

**DOVER/KENT COUNTY
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2019-2022**

Adopted: April 19, 2018

Amended: 9-12-2018

Prepared by the
Dover/Kent County Metropolitan Planning Organization Council

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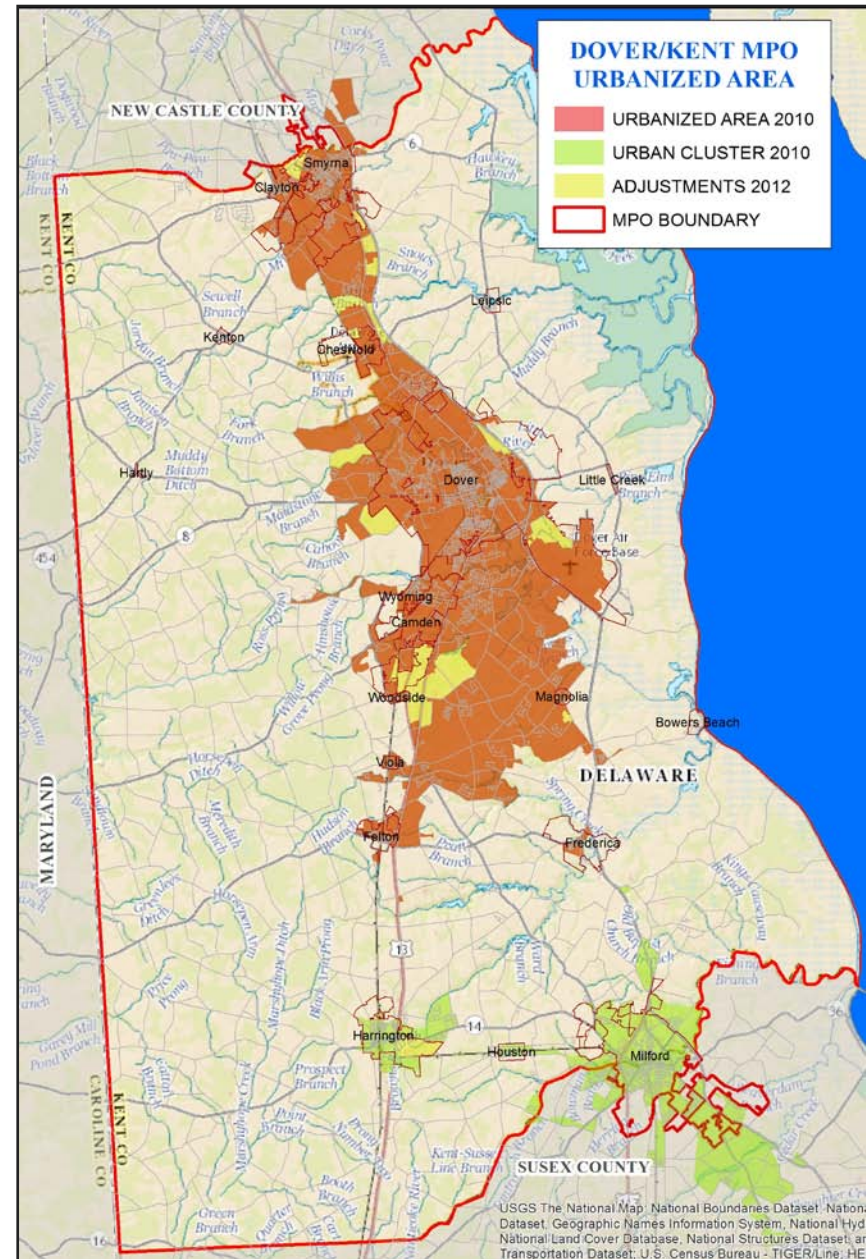
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Background

The Dover/Kent County Metropolitan Planning Organization (Dover/Kent County MPO) is the transportation planning organization for the Dover, Delaware urbanized area. The Dover/Kent County MPO was established in 1992 under the mandates of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which continued the requirement 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. The MPO subsequently officially expanded the area of responsibility to Kent County and its municipalities including the portions of Milford and Smyrna in the neighboring counties. In 2010, the urbanized area population was determined to be 110,769 persons, a 75% increase from the 2000 population of 65,044. The population of Kent County grew from 126,697 in 2000 to 162,310 persons in the 2010 decennial census, a 28% increase. The 2016 Kent county census population, the last estimated, was estimated to be 174,827 persons, representing a 7.7% increase since 2010. The Delaware Population Consortium projection for 2050, the longest projected, is 215,279 persons.

Transportation funding was reauthorized as Moving Ahead for Progress in the 21st century (MAP-21) in FFY2012 and FFY2013 and enjoyed continuing resolutions through 12/4/2015. That is when the newest multi-year authorization, Fixing America's Surface Transportation (FAST) Act, was signed. A provision in MAP-21 was to create a monitoring system for the efficacy of the federal funding, collectively called Performance Measures. These are now required of the MPO and all DOT's. These are discussed toward the end of this narrative on page 12.

The Transportation Improvement Program (TIP) is one of the



products that the federal legislation has continually required a metropolitan planning organization to prepare at least every four years. The purpose of the TIP is to disclose transportation projects for which federal funding will be sought over a four 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 FY 2019-2022 TIP deviates from the preceding (FY 2017-2020) TIP from 2017 and those before by summarizing the budgets and locations of "state of good repair" activities. The previous amended TIP was prepared from the FY 2017-2023 Capital Transportation Program (CTP) and influenced by the MPO's 2040 Metropolitan Transportation Plan (MTP) adopted January 4, 2017. This document was prepared with the benefit of a draft FY 2019-2024 CTP. The CTP combined the bridge projects and reported them as a category of improvements, The smaller safety projects were categorized as well. This document, specifically Appendix A, presents these categories as a summary allocation and lists the component projects. The safety projects were indicated in the TIP as Highway Safety Improvement Projects (HSIP) or Hazard Elimination Program (HEP). The larger, more involved and costly of these projects will still be reported individually but the smaller projects will be part of a summary budget with a project listing in the future.

In 2015, the MPO began an updated process to identify appropriate projects to recommend for funding in future CTP's. The MPO established a Working Group to develop criteria and a scoring rubric to identify the most important projects to prioritize. The working group chose to accept the software and technical assistance provided by DelDOT with Decisions Lens[®]. The Working Group developed the inputs into the prioritization model and have identified which criteria is most important to weight the project scores. The rubric they developed went through a few minimal changes and was used to prioritize projects in the recently adopted Metropolitan Transportation Plan (MTP).

Public input was solicited from residents of the county, as well as from the Public Advisory Committee (PAC) meetings held at the Kent County Administration Building, for Plan amendments and this TIP document. In the past, latest being in 2016, the MPO advertised and toured the TIP sites during a bus tour. The MPO will repeat the bus tours as there are new significant projects added to the CTP/TIP. In addition, the MPO had prepared a virtual tour of the highway projects that are funded during the previous TIP period. This virtual tour has accomplished a mechanism for constituents to view a summary of the projects included in the TIP independent of the bus tour. The eleven virtual tours, along with an introduction and conclusion, have been included on the MPO's website at [TIP Video Tour - Dover Kent MPO - Kent County Delaware](#) Staff determined there weren't sufficient new projects to repeat the bus tour in 2018 but will update the virtual tour with new projects as they are added.

The funds anticipated to be used for the Kent County projects (not the greater MPO area) in the TIP during FY 2018 - FY 2021 are shown below.

| | <u>Total Amount</u> | <u>Federal Share</u> |
|-------|---------------------|----------------------|
| FY 19 | \$63,551,868 | \$47,148,985 |
| FY 20 | \$20,874,242 | \$ 9,127,440 |
| FY 21 | \$35,959,200 | \$24,387,000 |
| FY 22 | \$28,321,300 | \$20,857,000 |

In addition to this funding for new projects, DelDOT maintains and operates the transportation system under statewide categories such as bridge inspection, pavement rehabilitation, roadway signage, intersection improvements, bicycle and pedestrian improvements and statewide transit services and equipment. The actual amount of funds to be spent from these statewide categories in the MPO's region cannot always be determined since projects are selected based on statewide needs. A small percentage of costs for Statewide Projects within the MPO's region are federally funded. This MPO TIP will be submitted to DelDOT as the region's input for the FY 2019-FY 2022 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 and Harrington to the south. Inside the functional growth corridor and actual Kent County Growth Zone are the largest employers, include Dover Air Force Base, the State of Delaware, Kraft General Foods USA, BayHealth Medical Center, the Eagle Group, General Metalcraft Inc., Proctor and Gamble, Inc., and ILC Dover, Inc. The regional warehouse of Wal-Mart, located in Smyrna, has also been playing a greater role in the economic integrity of the area, as will the proposed apron for private jets, large and small, at the Dover Air Force Base. Outside of the growth corridor, the county's economy is predominantly agricultural, including a well-established but dwindling Amish community. The presence of three four-year colleges, one two-year college and their satellite locations enhances the region's ability to attract and maintain a diverse community.

On January 4, 2017, the MPO adopted its new 2040 Metropolitan Transportation Plan (MTP), the MPO's long-range transportation plan (LRTP). The MTP, which has greater than a 20-year planning horizon, assesses the region's short-term improvement needs, projects future needs, projects the funds available, and identified goals and objectives to meet those needs. The MTP was financially reasonable and resulted in a positive impact on the region's air quality. The regional planning process was coordinated with DelDOT's statewide planning process, the Office of State Planning Coordination's State Strategies for Policies and Spending, Kent County's Comprehensive Plan, and the Comprehensive Plans of all municipalities and other plans in the region.

The 2040 MTP provides a framework to guide future transportation planning, programming activities, and policy alternatives. The following goals are identified for Kent County:

- Strengthen the diverse and relatively stable local economy;
- 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 by ensuring adequate infrastructure is available to support desired growth patterns;
- Improve access and mobility while ensuring the safety and security of all citizens; and
- Preserve and expand transportation infrastructure to safely and efficiently transport people and goods.

A hierarchy of fundamental strategies has been developed to support these goals and further guide transportation planning and programming decisions for transportation investments by:

- First, preserving and maintaining the existing transportation system;
- then, improving management of the existing transportation system;
- then, developing and expanding multiple transportation modes; and
- and finally, providing additional roadway system capacity.

Projects in the FY2019-2022 TIP were drawn from the 2040 MTP.

The Prioritization Process

In the most recent long range plan, the MPO, led by the Technical Advisory Committee, maintained the status quo for the project prioritization completed for the Metropolitan Transportation Plan. Delaware is in a unique position, as the state maintains over 90% of the roads on the state. There has been a renewed attempt to create a planning process where the TIP is produced by the MPO or projects are at least recommended to the DOT that then becomes a portion of the CTP. This attempt follows that of the Department of Transportation's critical analysis that changed their project ranking process and results and changed the Projects List significantly for FY 2015 and continued into this FY2019-FY2022 TIP. The MPO and the department are finding their way through the dual challenges of funding the most important projects while attempting to meet a budget, beyond the requirement for a constrained budget. This TIP implements a new approach by the Department to developing the CTP while the MPO attempts to build a process built upon the same prioritizing software using a new set of criteria defined with our partners. They are : System Operating Effectiveness, Safety, Environmental Impact/Stewardship, Revenue Generation/Economic Development/Jobs and Commerce, Supports Freight

Movement, Multi-Modal Feasibility/Access, Impact on the Public/Social Disruption and Economic Justice, Community Priorities, and The State Strategies for Policies and Spending.

The previous method of scoring project prioritization was based on the 10 factors described in table 1 with a less mathematical system of 'weighting' project scores. An original attempt to realign the scoring of projects for prioritization was made by adding two additional factors; support for the community's comprehensive plan and support for the regional growth management plans. The attempt became an interim one as it was determined that the MPO should consider implementing a wholesale change in how projects are viewed. In fact, the prospective changed from one of nominated project analysis and scoring to one of problem analysis and scoring. Rather than asking communities to nominate presumed solutions, the MPO asked them to nominate problems that they realize in the transportation system of their community. The problems will be prioritized using an approach developed by the Working Group. The project prioritization of all MTP projects using the process was sufficient to maintain for the length of the MTP. There was no attempt made to reclassify projects for consideration in the TIP. The prioritized list developed for the Long Range Plan continues to be the list presented to DelDOT for the new CTP.

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

| Previous Factors | Weight | Current Factors: Weights based upon the votes of the whole working group. | Relative Weight |
|---|---------------|--|------------------------|
| Safety | 0.20 | Safety | 11.9% |
| Support for Comprehensive/ Community Plans | 0.20 | System Operating Effectiveness | 9.2% |
| Environmental Justice | 0.10 | Environmental Impact/Stewardship | 10.0% |
| Transit | 0.05 | Revenue Generation/Economic Development/Jobs and Commerce | 10.0% |
| Pedestrian/Bicycle Travel | 0.05 | Supports Freight Movement | 6.1% |
| Environmental Impacts | 0.03 | Multi-Modal Feasibility/Access | 14.6% |
| Economic Impacts | 0.05 | Impact on the Public/Social Disruption and Economic Justice | 10.5% |
| System Continuity | 0.10 | Community Priorities | 11.9% |
| Sustainability | 0.02 | The State Strategies for Policies and Spending | 15.7% |
| Consistency with the Long-Range Transportation Plan | 0.20 | | |
| Total | 1.00 | | 100% |

Public Participation

Public review was an integral aspect of the TIP process. Public participation was solicited through PAC, TAC and Council meetings and with a virtual tour and, in 2016, a bus tour of proposed project sites. Because of the contraction of the budget and the advantages the technology offers, staff determined that a periodic TIP-based bus tour in addition to the virtual tour was appropriate in 2016 but

needn't be repeated in 2018. As a year-round alternative, the MPO has produced a video tour of project sites that is posted on our website; [TIP Video Tour - Dover Kent MPO - Kent County Delaware](#).

Rather than making available DelDOT and MPO staff to answer questions during the short period while at the site, the MPO will take questions at any time and post responses to questions on the website. We felt it was appropriate to revive the bus tour at this time..

The MPO will offer the opportunity for public comment on the amendment when released to the TAC in August, to be finished before the next Council meeting of September 12, 2018. News releases and advisories publicizing all related meetings with an opportunity to comment 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, state legislators representing Kent County and contiguous areas, Kent County Levy Court, mayors of Kent County municipalities, and Dover City Council. Copies of the draft TIP will be made available to anyone who asks. The draft document is to be posted on the MPO's website. The amendments are required as the CTP was finalized by the State Legislature on June 30.

To comply with the requirements of Title VI, with reference to the FY 2019-2022 TIP, the MPO will make an extra effort 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.

Air Quality Conformity

Overview

Kent County is part of the Philadelphia-Wilmington-Trenton non-attainment area, though it was not cited as a non-attainment county. When first adopted, the federally-designated Metropolitan Planning Organization for Kent County, Delaware, the area was in attainment and the Dover/Kent County MPO was not required through federal regulations to show that the FY 2019-2022 TIP complied with the requirements of the 1990 Clean Air Act and subsequent amendments (CAA). A challenge to the ozone standards released by the EPA was partially upheld and the DKCMPO is now required to comply with the 1997 ozone standard as well. The area when last tested does not meet the 1997 ozone standard and, so, the MPO must document conformity. The travel demand model runs prepared by DelDOT will be made after the TIP Amendment is adopted.

The FY 2019-2022 TIP

The projects in the FY 2019-2022 TIP are represented in the new 2040 MTP. The projects in the TIP are only a small portion of those in the MTP. There have been changes to the project list and scope of the projects. No non-exempt, regionally significant projects have been added. The modeling process completed for the new 2040 Metropolitan Transportation Plan remains an accurate analysis of air

quality impacts. The results of the modeling process at the time can be found in the 2040 MTP on the MPO website at [Metropolitan Transportation Plan - Dover Kent MPO - Kent County Delaware](#).

Determination

The Dover/Kent County MPO FY2019-2022 Transportation Improvement Program conforms to the State Implementation Plan (SIP).

Program Categories and Project List

This FY 2019-2022 TIP mirrors DelDOT's FY 2019-2024 Draft CTP developed before the State budget is to be adopted at the end of June, 2018. The projects and funded amounts included in this FY 2019-2022 TIP reflect the amounts proposed to be allocated in the FY 2019-2024 CTP for years FY2019 through 2022. The Fiscal Constraint documentation were prepared using the Kent County and statewide budgets provided by the state Department of Transportation. Projects are divided according to the portion of the transportation system in which each is allocated – Road System: Expressways, Arterials, Collectors, Locals, Bridges and Transit Facilities and Vehicles.

Table 2 on the following pages, lists statewide projects and programs for which funding is being requested for fiscal years 2019, 2020, 2021, and 2022. These are predominantly funding programs that include projects in all three Delaware counties. More information about process and past CTP's is located at http://deldot.gov/information/pubs_forms/CTP/index.shtml.

Appendix A lists the projects in the MPO's planning area for which funding is being requested for fiscal years 2019, 2020, 2021, and 2022. The majority of the projects in this TIP are Road System projects. The appendix provides a project description, location map and pictures of each project. Funding, both authorizations and spend are listed in thousands of dollars for each project in each year of the TIP.

Appendix C is the TIP Financial Plan and evidence of Fiscal Constraint.

Appendix D lists projects which have been submitted to the TIP through the MTP, 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. In the past, the MPO included an Annual Listing of Obligated Projects as Appendix E. The document is required to be made available 90 days after the end of the fiscal year, September 30. If the schedule for the TIP development changes and the periods align, the MPO will consider renewing this appendix.

Appendix E is the list of projects and their phase funded in the CTP for Kent County (E-A) and for Statewide projects (E-B).

Appendix F is the most recent list of Traffic Analysis Zones (TAZ) population and households projected by the Dover/Kent County MPO, based on County projections data from the Delaware Population Consortium. The Consortium is supported by the University of Delaware Center for Applied Demography and Survey Research (CADSR).

Appendix G IS a new Appendix that, for now, is a resource for the performance measurement targets the MPO will use to assess and direct the program. Future versions of this appendix will compare the progress made by the MP:O in meeting these targets.

Appendix H is included once again required to assess the impact of the TIP on Air Quality. As stated at the beginning of the Appendix, “The determination was based upon guidance offered by FHWA that the MPO region met the 2008 Air Quality standards for ozone. In a challenge to the standard by the ongoing law suit know as South Coast Air Quality Management District v EPA, the EPA changed the guidance. After the appeal was heard on 9/14/2017, a decision released on 2/16/2018 required the MPO to meet the original 1997 ozone standard as well as the 2008 standard. The only standards which Kent County can’t meet are the Ozone (1-hour standard) which is noted as being “...revoked effective June 15, 2005 for all areas of Delaware,” and the 1997 8-hour Ozone (Primary and Secondary). The MPO was again in non-compliance for ozone and subject to air quality policies of a TIP. Interim guidance was distributed in a memorandum on 4/23/2018 titled “Interim Guidance on Conformity Requirements for 1997 Ozone NAAQS” based on the 2/6/2018 US Court of Appeals decision.”

Table 2: FY 2019-2022 Identified Statewide Projects (x \$000)

| PROJECT (x000) | FY 2019 TOTAL | FY 2020 TOTAL | FY 2021 TOTAL | FY 2022 TOTAL | 2019-2022 TOTAL |
|--|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| ROAD SYSTEMS | | | | | |
| BRIDGES | 75,232,032 | 70,222,096 | 60,122,852 | 64,178,765 | 269,755,994 |
| Bridge Management | 9,610,692 | 6,436,272 | 7,751,086 | 7,350,000 | 31,148,050 |
| Bridge Inspection | 5,474,910 | 4,726,522 | 4,371,766 | 4,328,765 | 18,901,963 |
| Bridge Painting | 4,979,460 | 5,093,215 | 3,000,000 | 3,000,000 | 16,072,675 |
| Bridges | 55,166,970 | 53,966,337 | 45,000,000 | 49,500,000 | 203,633,306 |
| DAMS | 3,794,322 | 3,100,000 | 2,730,000 | 2,700,000 | 12,324,322 |
| TRANSPORTATION ALTERNATIVES PROGRAM SUMMARY | 9,466,218 | 6,188,600 | 5,164,000 | 5,164,000 | 25,982,818 |
| BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS | 8,212,500 | 7,150,000 | 7,200,000 | 4,000,000 | 26,562,500 |
| ENGINEERING & CONTINGENCY | 31,545,000 | 30,745,000 | 30,745,000 | 30,495,000 | 123,530,000 |
| ENVIRONMENTAL IMPROVEMENTS | 563,000 | 563,000 | 563,000 | 563,000 | 2,252,000 |
| INTERSECTION IMPROVEMENTS | 8,615,000 | 7,600,000 | 7,800,000 | 7,850,000 | 31,865,000 |
| RECREATIONAL TRAILS | 2,914,184 | 1,132,100 | 1,132,100 | 1,132,100 | 6,310,484 |
| MATERIALS & MINOR CONTRACTS | 16,507,635 | 11,000,000 | 8,000,000 | 8,000,000 | 43,507,635 |
| CORRIDOR CAPACITY PRESERVATION | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| PAVING & REHABILITATION | 90,998,826 | 73,800,000 | 70,000,000 | 80,000,000 | 314,798,826 |

| PROJECT (x000) | FY 2019 TOTAL | FY 2020 TOTAL | FY 2021 TOTAL | FY 2022 TOTAL | 2019-2022 TOTAL |
|--|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| SLOPE STABILIZATION PROGRAM | - | 5,000,000 | 3,000,000 | 2,500,000 | 10,500,000 |
| SIGNAGE & PAVEMENT MARKINGS | 6,759,514 | 6,714,514 | 6,714,514 | 6,714,514 | 27,038,056 |
| RAIL CROSSING SAFETY | 9,618,121 | 1,361,112 | 1,361,112 | 1,361,112 | 9,633.9 |
| RIDE ABILITY | 100,000 | 100,000 | 100,000 | 100,000 | 400,000 |
| SAFETY | 6,857,654 | 9,197,972 | 10,197,972 | 10,197,972 | 37,171,570 |
| HAZARD ELIMINATION PROGRAM | 3,221,372 | 2,444,444 | 2,444,444 | 2,444,444 | 111,567.1 |
| SECTION 154 PENALTY TRANSFER PROGRAM | 3,575,000 | 2,420,195 | 2,420,195 | 2,420,195 | 10,790.8 |
| SAFETY PROGRAM 80/20 | - | 2,500,000 | 2,500,000 | 2,500,000 | 7,250.0 |
| SAFETY PROGRAM 90/10 | 61,282 | 1,833,333 | 2,833,333 | 2,833,333 | 11,111.1 |
| TRAFFIC CALMING | 200,000 | 200,000 | 200,000 | 200,000 | 800,000 |
| PEDESTRIAN ADA ACCESSIBILITY | 3,854,355 | 3,000,000 | 3,000,000 | 3,000,000 | 12,854,355 |
| SUPPORT | | | | | |
| AERONAUTICS PLANNING | 165,000 | 210,000 | 210,000 | 210,000 | 795,000 |
| AERONAUTICS PROGRAM DEV | 280,000 | 280,000 | 280,000 | 280,000 | 1,120,000 |
| EDUCATION AND TRAINING | 200,000 | 200,000 | 200,000 | 200,000 | 800,000 |
| HEAVY EQUIPMENT PROGRAM | 12,700,000 | 12,500,000 | 11,500,000 | 10,000,000 | 46,700,000 |
| PLANNING | 16,889,425 | 10,628,764 | 10,628,764 | 10,628,764 | 48,775,717 |
| Federal Land Access Program | 30,000 | 30,000 | 30,000 | 30,000 | 120,000 |
| Local Transportation Assistance Program (TAP) | 300,000 | 300,000 | 300,000 | 300,000 | 1,200,000 |
| MPO/FHWA/FTA | 2,898,255 | 2,964,170 | 2,964,170 | 2,964,170 | 11,790,765 |

