STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
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NICOLE MAJESKI
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 2025-2030. This program is consistent with DelDOT's mission to provide excellence in transportation, to create a safe, equitable, reliable, and convenient transportation network for all modes of travel.

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 Systems** – 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; Municipal Street aid to assist our local towns and the Transportation Infrastructure Investment Fund to promote economic development.
- **Transit Systems** – Investments in transit services including buses, maintenance and other facilities, transit shelters, and other assets supporting all modes of operation.
- **Support Systems** – All other investments to the transportation network including facilities, equipment, information systems, etc.

The first four years of DelDOT's CTP constitute Delaware's State Transportation Improvement Program (STIP). The CTP lists projects and services we are already working on and has been developed with the assistance of the Wilmington Area Planning Council (WILMAPCO), Dover/Kent County Metropolitan Planning Organization, Salisbury/Wicomico 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 August and 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 2025 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.

APPROVED

Sincerely,

Nicole Majeski
Cabinet Secretary

DelDOT

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Overview of the Statewide Transportation Document

FY2025 - FY 2028 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 (2025-2028), 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 by March of the CTP program year and is submitted to the FHWA and FTA in September of the CTP program year, as required by law. As of June 2019, Delaware law permits DelDOT to update the STIP document on a biennial, or every other year, basis; this was done to minimize resources needed annually to create and or update the STIP document. Currently, the STIP information is updated annually and is presented to COT (Council on Transportation) and widely available to the public, while the STIP document itself is prepared on "even numbered" years.

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 Alternatives Program
Signage and Pavement Markings
Municipal Street Aid
Technology Initiatives
Heavy Equipment Replacement
Transportation Facilities
Transit Vehicles
Intersection Improvements
Rail Crossing Safety
Bridge & Non-Bridge Structures
Planning & Research
Community Transportation Fund
Resiliency & Sustainability

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 about 9,000 (2022 HPMS) lane miles, 1,783 bridges, over 300,000 signs and structures, 72 toll lanes, and approximately 783,303 licensed drivers. There are three interstate highways, I-95, I-495, and I-295.

The Interstate Highways in Delaware constitute 2.13% of the Road Inventory mileage, but carry 15.00% of the total traffic. A comparison of the AADT (Annual Average Daily Traffic) for the years 2022 and 2023 at traffic counter stations on the Interstate Highway, inclusive of the Delaware Turnpike, is presented below:

	2022 AADT	2023 AADT	% Change
JFK Memorial Highway Toll Plaza	69,847	68,520	-0.02%
Delaware Memorial Bridge	98,157	99,510	1.17%
I-95 at the Pennsylvania State Line	79,365	73,566	-7.31%
DE 1 Biddle's Corner Toll	50,441	53,315	5.70%

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
Consultation and Coordination with the non-metropolitan areas of Sussex County

The programs funded through the STIP are presented in a way which identifies the counties needs and priorities. Specific program areas include:

Related Projects

As part of the CTP and STIP, the Department may choose to advance portions or sections of a larger project (Child Project) that is listed as a single project in the CTP/STIP (Parent Project). The Child Projects are directly related to and/or support the CTP/STIP Parent Project, an example of which is a

standalone advance utility work contract that advertises ahead of the main contract. The Child Projects are authorized under a separate state and federal project number, however are part of the overall project budget and authorization of the larger Parent Project. When it is in the best interest of the state to create a Child Project the Department will identify the Child Project on the project description page of the Parent Project. This can be done during the normal CTP/STIP development cycle or as a modification to the CTP/STIP. The Department will adhere to the project authorization schedule for each Parent Project. Administrative modifications are required to add the Child Project to the Parent Project's CTP/STIP page.

Grouped Projects

As part of the CTP and STIP, the Delaware Department of Transportation groups projects that are not considered to be of appropriate scale for individual identification in a given program year, may be grouped by function, work type and/or geographical area using the applicable classifications under 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93, per 23 CFR 450.218. Grouped categories in the CTP include: Bridge, Non-Bridge Structures, Paving & Rehabilitation, Intersection Improvements, Hazard Elimination, High Risk Rural Roads, MUTCD, Rail Crossing Safety, Section 154 Penalty, Transportation Management Improvements, HSIP, Materials & Minor Contracts, Transportation Alternatives, Bicycle and Pedestrian Improvements, Recreational Trails, Statewide Planning & Research and Metropolitan Planning Organization. The Department will adhere to the project authorization schedule for each set of grouped projects and provide Federal Highway Administration Division office with a detail of the current year obligation plan annually. Administrative modifications are required when Grouped Project description pages change (adding infrastructure locations or related project numbers). Administrative modifications are also required when a Statewide Program's (see list in section III-c-ii below) current year annual funding shown in the STIP/TIP has been fully utilized and additional funds are being advanced from year two, three or four of the STIP.

Phase Definitions

PE

This phase includes various studies (environmental, traffic, soil, etc) and the detailed design of a project, which ultimately results in Plans, Specification and Estimate (PS&E) package which is used to procure a project contractor.

ROW

This phase is used for the purchase of land and easements, in addition to the cost of moving and relocating buildings, businesses and persons.

C

This phase includes physical construction by the contractor and administration of the contact and quality assurance. This is inclusive of Construction Engineering and Inspection, Utilities, Traffic, Rail Road and Environmental activities. This phase also includes the costs of any advance utility performed as part of a project.

Other

This phase includes Project Development, Planning, Maintenance and Miscellaneous work, such as, workforce development and training, Disadvantaged Business Enterprise (DBE) and On the Job Trainning (OJT) Supportive Services, Summer Transportation Institutes. This phase also includes feasibility studies and system planning work including Statewide Planning & Research (SPR), Local Transportation Assistance (LTAP) and Metropolitan Planning Organization (MPO) programs.

Procurement

For purchasing goods or services under the Capital Program, such as, transit buses.

Introduction to the Statewide Transportation Improvement Program

DELAWARE DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION:

Mission

The mission of the Delaware Department of Transportation is to deliver excellence in transportation, for every trip, every mode, every dollar, and everyone with transparency, efficiency, accountability, and measured performance.

Our Goals

- Minimize the number of fatalities and injuries on our system.
- Build and maintain a nationally recognized system benefiting travelers and commerce.
- Provide every traveler with access and choices to our transportation system.
- Provide every customer with the best service possible.
- Minimize the environmental impact of the state's transportation system.
- Achieve financial sustainability through accuracy, transparency and accountability.
- Develop and maintain a place where talented, motivated employees love to work and can be national leaders in transportation.

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.

Every other 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 Delaware Transit Corporation's (DTC) 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 25 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 five times each fiscal year, in October, December, March, 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 October, December, March, 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.

Transportation Performance Management

This section outlines the anticipated effects of the Statewide Transportation Improvement Program (STIP) toward achieving the performance targets in identified performance areas. The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system performance information to make investment and policy decisions to achieve national performance goals. In short, TPM:

- is systematically applied;
- provides key information to help decision makers understand the consequences of investment decisions across transportation assets or modes;
- improves communication between decision makers, stakeholders, and the traveling public; and
- ensures targets and measures are developed in cooperative partnerships and based on data and objective information.

Congress developed, through the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act, new rules for states and metropolitan planning organizations (MPOs) to collect data and establish performance targets, to be utilized in transportation planning and programming processes. The new federal performance measurement requirements focus on safety, pavement condition, bridge condition, travel time reliability and freight, congestions mitigation and air quality, and public transportation.

Performance Measures

The Delaware Department of Transportation (DelDOT), in coordination with MPOs, and Sussex County worked through a collaborative approach to determine the actual methodology, assumptions and target setting. These stakeholder groups were involved in both local and statewide discussions on the performance measures, data sets, methodology, and targets. The Statewide performance targets where set first, in accordance with federally established compliance dates, followed by the establishment of performance targets by the MPOs.

Progress towards the targets identified through the Transportation Performance Measures will be measured and reported based on the federal reporting schedule. The STIP will have investment strategies that provide a direct linkage to meeting the proposed targets in each of the performance areas. The progress toward performance targets will guide investment strategies and will influence funding allocations and decisions on project selection to be included in future STIP and TIPs.

Table 1 provides a summary of the six required performance measures (PM's) that are included in the STIP. The performance measures are listed on the left side of the graphic, and for each of those six measures the corresponding, required, data-driven measurement criteria are listed on the right side:

Table 1. Transportation Performance Measure Summary

Performance Area	Performance Measures
Safety	Number of Fatalities Rate of Fatalities Number of Serious Injuries Number of Non-Motorized Fatalities & Non-Motorized Injuries
Pavement Condition	Percent Interstate Pavement in Good and Poor Condition Percent Non-Interstate National Highway System (NHS) Pavement in Good and Poor Condition
Bridge Condition	Percent NHS Bridges in Good and Poor Condition
Travel Time, Reliability & Freight	Interstate Travel Time Reliability Non-Interstate NHS Travel Time Reliability Truck Travel Time Reliability Index
Congestion Mitigation & Air Quality	Peak Hear Excessive Delay per Capita Percent of Non-Single Occupant Vehicle Travel Total Emission Reduction
Public Transportation	State of Good Repair Fatalities Injuries Safety Events

Capital Transportation Project Prioritization Process:

One of the key linkages between performance management and STIP projects is DelDOT's "Capital Transportation Project Prioritization Process" (CTPP). In February, 2020, the Delaware Council on Transportation (COT) adopted the updated process which was used in the development of this Fiscal Year 2025 – 2028 STIP.

DelDOT has been using a quantitative method for prioritizing capital project submissions since 1998. A smaller update of the CTPP process took place in 2013. However, in recent years limitations of those earlier methods became apparent, including, but not limited to:

1. the inability to weight criteria and score projects in an objective manner,
2. the inability to document the project selection process,
3. the inability to easily compare all projects using different underlying assumptions, and
4. the need to increase use of more recently available, data-driven methods and tools to allow greater integration with target-based performance management.

As a result, the update of the prioritization process was initiated in 2018:

1. to provide greater transparency and accountability to the public for projects included in the six year Capital Transportation Program (CTP) and
2. to ensure that all projects are consistent with the mission, vision and goals, and long range transportation plan of the department.

Criteria were selected for the enhanced prioritization process, based on the following documents:

- Provisions from TITLE 29 CHAPTER 84 § 8419 of the Delaware Code
- DelDOT's Mission Statement, Vision, and Goals
- DelDOT's current prioritization Process (2013)
- Delaware's Long Rang Transportation Plan (2019)
- Various provisions from the Federal Authorization Bill – Fixing America's Surface Transportation Act or FAST Act, such as those relating to Performance Management, target-setting, and related requirements for tracking and reporting.

In May, 2019, DelDOT leadership performed a comparison of each of the criteria based on how those criteria met the mission, vision and goals of the department in May 2019. This process used an "analytical hierarchy comparison" voting structure, allowing the complex decision-making process of selecting, evaluating, and ranking STIP/CTP project submissions to be broken down into a series of paired comparisons. The pairwise process allowed DelDOT leadership to rank the relative importance of two criteria at a time. This process created a level of importance for each of the criteria based on the mission, vision and goals of the department.

The weighting percentages for the seven CTPP criteria, as updated, are listed below:

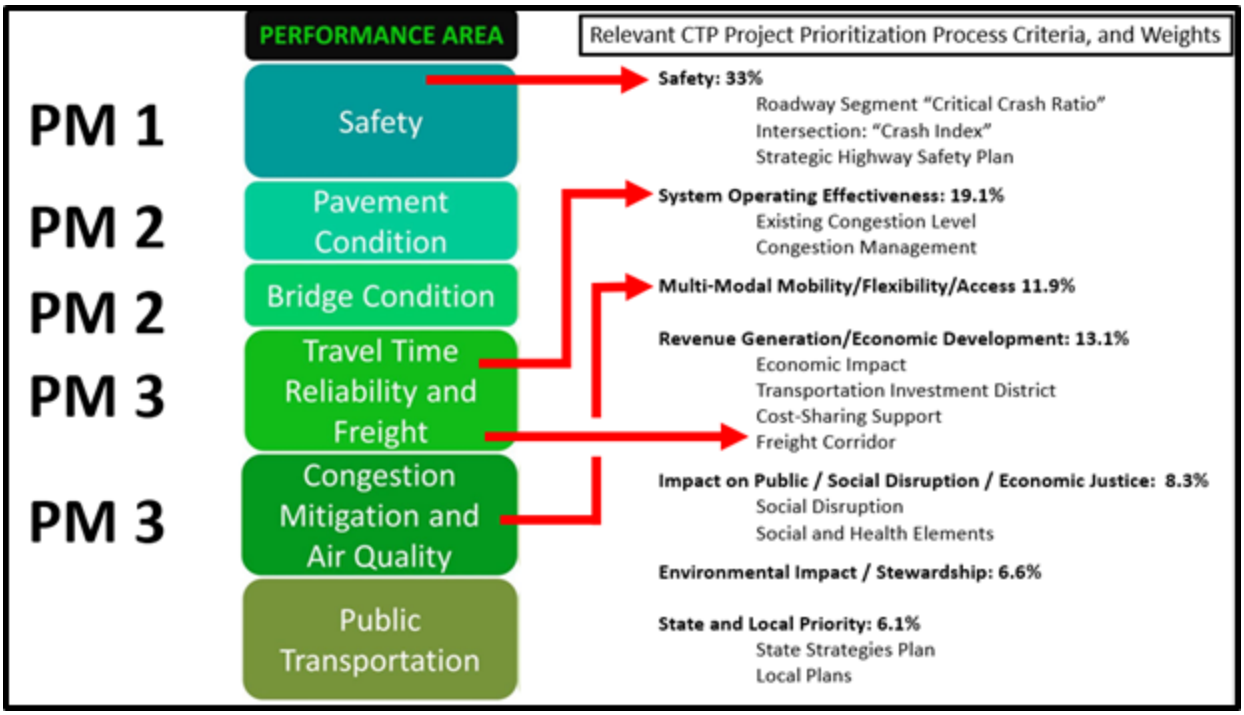
- Safety – 35.0%
- System Operating Effectiveness – 19.1%
- Multi-Modal Mobility/Flexibility/Access – 11.9%
- Revenue Generation/Economic Development/Jobs & Commerce – 13.1%
- Impact on the Public/Social Disruption/Economic Justice – 8.3%
- Environmental Impact/Stewardship – 6.6%
- State and Local Priority – 6.1%

Additional information on the CTPP process can be found on DelDOT's website in the Capital Transportation Program (CTP) page:

https://deldot.gov/Publications/reports/CTP/index.shtml

1. New and/or substantially updated transportation-related data sources, such as:
   a. DelDOT's real-time traffic data (such as that on the DelDOT TMC app)
   b. EPA's EJScreen web-based GIS data and software.
2. Where applicable, output data for individual project submissions generated by newer software tools such as TREDIS (economic impact) and REMI (economic indicators).

Figure 1 illustrates how the six Performance Management areas (and their data elements) correspond to the seven CTPP criteria and weights.



At least four of the performance management areas are incorporated into the revised CTPP process, and correspond to approximately 77.1% of the possible points able to be assigned to CTP/STIP project submissions:

1. "PM 1" Safety: the CTPP "safety" criteria represents 33% of possible points in Decision Lens, measured using:
    a. Critical crash ratios for projects on roadway segments,
    b. Crash indexes for projects at intersection, and
    c. Strategic highway safety plan rankings.

2. "PM 3" Travel Time and Reliability: the CTPP "system operating effectiveness" criteria represents 19.1% of possible points in Decision Lens, measured using:

    a. Existing congestion levels for roads and intersections using DelDOT TMC travel time and travel lane occupancy data.
    b. Congestion management data using DelDOT TMC device-based traffic counts and AADT travel volume data for roads and intersections.
    c. Congestion Management data using DelDOT Planning "Traffic Impact Study" level of service data (for existing conditions).

3. "PM 3" Freight: the CTPP "revenue generation / economic development" criteria represents 13.1% of possible points in Decision Lens, measured using:
    a. Economic Impact data derived from TREDIS modeling process.
    b. Transportation Investment District plans.
    c. Cost Sharing Support (public/private partnerships and/or local matches).

d. Freight Corridors listed in the "Delmarva Freight Plan"

4. "PM 3" CMAQ: the "multi-modal mobility / flexibility / accessibility" criteria represents 11.9% of possible points in Decision Lens, measured using:

a. Assessment of the extent to which a proposed project addresses and/or improves transportation choices and allows additional connectivity to and within the existing system, and/or enhances connectivity to multi-modal (transit, bike, and pedestrian) linkages.

b. DelDOT revised CMAQ emission estimation tools, which further reference and include:

i. FHWA's CMAQ website and its spreadsheet-based, project-type tools.

ii. Methods used by DelDOT's air quality/CMAQ consultant for preparing the FY 2019 CMAQ emissions reductions and for preparing the 2020 "Mid-Period Performance Report", including use of "Public Lands Methodologies" for bike/pedestrian projects.

