Safety Spend Plan - Kent County - FY27-FY30

Priority	Project Title	Category	Class	Family	Phase	Funding Source (pro-rata)	Current Estimate	FY27 State Auth	FY27 Fed OB	FY27 State Spend	FY27 Fed Spend	FY27 Other Spend	FY28 State Auth	FY28 Fed OB	FY28 State Spend	FY28 Fed Spend	FY28 Other Spend	FY29 State Auth	FY29 Fed OB	FY29 State Spend	FY29 Fed Spend	FY29 Other Spend	FY30 State Auth	FY30 Fed OB	FY30 State Spend	FY30 Fed Spend	FY30 Other Spend
DNS	HEP KC, US 113 & SR14 Intersection Improvements	Road Systems	Arterials	HSIP	PE	100% State	822,366																				
DNS	HEP KC, US 113 & SR14 Intersection Improvements	Road Systems	Arterials	HSIP	ROW	100% State	300,056																				
DNS	HEP KC, US 113 & SR14 Intersection Improvements	Road Systems	Arterials	HSIP	CE	90/10	596,088																				
DNS	HEP KC, US 113 & SR14 Intersection Improvements	Road Systems	Arterials	HSIP	C	90/10	1,822,000																				
DNS	HEP KC, US 113 & SR14 Intersection Improvements	Road Systems	Arterials	HSIP	Traffic	90/10	468,591																				
DNS	HEP KC, US 113 & SR14 Intersection Improvements	Road Systems	Arterials	HSIP	Utilities	90/10	49,824																				
DNS	HEP KC, US 113 & SR14 Intersection Improvements	Road Systems	Arterials	HSIP	Contingency	90/10	427,312																				
SOGR	HEP KC, SR12 & SR15 Intersection Improvements	Road Systems	Arterials	HSIP	PE	100% State	179,074			24,000																	
SOGR	HEP KC, SR12 & SR15 Intersection Improvements	Road Systems	Arterials	HSIP	ROW	100% State	500,000	500,000		250,000					250,000												
SOGR	HEP KC, SR12 & SR15 Intersection Improvements	Road Systems	Arterials	HSIP	C	100% State	3,000,000	-		-			3,000,000		1,000,000					2,000,000							
SOGR	HEP KC, SR15 & Andrews Lake Road Intersection Improvements	Road Systems	Safety	HSIP	PE	100% State	200,000			25,000																	
SOGR	HEP KC, SR15 & Andrews Lake Road Intersection Improvements	Road Systems	Safety	HSIP	ROW	100% State	500,000			400,000					100,000												
SOGR	HEP KC, SR15 & Andrews Lake Road Intersection Improvements	Road Systems	Safety	HSIP	C	100% State	3,000,000	-					2,000,000		2,000,000			1,000,000		1,000,000							
SOGR	HEP KC, SR15 & Irish Hill Rd. Intersection Improvements	Road Systems	Intersection Improvements	HSIP	PE	80/20 TC	2,027,000				844,585					150,000											
SOGR	HEP KC, SR15 & Irish Hill Rd. Intersection Improvements	Road Systems	Intersection Improvements	HSIP	ROW	90/10 TC	1,500,000		750,000		750,000			750,000		750,000											
SOGR	HEP KC, SR15 & Irish Hill Rd. Intersection Improvements	Road Systems	Intersection Improvements	HSIP	C	90/10 TC	4,000,000		-					2,000,000		2,000,000			2,000,000		2,000,000						
SOGR	HEP KC, SR15/Kenton Rd. at Central Church Rd. Intersection Improvements	Road Systems	Safety	HSIP	PE	100% State	1,113,365																				
SOGR	HEP KC, SR15/Kenton Rd. at Central Church Rd. Intersection Improvements	Road Systems	Safety	HSIP	ROW	100% State	1,202,424																				
SOGR	HEP KC, SR15/Kenton Rd. at Central Church Rd. Intersection Improvements	Road Systems	Safety	HSIP	CE	100% State	450,000			396,067																	
SOGR	HEP KC, SR15/Kenton Rd. at Central Church Rd. Intersection Improvements	Road Systems	Safety	HSIP	C	100% State	1,440,072			356,915																	
SOGR	HEP KC, SR15/Kenton Rd. at Central Church Rd. Intersection Improvements	Road Systems	Safety	HSIP	C	100% Other	1,049,084					469,966															
SOGR	HEP KC, SR15/Kenton Rd. at Central Church Rd. Intersection Improvements	Road Systems	Safety	HSIP	Traffic	100% State	4,538																				
SOGR	HEP KC, SR15/Kenton Rd. at Central Church Rd. Intersection Improvements	Road Systems	Safety	HSIP	Utilities	100% State	70,000																				
SOGR	HEP KC, SR15/Kenton Rd. at Central Church Rd. Intersection Improvements	Road Systems	Safety	HSIP	Contingency	100% State	312,043			312,043																	
SOGR	HEP KC, US13 & Brenford/Big Oak Rd. Intersection Improvements	Road Systems	Safety	HSIP	PE	100% State	1,881,947																				
SOGR	HEP KC, US13 & Brenford/Big Oak Rd. Intersection Improvements	Road Systems	Safety	HSIP	ROW	100% State	2,000,000																				
SOGR	HEP KC, US13 & Brenford/Big Oak Rd. Intersection Improvements	Road Systems	Safety	HSIP	C	100% State	5,500,000	4,000,000		4,000,000																	
SOGR	Martin Luther King Jr. Blvd. Safety Improvements, River Rd. to Bay Rd.	Road Systems	Safety	HSIP	PE	80/20 TC	1,800,000				300,000					500,000											
SOGR	Martin Luther King Jr. Blvd. Safety Improvements, River Rd. to Bay Rd.	Road Systems	Safety	HSIP	ROW	90/10 TC	100,000				100,000																
SOGR	Martin Luther King Jr. Blvd. Safety Improvements, River Rd. to Bay Rd.	Road Systems	Safety	HSIP	C	90/10 TC	2,500,000												2,500,000		2,500,000						
SOGR	HSIP KC, Seven Hickories Rd. and Brenford Rd./Seeneytown Rd. Intersection Improvements	Road Systems	Intersection Improvements	HSIP	PE	100% State	100,000																				
SOGR	HSIP KC, Seven Hickories Rd. and Brenford Rd./Seeneytown Rd. Intersection Improvements	Road Systems	Intersection Improvements	HSIP	ROW	100% State	1,000,000			500,000					500,000												
SOGR	HSIP KC, Seven Hickories Rd. and Brenford Rd./Seeneytown Rd. Intersection Improvements	Road Systems	Intersection Improvements	HSIP	C	100% State	3,000,000	-		-			3,000,000		2,000,000					1,000,000							
SOGR	SR8 & Chestnut Grove Road -Nault Rd. Intersection Improvements	Road Systems	Safety	HSIP	PE	80/20 TC	1,540,630				-					600,000					432,154						
NF	SR8 & Chestnut Grove Road -Nault Rd. Intersection Improvements	Road Systems	Safety	HSIP	ROW	90/10 TC	2,500,000				-																
NF	SR8 & Chestnut Grove Road -Nault Rd. Intersection Improvements	Road Systems	Safety	HSIP	C	90/10 TC	6,500,000		-					-		-			-		-						
SOGR	SR15/Canterbury at Carpenter Bridge Rd	Road Systems	Safety	HSIP	PE	100% State	1,000,000			-								1,000,000		350,000					400,000		
SOGR	SR15/Canterbury at Carpenter Bridge Rd	Road Systems	Safety	HSIP	ROW	100% State	1,500,000																				
NF	SR15/Canterbury at Carpenter Bridge Rd	Road Systems	Safety	HSIP	C	100% State	3,000,000																				
SOGR	HEP KC, SR1 Southbound at US113	Road Systems	Safety	HSIP	PE	100% State	100,000			50,000					25,000												
SOGR	HEP KC, SR1 Southbound at US113	Road Systems	Safety	HSIP	ROW	100% State	200,000			-					200,000												
SOGR	HEP KC, SR1 Southbound at US113	Road Systems	Safety	HSIP	C	100% State	3,000,000	-		-			3,000,000		-					3,000,000							
SOGR	HEP KC, SR300 @ SR15 Intersection Improvements	Road Systems	Safety	HSIP	PE	100% State	750,000	750,000		200,000					300,000					250,000							
SOGR	HEP KC, SR300 @ SR15 Intersection Improvements	Road Systems	Safety	HSIP	ROW	100% State	300,000											300,000		300,000							
SOGR	HEP KC, SR300 @ SR15 Intersection Improvements	Road Systems	Safety	HSIP	C	100% State	1,000,000																1,000,000		300,000		
SOGR	HEP KC, SR14 at Killens Pond Road/Deep Grass Lane	Road Systems	Safety	HSIP	PE	100% State	1,000,000	1,000,000	-	300,000					500,000					200,000	-						
SOGR	HEP KC, SR14 at Killens Pond Road/Deep Grass Lane	Road Systems	Safety	HSIP	ROW	100% State	1,500,000											1,500,000	-	750,000	-				750,000	-	
SOGR	HEP KC, SR14 at Killens Pond Road/Deep Grass Lane	Road Systems	Safety	HSIP	C	100% State	3,000,000																3,000,000		1,000,000	-	
SOGR	US13 Median Barrier - Kent and Sussex County	Road Systems	Safety	HSIP	PE	90/10 TC	100,000																	100,000			
SOGR	US13 Median Barrier - Kent and Sussex County	Road Systems	Safety	HSIP	ROW	90/10 TC	200,000																				
SOGR	SR15/Canterbury Road @ Church Hill	Road Systems	Safety	HSIP	PE	100% State	20,000											20,000		10,000					10,000		
SOGR	SR15/Canterbury Road @ Church Hill	Road Systems	Safety	HSIP	C	100% State	3,000,000																				
							73,126,413	**6,250,000**	**750,000**	**6,814,025**	**1,994,585**	**469,966**	**11,000,000**	**2,750,000**	**6,875,000**	**4,000,000**	**-**	**3,820,000**	**4,500,000**	**8,860,000**	**4,932,154**	**-**	**4,000,000**	**100,000**	**2,460,000**	**-**	**-**

Bridges Spend Plan - Kent County - FY27-FY30

Priority	Project Title	Category	Class	Family	Phase	Funding Source (pro-rata)	Current Estimate	FY27 State Auth	FY27 Fed OB	FY27 State Spend	FY27 Fed Spend	FY27 Other Spend	FY28 State Auth	FY28 Fed OB	FY28 State Spend	FY28 Fed Spend	FY28 Other Spend	FY29 State Auth	FY29 Fed OB	FY29 State Spend	FY29 Fed Spend	FY29 Other Spend	FY30 State Auth	FY30 Fed OB	FY30 State Spend	FY30 Fed Spend	FY30 Other Spend
NON-NBI	SR1 Pipe Replacements	Road Systems	Bridge	Bridge Program	PE	80/20	515,000																				
NON-NBI	SR1 Pipe Replacements	Road Systems	Bridge	Bridge Program	ROW	100% State	41,420																				
NON-NBI	SR1 Pipe Replacements	Road Systems	Bridge	Bridge Program	CE	80/20 TC	1,387,100																				
NON-NBI	SR1 Pipe Replacements	Road Systems	Bridge	Bridge Program	C	80/20 TC	5,564,216																				
NON-NBI	SR1 Pipe Replacements	Road Systems	Bridge	Bridge Program	Traffic	80/20 TC	28,000																				
NON-NBI	SR1 Pipe Replacements	Road Systems	Bridge	Bridge Program	Contingency	80/20 TC	798,965				-																
NBI-ON	Replacement of Bridges 2-002C&D and Garrisons Lake Dam Improvements	Road Systems	Bridge	Bridge Program	PE	100% State	1,165,000			204,238																	
NBI-ON	Replacement of Bridges 2-002C&D and Garrisons Lake Dam Improvements	Road Systems	Bridge	Bridge Program	ROW	80/20 TC	-																				
NF-NBI-ON	Replacement of Bridges 2-002C&D and Garrisons Lake Dam Improvements	Road Systems	Bridge	Bridge Program	C	80/20 TC	15,000,000																				
NBI-ON	Rehabilitation of Bridges 2-008H&I on SR1 over Murderkill River	Road Systems	Bridge	Bridge Program	PE	80/20 TC	941,910		251,851		322,660																
DNS	Rehabilitation of Bridge 2-010A on SR6 Woodland Beach Road	Road Systems	Bridge	Bridge Program	PE	100% State	430,000																				
DNS	Rehabilitation of Bridge 2-010A on SR6 Woodland Beach Road	Road Systems	Bridge	Bridge Program	CE	80/20 TC	576,600																				
DNS	Rehabilitation of Bridge 2-010A on SR6 Woodland Beach Road	Road Systems	Bridge	Bridge Program	C	80/20 TC	2,858,838																				
DNS	Rehabilitation of Bridge 2-010A on SR6 Woodland Beach Road	Road Systems	Bridge	Bridge Program	Contingency	80/20 TC	474,888																				
NON-NBI/ON	Replacement of Bridge 2-011B on SR9 Hay Point Landing Road	Road Systems	Bridge	Bridge Program	PE	80/20 TC	700,000				30,000																
NON-NBI/ON	Replacement of Bridge 2-011B on SR9 Hay Point Landing Road	Road Systems	Bridge	Bridge Program	ROW	80/20 TC	30,000				15,000																
NON-NBI/ON	Replacement of Bridge 2-011B on SR9 Hay Point Landing Road	Road Systems	Bridge	Bridge Program	C	80/20 TC	1,700,000							1,700,000		1,700,000											
State Only	Emergency Repairs for Bridge 2-021A over Mispillion River	Road Systems	Bridge	Bridge Program	PE	100% State	500,000																				
State Only	Replacement of BR 2-039C SR6 Smyrna-Clayton Road	Road Systems	Bridge	Bridge Program	PE	100% State	100,000																				
State Only	Replacement of BR 2-039C SR6 Smyrna-Clayton Road	Road Systems	Bridge	Bridge Program	ROW	100% State	65,000																				
NF-NBI-ON	Replacement of Bridge 2-060B on SR14 over Marshyhope Creek	Road Systems	Bridge	Bridge Program	PE	100% State	200,000	200,000		70,000					70,000					60,000							
NF-NBI-ON	Replacement of Bridge 2-060B on SR14 over Marshyhope Creek	Road Systems	Bridge	Bridge Program	ROW	100% State	40,000			-										40,000							
NF-NBI-ON	Replacement of Bridge 2-060B on SR14 over Marshyhope Creek	Road Systems	Bridge	Bridge Program	C	80/20 TC	6,000,000																				
NON-NBI/OFF	Replacement of Bridge 2-121B on South Bowers Road	Road Systems	Bridge	Bridge Program	PE	100% State	600,000																				
NF-NON-NBI/OFF	Replacement of Bridge 2-121B on South Bowers Road	Road Systems	Bridge	Bridge Program	ROW	100% State	50,000																				
NBI-OFF	BR 2-308B on S308 Fishers' Bridge Road over Marshyhope Creek	Road Systems	Bridge	Bridge Program	PE	100% State	35,000																				
NBI-OFF	BR 2-308B on S308 Fishers' Bridge Road over Marshyhope Creek	Road Systems	Bridge	Bridge Program	ROW	100% State	20,900																				
NBI-OFF	BR 2-308B on S308 Fishers' Bridge Road over Marshyhope Creek	Road Systems	Bridge	Bridge Program	C	80/20 TC	3,000,000		-		-			3,000,000		2,500,000					500,000						
NBI-ON	Rehabilitation of Bridges 2-356B&C on SR10 Lebanon Road	Road Systems	Bridge	Bridge Program	PE	80/20	1,400,000			2,000	8,000				2,000	8,000				25,831	103,325						
NBI-ON	Rehabilitation of Bridges 2-356B&C on SR10 Lebanon Road	Road Systems	Bridge	Bridge Program	C	80/20 TC	9,500,000												9,500,000		9,500,000						
NBI-OFF	Replacement of Bridge 2-431A on Doctor Smith Road	Road Systems	Bridge	Bridge Program	PE	80/20 TC	939,976				111,828																
NBI-OFF	Replacement of Bridge 2-431A on Doctor Smith Road	Road Systems	Bridge	Bridge Program	ROW	80/20 TC	50,000																				
NBI-OFF	Replacement of Bridge 2-431A on Doctor Smith Road	Road Systems	Bridge	Bridge Program	C	80/20 TC	2,500,000		2,500,000		1,000,000			-		1,500,000											
NBI-OFF	Replacement of Bridge 2-503 on Maple Avenue, City of Milford	Road Systems	Bridge	Bridge Program	PE	80/20 Other	120,000																				
NBI-OFF	Replacement of Bridge 2-503 on Maple Avenue, City of Milford	Road Systems	Bridge	Bridge Program	ROW	80/20 Other	10,000				-	-															
NBI-OFF	Replacement of Bridge 2-503 on Maple Avenue, City of Milford	Road Systems	Bridge	Bridge Program	C	80/20 Other	2,000,000							1,600,000		1,600,000	400,000										
NBI-OFF	Replacement of Bridge 2-504 on SW Front Street, City of Milford	Road Systems	Bridge	Bridge Program	ROW	80/20 Other	10,000				-	-															
NBI-OFF	Replacement of Bridge 2-504 on SW Front Street, City of Milford	Road Systems	Bridge	Bridge Program	C	80/20 Other	2,000,000							1,600,000		1,600,000	400,000										
NBI-ON	Bridge Painting Kent County, SR 1 Bridges, FY23	Road Systems	Bridge	Bridge Program	CE	80/20	531,000																				
NBI-ON	Bridge Painting Kent County, SR 1 Bridges, FY23	Road Systems	Bridge	Bridge Program	C	80/20	7,858,816																				
NBI-ON	Bridge Painting Kent County, SR 1 Bridges, FY23	Road Systems	Bridge	Bridge Program	Contingency	80/20	785,882																				
NBI-ON	Bridge Deck Sealing, Kent County, FY27	Road Systems	Bridge	Bridge Program	CE	80/20 TC	150,000				150,000																
NBI-ON	Bridge Deck Sealing, Kent County, FY27	Road Systems	Bridge	Bridge Program	C	80/20 TC	1,500,000				1,500,000																
NBI-ON	Bridge Deck Sealing, Kent County, FY27	Road Systems	Bridge	Bridge Program	Contingency	80/20 TC	150,000				150,000																
NON-NBI/ON	Retrofit of NE Front Street BMP #637	Road Systems	Bridge	Bridge Program	CE	80/20 TC	316,000																				
NON-NBI/ON	Retrofit of NE Front Street BMP #637	Road Systems	Bridge	Bridge Program	C	80/20 TC	757,705																				
NON-NBI/ON	Retrofit of NE Front Street BMP #637	Road Systems	Bridge	Bridge Program	Contingency	80/20 TC	113,656																				
NON-NBI/OFF	Open End, Structure Maintenance, Central District, FY23-25	Road Systems	Bridge	Bridge Program	C	100% State	1,756,583																				
NON-NBI/OFF	Open End, Structure Maintenance, Central District, FY23-25	Road Systems	Bridge	Bridge Program	Contingency	100% State	177,087																				
NON-NBI/OFF	Open End, Structure Maintenance, Central District, FY25-27	Road Systems	Bridge	Bridge Program	C	100% State	2,100,000			700,000					700,000												
NON-NBI/OFF	Open End, Structure Maintenance, Central District, FY28-30	Road Systems	Bridge	Bridge Program	C	100% State	2,700,000						2,700,000		900,000					900,000					900,000		
							80,249,542	**200,000**	**2,751,851**	**976,238**	**3,287,488**	**-**	**2,700,000**	**7,900,000**	**1,672,000**	**8,908,000**	**800,000**	**-**	**9,500,000**	**1,025,831**	**10,103,325**	**-**	**-**	**-**	**900,000**	**-**	**-**

