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

SHAILEN P. BHATT
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 2012-2017. 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; and Municipal Street Aid.
- **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 planning projects, 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 plan to work on in the future and has been developed with the assistance of the Wilmington Area Planning Council (WILMAPCO), Dover/Kent County 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 2012 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,

Shailen P. Bhatt
Secretary

DelDOT

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Overview of the Statewide Transportation Document

FY2012 – FY 2017 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 (2012-2015), 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 and 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 Social Media
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 statics 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. 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.

Statewide Transportation Improvement Program

DELAWARE DEPARTMERNT 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 September, 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 2012 – Fiscal Year 2017 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; therefore the expenditure when shown reflects the value at the year of expenditure (YOE). 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 2011 – 2012

DELAWARE DEPARTMENT OF TRANSPORTATION
Transportation Trust Fund Revenues

				Fiscal 2011			Fiscal 2012		
	FY 09	FY 10	% Chg.	5/16/2011 Approved	6/16/2011 Recomm	% Chg. FY 10	5/16/2011 Approved	6/16/2011 Recomm	% Chg. FY 11
TOLL ROAD REVENUES:									
I95 Newark Plaza	$118.8	$117.2	-1.3%	$113.0	**$113.0**	-3.6%	$114.0	**$114.0**	0.9%
Route 1 Toll Road	44.5	45.5	2.2%	$45.7	**$45.7**	0.0%	$46.0	**$46.0**	0.7%
Concessions	2.4	2.2	-8.3%	$1.7	**$1.7**	-22.2%	$2.1	**$2.1**	23.5%
Total Toll Road Revenues	165.7	164.9	-0.5%	$160.4	**$160.4**	-2.7%	$162.1	**$162.1**	1.1%
MOTOR FUEL TAX ADMIN.	119.5	115.7	-3.2%	$117.9	**$117.9**	1.9%	$120.3	**$120.3**	2.0%
DIVISION OF MOTOR VEHICLES									
Motor Vehicle Document Fees	56.2	58.4	3.9%	$65.8	**$67.8**	16.2%	$67.8	**$69.8**	3.0%
Motor Vehicle Registration Fees	43.3	44.5	2.8%	$47.0	**$47.0**	5.6%	$48.4	**$48.4**	3.0%
Other DMV Revenues	22.5	22.8	1.3%	$24.4	**$24.4**	6.9%	$25.1	**$25.1**	3.0%
Total DMV Revenues	122.0	125.7	3.0%	$137.2	**$139.2**	10.7%	$141.3	**$143.4**	3.0%
OTHER TRANSPORTATION REV.									
Other Transportation Rev	8.3	11.0	32.5%	$10.0	**$10.0**	-9.4%	$12.1	**$12.1**	21.0%
Investment Income(Net)	4.7	2.3	-51.1%	$3.4	**$3.4**	-47.7%	$4.0	**$4.0**	17.6%
Total Other Transp. Revenue	13.0	13.3	2.3%	$13.4	**$13.4**	0.8%	$16.1	**$16.1**	20.1%
GRAND TOTAL	$420.2	$419.6	-0.1%	$428.9	**$430.9**	2.7%	$439.8	**$441.9**	2.5%

Fiscal Year 2013 to 2017

DELAWARE DEPARTMENT OF TRANSPORTATION Transportation Trust Fund Revenues															
	Fiscal 2013			Fiscal 2014			Fiscal 2015			Fiscal 2016			Fiscal 2017		
	5/16/2011 Approved	6/16/2011 Recomm	% Chg. FY 12	5/16/2011 Approved	6/16/2011 Recomm	% Chg. FY 13	5/16/2011 Approved	6/16/2011 Recomm	% Chg. FY 14	5/16/2011 Approved	6/16/2011 Recomm	% Chg. FY 15	5/16/2011 Approved	6/16/2011 Recomm	% Chg. FY 16
TOLL ROAD REVENUES:															
I95 Newark Plaza	$115.3	**$115.3**	1.1%	$116.5	**$116.5**	1.1%	$117.8	**$117.8**	1.1%	$119.1	**$119.1**	1.1%	$120.3	**$120.3**	1.0%
Route 1 Toll Road	$46.6	**$46.6**	1.3%	$47.2	**$47.2**	1.3%	$47.8	**$47.8**	1.3%	$48.5	**$48.5**	1.5%	$49.3	**$49.3**	1.6%
Concessions	$2.2	**$2.2**	4.8%	$2.3	**$2.3**	4.5%	$2.4	**$2.4**	4.3%	$2.5	**$2.5**	4.2%	$2.6	**$2.6**	4.0%
Total Toll Road Revenues	$164.1	**$164.1**	1.2%	$166.0	**$166.0**	1.2%	$168.0	**$168.0**	1.2%	$170.1	**$170.1**	1.3%	$172.2	**$172.2**	1.2%
MOTOR FUEL TAX ADMIN.	$122.7	**$122.7**	2.0%	$125.2	**$125.2**	2.0%	$127.7	**$127.7**	2.0%	$130.3	**$130.3**	2.0%	$132.9	**$132.9**	2.0%
DIVISION OF MOTOR VEHICLES															
Motor Vehicle Document Fees	$69.8	**$71.9**	3.0%	$71.9	**$74.1**	3.0%	$74.1	**$76.3**	3.0%	$76.3	**$78.6**	3.0%	$78.6	**$80.9**	3.0%
Motor Vehicle Registration Fees	$49.9	**$49.9**	3.0%	$51.4	**$51.4**	3.0%	$52.9	**$52.9**	3.0%	$54.5	**$54.5**	3.0%	$56.1	**$56.1**	3.0%
Other DMV Revenues	$25.9	**$25.9**	3.0%	$26.7	**$26.7**	3.0%	$27.4	**$27.4**	3.0%	$28.3	**$28.3**	3.0%	$29.1	**$29.1**	3.0%
Total DMV Revenues	$145.6	**$147.7**	3.0%	$149.9	**$152.1**	3.0%	$154.4	**$156.6**	3.0%	$159.1	**$161.4**	3.0%	$163.8	**$166.2**	3.0%
OTHER TRANSPORTATION REV.															
Other Transportation Rev	$12.2	**$12.2**	0.8%	$12.3	**$12.3**	0.8%	$12.4	**$12.4**	0.8%	$12.5	**$12.5**	0.8%	$12.6	**$12.6**	0.8%
Investment Income(Net)	$6.0	**$6.0**	50.0%	$7.0	**$7.0**	16.7%	$8.0	**$8.0**	14.3%	$8.0	**$8.0**	0.0%	$8.0	**$8.0**	0.0%
Total Other Transp. Revenue	$18.2	**$18.2**	13.0%	$19.3	**$19.3**	6.0%	$20.4	**$20.4**	5.7%	$20.5	**$20.5**	0.5%	$20.6	**$20.6**	0.5%
GRAND TOTAL	$450.6	**$452.7**	2.4%	$460.5	**$462.7**	2.2%	$470.5	**$472.7**	2.2%	$480.0	**$482.3**	2.0%	$489.5	**$491.9**	2.0%

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

Vacant	
Ted C. Williams	Term: August 19, 2011
Barbara Washam	Term: January 27, 2014

Kent County

Weston "Pete" Nellius	Term: January 27, 2014
Marvin J. Davis	Term: October 31, 2011
Lee J. Beetschen	Term: December 16, 2012

Sussex County

Vacant	
Irwin G. "I.G." Burton	Term: October 31, 2011
Robert W. Slavin	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. DelDOT 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.

DelDOT 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

SHAILEN P. BHATT
SECRETARY

MEMORANDUM

TO: Beverly Swiger, Acting Director, Finance

FROM: Michael Strange, Acting Director, Planning

DATE: July 11, 2011

SUBJECT: **Fiscal Year 2012–2015 State Transportation Improvement Plan (STIP), Air Quality Conformity**

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 STIP 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 2012 – 2015. 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.

DelDOT

Ms. Beverly Swiger
Page 2 of 2
July 11, 2011

Based on our review of the final FY 2012 – 2015 STIP, we find it to be in conformance with the State of Delaware Clean Air Act Implementation Plan.

MS:mdr

cc: Shailen Bhatt, Secretary
Tigist Zegeye, Executive Director, WILMAPCO
Juanita Wieczoreck, Executive Director, Dover/Kent MPO

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

SHAILEN P. BHATT
SECRETARY

MEMORANDUM

TO: Beverly Swiger, Acting Director of Finance

FROM: Michael Strange, Acting Director of Planning

DATE: July 6, 2011

SUBJECT: **Air Quality Conformity of the New Castle County Portion of the Fiscal Year 2012–2017 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 2012 – 2017. 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.

