

STATE OF DELAWARE

DEPARTMENT OF TRANSPORTATION



*Capital Transportation Program
Fiscal Years 2011 – 2016
September 30, 2010*



CAROLANN WICKS
SECRETARY



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
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DOVER, DELAWARE 19903

CAROLANN WICKS, P.E.
SECRETARY

To: Members of the Council on Transportation and All Delaware Residents

I am pleased to enclose the Delaware Department of Transportation's (DelDOT) Capital Transportation Program (CTP) for Fiscal Years 2011-2016. This program is consistent with DelDOT's mission to provide a safe, efficient, and environmentally sensitive transportation network that offers a variety of convenient and cost-effective choices for the movement of people and goods.

As part of DelDOT's efforts to provide information that is easily understood by the residents of Delaware, the program is grouped into four major funding categories:

- **Road System** – Improvements to the state's roads and bridges;
- **Grants and Allocations** – Includes the Community Transportation Fund, which is allocated by legislators for various projects in their districts;
- **Transit Systems** – Investments in transit services including buses, train stock, maintenance and other facilities, transit shelters, and other assets supporting all modes of operation;
- **Support Systems** – All other investments to the transportation network including facilities, equipment, information systems, etc.

The first four years of DelDOT's CTP constitute Delaware's State Transportation Improvement Program (STIP). The CTP lists projects and services we are already working on and has been developed with the assistance of the Wilmington Area Planning Council (WILMAPCO), Dover/Kent Metropolitan Planning Organization and Sussex County. It recognizes the priorities they have set in their respective four-year Transportation Improvement Programs (TIP). In addition, we held public hearings in September to gather public comment and to get a better sense of local and statewide multi-modal priorities.

In June the General Assembly authorized DelDOT to proceed with the Fiscal Year 2011 elements of the program.

The Department looks forward to working on this exciting program which will improve the transportation system throughout the state. Additional information on the proposal is available on the DelDOT web site, www.deldot.gov.

Sincerely,


Carolann Wicks
Secretary

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Overview of the Statewide Transportation Document

FY2011 – FY 2016 Statewide Transportation Improvement Program**Introduction**

The Delaware Department of Transportation Statewide Transportation Improvement Program (STIP) is the state's six-year Capital Transportation Plan (CTP). The first four years of the program (2011-2014), represent the fiscally constrained state and federal program approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The STIP is updated every year in accordance with the state budget process. The STIP is adopted by the Council on Transportation in August and is approved by FHWA and FTA in October of each year, as required by law.

The STIP is a project scheduling and funding document which helps to guide activities and identify transportation priorities. The projects in the STIP are listed in adopted transportation plans that involved local and regional governments, other state and local transportation agencies, and the public. Projects in the STIP have been reviewed for consistency with state and local land use plans and policies. Projects have also been reviewed to ensure that they meet special program eligibility and prioritization criteria. The STIP only includes projects which have committed funding available. This is a reflection of a fiscally constrained STIP. The projects included fall into three major categories:

Core Business

- Paving and Rehabilitation
- Transportation Enhancement
- Signage and Pavement Markings
- Municipal Street Aid
- Technology Initiatives
- Heavy Equipment Replacement
- Transportation Facilities
- Transit Vehicles
- Intersection Improvements
- Rail Crossing Safety
- Bridge Management and Preservation
- Planning & Research
- Community Transportation Fund

Federally Funded Capital Projects

Represented by projects in each county

State ONLY Funded Capital Projects

Represented by projects in each county

State Overview

The State of Delaware consists of over 13,000 lane miles of highway, 1,500 bridges, over 250,000 signs and structures, 56 toll lanes, 8,000 miles of ditches and approximately 600,000 licensed drivers. There are two major interstates, I-95 with an estimated 172,000 average daily vehicles and I-495 with an average daily traffic rate of over 63,000.

DelDOT provides bus, SEPTA commuter rail and paratransit services through the Delaware Transit Corporation and DART First State. The Department also takes an active role in implementing state, county and local plans to shape more livable communities by helping to meet clean air and water mandates, assuring replacement of wetlands and assisting during weather events and other emergencies.

Public Outreach

Collaboration among the public, transportation planners, elected officials and public agencies has strengthened not only public support for transportation projects, but also has helped shape those projects in ways that fit the character of the communities where they are located. The following is a brief listing of outreach efforts:

Public Workshops
Project Newsletters
Web Updates and Current Information
Steering Committees and Community Working Groups
Annual Public Hearings
Coordination with Metropolitan Planning Organizations

As part of the Statewide Long Range Transportation Plans performance monitoring system, DelDOT conducts an annual Customer Satisfaction Survey. Two different groups are sampled to gauge customer opinions on the Department's performance. The first – General Transportation Users who drive, carpool, ride transit, walk or ride bicycles. The second – Commercial shippers and carriers who transport goods in Delaware.

These surveys assist in guiding the Department to meet the needs of the traveling public. The most current survey (2008) reflects an 84% satisfaction rating for roads and highways. The programs funded through the STIP are presented in a way which identifies the counties needs and priorities. Specific program areas include:

Bicycle and Pedestrian Safety

This program reflects initiatives which are underway to improve bicycle and pedestrian activities throughout the state. Many roads have been marked with bicycle lanes and current efforts focus on increasing the number of bicycle and pedestrian areas. Bicycle racks and lockers have been installed in Park & Ride facilities, bus stations and transit locations. An improvement to cross-walks at intersections and enhance curbing are all efforts to improve pedestrian safety and enhance ADA locations.

Bridge Replacement and Rehabilitation

Funds for the bridge management and preservation program are administered centrally through the Department's Bridge Section. With over 1,500 bridges statewide, this program is robust and meets the federal standards for inspection and maintenance. Annual bridge sufficiency ratings remain high. This bridge section maintains a complete statewide inventory of all bridges.

Congestion Mitigation and Air Quality

The Congestion Mitigation and Air Quality improvement program provides federal funding to qualifying transportation projects that provide an air quality benefit. These funds assist areas that have been designated as non-attainment or maintenance areas according to the nation ambient air quality standards for ozone and carbon monoxide emissions under the Clean Air Act Amendment of 1990.

Pavement Preservation

The Pavement program is managed statewide by the Department. The Division of Maintenance and Operations has a Paving and Rehabilitation section which monitors and forecasts pavement conditions on

all roadways maintained by DelDOT. This program is designed to keep roadways in the best condition at the lowest lifecycle cost. An annual program is reviewed and approved by the State Legislature as part of the budget approval process. All roadways are ranked and rated based on a comprehensive road analysis process. Those with ratings reflecting the highest need are funded for the current year program.

DelTRAC Intelligent Transportation Program

New technologies such as satellites, sensors, cameras, fiber optics and internet are used to improve efficiencies and safety. Traffic is monitored and managed in Delaware 24 hours-a-day, 365 days-a-year through these technological initiatives.

Public Transit and Facilities

Fixed Route and Paratransit Ridership continues to grow in Delaware. The programs funded in the STIP include bus replacement, bus refurbishment and facility improvements. DART fixed-route buses and Paratransit vehicles are tracked through Computer Aided Dispatch and Automated Vehicle Locator monitoring technology. Using radio communications and Global Positioning System technology, buses are traced by ID and bus route, and dispatchers monitor electronically to assist in keeping on time and on route.

Railroad Crossing Safety

Funds allocated to this program are used to improve existing rail crossing locations throughout the state. A review of ridability, vision obstructions, arm-bar mechanics and rail technology are key to the success of safety related rail crossing. Crash statistics are reviewed and monitored annually to identify high-risk areas.

Safe Routes to Schools

Safe routes to schools program enables and encourages children in grades K through eight, including those with disabilities, to walk or ride a bicycle to school. The program works to improve safety and reduce traffic, fuel consumption and air pollution in areas around schools.

Safety Improvement

The primary focus of the Highway Safety Improvement Program is to identify projects which are in need of safety improvements but do not meet the criteria to become a standard capital project. This program identifies frequent and serious crash locations for funding. In addition to highway segment safety improvements, site-specific improvements are also made. Projects are prioritized based on crash history.

Transportation Enhancement

The Transportation Enhancement program is a statewide federal-aid program with coordinated efforts with local municipalities to improve transportation safety. Projects funded under this program are reviewed and approved by the General Assembly on an annual basis. The program requires non-federal matching funds. Program funding categories have been established by FHWA. Many of the projects focus efforts on pedestrian/bicycle facilities, safety and educational activities, preservation and rehabilitation of historic structures, landscaping and beautification efforts and/or scenic easements.

National Scenic Byways

The National Scenic Byways program is part of the USDOT FHWA. Established in Title 23, Section 162 of the United States Code under ISTEA in 1991 and reauthorized and expanded significantly in 1998 under TEA-21 and again under SAFETEA-LU in 2005, the program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. FHWA announces an annual grant application program and states are invited to submit nominations that qualify under the program. No annual funding amount or limit is established for individual states.

Recreational Trails

The Recreational Trails Program (RTP) provides FHWA funds to the states to develop and maintain recreational trails and trail-related facilities for recreational trail uses. This is a statewide program administered in Delaware by the Delaware Department of Natural Resources and Environmental Control (DNREC) with funding transferred through DelDOT. An annual Work Plan is developed by DNREC that includes a listing of RTP funded activities and programs to support their annual program.

Statewide Transportation Improvement Program

**DELAWARE DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM****INTRODUCTION:****Mission**

The mission of the Department of Transportation is to provide a safe, efficient and environmentally sensitive transportation network that offers a variety of convenient, cost-effective mobility opportunities for the movement of people and goods.

Key Objectives

- Improve the department by more accessible, responsive, and efficient (ARE).
- Enhance the quality of life in Delaware's communities by integrating transportation, land use, and air quality strategies.
- Preserve and maintain the state's transportation infrastructure.
- Focus efforts on improving safety throughout the transportation network.

ROLE OF THE STATE**General**

The annual budgets for capital and operating expenditures of the Department (including the Authority) are subject to review and approval by the State. The Appropriations Act provides that if the Authority's proposed annual operating budget is not approved by July 1 for the year the budget is submitted, the budget as submitted is deemed to have been adopted by the Authority until such time as the annual budget is approved by the State. The Act also provides that any obligations incurred by the Authority after July 1 pursuant to an annual operating budget so adopted by the Authority and prior to its approval by the State are binding, even if the annual operating budget is subsequently revised by the State.

The Act provides that, in approving the annual operating budget of the Authority, the State (1) may not approve an amount for debt service or for debt service reserve purposes which is less than the amount required to be provided pursuant to any resolution or trust indenture of the Authority pursuant to which any bonds are issued and (2) may not approve an amount for operating expenses of the Delaware Turnpike that is less than the amount incurred for the preceding fiscal year of the Authority plus an inflation factor based on the U.S. Consumer Price Index, unless the Authority requests a lesser amount. Although the State has the right to approve the Authority's annual budget, the general assembly does not have to approve the tolls and other charges the Authority imposes for use of the Delaware Turnpike.

Each year the Department revises a six-year Capital Transportation Program for the State's transportation system. The first year of the Capital Transportation Program is reflected in the Department's annual capital budget (which includes DTC's annual capital budget) and is submitted to the State for review and approval. This annual capital budget represents the Department's work program. The Authority cannot undertake, or commit to, capital projects in excess of the amounts specifically authorized by the State.

Delaware Economic and Financial Advisory Council

Delaware Economic and Financial Advisory Council (DEFAC) is a council comprised currently of 34 government officials and private citizens from the business and financial communities appointed by the Governor. DEFAC was established by Executive Order to provide to the General Assembly, General Fund revenue forecasts and Transportation Trust Fund revenue forecasts six times each fiscal year, in September, December, March, April, May, and June for the current fiscal year and the succeeding two fiscal years. A forecast for the current fiscal year and the succeeding four fiscal years is generated once each year, not later than October 1. A seven-year forecast is generated for the Transportation Trust Fund. General Fund and Transportation Trust Fund expenditure forecasts are generated for the current fiscal year in December, March, April, May, and June. These forecasts are used in the State budget process to assist State compliance with the State's constitutional limits on spending and statutory debt limitations.

Cash Management Policy Board

The Cash Management Policy Board was created by State law to establish policies for, and the terms, conditions, and other matters relating to, the investment of all money belonging to the State, including funds in the Transportation Trust Fund (except money in any State pension fund and money held for individuals under the State deferred compensation program). The Board is composed of nine members including the Secretary of Finance, the Secretary of State, the State Treasurer, the Controller General (serving *ex officio*), and five members from the private sector appointed by the Governor and confirmed by the State Senate.

Compliance Summary

CAPITAL IMPROVEMENT PROGRAM**SAFETEA-LU Compliance**

The Department of Transportation, in accordance with the requirements of federal regulation (23 CFR § 450.216), employs a comprehensive and continuous public involvement process in cooperation with the two Metropolitan Planning Organizations (MPOs), WILMAPCO and The Dover/Kent County MPO, that represent New Castle and Kent Counties respectively and Sussex County through our adopted Non-Metropolitan Consultation Process. These processes are described and published in brochure format (*DelDOT FYI – Public Involvement*) and available on our website www.deldot.gov as well as on the websites of the two MPOs www.wilmapco.org and www.doverkentmpo.org. The State of Delaware also has a Council On Transportation (COT) that is appointed by the Governor for the express purpose of overseeing this process and advising the Governor regarding proposed capital expenditures and the adequacy of the process by which the proposed capital improvement plan has been created. (Refer to the next document which gives an overview of the Council on Transportation.)