| PROJECT (x000) | FY 2019 TOTAL | FY 2020 TOTAL | FY 2021 TOTAL | FY 2022 TOTAL | 2019-2022 TOTAL |
|---|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| Planning PD | 2,210,057 | 2,000,000 | 2,000,000 | 2,000,000 | 8,210,057 |
| Rural TAP | 87,653 | 87,653 | 87,653 | 87,653 | 350,612 |
| Statewide Planning & Research/FHWA | 4,479,895 | 4,208,591 | 4,208,591 | 4,208,591 | 17,105,669 |
| Statewide Planning & Research/FTA | 140,485 | 143,350 | 143,350 | 143,350 | 570,535 |
| Truck Weight Enforcement | 1,054,570 | 645,000 | 645,000 | 645,000 | 2,989,570 |
| University Research | 250,000 | 250,000 | 250,000 | 250,000 | 1,000,000 |
| TECHNOLOGY | 19,648,225 | 13,213,380 | 13,713,380 | 14,013,380 | 60,588,365 |
| DBE | 44,630 | 44,630 | 44,630 | 44,630 | 178,520 |
| Mileage-Based User Fee | 870,000 | - | - | 0 | 870,000 |
| IT Initiatives | 12,415,000 | 13,000,000 | 13,500,000 | 13,800,000 | 52,715,000 |
| DMV Mainframe Modernization | 5,900,000 | - | - | 0 | 5,900,000 |
| OJT/ Support Services | 100,000 | 100,000 | 100,000 | 100,000 | 400,000 |
| Summer Transportation Institute | 68,750 | 68,750 | 68,750 | 68,750 | 275,000 |
| Highway Use Tax evasion Grant | 249,845 | - | - | 0 | 249,845 |
| TRANSPORTATION FACILITIES | 26,730,212 | 20,966,135 | 14,250,000 | 9,250,000 | 71,196,357 |
| DMV Toll Equipment Upgrade | 5,942,472 | 4,716,135 | - | 0 | 10,658,607 |
| Transportation Facilities - Administration | 6,000,000 | 2,250,000 | 2,250,000 | 2,250,000 | 12,750,000 |
| Transportation Facilities - Operations | 14,787,740 | 14,000,000 | 12,000,000 | 7,000,000 | 47,787,740 |
| TRANSPORTATION MANAGEMENT IMPROVEMENTS | 13,386,087 | 9,475,000 | 8,505,000 | 8,505,000 | 39,871,087 |

| PROJECT (x000) | FY 2019 TOTAL | FY 2020 TOTAL | FY 2021 TOTAL | FY 2022 TOTAL | 2019-2022 TOTAL |
|---------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| MUTCD Compliance | 6,666,087 | 3,000,000 | 2,000,000 | 2,000,000 | 13,666,087 |
| Traffic Signal Revolving Fund | 125,000 | 125,000 | 125,000 | 125,000 | 500,000 |
| Rideshare Trip Mitigation | 512,500 | 450,000 | 480,000 | 480,000 | 1,922,500 |
| Transportation Management Improvement | 6,082,500 | 5,900,000 | 5,900,000 | 5,900,000 | 23,782,500 |
| TRANSIT | | | | | |
| TRANSIT FACILITIES | 4,642,748 | 2,349,527 | 1,990,000 | 1,990,000 | 10,972,275 |
| RAIL | 343,843 | 300,000 | 300,000 | 300,000 | 1,243,843 |
| TRANSIT VEHICLES | 6,209,813 | 5,016,227 | 3,329,583 | 3,200,698 | 17,756,320 |
| GRANTS AND ALLOCATIONS | | | | | |
| MUNICIPAL STREET AID | 6,000,000 | 6,000,000 | 6,000,000 | 6,000,000 | 24,000,000 |
| COMMUNITY TRANSPORTATION | 22,330,000 | 17,680,000 | 17,680,000 | 17,680,000 | 75,370,000 |
| CTF SUBDIVISION PAVING PILOT | 5,000,000 | - | - | 0 | 5,000,000 |
| TOTALS | 405,325,203 | 336,893,677 | 307,617,277 | 311,414,305 | 1,361,250,462 |

APPENDIX A
Funded Dover/Kent County MPO Projects

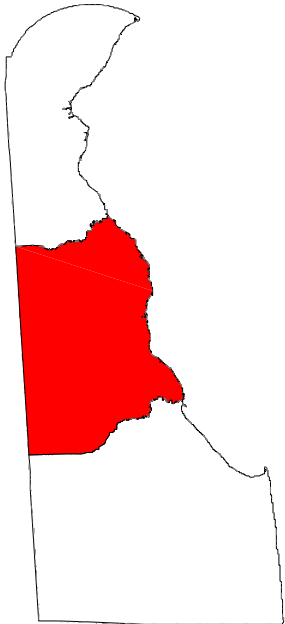
ROAD SYSTEM: ARTERIALS

SAFETY-HIGHWAY SAFETY IMPROVEMENT PROGRAM

PROJECT SCOPE/DESCRIPTION: The Federal Code at 23 USC152 defines this as: “Each State shall conduct and systematically maintain an engineering survey of all public roads to identify hazardous locations, sections, and elements, including roadside obstacles and unmarked or poorly marked roads, which may constitute a danger to motorists, bicyclists, and pedestrians, assign priorities for the correction of such locations, sections, and elements, and establish and implement a schedule of projects for their improvement.” The Department of Transportation and the MPO’s are combining smaller safety projects and reporting them categorically. This year, they are the improvements at the SR 14 and Killens Pond Road intersection and the SR10 and SR15 intersection.

PROJECT JUSTIFICATION: These improvements are federally-mandated safety programs and intersection programs that provide safe turning movements.

County: Kent
Funding Program: Road System – Arterials
Estimated Cost: \$2,642,919
MPO Priority Rating: N/A (HSIP/HEP)



Descriptions:

DE14 @ Killens Pond Road Intersection Improvements: This project consists of placing a channelizing island in the intersection to better delineate traffic movements as well as drainage improvements required by the placement of the channelizing island.

DE10 & DE15 Intersection Improvements: The existing intersection of SR10 - Willow Grove Road & SR15 - Moose Lodge Road/Dundee Road includes no traffic control devices for the Mainline (SR10) and stop signs for the side roads. This project proposes replacing the existing intersection with a roundabout. This will involve roadway widening, drainage upgrades, installation of channelizing islands, roadway lighting and signing & striping upgrades.

HAZARD ELIMINATION PROGRAM (HEP) - KENT COUNTY

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|-------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|----------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| SR14 @ Killens Pond Road Intersection | PE | 0.7 | 2.9 | | | | | | | 3.6 |
| | ROW | 3.0 | 27.0 | | | | | | | 30.0 |
| | C | | | 25.0 | 225.0 | | | | | 250.0 |
| | Σ | 3.7 | 29.9 | 25.0 | 225.0 | 0.0 | 0.0 | 0.0 | 0.0 | 283.6 |
| LOCAL ROAD: SR10 at SR15 Intersection Improvements | PE | | | | | | | | | 0.0 |
| | ROW | 0.5 | 4.5 | | | | | | | 5.0 |
| | C | 385.0 | 1,539.9 | | | | | | | 1,929.4 |
| | Σ | 385.5 | 1,544.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,934.4 |

MS30-Highway Safety Improvement Program

M231-Surface Transportation Program

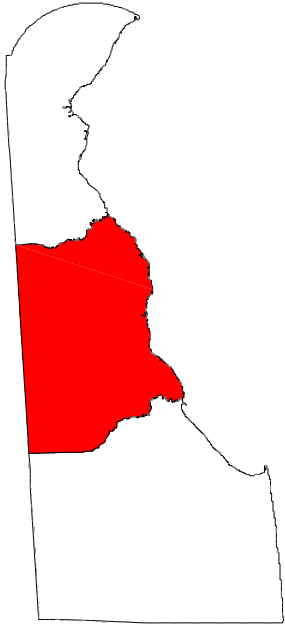
| Project Funding Schedule (X \$000) | | | | | | | | | | |
|--|-------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|----------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| SR14 @ Killens Pond Road Intersection | PE | | | | | | | | | |
| | ROW | 4.0 | 36.0 | | | | | | | 40.0 |
| | C | 51.8 | 466.2 | | | | | | | 518.0 |
| | Σ | 55.8 | 502.2 | 0.0 | 0.0 | 0.0 | 0.0 | | | 558.0 |
| LOCAL ROAD: SR10 at SR15 Intersection Improvements | PE | | | | | | | | | 0.0 |
| | ROW | | | | | | | | | 0.0 |
| | C | 36.5 | 146.0 | | | | | | | 182.5 |
| | Σ | 36.5 | 146.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 182.5 |

HAZARD ELIMINATION PROGRAM (HEP), - KENT COUNTY

PROJECT SCOPE/DESCRIPTION: The Federal Code at 23 USC152 defines this as: Each State shall conduct and systematically maintain an engineering survey of all public roads to identify hazardous locations, sections, and elements, including roadside obstacles and unmarked or poorly marked roads, which may constitute a danger to motorists, bicyclists, and pedestrians, assign priorities for the correction of such locations, sections, and elements, and establish and implement a schedule of projects for their improvement. The proposed projects identified through this process in Kent County that are required to be addressed are listed in the Funding Schedule below. They are the larger projects that, the Department and MPO feels, should be reported separately.

PROJECT JUSTIFICATION: These improvements are federally-mandated safety programs and intersection programs that provide safe turning movements.

County: Kent
Funding Program: Road System – Arterials
Estimated Cost: \$10,750,000
MPO Priority Rating: N/A (HSIP)



Descriptions:

US 13 Widening: This project involves the addition of a third lane in each direction on US13 from the Puncheon Run Connector south to Walnut Shade Rd. This will require roadway widening, storm water management facilities, multiple intersection redesigns, traffic signal reconfigurations and multi-modal improvements. The first phase is Lochmeath Way to the Puncheon Run Connector. The second phase is from Lochmeath Road to Walnut Shade Road.

DE8 & DE15 Intersection Improvements: The existing intersection of DE8/Forest Ave. and Saulsbury Road/DE15 qualifies for and requires safety improvements. Primary improvement will be to add another through lane in both directions, north and south on Saulsbury Road/DE15. This project is included as a Local Road.

The Walnut Shade Road-US13 to Peachtree Run project that was included as a HEP project in past CTP's was included as a regular project in the FY2019 CTP and will appear separately.

HAZARD ELIMINATION PROGRAM (HEP) - KENT COUNTY

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|---|-------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|----------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| US13-Puncheon Run Connector to Lochmeath Way: US 13 Widening | PE | 280.0 | 1,120.0 | 230.0 | 920.0 | | | | | 2,550.0 |
| | ROW | 200.0 | | 1,000.0 | | 800.0 | | | | 2,000.0 |
| | C | | | | | 200.0 | 800.0 | 3,000.0 | 12,000.0 | 16,000.0 |
| | Σ | 480.0 | 1,120.0 | 1,230.0 | 920.0 | 1,000.0 | 800.0 | 3,000.0 | 12,000.0 | 20,550.0 |
| US13-Puncheon Run Connector to Lochmeath Way: US 13 Widening | PE | 200.0 | | 200.0 | | | | | | 400.0 |
| | ROW | | | | | 250.0 | | 250.0 | | 500.0 |
| | C | | | | | | | | | 0.0 |
| | Σ | 200.0 | 0.0 | 200.0 | 0.0 | 200.0 | 0.0 | 250.0 | 0.0 | 900.0 |
| SR8 & SR15 Intersection Improvements | PE | 70.8 | 283.3 | | | | | | | 354.1 |
| | ROW | 500.0 | | 500.0 | | | | | | 1,000.0 |
| | C | | | | | 700.0 | 2,800.0 | | | 3,500.0 |
| | Σ | 570.8 | 283.3 | 500.0 | 0.0 | 700.0 | 2,800.0 | 0.0 | 0.0 | 4,854.1 |

MS30-Highway Safety Improvement Program

M231-Surface Transportation Program

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|---|-------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|----------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| US13-Puncheon Run Connector to Lochmeath Way: US 13 Widening | PE | 268.0 | 1,072.0 | 230.0 | 920.0 | | | | | 2,490.0 |
| | ROW | | | 1,000.0 | | 1,000.0 | | | | 2,000.0 |
| | C | | | | | 200.0 | 800.0 | 3,000.0 | 12,000.0 | 16,000.0 |
| | Σ | 268.0 | 1,072.0 | 1,230.0 | 920.0 | 1,200.0 | 800.0 | 3,000.0 | 12,000.0 | 20,490.0 |
| US13-Walnut Shade Road to Lochmeath Way: US13 Widening | PE | 500.0 | | 400.0 | | | | | | 900.0 |
| | ROW | | | | | 250.0 | | 250.0 | | 500.0 |
| | C | | | | | | | | | 0.0 |
| | Σ | 500.0 | 0.0 | 400.0 | 0.0 | 250.0 | 0.0 | 250.0 | 0.0 | 1,400.0 |
| SR8 & SR15 Intersection Improvements | PE | 120.8 | 483.9 | 20.0 | 80.0 | | | | | 704.7 |
| | ROW | 200.0 | | 700.0 | | | | | | 900.0 |
| | C | | | | | 300.0 | 2,700.0 | | | 3,000.0 |
| | Σ | 320.8 | 483.9 | 720.0 | 80.0 | 300.0 | 2,700.0 | 0.0 | 0.0 | 4,604.7 |

Loockerman Street/Forest Street Improvements

Project Description: This project will include a series of improvements through this area of Dover that will encourage economic development and alternative modes of transportation. The planned improvements include:

- Implement a roundabout to improve traffic circulation and to provide a pleasing element to reinforce this visual terminus at the Dover Train Station and retrofit the existing Loockerman Street Streetscape into the roundabout design.
- Create a pedestrian friendly zone at the railroad crossing and Front Street.
- Create a new gateway with intersection improvements at Division Street and Forest Street.

Project Justification: This project will improve safety for multi-modal movements throughout the area and encourage economic development.

| | |
|---------------------------------|-------------------------|
| County: | Kent |
| Municipality: | Dover |
| Funding Program: | Road System – Arterials |
| Functional Category: | Management |
| Representative District: | 31 |
| Senatorial District: | 17 |
| Estimated Cost: | \$3,996,830 |
| MPO Priority Rating: | 0.803 #6 |
| State Priority Ranking | 65 |



| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|--------------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| Loockerman Street/Forest Street Improvements | PD | | | | | | | | | |
| | PE | 25.0 | | | | | | | | 25.0 |
| | RW | | | 200.0 | | | | | | 200.0 |
| | C | | | | | 700.0 | 2,800.0 | | | 3,500.0 |
| | Total | 25.0 | 0.0 | 200.0 | 0.0 | 700.0 | 2,800.0 | 0.0 | 0.0 | 3,725.0 |

Future federal Funding Program: National Highway System

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|--|--------------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| Loockerman Street/Forest Street Improvements | PD | | | | | | | | | |
| | PE | 25.0 | | | | | | | | 25.0 |
| | RW | | | 200.0 | | | | | | 200.0 |
| | C | | | | | 700.0 | 2,800.0 | | | 3,500.0 |
| | Total | 25.0 | 0.0 | 200.0 | 0.0 | 700.0 | 2,800.0 | 0.0 | 0.0 | 3,725.0 |

SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

PROJECT SCOPE/DESCRIPTION: This project includes the construction of new SR 1 northbound lanes and a service road, east of SR 1 from K371, Barratts Chapel Road to K373, Mulberry Point Road, in Little Heaven. The existing SR 1 northbound lanes will be converted to SR 1 southbound lanes, and the existing SR 1 southbound lanes will be converted to a service road. The project also includes the construction of a grade-separation at K18, Bowers Beach Road, which will provide access to and from the service roads on either side of SR 1.

PROJECT JUSTIFICATION: The intersection of SR 1 and K18 has been targeted as a high accident intersection. The improvements will enhance safety and preserve traffic capacity along the SR 1 corridor. The service road will provide access for multiple developments both existing and proposed.

Municipality:

Funding Program:

Functional Category:

Representative District:

Senatorial District:

Estimated Cost:

MPO Priority Rating:

State Priority Ranking:

Road System – Arterials

Management

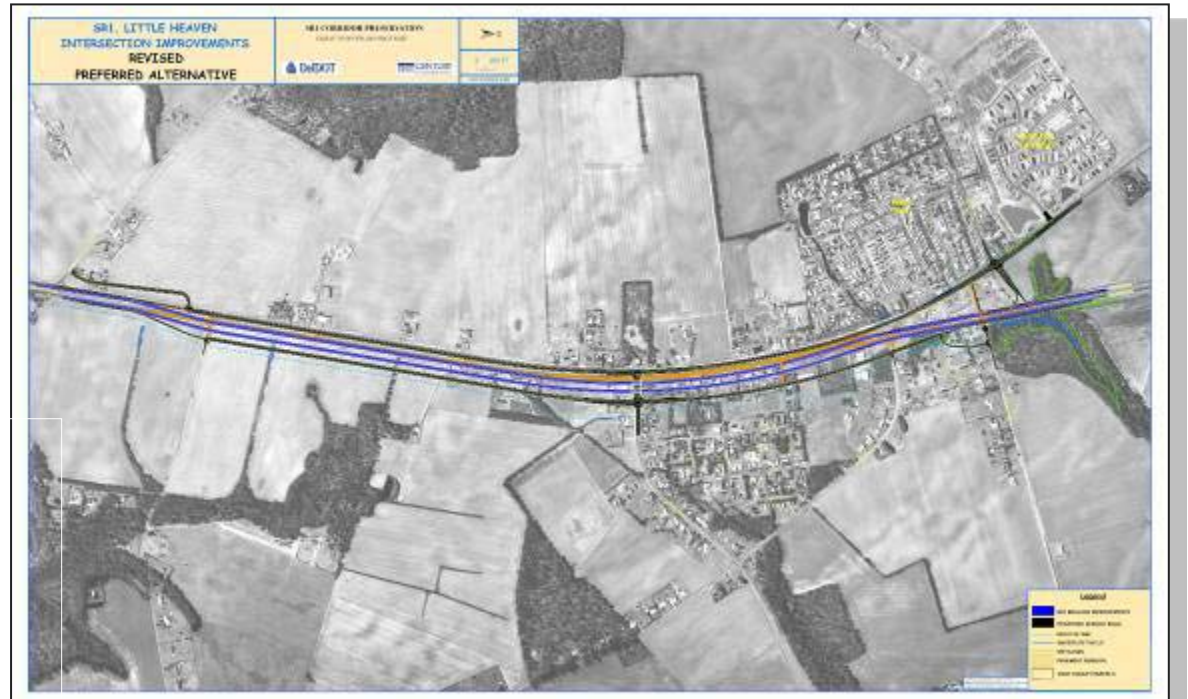
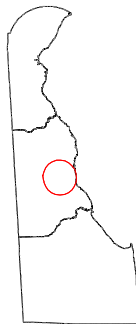
33

16

\$71,161,920

2.16 (old system)

22



SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTION

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|--------------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| <i>SR 1, LITTLE HEAVEN GRADE- SEPARATED INTERSECTION</i> | PD | | | | | | | | | |
| | PE | | | | | | | | | 0.0 |
| | RW | | | | | | | | | 0.0 |
| | C | | 7,057.1 | | | | | | | 0.0 |
| | Total | 0.0 | 7,057.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7,057.1 |

Federal Funding Program: M001: National Highway Performance Program

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|--|--------------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| <i>SR 1, LITTLE HEAVEN GRADE- SEPARATED INTERSECTION</i> | PD | | | | | | | | | |
| | PE | | | | | | | | | 0.0 |
| | RW | | | | | | | | | 0.0 |
| | C | | 16,372.6 | | | | | | | 16,372.6 |
| | Total | 0.0 | 16,372.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16,372.6 |

SR 1 AT NE FRONT STREET, MILFORD GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of a grade-separated intersection at the intersection of SR 1 and NE Front Street in Milford. The proposed improvements will enhance the capacity and safety of the SR1 corridor. The attached image is one of six alternatives for the improvements that can be found at http://www.deldot.gov/information/projects/sr1_northeast_front_st/concept.shtml.

PROJECT JUSTIFICATION: The intersection of SR 1, Bay Road, and SR 14, NE Front Street, is a high accident intersection. This project will preserve traffic capacity and safety in accordance with the Corridor Capacity Preservation Program.

| | |
|---------------------------------|-------------------------|
| Municipality: | Milford |
| Funding Program: | Road System – Arterials |
| Functional Category: | Management |
| Representative District: | 33 |
| Senatorial District: | 18 |
| Estimated Cost: | \$19,991,910 |
| MPO Priority Score: | 2.72 (old system) |
| State Priority Ranking: | 99 |



SR 1 AT NE FRONT STREET, MILFORD GRADE SEPARATED INTERSECTION

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|--------------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| SR1 AT NE FRONT STREET, DE14, MILFORD GRADE SEPARATED INTERSECTION | PD | | | | | | | | | 0.0 |
| | PE | | | | | | | | | 0.0 |
| | RW | | | | | | | | | 0.0 |
| | C | 1,778.0 | 7,112.1 | 676.0 | 2,704.0 | | | | | 12,270.1 |
| | Total | 1,778.0 | 7,112.1 | 676.0 | 2,704.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12,270.1 |

Federal Funding Program: National Highway Performance Program (NHPP)

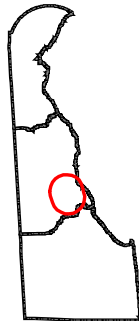
| Project Funding Schedule (X \$000) | | | | | | | | | | |
|--|--------------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| SR1 AT NE FRONT STREET, DE14, MILFORD GRADE SEPARATED INTERSECTION | PD | | | | | | | | | 0.0 |
| | PE | | | | | | | | | 0.0 |
| | RW | | 640.4 | | | | | | | 640.4 |
| | C | 2,529.5 | 10,117.9 | 675.9 | 2,704.0 | | | | | 16,026.4 |
| | Total | 2,529.5 | 10,758.3 | 675.9 | 2,704.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16,666.8 |

SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes improvements at the intersections of SR 1 and Frederica Road (K389) and SR 1 and Tub Mill Pond Road (K120). The proposed improvements will enhance the capacity and safety of the SR 1 corridor.

PROJECT JUSTIFICATION: The project will preserve traffic capacity and improve safety in accordance with the Corridor Capacity Preservation Program.

| | |
|---------------------------------|-------------------------|
| Municipality: | Frederica |
| Funding Program: | Road System – Arterials |
| Functional Category: | Management |
| Representative District: | 33 |
| Senatorial District: | 16 |
| Estimated Cost: | \$30,588,250 |
| MPO Priority Rating: | (old system) |
| State Priority Number: | 123 |



SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|---|--------------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| SR1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION | PD | | | | | | | | | |
| | PE | | | | | | | | | |
| | RW | | | | | | | | | |
| | C | 464.2 | 1,856.8 | | | | | | | 2,321.0 |
| | Total | 464.2 | 1,856.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,321.0 |

Federal Funding Program: National Highway Performance Program

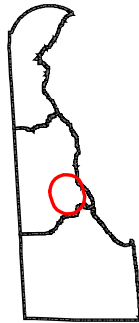
| Project Funding Schedule (X \$000) | | | | | | | | | | |
|---|--------------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| SR1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION | PD | | | | | | | | | |
| | PE | | | | | | | | | |
| | RW | | | | | | | | | |
| | C | 1,877.8 | 6,701.0 | | | | | | | 8,578.8 |
| | Total | 1,877.8 | 6,701.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8,578.8 |

WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD

PROJECT SCOPE/DESCRIPTION: This project includes improvements to bring the road to the Arterial standards; adequate travel lanes, shoulder, bike lanes and sidewalks. The project was nominated by Kent County as an important problem area in the developing areas south of Dover.

