY 2009-2011 AUTHORIZATION</b>	<b>FY 2006 - 2011 TOTAL AUTHORIZATIONS</b>
<b>C. Collectors</b>					
Camden Service Road	0.0	1,700.0	0.0	0.0	\$1,700.0
<b>Subtotal Collectors</b>	<b>\$0.0</b>	<b>\$1,700.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1,700.0</b>
<b>D. Locals</b>					
K 92, Moorton Road and K152	500.0	0.0	0.0	0.0	\$500.0
Christina Riverfront	3,300.0	8,200.0	8,200.0	24,600.0	\$44,300.0
N274, Brackenville Road	0.0	4,200.0	0.0	0.0	\$4,200.0
N282, Mill Creek Road and N283, Stoney Batter Road Intersection	0.0	200.0	0.0	0.0	200.0
Southern New Castle County Improvements	0.0	1,000.0	1,000.0	3,000.0	\$5,000.0
Wilmington Signal Improvements	600.0	700.0	0.0	0.0	\$1,300.0
US 13, Ross Industrial Park Access	500.0	0.0	0.0	0.0	\$500.0
<b>Subtotal Locals</b>	<b>\$4,900.0</b>	<b>\$14,300.0</b>	<b>\$9,200.0</b>	<b>\$27,600.0</b>	<b>\$56,000.0</b>
<b>E. Bridges</b>					
Bridge Preservation Program	1,500.0	1,500.0	1,500.0	4,500.0	\$9,000.0
Bridge Projects	4,500.0	4,500.0	4,500.0	13,500.0	\$27,000.0
1-609B on 6th Street, 1-609C on 7th Street, and 1-609D on 9th Street over CSX, Wilmington	8,000.0	0.0	0.0	0.0	\$8,000.0
1-820N and 1-820S on I-495 over Norfolk Southern, 1-821N and 1- 821S, and 1-822N and 1-822S on I- 495 over AMTRAK / Norfolk Southern, Edgemoor	7,100.0	0.0	0.0	0.0	\$7,100.0
<b>Subtotal Bridges</b>	<b>\$21,100.0</b>	<b>\$6,000.0</b>	<b>\$6,000.0</b>	<b>\$18,000.0</b>	<b>\$51,100.0</b>

**TABLE 3B Demonstration of Financial Constraints - FY 2006-2011 Approved Authorizations**

<b>PROJECT</b>	<b>FY 2006 BOND BILL AUTHORIZATION</b>	<b>PLANNED FY 2007 AUTHORIZATION</b>	<b>PLANNED FY 2008 AUTHORIZATION</b>	<b>PLANNED FY 2009-2011 AUTHORIZATION</b>	<b>FY 2006 - 2011 TOTAL AUTHORIZATIONS</b>
<b>F. Other</b>					
Bicycle, Pedestrian Improvements	1,200.0	1,500.0	1,200.0	3,600.0	\$7,500.0
Intersection Improvements	2,000.0	2,000.0	2,000.0	6,000.0	\$12,000.0
Materials and Minor Contracts	3,000.0	3,000.0	3,000.0	9,000.0	\$18,000.0
<b><i>Paving and Rehabilitation</i></b>					
New Technology and Inspection	500.0	0.0	0.0	0.0	\$500.0
Other Paving and Patching	4,900.7	0.0	0.0	0.0	\$4,900.7
Pavement Rehabilitations	15,125.0	12,500.0	12,500.0	37,500.0	\$77,625.0
Pavement Resurfacing	17,474.3	17,500.0	17,500.0	52,500.0	\$104,974.3
Surface Treatment	1,000.0	0.0	0.0	0.0	\$1,000.0
Surface Treatment Conversion	1,500.0	0.0	0.0	0.0	\$1,500.0
Rail Crossing Safety	800.0	800.0	800.0	2,400.0	\$4,800.0
<b><i>Safety Improvement Program</i></b>					
Highway Safety Improvement Program (HSIP)	2,200.0	2,200.0	2,200.0	6,600.0	\$13,200.0
Operational Safety Improvements	600.0	600.0	600.0	1,800.0	\$3,600.0
Signage and Pavement Markings	2,000.0	2,000.0	2,000.0	6,000.0	\$12,000.0
Traffic Calming Program	400.0	400.0	400.0	1,200.0	\$2,400.0
Transportation Enhancements	9,000.0	9,000.0	9,000.0	27,000.0	\$54,000.0
Truck Weight Enforcement	4,100.0	0.0	3,250.0	9,750.0	\$17,100.0
<b>Subtotal Other</b>	<b>\$65,800.0</b>	<b>\$51,500.0</b>	<b>\$54,450.0</b>	<b>\$163,350.0</b>	<b>\$335,100.0</b>
<b>TOTAL ROAD SYSTEM</b>	<b>\$425,500.0</b>	<b>\$113,900.0</b>	<b>\$73,450.0</b>	<b>\$220,350.0</b>	<b>\$833,200.0</b>

<b>TABLE 3B Demonstration of Financial Constraints - FY 2006-2011 Approved Authorizations</b>
-----------------------------------------------------------------------------------------------

<b>PROJECT</b>	<b>FY 2006 BOND BILL AUTHORIZATION</b>	<b>PLANNED FY 2007 AUTHORIZATION</b>	<b>PLANNED FY 2008 AUTHORIZATION</b>	<b>PLANNED FY 2009-2011 AUTHORIZATION</b>	<b>FY 2006 - 2011 TOTAL AUTHORIZATIONS</b>
<b>II. GRANTS AND ALLOCATIONS</b>					
Community Transportation Fund	16,600.0	16,600.0	16,600.0	49,800.0	\$99,600.0
Municipal Street Aid	5,000.0	5,000.0	5,000.0	15,000.0	\$30,000.0
<b>TOTAL GRANTS AND ALLOCATIONS</b>	<b>\$21,600.0</b>	<b>\$21,600.0</b>	<b>\$21,600.0</b>	<b>\$64,800.0</b>	<b>\$129,600.0</b>
<b>III. TRANSIT SYSTEM</b>					
<b>A. Vehicles</b>					
Transit Vehicles	0.0	2,800.0	2,800.0	8,400.0	\$14,000.0
Transit Vehicle Replacement and Refurbishment, Kent County	166.0	166.0	166.0	498.0	\$996.0
Transit Vehicle Replacement and Refurbishment, New Castle County	167.1	167.0	167.0	501.0	\$1,002.1
Transit Vehicle Replacement and Refurbishment, Sussex County	166.9	167.0	167.0	501.0	\$1,001.9
<b>Subtotal Vehicles</b>	<b>\$500.0</b>	<b>\$3,300.0</b>	<b>\$3,300.0</b>	<b>\$9,900.0</b>	<b>\$17,000.0</b>
<b>C. Rail</b>					
Statewide Rail Preservation	\$300.0	300.0	300.0	900.0	\$1,800.0
<b>Subtotal Rail</b>	<b>\$300.0</b>	<b>\$300.0</b>	<b>\$300.0</b>	<b>\$900.0</b>	<b>\$1,800.0</b>
<b>TOTAL TRANSIT SYSTEM</b>	<b>\$800.0</b>	<b>\$3,600.0</b>	<b>\$3,600.0</b>	<b>\$10,800.0</b>	<b>\$18,800.0</b>

**TABLE 3B Demonstration of Financial Constraints - FY 2006-2011 Approved Authorizations**

<b>IV. SUPPORT SYSTEM</b>					
<b>Planning</b>	5,300.0	4,300.0	4,300.0	12,900.0	\$26,800.0
<b>Transportation Facilities</b>	4,000.0	4,000.0	4,000.0	12,000.0	\$24,000.0
<b>Transit Facilities</b>	6,300.0	11,000.0	2,000.0	6,000.0	\$25,300.0
<b>Technology</b>	5,000.0	5,000.0	5,000.0	15,000.0	\$30,000.0
<b>Equipment</b>	4,000.0	4,000.0	4,000.0	12,000.0	\$24,000.0
<b>Transportation Management Improvements</b>	3,400.0	3,400.0	3,400.0	10,200.0	\$20,400.0
<b>Engineering and Contingencies</b>	1,300.0	1,300.0	1,300.0	3,900.0	\$7,800.0
<b>E-ZPass</b>	4,000.0	6,400.0	6,400.0	19,200.0	\$36,000.0
<b>Aeronautics</b>	3,900.0	1,000.0	1,000.0	3,000.0	\$8,900.0
<b>TOTAL SUPPORT SYSTEM</b>	<b>\$37,200.0</b>	<b>\$40,400.0</b>	<b>\$31,400.0</b>	<b>\$94,200.0</b>	<b>\$203,200.0</b>
<b>GRAND TOTAL</b>	<b>485,100.0</b>	<b>179,500.0</b>	<b>130,050.0</b>	<b>390,150.0</b>	<b>1,184,800.0</b>

## **Air Quality Conformity**

The Clean Air Act Amendments (CAAA) of 1990 state that regionally significant projects in a TIP must not worsen the region's air quality. The FY 2006-2008 TIP does not contain any new regionally significant non-exempt projects as defined by the CAAA and TEA-21. The most recent conformity analysis was approved by the Federal Highway Administration and the Federal Transit Administration on July 11, 2005, within the four-year time frame required by federal regulations. Consequently, no new conformity analysis needs to be performed for the Amended FY 2006-2008 TIP. Per that conformity analysis, the Amended FY 2006-2008 TIP conforms with the state implementation plan and the requirements of the Clean Air Act of 1990. DelDOT's concurrence with this determination is located in Appendix A.

## **Program Categories and Project List**

The Amended FY 2006-2008 TIP mirrors DelDOT's FY 2006-2011 CTP. Projects are divided according to the portion of the transportation system in which each is located – Road System: Expressways, Arterials, Collectors, Locals, Bridges and Other. Transit System: Vehicles, Amenities, and Rail. Support Systems and Grants and Allocations.

Table 5 lists the projects in the MPO's planning area for which funding is being requested for fiscal years 2006, 2007 and 2008. The majority of the projects are Road System projects. The table lists the funds, in thousands, programmed for each project in each year of the TIP. The final columns list the pages of the FY 2006-2011 CTP where a complete project description, location map and pictures can be found. Copies of the CTP can be requested from DelDOT. Copies of the project descriptions can be requested from the MPO.

Table 6 lists statewide projects and programs for which funding is being requested for fiscal years 2006, 2007 and 2008. These are predominantly funding programs that include projects in all three Delaware counties. More information about these projects and programs can be found in the FY 2006-2011 CTP. This section of the CTP can also be requested from the MPO.

Table 7 lists projects that are included in the FY 2006-2011 CTP that are being funded through authorizations allocated prior to FY 2006. These projects are shown to indicate work that is not complete, but for which new funding is not needed. These projects may be in design, under construction or awaiting final inspection.

Table 8 lists projects which have been submitted to the TIP, but have not been funded. Once a project is submitted to the TIP, it is kept on the prioritized list until it is funded or the MPO decides to remove it. Every year, MPO staff and member governments review the list and determine which projects to resubmit to DelDOT. If a project is not resubmitted, it is removed from DelDOT's pipeline after three years without funding.

**Table 5 FY 2006-2008 Capital Transportation Program – Scheduled Kent County Projects (costs expressed in thousands)**

<b>PROJECT</b>	<b>Prior Year Authorizations</b>	<b>FY 2006 Authorizations</b>	<b>FY 2007 Authorizations</b>	<b>FY 2008 Authorizations</b>	<b>Total FY 2006-2008 Authorizations</b>	<b>MPO Rating</b>	<b>CTP Page #</b>
<b>I. ROAD SYSTEM</b>							
<b>B. Arterials</b>							
SR 8, Forrest Avenue and SR 15, Saulsbury Road, Dover	0.0	100.0	400.0	0.0	500.0	Medium	4-28
<b>Subtotal Arterials</b>	<b>0.0</b>	<b>100.0</b>	<b>400.0</b>	<b>0.0</b>	<b>500.0</b>		
<b>C. Collectors</b>							
Camden Service Road		0.0	1,700.0	0	1,700.0		
SR 15 Moorton Rd. and K 152 Lynnbury Woods Rd. Intersection and Rail Crossing Improvements	0.0	500.0	0.0	0.0	500.0	High	4-34
<b>Subtotal Collectors</b>	<b>0.0</b>	<b>500.0</b>	<b>1,700.0</b>	<b>0.0</b>	<b>2,200.0</b>		
<b>D. Locals</b>							
<b>Subtotal Locals</b>	<b>3,144.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
<b>TOTAL ROAD SYSTEM</b>	<b>3,144.8</b>	<b>600.0</b>	<b>2100.0</b>	<b>0.0</b>	<b>2,700.0</b>		
<b>III. TRANSIT SYSTEM</b>							
<b>A. Vehicles</b>							
Transit Vehicle Replacement and Refurbishment, Kent County	7,843.3	166.0	166.0	166.0	498.0		4-125
<b>Subtotal Vehicles</b>	<b>7,843.3</b>	<b>166.0</b>	<b>166.0</b>	<b>166.0</b>	<b>498.0</b>		
<b>TOTAL TRANSIT SYSTEM</b>	<b>7,843.3</b>	<b>166.0</b>	<b>166.0</b>	<b>166.0</b>	<b>498.0</b>		
<b>GRAND TOTAL</b>	<b>10,988.1</b>	<b>766.0</b>	<b>2,266.0</b>	<b>166.0</b>	<b>3,198.0</b>		