DOVER/KENT COUNTY METROPOLITAN PLANNING ORGANIZATION TWO-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2027-2030

Public Meeting / Presentations:

PAC – August 13, 2026

TAC – August 18, 2026

Council – September 2, 2026 (for final consideration & adoption)

Prepared by

The Dover/Kent County Metropolitan Planning Organization Council

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INTRODUCTION

The Dover Kent County MPO (Dover Kent MPO) is the Metropolitan Planning Organization (MPO) for the entire county of Kent, Delaware. In order to qualify for any federal transportation funding, every metropolitan area in the United States with a population of over 50,000 must have a designated Metropolitan Planning Organization (MPO) for transportation. The purpose of each MPO is to provide a forum for state and local officials and the public to discuss transportation issues and reach a consensus on transportation plans, specific programs, and projects. The U.S. Department of Transportation relies on each MPO to ensure that transportation projects that use federal funds are the products of a continuing, comprehensive, and cooperative planning process and meet the metropolitan area's priorities. To emphasize the importance of the MPO process, the USDOT will not approve federal funding for transportation projects unless they are on the MPO's Transportation Improvement Plan. Dover Kent MPO was established in 1992 with a primary focus on the City of Dover, Delaware. However, the Urbanized Area (UA) boundary has continued to grow after each decennial Census. In January 2020, the Dover, Kent MPO planning area boundary was clarified to be the "whole" of Kent County, Delaware, including the entire municipality of Smyrna and the entire municipality of Milford.

The MPO is a major contributor and coordinator of transportation policies and plans that impact citizens in Kent County, Delaware, and the 20 municipalities within it. The Fixing America's Surface Transportation Act (FAST), passed in 2015, requires the Metropolitan Planning Organization (MPO), in cooperation with the State and operators of publicly owned transit services, to develop a Unified Planning Work Program (UPWP). The Bipartisan Infrastructure Law (BIL), passed in 2021, continues the Metropolitan Planning Program, which requires the MPO, in cooperation with the State and operators of publicly owned transit services, to develop several Core Products including the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Unified Work Program (UPWP), and the Public Participation Plan (PPP).

MISSION

The MPO serves as a cooperative regional forum for the development of transportation system plans and programs and for the resolution of transportation planning-related issues in the MPO's designated region. Dover Kent MPO's mission is to ensure the implementation of the most efficient multimodal transportation plans and programs that meet the requirements of the Federal Clean Air Act Amendments (CAAA) of 1990 and FAST. Dover Kent MPO uses the Comprehensive, Continuing, and Cooperative (3-C) metropolitan transportation system planning process.

VISION AND STRATEGIC GOALS

Dover Kent MPO is guided by the following statement of vision: "The future transportation system in the Dover Kent County Metropolitan region is safe, resilient, and sustainable, supports economic development, allows easy access and mobility for all people and goods to reach their destinations, and serves desired growth patterns in a manner that is fair and just to all people and respectful of community character and our natural environment." Dover Kent MPO has identified six primary themes and goals to advance the vision.

THEME 1: Enhanced Mobility – Network Continuity

The work of the Dover Kent MPO is targeted at improving the overall transportation system, ensuring that all modes of transportation are reasonably accommodated to the greatest extent possible in a seamless, safe, and integrated network of transportation alternatives. As transportation needs and preferences are ever-evolving, we seek opportunities to enhance existing transportation infrastructure, incorporate new modes of travel, and promote the use of advances in transportation technologies.

> **GOAL 1**: To foster the evolution of a seamless Transportation System for all modes of travel that is safe, efficient, continuous, and fluid, that effectively accommodates local, regional, and interstate transportation.

THEME 2: Inter-Jurisdictional Coordination & Concurrency

As a regional transportation planning agency representing all of Kent County, Delaware and the twenty (20) municipalities therein, Dover Kent MPO plays a significant unifying role in transportation planning with respect to inter-jurisdictional communication, information gathering, identification of local and regional challenges and opportunities for the future, and synthesizing this information into a coherent, fair, and accurate regional model for future growth

and transportation investment. This work involves developing plans and support mechanisms to advance local, regional, and state growth management, planning, and investment strategies.

> **GOAL 2**: To synthesize State, Regional, and Local Transportation Objectives into a unified Vision and Implementation Plan for Central Delaware.

THEME 3: Economic Vitality

The health and vitality of our local and regional economy is dependent upon an efficient, effective, and reliable system for the movement and delivery of goods, services, and people. The Dover Kent MPO works closely with economic development professionals, the local business community, citizens, and local government leaders to support business activity, address current transportation issues that impact the local and regional economy, and to anticipate and plan for a vibrant economic future.

> **GOAL 3**: To support an active and growing Business Development Community by proactively planning for transportation investments that strengthen the economic vitality of the Central Delaware Region.

THEME 4: Fundamental Fairness

Dover Kent MPO seeks to maintain and promote a culture of fundamental fairness within the practice of transportation planning. Dover Kent MPO strives to establish abundant and accessible ways for all citizens to share their concerns, ideas, and aspirations, and to enjoy meaningful engagement in the transportation planning process. Transportation improvement plans undertaken by Dover Kent MPO shall endeavor to eliminate bias and to eradicate conditions that negatively impact underserved and underrepresented communities and populations wherever such conditions exist. The fair and just distribution of transportation planning resources and transportation investments throughout Central Delaware is an essential core value of this MPO.

> **GOAL 4**: To establish opportunity for public participation by all persons in the Transportation Planning Process and to ensure that resultant plans for Transportation Investments are implemented fairly, justly, and equitably in the best interests of all members of the community.

THEME 5: Resiliency & Sustainability

The degree to which transportation investments can be designed, built, and affordably maintained to withstand and adapt to natural impacts over time without losing their public usefulness or draining public coffers is an important quality-of-life consideration. As responsible stewards of public financial resources, Dover Kent MPO shall strive to promote transportation

investments that minimize impacts to the natural environment, that contribute to improved quality of life for citizens, that are not subject to known threats or vulnerable to damage or destruction due to existing or forecasted environmental influences, and that can be maintained in an efficient and affordable manner.

> **GOAL 5**: To give preference to Transportation Investments that demonstrate minimized risk of failure, or avoidance of impacts, due to climate change and extreme weather events, that avoid or minimize disruption to natural communities and processes, and that reduce or eliminate the need for future Investments due to obsolescence, climatic damage, or other loss.

THEME 6: User Experience

For many years, the operational Level of Service emphasis for roadways has been focused almost entirely on motor vehicle travel, roadway capacity for motor vehicle movement, and the degree to which the volume of the motor vehicle stream causes time delays for motorists. While this Level of Service metric is valuable for understanding and evaluating roadway capacity for motor vehicles, our roadways have evolved and continue to evolve as essential multi-modal travel ways for pedestrians, bicyclists and other non-motorized modes of travel. Dover Kent MPO endeavors to develop metrics that focus on improved safety, security and visual quality of roadways for all modes of travel.

> **GOAL 6**: To incorporate Quality Level of Service features into Transportation Network Improvement Projects that yield a high level of user satisfaction and positive perceptions of user safety, security, and visual quality.

REGIONAL PRIORITIES

The Metropolitan Transportation Plan (MTP), Dover Kent MPO's long-range plan titled *Innovations 2050*, was adopted in January 2025. It identifies transportation needs, provides strategies to address those needs, guides transportation investment, and provides a fiscally constrained project list for Kent County's transportation system over the next 25 years. *Innovations 2050* helps shape local, regional, and state strategies for addressing economic growth, safety, congestion, air quality, and public mobility. Through a process of intergovernmental cooperation and coordination at the state, federal and local level, as well as citizen involvement, the primary goal of our *Innovations 2050* plan is to bring all affected parties to the table to acknowledge the unique transportation needs of each locality and region, while providing a forum to address the overall transportation infrastructure growth and development for Kent County, Delaware.

ORGANIZATION

MPO Council

The policy-making body of Dover Kent MPO is its Council, which consists of six voting members representing each of the following:

1. Governor of the State of Delaware
2. Mayor of the City of Dover
3. President of the Levy Court of Kent County
4. Secretary of the Delaware Department of Transportation
5. Director of the Delaware Transit Corporation
6. Representative of Kent County Municipalities

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) serve as non-voting members of the MPO Council.

The current members/representatives to Dover Kent MPO Council are listed below:

1. Robin R. Christiansen, Mayor, City of Dover
2. Paul Hertz, Commissioner, for Joanne Masten, President, Kent County Levy Court
3. Sharon Bryson, Director, Office of Highway Safety, for Matthew Meyer, Governor
4. Stephanie Johnson, Director, Division of Planning, for Shanté Hastings, Secretary, Delaware Department of Transportation
5. Lilia Monteya, Chief Executive Officer, Delaware Transit Corporation
6. Santo Faronea, Mayor of Cheswold, Representative of Kent County Municipalities

Technical Advisory Committee (TAC)

The TAC consists of technical staff from all Dover Kent MPO member agencies. It performs analyses and makes recommendations on transportation and land-use issues to the Council for its approval. The actual technical work is performed jointly by Dover Kent MPO staff and the TAC member-organizations. The TAC elects its own chairperson and vice-chairperson annually from among its members to serve for a one-year period. The current membership of the TAC:

1. Tina Merrill, Delaware Department of Natural Resources and Environmental Control
2. Josh Thomas, Delaware Office of Statewide Planning Coordination
3. Dawn Melson-Williams, City of Dover Department of Planning and Inspections
4. Meghan Patterson, Delaware Department of Transportation

5. Milton Melendez, Delaware Department of Agriculture
6. Anastasia Jackson, Delaware Division of Small Business
7. Jason Berry, Kent County Planning Department
8. Tremica Cherry-Wall, Delaware Transit Corporation
9. Jason Lyon, City of Dover Public Works
10. Kurt Pokoiski, Kent Conservation District
11. Matthew Jordan, Dover Air Force Base
12. Harold Scott Jr., Town of Camden, Representative of Kent County Municipalities
13. (vacant), Town of Smyrna
14. Rob Pierce, City of Milford

Delmarva Central Railroad (formerly Norfolk Southern), Delaware Motor Transport Association, the Federal Highway Administration and the Federal Transit Administration are non-voting members of the TAC.

Public Advisory Committee (PAC)

The Public Advisory Committee (PAC) is a group of local citizens appointed by the Dover Kent MPO Council. Each member of the PAC serves for a period of 2 or 3 years, as determined by the appointing entity. The PAC elects its own chairperson annually from among its members for a one-year term. They represent a variety of business, civic, and interested citizen groups from Kent County. The PAC provides advice and comments on current and future issues related to citizens' perspectives on the impact of transportation plans and programs in the Dover Kent MPO region. The PAC also provides a forum for the public to express their concerns about all transportation- and land-use-related activities.

City of Dover (3 Appointees)

1. Peter A. Brown, Sr.
2. Albert W. Holmes, Jr.
3. Dana T. Shelton

State (2 Governor's Office Appointees, 2 DelDOT/DTC Appointees)

1. Doug Atkin
2. Dr. Phyllis Brooks Collins
3. Gary Dodge

4. Bill Webb

Kent County Levy Court (6 Appointees)

1. Tracey Miller
2. Heather Pepper
3. Edwin Perez
4. Bruce Snow
5. Rich Wieland
6. (vacant)

MPO (4 Appointees)

1. Darin Dell
2. Katie Macklin
3. (vacant)
4. (vacant)

Dover Kent MPO Staff

Dover Kent MPO staff perform the day-to-day operations of the agency, with technical expertise in administration, planning, and public affairs. The staff, in conjunction with Dover Kent MPO's member agencies, collects, analyzes, and evaluates demographic, land-use, and transportation-related data to understand the region's transportation system requirements. The staff also prepares materials for use at TAC, PAC, and Council meetings. The professional staff members participate in all Dover Kent MPO meetings and provide technical support. In addition, they represent the agency at important meetings related to regional planning. In Fiscal Year 2027 the following staff positions are authorized:

Executive Assistant: Michelle Vinson

Executive Director: Marilyn J. Smith

GIS Planner: Mike Ward

Intern: (TBD)

Outreach Manager/Equity Coordinator: Helen Downing Wiles

Principal Planner: (vacant)

Transportation Planner: Malcolm Jacob

UNDERSTANDING the TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

In simple terms, a Transportation Improvement Program (TIP**)** is a formal schedule of upcoming transportation projects. A Long-Range Transportation Plan is a 20-year vision for a region, and the TIP is the short-term action plan that turns those ideas into reality by securing the necessary funding.

Federal law requires every Metropolitan Planning Organization (MPO) to create this document at least every four years. However, to stay in sync with Delaware's specific budgeting and legislative cycles, the Dover Kent MPO produces a new TIP every two years.

Key Requirements of a TIP

For a project to be included in the TIP, it must meet several strict federal and regional standards:

- **Federal Funding Disclosure:** The TIP clearly identifies which projects will seek federal investment over a four-year window.
- **Regional Consensus:** It serves as a shared "to-do list" that reflects the priorities of the community as well as DelDOT.
- **Strategic Alignment:** Every project in the TIP must directly support the goals laid out in the larger transportation plans done by the MPO and DelDOT.
- **Fiscal Constraint:** The TIP is not a wish list. It must be financially constrained, meaning the MPO can include only projects the region can afford to build and maintain with projected revenues.
- **Environmental Compliance:** Projects must conform to federal air quality regulations to ensure that transportation improvements do not negatively impact the environment.

The Role of the Public

A TIP cannot be finalized behind closed doors. Because these projects, ranging from intersection improvements and upgrading roads to transit and bike paths, affect everyone's daily commute and quality of life, the development process requires thorough public review.

Community members can provide feedback and share their priorities before the plan is officially adopted. This ensures that the final program reflects the actual needs of the people living and working in the Kent County region today and in the future.

UNDERSTANDING The CAPITAL TRANSPORTATION PROGRAM (CTP)

The Capital Transportation Program (CTP) is Delaware's six-year financial plan for transportation investments. While the MPO's TIP focuses on a four-year window for our specific region, the CTP is a statewide document managed by the Delaware Department of Transportation (DelDOT).