PROJECT JUSTIFICATION: The project will enhance traffic capacity and improve safety in accordance with the Arterial Design standards.

| | |
|---------------------------------|-------------------------|
| Municipality: | Central Kent County |
| Funding Program: | Road System – Arterials |
| Functional Category: | Management |
| Representative District: | 33 |
| Senatorial District: | 16 |
| Estimated Cost: | \$6,850,000 |
| MPO Priority Rating: | 7 |
| State Priority Number: | 15 |



WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|---|--------------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD | PE | 100.0 | | 50.0 | | | | | | 150.0 |
| | RW | | | | | 500.0 | | 500.0 | | 1,000.0 |
| | C | | | | | | | | | |
| | Total | 100.0 | 0.0 | 50.0 | 0.0 | 500.0 | 0.0 | 500.0 | 0.0 | 1,150.0 |

Federal Funding Program: Surface Transportation Program MAP-21 (STP)

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|---|--------------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD | PE | 100.0 | | 50.0 | | | | | | 150.0 |
| | RW | | | | | 500.0 | | 500.0 | | 1,000.0 |
| | C | | | | | | | | | 0.0 |
| | Total | 100.0 | 0.0 | 50.0 | 0.0 | 500.0 | 0.0 | 500.0 | 0.0 | 1,150.0 |

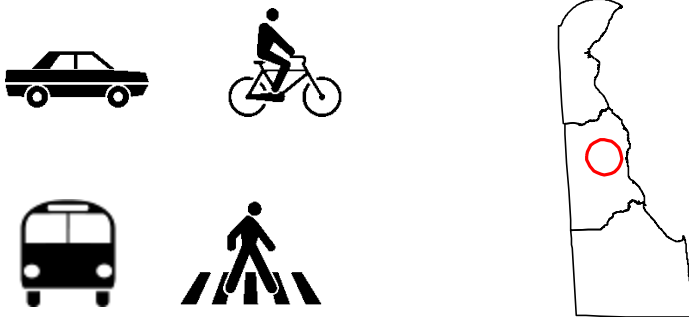
ROAD SYSTEM:
COLLECTORS

KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD

Project Description: Funding is requested to improve vehicle, pedestrian, and bicycle travel along Kenton Road (K104) between Route 8/Forrest Ave and Chestnut Grove Road (K158) in Dover. The improvements will involve widening Kenton Road to two 11-foot lanes with two five-foot shoulders, installing curbs and sidewalks on one or both sides (both if in the City of Dover and those enclaves that are not.), and addressing closed drainage, traffic calming, and safety improvements.

Project Justification: This stretch of Kenton Road in the City of Dover has remained unimproved for pedestrian and bicycle access and still has open drainage for storm water.

| | |
|---------------------------------|--------------------------|
| County: | Kent |
| Municipality: | Dover |
| Funding Program: | Road System – Collectors |
| Functional Category: | Management |
| Representative District: | 31 |
| Senatorial District: | 17 |
| Estimated Cost: | \$19,501,482 |
| MPO Priority Rating: | 2.10 (old system) |
| State Priority Number: | 78 |



KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD | PE | 100.3 | 401.2 | 86.4 | 345.6 | | | | | 1,933.5 |
| | RW | 96.0 | 384.0 | 144.0 | 576.0 | | | | | 1,200.0 |
| | C | | | | | | | | | 0.0 |
| | Total | 196.3 | 785.2 | 230.4 | 921.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3,133.5 |

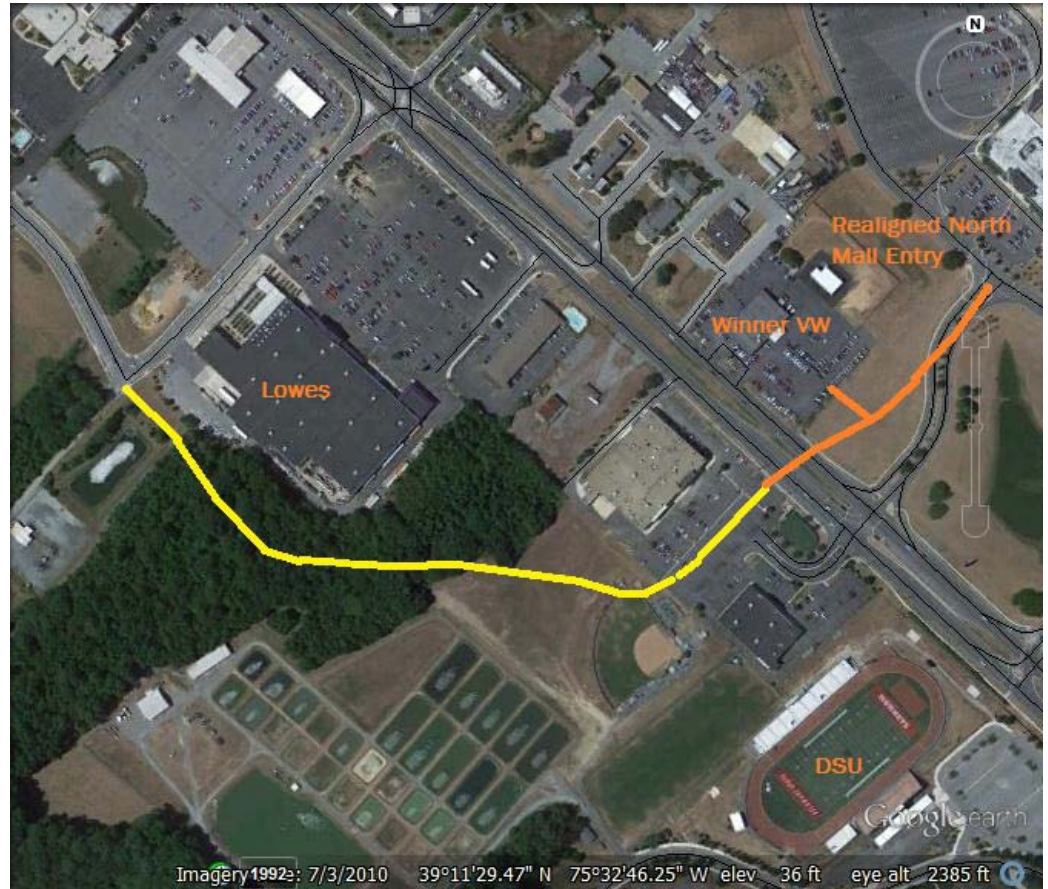
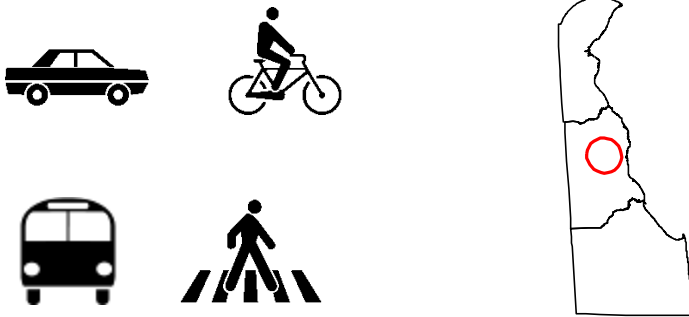
| Project Funding Schedule (X \$000) | | | | | | | | | | |
|--|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD | PE | 112.3 | 449.2 | 86.4 | 345.6 | 20.0 | 80.0 | | | 1,093.5 |
| | RW | | | 144.0 | 576.0 | 96.0 | 384.0 | | | 1,200.0 |
| | C | | | | | | | | | 0.0 |
| | Total | 112.3 | 449.2 | 230.4 | 921.6 | 116.0 | 464.0 | 0.0 | 0.0 | 2,293.5 |

CRAWFORD CARROLL ROAD EXTENSION

Project Description: Funding is requested to improve vehicle, pedestrian, and bicycle travel along Crawford Carroll Road Extended from Rustic Lane, behind the Lowes Store ultimately to extend through the parking lot of the HH Gregg/Pet Smart Dover stores in North Dover. The improvements will involve creating an extended Crawford Carroll Road of two 11-foot lanes with two five-foot shoulders, installing curbs, sidewalks and bike lanes on one or both sides, and addressing closed drainage, traffic calming, and safety improvements.

Project Justification: A Crawford Carroll Road extension has gained importance with the Delaware State University acquisition of the former Sheraton Hotel for student housing and event space. Students currently living in the facility are using the US13 corridor for both vehicular and pedestrian access to campus.

| | |
|---------------------------------|--------------------------|
| County: | Kent |
| Municipality: | Dover |
| Funding Program: | Road System – Collectors |
| Functional Category: | Expansion |
| Representative District: | 31 |
| Senatorial District: | 17 |
| Estimated Cost: | \$5,400,000 |
| MPO Priority Rating: | 2.10 |
| State Priority Number: | 49 |



CRAWFORD CARROLL ROAD EXTENSION

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| CRAWFORD CARROLL ROAD EXTENSION | PE | | | | | | | | | 0.0 |
| | RW | 1,100.0 | | 1,100.0 | | | | | | 2,200.0 |
| | C | | | | | 300.0 | 1,200.0 | 300.0 | 1,200.0 | 3,000.0 |
| | Total | 1,100.0 | 0.0 | 1,100.0 | 0.0 | 3100.0 | 1,200.0 | 300.0 | 1,200.0 | 5,200.0 |

Surface Transportation Program MAP-21

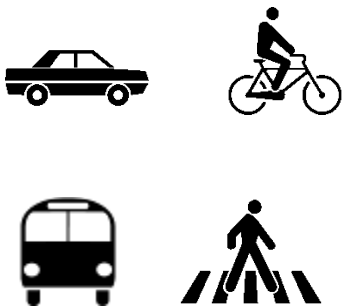
| Project Funding Schedule (X \$000) | | | | | | | | | | |
|---------------------------------------|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| CRAWFORD CARROLL ROAD EXTENSION | PE | 14.0 | 56.0 | | | | | | | 70.0 |
| | RW | 4,000.0 | | 4,000.0 | | | | | | 8,000.0 |
| | C | | | | | 300.0 | 1,200.0 | 300.0 | 1,200.0 | 3,000.0 |
| | Total | 4,014.0 | 56.0 | 4,000.0 | 0.0 | 300.0 | 1,200.0 | 300.0 | 1,200.0 | 11,0700.0 |

CAMDEN BY-PASS: OLD NORTH ROAD EXTENDED TO DE 10

Project Description: The Town of Camden has experienced traffic growth as development has occurred west of RT13. The Town has worked with the department to lessen the impact of traffic congestion and large trucks on the small Main Street and adjoining historic properties. Funding is requested to improve vehicle, pedestrian, and bicycle travel along Old North Road in Camden from Main Street to US13 and to the future connections beyond that will surround the proposed development and connect to DE 10 at Rising Sun Road (K29).

Project Justification: The project will divert traffic away from the constrained central intersection in Town and the nearby critical properties.

| | |
|---------------------------------|--------------------------|
| County: | Kent |
| Municipality: | Dover |
| Funding Program: | Road System – Collectors |
| Functional Category: | Management |
| Representative District: | 34 |
| Senatorial District: | 17 |
| Estimated Cost: | \$4,700,000 |
| MPO Priority Rating: | |
| State Priority Number: | 11 |



CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE 10

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| <i>CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE10</i> | PE | 350.0 | | 150.0 | | 300.0 | | | | 800.0 |
| | RW | | | 300.0 | | 900.0 | | | | 1,200.0 |
| | C | | | | | | | 400.0 | 1,600.0 | 2,000.0 |
| | Total | 350.0 | 0.0 | 450.0 | 0.0 | 1,200.0 | 0.0 | 400.0 | 1,600.0 | 4,000.0 |

Surface Transportation Program MAP-21

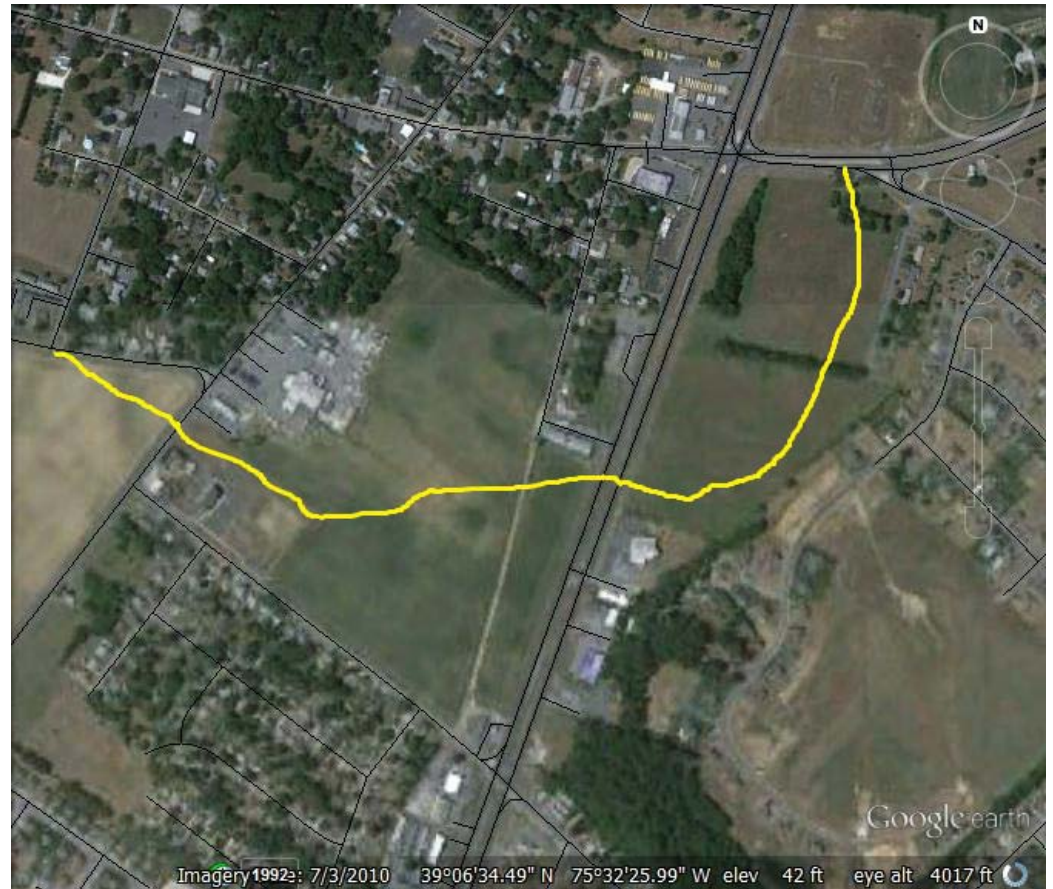
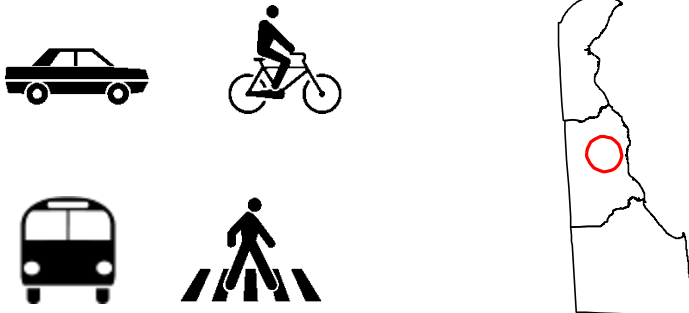
| Project Funding Schedule (X \$000) | | | | | | | | | | |
|--|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| <i>CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE10</i> | PE | 350.0 | | 350.0 | | 100.0 | | | | 800.0 |
| | RW | | | 100.0 | | 1,100.0 | | | | 1,200.0 |
| | C | | | | | 10.0 | 40.0 | 390.0 | 1,560.0 | 2,000.0 |
| | Total | 350.0 | 0.0 | 450.0 | 0.0 | 1,210.0 | 40.0 | 390.0 | 1,560.0 | 4,000.0 |

CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD

Project Description: The Town of Camden has experienced traffic growth as development has occurred west of RT13. The Town has worked with the department to lessen the impact of traffic congestion and large trucks on the small Main Street and adjoining historic properties. Funding is requested to improve vehicle, pedestrian, and bicycle travel along a new right of way from South Main Street east to US 13 and then to Route 10 east of Camden.

Project Justification: This is a proposal for a new road to bypass the center of Camden to also include pedestrian and bicycle access and a traffic signal at US13

| | |
|---------------------------------|--------------------------|
| County: | Kent |
| Municipality: | Dover |
| Funding Program: | Road System – Collectors |
| Functional Category: | Management |
| Representative District: | 31 |
| Senatorial District: | 17 |
| Estimated Cost: | \$13,500,000 |
| MPO Priority Rating: | 2.10 |
| State Priority Number: | 78 |



CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|---|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD | PE | 80.0 | 320.0 | 40.0 | 160.0 | 40.0 | 160.0 | | | 800.0 |
| | RW | | | 500.0 | | 1,500.0 | | | | 2,000.0 |
| | C | | | | | 10.0 | 40.0 | 990.0 | 3,960.0 | 5,000.0 |
| | Total | 80.0 | 320.0 | 540.0 | 160.0 | 1,550.0 | 200.0 | 990.0 | 3,960.0 | 7,800.0 |

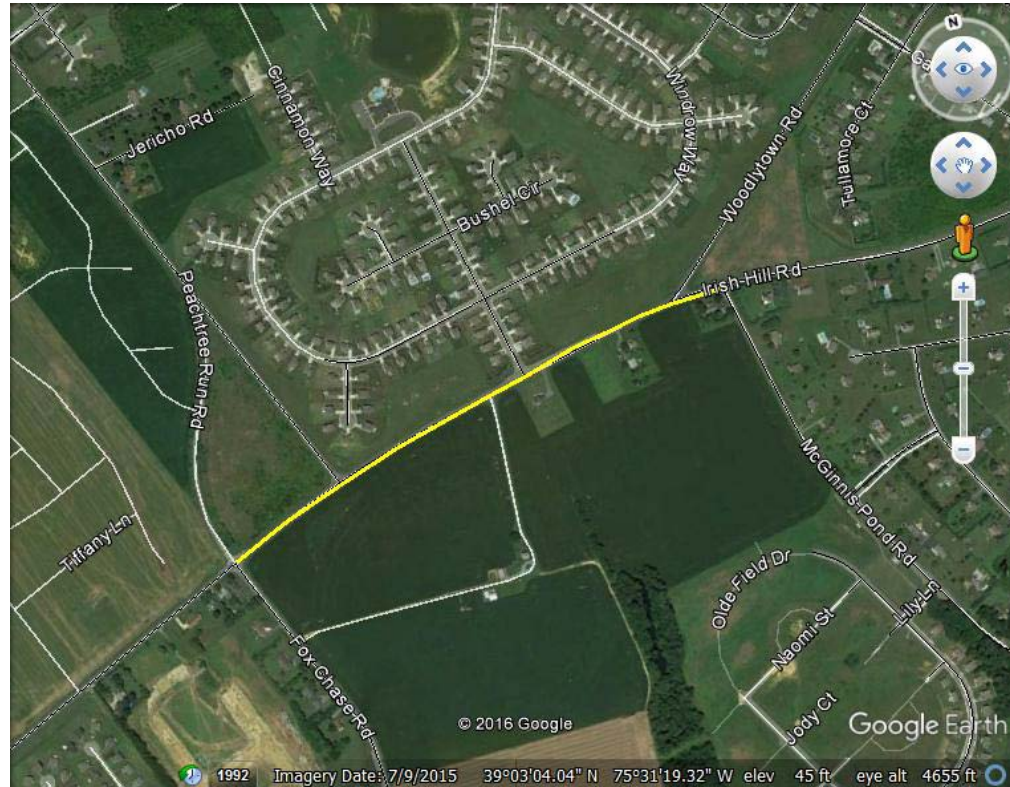
| Project Funding Schedule (X \$000) | | | | | | | | | | |
|---|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD | PE | 116.0 | 464.0 | 40.0 | 160.0 | 40.0 | 160.0 | | | 980.0 |
| | RW | | | 100.0 | | 1,900.0 | | | | 2,000.0 |
| | C | | | | | 10.0 | 40.0 | 1,000.0 | 4,000.0 | 5,050.0 |
| | Total | 116.0 | 464.0 | 140.0 | 160.0 | 1,950.0 | 200.0 | 1,000.0 | 4,000.0 | 7,030.0 |

IRISH HILL RD., FOX CHASE ROAD TO MCGINNIS POND ROAD

PROJECT SCOPE/DESCRIPTION: This project includes the initial improvements to Irish Hill Road as identified in the MPO's Metropolitan Transportation Plan. The project was nominated by Kent County as an important problem area in the developing areas south of Dover. Project will include the realignment of Woodleytown Road with Irish Hill Road.

PROJECT JUSTIFICATION: The project will enhance traffic capacity and improve safety in accordance with the Arterial Design standards.

| | |
|---------------------------------|--------------------------|
| Municipality: | Central Kent County |
| Funding Program: | Road System – Collectors |
| Functional Category: | Management |
| Representative District: | 33 |
| Senatorial District: | 16 |
| Estimated Cost: | \$ 6,500,000 |
| MPO Priority Rating: | 32 |
| State Priority Number: | 78 |



IRISH HILL RD., FOX CHASE ROAD TO MCGINNIS POND ROAD

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|---|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| IRISH HILL RD., FOX CHASE ROAD TO MCGINNIS POND ROAD | PE | | | | | 200.0 | | 350.0 | | 500.0 |
| | RW | | | | | | | | | 0.0 |
| | C | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 200.0 | 0.0 | 350.0 | 0.0 | 500.0 |

450.0

Federal Funding Program: Surface Transportation Program MAP-21 (STP)

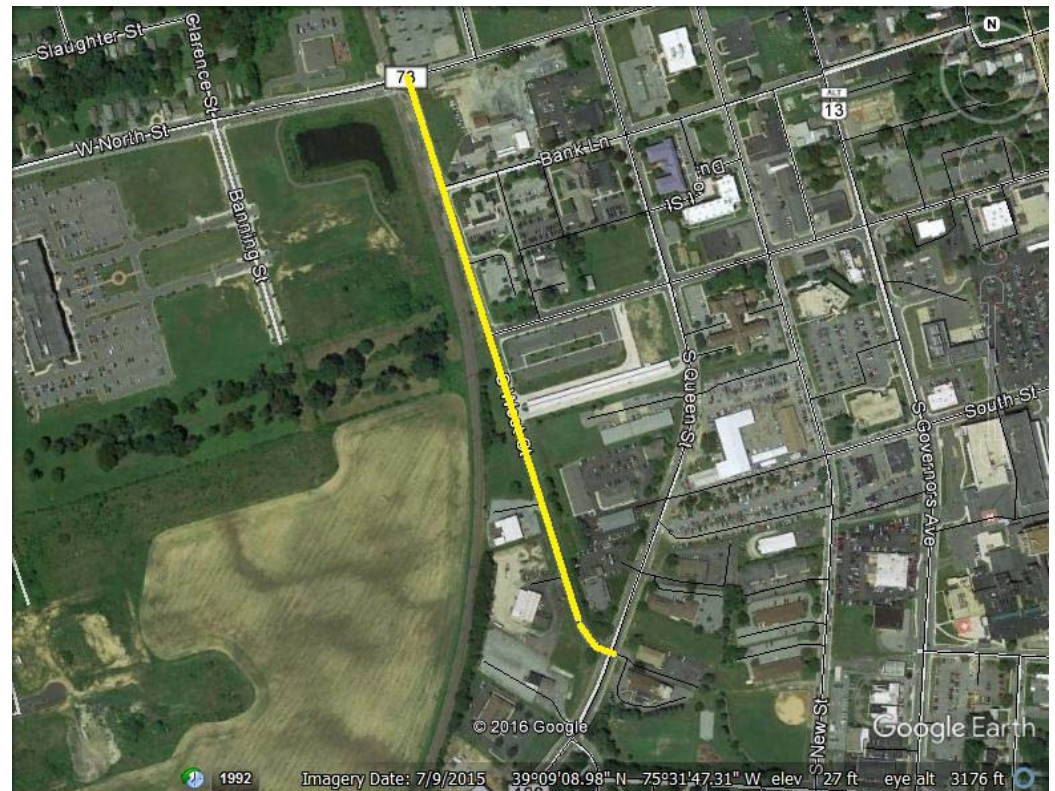
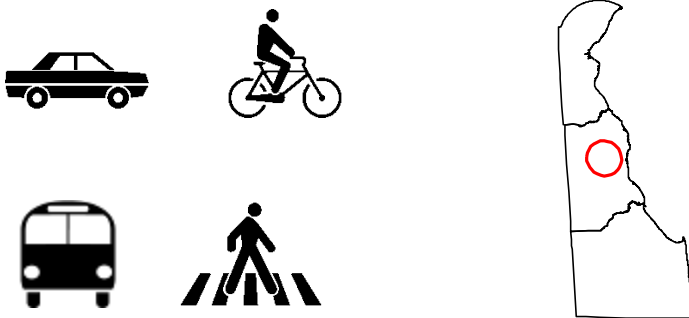
| Project Funding Schedule (X \$000) | | | | | | | | | | |
|---|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| IRISH HILL RD., FOX CHASE ROAD TO MCGINNIS POND ROAD | PE | | | | | 200.0 | | 350.0 | | 500.0 |
| | RW | | | | | | | | | 0.0 |
| | C | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 200.0 | 0.0 | 350.0 | 0.0 | 500.0 |

WEST STREET, NEW BURTON ROAD TO NORTH STREET

Project Description: West Street has become a critical connection for the DART Transit service in the city of Dover. The Dover Transit Center is adjacent on Water Street and buses use West Street to enter and exit the Transit Center. It is also a popular route between North Street and New Burton Road but has not been built to the standards for this use. The project will include improvements to the road surface and installation of pedestrian and bicycle access for users of the road and the Transit Center.

