DOVER/KENT COUNTY
METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2020-2023

Adopted: May 1, 2019

Prepared by the
Dover/Kent County Metropolitan Planning Organization Council

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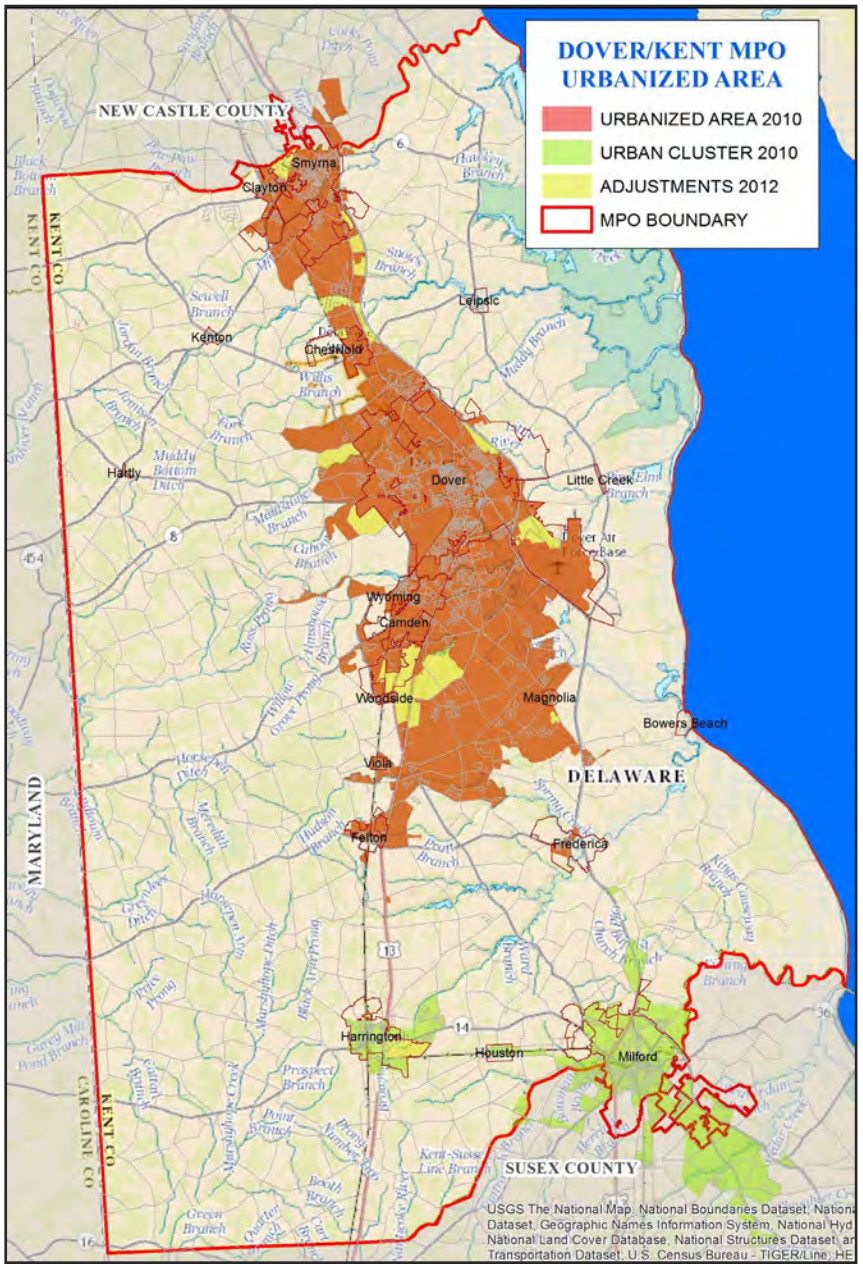
Background

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 2017 Kent county population census, the last estimated, was estimated to be 176,824 persons, representing a 8.9% 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 local officials, show a direct relationship to the regional transportation plan, be financially constrained, and conform with federal air quality regulations as they relate to transportation. Finally, the TIP must be subjected to thorough public review during development and prior to adoption. The Dover/Kent County MPO produces TIPs more frequently to reflect the nature of Delaware's budgeting and legislative process.

The FY 2020-2023 TIP differs little from the preceding (FY 2019-2022) TIP. The preceding TIP was the first to summarize the budgets and locations of "state of good repair" activities. The previous amended TIP was prepared from the FY 2019-2024 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 2020-2025 CTP. The CTP again 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 update 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 2017 Metropolitan Transportation Plan (MTP). The model has been used since to prioritize study requests from MPO partners and constituents.

Public input was solicited from residents of the county, as well as from the Public Advisory Committee (PAC) meetings held primarily at the Town of Camden Town Hall meeting room and a periodic bus tour. The MPO will repeat the bus tours as new significant projects are added to the CTP/TIP. Beginning in 2014, the MPO prepared a virtual tour of the highway projects that are funded during the TIP period. This virtual tour has offered a mechanism for constituents to view a summary of the projects included in the TIP in years the bus tour isn't necessary. The virtual tours, along with an introduction and conclusion, have been included on the MPO's website at http://doverkentmpo.delaware.gov/projects/video-trail/ Staff determined there aren't sufficient new projects to repeat the bus tour in 2020 but will update the virtual tour with the new projects 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.

	Total Amount	Federal Share
FY 2020	$26,239,137	$ 9,928,596
FY 2021	$30,171,627	$18,900,541
FY 2022	$24,712,300	$17,737,700
FY 2023	$39,894,700	$30 ,495,720

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 2020-FY 2023 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, including 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 and the nearby commercial/industrial area that is part of the Kent County 2018 comprehensive plan. 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 MTP provides a framework to guide all future transportation planning and programming activities. The following goals are identified for Kent County:

- **Move People Safely and Efficiently**
- **Strengthen Communities**
- **Promote Economic Development**

A hierarchy of fundamental strategies supports these goals and further guides transportation planning and programming decisions:

- **Maintain existing infrastructure**
- **Shorten project delivery**
- **Improve accessibility for all users**
- **Maximize transit ridership**
- **Minimize average delay times**
- **Enhance human health**
- **Preserve Natural Resources/Enhance community resources**
- **Maintain effective transportation networks**
- **Ensure economic development is considered in project prioritization**
- **Evaluate the transportation needs of designated and proposed economic growth areas**

Projects in the FY2020-2023 TIP were drawn from the 2040 MTP. The MTP will be updated in January 2021 and the MPO will be putting it together beginning in 2020.

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 become 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 FY2020-FY2023 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. 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 experience in the transportation system of their community. The problems will be prioritized using the 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.

The same model and software are being used to prioritize planning study requests from the MPO partners when they are submitted.

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 is an integral aspect of the TIP process. Public participation was solicited through PAC, TAC and Council meetings and with a virtual tour online. As a year-round alternative, the MPO is producing an interactive map that shows all projects from the TIP as well as various other plans and programs the MPO is producing or tracking.

The MPO will offer the opportunity for public comment when released to the PAC and TAC during their public meetings in April, to be finished before the next Council meeting of May 1, 2019. News releases and advisories publicizing all related meetings with an opportunity to comment are 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. If amendments are required when the CTP is finalized by the State Legislature on June 30, a separate public comment period will be offered.

To comply with the requirements of Title VI, with reference to the FY 2020-2023 TIP. 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. As the federally-designated Metropolitan Planning Organization for Kent County, Delaware, the MPO is responsible for assessing air quality impacts of this TIP. The Southcoast Air Quality Management Area vs EPA lawsuit resulted in our MPO area not being in conformity for ozone. The MPO will be responsible for a conformity analysis for this and future TIP's. The MPO obtained a conformity analysis as the TIP was being developed and comment periods were run concurrently. The analysis showed that we are and will be within the air quality budgets established by Delaware's Division of Natural Resources and Environmental Control (DNREC). Therefore the activities and projects of the TIP will not create additional negative air quality impacts. The FY 2020-2023 TIP complies with the requirements of the 1990 Clean Air Act and subsequent amendments (CAA).

The FY 2020-2023 TIP

The projects in the FY 2020-2023 TIP are represented in the 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. Any regionally significant projects were included in the 2019 Conformity Analysis. The modeling process completed for the FY2020-2023 TIP was an accurate analysis of air quality impacts. The results of the modeling process undertaken at this time can be found with the FY2020-2023 TIP on the MPO website at http://doverkentmpo.delaware.gov/programs/.

Determination
The Dover/Kent County MPO FY2020-2023 Transportation Improvement Program conforms to the State Implementation Plan (SIP).

Program Categories and Project List

This FY 2020-2023 TIP mirrors DelDOT's FY 2020-2025 Draft CTP developed before the State budget is to be adopted at the end of June, 2019. The projects and funded amounts included in this FY 2020-2023 TIP reflect the amounts proposed to be allocated in the FY 2020-2025 CTP for years FY2020 through 2023. The Fiscal Constraint documentation was 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 Transit Vehicles.

Table 2 on the following pages, lists Statewide projects and programs for which funding is being requested for fiscal years 2020, 2021, 2022, and 2023. These are predominantly funding programs that include projects in all three Delaware counties. More information about process and previous 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 2020, 2021, 2022, and 2023. The majority of the projects in this TIP are Road System projects. The appendix provides a project description, location map and, if available, pictures of each project. Funding, both authorizations and expense 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 MPO in meeting these targets.

Appendix H is the 2019 Conformity Analysis attached by reference and offered for public scrutiny at the same time as the FY2020-2023 TIP.

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	**87,192.9**	**59,414.2**	**64,285.6**	**64,410.0**	**275,302.7**
Bridge Management	6,337.5	7,846.5	7,446.8	6,881.8	28,512.6
Bridge Inspection	4,726.5	4,371.8	4,328.8	4,618.2	27,503.6
Bridge Painting	6,341.9	3,000.0	3,000.0	3,500.0	15, 841.9
Bridges	69,787.0	44,195.9	49,500.0	49,410.0	212,892.9
DAMS	**5,314.6**	**2,730.0**	**2,800.0**	**2,700.0**	**13,544.6**
TRANSPORTATION ALTERNATIVES PROGRAM SUMMARY	**6,438.6**	**5,164.0**	**5,164.0**	**5,164.0**	**21,930.6**
Transportation Alternatives Program (FHWA)	6,238.6	4,964.0	4,964.0	4,964.0	21,130.6
Transportation Alternatives Program (FTA)	200.0	200.0	200.0	200.0	800.0
BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS	**7,150.0**	**11,100.0**	**4,000.0**	**4,000.0**	**26,250.0**
ENGINEERING & CONTINGENCY	**30,805.0**	**30,890.0**	**30,745.0**	**30,745.0**	**123,185.0**
ENVIRONMENTAL IMPROVEMENTS	**563.0**	**563.0**	**563.0**	**563.0**	**2,252.0**
INTERSECTION IMPROVEMENTS	**7,850.0**	**7,800.0**	**7,850.0**	**7,600.0**	**30,770.0**
RECREATIONAL TRAILS	**1,132.1**	**1,132.1**	**1,132.1**	**1,132.1**	**4,528.4**
MATERIALS & MINOR CONTRACTS	**11,000.0**	**8,000.0**	**8,000.0**	**8,000.0**	**35,000.0**
CORRIDOR CAPACITY PRESERVATION	**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**	**4,000.0**

PROJECT (x000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	2019-2022 TOTAL
PAVING & REHABILITATION	73,800.0	75,000.0	80,000.0	80,000.0	310,000.0
SLOPE STABILIZATION PROGRAM	5,000.0	2,500.0	3,250.0	2,500.0	13,250.0
SAFE ROUTES TO SCHOOL	0.0	0.0	0.0	0.0	0.0
SCENIC BYWAYS	278.0	0.0	0.0	0.0	278.0
SIGNAGE & PAVEMENT MARKINGS	6,512.5	6,714.5	6,714.5	6,714.5	26,656.0
RAIL CROSSING SAFETY	1,581.1	1,660.9	1,361.1	1,361.1	5,693.3
RIDE ABILITY	100.0	100.0	100.0	100.0	400.0
SAFETY	13,146.4	11,447.7	10,186.6	10,186.6	44,967.3
HAZARD ELIMINATION PROGRAM	1,944.4	2,444.4	2,444.4	2,444.4	9,277.6
HIGH RISK RURAL ROADS PROGRAM	1,000.0	0.0	0.0	0.0	1,000.0
SECTION 154 PENALTY TRANSFER PROGRAM	5,868.7	2,408.9	2,408.9	2,408.9	
SAFETY PROGRAM 80/20	2,500.0	2,500.0	2,500.0	2,500.0	10,000.0
SAFETY PROGRAM 90/10	1,833.3	637.5	2,833.3	2,833.3	
TRAFFIC CALMING	200.0	150.0	200.0	200.0	750.0
STATEWIDE INDUSTRIAL STREETS	0.0	0.0	0.0	0.0	0.0
PEDESTRIAN ADA ACCESSIBILITY	3,000.0	3,040.0	3,000.0	3,000.0	12,040.0
SUPPORT					
AERONAUTICS PLANNING	210.0	210.0	210.0	210.0	840.0
AERONAUTICS PROGRAM DEV	280.0	280.0	280.0	280.	1,120.0
EDUCATION AND	200.0	200.0	200.0	200.0	800.0