**Table 6 FY 2006-2008 Capital Transportation Program Statewide Projects (costs expressed in thousands)**

<b>Summary of Authorizations</b>	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2006-2008</b>	<b>CTP Page #</b>
<b>A. Expressways</b>					
<b>B. Arterials</b>					
Corridor Capacity Preservation and Advanced Acquisition of Rights of Way	2,800.0	2,800.0	2,800.0	8,400	2-7
<b>C. Locals</b>					
<b>D. Bridges</b>					
Bridge Preservation Program	1,500.0	1,500.0	1,500.0	4,500.0	2-11
Bridge Projects	4,500.0	4,500.0	4,500.0	13,500.0	2-14
<b>E. Other</b>					
Bicycle, Pedestrian and Other Improvements*	1,200.0	1,500.0	1,200.0	3,600.0	2-18
Intersection Improvements	2,000.0	2,000.0	2,000.0	6,000.0	2-32
Materials and Minor Contracts	3,000.0	3,000.0	3,000.0	9,000.0	2-35
<b>Paving Program</b>					<b>2-38</b>
New Technology and Inspection	500.0	0.0	0.0	0.0	
Other Paving and Patching	4,900.7	0.0	0.0	0.0	
Pavement Rehabilitations	15,125.0	12,500.0	12,500.0	37,500.0	
Pavement Resurfacing	17,474.3	17,500.0	17,500.0	52,500.0	
Surface Treatment	1,000.0	0.0	0.0	0.0	
Surface Treatment Conversion	1,500	0.0	0.0	0.0	
Rail Crossing Safety	800.0	800.0	800.0	2,400.0	2-41
<b>Safety Improvements</b>					<b>2-44</b>
Highway Safety Improvement Program (HSIP)	2,200.0	2,200.0	2,200.0	6,600.0	
Operational Safety Improvements	600.0	600.0	600.0	1,800.0	
Signage and Pavement Markings	2,000.0	2,000.0	2,000.0	6,000.0	2-47
Traffic Calming Program	400.0	400.0	400.0	1,200.0	2-50
Transportation Enhancements	9,000.0	9,000.0	9,000.0	27,000.0	2-54
Truck Weight Enforcement	4,100.0	0.0	3,250.0	9,750.0	
<b>II. GRANTS AND ALLOCATIONS</b>					
Community Transportation Fund	16,600.0	16,600.0	16,600.0	49,800.0	2-60

<b>Summary of Authorizations</b>	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2006-2008</b>	<b>CTP Page #</b>
Municipal Street Aid	5,000.0	5,000.0	5,000.0	15,000.0	2-63
<b>III. TRANSIT SYSTEM</b>					
<b>A. Vehicles</b>					
Transit Vehicle Replacement and Refurbishment, Statewide	0.0	2,800	2,800	8,400.0	2-72
<b>B. Transit Amenities</b>					
<b>C. Rail</b>					
Rail Preservation	300.0	300.0	300.0	900.0	2-86
<b>IV. SUPPORT SYSTEM</b>					
<b>A. Planning</b>	5,300.0	4,300.0	4,300.0	12,900.0	2-89
<b>B. Transportation Facilities</b>	4,000.0	4,000.0	4,000.0	12,000.0	2-93
<b>C. Transit Facilities</b>	6,300.0	11,000.0	2,000.0	6,000.0	2-101
<b>D. Technology</b>	5,000.0	5,000.0	5,000.0	15,000.0	2-106
<b>E. Equipment</b>	4,000.0	4,000.0	4,000.0	12,000.0	2-111
<b>F. Transportation Management Improvements*</b>	3,400.0	3,400.0	3,400.0	10,200.0	2-116
<b>G. Engineering and Contingencies</b>	1,300.0	1,300.0	1,300.0	3,900.0	2-122
<b>H. E-Zpass Reserve</b>	4,000.0	6,400.0	6,400.0	19,200.0	2-126
<b>I. Aeronautics</b>	3,900.0	1,000.0	1,000.0	3,000.0	2-130
<b>GRAND TOTAL</b>	<b>218,033.2</b>	<b>242,546.0</b>	<b>239,490.5</b>	<b>700,069.7</b>	

\* Totals do not include projects located in the Dover/Kent County MPO region listed in Table 2.

**Table 7 Projects with Prior Year Authorizations Included in the FY 2006-2011 Capital Transportation Program**

<b>PROJECT</b>	<b>Prior Year Authorizations</b>	<b>MPO Rating</b>	<b>CTP Page #</b>
US 13, Dover Curbing, Gutter, and Landscaping	100.0	High	4-41
SR 8, Forrest Ave. and DE 15 Saulsbury Rd. Safety Improvement	341.8		4-31
2-050B on SR 8 over Tappahanna Ditch	701.0		4-106
2-113B and 2-113C on Cattail Branch Road	1,040.0		4-110
2-295 on K295 over Tributary of Marshyhope Creek	532.0		
US 13 from Court St, to Loockerman St.	100		2-22
Webs Lane, New Burton Rd to 13A	411.0	High	2-23
Dover Signal Improvement	2,500.0	High	
Kent County DelTRAC Phase I	3,799.0		
Kent County DelTRAC Phase II	2,400.0		
Governor's Avenue, Webb's Lane to Water Street	4,109.0	High	4-50
SR 1, Little Heaven Interchange	4,475.1	Medium	4-17
SR 1/SR 9 Interchange, Dover Air Force Base.	1,301.0	High	4-21
SR 1, Thompsonville Interchange	2,080.0		4-10
Carter Road, Sunnyside Road to Wheatley's Pond Road	1,043.9	Medium	4-70
West Dover Connector	6,000.0		4-87
Harrington Truck Route	1,829.8	High	4-91
Loockerman Street and Forest Street Transportation Enhancements, Dover	915.0	High	4-95
Clarence St. Extension, Dover	400.0	High	
US 13 from Townsend Blvd. to DSU	1,534.4	High	2-22

**Table 8 Projects in Pools Awaiting Funding**

PROJECTS	YEAR SUBMITTED	RECOMMENDED SCORE/RATING
<b>Road System</b>		
<b><i>Projects Removed from Capital Transportation Program</i></b>		
Alternate US113, Little Heaven to SR 10 - To identify operational (those improvements that can be implemented quickly) and capital improvements (those improvement that need design and right of way acquisition)	2004	2.52
SR 1, Frederica Interchange - Construct a grade-separated intersection with a proposed on/off access interchange provided along SR 12	2005	Not Rated
SR 1, Bay Rd./K 120 Milford Neck Rd. S. Federica Intersection Improvements - Construct a grade-separated intersection with a proposed on/off access interchange provided along Milford Neck Road (K120).	2006	Not Rated
Milford Curbing, Gutter and Landscaping -		
K99, College Rd., SR 15 to K 104 - upgrade the College Road corridor from Kenton Road to Saulsbury Road to an urban road standard. Improvements to include new pavement section, sidewalks, shoulders, closed drainage system, bicycle lane, lighting and other improvements.	2005	2.65
Duck Creek Parkway, Sidewalk and Shoulder Improvements, Smyrna - Improve shoulders; add sidewalks; institute traffic calming and safety measures.	2004	2.20
SR 15 Mooten Rd. and K152 Lynbury Woods Rd. Intersection and Rail Crossing Improvements - Upgrade Lynnbury Woods and Morton Roads to better accommodate the increase of traffic from development. Widen existing lanes to better handle through traffic from PPG Industries.	2006	2.30
<b><i>Arterials</i></b>		
Service Road from Bay Court Plaza to Public Safety Blvd. - Study the need to construct a service road between Bay Court Plaza and Public Service Blvd. In the area of the Central District Office and Winner Ford. Determine the level of private involvement in the project	2003	2.64/High
Route 300, Route 6 & Smyrna-Clayton Blvd Intersection Improvements – Redesign and reconstruct of the intersection due to the expected growth in traffic to be generated by the Wal-Mart Distribution center	2005	2.65/High
Service Road from North Dover Center to Leipsic Rd – Study the need to construct a service road that connects businesses between the North Dover Shopping Center and Leipsic Rd.	2001	2.37/High
Service Road from Maple Parkway to Kings Hwy. – Construct a service road that connects businesses between Maple Pkwy. and Kings Hwy., on the west side of US 13	2003	2.30/High

<b>PROJECTS</b>	<b>YEAR SUBMITTED</b>	<b>RECOMMENDED SCORE/RATING</b>
<b><i>Collectors</i></b>		
Lepore Rd./Jefferic Blvd. Alignment – Conduct a study to determine the best way for traffic to move along US 13 and access Jefferic Blvd. and Lepore Rd. and businesses in that area	2003	2.30/High
College Road Corridor Upgrade – Upgrade the College Road corridor from Kenton Road to Saulsbury Road to an urban road standard. Improvement to include new pavement section, sidewalks, shoulders, closed drainage system, bicycle lane, lighting.	2005	2.65/High
Service Road from Leipsic Rd. to Jefferic Blvd. – Construct a service road that connects businesses between Leipsic Rd. and Jefferic Blvd	2003	2.29/High
Service Road from Evergreen Ave. to Roosevelt Ave – Study the need to construct a service road connecting the businesses between Evergreen Ave. and Roosevelt Ave.	2003	2.28/High
Area Study South of Smyrna: - Conduct an area-wide traffic and transportation assessment to determine the required future improvements in the area, including right-of-way, alignments, intersections, rail crossings, location of entrances for future development, traffic calming, provisions for non-vehicular modes, and other issues relating to Sunnyside, Rabbit Chase and Brenford Rds	2004	Not rated
<b><i>Local Roadways</i></b>		
N. Main St.: N. of DE 300/Municipal Park to Duck Creek. Pkwy - Improve shoulders; add sidewalks; institute traffic calming and safety measures	2000	2.20/High
Fulton St. Upgrade and Extension – the project will upgrade the existing part of Fulton Street starting at School Lane to meet standards with curb and storm water drainage in the area.	2005	2.58/High
School Lane Upgrade – Lane needs to be widened to a standard two-lane width, upgraded with storm water drainage and curbing; and existing utilities relocated.	2005	2.28/High
Mifflin Rd; Rt. 8 to North St - This project will bring road to urban standard with curbing, sidewalks, bike lane & permanent traffic calming devices at Fawn St. & Woodmill Dr.	2000	2.07/High
<b><i>Road System – Other</i></b>		
Generals Green Pedestrian Access – Retrofit bridge and provide sidewalk to provide pedestrian access from Generals Green to South Dover Gateway	2001	2.61/High
Route 8 Bike Lane, Sidewalk & Curb – from Mifflin Rd to Dove city limits - The project will add bike lanes on both sides of road, and curb and sidewalk on the north side	2000	2.16/High

Projects in Table 8 that are three years or older that are not resubmitted by the project sponsor will not be considered for the FY 2007-2009 TIP.

**APPENDIX A**  
**Air Quality Conformity Support Documents**



STATE OF DELAWARE  
DEPARTMENT OF TRANSPORTATION

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

NATHAN HAYWARD III  
SECRETARY

MEMORANDUM

TO: Kathy English, Director of Finance

FROM: Ralph A. Reeb, Director of Planning 

DATE: August 29, 2005

SUBJECT: Kent County Fiscal Year 2006–2011 Capital Transportation Program (CTP),  
Air Quality Conformity

---

In April of 2005 the Division of Planning reviewed the then Draft 2006–2011 CTP and found it to be in conformance with the State of Delaware Clean Air Act Implementation Plan. A letter to that effect was addressed to you and provided to the Dover – Kent County Metropolitan Planning Organization (MPO) and the Federal Highway Administration as certification by the State that the Draft CTP contained no projects that would cause on-road vehicle emissions to exceed specific limits established in the State's 2005 One-Hour Ozone Standard Attainment Plan.

On June 30, 2005, The Delaware Legislature enacted a Bond Bill that required a number of adjustments to the Draft CTP due to a lack of funding to support all of the proposed projects. Based on priority, funding was removed from certain projects for the 2006 budget year in order to reconcile the CTP with the newly enacted legislation.

Given that there were considerable changes made to the number of projects contained in the CTP which were likely to be funded in the 2006 fiscal year, we felt it advisable to take another look at the revised project list to determine what affect this may have on the State's Air Quality status. After careful analysis it was determined that changes to the CTP project list required to meet budgetary constraints imposed by the 2006 Bond Bill will have no affect on the State's ability to conform to the State Implementation Plan.

Based on a review of the projects described in the CTP, revised June 30, 2005 to reflect reduced funding in numerous project areas, we find that each of the remaining funded projects located in Kent County can be categorized as grandfathered or exempt. No adverse air quality



**Ms. Kathy English**  
**Page 2 of 2**  
**August 29, 2005**

affect is anticipated in association with the delayed funding for the aforementioned projects. In addition, since this CTP did not make regionally significant revisions to the relative scope of projects included in the MPO 2006 – 2008 Transportation Improvement Program (TIP), no new quantitative conformity demonstration is deemed necessary.

This review determines that the 2006–2011 CTP reflects essential components of the MPO TIP and we find that the CTP conforms to the State of Delaware Clean Air Act Implementation Plan.

RR/jed

cc: Secretary Nathan Hayward III  
Joseph Cantalupo, Assistant Director of Planning  
Tigist Zegeye, Executive Director, WILMAPCO  
Juanita Wicczorek, Executive Director, Dover/Kent MPO ✓



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
1650 Arch Street  
Philadelphia, Pennsylvania 19103

JAN 6 2006

Mr. Paul Lang  
Federal Highway Administration  
J. Allen Frear Federal Building  
300 South New Street, Suite 2101  
Dover, Delaware 19904-6726

JAN 09 2006

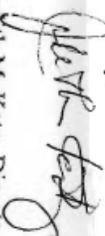
Dear Mr. Lang:

The U.S. Environmental Protection Agency (EPA) has reviewed the 8-hour ozone transportation conformity determinations for the Amended FY 2006-2008 Transportation Improvement Programs for Kent County Delaware submitted to us with your letter dated December 16, 2005. EPA reviewed the conformity determination in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR Part 93, Sections 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), 93.113(c), 93.118 and 93.119.