DelDOT

Based on a review of the projects described in the CTP, we find that each of the programmed projects contained in the FY 2012 – 2017 CTP can be categorized as either exempt or found to conform in a previous analysis. Should funding changes to the 2013 through 2017 out years of the CTP cause regionally significant revisions to the relative scope of projects included in the Wilmington Area Planning Council 2012- 2015 Transportation Improvement Plan (TIP) or 2040 Regional Transportation Plan, further analysis will be required.

This review determines that the current fiscal year of the 2012 – 2017 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 2013 through 2017 portion of the CTP do not make regionally significant revisions to the New Castle County 2012 – 2017 CTP, conformity to the State of Delaware Clean Air Act Implementation Plan will be maintained.

MS:mdr

cc: Shailen Bhatt, Secretary
Tigist Zegeye, Executive Director, WILMAPCO
Juanita Wieczoreck, Executive Director, Dover/Kent MPO

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

SHAILEN P. BHATT
SECRETARY

MEMORANDUM

TO: Beverly Swiger, Acting Director, Finance

FROM: Michael Strange, Acting Director, Planning

DATE: July 6, 2011

SUBJECT: **Air Quality Conformity of the Kent County Portion of the Fiscal Year 2012–2017 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 2012 – 2017. 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.

DelDOT

Based on a review of the projects described in the CTP, we find that each of the programmed projects contained in the FY 2012 – 2017 CTP can be categorized as either exempt or found to conform in a previous analysis. Should funding changes to the 2013 through 2017 out years of the CTP cause regionally significant revisions to the relative scope of projects included in the Dover/Kent MPO 2012- 2015 Transportation Improvement Plan (TIP) or Regional Transportation Plan, further analysis will be required.

This review determines that the current fiscal year of the 2012 – 2017 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 2013 through 2017 portion of the CTP do not make regionally significant revisions to the Kent County 2012 – 2017 CTP, conformity to the State of Delaware Clean Air Act Implementation Plan will be maintained.

MS:mdr

cc: Shailen Bhatt, Secretary
Tigist Zegeye, Executive Director, WILMAPCO
Juanita Wieczoreck, Executive Director, Dover/Kent MPO

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

SHAILEN P. BHATT
SECRETARY

MEMORANDUM

TO: Beverly Swiger, Acting Director, Finance

FROM: Michael Strange, Acting Director, Planning

DATE: July 6, 2011

SUBJECT: **Air Quality Conformity of the Sussex County Portion of the Fiscal Year 2012–2017 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 2012 – 2017. 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.

DelDOT

Based on a review of the projects described in the CTP, we find that each of the programmed projects contained in the FY 2012 – 2017 CTP can be categorized as either exempt or found to conform in a previous analysis. Should funding changes to the 2013 through 2017 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 2012 – 2017 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 2013 through 2017 portion of the CTP do not make regionally significant revisions to the Sussex County 2012 – 2017 CTP, conformity to the State of Delaware Clean Air Act Implementation Plan will be maintained.

MS:mdr

cc: Shailen Bhatt, Secretary
Tigist Zegeye, Executive Director, WILMAPCO
Juanita Wieczoreck, Executive Director, Dover/Kent MPO

Department of Transportation and Federal Highway Administration STIP Modification Procedures

DELAWARE DEPARTMENT OF TRANSPORTATION (DelDOT), 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 included in a metropolitan plan, TIP or STIP 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 (DelDOT) 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 to the 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. 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);
3. Adding or deleting a project phase for a regionally significant, non-exempt project that triggers a conformity determination.
4. 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.
5. 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 DelDOT. DelDOT 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 DelDOT's STIP. Following approval of an amendment, DelDOT will submit amended STIP. DelDOT 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 DelDOT 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) DelDOT 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		√

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 DelDOT, 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 E. Carey Sr.
Carlton Carey, Council Chairman
Dover/Kent MPO

Concurrence Line:

Hassan Raza, Division Administrator, FHWA

Letitia Thompson, Regional Administrator, FTA

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	3.1	0.9%
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]	10.7	
Total Non-Pledged Revenue	$ 56.2	
Total Trust Fund Revenue	$420.2	

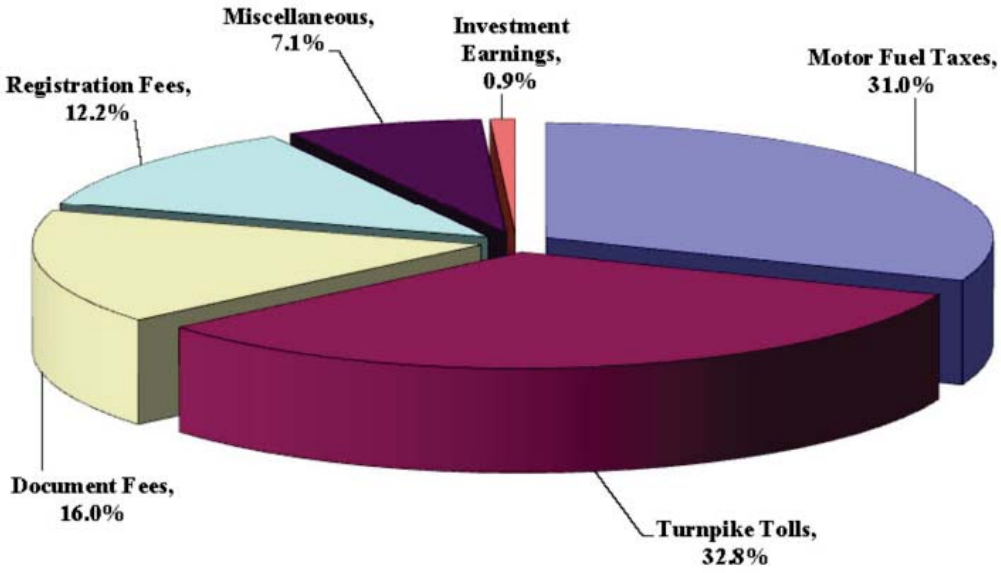
(1) Revenue from motor fuel and special tax receipts. Net of refunds for fuel consumed for non-highway use ($0.1 million).

(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.

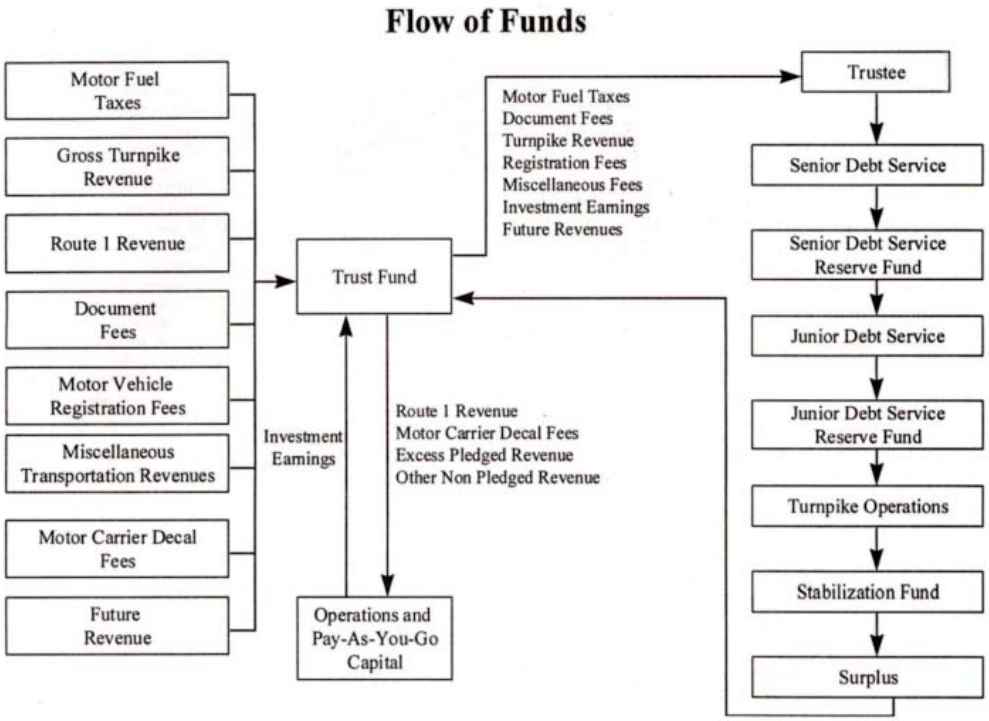
Sources of Pledged Revenue
Transportation Trust Fund - Fiscal 2010