PM 1 "Safety":

The Safety Performance measure (SPM) was developed to help transportation agencies track the number injuries and deaths that occur. 23 CFR 490.207 lists the five-performance metrics that must be included in the PM-1 component of each the TPM reports. The definitions and primary data sources for these five metrics are provided in **Table 2**.

Table 2. Performance Metrics for Safety Performance Measure

Performance Metric	Definition & Source
SPM #1 Number of fatalities	The number of fatalities is the mean number of fatalities that have occurred or are expected to occur over a five-year period. The product is rounded to the tenth decimal place. The primary data source for the number of fatalities is the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS). FARS is a database which stores information regarding fatal injuries suffered in motor vehicle crashes throughout the United States. In order to be considered a fatality, the injured person must die within 30 days of the crash. Data is entered into FARS by trained analysts employed by each state. The raw data entered in FARS is obtained from public documents, such as: police accident reports, death certificates, coroner/medical examiner reports, and emergency medical technicians. These documents are accessed through the Delaware Criminal Justice Information System (DELJIS). The information retrieved from DELJIS is then entered into FARS according 140 data elements. Literature regarding the FARS database can be retrieved at: https://crashstats.nhtsa.dot.gov/#!/#
SPM #2 Rate of fatalities	The rate of fatalities is the mean number of fatalities that have or are expected to occur per 100 million vehicle miles travelled (VMT) over a five-year period. The product is rounded to the thousandth decimal place. The primary data source for the rate of fatalities are the FARS database. The primary source for the VMT estimates is FHWA's Highway Performance Monitoring System (HPMS). The information stored in the HPMS database is initially collected by the State DOTs and then reported data to FHWA.

SPM #3 Number of serious injuries	The number of serious injuries is the mean number of serious injuries that have or are expected to occur over a five-year period. The product is rounded to the tenth decimal place. The primary data source for the number of serious injuries is Delaware's Crash Analysis Reporting System (CARS). CARS is administered by Delaware's Department of Safety and Homeland Security (DSHS), which is the official custodian of Delaware crash reports. The raw data stored in CARS is derived from the crash reports completed by law enforcement officers, which are themselves stored within DELJIS.
SPM #4 Rate of serious injuries	The rate of serious injuries is the mean number of serious injuries that have or are expected to occur per VMT over a five-year period. The product is rounded to the thousandth decimal place. The primary data source for the number of serious injuries is the CARS database and the primary source for the VMT estimates is FHWA's Highway Performance Monitoring System (HPMS).
SPM #5 Number of non-motorized fatalities and non-motorized serious injuries	The number of non-motorized fatalities and serious injuries is the mean number of non-motorized fatalities and serious injuries that have or are expected to occur over a five-year period. The product is rounded to the tenth decimal place. The primary data sources for the number of non-motorized fatalities and non-motorized serious injuries are the FARS and CARS databases, respectively.

Methodology

Figure 1 presents a simplified illustration of the process DelDOT goes through to generate the data for the Safety Performance Measure. As described in Table 1, that process begins with law enforcement and medical professionals generating reports regarding crash-related injuries and fatalities. These reports and then consolidated in the Delaware Criminal Justice Information System (DELJIS). Fatality-related information is then transcribed from DELJIS into the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS). Injury-related information is pulled directly from DELJIS into Delaware's Crash Analysis Reporting System (CARS). DelDOT's Safety Engineering Section is responsible for accessing and retrieving the data from both databases. Due to the potential for coding errors, the FARS datasets are typically validated against police reports provided by the Delaware State Police (DSP). All three of the databases involved in generating the PM-1 performance metrics may be queried at any time. However, the process of integrating new data into each system delays data availability. To accommodate this lag, the database queries are typically completed in the spring preceding a TPM report submission deadline.

DelDOT adopted the Toward Zero Deaths (TZD) approach in setting the five safety targets. TZD is a data-driven effort to reduce fatalities and serious injuries by developing strong leadership in organizations that directly and positively impacts highway safety. DelDOT's own TZD program, Be DelAWARE, includes ten emphasis areas:

- Intersections
- Distracted driving
- Impaired Driving
- Roadway Departure
- Pedestrians
- Motorcycles
- Unrestrained Motorists
- Speeding
- Cyclists
- Work Zones.

To learn more about the solutions being pursued for each of these areas, please visit https://deldot.gov/Programs/BeDelAWARE/.

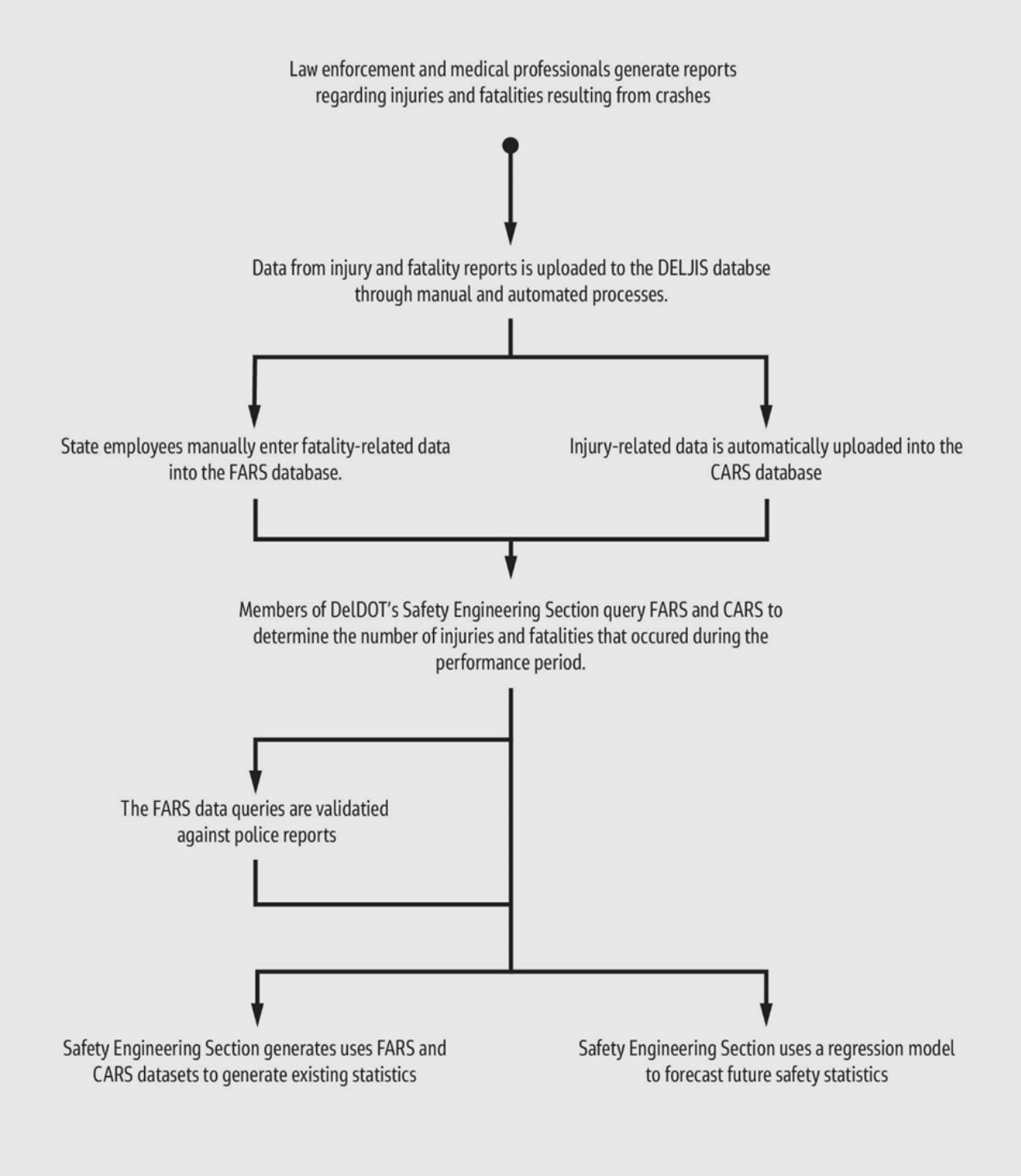


Figure 2. Safety Performance Measure Data Generation Pathway

Performance Summary

In Spring 2021, DelDOT and the Delaware Office of Highway Safety (OHS) met to set Delaware's 2022 safety performance measure targets and agreed to align the annual SPM targets with the 2021-2025 State Highway Safety Plan (SHSP)'s five-year overall objective to reduce

fatalities and serious injuries by 15 percent over 5 years. Therefore, 2022 SPM targets 1, 3, and 5 were calculated using projections based on this objective.

Table 3 shows the Delaware-established statewide targets (2016-2020, 5-year rolling averages) for each of the five measures. The 2022 FARS, HPMS, and FARS Annual Report File (ARF) data[1] was finalized in 2023. They were subsequently compared to these targets to determine whether Delaware has met or made significant progress toward our crash reduction targets.

Table 3. Safety PM Performance Summary – 2016 to 2022

Year	SPM #1 Number of Fatalities	SPM #2 Rate of Fatalities	SPM #3 Number of Serious Injuries	SPM #4 Rate of Serious Injuries	SPM #5 Combined Number of Non-Motorized Fatalities & Serious Injuries
2016	119	1.17	593	5.84	93
2017	119	1.14	477	4.56	79
2018	111	1.09	377	3.7	93
2019	132	1.29	402	3.91	104
2020	117	1.12	447	4.3	96
2020 Baseline* (2016-2020 Rolling Average)	**119.6**	**1.162**	**459.2**	**4.462**	**93**
Required 2021 and 2022 Average to Match Baseline	119	1.155	535	5.2	86
2022 Targets^ (2018-2022 Rolling Average)	**111.8**	**1.074**	**438.3**	**4.212**	**85.1**
Required 2021 and 2022 Average to Match Target	99.5	0.935	482.8	4.575	66.2

** 2020 Baseline values are based on best available data at time of target setting and are subject to change when FARS and HPMS data are finalized*
^ 2022 Target values are based on the DelDOT SHSP's objective to reduce fatalities and serious injuries by 15% over 5 years.

On April 16, 2024, DelDOT received notice that FHWA completed the target achievement assessment for the 2022 safety performance targets, based on the above listed averages for 2018 to 2022. The notice indicated that as per 23 CFR 490.211(c)(2), DelDOT had not "met or made significant progress" towards meeting its safety performance targets as none of the established safety performance targets were deemed to have met or had an actual outcome that was better than the baseline performance. **Table 4** provides a summary of DelDOT's progress on the PM 1 safety-related measures.

[1] The FARS Annual Report File is the State's annual submission to FARS.

Table 4. Safety Performance Measures Outcomes – 2018-2022 Performance Period

Performance Measures	2016-2020 Baseline	2018-2022 Target	2018-2022 Actual	Met Target?	Better than Baseline?	Met or made Significant Progress?
SPM #1 Number of Fatalities	119.4	111.8	131.4	No	No	No
SPM #2 Rate of Fatalities	1.216	1.074	1.35	No	No	
SPM #3 Number of Serious Injuries	459.2	438.3	474.2	No	No	
SPM #4 Rate of Serious Injuries	4.674	4.212	4.886	No	No	
SPM #5 Number of Non-	92.8	85.1	105	No	No	

The projects funded in the FY25-FY30 CTP/STIP will help ensure DelDOT continues to remain aggressive in meeting or making significant progress towards the targets set for the Safety Performance Area. The projects programmed in the STIP are directly linked to and have been identified through performance-based planning documents, specifically the Highway Safety Improvement Program (HSIP). They include the Hazard Elimination Program, Highway-Rail Grade Crossing Safety Program, and improvements for High-Risk Rural Roads. DelDOT also initiated systemic approaches to address the emphasis areas within the SHSP. The projects and programs linked to the roadway departure emphasis area include DelDOT's Median Barrier Program, Rumble Strip Program, Safety Edge, High Friction Surface Treatment, and the Horizontal Curve Safety Project. Performance and effectiveness of these programs will continue to be measured and evaluated through each individual program.

To help reduce the number of non-motorized injuries and fatalities (SPM #5), DelDOT is committed to performing Roadway Safety Audits that identify vulnerable road user safety countermeasures on those corridors experiencing a disproportionate rate of non-motorized fatalities and serious injuries, in accordance with DelDOT's Vulnerable Road User Safety Assessment. The AASHTO Safety Manual is used to determine the anticipated benefits of proposed improvements. The STIP has projects that are directly linked to those efforts. DelDOT is also investing in the Safe Routes to School program using Federal TAP funding as well as State funds. In addition, there are several other non-motorized projects and programs within the STIP. These projects are providing more safe options for pedestrians and completing low stress networks for bicyclists.

PM 2 "Pavement Conditions":

The Pavement Condition Performance measure is designed to help transportation agencies track the condition of the roadways which comprise their portion of the National Highway System (NHS). 23 CFR 490.307 lists the four metrics related to pavement condition. The definitions and primary data sources for the metrics are provided in **Table 5**. All four metrics are computed as two- and four-year averages. The annual timeframe follows the calendar year (January through December).

Table 5. Performance Metrics for PM-2 Infrastructure Condition

Performance Metric	Definition & Source

Interstate Pavement in Good Condition	This metric is defined as the percentage of pavement of the interstate system in good condition. The data used to calculate this metric is derived from pavement condition surveys conducted by DelDOT contractors from April through July.
Interstate Pavement in Poor Condition	This metric is defined as the percentage of pavement of the interstate system in poor condition. The data used to calculate this metric is derived from pavement condition surveys conducted by DelDOT contractors from April through July.
Non-Interstate National Highway System (NHS) Pavement in Good Condition	This metric is defined as the percentage of pavement of the non-interstate NHS system in good condition. The data used to calculate this metric is derived from pavement condition surveys conducted by DelDOT contractors from April through July.
Non-Interstate National Highway System (NHS) Pavement in Poor Condition	This metric is defined as the percentage of pavement of the non-interstate NHS system in poor condition. The data used to calculate this metric is derived from pavement condition surveys conducted by DelDOT contractors from April through July.

Methodology

The four measures presented in **Table 5** use three criteria to rate pavement condition. These criteria are International Roughness Index (IRI), cracking, and rutting. **Table 6** provides a description of each criterion. **Table 7** explains how the individual criterion ratings are combined to create an overall rating for each section of pavement. 23 CFR 490.305 defines a pavement section as “a nominally 0.1 mile-long reported segment that defines the limits of pavement condition metrics required by FHWA”. **Equation 1**explains how to compute the Interstate Pavement in Good Condition performance measure. The other three performance measures are calculated in the same manner, with changes made to the terms relating to the grade of pavement (e.g., good, fair, or poor) and the portion of the NHS (e.g., interstates or non-interstate) being assessed.

Table 6. Detailed Pavement Condition Criteria

Condition Criteria	Pavement Type	Rating System
International Roughness Index (IRI)	All	Good – IRI ratings less than 95 Fair – IRI rating between 95 and 170 Poor – IRI greater than the 170
Cracking	Asphalt	Good – Less than 5% of the pavement is cracked Fair – Less than 20% of the pavement is cracked Poor – More than 20% of the pavement area is cracked
	Jointed Concrete	Good – Less than 5% of the pavement is cracked Fair – Less than 15% of the pavement is cracked Poor – More than 15% of the pavement area is cracked
	Continuously Reinforced Concrete Pavement	Good – Less than 5% of the pavement is cracked Fair – Less than 10% of the pavement is cracked Poor – More than 10% of the pavement area is cracked
Rutting or Faulting*	Asphalt	Good – rutting section value of less than .20 inches Fair – rutting section value of less than .40 inches Poor – rutting section value greater than .40 inches
	Jointed Concrete	Good – rutting section value of less than .10 inches Fair – rutting section value of less than .15 inches Poor – rutting section value greater than .15 inches
	Continuously Reinforced Concrete Pavement	No rating system provided.