Our review of the conformity determinations for Kent County indicates that the determinations meet the requirements of the Clean Air Act and the applicable regulations promulgated thereunder at 40 CFR Part 93. Enclosed, please find EPA's detailed evaluations titled "Technical Support Document for Review of 8-Hour Ozone Conformity Determination for the Kent County, Delaware Amended FY 2006-2008 Transportation Improvement Program Plan".

If you have any questions, please contact Carol Febbo, Chief, Energy, Radiation, and Indoor Environment Branch, at 215-814-2076 or Martin Kotsch, at 215-814-3335.

Sincerely,

  
Judith M. Katz, Director  
Air Protection Division

Enclosure

cc: Juanita Wiczorek (Kent/Dover MPO) w/enclosure  
Joe Cantaloupo (DelDOT) w/enclosure  
Tony Tarone (FTA) w/enclosure  
Ray Malenfant (DNREC) w/enclosure

Customer Service Hotline: 1-800-438-2474

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION III

1650 Arch Street

Philadelphia, Pennsylvania 19103

December 27, 2005

**SUBJECT:** Technical Support Document for Review of 8-Hour Ozone Conformity Determination for the Kent County, Delaware Amended FY 2006-2008 Transportation Improvement Program

**FROM:** Martin Kotsch, (3AP23)

**TO:** Administrative Record of EPA's Review of 8-Hour Ozone Conformity Determination for the Kent County, Delaware Amended FY 2006-2008 Transportation Improvement Program

**THRU:** Carol Febbo, Chief Energy, Radiation and Indoor Environment Branch (3AP23)

The purpose of this document is to review 8-hour ozone transportation conformity determination for the Kent County, Delaware Amended FY 2006-2008 Transportation Improvement Program (TIP) and to determine whether or not the conformity determination meet the requirements of the Clean Air Act and the applicable regulations promulgated thereunder at 40 C.F.R. Part 93. On December 21, 2005, EPA Region III received the Kent County conformity determination for the TIP under a cover letter dated December 16, 2005 from the Delaware Division Office of the Federal Highway Administration (FHWA). The conformity determinations were prepared by the Dover/Kent County Metropolitan Planning Organization (MPO). The conformity determinations were reviewed in accordance with the procedures and criteria of the Federal Transportation Conformity Rule, 40 CFR Part 93, Sections 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), 93.113(c) and 93.118.

The Kent County area is a moderate 8-hour non-attainment area for ozone with the same geographical boundaries as its previous 1-hour non-attainment area. For the 8-hour conformity analysis, the 2005 Attainment SIP budgets for the 1-hour standard are applicable for use in the 8-hour conformity analysis per 93.109(e) of the conformity rule since there are no current adequate or approved 8-hour mobile budgets.

Since there were no new regionally significant projects added or deleted from the Amended FY 2006-2008 TIP, a new regional emissions analysis was not needed. Therefore, as allowed by the Federal Transportation Conformity Rule, Section 93.122(e), the conformity determination relies upon the previous regional emissions analysis in the most recent (FY 2006-2008 TIP) conformity determination, the details of which are reflected in the table below.

**EVALUATION OF CONFORMITY DETERMINATIONS FOR THE KENT COUNTY, DELAWARE TIP  
AND PLAN SUBMITTED TO EPA BY FHWA ON DECEMBER 16, 2005**

**GENERAL CRITERIA APPLICABLE TO THE TIP**

SECTION of 40 CFR Part 93	CRITERIA	Y/N	COMMENTS
93.110	Are the conformity determinations based upon the latest planning assumptions?	Y	
	(a) Are the conformity determinations, with respect to all other applicable criteria in §93.111 - 93.119, based upon the most recent planning assumptions in force at the time of the conformity determinations?	Y	(a, b) The conformity determinations are based upon the latest planning assumptions in force and approved by the MPO at the time of the determinations. Year 2004 vehicle registration data was used in the analysis. The analyses utilized socio-economic data based upon the year 2000 U.S. Census demographic data and projected to each of the analysis years.
	(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion the most recently developed by the MPO or other designated agency? Are the conformity determinations based upon the latest assumptions about current and future background concentrations?	Y	Section 93.122(e) of the Conformity Rule permits reliance on previous regional emission analysis if the TIP contains all projects which must be started in the TIP's timeframe in order to achieve the highway and transit system envisioned by the Plan. The regionally significant projects in the Amended 2006-2008 TIP are consistent with the 2030 Plan. The current TIP and 2030 Plan has not changed since the previous Plan and therefore no new regional emissions analysis is required.
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership since the previous conformity determination discussed?	Y	There have been no changes in any operating policies or assumptions for ridership since the last conformity determination.
	(d) The conformity determinations must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.	Y	The conformity determinations included reasonable toll, transit service and fare assumptions.
	(e) The conformity determinations must use the latest existing information regarding the effectiveness of the TCMS and other implementation plan measures which have already been implemented.	N/A	There are no TCMS in the SIP. However, the following implementation plan measures were accounted for in the conformity analyses: the Federal Motor Vehicle Control Program (FMVCP), reformulated gas, Reed Vapor Pressure 7.8 psi for all analysis years, Stage II vapor recovery, I&M, On Board Diagnostics and anti-lampering programs.

	<p>0 Key assumptions will be specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105.</p>	Y	<p>Key assumptions have been included in the documents and supporting materials used for interagency and public consultation. They were included in the materials made available during the public review period.</p>
93.111	<p>Are the conformity determinations based upon the latest emissions model?</p>	Y	<p>The conformity determinations were based upon emission factors developed using MOBILE6.2, the currently-approved EPA mobile emissions model.</p>
93.112	<p>Did the MPO make the conformity determinations according to the consultation procedures of the conformity rule or the state's conformity SIP?</p>	Y	<p>Consultation has occurred among all appropriate agencies using the Federal Conformity consultation requirements. A public comment period was held on the amended TIP including open discussion at the September 26, 2005 Council meeting where the amended TIP was adopted. No comments were received on the conformity determination.</p>

**SPECIFIC CRITERIA APPLICABLE TO THE TIP**

SECTION of 40 CFR Part 93	CRITERIA	Y/N	COMMENTS												
93.108	Is the Transportation Improvement Program fiscally constrained?	Y	EPA is deferring to the MPO and FHWA who have found the TIP to be fiscally constrained												
93.113(c)	Are TCM's being implemented in a timely manner?	N/A	There are no TCMs in the SIP.												
93.118	For areas with SIP budgets: Is the Transportation Plan, TIP or Project consistent with the motor vehicle emissions budget(s) in the applicable SIP?	Y	For Kent County, projected emissions for 2010, 2020 and 2030 are less than the 2005 Attainment SIP emission budgets (in parentheses) as shown below (all emissions in tons per day): <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>Year</th> <th>VOC</th> <th>NOx</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>4.46 (5.14)</td> <td>5.33 (8.42)</td> </tr> <tr> <td>2020</td> <td>2.60 (5.14)</td> <td>2.01 (8.42)</td> </tr> <tr> <td>2030</td> <td>2.53 (5.14)</td> <td>1.60 (8.42)</td> </tr> </tbody> </table>	Year	VOC	NOx	2010	4.46 (5.14)	5.33 (8.42)	2020	2.60 (5.14)	2.01 (8.42)	2030	2.53 (5.14)	1.60 (8.42)
Year	VOC	NOx													
2010	4.46 (5.14)	5.33 (8.42)													
2020	2.60 (5.14)	2.01 (8.42)													
2030	2.53 (5.14)	1.60 (8.42)													

**CONCLUSION**

Pursuant to FHWA's December 16, 2005 request, we have reviewed the Kent County, Delaware 8-hour ozone conformity determination for the Amended 2006-2008 TIP. We have determined that the Conformity Determination for the TIP meets the requirements of the Clean Air Act and the applicable regulations promulgated thereunder at 40 C.F.R. Part 93.



U.S. Department  
of Transportation

**Federal Transit  
Administration**  
1760 Market Street  
Suite 500  
Philadelphia PA 19103

**Federal Highway  
Administration**  
300 South New Street  
Room 2101  
Dover DE 19904

**JAN 25 2006**

Mr. Anthony J. DePrima  
Chairperson  
Dover/Kent County Metropolitan Planning Organization  
P.O. Box 383  
Dover, Delaware 19903

Subject: Air Quality Conformity Determination for the Dover/Kent County MPO's  
Amended FY 2006-2008 Transportation Improvement Program

Dear Chairman DePrima:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the Dover/Kent County MPO's Air Quality Conformity Determination documentation in the Amended FY 2006-2008 Transportation Improvement Program (TIP) adopted by the MPO Council on September 26, 2005, and submitted with Executive Director Juanita Wieczorek's letter dated October 24, 2005, and e-mail dated December 1, 2005.

We have coordinated our review through the interagency Consultation Process Work Group for air quality conformity that includes the State air agency -- the Delaware Department of Natural Resources and Environmental Control, and the Region III office of the Environmental Protection Agency.

Therefore, we take the following action. FHWA and FTA, in concurrence with EPA, have determined that the Conformity Determination for the Amended FY 2006-2008 TIP is in accordance with the requirements of the Clean Air Act and the applicable regulations in the Transportation Conformity Rule, 40 CFR Part 93.

Sincerely,



Susan Borinsky  
Regional Administrator  
Federal Transit Administration



Raymond J. McCormick  
Division Administrator  
Federal Highway Administration

cc: via e-mail:

Air Quality Conformity Consultation Process Work Group:

Ray Malenfant, DNREC Air Quality Management Section

Joe Cantalupo, Assistant Director, DelDOT Planning

Mike DuRoss, Planning Supervisor, DelDOT

Phil Wheeler, Air Quality Planner, DNREC

Florence Bicchetti, Transportation Program Specialist, Region III, FT A

Martin Kotsch, Ozone/CO & Mobile Sources Section, Region 3, EP A

Paul J. Lang, Transportation Planning Engineer, FHWA Delaware Division

Carolann Wicks, Chief Engineer, DelDOT

Stephen Kingsberry, Director, Delaware Transit Corporation, DelDOT

Susan Borinsky, Regional Administrator, FT A Region III

Raymond J. McCormick, Division Administrator, FHWA Delaware Division

**APPENDIX B**  
**Adopted Resolutions and Self-Certification**



**Dover/Kent County Metropolitan Planning Organization**  
P.O. Box 383, Dover, Delaware 19903 (302) 739-5359 FAX: (302) 739-6340

**RESOLUTION**  
**AMENDING THE FY 2006-2008**  
**TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the United States Department of Transportation (U.S. DOT) regulations require that the Metropolitan Planning Organization (MPO), in cooperation with participants in the planning process, develop and at least every two years update the Transportation Improvement Program (TIP); and

**WHEREAS**, the Dover/Kent County Metropolitan Planning Organization is the MPO responsible for annually updating the TIP for Kent County, Delaware as required by Section 134 of Title 23 and Section 5303 of the Federal Transit Act (49 U.S.C. 1607); and

**WHEREAS**, the Dover/Kent County MPO has self-certified its planning process; and

**WHEREAS**, the projects included in the FY 2006-2008 TIP have been prioritized based on goals identified in the long range transportation plan; and

**WHEREAS**, the Delaware Legislature decreased funding for transportation projects in the Dover/Kent County MPO planning area by \$30,181,500.00; and

**WHEREAS**, the Delaware Department of Transportation requested the following projects be removed from the FY 2006-2008 TIP:

- Alternate US 113, Little Heaven to SR 10
- South Governor's Avenue, Webbs Ln to Water St., Corridor and Intersection Improvements, Dover
- SR 1 Frederica Intersection Improvement
- SR 1 Little Heaven Intersection Improvement
- SR 1/SR 9 Intersection Improvement
- SR 1/Thompsonville Road Intersection Improvement
- SR 1/Milford Neck Road Intersection Improvement
- SR 8 and Pearsons Corner Road Intersection and Corridor Improvements
- Milford Curbing, Gutter and Landscaping
- K99, College Road Sidewalk and Shoulder Improvements, Dover
- Harrington Truck Route
- Loockerman Street and Forest Street Transportation Enhancements, Dover
- Carter Road, Sunnyside Road to Wheatleys Pond Road Intersection and Corridor Improvements, Smyrna
- Duck Creek Parkway Sidewalk and Shoulder Improvements, Smyrna
- US 13, Townsend Blvd. to DSU Sidewalk Improvements, Dover
- West Dover Connector, Dover
- Transit Vehicle Expansion; and

**WHEREAS**, the Delaware Department of Transportation requested that funding for statewide projects be



**Dover/Kent County Metropolitan Planning Organization**  
P.O. Box 383, Dover, Delaware 19903 (302) 739-5359 FAX: (302) 739-6340

reduced in the FY 2006-2008 TIP; and

**WHEREAS**, the Dover/Kent County MPO has determined that the amended FY 2006-2008 TIP is financially constrained; and

**WHEREAS**, the FY 2006 projects contained in the amended FY 2006-2008 TIP will be utilized as the priority list of projects for this fiscal year; and

**WHEREAS**, the public has had an opportunity to comment on the amended FY 2006-2008 TIP; and

**WHEREAS**, the Dover/Kent County MPO has determined that the amended FY 2006-2008 TIP conforms to the Delaware State Implementation Plan.

**NOW, THEREFORE, BE IT RESOLVED**, that on September 26, 2005, the above-listed amendments to the FY 2006-2008 TIP became the region's official selection of transportation projects for federal funding, as approved by the Dover/Kent MPO Council on September 7, 2005

DATE: 11/19/05

A handwritten signature in blue ink, appearing to read "AJD", written over a horizontal line.