Project Justification: This is a proposal for road improvements and non-motorized access on the street and for the Transit Center .

| | |
|---------------------------------|--------------------------|
| County: | Kent |
| Municipality: | Dover |
| Funding Program: | Road System – Collectors |
| Functional Category: | Management |
| Representative District: | 31 |
| Senatorial District: | 17 |
| Estimated Cost: | \$1,300,000 |
| MPO Priority Rating: | 2. |
| State Priority Number: | 78 |



WEST STREET, NEW BURTON ROAD TO NORTH STREET

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|---|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| WEST STREET, NEW BURTON ROAD TO NORTH STREET | PE | | | | | 200.0 | | 200.0 | | 400.0 |
| | RW | | | | | | | 50.0 | | 50.0 |
| | C | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 200.0 | 0.0 | 250.0 | 0.0 | 450.0 |

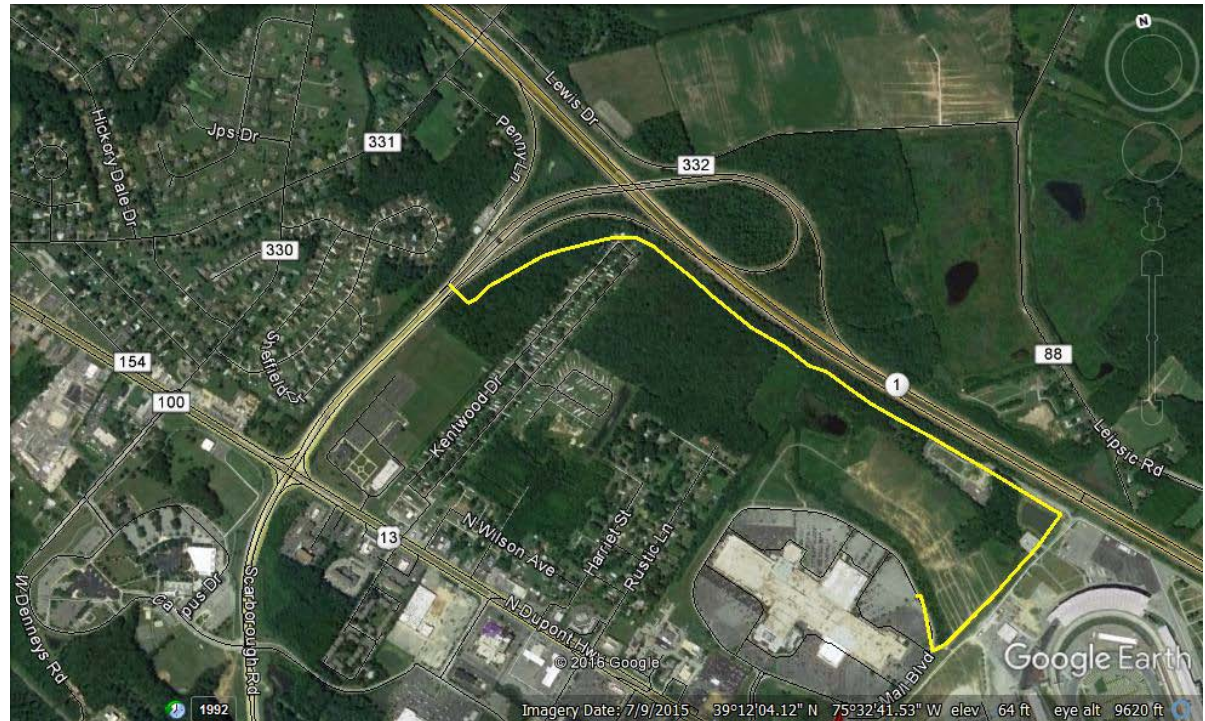
| Project Funding Schedule (X \$000) | | | | | | | | | | |
|---|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| WEST STREET, NEW BURTON ROAD TO NORTH STREET | PE | | | | | 200.0 | | 200.0 | | 400.0 |
| | RW | | | | | | | 50.0 | | 50.0 |
| | C | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 200.0 | 0.0 | 250.0 | 0.0 | 450.0 |

Scarborough Road C-D Roads

Project Description: This project will add an alternative Road from Scarborough Road at exit 104 as well as a new exit from SR1 to the Dover Mall and Dover Downs sites.

Project Justification: This project will relieve congestion on US 13, improve safety for multi-modal movements throughout the area and encourage economic development.

| | |
|---------------------------------|------------------------|
| County: | Kent |
| Municipality: | Dover |
| Funding Program: | Road System –Collector |
| Functional Category: | Management |
| Representative District: | 28 |
| Senatorial District: | 17 |
| Estimated Cost: | \$33,050,000 |
| MPO Priority Rating: | 17 |
| State Priority Ranking | 101 |



| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|--------------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| SR1, Scarborough Road C-D Roads | PD | | | | | | | | | 0.0 |
| | PE | | | | | 250.0 | | 350.0 | | 600.0 |
| | RW | | | | | | | | | 0.0 |
| | C | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 250.0 | 0.0 | 350.0 | 0.0 | 600.0 |

Future federal Funding Program: National Highway System

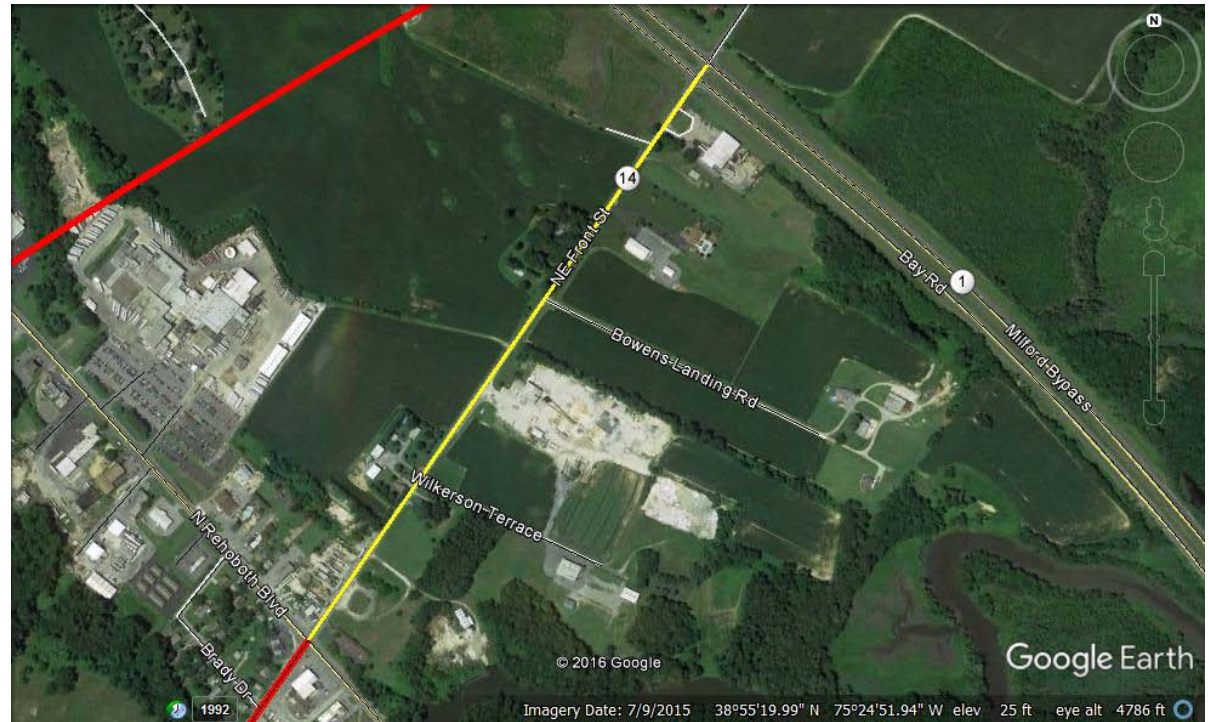
| Project Funding Schedule (X \$000) | | | | | | | | | | |
|------------------------------------|--------------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| SR1, Scarborough Road C-D Roads | PD | | | | | | | | | 0.0 |
| | PE | | | | | 250.0 | | 350.0 | | 600.0 |
| | RW | | | | | | | | | 0.0 |
| | C | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 250.0 | 0.0 | 350.0 | 0.0 | 600.0 |

NE Front Street, Rehoboth Blvd to SR1

Project Description: This project will improve the NE. Front St. from Rehoboth Boulevard/1B to SR1 in Milford. These improvements are to be made in conjunction with the construction of the new grade separated intersection at SR 1.

Project Justification: This project will improve safety for multi-modal movements throughout the area and encourage economic development.

| | |
|---------------------------------|-------------------------|
| County: | Kent |
| Municipality: | Milford |
| Funding Program: | Road System – Collector |
| Functional Category: | Management |
| Representative District: | 33 |
| Senatorial District: | 18 |
| Estimated Cost: | \$6,150,000 |
| MPO Priority Rating: | 4 |
| State Priority Ranking | 26 |



| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|---|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| NE Front Street, Rehoboth Blvd to SR1 | PD | | | | | | | | | 0.0 |
| | PE | | | | | 200.0 | | 350.0 | | 550.0 |
| | RW | | | | | | | | | 0.0 |
| | C | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 200.0 | 0.0 | 350.0 | 0.0 | 550.0 |

Future federal Funding Program: National Highway System

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|---|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| NE Front Street, Rehoboth Blvd to SR1 | PD | | | | | | | | | 0.0 |
| | PE | | | | | 200.0 | | 350.0 | | 550.0 |
| | RW | | | | | | | | | 0.0 |
| | C | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 200.0 | 0.0 | 350.0 | 0.0 | 550.0 |

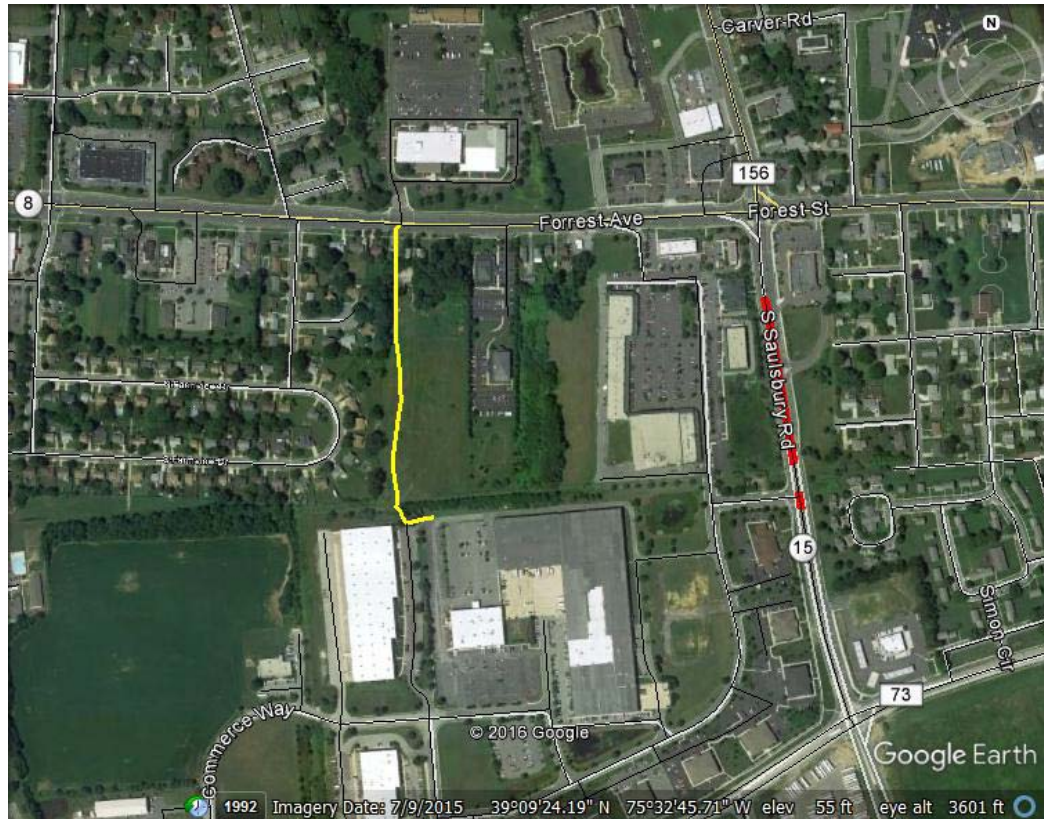
ROAD SYSTEM:
LOCAL ROADS

SR8, Connector Road from Commerce Way to SR8

Project Description: This project was initiated when the City of Dover received a proposal to redevelop several properties along Route 8/Division Street to include several buildings and parcels previously identified as an opportunity for an alternative connection with Beiser Boulevard and W. North St. The connection through this area of Dover will encourage economic development and alternative modes of transportation.

Project Justification: This project will improve safety for multi-modal movements throughout the area and encourage economic development.

| | |
|---------------------------------|---------------------|
| County: | Kent |
| Municipality: | Dover |
| Funding Program: | Road System – Local |
| Functional Category: | Management |
| Representative District: | 31 |
| Senatorial District: | 17 |
| Estimated Cost: | \$2,500,000 |
| MPO Priority Rating: | 29 |
| State Priority Ranking | 55 |



SR8, Connector Road from Commerce Way to SR8

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|---|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| SR8, Connector Road from Commerce Way to SR8 | PD | | | | | | | | | 0.0 |
| | PE | | | | | 150.0 | | 200.0 | | 350.0 |
| | RW | | | | | | | | | 0.0 |
| | C | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 150.0 | 0.0 | 200.0 | 0.0 | 350.0 |

Future federal Funding Program: National Highway System

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|---|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| SR8, Connector Road from Commerce Way to SR8 | PD | | | | | | | | | 0.0 |
| | PE | | | | | 150.0 | | 200.0 | | 350.0 |
| | RW | | | | | | | | | 0.0 |
| | C | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 150.0 | 0.0 | 200.0 | 0.0 | 350.0 |

LOCAL ROADS

The intersection of SR10 and SR 15, an HEP Project, was included in the Local Roads. This is included with all HEP projects at the front of the Appendix A under Arterial and noted as a Local Road

ROAD SYSTEM:

BICYCLE /

PEDESTRIANS

BICYCLE AND PEDESTRIAN IMPROVEMENTS

There were no Capital Projects dedicated to Bicycle or Pedestrian access. Such access is included as a part of larger projects identified above.

ROAD SYSTEM:
BRIDGES

BRIDGES:

Bridges are being treated as a category of projects in the DelDOT CTP. The TIP will represent the bridge projects in a similar manner; an overall expense and a list of included bridge projects.

PROJECT SCOPE/DESCRIPTION: Typically replace the existing corrugated metal pipe arches with a structure. The replacement structure will be concrete box beams on abutments with concrete wingwalls. Additional work includes placing riprap for scour protection and installing guardrail as necessary. The work will be performed under a full road closure.

PROJECT JUSTIFICATION: The existing pipes are found to be structurally deficient and were selected by the Pontis Bridge Management System for work. They have a low sufficiency rating and they are ranked on the latest DelDOT Bridge Deficiency List. Typically there would be numerous perforations along the pipes and a deep pitting. The wingwalls would also be spalling.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Estimated Cost: \$20,764,015
MPO Priority Rating: N/A (Bridge)



| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|--------------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| BR 2-031A ON K031 IRISH HILL ROAD OVER DOUBLE RUN CREEK | PE | 62.5 | | | | | | | | 62.5 |
| | RW | 22.1 | 4.8 | 40.0 | | | | | | 66.9 |
| | C | 1,392.5 | 1,958.0 | 320.0 | 1,280.0 | 800.0 | 3,200.0 | | | 8,950.5 |
| | Total | 1,477.1 | 1,962.8 | 360.0 | 1,280.0 | 800.0 | 3,200.0 | 0.0 | 0.0 | 9,079.9 |

Federal Funding Program: Surface Transportation Program

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|--|--------------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| BR 2-031A ON K031 IRISH HILL ROAD OVER DOUBLE RUN CREEK | PE | 97.4 | | | | | | | | 97.4 |
| | RW | 23.4 | 9.6 | 60.9 | | | | | | 93.9 |
| | C | 1,383.5 | 1,751.6 | 300.6 | 1,202.4 | 1,120.0 | 4,480.0 | | | 10,238.1 |
| | Total | 1,504.4 | 1,761.2 | 361.5 | 1,202.4 | 1,120.0 | 4,480.0 | 0.0 | 0.0 | 10,429.5 |

Bridges scheduled for repair in the period of the TIP, FY2019-2022:

BR 2-24A on US 13 over St Jones River

BR 2-031A on Irish Hill Road over Double Run Creek

BR 2-050A on SR8 Halltown Road over Beaverdam Ditch

BR 2-052B on K052B Westville Road over Almshouse Branch

BR 2-108B on K108, Firetower Road over Tributary to Cow Marsh Ditch

BR 2-114E on Todds Chapel Road over Quarter Branch

BR 2-118A on K118 Coon Den Road over Nanticoke River

BR 2-234A on Lake Front Drive over Red House Branch

BR 2-291A on Ingram Branch Road over Price Prong

BR 2-308B on S308 Fishers' Bridge Road over Marshyhope Creek

Bridge Replacements

Kent and Sussex County Pipe Replacements, Open-End, FY 15-17 Total

TRANSIT SYSTEM:
FACILITIES

TRANSIT FACILITIES: SOUTH FREDERICA PARK & RIDE

PROJECT DESCRIPTION: Installation of a new park and ride while a grade separated intersection is being constructed for the intersections south and east of Frederica.

PROJECT JUSTIFICATION: The center of Kent County south of Dover has been one of the areas of intensive development pressure. Hundreds of homes have been built and thousands of lots have been created to fulfill a presumed demand. The park & ride offers residents a transit alternative to a long commute in a single occupancy vehicle.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Expansion
Representative District: 31
Senatorial District: 17
Estimated Cost: \$1,920,000

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|---|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/Other | FY 2018 Federal | FY 2019 State/Other | FY2019 Federal | FY 2020 State/Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| Transit facilities: south frederica park & ride | PE | 195.0 | | | | | | | | 195.0 |
| | C | 750.0 | | 975.0 | | | | | | 1,725.0 |
| | Total | 945.0 | 0.0 | 975.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,915.0 |

TRANSIT FACILITIES: DOVER FACILITY RENOVATIONS

PROJECT DESCRIPTION: Capital modifications to transit facilities to provide adequate facilities for the Kent County buses.

PROJECT JUSTIFICATION: Improvements made to facilities that had experienced deferred maintenance.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Expansion
Representative District: 31
Senatorial District: 17
Estimated Cost: \$500,000

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|---|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/Other | FY 2018 Federal | FY 2019 State/Other | FY2019 Federal | FY 2020 State/Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| DOVER MAINTENANCE FACILITY RENOVATIONS | PE | 145.5 | | | | | | | | 145.5 |
| | C | | | 1,468.1 | | | | | | 1,468.1 |
| | Total | 145.5 | 0.0 | 1,468.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,613.6 |

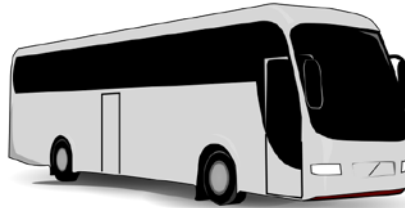
TRANSIT SYSTEM:
VEHICLES

PREVENTATIVE MAINTENANCE – KENT COUNTY

PROJECT SCOPE/DESCRIPTION: FTA permits the use of federal funds for vehicle preventative maintenance.

PROJECT JUSTIFICATION: Funding will support preventative maintenance of fixed route and paratransit vehicles, ensuring the reliability of the service.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32
Senatorial District: 17
Estimated Cost: \$954,500



PREVENTATIVE MAINTENANCE – KENT COUNTY

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|-------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| PREVENTATIVE MAINTENANCE – KENT COUNTY | PRO | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 477.2 |
| | Total | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 477.2 |

5307 – Urbanized Area Formula Grant Program

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|--|-------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| PREVENTATIVE MAINTENANCE – KENT COUNTY | PRO | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 477.2 |
| | Total | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 477.2 |

TRANSIT VEHICLE EXPANSION: (6) 35' ELECTRIC BUSES FY18

PROJECT SCOPE/DESCRIPTION: The Delaware Transit Corporation will use grant funds to purchase six 35-foot electric buses to provide efficient fixed route service in Kent County.

PROJECT JUSTIFICATION: DTC's sought the opportunity to provide clean, efficient fixed route service in Kent County as the test location for a fleet addition.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32
Senatorial District: 18
Estimated Cost: \$5,420,628



TRANSIT VEHICLE EXPANSION: ELECTRIC BUSES

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|---|-------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| TRANSIT VEHICLE EXPANSION: (2) 40' LOW FLOOR FY17 | PRO | 1,204.3 | 4,096.3 | | | | | | | 5,300.6 |
| | Total | 1,204.3 | 4,096.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5,300.6 |

Federal Funding Program – 5307 Urbanized Area Formula Grant Program

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|---|-------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| TRANSIT VEHICLE EXPANSION: (2) 40' LOW FLOOR FY17 | PRO | 1,214.9 | 4,121.0 | | | | | | | 5,335.9 |
| | Total | 1,214.9 | 4,121.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5,335.9 |

TRANSIT VEHICLE REPLACEMENT (4) 30' Low Floor Buses KC FY20

PROJECT SCOPE/DESCRIPTION: This project will purchase four 30-foot low-floor buses to provide fixed route service for Kent County.