** Rutting is defined as longitudinal surface depressions in the pavement derived from measurements of a profile transverse to the path of travel on a highway lane. Faulting is defined as vertical misalignment of pavement joints in Portland Cement Concrete Pavements Source: 23 CFR 490.C*

Table 7. Pavement Condition Determination Method

	Pavement Type			
	Asphalt and Jointed Concrete	Continuous Concrete		
Overall Section Condition Rating	*3 metric ratings (IRI, cracking and rutting/faulting)*	*2 metric ratings (IRI and cracking)*		*Measures*
Good	All three metrics rates "Good"	Both metrics rated "Good"	→	percentage of lane-miles in "Good" condition
Poor	> 2 metrics rated "Poor"	Both metrics rated "Poor"	→	percentage of lane-miles in "Poor" condition
Fair	All other combinations	All other combinations		

Equation 1. Calculation for the Interstate Pavement in Good Condition Performance Measure

$$100 \times \frac{\sum_{g=1}^{Good}\{\langle End_Point - Begin_Point\rangle \times Through_lanes\}_{section\ g}}{\sum_{t=1}^{Total}\{\langle End_Point - Begin_Point\rangle \times Through_lanes\}_{section\ t}}$$

Where:
Good = total number of mainline highway Interstate System sections where the overall condition is Good
g = a section's overall condition is determined Good (see Table 2)
t = an Interstate System Section
Total = total number of mainline highway Interstate System sections excluding bridges, unpaved surface and "other" surface types, and missing data sections
Begin_Point = Begin Milepost of each section g or t
End Point = End milepost of each section g or t; and
Through_lanes = the number of lanes designated for through traffic represented by a section g or t

Figure 3 organizes the process for generating pavement condition data into a flowchart. The data collection process begins with completion of DelDOT's annual pavement condition surveys. These surveys are conducted by contractors using vans equipped with devices which measure pavement cracking, rutting and other relevant characteristics. These surveys are typically conducted in the spring and early summer (April through July).

DelDOT utilizes automated data collection equipment provided by outside vendors to collect pavement distress and other roadway characteristics. These condition surveys determine the severity and extent of the pavement distresses present in the roadway to calculate and track the physical condition. DelDOT uses life cycle optimization analysis to maximize weighted average physical condition across the network over a long-term analysis period subject to funding constraints in order to track long term condition targets.

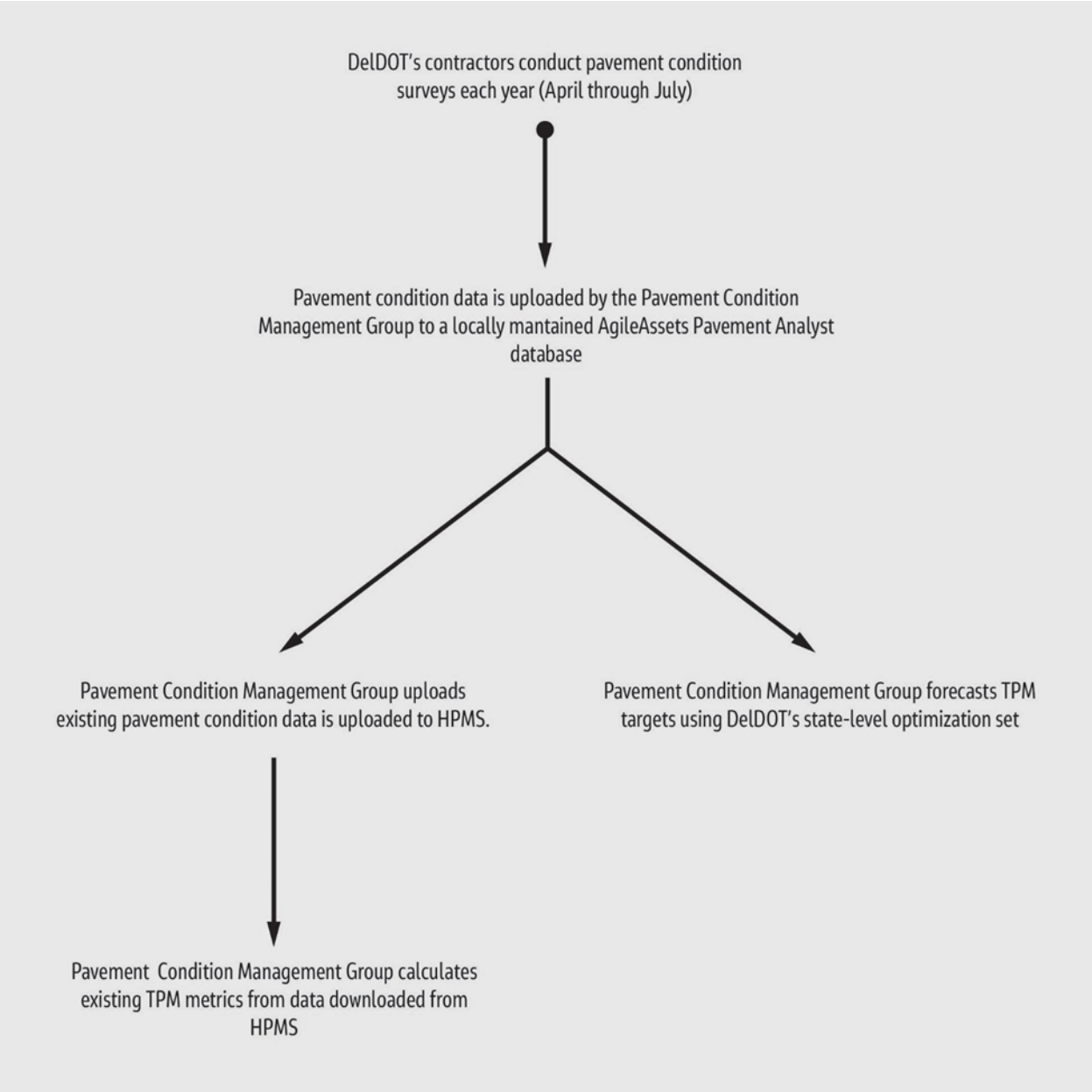


Figure 3. Pavement Condition Data Generation Pathway

Performance Summary

Figure 4 through **Figure 7** provide summaries of the Pavement Condition targets set for the State of Delaware. Performance outcomes above the targets related to the percentage of roads in good condition represent better than expected outcomes. Conversely, performance outcomes below the targets related to the percentage of roads in poor condition represent better than expected outcomes. Insufficient pavement condition data prevented the establishment of 2019 performance targets for the interstates and therefore the related outcomes are not reported in the figures below. Over the 2018-2021 performance period, the condition of the State's NHS roadways was worse than predicted. This outcome is attributed to DelDOT responsibility to manage its pavement program according to the condition of all the State's roadways, rather than according to the condition of just the NHS. This broader mandate exists because DelDOT is responsible for maintaining a significant majority of the State's public roads. An exclusive emphasis on the NHS would therefore inevitably lead to service failures elsewhere in the system.

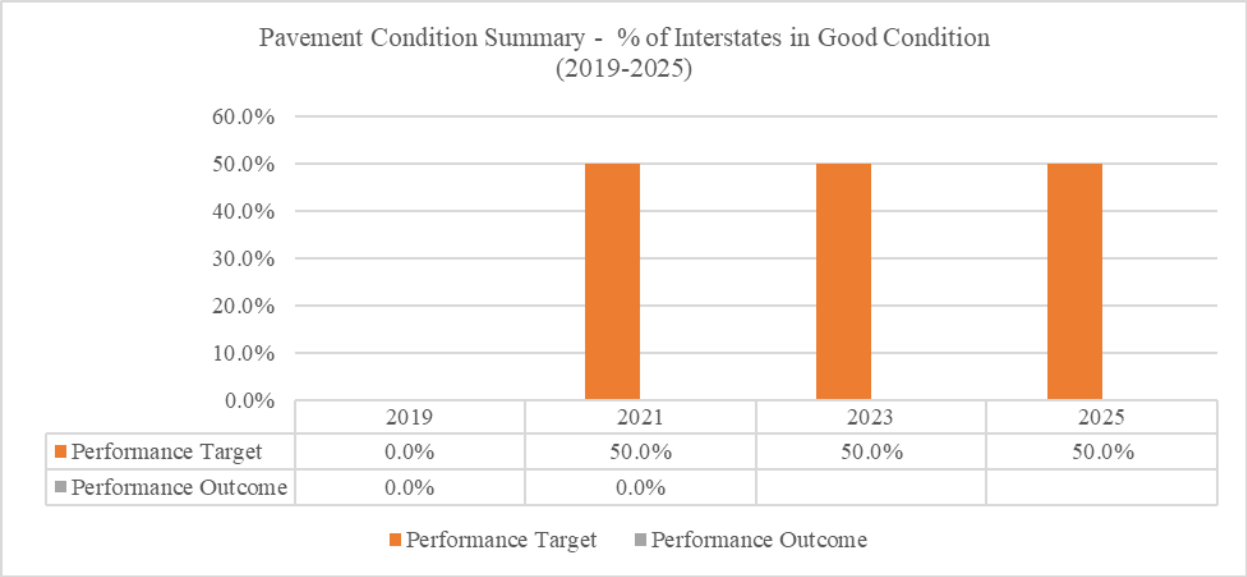


Figure 4. Pavement Condition Summary from % of Interstates in Good Condition (2019-2025)

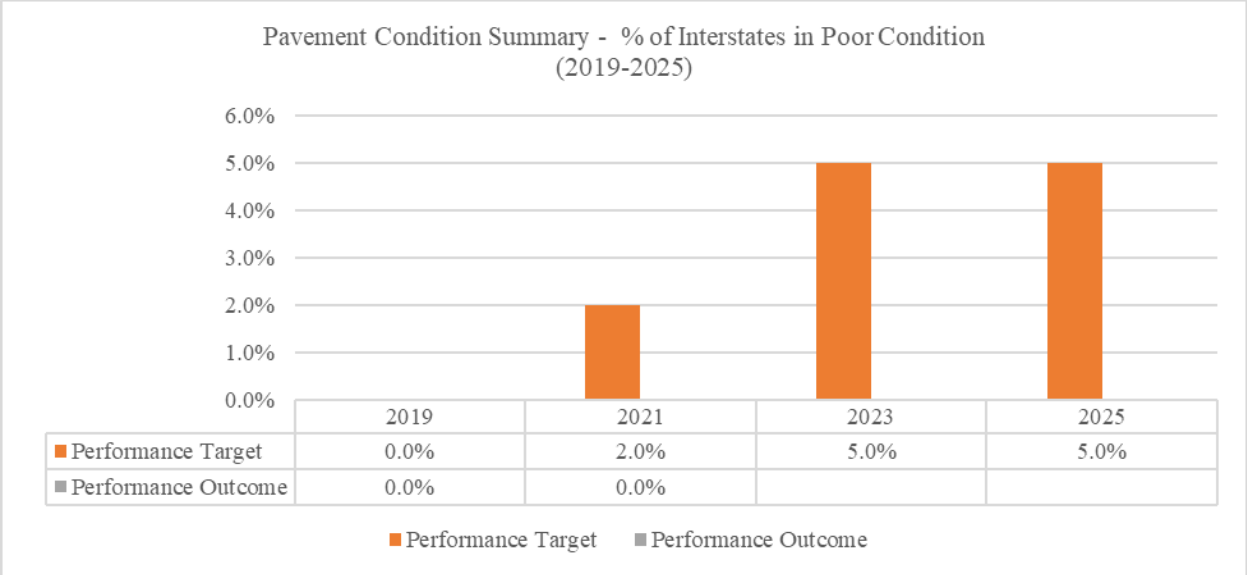


Figure 5. Pavement Condition Summary from % of Interstates in Poor Condition (2019-2025)

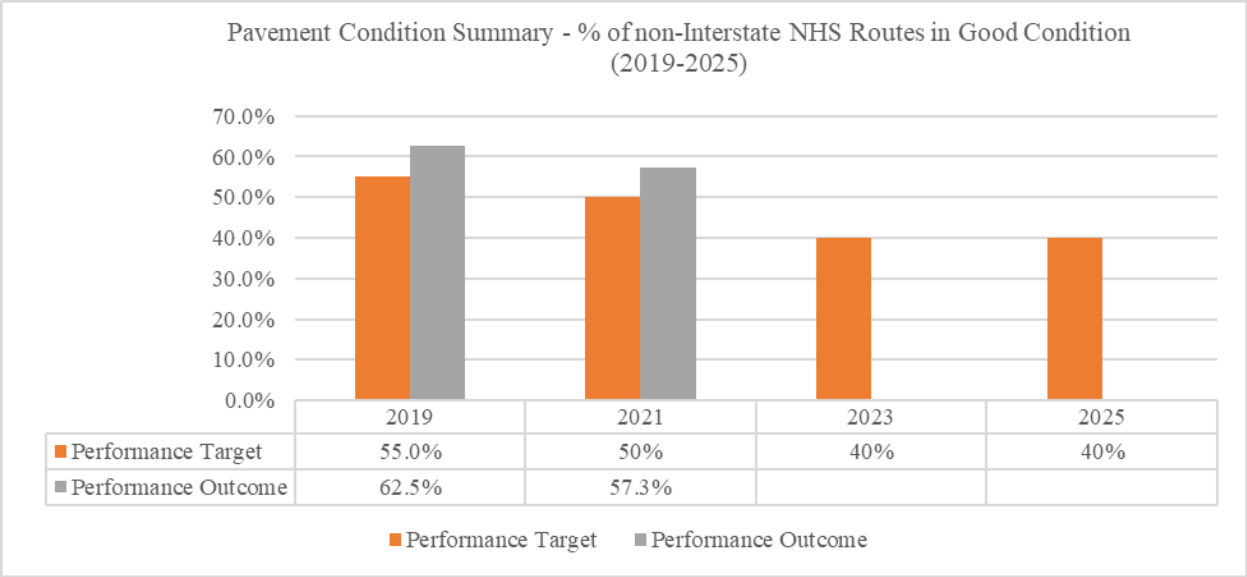


Figure 6. Pavement Condition Summary from % of Non-Interstate NHS Routes in Good Condition (2019-2025)

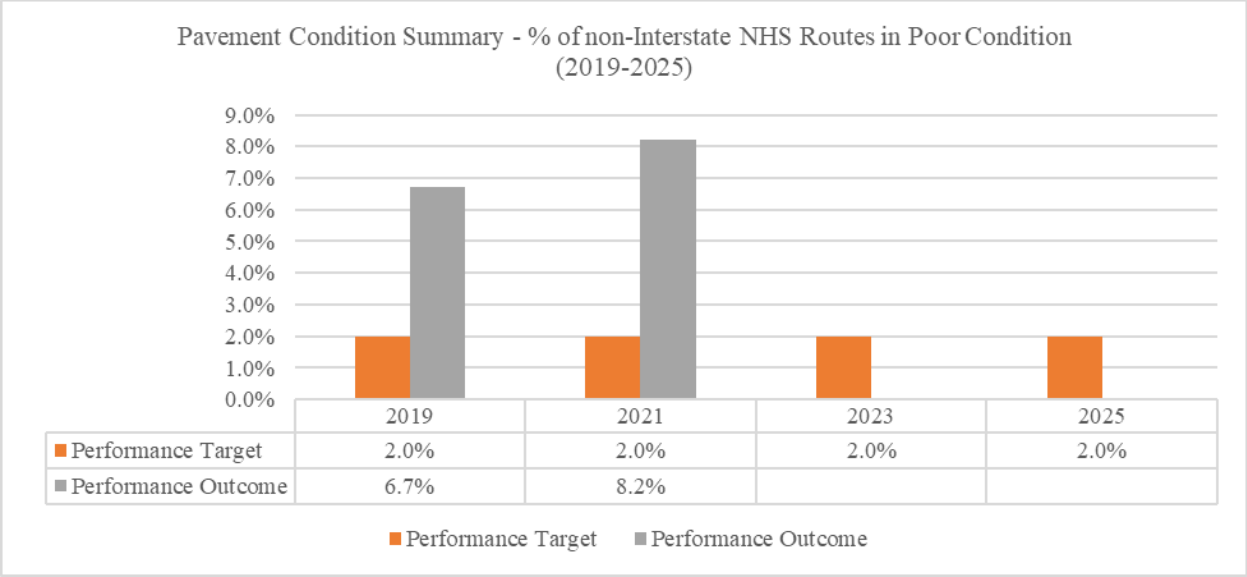


Figure 7. Pavement Condition Summary from % of Non-Interstate NHS Routes in Poor Condition (2019-2025)

PM 2 "Bridge Conditions"

The Bridge Condition Performance measure is designed to help transportation agencies track the condition of the bridges which are connected to their portion of the National Highway System (NHS). 23 CFR 490.407 lists two metrics related to bridge condition. Both measures capture the condition of bridges located on the National Highway System (NHS). The first metric is the percentage of bridges in good condition, the second is the percentage in poor condition. The definitions and primary data sources for the metrics are provided in **Table 8**.