Anthony J. DePrima, Council Chair  
Dover/Kent Metropolitan Planning Organization

JWS:crs



**Dover/Kent County Metropolitan Planning Organization**  
P.O. Box 383, Dover, Delaware 19903 (302) 760-2713 FAX: (302) 739-6340  
<http://www.doverkentmpo.org>

---

**RESOLUTION**

**ADOPTING THE AIR QUALITY CONFORMITY OF  
THE AMENDED FY2006-2008 TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, Kent County, Delaware has been designated as a severe non-attainment area for ozone by the US EPA with a designated attainment date of November 15, 2005, as required by the CAAA of 1990; and

**WHEREAS**, the DOVER/KENT COUNTY METROPOLITAN PLANNING ORGANIZATION (D/KC MPO) has been designated the Metropolitan Planning Organization for Kent County, Delaware by the Governor of Delaware; and

**WHEREAS**, the D/KC MPO is responsible for the development of transportation plans and programs in accordance with 23 U.S.C. 134 and Section 5303 of the Federal Transit Act with the Delaware Department of Transportation (DelDOT); and

**WHEREAS**, the Transportation Conformity Rule requires that transportation plans and programs within a non-attainment area conform with the State Implementation Plan (SIP); and

**WHEREAS**, a conformity analysis of all plans and programs must be completed at least every three years; and

**WHEREAS**, the last transportation conformity analysis for an adopted Plan and TIP was approved July 18, 2005; and

**WHEREAS**, the amended FY2006-2008 TIP neither adds nor removes regionally significant or otherwise non-exempt projects;

**NOW, THEREFORE, BE IT RESOLVED** that the DOVER/KENT COUNTY METROPOLITAN PLANNING ORGANIZATION Council makes a determination that the amended FY2006-2008 TIP is found to conform to the current Delaware State Implementation Plan.

Date 11/17/05

A handwritten signature in black ink, appearing to read "A. DePrima". The signature is written in a cursive style and is positioned above a horizontal line.

Anthony J. DePrima, Council Chair  
DOVER/KENT COUNTY  
METROPOLITAN PLANNING ORGANIZATION

JSW:crs

**APPENDIX C**  
**Annual Listing of Projects**

<b>STATE PROJECT NUMBER</b>	<b>FY2004 Federal Highway Administration Obligations, September 30, 2004 PROJECT TITLE</b>	<b>Total Funds Obligated</b>
20-007-02	SR 41, Lancaster Pike, North of N234, Valley Road to North of Schoolhouse Road	4,941,120.00
20-011-02	Market Street, 9th Street to 11th Street, Wilmington	139,750.00
20-012-01	US 13 from South White Oak Road to Townsend Boulevard and US 13 from Lockerman Street to Division Street	-5,722.70
20-013-03	SR 1, Coastal Highway, Dewey Beach to Rehoboth and Lewes Canal, Improvements	20,480.00
20-013-05	Del Tech Georgetown SR 18, Seashore Highway, Pedestrian and Bicycle Improvements	20,000.00
20-015-02	SR 4, Christina Parkway Pathway Improvements	-29,153.24
20-015-03	SR 72 Bikeway Extension, from I-95 to South of N356, Old Baltimore Pike	1,000.00
20-045-01	K157, Walker Road, K104, Kenton Road to SR 15, Saulsbury Road, Dover	598,640.00
20-045-02	US 13A, South Governor's Avenue, Webb's Lane to Water Street	200,000.00
20-047-05	Transportation Incident Response Vehicle	-176,000.00
20-071-06	BR 1-358 on US 40, Pulaski Highway over Belltown Run	4,216.80
20-071-09	BR 1-026 on Foulk Road over Naaman's Creek	22,926.80
20-074-02	BR 1-119 on SR 82 over Red Clay Creek	47,312.26
20-119-01	N382, Church Road, US 40 to Queensbury Village	461,385.52
20-560-01	Motor Fuel Tax Compliance (QT3)	78,950.00
20-660-63	Pooled Fund Studies	25,000.00
20-690-09	Kent County and Sussex County Population and Employment Data	30,000.00
21-010-01	Highway Safety Improvement Program (HSIP), FY 2002, 2003, and 2004	609,858.00
21-011-01	SR 72, Paper Mill Road, Newark from Cleveland Avenue to N324, Ebenezer Church Road	23,520.00
21-011-03	SR141, Ferris Road / SR 2, Kirkwood Highway, Prices Corner Pedestrian Improvements	35,200.00
21-042-01	SR 15, Canterbury Road, Airport Road to K447, Holly Hill Road, Milford	2,622,420.00
21-046-01	Milton Truck Bypass, SR 5, Harbeson Road to SR 30, Isaac's Road	1,745,355.76
21-061-01	SR141, Basin Road from SR273, Frenchtown Road to Jay Drive	785,985.52
21-061-02	Paving Program, Central District I, New Castle County, FY 2001	-181,197.06
21-062-01	Paving Program, Central District II, Kent County, FY 2001	-20,050.68
21-071-02	BR 1-233 on SR 2, Old Capital Trail, and BR 1-636 on SR 2, Kirkwood Highway over Red Clay Creek	-454.46
21-071-03	BR 1-090 and 1-091 on Snuff Mill Road over Red Clay Creek Tributary	8,320.00
21-074-04	BR 1-229B on SR 2, Kirkwood Highway over White Clay Creek	-3,297.82

<b>STATE PROJECT NUMBER</b>	<b>FY2004 Federal Highway Administration Obligations, September 30, 2004 PROJECT TITLE</b>	<b>Total Funds Obligated</b>
21-074-05	BR 1-759 on I-95 over Brandywine Creek, Super Structure	571,486.40
21-074-07	BR 1-688 on South Market Street over Christina River	156,721.60
21-200-08	Mispillion River Greenway Path, Transportation Enhancement Project	1,920.00
21-200-09	Market Street, 31st Street to 33rd Street, Wilmington, Streetscape and Pedestrian Improvements	47,200.00
21-200-14	Middletown Streetscape, Transportation Enhancement Project	116,482.00
21-200-23	Mulberry Street Drainage Improvements, Milton, Transportation Enhancement Project	296,096.00
21-570-03	Enhancing Delaware Highways, Vegetation Manual	50,000.00
21-660-01	Statewide Planning and Research Program, (FY 2001 SPR)	-73,560.00
21-660-04	Transit Planning Data Plan (FY 2001 SPR)	-7,137.00
21-660-62	Pooled Fund Studies, FY 2001	100,000.00
21-660-63	CTP/ STIP Development, FMIS Management and Audit Costs for Federal Highway Administration	120,000.00
21-901-05	Sign Structure, High Mast Lighting, and Traffic Signal Support Inspection	854,400.00
22-005-01	SR 41, Newport Gap Pike, Rail Crossing Improvements	353,070.00
22-005-03	Statewide Rail Crossing Maintenance	38,970.00
22-041-01	N348, Salem Church Road, N347, Chapman Road to Dunsmore Road	616,640.00
22-042-01	US 13 and Peach Basket Road, Felton, Intersection Improvements	40,100.00
22-047-03	DeITRAC Statewide Initiatives	402,400.00
22-071-01	1-068 and 1-002 on N232, Rockland Road over Brandywine Creek	993,600.00
22-071-05	Bridges 1-806, 1-807, and 1-808 on I-495 over US 13	2,467,480.00
22-074-01	BR 1-160 on N336, Maryland Avenue over Little Mill Creek, Next to Canby Park	395,440.00
22-074-02	Bridges 1-155 on N 12, Old Capitol Trail and 1-193 on Newport Road over Red Clay Creek	254,953.60
22-074-03	Bridge Painting, Expressways, FY 2002	-13,322.63
22-074-05	BR 1-506 on N399, Chesapeake City Road over Summit Bridge Road	-129,466.00
22-074-07	BR - 744, on N397, Ott's Chapel Road over I-95, Painting and Preventative Maintenance	-9,365.78
22-074-08	1-708 and 1-709 on I-95 over SR 72, Sunset Lake Road and 1-711 on N 48, Salem Church Road over I-95	9,274,608.00
22-074-09	Bridges 1-715, 1-715A, and 1-715D at I-95 / SR273 Interchange, near Christiana	360,085.50
22-074-10	BR 1-746 on I-95 over Little Mill Creek, near Wilmington	5,077,170.00

<b>STATE PROJECT NUMBER</b>	<b>FY2004 Federal Highway Administration Obligations, September 30, 2004 PROJECT TITLE</b>	<b>Total Funds Obligated</b>
22-074-11	Bridges 1-820N and 1-820S on I-495 over Norfolk Southern, Edgemoor	12,544.80
22-074-12	Bridges 1-821N and 1-821S, on I-495 over AMTRAK / Norfolk Southern, Edgemoor	60,308.00
22-075-02	BR 2-010A on SR 6 over Duck Creek, Woodland Beach	206,320.00
22-083-05	Variable Message and Speed Limit Signs	108,080.00
22-090-01	BR - 712B Ramp J, at I- 95 Service Area	79,429.02
22-106-01	Blue Ball Properties, SR141 and US202 Area Improvements, West Side Improvements	350,960.00
22-106-06	Blue Ball Properties, SR141 and US202 Area Improvements, Augustine Cutoff to Independence Mall	211,392.00
22-111-02	N 37, Airport Road and SR 58, Churchman's Road Intersection Improvements	9,303,600.00
22-116-01	Churchman's Crossomg Area wide Sidewalks / Bus Stops	56,560.00
22-119-05	N 69, Wilton Boulevard/ N343, Appleby Road Sidewalks	2,761,288.00
22-120-01	SR 15, Choptank Road from N437, Bunker Hill Road to N286, Bethel Church Road	800,000.00
22-124-06	US 13, Sussex Highway, and SR404 Intersection Realignment and Bridgeville Service Roads	16,320.00
22-660-62	DeTRAC / ITS Laboratory Research Program (FY 2002 SPR)	-104,260.00
23-005-02	Wyoming Rail Crossing Closures and Upgrades	442,890.00
23-011-03	Market Street Phase II (7th Street to 9th Street), Wilmington	727,947.00
23-019-01	Newark Transit Hub	3,680.00
23-044-02	SR141, Basin Road from Jay Drive to Burnside Boulevard	18,248.88
23-047-01	DeTRAC Training Initiatives	81,620.00
23-047-02	Transportation Management Center	652,634.00
23-048-01	TMA Rideshare (FY 2004)	-38,207.29
23-048-02	TMA Mobility	-1,133.74
23-048-03	TMA Traffic Mitigation	-16,177.63
23-061-09	Paving Program, North III, FY 2003	1,008,800.00
23-062-03	Paving Program, Central III, FY 2003	166,949.00
23-063-02	Paving Program, South II, FY 2003	14,832.00
23-070-02	Bridge Management Program (FY 2003)	30,400.00
23-071-05	BR 1-431 on SR 15, Dexter's Corner Road, South of Townsend	449,776.00
23-071-06	BR 1-510 on US 13, Northbound, South of Odessa	692,200.00
23-073-03	Indian River Inlet Bridge and Area Improvements	24,767,029.97
23-074-03	I-95, Wilmington Bridges	936,992.00
23-074-04	Bridge Painting, Wilmington, FY 2003	-166,611.14

<b>STATE PROJECT NUMBER</b>	<b>FY2004 Federal Highway Administration Obligations, September 30, 2004 PROJECT TITLE</b>	<b>Total Funds Obligated</b>
23-091-01	I-95, Wilmington Viaduct to US202, Pavement Resurfacing	2,798,640.00
23-106-01	SR141, Barley Mill Road and SR100, Montchannin Road Intersection Improvements	357,120.00
23-106-06	DuPont Road, Brandon Lane to NCC Police Station	1,522,240.00
23-106-07	I-95 Northbound Ramp to US202 Southbound	1,187,910.00
23-110-01	SR 1, Toll Plaza Modifications, Dover	119,428.12
23-116-01	Churchman's Crossing, Area wide Sidewalks / Bus Stops, FY 2003	1,127,320.00
23-124-01	US 13, Sussex Highway and US 13A, Bridgeville Highway, S 46, Old Furnace Road Intersection	1,249,600.00
23-200-11	White Clay Creek State Park, Wedgewood Road Bridge to Creek Road, Transportation Enhancement	16,104.00
23-200-12	Wilmington Wayfinding, Transportation Enhancement	820,960.00
23-200-15	Maryland Avenue, Franklin Street to Beech Street, Streetscape - Transportation Enhancement	246,600.00
23-200-16	Greater Brandywine Village, Phase III, - Transportation Enhancement	80,250.00
23-500-38	US301 Weigh Station	428,168.00
23-660-02	Air Quality Technical Assistance (FY 2003 SPR)	95,000.00
23-660-62	Pooled Fund Studies (FY 2003)	10,000.00
23-670-02	Dover / Kent MPO, UPWP FY 2003	-67,857.06
24-011-03	Market Street Phase III (MLK Boulevard to 7th Street), Wilmington	3,897,840.00
24-013-01	SR 1, Coastal Highway from Bedford Avenue to Houston Street, and SR 1A from SR 1 to Silver Lake, Dewey Beach Pedestrian / Bicycle Improvements	480,000.00
24-047-02	Roadway Surface Weather Monitoring and Information Systems	386,080.00
24-047-03	Statewide Civil Air Patrol, FY 2004	76,188.00
24-047-04	Resort Area Variable Message Signs (VMS)	153,845.00
24-047-05	SR896 DelTRAC Fiber Installation, US 40 to Old Baltimore Pike	120,080.00
24-048-01	TMA Rideshare, FY 2004	55,518.66
24-061-03	Paving Program, North District, III, New Castle County, FY 2004	1,588,040.00
24-061-04	Paving Program, North District, IV, New Castle County, FY 2004	1,134,768.00
24-061-06	Paving Program, North District, VI, New Castle County, FY 2004	2,483,058.00
24-061-07	Paving Program, North District, VII, New Castle County, FY 2004	1,396,004.00
24-062-02	Paving Program, South District I-II, Sussex County, FY 2004	2,023,208.00
24-072-01	BR 2-050B on SR 8, Halltown Road, over Tappahanna Ditch	1,788.80