The process is cyclical, and because it is continuous, a starting point is difficult to define. However, for the purposes of developing the State Transportation Improvement Program (STIP), the Department considers the process of developing the proposed STIP for any given year to begin immediately upon the passage of the annual State “Bond Bill” which authorizes capital expenditures for the current fiscal year. Typically the process begins in July. The Department works with the MPOs to compile the list of transportation system improvements that have been identified through the creation and adoption of Regional Transportation Plans and the Statewide Transportation Plan. This is augmented with information provided through the Congestion Management Process, the Bridge Management System (PONTIS), and the Pavement Management System to create an initial proposed set of improvements.

This proposal is provided to the COT in August, for review in preparation for a series of public meetings held in September of each year. The September meetings are jointly sponsored by the COT, the MPOs, and Sussex County and are advertised broadly in order to afford the public with good opportunity to review and understand what is being proposed and to provide comments on the proposal. The meetings are held in public places that are accessible by all normal means of travel. They offer both a workshop format, where project information can be provided and questions can be answered, and a public hearing format, where the public testimony is recorded by court stenographer and duly recognized by the COT and MPO members who are presiding over the meeting. The comments provided through these meetings are carefully considered by the Department and the COT, changes are made as appropriate, and the entire proposal is sent to the Governor as the Department’s proposed STIP for the impending fiscal year. The State budget process requires that this be to the Governor’s Office by mid October.

Typically the process continues with another public hearing in January, where the public is afforded an opportunity to review the proposal as notified by reason of the comments provided in September. The proposal is included in the Governor’s State of the State budget address in January; the COT considers all of the information and comments provided for one last time in February and forwards their recommended capital budget, which includes the projects that will comprise the STIP, to the Governor by March. The Bond Bill Committee of the Delaware General Assembly considers the proposed capital budget through a series of public hearings in May and makes adjustments as they see fit. The final document goes through the legislative approval process toward the end of June, so that the bill is sent to the Governor for signature prior to June 30. This is the typical process that has been in place for several decades with some minor, temporary modifications from year-to-year. No modifications to the schedule are anticipated at this time.

This Fiscal Year 2011 – Fiscal Year 2016 STIP was developed in accordance with the requirements of 23 CFR § 450.216. More specifically this STIP:

- Was developed cooperatively with both MPOs and the non-metropolitan portion of the state, namely Sussex County, including providing the MPOs with estimates of the State and Federal funds they might expect to utilize in developing their TIPs. The Governor has provided for public involvement in the development of this STIP as required by 23 CFR § 450.210. The STIP includes the MPOs' TIPs by reference without modification.
- Includes a list of priority projects proposed to be carried out in the first four years that are either taken directly from the MPO Long Range Transportation Plan (LRTP) or conform with the provisions of the LRTP.
- Covers a total period of six years.
- Contains only projects consistent with the Statewide Transportation Plan developed under 23 CFR § 450.214.
- Contains only projects that conform with the State's air quality goals.
- Is fiscally constrained by year.
- Contains all capital and non-capital projects as described in 23 CFR including the funding for, but not the specific projects related to, Metropolitan Planning and State Planning and Research.
- Contains all the regionally significant projects that will require an action by FHWA and/or FTA.
- Includes all the descriptive information for each project as required.
- Includes those projects in the non-metropolitan portion of the State of Delaware that have been selected in accordance with the provisions of 23 CFR § 450.220.

Through the development of the six-year Capital Transportation Program, the Metropolitan Planning Organization (MPO) Transportation Plans and the MPO Long Range Plan, considerations of revenue growth and expenditure inflation are considered. Current revenues to the Transportation Trust Fund are not inflation sensitive (excluding the Document Fee). An analysis of historical revenue growth is used to project a conservative growth rate for each of the revenue categories. These growth rates are based on present value of the dollar.

The Capital Transportation Plan (CTP or STIP) currently is developed using the year of expenditure dollar for the first fiscal year of the program. All estimates are based on current price indexing with an estimated 3% inflation factor. This inflation allows for unit cost adjustments. The Governor's Transportation Development and Funding Options Task Force from November 2005, restricted the Department from inflating project cost estimates in subsequent years due to constrained budget issues.

This is demonstrated on the following page.

Fiscal Year 2010 – 2011

Transportation Trust Fund Revenues									
				Fiscal 2010			Fiscal 2011		
	FY 08 Actual	FY 09 Actual	% Chg. FY 08	5/17/2010 Approved	6/17/2010 Recomm	% Chg. FY 09	5/17/2010 Approved	6/17/2010 Recomm	% Chg. FY 10
TOLL ROAD REVENUES:									
I95 Newark Plaza	\$115.4	\$118.8	2.9%	\$117.0	\$117.0	-1.5%	\$119.0	\$119.0	1.7%
Route 1 Toll Road	40.5	44.5	9.9%	\$44.4	\$44.4	-0.3%	\$45.5	\$45.5	2.5%
Concessions	2.5	2.4	-4.0%	\$2.1	\$2.1	-12.5%	\$2.3	\$2.3	9.5%
Total Toll Road Revenues	158.4	165.7	4.6%	\$163.5	\$163.5	-1.3%	\$166.8	\$166.8	2.0%
MOTOR FUEL TAX ADMIN.	122.9	119.5	-2.8%	\$115.6	\$115.6	-3.3%	\$117.9	\$117.9	2.0%
DIVISION OF MOTOR VEHICLES									
Motor Vehicle Document Fees	64.6	56.2	-13.0%	\$55.3	\$58.0	3.2%	\$57.0	\$59.8	3.0%
Motor Vehicle Registration Fees	41.3	43.3	4.8%	\$43.2	\$44.2	2.1%	\$44.5	\$45.5	3.0%
Other DMV Revenues	23.6	22.5	-4.7%	\$21.4	\$21.9	-2.6%	\$22.0	\$22.6	3.0%
Total DMV Revenues	129.5	122.0	-5.8%	\$119.9	\$124.1	1.7%	\$123.5	\$127.9	3.0%
OTHER TRANSPORTATION REV.									
Other Transportation Rev	11.5	8.3	-27.8%	\$11.9	\$11.9	43.5%	\$12.0	\$12.0	0.8%
Investment Income(Net)	10.8	4.7	-56.5%	\$3.4	\$3.4	-27.5%	\$5.0	\$5.0	47.1%
Total Other Transp. Revenue	22.3	13.0	-41.7%	\$15.3	\$15.3	17.7%	\$17.0	\$17.0	11.1%
GRAND TOTAL	\$433.1	\$420.2	-3.0%	\$414.3	\$418.5	-0.4%	\$425.2	\$429.6	2.6%

Fiscal Year 2012 to 2016

DELAWARE DEPARTMENT OF TRANSPORTATION															
Transportation Trust Fund Revenues															
	Fiscal 2012			Fiscal 2013			Fiscal 2014			Fiscal 2015			Fiscal 2016		
	5/17/2010 Approved	6/17/2010 Recomm	% Chg. FY 11	5/17/2010 Approved	6/17/2010 Recomm	% Chg. FY 12	5/17/2010 Approved	6/17/2010 Recomm	% Chg. FY 13	5/17/2010 Approved	6/17/2010 Recomm	% Chg. FY 14	5/17/2010 Approved	6/17/2010 Recomm	% Chg. FY 15
TOLL ROAD REVENUES:															
I95 Newark Plaza	\$120.8	\$120.8	1.5%	\$122.6	\$122.6	1.5%	\$124.5	\$124.5	1.5%	\$126.4	\$126.4	1.5%	\$128.3	\$128.3	1.5%
Route 1 Toll Road	\$47.1	\$47.1	3.5%	\$48.7	\$48.7	3.4%	\$50.4	\$50.4	3.5%	\$52.1	\$52.1	3.4%	\$53.9	\$53.9	3.4%
Concessions	\$2.5	\$2.5	8.7%	\$2.6	\$2.6	4.0%	\$2.7	\$2.7	3.8%	\$2.8	\$2.8	3.7%	\$2.8	\$2.9	3.6%
Total Toll Road Revenues	\$170.4	\$170.4	2.2%	\$173.9	\$173.9	2.1%	\$177.6	\$177.6	2.1%	\$181.3	\$181.3	2.1%	\$185.1	\$185.1	2.1%
MOTOR FUEL TAX ADMIN.	\$120.3	\$120.3	2.0%	\$122.7	\$122.7	2.0%	\$125.2	\$125.2	2.0%	\$127.7	\$127.7	2.0%	\$130.3	\$130.3	2.0%
DIVISION OF MOTOR VEHICLES															
Motor Vehicle Document Fees	\$58.7	\$61.6	3.0%	\$60.5	\$63.4	3.0%	\$62.3	\$65.3	3.0%	\$64.2	\$67.3	3.0%	\$68.1	\$69.3	3.0%
Motor Vehicle Registration Fees	\$45.9	\$46.9	3.0%	\$47.2	\$48.3	3.0%	\$48.6	\$49.8	3.0%	\$50.1	\$51.3	3.0%	\$51.6	\$52.8	3.0%
Other DMV Revenues	\$22.7	\$23.2	3.0%	\$23.4	\$23.9	3.0%	\$24.1	\$24.6	3.0%	\$24.8	\$25.4	3.0%	\$25.5	\$26.1	3.0%
Total DMV Revenues	\$127.3	\$131.7	3.0%	\$131.1	\$135.6	3.0%	\$135.0	\$139.7	3.0%	\$139.1	\$143.9	3.0%	\$143.2	\$148.2	3.0%
OTHER TRANSPORTATION REV.															
Other Transportation Rev	\$12.1	\$12.1	0.8%	\$12.2	\$12.2	0.8%	\$12.3	\$12.3	0.8%	\$12.4	\$12.4	0.8%	\$12.5	\$12.5	0.8%
Investment Income(Net)	\$7.0	\$7.0	40.0%	\$8.0	\$8.0	14.3%	\$8.0	\$8.0	0.0%	\$8.0	\$8.0	0.0%	\$8.0	\$8.0	0.0%
Total Other Transp. Revenue	\$19.1	\$19.1	12.4%	\$20.2	\$20.2	5.8%	\$20.3	\$20.3	0.5%	\$20.4	\$20.4	0.5%	\$20.5	\$20.5	0.5%
GRAND TOTAL	\$437.1	\$441.5	2.8%	\$447.9	\$452.4	2.5%	\$458.1	\$462.8	2.3%	\$468.5	\$473.3	2.3%	\$479.1	\$484.1	2.3%

Council on Transportation Overview

Council on Transportation

Delaware Code, Title 29 Section 8409 established the Council on Transportation. The Council shall serve in an advisory capacity, except as otherwise provided, to the Secretary, the Deputy Secretary, the Transportation Directors, and the Governor and shall:

1. Consider matters relating to transportation in the State and other matters such as the budget and capital improvement program which may be referred to it by the Governor or the Secretary of the Department;
2. Study, research, plan and advise on matters it deems appropriate to enable the Department to function in the best possible manner;
3. Have final approval of and adopt the Department of Transportation Capital Improvement Program, which shall be submitted annually to the Council by the Department.

At a minimum, the Council is tasked with reviewing the Department's Capital Improvement Program, which shall cover a period of not less than six years. The draft Capital Improvement Program shall be available to the public. The Council shall publish notices in a newspaper or general circulation in each county specifying the dates and places at which public meetings will be held by the Council, one in each county. During the public meetings, the program will be reviewed and publicly explained, and objections or comments may be made by an individual or group. Public meetings shall be held at least two weeks after the draft Capital Improvement Program is made available to the public.

Additionally, the Council shall adopt all motions and approve all projects only by a majority vote of the entire membership of the Council. All voting shall be done in person and at regular or special meetings of the Council.

Council on Transportation Member List**New Castle County**

Robert P. Hopkins
Ted C. Williams
Barbara Washam

Term: May 1, 2012
Term: August 19, 2011
Term: October 26, 2010

Kent County

Weston "Pete" Nellius
Marvin J. Davis
Lee J. Beetschen

Term: October 26, 2010
Term: October 31, 2011
Term: December 16, 2012

Sussex County

J. Benjamin "Ben" Ewing
Irwin G. "I.G." Burton
Robert W. Slavin

Term: August 25, 2011
Term: October 31, 2011
Term: May 1, 2012

Prioritization Process

CAPITAL IMPROVEMENT PROGRAM
PRIORITIZING CAPITAL PROJECTS

DelDOT has the initial statewide responsibility for determining and prioritizing the capital investment requirements for the State transportation system, including those projects intended to create additional capacity that have at times been classified as “System Expansion.” (29 Del.C. Sections 8409 and 8419 apply). DelDOT’s prioritization process and the application of that process come under the purview of the Council On Transportation (COT), which is given responsibility, under the same statutes, to approve the prioritization process and any changes that DelDOT might propose to the statewide priority process. By federal law, the Metropolitan Planning Organizations (MPOs) are responsible for prioritizing all projects of regional significance, as well as those that receive certain types of federal funds within their areas of jurisdiction. The State works in close partnership with the MPOs, and the MPOs are involved in prioritizing the entire set of projects in their jurisdiction. However, funds are not sub-allocated to the county level in Delaware, but rather the State of Delaware retains ultimate responsibility for the programming of projects statewide.

In March 1996, the COT approved a complete revision of the process. The revised system focused on 14 factors to help define the merits of prospective projects. The COT’s approval, however, was conditioned upon the Department addressing two shortcomings: inclusion of benefit/cost, and a determination of relative weights for each of the 14 factors being scored. The COT directed completion of these revisions in time to use in the development of the Fiscal Years 1998-2003 Capital Improvement Program (CTP).