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

Sources of Funds:	**2007**	**2008**	**2009**	**2010**
Existing Pledged Revenue				
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	14,774	10,776	4,673	3,117
Total Pledged Revenue	**346,955**	**381,591**	**367,400**	**363,949**
Non-Pledged Revenues				
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	15,704	12,743	17,700	11,032
Total Non-Pledged Revenue	**147,642**	**68,957**	**83,090**	**73,077**
Total Revenue	**494,597**	**450,548**	**450,490**	**437,026**
Borrowing	124,214	47,100	226,336	0
TOTAL SOURCES	**618,811**	**497,648**	**676,826**	**437,026**
Uses of Funds:				
Debt Service				
DTA Bonds & Notes	114,080	118,493	121,495	120,713
State G.O. Bonds	1,002	753	796	742
Debt Service	**115,082**	**119,246**	**122,291**	**121,455**
Operations				
Department Operations	157,947	129,877	137,801	145,055
Grants Aid Act - GF support of DelDOT M&O	0	0	0	0
Delaware Transit Corp. Operations	79,282	85,859	87,772	90,069
Total Operations	**237,229**	**215,736**	**225,573**	**235,124**
State Capital Spending	**165,900**	**227,561**	**223,524**	**170,337**
TOTAL USES	**518,211**	**562,543**	**571,388**	**526,916**
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
June 2011 DEFAC
($ in 000s)

	2011	2012	2013	2014	2015	2016	2017
Sources of Funds							
Existing Pledged Revenue							
I-95 Tolls & Concessions	114,700	116,100	117,500	118,800	120,200	121,600	122,900
Motor Fuel Tax Admin.	117,900	120,300	122,700	125,200	127,700	130,300	132,900
DMV Fees	139,200	143,400	147,700	152,200	156,600	161,400	166,200
Interest Income	3,400	4,000	6,000	7,000	8,000	8,000	8,000
Total Pledged Revenue	**375,200**	**383,800**	**393,900**	**403,200**	**412,500**	**421,300**	**430,000**
Non-Pledged Revenues							
SR 1 Tolls	45,700	46,000	46,600	47,200	47,800	48,500	49,300
Escheat	10,000	40,000	24,000	24,000	24,000	24,000	24,000
General Fund	14,000	0	0	0	0	0	0
DE Transit (Farebox, FTA, & Other)	16,874	17,687	18,785	19,160	19,543	19,934	20,333
Port of Wilmington - Refinancing	1,628	1,628	1,628	1,628	1,628	1,628	1,628
Build America Bond Subsidy Payment	0	1,377	1,298	1,298	1,298	1,298	1,298
Other Transportation Revenue	10,000	12,100	12,200	12,300	12,400	12,500	12,600
Total Non-Pledged Revenue	**98,202**	**118,792**	**104,511**	**105,586**	**106,669**	**107,860**	**109,159**
Total Sources of Funds	**473,402**	**502,592**	**498,411**	**508,786**	**519,169**	**529,160**	**539,159**
Uses of Funds							
Debt Service							
DTA Bonds & Notes	123,103	126,309	121,965	116,821	111,569	105,352	101,236
Senior Bonds	123,103	126,309	121,965	116,821	111,569	105,352	101,236
New Debt Service	0	10,979	20,402	29,571	38,484	47,178	55,465
State G.O. Bonds	720	377	213	153	108	0	0
Total Debt Service	**123,823**	**137,665**	**142,580**	**146,545**	**150,161**	**152,530**	**156,701**
Operations							
Department Operations	141,817	141,818	146,073	150,455	154,968	159,617	164,406
Delaware Transit Corp. Operations	90,400	95,203	99,963	104,961	110,209	115,719	121,505
Total Operations	**232,217**	**237,021**	**246,035**	**255,416**	**265,177**	**275,337**	**285,911**
Total Uses of Funds Before Capital	**356,040**	**374,685**	**388,616**	**401,961**	**415,338**	**427,867**	**442,612**
State Resources Available for Capital	**117,362**	**127,907**	**109,795**	**106,825**	**103,831**	**101,293**	**96,547**
Beginning Capital Cash Balance	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Carry-over Encumbrance Balance	32,381	0	0	0	0	0	
Federal Funds	252,043	252,043	209,969	189,202	154,430	154,995	155,500
Bond Proceeds	102,909	127,907	109,795	106,825	103,831	101,293	96,547
Total Funds Available for Capital Expenditures	**524,695**	**527,857**	**449,559**	**422,852**	**382,092**	**377,581**	**368,594**
Less:							
State Capital Expenditures	220,271	255,814	219,590	213,650	207,662	202,587	193,094
Carry-over Encumbrance Spend	32,381	0	0	0	0	0	0
Federal Capital Expenditures	245,953	241,613	198,987	179,005	142,660	144,009	144,506
GARVEE Debt-Service (Federal)	6,090	10,430	10,982	10,198	11,770	10,986	10,994
Total Capital Spending	**504,695**	**507,857**	**429,559**	**402,852**	**362,092**	**357,582**	**348,594**
Sub-total	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Encumbrance Balance	0	0	0	0	0	0	0
Ending Capital Cash	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**
GARVEE Bond Proceeds	125,000	112,400	20,400	0	0	0	0
GARVEE Capital Expenditures	12,600	92,000	20,400	0	0	0	0
GARVEE Ending Capital Cash	**112,400**	**20,400**	**0**	**0**	**0**	**0**	**0**
Pay Go Revenue	117,362	127,907	109,795	106,825	103,831	101,293	96,547
State Capital	220,271	255,814	219,590	213,650	207,662	202,587	193,094
Pay Go Percentage	53.3%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Additional Senior Bond Test	3.02	2.77	2.72	2.71	2.70	2.71	2.69

Certification of Planning Process

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

SHAILEN P. BHATT
SECRETARY

MEMORANDUM

TO: Beverly Swiger, Acting Director, Finance

FROM: Michael Strange, Acting Director, Planning

DATE: July 11, 2011

SUBJECT: **Fiscal Year 2012-2015 State Transportation Improvement Program, Certification of the Planning Process**

In accordance with 23 CRF 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;

DelDOT

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: Shailen Bhatt, Secretary
Tigist Zegeye, Executive Director, WILMAPCO
Juanita Wieczoreck, Executive Director, Dover/Kent MPO

Summaries of FY12 - FY15
Federal Highway Administration Program
Obligational Plans

Delaware Department of Transportation
FHWA - FY2012 Obligational Plan

Program		Project Title	Phase	FY12 Obligation
Interstate Maintenance				
	L010	I-95, Maryland Line to I-295 Program - SR 1/I-95 Interchange	Convert	$5,000,000
	L01E	I-95 and SR141 Ramps G & F Improvements	PE	$412,800
Highway Bridge Program				
	L11E	Bridge Management	PE,RW,C	$1,000,000
	L110	Bridge Preservation Program	PE,RW,C	$1,500,000
	L1CE	Bridge Management	PE,RW,C	$448,800
	L1CE	BR1-366 on Chesapeake City Road	C	$688,800
	L1CE	BR1-585 on Augustine Cutoff	C	$2,407,200
	L1CE	BR1-665N & 1-665S on US 13 Over	ROW	$40,000
	L1CE	BR1-665N & 1-665S on US 13 Over	C	$2,760,000
	L1CE	BR1-665N & 1-665S on US 13 Over Toll Credits	C	$690,000
	L1CE	BR1-687, 688, 693 Wilmington Drawbridge	Convert	$2,000,000
	L1CE	Structure Maintenance North District FY08-10 Open-End	Convert	$889,866
	L1CE	BR2-033B On SR15 Canterbury Road Over Hudson Branch	RW	$11,200
	L1CE	BR2-100A on Denneys Road Over Fork Branch	RW	$11,200
	L1CE	BR3-583 on SR 26/30 over Gum Branch	RW	$12,800
	L1CE	BR3-587 on SR 26 Nine Foot Road Over Wharton Branch	RW	$8,000
	L11E	BR2-158A on Chestnut Grove Road Over Mudstone Branch	RW	$11,200
	L11E	BR2-163A on Victory Chapel Road Over Penrose Branch	RW	$11,200
	L11E	BR2-203A on Todd's Mill Road Over Issac Branch	RW	$7,200
	L11E	BR2-429A on Jackson Ditch Road	C	$373,600
	L11E	BR3-368 on Sycamore Road Over Ellliots Pond Branch	RW	$15,200
	L11E	BR3-368 on Sycamore Road Over Ellliots Pond Branch	C	$508,800
	L1C0	BR2-371A on K371 Barretts Chapel Road over Double Run	RW	$8,000