Here is a breakdown of what the CTP does and how it works:

The Six-Year Spending Plan

The CTP serves as the state's official "checkbook" for transportation. It identifies which projects, ranging from road expansions and bridge replacements to transit improvements and sidewalk installations, will receive funding for engineering, right-of-way acquisition, and construction over a six-year period.

Legislative and Budgetary Role

Unlike a long-range vision, the CTP is tied directly to the state's budget. It is updated every two years, reviewed by the Council on Transportation (COT), and eventually approved by the Delaware General Assembly as part of the state's Bond Bill. This ensures that every listed project has a realistic funding source.

How it Connects to the MPO

The relationship between the MPO TIP and DelDOT's CTP is critical:

- **A Shared Pipeline:** Projects that Dover Kent MPO identifies as high priorities in the TIP are recommended to DelDOT for inclusion in the CTP.
- **Consistency:** Federal law requires that the MPO TIP and the state's CTP match. If a project in Kent County is going to use federal funds, it must appear in both documents.
- **Statewide Management:** Because DelDOT maintains the vast majority of roads in Delaware, the CTP is the primary mechanism for turning local and regional planning goals into actual construction.

In short, if the MTP is the **vision** and the TIP is the **regional priority list**, the CTP is the **statewide funding commitment** that gets the work done.

PROJECTS from the CURRENT CTP

The following spreadsheets are included:

- CTP Spend Plan – Kent County – FY27-FY30
- Safety Spend Plan - Kent County – FY27-FY30
- Bridge Spend Plan - Kent County – FY27-FY30

CTP Spend Plan - Kent County - FY27-FY30

Priority	Project Title	Category	Class	Family	Phase	Funding Source (pro-rata)	Current Estimate	FY27 State Auth	FY27 Fed OB	FY27 State Spend	FY27 Fed Spend	FY27 Other Spend	FY28 State Auth	FY28 Fed OB	FY28 State Spend	FY28 Fed Spend	FY28 Other Spend	FY29 State Auth	FY29 Fed OB	FY29 State Spend	FY29 Fed Spend	FY29 Other Spend	FY30 State Auth	FY30 Fed OB	FY30 State Spend	FY30 Fed Spend	FY30 Other Spend
DNS	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Systems	Arterials	Ranked Projects	PE	80/20	1,363,581																				
DNS	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Systems	Arterials	Ranked Projects	ROW	100% State	1,100,000																				
DNS	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Systems	Arterials	Ranked Projects	CE	90/10	797,077																				
DNS	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Systems	Arterials	Ranked Projects	C	90/10	6,079,814																				
DNS	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Systems	Arterials	Ranked Projects	Traffic	90/10	353,109																				
DNS	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Systems	Arterials	Ranked Projects	Utilities	90/10	246,452																				
DNS	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Systems	Arterials	Ranked Projects	Contingency	90/10	409,897																				
70	Canterbury Road - SR 12 to US 13	Road Systems	Arterials	Ranked Projects	PE	100% State	900,000			-								-		-			900,000		450,000		
23	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road Systems	Arterials	Ranked Projects	PE	80/20	8,346,481			60,000	240,000				40,000	160,000											
23	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road Systems	Arterials	Ranked Projects	ROW	100% State	3,750,000																				
23	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road Systems	Arterials	Ranked Projects	C	80/20 TC	105,000,000		-		-			12,000,000		15,000,000			17,000,000		20,000,000			20,000,000	-	20,000,000	
23	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road Systems	Arterials	Ranked Projects	Utilities	80/20 TC	315,000																				
24	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road Systems	Arterials	Ranked Projects	PE	100% State	4,170,404			224,032																	
24	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road Systems	Arterials	Ranked Projects	ROW	80/20	2,000,000																				
11	McKee Road/Saulsbury Road Corridor Improvements between US 13 North and US 13 South	Road Systems	Arterials	Ranked Projects	PD	100% State	4,500,000		-		-		-	-	-	-		4,500,000	-	1,500,000	-			-	1,500,000	-	
18	Walnut Shade Road, US13 to Peachtree Run Road	Road Systems	Collectors	Ranked Projects	PE	100% State	193,500			12,706																	
18	Walnut Shade Road, US13 to Peachtree Run Road	Road Systems	Collectors	Ranked Projects	ROW	80/20	1,000,000																				
18	Walnut Shade Road, US13 to Peachtree Run Road	Road Systems	Collectors	Ranked Projects	C	80/20 TC	6,000,000		6,000,000		1,000,000					5,000,000											
74	College Road, Kenton Road to McKee Road	Road Systems	Collectors	Ranked Projects	PE	100% State	597,624																				
72	Duck Creek Parkway (Bassett St. To Main St.)	Road Systems	Collectors	Ranked Projects	PE	100% State	500,000			250,000																	
14	East Camden Bypass	Road Systems	Collectors	Ranked Projects	PE	100% State	3,022,441																				
14	East Camden Bypass	Road Systems	Collectors	Ranked Projects	ROW	100% State	3,776,268																				
14	East Camden Bypass	Road Systems	Collectors	Ranked Projects	CE	80/20 TC	3,380,154								-	-			-	-	-			-	-	-	
14	East Camden Bypass	Road Systems	Collectors	Ranked Projects	C	80/20 TC	21,772,504								-	-			-	-	-			-	-	-	
14	East Camden Bypass	Road Systems	Collectors	Ranked Projects	C	100% Other	513,273					82,438															
14	East Camden Bypass	Road Systems	Collectors	Ranked Projects	Traffic	80/20 TC	1,161,267								-	-			-	-	-			-	-	-	
14	East Camden Bypass	Road Systems	Collectors	Ranked Projects	Utilities	80/20 TC	833,595				480,000				-	-			-	-	-			-	-	-	
14	East Camden Bypass	Road Systems	Collectors	Ranked Projects	Environmental	100% Other	140,268								-	-			-	-	-			-	-	-	
14	East Camden Bypass	Road Systems	Collectors	Ranked Projects	Contingency	80/20 TC	2,406,364								-	-			-	-	-			-	-	-	
14	East Camden Bypass	Road Systems	Collectors	Ranked Projects	Contingency	100% Other	2,349,081								-	-			-	-	-			-	-	-	
4	West Camden Bypass	Road Systems	Collectors	Ranked Projects	PE	80/20	4,069,831																				
4	West Camden Bypass	Road Systems	Collectors	Ranked Projects	PE	100% State	355,104																				
4	West Camden Bypass	Road Systems	Collectors	Ranked Projects	ROW	100% State	7,957,600																				
4	West Camden Bypass	Road Systems	Collectors	Ranked Projects	CE	80/20 TC	3,201,062				1,701,062																
4	West Camden Bypass	Road Systems	Collectors	Ranked Projects	C	80/20 TC	20,008,199				10,412,510																
4	West Camden Bypass	Road Systems	Collectors	Ranked Projects	C	100% Other	1,247,578																				
4	West Camden Bypass	Road Systems	Collectors	Ranked Projects	Traffic	80/20 TC	336,225																				
4	West Camden Bypass	Road Systems	Collectors	Ranked Projects	Utilities	80/20 TC	300,000				300,000																
4	West Camden Bypass	Road Systems	Collectors	Ranked Projects	Contingency	80/20 TC	4,504,852		4,504,852		4,504,852																
93	Garrison Oak Connector from N. Little Creek Rd. to White Oak Rd.	Road Systems	Collectors	Ranked Projects	PE	80/20 TC	3,000,000				1,500,000					750,000											
73	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	Road Systems	Collectors	Ranked Projects	PE	100% State	2,067,732																				
73	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	Road Systems	Collectors	Ranked Projects	ROW	100% State	1,900,000			-																	
73	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	Road Systems	Collectors	Ranked Projects	C	100% State	9,000,000	9,000,000		4,500,000					4,500,000												
57	Irish Hill Road Upgrade (US 13 to Glen Forest Road)	Road Systems	Collectors	Ranked Projects	PE	100% State	2,250,000		-		-					-		2,250,000	-	1,125,000	-				1,125,000	-	
63	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road Systems	Collectors	Ranked Projects	PE	80/20	4,181,245																				
63	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road Systems	Collectors	Ranked Projects	ROW	80/20	3,439,530																				
63	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road Systems	Collectors	Ranked Projects	CE	80/20	2,677,336		-	210,349	841,394																
63	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road Systems	Collectors	Ranked Projects	C	80/20	16,665,076		-	1,275,064	5,100,254																
63	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road Systems	Collectors	Ranked Projects	Traffic	80/20	990,115																				
63	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road Systems	Collectors	Ranked Projects	Utilities	80/20	2,425,978			236,227	944,906																
63	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road Systems	Collectors	Ranked Projects	Contingency	80/20	2,966,508	-		89,000	356,000																
63-DNS	Interim Improvements at Kenton Road and Greentree Drive	Road Systems	Collectors	Ranked Projects	Traffic	80/20	538,418																				
26	NE Front Street Rehoboth Blvd to SR 1	Road Systems	Collectors	Ranked Projects	PE	100% State	1,500,989			36,404																	
26	NE Front Street Rehoboth Blvd to SR 1	Road Systems	Collectors	Ranked Projects	ROW	100% State	900,000																				
26	NE Front Street Rehoboth Blvd to SR 1	Road Systems	Collectors	Ranked Projects	C	80/20 TC	5,300,000		5,300,000		1,300,000					4,000,000											
77	North Main St. Smyrna - Shoulders (Duck Creek Parkway to Glenwood Ave.)	Road Systems	Collectors	Ranked Projects	PE	100% State	218,000			0					-					218,000							
67	Peachtree Run Rd. (Voshells Mill Rd. to Irish Hill Rd.)	Road Systems	Collectors	Ranked Projects	PE	100% State	750,000			-													750,000		375,000		
SOGR	Dover Bus Canopy Solar Panels	Transit Systems	Facilities	Transit - Other	PE	80/20 FTA	291,297																				
SOGR	Dover Bus Canopy Solar Panels	Transit Systems	Facilities	Transit - Other	CE	80/20 FTA	675,000			67,500	270,000				67,500	270,000											
SOGR	Dover Bus Canopy Solar Panels	Transit Systems	Facilities	Transit - Other	C	80/20 FTA	6,385,640			588,564	2,354,256				688,564	2,754,256											
SOGR	Dover Bus Canopy Solar Panels	Transit Systems	Facilities	Transit - Other	Contingency	80/20 FTA	360,510			36,052	144,204				36,052	144,204											
DNS	Bus Facilities - Electric Bus Modifications	Transit Systems	Facilities	Transit - Other	PE	70/30 FTA	62,785																				
DNS	Bus Facilities - Electric Bus Modifications	Transit Systems	Facilities	Transit - Other	PE	80/20 FTA	26,215																				
DNS	Bus Facilities - Electric Bus Modifications	Transit Systems	Facilities	Transit - Other	Procurement	70/30 FTA	1,285,215																				
DNS	Bus Facilities - Electric Bus Modifications	Transit Systems	Facilities	Transit - Other	Procurement	80/20 FTA	375,709																				
SOGR	Dover Transit Center Solar Panels	Transit Systems	Facilities	Transit - Other	PE	80/20 FTA	235,980			47,196	188,784																
SOGR	Dover Transit Center Solar Panels	Transit Systems	Facilities	Transit - Other	C	90/10 FTA	5,018,793			250,940	2,258,457				250,940	2,258,457											
SOGR	Dover Transit Center Solar Panels	Transit Systems	Facilities	Transit - Other	Procurement	80/20 FTA	310,000			31,000	124,000				31,000	124,000											
SOGR	Preventive Maintenance - Kent County	Transit Systems	Vehicles	Preventive Maintenance - KC	Procurement	80/20 FTA	10,090,500		1,600,000		1,600,000	400,000		1,600,000		1,600,000	400,000		1,345,400		1,345,400	336,350		1,345,400		1,345,400	336,350
DNS	Kent County Operating Assistance, FY25	Transit Systems	Vehicles	Transit Admin	PD	50%FTA /50% DTC	7,166,358																				
DNS	Kent County Operating Assistance, FY26	Transit Systems	Vehicles	Transit Admin	PD	50%FTA /50% DTC	7,166,358																				
Cancelled	Transit Vehicle Replacement (1) 45' Fixed Route Bus, KC, FY25	Transit Systems	Vehicles	Transit - Other	Procurement	80/20 TC FTA	-				-																
Cancelled	Transit Vehicle Replacement (1) 45' Fixed Route Bus KC FY26	Transit Systems	Vehicles	Transit - Other	Procurement	80/20 TC FTA	-				-																
Placeholde	Midlife refurbishment on (2) 2017 45' MCI buses in KC unit 920 and 921	Transit Systems	Vehicles	Transit - Other	Procurement	80/20 TC FTA	350,000				350,000																
Placeholde	DART Connect (2) 25' cutaway buses for KC	Transit Systems	Vehicles	Transit - Other	Procurement	80/20 TC FTA	390,582				390,582																
SOGR	Transit Vehicle Replacement (4) 25' Fixed Route Cutaway Buses KC FY27	Transit Systems	Vehicles	Transit - Other	Procurement	80/20 TC FTA	1,219,064				1,219,064																
SOGR	Transit Vehicle Replacement (4) 25' Fixed Route Cutaway Buses KC FY28	Transit Systems	Vehicles	Transit - Other	Procurement	80/20 TC FTA	1,243,452		1,243,452							1,243,452											
SOGR	Transit Vehicle Replacement (3) 25' Fixed Route Cutaway Buses KC FY29	Transit Systems	Vehicles	Transit - Other	Procurement	80/20 TC FTA	951,240							951,240							951,240						
SOGR	Transit Vehicle Replacement (2) 45' Fixed Route Buses KC FY29	Transit Systems	Vehicles	Transit - Other	Procurement	80/20 TC FTA	1,814,000							1,814,000							1,814,000						
SOGR	Transit Vehicle Replacement Paratransit Buses KC Program	Transit Systems	Vehicles	Transit Vehicles - Paratransit K(	Procurement	80/20 FTA	2,698,930						-	-						-	-						
SOGR	Transit Vehicle Replacement Paratransit Buses KC Program	Transit Systems	Vehicles	Transit Vehicles - Paratransit K(	Procurement	80/20 TC FTA	9,719,620		3,114,150		2,283,710		-	-		3,114,150			2,698,930	-	-			1,000,000		2,698,930	
							347,566,779	**9,000,000**	**21,762,454**	**7,915,033**	**39,864,036**	**482,438**	**-**	**16,365,240**	**5,614,055**	**36,418,519**	**400,000**	**6,750,000**	**21,044,330**	**2,843,000**	**24,110,640**	**336,350**	**1,650,000**	**22,345,400**	**3,450,000**	**24,044,330**	**336,350**

How Projects Are Prioritized

The process of deciding which transportation projects move forward is a collaborative effort between the Dover Kent MPO and the Delaware Department of Transportation (DelDOT). Because Delaware is in a unique position where the state maintains over 90% of the roads, coordination between local planning and state execution is essential.

The *Innovations 2050* Framework

In the most recent long-range plan, *Innovations 2050*, the MPO worked closely with a working group comprised of the MPO PAC, TAC and Council members to establish how projects should be ranked. This process uses the core prioritization process established by DelDOT.

However, there is a key distinction in how the MPO evaluates these projects: Weighting.

While the MPO uses the same basic criteria as the state, it assigns different weights to certain factors. This allows the MPO to ensure that the specific values, needs, and local priorities of Kent County are more heavily reflected in the final rankings.

Strengthening the Link: TIP to CTP

The MPO is leading a renewed effort to ensure that the Transportation Improvement Program (TIP) serves as a powerful recommendation tool. By aligning local and regional priorities early, the projects identified in the MPO's TIP are designed to directly inform and become a formal part of the state's Capital Transportation Program (CTP).

This approach helps ensure that the most valued community projects are built in a timely manner, resulting in a more responsive and effective transportation network for everyone.

HOW TRANSPORTATION PROJECTS ARE PRIORITIZED
1. THE COLLABORATIVE FOUNDATION
DOVER KENT MPO
METROPOLITAN PLANNING ORGANIZATION
UNIQUE POSITION: The State maintains over 90% of roads.
Deciding which projects move forward is a joint effort between Dover Kent MPO and the Delaware Department of Transportation (DelDOT).
Coordination between local planning and state execution is essential.
2. THE INNOVATIONS 2050 FRAMEWORK
DelDOT (State)
Dover Kent MPO (Local)
CORE CRITERIA
Standardized Safety & Infrastructure
Safety and Connectivity
APPROACH
General State Needs
Local Priorities
GOAL
Custom Weighting
Local Kent County Values
KEY DISTINCTION: WEIGHTING.
While using the same criteria, the MPO applies different weights to reflect specific values, needs, and local priorities of Kent County more heavily in final rankings.
STRENGTHENING THE LINK
3. TIP TO CTP PIPELINE
1 TIP (Transportation Improvement Program)
MPO's prioritized list of local projects. Powerful recommendation tool.
2 CTP (Capital Transportation Program)
State's formal construction schedule.
By aligning priorities early, projects in the MPO's TIP directly inform and become a formal part of the state's CTP.
THE RESULT:
The projects our community values most are built, creating a MORE RESPONSIVE & EFFECTIVE transportation network for everyone.

MEASURING SUCCESS: MTP PERFORMANCE MEASURES

To ensure projects in the Transportation Improvement Program (TIP) are actually making a difference, specific benchmarks are used to track progress. According to the Metropolitan Transportation Plan (MTP), the region has adopted four key Performance Measures (PMs).

While the MPO does not collect this data independently, we adopt these statewide targets to guide our work and support the Delaware Department of Transportation (DelDOT) and the Delaware Transit Corporation (DART) in reaching their goals.

More information regarding the specifics of these performance measures can be found in the Dover Kent MPO long-range plan, Innovations 2050. (https://doverkentmpo.delaware.gov/files/2025/01/Innovations-2050-FINAL-1-8-2025-compressed-with-cover.pdf)

The Four Pillars of Performance

Most of the performance measures were established by the Federal Highway Administration (FHWA) and originally adopted in 2018. The fourth measure, focused on transit, was developed by the Delaware Transit Corporation and originally adopted in 2019.

1. PM 1: Safety

Delaware's primary goal is to move people and goods safely. DelDOT monitors several factors based on five-year rolling averages to reduce the human cost of travel.

- **Fatalities:** Aim to reduce statewide motor vehicle crash fatalities by three per year, with a long-term goal of a 50% reduction by 2035.
- **Serious Injuries:** Strive to reduce serious injuries by 15 per year, also aiming for a 50% reduction by 2035.
- **Non-Motorized Safety:** Working to reduce fatalities and serious injuries for pedestrians and cyclists by 12% over five years.

2. PM 2: Pavement and Bridge Condition

Track the "health" of our infrastructure to ensure roads and bridges remain reliable.

- **Roads:** The target is for more than 50% of our Interstate and non-Interstate highways to be in "Good" condition, while keeping "Poor" conditions below 5% and 2% respectively.

- **Bridges:** Aim for more than 10% of our bridges to be in "Good" condition and ensure that less than 10% of total bridge deck area is classified as structurally deficient.

3. PM 3: System Performance and Air Quality

This measure focuses on how efficiently the network moves people and freight while protecting the air.

- **Reliability:** At least 75% of person-miles traveled on the Interstate to be "reliable" (meaning traffic flows predictably).
- **Freight:** Monitor the **Truck Travel Time Reliability Ratio**, aiming to keep peak hour delays for shipping under a specific threshold.
- **Air Quality:** Track emissions reductions for volatile organic compounds and nitrogen oxides to meet federal clean air standards.

4. Transit Asset Management (TAM)

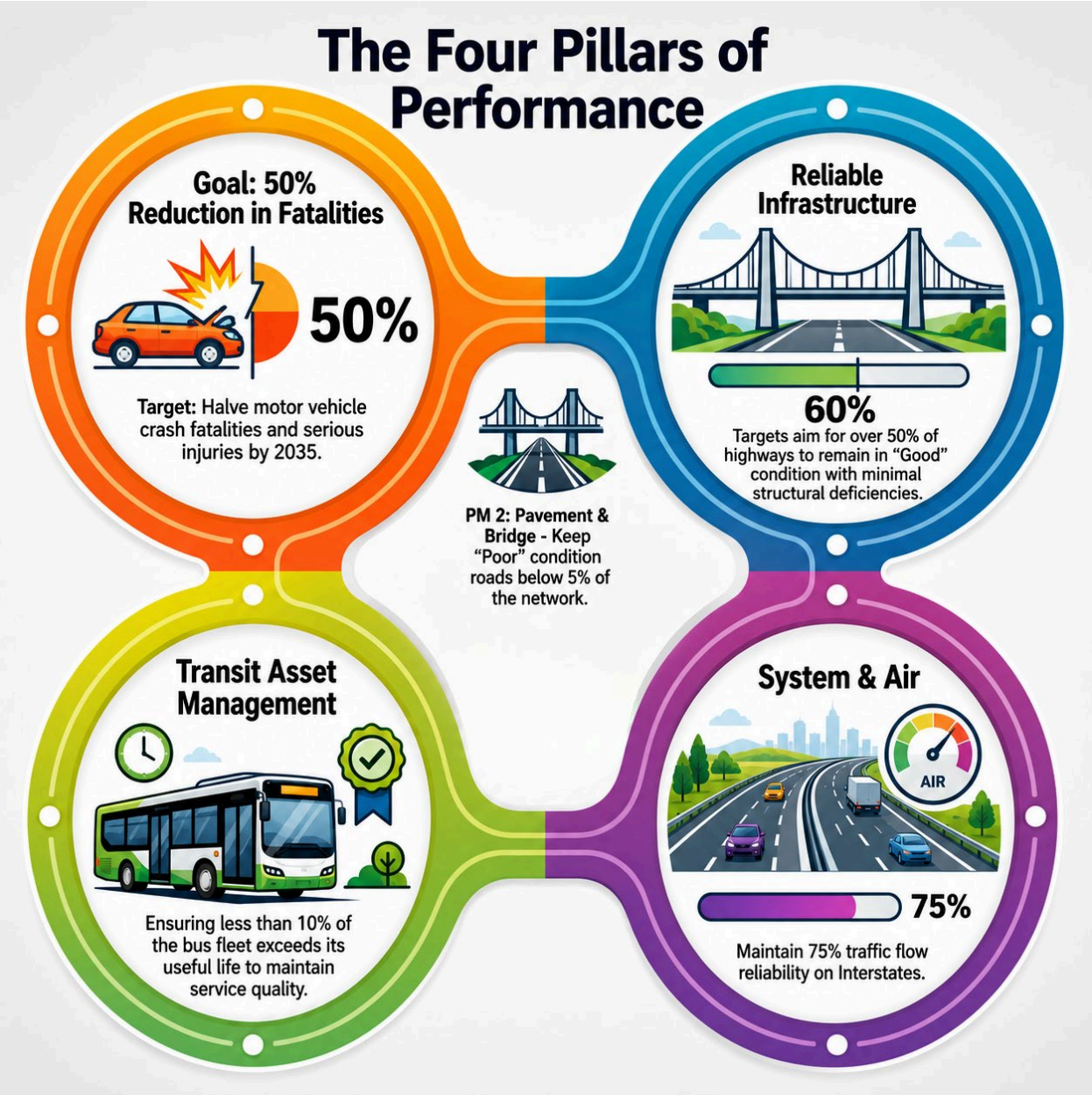
This measure ensures the transit system remains in a state of "good repair."

- **Equipment:** Aim to keep the percentage of buses and service vehicles that have exceeded their useful life below 10%.
- **Facilities:** Work to ensure that fewer than 20% of transit facilities are rated as "less than adequate."

COLLABORATION and SAFETY UPDATES

On an annual basis, DelDOT and the Office of Highway Safety collaborate to monitor these trends. In March 2024, the MPO also adopted the 2022 Transit Safety Performance Targets.

Even though the MPO does not operate buses or manage paving crews, this data helps choose the right studies and projects for the TIP. By aligning local plans with these statewide targets, the MPO and its partners make sure every dollar spent helps Delaware move toward a safer, smoother, and cleaner transportation future.


The Four Pillars of Performance
Goal: 50% Reduction in Fatalities
50%
Target: Halve motor vehicle crash fatalities and serious injuries by 2035.
Reliable Infrastructure
60%
Targets aim for over 50% of highways to remain in "Good" condition with minimal structural deficiencies.
PM 2: Pavement & Bridge - Keep "Poor" condition roads below 5% of the network.
Transit Asset Management
Ensuring less than 10% of the bus fleet exceeds its useful life to maintain service quality.
System & Air
AIR
75%
Maintain 75% traffic flow reliability on Interstates.

AIR QUALITY and TRANSPORTATION CONFORMITY

Maintaining healthy air is a core goal of the Dover Kent MPO. Because transportation is a major contributor to emissions, we work under a strict framework established by the Clean Air Act to ensure our projects don't compromise the air we breathe.

The Legal Framework: The Clean Air Act

The Clean Air Act is the primary law overseeing air quality in the transportation sector. Under this act, the Environmental Protection Agency (EPA) sets federal standards for air quality. If an area does not meet these standards, it is designated as a "nonattainment" area, which triggers specific requirements for transportation planning.

Section 176(c) of the Act requires transportation conformity. This means that any federally funded project must be consistent with the State Implementation Plan (SIP) (40 CFR Part 52, Subpart I—Delaware, § 52.420 et seq.) which is Delaware's official roadmap for meeting federal air quality requirements under the Clean Air Act. It is produced by the Office of Air Quality within DNREC and it's approved by the EPA. Transportation conformity is demonstrated in accordance with 40 CFR Part 93, Subpart A, and 7 DE Admin. Code 1132, using applicable SIP requirements and EPA-approved motor vehicle emissions budgets, where required.

Project Scoring and Environmental Initiatives

Commitment to environmental stewardship goes beyond mere regulatory compliance. During the project evaluation process, expected air quality impact is a core criterion, with preferential scoring awarded to initiatives that actively reduce roadway emissions.

Analysis Results: *Innovations 2050*

In 2024, the MPO collaborated with technical experts to produce the Air Quality Conformity Analysis Report for our long-range plan. To see the complete Air Quality analysis, please refer to *Innovations 2050.* (https://doverkentmpo.delaware.gov/files/2025/01/Innovations-2050-FINAL-1-8-2025-compressed-with-cover.pdf)

To get these results, data such as Vehicle Miles Traveled (VMT), vehicle speeds, fuel types, and even local weather patterns were modeled and evaluated. The travel demand model for Kent County also used population and employment data to predict future driving habits.

The report confirmed that the projects listed in *Innovations 2050* fall within the Motor Vehicle Emissions Budget (MVEB). Specifically, the planned transportation network is consistent with state goals for reducing Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx), ensuring compliance for a cleaner future.

AIR QUALITY & TRANSPORTATION CONFORMITY
THE LEGAL FRAMEWORK: CLEAN AIR ACT
PRIMARY LAW OVERSEEING AIR QUALITY
EPA SETS FEDERAL AIR STANDARDS
NONATTAINMENT AREAS TRIGGER PLANNING REQUIREMENTS
SECTION 176(C) TRANSPORTATION CONFORMITY
PROJECTS MUST CONSISTENTLY ALIGN WITH STATE IMPLEMENTATION PLAN (SIP)
MPO CORE GOAL
MAINTAINING HEALTHY AIR IN KENT COUNTY
WORKING UNDER THE CLEAN AIR ACT
PROJECT SCORING & ENVIRONMENTAL INITIATIVES
PRIORITIZING CLEANER PROJECTS
AIR QUALITY IMPACT IS KEY CRITERION
REDUCING ROADWAY EMISSIONS
HIGHER SCORES
ANALYSIS RESULTS: INNOVATIONS 2050
• AIR QUALITY CONFORMITY ANALYSIS REPORT (2024)
• FOR FULL ANALYSIS, REFER TO INNOVATIONS 2050
VEHICLE MILES TRAVELED (VMT)
SPEEDS
FUEL TYPES
TRAVEL DEMAND MODEL
LOCAL WEATHER PATTERNS
POPULATION & EMPLOYMENT DATA
PROJECTS FALL WITHIN MOTOR VEHICLE EMISSIONS BUDGET (MVEB)
REDUCING VOC
REDUCING NOx
TRANSPORTATION NETWORK CONSISTENT WITH STATE GOALS FOR A CLEANER FUTURE

FUNCTIONAL CLASSIFICATION for ROADS in KENT COUNTY

These categories help prioritize funding and determine how a road is managed based on its primary purpose: mobility or access.

Arterial Roads

Arterials are the "skeletal system" of the network. Their main job is **mobility**—moving a high volume of traffic over long distances at higher speeds.

- **Characteristics:** Often multi-lane, usually featuring traffic signals rather than stop signs at major intersections.
- **Access:** Access to private driveways is generally restricted to keep traffic flowing smoothly.
- **TIP Context:** These projects often focus on congestion relief, capacity expansion, and regional connectivity.

Collector Roads

As the name suggests, these roads "collect" traffic from local streets and funnel it into the arterial system. They provide a balance between **mobility** and **land access**.

- **Characteristics:** Lower speeds than arterials but higher than local streets. They penetrate neighborhoods to gather traffic.
- **Access:** They provide more frequent access to businesses and residential areas than arterials.
- **TIP Context:** Projects here often involve safety improvements, "Complete Streets" upgrades (like adding bike lanes), and pavement rehabilitation.

Local Roads

These are the streets you live on. Their primary function is **direct access** to homes and properties.

- **Characteristics:** Low speeds, narrow lanes, and frequent stop signs. They are not intended for through traffic or long-distance travel.
- **Access:** High access; driveways and street parking are common.

- **TIP Context:** While many local roads are maintained by municipalities, TIP-funded projects in this category usually focus on pedestrian safety, ADA compliance, and neighborhood-level transit access.

FUTURE PROJECTS

Projects listed in this TIP are projects originally identified in the MPO Long-Range Plan as "near-term" priorities. Near-term is defined as 0-5 years in the future.

Projects to be considered over the next 4 years.

Project Name	PE$*	ROW$*	C$*	Total estimate
Smyrna Clayton Blvd (DE 6) and Wheatleys Pond Road (DE 300) Intersection Improvements	$ 1,021,900	$ 275,000	$ 6,264,500	$ 7,561,400
Intersection of Rehoboth Boulevard, Walnut Street, and 10th Street	$ 593,775	$ 1,000,000	$ 5,160,000	$ 6,753,775
McKee Road/Saulsbury Road Corridor Improvements	$ 4,547,862	$ 2,200,000	$ 29,990,076	$ 36,737,938
Rabbit Chase Road Upgrade	$ 283,680	$ 2,546,400	$ 3,183,000	$ 6,013,080
Dover US13 Sidewalk Connections	$ 3,630,000	$ 5,445,000	$ 18,150,000	$ 27,225,000
Cheswold US13 Shared Use Path	$ 1,200,000	$ 2,000,000	$ 9,600,000	$ 12,800,000
Bay Road Shared Use Paths	$ 500,000	$ 1,000,000	$ 2,200,800	$ 3,700,800
Horsepond Road Extension - N Little Creek Road to S Little Creek Road	$ 495,000	$ 44,000	$ 4,413,200	$ 4,952,200
New Burton Road Shared Use Path	$ 1,000,000	$ 2,000,000	$ 10,500,000	$ 13,500,000
Bowers Beach Road Bicycle and Pedestrian Improvements	$ 1,248,000	$ 1,872,000	$ 6,240,000	$ 9,360,000
North Rehoboth Boulevard / North Walnut Street Shared Use Path	$ 1,500,000	$ 2,000,000	$ 21,600,000	$ 25,100,000
Mifflin Road Improvements (North Street/Hazlettville Road to DE Rt 8)	$ 276,000	$ 1,104,000	$ 1,380,000	$ 2,760,000
Glenwood Avenue Upgrade	$ 636,600	$ 2,546,400	$ 3,183,000	$ 6,366,000
Connection Between DSU Campuses	$ 1,000,000	$ 2,000,000	$ 6,000,000	$ 9,000,000
Cluckey Drive Intersection Improvements	$ 600,000		$ 2,500,000	$ 3,100,000
Cluckey Drive Vehicle Access	$ 150,000		$ 850,000	$ 1,000,000
DART Bus Stop Improvements	$ 100,000		$ 272,000	$ 372,000
North Main Street Smyrna, Glenwood Ave to Duck Creek Parkway		$ 220,000	$ 2,750,000	$ 2,970,000
US 13 at White Oak Road Intersection Improvements	$ 600,000	$ 637,500	$ 2,500,000	$ 3,737,500
Garrison Oak Connector Road (SR 1 via White Oak Road)		$ 4,598,880	$ 5,748,600	$ 10,347,480
Duck Creek Parkway (Bassett St. to Main St.)		$ 220,000	$ 3,300,000	$ 3,520,000
Irish Hill Road Upgrade (US 13 to Fox Chase Road)		$ 2,546,400	$ 3,183,000	$ 5,729,400
West Street, New Burton Road (Queen Street) to North Street		$ 275,000	$ 715,000	$ 990,000
Canterbury Road Upgrade (DE Rt 12 to US 13)		$ 1,100,000	$ 3,520,000	$ 4,620,000
Peachtree Run Road (Voshells Mill Road to Irish Hill Road)		$ 880,000	$ 8,800,000	$ 9,680,000
Brenford Road (US13 to DE 42)		$ 2,546,400	$ 3,183,000	$ 5,729,400
sub total	$ 32,167,142	$ 13,024,180	$ 33,699,600	$ 47,323,780
	*preliminary engineering	*right-of-way	*construction	

Smyrna Clayton Blvd (DE 6) and Wheatleys Pond Road (DE 300) Intersection Improvements (Smyrna)

Project **Name**: Smyrna Clayton Blvd (DE 6) and Wheatley's Pond Road (DE 300) Intersection Improvements (Smyrna)

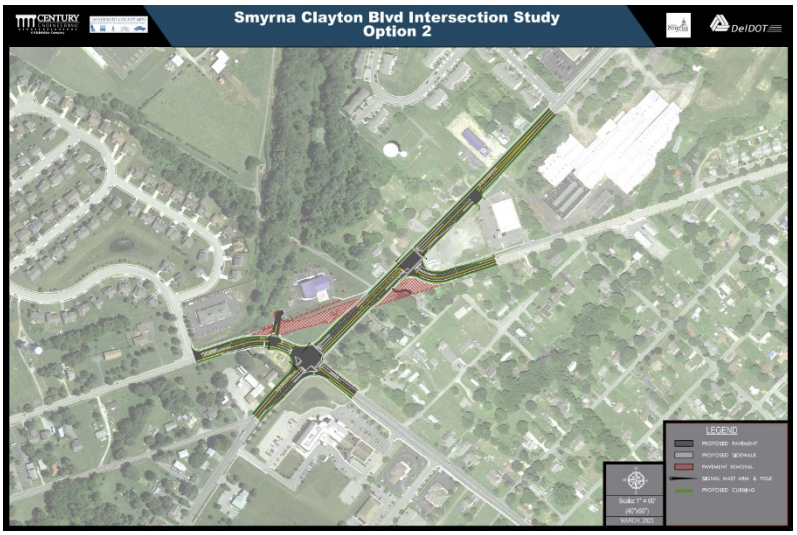
Project **Location**: Intersection of Smyrna Clayton Boulevard (DE 6) and Wheatley's Pond Road (DE 300), including adjacent roadways such as Carter Road

Project **Summary**: Realign the intersection of Smyrna Clayton Boulevard and Wheatley's Pond Road to improve safety and allow for easier right-hand turns. The improvements would also include new sidewalks and enhanced pedestrian accessibility. Option 2 from the 2023 Dover Kent MPO study is the recommended solution.

Project **Justification**: This intersection is considered dangerous due to its configuration and has experienced a high frequency of crashes in recent years. The intersection does not allow for safe right-hand turns, especially for large vehicles. Finally, the pedestrian accessibility of the intersection needs to be improved. Option 2, the recommended solution from the Dover Kent MPO study, accounts for all relevant factors, including safety, traffic flow, and ease of use for emergency vehicles.

Project **Source(s):** Smyrna Clayton Boulevard Intersection Improvement Study (2023); 2050 MTP

Cost Estimate or Range: $6.1 – $9.1 million



Intersection of Rehoboth Boulevard, Walnut Street, and 10th Street (Milford)

Project **Name**: Intersection of Rehoboth Boulevard, Walnut Street, and 10th Street (Milford)

Project **Location**: Intersection of N. Walnut Street/NW & NE Tenth Street/N. Church Street/N. Rehoboth Boulevard in Milford, including the adjacent roadways

Project **Summary**: Implement the recommendations from Dover Kent MPO's 2023 study of this intersection. The interim phase includes reconfiguring the intersection, installing new traffic signals, and installing ADA-accessible pedestrian crossing facilities. More analysis would be needed before the final phase could be implemented.

Project **Justification**: The City of Milford would like this intersection addressed to better facilitate the community's needs for vehicle and pedestrian traffic and transportation safety. Crashes have frequently occurred at the intersection, and the area is highlighted in the City's Bicycle Master Plan. The MPO has learned that students from nearby schools frequently cross the intersection to visit local businesses, and that cross-country teams cross it during practice. This heightens the need for safety improvements at this location.

Project **Source(s)**: Milford Bicycle Master Plan (2021); Milford: NW & NE 10th St/N. Church St/ N. Rehoboth Boulevard/ N. Walnut Street Intersection Study (2023); 2050 MTP; Kent County Safety Action Plan (2025)

Cost Estimate or Range: $1.5 – $2 million

Note: This intersection was identified in the Kent County Safety Action Plan as part of the High Injury Network. Parts of Walnut Street and Church Street are listed as focus areas within DelDOT's Equity Analysis Tool.

McKee Road/Saulsbury Road Corridor Improvements (Dover)

Project **Name**: McKee Road/Saulsbury Road Corridor Improvements (Dover)

Project **Location**: Scarborough Road/McKee Road/Saulsbury Road/POW-MIA Parkway between US13 to the north and US13 to the south

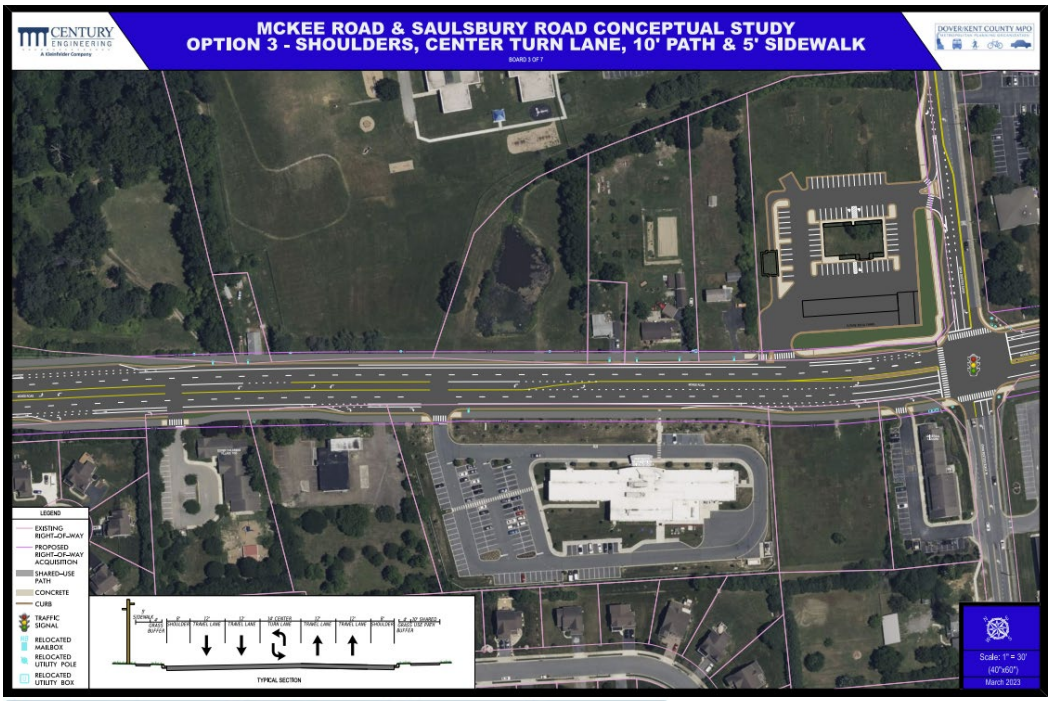
Project **Summary**: Implement the recommendations from Dover Kent MPO's 2023 study of this corridor. Improvements would include additional travel lanes, a dedicated center left-hand turn lane, shoulders on both sides of the road, and multi-use paths and sidewalks where they do not currently exist. Options 1 and 3 from the study are the recommended alternatives.

Project **Justification**: The goals of this project would be to improve roadway safety and capacity in an increasingly busy corridor. A high frequency of crashes has been observed on these roads in recent years, including several fatalities. Furthermore, congestion is a consistent problem along the corridor. New housing developments are being built on McKee Road, including the McKee Road Apartments project, which will add 384 residential units, leading to as many as 3,840 new trips per day. Dover Kent MPO's Metropolitan Transportation Plan, *Innovations 2050*, features an analysis of projected Volume-to-Capacity (V/C) ratios for Kent County's major roadways through 2050; it reveals that, even in 2022, McKee Road is severely over-capacity, especially during the AM travel period. Residents from nearby neighborhoods have also voiced their concern about the growing congestion during peak hours. Segments of the road have already been improved, including the intersection of Saulsbury Road and Forrest Ave (DE 8), and a multi-use path has been added to the western side of the road. The MPO study recommends improving the remainder of the corridor.

Project **Source(s)**: McKee/Saulsbury Road Corridor Study (2023); 2050 MTP; Kent County Safety Action Plan (2025)

Cost Estimate or Range: $30 – $40 million

Note: Portions of this road were identified in the Kent County Safety Action Plan as part of the High Injury Network. Parts of McKee Road are listed as focus areas within DelDOT's Equity Analysis Tool.



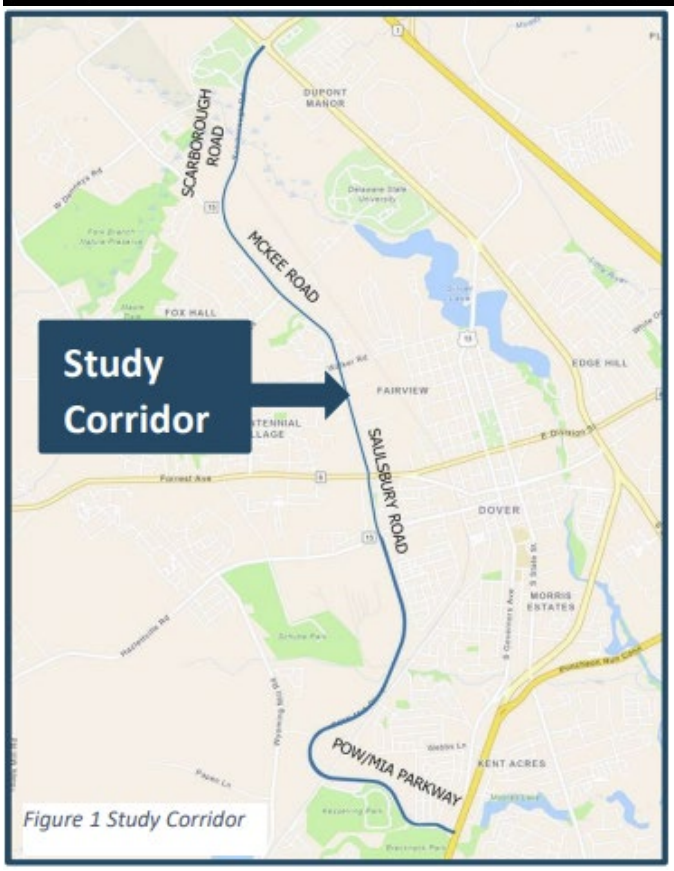


Figure 1 Study Corridor

Rabbit Chase Lane (Smyrna)

Project **Name**: Rabbit Chase Lane (Smyrna)

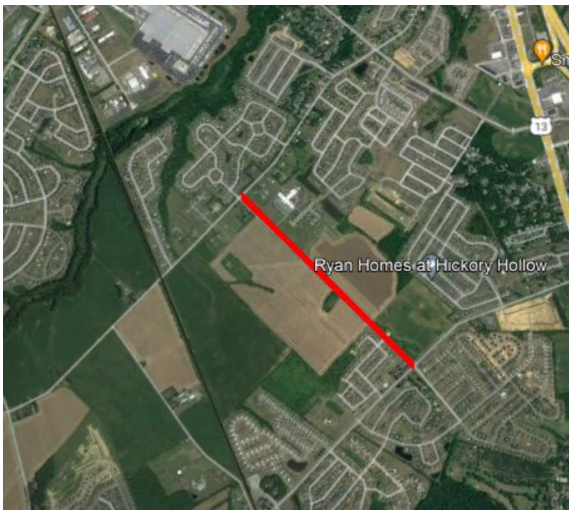
Project **Location**: Rabbit Chase Lane between Sunnyside Road (Rt 90) and Brenford Road

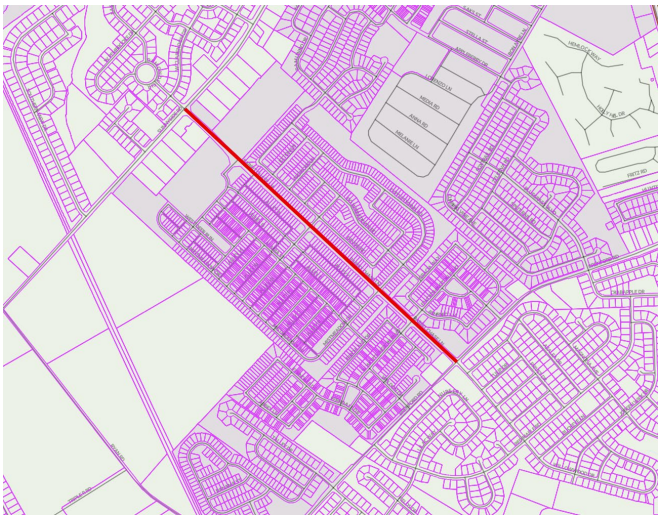
Project **Summary**: Design and construct additional bike and pedestrian facilities on both sides of the road throughout the entire length. Provide two lanes of pavement with 1-2 ft. shoulders, striped.

Project **Justification**: Rabbit Chase Lane is likely to experience significant growth in the coming years, as the surrounding parcels have been subdivided, and it is expected that roughly 1,668 residential units will be added. When fully constructed, this could result in as many as 16,680 additional trips per day. It is recommended that bike lanes and a shared-use path be provided along the entire length to enhance multi-modal opportunities to meet the needs of residential growth, as well as the location of both an existing elementary school and a future Smyrna School District facility. This is part of a larger overall effort to link this developing area. Connecting these routes will greatly expand the local bike/ped network and better facilitate safe alternative transportation. Coordinate with the Brenford Road upgrade project, FY25-30 CTP.

Project **Source(s)**: 2017 Regional Bike Plan; 2021 Smyrna Comprehensive Plan; 2050 MTP

Cost Estimate or Range: $5.5 – $8 million





Dover US13 Sidewalk Connections Phase I (Dover)

Project **Name**: Dover US13 Sidewalk Connections Phase I (Dover)

Project **Location**: US13 in Dover between Webbs Lane and River Road

Project **Summary**: Fill the sidewalk gaps on both sides of US13 within the City of Dover. This also includes adding ADA facilities and improving driveway entrances to accommodate pedestrians. Phase I improvements will focus on the gaps between Webb's Lane and River Road. It includes a standard 5-foot sidewalk on the eastern side of the road, a 10-foot shared-use path on the western side of the road, marked crosswalks, pedestrian signals, and a pedestrian connection to Pine Street and Lotus Street.

Project **Justification**: This project has been promoted by the City of Dover for many years for inclusion in Dover Kent MPO's Metropolitan Transportation Plan (MTP). It is referenced in the City's Comprehensive Plan as a top priority, due to the high volume of pedestrian traffic on US13 and the dangerous roadway conditions. Pedestrian fatalities have happened on US13 in recent years, emphasizing the need for improvements. In 2023, the Dover Kent MPO studied the corridor; this document provides an inventory of missing sidewalk segments and the most critical locations. Returning to the document, it was found that the southern section of the corridor is the most critical location, as it has many destinations but lacks pedestrian infrastructure along much of the right-of-way. The completion of additional phases will be recommended at a later date. The proposed 10-foot shared-use path on the western side of US13 will connect with and extend the existing Capital City Trail into South Dover.

Project **Source(s)**: City of Dover 2019 Comprehensive Plan; US13 Sidewalk Gaps (2023); 2050 MTP; Kent County Safety Action Plan (2025)

Cost Estimate or Range: $5.4 – $8.4 million

Note: The entirety of this corridor was identified in the Kent County Safety Action Plan as part of the High Injury Network. Parts of the US13 corridor within this segment (particularly around Lotus Street, Pine Street, and River Road) are listed as focus areas within DelDOT's Equity Analysis Tool.

U.S. Route 13 Study: (South)
East Lake Gardens
Lake Club
Whatcoa Cemetery
Central Middle School
St. Jones River
Memorial Park
Capital Green/Pauls Property
Joseph Island
Coopers Corner
Huntley
Huntley Circle
Sidewalks
Existing
Missing
Missing Crosswalk
DE_Multimodal_Pedestrian - Crosswalk
DE Multimodal Pedestrian Pathways
Unknown
No
Yes

DOVER

S Dupont Hwy

Cheswold US13 Shared Use Path (Cheswold)

Project **Name**: Cheswold US13 Shared Use Path (Cheswold)

Project **Location**: US13 between Main Street in Cheswold and Rose Bowl Road

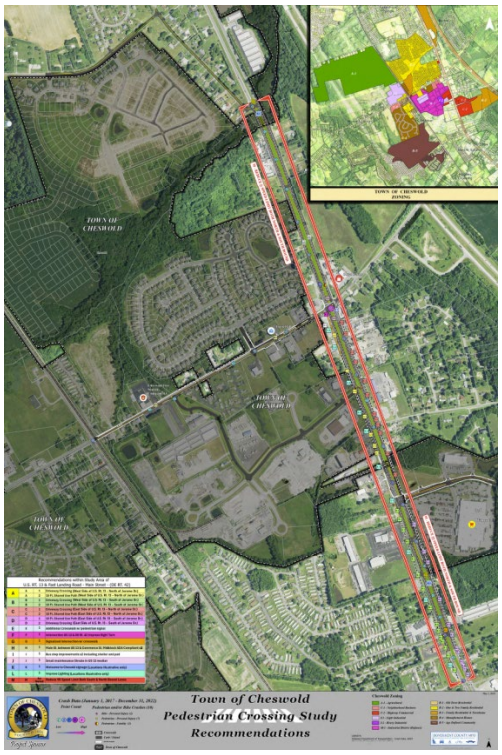
Project **Summary**: Add a shared-use path on US13 between Main Street and Rose Bowl Road. This would help separate bicycle and pedestrian traffic from vehicle traffic. Ideally, facilities would be added on both the northbound and southbound sides of the road, but at a minimum, a pathway should be provided on one side of the road, along with ADA-accessible pedestrian crossing facilities.

Project **Justification**: Pedestrians frequently travel along US13, coming from Main Street in Cheswold and neighborhoods such as Pinewood Acres, and heading to destinations such as Walmart and Royal Farms. However, the pedestrian facilities are heavily fragmented, with large gaps in the sidewalk network and dangerous driveway entrances, and the road itself sees a high volume of traffic and a high-speed limit. To address these safety concerns, the Town of Cheswold asked that the corridor be studied. Dover Kent MPO completed this study in 2024, recommending that the sidewalk gaps be filled and that other safety improvements be implemented.

Project **Source(s)**: Cheswold US13 Pedestrian Safety and Connectivity Study (2024); 2050 MTP; Kent County Safety Action Plan (2025)

Cost Estimate or Range: $10.6 – $15 million

Note: Portions of this road were identified in the Kent County Safety Action Plan as part of the High Injury Network. Parts of the US13 corridor around Cheswold are listed as focus areas within DelDOT's Equity Analysis Tool.



Bay Road Shared Use Paths (Dover)

Project **Name**: Bay Road Shared Use Paths (Dover)

Project **Location**: Bay Road in Dover between S Little Creek Road and Puncheon Run Connector

Project **Summary**: Add a shared-use path to both sides of Bay Road between S Little Creek Road and the Puncheon Run Connector. The segments of the existing pathway should be upgraded to match the standard used for new segments.

Project **Justification**: This project is listed in the Dover Bicycle and Pedestrian Plan as a recommended project. There are many destinations within the corridor, including workplaces, restaurants, and various businesses. Major employers include DelDOT, Kent County Levy Court, Chesapeake Utilities, the Bayhealth facilities in the Blue Hen Corporate Center, and others. There are also several neighborhoods and apartment buildings in the area, such as the Village at Blue Hen Apartments, which contains 354 residential units. Despite all these people traveling throughout the area, it is often challenging and unsafe to walk or bike from one location to another. The corridor has experienced bicycle and pedestrian crashes in the past, and the pedestrian facilities are incomplete. A complete pathway along Bay Road would benefit not only employees in the area but also anyone looking to travel safely around Dover, as it would provide access to existing trails, such as the St. Jones Greenway.

Project **Source(s)**: Dover Bicycle and Pedestrian Plan (2020); Bay Road Pedestrian Path and Walking Trail Study (2023); 2050 MTP; Kent County Safety Action Plan (2025)

Cost Estimate or Range: $2.9 – $4.5 million

Note: Portions of this road were identified in the Kent County Safety Action Plan as part of the High Injury Network. This is a bike/ped project too large for the bike/ped pool.

BAY ROAD PEDESTRIAN PATH & WALKING TRAIL STUDY
PROJECT SPONSOR: CHESAPEAKE UTILITIES
- PRIMARY FOCUS AREA -
DOVER / KENT COUNTY MPO
Metropolitan Planning Organization

Horsepond Road Extension (Dover)

Project **Name**: Horsepond Road Extension (Dover)

Project **Location**: N. Little Creek Road to S. Little Creek Road

Project **Summary**: Design, engineering, land acquisition, and construction of a limited-access connector from N. Little Creek Road to S. Little Creek Road. This segment allows access to SR 1 northbound and improves the movement of southbound traffic by providing an alternate route towards SR1. It removes heavy truck traffic from adjacent local roads, thereby improving safety and increasing efficiency for freight and business-related transportation through this area. It will tie in with the other segments recommended in the Dover Air Cargo Freight Study.

Project **Justification**: This road is a continuation of the Garrison Oak Connector project, which is in the FY25-30 CTP. These improvements are outlined in the City Comprehensive Plan and are supported by the Kent Economic Partnership. These improvements enhance the safety of roadways and residential properties by removing industrial traffic from local streets. They will also improve regional freight access and support the long-term viability of the East Dover Industrial Center, the Kent County Aeropark, and the Central Delaware Aviation Complex, thereby generating positive economic benefits. The completion of this project is a priority for the City of Dover, and the City urges that initial funding for these improvements be approved as soon as possible. The Horsepond Road extension, combined with the other phases, would alleviate truck traffic on Acorn Lane and other local roads that experience high volumes.

Project **Source(s)**: City of Dover 2023 Transportation Priorities, priority #1; 2050 MTP; Dover Air Cargo Freight Study (2021)

Cost Estimate or Range: $4 – $7 million

Note: This is a freight project.

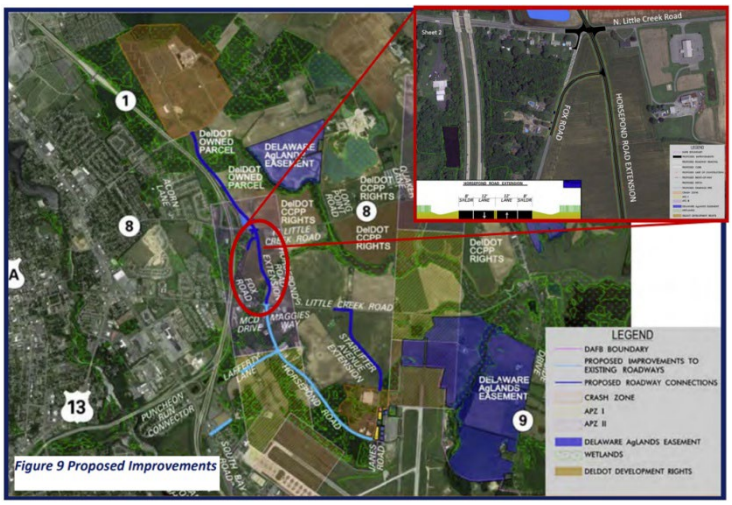


Figure 9 Proposed Improvements

New Burton Road (Dover)

Project **Name**: New Burton Road (Dover)

Project **Location**: Westview Terrace to Baden Powell Way (Kent County Recreational Center)

Project **Summary**: Design and construct a 10-foot shared-use path on the eastern side of the road. Variable-width shoulder may be required on the west side of the road.

Project **Justification**: Will provide an off-road pathway for pedestrians and bicyclists. This is beneficial for safety along the corridor, especially considering the railroad track on the west side of the road. The trail will also be near existing infrastructure, such as the pathways on West Street and North Street. Finally, the trail will provide connectivity for three adjacent parks (Mayfair Park, Crossgates Park, Dover Street Park), Capital School District schools, the Kent County Parks and Recreation/Boys & Girls Club facility, and adjacent residences, including The Willows at Clearfield apartment complex. This project has been included in several cycles of the MTP as well as the most recent Dover Bicycle and Pedestrian Plan. It has been a priority for the City and MPO for some time.

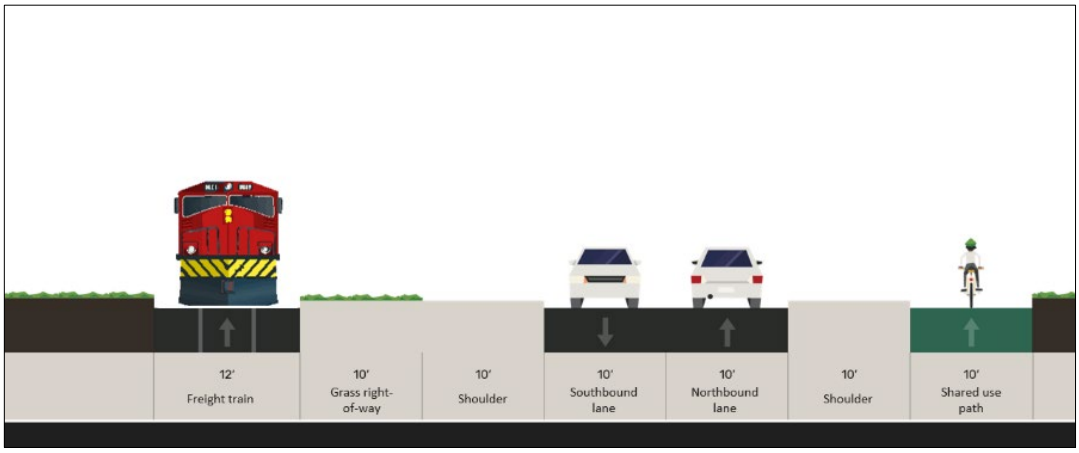
Project **Source(s)**: Dover Bicycle and Pedestrian Plan 2020; 2050 MTP

Cost Estimate or Range: $2.6 – $4.75 million

Note: Many of the neighborhoods adjacent to New Burton Road are listed as focus areas within DelDOT's Equity Analysis Tool. This is a bike/ped project too large for the bike/ped pool, though in FY24 it scored very high (#1 overall) based on the criteria used for this selection process.

Waples Ave

N
Eden Hill Farm
Sherwood 2
Woodbrook
Sherwood
Lynnhaven
Crossgates
Mayfair
Wedgewood
Selected Project
Project for all Users
Projects for People who Ride Bikes
Projects for Walkers
Del DOT Planned Project


12′
Freight train
10′
Grass right-of-way
10′
Shoulder
10′
Southbound lane
10′
Northbound lane
10′
Shoulder
10′
Shared use path

Bowers Beach Road (Bowers / Kent County)

Project **Name**: Bowers Beach Road (Bowers / Kent County)

Project **Location**: Little Heaven Road to the western boundary of the Town of Bowers, continuing eastward as Main Street, terminating at N. Bayshore Drive

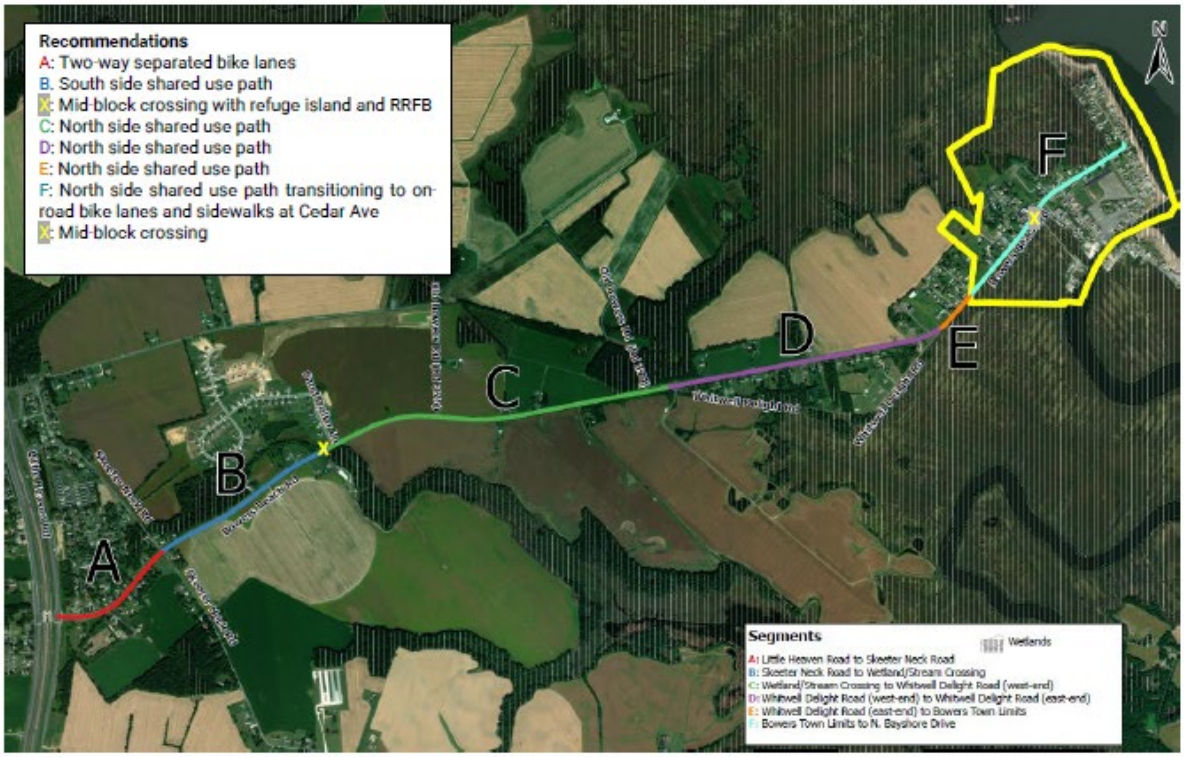
Project **Summary**: Design and construct a low-stress bikeway/pedestrian shared-use path as specified in segments A-F in the MPO study. Segment A to include a trail head with parking.

Project **Justification**: Improved safety, improved bicycle and pedestrian facilities, flood mitigation, support growth, connectivity. Since the construction of the Exit 88 Interchange and the DE Turf Sports Complex, the Town of Bowers has seen a significant increase in visitors. In addition, the Town is part of the Delaware Bayshore Byway and would like to expand and improve opportunities for active recreation and transportation. Population trends and potential economic opportunities afforded by DNREC's Delaware Bayshore Initiative suggest it may be necessary to expand the Town's physical and/or social infrastructure to attract and accommodate ecotourists.

Project **Source(s)**: 2050 MTP; 2019 Town of Bowers Comprehensive Plan; Bowers Bicycle and Pedestrian Improvements Study (2022)

Cost Estimate or Range: $5.1 – $6.6 million

Note: Many of the neighborhoods adjacent to Bowers Beach Road are listed as focus areas within DelDOT's Equity Analysis Tool. This is a bike/ped project that is too large for the bike/ped pool. It is, however, similar in scope to other bicycle trail projects included in the CTP, such as the final segment of the Georgetown to Lewes Trail.



North Rehoboth Boulevard/North Walnut Street Shared Use Path (Milford)

Project **Name**: North Rehoboth Boulevard/North Walnut Street Shared Use Path (Milford)

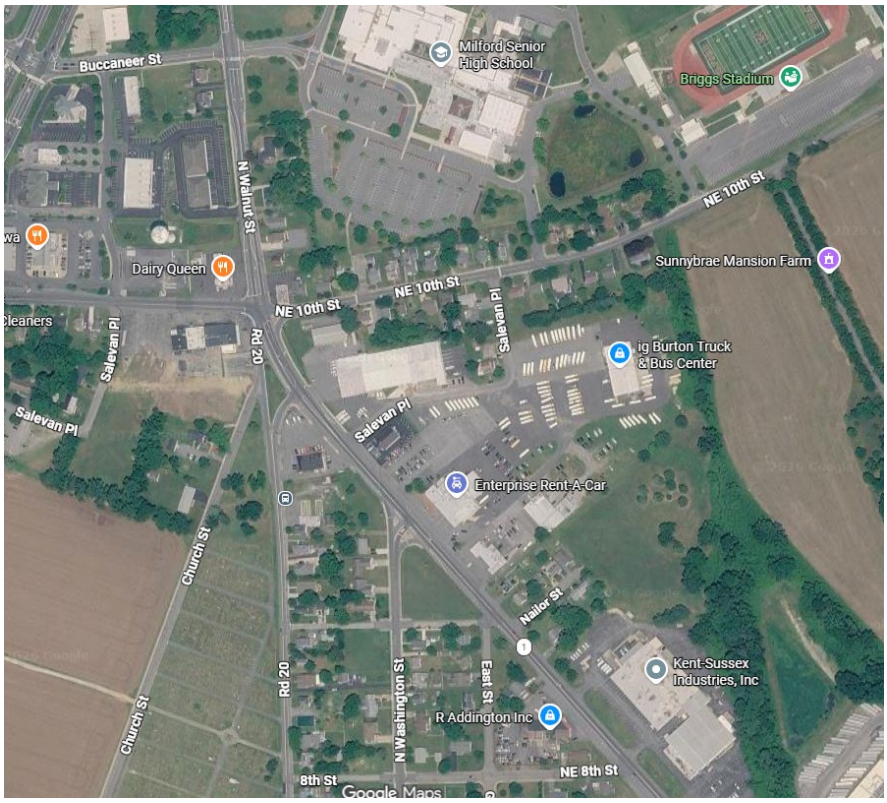
Project **Location**: Rehoboth Boulevard and Walnut Street between US113 and NE Front St.

Project **Summary**: Add a shared use path on Rehoboth Boulevard and Walnut Street in Milford, between US113 and NE Front Street. Includes upgrades to driveway entrances so that vehicle traffic is delineated and pedestrian crossings are clearly identified. Part of the Buccaneer Loop in the Milford Bicycle Master Plan.

Project **Justification**: The goals of this project are to improve roadway safety, expand bicycle and pedestrian mobility, and create a safer route to school for students walking or biking.

Project **Source(s)**: Milford Master Bicycle Plan (2021); 2050 MTP; Kent County Safety Action Plan (2025)
Cost Estimate or Range: $25-$30 million

Note: The intersection of Walnut Street, 10th Street, and Rehoboth Boulevard was identified in the Kent County Safety Action Plan as part of the High Injury Network.



Mifflin Road Improvements (Dover)

Project **Name**: Mifflin Road Improvements (Dover)

Project **Location**: Mifflin Road from North Street/Hazletville Road to DE Rt. 8

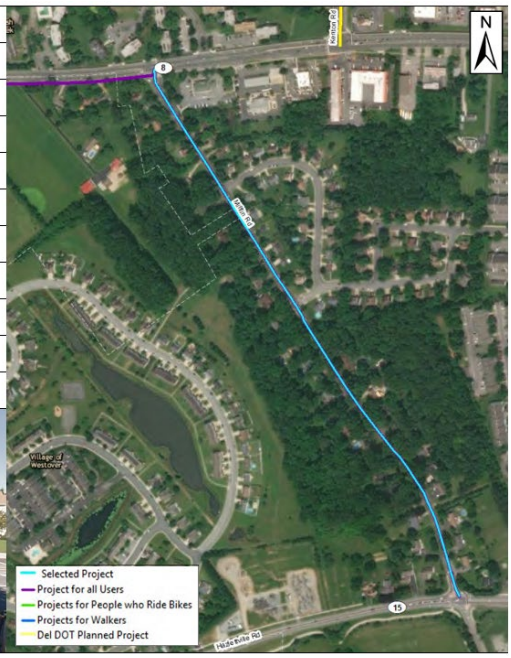
Project **Summary**: Improve Mifflin Road to support the use of all modes of transportation, including bicycle and pedestrian travel. This may include improvements to shoulders, sidewalks along the road's shoulder, and the roundabout to support bicycle use.

Project **Justification**: Mifflin Road was evaluated as part of the Dover High School Pedestrian Study. Mifflin Road is a 2-lane road with shoulders that carries over 15,000 vehicles per day between SR 8 and Hazlettville Road. The speed limit is posted at 35 MPH, and a single-lane roundabout is located near the center of the posted speed limit to provide traffic calming. The land use is low-density residential, with a bank and convenience store located at the SR 8/Mifflin Road intersection. Schutte Park, a large recreational area owned by the City of Dover, is located near the south end of Mifflin Road. There are about 300 feet of sidewalks along Mifflin Road at major intersections, so pedestrians currently use paved shoulders.

Project **Source(s)**: Dover Bicycle and Pedestrian Plan 2020; 2050 MTP; Dover High School Walk Zone Study

Cost Estimate or Range: $3-$5 million

Criteria	Presence
Bus stop	
Commercial activity	X
Community center	X
Recreational facility	X
School	X
High density community	X
Existing sidewalks nearby	limited
Shoulders	X
Property impacts	X
Drainage/utility/environmental impacts	X



Glenwood Avenue Upgrade (Smyrna)

Project **Name**: Glenwood Avenue Upgrade (Smyrna)

Project **Location**: Glenwood Ave, US 13 to Smyrna Clayton Blvd.

Project **Summary**: Upgrade to functional classification and add bicycle/pedestrian facilities.

Project **Justification**: Part of an ongoing DelDOT project to include repaving of Glenwood Avenue from the intersection of U.S. Route 13 to Dickerson Street in Clayton. This will also include the installation of new traffic signals, pipe and drainage repair, sidewalks/shared use paths and curb ramps for ADA compliance.

Project **Source(s)**: 2021 Smyrna Comprehensive Plan; 2050 MTP; Kent County Safety Action Plan (2025)

Cost Estimate or Range: $5 - $10 million

Note: The intersection of E Glenwood Avenue and US13 was identified in the Kent County Safety Action Plan as part of the High Injury Network.

Connection Between DSU Campuses (Dover)

Project **Name**: Connection between DSU Campuses. (Dover)

Project **Location**: College Drive, Governor's Avenue, N. State Street, and part of US 13.

Project **Summary**: To provide separated bike lanes on Governors Avenue to better link DSU and the Bayhealth hospital area, and to repair sidewalks and ensure all recommendations are ADA-compliant. Option B was the preferred route according to the outreach results from the MPO study. The improvements may involve buffered bicycle lanes, bicycle boulevards, intersection improvements, and other treatments as appropriate.

Project **Justification**: Bike lanes run on US Route 13, providing a high-stress north-south corridor for bicyclists. These bike lanes connect to similar facilities on State Street, which then extend further to Governors Boulevard and Governors Avenue, leading into Downtown Dover. However, despite this seemingly direct route, the bike lanes along US Route 13 present significant safety challenges for riders. The US 13 bikes run along a high-speed, high-volume roadway. This is not an all ages and abilities facility. Completing this connection will allow students to safely commute between campuses, better link students to services such as the hospital, and make the sidewalks ADA-compliant.

Project **Source(s)**: Downtown Dover Pathways Plan, Dover Kent MPO (2024), 2050 MTP

Cost Estimate or Range: $9 - $12 million

US13 and Cluckey Drive Intersection Improvements (Harrington)

Project **Name**: US13 and Cluckey Drive Intersection Improvements (Harrington)

Project **Location**: US13 and Cluckey Drive Intersection

Project **Summary**: Involves reconfiguring the intersection of US 13 and Cluckey Drive to prohibit left-turn exits from Cluckey Drive, with all traffic exiting the site turning right or northbound. The modifications allow US 13 and Cluckey Drive to operate safely as an unsignalized intersection.

Project **Justification**: In the initial stages of industrial park development, site volumes would not warrant a traffic signal at Cluckey Drive. During this interim period, the existing median opening on US 13 would be problematic. The frequent U-turns that occur here and the southbound left turns entering Cluckey Drive would conflict with left turns exiting Cluckey Drive in the median. In addition, the median is not wide enough to allow large trucks turning left out of Cluckey Drive to make a two-stage turn, i.e., to cross the northbound lanes of US 13 and wait in the median for a gap in southbound US 13 traffic. US 13 is part of the State of Delaware's Corridor Capacity Preservation Program, where DelDOT seeks to limit delays caused by adding traffic signals.

Project **Source(s)**: Harrington Multimodal Freight Terminal Feasibility Study, Dover Kent MPO (2021), 2050 MTP; East/West Truck Routes Phase 2 (2025)

Cost Estimate or Range: $3 - $6 million

Cluckey Drive Vehicle Access (Harrington)

Project **Name**: Cluckey Drive Vehicle Access (Harrington)

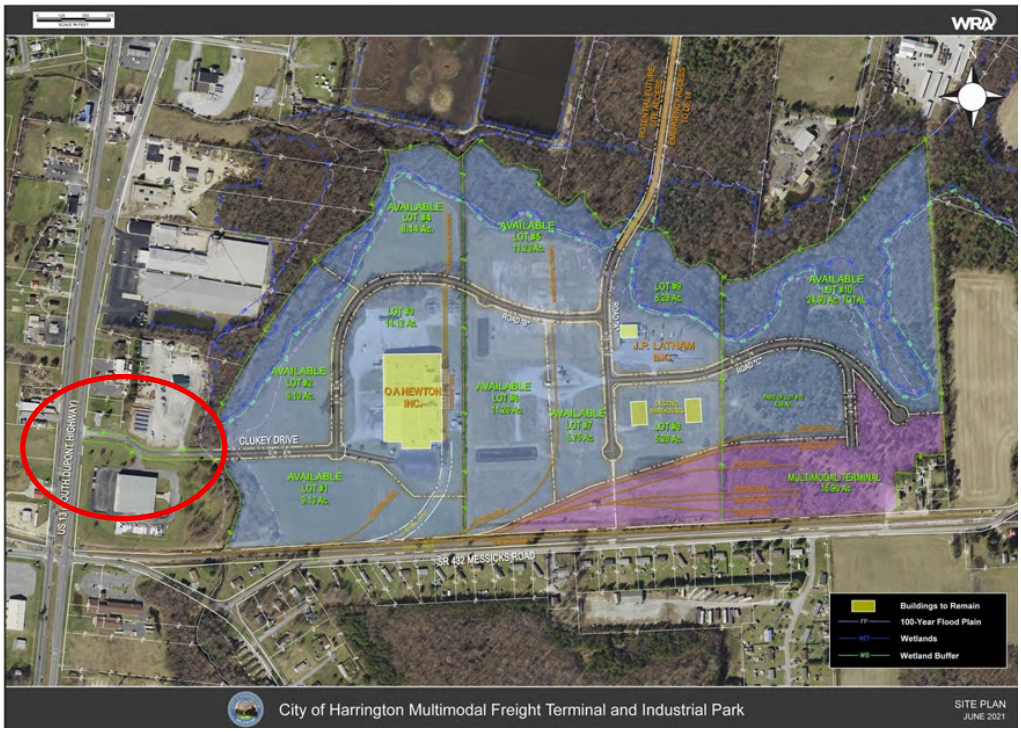
Project **Location**: East of Cluckey Drive extending to the US13 and Cluckey Drive Intersection

Project **Summary**: Provide vehicular access via an extension of Cluckey Drive to the Harrington industrial park site on the north side of the railroad tracks

Project **Justification**: In addition to the need for safety and accessibility improvements at the intersection of US13 and Cluckey Drive, there should also be a road connection to the existing and future industrial park facilities via Cluckey Drive. This will be especially critical as a multimodal freight terminal and direct access to the nearby rail line are developed. The need for such improvements is referenced in the 2021 Harrington Multimodal Freight Terminal Feasibility Study.

Project **Source(s)**: Harrington Multimodal Freight Terminal Feasibility Study, Dover Kent MPO (2021), 2050 MTP; East/West Truck Routes Phase 2 (2025)

Cost Estimate or Range: $1 - $4 million



DART Bus Stop Improvements (Kent County)

Project **Name**: Dart Bus Stop Improvements (Kent County)

Project **Location**: All of Kent County Bus Stops

Project **Summary**: Improve DART bus stops throughout Kent County. Changes may include ADA-accessible pathways and waiting platforms, covered shelters, better signage, and other improvements.

Project **Justification**: Provide safer wait times and drop off points, easier wayfinding, and ADA compliance.

Project **Source(s)**: 2050 MTP

Cost Estimate or Range: $300K - $500K

North Main Street, Glenwood Avenue to Duck Creek Parkway (Smyrna)

Project **Name**: North Main Street, Glenwood Avenue to Duck Creek Parkway (Smyrna)

Project **Location**: North Main Street, Glenwood Avenue to Duck Creek Parkway

Project **Summary**: Provide continuous shoulders and bike/ped facilities. The preferred solution would be 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**: Provide a safer route to school and enhance bike/ped facilities to support the student population and those participating in sporting activities on the various playing fields.

Project **Source(s)**: TIP (2023-2026); CTP (FY25-FY30); 2050 MTP

Cost Estimate or Range: $3 - $5 million

US13 at White Oak Road Intersection Improvements (Dover)

Project **Name**: US13 at White Oak Road Intersection Improvements (Dover)

Project **Location**: US13 at White Oak Road Intersection

Project **Summary**: The intersection of Kings Highway/White Oak Road and US Route 13 needs improvements to meet an acceptable level of service. Because multi-use paths will be constructed along this commercial development, pedestrian and bicyclist safety improvements will be needed as part of the intersection upgrade.

Project **Justification**: Provide significant safety enhancements to multimodal facilities and improve safety and multimodal connectivity in a growing/redeveloping area with a high number of retail, restaurants, and commercial locations nearby.

Project **Source(s)**: CTP (FY25-FY30); 2050 MTP; Kent County Safety Action Plan (2025)

Cost Estimate or Range: $3 - $5 million

Note: This intersection and its connecting roadways were identified in the Kent County Safety Action Plan as part of the High Injury Network. Adjacent neighborhoods are listed as focus areas within DelDOT's Equity Analysis Tool.

Garrison Oak Connector Road (SR1 via White Oak Road) (Dover)

Project **Name**: Garrison Oak Connector Road (SR1 via White Oak Road) (Dover)

Project **Location**: SR1 via White Oak Road

Project **Summary**: To enhance connections and access to the CDAC at the Dover Air Force Base and the Garrison Oak Business and Technology Center (Garrison Oak) to the north from the regional highway network, as well as improve connections between these two facilities.

Project **Justification**: Currently, trucks traveling to and from both the CDAC and Garrison Oak must use a series of local roads that were not designed for heavy trucks to access the regional highway network. These roads include Fox Road, Acorn Lane, Horsepond Road, and Lafferty Lane. This condition is inefficient for existing truck traffic, and potentially limits future growth of new businesses from locating to these facilities.

Project **Source(s)**: Dover Air Cargo Freight Access Study (Dover Kent MPO 2021); CTP (FY25-FY30); 2050 MTP

Cost Estimate or Range: $10 - $13 million

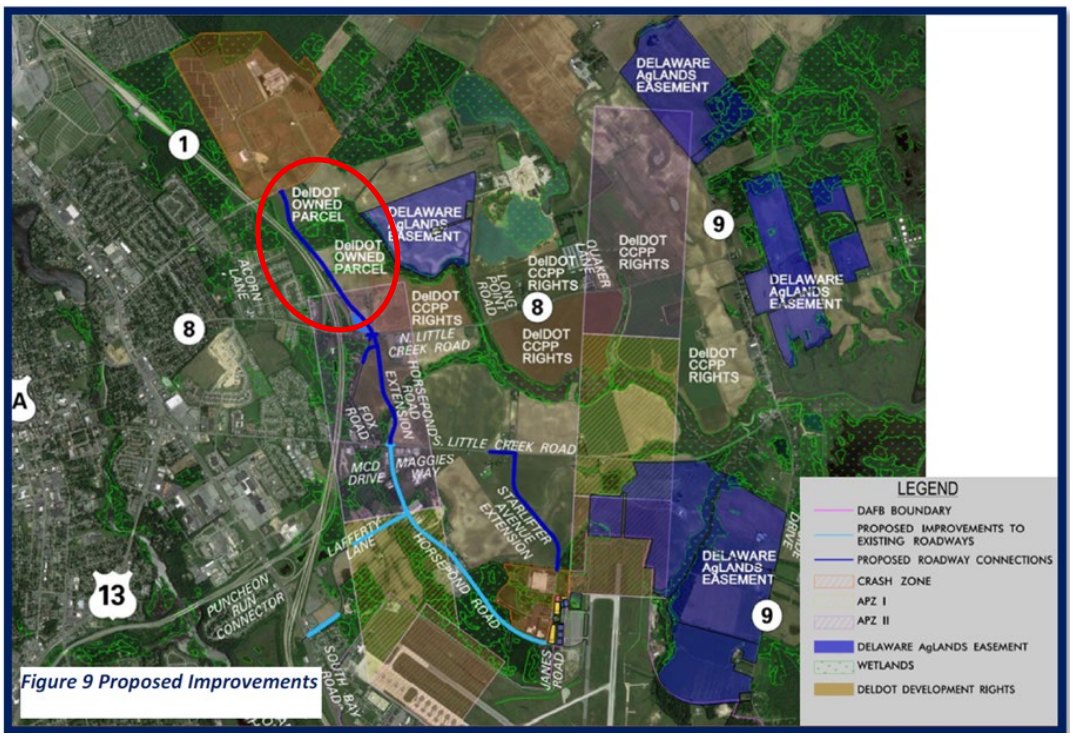


Figure 9 Proposed Improvements

Duck Creek Parkway (Bassett Street to Main St) (Smyrna / Clayton)

Project **Name**: Duck Creek Parkway (Bassett Street to Main St) (Smyrna)

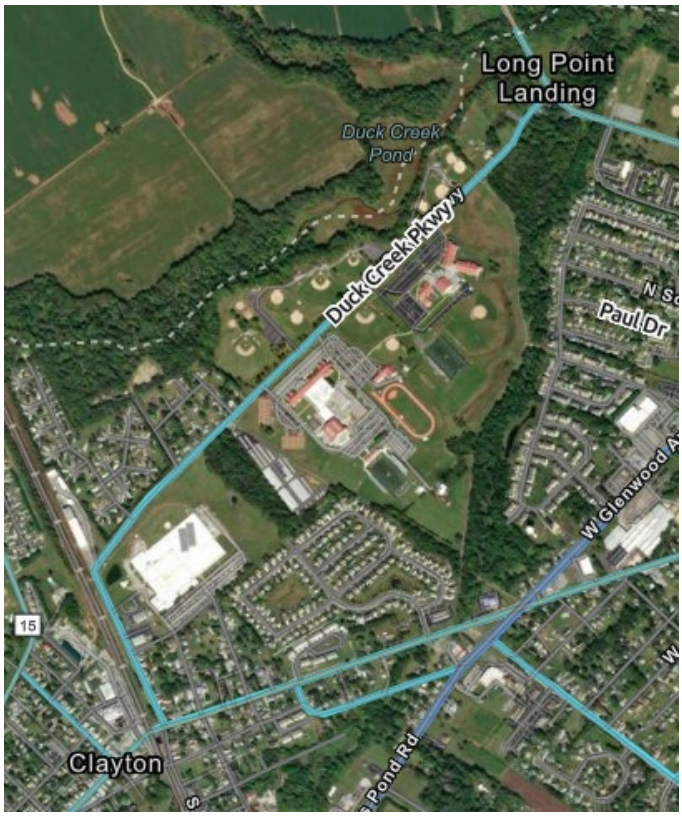
Project **Location**: Duck Creek Parkway

Project **Summary**: Provide continuous shoulders and bike/ped facilities. The preferred solution would be to apply the Complete Streets ideal to Duck Creek Parkway from Bassett Street to Main Street, with adequate shoulders, sidewalks on both sides of the street, and bicycle facilities that help students ride to school.

Project **Justification**: Provide a safer route to school and enhance bike/ped facilities to support the student population and participants in sporting activities across the various playing fields, and would benefit users of nearby park areas. Both the Town of Smyrna and the Town of Clayton have expressed interest in completing these pathways, as they would connect with existing and planned pedestrian and bicycle routes and benefit students at the nearby schools.

Project **Source(s)**: TIP (2023-2026); CTP (FY25-FY30); 2050 MTP

Cost Estimate or Range: $3 - $5 million



Irish Hill Road Upgrade (US13 to Fox Chase Road) (Kent County)

Project **Name**: Irish Hill Road Upgrade (US13 to Fox Chase Road) (Kent County)

Project **Location**: Irish Hill from US13 to Fox Chase Road

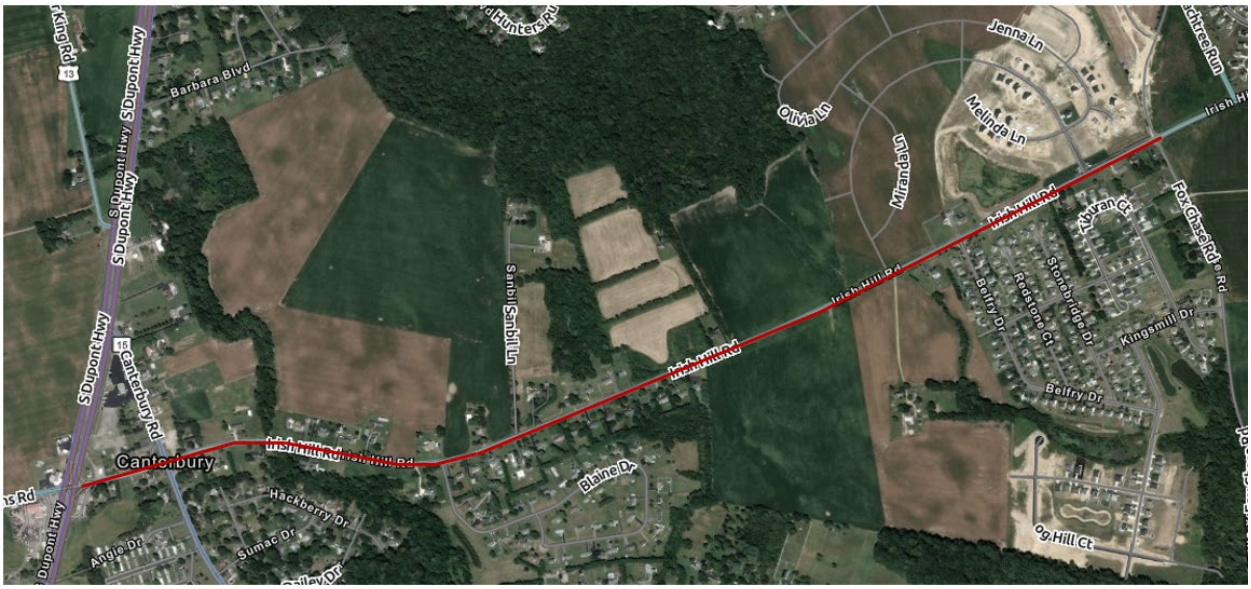
Project **Summary**: The project would improve the current two-lane roadway with multi-modal improvements and provide connectivity to other recent projects.

Project **Justification**: Upgrade to functional classification (major collector). Add contiguous shoulders and bike/ped facilities. It is identified as being part of a growth area.

Project **Source(s)**: CTP (FY25-FY30); 2050 MTP; Kent County Safety Action Plan (2025)

Cost Estimate or Range: $5 - $8 million

Note: The intersection or Irish Hill Road and US13 was identified in the Kent County Safety Action Plan as part of the High Injury Network.



West Street, New Burton Road/Queen Street to North Street (Dover)

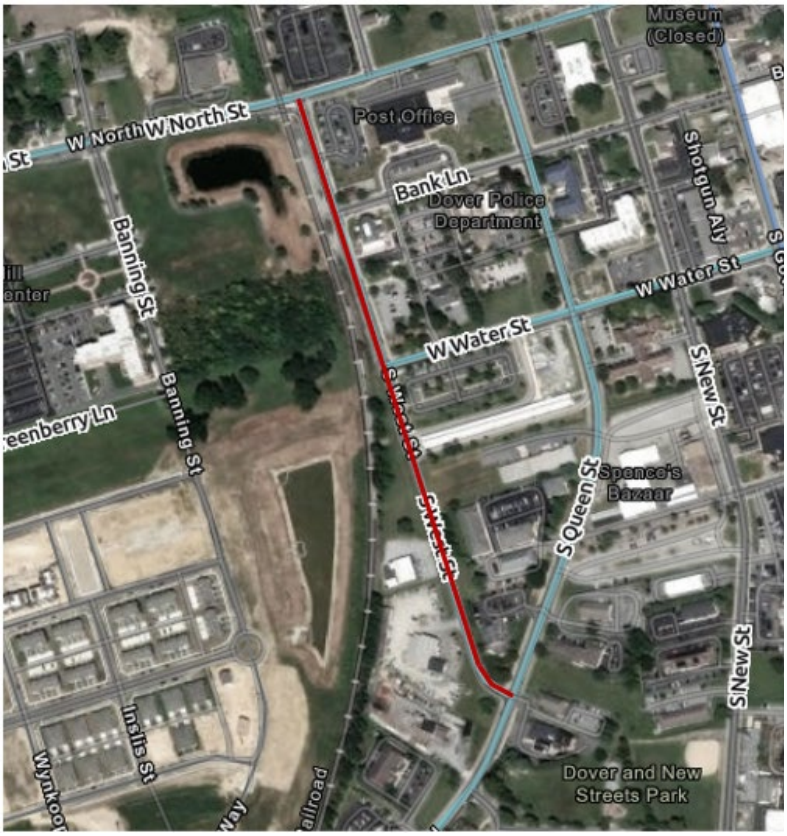
Project **Name**: West Street, New Burton Road/Queen Street to North Street (Dover)

Project **Location**: West Street, Dover

Project **Summary**: The project would improve the current two-lane roadway with multi-modal improvements and provide connectivity to other recent projects.

Project **Justification**: 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.

Project **Source(s)**: TIP (2023-2026); CTP (FY25-FY30); 2050 MTP; Dover Bicycle and Pedestrian Plan (2020)Cost Estimate or Range: $1 - $5 million



Canterbury Road Upgrade (DE RT12 to US13) (Kent County)

Project **Name**: Canterbury Road Upgrade (DE RT12 to US13) (Kent County)

Project **Location**: Canterbury Road, from RT12 to US13

Project **Summary**: This project includes improvements along Canterbury Road (DE 15) within the specified limits, including roadwork, bicycle lanes, sidewalks, and shoulders where feasible.

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. These intersections have been identified as requiring additional safety measures.

Project **Source(s)**: TIP (2023-2026); CTP (FY25-FY30); 2050 MTP; Kent County Safety Action Plan (2025

Cost Estimate or Range: $4 - $8 million

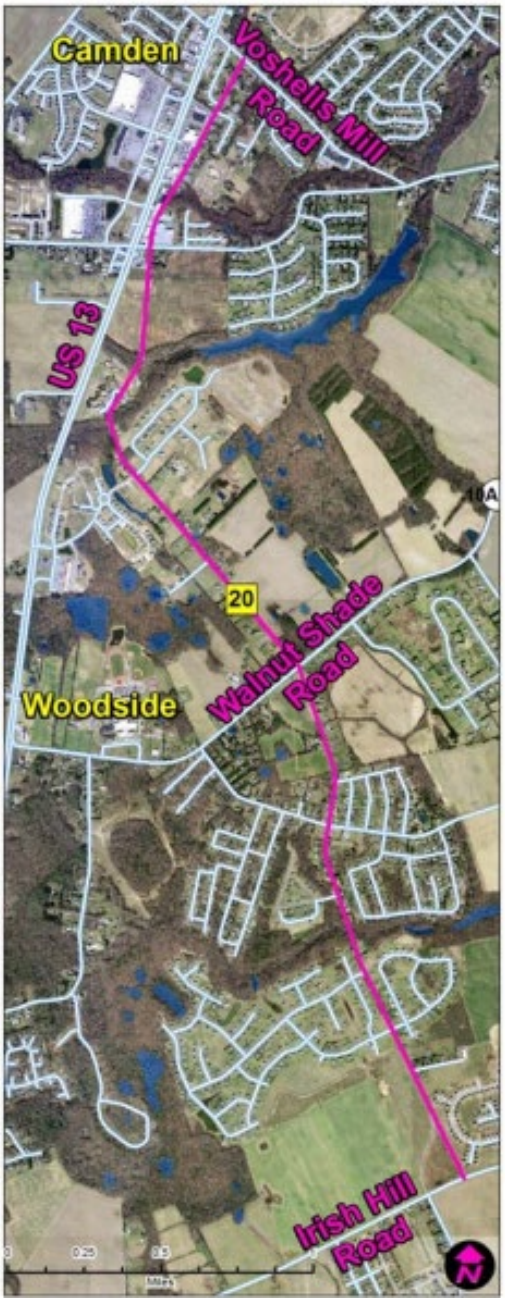
Note: Several intersections along Canterbury Road, particularly the intersection with US13 and the intersection with Indian Point Road, were identified in the Kent County Safety Action Plan as part of the High Injury Network.

Peachtree Run Road (Voshells Mill Road to Irish Hill Road) (Kent County)

Project **Name**: Peachtree Run Road (Voshells Mill Road to Irish Hill Road) (Kent County)

Project **Location**: Peachtree Run Road

Project **Summary**: Shoulders and bike lanes are continuous along Peachtree Run from Voshells Mill/Star Hill Road to Irish Hill Road, a distance of 4 miles. In addition, the segment of Voshells Mill/Star Hill Road, from Peachtree Run to US 13, needs shoulders or bike lanes.



Project **Justification**: Peachtree Run connects developments east of US13 with the commercial areas on US13. It is not safe for bicyclists because a vast majority of the road has no continuous shoulder. Speed limits along Peachtree Run vary from 35-50 mph, and the travel speed of vehicles has led to the installation of automatic speed signs on this route. Providing a bicycle lane along Peachtree Run will help to better accommodate bicyclists traveling from Canterbury through Woodside and into South Dover

Project **Source(s)**: 2017 Regional Bicycle Plan (Dover Kent MPO); TIP (2023-2026); CTP (FY25-FY30); 2050 MTP

Cost Estimate or Range: $10 - $15 million

Brenford Road (US13 to DE42) (Smyrna / Kent County)

Project **Name**: Brenford Road (US13 to DE42) (Smyrna/Kent County)

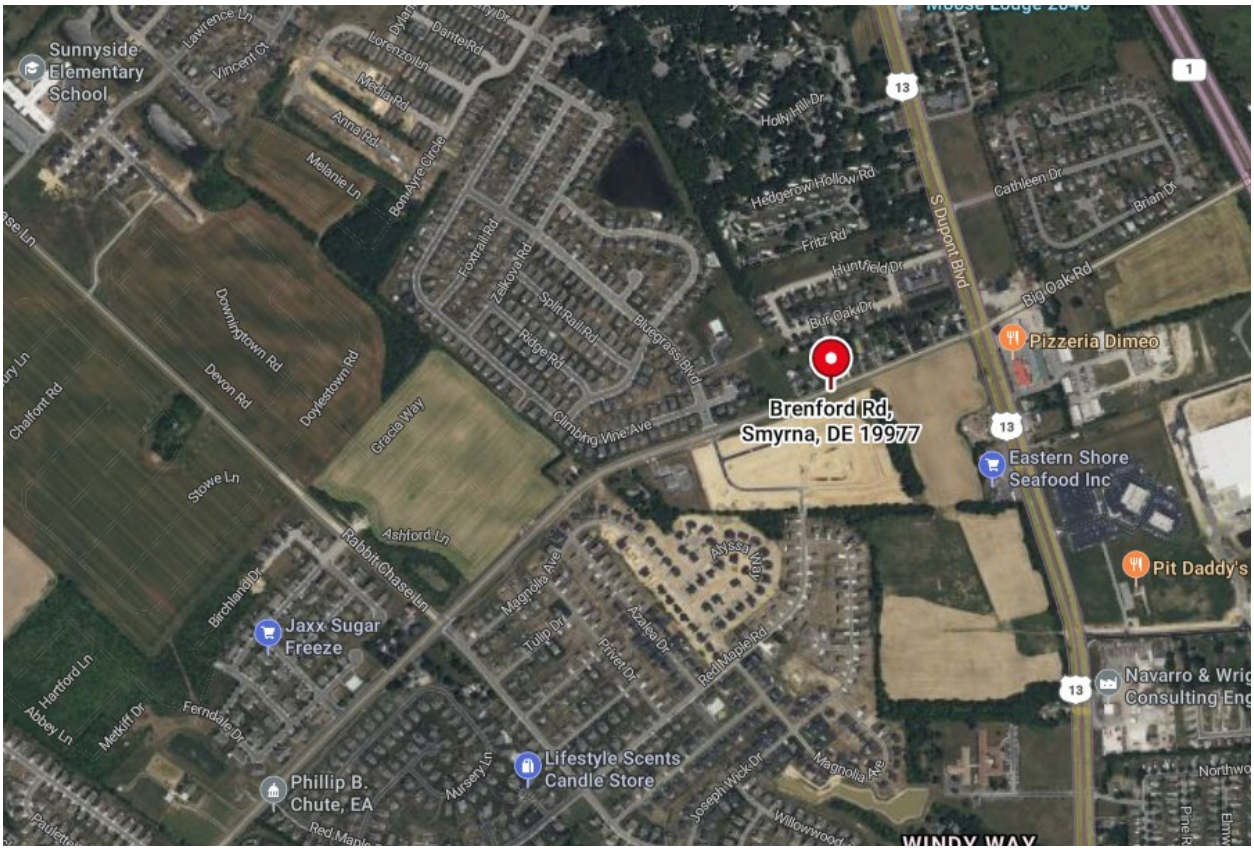
Project **Location**: Brenford Road from US13 to DE42

Project **Summary**: Improve a two-lane roadway to enhance drainage and provide multi-modal facilities. Add contiguous shoulders and bike/ped facilities.

Project **Justification**: Upgrade to functional classification (major collector). Roadway improvements to provide a connection to other developer-built infrastructure along this corridor. These improvements will benefit the greater Smyrna area by providing safe connections for pedestrians and cyclists along Brenford Road; they will also connect with existing pathways and improve access to the nearby businesses along US13. The project will have a high impact due to the large number of residential subdivisions it will connect with.

Project **Source(s)**: CTP (FY25-FY30); 2050 MTP

Cost Estimate or Range: $6 - $10 million



APPENDIX A

Adopted Resolutions

DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

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

RESOLUTION

ADOPTING THE FY 2027-2030 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 2027-2030 TIP derive from the first four years of the 2050 update of the Metropolitan Transportation Plan and are based on identified goals; and

WHEREAS, the MPO has determined that the FY 2027-2030 TIP is financially constrained; and

WHEREAS, the FY 2027 projects contained in the FY 2027-2030 TIP will be utilized as the priority list of projects; and

WHEREAS, the public has had opportunity to comment on the FY 2027-2030 TIP; and

WHEREAS, the MPO has determined that the FY 2027-2030 TIP conforms to the Delaware Statewide Transportation Improvement Plan.

NOW, THEREFORE, BE IT RESOLVED, that on September 2, 2026, the Dover/Kent County MPO Council does hereby adopt the FY 2027-2030 TIP, as the region's official selection of transportation projects for federal funding.

DATE: 2 Sept 2026

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

/mmv

Self-Certification

DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

POB 383 / Dover, DE 19903 / http://www.doverkentmpo.org / 302.387.6030

SELF-CERTIFICATION OF THE
METROPOLITAN TRANSPORATION PLANNING PROCESS

In accordance with 23 CFR 450.334, the Dover/Kent County Metropolitan Planning Organization for the Dover, DE urbanized area hereby certifies 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 again individuals with disabilities.

DOVER KENT COUNTY MPO

9 Oct. 2026
Robin R. Christiansen — Date
Chair, MPO Council
Mayor, City of Dover

10/9/26
Marilyn J. Smith, Executive Director — Date