In response to this direction, DelDOT included a cross-section of interested citizenry in a public Steering Committee, including the MPOs, to try to address the issues of benefit/cost and weighting. The recommendation for the Steering Committee was endorsed by DelDOT and provided to the COT for their consideration. The COT adopted the Steering Committee’s recommendations in November 1996, and the revised system was used to develop the System Expansion portion of the Fiscal Years 1998-2003 CIP.

Subsequent to the COT approval of the updated prioritization process in 1996, the Department began an effort to address a number of concerns raised during the process of its creation, among them the need to improve objectivity as regards rating criteria and the difficulties attendant in trying to render factor ratings in the absence of sufficient quality data. The Department also committed to extending the process to include System Management projects. To address these issues, the Department reconvened a public Working Group in the spring of 1997. The result of this work, essentially, is a revised process that attempts to directly relate the outcome attributes of a project to the specific goals of the Statewide Transportation Plan. From basic project information, it scores each project against the Plan, using ten sub-factors that drive from the original 14 above. These revisions were applied to System Management projects in the Fiscal Years 2000-2005 CIP/STIP and represented a modification of the existing System Expansion prioritization process as well. The COT approved this revision in May 1998.

This system has been used annually until Fiscal Year 2006, when an unanticipated fiscal shortage caused the Department to retreat from its original plan and instead adopt a CTP/STIP that significantly curtailed authorization in order to keep pace with rapidly rising project costs, so as to maintain fiscal constraint. For Fiscal Years 2007-2009, the value of the state prioritization system was again eclipsed by the extreme shortage

of funds. Instead of the normal process, the COT approved the Department's recommendation to focus on the worst problems, because they, by their financial burden and by reasons of the magnitude of the problems they address, far outdistance any of the other projects with which they might otherwise be competing. These two projects were the Indian River Bridge replacement and the addition of the fifth lane in each direction along Interstate 95 in the vicinity of the Churchman's Marsh. DeIDOT has continued to use its prioritization processes to select and program maintenance projects, such as bridge rehabilitation and repaving projects, and continues to acknowledge the value of the prioritization processes maintained and applied by the MPOs.

DeIDOT is working to modify the prioritization process. We are beginning with the adoption of outcome-based performance measures and standards. These measures and standards can serve as the basis for identifying and prioritizing aspects of the transportation system that are not performing adequately. The intent is to be able to prioritize these "problems" and use this list to create a portion of our work program and then to be able to use these same performance measures as a means for prioritizing the solutions that will comprise another important component on our work program. We are doing this work with an eye to the national effort and are intending to align our process as closely as we can with similar processes in other states where possible.

Air Quality Conformity Letters



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

CAROLANN WICKS, P.E.
SECRETARY

MEMORANDUM

TO: Kathy English, Director of Finance
FROM: Ralph A. Reeb, Director of Planning 
DATE: August 20, 2010
SUBJECT: **Air Quality Conformity of the New Castle County Portion of the Fiscal Year 2011–2016 Capital Transportation Program (CTP).**

As required by the Federal Clean Air Act Amendments of 1990 and by SAFETEA-LU, we have analyzed the referenced STIP and found it to be in conformance with the State of Delaware Clean Air Implementation Plan. Transportation projects which are subject to these two federal laws fit into one of the following categories:

- **Exempt:** safety, transit, system preservation, system management, or other projects listed in Table 2 of the Federal Conformity Rule, that do not require conformity determinations as part of the implementation process: and,
- **Non-Exempt:** projects not listed in Table 2 of the Federal Conformity Rule, such as projects adding significant roadway capacity.

The CTP was reviewed to identify projects that could be classified as “non-exempt” under the 1990 Clean Air Act Amendments for which right-of-way, design, and/or construction funds were programmed for Fiscal Years 2011 – 2016. Projects that are classified in this manner require a quantitative analysis to ensure conformity with state air quality plans if they are found to be regionally significant.

Ms. Kathy English
Page 2 of 2
August 20, 2010

Based on a review of the projects described in the CTP, we find that each of the programmed projects contained in the FY 2011 – 2016 CTP can be categorized as either exempt or found to conform in a previous analysis. Should funding changes to the 2012 through 2016 out years of the CTP cause regionally significant revisions to the relative scope of projects included in the Wilmington Area Planning Council 2011- 2014 Transportation Improvement Plan (TIP) or 2040 Regional Transportation Plan, further analysis will be required.

This review determines that the current fiscal year of the 2011 – 2016 CTP reflects essential components of the WILMAPCO TIP and conforms to the State of Delaware Clean Air Act Implementation Plan, including mobile source budgets of record for Ozone and PM2.5. Under condition that project funding changes to the 2012 through 2016 portion of the CTP do not make regionally significant revisions to the New Castle County 2011 – 2016 CTP, conformity to the State of Delaware Clean Air Act Implementation Plan will be maintained.

RR

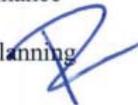
cc: Carolann Wicks, Secretary
Earle Timpson, Assistant Director, Finance
Tigist Zegeye, Executive Director, WILMAPCO
Juanita Wiczoreck, Executive Director, Dover/Kent MPO



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

CAROLANN WICKS, P.E.
SECRETARY

MEMORANDUM

TO: Kathy English, Director of Finance
FROM: Ralph A. Reeb, Director of Planning 
DATE: August 20, 2010
SUBJECT: **Air Quality Conformity of the Kent County Portion of the Fiscal Year 2011–2016 Capital Transportation Program (CTP).**

As required by the Federal Clean Air Act Amendments of 1990 and by SAFETEA-LU, we have analyzed the referenced STIP and found it to be in conformance with the State of Delaware Clean Air Implementation Plan. Transportation projects which are subject to these two federal laws fit into one of the following categories:

- **Exempt:** safety, transit, system preservation, system management, or other projects listed in Table 2 of the Federal Conformity Rule, that do not require conformity determinations as part of the implementation process: and,
- **Non-Exempt:** projects not listed in Table 2 of the Federal Conformity Rule, such as projects adding significant roadway capacity.

The CTP was reviewed to identify projects that could be classified as “non-exempt” under the 1990 Clean Air Act Amendments for which right-of-way, design, and/or construction funds were programmed for Fiscal Years 2011 – 2016. Projects that are classified in this manner require a quantitative analysis to ensure conformity with state air quality plans if they are found to be regionally significant.

Ms. Kathy English
Page 2 of 2
August 20, 2010

Based on a review of the projects described in the CTP, we find that each of the programmed projects contained in the FY 2011 – 2016 CTP can be categorized as either exempt or found to conform in a previous analysis. Should funding changes to the 2012 through 2016 out years of the CTP cause regionally significant revisions to the relative scope of projects included in the Dover/Kent MPO 2011- 2014 Transportation Improvement Plan (TIP) or Regional Transportation Plan, further analysis will be required.

This review determines that the current fiscal year of the 2011 – 2016 CTP reflects essential components of the Dover/Kent County TIP and conforms to the State of Delaware Clean Air Act Implementation Plan, including the mobile source budgets of record for Ozone. Under condition that project funding changes to the 2012 through 2016 portion of the CTP do not make regionally significant revisions to the Kent County 2011 – 2016 CTP, conformity to the State of Delaware Clean Air Act Implementation Plan will be maintained.

RR

cc: Carolann Wicks, Secretary
Earle Timpson, Assistant Director, Finance
Tigist Zegeye, Executive Director, WILMAPCO
Juanita Wieczorek, Executive Director, Dover/Kent MPO



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

CAROLANN WICKS, P.E.
SECRETARY

MEMORANDUM

TO: Kathy English, Director of Finance
FROM: Ralph A. Reeb, Director of Planning 
DATE: August 20, 2010
SUBJECT: Air Quality Conformity of the Sussex County Portion of the Fiscal Year 2011–2016 Capital Transportation Program (CTP).

As required by the Federal Clean Air Act Amendments of 1990 and by SAFETEA-LU, we have analyzed the referenced STIP and found it to be in conformance with the State of Delaware Clean Air Implementation Plan. Transportation projects which are subject to these two federal laws fit into one of the following categories:

- **Exempt:** safety, transit, system preservation, system management, or other projects listed in Table 2 of the Federal Conformity Rule, that do not require conformity determinations as part of the implementation process; and,
- **Non-Exempt:** projects not listed in Table 2 of the Federal Conformity Rule, such as projects adding significant roadway capacity.

The CTP was reviewed to identify projects that could be classified as “non-exempt” under the 1990 Clean Air Act Amendments for which right-of-way, design, and/or construction funds were programmed for Fiscal Years 2011 – 2016. Projects that are classified in this manner require a quantitative analysis to ensure conformity with state air quality plans if they are found to be regionally significant.

Ms. Kathy English
Page 2 of 2
August 20, 2010

Based on a review of the projects described in the CTP, we find that each of the programmed projects contained in the FY 2011 – 2016 CTP can be categorized as either exempt or found to conform in a previous analysis. Should funding changes to the 2012 through 2016 out years of the CTP cause regionally significant revisions to the relative scope of projects further analysis will be required.

This review determines that the current fiscal year of the 2011 – 2016 CTP reflects essential components of the Sussex County TIP and conforms to the State of Delaware Clean Air Act Implementation Plan, including the mobile source budgets of record for Ozone. Under condition that project funding changes to the 2012 through 2016 portion of the CTP do not make regionally significant revisions to the Sussex County 2011 – 2016 CTP, conformity to the State of Delaware Clean Air Act Implementation Plan will be maintained.

RR

cc: Carolann Wicks, Secretary
Earle Timpson, Assistant Director, Finance
Tigist Zegeye, Executive Director, WILMAPCO
Juanita Wiczoreck, Executive Director, Dover/Kent MPO

**Department of Transportation and Federal
Highway Administration
STIP Modification Procedures**

DELAWARE DEPARTMENT OF TRANSPORTATION (DeIDOT), WILMINGTON AREA PLANNING COUNCIL
(WILMAPCO) AND THE DOVER/KENT COUNTY MPO MODIFICATION PROCEDURES FOR FEDERALLY
PARTICIPATING PROJECTS
FOR
THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
AND
THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The revised Regulation on Statewide and Metropolitan Transportation Planning and Programming, effective March 16, 2007, contained in 23 CFR 450 clearly defined Amendments and Administrative Modifications. As permitted by 23 CFR 450.216(n), this agreement establishes procedures for processing Administrative Modifications and Amendments to the Statewide Transportation Improvement Program (STIP), and Metropolitan Planning Organization Transportation Improvement Programs (TIPs) and Long Range Transportation Plan (LRTP).

A. Administrative Modifications

Administrative Modifications do not require public review and comments, re-demonstration of fiscal constraint, or a conformity determination. These do not require federal approval, provided expedited project selection procedures have been adopted in accordance with 23 CFR 450.330 and the required interagency consultation or coordination is accomplished and documented.

Administrative Modifications are minor changes to a project or project phase(s) included in a metropolitan plan, TIP or STIP that do not affect air quality conformity nor trigger a conformity determination and that would include the following:

1. Minor revision to a project description and scope (e.g., adding a paving location, extending a turn lane, extending sidewalk, adding a guardrail or striping location not previously in original project scope) will fall under the modification. However, any revision also needs to meet the dollar amounts shown in item 6 below;
2. Minor change to the source of funds (federal, state, local, private);
3. Change in the project lead agency (local or transit agency) with special consideration provided in the Transportation Enhancement program (due to complexity of lead agency assignments);
4. Changing a project mid phase from non-participating to participating, provided all Federal-aid requirements are met;
5. Advancement of a phase from year two, three, or four of the STIP;
6. Revisions in the project or project phase as noted in the table below*

STIP Estimate (in millions \$)	Limits for modifications
Up to 3	to 50% or \$1,000,000 (whichever is less)
>3 to 5	to 30% or \$1,500,000 (whichever is less)
>5 to 10	to 30% or \$2,000,000 (whichever is less)
>10	to 30% or \$3,000,000 (whichever is less)

B. Amendments

Amendments are revisions in a long range metropolitan plan, TIP or STIP. These require a minimum of 30 days for public review and comments, re-demonstration of fiscal constraint, and a conformity determination (for metropolitan plans and TIPs involving non-exempt projects in non-attainment and maintenance areas). In the case of a short-term change to a project, the Delaware Department of Transportation (Del DOT) will discuss with FHWA or FTA the project situation in order to determine if a STIP amendment is needed or if the STIP revision should wait for the yearly STIP update for a long-term project change. In addition, FHWA and FTA reserve the right to abbreviate the procedure in emergency circumstances to accommodate an expedited project delivery timeline.

Actions that require amendments include:

1. Adding a new project or deleting an existing project from the current Transportation Plan, TIP or STIP. (Any changes to the STIP beyond the 4 year period are considered for information purposes alone and do not require a Federal action; however, any advancement of a project from beyond the four years of the STIP would require an amendment);
2. Adding or deleting a project phase for a regionally significant, non-exempt project that triggers a conformity determination.
3. Funding changes greater than allowable under modifications. Major projects with financial plans (estimated project cost greater than \$100,000,000) would still fall under the modification threshold and would require amendment if threshold is exceeded.
4. Any significant revision to the project description or scope. For example:
 - Any change to typical section,
 - Length of the project
 - Number of through lanes,
 - Change in project termini
 - Access control
 - Change In type of work (e.g., from resurfacing to new construction, pavement overlay to bridge rehabilitation, creating a conflict with the environmental document, etc.)

C. Procedures

1. For Administrative Modifications (minor changes to a project) that do not require Federal approval:
 - a) The Administrative Change process requires DelDOT to notify FHWA, FTA, MPO Executive Directors and Sussex County Executive of the changes as defined below. The Executive Director shall have five (5) business days to respond (in writing via e-mail or letter) to the Secretary of Transportation requesting additional information or a more formal review. At the discretion of the MPO Executive Director, any requested administrative change to the TIP may be referred to the TAC and/or Council for a more formal review.
 - b) For modification purposes (to the MPO, [or Sussex County when applicable], FHWA and FTA), DelDOT will submit a letter or e-mail describing the dollar amount change, source of funding, and a statement describing the proposed change including an explanation regarding the change in scope. The DelDOT letter will also state that

the proposed change meets the modification criteria and is consistent with all Federal guidelines.

- c) FHWA/FTA reserves the right to disallow an administrative action if it is found to be inconsistent with this procedure.

2. Amendment Procedures (major changes to a project) require Federal approval.

- a) Each approved MPO TIP amendment will be forwarded to DeIDOT. DeIDOT will forward any TIP amendment from the MPO, STIP amendment, or amendment to Transportation Plan to FHWA and FTA for Federal approval and will include a statement regarding the fact that fiscal constraint or conformity has been met. Once approved by FHWA and FTA, the amendment will be incorporated into DeIDOT's STIP. Following approval of an amendment, DeIDOT will submit an amended STIP. DeIDOT will assure that the amendment process and the public involvement procedures have been followed.
- b) The Amendment process follows the MPO's usual Technical Advisory Committee (TAC), Public Advisory Committee (PAC) and Council process for action. A completed MPO amendment form shall be delivered to the MPO a minimum of fourteen (14) days prior to the TAC meeting for their review and approval before the MPO Council approves the amendment. The MPO is responsible for providing timely notification to DeIDOT of action taken and assuring that the amendment process and public involvement procedures have been followed.
- c) The MPO public involvement process shall be coordinated with the statewide public involvement process wherever possible.
- d) The MPO Amendment process requires an advertisement, a 30-day public comment period, and a response. .
- e) DeIDOT Finance will advise the Sussex County Administrator with a letter of any amendments and place a notice in the appropriate newspaper(s).

Summary of Actions

Action	Modification	Amendment
Minor revision of project description or scope of work	√	
Minor change to the source of funds	√	
Change in the project lead agency	√	
Advancement of a phase from year two, three, or four of the STIP	√	
Changing a project mid phase from non-participating to participating, provided all federal requirements are met	√	
Adding/deleting projects or project phases into or out of STIP		√
Any significant revision to the project description or scope		√

Action	Modification	Amendment
Adding or deleting a project phase for a regionally significant, non-exempt project that triggers a conformity determination.		√
If the revision to the project or project phase funding exceeds the amounts as noted in the table under modification item 6.		√

D. Dispute Resolution

If a question arises on the interpretation of the definition of an administrative modification or amendment DeDOT, MPO, FHWA and FTA (the parties) will consult with each other to resolve the question. If after consultation, the parties still disagree on the definition of what constitutes an administrative modification or amendment, the final decision rests with the FTA for Transit projects and FHWA for highway projects

We, the undersigned, agree to use the above procedures to modify the State Transportation Improvement Program and the MPOs' Transportation Improvement Program.

Carolann Wicks
Secretary
Delaware Department of Transportation

Stephen Kingsberry, Council Chairman
WILMAPCO

Carlton Carey, Council Chairman
Dover/Kent County MPO

Concurrence Line:

Hassan Raza, Division Administrator
Federal Highway Administration

Letitia A. Thompson, Regional Administrator
Federal Transit Administration

TRANSPORTATION TRUST FUND

THE TRANSPORTATION TRUST FUND**General**

To facilitate the Authority's development of a unified transportation system in the State and to take advantage of the Authority's broad financing powers, in 1987 the Transportation Trust Fund (the "Trust Fund") was created by law. The Trust Fund was created to consolidate and dedicate transportation related revenue to transportation projects and to provide a flexible mechanism to handle increasing funding requirements over time for all transportation projects in the State. The Trust Fund is the State's financing vehicle for transportation capital expenditures. Funding for such expenditures is derived from Bond proceeds, excess Trust Fund revenue, and cash balances.

In addition, the Trust Fund has assumed the responsibility for (1) the operating expenses of the Authority (including the Delaware Transit Corporation), the Delaware Turnpike and the Route 1 Toll Road and all of the other divisions of the Department and (2) debt service on general obligation bonds previously sold by the State for transportation projects.

Initial Funding

The Trust Fund was initially funded in fiscal 1988 with existing cash balances of \$22.5 million, a special onetime appropriation from the General Fund of \$27.8 million plus the dedication of revenue streams (including investment earnings) then aggregating approximately \$76.2 million per year. Since establishing the Trust Fund, the State has increased fee and tax rates for existing dedicated revenue streams and has assigned to the Trust Fund certain additional sources of transportation related revenue, as well as certain additional transportation related expenses. As a result, revenues to the Trust Fund have increased substantially since fiscal 1988 and totaled \$420.2 million in fiscal 2010.

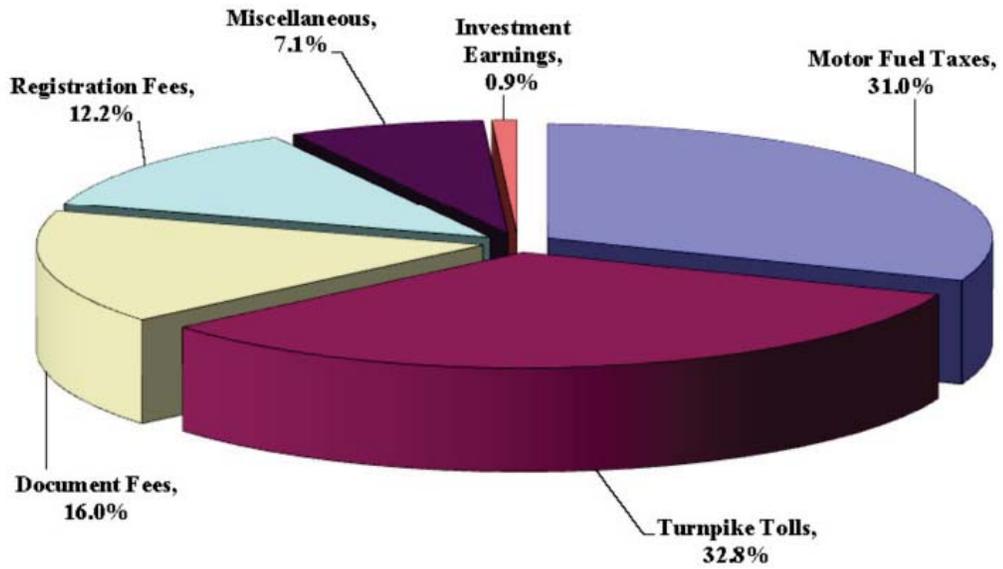
Summary of Revenue Dedicated to the Trust Fund

The following table and chart summarize the revenue which is currently dedicated to the Trust Fund, and identify that revenue which is pledged to secure the Bonds:

	Fiscal 2010 (dollars in millions)	Percentage of Total Fiscal 2010 Pledged Revenue
Pledged to the Bonds:		
Motor Fuel Taxes.....	\$ 112.9 ⁽¹⁾	31.0%
Delaware Turnpike Toll/Concession	119.4	32.8%
Motor Vehicle Document Fees	58.4	16.0%
Motor Vehicle Registration Fees	44.5 ⁽²⁾	12.2%
Miscellaneous Transportation Revenue.....	25.7 ⁽³⁾	7.1%
Investment Earnings	<u>3.1</u>	<u>0.9%</u>
Total Pledged Revenue.....	\$364.0	100.0%
Non-Pledged to the Bonds:		
Toll Revenue – Delaware SR-1	45.5	
Non-Pledged Miscellaneous Transportation Revenue ⁽⁴⁾	<u>10.7</u>	
Total Non-Pledged Revenue.....	\$ 56.2	
Total Trust Fund Revenue	<u>\$420.2</u>	

- (1) Revenue from motor fuel and special tax receipts. Net of refunds for fuel consumed for non-highway use (\$0.1 million).
- (2) Net of refunds to other states under the International Registration Plan (\$0.05 million).
- (3) Net of refunds to other jurisdictions under the International Motor Fuel Tax Agreement (\$1.2 million) Includes motor carrier fees.
- (4) Includes General Fund support including motor vehicle dealer handling fees, motor vehicle dealer annual licensing fees, Department review fees for development plans, real estate lease fees, property sales, and other miscellaneous revenues.

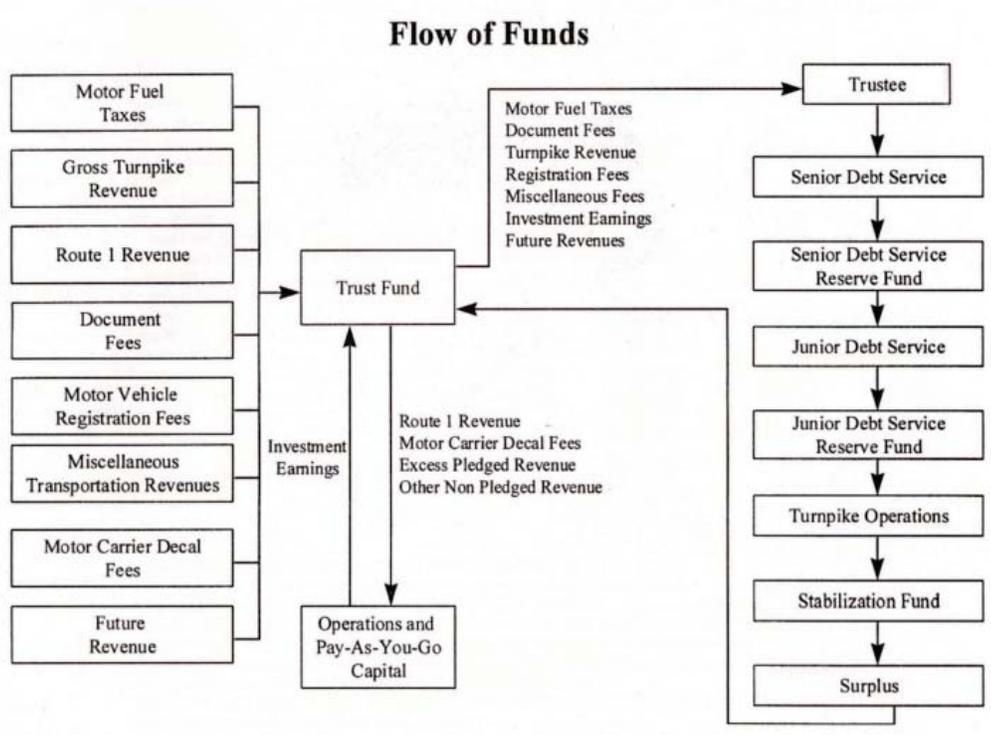
Sources of Pledged Revenue Transportation Trust Fund - Fiscal 2010



Uses of Funds in the Trust Fund

Funds in the Trust Fund are applied to meet the funding requirements of the Agreement including debt service on the Bonds, operating expenses of the Authority and the Department, debt service on existing State general obligation bonds issued for transportation projects and the costs of capital projects of the Authority and the Department.

The flow of funds to the Trust Fund and under the Agreement is summarized in the following diagram:



Summary Results**Fiscal Years Ended**

(dollars in thousands) FY2010 unaudited

<u>Sources of Funds:</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
<u>Existing Pledged Revenue</u>				
I-95 Tolls & Concessions	96,748	117,869	121,225	119,399
Motor Fuel Tax Admin.	120,804	122,866	119,467	115,740
DMV Fees	114,629	130,079	122,035	125,693
Interest Income	<u>14,774</u>	<u>10,776</u>	<u>4,673</u>	<u>3,117</u>
Total Pledged Revenue	<u>346,955</u>	<u>381,591</u>	<u>367,400</u>	<u>363,949</u>
<u>Non-Pledged Revenues</u>				
SR 1 Tolls	32,606	40,509	44,497	45,502
Continuing General Fund Support	24,000	0	0	0
One Time General Fund Support/Pass-through	60,000	0	0	0
Violation revenue	0	0	3,056	-
DE Transit (Farebox, FTA, & Other)	14,332	14,705	16,219	16,543
Port of Wilmington - Refinancing	1,000	1,000	1,618	0
Other Miscellaneous Revenue	<u>15,704</u>	<u>12,743</u>	<u>17,700</u>	<u>11,032</u>
Total Non-Pledged Revenue	<u>147,642</u>	<u>68,957</u>	<u>83,090</u>	<u>73,077</u>
<u>Total Revenue</u>				
	<u>494,597</u>	<u>450,548</u>	<u>450,490</u>	<u>437,026</u>
Borrowing	<u>124,214</u>	<u>47,100</u>	<u>226,336</u>	<u>0</u>
TOTAL SOURCES	<u>618,811</u>	<u>497,648</u>	<u>676,826</u>	<u>437,026</u>
<u>Uses of Funds:</u>				
<u>Debt Service</u>				
DTA Bonds & Notes	114,080	118,493	121,495	120,713
State G.O. Bonds	<u>1,002</u>	<u>753</u>	<u>796</u>	<u>742</u>
Debt Service	<u>115,082</u>	<u>119,246</u>	<u>122,291</u>	<u>121,455</u>
<u>Operations</u>				
Department Operations	157,947	129,877	137,801	145,055
Grants Aid Act - GF support of DeIDOT M&O	0	0	0	0
Delaware Transit Corp. Operations	<u>79,282</u>	<u>85,859</u>	<u>87,772</u>	<u>90,069</u>
Total Operations	<u>237,229</u>	<u>215,736</u>	<u>225,573</u>	<u>235,124</u>
State Capital Spending	<u>165,900</u>	<u>227,561</u>	<u>223,524</u>	<u>170,337</u>
TOTAL USES	<u>518,211</u>	<u>562,543</u>	<u>571,388</u>	<u>526,916</u>
Additional Senior Bonds Test	3.29	3.52	3.34	2.99
Additional Junior Bonds Test	17.73	20.35	19.76	N/A (1)
(1) No Junior Bonds outstanding				

Base Financial Plan

Fiscal Constraint

The Base Financial Plan is a reflection of the following:

Sources of Funds to the Transportation Trust Fund
Includes both Pledged and Non-Pledged Revenue

Debt Service Projections

Operating Budget Projections

Capital Program Projections
State Spending
Federal Spending (FHWA, FTA, FRA, FAA)

The sources and uses of funds are based on revenue projections and the 6-year Capital Transportation Plan. All sources and uses are based on a comprehensive cash flow.

Each year the General Assembly provides the Department with an authorization balance by appropriation and road classification to be used for the overall management and expenditure of state and federal dollars. These authorizations reflect the need to expend funds by project and phase. Authorization balances exceed the available cash flow due to the need to authorize the entire phase of a project in the first year of expenditure. This balance is carried throughout the duration of the project and is expended as the project phase is completed.

Federal obligation authority is also based on capital project and phase. These obligations are managed during the federal fiscal year (October – September).

Project estimates are formally updated on an annual basis and become part of the final 6-year Capital Transportation Plan.

Note: In accordance with CFR 450.210 (m), Transportation Operating and Maintenance activities are funded through the identified anticipated revenue sources to the Transportation Trust Fund. The expenses associated with the effort are part of the annual operating expenses for the Department as reflected in the Base Financial Plan (next page). These expenses are managed by the Division of Maintenance and Operations and are funded for the currently year only.

Base Financial Plan - Capital
July 2010 - DRAFT
(\$ in 000s)

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Sources of Funds								
Existing Pledged Revenue								
I-95 Tolls & Concessions	119,399	118,400	119,700	121,100	122,500	123,900	125,300	126,600
Motor Fuel Tax Admin.	115,740	117,900	120,300	122,700	125,200	127,700	130,300	132,900
DMV Fees	125,693	128,800	132,700	136,700	140,700	144,900	149,300	153,800
Interest Income	<u>3,117</u>	<u>4,000</u>	<u>6,000</u>	<u>7,000</u>	<u>8,000</u>	<u>8,000</u>	<u>8,000</u>	<u>8,000</u>
Total Pledged Revenue	363,949	369,100	378,700	387,500	396,400	404,500	412,900	421,300
Non-Pledged Revenues								
SR 1 Tolls	45,502	45,700	46,000	46,600	47,200	47,800	48,500	49,300
Escheat	0	0	24,000	24,000	24,000	24,000	24,000	24,000
General Fund	0	14,000	0	0	0	0	0	0
DE Transit (Farebox, FTA, & Other)	16,543	16,874	17,687	18,040	18,401	18,769	19,145	19,528
Port of Wilmington - Refinancing	0	1,628	1,628	1,628	1,628	1,628	1,628	1,628
Other Transportation Revenue	<u>11,032</u>	<u>12,000</u>	<u>12,100</u>	<u>12,200</u>	<u>12,300</u>	<u>12,400</u>	<u>12,500</u>	<u>12,600</u>
Total Non-Pledged Revenue	73,077	90,202	101,415	102,468	103,529	104,597	105,773	107,056
Total Sources of Funds	437,026	459,302	480,115	489,968	499,929	509,097	518,673	528,356
Uses of Funds								
Debt Service								
DTA Bonds & Notes	120,713	119,331	117,528	113,185	108,045	102,791	97,598	92,460
Senior Bonds	120,713	119,331	117,528	113,185	108,045	102,791	97,598	92,460
New Debt Service	0	8,737	17,703	26,374	34,859	42,964	50,738	58,222
Refunding Savings		3,500	940	940	1,600	700	7	8
State G.O. Bonds	<u>742</u>	<u>720</u>	<u>377</u>	<u>213</u>	<u>153</u>	<u>108</u>	<u>0</u>	<u>0</u>
Total Debt Service	121,455	125,288	134,668	138,832	141,457	145,163	148,329	150,674
Operations								
Department Operations *	145,055	141,817	146,072	150,454	154,967	159,616	164,405	169,337
Delaware Transit Corp. Operations	<u>90,069</u>	<u>90,400</u>	<u>94,920</u>	<u>99,666</u>	<u>104,649</u>	<u>109,882</u>	<u>115,376</u>	<u>121,144</u>
Total Operations	235,124	232,217	240,992	250,120	259,616	269,498	279,781	290,481
Total Uses of Funds Before Capital	356,579	357,505	375,660	388,952	401,073	414,661	428,110	441,155
State Resources Available for Capital	80,447	101,797	104,455	101,016	98,856	94,436	90,563	87,201
Beginning Capital Cash Balance	142,587	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Carry-over Encumbrance Spend		32,381	0	0	0	0	0	0
Federal Funds	239,114	345,463	252,043	209,969	189,202	154,430	154,995	155,500
Bond Proceeds	0	101,797	104,456	101,017	98,856	94,436	90,564	87,200
Total Funds Available for Capital Expenditures	462,148	601,438	480,954	432,002	406,914	363,302	356,122	349,901
Less:								
State Capital Expenditures	170,337	203,594	208,911	202,034	197,712	188,872	181,129	174,400
Carry-over Encumbrance Spend		32,381	0	0	0	0	0	0
Federal Capital Expenditures	239,114	345,463	252,043	209,969	189,202	154,430	154,995	155,500
Total Capital Spending	409,451	581,438	460,954	412,003	386,914	343,302	336,124	329,900
Sub-total	52,381	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Encumbrance Balance	<u>32,381</u>	<u>0</u>						
Ending Capital Cash Balance	20,000							
GARVEE Bond Proceeds	125,000	125,000	53,100	20,400	0	0	0	0
GARVEE Capital Expenditures	<u>0</u>	<u>71,900</u>	<u>32,700</u>	<u>20,400</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
GARVEE Ending Capital Cash	125,000	53,100	20,400	0	0	0	0	0
Pay Go Revenue	80,447	101,797	104,455	101,016	98,856	94,436	90,563	87,201
State Capital	170,337	203,594	208,911	202,034	197,712	188,872	181,129	174,400
Pay Go Percentage	47.2%	50.0%						
Additional Senior Bond Test	2.99	2.85	2.76	2.73	2.72	2.72	2.73	2.74

* Maintenance and Operating \$61 M

Certification of Planning Process



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

CAROLANN WICKS, P.E.
SECRETARY

MEMORANDUM

TO: Kathy English, Director, Finance

FROM: Ralph A. Reeb, Director, Planning 

DATE: July 30, 2010

SUBJECT: Fiscal Year 2011-2014 State Transportation Improvement Program,
Certification of the Planning Process

In accordance with 23 CFR 450.218, as revised April 1, 2009, this is to certify that our state transportation planning process is being carried out in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;



7. In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
8. The 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 title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

RAR:kp

cc: Carolann Wicks, Secretary
Tigist Zegeye, Executive Director, WILMAPCO
Juanita Wieczorek, Executive Director, Dover/Kent MPO

**Summaries of FY11 - FY14
Federal Highway Administration Program
Obligational Plans**

**Delaware Department of Transportation
 FHWA - FY2011 Obligational Plan**

Program	Project	Phase	FY11 Obligation
Interstate Maintenance			
L010	SR141/I95 Interchange	PE	\$800,000
L01E	Interstate Bridge Maintenance	C	\$1,900,000
L01R	Interstate Bridge Maintenance	C	\$1,600,000
Highway Bridge Program			
L1CR	Bridge Management	PE,RW,C	\$2,100,000
L1C0	Bridge Preservation Program	PE,RW,C	\$1,500,000
L1C0	BR1-026 and BR1-033 Scour Countermeasure	C	\$416,000
L1C0	BR1-366 on Chesapeake City Road	RW	\$47,200
L1C0	BR1-665	C	\$700,000
L1C0	BR3-156, Indian River Inlet - Bridge Replacement, Design Build	UN AC	\$7,770,497
L1CE	BR1-159 James Street	C	\$4,000,000
L1CE	BR1-159 James Street (Toll Credit)	C	\$1,000,000
L1CE	BR1-665	C	\$1,000,000
L1CE	BR1-687, 688, 693 Wilmington Drawbridge	C	\$2,000,000
L110	BR 2-040A on School Lane	RW	\$9,600
L110	BR2-143 on Lion Hope Road	RW	\$20,000
L110	BR2-143 on Lion Hope Road	C	\$488,000
L110	BR 2-186A on Strauss Avenue Marydel	RW	\$22,400
L110	BR2-381A on Fox Chase Road	RW	\$20,000
L110	BR2-381A on Fox Chase Road	C	\$409,600
L110	BR 2-429A on Jackson Ditch Road	RW	\$22,400
L110	BR3-103 on S612A Greenhurst Farm Road Over Nanticoke	RW	\$22,400
L110	BR3-103 on S612A Greenhurst Farm Road Over Nanticoke	C	\$395,600
L110	BR 3-557 on Blackberry Road	RW	\$15,200
L110	Pipe Replacements Kent County	C	\$497,600
L110	Pipe Replacements Sussex County	RW	\$44,000

Program	Project	Phase	FY11 Obligation
Surface Transportation	L200 Carter Road, Sunnyside Road to Wheatley's Pond	C	\$6,044,000
	L200 Paving & Rehabilitation	C	\$5,600,000
	L200 West Dover Connector	PE	\$2,520,000
	L20E Paving & Rehabilitation	C	\$2,800,000
	L24E Paving & Rehabilitation	C	\$1,000,000
	L20R Paving & Rehabilitation	C	\$1,400,000
	L230 I-95, Maryland Line to I-295 Program - SR 1/I-95 Interchange	UN AC	\$11,600,000
	L230 SR2, South Union Street from Railroad Bridge to Sycamore St, Wilmington	RW	\$80,000
	L230 US 13, Philadelphia Pike, Claymont Transportation Plan Implementation (Phase I)	C	\$240,000
	L230 Washington Street, New Castle	RW	\$220,000
	L23E Paving & Rehabilitation	C	\$400,000
	L240 BR1-100 on N243 on Old Kennett	C	\$782,100
	L240 Education and Training	C	\$200,000
	L240 Intersection Improvements	C	\$1,280,000
	L240 Transportation Management Improvement	PE, RW, C	\$1,600,000
	L240 On The Job Training Supportive Services		\$130,000
	L250 Paving & Rehabilitation	C	\$1,600,000
Transportation Enhancement	L220 Transportation Enhancement	PE, RW, C	\$2,000,000
	L22E Transportation Enhancement	PE, RW, C	\$500,000
	L22R Transportation Enhancement	PE, RW, C	\$900,000
Hazardous Elimination			
Railway & Highway Crossings	LS40 Rail Crossing Safety	C	\$550,000
	LS50 Rail Crossing Safety	C	\$530,000
	LS5E Rail Crossing Safety	C	\$87,500

Program	Project	Phase	FY11 Obligation
Highway Safety Improvement Plan			
	LS20 Safety Improvement Program	PE, RW, C	\$250,000
	LS30 US113 (HSIP)	RW	\$900,000
	LS30 US 9 (HSIP)	RW	\$2,000,000
	LS30 SR 2 & SR 72	C	\$400,000
	LS30 Foulk & Wilson Road	RW	\$90,000
	LS30 Mill Creek and Stoney Battery Road	C	\$221,000
	LS30 SR 52 and SR 82	C	\$300,000
	LS30 SR 71, Old Porter Road to SR 7	PE	\$90,000
	LS30 SR273 and Prangs Lane	RW	\$31,500
	LS30 US 13 at Carpenter Bridge Road	RW	\$450,000
	LS30 Safety Improvement Program	PE, RW, C	\$2,200,000
	H280 Zoar Road (HSIP)	RW	\$250,000
	L28R Zoar Road (HSIP)	RW	\$1,100,000
	LS3E SR273 and Prangs Lane	C	\$324,000
	LS3R S275 Plantation Road, Cedar Gravel Postal Lane	RW	\$2,700,000
	Q280 Albertson Road	C	\$990,000
Statewide Planning & Research			
	L550 Planning Program	Planning	\$1,580,000
	L560 Planning Program - Statewide Research Program FHWA	Planning	\$312,000
	L56E Planning Program - Statewide Research Program FHWA	Planning	\$350,000
National Highway Program			
	L050 BR 3-156, Indian River Inlet - Approaches #2		\$10,000,000
	L050 I-95, Maryland Line to I-295 Program - SR 1/I-95 Interchange	UN AC	\$4,600,000
	L050 Signage & Pavement Markings	C	\$800,000
	L050 SR1, South Frederica Grade Separated	RW	\$3,760,000
	L050 SR 1, Bay Road/K19, Thompsonville Road Intersection Improvements	UN AC	\$712,000
	L050 SR 1, Little Heaven Grade Separated Intersection	UN AC	\$10,280,000
	L050 SR1 NE Front Street	PE	\$480,000
	L050 US301 Maryland State Line to SR1		\$10,987,074
	L050 Interstate Maintenance - Roadway Lighting, I-495	C	\$1,800,000
	L05E I-95 & US202 Interchange	C	\$2,788,000
	L05E West Dover Connector	RW	\$13,000,000
	L05R I-95, Maryland Line to I-295 Program - SR 1/I-95 Interchange	UN AC	\$12,000,000

Program	Project	Phase	FY11 Obligation
Metropolitan Planning	L45E Metropolitan Planning Organization	Planning	\$1,100,000
	L450 MPO - FHWA	Planning	\$372,400
Congestion Mitigation	L400 Rideshare - Transportation Management	Planning	\$720,000
	L400 Transportation Management Improvements	PE, RW, C	\$4,240,000
	L40R Sussex Paratransit Replacement Buses	Pro	\$1,696,600
Recreational Trails	L940 Recreational Trails	C	\$884,800
Local Technical Assistance Program	4380 Planning - LTAP	Planning	\$170,000
Safe Routes to School	LU1E Safe Routes to School	Planning	\$99,000
	LU2E Safe Routes to School	Planning	\$693,000
	LU3E Safe Routes to School	Planning	\$198,000
Other	L480 Disadvantaged Business Enterprise		\$125,000
	L490 Summer Intern Program		\$45,000
	L970 Delaware Byways Program Plan	Planning	\$149,600
	LY20 Northeast Corridor Improvements Yard to Ragan, Civil Structural	C	\$4,000,000
			\$169,103,071

Phase Legend
PE - Preliminary Engineering
PD - Project Development
RW - Right of Way
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Planning
UN AC - Unadvance Construction

Note on Advanced Construction (AC) - AC allows a state to begin a project even if the state does not currently have sufficient federal-aid obligation authority to cover the Federal share of project costs.

Note on Toll Credits - States may use revenue from toll facilities as a credit toward the non-Federal matching share of certain highway projects.

Delaware Department of Transportation
FHWA - FY2012 Obligational Plan

Program	Project	Phase	FY12 Obligation
Interstate Maintenance	L010 Interstate Bridge Maintenance North	C	\$2,200,000
	L010 SR141/I-95 Interchange	PE	\$1,120,000
Highway Bridge Program	L110 BR2-040A on School Lane	C	\$869,600
	L110 BR2-186A on Strauss Avenue Marydel	C	\$525,600
	L110 BR2-203A on Todd's Mill Road	RW	\$7,200
	L110 BR2-429A on Jackson Ditch Road	RW	\$469,600
	L110 BR3-557 on Blackberry Road	C	\$422,400
	L110 Pipe Replacements , Sussex County	C	\$620,000
	L110 Bridge Preservation	PE,RW,C	\$1,500,000
	L110 Bridge Management	PE,RW,C	\$1,000,000
	L1C0 Bridge Management	PE,RW,C	\$1,400,000
	L1C0 BR1 -366 on Chesapeake City Road	C	\$688,800
	L1C0 BR1-501, 501A, 501B SR141 Viaduct	C	\$8,300,000
	L1C0 BR1-585 on Augustine Cutoff	C	\$2,407,200
	L1C0 BR2-012B on SR 9	RW	\$8,800
Surface Transportation	L200 Paving & Rehabilitation	C	\$4,500,000
	L200 US 13 from South Court Street to Loockerman Street	PE	\$400,000
	L200 US 13 at Division Street	C	\$400,000
	L230 Paving & Rehabilitation	C	\$400,000
	L230 BR1-501, 501A, 501B SR141 Viaduct	C	\$2,000,000
	L230 I-95 Carr Road and Marsh Road	C	\$1,760,000
	L230 I-95, Maryland Line to I-295 Program -SR 1/I- 95 Interchange	UN AC	\$4,500,000
	L230 Washington Street	C	\$3,600,000
	L240 Intersection Improvements	C	\$1,600,000

Program	Project	Phase	FY12 Obligation
Surface Transportation (continued)	L240 Transportation Management Improvements	PE, RW, C	\$1,600,000
	L240 SR 9 , New Castle Ave, 3rd Street to Heald Street	PE	\$400,000
	L240 On the Job Training Supportive Services		\$100,000
	L240 I-95, Maryland Line to I-295 Program -SR 1/I- 95 Interchange	UN AC	\$6,000,000
	L240 Education and Training		\$200,000
	L250 SR 1, Rehoboth Canal to North of Five Points, Pedestrian Improvements Sidewalks	C	\$2,000,000
	L250 Zoar (HSIP)	C	\$2,560,000
	L25E Paving & Rehabilitation	C	\$3,100,000
Transportation Enhancement	L220 Transportation Enhancement	PE, RW, C	\$3,400,000
Hazardous Elimination Railway & Highway Crossings	LS40 Rail Crossing Safety	C	\$550,000
	LS50 Rail Crossing Safety	C	\$550,000
	LS5E Rail Crossing Safety	PD	\$67,500
Highway Safety Improvement Plan	LS30 Mill Creek and Stoney Batter Road	C	\$1,300,000
	LS30 SR 8 Forrest Avenue and K44	C	\$1,800,000
	LS30 US 9 (HSIP)	RW	\$900,000
	LS30 Safety Improvement Program	PE, RW, C	\$2,200,000
	LS30 SR 52 and SR 82	UN AC	\$1,365,000
	LS20 Safety Improvement Program Rural Roads	PE, RW, C	\$250,000
	Q280 SR273 Intersection Improvements	PE	\$540,000
Statewide Planning & Research	L550 Planning Program	Planning	\$1,975,000
	L560 Planning Program Research	Planning	\$662,000

Program	Project	Phase	FY12 Obligation
National Highway Program	L050 I-95/US202 Interchange	UN AC	\$6,000,000
	L050 US113, North/South Improvement	RW	\$6,000,000
	L050 I-95, Maryland Line to I-295 Program -SR 1/I- 95 Interchange	UN AC	\$17,600,000
	L050 SR 1 & SR 30 Grade Separation	C	\$4,000,000
	L050 US 301, Maryland State Line to SR 1	Debt	\$10,986,888
	L050 US 13 Seaford Intersection	C	\$2,100,000
	L050 BR 3-156, Indian River Inlet Approaches #2	UN AC	\$3,644,000
	L05E SR 1, Rehoboth Canal to North of Five Points, Pedestrian Improvements Sidewalks	RW	\$5,000,000
	L05E US113 (HSIP)	C	\$2,480,000
	Metropolitan Planning	L450 Metropolitan Planning Organization	Planning
Congestion Mitigation	L400 Rideshare - TMI	Planning	\$720,000
	L400 Transportation Management Improvements	Planning	\$2,240,000
	DISC Transportation Management Improvements		\$2,000,000
	L400 30' Low Floor Expansion Dover/Rehoboth	Pro	\$1,343,000
	L400 Paratransit Replacement Sussex	Pro	\$1,747,400
Recreational Trails	L940 Recreational Trails	C	\$884,800
Local Technical Assistance Program	4380 Planning - LTAP	Planning	\$170,000
Safe Routes to School	LU10 Safe Routes to School	Planning	\$99,000
	LU20 Safe Routes to School	Planning	\$693,000
	LU30 Safe Routes to School	Planning	\$198,000

Program	Project	Phase	FY12 Obligation
Other	L480 Disadvantaged Business Enterprise		\$125,000
	LZ20 BR1-501, 501A, 501B, SR141 Viaduct	C	\$1,700,000
	LZ20 I-95, Maryland Line to I-295 Program SR 1/I-95 Interchange	UN AC	\$16,400,000
	L490 Summer Intern Program		\$45,000
	HY20 Christina River Crossing	RW	\$3,421,892
	LY20 Christina River Crossing	RW	\$3,458,108
	LZ10 I-95/US202 Interchange	UN AC	\$2,000,000
	LZ20 Iron Branch Road/State Street	RW	\$2,400,000
	LZ1E US 9 (HSIP)	RW	\$700,000
			\$171,847,188

Phase Legend
PE - Preliminary Engineering
PD - Project Development
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Note on Toll Credits - States may use revenue from toll facilities as a credit toward the non-Federal matching share of certain highway projects.

Delaware Department of Transportation
FHWA - FY2013 Obligational Plan

Program	Project	Phase	FY13 Obligation
Interstate Maintenance	L010 Interstate Structure Maintenance	C	\$3,600,000
	L010 I-95 Maryland Line to I-295 Program SR 1/I-95 Interchange	UN AC	\$2,100,000
	L010 North District Open End Drainage		\$1,800,000
	L01E Interstate Replacement of Sign Structures	C	\$3,000,000
Highway Bridge Program	L110 Bridge Management	PE,RW,C	\$4,000
	L110 Bridge Preservation	PE,RW,C	\$4,000,000
	L110 BR2-203A on Todd's Mill Road over Isaac Branch	C	\$280,800
	L1C0 Bridge Management	PE,RW,C	\$1,400,000
	L1C0 Bridge Preservation	PE,RW,C	\$8,000,000
	L1C0 BR2-012B on SR 9	C	\$715,200
Surface Transportation	L200 Paving & Rehabilitation	C	\$5,000,000
	L230 BR1-501, 501A,501B SR141 Viaduct Over SR4	UN AC	\$1,720,000
	L230 I-95 Carr Road and Marsh Road	UN AC	\$1,040,000
	L230 I-95, Maryland Line to I-295 Program -SR 1/I- 95 Interchange	UNAC	\$4,000,000
	L230 N54 Howell School Road	RW	\$1,600,000
	L230 SR 2 South Union Street from Railroad Bridge to Sycamore St, Wilmington	C	\$2,500,000
	L230 Washington Street New Castle	UN AC	\$1,576,480
	L23E I-95, Maryland Line to I-295 Program -SR 1/I- 95 Interchange	UN AC	\$7,000,000
	L240 BR1-501, 501A,501B SR141 Viaduct Over SR4	UN AC	\$4,000,000
	L240 Intersection Improvements	C	\$960,000
	L240 SR273 and Harmony Road Intersection	RW	\$1,200,000
	L240 South State Street and Sorghum Mill Road	C	\$1,600,000
	L240 Transportation Management Improvements	PE,RW,C	\$1,600,000
	L240 I-95, Maryland Line to I-295 Program -SR 1/I- 95 Interchange	UN AC	\$2,000,000
	L240 SR 26 Atlantic Avenue from Clarkesville to Assawoman Canal	C	\$1,000,000
	L240 SR 9, New Castle Ave., 3rd Street to Heald Street	C	\$1,600,000
	L240 Education and Training		\$200,000
	L240 On The Job Training Supportive Services		\$100,000
	L250 Paving & Rehabilitation	C	\$2,800,000

Program	Project	Phase	FY13 Obligation
Area <5000			
	L250 Zoar Road (HSIP)	C	\$240,000
	L250 US 9 (HSIP)	UN AC	\$1,000,000
	L250 US 13 at Allen Mill Road from Hill Road	C	\$400,000
Transportation Enhancement	L22E Transportation Enhancement	PE, RW, C	\$3,400,000
Hazardous Elimination			
Railway & Highway Crossings	LS40 Rail Crossing Safety	C	\$550,000
	LS50 Rail Crossing Safety	C	\$550,000
	LS5E Rail Crossing Safety	PD	\$67,500
Highway Safety Improvement Plan			
	LS20 High Risk Rural Roads	PE, RW, C	\$250,000
	LS30 SR273 Intersection Improvements	RW	\$450,000
	LS30 Foulk & Wilson Road	C	\$870,000
	LS30 SR 71, Old Porter Road to SR 7	RW	\$396,000
	LS30 SR 71, Old Porter Road to SR 7	C	\$500,000
	LS30 SR896 and Old Chestnut Hill Road Intersection	C	\$1,129,500
	LS30 US 13 Bacon Avenue to McMullen Avenue	C	\$810,000
	LS30 Safety Improvement Program	PE, RW, C	\$2,200,000
Statewide Planning & Research			
	L550 Planning Program	Planning	\$1,975,000
	L560 Planning Program	Planning	\$662,000

Program	Project	Phase	FY13 Obligation		
National Highway Program	L050	Interstate Bridge Maintenance South	C	\$3,526,200	
	L050	US13 at Carpenter Bridge Road	C	\$2,000,000	
	L050	I- 95/US202 Interchange	UN AC	\$13,000,000	
	L050	I-95, Maryland Line to I-295 Program -SR 1/I- 95 Interchange	UN AC	\$11,400,000	
	L050	SR 1, Rehoboth Canal to North of Five Points, Ped Improvements Sidewalks	C	\$4,400,000	
	L050	US 301, Maryland State Line to SR 1	Debt	\$10,984,513	
	L050	Br 3-156, Indian River Inlet Park Enhancements	C	\$1,300,000	
	L050	SR 1 & SR 30 Grade Separated Intersection	UN AC	\$5,600,000	
	L050	US 13 Seaford Intersection Improvements	UN AC	\$3,500,000	
	L050	US113 North South Improvements	RW	\$2,000,000	
	L05E	I-95, Maryland Line to I-295 Program -SR 1/I- 95 Interchange	UN AC	\$10,000,000	
	Metropolitan Planning	L450	Metropolitan Planning Organization	Planning	\$1,472,400
	Congestion Mitigation	L400	Rideshare	Planning	\$720,000
L400		Transportation Management Improvements	PE,RW,C	\$5,829,000	
L400		40" Heavy Duty Low Floor Buses	Pro	\$5,000,000	
L400		Paratransit Expansion Kent	Pro	\$234,100	
L400		Paratransit Replacement Sussex	Pro	\$450,000	

Program	Project	Phase	FY13 Obligation
Recreational Trails	L940 Recreational Trails	C	\$884,800
Local Technical Assistance Program	4380 Planning - LTAP	Planning	\$170,000
Safe Routes to School	LU10 Safe Routes to School	Planning	\$99,000
	LU20 Safe Routes to School	C	\$693,000
	LU30 Safe Routes to School	C	\$198,000
Other	L480 Disadvantaged Business Enterprise		\$125,000
	L490 Summer Intern Program		\$45,000
	LZ20 I-95, Maryland Line to I-295 Program -SR 1/I- 95 Interchange	UN AC	\$3,400,000
	LZ10 Churchman's Road - Christiana Hospital to SR 1	C	\$1,360,000
	L030 Lea Blvd - Tatnall Street to Market Street	C	\$1,440,000
	LZ10 US 9 (HSIP)	C	\$3,000,000
			\$174,677,493

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Note on Advanced Construction (AC) - AC allows a state to begin a project even if the state does not currently have sufficient federal-aid obligation authority to cover the Federal share of project costs.

Note on Toll Credits - States may use revenue from toll facilities as a credit toward the non-Federal matching share of certain highway projects.

Delaware Department of Transportation
FHWA - FY2014 Obligational Plan

Program	Project	Phase	FY14 Obligation	
Interstate Maintenance	L010 Interstate Open End Drainage	C	\$1,800,000	
	L010 Interstate Structural Maintenance	C	\$2,700,000	
	L010 Interstate Ramp Paving	C	\$1,800,000	
Highway Bridge Program	L110 Bridge Management	PE,RW,C	\$1,000,000	
	L110 Bridge Preservation	PE,RW,C	\$2,400,000	
	L1C0 Bridge Management	PE,RW,C	\$1,400,000	
	L1C0 Bridge Preservation	PE,RW,C	\$9,600,000	
Surface Transportation	L200 Paving & Rehabilitation	C	\$2,500,000	
	L200 West Dover Connector	C	\$4,000,000	
	L230 Paving & Rehabilitation	C	\$700,000	
	L230 SR 2, South Union Street from Railroad Bridge to Sycamore Street, Wilmington	UN AC	\$1,100,000	
	L230 I-95, Maryland Line to I-295 Program - SR 1/I- 95 Interchange	UN AC	\$6,520,000	
	L230 SR 72, McCoy Road to SR 71		\$1,840,000	
	L230 N54 Howell School Road	C	\$3,400,000	
	L240 SR273 and Harmony Road Intersection	C	\$4,960,000	
	L240 Iron Branch Road/State Street	C	\$3,360,000	
	L240 Transportation Management Improvements	PE,RW,C	\$1,600,000	
	L240 I-95, Maryland Line to I-295 Program - SR 1/I- 95 Interchange	UN AC	\$3,000,000	
	L240 Education and Training		\$200,000	
	L240 On The Job Training Supportive Services		\$100,000	
	L240 Paving & Rehabilitation	C	\$6,800,000	
	Area <5000	L250 SR 26, Atlantic from Clarkesville to Assawoman Canal	UN AC	\$2,700,000
	Transportation Enhancement	L220 Transportation Enhancement	PE, RW, C	\$3,400,000

Program	Project	Phase	FY14 Obligation	
Hazardous Elimination				
Railway & Highway Crossings	LS40	Rail Crossing Safety	C	\$550,000
	LS50	Rail Crossing Safety	C	\$550,000
	LS5E	Rail Crossing Safety	PD	\$67,500
Highway Safety Improvement Plan				
	LS20	High Risk Rural Roads	PE, RW, C	\$250,000
	LS30	Highway Safety Program	PE, RW, C	\$2,200,000
	LS30	Foulk & Wilson Road	C	\$210,000
	LS30	SR 2 and Cleveland Avenue Intersection Improvements	PE	\$45,000
	LS30	SR273 Intersection Improvements	C	\$1,080,000
	LS30	SR 71, Old Porter Road to SR 7	C	\$490,000
	LS30	S275 Plantation Road, Cedar Grove/Postal Lane	C	\$2,900,000
Statewide Planning & Research				
	L550	Planning Program	Planning	\$1,975,000
	L560	Planning Program Research	Planning	\$662,000
National Highway Program				
	L050	I- 95/US202 Interchange	UN AC	\$5,000,000
	L050	I-95, Maryland Line to I-295 Program - SR 1/I- 95 Interchange	UN AC	\$18,200,000
	L050	US 301, Maryland State Line to SR 1	Debt	\$10,986,513
	L050	BR 3-156, Indian River Inlet - Park Enhancements	UN AC	\$2,525,000
	L050	Pave and Rehabilitations	C	\$1,000,000
	L050	Signage & Pavement Markings	C	\$800,000
	L050	SR 1 NE Front Street in Milford	RW	\$2,800,000
	L050	SR 1, South Frederica Grade Separated	C	\$8,000,000
	L050	SR 1, Little Heaven Grade Separated Intersection	C	\$6,000,000
Metropolitan Planning				
	L450	Metropolitan Planning Organization	Planning	\$1,472,400

Program	Project	Phase	FY14 Obligation
Congestion Mitigation	L400 Rideshare	Planning	\$720,000
	L400 Transportation Management Improvements	PE,RW,C	\$4,240,000
	L400 40' Low Floor Dover/Rehoboth Express	Pro	\$1,100,000
	L400 Paratransit Replacement Sussex	Pro	\$2,131,900
	L400 40" Heavy Duty Low Floor Buses	Pro	\$4,846,300
	L400 Paratransit Expansion Kent	Pro	\$241,000
Recreational Trails	L940 Recreational Trails	C	\$884,800
Local Technical Assistance Program	4380 Planning - LTAP	Planning	\$170,000
Safe Routes to School	LU10 Safe Routes to School	Planning	\$99,000
	LU20 Safe Routes to School	Planning	\$693,000
	LU30 Safe Routes to School	Planning	\$198,000
Other	L480 Disadvantaged Business Enterprise	Misc	\$125,000
	L490 Summer Intern Program	Misc	\$45,000
	LZ20 I-95, Maryland Line to I-295 Program - SR 1/I- 95 Interchange	UN AC	\$7,800,000
	LY20 Christina River Crossing	C	\$12,000,000
	LZ10 SR 26, Atlantic Avenue from Clarkesville to Assawoman Canal	UN AC	\$3,200,000
	LZ10 US 9 (HSIP)	Convert	\$1,300,000
			\$174,437,413

Phase Legend
PE - Preliminary Engineering
PD - Project Development
RW - Right of Way
C - Construction
Pro - Procurement
Planning
UN AC - Unadvance Construction

Note on Advanced Construction (AC) - AC allows a state to begin a project even if the state does not currently have sufficient federal-aid obligation authority to cover the Federal share of project costs.
 Note on Toll Credits - States may use revenue from toll facilities as a credit toward the non-Federal matching share of certain highway projects.

**Summaries of FY11 - FY14
Federal Transit Administration Program
Obligational Plans**

Delaware Department of Transportation
FTA - FY2011 Obligation Plan

<u>FEDERAL FUNDING CATEGORY</u>	<u>SEC CODE</u>	<u>PROJECTED OBLIGATIONS</u>	<u>DIVISION ASSIGNED</u>	<u>PROJECT TITLE</u>
Job Access Reverse Commute (JARC)	5316	\$ 209,310	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY11 New Castle
Job Access Reverse Commute (JARC)	5316	\$ 63,029	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY11, Kent
Job Access Reverse Commute (JARC)	5316	\$ 81,393	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY11, Sussex
New Freedom	5317	\$ 132,320	DTC	New Freedoms FTA , New Castle County
New Freedom	5317	\$ 35,342	DTC	New Freedoms FTA , Kent County
New Freedom	5317	\$ 51,006	DTC	New Freedoms FTA , Sussex County
Planning	5303	\$ 82,391	PLAN	Dover/Kent UPWP, FY12
Planning	5303	\$ 292,114	PLAN	WILMAPCO UPWP, FY12
Statewide Planning and Research	5304	\$ 101,742	PLAN	Statewide Planning & Research Program Task FY12
Urbanized Area	5307	\$ 61,000	DESIGN	TE Project
Urbanized Area	5340	\$ 2,973,000	DTC	Paratransit Replacement Buses NCC
Urbanized Area	5307	\$ 160,000	DTC	Epoxy Shop Floor Monroe
Urbanized Area	5307	\$ 220,600	DTC	Paratransit Expansion Buses Kent
Urbanized Area	5307	\$ 120,000	DTC	HVAC Replacement Wilmington Operations
Urbanized Area	5307	\$ 848,300	DTC	Paratransit Replacement Buses for Kent
Urbanized Area	5307	\$ 4,023,200	DTC	CAD/AVL
Urbanized Area	5307	\$ 2,579,000	DTC	Preventative Maintenance, Wilmington, FY11
Urbanized Area	5307	\$ 3,079,100	DTC	45" Over the Road Buses NCC
Urbanized Area	5307	\$ 2,521,700	DTC	40' Low Floor Replacement Buses NCC
Urbanized Area	5307	\$ 95,400	DTC	Preventative Maintenance, Dover, FY11
Urbanized Area	5307	\$ 661,800	DTC	Transit Vehicle Expansion Paratransit Buses NCC
Urbanized Area	disc	\$ 5,600,000	DTC	Wilmington Transit Hub
Urbanized Area	disc	\$ 1,280,000	DTC	Wilmington Transit Hub
Urbanized Area	disc	\$ 1,600,000	DTC	Newark Train Station
Urbanized Area	5307	\$ 1,148,000	DTC	CAD/AVL
Urbanized Area	disc	\$ 4,240,000	DTC	Northeast Corridor Improvements Yard to Ragan, Civil, Structural
Elderly & Persons with Disabilities	5310	\$ 150,376	DTC	Vans for Elderly & Handicapped, FY11 NCC
Elderly & Persons with Disabilities	5310	\$ 150,376	DTC	Vans for Elderly & Handicapped, FY11 Kent
Elderly & Persons with Disabilities	5310	\$ 150,376	DTC	Vans for Elderly & Handicapped, FY11 Sussex
Non-Urbanized Area	5311	\$ 1,396,800	DTC	CAD/AVL
Non-Urbanized Area	5311	\$ 157,600	DTC	Intercity Bus/Operating, FY11 (Resort Area, Sussex County)
Non-Urbanized Area	5311(b)(3)	\$ 77,900	DTC	RTAP Program FY11
Total		\$ 34,343,175		

**Delaware Department of Transportation
FTA - FY2012 Obligation Plan**

<u>FEDERAL FUNDING CATEGORY</u>	<u>SEC CODE</u>	<u>PROJECTED OBLIGATIONS</u>	<u>DIVISION ASSIGNED</u>	<u>PROJECT TITLE</u>
Job Access Reverse Commute (JARC)	5316	\$ 209,310	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY12, New Castle
Job Access Reverse Commute (JARC)	5316	\$ 63,029	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY12, Kent
Job Access Reverse Commute (JARC)	5316	\$ 81,393	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY12, Sussex
New Freedom	5317	\$ 132,320	DTC	New Freedoms FTA , New Castle County
New Freedom	5317	\$ 35,342	DTC	New Freedoms FTA , Kent County
New Freedom	5317	\$ 51,006	DTC	New Freedoms FTA , Sussex County
Planning	5303	\$ 82,391	PLAN	Dover/Kent UPWP, FY13
Planning	5303	\$ 292,114	PLAN	WILMAPCO UPWP, FY13
Statewide Planning and Research	5304	\$ 101,742	PLAN	Statewide Planning & Research Program Task FY13
Urbanized Area	5307	\$ 61,000	DESIGN	TE Project - Urbanized area
Urbanized Area	disc	\$ 5,760,000	DTC	Wilmington Transit Hub
Growing States & High Density	5340	\$ 2,359,000	DTC	Paratransit Replacement Buses (NCC)
Urbanized Area	5307	\$ 2,579,000	DTC	Preventative Maintenance, Wilmington, FY12
Urbanized Area	5307	\$ 95,400	DTC	Preventative Maintenance, Dover, FY12
Urbanized Area	5307	\$ 795,200	DTC	Paratransit Expansion Buses NCC
Urbanized Area	5307	\$ 104,000	DTC	Dover Lift Replacement
Urbanized Area	5307	\$ 227,200	DTC	Paratransit Expansion Buses (Kent)
Urbanized Area	5307	\$ 699,000	DTC	Paratransit Replacement Buses (Kent)
Elderly & Persons with Disabilities	5310	\$ 150,376	DTC	Vans for Elderly & Handicapped, FY12 NCC
Elderly & Persons with Disabilities	5310	\$ 150,376	DTC	Vans for Elderly & Handicapped, FY12 Kent
Elderly & Persons with Disabilities	5310	\$ 150,376	DTC	Vans for Elderly & Handicapped, FY12 Sussex
Non-Urbanized Area	5311	\$ 157,600	DTC	Intercity Bus/Operating, FY12 (Resort Area, Sussex County)
Non-Urbanized Area	5311	\$ 120,000	DTC	Georgetown Lift Replacement
Non-Urbanized Area	5311	\$ 671,700	DTC	30' Low Floor Delmar Seaford Shuttle
Non-Urbanized Area	5311	\$ 671,700	DTC	30' Low Floor Rehoboth Extension (203) & Millsboro/Selbyville (213)
Non-Urbanized Area	5311	\$ 671,700	DTC	30' Low Floor Sussex Extension Phase II
Non-Urbanized Area	5311(b)(3)	\$ 77,900	DTC	RTAP Program FY12
Total		\$ 16,550,175		

**Delaware Department of Transportation
FTA - FY2013 Obligation Plan**

<u>FEDERAL FUNDING CATEGORY</u>	<u>SEC CODE</u>	<u>PROJECTED OBLIGATIONS</u>	<u>DIVISION ASSIGNED</u>	<u>PROJECT TITLE</u>
Job Access Reverse Commute (JARC)	5316	\$ 209,310	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY13, New Castle
Job Access Reverse Commute (JARC)	5316	\$ 63,029	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY13, Kent
Job Access Reverse Commute (JARC)	5316	\$ 81,393	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY13, Sussex
New Freedom	5317	\$ 132,320	DTC	New Freedoms FTA , New Castle County
New Freedom	5317	\$ 35,342	DTC	New Freedoms FTA , Kent County
New Freedom	5317	\$ 51,006	DTC	New Freedoms FTA , Sussex County
Planning	5303	\$ 82,391	PLAN	Dover/Kent UPWP, FY14
Planning	5303	\$ 292,114	PLAN	WILMAPCO UPWP, FY14
Statewide Planning and Research	5304	\$ 101,742	PLAN	Statewide Planning & Research Program Task FY14
Urbanized Area	5307	\$ 61,000	DESIGN	TE Project - Urbanized area
Urbanized Area	5307	\$ 819,000	DTC	Paratransit Expansion Buses NCC
Urbanized Area	5340	\$ 11,846,300	DTC	40' Heavy Duty Low Floor Replacement Buses
Growing States & High Density	5340	\$ 4,049,600	DTC	Paratransit Replacement Buses (NCC)
Urbanized Area	5307	\$ 2,579,000	DTC	Preventative Maintenance, Wilmington, FY13
Urbanized Area	5307	\$ 95,400	DTC	Preventative Maintenance, Dover, FY13
Urbanized Area	5307	\$ 1,709,800	DTC	Paratransit Replacement Buses (Kent)
Urbanized Area	5307	\$ 1,320,400	DTC	29' Trolley Replica Replacement
Urbanized Area	5307	\$ 104,000	DTC	Dover Lift Replacement
Elderly & Persons with Disabilities	5310	\$ 150,376	DTC	Vans for Elderly & Handicapped, FY13 NCC
Elderly & Persons with Disabilities	5310	\$ 150,376	DTC	Vans for Elderly & Handicapped, FY13 Kent
Elderly & Persons with Disabilities	5310	\$ 150,376	DTC	Vans for Elderly & Handicapped, FY13 Sussex
Non-Urbanized Area	5311	\$ 157,600	DTC	Intercity Bus/Operating, FY13 (Resort Area, Sussex County)
Non-Urbanized Area	5311(b)(3)	\$ 77,900	DTC	RTAP Program FY13
Total		\$ 24,319,775		

Delaware Department of Transportation
FTA - FY2014 Obligation Plan

<u>FEDERAL FUNDING CATEGORY</u>	<u>SEC CODE</u>	<u>PROJECTED OBLIGATIONS</u>	<u>DIVISION ASSIGNED</u>	<u>PROJECT TITLE</u>
Job Access Reverse Commute (JARC)	5316	\$ 209,310	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY14, New Castle
Job Access Reverse Commute (JARC)	5316	\$ 63,029	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY14, Kent
Job Access Reverse Commute (JARC)	5316	\$ 81,393	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY14, Sussex
New Freedom	5317	\$ 132,320	DTC	New Freedoms FTA , New Castle County
New Freedom	5317	\$ 35,342	DTC	New Freedoms FTA , Kent County
New Freedom	5317	\$ 51,006	DTC	New Freedoms FTA , Sussex County
Planning	5303	\$ 82,391	PLAN	Dover/Kent UPWP, FY15
Planning	5303	\$ 292,114	PLAN	WILMAPCO UPWP, FY15
Statewide Planning and Research	5304	\$ 101,742	PLAN	Statewide Planning & Research Program Task FY14
Urbanized Area	5307	\$ 61,000	DESIGN	TE Project - Urbanized area
Urbanized Area	5307	\$ 723,100	DTC	Paratransit Expansion Buses NCC
Urbanized Area	5340	\$ 12,594,700	DTC	40' Heavy Duty Low Floor Replacement Buses
Growing States & High Density	5340	\$ 6,581,000	DTC	Paratransit Replacement Buses (NCC)
Urbanized Area	5307	\$ 2,579,000	DTC	Preventative Maintenance, Wilmington, FY14
Urbanized Area	5307	\$ 95,400	DTC	Preventative Maintenance, Dover, FY14
Urbanized Area	5307	\$ 1,668,500	DTC	Paratransit Replacement Buses (Kent)
Urbanized Area	5307	\$ 200,000	DTC	Paratransit Expansion Buses (Kent)
Urbanized Area	5307	\$ 104,000	DTC	Dover Lift Replacement
Urbanized Area	5307	\$ 300,000	DTC	Paratransit Expansion Buses NCC
Elderly & Persons with Disabilities	5310	\$ 150,376	DTC	Vans for Elderly & Handicapped, FY14 NCC
Elderly & Persons with Disabilities	5310	\$ 150,376	DTC	Vans for Elderly & Handicapped, FY14 Kent
Elderly & Persons with Disabilities	5310	\$ 150,376	DTC	Vans for Elderly & Handicapped, FY14 Sussex
Non-Urbanized Area	5311	\$ 157,600	DTC	Intercity Bus/Operating, FY14 (Resort Area, Sussex County)
Non-Urbanized Area	5311(b)(3)	\$ 77,900	DTC	RTAP Program FY14
Total		\$ 26,641,975		

Project Estimates

Project Estimates

The process that DelDOT uses to perform project estimates at the concept stage is currently a standard operating procedure and is not currently captured in any formal document. The DelDOT Project Development Manual, currently under development, will provide formal direction to the project manager on the development of cost estimates. DelDOT does however have several resources that guide the process to ensure that the estimates generated for the CTP are accurate and fully inclusive of the scope of work.

These include:

- DelDOT's CTP Estimate Form (identifies the major elements of the project and provides direction for compiling PE, RW, and Construction estimate data)
- DelDOT's Design Resource Center (provides resources used in the development of estimate data)
- Trns*prt (AASHTO's cost estimating software)

The main tool used is the CTP estimate form. This form outlines that elements of the project that need to be quantified. These items represent the major contract items and typically account for about 80% of the project cost. Once the major items of the project are quantified the information is entered into Trns*prt to generate the specific unit costs for the major contract items. (Trns*prt captures the last three years of contractor bids on items and these are tracked by the type and size of the project.) The cost data is then entered into the CTP Project Cost Estimate for the appropriate work item. Contingencies are then applied to the estimate to account for the remaining 20%. In addition there are other contingencies that are applied to the estimate to account for construction inspection and other project costs.

As a project progresses through the design a more detailed cost estimate is prepared. This estimate uses actual quantities and there are less contingencies applied to the estimate figures. This more refined estimate is used once the project proceeds into the semi-final plan development of the PE phase.

Helpful Hints for Reading the Charts

Helpful Hints for Reading the Charts

The Project Authorization Schedule indicates anticipated authorization amount for each project by fiscal year.

Each Project is assigned a finance project number. The numbering system applies intelligence to the process.

Funding percentage and source for each project phase.

Federal Fund Type for each fiscal year.

PROJECT AUTHORIZATION SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	PERCENT ESTIMATE	FY 2010			FY 2011			FY 2012			FY 2013			STATE TOTAL	FEDERAL TOTAL
				STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE		
26-123-02	PD	100% S-STATE	489.2														
26-123-02	PE	80% S-FYDWA	2,000.0														
26-123-02	ROW	80% S-FYDWA	4,790.0				940.0	3,790.0	1,050						940.0	3,790.0	
26-123-02	C	80% S-FYDWA	21,500.0										4,300.0	17,200.0	1,050	4,300.0	17,200.0
Total			28,680.2				940.0	3,790.0	1,050.0				4,300.0	17,200.0			

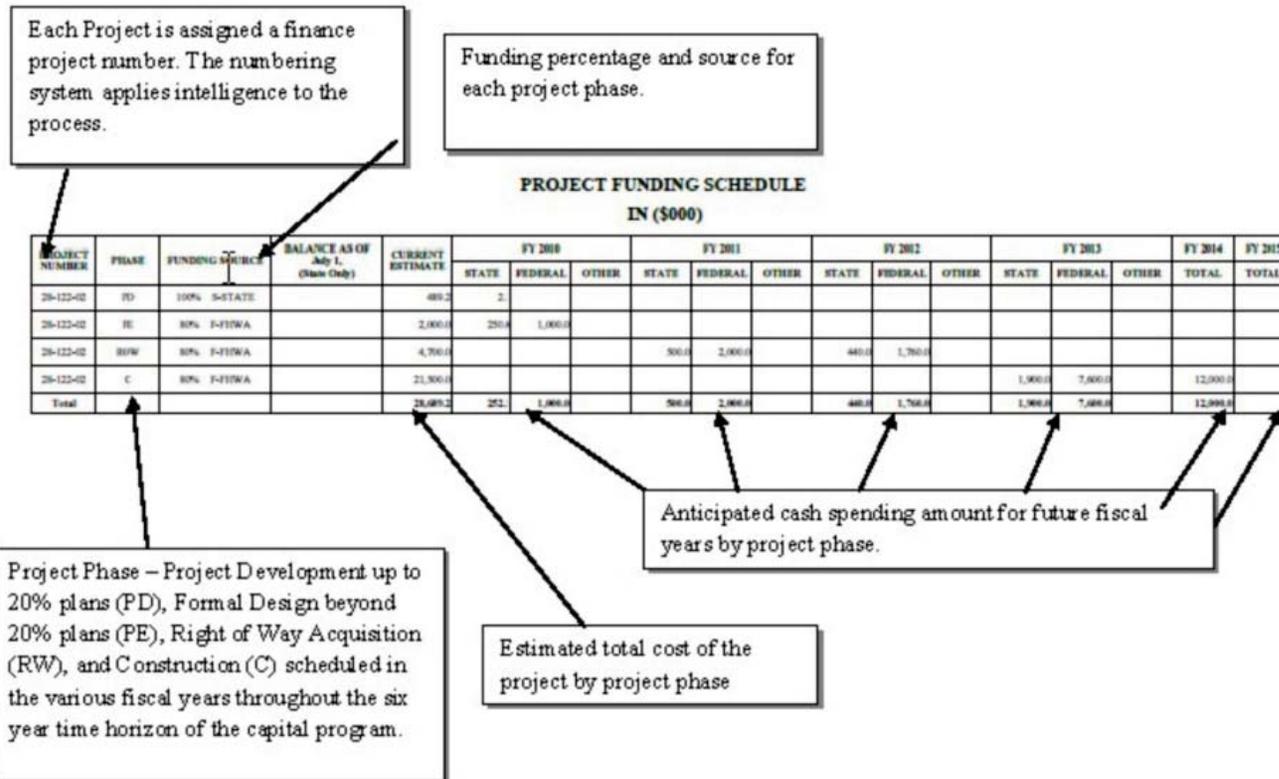
Project Phase – Project Development up to 20% plans (PD), Formal Design beyond 20% plans (PE), Right of Way Acquisition (ROW), and Construction (C) scheduled in the various fiscal years throughout the six year time horizon of the capital program.

State Authorization each fiscal year.

Anticipated additional authorization amount for future fiscal years by project phase.

Helpful Hints For Reading The Charts

The Project Funding Schedule indicates anticipated cash spending for each project by phase, funding source, and fiscal year.



Legend of Abbreviations

ARRA	American Recovery and Reinvestment Act
AASHTO	American Association of State Highway and Transportation Officials
A/C	FHWA Advanced Construction FHWA
ADA	Americans with Disabilities Act
ASR	Alkaline Silica Reactivity
AVL	Automated Vehicle Locator
BR	Bridge
C	Construction
C&D	Chesapeake and Delaware
Council	Council on Transportation (or COT)
CTP	Capital Transportation Program
CVISN	Commercial Vehicle Information Systems Networks
DART	Delaware Administration for Regional Transit
DelDOT	Delaware Department of Transportation
DelTrac	Delaware Traffic Management Information System
DEV	Development
DISC	Discretionary
Dover/Kent MPO	Dover/Kent County Metropolitan Planning Organization (covering all of Kent County Delaware)
DRBA	Delaware River and Bay Authority
DTC	Delaware Transit Corporation
EA	Environmental Assessment
EIS	Environmental Impact Statement
ENV	Environmental Studies
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GARVEE.....	Grant Anticipation Revenue Vehicles
HIST	Historic Evaluation
HSIP	Highway Safety Improvement Program

LANS CP	Landscaping
LOC	Location Studies
LOS	Level of Service
MGT	Management
MIS	Major Investment Study
MPO	Metropolitan Planning Organization
NEC	Northeast Corridor
NPDES	National Pollution Discharge and Elimination Survey
OIT	Office of Information Technology
PD	Project Development
PF	Project Funding
PE	Preliminary Engineering (Design)
PLAN	Planning phase of a project
PRO	Procurement
ROW	Acquisition of Right-of-Way and/or Relocation
SEPTA	Southeastern Pennsylvania Transportation Authority
ST	State
STIP	State Transportation Improvement Plan
TCSP	Transportation and Community System Preservation
TIP	Transportation Improvement Plan
TDM	Traffic Demand Management
TMA	Transportation Management Association
TTF	Transportation Trust Fund
UTIL	Utilities
WILMAPCO	Wilmington Area Metropolitan Planning Organization (covering all of New Castle County and Cecil County Maryland)