PROJECT JUSTIFICATION: DTC's business plan recommends scheduled replacement of fixed route service buses.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 28, 29, 30, 31, 32, 34
Senatorial District: 14, 15, 16, 17
Estimated Cost: \$2,017,200



VEHICLE REPLACEMENT

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|-------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| TRANSIT VEHICLE REPLACEMENT (4) 30' Low Floor Buses KC FY20 | PRO | | | 392.3 | 1,569.3 | | | | | 1,961.6 |
| | Total | 0.0 | 0.0 | 392.3 | 1,569.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1,961.6 |

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|--|-------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| TRANSIT VEHICLE REPLACEMENT (4) 30' Low Floor Buses KC FY20 | PRO | | | 403.4 | 1,613.8 | | | | | 2,017.2 |
| | Total | 0.0 | 0.0 | 403.4 | 1,613.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2,017.2 |

TRANSIT VEHICLE REPLACEMENT (13) 30' Low Floor Buses KC FY21

PROJECT SCOPE/DESCRIPTION: This project will purchase thirteen 30-foot low-floor buses to provide fixed route service for Kent County.

PROJECT JUSTIFICATION: DTC's business plan recommends scheduled replacement of fixed route service buses.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 28, 29, 30, 31, 32, 34
Senatorial District: 14, 15, 16, 17
Estimated Cost: \$6,883,500



VEHICLE REPLACEMENT

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|---|-------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| TRANSIT VEHICLE REPLACEMENT (13) 30' Low Floor Buses KC FY21 | PRO | | | | | 1,376.7 | 5,506.8 | | | 6,883.5 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 1,376.7 | 5,506.8 | 0.0 | 0.0 | 6,883.5 |

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|---|-------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| TRANSIT VEHICLE REPLACEMENT (13) 30' Low Floor Buses KC FY21 | PRO | | | | | 1,376.7 | 5,506.8 | | | 6,883.5 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 1,376.7 | 5,506.8 | 0.0 | 0.0 | 6,883.5 |

TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-22

PROJECT SCOPE/DESCRIPTION: This project will replace cut-a-way buses for paratransit service in Kent County.

PROJECT JUSTIFICATION: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Replacement
Representative District: 28, 29, 30, 31, 32, 34
Senatorial District: 14, 15, 16, 17
Estimated Cost: \$10,534,800



Paratransit Buses Kent FY2016-2022

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-2232, | PRO | 324.3 | 1,297.2 | 68.1 | 272.4 | 405.3 | 1,621.1 | 500.4 | 2,001.6 | 6,490.4 |
| | Total | 324.3 | 1,297.2 | 68.1 | 272.4 | 405.3 | 1,621.1 | 500.4 | 2,001.6 | 6,490.4 |

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|---|--------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2019 State/Other | FY 2019 Federal | FY 2020 State/Other | FY2020 Federal | FY 2021 State/Other | FY 2021 Federal | FY 2022 State/ Other | FY 2022 Federal | FY 2019- 2022 Total |
| TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-22 | PRO | 324.3 | 1,297.2 | 68.1 | 272.4 | 405.3 | 1,621.1 | 500.4 | 2,001.6 | 6,490.4 |
| | Total | 324.3 | 1,297.2 | 68.1 | 272.4 | 405.3 | 1,621.1 | 500.4 | 2,001.6 | 6,490.4 |

APPENDIX B
Adopted Resolutions and Self-Certification
September 12, 2018



Dover/Kent County Metropolitan Planning Organization

P.O. Box 383, Dover, Delaware 19903

(302) 387-6030 FAX: (302) 387-6032

RESOLUTION

AMENDING THE FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Dover/Kent County Metropolitan Planning Organization (D/KC MPO) has been designated the Metropolitan Planning Organization for the Dover, Delaware Metropolitan Statistical Area by the Governor of Delaware; and

WHEREAS, the United States Department of Transportation's (USDOT) Moving Ahead for Progress in the 21st Century Act (MAP-21) Metropolitan Planning requirements require that, in air quality non-attainment areas, the MPO, in cooperation with participants in the planning process, develop and, at least every two (2) years, updates the Transportation Improvement Program (TIP); and

WHEREAS, the Dover/Kent County Metropolitan Planning Organization is the MPO responsible for updating the TIP for Kent County, Delaware as required by Section 450 of Title 23 and Section 613 of the Federal Transit Act (49 U.S.C.); and

WHEREAS, the D/KC MPO TIP incorporates a four-year period for the listing of priority projects to be implemented, as well as a list of program development projects; and

WHEREAS, changes were made to the FY2019-2022 TIP as follows:

- 1) All Highway Safety Improvement Projects were combined as one category;
- 2) Nineteen (19) bridge projects were combined as one category;
- 3) The Kenton Road project construction budget was increased due to additional development of the project (construction is scheduled for FY2023);
- 4) Two grade separated intersections will be completed in FY2019; the Little Heaven project and the South Frederica project connecting to The Turf will be completed;
- 5) Two Transit related projects: Facility Improvements necessary to put the 6 new electric buses on the road were added and the purchase of support vehicles was eliminated.

WHEREAS, the D/KC MPO has self-certified its planning process; and

WHEREAS, the projects included in the FY 2019-2022 TIP have been prioritized based on goals identified in the long range Metropolitan Transportation Plan; and

WHEREAS, the D/KC MPO has determined that the amended FY 2019-2022 TIP is financially constrained, as directed by 23 CFR 450.324(e); and

WHEREAS, the D/KC MPO has determined that the amended FY 2019-2022 TIP conforms to the Delaware State Implementation Plan in accordance with MAP-21 and the Clean Air Act and amendments.

NOW, THEREFORE, BE IT RESOLVED, that the Dover/Kent County Metropolitan Planning Organization Council does hereby adopt the amended FY 2019-2022 Transportation Improvement Program.

The effective date of this action is September 12, 2018.

DATE:

Sept. 13, 2018

Mayor Robin R. Christiansen, Chair
Dover/Kent Metropolitan Planning Organization



Dover/Kent County Metropolitan Planning Organization

P.O. Box 383, Dover, Delaware 19903
<http://doverkentmpo.org>

(302) 387-6030 FAX (302) 387-6032

SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

In accordance with 23 CFR 450.334, the Delaware Department of Transportation and the Dover/Kent County Metropolitan Planning Organization for the Dover, DE urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 USC 134, 49 U.S.C. Section 5303, and 23 CFR Part 450.
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93.
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21.
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity.
- (5) Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (Pub.L.114-94) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects.
- (6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
- (8) Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- (9) Section 324 of CFR 23, regarding prohibition of discrimination based on gender.
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

Mayor Robin Christiansen, Chair
Dover/Kent County MPO Council

Date



Dover/Kent County Metropolitan Planning Organization

P.O. Box 383, Dover, Delaware 19903
<http://www.doverkentmpo.org>

(302) 387-6030 FAX (302) 387-6032

RESOLUTION

ADOPTING THE AIR QUALITY CONFORMITY OF THE FY2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

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. 450 and Section 613 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 maintenance area conform with the State Implementation Plan (SIP); and

WHEREAS, a conformity analysis of all plans and programs must be completed at least every four years for nonattainment areas; and

WHEREAS, the most recent conformity analysis of the Dover/Kent County MPO 2040 Metropolitan Transportation Plan (MTP) was approved by the Federal Highway Administration and the Federal Transit Administration on March 15, 2013; and

WHEREAS, the projects listed in the FY2019-2022 TIP were all evaluated with respect to air quality conformity as part of the analysis for the MTP; and

WHEREAS there have been no significant changes in the scope of the projects and no new regionally significant or non-exempt projects have been added to the program; and

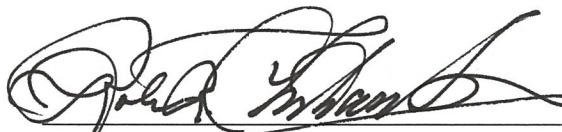
WHEREAS the Dover/Kent County MPO has received notification of the air quality conformity litigation in the DC Circuit Court and the region is no longer in attainment; and

WHEREAS there are currently no air conformity triggers for projects listed in the TIP, and while the EPA is finalizing requirements per the court case for performing air quality analyses on future projects, the Dover/Kent County MPO will follow standards subject to the conformity regulation pending additional guidance from federal agencies;

WHEREAS the air quality conformity determination for the FY2019-2022 TIP for Kent County, Delaware has undergone a 30-day public review and comment period; and

NOW, THEREFORE, BE IT RESOLVED that the DOVER/KENT COUNTY METROPOLITAN PLANNING ORGANIZATION Council determines that the FY2019-2022 TIP conforms to the current Delaware State Implementation Plan.

Sept 13, 2018
Date



Mayor Robin R. Christiansen, Chairperson
Dover/Kent County MPO Council

APPENDIX C
Financial Plan
(Including Evidence of Fiscal Constraint)

APPENDIX C: FINANCIAL PLAN

| | Revenue | | | |
|-------------------------------|----------------------|----------------------|----------------------|----------------------|
| Kent County | FY 19 | FY 20 | FY 21 | FY 22 |
| Federal | \$45,387,801 | \$7,925,040 | \$19,907,319 | \$20,857,000 |
| State | \$14,874,611 | \$11,361,402 | \$10,427,981 | \$7,440,400 |
| Other | \$23,900 | \$23,900 | \$23,900 | \$23,900 |
| Subtotal - Kent county | \$60,286,312 | \$19,310,342 | \$30,359,200 | \$28,321,300 |
| | | | | |
| Statewide | | | | |
| Federal | \$136,174,983 | \$107,028,414 | \$95,125,131 | \$104,809,081 |
| State | \$266,812,287 | \$228,236,650 | \$210,859,453 | \$204,972,531 |
| Other | \$2,337,933 | \$1,628,613 | \$1,632,693 | \$1,632,693 |
| Subtotal - Statewide | \$405,325,203 | \$336,893,677 | \$307,617,277 | \$311,414,305 |
| Total Revenue | \$465,611,515 | \$356,204,019 | \$337,976,477 | \$339,735,605 |

| | Programmed Funds | | | |
|-------------------------------|----------------------|----------------------|----------------------|----------------------|
| Kent County | | | | |
| Safety | 2,680,473.21 | \$2,600,000 | \$2,750,000 | \$15,750,000 |
| Arterials | 39,068,238.53 | \$4,379,950 | \$6,500,000 | \$0 |
| Collectors | 1,491,482.32 | \$1,902,000 | \$4,830,000 | \$8,250,000 |
| Local | 4,070,000.00 | \$4,000,000 | \$1,650,000 | \$1,700,000 |
| Bridge Preservation | 3,265,556.14 | \$1,563,900 | \$5,600,000 | \$0 |
| Bicycle/Pedestrian | - | \$0 | \$0 | \$0 |
| Transportation Facilities | - | \$0 | \$0 | \$0 |
| Transit Facilities | 2,633,945.67 | \$2,443,092 | \$0 | \$0 |
| Transit Vehicles | 7,076,616.23 | \$2,421,400 | \$9,029,200 | \$2,621,300 |
| Subtotal - Kent County | \$60,286,312 | \$19,310,342 | \$30,359,200 | \$28,321,300 |
| | | | | |
| Statewide | | | | |
| Road Systems | \$272,384,005 | \$235,074,644 | \$216,030,550 | \$226,156,463 |
| Support Systems | \$88,414,794 | \$70,473,279 | \$62,287,144 | \$56,087,144 |
| Transit Systems | \$11,196,404 | \$7,665,753 | \$5,619,583 | \$5,490,698 |
| Grants & Allocations | \$33,330,000 | \$23,680,000 | \$23,680,000 | \$23,680,000 |
| Subtotal - Statewide | \$405,325,203 | \$336,893,677 | \$307,617,277 | \$311,414,305 |
| Total Programmed Funds | \$465,611,515 | \$356,204,019 | \$337,976,477 | \$339,735,605 |

The funding information included above was provided by DelDOT Finance and is based on anticipated resources and programmed funding as depicted in the FY 2017-2020 Capital Transportation Program as adopted.

APPENDIX C: FINANCIAL PLAN

APPENDIX C: FINANCIAL PLAN

APPENDIX D
Unfunded Projects (Aspirations) List

The 1-4-2017 Metropolitan Transportation Plan, after outreach to constituent communities, did not include an Aspirations List.

APPENDIX E-A
Annual Listing of Projects
Kent County

APPENDIX E-A DOVER/KENT MPO

| County | Project Title | Category | Class | Family | Phase | Current Estimate | FY19 State Spend | FY19 Fed Spend | FY19 Other Spend | FY20 State Spend | FY20 Fed Spend | FY20 Other Spend | FY21 State Spend | FY21 Fed Spend | FY21 Other Spend | FY22 State Spend | FY22 Fed Spend | FY22 Other Spend |
|--------|--|--------------|-----------|----------------------------|-------------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|
| Kent | | | | | PD Total | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | PE Total | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | ROW Total | 71,280.00 | 4,000.00 | 36,000.00 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | CE Total | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | C Total | 500,000.00 | 50,000.00 | 450,000.00 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Traffic Total | 9,827.00 | 1,965.35 | 7,861.40 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Utilities Total | 18,000.00 | 1,800.00 | 16,200.00 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Contingency Total | 172,646.00 | 34,529.29 | 138,117.17 | - | - | - | - | - | - | - | - | - | - |
| Kent | Highway SAFETY Improvement Program - Kent County Total | Road Systems | Locals | Safety Improvement Program | | 771,753.00 | 92,294.64 | 648,178.57 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | PE Total | 1,162,032.00 | 120,827.18 | 483,308.73 | - | 20,000.00 | 80,000.00 | - | - | - | - | - | - | - |
| Kent | | | | | ROW Total | 900,000.00 | 200,000.00 | - | - | 700,000.00 | - | - | - | - | - | - | - | - |
| Kent | | | | | C Total | 3,000,000.00 | - | - | - | - | - | - | 300,000.00 | 2,700,000.00 | - | - | - | - |
| Kent | HEP KC, SR 8 & SR 15 Intersection Improvements Total | Road Systems | Arterials | Arterials | | 5,062,032.00 | 320,827.18 | 483,308.73 | - | 720,000.00 | 80,000.00 | - | 300,000.00 | 2,700,000.00 | - | - | - | - |
| Kent | | | | | PD Total | 246,830.44 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | PE Total | 63,240.00 | 25,000.00 | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | ROW Total | 200,000.00 | - | - | - | 200,000.00 | - | - | - | - | - | - | - | - |
| Kent | | | | | C Total | 3,500,000.00 | - | - | - | - | - | - | 700,000.00 | 2,800,000.00 | - | - | - | - |
| Kent | Loockerman Street / Forest Avenue Total | Road Systems | Arterials | Arterials | | 4,010,070.44 | 25,000.00 | - | - | 200,000.00 | - | - | 700,000.00 | 2,800,000.00 | - | - | - | - |
| Kent | | | | | PD Total | 605,359.77 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | PE Total | 5,499,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | ROW Total | 19,800,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | CE Total | 6,219,250.56 | - | 1,300,245.60 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | C Total | 40,147,033.02 | - | 11,535,263.10 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Traffic Total | 1,698,899.88 | - | 1,058,000.00 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Utilities Total | 6,894,276.39 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Contingency Total | 2,479,057.00 | - | 2,479,057.00 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Maintenance Total | 50,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | SR 1, Little Heaven Grade Separated Intersection Total | Road Systems | Arterials | Arterials | | 83,392,876.62 | - | 16,372,565.70 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | PE Total | 726,936.18 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | ROW Total | 3,700,000.00 | - | 640,383.27 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | CE Total | 2,210,731.60 | 400,043.79 | 1,600,175.17 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | C Total | 13,515,546.58 | 1,940,000.00 | 7,760,000.00 | - | 358,797.68 | 1,435,190.72 | - | - | - | - | - | - | - |
| Kent | | | | | Traffic Total | 626,405.21 | 125,281.04 | 501,124.17 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Utilities Total | 338,207.95 | 64,153.21 | 256,612.84 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Contingency Total | 1,585,962.00 | - | - | - | 317,192.40 | 1,268,769.60 | - | - | - | - | - | - | - |
| Kent | | | | | Maintenance Total | 442,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | SR 1, NE Front Street Grade Separated Intersection Total | Road Systems | Arterials | Arterials | | 23,145,789.52 | 2,529,478.04 | 10,758,295.45 | - | 675,990.08 | 2,703,960.32 | - | - | - | - | - | - | - |
| Kent | | | | | PD Total | 489,203.81 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | PE Total | 2,988,700.26 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | ROW Total | 2,488,733.93 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | CE Total | 4,355,649.66 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | C Total | 18,364,797.55 | 1,122,711.88 | 4,440,847.59 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Traffic Total | 779,975.97 | 115,854.00 | 463,415.00 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Utilities Total | 650,245.15 | 15,944.80 | 63,779.20 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Contingency Total | 2,356,210.96 | 623,242.19 | 1,732,968.77 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Maintenance Total | 80,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | SR 1, South Frederica Grade Separated Intersection Total | Road Systems | Arterials | Arterials | | 32,553,517.29 | 1,877,752.87 | 6,701,010.56 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | PE Total | 5,700,000.00 | 268,000.00 | 1,072,000.00 | - | 230,000.00 | 920,000.00 | - | - | - | - | - | - | - |
| Kent | | | | | ROW Total | 2,000,000.00 | - | - | - | 1,000,000.00 | - | - | 1,000,000.00 | - | - | - | - | - |
| Kent | | | | | C Total | 66,000,000.00 | - | - | - | - | - | - | 200,000.00 | 800,000.00 | - | 3,000,000.00 | 12,000,000.00 | - |
| Kent | HEP, KC, US13, Lochmeath Way to Puncheon Run Connector Total | Road Systems | Arterials | Safety Improvement Program | | 73,700,000.00 | 268,000.00 | 1,072,000.00 | - | 1,230,000.00 | 920,000.00 | - | 1,200,000.00 | 800,000.00 | - | 3,000,000.00 | 12,000,000.00 | - |
| Kent | | | | | PE Total | 1,000,000.00 | 500,000.00 | - | - | 400,000.00 | - | - | - | - | - | - | - | - |
| Kent | | | | | ROW Total | 500,000.00 | - | - | - | - | - | - | 250,000.00 | - | - | 250,000.00 | - | - |
| Kent | | | | | C Total | 16,500,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | HEP KC, US13 Walnut Shade Rd. to Lochmeath Way Total | Road Systems | Arterials | Safety Improvement Program | | 18,000,000.00 | 500,000.00 | - | - | 400,000.00 | - | - | 250,000.00 | - | - | 250,000.00 | - | - |
| Kent | | | | | PE Total | 150,000.00 | 100,000.00 | - | - | 50,000.00 | - | - | - | - | - | - | - | - |
| Kent | | | | | ROW Total | 1,000,000.00 | - | - | - | - | - | - | 500,000.00 | - | - | 500,000.00 | - | - |
| Kent | | | | | C Total | 5,000,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | Walnut Shade Road, US13 to Peachtree Run Road Total | Road Systems | Arterials | Safety Improvement Program | | 6,150,000.00 | 100,000.00 | - | - | 50,000.00 | - | - | 500,000.00 | - | - | 500,000.00 | - | - |
| Kent | | | | | PE Total | 500,000.00 | - | - | - | - | - | - | 150,000.00 | - | - | 200,000.00 | - | - |
| Kent | | | | | ROW Total | 800,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | C Total | 1,200,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |

APPENDIX E-A DOVER/KENT MPO

| County | Project Title | Category | Class | Family | Phase | Current Estimate | FY19 State Spend | FY19 Fed Spend | FY19 Other Spend | FY20 State Spend | FY20 Fed Spend | FY20 Other Spend | FY21 State Spend | FY21 Fed Spend | FY21 Other Spend | FY22 State Spend | FY22 Fed Spend | FY22 Other Spend |
|--------|--|--------------|------------|---------------------|-------------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|
| Kent | SR8, Connector from Commerce Way to SR8 Total | Road Systems | Locals | Locals | | 2,500,000.00 | - | - | - | - | - | - | 150,000.00 | - | - | 200,000.00 | - | - |
| Kent | | | | | PE Total | 850,000.00 | - | - | - | - | - | - | 250,000.00 | - | - | 350,000.00 | - | - |
| Kent | | | | | ROW Total | 1,200,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | C Total | 31,000,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | SR 1, Scarborough Road C-D Roads Total | Road Systems | Collectors | Collectors | | 33,050,000.00 | - | - | - | - | - | - | 250,000.00 | - | - | 350,000.00 | - | - |
| Kent | | | | | PE Total | 750,000.00 | - | - | - | - | - | - | 200,000.00 | - | - | 350,000.00 | - | - |
| Kent | | | | | ROW Total | 900,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | C Total | 4,500,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | NE Front Street Rehoboth Blvd to SR 1 Total | Road Systems | Collectors | Collectors | | 6,150,000.00 | - | - | - | - | - | - | 200,000.00 | - | - | 350,000.00 | - | - |
| Kent | | | | | PE Total | 750,000.00 | - | - | - | - | - | - | 200,000.00 | - | - | 350,000.00 | - | - |
| Kent | | | | | ROW Total | 750,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | C Total | 5,000,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | Irish Hill Road, Fox Chase Road to McGinnis Pond Road Total | Road Systems | Collectors | Collectors | | 6,500,000.00 | - | - | - | - | - | - | 200,000.00 | - | - | 350,000.00 | - | - |
| Kent | | | | | PE Total | 750,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | ROW Total | 1,000,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | C Total | 2,500,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | College Road, Kenton Road to McKee Road Total | Road Systems | Collectors | Collectors | | 4,250,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | PE Total | 1,000,000.00 | 350,000.00 | - | - | 350,000.00 | - | - | 100,000.00 | - | - | - | - | - |
| Kent | | | | | ROW Total | 1,200,000.00 | - | - | - | 100,000.00 | - | - | 1,100,000.00 | - | - | - | - | - |
| Kent | | | | | C Total | 2,500,000.00 | - | - | - | - | - | - | 10,000.00 | 40,000.00 | - | 390,000.00 | 1,560,000.00 | - |
| Kent | Camden Bypass, North Street Extended to SR10 Total | Road Systems | Collectors | Collectors | | 4,700,000.00 | 350,000.00 | - | - | 450,000.00 | - | - | 1,210,000.00 | 40,000.00 | - | 390,000.00 | 1,560,000.00 | - |
| Kent | | | | | PE Total | 1,500,000.00 | 116,000.00 | 464,000.00 | - | 40,000.00 | 160,000.00 | - | 40,000.00 | 160,000.00 | - | - | - | - |
| Kent | | | | | ROW Total | 2,000,000.00 | - | - | - | 100,000.00 | - | - | 1,900,000.00 | - | - | - | - | - |
| Kent | | | | | C Total | 10,000,000.00 | - | - | - | - | - | - | 10,000.00 | 40,000.00 | - | 1,000,000.00 | 4,000,000.00 | - |
| Kent | Camden Bypass, South Street to Rising Sun Road Total | Road Systems | Collectors | Collectors | | 13,500,000.00 | 116,000.00 | 464,000.00 | - | 140,000.00 | 160,000.00 | - | 1,950,000.00 | 200,000.00 | - | 1,000,000.00 | 4,000,000.00 | - |
| Kent | | | | | PE Total | 200,000.00 | 14,000.00 | 56,000.00 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | ROW Total | 8,000,000.00 | 4,000,000.00 | - | - | 4,000,000.00 | - | - | - | - | - | - | - | - |
| Kent | | | | | C Total | 3,000,000.00 | - | - | - | - | - | - | 300,000.00 | 1,200,000.00 | - | 300,000.00 | 1,200,000.00 | - |
| Kent | Crawford Carroll Avenue Extension Total | Road Systems | Locals | Locals | | 11,200,000.00 | 4,014,000.00 | 56,000.00 | - | 4,000,000.00 | - | - | 300,000.00 | 1,200,000.00 | - | 300,000.00 | 1,200,000.00 | - |
| Kent | | | | | PE Total | 2,301,482.00 | 112,296.27 | 449,186.05 | - | 86,400.00 | 345,600.00 | - | 20,000.00 | 80,000.00 | - | - | - | - |
| Kent | | | | | ROW Total | 1,200,000.00 | - | - | - | 144,000.00 | 576,000.00 | - | 96,000.00 | 384,000.00 | - | - | - | - |
| Kent | | | | | C Total | 16,000,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | K104, Kenton Rd. SR8 to Chestnut Grove Rd. Total | Road Systems | Collectors | Collectors | | 19,501,482.00 | 112,296.27 | 449,186.05 | - | 230,400.00 | 921,600.00 | - | 116,000.00 | 464,000.00 | - | - | - | - |
| Kent | | | | | PE Total | 400,000.00 | - | - | - | - | - | - | 200,000.00 | - | - | 200,000.00 | - | - |
| Kent | | | | | ROW Total | 250,000.00 | - | - | - | - | - | - | - | - | - | 50,000.00 | - | - |
| Kent | | | | | C Total | 650,000.00 | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | West Street, New Burton Road to North Street Total | Road Systems | Collectors | Collectors | | 1,300,000.00 | - | - | - | - | - | - | 200,000.00 | - | - | 250,000.00 | - | - |
| Kent | | Road Systems | Bridge | Bridge Preserv | PE | 276,732.14 | 97,425.13 | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | Road Systems | Bridge | Bridge Preserv | ROW | 98,900.00 | 23,400.00 | 9,600.00 | - | 60,900.00 | - | - | - | - | - | - | - | - |
| Kent | | Road Systems | Bridge | Bridge Preserv | CE | 859,080.90 | 132,598.02 | 36,000.00 | - | 8,600.00 | 34,400.00 | - | - | - | - | - | - | - |
| Kent | | Road Systems | Bridge | Bridge Preserv | C | 9,245,150.25 | 464,828.20 | 1,459,312.80 | - | 292,000.00 | 1,168,000.00 | - | 1,120,000.00 | 4,480,000.00 | - | - | - | - |
| Kent | | Road Systems | Bridge | Bridge Preserv | Utilities | 164,139.00 | 95,669.12 | 34,169.62 | - | - | - | - | - | - | - | - | - | - |
| Kent | | Road Systems | Bridge | Bridge Preserv | Traffic | 500.00 | 100.00 | 400.00 | - | - | - | - | - | - | - | - | - | - |
| Kent | | Road Systems | Bridge | Bridge Preserv | Contingency | 1,870,569.15 | 688,352.09 | 213,701.16 | - | - | - | - | - | - | - | - | - | - |
| Kent | | Road Systems | Bridge | Bridge Preserv | Maintenance | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | Road Systems | Bridge | Bridge Preserv | Railroad | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | Road Systems | Bridge | Bridge Preserv | Environmental | 10,000.00 | 2,000.00 | 8,000.00 | - | - | - | - | - | - | - | - | - | - |
| Kent | Bridges | Road Systems | Bridges | Bridge Preservation | | 12,525,071.44 | 1,504,372.56 | 1,761,183.58 | - | 361,500.00 | 1,202,400.00 | - | 1,120,000.00 | 4,480,000.00 | - | - | - | - |
| Kent | | | | | PE Total | 195,000.00 | 195,000.00 | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | C Total | 1,500,000.00 | 750,000.00 | - | - | 750,000.00 | - | - | - | - | - | - | - | - |
| Kent | | | | | Contingency Total | 225,000.00 | - | - | - | 225,000.00 | - | - | - | - | - | - | - | - |
| Kent | South Frederica Park & Ride Total | Road Systems | Facilities | Transit Facilities | | 1,920,000.00 | 945,000.00 | - | - | 975,000.00 | - | - | - | - | - | - | - | - |
| Kent | | | | | PE Total | 147,000.00 | 145,532.73 | - | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | C Total | 1,500,000.00 | - | - | - | 1,468,092.00 | - | - | - | - | - | - | - | - |
| Kent | Dover Facility Renovations Total | Road Systems | Facilities | Transit Facilities | | 1,647,000.00 | 145,532.73 | - | - | 1,468,092.00 | - | - | - | - | - | - | - | - |
| Kent | | | | | PE Total | 89,000.00 | 18,640.40 | 18,664.24 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Procurement Total | 1,649,000.00 | 416,254.11 | 1,089,854.19 | - | - | - | - | - | - | - | - | - | - |
| Kent | Bus Facilaties - Electric Bus Modifications Total | Road Systems | Facilities | Transit Facilities | | 1,738,000.00 | 434,894.51 | 1,108,518.43 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Procurement Total | 5,420,628.00 | 1,214,861.80 | 4,120,954.43 | - | - | - | - | - | - | - | - | - | - |
| Kent | Transit Vehicle Expansion (6) 35' Electric Buses KC FY18 Total | Road Systems | Vehicles | Transit Vehicles | | 5,420,628.00 | 1,214,861.80 | 4,120,954.43 | - | - | - | - | - | - | - | - | - | - |
| Kent | | | | | Procurement Total | 954,400.00 | - | 95,400.00 | 23,900.00 | - | 95,400.00 | 23,900.00 | - | 95,400.00 | 23,900.00 | - | 95,400.00 | 23,900.00 |

APPENDIX E-A DOVER/KENT MPO

| County | Project Title | Category | Class | Family | Phase | Current Estimate | FY19 State Spend | FY19 Fed Spend | FY19 Other Spend | FY20 State Spend | FY20 Fed Spend | FY20 Other Spend | FY21 State Spend | FY21 Fed Spend | FY21 Other Spend | FY22 State Spend | FY22 Fed Spend | FY22 Other Spend |
|--------|--|--------------|----------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|
| Kent | Preventive Maintenance - Kent County Total | Road Systems | Vehicles | Transit Vehicles | | 954,400.00 | - | 95,400.00 | 23,900.00 | - | 95,400.00 | 23,900.00 | - | 95,400.00 | 23,900.00 | - | 95,400.00 | 23,900.00 |
| Kent | | | | | Procurement To | 6,883,500.00 | - | - | - | - | - | - | 1,376,700.40 | 5,506,799.60 | - | - | - | - |
| Kent | Transit Vehicle Replacement (13) 30' Low Floor Buses KC FY21 ' | Road Systems | Vehicles | Transit Vehicles | | 6,883,500.00 | - | - | - | - | - | - | 1,376,700.40 | 5,506,799.60 | - | - | - | - |
| Kent | | | | | Procurement To | 1,961,600.00 | - | - | - | 392,319.60 | 1,569,280.40 | - | - | - | - | - | - | - |
| Kent | Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY20 T | Road Systems | Vehicles | Transit Vehicles | | 1,961,600.00 | - | - | - | 392,319.60 | 1,569,280.40 | - | - | - | - | - | - | - |
| Kent | | | | | Procurement To | 10,534,800.00 | 324,300.40 | 1,297,199.60 | - | 68,100.40 | 272,399.60 | - | 405,280.40 | 1,621,119.60 | - | 500,400.00 | 2,001,600.00 | - |
| Kent | Transit Vehicle Replacement Paratransit Buses Kent FY18 - FY2 | Road Systems | Vehicles | Transit Vehicles | | 10,534,800.00 | 324,300.40 | 1,297,199.60 | - | 68,100.40 | 272,399.60 | - | 405,280.40 | 1,621,119.60 | - | 500,400.00 | 2,001,600.00 | - |
| Kent | Total | | | | | 380,497,448.87 | 14,874,611.00 | 45,387,801.10 | 23,900.00 | 11,361,402.08 | 7,925,040.32 | 23,900.00 | 10,427,980.80 | 19,907,319.20 | 23,900.00 | 7,440,400.00 | 20,857,000.00 | 23,900.00 |

APPENDIX E-B
Annual Listing of Projects
Statewide

APPENDIX E-B STATEWIDE

| County | Project Title | Category | Class | Family | Phase | Current Estimate | FY19 State Spend | FY19 Fed Spend | FY19 Other Spend | FY20 State Spend | FY20 Fed Spend | FY20 Other Spend | FY21 State Spend | FY21 Fed Spend | FY21 Other Spend | FY22 State Spend | FY22 Fed Spend | FY22 Other Spend |
|-----------|---|-----------------|-----------------|----------------------------------|-----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|
| #REF! | Recreational Trails Total | Road Systems | | Recreational Trails | Program Fundin | 10,150,500 | - | 2,687,764 | 226,420 | - | 905,680 | 226,420 | - | 905,680 | 226,420 | - | 905,680 | 226,420 |
| | | | | | PE Total | 10,150,500 | - | 2,687,764 | 226,420 | - | 905,680 | 226,420 | - | 905,680 | 226,420 | - | 905,680 | 226,420 |
| Statewide | Bridge Inspection Program Total | Road Systems | Bridge | Bridge Management | Program Fundin | 30,400,000 | 1,455,335 | 4,019,576 | - | 1,201,896 | 3,524,625 | - | 1,045,393 | 3,326,372 | - | 1,040,313 | 3,288,452 | - |
| Statewide | | | | | PE Total | 56,299,403 | 6,498,338 | 3,112,354 | - | 5,340,272 | 1,096,000 | - | 6,070,086 | 1,681,000 | - | 5,550,000 | 1,800,000 | - |
| Statewide | Bridge Management Total | Road Systems | Bridge | Bridge Management | Program Fundin | 56,299,403 | 6,498,338 | 3,112,354 | - | 5,340,272 | 1,096,000 | - | 6,070,086 | 1,681,000 | - | 5,550,000 | 1,800,000 | - |
| Statewide | | | | | C Total | 19,293,651 | 712,408 | 4,267,052 | - | 1,018,643 | 4,074,572 | - | 600,000 | 2,400,000 | - | 600,000 | 2,400,000 | - |
| Statewide | Bridge Painting Program Total | Road Systems | Bridge | Bridge Management | Program Fundin | 19,293,651 | 712,408 | 4,267,052 | - | 1,018,643 | 4,074,572 | - | 600,000 | 2,400,000 | - | 600,000 | 2,400,000 | - |
| Statewide | | | | | PE Total | 16,294,884 | 2,608,080 | 3,523,786 | - | 835,500 | 624,000 | - | 202,000 | 208,000 | - | 114,000 | 456,000 | - |
| Statewide | | | | | ROW Total | 786,443 | 281,317 | 144,856 | - | 127,200 | 60,000 | - | 47,000 | 68,000 | - | 6,000 | 24,000 | - |
| Statewide | | | | | CE Total | 10,294,721 | 918,669 | 2,669,249 | - | 195,700 | 782,800 | - | 84,621 | 338,486 | - | 194,000 | 776,000 | - |
| Statewide | | | | | C Total | 147,784,527 | 7,323,726 | 28,997,271 | - | 9,527,359 | 29,309,438 | - | 6,390,842 | 21,963,369 | - | 2,250,000 | 9,000,000 | - |
| Statewide | | | | | Traffic Total | 230,174 | 33,163 | 130,673 | - | 13,267 | 53,070 | - | - | - | - | - | - | - |
| Statewide | | | | | Utilities Total | 664,459 | 144,734 | 263,706 | 8,329 | 16,000 | 64,000 | - | 16,000 | 64,000 | - | 8,000 | 32,000 | - |
| Statewide | | | | | Environmental T | 75,000 | 7,000 | 28,000 | - | 5,000 | 20,000 | - | 3,000 | 12,000 | - | - | - | - |
| Statewide | | | | | Program Fundin | 146,514,748 | 2,638,866 | 439,373 | - | 3,952,386 | 7,455,535 | - | 5,499,589 | 9,964,000 | - | 12,076,000 | 24,564,000 | - |
| Statewide | | | | | Contingency Tot | 7,446,316 | 1,265,372 | 3,485,659 | 10,000 | 185,016 | 740,065 | - | 27,819 | 111,274 | - | - | - | - |
| Statewide | | | | | Rail Road Total | 245,140 | - | 245,140 | - | - | - | - | - | - | - | - | - | - |
| Statewide | BRIDGES Total | Road Systems | Bridge | Bridge Preservation | Program Fundin | 330,336,412 | 15,220,927 | 39,927,714 | 18,329 | 14,857,429 | 39,108,908 | - | 12,270,871 | 32,729,129 | - | 14,648,000 | 34,852,000 | - |
| Statewide | | | | | PE Total | 2,120,000 | 620,000 | - | - | 500,000 | - | - | - | - | - | - | - | - |
| Statewide | | | | | ROW Total | 11,200 | - | - | - | 10,000 | - | - | - | - | - | - | - | - |
| Statewide | | | | | CE Total | 972,700 | 38,904 | - | - | - | - | - | 230,000 | - | - | - | - | - |
| Statewide | | | | | C Total | 4,610,000 | 902,000 | 1,208,000 | - | - | - | - | 2,500,000 | - | - | - | - | - |
| Statewide | | | | | Program Fundin | 13,750,000 | 175,000 | - | 550,000 | 2,590,000 | - | - | - | - | - | 2,700,000 | - | - |
| Statewide | | | | | Environmental T | 255,000 | 255,000 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | Contingency Tot | 417,854 | 45,418 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | DAMS Total | Road Systems | Bridge | Bridge Preservation | Program Fundin | 22,136,754 | 2,036,322 | 1,208,000 | 550,000 | 3,100,000 | - | - | 2,730,000 | - | - | 2,700,000 | - | - |
| Statewide | | | | | PE Total | 43,625,448 | 1,996,972 | 7,338,836 | 130,411 | 1,335,800 | 4,850,880 | 1,920 | 1,072,800 | 4,091,200 | - | 1,072,800 | 4,091,200 | - |
| Statewide | Transportation Alternatives Program Total | Road Systems | Transportatio | Transportation Enhancements | Program Fundin | 43,625,448 | 1,996,972 | 7,338,836 | 130,411 | 1,335,800 | 4,850,880 | 1,920 | 1,072,800 | 4,091,200 | - | 1,072,800 | 4,091,200 | - |
| Statewide | | | | | PE Total | 492,584,172 | 59,931,488 | 31,067,337 | - | 55,200,000 | 18,600,000 | - | 55,200,000 | 14,800,000 | - | 55,200,000 | 24,800,000 | - |
| Statewide | Paving and Rehabilitation Total | Road Systems | Paving | Paving Program | Program Fundin | 492,584,172 | 59,931,488 | 31,067,337 | - | 55,200,000 | 18,600,000 | - | 55,200,000 | 14,800,000 | - | 55,200,000 | 24,800,000 | - |
| Statewide | | | | | PE Total | 18,000,000 | - | - | - | 5,000,000 | - | - | 3,000,000 | - | - | 2,500,000 | - | - |
| Statewide | Slope Stabilization Program Total | Road Systems | Local | Local | Program Fundin | 18,000,000 | - | - | - | 5,000,000 | - | - | 3,000,000 | - | - | 2,500,000 | - | - |
| Statewide | | | | | PE Total | 47,046,595 | 5,477,000 | 1,282,513 | - | 5,432,000 | 1,282,513 | - | 5,432,000 | 1,282,513 | - | 5,432,000 | 1,282,513 | - |
| Statewide | Signage and Pavement Markings Total | Road Systems | Signage & Pav | Signage and Pavement Marking | Program Fundin | 47,046,595 | 5,477,000 | 1,282,513 | - | 5,432,000 | 1,282,513 | - | 5,432,000 | 1,282,513 | - | 5,432,000 | 1,282,513 | - |
| Statewide | | | | | PE Total | 52,929,000 | 16,507,635 | - | - | 11,000,000 | - | - | 8,000,000 | - | - | 8,000,000 | - | - |
| Statewide | Materials and Minor Contracts Total | Road Systems | Materials & M | Materials & Minor Contracts | Program Fundin | 52,929,000 | 16,507,635 | - | - | 11,000,000 | - | - | 8,000,000 | - | - | 8,000,000 | - | - |
| Statewide | | | | | PD Total | 711,000 | 10,232 | 92,093 | - | 10,232 | 92,093 | - | 10,232 | 92,093 | - | 10,232 | 92,093 | - |
| Statewide | | | | | C Total | 17,068,512 | 6,346,747 | 3,169,048 | - | 125,879 | 1,132,907 | - | 125,879 | 1,132,907 | - | 125,879 | 1,132,907 | - |
| Statewide | Rail Crossing Safety Total | Road Systems | Rail Crossing | Rail Crossing Safety | Program Fundin | 17,779,512 | 6,356,980 | 3,261,142 | - | 136,111 | 1,225,000 | - | 136,111 | 1,225,000 | - | 136,111 | 1,225,000 | - |
| Statewide | | | | | C Total | 400,000 | - | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | Utilities Total | 700,000 | 100,000 | - | - | 100,000 | - | - | 100,000 | - | - | 100,000 | - | - |
| Statewide | Statewide Railroad Rideability Program Total | Road Systems | Rail Crossing | Rail Crossing Safety | Program Fundin | 1,100,000 | 100,000 | - | - | 100,000 | - | - | 100,000 | - | - | 100,000 | - | - |
| Statewide | | | | | PE Total | 19,722,554 | 368,872 | 2,852,500 | - | 244,444 | 2,200,000 | - | 244,444 | 2,200,000 | - | 244,444 | 2,200,000 | - |
| Statewide | Hazard Elimination Program Total | Road Systems | Safety | Safety Improvement Program | Program Fundin | 19,722,554 | 368,872 | 2,852,500 | - | 244,444 | 2,200,000 | - | 244,444 | 2,200,000 | - | 244,444 | 2,200,000 | - |
| Statewide | | | | | C Total | 9,750,000 | - | - | - | 500,000 | 2,000,000 | - | 500,000 | 2,000,000 | - | 500,000 | 2,000,000 | - |
| Statewide | Future Safety Program 80/20 Total | Road Systems | Safety | Safety Improvement Program | Program Fundin | 9,750,000 | - | - | - | 500,000 | 2,000,000 | - | 500,000 | 2,000,000 | - | 500,000 | 2,000,000 | - |
| Statewide | | | | | ROW Total | 888,889 | - | - | - | 88,889 | 800,000 | - | - | - | - | - | - | - |
| Statewide | | | | | C Total | 13,144,443 | 6,128 | 55,154 | - | 94,444 | 850,000 | - | 283,333 | 2,550,000 | - | 283,333 | 2,550,000 | - |
| Statewide | Future Safety Program 90/10 Total | Road Systems | Safety | Safety Improvement Program | Program Fundin | 14,033,332 | 6,128 | 55,154 | - | 183,333 | 1,650,000 | - | 283,333 | 2,550,000 | - | 283,333 | 2,550,000 | - |
| Statewide | | | | | PE Total | 19,271,562 | - | 3,575,000 | - | - | 2,420,195 | - | - | 2,420,195 | - | - | 2,420,195 | - |
| Statewide | Section 154 Penalty Transfer (Sanction) Program Total | Road Systems | Safety | Safety Improvement Program | Program Fundin | 19,271,562 | - | 3,575,000 | - | - | 2,420,195 | - | - | 2,420,195 | - | - | 2,420,195 | - |
| Statewide | | | | | PE Total | 1,550,000 | 200,000 | - | - | 200,000 | - | - | 200,000 | - | - | 200,000 | - | - |
| Statewide | Traffic Calming Total | Road Systems | Traffic Calmin | Traffic Calming Program | Program Fundin | 1,550,000 | 200,000 | - | - | 200,000 | - | - | 200,000 | - | - | 200,000 | - | - |
| Statewide | | | | | PE Total | 59,578,088 | 4,180,000 | 3,835,000 | 600,000 | 4,000,000 | 3,000,000 | 600,000 | 4,040,000 | 3,160,000 | 600,000 | 4,050,000 | 3,200,000 | 600,000 |
| Statewide | Intersection Improvements Total | Road Systems | Intersection In | Intersection Improvements | Program Fundin | 59,578,088 | 4,180,000 | 3,835,000 | 600,000 | 4,000,000 | 3,000,000 | 600,000 | 4,040,000 | 3,160,000 | 600,000 | 4,050,000 | 3,200,000 | 600,000 |
| Statewide | | | | | PE Total | 205,855,000 | 31,545,000 | - | - | 30,745,000 | - | - | 30,745,000 | - | - | 30,495,000 | - | - |
| Statewide | Engineering and Contingency Total | Road Systems | Engineering & | Engineering and Contingency | Program Fundin | 205,855,000 | 31,545,000 | - | - | 30,745,000 | - | - | 30,745,000 | - | - | 30,495,000 | - | - |
| Statewide | | | | | Planning Total | 4,718,500 | 545,000 | 18,000 | - | 545,000 | 18,000 | - | 545,000 | 18,000 | - | 545,000 | 18,000 | - |
| Statewide | Environmental Improvements Total | Road Systems | Engineering & | Environmental Improvements | Program Fundin | 4,718,500 | 545,000 | 18,000 | - | 545,000 | 18,000 | - | 545,000 | 18,000 | - | 545,000 | 18,000 | - |
| Statewide | | | | | ROW Total | 18,000,000 | 1,000,000 | - | - | 1,000,000 | - | - | 1,000,000 | - | - | 1,000,000 | - | - |
| Statewide | Corridor Capacity Preservation Total | Road Systems | OTHER | Arterials | Program Fundin | 18,000,000 | 1,000,000 | - | - | 1,000,000 | - | - | 1,000,000 | - | - | 1,000,000 | - | - |
| Statewide | | | | | C Total | 28,000,000 | 1,642,556 | 6,569,944 | - | 1,430,000 | 5,720,000 | - | 1,440,000 | 5,760,000 | - | 800,000 | 3,200,000 | - |
| Statewide | Bicycle, Pedestrian and other Improvements Total | Road Systems | Bicycle/Pedest | Bicycle, Pedestrian and other In | Program Fundin | 28,000,000 | 1,642,556 | 6,569,944 | - | 1,430,000 | 5,720,000 | - | 1,440,000 | 5,760,000 | - | 800,000 | 3,200,000 | - |
| Statewide | | | | | Audit Total | 1,600,000 | - | 200,000 | - | - | 200,000 | - | - | 200,000 | - | - | 200,000 | - |
| Statewide | Education and Training Total | Support Systems | Engineering & | Engineering and Contingency | Program Fundin | 1,600,000 | - | 200,000 | - | - | 200,000 | - | - | 200,000 | - | - | 200,000 | - |
| Statewide | | | | | PE Total | 1,425,000 | 16,500 | 148,500 | - | 21,000 | 189,000 | - | 21,000 | 189,000 | - | 21,000 | 189,000 | - |
| Statewide | Aeronautics Planning Total | Support Systems | Aeronautics | Aeronautics | Program Fundin | 1,425,000 | 16,500 | 148,500 | - | 21,000 | 189,000 | - | 21,000 | 189,000 | - | 21,000 | 189,000 | - |
| Statewide | | | | | PE Total | 1,960,000 | 280,000 | - | - | 280,000 | - | - | 280,000 | - | - | 280,000 | - | - |
| Statewide | Aeronautics Program Development Total | Support Systems | Aeronautics | Aeronautics | Program Fundin | 1,960,000 | 280,000 | - | - | 280,000 | - | - | 280,000 | - | - | 280,000 | - | - |
| Statewide | | | | | PE Total | 89,004,195 | 12,700,000 | - | - | 12,500,000 | - | - | 11,500,000 | - | - | 10,000,000 | - | - |