Table 8. Performance Metrics for the Bridge Component of PM-2

Performance Metric	Definition & Source
NHS Bridges in Good Condition	This metric is defined as the percentage of NHS bridges classified as in good condition. Bridge condition is measured using the National Bridge Inventory's (NBI) rating scales for decks, superstructures, and substructure. Culvert condition is measured using the NBI rating scale for culverts. A bridge or culvert is rated as being in good condition when it's lowest NBI rating is 7, 8, or 9. The percentage of bridges in good condition on the NHS is computed by dividing the total deck area of bridges in good condition by the total deck area of all NHS bridges. The information used for rating bridges and culverts is taken from bridge inspection reports. These reports are generated on a rolling-basis by DelDOT's bridge inspectors.
NHS Bridges in Poor Condition	This metric is defined as the percentage of NHS bridges classified as in poor condition. Bridge condition measured using the National Bridge Inventory's (NBI) rating scales for decks, superstructures, and substructure. Culvert condition is measured using the NBI rating scale for culverts. A bridge or culvert is rated as being in poor condition when it's lowest NBI rating is 4 or less. The percentage of bridges in poor condition on the NHS is computed by dividing the total deck area of bridges in poor condition by the total deck area of all NHS bridges. The information used for rating bridges and culverts is taken from bridge inspection reports. These reports are generated on a rolling-basis by DelDOT's bridge inspectors.

Source: 23 CFR 490 Subpart D
Decks - https://nationalbridges.com/nbiDesc.html#ITEM_58
Superstructures - https://nationalbridges.com/nbiDesc.html#ITEM_59
Substructure - https://nationalbridges.com/nbiDesc.html#ITEM_60
Culverts - https://nationalbridges.com/nbiDesc.html#ITEM_62

Methodology

Both of the bridge condition metrics are direct estimates of asset condition (i.e., there are no calculations which involve averaging the condition of bridges over a multi-year timeframe). **Figure 8** provides a simplified illustration of the process DelDOT goes through to gauge bridge condition and calculate the related performance metrics. The process of scoring each bridge's condition according to the NBI (e.g., whether a bridge's deck, superstructure, or substructure is in good or poor condition) is too extensive to be presented in this document. For more information on the NBI please visit FHWA's dedicate webpage: https://www.fhwa.dot.gov/bridge/nbi.cfm.

Bridge performance measure tracking has been incorporated into DelDOT's Bridge Prioritization and Asset Management Process and allows DelDOT to more efficiently and systematically prioritize bridge work needs to maintain a safe and reliable network of bridges. This process, conducted annually, results in selecting projects to identify, locate, and address "Poor Condition" bridge inventory while also indicating suitable potential rehabilitation and/or repair activities for bridges that are in Fair Condition to prevent them from becoming Poor Condition. Further, this process identifies Good Condition bridges to which then are evaluated as to suitability for performing preventative maintenance activities in order to keep those bridges in Good Condition. Performance measures, along with a successful deterioration modeling program, will continue to support DelDOT in identifying future bridge budget and work type needs, and in achieving and maintaining progress toward bridge performance targets.

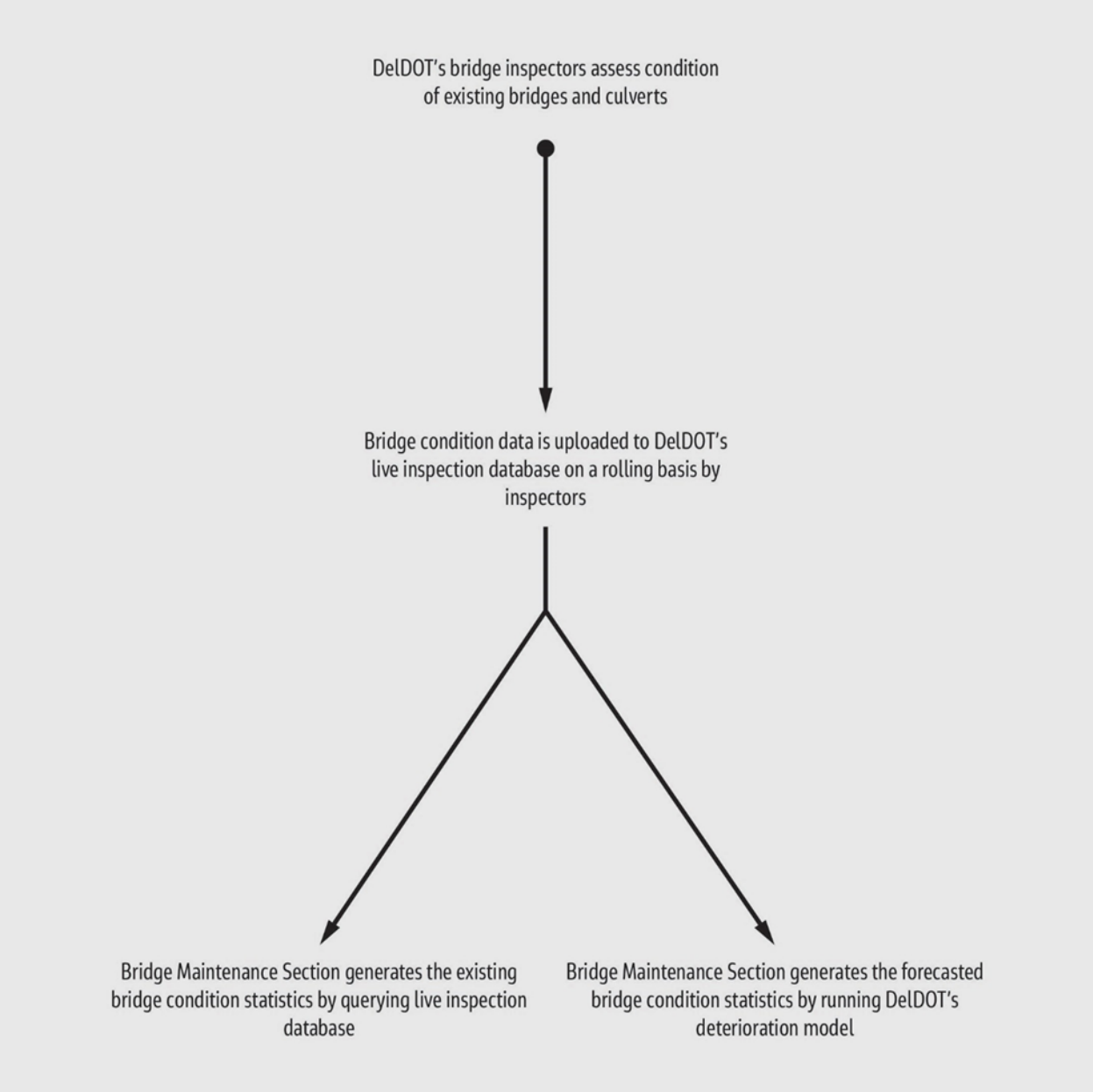


Figure 8. Bridge Condition Data Generation Pathway

Performance Summary

Figure 8 and **Figure 9** provide summaries of the Bridge Condition targets set for the State of Delaware. Performance outcomes above the targets related to the percentage of bridges in good condition represent better than expected outcomes. Conversely, performance outcomes below the targets related to the percentage of bridges in poor condition represent better than expected outcomes. Over the 2018-2021 performance period, the State of Delaware has exceeded its targets for bridge condition. DelDOT selected its targets for the 2022-2025 performance period based on its bridge deterioration model and projected funding.

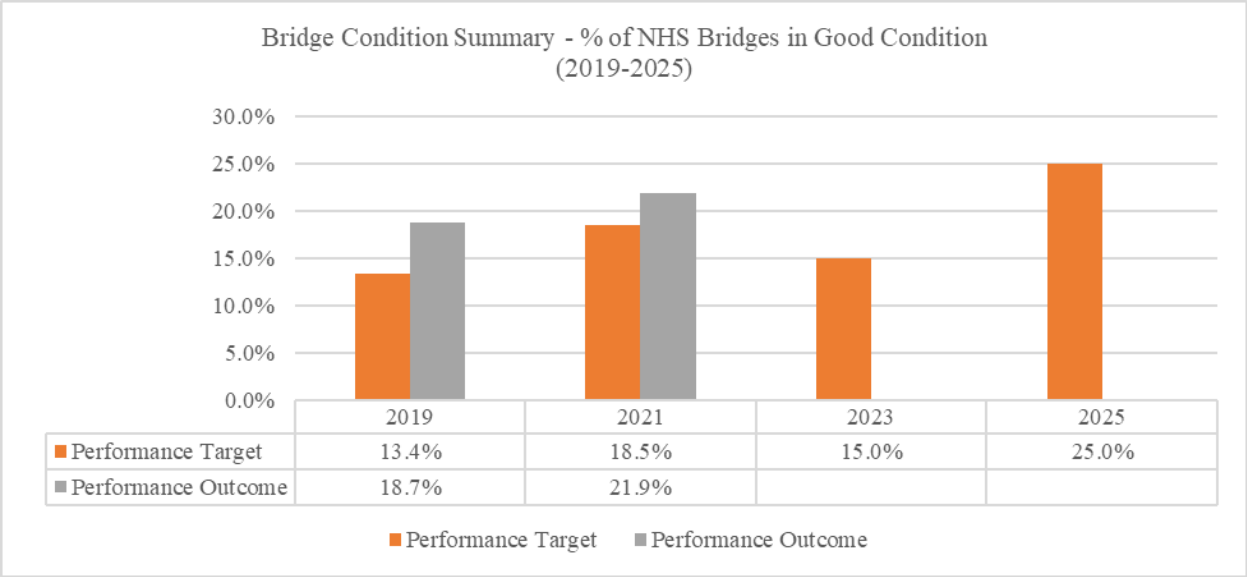


Figure 9. Bridge Condition Summary - % of NHS Bridge in Good Condition

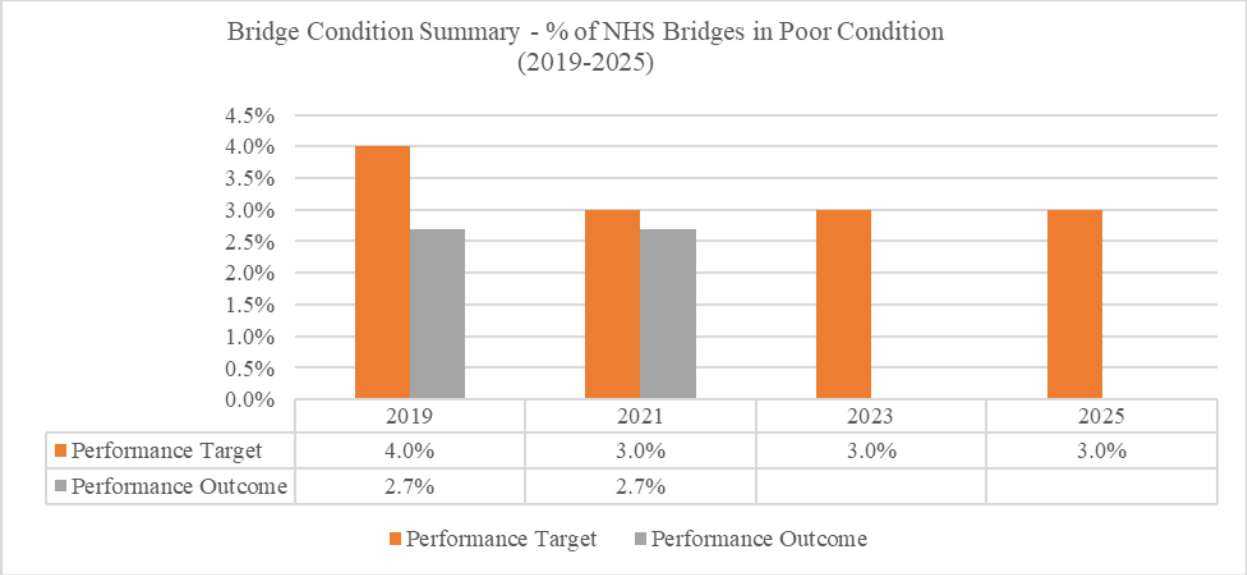


Figure 10. Bridge Condition Summary - % of NHS Bridge in Poor Condition

PM 3 "Level of Travel Time Reliability"

The Level of Travel Time Reliability (LOTTR) Performance measure is designed to help transportation agencies assess travel time reliability on their roadways by comparing congested conditions (80th percentile travel times) to average conditions (50th percentile). This data indicates severity and/or potential frequency of congested conditions. The higher the ratio between these two numbers, the less reliable a roadway segment is, meaning drivers need to leave earlier to ensure they arrive to their destination on time.

Methodology
23 CFR 490.511 defines the "Level of Travel Time Reliability" (LOTTR) as the percent of time (measured in hours) spent by person traveling on the NHS that are considered reliable. The LOTTR measure for interstate is calculated using Equation 1, and is defined in 23 CFR 490.513.

Equation 2. LOTTR Measure for Interstates

$$100 \times \frac{\sum_{i=1}^{R} SL_i \times AV_i \times OF_j}{\sum_{i=1}^{T} SL_i \times AV_i \times OF_j}$$

Where:
R = total number of Interstate System reporting segments that are exhibiting an LOTTR below 1.50 during all of the time periods identified in § 490.511(b)(1)(i) through (iv);
I = Interstate System reporting segment "i";
SLi = length, to the nearest thousandth of a mile, of Interstate System reporting segment "i";
AVi = total annual traffic volume to the nearest single vehicle, of the Interstate System reporting segment "i";
J = geographic area in which the reporting segment "i" is located where a unique occupancy factor has been determined;
OFi = occupancy factor for vehicles on the NHS within a specified geographic area within the State/Metropolitan planning area; and
T = total number of Interstate System reporting segments.

The equation used to calculate the LOTTR measure for the non-interstate portion of the NHS is the same, with the definition of the terms modified to reflect the non-interstate portion of the NHS. Term R is calculated by computing the LOTTR rating for roadway segment included in the set (i.e., the interstate or non-interstate portion of the NHS). Terms J and OFi is derived from the National Household Travel Survey conducted by Federal Highway Administration. The remainder of the terms are derived from FHWA's National Performance Management Research Data Set (NPMRDS). NPMRDS data is lane-based, road-segment based, time sequenced data that is analyzed published through the RITIS software platform. The NPMRDS is collected for all roadways which are included in the National Highway System (NHS).

The LOTTR rating of each segment is computed for four travel periods for the entire year:

- Weekday Mornings (6 AM - 10 AM, Mon-Fri),
- Weekday Middays (10 AM – 4 PM, Mon-Fri)
- Weekday Evenings (4 PM – 8 PM, Mon-Fri)
- Weekend Days (6 AM – 8 PM, Sat and Sun)

The travel times themselves are published as part of the NPMRDS. Once sorted, the 50th and 80th percentile travel times are calculated for each roadway segment. Next, the 80th percentile travel times are divided by the 50th percentile travel times (see Table 1 below). If the product of that division is greater than 1.50 for any of the four time periods, then that segment is considered "not reliable".