PROJECT (x000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	2019-2022 TOTAL
TRAINING					
HEAVY EQUIPMENT PROGRAM	**12,500.0**	**11,500.0**	**10,000.0**	**10,000.0**	**44,000.0**
PLANNING	**10,900.2**	**10,900.2**	**10,900.2**	**10,900.2**	**43,600.8**
Federal Land Access Program	30.0	30.0	30.0	30.0	120.0
Local Transportation Assistance Program (TAP)	300.0	300.0	300.0	300.0	1,200.0
MPO/FHWA/FTA	2,964.2	2,964.2	2,964.2	2,964.2	11,856.8
Planning PD	2,000.0	2,000.0	2,000.0	2,000.0	8,000.0
Rural TAP	87.7	87.7	87.7	87.7	350.8
Statewide Planning & Research/FHWA	4,208.6	4,208.6	4,208.6	4,208.6	16,834.4
Statewide Planning & Research/FTA	143.4	143.4	143.4	143.4	573.6
Truck Weight Enforcement	645.0	645.0	645.0	645.0	2,580.0
University Research	250.0	250.0	250.0	250.0	1,000.0
TECHNOLOGY	**18,113.4**	**14,713.4**	**14,013.4**	**14,213.4**	**61,053.6**
DBE	44.6	44.6	44.6	44.6	178.4
Milage-Based User Fee Phase 2	0.0	0.0	0.0	0.0	0.0
IT Initiatives	13,000.0	13,500.0	13,800.0	14,000.0	54,300.0
DMV System Upgrade	4,900.0	1,000.0	0.0	0.0	5,900.0
OJT/ Support Services	100.0	100.0	100.0	100.0	400.0
Summer Transportation Institute	68.8	68.8	68.8	68.8	275.2
TRANSPORTATION FACILITIES	**26,316.3**	**14,250.0**	**9,250.0**	**8,250.0**	**58,066.3**
DMV Toll Equipment Upgrade	9,716.1	0.0	0.0	0.0	9,716.1

PROJECT (x000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	2019-2022 TOTAL
Transportation Facilities – Administration	2,600.0	2,250.0	2,250.0	2,250.0	9,350.0
Transportation Facilities – Operations	14,000.0	12,000.0	7,000.0	6,000.0	39,000.0
TRANSPORTATION MANAGEMENT IMPROVEMENTS	**11,885.0**	**8,505.0**	**8,505.0**	**8,505.0**	**37,400.0**
MUTCD Compliance	5,410.0	2,000.0	2,000.0	2,000.0	11,410.0
Traffic Signal Revolving Fund	125.0	125.0	125.0	125.0	500.0
Rideshare Trip Mitigation	450.0	480.0	480.0	480.0	1,440.0
Transportation Management Improvement	5,900.0	5,900.0	5,900.0	5,900.0	23,600.0
TRANSIT					
TRANSIT FACILITIES	**2,309.1**	**1,990.0**	**1,990.0**	**1,990.0**	**8,279.1**
RAIL	**300.0**	**300.0**	**300.0**	**300.0**	**1,200.0**
TRANSIT VEHICLES	**5,048.3**	**3,329.7**	**3,200.8**	**3,323.0**	**14,901.8**
GRANTS AND ALLOCATIONS					
MUNICIPAL STREET AID	**6,000.0**	**6,000.0**	**6,000.0**	**6,000.0**	**24,000.0**
CTF SUBDIVISION PAVING PILOT	**2,237.2**	**0.0**	**0.0**	**0.0**	**2,237.2**
COMMUNITY TRANSPORTATION	**17,680.0**	**17,680.0**	**17,680.0**	**17,680.0**	**70,720.0**
TOTALS	**382,374.2**	**309,046.2**	**312,599.8**	**310,956.5**	**1,314,976.7**

APPENDIX A
Funded Dover/Kent County MPO Projects

ROAD SYSTEM:

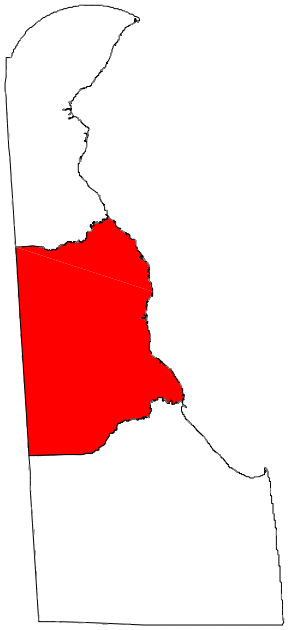
ARTERIALS

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 US 113 intersection in Milford.

PROJECT JUSTIFICATION: These improvements are federally-mandated safety programs and intersection programs that provide safe turning movements. In this case it is an major intersection in southern Kent County.

County: Kent
Funding Program: Road System – Arterials
Estimated Cost: $2,800,000
MPO Priority Rating: N/A (HSIP/HEP)



Descriptions:
DE14 @ US 113 Intersection Improvements: This project consists of improving the safety and function of these two primary routes in Milford.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) - KENT COUNTY

MS30-Highway Safety Improvement Program

Project Authorization Schedule (X $000)										
Project	**Phase**	**FY 2020 State/ Other**	**FY 2020 Federal**	**FY 2021 State/ Other**	**FY2021 Federal**	**FY 2022 State/ Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
SR14 @ US 113 Intersection	PE									0.0
	ROW			300.0						0.0
	C					400.0	1,600.0			2,300.0
	Σ	**0.0**	**0.0**	**300.0**	**0.0**	**400.0**	**1,600.0**	**0.0**	**0.0**	**2,300.0**

M231-Surface Transportation Program

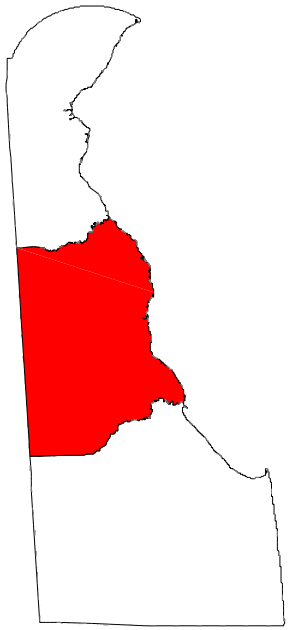
Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/ Other**	**FY 2020 Federal**	**FY 2021 State/ Other**	**FY2021 Federal**	**FY 2022 State/ Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
SR14 @ US 113 Intersection	PE	300.0								300.0
	ROW			300.0						300.0
	C					400.0	1,600.0			2,000.0
	Σ	**300.0**	**0.0**	**300.0**	**0.0**	**400.0**	**1,600.0**	**0.0**	**0.0**	**2,600.0**

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: $97,354,000
MPO Priority Rating: N/A (HEP)



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, included in the CTP as a separate project, is HEP KC US13Lochmeath Way to the Puncheon Run Connector. The second phase is HEP KC US13 Walnut Shade Road to Lochmeath Way.

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 FY2020 CTP and will appear separately.

HAZARD ELIMINATION PROGRAM (HEP) - KENT COUNTY

MS30-Highway Safety Improvement Program

Project Authorization Schedule (X $000)										
Project	**Phase**	**FY 2020 State/ Other**	**FY 2020 Federal**	**FY 2021 State/ Other**	**FY2021 Federal**	**FY 2022 State/ Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
US13-Puncheon Run Connector to Lochmeath Way: US 13 Widening	PE									0.0
	ROW	2,000.0								2,000.0
	C			13,200.0	1,000.0		12,000.0		15,800.0	42,000.0
	Σ	**2,000.0**	**0.0**	**13,200.0**	**1,000.0**	**0.0**	**12,000.0**	**0.0**	**15,800.0**	**44,000.0**
US13-Puncheon Run Connector to Lochmeath Way: US 13 Widening	PE	635.0								0.0
	ROW			500.0						500.0
	C							3,500.0	6,800.0	10,300.0
	Σ	**635.0**	**0.0**	**500.0**	**0.0**	**0.0**	**0.0**	**3,500.0**	**6,800.0**	**10,800.0**
SR8 & SR15 Intersection Improvements	PE									0.0
	ROW									0.0
	C	300.0	1,400.0		1,300.0					3,000.0
	Σ	**300.0**	**1,400.0**	**0.0**	**1,300.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,000.0**
All Projects	Σ	**2,935.0**	**1,400.0**	**13,700.0**	**2,300.0**	**0.0**	**12,000.0**	**3,500.0**	**22,600.0**	**57,800.0**

M231-Surface Transportation Program

Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/ Other**	**FY 2020 Federal**	**FY 2021 State/ Other**	**FY2021 Federal**	**FY 2022 State/ Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
US13-Puncheon Run Connector to Lochmeath Way: US 13 Widening	PE	1	720.0	50.0	200.0					1,150.0
	ROW	1,000.0		1,000.0						2,000.0
	C			200.0	800.0	1,500.0	6,000.0	4,000.0	17,600.0	30,100.0
	Σ	**1,180.0**	**720.0**	**1,250.0**	**1,000.0**	**1,500.0**	**6,000.0**	**4,000.0**	**17,600.0**	**33,250.0**
US13-Walnut Shade Road to Lochmeath Way: US13 Widening	PE	444.0		400.0		291.0				1,035.0
	ROW			250.0		250.0				500.0
	C							1,700.0	6,800.0	8,500.0
	Σ	**444.0**	**0.0**	**650.0**	**0.0**	**541.0**	**0.0**	**1,700.0**	**6,800.0**	**10,035.0**
SR8 & SR15 Intersection Improvements	PE	18.3	73.1							92.4
	ROW	700.0								700.0
	C			300.0	2,700.0					3,000.0
	Σ	**718.3**	**73.1**	**300.0**	**2,700.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,792.4**
All Projects	Σ	**2,342.3**	**793.1**	**2,200.0**	**3,700.0**	**2,041.0**	**6,000.0**	**5,700.0**	**24,400.0**	**47,176.4**

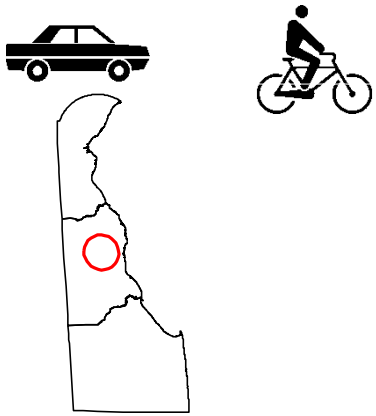
Loockerman Street/Forest Street Improvements

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 2020 State/ Other**	**FY 2020 Federal**	**FY 2021 State/ Other**	**FY2021 Federal**	**FY 2022 State/ Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
Loockerman Street/Forest Street Improvements	PD									
	PE									0.0
	RW									0.0
	C	700.0	1,800.0		1,000.0					3,500.0
	Total	**700.0**	**1,800.0**	**0.0**	**1,000.0**	**00.0**	**0.0**	**0.0**	**0.0**	**3,500.0**

Future federal Funding Program: National Highway System

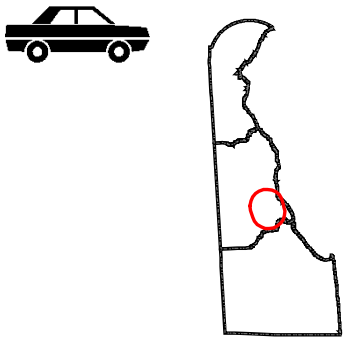
Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/ Other**	**FY 2020 Federal**	**FY 2021 State/ Other**	**FY2021 Federal**	**FY 2022 State/ Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
Loockerman Street/Forest Street Improvements	PD									0.0
	PE									0.0
	RW	200.0								200.0
	C			700.0	2,800.0					3,500.0
	Total	**200.0**	**0.0**	**700.0**	**2,800.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,700.0**

CANTERBURY ROAD – SR 12 TO US 13

PROJECT SCOPE/DESCRIPTION: This project includes improvements along Canterbury Road (DE 15) in the limits specified to include road improvement, bicycle lanes, sidewalks and shoulders where possible.

PROJECT JUSTIFICATION: The project will preserve traffic capacity and improve safety for other right-of-way users. As with all road improvements, complete streets attributes are considered mandatory when improvements are completed in residential areas.

Municipality:	Canterbury
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	$5,000,000



CANTERBURY ROAD – SR 12 TO US 13

Project Authorization Schedule (X $000)										
Project	**Phase**	**FY 2020 State/ Other**	**FY 2020 Federal**	**FY 2021 State/ Other**	**FY2021 Federal**	**FY 2022 State/ Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
CANTERBURY ROAD – SR 12 TO US 13	PD									0.0
	PE	0.0						800.0		800.0
	RW									0.0
	C									0.0
	Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**800.0**	**0.0**	**800.0**

Federal Funding Program: National Highway Performance Program

Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/ Other**	**FY 2020 Federal**	**FY 2021 State/ Other**	**FY2021 Federal**	**FY 2022 State/ Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
CANTERBURY ROAD – SR 12 TO US 13	PD									0.0
	PE							400.0		400.0
	RW									0.0
	C									0.0
	Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**400.0**	**0.0**	**400.0**

SR 1 AT NE FRONT STEET, 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:	$23,190,957

SR 1 AT NE FRONT STREET, MILFORD GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X $000)										
Project	**Phase**	**FY 2020 State/ Other**	**FY 2020 Federal**	**FY 2021 State/ Other**	**FY2021 Federal**	**FY 2022 State/ Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
SR1 AT NE FRONT STREET, DE14, MILFORD GRADE SEPARATED INTERSECTION	PD									0.0
	PE									0.0
	RW									0.0
	C									0.0
	Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

Federal Funding Program: National Highway Performance Program (NHPP)

Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/ Other**	**FY 2020 Federal**	**FY 2021 State/ Other**	**FY2021 Federal**	**FY 2022 State/ Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
SR1 AT NE FRONT STREET, DE14, MILFORD GRADE SEPARATED INTERSECTION	PD									0.0
	PE									0.0
	RW									0.0
	C	676.0	2,704.0							3,380.0
	Total	**676.0**	**2,704.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,380.0**

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: $6,150,000
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 2020 State/ Other**	**FY 2020 Federal**	**FY 2021 State/ Other**	**FY2021 Federal**	**FY 2022 State/ Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD	PE									0.0
	RW			1,000.0						1,000.0
	C							1,000.0	400.0	1,400.0
	Total	**0.0**	**0.0**	**1,000.0**	**0.0**	**0.0**	**0.0**	**1,000.0**	**400.0**	**2,400.0**