<b>STATE PROJECT NUMBER</b>	<b>FY2004 Federal Highway Administration Obligations, September 30, 2004 PROJECT TITLE</b>	<b>Total Funds Obligated</b>
24-072-02	BR 2-295A on K295, Pear Tree Lane, over Green Branch	59,200.00
24-073-01	BR 3-330 on Oak Lane over Rossakatum Branch, Laurel	505,671.10
24-073-02	BR 3-122 on S567A, Handy Road over Houston Branch	1,612.00
24-073-03	BR 3-328 on S454, Oak Branch Road over Figgs Ditch, East of Delmar	4,414.58
24-073-04	BR 3-376 on S376 over Sandy Branch	30,400.00
24-073-05	BR 3-918 on SR 30, Issac's Road over Reynolds Pond	24,000.00
24-073-06	Bridges 1-196 and 1-322 Scour Repairs, FY 2004	25,600.00
24-075-01	Bridge Painting, Kent County, FY 2004	1,235,780.00
24-077-02	I- 495 Median Safety Improvements	463,614.93
24-106-03	Blue Ball Properties, Ronald McDonald House Privacy Wall	872,160.00
24-106-04	SR 141, Ferris Road from SR 2, Kirkwood Highway to SR 34, Faulkland Road	57,602.00
24-106-06	Blue Ball Properties, US202, Concord Pike, Independence Mall to North of Powder Mill Road	13,668,640.00
24-112-01	SR 54 Main Line Improvements	5,380.00
24-112-09	SR 24, John J. Williams Highway, Main Line Improvements	277,760.00
24-116-01	SR 4, Ogletown Stanton Road / N355, Harmony Road	40,000.00
24-200-01	Clayton Sidewalks, Transportation Enhancement	183,050.00
24-200-02	Huling Cove Sidewalks, Lewes, Transportation Enhancement	16,118.00
24-200-03	Main Street, Newark Streetscape, Transportation Enhancement	365,200.00
24-200-05	Trolley Square Enhancements, Transportation Enhancement	146,100.00
24-200-06	Southwest Civic Association, Phase I, Wilmington, Transportation Enhancement	170,000.00
24-200-10	Reynolds Tract Scenic Easement Acquisition, Transportation Enhancement	1,000,000.00
24-200-15	Laurel Railway Station, Renovation, Transportation Enhancement	36,800.00
24-474-13	N253, Benge Road at BR 1-111, Emergency Repairs	167,300.00
24-474-15	N331, Kiamensi Road at BR 1-156, Emergency Repairs	229,895.00
24-474-16	N332, Newport Road at BR 1-193, Emergency Repairs	110,700.00
24-474-17	N330, Greenbank Road at BR 1-148A, Emergency Repairs	346,900.00
24-474-19	N270, Faulkland Road at BR 1-147, Emergency Repairs	266,750.00
24-474-22	Bridges 3-151 and 3-164, Emergency Repairs	288,480.00
24-500-04	Education and Training, FY 2004	79,880.00
24-600-01	Disadvantaged Business Enterprise (DBE) Supportive Services Work Program FY 2004	-150,000.00

<b>STATE PROJECT NUMBER</b>	<b>FY2004 Federal Highway Administration Obligations, September 30, 2004 PROJECT TITLE</b>	<b>Total Funds Obligated</b>
24-600-02	Disabled Business Enterprise (DBE), Business Development Needs Assessment Project	150,000.00
24-660-01	Statewide Planning and Research Program, FY 2004	78,000.00
24-660-03	Data Collection and Geographical Information System (GIS) Development	94,327.50
24-660-05	Delaware Pedestrian Master Plan	140,000.00
24-660-06	Delaware Bicycle Facility Master Plan	166,000.00
24-660-07	Travel Demand Model Upgrade	320,000.00
24-660-08	US 13, Pedestrian Improvements	200,000.00
24-660-31	Statewide Planning and Research Program, Traffic (FY 2004 SPR)	173,179.00
24-660-32	Statewide Road Inventory Support	96,180.00
24-660-61	Statewide Planning and Research Program, Research, (FY 2004 SPR)	60,000.00
24-660-62	Pooled Fund Studies, FY 2004	119,150.00
24-660-63	Commercial Vehicle Information System and Network (FY 2004 SPR)	123,500.00
24-660-64	University of Delaware Bridge Center, Development of Smart Bridge (FY 2004 SPR)	50,000.00
24-660-65	University of Delaware Traffic Monitoring and Data Program (FY 2004 SPR)	80,000.00
24-670-02	Dover / Kent County MPO, Unified Planning and Work Program, FY 2004	46,271.00
24-680-01	LTAP T-2/RTAP Program, 01/01/04 - 12/31/04	272,000.00
25-048-01	Transportation Management Association (TMA), Rideshare Delaware, FY 2005	309,600.00
25-300-01	DNREC, Recreational Trails Program	541,506.00
25-600-01	Disadvantaged Business Enterprise (DBE) Supportive Services Work Program FY 2005	90,000.00
25-605-02	Section 163, Incentive Grant	419,115.00
25-660-01	Statewide Planning and Research Program, Planning, (FY 2005 SPR)	200,000.00
25-660-61	Statewide Planning and Research Program, Research, (FY 2005 SPR)	108,000.00
25-660-99	CTP/TIP Development, FMIS Management and Audit Costs for FHWA, FY 2005	150,000.00
25-670-01	WILMAPCO, Unified Planning Work Program, FY 2005	593,188.00
25-670-02	Dover / Kent County MPO, Unified Planning and Work Program, FY 2005	211,403.00
75-08-017	Denny's Road, US 13 to Saulsbury Road	-13,641.83
79-102-01	SR 92, Naaman's Road, US202 to US 13	-96,422.07
79-107-01	SR273, AMTRAK To Ogletown Interchange	-41,245.86
79-108-01	SR896, North of Summit Bridge to SR 4, Chestnut Hill Road	-80,132.45
83-101-01	SR 7, Limestone Road, Milltown Road to Pennsylvania Line	3,675.00

<b>STATE PROJECT NUMBER</b>	<b>FY2004 Federal Highway Administration Obligations, September 30, 2004 PROJECT TITLE</b>	<b>Total Funds Obligated</b>
87-110-01	SR 1, South of Dover to South of Chesapeake and Delaware Canal, Construction Coordination	157,000.00
88-013-01	US113, SR 18, Georgetown to S379	-176,970.63
88-013-04	US113, S224 to Milford	-25,000.00
89-110-01	SR 1, South of SR 1 to Lafferty Lane	-267,777.90
89-110-02	SR 1, Lafferty Lane to North of Denny's Road	-95,611.54
89-110-05	SR 1, South of St. Georges Bridge to Tybouts Corner	-77,508.33
91-003-01	SR 24, John J. Williams Highway and SR 5, Long Neck Road, Intersection, Northeast of Millsboro	-2,879.28
91-061-10	Porter Road, SR8996 to SR 72	-7,425.59
91-071-05	SR 58, Churchman's Road Bridge over I-95	976,240.00
91-091-02	I-495 Pavement Rehabilitation, Preliminary Engineering	-37,238.44
91-101-02	SR 7, Limestone Road, SR 72 to Pennsylvania Line	-229,063.38
91-101-04	SR 58, Churchmans Road and SR 1, Ogletown Stanton Road Interchange	-672,485.13
91-110-03	SR 1, Corridor Preservation, 5-Points to Dover	-377.40
91-110-14	SR 1, N485, North of Smyrna to Townsend	50,000.00
91-110-15	SR 1, North of Townsend to Appoquinimink Creek Bridge	-9,167.56
91-110-16	SR 1, North of Appoquinimink Creek Bridge, SR299 to South of N423	8,750.00
91-110-17	SR 1, N423 to Scott Run Bridge	665.00
92-007-01	Centerville Road, Lancaster Pike to Campbell Road, Study Only	-15,109.51
92-007-02	Old Coach Road and Pike Creek Road Intersection	8,100.00
92-074-04	BR 1-698 on Vanburen Street, Wilmington, over Brandywine Creek	-147,526.30
92-119-01	US 40 Corridor Intermodal Study	461,120.00
93-012-01	K294A, Crawford Carroll Avenue, Dover	-387,040.00
93-041-01	SR 41, Lancaster Pike and N274, Brackenville Road Intersection	13,100.00
93-061-14	N209, Grubb Road and Harvey Road, Naaman's Road to Marsh Road	291,440.00
93-110-01	SR 1, overpass of Northeast Front Street, Milford	-148,023.57
93-200-01	Lighthouse Road, Foxpoint State Park, Transportation Enhancement	7,510.25
94-074-11	Bridge Painting, New Castle County, Non-Lead Based, (BR 1-813 on I-495 over Christina River)	1,053,135.00
94-200-18	Bicycle Route 1, Shoulder Paving on S285, Transportation Enhancement	-102,917.24
95-116-01	Churchman's Crossing Area Improvements	5,317,200.00

<b>STATE PROJECT NUMBER</b>	<b>FY2004 Federal Highway Administration Obligations, September 30, 2004 PROJECT TITLE</b>	<b>Total Funds Obligated</b>
96-005-04	SR 26, Rail Crossing Improvements, West of Dagsboro	4,000.00
96-074-07	I-95, Viaduct Painting, Wilmington	-33,775.36
96-112-01	SR 54, Keen Wik Road to SR 1, West of Fenwick Island	102,816.90
96-122-01	SR 1, Business, SR 30 Connector, South of Milford	387,360.00
97-061-14	Porter Road, SR 72 to US 40	40,000.00
97-070-01	Bridge Inspection Program FY 1997 and 1998	-356,291.48
97-071-02	BR 1-578 on US 13, Northeast Boulevard over Shellpot Creek	63,236.89
97-072-02	BR 2-008F on Frederica Road over Murderkill River	8,307.75
97-090-05	I- 95 Toll Plaza Rehabilitation and Toll Equipment	-163,160.00
97-109-02	US113, Maryland State Line, Maryland State Line to North Dagsboro	20,000.00
97-200-02	Dover Pedestrian Landscape, Transportation Enhancement	26,485.13
97-200-06	Smyrna, West South Street, Carter Road to Ransom Lane, Sidewalks, Transportation Enhancement	640.00
97-200-07	East Market Street and Layton Avenue, Georgetown, Transportation Enhancement	1,350.00
97-200-20	Selbyville Pedestrian and Bicycle Facilities, Transportation Enhancement	38,246.00
97-660-01	Statewide Planning and Research Program (FY 1997 SPR)	-23,399.42
97-660-06	Full Performance Pavement Management Program	-7,903.38
98-123-01	US113, Maryland State Line to Milford, Corridor Preservation	80,000.00
98-660-01	Statewide Planning and Research Program (FY 1998 SPR)	-6,156.14
98-660-12	Geographic Information System (GIS) Database and Prototype User Interface	-40,825.00
99-007-01	I. SR141, Basin Road, Safety, from North of US 13, Beginning at Delaware Avenue to Jay Drive	197,290.80
99-011-04	Martin Luther King Boulevard, West Street to Shipley Road	1,000.00
99-071-06	BR 1-217 on Thompson Station Road over White Clay Creek Tributary	-13,160.92
99-071-07	BR 1-089 on Snuff Mill Road, West of Centerville	179,305.60
99-071-10	BR 1-680, US 13 and SR141, Basin Road	103,949.60
99-073-01	Bridges 3-526 and 3-527 on S326 at Betts's Pond, Millsboro	21,012.00
99-091-03	I- 95 Transportation Management Improvements (TMI), Intersection Improvements	198.00
99-200-03	Market Street, Brandywine Village Gateways, Wilmington, Transportation Enhancement	99,800.00
99-200-12	Powder Mill Greenway, Transportation Enhancement	6,200.00

<b>STATE PROJECT NUMBER</b>	<b>FY2004 Federal Highway Administration Obligations, September 30, 2004 PROJECT TITLE</b>	<b>Total Funds Obligated</b>
99-200-20	Milton Streetscape, Transportation Enhancement	2,000.00
99-200-21	SR 52, Kennett Pike, Centreville, Pedestrian, Bicycle and Traffic Calming Improvements, Transportation Enhancement	33,040.00
99-512-03	Claymont Rail Station Parking Improvements, (I-95 TMI)	-42,237.29
99-660-32	DelTRAC Implementation (FY 1999 SPR)	-26,028.14
	Miscellaneous Federal Deduction	-13,518.88
	<b>Total Federal Highway Administration Obligations FY 2004</b>	<b>\$133,508,429.79</b>
	<b>Federal Transit Administration</b>	
	Metropolitan Planning Organizations, FY 2004 and FY 2005	<b>\$704,106.00</b>

**APPENDIX D**  
**Amendments Adopted September 6, 2006**



# Dover/Kent County Metropolitan Planning Organization

P.O. Box 383, Dover, Delaware 19903

(302) 739-5359 FAX: (302) 739-6340

## RESOLUTION

### AMENDING THE FY 2006-2008 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the United States Department of Transportation (U.S. DOT) regulations require that the Metropolitan Planning Organization (MPO), in cooperation with participants in the planning process, develop and at least every two years update the Transportation Improvement Program (TIP); and

**WHEREAS**, the Dover/Kent County Metropolitan Planning Organization is the MPO responsible for annually updating the TIP for Kent County, Delaware as required by Section 134 of Title 23 and Section 5303 of the Federal Transit Act (49 U.S.C. 1607); and

**WHEREAS**, the Dover/Kent County MPO has self-certified its planning process; and

**WHEREAS**, the projects included in the FY 2006-2008 TIP have been prioritized based on goals identified in the long range transportation plan; and

**WHEREAS**, the Delaware Legislature increased funding for transportation projects in the Dover/Kent County MPO planning area and for statewide projects in the FY 2007 Bond Bill; and

**WHEREAS**, the Dover/Kent County MPO has determined that the amended FY 2006-2008 TIP is financially constrained; and

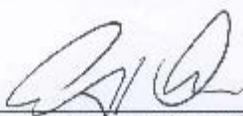
**WHEREAS**, the FY 2006 projects contained in the amended FY 2006-2008 TIP will be utilized as the priority list of projects for this fiscal year; and

**WHEREAS**, the public has had an opportunity to comment on the amended FY 2006-2008 TIP; and

**WHEREAS**, the Dover/Kent County MPO has determined that the amended FY 2006-2008 TIP conforms to the Delaware State Implementation Plan.