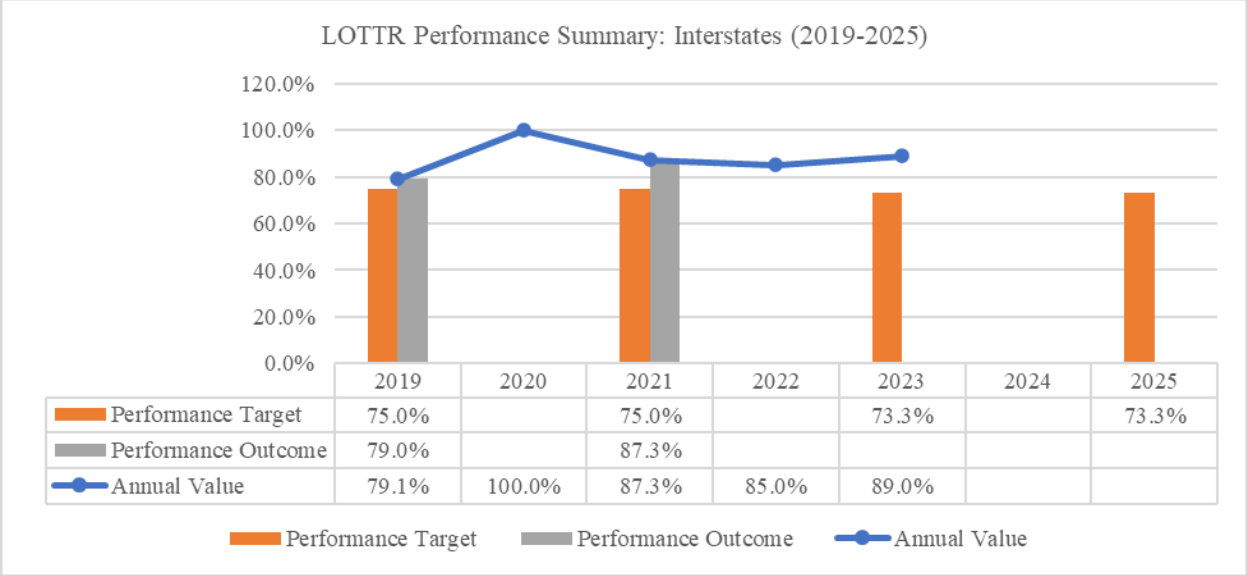
Table 9. Example of LOTTR Calculation for a Roadway Segment

Day of the Week	Time of Day	Travel Times		LOTTR Score	LOTTR Rating by Time Period
		80th Percentile	50th Percentile		
Monday - Friday	6 AM to 10 AM	44	35	1.26	Reliable
	10 AM to 4 PM	40	32	1.25	Reliable
	4 PM to 8 PM	60	37	1.62	Not Reliable
Saturday – Sunday	6 AM to 8 PM	35	30	1.17	Reliable
Overall LOTTR Rating					**The segment is not reliable**

Once the LOTTR rating for each roadway segment is computed, the state's overall performance measure is calculated using **Equation 2**.

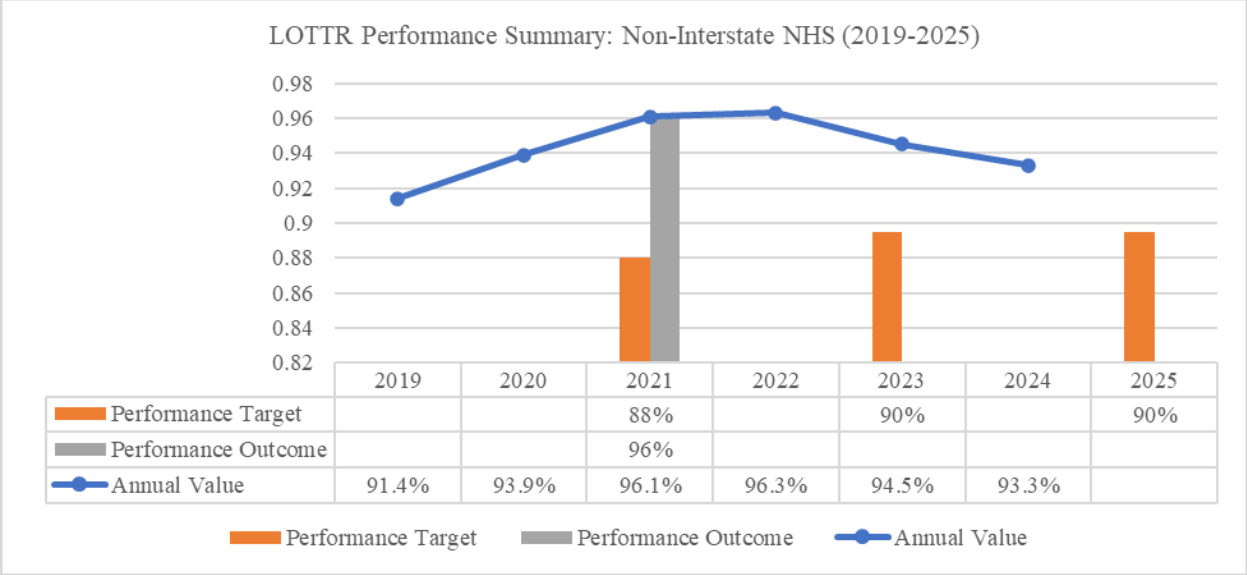
Performance Summary

Figure 11 and **Figure 12** provide summaries of the LOTTR targets set for Delaware and the current performance outcomes. Performance outcomes above the target values indicate better than expected results. Since 2019, Delaware has seen a positive trend, with most travel (around 80% or more) on the interstates occurring on segments with reliable travel times. The non-interstate portion of the NHS have performed better since 2019, with more than 90% of travel occurring on reliable segments.



	2019	2020	2021	2022	2023	2024	2025
Performance Target	75.0%		75.0%		73.3%		73.3%
Performance Outcome	79.0%		87.3%				
Annual Value	79.1%	100.0%	87.3%	85.0%	89.0%		

Figure 11. LOTTR Performance Summary: Interstates from 2019 through 2025



	2019	2020	2021	2022	2023	2024	2025
Performance Target			88%		90%		90%
Performance Outcome			96%				
Annual Value	91.4%	93.9%	96.1%	96.3%	94.5%	93.3%	

Figure 12. LOTTR Performance Summary: Non-Interstates NHS from 2019 through 2025

PM 3 "Truck Level of Travel Time Reliability"

The Truck Level of Travel Time Reliability (TTTR) measures how congestion impacts heavy truck movement on an agency's portion of the interstate system. It estimates the additional time needed for a planned trip to account for the maximum travel time (maxTTTR) recorded during the survey period. High TTTR scores indicate severe congestion on the target roadway, similar to the LOTTR metric.

Methodology

The TTTR is measure is calculated using **Equation 3**, which is defined in 23 CFR 490.613. This indicates that the total TTTR for each reporting segment is divided by total miles of interstate system only. The data used for all four terms are collected for the NPMRDS and published through the RITIS platform.

Equation 3. TTTR Measure

$$\frac{\sum_{i=1}^{T}(SL_i \times \max TTTR_i)}{\sum_{i=1}^{T}(SL_i)}$$

Where:
i = An Interstate System reporting segment;
maxTTTRi = The maximum TTTR of the five time periods in paragraphs (a)(1)(i) through (v) of § 490.611, to the nearest hundredth, of Interstate System reporting segment "i";
SLi = Segment length, to the nearest thousandth of a mile, of Interstate System reporting segment "i"; and
T= A total number of Interstate System reporting segments.

The maximum TTTR for each reporting segment is identified by grouping the travel time data collected for the NPMRDS into five periods, collected over one calendar year:

- Weekday Mornings (6 AM - 10 AM, Mon-Fri),
- Weekday Middays (10 AM to 4 PM, Mon-Fri)
- Weekday Afternoons (4 PM to 8 PM, Mon-Fri)
- Weekend Days (6 AM to 8 PM, Sat-Sun)
- Overnight (8 PM to 6 AM, Mon-Sun)

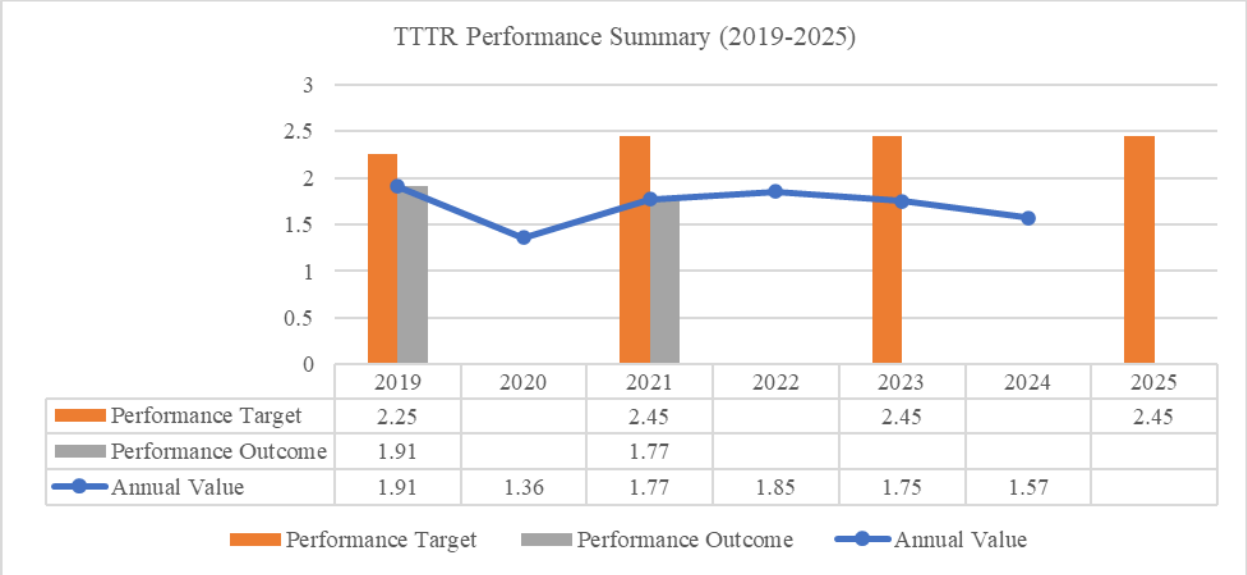
The 50th and 95th percentile travel times are then calculated for each of the five time periods (see **Table 10**). The highest of the segment's five TTTR scores is then designated as the value for the maxTTTR term. Each segment's maximum TTTR score is then used to calculate the jurisdiction overall TTTR score shown in **Equation 3**.

Table 10. Example maxTTTR Calculation

Day of the Week	Time of Day	Travel Times		TTTR Score
		50th Percentile	95th Percentile	
Monday - Friday	6 AM to 10 AM	42	63	1.5
	10 AM to 4 PM	45	62	1.38
	4 PM to 8 PM	50	85	1.7
Saturday - Sunday	6 AM to 8 PM	40	52	1.3
Monday - Sunday	8 PM to 6 AM	38	46	1.21
Maximum TTTR Score				1.7

Performance Summary

Figure 13 provides a summary of the TTTR targets set for Delaware and the current performance outcomes. Performance outcomes below the target values indicate better than expected results. Since 2019, Delaware has seen a positive trend, with the maximum TTTR values varying between 1.91 and 1.75. The sharp decline in 2020 is attributed to the reduced travel demand which occurred during the COVID pandemic.



	2019	2020	2021	2022	2023	2024	2025
Performance Target	2.25		2.45		2.45		2.45
Performance Outcome	1.91		1.77				
Annual Value	1.91	1.36	1.77	1.85	1.75	1.57	

Figure 13. TTTR Performance Summary from 2019 through 2025

PM 3 "Annual Hours of Peak-Hour Excessive Delay per Capita"

The Peak Hour Excessive Delay (PHED) performance measure is designed to quantify "the extra amount of time spent travelling through the National Highway System when speeds dip below a normal delay threshold during peak travel demand periods." In other words, this assesses the total annual hours of peak hour congestion per capita. For the purposes of this rule, the normal delay threshold is specified as either 20 miles per hour (MPH) below or 60 percent of the posted speed limit (whichever is greater).

The peak period is defined in 23 CFR 490.705 CFR as weekdays from 6 AM to 10 AM, and either 3 PM to 7 PM, or 4 PM to 8 PM. State DOTs may choose either. The PHED performance measure applies only to urbanized areas that:

- Include portions of the NHS,
- Have a population of at least 200,000 persons, and
- Have not attained the National Ambient Air Quality Standards (NAAQS) established for on-road mobile source (i.e., tailpipe) emissions.
-

The term urbanized area refers to geographic unit created by the U.S. Census Bureau. In its simplest terms, an urbanized area is a single community or a series of neighboring communities with more than 50,000 residents.[2]

For the DelDOT CTP, DelDOT and WILMAPCO report data for the "Philadelphia, PA/DE/MD/ NJ Urbanized Area Based on the 2020 Decennial Census, Delaware contains three urbanized

areas: Dover, Salisbury, and Philadelphia. Of these three, only the Philadelphia Urbanized Area meets the 200,000-person threshold listed above. Currently the Philadelphia Urbanized Area is in nonattainment for ozone and is designated as a maintenance area for PM2.5 under the 1997 and 2006 standards (EPA, 2020b). Since the Philadelphia Urbanized Area crosses multiple state and local government boundaries, the PHED performance measure is set and assessed cooperatively by multiple agencies. The group includes the following agencies:

- Pennsylvania Department of Transportation (PennDOT)
- Delaware Department of Transportation (DelDOT)
- New Jersey Department of Transportation (NJDOT)
- Maryland Department of Transportation (MDOT)
- The four associated FHWA field offices (one for each state) and
- seven MPOs (DVRPC, NJTPA, SJTPO, WILMAPCO, LVTS, RATS and LCTCC)[3]

Methodology

The PHED measure requires that agencies use five statistics to describe the level of delay experienced on each segment of the NHS that fall within their jurisdiction. These statistics are:

- Length (miles),
- Travel time (reported in 15-minute increments),
- Traffic volumes (reported in 60-minute increments),
- Daily average classification of vehicles travelling through each segment, and
- The average vehicle occupancy rate for passenger cars, trucks, and buses.

The first four statistics are collected and published as part of FHWA's National Performance Management Research Data Set (NPMRDS). The NPMRDS utilizes probe vehicle data to measure the volume of traffic on the NHS and vehicle speed. The average vehicle occupancy rate is derived from multiple sources, including the National Household Travel Survey and the National Transit Database.

The formula for calculating the threshold between normal and excessive delay is established in 23 CFR 490.711 and shown below in **Equation 4**.

Equation 4. Excessive Delay Threshold

$$\text{Excessive Delay Threshold Travel Times} = \left(\frac{\text{Travel Time Segment Length}_s}{\text{Threshold Speed}_s} \right) \times 3{,}600$$

Where:
Excessive Delay Threshold Travel Times = the time of travel, to the nearest whole second, to traverse the Travel Time Segment at which any longer measured travel times would result in excessive delay for the travel time segment
Travel Time Segment Lengths = total length of travel time segment to the nearest thousandth of a mile for travel time reporting segment; and
Threshold Speeds = the speed of travel at which any slower measured speeds would result in excessive delay for travel time reporting segment "s". As defined in § 490.705, the speed threshold is 20 miles per hour (mph) or 60 percent of the posted speed limit travel time reporting segment "s," whichever is greater.

The amount of person hours lost because of excessive delay is estimated by subtracting the travel time samples collected for the NPMRDS (grouped in 15-minute increments) from the threshold. If the resulting sum is greater than zero, the sum is then multiplied by the applicable average

vehicle occupancy rates. The total person-hours lost across all days and NHS segments are then summed together and divided by the total population of the urbanized area being assessed. The final product is the average amount of time lost per person due to excessive delay on the NHS during a given year.

Performance Summary

Figure 14 provides a summary of the PHED targets set for the Philadelphia Urbanized Area and the current performance outcomes. Performance outcomes below the targets represent better than expected outcomes. Since the 2017 baseline was established, the Philadelphia Urbanized Area has consistently exceeded its PHED performance targets. The sharp reduction in PHED observed in 2020 is attributed to the COVID pandemic's well documented effect on travel behavior. The cause of the continued decline in PHED since 2020 is less clear, however, the dramatic increase in tele-commuting brought on by the pandemic is considered a primary factor.