Program		Project	Phase	FY12 Obligation
Urbanized / Rural / Flexible				
	L200	SR 300 Glenwood Avenue	PE	$80,000
	L200	US 13 from South Court Street to Loockerman Street	PE	$400,000
	L200	West Dover Connector Toll Credits	RW	$1,100,000
	L20E	West Dover Connector	RW	$4,400,000
	L24E	Education and Training	C	$400,000
	L24E	S275 Plantation Road, Cedar Grove/Postal Lane	RW	$3,120,000
	L24E	Intersection Improvements	C	$1,600,000
	L24E	On The Job Training Supportive Services		$100,000
	L24E	Pavement Rehabilitations	C	$3,500,000
	L24E	I-95, Maryland Line to I-295 Program - SR 1/I-95 Interchange	Convert	$2,000,000
	L24E	Transportation Management Improvements	C	$1,600,000
	L23E	Mill Creek and Stoney Batter Road	RW	$480,000
	L23E	Pavement Rehabilitations	C	$400,000
	L23E	I-95, Maryland Line to I-295 Program - SR 1/I-95 Interchange	Convert	$4,500,000
	L23E	SR141 and Commons Boulevard Intersection Improvements	PE	$518,000
	L23E	Washington Street New Castle	RW	$246,100
	L23E	Washington Street New Castle	C	$4,940,800
	L23E	2, South Union Street from Railroad Bridge to Sycamore Street, Wilmingtono	RW	$80,000
	L240	Environmental Improvements	ENV	$8,000
	L25E	Pavement Rehabilitations	C	$3,100,000
	L25E	Zoar (HSIP)	C	$2,800,000
Transportation Enhancement				
	L22E	Transportation Enhancement	PE, RW, C	$3,400,000
Hazardous Elimination				
Railway & Highway Crossings	LS4E	Rail Crossing Safety	C	$550,000
	LS5E	Rail Crossing Safety	PD	$67,500
	LS5E	Rail Crossing Safety	C	$550,000

Program		Project	Phase	FY12 Obligation
Highway Safety Improvement Plan				
	LS20	Safety Improvement Program Rural Roads	PE,RW,C	$250,000
	LS30	Old Baltimore Pike and Old Cooches Bridge Road	PE	$45,000
	LS3E	Safety Improvement Program	PE,RW,C	$2,200,000
	LS3E	SR 2 and SR 82	RW	$103,500
	LS3E	SR 2 and SR 82	C	$1,665,000
	LS3E	Mill Creek and Stoney Batter Road	C	$1,300,000
	LS3E	US 9 (HSIP)	Convert	$700,000
	LS3E	US 9 (HSIP)	Convert	$900,000
	Q280	SR 273 Intersection Improvements	PE	$540,000
Planning & Research				
	L45E	Metropolitan Planning Organization/FHWA	Planning	$1,472,400
	L55E	Planning - Statewide & Regional Planning	Planning	$1,975,000
	L56E	Planning - Statewide & Regional Planning	Planning	$662,000
National Highway Program				
	L05E	US113 (HSIP)	C	$3,360,000
	L05E	SR 1, Rehoboth Canal to North of Five Points, Ped Improv Sidewalks	RW	$3,965,600
	L05E	, Rehoboth Canal to North of Five Points, Ped Improv Sidewalks Toll Credits	RW	$991,400
	L05E	I-95, Maryland Line to I-295 Program - SR 1 - I/95 Interchange	Convert	$12,600,000
	L05E	40, Pulaski Highway & SR 72, Wrangle Hill Road (includes Del Laws Road)	PE	$560,000
	L05E	US 301, Maryland State Line to SR 1	Debt	$10,986,888
	L05E	SR 1 & SR 30 Grade Separated Intersection	Convert	$4,000,000
	L05E	US113, North/South Improvements	RW	$800,000
	L05E	US113, North/South Improvements Toll Credits	RW	$200,000
	L05E	I-95/US202 Interchange	Convert	$6,000,000
	L05E	BR 3-156, Indian River Inlet - Bridge Replacement, Design Build	Convert	$4,364,730
	L050	SR 1, Dewey Beach Pedestrian / Bicycle Improvements	PE	$400,000
Congestion Mitigation				
	L40E	NCC Greenway, Industrial Track - Phase III	PE	$480,000
	L40E	Rideshare - Transportation Management Improvements	Planning	$720,000
	L40E	35" Low Floor Expansion Dover/Rehoboth	Pro	$1,161,400
	L40E	35' Low Floor Delmar to Seaford Shuttle	Pro	$774,200
	L40E	Paratransit Replacement Sussex	Pro	$1,448,100
	L40E	Transportation Management Improvements	C	$2,240,000

Program		Project	Phase	FY12 Obligation
Recreational Trails				
	L94E	Recreational Trails	C	$884,800
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
	438E	Planning - LTAP	Planning	$170,000
	LY20	Christina River Crossing	RW	$3,458,108
	LZ1E	I- 95/US202 Interchange	Convert	$2,000,000
	LZ20	I-95, Maryland Line to I-295 Program SR1/I-95 Interchange	Convert	$4,000,000
	LZ2E	I-95, Maryland Line to I-295 Program SR1/I-95 Interchange	Convert	$12,400,000
	L030	Pavement Rehabilitation	C	$1,000,000
	HY20	Christina River Crossing	RW	$3,421,892
	DISC	Transportation Management Improvements	Planning	$2,000,000
	TBD1	Mid County DMV Facility	PE	$1,600,000
	TBD1	Mid County DMV Facility	C	$10,400,000
				$168,116,285

Phase Legend
PE - Preliminary Engineering
PD - Project Development
RW - Right of Way
C - Construction
Pro - Procurement
Planning
Convert-Obligation of Previously AC Funds

Note on Convert - 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 Federal share of project costs.

Delaware Department of Transportation
FHWA - FY2013 Obligational Plan

Program		Project	Phase	FY13 Obligation
Interstate Maintenance				
	L01E	Interstate Drainage Repair	C	$2,000,000
	L01E	Interstate Bridge Maintenance South	C	$3,526,200
	L01E	I-95, Maryland Line to I-295 Program -SR 1/I- 95 Interchange	Convert	$6,100,000
Highway Bridge Program				
	L11E	Bridge Preservation	PE,RW,C	$500,000
	L11E	BR1-159 On James Street Over Christina River	C	$1,600,000
	L11E	BR1-159 On James Street Over Christina River Toll Credits	C	$1,000,000
	L11E	BR2-112B On K112 Burrsville Road Over Saulsbury Ditch	RW	$13,600
	L11E	BR2-158A On Chestnut Grove Road Over Mudstone Branch	C	$482,400
	L11E	BR2-163A On Victory Chapel Road Over Penrose Branch	C	$475,200
	L11E	BR2-166B On K166 Shaws Corner Road Over Pinks Branch	RW	$13,600
	L11E	BR2-203A On Todd's Mill Road Over Issac Branch	C	$280,800
	L11E	BR2-501 On Washington Street Over Mispillion River	C	$552,000
	L11E	BR3-224 On S546 Conrail Road Over Bucks Branch	RW	$11,200
	L1CE	Bridge Preservation	PE,RW,C	$1,500,000
	L1CE	Bridge Management	PE,RW,C	$2,400,000
	L1CE	BR1-159 On James Street Over Christina River	C	$2,400,000
	L1CE	BR2-100A On Denney's Road Over Fork Branch	C	$489,600
	L1CE	BR2-195A On West Railroad Avenue Over Issac Branch	RW	$11,200
	L1CE	BR2-371A On K371 Barretts Chapel Road Over Double Run	C	$240,000
	L1CE	BR3- 583 On SR26/30 Over Gum Branch	C	$528,000
	L1CE	BR3- 587 On SR26 Nine Foot Road Over Wharton Branch	C	$512,000
Urbanized / Rural / Flexible				
	L200	Paving & Rehabilitation	C	$1,800,000
	L23E	I-95 Carr Road and Marsh Road	C	$2,800,000
	L23E	Lea Boulevard - Tatnall Street to Market Street	C	$1,440,000
	L23E	I-95, Maryland Line to I-295 Program -SR 1/I- 95 Interchange	Convert	$6,089,910
	L23E	N54 Howell School Road	RW	$1,600,000
	L23E	Road A/SR 7 Improvements	PE	$960,000
	L23E	2, South Union Street from Railroad Bridge to Sycamore Street, Wilmington	C	$3,600,000
	L24E	Education and Training		$200,000
	L24E	Environmental Improvements	ENV	$8,000
	L24E	South State Street and Sorghum Mill Road	C	$1,600,000
	L24E	Intersection Improvements	C	$960,000
	L24E	On the Job Training Supportive Services		$100,000
	L24E	Paving & Rehabilitation	C	$2,200,000
	L24E	SR 26, Atlantic Avenue from Clarkesville to Assawoman Canal	C	$1,000,000
	L24E	Transportation Management Improvements	C	$5,829,000