**NOW, THEREFORE, BE IT RESOLVED**, that on September 6, 2006 the Dover/Kent MPO Council the amended FY 2006-2008 TIP to reflect the funding approved by the Delaware Legislature as the region's official selection of transportation projects for federal funding.

DATE: 9/25/06

  
\_\_\_\_\_  
Anthony J. DePrima, Council Chair  
Dover/Kent Metropolitan Planning Organization

JWS:ers



**RESOLUTION**

**ADOPTING THE AIR QUALITY CONFORMITY OF  
 THE AMENDED FY2006-2008 TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, Kent County, Delaware has been designated as a moderate non-attainment area under the 8-hour National Ambient Air Quality Standards (NAAQS) for ozone by the US EPA with a designated attainment year of 2010, as required by the CAAA of 1990; and

**WHEREAS**, the DOVER/KENT COUNTY METROPOLITAN PLANNING ORGANIZATION (D/KC MPO) has been designated the Metropolitan Planning Organization for Kent County, Delaware by the Governor of Delaware; and

**WHEREAS**, the D/KC MPO is responsible for the development of transportation plans and programs in accordance with 23 U.S.C. 134 and Section 5303 of the Federal Transit Act with the Delaware Department of Transportation (DelDOT); and

**WHEREAS**, the Transportation Conformity Rule requires that transportation plans and programs within a non-attainment area conform with the State Implementation Plan (SIP); and

**WHEREAS**, a conformity analysis of all plans and programs must be completed at least every three years; and

**WHEREAS**, the last transportation conformity analysis for an adopted Plan and TIP was approved July 18, 2005; and

**WHEREAS**, the amended FY2006-2008 TIP neither adds nor removes regionally significant or otherwise non-exempt projects not previously included in a conformity analysis;

**NOW, THEREFORE, BE IT RESOLVED** that the DOVER/KENT COUNTY METROPOLITAN PLANNING ORGANIZATION Council makes a determination that the amended FY2006-2008 TIP is found to conform to the current Delaware State Implementation Plan.

9/25/06  
 Date

Anthony J. DePrima, Council Chair  
 DOVER/KENT COUNTY  
 METROPOLITAN PLANNING ORGANIZATION

JSW:crs

## **Background**

The Delaware Department of Transportation (DelDOT) requested that the FY 2006-2009 TIP be amended to reflect funding levels adopted by the Delaware Legislature in the FY 2007 Bond Bill on June 30, 2006. Through their action, the Legislature restored funding to many projects that had been reduced in September 2005. This appendix describes how this amendment meets the requirements of TEA-21 and the CAAA of 1990.

The cost of the projects comprising the September 2006 amendment is \$30,622,000. Authorizations for FY 2006 and FY 2007 are \$766,000, and \$29,856,000 respectively. Because fiscal constraint cannot be demonstrated for Fiscal Years 2008 and 2009, no funding is shown for those years. This new two-year total constitutes an increase of \$27,590,000, (909.9%) over the levels adopted for Fiscal Years 2006 and 2007 when the TIP was amended on September 26, 2005. In addition to these projects, DelDOT maintains and operates the transportation system under statewide categories such as bridge inspection, pavement rehabilitation, roadway signage, intersection improvements and statewide transit services and equipment. The amount of funds to be spent from those statewide categories in the MPO's region cannot always be delineated since projects are selected based on statewide needs. A small percentage of the cost for statewide projects within the MPO's region is federally funded.

## **The Prioritization Process**

Projects being considered for inclusion in the TIP were prioritized using a numerical scoring system to reflect qualitative ratings based on transportation system data. This process was developed by members of the PAC and TAC and adopted by the MPO Council in 2003. Not all of the projects included in the TIP are scored by the MPO. Projects derived from the Pavement Management, Bridge or Highway Safety Improvement programs are scored using other systems. The MPO agrees that those scoring systems are best for those types of projects. Other projects that may not be scored by the MPO include congressional earmarks, funds that pass through to other state agencies or operation subsidies. Any project that does not get scored by the MPO is given N/A in the project lists that follow.

Only one project included in this amendment was not scored prior to adoption of the FY 2006-2008 TIP in May 2005. The Barratts Chapel Road project was developed after adoption of the FY 2006-2008 TIP as a companion project to the SR 1/Little Heaven project. The improvements are intended to support local land use development and corridor capacity preservation on SR 1. The MPO Council adopted a score of 2.17 for this project.

## **Public Participation**

Public review is an integral aspect of the TIP process. The Barratts Chapel Road project is only project in this amendment that was not included in the public outreach conducted prior to adoption of the FY 2006-2008 TIP in May 2005. For that effort, public input was solicited through PAC meetings, a free bus tour of proposed project sites, and a joint public meeting with the Council on Transportation, held on September 8, 2004.

News releases and advisories publicizing all of the meetings and the bus tour were posted on the MPO's website and sent to members of each MPO committee, print and electronic media outlets, each of the libraries in Kent County, legislators, Levy Court, mayors of Kent County municipalities,

and Dover City Council. Copies of the draft TIP were made available to anyone who asked. As well, copies of the draft document were posted on the website.

Public comment on this amendment was sought through media releases, meeting notices and postings on the MPO web site. Three comments were received as a result of public notices. They are summarized below:

1. The concerned citizen supports the West Dover Connector and the Governors Avenue Upgrade projects. He requested a traffic light at the intersection of Kesselring-Fiddlers Green and Governor's Avenue. He proposed widening US 13 from Denneys Road to Woodside. He suggested widening DE 8 to four lanes from Dover to Artis Drive and widening Saulsbury Road from DE 8 to Scarborough Road.
2. The NAACP still supports the development of an intermodal transit facility that includes space for interstate bus services and will continue to press forward until it has been accomplished.
3. The State needs to be held accountable for supplying the infrastructure to support its "smart growth" policies, particularly DelDOT. Of particular concern are the proposed grade separated intersections at Bowers Beach Road and Thompsonville Road. Failure to get these improvements constructed is impeding the development in the growth zone.

The MPO thanked each commenter for his comments. Since the comments supported projects to which funding was being restored or suggested new projects that would have to be prioritized before being considered for inclusion in the TIP, no changes were made to this TIP amendment prior to its adoption by the MPO Council. None of the comments received dealt with air quality conformity.

## **Financial Constraint**

Federal regulations require that all TIPs be financially constrained. This requirement helps the MPO and the State develop a deliverable program of projects. In Delaware, DelDOT determines which funding sources will be used for the projects in the TIP and CTP once the lists are finalized. The Department consults with the MPO on the projects that will be funded with Congestion Mitigation/Air Quality (CMAQ) funds, in accordance with federal law. Each year, the Department determines the fiscal reasonableness of the CTP, which contains the TIP. The following tables, 1 and 2, demonstrate the financial constraint of the FY 2006-2009 TIP.

**Table 1 Demonstration of Financial Constraint – Funding Schedule**

<b>FY 2006-2011 Final Capital Transportation Program Summary of Authorizations</b>				
	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2006-2008</b>
<b><i>I. Road Systems</i></b>				
County Funding	0.0	0.0	0.0	0.0
Municipal Funding Private Funding	1,000.0	-	-	1,000.0
FHWA Apportionment Funding	79,500.0	160,313.6	21,360.0	261,173.6
Discretionary FHWA Funding	0.0 -	118,971.0	0.0 -	118,971.0
Advanced Construction FHWA Funding Deferred	0.0	0.0	0.0	0.0
Advanced Construction FHWA Funding Payback	0.0	0.0	0.0	0.0
FTA Apportionment Funding	0.0	0.0	0.0	0.0
Discretionary FTA Funding	0.0	0.0	0.0	0.0
Advanced Construction FTA Funding Payback	0.0	0.0	0.0	0.0
Federal Aviation Administration Funding	0.0	0.0	0.0	0.0
Transportation Trust Fund	345,000.0	111,100.2	52,090.0	508,190.2
<b><i>Total Road Systems</i></b>	<b>425,500.0</b>	<b>390,384.8</b>	<b>73,450.0</b>	<b>889,334.8</b>
				0.0
<b><i>II. Grants and Allocations</i></b>				
County Funding	0.0	0.0	0.0	0.0
Municipal Funding	0.0	0.0	0.0	0.0
Private Funding	0.0	0.0	0.0	0.0
FHWA Apportionment Funding	0.0	0.0	0.0	0.0
Discretionary FHWA Funding	0.0	0.0	0.0	0.0
Advanced Construction FHWA Funding	0.0	0.0	0.0	0.0
Deferred Advanced ConstructionFHWA Funding	0.0	0.0	0.0	0.0
Payback FTA Apportionment Funding	0.0	0.0	0.0	0.0
Discretionary FTA Funding	0.0	0.0	0.0	0.0
Advanced Construction FTA Funding Payback	0.0	0.0	0.0	0.0
Federal Aviation Administration Funding	0.0	0.0	0.0	0.0
Transportation Trust Fund	21,600.0	23,200.0	21,600.0	66,400.0
<b><i>Total Grants and Allocations</i></b>	<b>21,600.0</b>	<b>23,200.0</b>	<b>21,600.0</b>	<b>66,400.0</b>
<b><i>III. Transit System</i></b>				
Municipal Funding	0.0	0.0	0.0	0.0
Private Funding	0.0	0.0	0.0	0.0
FHWA Apportionment Funding	0.0	0.0	0.0	0.0
Discretionary FHWA Funding	0.0	11,000.0	0.0	11,000.0
Advanced Construction FHWA Funding Deferred	0.0	0.0	0.0	0.0
Advanced Construction FHWA Funding Payback	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
FTA Apportionment Funding	400.0	7,901.0	1,200.0	9,501.0

Discretionary FTA Funding	0.0	0.0	0.0	0.0
Advanced Construction FTA Funding Payback	0.0	0.0	0.0	0.0
Federal Aviation Administration Funding	0.0	0.0	0.0	0.0
Transportation Trust Fund	400.0	5,033.0	2,400.0	7,833.0
<b>Total Transit</b>	<b>800.0</b>	<b>23,934.0</b>	<b>3,600.0</b>	<b>28,334.0</b>
<b>III. Support System</b>				
County Funding	0.0	0.0	0.0	0.0
Municipal Funding	0.0	0.0	0.0	0.0
Private Funding	0.0	0.0	0.0	0.0
FHWA Apportionment Funding	4,600.0	23,007.0	4,600.0	32,207.0
Discretionary FHWA Funding	0.0 -	27,182.0	0.0	27,182.0
Advanced Construction FHWA Funding Deferred	0.0	0.0	0.0	0.0
Advanced Construction FHWA Funding Payback	0.0	0.0	0.0	0.0
FTA Apportionment Funding	3,600.0	0.0-	1,100.0	1,100.0
Discretionary FTA Funding Advanced	0.0	0.0	0.0	0.0
Construction FTA Funding Payback	0.0	0.0	0.0	0.0
Federal Aviation Administration Funding	2,900.0	0.0	0.0	2,900.0
Transportation Trust Fund	26,100.0	36,975.0	25,700.0	88,775.0
<b>Total Support Systems</b>	<b>37,200.0</b>	<b>87,164.0</b>	<b>31,400.0</b>	<b>152,164.0</b>
<b>Total Capital Transportation Program</b>				
County Funding Municipal Funding	0.0	0.0	0.0	0.0
Private Funding	1,000.0	0.0	0.0	1,000.0
Other Funding	0.0	0.0	0.0	0.0
FHWA Apportionment Funding	84,100.0	183,320.6	25,960.0	293,380.6
Discretionary FHWA Funding	0.0	157,153.0	0.0 -	157,153.0
Advanced Construction FHWA Funding Deferred	0.0	0.0	0.0	0.0
Advanced Construction FHWA Funding Payback	0.0	0.0	0.0	0.0
FTA Apportionment Funding	4,000.0	7,901.0	2,300.0	14,201.0
Discretionary FTA Funding	0.0	0.0	0.0	0.0
Advanced Construction FTA Funding Payback	0.0	0.0	0.0	0.0
Federal Aviation Administration Funding	2,900.0	0.0	0.0	2,900.0
Transportation Trust Fund	393,100.0	176,308.2	101,790.0	671,198.2
<b>Total Capital Transportation Program</b>	<b>485,100.0</b>	<b>341,546.12</b>	<b>104,090.0</b>	<b>1,139,832.8</b>

**Table 2 Demonstration of Fiscal Constraint - Fiscal Year 2006-2008 Capital Transportation Program Approved and Planned Authorizations (in 000's)**