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

Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/ Other**	**FY 2020 Federal**	**FY 2021 State/ Other**	**FY2021 Federal**	**FY 2022 State/ Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD	PE	50.0								50.0
	RW			500.0		500.0				1,000.0
	C							100.0	400.0	500.0
	Total	**50.0**	**0.0**	**500.0**	**0.0**	**500.0**	**0.0**	**100.0**	**400.0**	**1,550.0**

ROAD SYSTEM:

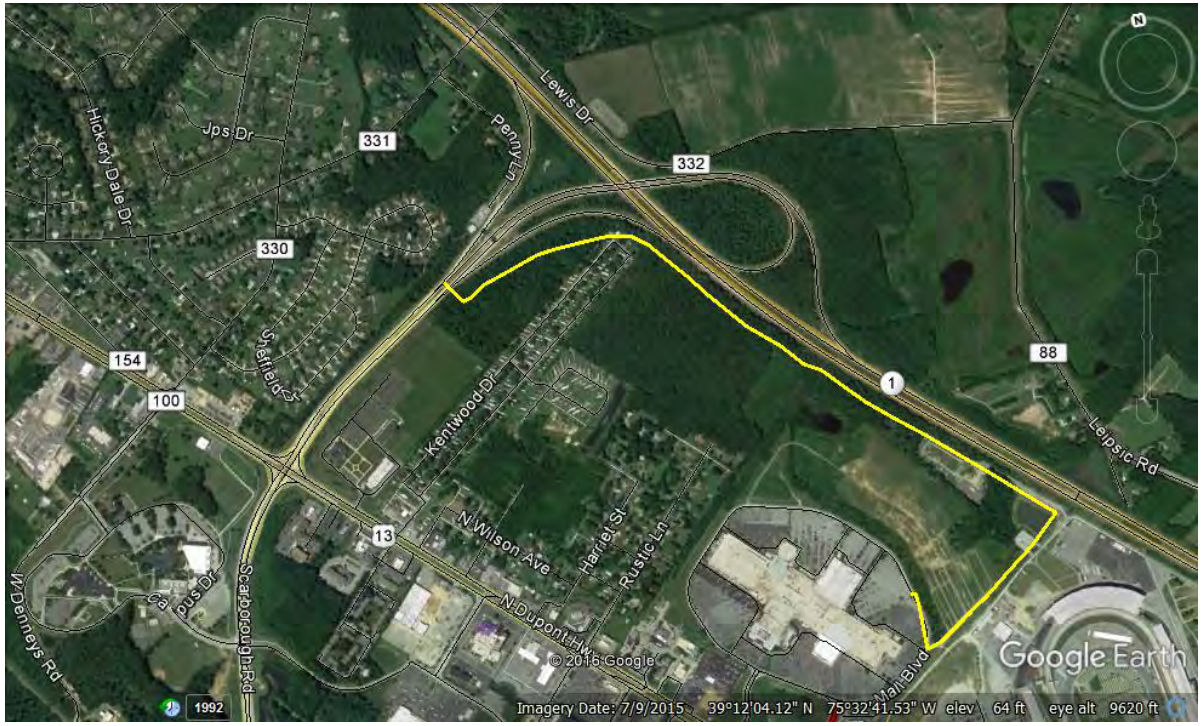
COLLECTORS

SCARBOROUGH ROAD C-D ROADS

Project Description: This project will add an alternative Road from Scarborough Road at exit 104 from DE 1 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



SCARBOROUGH ROAD C-D ROADS

Project Authorization Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 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

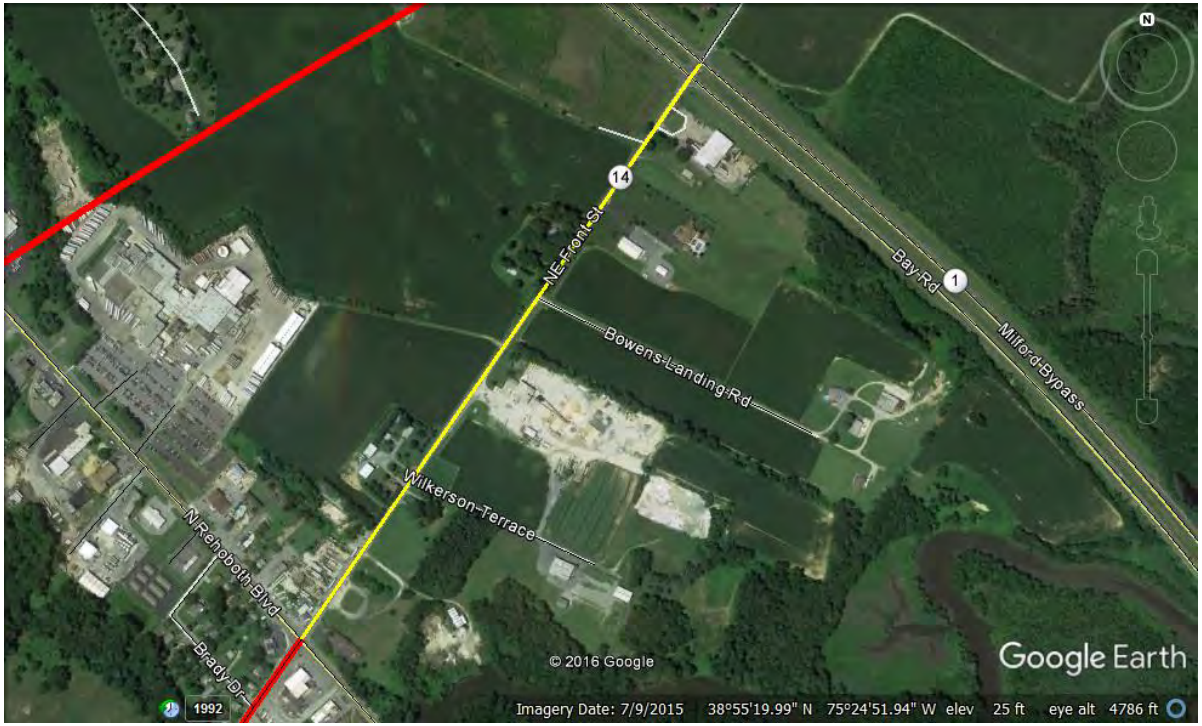
Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
SR1, Scarborough Road C-D Roads	PD									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



NE FRONT STREET, REHOBOTH BLVD TO SR1

Project	Phase	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/Other	FY2021 Federal	FY 2022 State/Other	FY 2022 Federal	FY 2023 State/ Other	FY 2023 Federal	FY 2020-2023 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

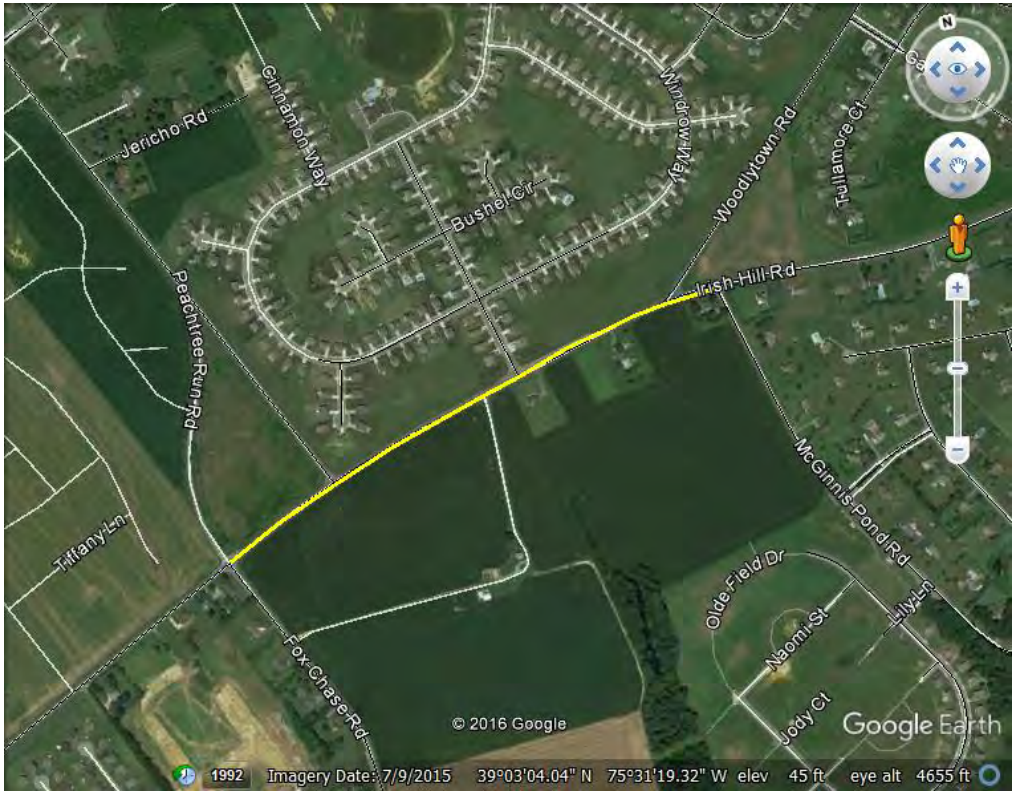
Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
NE Front Street, Rehoboth Blvd to SR1	PD									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**

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 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 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)

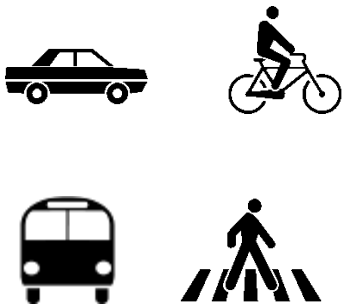
Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
IRISH HILL RD., FOX CHASE ROAD TO MCGINNIS 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**

COLLEGE ROAD – KENTON ROAD TO McKEE ROAD

Project Description: Funding is requested to improve vehicle, pedestrian, and bicycle travel along the westernmost section of College Road. Improvements will improve vehicle, pedestrian, and bicycle travel along College Road including two 11-foot lanes with two five-foot shoulders, installing curbs, sidewalks and bike lanes on at least one side, and addressing closed drainage, traffic calming, and safety improvements.

Project Justification: This is to replicate the treatments to Walker Road, immediately to the south, several years ago to provide safe multi-modal access to this Connector between two neighborhoods..

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Collectors
Functional Category:	Expansion
Representative District:	31
Senatorial District:	17
Estimated Cost:	$4,250,000



COLLEGE ROAD – KENTON ROAD TO McKEE ROAD

Project Authorization Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
COLLEGE ROAD – KENTON ROAD TO McKEE ROAD	PE							750.0		750.0
	RW									
	C									
	Total	**0.0**	**0.0**	**`0.0**	**0.0**	**0.0**	**0.0**	**750.0**	**0.0**	**750.0**

Surface Transportation Program MAP-21

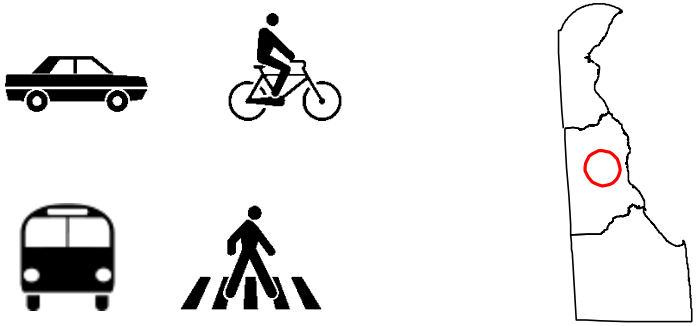
Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
COLLEGE ROAD – KENTON ROAD TO McKEE ROAD	PE	375.0								375.0
	RW									0.0
	C									0.0
	Total	**375.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**375.0**

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



CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE 10

Project Authorization Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE10	PE	350.0								
	RW	1,200.0								
	C			500.0	200.0		1,600.0		200.0	2,500.0
	Total	**1,550.0**	**0.0**	**500.0**	**200.0**	**0.0**	**1,600.0**	**0.0**	**200.0**	**4,050.0**

Surface Transportation Program MAP-21

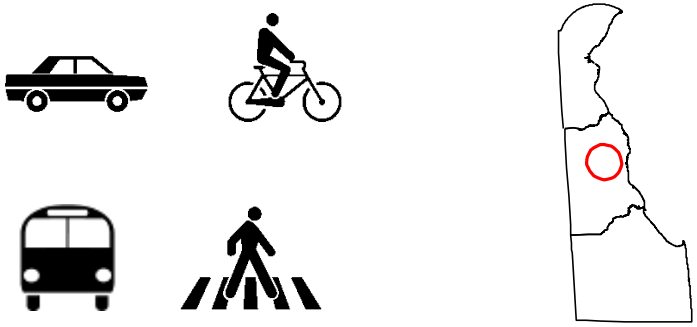
Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/O5her**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE10	PE	350.0		100.0						450.0
	RW	100.0		1,100.0						1,100.0
	C			10.0	40.0	390.0	1,560.0	100.0	400.0	2,500.0
	Total	**450.0**	**0.0**	**1,210.0**	**40.0**	**390.0**	**1,560.0**	**100.0**	**400.0**	**4, 050.0**