Program		Project	Phase	FY 13 Obligation
Urbanized / Rural / Flexible				
(continued)	L24E	Transportation Management Improvements	C	$1,600,000
	L24E	SR 9, Delaware Avenue	RW	$600,000
	L24E	SR 9 , New Castle Ave, 3rd Street to Heald Street	PD	$400,000
	L24E	West Dover Connector	Convert	$1,500,000
	L25E	Iron Branch Road/State Street	RW	$2,400,000
	L25E	US 13 At Allen Mill Road from Hill Road	C	$400,000
	L25E	Paving & Rehabilitation	C	$2,800,000
	L20E	SR 300 Glenwood Avenue	RW	$320,000
	L20E	West Dover Connector	Convert	$6,621,300
	L20R	Paving & Rehabilitation	C	$1,000,000
	L25R	US 9 (HSIP)	C	$1,000,000
Transportation Enhancement				
	L22E	Transportation Enhancements	PE, RW, C	$3,400,000
Hazardous Elimination				
Railway & Highway Crossings	LS4E	Rail Crossing Safety	C	$550,000
	LS5E	Rail Crossing Safety	PD	$67,500
	LS5E	Rail Crossing Safety	C	$550,000
Highway Safety Improvement Plan				
	LS20	Safety Improvement Program Rural Roads	PE,RW,C	$250,000
	LS3E	Safety Improvement Program	PE,RW,C	$2,200,000
	LS3E	I-95 Carr Road and Marsh Road	RW	$40,000
	LS3E	Mill Creek and Stoney Batter Road	Convert	$793,000
	LS3E	SR273 Intersection Improvements	RW	$450,000
	LS3E	SR 7 At Skyline Drive/Mermaid Stoney Batter Road	PE	$45,000
	LS3E	SR71, Old Porter Road to SR 7	RW	$396,000
	LS3E	SR71, Old Porter Road to SR 7	C	$500,000
	LS3E	SR896 and Old Chestnut Hill Road Intersection	C	$1,129,500
	LS3E	SR896 and Porter Road Intersection	PE	$45,000
Statewide Planning & Research				
	L55E	Planning Program	Planning	$1,975,000
	L56E	Planning Program Research	Planning	$662,000
	L45E	Metropolitan Planning Organization	Planning	$1,472,400
National Highway Program				
	L05E	US 13 at Carpenter Bridge Road	C	$2,000,000
	L05E	, Rehoboth Canal to North of Five Points, Pedestrian Improvements Sidewalks	C	$6,680,000
	L05E	I-95, Maryland Line to I-295 Program -SR 1/I- 95 Interchange	Convert	$11,400,000
	L05E	US 13 Seaford Intersection	C	$5,585,200
	L05E	US 301, Maryland State Line to SR 1	DEBT	$10,984,513
	L05E	SR 1 & SR 30 Grade Separated Intersection	CONVERT	$5,600,000

Program		Project	Phase	FY13 Obligation
National Highway Program	L05E	US113, North/South Improvement	RW	$4,000,000
(continued)	L05E	US113, North/South Improvement Toll Credits	RW	$1,000,000
	L05E	I-95/US202 Interchange	Convert	$15,000,000
Congestion Mitigation				
	L40E	Rideshare - TMI	PLAN	$720,000
	L40E	40' Heavy Duty Low Floor Buses	PRO	$5,000,000
	L40E	40' Low Floor Middletown/Newark via Glasgow	PRO	$775,120
	L40E	Paratransit Replacement Sussex	PRO	$372,900
Recreational Trails				
	L94E	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
	LZ1E	Churchmann's Road - Christiana Hospital to SR 1	C	$1,360,000
	LZ1E	US 9 (HSIP) CONS	C	$1,800,000
				$162,481,943

Phase Legend
PE - Preliminary Engineering
PD - Project Development
RW - Right of Way
C - Construction
Pro - Procurement
Planning
Convert-Obligation of Previously AC Funds

Note on Convert - 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 Federal share of project costs.

Delaware Department of Transportation
FHWA - FY2014 Obligational Plan

Program		Project	Phase	FY14 Obligation
Interstate Maintenance				
	L01E	Interstate Open End Drainage	C	$1,800,000
	L01E	Interstate Open End Drainage Toll Credits	C	$200,000
	L01E	Interstate Structural Maintenance	C	$900,000
	L01E	I-95 and SR141 Ramps G & F Improvements	C	$6,500,000
Highway Bridge Program				
	L11E	Bridge Preservation	PE,RW,C	$400,000
	L11E	Bridge Management	PE,RW,C	$1,000,000
	L11E	BR2-166B On K166 Shaws Corner Road Over Pinks Branch	C	$423,200
	L11E	BR3-224 On S546 Conrail Road Over Bucks Branch	C	$564,000
	L11R	BR2-112B On K112 Burrsville Road Over Saulsbury Ditch	C	$423,200
	L1CE	Bridge Preservation	PE,RW,C	$9,600,000
	L1CE	Bridge Management	PE,RW,C	$1,400,000
	L1CE	BR2-033B On SR15 Canterbury Road Over Hudson Branch	C	$524,000
	L1CE	BR2-195A On West Railroad Avenue Over Issac Branch	C	$722,400
Urbanized / Rural / Flexible				
	L23E	Paving & Rehabilitation	C	$2,500,000
	L23E	Paving & Rehabilitation	C	$700,000
	L23E	N54 Howell School Road	C	$5,600,000
	L23E	SR 72, McCoy Road to To SR 71	RW	$1,840,000
	L23E	US 40 & SR 72 Wrangle Hill Road	RW	$2,600,000
	L24E	Education and Training		$200,000
	L24E	Enviromental Improvements	ENV	$8,000
	L24E	HSIP Sussex US 9 & SR 5	RW	$6,800,000
	L24E	Iron Branch Road/State Street	C	$3,360,000
	L24E	On The Job Training Supportive Services		$100,000
	L24E	Paving & Rehabilitation	C	$6,800,000
	L24E	SR 26 Atlantic Avenue from Clarkesville to Assawoman Canal	Convert	$2,800,000
	L24E	Transportation Management Improvements	C	$1,600,000
	L24E	SR 9, Delaware Avenue	C	$600,000
	L24E	SR 9, New Castle Ave., 3rd Street To Heald Street	PE	$1,600,000
	L25E	SR 26 Atlantic Avenue from Clarkesville to Assawoman Canal	Convert	$2,700,000

Program		Project	Phase	FY14 Obligation
Urbanized / Rural / Flexible				
Continued	L20E	SR 300 Glenwood Avenue	C	$880,000
	L20E	West Dover Connector	C	$5,500,160
Transportation Enhancement				
	L22E	Transportation Enhancement	PE, RW, C	$3,400,000
Hazardous Elimination				
Railway & Highway Crossings	LS4E	Rail Crossing Safety	C	$550,000
	LS5E	Rail Crossing Safety	PD	$67,500
	LS5E	Rail Crossing Safety	C	$550,000
Highway Safety Improvement Plan				
	LS20	Safety Improvement Program Rural Roads	PE, RW, C	$250,000
	LS3E	Safety Improvement Program	PE, RW, C	$2,200,000
	LS3E	Mill Creek and Stoney Batter Road	Convert	$400,000
	LS3E	Salem Church Road at Christiana High School	RW	$9,000
	LS3E	Salem Church Road at Christiana High School	C	$270,000
	LS3E	Old Baltimore Pike and Salem Church Road	PE	$450,000
	LS3E	SR 2 and Cleveland Avenue Intersection Improvements	PE	$45,000
	LS3E	SR273 Intersection Improvements	C	$1,870,000
	LS3E	SR71, Old Porter Road to SR 7	Convert	$490,000
	LS3E	US 40 and Salem Church Road	PE	$45,000
	LS3E	US 40 and SR 7 Intersection Improvements	PE	$45,000
	LS3E	S275 Plantation Road, Cedar Grove/Postal Lane	CONS	$3,200,000
Statewide Planning & Research				
	L55E	Planning Program	Planning	$1,975,000
	L56E	Planning Program	Planning	$662,000
	L45E	Metropolitan Planning Organization	Planning	$1,472,400
National Highway Program				
	L05E	Paving & Rehabilitation	C	$1,000,000
	L05E	Signage & Pavement Markings	C	$800,000
	L05E	SR1 From Tybouts Corner to SR273	RW	$400,000
	L05E	US 301, Maryland State Line to SR 1	Debt	$10,986,513
	L05E	SR1 NE Front Street in Milford	RW	$4,800,000
	L05E	SR 1, South Frederica Grade Separated Intersection	C	$11,700,000
	L05E	US113, North/South Improvements	RW	$4,000,000
	L05E	US113, North/South Improvements Toll Credits	RW	$1,000,000
	L05E	I-95/US202 Interchange	Convert	$5,344,160
	L05E	Br 3-156, Indian River Inlet Park Enhancements	C	$5,825,000
Congestion Mitigation				
	L40E	Rideshare	Planning	$720,000
	L40E	40" Heavy Duty Low Floor Buses	Pro	$2,846,300
	L40E	Transportation Management Improvements	PE,RW,C	$4,240,000

Program		Project	Phase	FY14 Obligation
Recreational Trails				
	L94E	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	C	$693,000
	LU3E	Safe Routes to School	C	$198,000
Other				
	L00E	Paratransit Replacement Sussex	Pro	$1,059,000
	L480	Disadvantaged Business Enterprise		$125,000
	L490	Summer Intern Program		$45,000
	LZ1E	SR 26, Atlantic Avenue From Clarkesville To Assawoman Canal	Convert	$3,200,000
	LZ1R	40' Heavy Duty Low Floor Buses	Pro	$2,000,000
	LZ2E	US 9 (HSIP) Cons	Convert	$2,500,000
	LZ2E	West Dover Connector	C	$11,500,000
	LY20	Christina River Crossing	C	$12,000,000
				$176,731,633

Phase Legend
PE - Preliminary Engineering
PD - Project Development
RW - Right of Way
C - Construction
Pro - Procurement
Planning
Convert-Obligation of Previously AC Funds

Note on Convert - 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 Federal share of project costs.

Delaware Department of Transportation
FHWA - FY2015 Obligational Plan

Program		Project	Phase	FY15 Obligation
Interstate Maintenance				
	L01E	Interstate Structural Maintenance	C	$900,000
	L01E	I-95 and SR141 Ramps G & F Improvements	Convert	$5,500,000
Highway Bridge Program				
	L11E	Bridge Preservation	PE,RW,C	$400,000
	L11E	Bridge Management	PE,RW,C	$1,000,000
	L1CE	Bridge Preservation	PE,RW,C	$11,600,000
	L1CE	Bridge Management	PE,RW,C	$1,400,000
Urbanized / Rural / Flexible				
	L20E	West Dover Connector	Convert	$6,000,000
	L23E	Paving & Rehabilitation	C	$500,000
	L23E	Paving & Rehabilitation	C	$700,000
	L23E	SR141 and Commons Blvd	RW	$400,000
	L23E	US 40 & SR896 Grade Separated Intersection	PE	$3,200,000
	L23E	US 40, Pulaski Highway & SR 72 Wrangle Hill Road (Includes DelLaws Rd Intersection)	Convert	$3,000,000
	L23E	US 40, Pulaski Highway & SR 72 Wrangle Hill Road (Includes DelLaws Rd Intersection)	C	$9,200,000
	L24E	Education and Training		$200,000
	L24E	Enviromental Improvements	ENV	$8,000
	L24E	SR273 and Harmony Road Intersection	RW	$1,200,000
	L24E	HSIP Sussex US 9 & SR 5	C	$3,200,000
	L24E	On The Job Training Supportive Services		$100,000
	L24E	Paving & Rehabilitation	C	$6,800,000
	L24E	Transportation Management Improvements	C	$1,600,000
	L24E	SR 9, Delaware Avenue	Convert	$840,000
	L25E	Paving & Rehabilitation	C	$1,800,000
	L25E	SR 26, Atlantic Avenue from Clarkesville to Assawoman Canal	Convert	$1,922,720
Transportation Enhancement				
	L22E	Transportation Enhancement	PE, RW, C	$3,400,000

Program		Project	Phase	FY15 Obligation
Hazardous Elimination				
Railway & Highway Crossings				
	LS4E	Rail Crossing Safety	C	$550,000
	LS5E	Rail Crossing Safety	C	$67,500
	LS5E	Rail Crossing Safety	PD	$550,000
Highway Safety Improvement Plan				
	LS20	Safety Improvement Program Rural Road	PE, RW, C	$250,000
	LS3E	Safety Improvement Program	PE, RW, C	$2,200,000
	LS3E	SR273 Intersection Improvements	Convert	$1,100,000
	LS3E	SR 7 at Skyline Drive/Mermaid Stoney Batter Road	C	$450,000
	LS3E	SR896 and Porter Road Intersection	C	$540,000
	LS3E	Old Baltimore Pike and Salem Church Road	RW	$270,000
	LS3E	S275 Plantation Road	Convert	$2,200,000
Statewide Planning & Research				
	L55E	Planning Program	Planning	$1,975,000
	L56E	Planning Program Research	Planning	$662,000
	L45E	Metropolitan Planning Organization	Planning	$1,472,400
National Highway Program				
	L05E	Pave and Rehabilitations	C	$1,000,000
	L05E	Signage & Pavement Markings	C	$800,000
	L05E	SR1 From Tybouts Corner to SR273	C	$32,000,000
	L05E	US 301, Maryland State Line to SR 1	Debt	$10,983,300
	L05E	SR 1, South Frederica Grade Separated	Convert	$5,500,000
	L05E	US113, North/South Improvements	RW	$4,000,000
	L05E	US113, North/South Improvements Toll Credits	RW	$1,000,000
	L05E	SR 1 Little Heaven Grade Separated Intersection	C	$16,000,000
Congestion Mitigation				
	L400	45' Over the Road SR 141 Crosstown	Pro	$1,086,800
	L40E	Rideshare	Planning	$720,000
	L40E	40' Heavy Duty Low Floor Hybrid Buses (2)	Pro	$1,186,700
	L40E	30' Low Floor Replacement Buses - Sussex	Pro	$968,160
	L40E	Transportation Management Improvements	PE,RW,C	$4,240,000
Recreational Trails				
	L94E	Recreational Trails	C	$884,800

Program		Project	Phase	FY15 Obligation
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	C	$693,000
	LU3E	Safe Routes to School	C	$198,000
Other				
	L480	Disadvantaged Business Enterprise	Misc	$125,000
	L490	Summer Intern Program	Misc	$45,000
	LZ1E	Pave & Rehabilitation	C	$2,000,000
	LZ2E	SR 26, Atlantic Avenue from Clarkesville to Assawoman Canal	Convert	$6,000,000
	L00E	Paratransit Replacement Sussex	Pro	$2,291,400
	LY20	Christiana River Crossing	Convert	$10,000,000
				$179,148,780

Phase Legend
PE - Preliminary Engineering
PD - Project Development
RW - Right of Way
C - Construction
Pro - Procurement
Planning
Convert-Obligation of Previously AC Funds

Note on Convert - 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 Federal share of project costs.

Summaries of FY12 - FY15
Federal Transit Administration Program
Obligational Plans

Delaware Department of Transportation
FTA - FY2012 Obligation Plan

FEDERAL FUNDING CATEGORY	SEC CODE	PROJECTED OBLIGATIONS	DIVISION ASSIGNED	PROJECT TITLE
Job Access Reverse Commute (JARC)	5316	$ 200,125	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY12 New Castle
Job Access Reverse Commute (JARC)	5316	$ 60,263	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY12, Kent
Job Access Reverse Commute (JARC)	5316	$ 77,822	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY12, Sussex
New Freedom	5317	$ 149,692	DTC	New Freedoms FTA , New Castle County
New Freedom	5317	$ 39,982	DTC	New Freedoms FTA , Kent County
New Freedom	5317	$ 57,702	DTC	New Freedoms FTA , Sussex County
Planning	5303	$ 82,412	PLAN	Dover/Kent UPWP, FY13
Planning	5303	$ 292,188	PLAN	WILMAPCO UPWP, FY13
Statewide Planning and Research	5304	$ 99,418	PLAN	Statewide Planning & Research Program Task FY13
Urbanized Area	5307	$ 112,400	DESIGN	TE Project Urbanized Area Wilmington
Urbanized Area	5307	$ 690,400	DTC	Paratransit Replacement Buses NCC FY13
Urbanized Area	5307	$ 60,000	DTC	Facility Access Upgrade
Urbanized Area	5307	$ 800,000	DTC	Facility Fencing Upgrade
Urbanized Area	5307	$ 1,280,000	DTC	Wilmington Transit Hub PE
Urbanized Area	5307	$ 5,600,000	DTC	Wilmington Transit Hub ROW
Urbanized Area	5307	$ 2,579,000	DTC	Preventative Maintenance, Wilmington, FY13
Urbanized Area	5307	$ 95,400	DTC	Preventative Maintenance, Dover, FY13
Urbanized Area	5307	$ 579,300	DTC	Paratransit Replacement Buses (Kent) FY13
Urbanized Area	5307	$ 197,300	DTC	Paratransit Expansion Buses (Kent) FY13
Urbanized Area	5307	$ 240,000	DTC	Dover Lift Replacement FY13
Urbanized Area	5307	$ 60,000	DTC	Dover Bus Parking Reconfiguration
Urbanized Area	5307	$ 400,000	DTC	Dover Bus Parking Reconfiguration
Urbanized Area	5340	$ 1,954,900	DTC	Paratransit Replacement Buses (NCC) FY13
Urbanized Area	5309	$ 160,000	DTC	Claymont Station PD
Elderly & Persons with Disabilities	5310	$ 156,817	DTC	Vans for Elderly & Handicapped, FY112 NCC
Elderly & Persons with Disabilities	5310	$ 156,817	DTC	Vans for Elderly & Handicapped, FY12 Kent
Elderly & Persons with Disabilities	5310	$ 156,817	DTC	Vans for Elderly & Handicapped, FY12 Sussex
Non-Urbanized Area	5311	$ 189,147	DTC	Intercity Bus/Operating, FY11 (Sussex County, Dover to Wilmington)
Non-Urbanized Area	5311(b)(3)	$ 78,200	DTC	RTAP Program FY13
Non-Urbanized Area	5311	$ 387,100	DTC	35' Low Floor Millsboro/Selbyville (213)
Non-Urbanized Area	5311	$ 712,500	DTC	30/ Low Floor (2) Fixed Route Sussex Expansion Phase II
	TBD	$ 5,000,000	DTC	Beach Area Park and Ride
Total		**$ 22,705,702**		

Delaware Department of Transportation
FTA - FY2013 Obligation Plan

FEDERAL FUNDING CATEGORY	SEC CODE	PROJECTED OBLIGATIONS	DIVISION ASSIGNED	PROJECT TITLE
Job Access Reverse Commute (JARC)	5316	$ 200,125	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY13, New Castle
Job Access Reverse Commute (JARC)	5316	$ 60,263	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY13, Kent
Job Access Reverse Commute (JARC)	5316	$ 77,822	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY13, Sussex
New Freedom	5317	$ 149,692	DTC	New Freedoms FTA , New Castle County
New Freedom	5317	$ 39,982	DTC	New Freedoms FTA , Kent County
New Freedom	5317	$ 57,702	DTC	New Freedoms FTA , Sussex County
Planning	5303	$ 82,412	PLAN	Dover/Kent UPWP, FY14
Planning	5303	$ 292,188	PLAN	WILMAPCO UPWP, FY14
Statewide Planning and Research	5304	$ 99,418	PLAN	Statewide Planning & Research Program Task FY14
Urbanized Area	5307	$ 112,400	DESIGN	TE Project - Urbanized area
Urbanized Area	5307	$ 16,000	DTC	Facility Access Upgrade
Urbanized Area	5307	$ 160,000	DTC	Facility Fencing Upgrade
Urbanized Area	5307	$ 15,880,000	DTC	Wilmington Transit Hub Cons
	5307	$ 320,000	DTC	Wilmington Operations Center Paratransit Fueling Equipment
Urbanized Area	5307	$ 480,000	DTC	Wilmington Operations Center Bus Wash
Urbanized Area	5307	$ 1,320,400	DTC	29' Trolley Replica Replacement
Urbanized Area	5307	$ 608,500	DTC	30' Low Floor (2) Fixed Route Replacement Buses
Urbanized Area	5307	$ 609,500	DTC	Paratransit Expansion Buses NCC FY14
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) FY14
Urbanized Area	5307	$ 203,200	DTC	Paratransit Expansion Buses (Kent) FY14
Growing States & High Density	5340	$ 14,594,740	DTC	40' Heavy Duty Low Floor Replacement Buses
Growing States & High Density	5340	$ 3,355,900	DTC	Paratransit Replacement Buses (NCC) FY14
Elderly & Persons with Disabilities	5310	$ 156,817	DTC	Vans for Elderly & Handicapped, FY13 NCC
Elderly & Persons with Disabilities	5310	$ 156,817	DTC	Vans for Elderly & Handicapped, FY13 Kent
Elderly & Persons with Disabilities	5310	$ 156,817	DTC	Vans for Elderly & Handicapped, FY13 Sussex
Non-Urbanized Area	5311	$ 189,147	DTC	Intercity Bus/Operating, FY13 (Sussex County, Dover to Wilmington)
Non-Urbanized Area	5311	$ 608,500	DTC	30' Low Floor (2) Fixed Route Replacement Buses
Non-Urbanized Area	5311(b)(3)	$ 78,200	DTC	RTAP Program FY14
Total		**$ 44,450,742**		

Delaware Department of Transportation
FTA - FY2014 Obligation Plan

FEDERAL FUNDING CATEGORY	SEC CODE	PROJECTED OBLIGATIONS	DIVISION ASSIGNED	PROJECT TITLE
Job Access Reverse Commute (JARC)	5316	$ 200,125	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY14, New Castle
Job Access Reverse Commute (JARC)	5316	$ 60,263	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY14, Kent
Job Access Reverse Commute (JARC)	5316	$ 77,822	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY14, Sussex
New Freedom	5317	$ 149,692	DTC	New Freedoms FTA , New Castle County
New Freedom	5317	$ 39,982	DTC	New Freedoms FTA , Kent County
New Freedom	5317	$ 57,702	DTC	New Freedoms FTA , Sussex County
Planning	5303	$ 82,412	PLAN	Dover/Kent UPWP, FY15
Planning	5303	$ 292,188	PLAN	WILMAPCO UPWP, FY15
Statewide Planning and Research	5304	$ 99,418	PLAN	Statewide Planning & Research Program Task FY15
Urbanized Area	5307	$ 112,400	DESIGN	TE Project - Urbanized area
Urbanized Area	5307	$ 16,000	DTC	Facility Access Upgrade
Urbanized Area	5307	$ 160,000	DTC	Facilty Fencing Upgrade
Urbanized Area	5307	$ 723,100	DTC	Paratransit Expansion Buses NCC FY15
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) FY15
Urbanized Area	5307	$ 241,000	DTC	Paratransit Expansion Buses (Kent) FY15
Urbanized Area	5307	$ 821,400	DTC	35' Low Floor (2) Dover/Seaford (Rt 309)
Growing States & High Density	5340	$ 6,581,000	DTC	Paratransit Replacement Buses NCC) FY15
Elderly & Persons with Disabilities	5310	$ 156,817	DTC	Vans for Elderly & Handicapped, FY14 NCC
Elderly & Persons with Disabilities	5310	$ 156,817	DTC	Vans for Elderly & Handicapped, FY14 Kent
Elderly & Persons with Disabilities	5310	$ 156,817	DTC	Vans for Elderly & Handicapped, FY14 Sussex
Non-Urbanized Area	5311	$ 189,147	DTC	Intercity Bus/Operating, FY13 (Sussex County, Dover to Wilmington)
Non-Urbanized Area	5311	$ 1,072,000	DTC	Paratransit Replacement Buses Sussex FY15
Non-Urbanized Area	5311(b)(3)	$ 78,200	DTC	RTAP Program FY14
Total		**$ 15,867,202**		

Delaware Department of Transportation
FTA - FY2015 Obligation Plan

FEDERAL FUNDING CATEGORY	SEC CODE	PROJECTED OBLIGATIONS	DIVISION ASSIGNED	PROJECT TITLE
Job Access Reverse Commute (JARC)	5316	$ 200,125	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY15, New Castle
Job Access Reverse Commute (JARC)	5316	$ 60,263	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY15, Kent
Job Access Reverse Commute (JARC)	5316	$ 77,822	DTC	Statewide - Jobs Access Reverse Commute (JARC) FY15, Sussex
New Freedom	5317	$ 149,692	DTC	New Freedoms FTA , New Castle County
New Freedom	5317	$ 39,982	DTC	New Freedoms FTA , Kent County
New Freedom	5317	$ 57,702	DTC	New Freedoms FTA , Sussex County
Planning	5303	$ 82,412	PLAN	Dover/Kent UPWP, FY16
Planning	5303	$ 292,188	PLAN	WILMAPCO UPWP, FY16
Statewide Planning and Research	5304	$ 99,418	PLAN	Statewide Planning & Research Program Task FY15
Urbanized Area	5307	$ 112,400	DESIGN	TE Project - Urbanized area
Urbanized Area	5307	$ 16,000	DTC	Facilty Camera System Upgrade
Urbanized Area	5307	$ 16,000	DTC	Facility Access Upgrade
Urbanized Area	5307	$ 160,000	DTC	Facilty Fencing Upgrade
Urbanized Area	5307	$ 1,155,000	DTC	45' Heavy Duty Low Floor Replacement Buses
Urbanized Area	5307	$ 744,800	DTC	Paratransit Expansion Buses NCC FY16
Urbanized Area	5307	$ 2,579,000	DTC	Preventative Maintenance, Wilmington, FY15
Urbanized Area	5307	$ 95,400	DTC	Preventative Maintenance, Dover, FY15
Urbanized Area	5307	$ 1,145,700	DTC	Paratransit Replacement Buses (Kent) FY16
Urbanized Area	5307	$ 248,300	DTC	Paratransit Expansion Buses (Kent) FY16
Growing States & High Density	5340	$ 3,914,300	DTC	Paratransit Replacement Buses (NCC) FY16
Fixed Guideway	5309	$ 1,280,000	DTC	Claymont Station PE
Elderly & Persons with Disabilities	5310	$ 156,817	DTC	Vans for Elderly & Handicapped, FY14 NCC
Elderly & Persons with Disabilities	5310	$ 156,817	DTC	Vans for Elderly & Handicapped, FY14 Kent
Elderly & Persons with Disabilities	5310	$ 156,817	DTC	Vans for Elderly & Handicapped, FY14 Sussex
Non-Urbanized Area	5311	$ 189,147	DTC	Intercity Bus/Operating, FY14 (Sussex County, Dover to Wilmington)
Non-Urbanized Area	5311(b)(3)	$ 78,200	DTC	RTAP Program FY15
Total		**$ 13,264,302**		

Project Estimates

Project Estimates

The process cost estimation process begins at the concept plan stage for DelDOT. Prior to listing a project in the STIP, DelDOT will review a project using a multi-discipline team to calculate quantities of project expenses. The team calculates the quantities based on the general dimensions, terrain, and other aspects of the project type and location. The process for generating the estimates is currently captured within the CTP estimate form and can be categorized as standard operating procedure. Additional direction will be provided in the DelDOT Project Development Manual, currently under development, to help the project manager assess the major components of the project. In addition, DelDOT has several resources that guide the process to ensure that the estimates generated for the STIP 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

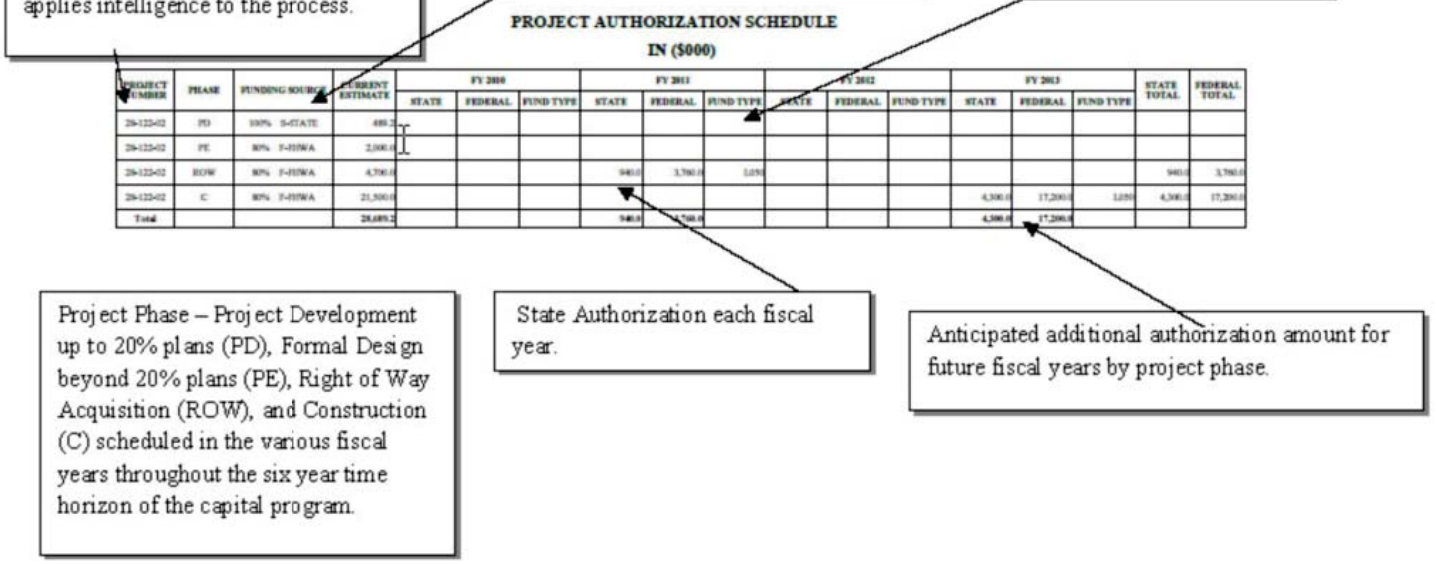
Helpful Hints for Reading the Charts

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	CURRENT 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		
29-122-02	PD	100% S-STATE	480.2														
29-122-02	PE	80% F-HSWA	2,000.0														
29-122-02	ROW	80% F-HSWA	4,700.0				940.0	3,760.0	1,050							940.0	3,760.0
29-122-02	C	80% F-HSWA	21,500.0										4,300.0	17,200.0	1,050	4,300.0	17,200.0
Total			28,689.2				940.0	3,760.0					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.

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

Funding percentage and source for each project phase.

PROJECT FUNDING SCHEDULE
IN ($000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	BALANCE AS OF July 1, (State Only)	CURRENT ESTIMATE	FY 2010			FY 2011			FY 2012			FY 2013			FY 2014	FY 2015
					STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	TOTAL	TOTAL
28-122-02	PD	100% S-STATE		489.2	2.													
28-122-02	IE	80% F-FHWA		2,000.0	250.0	1,000.0												
28-122-02	ROW	80% F-FHWA		4,700.0				500.0	2,000.0		440.0	1,760.0						
28-122-02	C	80% F-FHWA		21,500.0										1,900.0	7,600.0		12,000.0	
Total				28,689.2	252.	1,000.0		500.0	2,000.0		440.0	1,760.0		1,900.0	7,600.0		12,000.0	

Anticipated cash spending amount for future fiscal years by project phase.

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

Estimated total cost of the project by project phase

Legend of Abbreviations

AAA .....Automobile Association of America
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
AVL .....Automated Vehicle Locator
BR .....Bridge
C .....Construction
CCPP.....Corridor Capacity Preservation Program
C&D .....Chesapeake and Delaware
C&D Canal .....Chesapeake and Delaware Canal
CMP .....Corrugate Metal Pipe
CM CMPA .....Corrugate Metal Pipe Arch
COT .....Council on Transportation
CTF.....Community Transportation Fund
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
DISC .....Discretionary
DMV .....Division of Motor Vehicle
DNREC .....Department of Natural Resources and Environmental Control
Dover/Kent MPO .....Dover/Kent County Metropolitan Planning Organization (covering all of Kent County Delaware)
DRBA .....Delaware River and Bay Authority
DSU .....Delaware State University
DTC .....Delaware Transit Corporation
EA .....Environmental Assessment
EIS .....Environmental Impact Statement
ENV .....Environmental Studies

FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FRA	Federal Rail Authority
FTA	Federal Transit Administration
FY	Fiscal Year
GARVEE	Grant Anticipation Revenue Vehicles
HDPE	High Density Polyethylene
HEP	Hazard Elimination Program
HSIP	Highway Safety Improvement Program
HVAC	Heating, Ventilation and Air Conditioning
ITMS	Integrated Transportation Management System
JARC	Job Access Reverse Commute
MAP	Motorist Assistance Program
MIS	Major Investment Study
MPO	Metropolitan Planning Organization
NEC	Northeast Corridor
NPDES	National Pollution Discharge and Elimination Survey
OIT	Office of Information Technology
OTR	Over-The-Road
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
RTP	Recreational Trails Program
SEPTA	Southeastern Pennsylvania Transportation Authority
STIP	State Transportation Improvement Plan
TANF	Temporary Assistance to Needy Families
TCSP	Transportation and Community System Preservation
TE	Transportation Enhancement
TIGER II	Transportation Investment Generating Economic Recovery
TIGGER	Transit Investment for Greenhouse Gas and Energy Reduction
TIP	Transportation Improvement Plan

TDM	Traffic Demand Management
TMA	Transportation Management Association
TMB	Tyler McConnell Bridge
TMC	Transportation Management Center
TTF	Transportation Trust Fund
WILMAPCO	Wilmington Area Metropolitan Planning Organization (covering all of New Castle County and Cecil County Maryland)