	Project Phase	FY 2006 Bond Bill Authorization	FY 2007 Bond Bill Authorization	FY 2008 Plan ned Authorization	Total Planned Authorization
<b>I. ROAD SYSTEM</b>					
<b>A. Expressways</b>					
I-95, Maryland State Line to SR141 - 5th Lane	C	283,400.0	55,836.0	0.0	339,236.0
I-95 / SR 1 Interchange	PE	0.0	180.0	0.0	180.0
I-95, SR896 Interchange Improvements	C	0.0	1,500.0	0.0	1,500.0
I-95 / SR141 Interchange	PD	0.0	100.0	0.0	100.0
I-95 / US202 Interchange	PE	0.0	1,200.0	0.0	1,200.0
I-95 Riverfront Interchange	PE, RW, C	0.0	22,222.2	0.0	22,222.2
I-95, Turnpike and SR 1 Improvements	PE, C	0.0	24,400.0	0.0	24,400.0
Glenville/White Clay Creek		10,000.0	0.0	1,000.0	11,000.0
<b>Subtotal Expressways</b>		<b>293,400.0</b>	<b>105,438.2</b>	<b>1,000.0</b>	<b>399,838.2</b>
<b>Arterials</b>					
Advanced Acquisition of Right of Way		2,000.0	0.0	2,000.0	4,000.0
Corridor Capacity Preservation		800.0	0.0	800.0	1,600.0
US301 Truck Weigh Station	C	0.0	3,616.0	0.0	3,616.0
New Castle, Washington Street	PE	0.0	10.0	0.0	10.0
SR141 US202 Blue Ball	C	0.0	700.0	0.0	700.0
SR 141, Basin Rd., SR 273 Frenchtown Rd. to SR 48, Lancaster Pk.		2,500.0	0.0	0.0	2,500.0
Route 1, Beach Area Improvements		23,000.0		0.0	23,000.0
US9/SR1	PD	0.0	500.0	0.0	500.0
SR 1, Canal to Nassau, Pedestrian Improvements	PE	0.0	450.0	0.0	450.0
Western Parkway	PD	0.0	536.0	0.0	536.0
Rehoboth Entrance Improvements		0.0	200.0	0.0	200.0
South Union Street	PE	0.0	160.0	0.0	160.0
SR 1, Bay Road / K 19, Thompsonville	PE	0.0	400.0	0.0	400.0
	RW	0.0	2,560.0	0.0	2,560.0
SR 1, Bay Road, Little Heaven	PE	0.0	3,200.0	0.0	3,200.0
SR 1, Bay Road / Route 9, Bayside Drive	PE	0.0	500.0	0.0	500.0
SR 1, Bay Road / SR 12, Frederica Road	PE	0.0	253.6	0.0	253.6
	RW	0.0	200.0	0.0	200.0
SR 9, River Rd. area Dobbinsville		500.0	0.0	0.0	500.0
SR 26, Dagsboro Intersection	C	0.0	1,100.0	0.0	1,100.0
SR 26, Mainline	RW	0.0	4,800.0	0.0	4,800.0
SR 141, Kirkwood Hwy to Faulkland Rd	C	0.0	2,340.0	0.0	2,340.0
US 13, S. Governor's/ Webb's Lane	RW	0.0	150.0	0.0	150.0
	C	0.0	15,000.0	0.0	15,000.0
US 13 and SR 896 Boyds Corner Rd., and SR 896, Boyds Corner Rd. and SR 71, Mt. Pleasant Intersection Improvements	C	4,500.0	0.0	0.0	4,500.0
US 13 / SR404 Intersection Realignment and Bridgeville Service Roads	C	0.0	1,240.0	0.0	1,240.0
US 13, Sussex Highway, Laurel Intersection Improvements	C	0.0	3,240.0	0.0	3,240.0
US113, North / South Improvements	RW	0.0	4,000.0	0.0	4,000.0
US301	PD	0.0	1,000.0	0.0	1,000.0
	PE	0.0	2,500.0	0.0	2,500.0
	RW	0.0	3,000.0	0.0	3,000.0
US 301 Intersection Improvements		3,500.0	0.0	0.0	3,500.0
SR2 Elkton Road	RW	1,000.0	1,280.0	0.0	2,280.0
13 Seaford Improvements	PE		75.0	0.0	75.0
SR 1 Dewey Beach Bike/Ped Improvements	PE	0.0	500.0	0.0	500.0

	Project Phase	FY 2006 Bond Bill Authorization	FY 2007 Bond Bill Authorization	FY 2008 Planned Authorization	Total Planned Authorization
SR 1, Townsend Ramp	PD	0.0	1,000.0	0.0	1,000.0
SR7,US40 to S273	PE	0.0	107.0	0.0	107.0
	RW	0.0	900.0	0.0	900.0
Glenville	PE,C	10,000.0	14,780.0	0.0	24,780.0
SR 8, Forrest Ave. and SR 15, Saulsbury Rd., Dover		100.0	0.0	0.0	100.0
Smyrna Curbing	C	0.0	100.0	0.0	100.0
US 40	C	0.0	1,900.0	0.0	1,900.0
School Bell Road	C	0.0	210.0	0.0	210.0
Bear Area Improvements	PE	0.0	80.0	0.0	80.0
	RW	0.0	60.0	0.0	60.0
	C	0.0	600.0	0.0	600.0
Limestone Rd. and Valley Rd. Area Improvements		2,400.0	0.0	0.0	2,400.0
<b>Subtotal Arterials</b>		<b>40,300.0</b>	<b>73,247.6</b>	<b>2,800.0</b>	<b>126,347.6</b>
<b>Collectors</b>					
McCoy Road	RW	0.0	2,300.0	0.0	2,300.0
Camden Service Road	C	0.0	640.0	0.0	640.0
Park Avenue	PD	0.0	500.0	0.0	500.0
Carter Road, Smyrna	PE	0.0	640.0	0.0	640.0
SR 15, Choptank Road	C	0.0	1,380.0	0.0	1,380.0
SR54 Mainline	PE	0.0	100.0	0.0	100.0
	RW	0.0	4,500.0	0.0	4,500.0
West Dover Connector	PE	0.0	2,100.0	0.0	2,100.0
	RW	0.0	600.0	0.0	600.0
<b>Subtotal Collectors</b>		<b>0.0</b>	<b>12,760.0</b>	<b>0.0</b>	<b>12,760.0</b>
<b>Locals</b>					
K 92 Moorton Road and K152 Lynnbury Woods Road		500.0	0.0		500.0
Christina Riverfront		3,300.0	0.0	8,200.0	11,500.0
Wilmington Signal Improvements		600.0	0.0	0.0	600.0
US 13, Ross Industrial Park Access		500.0	0.0	0.0	500.0
Wilmington Riverfront					
Justison Landing	C	0.0	19,700.0	0.0	19,700.0
Christina Crescent	C	0.0	3,100.0	0.0	3,100.0
Christina Crescent Garage	C	0.0	7,000.0	0.0	7,000.0
Southern NC County Improvements		0.0	0.0	1,000.0	1,000.0
Harrington Truck Route	C	0.0	8,540.0	0.0	8,540.0
Wyoming Mill Road	PE, RW, C	0.0	1,875.0	0.0	1,875.0
<b>Subtotal Locals</b>		<b>4,900.0</b>	<b>29,800.0</b>	<b>9,200.0</b>	<b>54,315.0</b>
<b>Bridges</b>					
Bridge Preservation	PE, C	1,500.0	16,808.0	1,500.0	19,808.0
Bridge Management	PE, RW, C		2,500.0	0.0	2,500.0
Bridge Projects		4,500.0	0.0	4,500.0	9,000.0
1-609B on 6 <sup>th</sup> Street, 1-609C on 7 <sup>th</sup> Street, and 1-609D on 9 <sup>th</sup> Street over CSX, Wilmington		8,000.0	0.0	0.0	8,000.0
1-820N on I-495 over Norfolk Southern 1-821N and 1-821S on I-495 over AMTRAK/Norfolk Southern, Edgemoor		7,100.0	0.0	0.0	7,100.0
Indian River	PE, C	0.0	46,200.0	0.0	46,200.0
Indian River	PE, RW, C	0.0	5,000.0	0.0	5,000.0
Lake Gerar Bridge	PE, RW, C	0.0	1,600.0	0.0	1,600.0
<b>Subtotal Bridges</b>		<b>21,100.0</b>	<b>19,308.0</b>	<b>6,000.0</b>	<b>99,208.0</b>

	Project Phase	FY 2006 Bond Bill Authorization	FY 2007 Bond Bill Authorization	FY 2008 Plan ned Authorization	Total Planned Authorization
<b>Other</b>					
Bicycle, Pedestrian Improvements		1,200.0	0.0	1,200.0	2,400.0
Intersection Improvements	PE, RW, C	2,000.0	2,000.0	2,000.0	6,000.0
Materials and Minor Contracts	PE, C	3,000.0	4,500.0	3,000.0	10,500.0
Paving and Rehabilitation	PE, C	40,500.0	44,900.0	30,000.0	115,400
Rail Crossing Safety	PE, RW, C	800.0	720.0	800.0	2320
Recreational Trails Program	PE, RW, C	0.0	632.0	0.0	632.0
Safety Improvement (HSIP)					0.0
Highway Safety Improvement Prg.	PE, RW, C	2,200.0	2,165.0	2,200.0	6,565.0
Operational Safety Improvements		600.0	0.0	600.0	1,200.0
Signage and Pavement Markings	C	2,000.0	800.0	2,000.0	4,800.0
Transportation Enhancements	PE, RW, C	9,000.0	7,478.0	9,000.0	25,478.0
Traffic Calming Program		400.0	0.0	400.0	800.0
Truck Weight Enforcement		4,100.0	0.0	9,750.0	13,850.0
U of D Bike Trails	PE, RW, C	0.0	1,000.0	0.0	1,000.0
Pomeroy Bike Trail	PE, RW, C	0.0	4,771.0	0.0	4,771.0
Bombay Hook Roads	PE, RW, C	0.0	5,250.0	0.0	5,250.0
Destination Station	PE, RW, C	0.0	1,000.0	0.0	1,000.0
Contingency	PD,PE,RW C	0.0	11,400.0	0.0	11,400.0
<b>Subtotal Other</b>		<b>65,800.0</b>	<b>86,616.0</b>	<b>54,450.0</b>	<b>213,366.0</b>
<b>TOTAL ROAD SYSTEM</b>		<b>425,500.0</b>	<b>327,169.8</b>	<b>73,450.0</b>	<b>905,834.8</b>
<b>II. GRANTS AND ALLOCATIONS</b>					
Municipal Street Aid	C	5,000.0	5,000.0	5,000.0	5,000.0
Community Transportation Fund	C	16,600.0	18,200.0	16,600.0	18,200.0
<b>TOTAL GRANTS AND ALLOCATIONS</b>		<b>21,600.0</b>	<b>23,200.0</b>	<b>0.0</b>	<b>23,200.0</b>
<b>III. TRANSIT SYSTEM</b>					
Statewide Vehicle Replacement & Expansion		500.0	9,184.0	3,300.0	1,283.0
Fixed Route Transit Buses	PRO	0.0	13,750.0	0.0	2,750.0
Contingency	PRO,C	0.0	1,000.0	0.0	1,000.0
<b>TOTAL TRANSIT SYSTEM</b>		<b>500.0</b>	<b>5,033.0</b>	<b>3,300.0</b>	<b>5,033.0</b>
<b>IV. SUPPORT SYSTEM</b>					
Rail	PRO	0.0	4,580.0	0.0	
Rail Crossings	PE, RW, C		1,800.0	800.0	300.0
Planning	PRO	5,300.0	8,405.0	4,300.0	4,000.0
E&C	PRO	0.0	200.0	0.0	200.0
Transportation Facilities	PE, RW, C	4,000.0	6,050.0	4,000.0	6,050.0
Transit Facilities	PE, RW, C	6,300.0	400.0	2,000.0	400.0
Aeronautics	PRO	3,900.0	3,995.0	1,000.0	3,413.0
Technology	PRO	5,000.0	4,500.0	5,000.0	4,500.0
Equipment	PRO	4,000.0	7,000.0	4,000.0	7,000.0
Rail Preservation	PRO	300.0	1,377.0	300.0	1,377.0
Transportation Management Imp.	PE, C	3,400.0	9,950.0	3,400.0	810.0
E-Z Pass		4,000.0		6,400.0	0.0
Commuter Rail - Middletown to Newark	PE, RW, C	0.0	5,000.0	0.0	1,000.0
Commuter Rail, NE Corridor, Wilmington to Newark	PE, RW	0.0	6,250.0	0.0	1,250.0
Del State - Hydrogen Storage	C	0.0	2,000.0	0.0	0.0
DelTrac	PE, RW, C	0.0	6,250.0	0.0	1,250.0
U of D - Fuel Cell Program	PE, RW, C	0.0	4,979.0	0.0	0.0
U of D - Fuel Cell Program	PE, RW, C	0.0	1,103.0	0.0	0.0
Wilmington Train Station	PE, RW, C	0.0	8,125.0	0.0	1,625.0

	Project Phase	FY 2006 Bond Bill Authorization	FY 2007 Bond Bill Authorization	FY 2008 Plan ned Authorization	Total Planned Authorization
Woodland Ferry	PRO	0.0	3,200.0	0.0	1,600.0
Dover –Clarence St. Ext. TCSP	PE, RW, C	0.0	1,000.0	0.0	0.0
Contingency	PRO,PE,RW,C	0.0	1,000.0	0.0	1,000.0
<b>TOTAL SUPPORT SYSTEM</b>		<b>37,200.0</b>	<b>87,164.0</b>	<b>31,200.0</b>	<b>35,775.0</b>
<b>GRAND TOTAL</b>		<b>485,100.0</b>	<b>448,867.8</b>	<b>130,050.0</b>	<b>969,842.8</b>

## **Air Quality Conformity**

The Clean Air Act Amendments (CAAA) of 1990 state that regionally significant projects in a TIP must not worsen the region's air quality. The most recent conformity analysis for the FY 2006-2009 TIP was approved by the Federal Highway Administration and the Federal Transit Administration on July 11, 2005, within the four-year time frame required by federal regulations. Two projects in this amendment require air quality conformity review, Barratts Chapel Road and the West Dover Connector. All of the other projects included in this amendment are either exempt, as defined by the CAAA of 1990, or are not regionally significant. The Barratts Chapel Road project does not add any capacity and is classified as a major collector; hence it is not regionally significant.