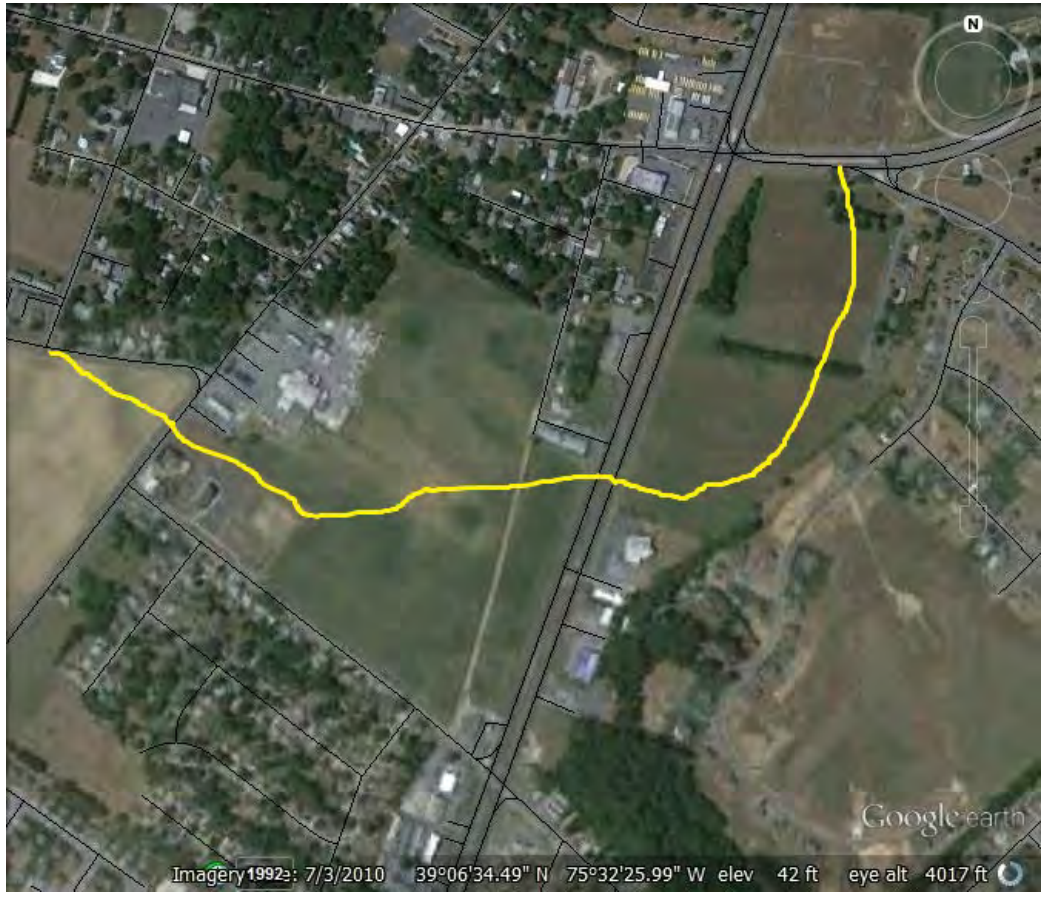
CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD

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





CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD

Project Authorization Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD	PE	60.0	240.0							300.0
	RW	2,000.0								2,000.0
	C			2,000.0	4,000.0		3,600.0		4,000.0	13,600.0
	Total	**2,060.0**	**240.0**	**2,000.0**	**4,000.0**	**0.00**	**3,600.0**	**0.0**	**4,000.0**	**15,900.0**

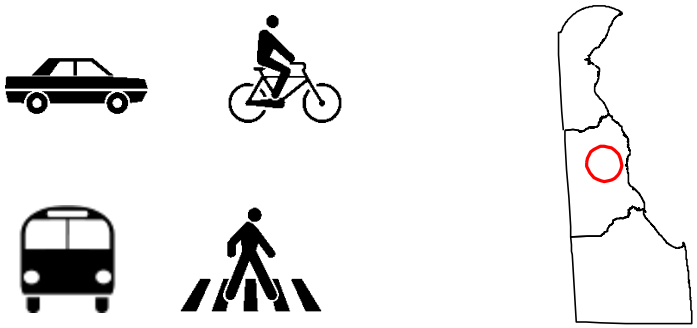
Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD	PE	40.0	160.0	60.0	240.0					500.0
	RW	100.0		1,900.0						2,000.0
	C			10.0	40.0	1,000.0	4,000.0	990.0	3,960.0	10,000.0
	Total	**140.0**	**160.0**	**1,970.0**	**280.0**	**1,000.0**	**4,000.0**	**990.0**	**3,960.0**	**12,500.0**

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



KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD

Project Authorization Schedule (X $0002										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD	PE									0.0
	RW									0.0
	C							3,200.0	400.0	3,600.0
	Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,200.0**	**400.0**	**3, 600.0**

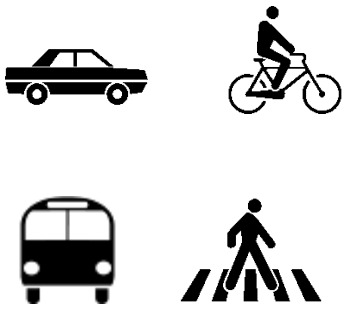
Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD	PE			18.3	73.2					91.5
	RW	144.0	576.0	96.0	384.0					1,200.0
	C							100.0	400.0	500.0
	Total	**144.0**	**576.0**	**114.3**	**457.2**	**0.0**	**0.0**	**100.0**	**400.0**	**1,791.5**

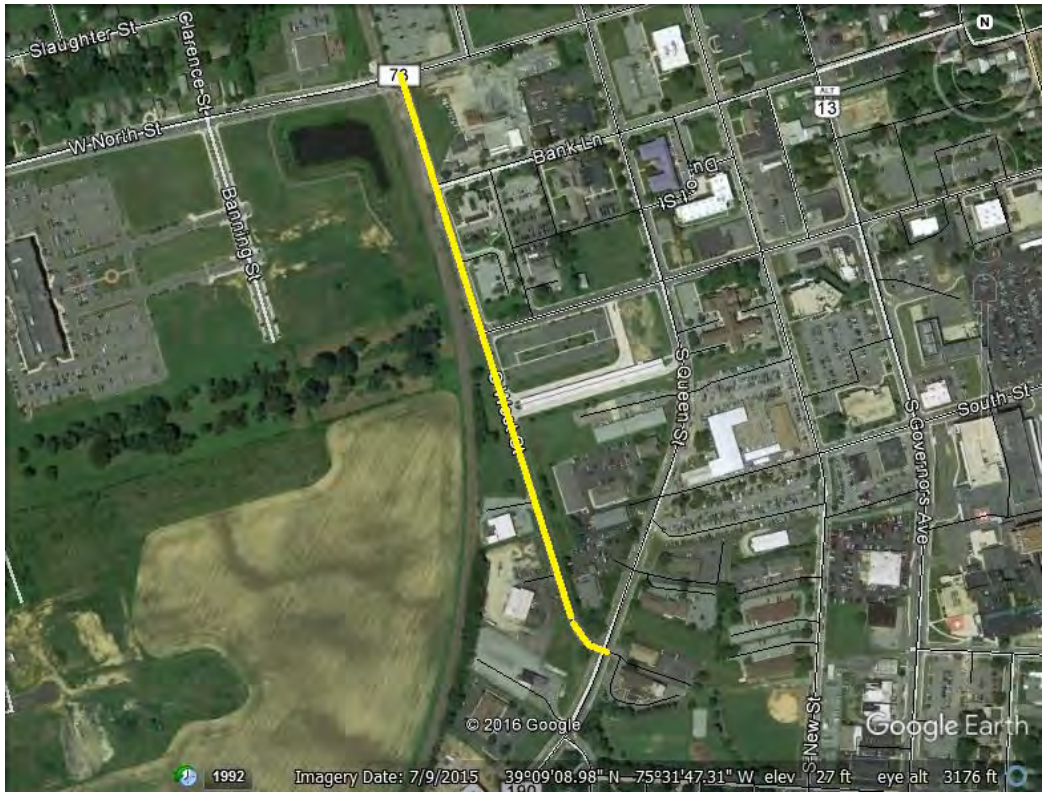
WEST STREET, NEW BURTON ROAD TO NORTH STREET

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





WEST STREET, NEW BURTON ROAD TO NORTH STREET

Project Authorization Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
WEST STREET, NEW BURTON ROAD TO NORTH STREET	PE			400.0						400.0
	RW					250.0				250.0
	C									0.0
	Total	**0.0**	**0.0**	**0.0**	**0.0**	**200.0**	**0.0**	**250.0**	**0.0**	**650.0**

Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
WEST STREET, NEW BURTON ROAD TO NORTH STREET	PE			200.0		200.0				400.0
	RW					50.0		200.0		250.0
	C									0.0
	Total	**0.0**	**0.0**	**200.0**	**0.0**	**250.0**	**0.0**	**200.0**	**0.0**	**650.0**

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ROAD SYSTEM:

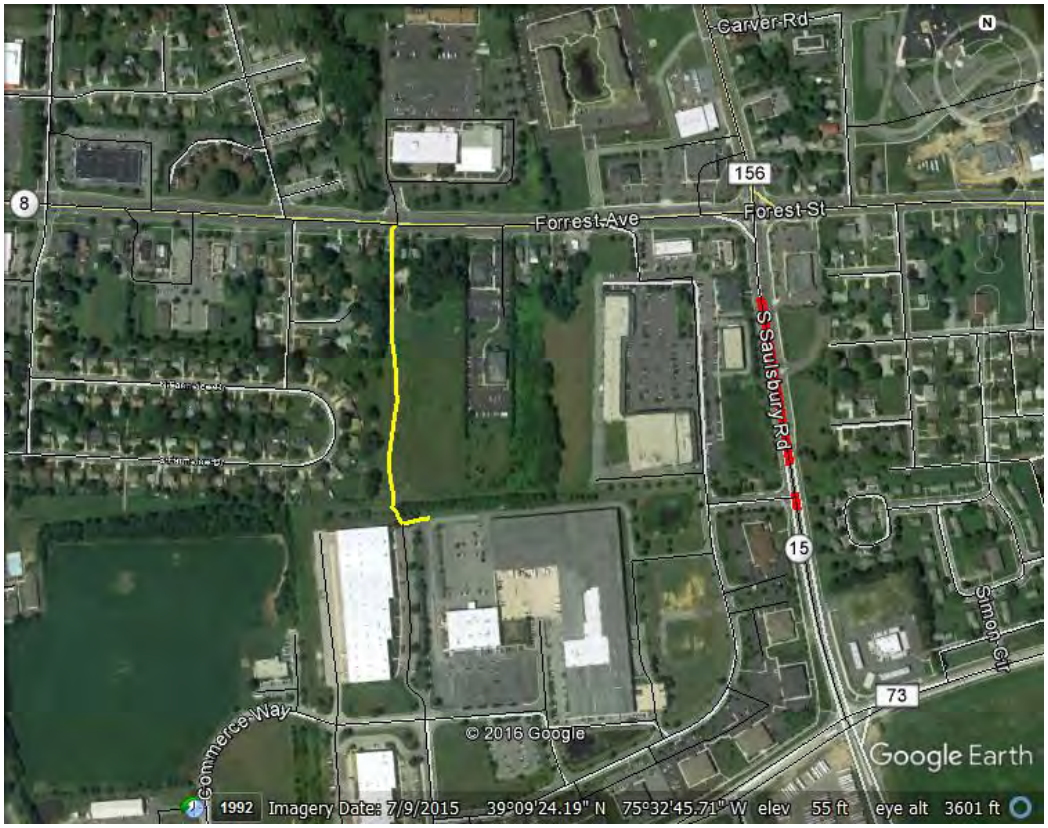
LOCAL ROADS

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 Street. 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



SR8, Connector Road from Commerce Way to SR8

Project Authorization Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
SR8, Connector Road from Commerce Way to SR8	PD									0.0
	PE			500.0						500.0
	RW									0.0
	C									0.0
	Total	**0.0**	**0.0**	**500.0**	**0.0**	**150.0**	**0.0**	**0.0**	**0.0**	**500.0**

Future federal Funding Program: National Highway System

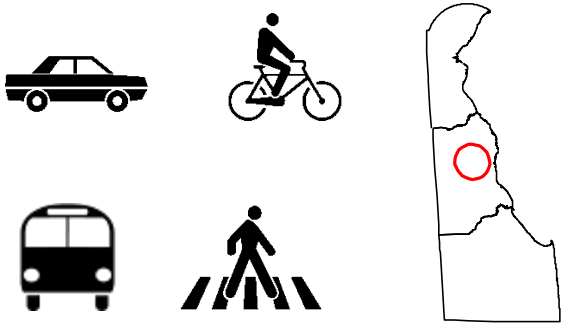
Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
SR8, Connector Road from Commerce Way to SR8	PD									0.0
	PE			150.0		200.0		150.0		500.0
	RW									0.0
	C									0.0
	Total	**0.0**	**0.0**	**150.0**	**0.00**	**200.0**	**0.0**	**150.0**	**0.0**	**500.0**

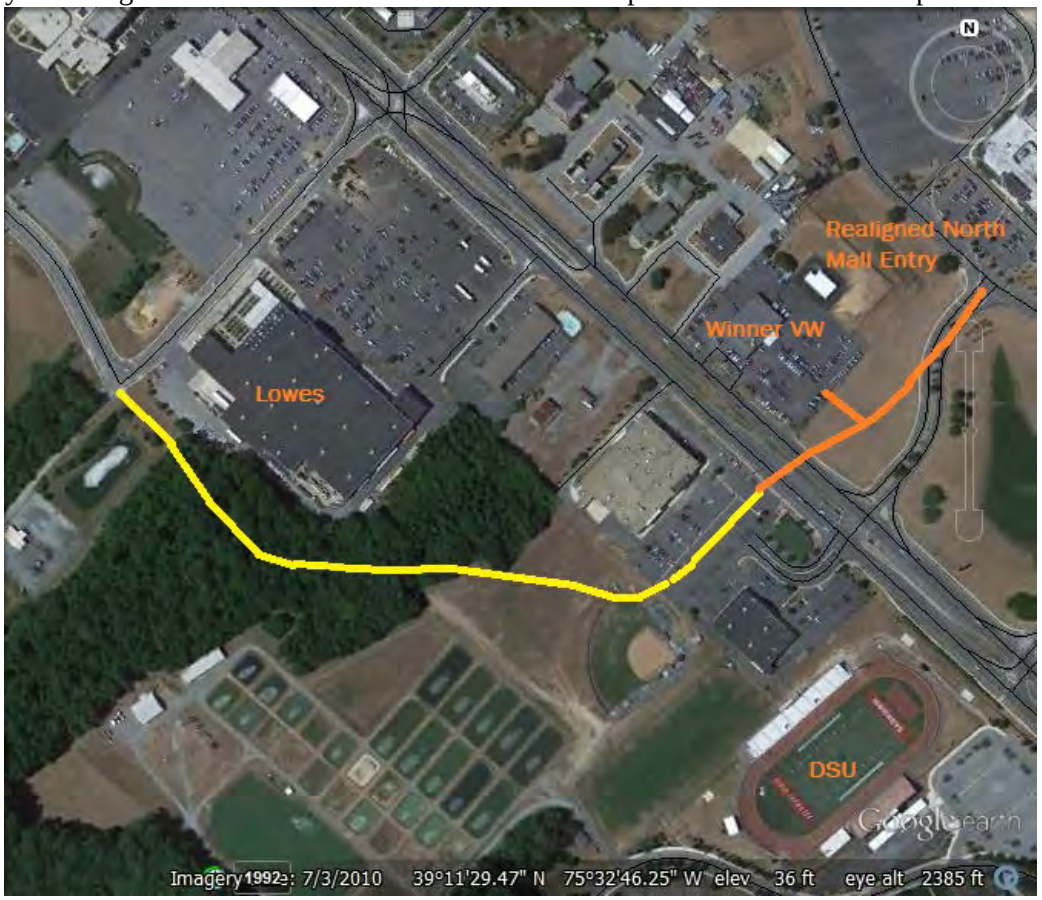
CRAWFORD CARROLL ROAD EXTENSION

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 Home Goods/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 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 –Local
Functional Category: Expansion
Representative District: 31
Senatorial District: 17
Estimated Cost: $5,400,000





CRAWFORD CARROLL ROAD EXTENSION

Project Authorization Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
CRAWFORD CARROLL ROAD EXTENSION	PE									0.0
	RW									0.0
	C			600.0	2,400.0					3,000.0
	Total	**0.0**	**0.0**	**600.0**	**2,400.0**	**0.00**	**0.0**	**0.0**	**0.0**	**3,000.0**

Surface Transportation Program MAP-21

Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
CRAWFORD CARROLL ROAD EXTENSION	PE									0.0
	RW	8,000.0								8,000.0
	C			300.0	1,200.0	300.0	1,200.0			3,000.0
	Total	**8,000.0**	**0.0**	**300.0**	**1,200.0**	**300.0**	**1,200.0**	**0.0**	**0.0**	**11,000.0**

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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 already identified.

ROAD SYSTEM:

BRIDGES

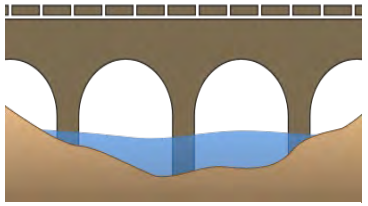
BRIDGES:

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: $13,562,969
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
BRIDGES	PE									0.0
	RW	20.0								20.0
	C			1,470.0	4,480.0					5,950.0
	Total	**20.0**	**0.0**	**1,470.0**	**4,480.0**	**0.0**	**0.0**	**0.0**	**0.0**	**5,970.0**

Federal Funding Program: Surface Transportation Program

Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
BRIDGES	PE	12.5								12.5
	RW	60.0		20.9						80.9
	C	302.8	1,211.2	1,150.0	3,200.0	320.0	1,280.0			7,484.0
	Total	**375.3**	**1,211.2**	**1,170.9**	**3,200.0**	**320.0**	**1,280.0**	**0.0**	**0.0**	**7,577.4**

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

BR 2-031A on Irish Hill Road over Double Run Creek Total
BR2-305B ON S308 Fisher's Bridge over Marshyhope Creek Total
BR2-870A ON K870 Quail Run over Issac Branch
Bridge Replacements, Total

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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: $1,948,000

Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
Transit facilities: south frederica park & ride	PE									0.0
	C	975.0								975.0
	Total	**975.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**975.0**

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 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
DOVER MAINTENANCE FACILITY RENOVATIONS	PE									0.0
	C	1,468.1								1,468.1
	Total	**1,468.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,468.1**

TRANSIT FACILITIES: ELECTRIC BUS MODIFICATION

PROJECT DESCRIPTION: Capital modifications to transit facilities to provide adequate and appropriate electric connections to recharge the Kent County based Electric Buses.

PROJECT JUSTIFICATION: Improvements made to facilities that allow for alternative fuel fleet management.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Expansion
Representative District: 31
Senatorial District: 17
Estimated Cost: $1,738,000

Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
DOVER MAINTENANCE FACILITY RENOVATIONS	PE									0.0
	C	165.0	385.0							550.0
	Total	**165.0**	**385.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**550.0**

TRANSIT SYSTEM:

VEHICLES

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 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 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
TRANSIT VEHICLE EXPANSION: (2) 40' LOW FLOOR FY17	PRO									0.0
	Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

Federal Funding Program – 5307 Urbanized Area Formula Grant Program

Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
TRANSIT VEHICLE EXPANSION: (2) 40' LOW FLOOR FY17	PRO	520.0	2,080.0							2,600.0
	Total	**520.0**	**2,080.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,600.0**

PREVENTATIVE MAINTENANCE – KENT COUNTY

PROJECT SCOPE/DESCRIPTION: FTA permits the use of federal funds for preventative vehicle 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 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
PREVENTATIVE MAINTENANCE – KENT COUNTY	PRO		95.4		95.4		95.4		95.4	381.6
	Total	0.0	95.4	0.0	95.4	0.0	95.4	0.0	95.4	381.6

5307 – Urbanized Area Formula Grant Program

Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 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 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 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 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**	**1,376.7**	**5,506.8**	**0.0**	**0.0**	**0.0**	**0.0**	**6,883.5**

Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 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**	**1,376.7**	**5,506.8**	**0.0**	**0.0**	**0.0**	**0.0**	**6,883.5**

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 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
TRANSIT VEHICLE REPLACEMENT (4) 30' Low Floor Buses KC FY20	PRO									0.0
	Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.01**

Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
TRANSIT VEHICLE REPLACEMENT (4) 30' Low Floor Buses KC FY20	PRO	400.8	1,603.3							2,004.1
	Total	**400.8**	**1,603.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2,004.1**

TRANSIT VEHICLE REPLACEMENT Paratransit Buses

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 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-2232,	PRO	417.3	1,621.1	500.4	2,001.6	210.1	840.3	412.5	1,650.0	7,656.3
	Total	**417.3**	**1,621.1**	**500.4**	**2.001.6**	**210.1**	**840.3**	**412.5**	**1,650.0**	**7,656.3**

Project Funding Schedule (X $000)										
Project	**Phase**	**FY 2020 State/Other**	**FY 2020 Federal**	**FY 2021 State/Other**	**FY2021 Federal**	**FY 2022 State/Other**	**FY 2022 Federal**	**FY 2023 State/ Other**	**FY 2023 Federal**	**FY 2020-2023 Total**
TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-22	PRO	80.2	320.6	405.3	1,621.1	500.4	2,001.6	210.1	840.3	5,978.6
	Total	**80.2**	**320.6**	**405.3**	**1,621.1**	**500.4**	**2,001.6**	**210.1**	**840.3**	**5,978.6**

APPENDIX B
Adopted Resolutions and Self-Certification
May 1, 2019

APPENDIX C
Financial Plan
(Including Evidence of Fiscal Constraint)

Revenue

Kent County	FY 20	FY 21	FY 22	FY 23
Federal	$9,928,596	$18,900,541	$17,737,000	$30,495,720
State	$16,286,641	$11,247,186	$6,951,400	$9,375,080
Other	$23,900	$23,900	$23,900	$23,900
Subtotal - Kent county	**$26,239,137**	**$30,171,627**	**$24,712,300**	**$39,894,700**
Statewide				
Federal	$127,056,546	$96,952,827	$105,625,223	$105,528,288
State	$253,096,443	$210,460,644	$205,341,881	$203,795,508
Other	$2,221,166	$1,632,693	$1,632,693	$1,632,693
Subtotal - Statewide	**$382,374,154**	**$309,046,163**	**$312,599,797**	**$310,956,489**
Total Revenue	**$408,613,291**	**$339,217,791**	**$337,312,097**	**$350,851,189**

Programmed Funds

Kent County				
Arterials	$7,065,325	$10,200,000	$10,541,000	$31,400,000
Collectors	$1,470,000	$4,921,527	$8,250,000	$7,175,000
Local	$8,000,000	$1,650,000	$1,700,000	$150,000
Bridge Preservation	$1,586,500	$4,370,900	$1,600,000	$0
Bicycle/Pedestrian	$0	$0	$0	$0
Transportation Facilities	$0	$0	$0	$0
Transit Facilities	$2,993,092	$0	$0	$0
Transit Vehicles	$5,124,220	$9,029,200	$2,621,300	$1,169,700
Subtotal - Kent County	**$26,239,137**	**$30,171,627**	**$24,712,300**	**$39,894,700**
Statewide				
Road Systems	$259,666,301	$217,459,436	$227,341,955	$226,376,387
Support Systems	$89,133,279	$62,287,144	$56,087,144	$55,287,144
Transit Systems	$7,657,328	$5,619,583	$5,490,698	$5,612,958
Grants & Allocations	$25,917,246	$23,680,000	$23,680,000	$23,680,000
Subtotal - Statewide	**$382,374,154**	**$309,046,163**	**$312,599,797**	**$310,956,489**
Total Programmed Funds	**$408,613,291**	**$339,217,791**	**$337,312,097**	**$350,851,189**

The funding information included above was provided by DelDOT Finance and is based on anticipated resources and programmed funding in the FY 2020-2025 Capital Transportation Program provided 1/4/2019.

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APPENDIX D
Unfunded Projects (Aspirations) List

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

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APPENDIX E-A
Annual Listing of Projects

Kent County

Full size versions of these charts are available at DoverKentMPO.org.

	A	B	C	F	G	H	I	K	V	W	X	Y	AC	AD	AE	AF	AJ	AK	AL	AM	AQ	AR	AS	AT
1	Priority	County	Project Title	Category	Class	Family	Phase	Current Estimate	FY20 State Spend	FY20 Fed Spend	FY 2020 TOTAL	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY 2021 TOTAL	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY 2022 TOTAL	FY22 Other Spend	FY23 State Spend	FY23 Fed Spend	FY 2023 TOTAL	FY23 Other Spend
543	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	PD	-	-	-		-	-	-		-	-	-		-	-	-		-
544	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	PE	500,000	300,000	-		-	-	-		-	-	-		-	-	-		-
545	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	ROW	96,433	-	-		-	-	-		-	-	-		-	-	-		-
546	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	ROW	300,000	-	-		-	300,000	-		-	-	-		-	-	-		-
547	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	C	2,000,000	-	-		-	-	-		-	400,000	1,600,000		-	-	-		-
548	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	C	468,627	-	-		-	-	-		-	-	-		-	-	-		-
549	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	Traffic	9,827	-	-		-	-	-		-	-	-		-	-	-		-
550	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	Utilities	18,000	-	-		-	-	-		-	-	-		-	-	-		-
551	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	Contingency	172,646	-	-		-	-	-		-	-	-		-	-	-		-
552	Various		**Highway SAFETY Improvement Program - Kent County Total**					**3,565,533**	**300,000**	-		-	-	-		-	**400,000**	**1,600,000**		-	-	-		-
553	94	Kent	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Systems	Arterials	Arterials	PE	1,162,032	18,275	73,100		-												
554	94	Kent	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Systems	Arterials	Arterials	ROW	900,000	700,000	-		-	-	-		-								
555	94	Kent	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Systems	Arterials	Arterials	C	3,000,000	-	-		-	300,000	2,700,000		-								
556	94		**HEP KC, SR 8 & SR 15 Intersection Improvements Total**					**5,062,032**	**718,275**	**73,100**		-	**300,000**	**2,700,000**		-	-	-		-	-	-		-
557	63	Kent	Loockerman Street / Forest Avenue	Road Systems	Arterials	Arterials	PD	246,830	-	-		-	-	-		-	-	-		-	-	-		-
558	63	Kent	Loockerman Street / Forest Avenue	Road Systems	Arterials	Arterials	PE	63,240	-	-		-	-	-		-	-	-		-	-	-		-
559	63	Kent	Loockerman Street / Forest Avenue	Road Systems	Arterials	Arterials	ROW	200,000	200,000	-		-	-	-		-	-	-		-	-	-		-
560	63	Kent	Loockerman Street / Forest Avenue	Road Systems	Arterials	Arterials	C	3,500,000	-	-		-	700,000	2,800,000		-								
561	63		**Loockerman Street / Forest Avenue Total**					**4,010,070**	**200,000**	-		-	**700,000**	**2,800,000**		-	-	-		-	-	-		-
562	34	Kent	Canterbury Road - SR 12 to US 13	Road Systems	Arterials	Arterials	PE	800,000													400,000			
563	34	Kent	Canterbury Road - SR 12 to US 13	Road Systems	Arterials	Arterials	ROW	1,000,000													-			
564	34	Kent	Canterbury Road - SR 12 to US 13	Road Systems	Arterials	Arterials	C	3,200,000													-			
565	34		**Canterbury Road - SR 12 to US 13 Total**					**5,000,000**	-	-		-	-	-		-	-	-		-	**400,000**	-		-
566	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	PD	605,360	-	-		-	-	-		-	-	-		-				
567	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	4,399,200	-	-		-	-	-		-	-	-		-				
568	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	400,000	-	-		-	-	-		-	-	-		-				
569	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	699,800	-	-		-	-	-		-	-	-		-				
570	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	18,960,000	-	-		-	-	-		-	-	-		-				
571	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	840,000	-	-		-	-	-		-	-	-		-				
572	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	CE	6,222,415	-	-		-	-	-		-	-	-		-				
573	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	C	39,782,632	-	-		-	-	-		-	-	-		-				
574	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	C	364,401	-	-		-	-	-		-	-	-		-				
575	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	Traffic	1,698,900				-	-	-		-	-	-		-				
576	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	Utilities	594,276																
577	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	Utilities	6,300,000																
578	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	Contingency	2,479,057																
579	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	Maintenance	50,000																
580	22		**SR 1, Little Heaven Grade Separated Intersection Total**					**83,396,041**	-	-		-	-	-		-	-	-		-	-	-		-
581	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	726,936	-	-		-	-	-		-	-	-		-				
582	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	3,700,000	-	-		-	-	-		-	-	-		-				
583	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	CE	2,210,732	-	-		-	-	-		-	-	-		-				
584	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	C	12,560,714	358,798	1,435,191		-	-	-		-	-	-		-				
585	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	Traffic	626,405	-	-		-	-	-		-	-	-		-				
586	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	Utilities	338,208	-	-		-	-	-		-	-	-		-				
587	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	Contingency	1,585,962	317,192	1,268,770		-	-	-		-	-	-		-				
588	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	Maintenance	442,000	-	-		-	-	-		-	-	-		-				
589	71		**SR 1, NE Front Street Grade Separated Intersection Total**					**22,190,957**	**675,990**	**2,703,960**		-	-	-		-	-	-		-	-	-		-
590	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	PD	489,204	-	-		-	-	-		-	-	-		-				
591	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	2,988,700	-	-		-	-	-		-	-	-		-				
592	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	2,488,734	-	-		-	-	-		-	-	-		-				
593	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	CE	4,355,650	-	-		-	-	-		-	-	-		-				
594	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	C	18,364,798	-	-		-	-	-		-	-	-		-				
595	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Traffic	779,976	-	-		-	-	-		-	-	-		-				
596	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Utilities	650,245	-	-		-	-	-		-	-	-		-				
597	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Contingency	2,166,211	-	-		-	-	-		-	-	-		-				
598	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Contingency	190,000	-	-		-	-	-		-	-	-		-				
599	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Maintenance	80,000	-	-		-	-	-		-	-	-		-				
600	100		**SR 1, South Frederica Grade Separated Intersection Total**					**32,553,517**	-	-		-	-	-		-	-	-		-	-	-		-
601	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	PD	685,425	-	-		-	-	-		-	-	-		-				
602	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	250,000	-	-		-	-	-		-	-	-		-				
603	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	8,576,568	-	-		-	-	-		-	-	-		-				
604	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	CE	2,115,743	-	-		-	-	-		-	-	-		-				
605	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	C	11,531,132	-	-		-	-	-		-	-	-		-				
606	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	Traffic	356,002	-	-		-	-	-		-	-	-		-				
607	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	Utilities	366,197	-	-		-	-	-		-	-	-		-				
608	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	Contingency	1,818,685	-	-		-	-	-		-	-	-		-				
609	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	Maintenance	10,000	-	-		-	-	-		-	-	-		-				
610	BPSR		**SR 1, Thompsonville Grade Separated Intersection Total**					**25,709,752**	-	-		-	-	-		-	-	-		-	-	-		-
611	23	Kent	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road Systems	Arterials	Safety Improveme	PE	5,710,000	180,000	720,000		-	50,000	200,000		-	-	-		-				
612	23	Kent	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road Systems	Arterials	Safety Improveme	ROW	2,000,000	1,000,000	-		-	1,000,000	-		-	-	-		-				
613	23	Kent	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road Systems	Arterials	Safety Improveme	C	66,000,000				-	**200,000**	**800,000**		-	1,500,000	6,000,000		-	4,400,000	17,600,000		-
614	23		**HEP, KC, US13, Lochmeath Way to Puncheon Run Connector Total**					**73,710,000**	**1,180,000**	**720,000**		-	**1,250,000**	**1,000,000**		-	**1,500,000**	**6,000,000**		-	**4,400,000**	**17,600,000**		-
615	24	Kent	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road Systems	Arterials	Safety Improveme	PE	1,635,000	444,000	-		-	400,000			-	291,000			-				
616	24	Kent	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road Systems	Arterials	Safety Improveme	ROW	500,000				-	250,000	-		-	250,000			-				
617	24	Kent	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road Systems	Arterials	Safety Improveme	C	16,500,000				-				-	-	-		-	1,700,000	6,800,000		
618	24		**HEP KC, US13 Walnut Shade Rd. to Lochmeath Way Total**					**18,635,000**	**444,000**	-		-	**650,000**	-		-	**541,000**	-		-	**1,700,000**	**6,800,000**		-
619	19	Kent	Walnut Shade Road, US13 to Peachtree Run Road	Road Systems	Arterials	Safety Improveme	PE	150,000	50,000	-														
620	19	Kent	Walnut Shade Road, US13 to Peachtree Run Road	Road Systems	Arterials	Safety Improveme	ROW	1,000,000					500,000	-			500,000	-						
621	19	Kent	Walnut Shade Road, US13 to Peachtree Run Road	Road Systems	Arterials	Safety Improveme	C	5,000,000													100,000	400,000		
622	19		**Walnut Shade Road, US13 to Peachtree Run Road Total**					**6,150,000**	**50,000**	-		-	**500,000**	-		-	**500,000**	-		-	**100,000**	**400,000**		-
623	78	Kent	South State Street/Plaindealing Road/Woodlytown Road Intersection Improvemt	Road Systems	Arterials	Intersection Impro	PE	900,000													-			
624	78	Kent	South State Street/Plaindealing Road/Woodlytown Road Intersection Improvemt	Road Systems	Arterials	Intersection Impro	ROW	800,000													-			
625	78	Kent	South State Street/Plaindealing Road/Woodlytown Road Intersection Improvemt	Road Systems	Arterials	Intersection Impro	C	1,200,000													-			
626	78		**South State Street/Plaindealing Road/Woodlytown Road Intersection Improvements Total**					**2,500,000**	-	-		-	-	-		-	-	-		-	-	-		-
627	55	Kent	SR8, Connector from Commerce Way to SR8	Road Systems	Locals	Locals	PE	500,000					150,000				200,000				150,000			
628	55	Kent	SR8, Connector from Commerce Way to SR8	Road Systems	Locals	Locals	ROW	800,000					-				-				-			
629	55	Kent	SR8, Connector from Commerce Way to SR8	Road Systems	Locals	Locals	C	1,200,000													-			
630	55		**SR8, Connector from Commerce Way to SR8 Total**					**2,500,000**	-	-		-	**150,000**	-		-	**200,000**	-		-	**150,000**	-		-
631	104	Kent	SR 1, Scarborough Road C-D Roads	Road Systems	Collectors	Collectors	PE	850,000					250,000				350,000				250,000			
632	104	Kent	SR 1, Scarborough Road C-D Roads	Road Systems	Collectors	Collectors	ROW	1,200,000					-				-				-			
633	104	Kent	SR 1, Scarborough Road C-D Roads	Road Systems	Collectors	Collectors	C	31,000,000					-				-				-			
634	104		**SR 1, Scarborough Road C-D Roads Total**					**33,050,000**	-	-		-	**250,000**	-		-	**350,000**	-		-	**250,000**	-		-
635	25	Kent	NE Front Street Rehoboth Blvd to SR 1	Road Systems	Collectors	Collectors	PE	750,000					200,000				350,000				200,000			
636	25	Kent	NE Front Street Rehoboth Blvd to SR 1	Road Systems	Collectors	Collectors	ROW	900,000					-				-				-			
637	25	Kent	NE Front Street Rehoboth Blvd to SR 1	Road Systems	Collectors	Collectors	C	4,500,000													-			
638	25		**NE Front Street Rehoboth Blvd to SR 1 Total**					**6,150,000**	-	-		-	**200,000**	-		-	**350,000**	-		-	**200,000**	-		-
639	84	Kent	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	Road Systems	Collectors	Collectors	PE	750,000					200,000				350,000				200,000			
640	84	Kent	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	Road Systems	Collectors	Collectors	ROW	750,000					-				-				-			
641	84	Kent	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	Road Systems	Collectors	Collectors	C	5,000,000					-				-				-			
642	84		**Irish Hill Road, Fox Chase Road to McGinnis Pond Road Total**					**6,500,000**	-	-		-	**200,000**	-		-	**350,000**	-		-	**200,000**	-		-
643	85	Kent	College Road, Kenton Road to McKee Road	Road Systems	Collectors	Collectors	PE	750,000					-				-				375,000			
644	85	Kent	College Road, Kenton Road to McKee Road	Road Systems	Collectors	Collectors	ROW	1,000,000					-				-				-			
645	85	Kent	College Road, Kenton Road to McKee Road	Road Systems	Collectors	Collectors	C	2,500,000					-				-				-			
646	85		**College Road, Kenton Road to McKee Road Total**					**4,250,000**	-	-		-	-	-		-	-	-		-	**375,000**	-		-
647	12	Kent	Camden Bypass, North Street Extended to SR10	Road Systems	Collectors	Collectors	PE	1,000,000	350,000				100,000											
648	12	Kent	Camden Bypass, North Street Extended to SR10	Road Systems	Collectors	Collectors	ROW	1,200,000	**100,000**	-			1,100,000	-			-	-						
649	12	Kent	Camden Bypass, North Street Extended to SR10	Road Systems	Collectors	Collectors	C	2,500,000					**10,000**	**40,000**			390,000	1,560,000			100,000	400,000		
650	12		**Camden Bypass, North Street Extended to SR10 Total**					**4,700,000**	**450,000**	-		-	**1,210,000**	**40,000**		-	**390,000**	**1,560,000**		-	**100,000**	**400,000**		-
651	3	Kent	Camden Bypass, South Street to Rising Sun Road	Road Systems	Collectors	Collectors	PE	1,600,000	40,000	160,000			60,000	240,000										
652	3	Kent	Camden Bypass, South Street to Rising Sun Road	Road Systems	Collectors	Collectors	ROW	2,000,000	**100,000**	-			1,900,000	-			-	-						
653	3	Kent	Camden Bypass, South Street to Rising Sun Road	Road Systems	Collectors	Collectors	C	10,000,000					**10,000**	**40,000**			1,000,000	4,000,000			990,000	3,960,000		
654	3		**Camden Bypass, South Street to Rising Sun Road Total**					**13,600,000**	**140,000**	**160,000**		-	**1,970,000**	**280,000**		-	**1,000,000**	**4,000,000**		-	**990,000**	**3,960,000**		-
655	48	Kent	Crawford Carroll Avenue Extension	Road Systems	Locals	Locals	PE	200,000	-	-		-	-	-		-	-	-		-				
656	48	Kent	Crawford Carroll Avenue Extension	Road Systems	Locals	Locals	ROW	8,000,000	8,000,000	-		-	-	-		-	-	-		-				
657	48	Kent	Crawford Carroll Avenue Extension	Road Systems	Locals	Locals	C	3,000,000	-	-		-	300,000	1,200,000		-	300,000	1,200,000		-				
658	48		**Crawford Carroll Avenue Extension Total**					**11,200,000**	**8,000,000**	-		-	**300,000**	**1,200,000**		-	**300,000**	**1,200,000**		-	-	-		-
659	73	Kent	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road Systems	Collectors	Collectors	PE	2,301,482	-	-		-	18,305	73,222		-	-	-		-	-	-		-
660	73	Kent	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road Systems	Collectors	Collectors	ROW	1,200,000	144,000	576,000		-	96,000	384,000		-	-	-		-				
661	73	Kent	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road Systems	Collectors	Collectors	C	16,000,000	-	-		-				-	-	-		-	100,000	400,000		
662	73		**K104, Kenton Rd. SR8 to Chestnut Grove Rd. Total**					**19,501,482**	**144,000**	**576,000**		-	**114,305**	**457,222**		-	-	-		-	**100,000**	**400,000**		-
663	75	Kent	West Street, New Burton Road to North Street	Road Systems	Collectors	Collectors	PE	400,000					200,000	-			200,000							
664	75	Kent	West Street, New Burton Road to North Street	Road Systems	Collectors	Collectors	ROW	250,000									50,000	-			200,000	-		
665	75	Kent	West Street, New Burton Road to North Street	Road Systems	Collectors	Collectors	C	650,000																
666	75		**West Street, New Burton Road to North Street Total**					**1,300,000**	-	-		-	**200,000**	-		-	**250,000**	-		-	**200,000**	-		-
667	SOGR	Kent	South Frederica Park & Ride	Transit Systems	Facilities	Transit Facilities	PE	227,000	-	-		-	-	-		-	-	-		-				
668	SOGR	Kent	South Frederica Park & Ride	Transit Systems	Facilities	Transit Facilities	CE	28,000	-	-		-	-	-		-	-	-		-				
669	SOGR	Kent	South Frederica Park & Ride	Transit Systems	Facilities	Transit Facilities	C	1,468,000	750,000	-		-	-	-		-	-	-		-				
670	SOGR	Kent	South Frederica Park & Ride	Transit Systems	Facilities	Transit Facilities	Contingency	225,000	225,000	-		-	-	-		-	-	-		-				
671	SOGR		**South Frederica Park & Ride Total**					**1,948,000**	**975,000**	-		-	-	-		-	-	-		-	-	-		-
672	SOGR	Kent	Dover Facility Renovations	Transit Systems	Facilities	Transit Facilities	PE	147,000																
673	SOGR	Kent	Dover Facility Renovations	Transit Systems	Facilities	Transit Facilities	C	1,500,000	1,468,092															
674	SOGR		**Dover Facility Renovations Total**					**1,647,000**	**1,468,092**	-		-	-	-		-	-	-		-	-	-		-
675	SOGR	Kent	Bus Facilities - Electric Bus Modifications	Transit Systems	Facilities	Transit Facilities	PE	62,785	-	-		-	-	-		-	-	-		-				
676	SOGR	Kent	Bus Facilities - Electric Bus Modifications	Transit Systems	Facilities	Transit Facilities	PE	26,561	-	-		-	-	-		-	-	-		-				
677	SOGR	Kent	Bus Facilities - Electric Bus Modifications	Transit Systems	Facilities	Transit Facilities	Procurement	1,285,215	165,000	385,000		-	-	-		-	-	-		-				
678	SOGR	Kent	Bus Facilities - Electric Bus Modifications	Transit Systems	Facilities	Transit Facilities	Procurement	363,439	-	-		-	-	-		-	-	-		-				
679	SOGR		**Bus Facilities - Electric Bus Modifications Total**					**1,738,000**	**165,000**	**385,000**		-	-	-		-	-	-		-	-	-		-

	A	B	C	F	G	H	I	K	V	W	X	Y	AC	AD	AE	AF	AJ	AK	AL	AM	AQ	AR	AS	AT
1	Priority	County	Project Title	Category	Class	Family	Phase	Current Estimate	FY20 State Spend	FY20 Fed Spend	FY 2020 TOTAL	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY 2021 TOTAL	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY 2022 TOTAL	FY22 Other Spend	FY23 State Spend	FY23 Fed Spend	FY 2023 TOTAL	FY23 Other Spend
680	SOGR	Kent	Transit Vehicle Expansion (6) 35' Electric Buses KC FY18	Transit Systems	Vehicles	Transit Vehicles	Procurement	1,551,000	-	-		-	-	-		-	-	-		-				
681	SOGR	Kent	Transit Vehicle Expansion (6) 35' Electric Buses KC FY18	Transit Systems	Vehicles	Transit Vehicles	Procurement	3,869,628	520,000	2,080,000		-	-	-		-	-	-		-				
682	**SOGR**		**Transit Vehicle Expansion (6) 35' Electric Buses KC FY18 Total**					**5,420,628**	**520,000**	**2,080,000**		**-**	**-**	**-**		**-**	**-**	**-**		**-**	**-**	**-**		**-**
683	**SOGR**	Kent	Preventive Maintenance - Kent County	Transit Systems	Vehicles	Transit Vehicles	Procurement	954,400	-	95,400		23,900	-	95,400		23,900	-	95,400		23,900		95,400		23,900
684	**SOGR**		**Preventive Maintenance - Kent County Total**					**954,400**	**-**	**95,400**		**23,900**	**-**	**95,400**		**23,900**	**-**	**95,400**		**23,900**	**-**	**95,400**		**23,900**
685	SOGR	Kent	Transit Vehicle Replacement (13) 30' Low Floor Buses KC FY21	Transit Systems	Vehicles	Transit Vehicles	Procurement	6,883,500	-	-		-	1,376,700	5,506,800		-	-	-		-				
686	**SOGR**		**Transit Vehicle Replacement (13) 30' Low Floor Buses KC FY21 Total**					**6,883,500**	**-**	**-**		**-**	**1,376,700**	**5,506,800**		**-**	**-**	**-**		**-**	**-**	**-**		**-**
687	**SOGR**	Kent	Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY20	Transit Systems	Vehicles	Transit Vehicles	Procurement	2,004,120	400,824	1,603,296		-	-	-		-	-	-		-	-	-		-
688	**SOGR**		**Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY20 Total**					**2,004,120**	**400,824**	**1,603,296**		**-**	**-**	**-**		**-**	**-**	**-**		**-**	**-**	**-**		**-**
689	**SOGR**	Kent	Transit Vehicle Replacement Paratransit Buses KC Program	Transit Systems	Vehicles	Transit Vehicles	Procurement	10,534,800	80,160	320,640		-	405,280	1,621,120		-	500,400	2,001,600		-	210,080	840,320		-
690	**SOGR**		**Transit Vehicle Replacement Paratransit Buses KC Program Total**					**10,534,800**	**80,160**	**320,640**		**-**	**405,280**	**1,621,120**		**-**	**500,400**	**2,001,600**		**-**	**210,080**	**840,320**		**-**
691		**Kent Total**						**416,364,833**	**15,911,341**	**8,717,396**		**23,900**	**10,876,286**	**15,700,541**		**23,900**	**6,631,400**	**16,457,000**		**23,900**	**9,375,080**	**30,495,720**		**23,900**

APPENDIX E-B
Annual Listing of Projects

Statewide

Full size versions of these charts are available at DoverKentMPO.org.

	A	B	C	F	G	H	I	K	V	W	X	Y	AC	AD	AE	AF	AJ	AK	AL	AM	AQ	AR	AS	AT
1	Priority	County	Project Title	Category	Class	Family	Phase	Current Estimate	FY20 State Spend	FY20 Fed Spend	FY 2020 TOTAL	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY 2021 TOTAL	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY 2022 TOTAL	FY22 Other Spend	FY23 State Spend	FY23 Fed Spend	FY 2023 TOTAL	FY23 Other Spend
543	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	PD	-	-	-		-	-	-		-	-	-		-	-	-		-
544	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	PE	500,000	300,000	-		-	-	-		-	-	-		-	-	-		-
545	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	ROW	96,433	-	-		-	-	-		-	-	-		-	-	-		-
546	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	ROW	300,000	-	-		-	300,000	-		-	-	-		-	-	-		-
547	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	C	2,000,000	-	-		-	-	-		-	400,000	1,600,000		-	-	-		-
548	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	C	468,627	-	-		-	-	-		-	-	-		-	-	-		-
549	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	Traffic	9,827	-	-		-	-	-		-	-	-		-	-	-		-
550	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	Utilities	18,000	-	-		-	-	-		-	-	-		-	-	-		-
551	Various	Kent	Highway SAFETY Improvement Program - Kent County	Road Systems	Locals	Safety Improveme	Contingency	172,646	-	-		-	-	-		-	-	-		-	-	-		-
552	Various		**Highway SAFETY Improvement Program - Kent County Total**					**3,565,533**	**300,000**	-		-	-	-		-	**400,000**	**1,600,000**		-	-	-		-
553	94	Kent	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Systems	Arterials	Arterials	PE	1,162,032	18,275	73,100		-												
554	94	Kent	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Systems	Arterials	Arterials	ROW	900,000	700,000	-		-	-	-		-								
555	94	Kent	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Systems	Arterials	Arterials	C	3,000,000	-	-		-	300,000	2,700,000		-								
556	94		**HEP KC, SR 8 & SR 15 Intersection Improvements Total**					**5,062,032**	**718,275**	**73,100**		-	**300,000**	**2,700,000**		-	-	-		-	-	-		-
557	63	Kent	Loockerman Street / Forest Avenue	Road Systems	Arterials	Arterials	PD	246,830	-	-		-	-	-		-	-	-		-	-	-		-
558	63	Kent	Loockerman Street / Forest Avenue	Road Systems	Arterials	Arterials	PE	63,240	-	-		-	-	-		-	-	-		-	-	-		-
559	63	Kent	Loockerman Street / Forest Avenue	Road Systems	Arterials	Arterials	ROW	200,000	200,000	-		-	-	-		-	-	-		-	-	-		-
560	63	Kent	Loockerman Street / Forest Avenue	Road Systems	Arterials	Arterials	C	3,500,000	-	-		-	700,000	2,800,000		-								
561	63		**Loockerman Street / Forest Avenue Total**					**4,010,070**	**200,000**	-		-	**700,000**	**2,800,000**		-	-	-		-	-	-		-
562	34	Kent	Canterbury Road - SR 12 to US 13	Road Systems	Arterials	Arterials	PE	800,000													400,000			
563	34	Kent	Canterbury Road - SR 12 to US 13	Road Systems	Arterials	Arterials	ROW	1,000,000													-			
564	34	Kent	Canterbury Road - SR 12 to US 13	Road Systems	Arterials	Arterials	C	3,200,000													-			
565	34		**Canterbury Road - SR 12 to US 13 Total**					**5,000,000**	-	-		-	-	-		-	-	-		-	**400,000**	-		-
566	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	PD	605,360	-	-		-	-	-		-	-	-		-				
567	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	4,399,200	-	-		-	-	-		-	-	-		-				
568	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	400,000	-	-		-	-	-		-	-	-		-				
569	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	699,800	-	-		-	-	-		-	-	-		-				
570	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	18,960,000	-	-		-	-	-		-	-	-		-				
571	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	840,000	-	-		-	-	-		-	-	-		-				
572	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	CE	6,222,415	-	-		-	-	-		-	-	-		-				
573	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	C	39,782,632	-	-		-	-	-		-	-	-		-				
574	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	C	364,401	-	-		-	-	-		-	-	-		-				
575	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	Traffic	1,698,900				-	-	-		-	-	-		-				
576	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	Utilities	594,276																
577	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	Utilities	6,300,000																
578	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	Contingency	2,479,057																
579	22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	Maintenance	50,000																
580	22		**SR 1, Little Heaven Grade Separated Intersection Total**					**83,396,041**	-	-		-	-	-		-	-	-		-	-	-		-
581	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	726,936	-	-		-	-	-		-	-	-		-				
582	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	3,700,000	-	-		-	-	-		-	-	-		-				
583	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	CE	2,210,732	-	-		-	-	-		-	-	-		-				
584	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	C	12,560,714	358,798	1,435,191		-	-	-		-	-	-		-				
585	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	Traffic	626,405	-	-		-	-	-		-	-	-		-				
586	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	Utilities	338,208	-	-		-	-	-		-	-	-		-				
587	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	Contingency	1,585,962	317,192	1,268,770		-	-	-		-	-	-		-				
588	71	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	Maintenance	442,000	-	-		-	-	-		-	-	-		-				
589	71		**SR 1, NE Front Street Grade Separated Intersection Total**					**22,190,957**	**675,990**	**2,703,960**		-	-	-		-	-	-		-	-	-		-
590	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	PD	489,204	-	-		-	-	-		-	-	-		-				
591	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	2,988,700	-	-		-	-	-		-	-	-		-				
592	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	2,488,734	-	-		-	-	-		-	-	-		-				
593	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	CE	4,355,650	-	-		-	-	-		-	-	-		-				
594	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	C	18,364,798	-	-		-	-	-		-	-	-		-				
595	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Traffic	779,976	-	-		-	-	-		-	-	-		-				
596	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Utilities	650,245	-	-		-	-	-		-	-	-		-				
597	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Contingency	2,166,211	-	-		-	-	-		-	-	-		-				
598	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Contingency	190,000	-	-		-	-	-		-	-	-		-				
599	100	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Maintenance	80,000	-	-		-	-	-		-	-	-		-				
600	100		**SR 1, South Frederica Grade Separated Intersection Total**					**32,553,517**	-	-		-	-	-		-	-	-		-	-	-		-
601	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	PD	685,425	-	-		-	-	-		-	-	-		-				
602	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	250,000	-	-		-	-	-		-	-	-		-				
603	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	8,576,568	-	-		-	-	-		-	-	-		-				
604	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	CE	2,115,743	-	-		-	-	-		-	-	-		-				
605	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	C	11,531,132	-	-		-	-	-		-	-	-		-				
606	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	Traffic	356,002	-	-		-	-	-		-	-	-		-				
607	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	Utilities	366,197	-	-		-	-	-		-	-	-		-				
608	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	Contingency	1,818,685	-	-		-	-	-		-	-	-		-				
609	BPSR	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Systems	Arterials	Arterials	Maintenance	10,000	-	-		-	-	-		-	-	-		-				
610	BPSR		**SR 1, Thompsonville Grade Separated Intersection Total**					**25,709,752**	-	-		-	-	-		-	-	-		-	-	-		-
611	23	Kent	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road Systems	Arterials	Safety Improveme	PE	5,710,000	180,000	720,000		-	50,000	200,000		-	-	-		-				
612	23	Kent	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road Systems	Arterials	Safety Improveme	ROW	2,000,000	1,000,000	-		-	1,000,000	-		-	-	-		-				
613	23	Kent	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road Systems	Arterials	Safety Improveme	C	66,000,000				-	**200,000**	**800,000**		-	1,500,000	6,000,000		-	4,400,000	17,600,000		-
614	23		**HEP, KC, US13, Lochmeath Way to Puncheon Run Connector Total**					**73,710,000**	**1,180,000**	**720,000**		-	**1,250,000**	**1,000,000**		-	**1,500,000**	**6,000,000**		-	**4,400,000**	**17,600,000**		-
615	24	Kent	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road Systems	Arterials	Safety Improveme	PE	1,635,000	444,000	-		-	400,000			-	291,000			-				
616	24	Kent	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road Systems	Arterials	Safety Improveme	ROW	500,000				-	250,000	-		-	250,000			-				
617	24	Kent	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road Systems	Arterials	Safety Improveme	C	16,500,000				-				-	-	-		-	1,700,000	6,800,000		
618	24		**HEP KC, US13 Walnut Shade Rd. to Lochmeath Way Total**					**18,635,000**	**444,000**	-		-	**650,000**	-		-	**541,000**	-		-	**1,700,000**	**6,800,000**		-
619	19	Kent	Walnut Shade Road, US13 to Peachtree Run Road	Road Systems	Arterials	Safety Improveme	PE	150,000	50,000	-														
620	19	Kent	Walnut Shade Road, US13 to Peachtree Run Road	Road Systems	Arterials	Safety Improveme	ROW	1,000,000					500,000	-			500,000	-						
621	19	Kent	Walnut Shade Road, US13 to Peachtree Run Road	Road Systems	Arterials	Safety Improveme	C	5,000,000													100,000	400,000		
622	19		**Walnut Shade Road, US13 to Peachtree Run Road Total**					**6,150,000**	**50,000**	-		-	**500,000**	-		-	**500,000**	-		-	**100,000**	**400,000**		-
623	78	Kent	South State Street/Plaindealing Road/Woodlytown Road Intersection Improvemt	Road Systems	Arterials	Intersection Impro	PE	900,000													-			
624	78	Kent	South State Street/Plaindealing Road/Woodlytown Road Intersection Improvemt	Road Systems	Arterials	Intersection Impro	ROW	800,000													-			
625	78	Kent	South State Street/Plaindealing Road/Woodlytown Road Intersection Improvemt	Road Systems	Arterials	Intersection Impro	C	1,200,000													-			
626	78		**South State Street/Plaindealing Road/Woodlytown Road Intersection Improvements Total**					**2,500,000**	-	-		-	-	-		-	-	-		-	-	-		-
627	55	Kent	SR8, Connector from Commerce Way to SR8	Road Systems	Locals	Locals	PE	500,000					150,000				200,000				150,000			
628	55	Kent	SR8, Connector from Commerce Way to SR8	Road Systems	Locals	Locals	ROW	800,000					-				-				-			
629	55	Kent	SR8, Connector from Commerce Way to SR8	Road Systems	Locals	Locals	C	1,200,000													-			
630	55		**SR8, Connector from Commerce Way to SR8 Total**					**2,500,000**	-	-		-	**150,000**	-		-	**200,000**	-		-	**150,000**	-		-
631	104	Kent	SR 1, Scarborough Road C-D Roads	Road Systems	Collectors	Collectors	PE	850,000					250,000				350,000				250,000			
632	104	Kent	SR 1, Scarborough Road C-D Roads	Road Systems	Collectors	Collectors	ROW	1,200,000					-				-				-			
633	104	Kent	SR 1, Scarborough Road C-D Roads	Road Systems	Collectors	Collectors	C	31,000,000					-				-				-			
634	104		**SR 1, Scarborough Road C-D Roads Total**					**33,050,000**	-	-		-	**250,000**	-		-	**350,000**	-		-	**250,000**	-		-
635	25	Kent	NE Front Street Rehoboth Blvd to SR 1	Road Systems	Collectors	Collectors	PE	750,000					200,000				350,000				200,000			
636	25	Kent	NE Front Street Rehoboth Blvd to SR 1	Road Systems	Collectors	Collectors	ROW	900,000					-				-				-			
637	25	Kent	NE Front Street Rehoboth Blvd to SR 1	Road Systems	Collectors	Collectors	C	4,500,000													-			
638	25		**NE Front Street Rehoboth Blvd to SR 1 Total**					**6,150,000**	-	-		-	**200,000**	-		-	**350,000**	-		-	**200,000**	-		-
639	84	Kent	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	Road Systems	Collectors	Collectors	PE	750,000					200,000				350,000				200,000			
640	84	Kent	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	Road Systems	Collectors	Collectors	ROW	750,000					-				-				-			
641	84	Kent	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	Road Systems	Collectors	Collectors	C	5,000,000					-				-				-			
642	84		**Irish Hill Road, Fox Chase Road to McGinnis Pond Road Total**					**6,500,000**	-	-		-	**200,000**	-		-	**350,000**	-		-	**200,000**	-		-
643	85	Kent	College Road, Kenton Road to McKee Road	Road Systems	Collectors	Collectors	PE	750,000					-				-				375,000			
644	85	Kent	College Road, Kenton Road to McKee Road	Road Systems	Collectors	Collectors	ROW	1,000,000					-				-				-			
645	85	Kent	College Road, Kenton Road to McKee Road	Road Systems	Collectors	Collectors	C	2,500,000					-				-				-			
646	85		**College Road, Kenton Road to McKee Road Total**					**4,250,000**	-	-		-	-	-		-	-	-		-	**375,000**	-		-
647	12	Kent	Camden Bypass, North Street Extended to SR10	Road Systems	Collectors	Collectors	PE	1,000,000	350,000				100,000											
648	12	Kent	Camden Bypass, North Street Extended to SR10	Road Systems	Collectors	Collectors	ROW	1,200,000	**100,000**	-			1,100,000	-			-	-						
649	12	Kent	Camden Bypass, North Street Extended to SR10	Road Systems	Collectors	Collectors	C	2,500,000					**10,000**	**40,000**			390,000	1,560,000			100,000	400,000		
650	12		**Camden Bypass, North Street Extended to SR10 Total**					**4,700,000**	**450,000**	-		-	**1,210,000**	**40,000**		-	**390,000**	**1,560,000**		-	**100,000**	**400,000**		-
651	3	Kent	Camden Bypass, South Street to Rising Sun Road	Road Systems	Collectors	Collectors	PE	1,600,000	40,000	160,000			60,000	240,000										
652	3	Kent	Camden Bypass, South Street to Rising Sun Road	Road Systems	Collectors	Collectors	ROW	2,000,000	**100,000**	-			1,900,000	-			-	-						
653	3	Kent	Camden Bypass, South Street to Rising Sun Road	Road Systems	Collectors	Collectors	C	10,000,000					**10,000**	**40,000**			1,000,000	4,000,000			990,000	3,960,000		
654	3		**Camden Bypass, South Street to Rising Sun Road Total**					**13,600,000**	**140,000**	**160,000**		-	**1,970,000**	**280,000**		-	**1,000,000**	**4,000,000**		-	**990,000**	**3,960,000**		-
655	48	Kent	Crawford Carroll Avenue Extension	Road Systems	Locals	Locals	PE	200,000	-	-		-	-	-		-	-	-		-				
656	48	Kent	Crawford Carroll Avenue Extension	Road Systems	Locals	Locals	ROW	8,000,000	8,000,000	-		-	-	-		-	-	-		-				
657	48	Kent	Crawford Carroll Avenue Extension	Road Systems	Locals	Locals	C	3,000,000	-	-		-	300,000	1,200,000		-	300,000	1,200,000		-				
658	48		**Crawford Carroll Avenue Extension Total**					**11,200,000**	**8,000,000**	-		-	**300,000**	**1,200,000**		-	**300,000**	**1,200,000**		-	-	-		-
659	73	Kent	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road Systems	Collectors	Collectors	PE	2,301,482	-	-		-	18,305	73,222		-	-	-		-	-	-		-
660	73	Kent	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road Systems	Collectors	Collectors	ROW	1,200,000	144,000	576,000		-	96,000	384,000		-	-	-		-				
661	73	Kent	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road Systems	Collectors	Collectors	C	16,000,000	-	-		-				-	-	-		-	100,000	400,000		
662	73		**K104, Kenton Rd. SR8 to Chestnut Grove Rd. Total**					**19,501,482**	**144,000**	**576,000**		-	**114,305**	**457,222**		-	-	-		-	**100,000**	**400,000**		-
663	75	Kent	West Street, New Burton Road to North Street	Road Systems	Collectors	Collectors	PE	400,000					200,000	-			200,000							
664	75	Kent	West Street, New Burton Road to North Street	Road Systems	Collectors	Collectors	ROW	250,000									50,000	-			200,000	-		
665	75	Kent	West Street, New Burton Road to North Street	Road Systems	Collectors	Collectors	C	650,000																
666	75		**West Street, New Burton Road to North Street Total**					**1,300,000**	-	-		-	**200,000**	-		-	**250,000**	-		-	**200,000**	-		-
667	SOGR	Kent	South Frederica Park & Ride	Transit Systems	Facilities	Transit Facilities	PE	227,000	-	-		-	-	-		-	-	-		-				
668	SOGR	Kent	South Frederica Park & Ride	Transit Systems	Facilities	Transit Facilities	CE	28,000	-	-		-	-	-		-	-	-		-				
669	SOGR	Kent	South Frederica Park & Ride	Transit Systems	Facilities	Transit Facilities	C	1,468,000	750,000	-		-	-	-		-	-	-		-				
670	SOGR	Kent	South Frederica Park & Ride	Transit Systems	Facilities	Transit Facilities	Contingency	225,000	225,000	-		-	-	-		-	-	-		-				
671	SOGR		**South Frederica Park & Ride Total**					**1,948,000**	**975,000**	-		-	-	-		-	-	-		-	-	-		-
672	SOGR	Kent	Dover Facility Renovations	Transit Systems	Facilities	Transit Facilities	PE	147,000																
673	SOGR	Kent	Dover Facility Renovations	Transit Systems	Facilities	Transit Facilities	C	1,500,000	1,468,092															
674	SOGR		**Dover Facility Renovations Total**					**1,647,000**	**1,468,092**	-		-	-	-		-	-	-		-	-	-		-
675	SOGR	Kent	Bus Facilities - Electric Bus Modifications	Transit Systems	Facilities	Transit Facilities	PE	62,785	-	-		-	-	-		-	-	-		-				
676	SOGR	Kent	Bus Facilities - Electric Bus Modifications	Transit Systems	Facilities	Transit Facilities	PE	26,561	-	-		-	-	-		-	-	-		-				
677	SOGR	Kent	Bus Facilities - Electric Bus Modifications	Transit Systems	Facilities	Transit Facilities	Procurement	1,285,215	165,000	385,000		-	-	-		-	-	-		-				
678	SOGR	Kent	Bus Facilities - Electric Bus Modifications	Transit Systems	Facilities	Transit Facilities	Procurement	363,439	-	-		-	-	-		-	-	-		-				
679	SOGR		**Bus Facilities - Electric Bus Modifications Total**					**1,738,000**	**165,000**	**385,000**		-	-	-		-	-	-		-	-	-		-

	A	B	C	F	G	H	I	K	V	W	X	Y	AC	AD	AE	AF	AJ	AK	AL	AM	AQ	AR	AS	AT
1	Priority	County	Project Title	Category	Class	Family	Phase	Current Estimate	FY20 State Spend	FY20 Fed Spend	FY 2020 TOTAL	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY 2021 TOTAL	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY 2022 TOTAL	FY22 Other Spend	FY23 State Spend	FY23 Fed Spend	FY 2023 TOTAL	FY23 Other Spend
680	SOGR	Kent	Transit Vehicle Expansion (6) 35' Electric Buses KC FY18	Transit Systems	Vehicles	Transit Vehicles	Procurement	1,551,000	-	-		-	-	-		-	-	-		-				
681	SOGR	Kent	Transit Vehicle Expansion (6) 35' Electric Buses KC FY18	Transit Systems	Vehicles	Transit Vehicles	Procurement	3,869,628	520,000	2,080,000		-	-	-		-	-	-		-				
682	**SOGR**		**Transit Vehicle Expansion (6) 35' Electric Buses KC FY18 Total**					**5,420,628**	**520,000**	**2,080,000**		**-**	**-**	**-**		**-**	**-**	**-**		**-**	**-**	**-**		**-**
683	**SOGR**	Kent	Preventive Maintenance - Kent County	Transit Systems	Vehicles	Transit Vehicles	Procurement	954,400	-	95,400		23,900	-	95,400		23,900	-	95,400		23,900		95,400		23,900
684	**SOGR**		**Preventive Maintenance - Kent County Total**					**954,400**	**-**	**95,400**		**23,900**	**-**	**95,400**		**23,900**	**-**	**95,400**		**23,900**	**-**	**95,400**		**23,900**
685	SOGR	Kent	Transit Vehicle Replacement (13) 30' Low Floor Buses KC FY21	Transit Systems	Vehicles	Transit Vehicles	Procurement	6,883,500	-	-		-	1,376,700	5,506,800		-	-	-		-				
686	**SOGR**		**Transit Vehicle Replacement (13) 30' Low Floor Buses KC FY21 Total**					**6,883,500**	**-**	**-**		**-**	**1,376,700**	**5,506,800**		**-**	**-**	**-**		**-**	**-**	**-**		**-**
687	**SOGR**	Kent	Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY20	Transit Systems	Vehicles	Transit Vehicles	Procurement	2,004,120	400,824	1,603,296		-	-	-		-	-	-		-	-	-		-
688	**SOGR**		**Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY20 Total**					**2,004,120**	**400,824**	**1,603,296**		**-**	**-**	**-**		**-**	**-**	**-**		**-**	**-**	**-**		**-**
689	**SOGR**	Kent	Transit Vehicle Replacement Paratransit Buses KC Program	Transit Systems	Vehicles	Transit Vehicles	Procurement	10,534,800	80,160	320,640		-	405,280	1,621,120		-	500,400	2,001,600		-	210,080	840,320		-
690	**SOGR**		**Transit Vehicle Replacement Paratransit Buses KC Program Total**					**10,534,800**	**80,160**	**320,640**		**-**	**405,280**	**1,621,120**		**-**	**500,400**	**2,001,600**		**-**	**210,080**	**840,320**		**-**
691		**Kent Total**						**416,364,833**	**15,911,341**	**8,717,396**		**23,900**	**10,876,286**	**15,700,541**		**23,900**	**6,631,400**	**16,457,000**		**23,900**	**9,375,080**	**30,495,720**		**23,900**

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	2010 Population	Adjusted 2020 Population	Adjusted 2030 Population	Adjusted 2040 Population	2015 Household Projections: 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

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

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

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

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

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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 DOTs and MPOs 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 its 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

MPOs 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 t 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 adopted the Delaware Transit Authority (DTC) Transit Asset Management Plan at their March 6, 2019 Council meeting.

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 that 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 at a joint meeting of the TAC, PAC, and Council on 4/19/2018. The FY2020-2023 TIP requires a Conformity Analysis. The Conformity Analysis has been completed and is included with this Appendix by reference.

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APPENDIX H
Part B: Support Documents

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2019 Conformity Analysis

not attached