APPENDIX E-B STATEWIDE

| County | Project Title | Category | Class | Family | Phase | Current Estimate | FY19 State Spend | FY19 Fed Spend | FY19 Other Spend | FY20 State Spend | FY20 Fed Spend | FY20 Other Spend | FY21 State Spend | FY21 Fed Spend | FY21 Other Spend | FY22 State Spend | FY22 Fed Spend | FY22 Other Spend |
|-----------|---|-----------------|---------------|--------------------|-------------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|
| Statewide | Heavy Equipment Program Total | Support Systems | Heavy Equipm | Equipment | | 89,004,195 | 12,700,000 | - | - | 12,500,000 | - | - | 11,500,000 | - | - | 10,000,000 | - | - |
| Statewide | | | | | Program Fundin | 180,000 | 6,000 | 24,000 | - | 6,000 | 24,000 | - | 6,000 | 24,000 | - | 6,000 | 24,000 | - |
| Statewide | Federal Land Access Program Total | Support Systems | Planning | Planning | | 180,000 | 6,000 | 24,000 | - | 6,000 | 24,000 | - | 6,000 | 24,000 | - | 6,000 | 24,000 | - |
| Statewide | | | | | Program Fundin | 1,800,000 | 150,000 | 150,000 | - | 150,000 | 150,000 | - | 150,000 | 150,000 | - | 150,000 | 150,000 | - |
| Statewide | Local Transportation Assistance Program Total | Support Systems | Planning | Planning | | 1,800,000 | 150,000 | 150,000 | - | 150,000 | 150,000 | - | 150,000 | 150,000 | - | 150,000 | 150,000 | - |
| Statewide | | | | | Program Fundin | 20,482,214 | 579,651 | 2,318,604 | - | 592,834 | 2,371,336 | - | 592,834 | 2,371,336 | - | 592,834 | 2,371,336 | - |
| Statewide | Metropolitan Planning Organization / FHWA/FTATotal | Support Systems | Planning | Planning | | 20,482,214 | 579,651 | 2,318,604 | - | 592,834 | 2,371,336 | - | 592,834 | 2,371,336 | - | 592,834 | 2,371,336 | - |
| Statewide | | | | | Program Fundin | 18,854,355 | 3,854,355 | - | - | 3,000,000 | - | - | 3,000,000 | - | - | 3,000,000 | - | - |
| Statewide | Pedestrian ADA Accessibility Total | Support Systems | Planning | Pedestrian ADA | Accessibilities I | 18,854,355 | 3,854,355 | - | - | 3,000,000 | - | - | 3,000,000 | - | - | 3,000,000 | - | - |
| Statewide | | | | | Program Fundin | 14,780,000 | 2,210,057 | - | - | 2,000,000 | - | - | 2,000,000 | - | - | 2,000,000 | - | - |
| Statewide | Planning Program Development Total | Support Systems | Planning | Planning | | 14,780,000 | 2,210,057 | - | - | 2,000,000 | - | - | 2,000,000 | - | - | 2,000,000 | - | - |
| Statewide | | | | | Program Fundin | 625,600 | - | 87,653 | - | - | 87,653 | - | - | 87,653 | - | - | 87,653 | - |
| Statewide | Rural Technical Assistance Program Total | Support Systems | Planning | Planning | | 625,600 | - | 87,653 | - | - | 87,653 | - | - | 87,653 | - | - | 87,653 | - |
| Statewide | | | | | Program Fundin | 26,070,400 | 895,979 | 3,583,916 | - | 841,718 | 3,366,873 | - | 841,718 | 3,366,873 | - | 841,718 | 3,366,873 | - |
| Statewide | Statewide Planning & Research Program / FHWA Total | Support Systems | Planning | Planning | | 26,070,400 | 895,979 | 3,583,916 | - | 841,718 | 3,366,873 | - | 841,718 | 3,366,873 | - | 841,718 | 3,366,873 | - |
| Statewide | | | | | Planning Total | 994,400 | 28,097 | 112,388 | - | 28,670 | 114,680 | - | 28,670 | 114,680 | - | 28,670 | 114,680 | - |
| Statewide | Statewide Planning & Research Program / FTA Total | Support Systems | Planning | Planning | | 994,400 | 28,097 | 112,388 | - | 28,670 | 114,680 | - | 28,670 | 114,680 | - | 28,670 | 114,680 | - |
| Statewide | | | | | Program Fundin | 4,924,570 | 1,054,570 | - | - | 645,000 | - | - | 645,000 | - | - | 645,000 | - | - |
| Statewide | Truck Weigh Enforcement Total | Support Systems | Planning | Planning | | 4,924,570 | 1,054,570 | - | - | 645,000 | - | - | 645,000 | - | - | 645,000 | - | - |
| Statewide | | | | | Program Fundin | 2,000,000 | 250,000 | - | - | 250,000 | - | - | 250,000 | - | - | 250,000 | - | - |
| Statewide | University Research Program Total | Support Systems | Planning | Planning | | 2,000,000 | 250,000 | - | - | 250,000 | - | - | 250,000 | - | - | 250,000 | - | - |
| Statewide | | | | | Program Fundin | 1,309,660 | - | 44,630 | - | - | 44,630 | - | - | 44,630 | - | - | 44,630 | - |
| Statewide | Disadvantaged Business Enterprise Supportive Services Program T | Support Systems | Technology | Technology | | 1,309,660 | - | 44,630 | - | - | 44,630 | - | - | 44,630 | - | - | 44,630 | - |
| Statewide | | | | | IT Development | 23,400,000 | 5,900,000 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | DMV Mainframe Modernization Project FY2013 Total | Support Systems | Technology | Technology | | 23,400,000 | 5,900,000 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | Procurement Tot | 1,160,000 | - | 870,000 | - | - | - | - | - | - | - | - | - | - |
| Statewide | Mileage Based User Fee Total | Support Systems | Engineering & | Engineering and | Contingency | 1,160,000 | - | 870,000 | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | Program Fundin | 60,600,000 | 12,415,000 | - | - | 13,000,000 | - | - | 13,500,000 | - | - | 13,800,000 | - | - |
| Statewide | Information Technology Initiatives Program Total | Support Systems | Technology | Technology | | 60,600,000 | 12,415,000 | - | - | 13,000,000 | - | - | 13,500,000 | - | - | 13,800,000 | - | - |
| Statewide | | | | | Program Fundin | 821,511 | - | 100,000 | - | - | 100,000 | - | - | 100,000 | - | - | 100,000 | - |
| Statewide | On the Job Training / Supportive Services Total | Support Systems | Technology | Technology | | 821,511 | - | 100,000 | - | - | 100,000 | - | - | 100,000 | - | - | 100,000 | - |
| Statewide | | | | | Program Fundin | 412,500 | 13,750 | 55,000 | - | 13,750 | 55,000 | - | 13,750 | 55,000 | - | 13,750 | 55,000 | - |
| Statewide | Summer Transportation Institute Program Total | Support Systems | Technology | Technology | | 412,500 | 13,750 | 55,000 | - | 13,750 | 55,000 | - | 13,750 | 55,000 | - | 13,750 | 55,000 | - |
| Statewide | | | | | Program Fundin | 250,000 | - | 249,845 | - | - | - | - | - | - | - | - | - | - |
| Statewide | Highway Use Tax Evasion Grant Total | Support Systems | Technology | Technology | | 250,000 | - | 249,845 | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | Program Fundin | 10,658,607 | 5,942,472 | - | - | 4,716,135 | - | - | - | - | - | - | - | - |
| Statewide | DMV Toll Equipment Upgrade Total | Support Systems | Transportatio | Transportation | Facilities | 10,658,607 | 5,942,472 | - | - | 4,716,135 | - | - | - | - | - | - | - | - |
| Statewide | | | | | Program Fundin | 17,062,970 | 6,000,000 | - | - | 2,250,000 | - | - | 2,250,000 | - | - | 2,250,000 | - | - |
| Statewide | Transportation Facilities - Administration Total | Support Systems | Transportatio | Transportation | Facilities | 17,062,970 | 6,000,000 | - | - | 2,250,000 | - | - | 2,250,000 | - | - | 2,250,000 | - | - |
| Statewide | | | | | Program Fundin | 44,468,664 | 14,787,740 | - | - | 14,000,000 | - | - | 12,000,000 | - | - | 7,000,000 | - | - |
| Statewide | Transportation Facilities - Operations Total | Support Systems | Transportatio | Transportation | Facilities | 44,468,664 | 14,787,740 | - | - | 14,000,000 | - | - | 12,000,000 | - | - | 7,000,000 | - | - |
| Statewide | | | | | Traffic Total | 875,000 | 125,000 | - | - | 125,000 | - | - | 125,000 | - | - | 125,000 | - | - |
| Statewide | Traffic Signal Revolving Fund Program Total | Support Systems | Transportatio | Traffic Signal | Revolving Fund | 875,000 | 125,000 | - | - | 125,000 | - | - | 125,000 | - | - | 125,000 | - | - |
| Statewide | | | | | Traffic Total | 20,000,000 | 810,000 | 5,856,087 | - | 600,000 | 2,400,000 | - | 400,000 | 1,600,000 | - | 400,000 | 1,600,000 | - |
| Statewide | MUTCD Compliance Program Total | Support Systems | Transportatio | Transportation | Management In | 20,000,000 | 810,000 | 5,856,087 | - | 600,000 | 2,400,000 | - | 400,000 | 1,600,000 | - | 400,000 | 1,600,000 | - |
| Statewide | | | | | Program Fundin | 3,660,000 | - | 410,000 | 102,500 | - | 360,000 | 90,000 | - | 384,000 | 96,000 | - | 384,000 | 96,000 |
| Statewide | Rideshare Program / Trip Mitigation Total | Support Systems | Transportatio | Transportation | Management In | 3,660,000 | - | 410,000 | 102,500 | - | 360,000 | 90,000 | - | 384,000 | 96,000 | - | 384,000 | 96,000 |
| Statewide | | | | | Program Fundin | 36,875,000 | 1,216,500 | 4,866,000 | - | 1,180,000 | 4,720,000 | - | 1,180,000 | 4,720,000 | - | 1,180,000 | 4,720,000 | - |
| Statewide | Transportation Management Improvements Total | Support Systems | Transportatio | Transportation | Management In | 36,875,000 | 1,216,500 | 4,866,000 | - | 1,180,000 | 4,720,000 | - | 1,180,000 | 4,720,000 | - | 1,180,000 | 4,720,000 | - |
| Statewide | | | | | Program Fundin | 6,140,000 | 750,000 | - | - | 750,000 | - | - | 750,000 | - | - | 750,000 | - | - |
| Statewide | Bus Stop Improvement Program Total | Transit Systems | Facilities | Transit Facilities | | 6,140,000 | 750,000 | - | - | 750,000 | - | - | 750,000 | - | - | 750,000 | - | - |
| Statewide | | | | | PD Total | 825,000 | 100,000 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | CAD/AVL Modem Upgrade Total | Transit Systems | Facilities | Transit Facilities | | 825,000 | 100,000 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | PD Total | 470,867 | 229,147 | - | - | 200,000 | - | - | - | - | - | - | - | - |
| Statewide | CAD/AVL System and Trapeze Upgrade Total | Transit Systems | Facilities | Transit Facilities | | 470,867 | 229,147 | - | - | 200,000 | - | - | - | - | - | - | - | - |
| Statewide | | | | | C Total | 50,000 | - | - | - | 50,000 | - | - | - | - | - | - | - | - |
| Statewide | Training Room Upgrades Total | Transit Systems | Facilities | Transit Facilities | | 50,000 | - | - | - | 50,000 | - | - | - | - | - | - | - | - |
| Statewide | | | | | C Total | 630,198 | 630,198 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | Fuel Management Software System Total | Transit Systems | Facilities | Transit Facilities | | 630,198 | 630,198 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | Procurement Tot | 3,000,000 | 500,000 | - | - | 500,000 | - | - | 500,000 | - | - | 500,000 | - | - |
| Statewide | Statewide Transit Safety and Security Program Total | Transit Systems | Facilities | Transit Facilities | | 3,000,000 | 500,000 | - | - | 500,000 | - | - | 500,000 | - | - | 500,000 | - | - |
| Statewide | Transit Facilities Minor Capital Program | Transit Systems | Facilities | Transit Facilitie | C | 4,500,000 | 700,000 | - | - | 700,000 | - | - | 700,000 | - | - | 700,000 | - | - |
| Statewide | | | | | C Total | 4,500,000 | 700,000 | - | - | 700,000 | - | - | 700,000 | - | - | 700,000 | - | - |
| Statewide | Transit Facilities Minor Capital Program Total | Transit Systems | Facilities | Transit Facilities | | 4,500,000 | 700,000 | - | - | 700,000 | - | - | 700,000 | - | - | 700,000 | - | - |
| Statewide | | | | | PE Total | 168,700 | 91,735 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | C Total | 5,686,806 | 143,428 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | Transit Facility Minor Capital Projects Total | Transit Systems | Facilities | Transit Facilities | | 5,855,506 | 235,163 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | Procurement Tot | 280,000 | 40,000 | - | - | 40,000 | - | - | 40,000 | - | - | 40,000 | - | - |
| Statewide | Transit Systems Equipment Program Total | Transit Systems | Facilities | Transit Facilities | | 280,000 | 40,000 | - | - | 40,000 | - | - | 40,000 | - | - | 40,000 | - | - |
| Statewide | | | | | C Total | 606,052 | 214,290 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | Propane Fueling Stations Total | Transit Systems | Facilities | Transit Facilities | | 606,052 | 214,290 | - | - | - | - | - | - | - | - | - | - | - |

APPENDIX E-B STATEWIDE

| County | Project Title | Category | Class | Family | Phase | Current Estimate | FY19 State Spend | FY19 Fed Spend | FY19 Other Spend | FY20 State Spend | FY20 Fed Spend | FY20 Other Spend | FY21 State Spend | FY21 Fed Spend | FY21 Other Spend | FY22 State Spend | FY22 Fed Spend | FY22 Other Spend |
|-----------------|--|---------------------|--------------------------|----------------------------------|-------------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|
| Statewide | | | | | PE Total | 100,000 | 100,000 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | C Total | 500,000 | 500,000 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | Snow Blowers - Statewide Total | Transit Systems | Facilities | Transit Facilities | | 600,000 | 600,000 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | PE Total | 60,000 | 40,000 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | C Total | 240,000 | 240,000 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | Park & Ride Hub Restrooms Total | Transit Systems | Facilities | Transit Facilities | | 300,000 | 280,000 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | PD Total | 120,000 | 7,500 | - | - | 109,527 | - | - | - | - | - | - | - | - |
| Statewide | DTC Automated Timesheet and Absence Tracking Total | Transit Systems | Facilities | Transit Facilities | | 120,000 | 7,500 | - | - | 109,527 | - | - | - | - | - | - | - | - |
| Statewide | | | | | C Total | 370,500 | 356,450 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | Traveler Information Signage Total | Transit Systems | Facilities | Transit Facilities | | 370,500 | 356,450 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | C Total | 3,800,000 | 343,843 | - | - | 300,000 | - | - | 300,000 | - | - | 300,000 | - | - |
| Statewide | Rail Preservation Total | Transit Systems | Rail | Rail Preservation | | 3,800,000 | 343,843 | - | - | 300,000 | - | - | 300,000 | - | - | 300,000 | - | - |
| Statewide | | | | | Procurement Total | 9,770,400 | 212,902 | 851,607 | - | - | - | - | - | - | - | - | - | - |
| Statewide | CAD/AVL Total | Transit Systems | Vehicles | Transit Vehicles | | 9,770,400 | 212,902 | 851,607 | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | PD Total | 3,250,000 | 1,550,000 | - | - | 1,578,570 | - | - | - | - | - | - | - | - |
| Statewide | Fare Collection Improvements Total | Transit Systems | Vehicles | Transit Vehicles | | 3,250,000 | 1,550,000 | - | - | 1,578,570 | - | - | - | - | - | - | - | - |
| Statewide | | | | | Program Funding | 10,909,632 | - | 340,926 | 340,926 | - | 340,926 | 340,926 | - | 340,926 | 340,926 | - | 340,926 | 340,926 |
| Statewide | Job Access Reverse Commute (JARC) Program Total | Transit Systems | Vehicles | Transit Vehicles | | 10,909,632 | - | 340,926 | 340,926 | - | 340,926 | 340,926 | - | 340,926 | 340,926 | - | 340,926 | 340,926 |
| Statewide | | | | | Procurement Total | 1,609,951 | 200,000 | - | - | 200,000 | - | - | 200,000 | - | - | 200,000 | - | - |
| Statewide | Maintenance Equipment and Tools (Transit) Program Total | Transit Systems | Vehicles | Transit Vehicles | | 1,609,951 | 200,000 | - | - | 200,000 | - | - | 200,000 | - | - | 200,000 | - | - |
| Statewide | | | | | Planning Total | 4,069,290 | - | 369,347 | 369,347 | - | 369,347 | 369,347 | - | 369,347 | 369,347 | - | 369,347 | 369,347 |
| Statewide | New Freedom Program Statewide 50/50 Total | Transit Systems | Vehicles | Transit Vehicles | | 4,069,290 | - | 369,347 | 369,347 | - | 369,347 | 369,347 | - | 369,347 | 369,347 | - | 369,347 | 369,347 |
| Statewide | | | | | Procurement Total | 280,000 | - | - | - | 280,000 | - | - | - | - | - | - | - | - |
| Statewide | Taxi Pilot Equipment Start-up Total | Transit Systems | Vehicles | Transit Vehicles | | 280,000 | - | - | - | 280,000 | - | - | - | - | - | - | - | - |
| Statewide | | | | | Procurement Total | 8,401,762 | 741,657 | 458,595 | - | 741,657 | 458,595 | - | 741,657 | 458,595 | - | 741,657 | 458,595 | - |
| Statewide | Transit Vehicle Replacement 5310 Program - Statewide Total | Transit Systems | Vehicles | Transit Vehicles | | 8,401,762 | 741,657 | 458,595 | - | 741,657 | 458,595 | - | 741,657 | 458,595 | - | 741,657 | 458,595 | - |
| Statewide | | | | | Procurement Total | 488,000 | 437,799 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | Paratransit Vans FY18 (6) Total | Transit Systems | Vehicles | Transit Vehicles | | 488,000 | 437,799 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | Procurement Total | 2,348,461 | 336,707 | - | - | 336,859 | - | - | 508,785 | - | - | 379,900 | - | - |
| Statewide | Transit Systems Statewide Support Vehicles Total | Transit Systems | Vehicles | Transit Vehicles | | 2,348,461 | 336,707 | - | - | 336,859 | - | - | 508,785 | - | - | 379,900 | - | - |
| Statewide | | | | | Program Funding | 119,100,000 | 22,330,000 | - | - | 17,680,000 | - | - | 17,680,000 | - | - | 17,680,000 | - | - |
| Statewide | Community Transportation Program Total | Grants & Allocation | Community Transportation | Community Transportation Funding | | 119,100,000 | 22,330,000 | - | - | 17,680,000 | - | - | 17,680,000 | - | - | 17,680,000 | - | - |
| Statewide | | | | | Program Funding | 5,000,000 | 5,000,000 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | CTF Subdivision Paving Pilot Total | Grants & Allocation | Community Transportation | Community Transportation Funding | | 5,000,000 | 5,000,000 | - | - | - | - | - | - | - | - | - | - | - |
| Statewide | | | | | Program Funding | 36,000,000 | 6,000,000 | - | - | 6,000,000 | - | - | 6,000,000 | - | - | 6,000,000 | - | - |
| Statewide | Municipal Street Aid Total | Grants & Allocation | Municipal Street Aid | Municipal Street Aid | | 36,000,000 | 6,000,000 | - | - | 6,000,000 | - | - | 6,000,000 | - | - | 6,000,000 | - | - |
| Statewide Total | | | | | | 2,862,137,082 | 266,812,287 | 136,174,983 | 2,337,933 | 228,236,650 | 107,028,414 | 1,628,613 | 210,859,453 | 95,125,131 | 1,632,693 | 204,972,531 | 104,809,081 | 1,632,693 |

APPENDIX F
Population and Employment Estimates
ADOPTED 9-7-2016

APPENDIX F
POPULATION AND HOUSEHOLDS PROJECTIONS

2015 DPC DISTRIBUTION

2015 Step 2: Development Adjustments

| Traffic Analysis Zone Number | | | | | 2015 Household Projections | | | |
|---------------------------------|--------------------|-----------------------------|-----------------------------|-----------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| | 2010 Population | Adjusted 2020 Population | Adjusted 2030 Population | Adjusted 2040 Population | 2010 Households Proposed | 2020 Households Proposed | 2030 Households Proposed | 2040 Households Proposed |
| K001 | 262 | 257 | 261 | 273 | 90 | 88 | 92 | 98 |
| K002 | 1472 | 1511 | 1580 | 1574 | 504 | 515 | 558 | 569 |
| K003 | 1172 | 1393 | 1568 | 1483 | 401 | 475 | 554 | 536 |
| K004 | 712 | 811 | 880 | 920 | 244 | 277 | 311 | 332 |
| K005 | 837 | 1004 | 1020 | 1015 | 287 | 342 | 360 | 367 |
| K006 | 74 | 76 | 77 | 81 | 26 | 26 | 28 | 30 |
| K007 | 278 | 417 | 453 | 473 | 97 | 145 | 163 | 174 |
| K008 | 1662 | 1901 | 1912 | 1865 | 574 | 654 | 681 | 680 |
| K009 | 1863 | 1918 | 1967 | 2056 | 649 | 666 | 708 | 757 |
| K010 | 617 | 662 | 692 | 723 | 230 | 248 | 268 | 287 |
| K011 | 182 | 186 | 189 | 198 | 67 | 69 | 72 | 77 |
| K012 | 2002 | 2338 | 2561 | 2677 | 747 | 875 | 991 | 1062 |
| K013 | 509 | 574 | 618 | 645 | 188 | 212 | 236 | 253 |
| K014 | 1035 | 1186 | 1299 | 1358 | 360 | 412 | 467 | 500 |
| K015 | 158 | 161 | 164 | 171 | 58 | 60 | 63 | 67 |
| K016 | 1738 | 1816 | 1899 | 1928 | 605 | 631 | 683 | 710 |
| K017 | 638 | 713 | 746 | 779 | 222 | 248 | 268 | 287 |
| K018 | 1581 | 1849 | 1933 | 1828 | 551 | 642 | 695 | 673 |
| K019 | 110 | 113 | 115 | 120 | 39 | 40 | 42 | 45 |
| K020 | 827 | 1214 | 1487 | 1554 | 303 | 445 | 564 | 604 |
| K021 | 741 | 807 | 844 | 857 | 265 | 288 | 312 | 324 |
| K022 | 242 | 363 | 365 | 363 | 86 | 129 | 135 | 137 |
| K023 | 477 | 503 | 510 | 534 | 178 | 188 | 198 | 212 |
| K024 | 2976 | 3527 | 3934 | 4307 | 1118 | 1331 | 1535 | 1723 |
| K025 | 248 | 312 | 367 | 657 | 93 | 118 | 143 | 263 |
| K026 | 424 | 478 | 500 | 523 | 158 | 179 | 194 | 207 |
| K027 | 796 | 861 | 901 | 941 | 297 | 322 | 349 | 373 |
| K029 | 869 | 1117 | 1323 | 1185 | 310 | 399 | 489 | 448 |
| K054 | 152 | 155 | 158 | 165 | 59 | 61 | 64 | 69 |
| K055 | 264 | 270 | 274 | 286 | 104 | 107 | 112 | 120 |