The West Dover Connector involves construction of a new roadway, the scope of which is not fully defined. The longest of the alternatives (1.56 mi.) being considered for the West Dover Connector was included in the air quality conformity analysis performed for the 2030 Plan and the FY 2006-2008 TIP. Per that conformity analysis, the Amended FY 2006-2008 TIP conforms with the state implementation plan and the requirements of the Clean Air Act of 1990. The Interagency Conformity Consultation Process Work Group met on August 31, 2006, and determined that the West Dover Connector should be considered regionally significant until the scope of the project is fully defined. Additionally, the proposed alignment included in the air quality conformity analysis performed for the 2030 Plan and the FY 2006-2008 TIP is adequate for determining the conformity of this TIP amendment. Consequently, no additional conformity analysis is required and this amendment conforms with the requirements of the CAAA of 1990 and SAFETEA-LU. A letter from the Interagency Conformity Consultation Process Work Group formalizing their decision follows.



STATE OF DELAWARE  
**DEPARTMENT OF TRANSPORTATION**  
900 BAY ROAD  
P.O. Box 778  
DOVER, DELAWARE 19903

SEP 19 2006

CAROLANN WICKS, P.E.  
SECRETARY

September 14, 2006

Ms. Juanita Wieczoreck, Executive Director  
Dover/Kent County MPO  
PO Box 383  
Blue Hen Corporate Center, Suite 208  
Dover, DE 19903

Dear Ms. Wieczoreck:

Per your request, this is to confirm the consensus reached by the Interagency Conformity Consultation Process Work Group (ICCPWG) regarding the transportation conformity status for the West Dover Connector Project, which is contained in the Kent County portion of the 2007-2009 State Transportation Improvement Program (STIP).

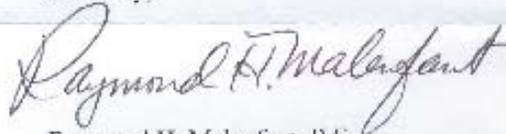
At the August 31, 2006 meeting of the ICCPWG the project titled "West Dover Connector" was identified as being regionally significant in its current configuration. During the course of the discussions at the meeting it was agreed to accept the transportation conformity determination conducted jointly for the 2030 Long Range Plan and the Fiscal Year 2006-2008 Dover/Kent County Metropolitan Transportation Council Transportation Improvement Program (TIP) as an "Interim Analysis" of the project. It was further agreed that this "Interim Analysis" was sufficient to allow the engineering and right-of-way funds provided through the Fiscal Year 2007 Bond Bill to remain as part of our Fiscal Year 2007 STIP. Once a record of decision documenting the selection of a preferred alternative for the project is recorded, the ICCPWG will revisit the project designation of regionally significant and update the conformity analysis and determination accordingly.



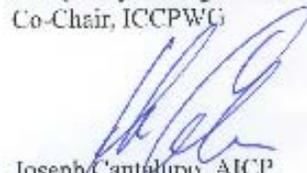
Ms. Juanita Wieczorek  
September 14, 2006  
Page 2 of 2

We trust that this satisfies your request. If not, or if you have any other questions, please contact Joe Cantalupo @ 760-2112 or Ray Malenfant @ 739-9402.

Sincerely,



Raymond H. Malenfant, P.E.  
Air Quality Management, DNREC  
Co-Chair, ICCPWG



Joseph Cantalupo, AICP  
Planning, DelDOT  
Co-Chair, ICCPWG

JC:mg

Cc: Martin Kotsch, Environmental Protection Agency (EPA)  
Paul Lang, Federal Highway Administration (FHWA)  
Philip Wheeler, Air Quality Management, DNREC  
Kathy English, Director Finance, DelDOT  
Earle Timpson, Assistant Director, Finance, DelDOT  
David Arena, Project Engineer, DelDOT  
Michael DuRoss, Planning Supervisor, DelDOT  
Mark Glaze, Project Planner, DelDOT  
Lisa Rollins, Senior Accountant, Finance

## **Program Categories and Project List**

The Amended FY 2006-2009 TIP mirrors the projects authorized in the FY 2006 and 2007 Bond Bills. Projects are divided according to the portion of the transportation system in which each is located – Road System: Expressways, Arterials, Collectors, Locals, Bridges and Other. Transit System: Vehicles, Amenities, and Rail. Support Systems and Grants and Allocations.

Table 3 lists the projects in the MPO's planning area for which funding is being requested for fiscal years 2006 and 2007. The majority of the projects are Road System projects. The table lists the funds programmed for each project in each year of the TIP. This list is a subset of Table 2, which lists all statewide programs and projects.

The TIP amendment submittal forms for the Barratts Chapel Road project and the list of projects to which funding was restored follow Table 3.

**Table 3 Dover/Kent County MPO Area Projects as Amended September 6, 2006**

<b>Project Title</b>	<b>Phase</b>	<b>FY 2006 STATE /FEDERAL</b>	<b>FY 2007 STATE/ FEDERAL</b>	<b>FY 2008 STATE/ FEDERAL</b>	<b>TOTAL FY 2006- 2008</b>
<b>ARTERIALS</b>					
<b>SR-1, Little Heaven Intersection</b>		<b>\$0</b>	<b>\$5,600</b>	<b>\$0</b>	<b>\$5,600</b>
	PD		\$0		\$0
	PE		\$1,600		\$1,600
	RW		\$4,000		\$4,000
	C		\$0		\$0
<b>SR-1 &amp; SR 9 Intersection at DAFB, Bayside Drive</b>		<b>\$0</b>	<b>\$2,574</b>	<b>\$0</b>	<b>\$2,574</b>
	Encumbrance		\$1		\$1
	PD	\$0	\$0		\$0
	PE	\$0	\$573		\$573
	RW		\$2,000		\$2,000
	C		\$0		\$0
<b>SR-1, North Frederica Intersection</b>		<b>\$0</b>	<b>\$675</b>	<b>\$0</b>	<b>\$675</b>
	Encumbrance		\$90		\$90
brought in-house	PD	\$0	\$268		\$268
	PE		\$317		\$317
	R/W		\$0		\$0
	C		\$0		\$0
<b>SR8 &amp; Saulsbury Road Intersection, HSIP</b>		<b>\$100</b>	<b>\$50</b>	<b>\$0</b>	<b>\$150</b>
	PD				\$0
	PE	\$100			\$100
	RW		\$50		\$50
	C				\$0
<b>Governors Ave, Webb's Ln to Water St</b>		<b>\$0</b>	<b>\$15,565</b>	<b>\$0</b>	<b>\$15,565</b>
	Encumbrance		\$506		\$506
	PD		\$0		\$0
	PE		\$0		\$0
	RW		\$150		\$150
	C		\$15,000		\$15,000
<b>Us 13, Smyrna Curbing</b>		<b>\$0</b>	<b>\$100</b>	<b>\$0</b>	<b>\$100</b>
	PD		\$0		\$0
	PE		\$0		\$0

Project Title	Phase	FY 2006 STATE /FEDERAL	FY 2007 STATE/ FEDERAL	FY 2008 STATE/ FEDERAL	TOTAL FY 2006- 2008
	R/W		\$0		\$0
	C		\$100		\$100
<b>Total Arterials</b>		<b>\$100</b>	<b>\$25,097</b>	<b>\$0</b>	<b>\$25,197</b>
<b>COLLECTORS</b>					
<b>West Dover Connector</b>		<b>\$0</b>	<b>\$2,700</b>	<b>\$0</b>	<b>\$2,700</b>
	PD				
	PE		\$2,100		\$2,100
	RW		\$600		\$600
	C		\$0		\$0
<b>Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna</b>		<b>\$0</b>	<b>\$640</b>	<b>\$0</b>	<b>\$640</b>
	PD		\$0		\$0
	PE		\$640		\$640
	R/W		\$0		\$0
	C		\$0		\$0
<b>Camden Service Road</b>		<b>\$0</b>	<b>\$640</b>	<b>\$0</b>	<b>\$640</b>
Includes all Service Roads	Encumbrance				
	PD				
	PE				
	R/W				
	C		\$640		\$640
<b>SR 15, Moorton Road and K 152 Lynnbury Woods Road</b>		<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>
	Encumbrance				
	PD				
	PE				
	R/W				
	C				\$640
<b>Harrington Truck Route</b>			<b>\$8,540</b>	<b>\$0</b>	<b>\$8,540</b>
	Earmark				
	PD				
	PE				
	RW				
	C		\$8,540		\$8,540
<b>Subtotal Collectors</b>		<b>\$500</b>	<b>\$12,520</b>	<b>\$0</b>	<b>\$13,020</b>
<b>LOCAL</b>					
<b>Bombay Hook Roads</b>		<b>\$0</b>	<b>\$5,250</b>	<b>\$0</b>	<b>\$1,000</b>

<b>Project Title</b>	<b>Phase</b>	<b>FY 2006 STATE /FEDERAL</b>	<b>FY 2007 STATE/ FEDERAL</b>	<b>FY 2008 STATE/ FEDERAL</b>	<b>TOTAL FY 2006- 2008</b>
	PE, RW, C		5,250		\$5,250
<b>Clarence St. Extension, Dover TCSP</b>		<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$1,000</b>
	Earmark		\$1,000		\$1,000
<b>Wyoming Mill Road</b>			<b>\$1,875</b>	<b>\$0</b>	<b>\$1,875</b>
	PE, RW, C		\$1,875		\$1,875
<b>Del State Hydrogen Storage Program</b>			<b>\$2,000</b>	<b>\$0</b>	<b>\$2,000</b>
	PE, RW, C		\$2,000	\$0	\$2,000
<b>Subtotal Locals</b>		<b>\$0</b>	<b>\$10,125</b>	<b>\$0</b>	<b>\$10,125</b>
<b>TRANSIT</b>					
<b>Transit Vehicle Replacement and Refurbishment</b>		<b>\$166</b>	<b>\$0</b>	<b>\$166</b>	<b>\$332</b>
		\$166	\$0	\$166	\$332
<b>Subtotal Transit</b>		<b>\$166</b>	<b>\$0</b>	<b>\$166</b>	<b>\$332</b>
<b>TOTAL</b>		<b>\$766</b>	<b>\$47,742</b>	<b>\$166</b>	<b>\$48,674</b>

# TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT FORM

This form must be completed and all questions must be answered in order to be processed.

Date of Submission: 20 July, 2006

TIP to be Amended: FY 2006

Is this a New Project being added to an Existing TIP?: Yes

Sponsoring Agency: DelDOT

Project Name: Barratts Chapel Road

Project Category: Road improvements - arterials

Project Description: Improve Barratts Chapel Road (K371) to Collector Standards providing 12" lanes and 8" shoulders from SR 1 to 1400' east of McGinnis Pond Road. Reconstruct the road to provide adequate lanes, shoulders, geometric improvements, storm water management, and bike/ped facilities

Project Justification: This is a developer funded project to address projected traffic growth that will cause safety problems in the future due to development in the area.

Funding: Federal \$4,400,000 State \_\_\_\_\_ Other \$2,290,000 Total \$6,990,000

Funding	Phase	Current 07	FY 08	FY 09	FY	Total
Other	PD	\$240,000				\$240,000
Other	PE	\$750,000				\$750,000
Other	ROW		\$500,000			\$500,000
Fed/Other	C			\$5,500,000		\$5,500,000
Total		\$990,000	\$500,000	\$5,500,000		\$6,990,000

1. Does this project require a new air quality conformity determination? No  
 Explain It is not regionally significant (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? No Explain This is a preservation project which adds no capacity, and brings the road up to current design standards  
 (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 comments? No  
**Please complete the Description of Public Participation** (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 (I).

4. If this amendment is approved, will the TIP be financially constrained? Yes  
 Please indicate funding sources by agency: Federal and private developer contribution  
**Please include the revised financial plan**  
 (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...”

5. Is this project consistent with the Dover/Kent County Metropolitan Transportation Plan? Yes (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? \_\_\_\_\_

Please provide any additional pertinent information below:

# TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT FORM

This form must be completed and all questions must be answered in order to be processed.

**Date of Submission:** 2 August, 2006

**TIP to be Amended:** Dover/Kent Co. MPO TIP Fiscal Year 2007

**Is this a New Project being added to an Existing TIP?:** No

**Sponsoring Agency:** DelDOT

**Project Name:** Projects on the attached lists adopted by the Delaware Legislature June 30, 2006

**Project Category:** Various

**Project Description:** The projects on the attached list are already in the TIP and were funded in the 2007 Capital Transportation Program

**Project Justification:** The projects on the attached list have gone through the required public review and comment and meet all other state and federal requirements. The only changes is that funding has been added in the SFY 07 Capital Budget

**Funding:** Federal \_\_\_\_\_ State \_\_\_\_\_ Local \_\_\_\_\_ Total \_\_\_\_\_

Funding	Phase	Current	FY	FY	FY	Total
Total						

**1. Does this project**

**require a new air quality conformity determination?** No

Explain The projects are included in a conforming plan. They are all also either exempt, as defined by the Clean Air Act Amendments of 1990 or are not regionally significant

(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?** No Explain

(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 comments?** Yes

(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 (I). (Please complete the Description of Public Participation)

**4. If this amendment is approved, will the TIP be financially constrained?** Yes

(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 include the revised financial plan)**

Please indicate funding sources by agency: See attached list

---

**5. Is this project consistent with the Dover/Kent County Metropolitan Transportation Plan?** Yes (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? \_\_\_\_\_

Please provide any additional pertinent information below: