

**DOVER/KENT COUNTY
METROPOLITAN PLANNING ORGANIZATION**

**TWO-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2023-2026 and 2024-2027**

Adopted: May 18, 2022

Prepared by the
Dover/Kent County Metropolitan Planning Organization Council

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

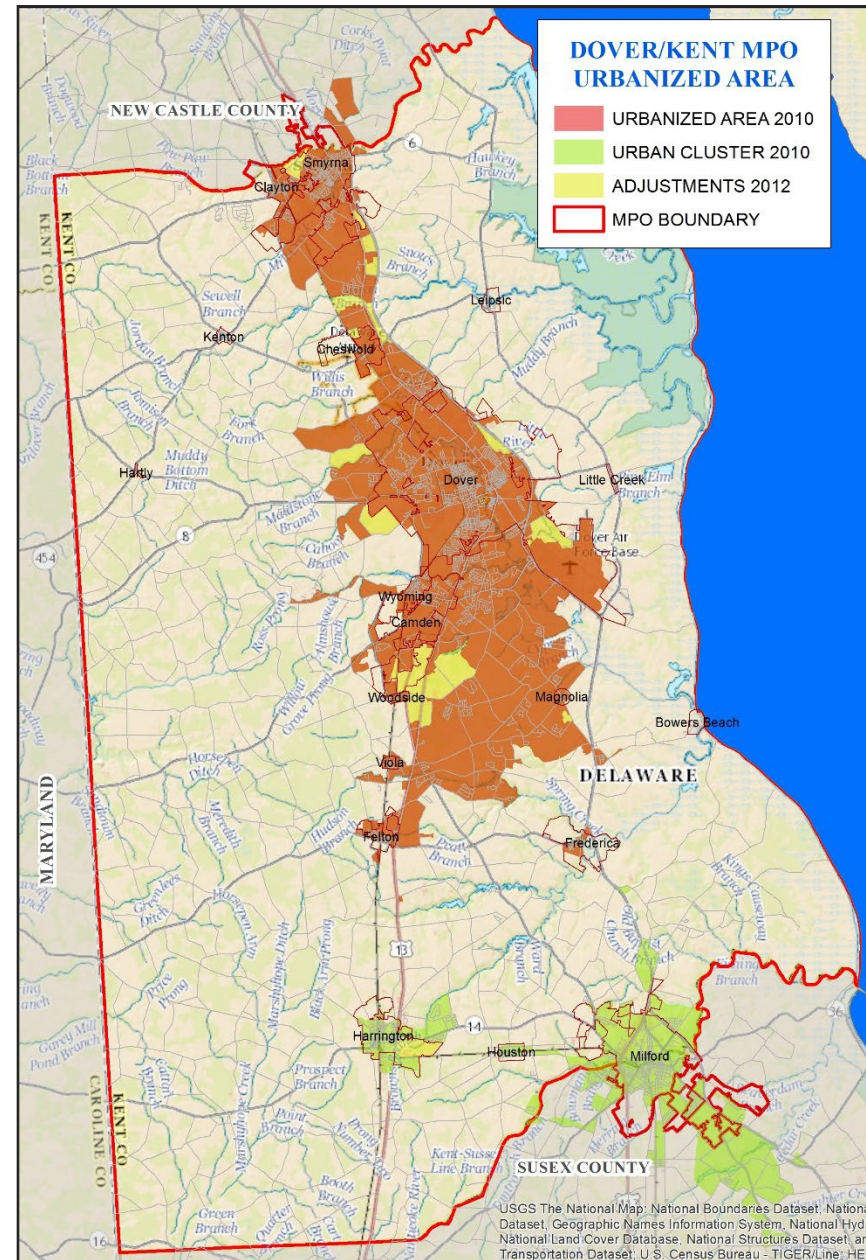
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Background

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. In 2010, the urbanized area population was determined to be 110,769 persons, a 75% increase from the 2000 population of 65,044. The MPO is anticipating the new Urbanized Area designation and population count from the 2020 Census by the Summer of 2022. The population of Kent County grew from 126,697 in 2000 to 162,310 persons in the 2010 decennial census, a 28% increase. The 2020 Kent County population census, the latest counted, was 181,851 persons, representing a 19,541 person increase in the decade or a 12% increase since 2010. The Delaware Population Consortium projection for 2050, the longest projected, is 204,411 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 DOTs. 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, now every two years, to reflect the nature of Delaware's budgeting and legislative process.

The FY 2023-2026/2027 TIP differs little from the preceding (FY 2020-2023/2024) TIP. The preceding TIP was the first to implement the multi-year planning implemented by DelDOT 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 on 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. 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.

In 2015, the MPO began an update process to identify appropriate projects to recommend for funding in future CTPs. 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 identified which criteria are most important to weigh 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 project requests for the 2021 MTP and annual 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. The MPO had repeated bus tours to explain projects included in our TIP. It was changed to be scheduled as new significant projects are added to the CTP/TIP. Beginning in 2014, the MPO prepared a virtual tour of the highway projects that were funded during the TIP period that continued during the Pandemic. This virtual tour has offered a mechanism for constituents to view a summary of the projects included in the TIP without scheduling a bus tour and the risk of virus transmission. 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 weren't sufficient new projects to repeat the bus tour in 2020 and the Pandemic inhibited a 2020 and a 2022 TIP Tour. The 2023 TIP will be displayed with a virtual tour of the new projects added with the 2023 TIP. Actual bus tours will be considered with future TIPs beginning with the FY2025 TIP.

The funds anticipated to be used for the Kent County projects in the TIP during FY 2023 - FY 2026 are shown below.

	<u>Total Amount</u>	<u>Federal Share</u>
FY 2023	\$24,097,929	\$ 18,466,303
FY 2024	\$30,879,500	\$26,483,560
FY 2025	\$45,999,300	\$41,139,400
FY 2026	\$38,511,800	\$32,849,400

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 2023-FY 2026 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 two four-year colleges with multiple sites, one two-year college and their satellite locations enhances the region's ability to attract and maintain a diverse community.

On January 6, 2021, the MPO adopted its new 2045 Metropolitan Transportation Plan (MTP) "Innovation 2045", 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 constrained 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 Innovation 2045 MTP provides a framework to guide all future transportation planning and programming activities. The following goals are identified for Kent County:

- **Safely move people and commodities efficiently on connected and reliable transportation networks**
- **Integrate multi-modal transportation with local land use decisions for healthier, stronger, and economically viable communities**
- **Support transportation system preservation through enhanced system operations, management, and sound environmental practices**

A hierarchy of fundamental strategies supports these goals and further guides transportation planning and programming decisions. These strategies are now codified by FHWA-enforced Performance Measures. The Performance Measures have become the de facto objectives of the MTP and are listed below:

- Reduce the Statewide number of fatalities
- Reduce the Statewide rate of fatalities per 100 million vehicle miles traveled (VMT)
- Reduce the Statewide number of serious injuries
- Reduce the Statewide rate of serious injuries per 100 million VMT
- Reduce the Statewide number of non-motorized fatalities and the number of non-motorized serious injuries combined
- D/KC MPO target is no more than 0% of bridges in poor condition
- D/KC MPO target is no more than 0% of roads rated as having a poor pavement condition
 - System Performance, Freight was not reportable for roads in Kent County but is still included in our objectives as defined in the Innovation 2045 MTP
- Transit Asset Management (TAM)- Useful Life Benchmark (ULB); <20% equipment and no more than 20% facilities/buildings
- Increase intelligent transportation systems

Projects in the FY2023-2026 TIP were drawn from Innovation 2045, the 2045 MTP.

The Prioritization Process

In the most recent long range plan, the MPO, led by the Technical Advisory Committee, maintained the status quo for the project prioritization completed for the Metropolitan Transportation Plan. Delaware is in a unique position, as the state maintains over 90% of the roads on the state. There has been a renewed attempt to create a planning process where the TIP is produced by the MPO or projects are at least recommended to the DOT that 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 the continued approach by the Department to develop the CTP while the MPO implements 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 MPO asked our partner communities to nominate problems that they experience in the transportation system of their community. The problems were 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. The prioritized list developed for the Long Range Plan continues to be the list presented to DelDOT each cycle 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. The MPO's Urbanized Planning Work Program includes a number of studies that had been nominated by our communities, rated and ranked using the Decision Lens model developed for the MTP, and prioritized for consideration.

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

Current Factors: Weights based upon the votes of the whole working group.	Relative Weight
Safety	21.3%
The State Strategies for Policies and Spending	13.75%
Impact on the Public/Social Disruption and Economic Justice	11.9%
Environmental Impact/Stewardship	9.36%
Revenue Generation/Economic Development Jobs and Commerce	9.12%
Performance Measures	8.16%
Community Priorities	8.13%
Supports Freight Movement	7.37%
Multi-modal Feasibility/Access	6.9%
System Operating Effectiveness	6.41%
Total	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 4, 2022. 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 when the document is amended.

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. 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 2020 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 2023-2026 TIP are represented in the 2045 MTP. The projects in the TIP are only a small portion of those in the MTP. There have not been changes to the project list and scope of the projects to date. Any regionally significant projects were included in the 2019 Conformity Analysis. The modeling process completed for the FY2023-2026 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 FY2023-2026 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, 2022. The projects and funded amounts included in this FY 2023-2026 TIP reflect the amounts proposed to be allocated in the FY 2023-2028 CTP for the years FY2023 through 2026. 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, 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 2023, 2024, 2025, and 2026. These are predominantly funding programs that include projects in all three Delaware counties. More information about the process and previous CTPs 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 2023, 2024, 2025, and 2026. 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 expenses 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. 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) populations 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	80,246.1	92,544.0	87,309.7	71,260.0	337,929.8
Bridge Management	13,810.0	16,530.0	12,030.0	12,030.0	54,400.0
Bridge Inspection	7,300.0	7,800.0	7,300.0	7,300.0	29,700.0
Bridge Painting	14,000.0	8,500.0	9,000.0	8,500.0	40,000.0
Bridges Preservation	45,136.1	59,714.0	58,979.7	50,000.0	213,829.8
DAMS	0	2,700.0	2,700.0	2,700.0	8,100.0
DAM PRESERVATION	4,187.0	2,700.0	2,700.0	2,700.0	12,287.0
TRANSPORTATION ALTERNATIVES PROGRAM SUMMARY					
	3,972.4	3,972.4	3,972.4	3,972.4	15,889.8
BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS					
	11,580.0	7,750.0	7,500.0	7,500.0	34,330.0
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
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

PROJECT (x000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	2019-2022 TOTAL
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	4,500.00	4,500.0	4,500.0	4,500.0	18,000.0
SUPPORT					
AERONAUTICS PLANNING	210.0	210.0	210.0	210.0	840.0
AERONAUTICS PROGRAM DEV	280.0	280.0	280.0	280.0	1,120.0
EDUCATION AND TRAINING	200.0	200.0	200.0	200.0	800.0
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

PROJECT (x000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	2019-2022 TOTAL
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
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

PROJECT (x000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	2019-2022 TOTAL
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

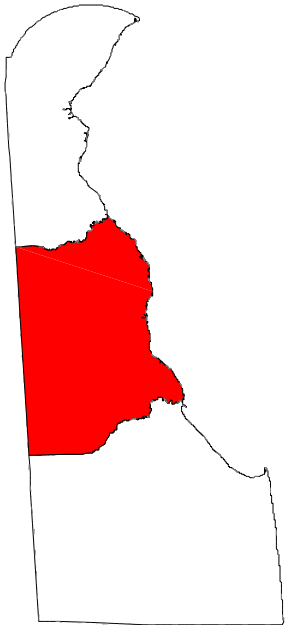
ROAD SYSTEM:
ARTERIALS

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 feel, 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, stormwater 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.

HEP KC, US 113 & SR14 Intersection Improvements: This project will include turn lane improvements on westbound SR 14, bicycle and pedestrian improvements, and traffic signal equipment upgrades.

HEP KC, SR12 & SR15 Intersection Improvements: This is one of the Comprehensive looks at DE15 for intersection and road improvements.

HEP KC, SR15 & Andrews Lake Road Intersection Improvements: Based on the recommendations of the 2009 HEP Report, a roundabout is proposed in this location. This project will provide curb ramps and pedestrian crossings to provide multi-modal access through the intersection. This location was highlighted in the 2009 Hazard Elimination Program Task II report. This report identified several safety deficiencies at the intersection leading to a higher crash rate. The report recommended signing and sight distance improvements on the minor approaches, along with converting the existing two-way stop intersection to a roundabout.

HEP KC, SR15 & Irish Hill Rd Intersection Improvements: This is one of the Comprehensive looks at DE15 for intersection and road improvements.

HEP KC, US13 & Brenford Rd./Big Oak Rd. Intersection Improvements: This project includes turn lanes and other intersection improvements as well as pedestrian improvements. This project was identified in the HEP program for intersection safety improvements.

HSIP KC, SR 15 and SR 42 Intersection Improvements: This is one of the Comprehensive look at DE15 for intersection and road improvements

HSIP KC, South State Street/Plaindealing Road/Woodlytown Road Intersection Improvements: This project was identified by the MPO’s State Street study as requiring improvement.

HAZARD ELIMINATION PROGRAM (HEP) - KENT COUNTY

MS30-Highway Safety Improvement Program

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
US13-Puncheon Run Connector to Lochmeath Way: US 13 Widening	PE									0.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
US13- Lochmeath Way to Walnut Shade Road: US 13 Widening	PE									0.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR8 & SR15 Intersection Improvements	PE									0.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HEP KC, US 113 & SR14 Intersection Improvements	PE									0.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HEP KC, SR12 & SR15 Intersection Improvements	PE									0.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HEP KC, SR15 & Andrews Lake Road Intersection Improvements	PE									0.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HEP KC, SR15 & Irish Hill Rd. Intersection Improvements	PE									0.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HEP KC, SR15/ Kenton Rd. at Central Church Rd. Intersection Imps	PE									0.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

231-Surface Transportation Program

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
HEP KC, US13 & Brenford /Big Oak Rd. Intersection Improvements	PE									0.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HSIP KC, SR 15 and SR 42 Intersection Improvements	PE									0.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HSIP KC, South State Street /Plaindealing Road/Woodlytown Road Intersection Improvements	PE									0.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
US13-Puncheon Run Connector to Lochmeath Way: US 13 Widening	PE									0.0
	ROW									0.0
	C						25,500.0		22,000.0	47,000.0
	Σ	0.0	0.0	0.0	0.0	0.0	25,500.0	0.0	22,000.0	47,000.0
US13- Lochmeath Way to Walnut Shade Road: US13 Widening	PE									0.0
	ROW	380.0	1,520.0							1,900.0
	C							1,000.0	4,000.0	5,000.0
	Σ	380.0	1,520.0	0.0	0.0	0.0	0.0	1,000.0	4,000.0	6,900.0
SR8 & SR15 Intersection Improvements	PE									0.0
	ROW									0.0
	C	268.0	2,412.0							2,680.0
	Σ	268.0	2,412.0	0.0	0.0	0.0	0.0	0.0	0.0	2,680.0
HEP KC, US 113 & SR14 Intersection Improvements	PE									0.0
	ROW									0.0
	C	300.0	2,700.0							3,000.0
	Σ	300.0	2,700.0	0.0	0.0	0.0	0.0	0.0	0.0	3,000.0
HEP KC, SR12 & SR15 Intersection Improvements	PE	50.0								50.0
	ROW		500.0							500.0
	C				3,000.0					3,000.0
	Σ	50.0	500.0	0.0	3,000.0	0.0	0.0	0.0	0.0	3,550.0
HEP KC, SR15 & Andrews Lake Road Intersection Improvements	PE	100.0		50.0						150.0
	ROW	100.0		400.0						500.0
	C							2,000.0		2,000.0
	Σ	200.0	0.0	450.0	0.0	0.0	0.0	0.0	2,000.0	2,650.0
HEP KC, SR15 & Irish Hill Rd. Intersection Improvements	PE						600.0	200.0		800.0
	ROW								750.0	750.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	600.0	200.0	750.0	1,550.0
HEP KC, SR15/ Kenton Rd. at Central Church Rd. Intersection Imps	PE	500.0								500.0
	ROW	500.0		49.4						549.4
	C								600.0	600.0
	Σ	1,000.0	0.0	49.4	0.0	0.0	0.0	0.0	600.0	1,649.4

Project Funding Schedule (X \$000)

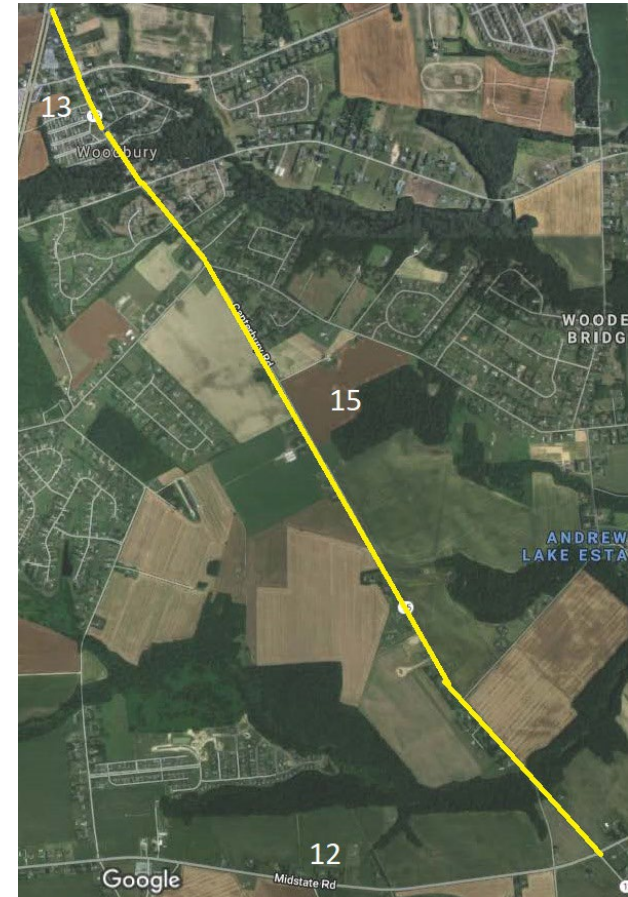
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
HEP KC, US13 & Brenford/Big Oak Rd. Intersection Imp	PE	150.0		184.6						234.6
	ROW		500.0							500.0
	C								2,000.0	2,000.0
	Σ	150.0	500.0	184.6	0.0	0.0	0.0	0.0	2,000.0	2,834.6
HSIP KC, SR 15 and SR 42 Intersection Improvements	PE	200.0		150.0						350.0
	ROW		100.0	40.0	360.0					500.0
	C						2,000.0			2,000.0
	Σ	200.0	100.0	190.0	360.0	0.0	2,000.0	0.0	0.0	2,850.0
HSIP KC, South State Street /Plaindealing Road/Woodlytown Road Intersection Improvements	PE					250.0		250.0		500.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	250.0	0.0	250.0	0.0	500.0
All Projects	Σ									

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 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
CANTERBURY ROAD – SR 12 TO US 13	PD									
	PE									
	RW									
	C									
	Total									

Federal Funding Program: National Highway Performance Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
CANTERBURY ROAD – SR 12 TO US 13	PD									0.0
	PE					400.0		400.0		800.0
	RW									0.0
	C									0.0
	Total		0.0	0.0	0.0	0.0	400.0	0.0	400.0	0.0

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 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 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 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 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

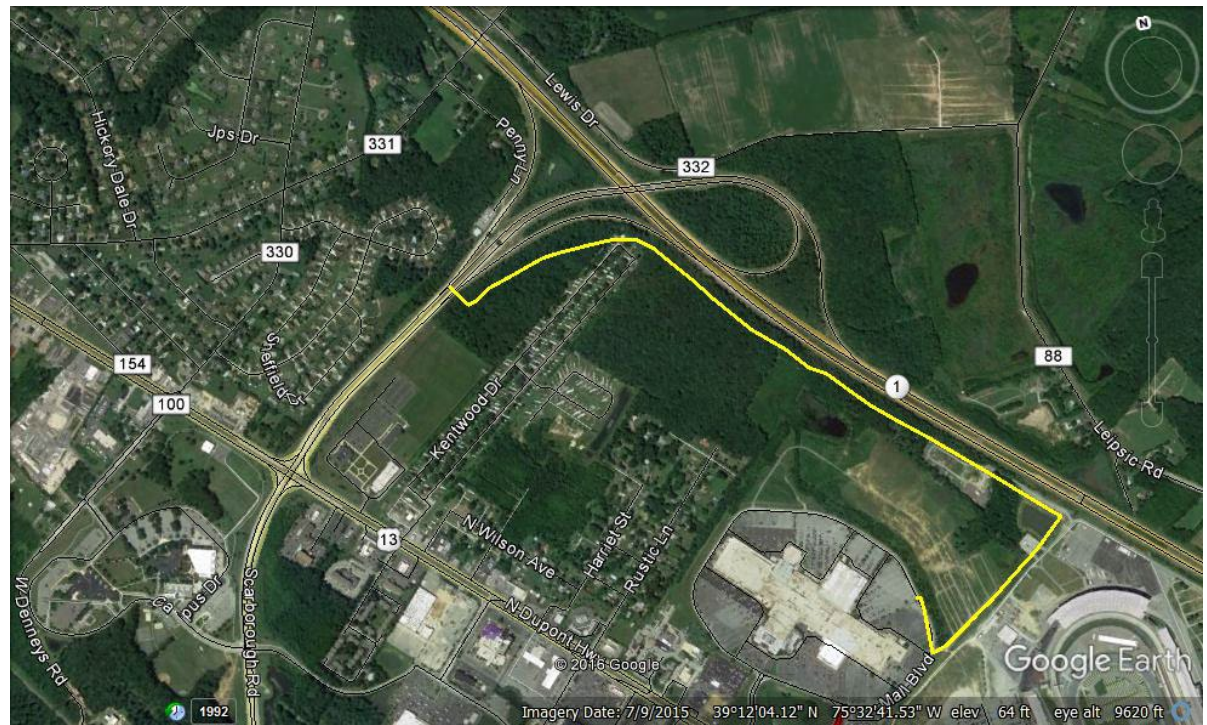
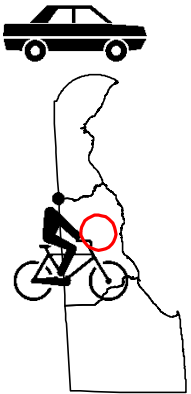
ROAD SYSTEM:
COLLECTORS

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									
	PE									
	RW									
	C									
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Future federal Funding Program: National Highway System

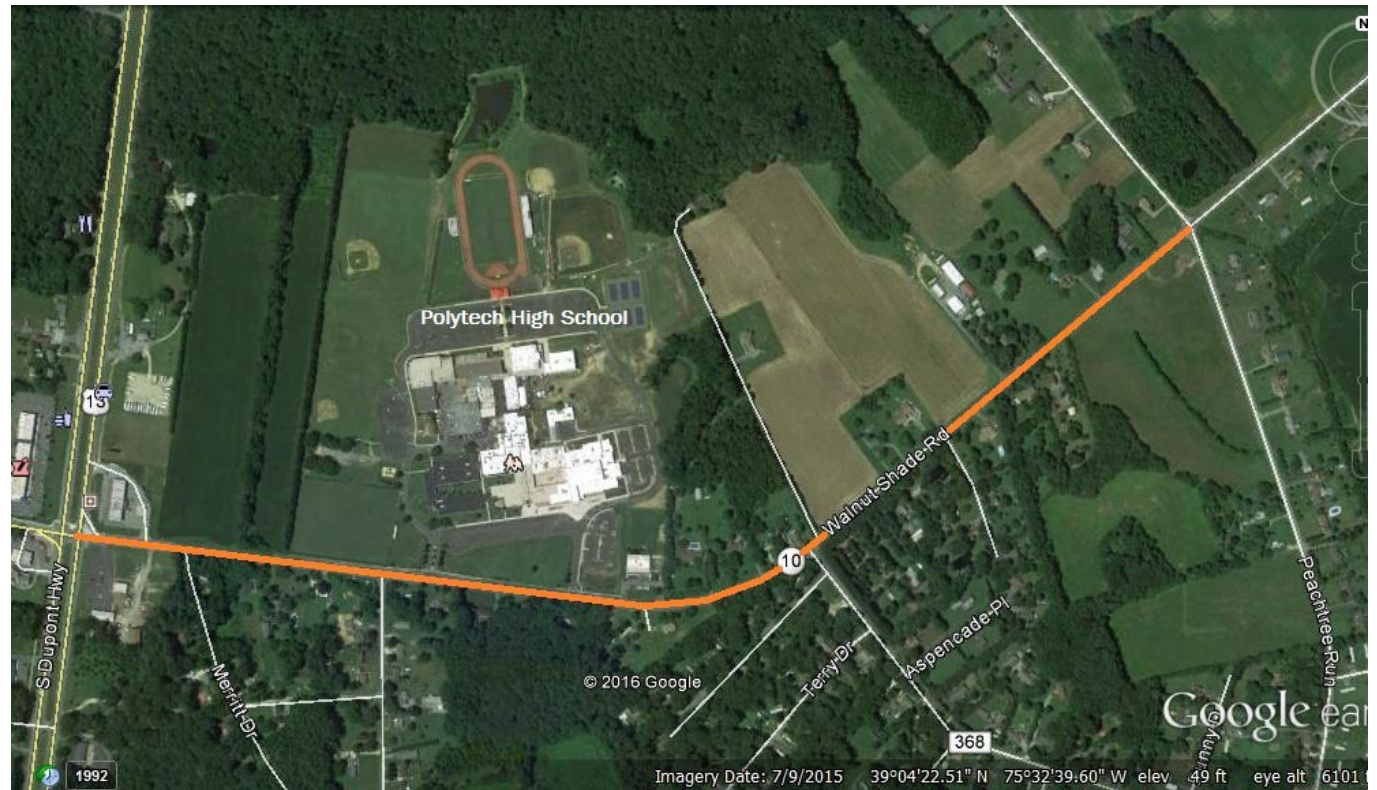
Project Funding Schedule (X \$000)										
Project	Phase	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/Other	FY2021 Federal	FY 2022 State/Other	FY 2022 Federal	FY 2023 State/ Other	FY 2023 Federal	FY 2020- 2023 Total
SR1, Scarborough Road C-D Roads	PD									0.0
	PE									0.0
	RW									0.0
	C									0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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:	\$7,150,000
MPO Priority Rating:	
State Priority Number:	



WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 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)

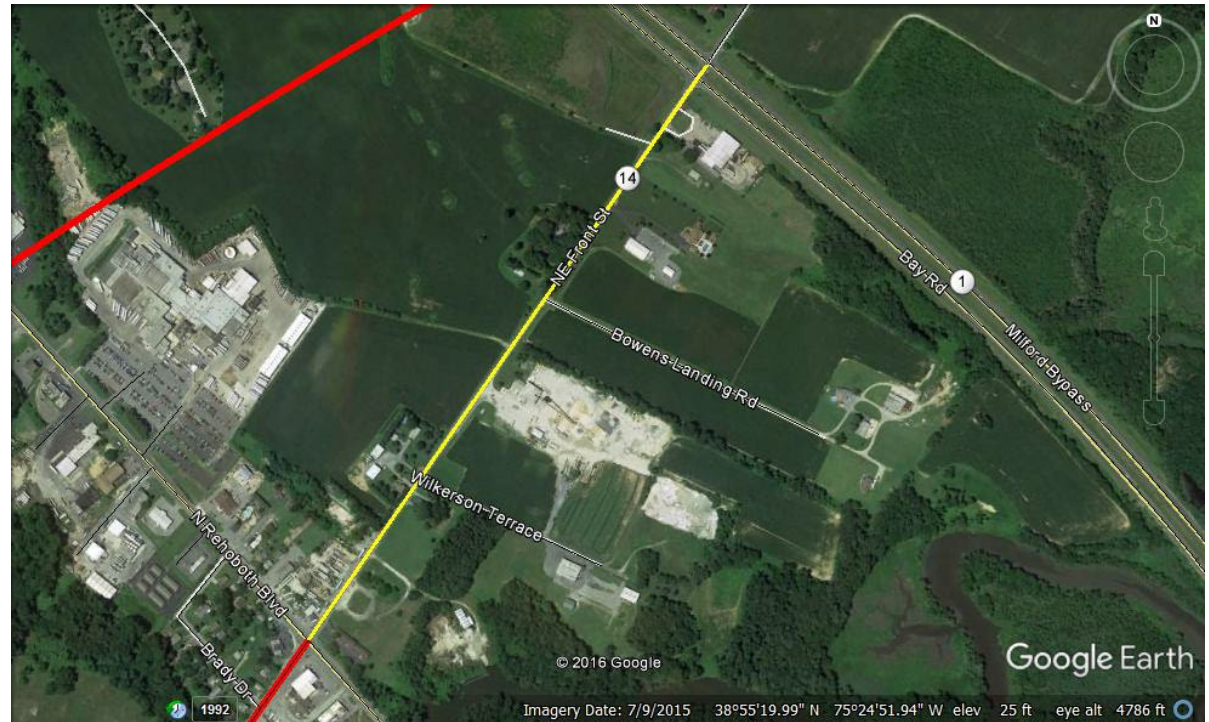
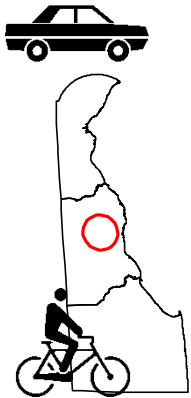
Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD	PE	50.0								50.0
	RW			500.0		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

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 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
NE Front Street, Rehoboth Blvd to SR1	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

Future federal Funding Program: National Highway System

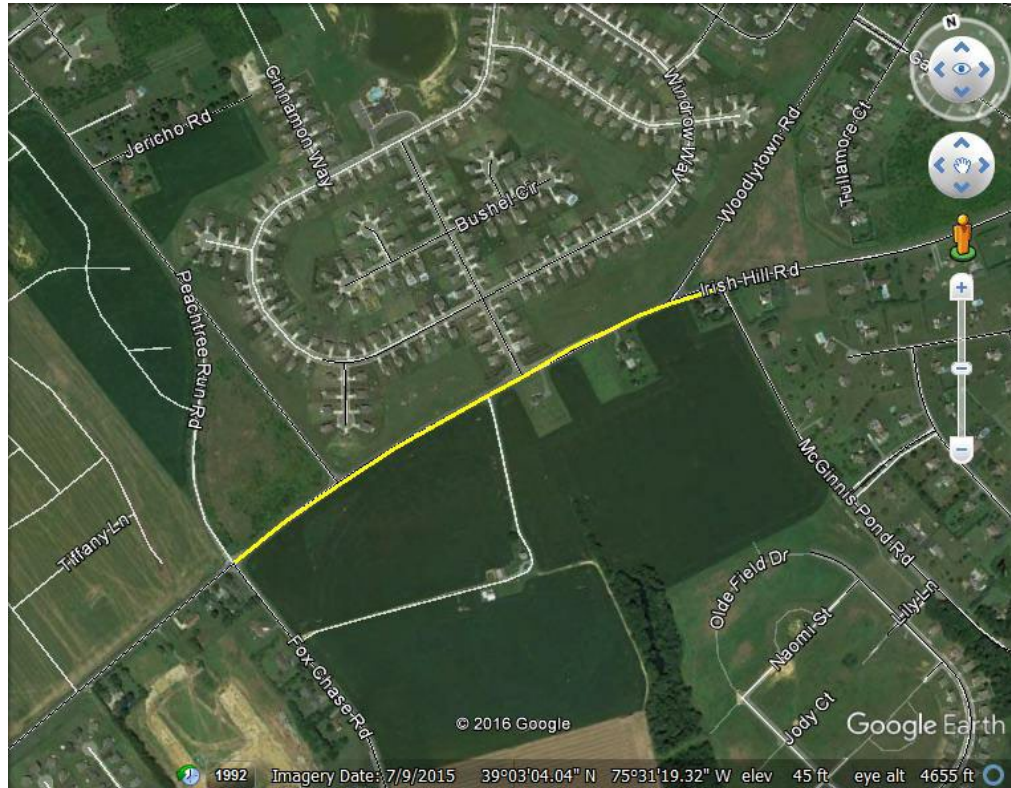
Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
NE Front Street, Rehoboth Blvd to SR1	PD									0.0
	PE	375.0								375.0
	RW			450.0		450.0				900.0
	C					100.0	400.0	800.0	3,200.0	4,500.0
	Total		375.0	0.0	450.0	0.0	550.0	400.0	800.0	3,200.0

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:	
State Priority Number:	



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

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023-2026 Total
IRISH HILL RD., FOX CHASE ROAD TO MCGINNIS POND ROAD	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

450.0

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

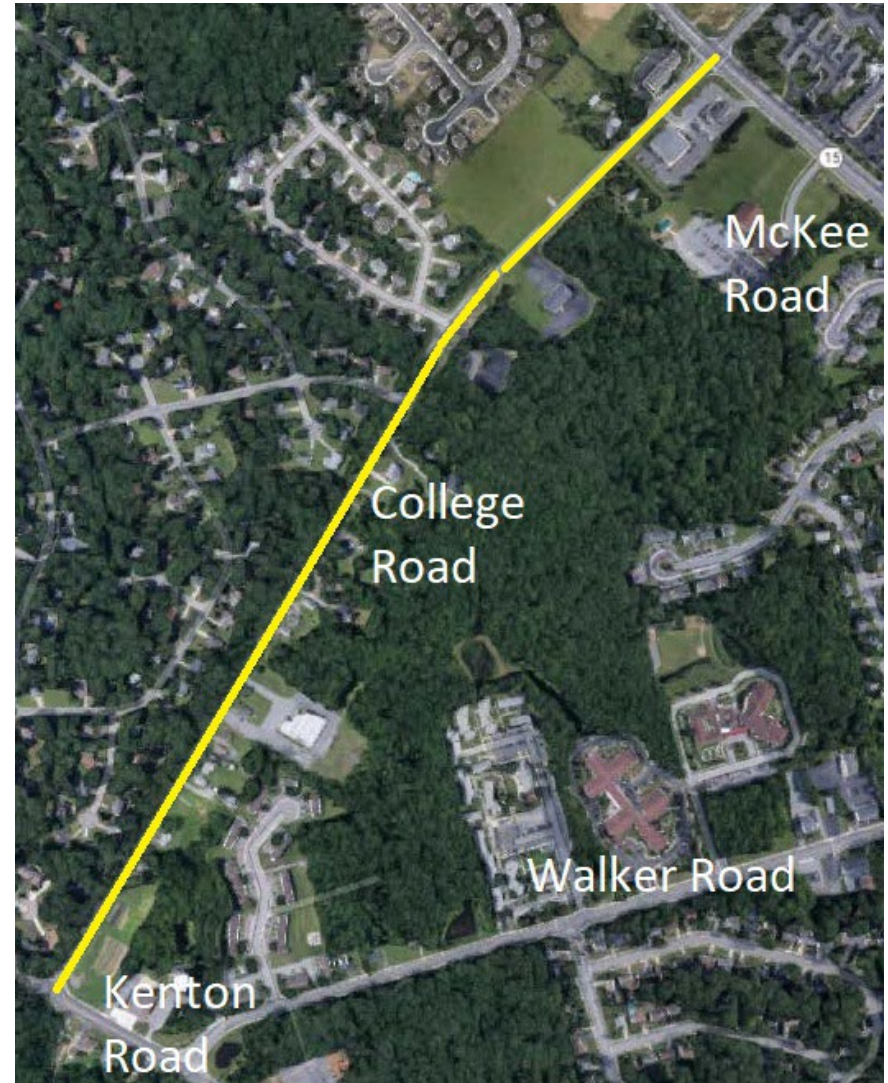
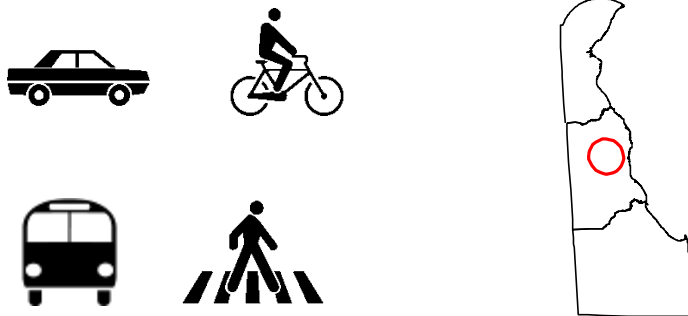
Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023-2026 Total
IRISH HILL RD., FOX CHASE ROAD TO MCGINNIS POND ROAD	PE	200.0								200.0
	RW			300.0		450.0		450.0		1,200.0
	C					200.0	800.0	800.0	3,200.0	5,000.0
	Total	200.0	0.0	300.0	0.0	650.0	800.0	1,250.0	3,200.0	6,400.0

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 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
COLLEGE ROAD – KENTON ROAD TO McKEE ROAD	PE									0.0
	RW									
	C									
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Surface Transportation Program MAP-21

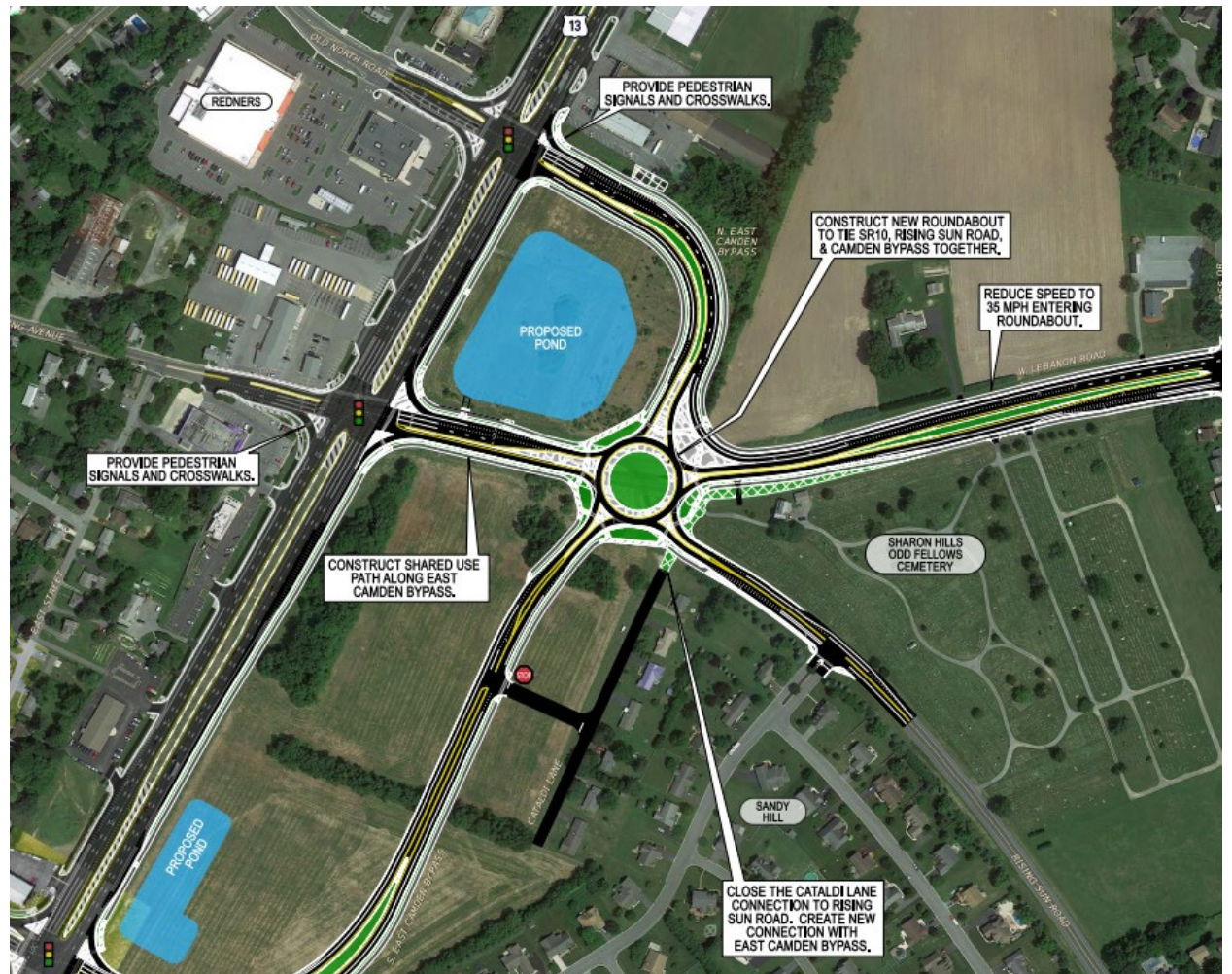
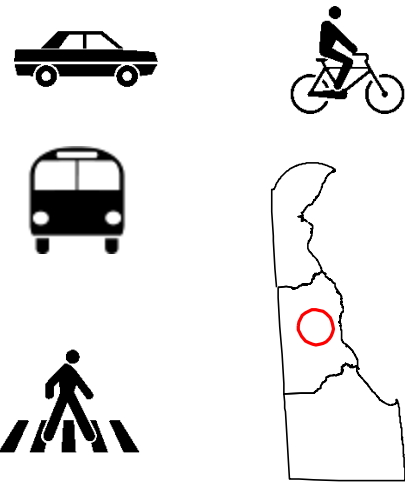
Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
COLLEGE ROAD – KENTON ROAD TO McKEE ROAD	PE	375.0		375.0						700.0
	RW					500.0		500.0		1,000.0
	C									0.0
	Total	375.0	0.0	375.0	0.0	500.0	0.0	500.0	0.0	1,700.0

EAST CAMDEN BY-PASS

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 Lebanon Road (DE 10) and to the future connections beyond that will create the connections east of US13. The plan includes a round-about at the intersection of Lebanon Road, Rising Sun Road and the new connection to the new stop light on US13.

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:	\$26,465,815



EAST CAMDEN BY-PASS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
EAST CAMDEN BY-PASS	PE									
	RW									
	C									
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Surface Transportation Program MAP-21

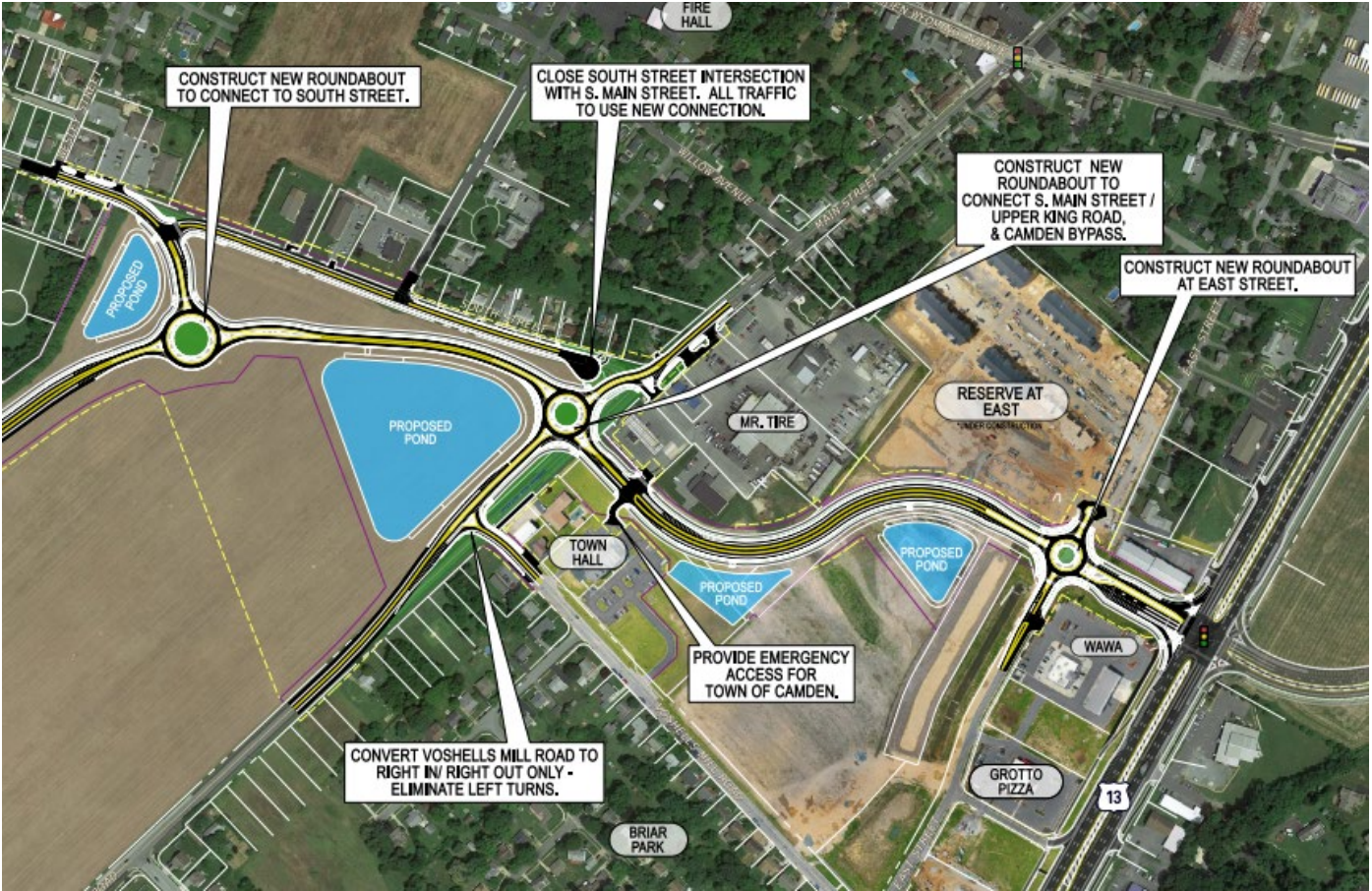
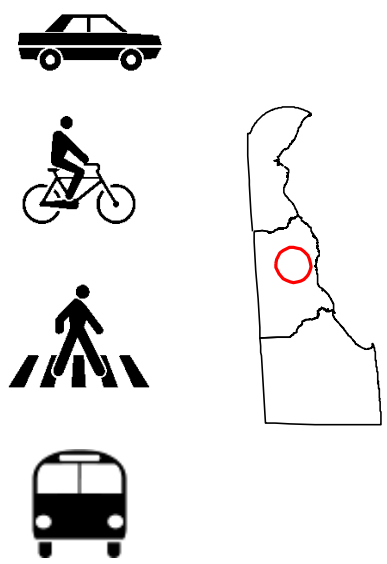
Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
EAST CAMDEN BY-PASS	PE	250.0								250.0
	RW	440.0	1,760.0							2,200.0
	C	1,000.0	4,000.0	2,000.0	8,000.0					15,000.0
	Total	1,690.0	5,760.0	2,000.0	8,000.0	0.0	0.0	0.0	00.0	17,450.0

WEST CAMDEN BY-PASS

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 US 13 at the new stop light, through the parcel that includes town hall to join with South Main Street. Improvements include round-abouts, closure of one end of South Street crating cul-de-sacs, and a potential road connecting to South Street and ultimately DE 10.

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:	\$36,140,937



WEST CAMDEN BY-PASS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
<i>WEST CAMDEN BY-PASS</i>	PE									
	RW									
	C									
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

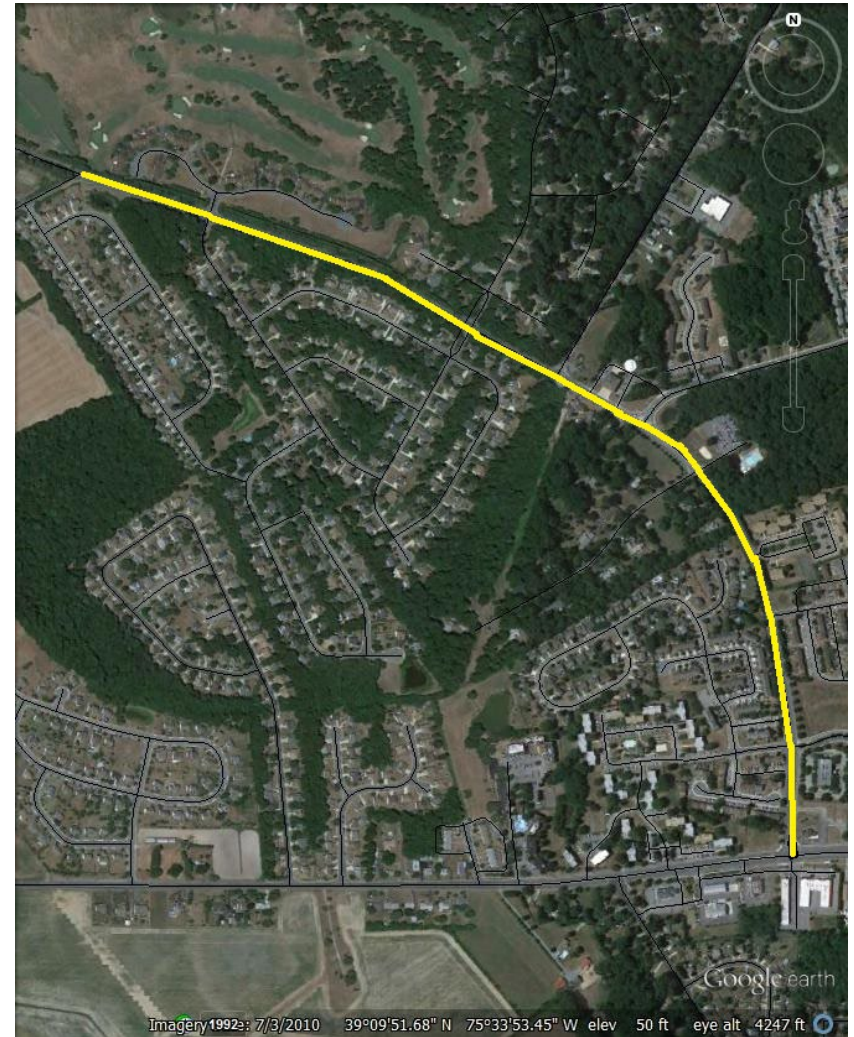
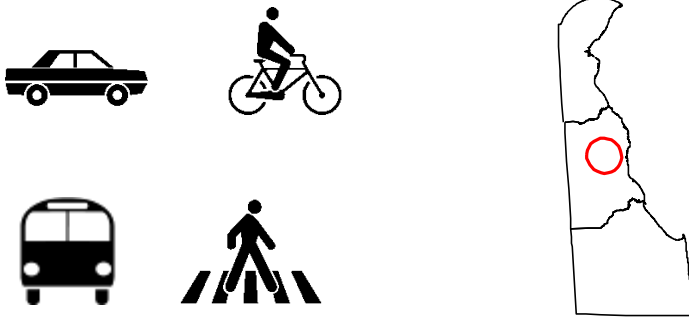
Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
<i>WEST CAMDEN BY-PASS</i>	PE	41.4	165.6							207.0
	RW	839.5	3,358.1							4,197.6
	C				15,000.0		10,000.0			25,000.0
	Total	880.9	3,523.7	0.0	15,000.0	0.0	10,000.0	0.0	0.0	29,404.6

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:	\$33,310,309



KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD

Project Authorization Schedule (X \$0002)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
Kenton Road: SR8 To Chestnut Grove Road	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

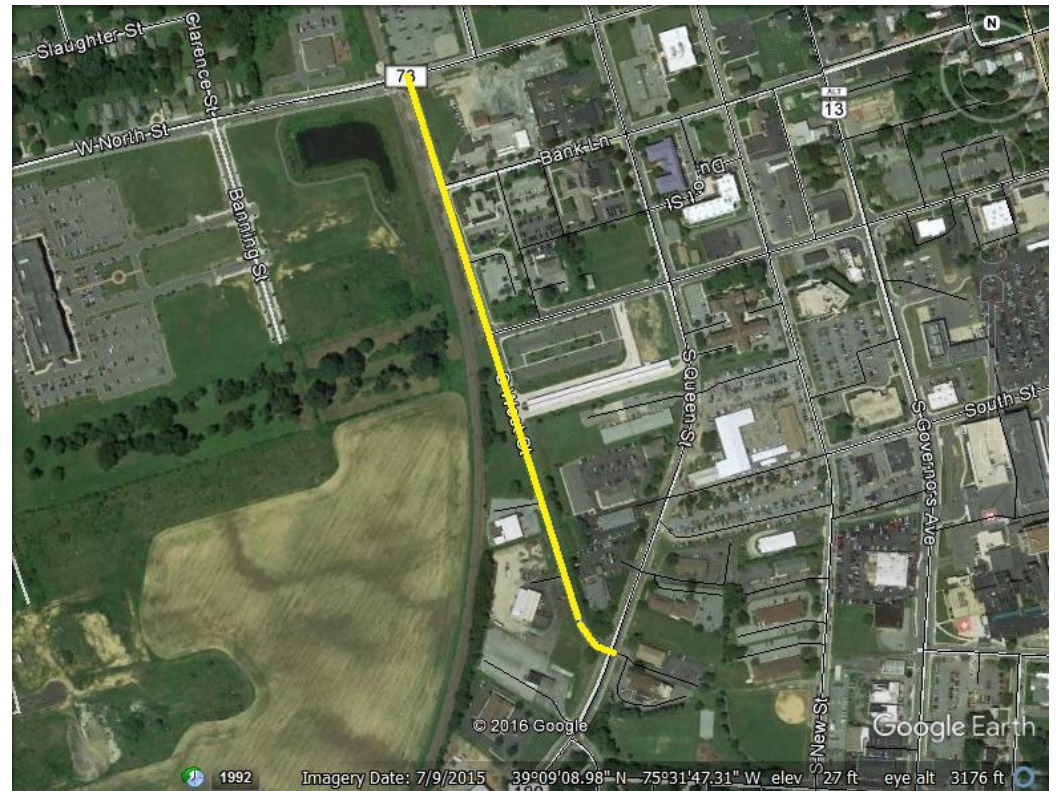
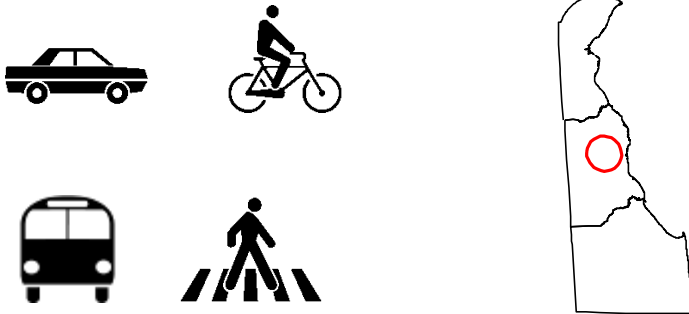
Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
Kenton Road: SR8 To Chestnut Grove Road	PE									0.0
	RW									0.0
	C									0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
West Street, New Burton Road to North Street	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

Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 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	400.0	0.0	250.0	0.0	650.0

DUCK CREEK PARKWAY, BASSETT STREET TO MAIN STREET

Project Description: Duck Creek Parkway is the location of Smyrna High School and the adjacent Middle School on the south side, along with several baseball fields on the north side, and a major employer just west of the schools. There are wide shoulders on the north side of the Parkway, primarily for parking for baseball players, but no sidewalks on the south side of the street from the High School to Main Street nor are there sidewalks on the north side for the entire extent of this section of the Parkway. There is no bicycle-specific ROW identified, either shared path or on-road facility, where there is a tremendous amount of traffic, vehicle, pedestrian, and bicycle, interacting at least twice a day. The preferred solution would to create a shoulder on the south side of Duck Creek Parkway in the area of the schools, add the missing sidewalks, and identify the appropriate bicycle facilities.

Project Justification: This is a proposal for road improvements and non-motorized access on the Parkway to support the student population and those participating in sporting activities on the various playing fields.

County:	Kent
Municipality:	Smyrna
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	28/29
Senatorial District:	14
Estimated Cost:	\$3,700,000



DUCK CREEK PARKWAY, BASSETT STREET TO MAIN STREET

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
Duck Creek Parkway, Bassett Street to Main Street	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

Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
Duck Creek Parkway, Bassett Street to Main Street	PE							250.0		250.0
	RW									0.0
	C									0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0	0.0

NORTH MAIN STREET, SHOULDERS FROM DUCK CREEK PARKWAY TO GLENWOOD AVENUE

Project Description: North Main Street is the primary connector from the center of town to Duck Creek Parkway and Smyrna High School and the adjacent Middle School, along with several baseball fields on the north side. There are shoulders on the east side of the Street and sidewalks only up to the Smyrna-Clayton Memorial Park, with no bicycle ROW identified, either shared path or on-road facility. The preferred solution would to apply the Complete Streets ideal to the entire length from Glenwood to Duck Creek Parkway, with adequate shoulders, sidewalks on both sides of the street and bicycle facilities that help students ride to school.

Project Justification: This is a proposal for road improvements and non-motorized access on Main Street to the Parkway to support the student population and those participating in sporting activities on the various playing fields.

County:	Kent
Municipality:	Smyrna
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	28/29
Senatorial District:	14
Estimated Cost:	\$3,200,000



NORTH MAIN STREET, SHOULDERS FROM DUCK CREEK PARKWAY TO GLENWOOD AVENUE

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
North Main Street, Shoulders from Duck Creek Parkway to Glenwood Avenue	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

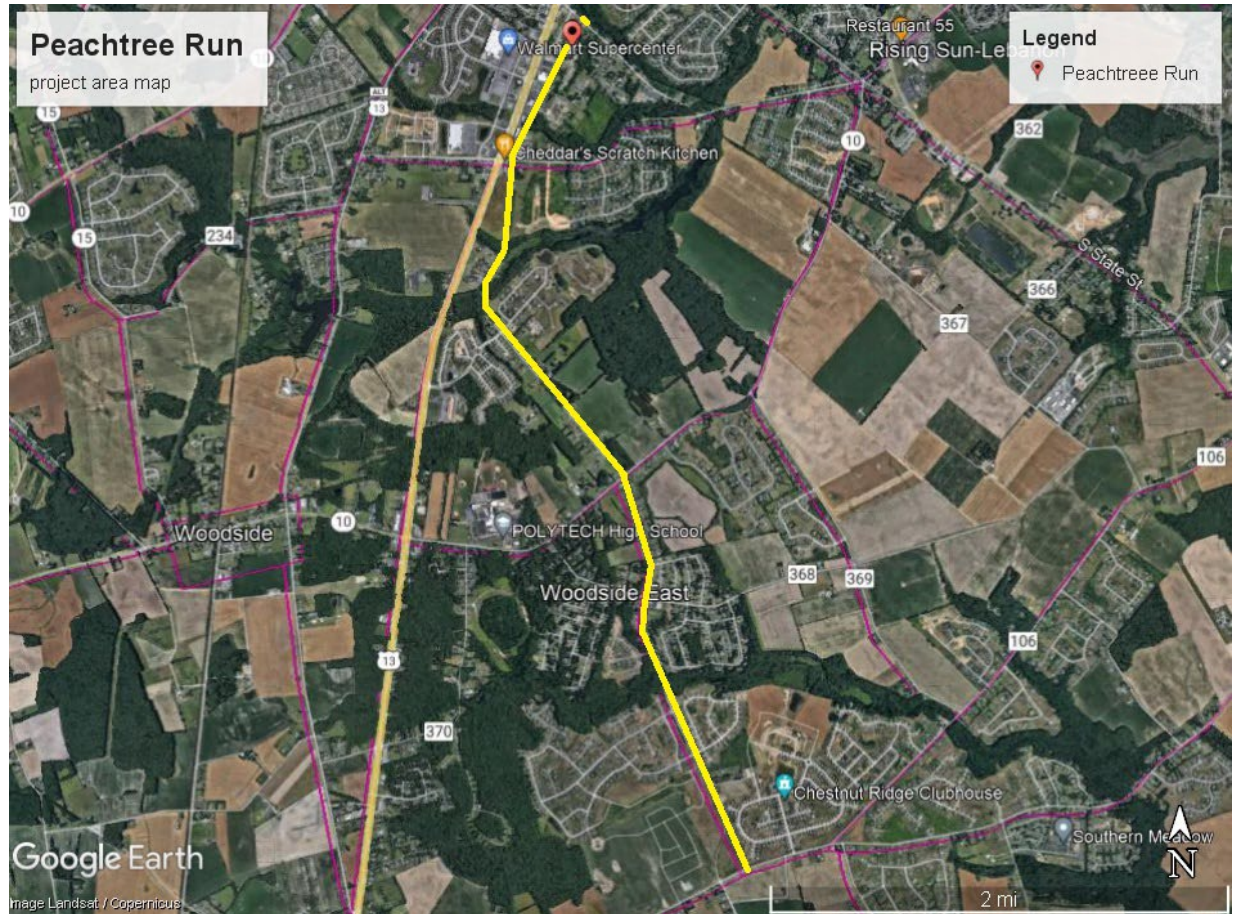
Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
North Main Street, Shoulders from Duck Creek Parkway to Glenwood Avenue	PE							250.0		250.0
	RW									0.0
	C									0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0	0.0

PEACHTREE RUN ROAD-VOSHELLS MILL ROAD TO IRISH HILL ROAD

Project Description: Peachtree Run has become a significant alternative route for residents traveling to south-central Kent County. For much of the road, there are very small shoulders, no sidewalks, and no room for bicycles to safely traverse the route. The road wasn't constructed for the volume or weight of the traffic it is currently experiencing. The preferred solution would be to create a shoulder on both sides where it is missing, add the missing sidewalks, at least in the more urbanized areas of the road, and identify the appropriate bicycle facilities.

Project Justification: This is a proposal for road improvements and non-motorized access on the road to support the population in the surrounding areas.

County:	Kent
Municipality:	Smyrna
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	34
Senatorial District:	16
Estimated Cost:	\$9,550,000



PEACHTREE RUN ROAD-VOSHELLS MILL ROAD TO IRISH HILL ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
Peachtree Run Road- Voshells Mill Road to Irish Hill Road	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

Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/ Other	FY 2023 Federal	FY 2024 State/ Other	FY2024 Federal	FY 2025 State/ Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
Peachtree Run Road- Voshells Mill Road to Irish Hill Road	PE					250.0		250.0		500.0
	RW									0.0
	C									0.0
	Total	0.0	0.0	0.0	0.0	0.0	250.0	0.0	250.0	0.0

Collector projects in the CTP that weren't funded in the period of the TIP

BRENFORD ROAD-US13 TO DE42

GARRISON OAK CONNECTOR (SR1 VIA WHITE OAK ROAD)

IRISH HILL ROAD UPGRADE-US13 to GLEN FOREST ROAD

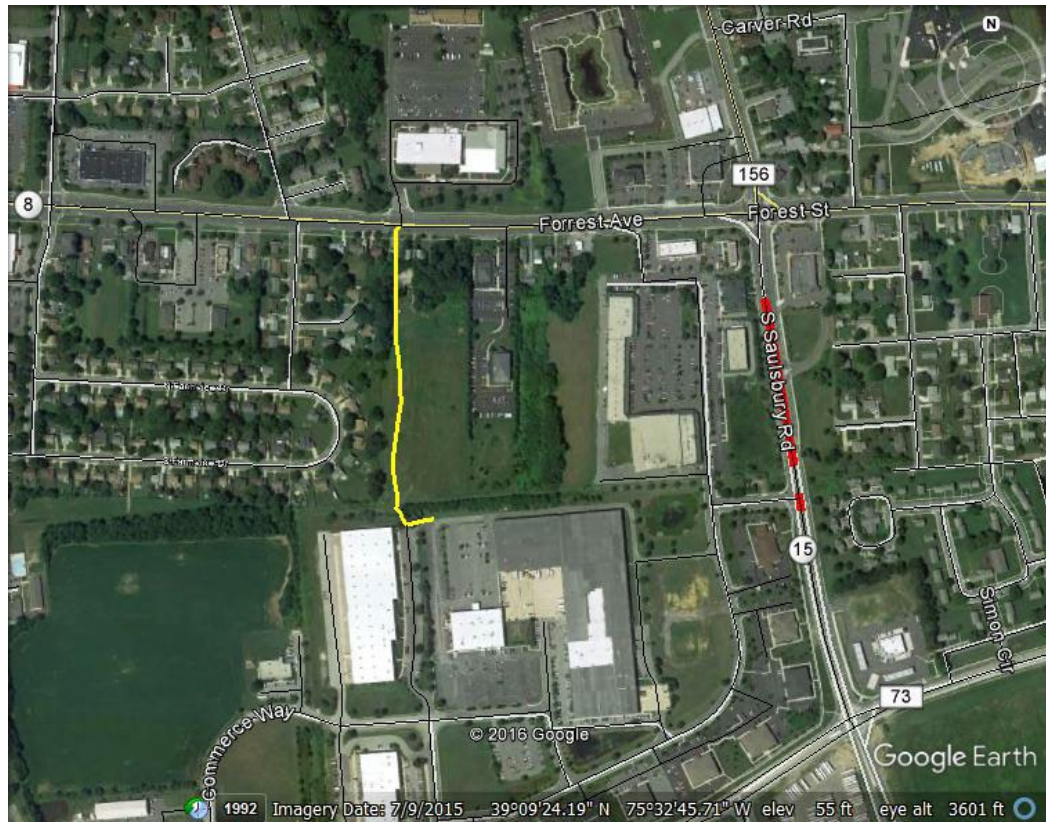
ROAD SYSTEM:
LOCAL ROADS

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									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

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								150.0
	RW			400.0		400.0				800.0
	C							600.0		600.0
	Total	150.0	0.0	400.0	0.00	400.0	0.0	600.0	0.0	1,550.0

**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.

TRANSIT SYSTEM: FACILITIES

TRANSIT FACILITIES: DOVER BUS STOP CANOPY SOLAR PANELS

PROJECT DESCRIPTION: Installation of solar panels on the bus canopies will defray the cost of powering electrification of the facilities for lighting and message boards.

PROJECT JUSTIFICATION: The DTC is attempting to eliminate the overhead for many of its services, from bus electrification to solar powered bus stops..

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Expansion
Representative District: 31
Senatorial District: 17
Estimated Cost: \$3,100,000

Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/Other	FY 2023 Federal	FY 2024 State/Other	FY2024 Federal	FY 2025 State/Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
Transit facilities: south frederica park & ride	PE									0.0
	C	540.0	2,160.0							2,700.0
	Contingency	30.0	120.0							150.0
	Total	570.0	2,280.0	0.0	0.0	0.0	0.0	0.0	0.0	2,850.0

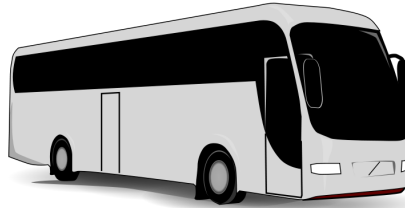
TRANSIT SYSTEM: VEHICLES

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 2023 State/Other	FY 2023 Federal	FY 2024 State/Other	FY2024 Federal	FY 2025 State/Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
PREVENTATIVE MAINTENANCE – KENT COUNTY	PRO									0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

5307 – Urbanized Area Formula Grant Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/Other	FY 2023 Federal	FY 2024 State/Other	FY2024 Federal	FY 2025 State/Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 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 Paratransit Buses KC

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: \$12,071,400



Paratransit Buses KC

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2023 State/Other	FY 2023 Federal	FY 2024 State/Other	FY2024 Federal	FY 2025 State/Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-2232,	PRO									0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/Other	FY 2023 Federal	FY 2024 State/Other	FY2024 Federal	FY 2025 State/Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-22	PRO	588.8	2,355.2	247.0	988.2	486.0	1,944.0	88.5	354.0	7,051.7
	Total	588.0	2,355.0	247.0	988.2	486.0	1,944.0	88.5	354.0	7,051.7

TRANSIT VEHICLE REPLACEMENT (6) CAW's KC FY21

PROJECT SCOPE/DESCRIPTION: This project will replace cut-a-way buses for 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: \$1,831,188



Paratransit Buses KC

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2023 State/Other	FY 2023 Federal	FY 2024 State/Other	FY2024 Federal	FY 2025 State/Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-2232,	PRO									0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/Other	FY 2023 Federal	FY 2024 State/Other	FY2024 Federal	FY 2025 State/Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-22	PRO	234.3	937.3							1,171.6
	Total	234.3	937.3	0.0	0.0	0.0	0.0	0.0	0.0	1,171.6

TRANSIT VEHICLE REPLACEMENT Transit Vehicle Replacement (7) 29' LF KC FY22

PROJECT SCOPE/DESCRIPTION: This project will replace buses for 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: \$3,729,424



Paratransit Buses KC

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2023 State/Other	FY 2023 Federal	FY 2024 State/Other	FY2024 Federal	FY 2025 State/Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-2232,	PRO									0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2023 State/Other	FY 2023 Federal	FY 2024 State/Other	FY2024 Federal	FY 2025 State/Other	FY 2025 Federal	FY 2026 State/ Other	FY 2026 Federal	FY 2023- 2026 Total
TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-22	PRO	745.9	2,938.5							3,729.4
	Total	588.0	2,355.0	0.0	0.0	0.0	0.0	0.0	0.0	3,729.4

APPENDIX B
Adopted Resolutions and Self-Certification
May 18, 2022



POB 383 / Dover, DE 19903 / <http://www.doverkentmpo.org> / (302) 387-6030 FAX: (302) 387-6032

RESOLUTION

ADOPTING THE FY 2023-2026 DOVER/KENT COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

WHEREAS, the projects in the FY 2023-2026 TIP derive from the first four years of the 2017 update of the Metropolitan Transportation Plan or based on identified goals; and

WHEREAS, the MPO has determined that the FY 2023-2026 TIP is financially constrained; and

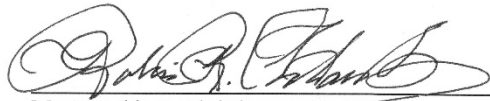
WHEREAS, the FY 2020 projects contained in the FY 2023-2026 TIP will be utilized as the priority list of projects for this fiscal year; and

WHEREAS, the public has had opportunity to comment on the amendments to the FY 2023-2026 TIP; and

WHEREAS, the MPO has determined that the FY 2023-2026 TIP conforms to the Delaware State Implementation Plan.

NOW, THEREFORE, BE IT RESOLVED, that on May 18, 2022 the Dover/Kent County MPO Council adopted the amended FY 2023-2026 TIP, as the region's official selection of transportation projects for federal funding.

DATE: 18 May 2022



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

/mmv



POB 383 / Dover, DE 19903 / <http://www.doverkentmpo.org> / 302.387.6030 FAX: 302.387.6032

SELF-CERTIFICATION OF THE MPO PLANNING PROCESS

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

- (1) 23 USC 134, 49 U.S.C. Section 5303, and 23 CFR Part 450.
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and CFR Part 93.
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21.
- (4) 40 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity.
- (5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects.
- (6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- (7) the provisions of the American with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
- (8) Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- (9) Section 324 of CFR 23, regarding prohibition of discrimination based on gender.
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

DELAWARE DEPARTMENT
OF TRANSPORTATION

Nicole Majeski, Secretary

DOVER KENT COUNTY MPO



Marilyn J. Smith, Executive Director

APPENDIX C
Financial Plan
(Including Evidence of Fiscal Constraint)

APPENDIX C: FINANCIAL PLAN

	Revenue			
Kent County	FY 23	FY 24	FY 25	FY 26
Federal	\$45,439,583	\$49,499,958	\$46,437,000	\$34,996,600
State	\$12,368,892	\$3,770,803	\$5,753,402	\$13,910,000
Other	\$39,900	\$23,900	\$23,900	\$23,900
Subtotal - Kent county	\$57,848,375	\$53,294,660	\$52,214,302	\$48,930,500
Statewide				
Federal	\$206,957,426	\$218,067,066	\$214,297,552	\$201,121,160
State	\$298,725,537	\$276,791,545	\$285,366,268	\$277,404,221
Other	\$7,225,341	\$1,632,693	\$1,632,693	\$1,632,693
Subtotal - Statewide	\$512,908,303	\$496,491,304	\$501,296,513	\$480,158,075
Total Revenue	\$570,756,678	\$549,785,964	\$553,510,815	\$529,088,575
Programmed Funds				
Kent County				
Arterials	\$7,827,128	\$1,795,183	\$25,900,000	\$27,400,000
Collectors	\$26,076,184	\$43,625,000	\$20,550,000	\$11,450,000
Local	\$150,000	\$400,000	\$1,000,000	\$600,000
Bicycle/Pedestrian	\$0	\$0	\$0	\$0
Transportation Facilities	\$0	\$0	\$0	\$0
Transit Facilities	\$3,610,000	\$0	\$0	\$0
Transit Vehicles	\$11,270,656	\$2,489,300	\$1,671,300	\$2,280,500
Safety	\$5,800,000	\$4,234,061	\$2,850,000	\$7,200,000
Bridges	\$3,114,407	\$751,116	\$243,002	\$0
Dams	\$0	\$0	\$0	\$0
Subtotal - Kent County	\$57,848,375	\$53,294,660	\$52,214,302	\$48,930,500
Statewide				
Road Systems	\$360,272,745	\$335,122,761	\$327,169,800	\$317,935,232
Support Systems	\$67,906,771	\$64,532,607	\$68,153,323	\$63,327,453
Transit Systems	\$21,134,285	\$8,541,651	\$11,268,390	\$7,860,390
Grants & Allocations	\$48,680,000	\$33,680,000	\$33,680,000	\$33,680,000
Safety	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Bridges	\$9,914,502	\$46,914,286	\$53,325,000	\$49,655,000
Dams	\$0	\$2,700,000	\$2,700,000	\$2,700,000
Subtotal - Statewide	\$512,908,303	\$496,491,304	\$501,296,513	\$480,158,075
Total Programmed Funds	\$570,756,678	\$549,785,964	\$553,510,815	\$529,088,575

The funding information included above was provided by DelDOT Finance and is based on anticipated resources and programmed funding as depicted in the FY 2023-2026 Capital Transportation Program as adopted.

APPENDIX D
Unfunded Projects (Aspirations) List

The 1-6-2021 Metropolitan Transportation Plan, after outreach to constituent communities, included several studies that the MPO was interested in completing when the resources (funding, staff time) were available. The State of Delaware Department of Transportation encouraged the MPO to limit the Long Range Plan to projects that were included in completed studies. There were no improvement projects that did not fit into the Short, Mid, or Long term time frames within the period of the Plan. Therefore, there was no Aspirations List.

APPENDIX E-A
Annual Listing of Projects
Kent County

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

APPENDIX E-A KENT COUNTY PROJECTS

Priority	County	Project Title	PI	Finance #	Category	Class	Family	Phase	Funding Source (Percent)	Current Estimate	FY23 State Spend	FY23 Fed Spend	FY23 Other Spend	FY24 State Spend	FY24 Fed Spend	FY24 Other Spend	FY25 State Spend	FY25 Fed Spend	FY25 Other Spend	FY26 State Spend	FY26 Fed Spend	FY26 Other Spend	
MAIN PROJECT LIST																							
91	Kent	HEP KC SR 8 & SR 15 Intersection Improvements	14-00015	T201500201	Road Systems	Arterials	Arterials	DE	90/20	1,363,581	-	-	-	-	-	-	-	-	-	-	-	-	
91	Kent	HEP KC SR 8 & SR 15 Intersection Improvements	14-00015	T201500201	Road Systems	Arterials	Arterials	R/W	100% State	1,300,000	-	-	-	-	-	-	-	-	-	-	-	-	
91	Kent	HEP KC SR 8 & SR 15 Intersection Improvements	14-00015	T201500201	Road Systems	Arterials	Arterials	C	90/10	300,000	33,000	450,000	-	-	-	-	-	-	-	-	-	-	
91	Kent	HEP KC SR 8 & SR 15 Intersection Improvements	14-00015	T201500201	Road Systems	Arterials	Arterials	C	90/10	5,786,609	429,861	3,868,349	-	100,000	900,000	-	-	-	-	-	-	-	
91	Kent	HEP KC SR 8 & SR 15 Intersection Improvements	14-00015	T201500201	Road Systems	Arterials	Arterials	Traffic	90/10	333,109	32,852	295,666	-	-	-	-	-	-	-	-	-	-	
91	Kent	HEP KC SR 8 & SR 15 Intersection Improvements	14-00015	T201500201	Road Systems	Arterials	Arterials	Utilities	90/10	6,252,953	-	-	-	-	-	-	-	-	-	-	-	-	
91	Kent	HEP KC SR 8 & SR 15 Intersection Improvements	14-00015	T201500201	Road Systems	Arterials	Arterials	Contingency	90/10	195,193	-	-	-	19,518	175,665	-	-	-	-	-	-	-	
91	Kent	HEP KC SR 8 & SR 15 Intersection Improvements Total								9,992,532	513,713	4,614,415			1,075,665								
71	Kent	Carterbury Road - SR 12 to US 13	20-34333	T20204002	Road Systems	Arterials	Arterials	DE	100% State	800,000	-	-	-	-	-	-	-	-	-	400,000	-	400,000	
71	Kent	Carterbury Road - SR 12 to US 13	20-34333	T20204002	Road Systems	Arterials	Arterials	R/W	100% State	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	
71	Kent	Carterbury Road - SR 12 to US 13	20-34333	T20204002	Road Systems	Arterials	Arterials	C	100% State	3,200,000	-	-	-	-	-	-	-	-	-	-	-	-	
71	Kent	Carterbury Road - SR 12 to US 13 Total								5,000,000													
22	Kent	HEP, EC, US13, Lockman Way to Peachtree Run Connector	14-00013	T201500202	Road Systems	Arterials	Arterials	Safety Improvement Pr DE	90/20	7,554,502	80,000	320,000	-	60,000	240,000	-	-	-	-	400,000	-	400,000	
22	Kent	HEP, EC, US13, Lockman Way to Peachtree Run Connector	14-00013	T201500202	Road Systems	Arterials	Arterials	Safety Improvement Pr R/W	100% State	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-	
22	Kent	HEP, EC, US13, Lockman Way to Peachtree Run Connector	14-00013	T201500202	Road Systems	Arterials	Arterials	Safety Improvement Pr C	90/20 TC	66,000,000	-	-	-	-	-	-	-	-	-	-	-	-	
22	Kent	HEP, EC, US13, Lockman Way to Peachtree Run Connector Total								36,554,502	80,000	320,000		60,000	240,000					400,000		400,000	
23	Kent	HEP, EC, US13, Walnut Shade Rd to Lockman Way	15-00013	T201500201	Road Systems	Arterials	Arterials	Safety Improvement Pr DE	100% State	4,170,404	400,000	-	-	400,000	-	-	-	-	-	-	-	-	
23	Kent	HEP, EC, US13, Walnut Shade Rd to Lockman Way	15-00013	T201500201	Road Systems	Arterials	Arterials	Safety Improvement Pr R/W	90/20	2,000,000	380,000	1,520,000	-	-	-	-	-	-	-	-	-	-	
23	Kent	HEP, EC, US13, Walnut Shade Rd to Lockman Way	15-00013	T201500201	Road Systems	Arterials	Arterials	Safety Improvement Pr C	90/20 TC	30,070,000	-	-	-	-	-	-	-	-	-	-	-	-	
23	Kent	HEP, EC, US13, Walnut Shade Rd to Lockman Way Total								36,170,404	780,000	1,520,000		400,000									
16	Kent	Walnut Shade Road, US13 to Peachtree Run Road	14-00030	T201500201	Road Systems	Collectors	Collectors	Safety Improvement Pr DE	100% State	175,000	65,000	-	-	-	-	-	-	-	-	-	-	-	
16	Kent	Walnut Shade Road, US13 to Peachtree Run Road	14-00030	T201500201	Road Systems	Collectors	Collectors	Safety Improvement Pr R/W	90/20	1,000,000	139,729	558,916	-	-	-	-	-	-	-	-	-	-	
16	Kent	Walnut Shade Road, US13 to Peachtree Run Road	14-00030	T201500201	Road Systems	Collectors	Collectors	Safety Improvement Pr C	90/20 TC	6,000,000	-	-	-	-	-	-	3,000,000	-	3,000,000	-	-	-	
16	Kent	Walnut Shade Road, US13 to Peachtree Run Road Total								7,175,000	204,729	558,916				3,000,000		3,000,000					
47	Kent	SR18 Connector from Commerce Way to SR8	18-08008	T20211701	Road Systems	Local	Local	DE	100% State	500,000	-	-	-	400,000	-	-	-	-	-	400,000	-	-	
47	Kent	SR18 Connector from Commerce Way to SR8	18-08008	T20211701	Road Systems	Local	Local	R/W	100% State	800,000	-	-	-	-	-	-	-	-	-	600,000	-	-	
47	Kent	SR18 Connector from Commerce Way to SR8	18-08008	T20211701	Road Systems	Local	Local	C	100% State	1,200,000	-	-	-	-	-	-	-	-	-	600,000	-	-	
47	Kent	SR18 Connector from Commerce Way to SR8 Total								2,500,000				400,000					1,000,000		600,000		
45	Kent	Beeford Road (SR13 to DE 42) Lanesburg Woods Road	FY23 COF		Road Systems	Collectors	Collectors	DE	90/20 TC	1,300,000	-	-	-	-	-	-	-	-	-	-	-	-	
45	Kent	Beeford Road (SR13 to DE 42) Lanesburg Woods Road Total								1,300,000													
75	Kent	College Road, Entero Road to McKee Road	19-10104		Road Systems	Collectors	Collectors	DE	100% State	750,000	-	-	-	375,000	-	-	-	-	-	-	-	-	
75	Kent	College Road, Entero Road to McKee Road	19-10104		Road Systems	Collectors	Collectors	R/W	100% State	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	
75	Kent	College Road, Entero Road to McKee Road	19-10104		Road Systems	Collectors	Collectors	C	100% State	2,500,000	-	-	-	-	-	-	500,000	-	500,000	-	-	-	
75	Kent	College Road, Entero Road to McKee Road Total								4,250,000				375,000			500,000		500,000				
73	Kent	Duck Creek Parkway (Glassen St. To Main St.)	21-20021		Road Systems	Collectors	Collectors	DE	100% State	500,000	-	-	-	-	-	-	-	-	-	-	-	-	
73	Kent	Duck Creek Parkway (Glassen St. To Main St.)	21-20021		Road Systems	Collectors	Collectors	R/W	100% State	200,000	-	-	-	-	-	-	-	-	-	-	-	-	
73	Kent	Duck Creek Parkway (Glassen St. To Main St.)	21-20021		Road Systems	Collectors	Collectors	C	100% State	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-	
73	Kent	Duck Creek Parkway (Glassen St. To Main St.) Total								3,700,000												250,000	
11	Kent	East Camden Bypass	14-00193	T201709503	Road Systems	Collectors	Collectors	DE	100% State	2,855,015	500,000	-	-	-	-	-	-	-	-	-	-	-	
11	Kent	East Camden Bypass	14-00193	T201709503	Road Systems	Collectors	Collectors	R/W	100% State	500,000	-	-	-	-	-	-	-	-	-	-	-	-	
11	Kent	East Camden Bypass	14-00193	T201709503	Road Systems	Collectors	Collectors	R/W	90/20	8,300,000	440,000	1,760,000	-	-	-	-	-	-	-	-	-	-	
11	Kent	East Camden Bypass	14-00193	T201709503	Road Systems	Collectors	Collectors	C	90/20 TC	17,500,000	-	-	-	-	-	-	-	-	-	-	-	-	
11	Kent	East Camden Bypass Total								29,215,015	940,000	4,760,000				12,000,000		2,500,000					
3	Kent	West Camden Bypass	14-00229	T201709502	Road Systems	Collectors	Collectors	DE	90/20	5,513,337	81,520	325,232	-	-	-	-	-	-	-	-	-	-	
3	Kent	West Camden Bypass	14-00229	T201709502	Road Systems	Collectors	Collectors	R/W	100% State	2,830	-	-	-	-	-	-	-	-	-	-	-	-	
3	Kent	West Camden Bypass	14-00229	T201709502	Road Systems	Collectors	Collectors	R/W	90/20	7,914,730	819,520	3,158,080	-	-	-	-	-	-	-	-	-	-	
3	Kent	West Camden Bypass	14-00229	T201709502	Road Systems	Collectors	Collectors	C	90/20 TC	25,000,000	-	-	-	-	-	-	15,000,000	-	15,000,000	-	-	-	
3	Kent	West Camden Bypass Total								36,446,997	920,840	3,883,362				15,000,000		10,000,000					
96	Kent	Garrison Oak Connector Road (SR 1 via White Oak Road)	FY23 COF		Road Systems	Collectors	Collectors	DE	90/20 TC	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-	
96	Kent	Garrison Oak Connector Road (SR 1 via White Oak Road) Total								3,000,000												1,500,000	
74	Kent	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	18-00021	T20200401	Road Systems	Collectors	Collectors	DE	100% State	955,533	-	-	-	312,583	-	-	-	-	-	-	-	-	
74	Kent	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	18-00021	T20200401	Road Systems	Collectors	Collectors	R/W	100% State	700,000	-	-	-	300,000	-	-	-	-	-	-	-	-	
74	Kent	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	18-00021	T20200401	Road Systems	Collectors	Collectors	C	100% State	5,000,000	-	-	-	-	-	-	-	-	-	-	-	-	
74	Kent	Irish Hill Road, Fox Chase Road to McGinnis Pond Road Total								6,615,533				312,583			300,000		1,450,000		4,500,000		
60	Kent	Irish Hill Road Upgrade (US 13 to Glen Forest Road)	FY23 COF		Road Systems	Collectors	Collectors	DE	90/20 TC	2,250,000	-	-	-	-	-	-	-	-	-	-	-	-	
60	Kent	Irish Hill Road Upgrade (US 13 to Glen Forest Road) Total								2,250,000													
64	Kent	K104, Entero Rd. SR8 to Chapman Grove R4	14-00106	T201604501	Road Systems	Collectors	Collectors	DE	90/20	3,813,309	60,000	240,000	-	-	-	-	-	-	-	-	-	-	
64	Kent	K104, Entero Rd. SR8 to Chapman Grove R4	14-00106	T201604501	Road Systems	Collectors	Collectors	R/W	90/20	4,257,000	-	-	-	-	-	-	-	-	-	-	-	-	
64	Kent	K104, Entero Rd. SR8 to Chapman Grove R4	14-00106	T201604501	Road Systems	Collectors	Collectors	C	90/20 TC	25,000,000	-	-	-	-	-	-	-	-	-	-	-	-	
64	Kent	K104, Entero Rd. SR8 to Chapman Grove R4	14-00106	T201604501	Road Systems	Collectors	Collectors	Utilities	90/20	277,988	-	-	-	-	-								

APPENDIX E A KENT COUNTY PROJECTS

Priority	County	Project Title	PS	Finance #	Category	Class	Family	Phase	Funding Source (pre-raise)	Current Estimate	FY23 State Spend	FY23 Fed Spend	FY23 Other Spend	FY24 State Spend	FY24 Fed Spend	FY24 Other Spend	FY25 State Spend	FY25 Fed Spend	FY25 Other Spend	FY26 State Spend	FY26 Fed Spend	FY26 Other Spend	
NOGR	Kent	Bridge Replacements, Kent County	18-07201	T201807201	Road Systems	Bridge	Bridge Preservation	Traffic	8020	469	94	375											
NOGR	Kent	Bridge Replacements, Kent County	18-07201	T201807201	Road Systems	Bridge	Bridge Preservation	Utilities	8020	40,000	32,000	48,000											
NOGR	Kent	Bridge Replacements, Kent County	18-07201	T201807201	Road Systems	Bridge	Bridge Preservation	Contingency	8020	144,163	28,337	115,330											
NOGR	Kent	Bridge Replacements, Kent County Total								3,879,633	392,936	1,171,705											
		Kent Total								7,425,533	1,568,231	1,530,196	16,000	418,223	332,893	-	243,000	-	-	-	-	-	-
		ALL PROJECTS TOTAL									12,268,892	-5,439,583	39,900	3,770,803	-9,499,098	23,900	5,783,402	-6,437,000	23,900	15,910,000	34,996,600	23,900	

APPENDIX E-B
Annual Listing of Projects
Statewide

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

APPENDIX E-B STATEWIDE

Priority	County	Project Title	PS	Finance #	Category	Class	Family	Phase	Funding Source (pre-rat)	Current Estimate	FY23 State Spend	FY23 Fed Spend	FY23 Other Spend	FY24 State Spend	FY24 Fed Spend	FY24 Other Spend	FY25 State Spend	FY25 Fed Spend	FY25 Other Spend	FY26 State Spend	FY26 Fed Spend	FY26 Other Spend	
MBT	Statewide	Bicycle, Pedestrian and other Improvements	05-10007		Road Systems	Bridge	Bicycle/Pedestrian	FE	80/20 TC	4,000,000	-	-	-	-	-	-	-	-	-	-	-	-	
MBT	Statewide	Bicycle, Pedestrian and other Improvements Total	05-10007		Road Systems	Bridge	Bicycle/Pedestrian	FE	80/20	45,500,000	1,800,000	3,580,000	-	1,500,000	6,000,000	-	1,500,000	6,000,000	-	1,500,000	6,000,000	-	
MBT	Statewide	Bicycle, Pedestrian and other Improvements Total	22-66530		Road Systems	Bridge	Bicycle/Pedestrian	FE	80/20 TC	27,098,300	1,600,000	9,980,000	-	1,500,000	6,000,000	-	1,500,000	6,000,000	-	1,500,000	6,000,000	-	
MBT	Statewide	Carbon Reduction Program Total	14-22614		Road Systems	Bridge	Bicycle/Pedestrian	FE	100% State	27,098,300	5,400,000	5,400,000	-	5,400,000	5,400,000	-	5,400,000	5,400,000	-	5,400,000	5,400,000	-	
REQ	Statewide	ADA Accessibility	14-22614		Road Systems	Bridge	Bicycle/Pedestrian	FE	100% State	27,098,300	4,500,000	-	-	4,500,000	-	-	4,500,000	-	-	4,500,000	-	-	
REQ	Statewide	ADA Accessibility Total	14-22614		Road Systems	Bridge	Bicycle/Pedestrian	FE	100% State	27,098,300	4,500,000	-	-	4,500,000	-	-	4,500,000	-	-	4,500,000	-	-	
NOGR	Statewide	Bridge Inspection Program	14-07002		Road Systems	Bridge	Bridge	FE	80/20	45,300,000	1,400,000	5,600,000	-	1,500,000	6,000,000	-	1,400,000	5,600,000	-	1,400,000	5,600,000	-	
NOGR	Statewide	Bridge Inspection Program Total	14-07002		Road Systems	Bridge	Bridge	FE	100% State	45,300,000	1,800,000	5,600,000	-	1,800,000	6,000,000	-	1,700,000	5,600,000	-	1,700,000	5,600,000	-	
NOGR	Statewide	Bridge Management	05-10003		Road Systems	Bridge	Bridge Management	FE	80/20	332,000	1,426,000	5,704,000	-	1,526,000	5,304,000	-	886,000	3,544,000	-	1,046,000	4,184,000	-	
NOGR	Statewide	Bridge Management Total	05-10003		Road Systems	Bridge	Bridge Management	FE	100% State	46,400,000	6,650,000	9,900,000	-	9,900,000	-	-	6,800,000	-	-	6,800,000	-	-	
NOGR	Statewide	Bridge Painting Program	15-07002		Road Systems	Bridge	Bridge Painting	FE	80/20	56,000,000	2,800,000	11,200,000	-	1,700,000	6,800,000	-	1,800,000	7,200,000	-	1,700,000	6,800,000	-	
NOGR	Statewide	Bridge Painting Program Total	15-07002		Road Systems	Bridge	Bridge Painting	FE	80/20	56,000,000	2,800,000	11,200,000	-	1,700,000	6,800,000	-	1,800,000	7,200,000	-	1,700,000	6,800,000	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20	167,564	465,870	1,863,481	-	245,496	981,985	-	-	-	-	-	-	-	-
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20 TC	4,200,000	10,897,749	1,000,000	-	-	1,950,000	-	1,250,000	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	100% State	25,489,343	7,123,633	-	-	3,114,000	-	-	1,333,821	-	-	250,000	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20 Other	120,000	-	48,000	12,000	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20	18,036	3,000	32,000	-	8,000	32,000	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	90/10	-	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	100% State	2,972,900	1,809,065	-	-	500,000	-	-	70,900	-	-	95,000	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20 Other	20,000	-	16,000	4,000	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20	3,962,942	94,220	376,800	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20 TC	4,000,000	-	317,166	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	90/10	-	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	90/10 TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	100% State	1,245,022	342,022	-	-	286,000	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20	122,254,302	2,798,442	11,740,478	-	800,000	3,200,000	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20 TC	150,500,000	-	18,614,502	-	46,914,206	-	-	52,607,619	-	-	41,600,000	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/10	-	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/10 TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	100% State	5,628,784	2,607,609	-	-	532,018	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	100% Other	396,250	-	-	20,000	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20 Other	-	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	100% Traffic	15,564	84	375	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	100% State	370	370	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20	325,251	37,190	148,761	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	100% State	147,000	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20	45,000	4,000	16,000	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	100% State	32,300,000	-	-	-	-	-	-	3,717,381	-	-	8,055,000	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20	3,011,314	603,811	2,415,244	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20 TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	90/10	-	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	90/10 TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	100% State	1,315,337	567,884	-	-	370,881	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	100% Other	-	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20	139,300	6,000	24,000	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	80/20 TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	90/10	-	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	FE	100% State	20,000	10,000	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Bridge Preservation Program Total	14-99999		Road Systems	Bridge	Bridge Preservation	FE	80/20	377,644,016	16,478,210	28,612,887	36,000	5,856,395	53,078,271	-	5,112,102	53,857,619	-	8,400,000	41,600,000	-	
NOGR	Statewide	Dam Preservation Program	14-99999		Road Systems	Bridge	Dam Preservation	FE	80/20	150,000	1,400	5,600	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Dam Preservation Program	14-99999		Road Systems	Bridge	Dam Preservation	FE	100% State	1,569,482	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Dam Preservation Program	14-99999		Road Systems	Bridge	Dam Preservation	FE	100% Other	-	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Dam Preservation Program	14-99999		Road Systems	Bridge	Dam Preservation	FE	100% State	60,000	-	-	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Dam Preservation Program	14-99999		Road Systems	Bridge	Dam Preservation	FE	80/20	-	-	80,000	-	-	-	-	-	-	-	-	-	-	
NOGR	Statewide	Dam Preservation Program	14-99999		Road Systems	Bridge	Dam Preservation	FE	80/20	100,000	20,000	-	-	-	-	-	-	-	-	-	-		
NOGR	Statewide	Dam Preservation Program	14-99999		Road Systems	Bridge	Dam Preservation	FE	100% State	230,000	230,000	-	-	-	-	-	-	-	-	-	-		
NOGR	Statewide	Dam Preservation Program	14-99999		Road Systems	Bridge	Dam Preservation	FE	100% Other	-	-	-	-	-	-	-	-	-	-	-	-		
NOGR	Statewide	Dam Preservation Program	14-99999		Road Systems	Bridge	Dam Preservation	FE	80/20	1,000,000	200,000	800,000	-	-	-	-	-	-	-	-	-		
NOGR	Statewide	Dam Preservation Program	14-99999		Road Systems	Bridge	Dam Preservation	FE	100% State	2,500,000	2,500,000	-	-	-	-	-	-	-	-	-	-		
NOGR	Statewide	Dam Preservation Program	14-99999		Road Systems	Bridge	Dam Preservation	FE	100% Other	-	-	-	-	-	-	-	-	-	-	-	-		
NOGR	Statewide	Dam Preservation Program	14-99999		Road Systems	Bridge	Dam Preservation	FE	80/20	-	-	-	-	-	-	-	-	-	-	-	-		
NOGR	Statewide	Dam Preservation Program	14-99999		Road Systems	Bridge	Dam Preservation	FE	80/														

APPENDIX E. B STATEWIDE

Priority	County	Project Title	PI	Finance #	Category	Class	Funding	Phase	Funding Source (Percent)	Current Estimate	FY23 State Spend	FY23 Fed Spend	FY23 Other Spend	FY24 State Spend	FY24 Fed Spend	FY24 Other Spend	FY25 State Spend	FY25 Fed Spend	FY25 Other Spend	FY26 State Spend	FY26 Fed Spend	FY26 Other Spend
Materials and Minor Contracts Total																						
NOGR										90,900,000	13,227,500	1,620,000	-	13,892,500	900,000	-	14,892,500	900,000	-	14,325,000	900,000	-
DED	Shenandoah	Rail Crossing Safety	05-10040		Road Systems	Rail Crossing S&R	Rail Crossing Safety	C	90/10	8,600,000	137,500	1,417,500	-	135,500	1,395,500	-	141,000	1,289,000	-	136,111	1,252,000	-
DED	Shenandoah	Rail Crossing Safety	05-10040		Road Systems	Rail Crossing S&R	Rail Crossing Safety	C	90/20	9,345,500	513,000	2,240,000	-	479,100	1,954,400	-	400,500	1,603,000	-	220,000	800,000	-
DED	Shenandoah	Rail Crossing Safety	05-10040		Road Systems	Rail Crossing S&R	Rail Crossing Safety	C	100% State	4,600,000	-	-	-	6,693,000	-	-	-	-	4,500,500	-	-	-
Rail Crossing Safety Total																						
NOGR	Shenandoah	Statewide Railroad Reliability Program	09-61922		Road Systems	Rail Crossing S&R	Rail Crossing Safety	Utilities	100% State	600,000	100,000	-	-	100,000	-	-	100,000	-	-	100,000	-	-
Statewide Railroad Reliability Program Total																						
NOGR	Shenandoah	Rail Preservation Maintenance Program	20-10040		Road Systems	Rail Crossing S&R	Rail Crossing Safety	Program Funds	100% State	1,500,000	250,000	-	-	250,000	-	-	250,000	-	-	250,000	-	-
Rail Preservation Maintenance Program Total																						
NOGR	Shenandoah	Hazard Elimination Program	10-10006		Road Systems	Safety	Hazard Elimination Prog	FE	90/20	1,500,000	250,000	140,000	-	250,000	141,200	-	250,000	140,000	-	250,000	141,000	-
NOGR	Shenandoah	Hazard Elimination Program	10-10006		Road Systems	Safety	Hazard Elimination Prog	FE	90/10	3,030,000	50,500	454,500	-	50,500	454,500	-	50,500	454,500	-	50,500	454,500	-
NOGR	Shenandoah	Hazard Elimination Program	10-10006		Road Systems	Safety	Hazard Elimination Prog	Other	90/10	5,250,000	87,500	877,500	-	87,500	877,500	-	87,500	877,500	-	87,500	877,500	-
NOGR	Shenandoah	Hazard Elimination Program	10-10006		Road Systems	Safety	Hazard Elimination Prog	C	90/20	124,500,000	248,444	2,200,000	-	139,444	1,795,000	-	139,444	1,795,000	-	139,444	1,795,000	-
NOGR	Shenandoah	Hazard Elimination Program	10-10006		Road Systems	Safety	Hazard Elimination Prog	Program Funds	100% State	4,250,000	1,000,000	-	-	620,000	-	-	620,000	-	-	620,000	-	-
Hazard Elimination Program Total																						
NOGR	Shenandoah	High Risk Rural Roads Program	10-10007		Road Systems	Safety	High Risk Rural Roads	C	90/10	36,830,000	1,427,444	3,672,000	-	1,033,444	3,267,000	-	1,033,444	3,267,000	-	1,033,444	3,267,000	-
NOGR	Shenandoah	High Risk Rural Roads Program	10-10007		Road Systems	Safety	High Risk Rural Roads	C	90/10	4,200,000	-	-	-	-	-	-	-	-	-	-	-	-
High Risk Rural Roads Program Total																						
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	FD	100% State	-	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	FB	90/10	1,112,963	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	FB	80/20 TC	-	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	FB	90/10	-	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	TE	90/10 TC	5,825,639	-	200,000	-	-	1,200,000	-	-	1,750,000	-	-	200,000	350,000
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	FB	100% State	8,441,208	2,802,664	-	-	994,061	-	-	300,000	-	-	250,000	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	ROW	90/10	5,734,221	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	ROW	80/20 TC	-	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	ROW	90/10	-	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	ROW	90/10 TC	10,653,700	-	1,600,000	-	40,000	1,360,000	-	-	850,000	-	-	2,000,000	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	ROW	100% State	2,500,000	900,000	-	-	2,500,000	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	CE	80/20	12,500,000	142,150	602,570	-	100,000	400,000	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	CE	100% State	5,945,100	328,058	3,231,518	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	CE	90/20	16,500,000	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	C	80/20 TC	28,300,000	1,000,000	4,000,000	-	1,000,000	4,000,000	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	C	90/10	3,300,000	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	C	90/10 TC	31,516,114	1,906,732	17,160,600	-	100,000	900,000	-	-	8,600,000	-	-	5,000,000	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	C	100% State	37,000,000	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	C	100% State	8,960,600	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	C	100% Other	947,948	-	-	536,648	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	Traffic	90/20	-	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	Traffic	90/10	2,123,538	111,455	1,003,095	-	20,000	180,000	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	Traffic	100% State	22,500	22,500	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	Other	90/20	310,000	30,000	132,000	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	Other	90/10	1,419,719	30,450	454,050	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	Utilities	100% State	30,000	30,000	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	Program Funds	100% State	1,850,000	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	Contingency	80/20	-	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	Contingency	90/10	1,033,203	103,320	947,883	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	Contingency	100% State	7,800	7,800	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	Contingency	100% Other	115,159	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	Emergency	90/10	19,981	-	-	-	-	-	-	-	-	-	-	-	-
NOGR	Shenandoah	Highway Safety Improvement Program	20-99999		Road Systems	Safety	ESIP	Emergency	80/20	-	-	-	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Program Total																						
NOGR	Shenandoah	Section 154 Penalty Transfer (Sanctions) Program	14-11002		Road Systems	Safety	Section 154 Penalty	C	100% FEWA	17,078,100	-	2,957,624	-	-	3,014,776	-	-	3,077,112	-	-	3,138,654	-
Section 154 Penalty Transfer (Sanctions) Program Total																						
MGT	Shenandoah	Traffic Calming	05-10047		Road Systems	Traffic Calming	Traffic Calming Program	Program Funds	100% State	3,500,000	800,000	-	-	800,000	-	-	500,000	-	-	500,000	-	-
Traffic Calming Total																						
NOGR	Shenandoah	Intersection Improvement	05-10030		Road Systems	Intersection Imp	Intersection Improvement	C	90/20	34,750,000	1,400,000	7,100,000	-	750,000	4,500,000	-	600,000	750,000	4,500,000	-	750,000	4,500,000
NOGR	Shenandoah	Intersection Improvement	05-10030		Road Systems	Intersection Imp	Intersection Improvement	Program Funds	100% Other	3,500,000	-	-	600,000	-	-	-	-	-	600,000	-	-	600,000
NOGR	Shenandoah	Intersection Improvement	05-10030		Road Systems	Intersection Imp	Intersection Improvement	Program Funds	100% State	38,500,000	6,000,000	7,100,000	600,000	750,000	4,500,000	600,000	650,000	4,500,000	600,000	750,000	4,500,000	600,000
Intersection Improvement Program Total																						
REQ	Shenandoah	Engineering and Contingency	05-10188		Road Systems	Engineering & C	Engineering and Contingency Program Funds	100% State	208,904,100	37,891,335	7,400,000	7,100,000	600,000	15,791,335	4,500,000	600,000	34,080,335	4,500,000	600,000	7,250,000	4,500,000	600,000
Engineering and Contingency Total																						
REQ	Shenandoah	Environmental Improvements	05-10029		Road Systems	Engineering & C	Environmental Improvements	C	90/20	135,000	4,500	18,000	-	4,500	18,000	-	4,500	18,000	-	4,500	18,000	-
REQ	Shenandoah	Environmental Improvements	05-10029		Road Systems	Engineering & C	Environmental Improvements	Program Funds	100% State	5,523,000	1,152,500	1,745,500	-	645,500	1,745,500	-	645,500	1,745,500	-	645,500	1,745,500	-
Environmental Improvements Total																						
NOGR	Shenandoah	Outside Capacity Preservation	05-10001	T200512901	Road Systems	Other	Amnities	ROW	100% State	15,000,000	1,000,000	18,000	-	1,700,000	18,000	-	650,000	18,000	-	650,000	18,000	-
Outside Capacity Preservation Total																						
NOGR	Shenandoah	STTC Incubator Program	21-99999		Road Systems	Other	Engineering and Contingency	FD	80/20	15,000,000	25,000	100,000	-	25,000	100,000	-	25,000	100,000	-	25,000	100,000</	

APPENDIX E. B STATEWIDE

Priority	County	Project Title	PE	Finance #	Category	Class	Family	Phase	Funding Source (pre-aw)	Current Estimate	FY23 State Spend	FY23 Fed Spend	FY23 Other Spend	FY24 State Spend	FY24 Fed Spend	FY24 Other Spend	FY25 State Spend	FY25 Fed Spend	FY25 Other Spend	FY26 State Spend	FY26 Fed Spend	FY26 Other Spend
DED	Statewide	Rural Technical Assistance Program Total								600,000					87,653				87,653			87,653
DED	Statewide	Statewide Planning & Research Program / FHWA/FTA	07-28618		Support Systems	Planning	Planning	Planning	8020	32,079,900	1,250,388	1,500,573		1,118,210	4,477,841		1,140,125	4,509,501		1,162,478	4,644,913	
DED	Statewide	Statewide Planning & Research Program / FHWA/FTA Total	14-22615		Support Systems	Planning	Planning	FWS	Program Fund	32,079,900	1,250,388	1,500,573		1,118,210	4,477,841		1,140,125	4,509,501		1,162,478	4,644,913	
REC	Statewide	Truck Weigh Enforcement Total								3,870,000	645,000			645,000			645,000			645,000		
MGT	Statewide	University Research Program	14-22616		Support Systems	Planning	Planning	Program Fund	100% State	1,500,000	250,000			250,000			250,000			250,000		
DED	Statewide	Disadvantaged Business Enterprise Supportive Services Program	09-22100		Support Systems	Technology	Technology	Other	100% FWEA	300,000		44,630		44,630			44,630			44,630		
SOGR	Statewide	DMV Mainframe Modernization Project FY2013	15-24266	T201361002	Support Systems	Technology	Technology	IT Development	100% State	23,400,000							5,200,000			5,200,000		
SOGR	Statewide	DMV Mainframe Modernization Project FY2013 Total								23,400,000							5,200,000			5,200,000		
SOGR	Statewide	Information Technology Initiatives Program Total	09-12345		Support Systems	Technology	Technology	Program Fund	100% State	84,000,000	1,800,000			14,600,000			14,600,000			14,600,000		
DED	Statewide	On the Job Training / Supportive Services Total	11-22190		Support Systems	Technology	Technology	Other	100% FWEA	600,000		100,000		100,000			100,000			100,000		
DED	Statewide	Scenic Transportation Assistance Program	10-11101		Support Systems	Technology	Technology	Other	100% FWEA	300,000				300,000						300,000		
DED	Statewide	Scenic Transportation Assistance Program Total	10-11101		Support Systems	Technology	Technology	Other	100% State	82,500	13,750			13,750			13,750			13,750		
DED	Statewide	Summer Transportation Institute Program Total	21-00003	T20115001	Support Systems	Technology	Technology	Other	100% FWEA	412,500	13,750	55,000		13,750	55,000		13,750	55,000		13,750	55,000	
DED	Statewide	Highway Use Tax Exemption FY2018 Grant	21-00004	T20115602	Support Systems	Technology	Technology	Other	100% FWEA	80,455		34,365								34,365		
SOGR	Statewide	DMV Title Equipment Upgrade	16-99999		Support Systems	Transportation	Transportation	Facilities Program Fund	100% State	10,658,607	2,750,000			2,750,000								
SOGR	Statewide	DMV Title Equipment Upgrade Total	09-20045		Support Systems	Transportation	Transportation	Facilities Program Fund	100% State	10,658,607	2,750,000			2,750,000								
SOGR	Statewide	Transportation Facilities - Administration Total	09-20045		Support Systems	Transportation	Transportation	Facilities Program Fund	100% State	15,500,000	4,250,000			2,250,000			2,250,000			2,250,000		
SOGR	Statewide	Transportation Facilities - Operations Total	05-10067		Support Systems	Transportation	Transportation	Facilities Program Fund	100% State	59,250,000	8,750,000			11,500,000			12,500,000			7,500,000		
MGT	Statewide	Traffic Signal Redesign Road Program	11-19001	T20109902	Support Systems	Transportation	Transportation	Traffic Signal Redesign Traffic	100% State	750,000	125,000			125,000			125,000			125,000		
MGT	Statewide	Traffic Signal Redesign Road Program Total								750,000	125,000			125,000			125,000			125,000		
REC	Statewide	MUTCD Compliance Program	15-10046		Support Systems	Transportation	MUTCD	Traffic	8020 TC	12,000,000		2,000,000		2,000,000			2,000,000			2,000,000		
REC	Statewide	MUTCD Compliance Program Total								12,000,000		2,000,000		2,000,000			2,000,000			2,000,000		
MGT	Statewide	Roadside Rehabilitation Program	07-22612		Support Systems	Transportation	Roadside Rehabilitation Program	Planning	8020 Other	2,900,000		96,000		21,644	384,000	96,000	21,644	384,000	96,000	21,644	384,000	96,000
MGT	Statewide	Roadside Rehabilitation Program / Top Mitigation	07-22612		Support Systems	Transportation	Roadside Rehabilitation Program	Planning	100% State	342,000				23,664	384,000	96,000	23,664	384,000	96,000	23,664	384,000	96,000
MGT	Statewide	Roadside Rehabilitation Program / ERM Mitigation Total								3,042,000				23,664	384,000	96,000	23,664	384,000	96,000	23,664	384,000	96,000
MGT	Statewide	Transportation Management Improvements	05-10186		Support Systems	Transportation	Transportation	Management C	50/50	34,630,000	1,036,000	4,144,000		1,180,000	4,720,000		1,180,000	4,720,000		1,180,000	4,720,000	
MGT	Statewide	Transportation Management Improvements Total	05-10186		Support Systems	Transportation	Transportation	Management C	50/50	9,993,898	1,863,300	1,668,300		1,600,000	4,720,000		1,600,000	4,720,000		1,600,000	4,720,000	
MGT	Statewide	Transportation Management Improvements Total	05-10186		Support Systems	Transportation	Transportation	Management C	100% State	6,039,000	1,000,000			1,000,000			1,000,000			1,000,000		
MGT	Statewide	Transportation Management Improvements Total	05-10186		Support Systems	Transportation	Transportation	Management C	100% State	50,673,898	3,904,300	6,012,300		2,180,000	4,720,000		2,180,000	4,720,000		2,180,000	4,720,000	
SOGR	Statewide	Transit Facilities Minor Capital Program	18-70022		Transit Systems	Facilities	Transit Facilities Minor	Program Fund	100% State	14,650,000	4,943,097			2,100,000			2,025,000			1,850,000		
SOGR	Statewide	Transit Facilities Major Capital Program Total	18-70022		Transit Systems	Facilities	Transit Facilities Major	Program Fund	100% State	14,650,000	4,943,097			2,100,000			2,025,000			1,850,000		
SOGR	Statewide	Transit System Equipment Program	18-70022		Transit Systems	Facilities	Transit System Equipment	Program Fund	100% State	6,790,000	2,350,000			450,000			3,900,000			350,000		
SOGR	Statewide	Transit System Equipment Program Total								6,790,000	2,350,000			450,000			3,900,000			350,000		
SOGR	Statewide	DART Management	22-41211	T20225601	Transit Systems	Planning	Transit Systems Program PD		100% FTA	700,000		250,000				250,000			250,000			
SOGR	Statewide	DART Management Total								700,000		250,000				250,000			250,000			
SOGR	Statewide	Automated/Dynamic Paratransit Scheduling	20-43115	T202150402	Transit Systems	Vehicles	Transit A-Sub	Development	100% State	266,103												
SOGR	Statewide	Automated/Dynamic Paratransit Scheduling Total	20-43115	T202150402	Transit Systems	Vehicles	Transit A-Sub	IT Development	8020 TC FTA	3,975,000				5,575,000								
SOGR	Statewide	Integrating Microtransit into Rural Transit	21-30101	T202150406	Transit Systems	Vehicles	Transit A-Sub	PD	75% FTA	453,846	41,648	91,225										
SOGR	Statewide	Integrating Microtransit into Rural Transit Total	21-30101	T202150406	Transit Systems	Vehicles	Transit A-Sub	PD	100% State	500,000	150,000			191,668								
DED	Statewide	Job Access Reverse Commute (JARC) Program	08-70008		Transit Systems	Vehicles	Transit A-Sub	Program Fund	100% FTA	2,050,000		340,926		340,926			340,926			340,926		
DED	Statewide	Job Access Reverse Commute (JARC) Program Total	08-70008		Transit Systems	Vehicles	Transit A-Sub	Program Fund	100% Other	2,050,000		340,926		340,926			340,926			340,926		
SOGR	Statewide	Maintenance Equipment and Tools (Transit) Program	05-02043		Transit Systems	Vehicles	Transit Vehicles	Development	100% State	1,250,000	250,000			200,000			200,000			200,000		
DED	Statewide	New Freedom Program Statewide 50/50 Total	09-19005		Transit Systems	Vehicles	Transit Mobility	Planning	50% FTA	4,450,000		369,347		369,347			369,347			369,347		
MGT	Statewide	Transit Vehicle Replacement 5110 Program - Statewide	11-53101		Transit Systems	Vehicles	Transit Mobility	Development	8020 FTA	3,500,000	114,649	458,595		114,649	458,595		114,649	458,595		114,649	458,595	
MGT	Statewide	Transit Vehicle Replacement 5110 Program - Statewide	11-53101		Transit Systems	Vehicles	Transit Mobility	Development	100% FTA	347,065		130,383										
MGT	Statewide	Transit Vehicle Replacement 5110 Program - Statewide Total	11-53101		Transit Systems	Vehicles	Transit Mobility	Development	100% State	4,650,000	627,000	594,478		627,000	594,478		627,000	594,478		627,000	594,478	
SOGR	Statewide	Paratransit - Vehicles - Statewide	22-41310	T202250407	Transit Systems	Vehicles	Transit TTS	PD	100% FTA	1,732,818		1,039,691		693,127			693,127			693,127		
SOGR	Statewide	Paratransit - Vehicles - Statewide Total								4,892,000				2,300,000			2,300,000			2,300,000		
SOGR	Statewide	Paratransit - Vehicle Ch. Size Replacement	22-41312	T202250408	Transit Systems	Vehicles	Transit Vehicles	Development	100% FTA	666,388		399,833		264,555			264,555			264,555		
SOGR	Statewide	Paratransit - Vehicle Ch. Size Replacement Total								666,388		399,833		264,555			264,555			264,555		
SOGR	Statewide	On Board Real Time Information System	22-93135	T202250406	Transit Systems	Vehicles	Transit Vehicles	Development	100% FTA	3,664,880				2,198,928								
SOGR	Statewide	Transit System Statewide Support Vehicles	18-60022		Transit Systems	Vehicles	Transit Vehicles	Development	100% State	3,000,000	682,060			284,050			622,000			447,000		
SOGR	Statewide	Transit System Statewide Support Vehicles Total								3,000,000	682,060			284,050			622,000			447,000		
SOGR	Statewide	Community Transportation Program	05-10050		Grants & Allocation	Community Trans.	Community Transportation Program Fund		100% State	106,000,000	17,680,000			17,680,000			17,680,000			17,680,000		
SOGR	Statewide	Community Transportation Program Total								106,000,000	17,680,000			17,680,000			17,680,000			17,680,000		
SOGR	Statewide	Subdivision Paving Program	19-88211		Grants & Allocation	Community Trans.	Community Transportation Program Fund		100% State	30,000,000	5,000,000			5,000,000			5,000,000			5,000,000		
SOGR	Statewide	Subdivision Paving Program Total	19-88211		Grants & Allocation	Community Trans.	Community Transportation Program Fund		100% Other	30,000,000	5,000,000			5,000,000			5,000,000			5,000,000		
SOGR	Statewide	Municipal Street Aid	10-12119		Grants & Allocation	Municipal Street	Municipal Street Management Grant Aid	Program Fund	100% State	36,000,000	6,000,000			6,000,000			6,000,000			6,000,000		
SOGR	Statewide	Municipal Street Aid Total																				

APPENDIX E-B STATEWIDE

Priority	County	Project Title	PS	Finance #	Category	Class	Family	Phase	Funding Source (pre-alloc)	Current Estimate	FY23 State Spend	FY23 Fed Spend	FY23 Other Spend	FY24 State Spend	FY24 Fed Spend	FY24 Other Spend	FY25 State Spend	FY25 Fed Spend	FY25 Other Spend	FY26 State Spend	FY26 Fed Spend	FY26 Other Spend
NOGR		Statewide EBF Analyses for Scour Critical Bridges	17-07007	T201707007	Road Systems	Bridge	Bridge Preservation	PS	100% State	2,600,000	-	-	-	-	-	-	-	-	-	-	-	-
NOGR		H&H Analyses for Scour Critical Bridges Total								2,600,000	-	-	-	-	-	-	-	-	-	-	-	-
NOGR		Statewide Scour Countermeasures, Federal, FY23-26	22-07503	T202207503	Road Systems	Bridge	Bridge Preservation	PS	8020 TC	1,200,000	-	500,000	-	-	700,000	-	-	-	-	-	-	-
NOGR		Statewide Scour Countermeasures, Federal, FY23-26 Total								1,200,000	-	500,000	-	-	700,000	-	-	-	-	-	-	-
NOGR		Statewide Scour Countermeasures, State, FY23-26	22-07403	T202207403	Road Systems	Bridge	Bridge Preservation	PS	100% State	400,000	300,000	-	-	300,000	-	-	-	-	-	-	-	-
NOGR		Statewide Scour Countermeasures, State, FY23-26 Total								400,000	300,000	-	-	300,000	-	-	-	-	-	-	-	-
NOGR		Statewide Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	C	8020	80,000,000	(0)	0	-	-	-	-	-	-	-	-	-	-
NOGR		Statewide Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	C	8020 TC	153,000,000	-	9,114,502	-	-	45,914,286	-	-	-	-	-	-	-
NOGR		Statewide Bridge Preservation Program	05-10006		Road Systems	Bridge	Bridge Preservation	Program Fundin	100% State	32,300,000	-	-	-	-	-	-	-	-	-	-	-	-
NOGR		Bridge Preservation Program Total								265,300,000	0	9,114,502	-	-	45,914,286	-	3,717,381	49,607,619	-	8,055,000	41,600,000	-
		Statewide Total								769,700,000	300,000	9,614,502	-	300,000	46,614,286	-	3,717,381	49,607,619	-	8,055,000	41,600,000	-
		DAMS																				
NOGR		Statewide Dam Preservation Program	14-99999		Road Systems	Bridge	Dam Preservation	Program Fundin	100% State	13,200,000	-	-	-	2,700,000	-	-	2,700,000	-	-	2,700,000	-	-
NOGR		Statewide Dam Preservation Program	14-99999		Road Systems	Bridge	Dam Preservation	Program Fundin	100% Other	550,000	-	-	-	-	-	-	-	-	-	-	-	-
NOGR		Dam Preservation Program Total								13,750,000	-	-	-	2,700,000	-	-	2,700,000	-	-	2,700,000	-	-
		Statewide Total								13,750,000	-	-	-	2,700,000	-	-	2,700,000	-	-	2,700,000	-	-
		STATEWIDE TOTAL ALL PROJECTS								783,450,000	300,000	9,614,502	-	302,700,000	46,614,286	-	6,434,381	49,607,619	-	10,755,000	44,300,000	-

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

APPENDIX F
POPULATION PROJECTIONS

Traffic Analysis Zone Number	2015 Population Projections				2015 Household Projections			
	2010 Population	Adjusted 2020 Population	Adjusted 2030 Population	Adjusted 2040 Population	2010 Households Proposed	2020 Households Proposed	2030 Households Proposed	2040 Households Proposed
K001	262	257	261	273	90	88	92	98
K002	1472	1511	1580	1574	504	515	558	569
K003	1172	1393	1568	1483	401	475	554	536
K004	712	811	880	920	244	277	311	332
K005	837	1004	1020	1015	287	342	360	367
K006	74	76	77	81	26	26	28	30
K007	278	417	453	473	97	145	163	174
K008	1662	1901	1912	1865	574	654	681	680
K009	1863	1918	1967	2056	649	666	708	757
K010	617	662	692	723	230	248	268	287
K011	182	186	189	198	67	69	72	77
K012	2002	2338	2561	2677	747	875	991	1062
K013	509	574	618	645	188	212	236	253
K014	1035	1186	1299	1358	360	412	467	500
K015	158	161	164	171	58	60	63	67
K016	1738	1816	1899	1928	605	631	683	710
K017	638	713	746	779	222	248	268	287
K018	1581	1849	1933	1828	551	642	695	673
K019	110	113	115	120	39	40	42	45
K020	827	1214	1487	1554	303	445	564	604
K021	741	807	844	857	265	288	312	324
K022	242	363	365	363	86	129	135	137
K023	477	503	510	534	178	188	198	212
K024	2976	3527	3934	4307	1118	1331	1535	1723
K025	248	312	367	657	93	118	143	263
K026	424	478	500	523	158	179	194	207
K027	796	861	901	941	297	322	349	373
K029	869	1117	1323	1185	310	399	489	448
K054	152	155	158	165	59	61	64	69
K055	264	270	274	286	104	107	112	120
K056	457	552	578	604	179	218	236	253
K057	637	670	720	674	250	265	294	282

APPENDIX F
POPULATION PROJECTIONS

Traffic Analysis Zone Number	2015 Population Projections				2015 Household Projections			
	2010 Population	Adjusted 2020 Population	Adjusted 2030 Population	Adjusted 2040 Population	2010 Households Proposed	2020 Households Proposed	2030 Households Proposed	2040 Households Proposed
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

APPENDIX F
POPULATION PROJECTIONS

Traffic Analysis Zone Number	2015 Population Projections				2015 Household Projections			
	2010 Population	Adjusted 2020 Population	Adjusted 2030 Population	Adjusted 2040 Population	2010 Households Proposed	2020 Households Proposed	2030 Households Proposed	2040 Households Proposed
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

APPENDIX F
POPULATION PROJECTIONS

Traffic Analysis Zone Number	2015 Population Projections				2015 Household Projections			
	2010 Population	Adjusted 2020 Population	Adjusted 2030 Population	Adjusted 2040 Population	2010 Households Proposed	2020 Households Proposed	2030 Households Proposed	2040 Households Proposed
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

APPENDIX F
POPULATION PROJECTIONS

Traffic Analysis Zone Number	2015 Population Projections				2015 Household Projections			
	2010 Population	Adjusted 2020 Population	Adjusted 2030 Population	Adjusted 2040 Population	2010 Households Proposed	2020 Households Proposed	2030 Households Proposed	2040 Households Proposed
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

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 DeIDOT 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 DeIDOT.

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

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 DeIDOT 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 to the MPO area. They were:

PM2 Pavement and Bridge Condition Measures

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

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

PM3 Performance of NHS, Freight and CMAQ Measures

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

The MPO 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. The MPO adopted the State of Delaware revisions to the PM1 performance measures on March 2, 2022.

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. There have been no new determinations on the Dover/Kent County MPO status.

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 and subsequently amended through May 4, 2022.

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, DeIDOT, 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) The projects were subsequently realigned into Camden Bypass East and West but include the same projects identified in the 2019 Conformity Analysis.

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.

APPENDIX H
Part B: Support Documents

2019 Conformity Analysis
not attached

APPENDIX H

Part C: TIP New Project Status

Relation to the 2020 Conformity Analysis

Priority	Project Title	PROJECT IN 2020 CONFORMITY ANALYSIS	Regionally Significant?	Exempt?
MAIN PROJECT LIST				
91	HEP KC, SR 8 & SR 15 Intersection Improvements Total	Y		
71	Canterbury Road - SR 12 to US 13 Total	Y		
22	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector Total	Y		
23	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way Total	Y		
16	Walnut Shade Road, US13 to Peachtree Run Road Total	Y		
47	SR8, Connector from Commerce Way to SR8 Total	Y		
45	Brenford Road (SR13 to DE 42: Lynnburly Woods Road) Total	ADDED 2023	NO	
75	College Road, Kenton Road to McKee Road Total	Y		
73	Duck Creek Parkway (Bassett St. To Main St.) Total	ADDED 2023	NO	
11	East Camden Bypass Total	Y		
3	West Camden Bypass Total	Y		
96	Garrison Oak Connector Road (SR 1 via White Oak Road) Total	ADDED 2023	NO?	
74	Irish Hill Road, Fox Chase Road to McGinnis Pond Road Total	Y		
60	Irish Hill Road Upgrade (US 13 to Glen Forest Road) Total	ADDED 2023	NO	
64	K104, Kenton Rd. SR8 to Chestnut Grove Rd. Total	Y		
64	Interim Improvements at Kenton Road and Greentree Drive Total	Y		
25	NE Front Street Rehoboth Blvd to SR 1 Total	Y		
	North Main St. Smyrna - Shoulders (Duck Creek Parkway to Glenwood Ave.)			
78	Total	ADDED 2023	NO	
68	Peachtree Run Rd. (Voshells Mill Rd. to Irish Hill Rd.) Total	ADDED 2023	NO	
104	SR 1, Scarborough Road C-D Roads Total	Y		
66	West Street, New Burton Road to North Street Total	Y		
SOGR	Dover Facility Renovations Total	Y		YES
SOGR	Dover Bus Canopy Solar Panels Total	Y		YES
SOGR	Transit Vehicle Expansion (6) 35' Electric Buses KC FY18 Total	Y		
SOGR	Preventive Maintenance - Kent County Total	Y		YES
SOGR	Transit Vehicle Replacement (6) CAWs KC FY21 Total	Y		
SOGR	Transit Vehicle Replacement (7) 29' LF KC FY22 Total	Y		
SOGR	Transit Vehicle Replacement Paratransit Buses KC Program Total	Y		
SAFETY				
SOGR	HEP KC, US 113 & SR14 Intersection Improvements Total	Y		
SOGR	HEP KC, SR12 & SR15 Intersection Improvements Total	ADDED 2023	NO	YES

Relation to the 2020 Conformity Analysis

Priority	Project Title	PROJECT IN 2020 CONFORMITY ANALYSIS	Regionally Significant?	Exempt?
SOG	HEP KC, SR15 & Andrews Lake Road Intersection Improvements Total	ADDED 2023	NO	YES
SOG	HEP KC, SR15 & Irish Hill Rd. Intersection Improvements Total	ADDED 2023	NO	YES
SOG	HEP KC, SR15/Kenton Rd. at Central Church Rd. Intersection Improvements Total	ADDED 2023	NO	YES
SOG	HEP KC, US13 & Brenford/Big Oak Rd. Intersection Improvements Total	ADDED 2023	NO	YES
83	HSIP KC, SR 15 and SR 42 Intersection Improvements Total	ADDED 2023	NO	YES
59	HSIP KC, South State Street/Plaindealing Road/Woodlytown Road Intersection Improvements Total	Y		
BRIDGES				
SOG	SR1 Pipe Replacements Total			
SOG	Replacement of Bridges 2-002C&D and Garrisons Lake Dam Improvements Total			
SOG	Rehabilitation of Bridge 2-010A on SR6 Woodland Beach Road Total			
SOG	Emergency Repairs for Bridge 2-021A over Mispillion River Total			
SOG	Replacement of Bridge 2-060B on SR14 over Marshyhope Creek Total			
SOG	Replacement of Bridge 2-121B on South Bowers Road Total			
SOG	BR 2-308B on S308 Fishers' Bridge Road over Marshyhope Creek Total			
SOG	Rehabilitation of Bridges 2-356B&C on SR10 Lebanon Road Total			
SOG	Replacement of Bridge 2-503 on Maple Avenue, City of Milford Total			
SOG	Replacement of Bridge 2-504 on SW Front Street, City of Milford Total			
SOG	Bridge Replacements, Kent County Total			