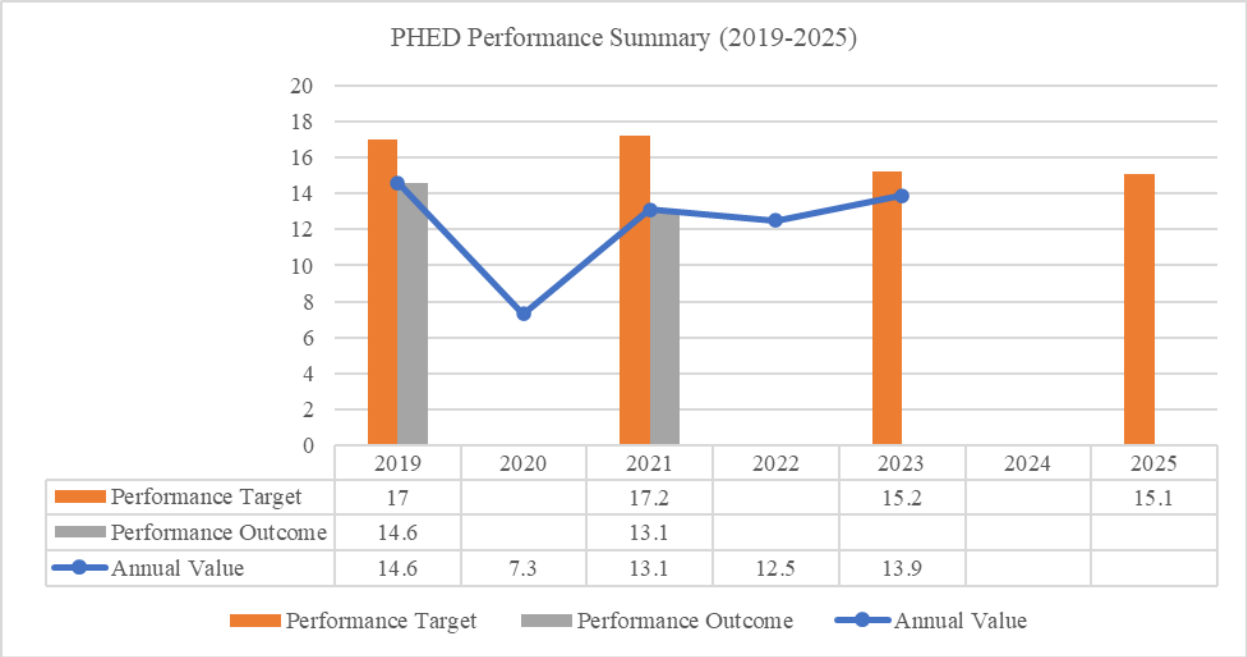


Figure 14. PHED Performance Summary from 2019 through 2025

PM 3 "Percent of Non-Single Occupancy Vehicle Travel"

The Non-Single Occupancy Vehicle (Non-SOV) travel performance measure is designed to estimate how often persons commuting to work do so alone in a passenger vehicle. Since the capacity of roadways are exceeded most often during the morning and evening commuting periods, this helps transportation agencies understand how much traffic congestion could be (or has been resolved) by promoting the use of transit or ride-sharing programs.

For the DelDOT CTP/STIP, DelDOT and WILMAPCO must report data for the "Philadelphia, PA/DE/MD/NJ Urbanized Area" as defined by the U.S. Census Bureau. As is the case for PHED, the Non-SOV travel performance measure is only calculated for urbanized areas that meet two criteria. They must contain at least a million people and be designated (in part or wholly) as nonattainment or maintenance areas for the NAAQS associated with on-road mobile source air pollution. Again, the Philadelphia Urbanized Area is the only one within Delaware that meets these criteria. The interagency working group for the non-SOV measure is identical to the one listed for the PHED performance measure.

Methodology

23 CFR 490.713 provides reporting agencies three methods for calculating the non-SOV travel performance measure:

- Method A – American Community Survey
- Method B – Local Survey, and
- Method C – System Use Measurement

From this list, the group of agencies associated with the Philadelphia Urbanized Area selected Method A. The American Community Survey (ACS) is an ongoing program administered by the U.S. Census Bureau that collects demographic information on a wide variety of subjects, including employment, educational attainment, housing, and commuting practices. The ACS estimates the number of persons who commute alone by asking persons of working age (at least 16 years old) how they commute to work. This statistic is reported in Census Table B08301: Means of Transportation to Work. The Non-SOV Performance Measure reported for PM3 is calculated from the statistics reported in this table using **Equation 5.**

Equation 5. Non-SOV Performance Measure Formula

$$\text{Percent of Non-SOV Travel} = 100\% - \%\ \text{SOV}$$

Where:
Percent of Non-SOV Travel = percent of the commuting working population, to the nearest tenth of a percent, that predominantly does not commute by driving alone in a car, van, or truck, including travel avoided by telecommuting.
% SOV = percent estimate for "Car, truck, or van - drive alone" as identified in Census Table B08301

Each year's annual Non-SOV travel estimates for the Philadelphia Urbanized Area are generated using the ACS dataset as noted above. The two- and four-year performance targets were established cooperatively by the Philadelphia Urbanized Area's interagency working group.

Performance Summary

Figure 15 provides a summary of the Non-SOV targets set for the Philadelphia Urbanized Area and the current performance outcomes. Performance outcomes above the target values indicate better than expected results. Since 2019, the Philadelphia Urbanized Area has seen a positive trend, with Non-SOV commuting steadily increasing. The growth in Non-SOV commuting is attributed to the growth in the number of persons who work from home (which is reported as tele-commuting). This growth has offset a gradual reduction in the number of commuters using public transportation, broadly associated with the COVID pandemic.

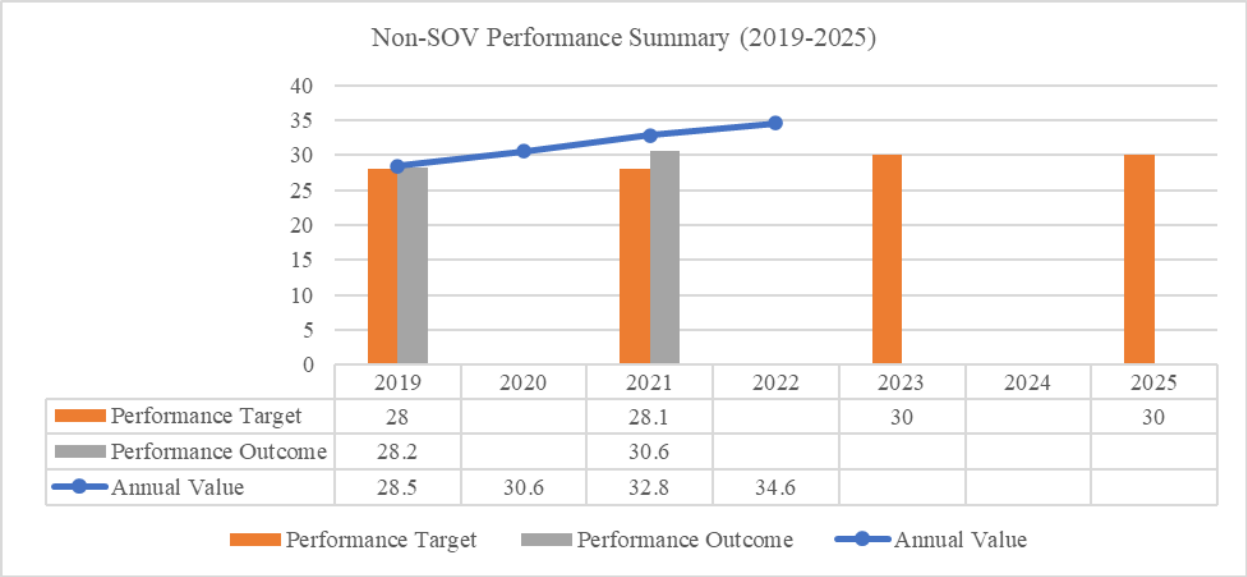


Figure 15. Non-SOV Performance Summary from 2019 through 2025

PM 3 "On-Road Emissions Reductions from CMAQ"

The Total Emission Reduction Measure under PM 3 is a performance measure intended to assess how much air pollution levels have been, or are being, reduced due to the planning, programming, and implementation of CMAQ-funded projects. As part of its Transportation Performance Management Program, FHWA requires that State DOT's and MPOs receiving CMAQ funding set two- and four-year targets for each of these performance measures.

23 CFR 490.807 defines the total emission reduction measure as the "cumulative reported emission reductions, for all projects funded by CMAQ funds, of each criteria pollutant and applicable precursors under the CMAQ program for which the area is designated nonattainment or maintenance." This metric is important because it directly assesses air quality conditions. Currently, all three counties in Delaware (New Castle, Sussex, and Kent) are designated as nonattainment or maintenance areas under the NAAQS (See Table 11). All three are in non-attainment for the 1997 8-hour ozone standard. New Castle County is in non-attainment for 8-hour ozone levels under the 2008 and 2015 standards, and in maintenance for PM2.5 under the 2006 standard. Sussex County is in non-attainment for 8-hour ozone levels under the 2008 standard.

Table 11. Delaware's NAAQS Attainment Status (as of 11.30.2023)

NAAQS (Year Created)	Delaware Counties		
	New Castle	Kent	Sussex
Carbon Monoxide (1971)	Attainment	Attainment	Attainment
Lead (1978)	Attainment	Attainment	Attainment
Lead (2008)	Attainment	Attainment	Attainment
Nitrogen Dioxide (1971)	Attainment	Attainment	Attainment
8-Hour Ozone (1997)	Non-Attainment	Non-Attainment	Non-Attainment
8-Hour Ozone (2008)	Non-Attainment	Attainment	Non-Attainment
8-Hour Ozone (2015)	Non-Attainment	Attainment	Attainment
$PM_{2.5}$ (2006)	Maintenance*	Attainment	Attainment
$PM_{2.5}$ (2012)	Attainment	Attainment	Attainment
PM_{10} (1987)	Attainment	Attainment	Attainment
Sulfur Dioxide (1971)	Attainment	Attainment	Attainment
Sulfur Dioxide (2010)	Attainment	Attainment	Attainment

The CMAQ program's funding is distributed as reimbursements for individual projects. To be eligible for reimbursement, a project must satisfy three requirements.

- States may only receive reimbursement for projects in areas that are designated as a non-attainment or maintenance areas (areas previously designated at non-attainment) for carbon monoxide, ozone, nitrogen dioxide, and particulate matter.
- Next, the project must be included in a State Implementation Plan (SIP) that has been approved by the EPA.
- Finally, the project must be likely to contribute to the attainment or maintenance of a NAAQS, whether through the reduction of vehicle miles traveled (VMT), fuel consumption, or other factors.

To simplify this screening process, types of projects which meet this requirement are provided in 23 U.S.C. §149 and in FHWA guidance documents. A summary of project categories that are eligible is shown in **Figure 16.**

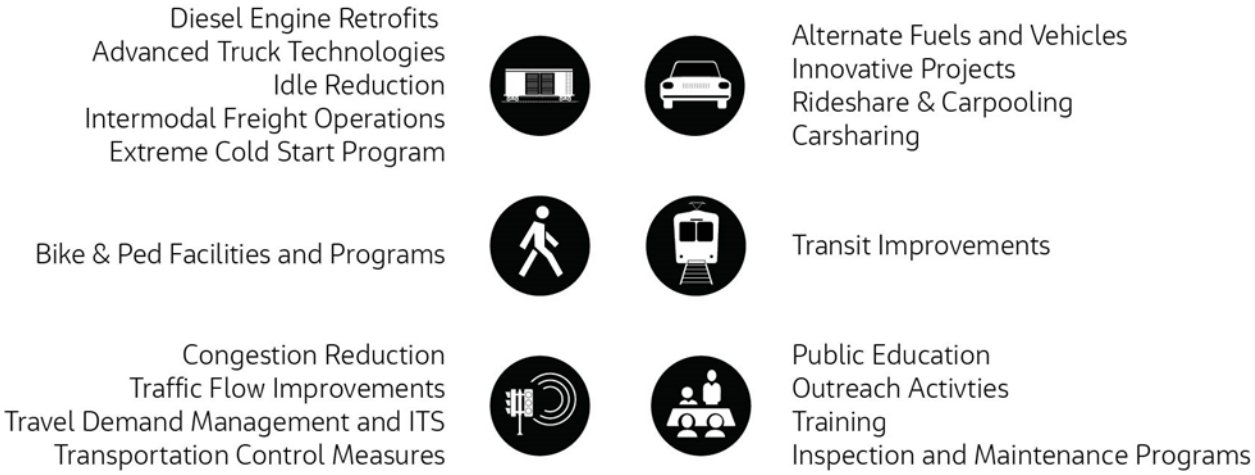


Figure 16. Project & Programs Eligible for CMAQ Funding

Methodology

The total emissions reduction measure is focused exclusively on changes in air quality conditions caused be CMAQ projects. The process for calculating targets for the CMAQ program involves two steps. First, the emission reduction generated by individual CMAQ-funded projects is estimated by determining how vehicular traffic characteristics would change after the proposed improvements are completed. These estimates are then completed using a mix of statistical tools, including the FHWA's CMAQ Emission Calculator Toolkit. The Toolkit is comprised of a series Microsoft Excel © workbooks which allow users to generate emission reduction estimates with a small set of data inputs. Currently, DelDOT uses the workbooks developed for bicycle & pedestrian improvements, carpooling & vanpooling, and adaptive traffic control systems. The second step involves calculating the Total Emission Reduction Measure. This is done by summing the emissions generated by individual CMAQ-funded projects. The formula used to complete this calculation is shown in **Equation 6**.

Equation 6. Sum of Total Emission Reductions

$$\text{Total Emission Reduction}_{p} = \sum_{i=1}^{T} \text{Daily Kilograms of Emission Reductions}_{p,i}$$

Where:
i = applicable projects reported in the CMAQ Public Access System for the first two Federal fiscal years of a performance period and for the entire performance period
p = criteria pollutant or applicable precursor: PM2.5, PM10, CO, VOC, or NOx;
Daily Kilograms of Emission Reductionsp, i = total daily kilograms, to the nearest one thousandth, of reduced emissions for a criteria pollutant or an applicable precursor "p" in the in the first year the project is obligated.
T = total number of applicable projects reported to the CMAQ Public Access System during the reporting period.
Total Emission Reductionp = cumulative reductions in emissions over two and four Federal fiscal years, total daily kilograms, to the nearest one thousandth, of reduced emissions for criteria pollutant or precursor "p."

Performance Summary

Figure 17, **Figure 18**, and **Figure 19** provide summaries of the CMAQ targets set for Delaware and the current performance outcomes. Performance outcomes above the target values indicate better than expected results. Since 2019, Delaware has seen a positive trend, with the CMAQ emission reduction estimates exceeding baseline projections.

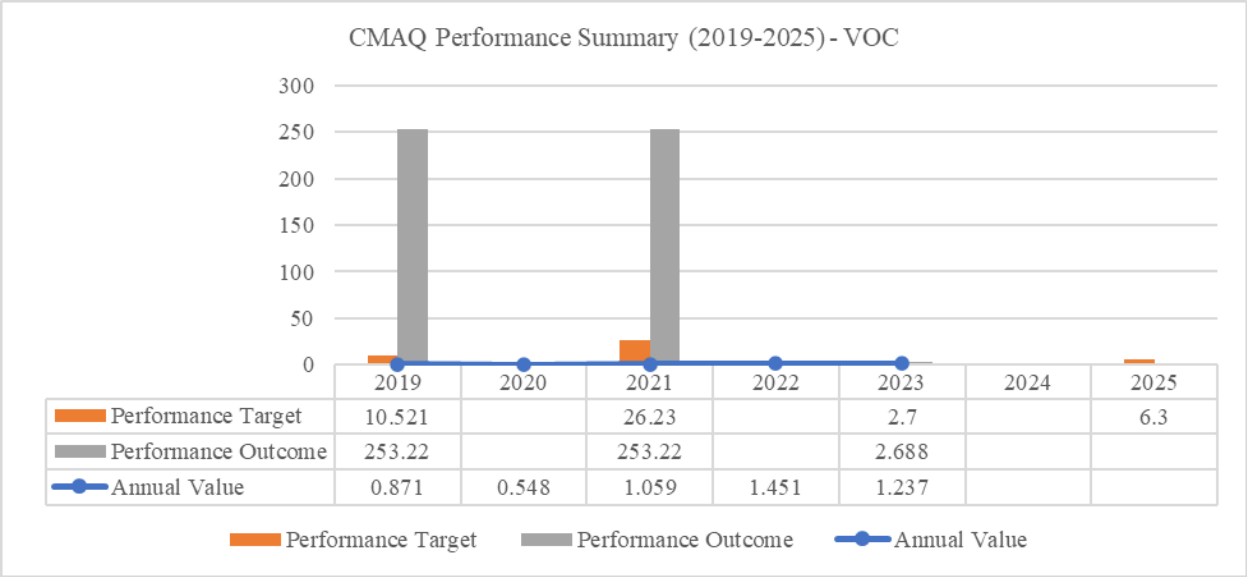


Figure 17. CMAQ Performance Summary from 2019 through 2025 for VOC emissions reductions