APPENDIX F
POPULATION AND HOUSEHOLDS PROJECTIONS

| | | | | | | | | |
|------|------|------|------|------|------|------|------|------|
| K056 | 457 | 552 | 578 | 604 | 179 | 218 | 236 | 253 |
| K057 | 637 | 670 | 720 | 674 | 250 | 265 | 294 | 282 |
| K058 | 336 | 347 | 355 | 371 | 132 | 137 | 145 | 156 |
| K059 | 1585 | 1653 | 1695 | 1687 | 622 | 653 | 692 | 707 |
| K060 | 225 | 230 | 233 | 244 | 91 | 94 | 98 | 105 |
| K074 | 1827 | 1992 | 2083 | 2177 | 731 | 805 | 869 | 932 |
| K075 | 2506 | 2630 | 2724 | 2712 | 1002 | 1063 | 1137 | 1161 |
| K076 | 953 | 982 | 997 | 1043 | 524 | 567 | 590 | 637 |
| K077 | 736 | 767 | 779 | 814 | 304 | 323 | 338 | 361 |
| K078 | 213 | 221 | 224 | 235 | 91 | 97 | 102 | 109 |
| K079 | 2018 | 2069 | 2102 | 2197 | 790 | 822 | 862 | 919 |
| K080 | 1952 | 2003 | 2035 | 2127 | 787 | 820 | 860 | 919 |
| K081 | 272 | 318 | 355 | 470 | 112 | 133 | 153 | 209 |
| K082 | 917 | 945 | 960 | 1004 | 386 | 404 | 424 | 455 |
| K083 | 1029 | 1062 | 1079 | 1128 | 408 | 425 | 446 | 479 |
| K084 | 714 | 739 | 751 | 785 | 284 | 297 | 311 | 334 |
| K085 | 169 | 173 | 176 | 184 | 72 | 76 | 79 | 85 |
| K086 | 196 | 200 | 203 | 517 | 83 | 86 | 90 | 234 |
| K087 | 2489 | 2955 | 3031 | 3651 | 1004 | 1210 | 1281 | 1577 |
| K088 | 4084 | 4439 | 4641 | 4851 | 1512 | 1662 | 1796 | 1909 |
| K089 | 1268 | 1419 | 1555 | 1625 | 470 | 527 | 597 | 640 |
| K090 | 1000 | 1165 | 1300 | 1358 | 370 | 433 | 499 | 535 |
| K091 | 2131 | 2251 | 2309 | 2413 | 833 | 890 | 943 | 1007 |
| K092 | 2021 | 2221 | 2366 | 2474 | 751 | 838 | 923 | 977 |
| K093 | 2002 | 2151 | 2249 | 2351 | 751 | 815 | 881 | 939 |
| K094 | 1622 | 1827 | 2002 | 2092 | 557 | 625 | 709 | 759 |
| K095 | 840 | 983 | 1096 | 1146 | 296 | 345 | 399 | 427 |
| K096 | 2347 | 2768 | 3087 | 3227 | 809 | 951 | 1098 | 1175 |
| K097 | 1688 | 1735 | 1762 | 1842 | 582 | 601 | 631 | 671 |
| K098 | 1964 | 2014 | 2045 | 2138 | 691 | 713 | 750 | 796 |
| K099 | 2200 | 2256 | 2291 | 2395 | 791 | 818 | 859 | 913 |
| K100 | 342 | 359 | 376 | 393 | 123 | 129 | 140 | 150 |
| K101 | 363 | 373 | 379 | 396 | 131 | 134 | 141 | 151 |
| K102 | 281 | 329 | 367 | 383 | 101 | 118 | 136 | 146 |
| K103 | 1395 | 1632 | 1820 | 1902 | 462 | 537 | 620 | 663 |
| K104 | 845 | 893 | 925 | 967 | 304 | 321 | 344 | 369 |
| K105 | 347 | 405 | 452 | 945 | 125 | 146 | 168 | 360 |

APPENDIX F
POPULATION AND HOUSEHOLDS PROJECTIONS

| | | | | | | | | |
|------|------|------|------|------|------|------|------|------|
| K106 | 1097 | 1398 | 1691 | 1676 | 395 | 460 | 588 | 621 |
| K107 | 3110 | 3236 | 3319 | 3469 | 1225 | 1291 | 1367 | 1460 |
| K108 | 565 | 595 | 604 | 632 | 197 | 207 | 217 | 233 |
| K109 | 319 | 338 | 353 | 369 | 112 | 118 | 127 | 136 |
| K110 | 575 | 673 | 750 | 784 | 214 | 251 | 289 | 310 |
| K111 | 285 | 306 | 320 | 334 | 105 | 113 | 122 | 131 |
| K112 | 279 | 305 | 325 | 339 | 103 | 113 | 124 | 133 |
| K113 | 226 | 231 | 235 | 246 | 78 | 79 | 84 | 89 |
| K114 | 184 | 188 | 191 | 199 | 72 | 74 | 78 | 83 |
| K115 | 1661 | 1936 | 2328 | 2535 | 687 | 811 | 1354 | 1561 |
| K116 | 250 | 284 | 294 | 308 | 103 | 119 | 127 | 136 |
| K117 | 45 | 50 | 51 | 53 | 18 | 20 | 21 | 23 |
| K118 | 49 | 53 | 55 | 56 | 20 | 21 | 23 | 24 |
| K119 | 32 | 33 | 33 | 35 | 13 | 13 | 14 | 15 |
| K120 | 284 | 295 | 303 | 316 | 88 | 90 | 96 | 102 |
| K121 | 786 | 820 | 841 | 879 | 242 | 250 | 266 | 284 |
| K122 | 524 | 591 | 642 | 671 | 181 | 203 | 228 | 244 |
| K123 | 2129 | 2469 | 2753 | 2878 | 705 | 812 | 938 | 1003 |
| K124 | 1281 | 1575 | 1819 | 1901 | 466 | 573 | 685 | 733 |
| K125 | 1685 | 2239 | 2453 | 2662 | 628 | 838 | 949 | 1056 |
| K126 | 392 | 454 | 497 | 520 | 151 | 176 | 199 | 213 |
| K127 | 669 | 685 | 696 | 728 | 257 | 265 | 278 | 298 |
| K128 | 313 | 341 | 363 | 380 | 117 | 128 | 141 | 151 |
| K129 | 1608 | 1816 | 1899 | 1928 | 598 | 677 | 732 | 762 |
| K130 | 205 | 278 | 349 | 574 | 79 | 108 | 140 | 235 |
| K131 | 375 | 439 | 490 | 512 | 136 | 159 | 183 | 196 |
| K132 | 1296 | 1490 | 1661 | 1737 | 477 | 550 | 634 | 679 |
| K133 | 987 | 1282 | 1734 | 1969 | 367 | 479 | 1114 | 1349 |
| K134 | 930 | 1254 | 1524 | 1593 | 336 | 453 | 569 | 610 |
| K139 | 1996 | 2326 | 2594 | 2711 | 756 | 896 | 1033 | 1094 |
| K142 | 1029 | 1078 | 1128 | 1482 | 390 | 412 | 445 | 598 |
| K207 | 443 | 500 | 617 | 830 | 170 | 194 | 247 | 340 |
| K208 | 480 | 547 | 615 | 643 | 182 | 208 | 242 | 259 |
| K209 | 638 | 745 | 831 | 868 | 246 | 291 | 335 | 356 |
| K210 | 440 | 593 | 721 | 969 | 165 | 224 | 281 | 387 |
| K211 | 562 | 629 | 683 | 1156 | 211 | 238 | 267 | 462 |
| K212 | 308 | 431 | 528 | 552 | 116 | 163 | 206 | 221 |

APPENDIX F
POPULATION AND HOUSEHOLDS PROJECTIONS

| | | | | | | | | |
|------|------|------|------|------|------|------|------|------|
| K213 | 915 | 1234 | 1511 | 1700 | 352 | 478 | 604 | 697 |
| K214 | 183 | 189 | 194 | 203 | 68 | 71 | 75 | 81 |
| K215 | 8 | 8 | 8 | 8 | 3 | 3 | 3 | 3 |
| K216 | 222 | 255 | 277 | 290 | 83 | 96 | 107 | 115 |
| K217 | 2363 | 2650 | 2718 | 3031 | 815 | 910 | 967 | 1103 |
| K218 | 1884 | 2195 | 2448 | 2559 | 624 | 722 | 834 | 892 |
| K219 | 1486 | 1731 | 1930 | 2018 | 492 | 569 | 657 | 703 |
| K220 | 1464 | 1708 | 1905 | 1991 | 504 | 587 | 677 | 725 |
| K221 | 3368 | 3905 | 4277 | 4471 | 1161 | 1342 | 1521 | 1628 |
| K222 | 2387 | 2720 | 2898 | 3029 | 812 | 921 | 1016 | 1087 |
| K223 | 3125 | 3717 | 4035 | 4217 | 1062 | 1258 | 1414 | 1513 |
| K224 | 2913 | 3304 | 3586 | 3748 | 964 | 1086 | 1221 | 1306 |
| K225 | 1244 | 1317 | 1351 | 1412 | 462 | 491 | 521 | 558 |
| K226 | 777 | 821 | 858 | 897 | 287 | 304 | 328 | 352 |
| K227 | 236 | 274 | 306 | 320 | 87 | 101 | 117 | 125 |
| K228 | 1406 | 1437 | 1459 | 1526 | 492 | 501 | 527 | 564 |
| K229 | 2068 | 2403 | 2680 | 2801 | 723 | 838 | 967 | 1035 |
| K230 | 858 | 961 | 1072 | 1120 | 300 | 335 | 387 | 414 |
| K231 | 2527 | 2937 | 3276 | 3424 | 995 | 1166 | 1343 | 1441 |
| K232 | 918 | 1071 | 1322 | 1430 | 330 | 385 | 734 | 842 |
| K233 | 1139 | 1321 | 1421 | 1485 | 410 | 475 | 529 | 566 |
| K234 | 778 | 882 | 957 | 1001 | 266 | 301 | 338 | 362 |
| K235 | 3448 | 4009 | 4471 | 4673 | 1214 | 1409 | 1626 | 1740 |
| K236 | 358 | 413 | 444 | 787 | 126 | 145 | 162 | 293 |
| K237 | 1366 | 1598 | 1782 | 1863 | 471 | 549 | 634 | 678 |
| K238 | 10 | 12 | 13 | 14 | 4 | 4 | 5 | 5 |
| K239 | 1218 | 1419 | 1582 | 1654 | 424 | 493 | 569 | 609 |
| K240 | 1004 | 1134 | 1231 | 1286 | 361 | 408 | 458 | 490 |
| K241 | 352 | 409 | 464 | 485 | 127 | 147 | 173 | 185 |
| K242 | 1016 | 1115 | 1188 | 1241 | 379 | 417 | 460 | 493 |
| K243 | 1125 | 1191 | 1281 | 1339 | 415 | 440 | 490 | 525 |
| K244 | 527 | 700 | 851 | 889 | 190 | 253 | 318 | 340 |
| K245 | 131 | 134 | 138 | 144 | 47 | 48 | 51 | 55 |
| K246 | 204 | 223 | 229 | 239 | 82 | 90 | 95 | 102 |
| K247 | 1306 | 1334 | 1355 | 1417 | 522 | 539 | 565 | 607 |
| K248 | 335 | 343 | 348 | 364 | 134 | 138 | 145 | 156 |
| K249 | 756 | 790 | 810 | 847 | 302 | 322 | 341 | 363 |

APPENDIX F
POPULATION AND HOUSEHOLDS PROJECTIONS

| | | | | | | | | |
|--------------|--------|--------|--------|--------|-------|-------|-------|-------|
| K250 | 762 | 789 | 801 | 838 | 420 | 458 | 477 | 512 |
| K251 | 158 | 161 | 164 | 171 | 59 | 60 | 63 | 68 |
| K252 | 585 | 598 | 607 | 635 | 242 | 250 | 262 | 282 |
| K253 | 1012 | 1061 | 1088 | 1138 | 418 | 444 | 470 | 505 |
| K254 | 1155 | 1193 | 1212 | 1267 | 429 | 445 | 467 | 500 |
| K255 | 277 | 283 | 288 | 301 | 111 | 116 | 122 | 129 |
| K256 | 567 | 583 | 593 | 619 | 234 | 248 | 260 | 275 |
| K257 | 1388 | 1452 | 1490 | 1557 | 574 | 617 | 653 | 691 |
| K258 | 666 | 776 | 865 | 904 | 366 | 448 | 512 | 553 |
| K259 | 324 | 378 | 421 | 625 | 134 | 158 | 182 | 277 |
| K260 | 2191 | 2553 | 2847 | 2409 | 830 | 972 | 1120 | 972 |
| K261 | 472 | 484 | 491 | 514 | 170 | 174 | 183 | 196 |
| K262 | 2663 | 3104 | 3462 | 3618 | 918 | 1066 | 1231 | 1317 |
| K263 | 518 | 536 | 550 | 575 | 209 | 219 | 231 | 248 |
| K264 | 2210 | 2474 | 2685 | 2806 | 778 | 873 | 980 | 1045 |
| K265 | 84 | 98 | 102 | 107 | 35 | 41 | 44 | 47 |
| K266 | 3559 | 3770 | 3942 | 4198 | 1280 | 1356 | 1467 | 1600 |
| SUM | 162946 | 182888 | 197270 | 208757 | 60118 | 67662 | 76425 | 83045 |
| | 0 | 0 | 0 | 0 | | | | |
| DPC Controls | 162949 | 182851 | 196565 | 207651 | 54896 | 67702 | 76365 | 83009 |
| Δ | -3 | 37 | 52 | -33 | | 40 | -60 | -36 |

Appendix G

Performance Measures

PERFORMANCE MEASURES

The Federal legislation that funds road projects are reviewed every few years. The last two transportation authorizations, called MAP 21 (the Moving Ahead for Progress in the 21st Century Act) and FAST Act (Fixing America's Surface Transportation Act), included new requirements for DOT's and MPO's to assess the effectiveness of their programs with specified Performance Measures. The Performance Measures were created to offer common goals for:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Times

To meet these goals, five safety, seven infrastructure one system performance, one freight movement and three congestion reduction measures were developed by the US Department of Transportation to monitor performance and assess the effects of projects identified in the Dover/Kent County Metropolitan Planning Organization (the MPO) Transportation Improvement Program (TIP). During 2018, the MPO has been working with WILMAPCO and DelDOT to identify the current status of performance for the measures and develop targets for a future transportation system as well as project areas. The MPO has the choice to either develop our own performance targets or accept and work with the targets established by DelDOT.

To date, the MPO has adopted the Safety Performance Measures (SPM) targets calculated on a five year rolling average created by DelDOT:

| | |
|---|-------|
| SPM1: Number of Fatalities | 120.2 |
| SPM2: Rate of Fatalities (per 100 million vehicle miles traveled) | 1.208 |
| SPM3: Number of Serious Injuries | 578.6 |
| SPM4: Rate of Serious Injuries (per 100 million vehicle miles traveled) | 5.882 |
| SPM5: Combined number of Non-Motorized Fatalities and Serious Injuries | 94.2 |

Calculation of the annual figures for each criteria and developing the target for Safety is a calculation based on the recent past. Other performance measures required the DOT/MPO to choose a target using some basic guidance. The second set of Performance Measures that DelDOT and both

MPO's worked on were The PM2 (Infrastructure) and PM3 (System Performance). DelDOT submitted their targets by May 20th and the MPO will choose to accept them or develop our own by November 20th. Many of the PM3 measurements and targets concerned traffic on interstates as defined by US DOT, and don't apply to the MPO area. They were:

PM2 Pavement and Bridge Condition Measures

| | |
|--|-----|
| Pavement Condition: Statewide-Good Condition | 85% |
| Bridges Statewide; Good Condition | 95% |
| Bridges Kent County; Good Condition | 95% |

(The rating system used by DelDOT to assess pavement and bridge conditions identified 'Good', 'Fair', and 'Poor' conditions. For the purposes of matching the FHWA ratings, Good and Fair are considered "Good")

PM3 Performance of NHS, Freight and CMAQ Measures

| | |
|--|---------------------|
| Truck Travel Time Reliability: on the interstates | Doesn't apply |
| Travel Time Reliability: Interstate | Doesn't apply |
| Travel Time Reliability: NHS Kent (actual 97.9%) | Applies! 75% |
| Total Peak Hour of Excessive Delay: | Doesn't apply |
| CMAQ-Percent Non-single occupancy vehicles: >1MM Philadelphia PA-NJ-DE-MD Urbanized Area | Doesn't apply |
| CMAQ-Peak Hour of Excessive Delay: 1MM people Philadelphia PA-NJ-DE-MD Urbanized Area | Doesn't apply |
| CMAQ-Emissions Reductions: 1MM people Philadelphia PA-NJ-DE-MD Urbanized Area | Doesn't apply |

The MPO to this point has been tasked with identifying targets for the Performance Measures and working them into project selection matrices. The future will require assessing progress of projects and programs in meeting these targets.

APPENDIX H

Air Quality Conformity Support Documents

Air Quality Conformity for Kent County, Delaware

Introduction:

Until 2/16/2018, the Dover/Kent County MPO area had been in transportation conformity. The 2016 TIP included the following:

“Kent County is part of the Philadelphia-Wilmington-Trenton non-attainment area, though it was not cited as a non-attainment county. As the federally-designated Metropolitan Planning Organization for Kent County, Delaware is in attainment, the Dover/Kent County MPO, is not required through federal regulations to show that the FY 2016-2019 TIP complied with the requirements of the 1990 Clean Air Act and subsequent amendments (CAA).”

The determination was based upon guidance offered by FHWA that the MPO region met the 2008 Air Quality standards for ozone. In a challenge to the standard by the ongoing law suit know as South Coast Air Quality Management District v EPA, the EPA changed the guidance. After the appeal was heard on 9/14/2017, a decision released on 2/16/2018 required the MPO to meet the original 1997 ozone standard as well as the 2008 standard. The only standards which Kent County can't meet are the Ozone (1-hour standard) which is noted as being “...revoked effective June 15, 2005 for all areas of Delaware,” and the 1997 8-hour Ozone (Primary and Secondary). The MPO was again in non-compliance for ozone and subject to air quality policies of a TIP. Interim guidance was distributed in a memorandum on 4/23/2018 titled “Interim Guidance on Conformity Requirements for 1997 Ozone NAAQS” based on the 2/6/2018 US Court of Appeals decision. In this guidance from FHWA/FTA, “...two groups of ozone areas are described in the decision.” The Dover/Kent County MPO falls under the second circumstance described as “Areas that were designated as nonattainment for the 1997 ozone NAAQS at the time of revocation and are designated as attainment for the 2008 Ozone NAAQS. These areas have not been required to make transportation conformity determinations for any ozone NAAQS since the 1997 ozone NAAQS were revoked in April 2015 by EPA's Rule.” The impact of the change was described in the “Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS (National Ambient Air Quality Standards)” dated April 23, 2018. The guidance on page 2 of the memo included the following: “Within the 82 identified areas, NEPA approvals for FHWA/FTA projects (40 CFR 93.101) may not proceed unless the existing Metropolitan Plan and TIP include the project”. Both the MTP and the 2019-2022 TIP included the identified projects.

Background on 8-Hour Ozone

Ozone is an odorless, colorless, gas and is created by a reaction between oxides of nitrogen (NOx) and volatile organic compounds (VOC) in the presence of sunlight. While ozone in the stratosphere forms a protective layer, shielding the earth from the sun's harmful rays, ground level ozone is a key contributor to smog. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents, and natural sources all contribute to NOx and VOC emissions. Since ozone is formed in the presence of heat and sunlight, it is considered a summertime pollutant.

The health effects of ozone vary. Ozone can irritate lung airways and cause inflammation similar to sunburn. Other symptoms include wheezing, coughing, pain when taking a deep breath and breathing difficulties during exercise or outdoor activities. People with respiratory problems, children and the elderly are most vulnerable, but even healthy people that are active outdoors can be affected when ozone levels are high. Even at very low levels, ground-level ozone triggers a variety of health problems including aggravated asthma, reduced lung capacity, and increased susceptibility to respiratory illnesses such as pneumonia and bronchitis. In addition to adverse health effects, ground-level ozone also interferes

with the ability of plants to produce and store food, which makes them more susceptible to disease, insects, other pollutants, and harsh weather. Furthermore, ozone damages the leaves of trees and other plants, ruining the appearance of cities, national parks, and recreation areas. In 1997, the USEPA issued the 8-hour ozone National Ambient Air Quality Standards (NAAQS) at a concentration of 0.080 ppm. to better protect public health. Areas that have failed to meet the standards outlined above have been designated as non-attainment areas and, as a result, are subject to the requirements of transportation conformity. Transportation conformity requires non-attainment and maintenance areas to demonstrate that all future transportation projects will not hinder the area from reaching and attaining its air quality improvement goals. In particular, projects may not:

- Cause or contribute to new air quality violations
- Worsen existing violations
- Delay timely attainment of the relevant NAAQS

USEPA originally designated areas as non-attainment for the 8-hour ozone standard on April 15, 2004. Following modifications, the designations became final on June 15, 2005. USEPA designated the PA-NJ-MD-DE area as moderate non-attainment for the 8-hour ozone standard. The NAAQS of 2008 created new ozone standards and eliminated the requirement to comply with the 1997 ozone standard.

Status of the 2040 Metropolitan Transportation Plan (MTP) and FY2019-2022 Transportation Improvement Program (TIP):

As the Metropolitan Planning Organization (MPO) for Kent County, Delaware, Dover/Kent County MPO is charged with authoring a long-range transportation plan with at least a 20-year planning horizon. The Metropolitan Transportation Plan (MTP) presents recommendations for enhanced transportation efficiency and functionality, including the construction of new facilities, improved connectivity to multiple travel modes, and the enhancement of existing highway, transit, and bicycle/pedestrian facilities. Transportation projects that address challenges faced by the region are identified in this plan and placed on the four-year TIP that corresponds to that project's development timetable. The FY 2019–2022 TIP and the 2040 MTP Update of 2017 were created by the Dover/Kent County MPO staff and member agencies. The 2040 MTP was adopted by the Dover/Kent County MPO Council on January 4, 2017 and the FY 2019-2022 TIP was originally adopted on April 19, 2018.

Interagency Consultation Process

As required by the federal transportation conformity rule (40 CFR 93.105) the transportation conformity process includes a significant level of cooperative interaction among federal state and local agencies. Interagency consultation requires coordination with local county representatives, the MPO and representatives from state, city and federal agencies which include but are not limited to:

- City of Dover
- Dover/Kent County MPO
- WILMAPCO
- Delaware Transit Corporation
- Delaware Department of Transportation
- Delaware Department of Natural Resources and Environmental Control
- FHWA

- USEPA
- FTA
- County Planning Departments

The WILMAPCO Air Quality Subcommittee has acted as the technical advisors to questions of exemption and regional significance of projects in our MTP/TIP. The Subcommittee includes representatives from EPA, FHWA, DNREC, DelDOT, WILMAPCO and the Dover/Kent County MPO.

The 2015-2018 TIP stated:

“Two new projects were added including the “Camden Bypass” and the US13 Widening project. The Camden Bypass is a multi-component project that was separated into 5 components for scoring purposes. After review by the de-facto statewide conformity working group, it was determined that no non-exempt, regionally significant projects have been added.” (2015-2018 TIP Doc V2 DRAFT 1-27-2015, page 10)

FHWA requested an assessment of the air quality impacts of the 2019-2022 TIP. The MPO identified projects that might have been considered once again to be non-exempt and regionally significant. The same projects were reviewed by the WILMAPCO Air Quality Subcommittee on May 22, 2018. These two projects and the “Scarborough C&D Roads” were considered non-exempt and regionally significant.

The latest guidance offered by FHWA is that because these projects were included in the MTP and TIP before the date of the memo, 4/23/2018, NEPA approvals, and thus the projects, may proceed. The original FY 2019-2022 TIP was approved a joint meeting of the TAC, PAC, and Council on 4/19/2018. The latest MTP was adopted in January 2017.

Air Quality Modeling Methodology:

The air quality methodology has yet to be determined by EPA. Any model-run conditions and horizon years are required to make an accurate analysis for the FY 2019-2022 TIP. Because DelDOT, the administrator of the traffic model that feeds DNREC’s Emissions model, has not received guidance, a projection of future traffic has not been completed, nor has emission projections.

APPENDIX H

Part B: Support Documents