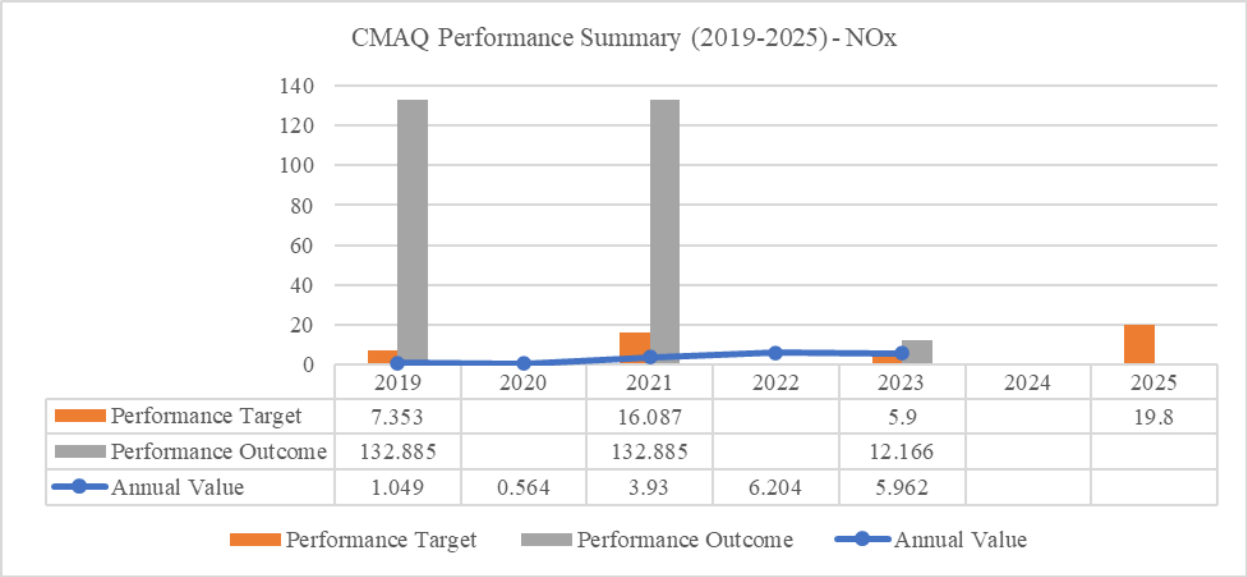
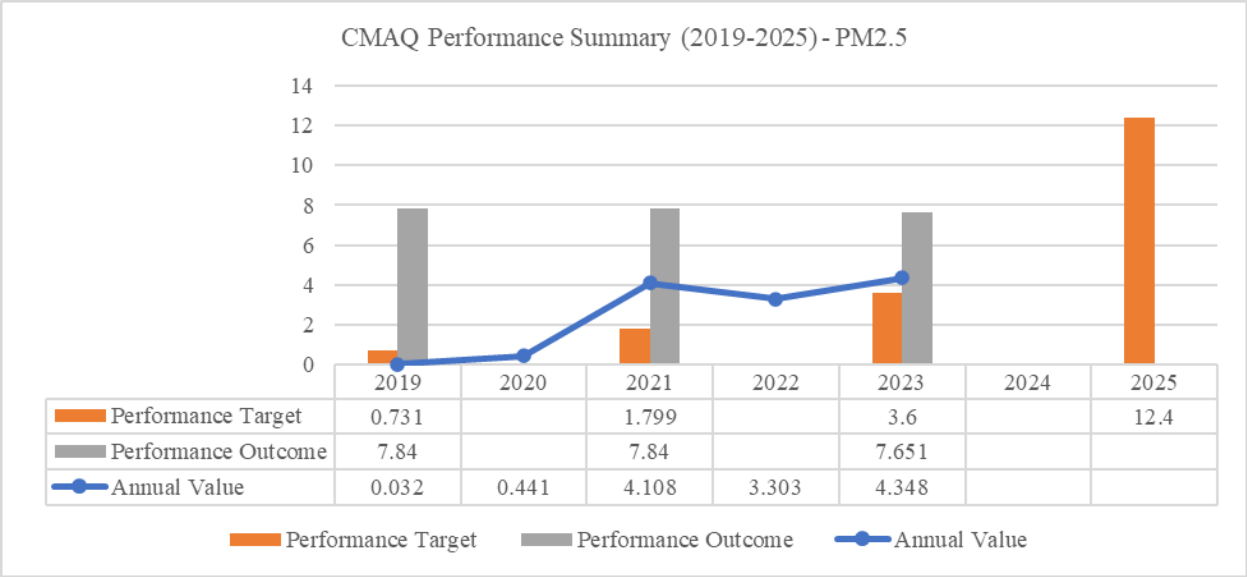


Figure 18. CMAQ Performance Summary from 2019 through 2025 for NOx emissions reductions



	2019	2020	2021	2022	2023	2024	2025
Performance Target	0.731		1.799		3.6		12.4
Performance Outcome	7.84		7.84		7.651		
Annual Value	0.032	0.441	4.108	3.303	4.348		

Figure 19. CMAQ Performance Summary from 2019 through 2025 for PM2.5 emissions reductions

Transit Asset Management Performance Measures

The Federal Transit Administration (FTA) published its Final Rule on the Federal requirements for the development of Transit Asset Management (TAM) plans by all transit agencies that receive federal funding. As a recipient of federal funds, the Delaware Transit Corporation (DTC), operating as DART, was required to prepare a TAM plan. The TAM Plan involves an inventory and assessment and establishment of performance goals of all assets used in the provision of public transportation. The term "asset" refers to physical equipment including rolling stock, equipment and facilities.

When the FTA TAM Final Rule went into effect on October 1, 2016, the rule amended US Code of Federal Regulations (CFR) Title 49, Parts 625 and 630 relating to TAM and the National Transit Database (NTD). It combines the components of available funding, overhaul and replacement actions, and performance measures with the outcome of operating assets within the parameters of a state of good repair (SGR).

DTC in coordination with DelDOT and the MPO'S developed an approach to transit asset management with the development of performance goals, implementation and investment prioritization strategies that will provide DTC with tools to continue to manage its assets at optimal efficiency, reducing maintenance and life-cycle costs, informing capital investment decisions, and minimizing risk. The initial TAM Plan was submitted to FTA in September 2018. A full update to the 2018 TAM was completed in Fall 2022 per FTA requirement.

The TAM Plan involves an inventory and assessment of all assets used in the provision of public transportation. The term "asset" refers to physical equipment including rolling stock, equipment and facilities. The goal of asset management is to ensure that an agency's assets are maintained and operated in a consistent State of Good Repair to the end of its life cycle. As a living document the TAM Plan sets performance goals, implementation and investment prioritization strategies that will provide DTC with tools to continue to manage its assets at optimal efficiency, reducing maintenance and life-cycle costs, informing capital investment decisions, and minimizing risk

To effectively manage and maintain its capital assets in a continual state of good repair DTC has developed and overall performance approach and goals to asset management and funding. Accordingly, DTC has identified six policy actions to success that include; promoting a culture supporting asset management, employ best practice principles, prioritize safety critical assets, utilize state-of-the-art technology, set performance goals and cost-effective decision making. To support the TAM Plan policy DTC has developed state of good repair performance goals that account for the full life cycle of an asset. One of the primary purposes of setting performance goals to mitigate risk. This management philosophy applies risk mitigation strategies (policies and procedures) throughout the asset's lifecycle, both from a maintenance perspective (breakdowns) and a safety and accessibility perspective (accidents/ADA requirements).

Through the TAM Plan DTC has established SGR (state of good repair) performance measures and targets for the overall condition of each asset class. An asset is classified as in SGR when the following objective standards have been achieved:

1. The asset operates at a high level of performance in its current condition
2. The asset can operate at its original equipment manufacturer design functions
3. The operation of the asset does not pose any known unacceptable potential safety risks
4. The asset does not deny accessibility
5. The assets life cycle investments have been met or recovered

DTC has developed its SGR goals to account for the full life cycle of the asset: maintenance, preservation, rehabilitation, and replacement of all capital assets. This approach allows DTC to forecast

the costs of maintaining and improving future capital assets at all stages of the life cycle. DTC will focus on National Transit Database (NTD) reporting requirements, but understands there are other key performance indicators for assessing the conditions of capital assets and measures for effectively monitoring operation efficiencies. DTC will evaluate the implementation of those measures for inclusion in future iterations of the TAM Plan.

As a Tier 1 provider, DTC has developed performance measures for SGR reporting measures for each asset category as follows:

- Rolling Stock (Revenue Vehicles) – Percent of vehicles that have either met or exceeded their default FTA-defined Useful Life Benchmark (ULB)
- Equipment (Support Vehicles, Vehicle Equipment) – Percent of assets that have either met or exceeded their ULB
- Facilities (Buildings and Structures) - Percent of facilities rated below 3 on FTA's TERM rating scale

Performance measures for revenue/non-revenue vehicles are expressed as a percentage of the assets that are at or exceed the ULB. Performance measures for equipment are expressed as a percentage of the assets that are at or beyond the ULB.

As defined by the FTA, DTC's assets are classified into three categories; rolling stock, equipment and facilities. Below is a summary of the DTC's performance goals

DTC ASSET PERFORMANCE TARGETS - ROLLING STOCK AND EQUIPMENT

ASSET CLASS	ASSET USE	DTC	FTA	TARGET	RATIONALE
Rolling Stock - Revenue Vehicles					
Commuter Rail Car (RP)	Rail	-	39	<10%	DTC's policy is to replace at end of UL. Less than 10% is acceptable.
Over-the-Road Bus (BR)	Commuter	12	14	<10%	
40ft/30ft Buses (BU)	Fixed-route	12	14	<10%	
Cutaway Bus (CU)	Paratransit	5	10	<10%	
Equipment - Non-Revenue Vehicles					
Car (AO)	Support Services	8	8	<20%	With current funding levels DTC will meet target goal within 4 years.
SUV (SV)	Support Services	8	8		
Truck/Van (VN)	Support Services	10	8		

Facility performance measures are based on the overall condition score in terms of a percentage of facilities failing to meet the target score of 2.9 or higher of DTC facilities using the Transit Economic Requirement Model (TERM) to rate the facilities. The TERM model is an analysis tool designed to help transit agencies with estimating transit capital investment needs. The TERM scale is a rating of 1 to 5, where 1 is poor, and 5 is excellent. All assets with a value lower than 2.9 are not considered to be operating in a SGR. When performing the facility assessment staff conducted a visual inspection of the facilities. Staff members are also aware of historical records for each of the facilities. A rating score value was assigned by qualified personnel.

FTA TERM SCALE AND CONDITION CRITERIA

Rating		Condition	Description
State of Good Repair	5	Excellent	No visible defects, new or near new condition
	4	Good	Good condition, minor wear
	3	Adequate	Moderate deterioration, minor refurbishment or small repairs
Out of Repair	2	Marginal	Defective or deteriorated, significant or multiple repairs needed
	1	Poor	Critically damaged or in need of immediate repair, safety concern, overhaul or replacement

As a statewide public transportation service provider DTC is responsible for the following structures: seven operations and maintenance (O&M) facilities, two administration facilities, two parking structures, three passenger rail facilities, thirteen park and rides and three transit hubs.

The DTC facilities inventory includes three types of facilities: administrative, maintenance, and passenger and parking facilities.

- *Administrative Facilities* – Offices For facilities administrative activities
- *Operation and Maintenance Facilities* – support activities for the operation, maintenance, and storage of bus-only rolling stock used for the provision of public transportation.
- *Passenger Facilities/Parking* – Passenger rail stations that provide passenger waiting areas and parking for rail service activities. DTC also has transit centers and transit hubs that provide covered waiting areas and enhanced passenger amenities to support bus services. Also included are parking structures and park and rides.

DTC ASSET PERFORMANCE TARGETS - FACILITIES

ASSET CLASS	CONDITION	TARGET	RATIONALE
Facilities	3	20%	With DTC's Facility Preventative Maintenance plan goals, a 20% target is reasonable

The TAM plan is a "living document" that will be reviewed on an annual basis, updated, and incorporated into DTC's capital and budget planning and reporting processes. The capital budget is based on DelDOT's long term 6-year CTP. The current CTP is for FY19 to FY24 and each year DelDOT develops a 6-year CTP that identifies and prioritizes anticipated capital investments. All requested projects in the CTP must conform with the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21), particularly the creation of a performance-based transportation program, and the Fixing America's Surface Transportation (FAST) Act, which reauthorized the surface transportation programs through Fiscal Year 2020.

Beginning with the initial 2018 TAM Plan, DTC completed a systemwide condition assessment. The results assessment is shown in the following tables and shall serve as the baseline measure of DTC's asset performance management condition assessment.

DTC TAM ROLLING STOCK AND EQUIPMENT CONDITION ASSESSMENT RATINGS

Asset Type	Asset Series	Quantity	Average Age	Average Miles	Average Miles between Road Calls	Replacement Cost	Asset ULB	Percent at or Exceeding ULB
Fixed-Route Bus	**All Fixed-Route Series**	238	6.64	237,637	14,848	$143,925,100	14	0.42%
Paratransit Bus	**All Paratransit Series**	287	2.61	98,108	44,873	$37,484,970	10	
Equipment	**Non-Revenue Vehicles**	93	5.2	48,131	47,131	$3,225,975	8-10	20%

DTC TAM PLAN ASSET PERFORMANCE RATINGS- FACILITIES

Asset Class	Facilities Condition Score	Percent at or Exceeding
All Facilities	3.87	0%

As more data is collected, additional performance assessment categories and goals will be included to support condition and reliability-based decision-making. An annual review of progress and performance measures will be used to identify areas for improvement, and if, appropriate, shape the refinement of the objectives, strategies, and implementation. The annual performance assessment does not preclude a mid-year review of performance reporting and interim adjustments to SGR objectives. This approach allows DTC to forecast the costs of maintaining and improving future capital assets at all stages of the life cycle. DTC has focused on NTD reporting requirements, but understands there are other key performance indicators for assessing the conditions of capital assets and measures for effectively monitoring operation efficiencies that will be reviewed on an annual basis, updated, and incorporated into DTC's capital and budget planning and reporting processes.

Compliance Summary

CAPITAL IMPROVEMENT PROGRAM

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 three Metropolitan Planning Organizations (MPOs), WILMAPCO, Dover/Kent County MPO and Salisbury/Wicomico MPO, that represent New Castle, Kent, and portions of Sussex Counties respectively, and the remaining Sussex County through our adopted Non-Metropolitan Consultation Process. These processes are described and published in brochure format (***Delaware Transportation FACTS***) and available on our website www.deldot.gov as well as on the websites of the three MPOs www.wilmapco.org, www.doverkentmpo.org and www.swmpo.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 Transportation Program (CTP) has been created. Please refer to the next document, which gives an overview of the Council on Transportation. The first four years of the DelDOT's CTP constitutes Delaware's State Transportation Improvement Program (STIP).

The process is cyclical, and because it is continuous, a starting point is difficult to define. However, for the purposes of developing the 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 AASHTOWare Bridge Management System (BrM), the Pavement Management System, and various planning/traffic studies to create an initial proposed set of improvements.

The CTP proposal is provided to the COT in August of the program year, for review in preparation for a series of public meetings held in September of each program year. The September meetings of a program year 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 annually.

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 2025 - Fiscal Year 2030 STIP was developed in accordance with the requirements of 23 CFR § 450.216. More specifically this STIP:

- Was developed cooperatively with the three 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 to 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.
- The STIP is based on a statewide transportation planning process that substantially meets the requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, as well as Subparts A, B, and C of 23 CFR 450.
- Contains only projects that conform to 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 Program (CTP) and State Transportation Improvement Program (STIP) is currently 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.

This is demonstrated on the following page.

Fiscal Year 2024 - 2025

DELAWARE DEPARTMENT OF TRANSPORTATION
Transportation Trust Fund Revenues
($ in millions)

				Fiscal 2024			Fiscal 2025		
				5/20/2024	**6/17/2024**	% Chg.	5/20/2024	**6/17/2024**	% Chg.
	FY22	FY23	% Chg.	Approved	**Recomm**	FY 23	Approved	**Recomm**	FY 24
TOLL ROAD REVENUES:									
I95 Newark Plaza	$ 142.2	$ 133.5	-6.1 %	$ 143.2	**$ 139.2**	4.3 %	$ 146.9	**$ 146.9**	5.5 %
Route 1 Toll Road	62.6	59.8	-4.5 %	$ 66.4	**$ 66.4**	11.1 %	$ 68.4	**$ 68.4**	3.0 %
Concessions	1.6	2.1	31.3 %	$ 2.9	**$ 2.9**	37.8 %	$ 2.2	**$ 2.2**	-24.1 %
Total Toll Road Revenues	206.4	195.4	-5.3 %	$ 212.5	**$ 208.5**	6.7 %	$ 217.5	**$ 217.5**	4.3 %
MOTOR FUEL TAX ADMIN.	136.7	136.1	-0.4 %	$ 136.2	**$ 136.2**	— %	$ 148.3	**$ 136.3**	0.1 %
DIVISION OF MOTOR VEHICLES									
Motor Vehicle Document Fees	146.2	164.5	12.5 %	$ 150.4	**$ 150.4**	-8.5 %	$ 132.4	**$ 140.9**	-6.3 %
Motor Vehicle Registration Fees	57.4	61.6	7.3 %	$ 61.2	**$ 61.2**	-0.7 %	$ 65.1	**$ 61.6**	0.7 %
Other DMV Revenues	39.7	39.1	-1.5 %	$ 40	**$ 40**	2.3 %	$ 46	**$ 41**	2.5 %
Total DMV Revenues	243.3	265.2	9.0 %	$ 251.6	**$ 251.6**	-5.1 %	$ 243.5	**$ 243.5**	-3.2 %
OTHER TRANSPORTATION REV.									
Other Transportation Rev	9.6	9.0	-6.3 %	$ 9.2	**$ 9.2**	2.1 %	$ 9.2	**$ 9.2**	0.0 %
Investment Income(Net)	1.3	12.0	823.1 %	$ 18.0	**$ 20.0**	67.4 %	$ 5.0	**$ 5.0**	-75.0 %
Total Other Transp. Revenue	10.9	21.0	92.7 %	$ 27.2	**$ 29.2**	39.0 %	$ 14.2	**$ 14.2**	-51.4 %
GRAND TOTAL	$ 597.3	$ 617.7	3.4 %	$ 627.5	$ 625.5	1.3 %	$ 623.5	$ 611.5	-2.2 %

	FY22	FY23	% Chg.	Fiscal 2024			Fiscal 2025		
US301 Revenues	**22**	**26**	18.2 %	**25.2**	**25.2**	(3.1)%	**$ 26.0**	**$ 26.0**	3.2 %
TOTAL	**$619.3**	**$643.7**	3.9 %	**$ 652.7**	**$ 650.7**	1.1 %	**$ 649.5**	**$ 637.5**	(2.0)%

Fiscal Year 2026 to 2030

DELAWARE DEPARTMENT OF TRANSPORTATION

Transportation Trust Fund Revenues

($ in millions)

	Fiscal 2026			Fiscal 2027			Fiscal 2028			Fiscal 2029			Fiscal 2030		
	5/20/2024	**6/17/2024**	% Chg.	5/20/2024	**6/17/2024**	% Chg.	5/20/2024	**6/17/2024**	% Chg.	5/20/2024	**6/17/2024**	% Chg.	5/20/2024	**6/17/2024**	% Chg.
	Approved	**Recomm**	FY 25	Approved	**Recomm**	FY 26	Approved	**Recomm**	FY 27	Approved	**Recomm**	FY 28	Approved	**Recomm**	FY 29
TOLL ROAD REVENUES:															
I95 Newark Plaza	$ 148.3	$ 148.3	1.0 %	$ 149.7	$ 149.7	0.9 %	$ 151.2	$ 151.2	1.0 %	$ 152.6	$ 152.6	0.9 %	$ 154.1	$ 154.1	1.0 %
Route 1 Toll Road	$ 69.4	$ 69.4	1.5 %	$ 72.9	$ 72.9	5.0 %	$ 71.5	$ 71.5	-1.9 %	$ 72.5	$ 72.5	1.4 %	$ 73.6	$ 73.6	1.5 %
Concessions	$ 2.2	$ 2.2	0.0 %	$ 2.3	$ 2.3	4.5 %	$ 2.3	$ 2.3	0.0 %	$ 2.4	$ 2.4	4.3 %	$ 2.4	$ 2.4	0.0 %
Total Toll Road Revenues	$ 219.9	$ 219.9	1.1 %	$ 224.9	$ 224.9	2.3 %	$ 225	$ 225	0.0 %	$ 227.5	$ 227.5	1.1 %	$ 230.1	$ 230.1	1.1 %
MOTOR FUEL TAX ADMIN.	$ 147.5	$ 147.5	8.2 %	$ 149.7	$ 149.7	1.5 %	$ 152	$ 152	1.5 %	$ 153.5	$ 153.5	1.0 %	$ 155.1	$ 155.1	1.0 %
DIVISION OF MOTOR VEHICLES															
Motor Vehicle Document Fees	$ 134.3	$ 134.3	-4.7 %	$ 136.4	$ 136.4	1.6 %	$ 138.4	$ 138.4	1.5 %	$ 139.7	$ 139.7	0.9 %	$ 141.8	$ 141.8	1.5 %
Motor Vehicle Registration Fees	$ 66.1	$ 66.1	7.3 %	$ 67.1	$ 67.1	1.5 %	$ 68.1	$ 68.1	1.5 %	$ 69.4	$ 69.4	1.9 %	$ 70.4	$ 70.4	1.4 %
Other DMV Revenues	$ 46.7	$ 46.7	13.9 %	$ 47.4	$ 47.4	1.5 %	$ 48.1	$ 48.1	1.5 %	$ 49.3	$ 49.3	2.5 %	$ 50.2	$ 50.2	1.8 %
Total DMV Revenues	$ 247.1	$ 247.1	1.5 %	$ 250.9	$ 250.9	1.5 %	$ 254.6	$ 254.6	1.5 %	$ 258.4	$ 258.4	1.5 %	$ 262.4	$ 262.4	1.5 %
OTHER TRANSPORTATION REV.															
Other Transportation Rev	$ 9.2	$ 9.2	0.0 %	$ 9.3	$ 9.3	1.1 %	$ 9.3	$ 9.3	0.0 %	$ 9.3	$ 9.3	0.0 %	$ 9.3	$ 9.3	0.0 %
Investment Income(Net)	$ 5.0	$ 5.0	0.0 %	$ 5.0	$ 5.0	0.0 %	$ 5	$ 5	0.0 %	$ 5.0	$ 5.0	0.0 %	$ 5.0	$ 5.0	0.0 %
Total Other Transp. Revenue	$ 14.2	$ 14.2	0.0 %	$ 14.3	$ 14.3	0.7 %	$ 14.3	$ 14.3	0.0 %	$ 14.3	$ 14.3	0.0 %	$ 14.3	$ 14.3	0.0 %
GRAND TOTAL	$ 628.7	$ 628.7	2.8 %	$ 639.8	$ 639.8	1.8 %	$ 645.9	$ 645.9	1.0 %	$ 653.7	$ 653.7	1.2 %	$ 661.9	$ 661.9	1.3 %

	Fiscal 2026			Fiscal 2027			Fiscal 2028			Fiscal 2029			Fiscal 2030		
US301 Revenues	**$ 28.0**	**$ 28.0**	**(7.7)%**	**$ 29.6**	**$ 29.6**	5.7 %	**$ 30.1**	**$ 30.1**	1.7 %	**$ 30.4**	**$ 30.4**	1 %	**$ 31.1**	**$ 31.1**	2.3 %
TOTAL	**$ 656.7**	**$ 656.7**	3 %	**$ 669.4**	**$ 669.4**	1.9 %	**$ 676.0**	**$ 676.0**	1 %	**$ 684.1**	**$ 684.1**	1.2 %	**$ 693**	**$ 693.0**	1.3 %

Council on Transportation Overview

Council on Transportation

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

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

At a minimum, the Council is tasked with reviewing the Department's Capital Transportation Program, which shall cover a period of not less than six years. The draft Capital Transportation 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 Transportation 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, virtually and at regular or special meetings of the Council.

Council on Transportation Member List

New Castle County

Martin S. Lessner	Term: November, 3, 2026*
Ted C. Williams - Chair	Term: November, 3, 2026*

Kent County

Robert Fifer	Term: November, 3, 2026*

Sussex County

John Gilbert	Term: November, 3, 2026*
Thomas Holmes	Term: July 26, 2024* (working on reappoint)
Martha Dobson	Term: November, 3, 2026

* Term extended as per Delaware Code, Title 29 Section 8409 (h)

Prioritization Process

CAPITAL TRANSPORTATION 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.

On February 24, 2020, the COT approved a complete revision of the prioritization process. The revised system focused on 7 factors to help define the merits of prospective projects.

This enhancement to the prioritization process is intended to provide greater transparency and accountability to the public for projects included in the 6-year Capital Transportation Program (CTP) and to ensure that all projects are consistent with the mission, vision and goals of the department.

The criteria selected for the enhanced prioritization process were based on the following documents:

- Provisions from TITLE 29 CHAPTER 84 § 8419 of the Delaware Code
- DelDOT's Mission Statement, Vision, and Goals
- DelDOT's current prioritization Process (2013)
- Delaware's Long Range Transportation Plan (2019)
    - Innovation in Motion
- Fixing America's Surface Transportation Act or FAST Act (2015)
- Provisions from the latest Federal Authorization Bill
    - Infrastructure Investment and Jobs ACT also known as the "Bipartisan Infrastructure Law" (2021)

To establish the priority weights of each criterion, DelDOT Executive Management Team performed a comparison of each of the criteria based on how those criteria met the mission, vision and goals of the department. This process allowed the complex decision making process to be broken down into a series of paired comparisons ranking the importance of two criteria at a

time. This process created a level of importance for each of the criteria based on the mission, vision and goals of the department and the percentages are found below:

- Safety - 35%
- System Operating Effectiveness - 19.1%
- Multi-Modal Mobility/Flexibility/Access - 11.9%
- Revenue Generation/Economic Development/Jobs & Commerce - 13.1%
- Impact on the Public/Social Disruption/Economic Justice - 8.3%
- Environmental Impact/Stewardship - 6.6%
- State and Local Priority - 6.1%

These criteria and the associated weights allow DelDOT to prioritize projects based on the performance of the system and the values added by the project.

More information on DelDOT's Project Prioritization Process can be found on the following webpage: https://deldot.gov/Publications/reports/CTP/index.shtml

Air Quality Conformity Letter

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

NICOLE MAJESKI
SECRETARY

M E M O R A N D U M

TO: Lanie Clymer, Director of Finance

FROM: Pamela G. Steinebach, P.E., Director of Planning PGS

DATE: June 28, 2024

SUBJECT: Fiscal Year 2025–2030 State Transportation Improvement Plan (STIP) Air Quality Conformity Statement

This memorandum documents the air quality conformity review of the Fiscal Year 2025 – 2028 STIP and provides a statement of the document's air quality status. It also provides similar documentation for the air quality conformity review of project funds contained in the Fiscal Year 2025 – 2030 STIP *that are also included in the:*

1) Fiscal Year 2025 – 2028 WILMAPCO Transportation Improvement Program (TIP),
2) Fiscal Year 2023 – 2026 Dover/Kent MPO TIP, and the
3) Fiscal Year 2024 – 2027 Salisbury Wicomico MPO TIP

- **Air Quality Conformity of the State of Delaware Fiscal Year 2025–2028 State Transportation Improvement Plan (STIP):**

As required by the Federal Clean Air Act Amendments of 1990 and the latest Federal Authorization, 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 2025 - 2028.

Projects that are classified in this manner require a quantitative modeling analysis to ensure conformity with state air quality plans if they are found to be regionally significant.

Based on our review of the final FY 2025-2028 STIP, we find it to be in conformance with the State of Delaware Clean Air Act Implementation Plan.

- **Air Quality Conformity of the New Castle County Portion of the Fiscal Year 2025-2028 Capital Transportation Program (CTP):**

Based on our review of the projects described in the STIP/CTP, we find that each of the programmed projects contained in the Fiscal Year 2025 - 2028 STIP/CTP can be categorized as either exempt or found to confirm in a previous analysis. Should funding changes to the out years of the CTP cause regionally significant revisions to the relative scope of projects included in the:

1. *WILMAPCO Fiscal Year 2025 – 2028 Transportation Improvement Plan* (TIP, adopted by WILMAPCO Council on May 23, 2024), or, the

2. *WILMAPCO 2050 Regional Transportation Plan 2023 Update* (RTP, adopted by WILMAPCO Council on March 12, 2023), further analysis will be required.

This review determines that the current fiscal year (FY 2025) of the Fiscal Year 2025 - 2028 STIP/CTP reflects essential components of the WILMAPCO TIP and confirms 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 New Castle County portion of the Fiscal Year 2025 – 2028 STIP/CTP do not result in regionally significant revisions to that document, conformity to the State of Delaware Clean Air Act Implementation Plan will be maintained.

- **Air Quality Conformity of the Kent County Portion of the Fiscal Year 2025- 2028 Capital Transportation Program (CTP):**

Based on our review of the projects described in the STIP/CTP, we find that each of the programmed projects contained in the Fiscal Year 2025 - 2028 STIP/CTP can be categorized as either exempt or found to confirm in a previous analysis. Should funding changes to the out years of the CTP cause regionally significant revisions to the relative scope of projects included in the:

1. *Dover/Kent MPO Fiscal Year 2023 – 2026 Transportation Improvement Plan* (TIP, adopted by Dover/Kent MPO Council on May 18, 2022), or, the

2. *Dover/Kent MPO 2045 Metropolitan Transportation Plan* ("Innovation 2045", adopted by Dover/Kent MPO Council in January 2021), further analysis will be required.

This review determines that the current fiscal year (FY 2025) of the Fiscal Year 2028 - 2028 STIP/CTP reflects essential components of the Dover/Kent MPO TIP and confirms to the State of Delaware Clean Air Act Implementation Plan, including mobile source budgets of record for Ozone. Under condition that project funding changes to the Kent County portion of the Fiscal Year 2025 – 2028 STIP/CTP do not result in regionally significant revisions to that document, conformity to the State of Delaware Clean Air Act Implementation Plan will be maintained.

The Department notes Kent County is in "attainment status" for the 2008 Federal Air Quality Standards, and therefore would normally not be required to conduct conformity analyses and determinations. However, Kent County (and the Dover/Kent MPO) are one of the areas identified in the February 16, 2018, decision from the U.S. Court of Appeals for the D.C. Circuit in South Coast Air Quality Management District v. EPA ("South Coast II," 882 F.3d 1138). Specifically, this guidance describes how transportation conformity applies in areas that were nonattainment or maintenance for the 1997 ozone NAAQS (at the time that NAAQS was revoked) as well as were designated attainment for the 2008 ozone NAAQS.

The Department continues to work with the Dover/Kent MPO and the FHWA to monitor conformity process requirements under this process. Additional information on this guidance on this topic can be found at:

https://nepis.epa.gov/Exe/ZyNET.exe/P100VQME.TXT?ZyActionD=ZyDocument&Client=EPA&Index=2016+Thru+2020&Docs=&Query=&Time=&EndTime=&SearchMethod=1&TocRestrict=n&Toc=&TocEntry=&QField=&QFieldYear=&QFieldMonth=&QFieldDay=&IntQFieldOp=0&ExtQFieldOp=0&XmlQuery=&File=D%3A%5Czyfiles%5CIndex%20Data%5C16thru20%5CTxt%5C00000010%5CP100VQME.txt&User=ANONYMOUS&Password=anonymous&SortMethod=h%7C&MaximumDocuments=1&FuzzyDegree=0&ImageQuality=r75g8/r75g8/x150y150g16/i425&Display=hpfr&DefSeekPage=x&SearchBack=ZyActionL&Back=ZyActionS&BackDesc=Results%20page&MaximumPages=1&ZyEntry=1&SeekPage=x&ZyPURL.

- **Air Quality Conformity of the Sussex County Portion of the Fiscal Year 2025- 2028 Capital Transportation Program (CTP):**

Based on our review of the projects described in the STIP/CTP, we find that each of the programmed projects contained in the Fiscal Year 2025 - 2028 STIP/CTP can be categorized as either exempt or found to confirm in a previous analysis. Should funding changes to the out years of the CTP cause regionally significant revisions to the relative scope of projects included in the:

1. *Salisbury/Wicomico MPO Fiscal Year 202 – 2027 Transportation Improvement Plan* (TIP, adopted by Salisbury/Wicomico MPO Council on February 21, 2024; administrative modified on June 12, 2024), or, the

2. *Salisbury/Wicomico MPO Long Range Transportation Plan* ("Connect 2050", adopted by MPO Council December 2023) further analysis will be required.

This review determines that the current fiscal year (FY 2025) of the Fiscal Year 2025 - 2028 STIP/CTP reflects essential components of the Salisbury/Wicomico MPO TIP and confirms to the State of Delaware Clean Air Act Implementation Plan, including mobile source budgets of record for Ozone. Under condition that project funding changes to the Sussex County, non-metropolitan portion of the Fiscal Year 2025 – 2028 STIP/CTP do not result in regionally significant revisions to that document, conformity to the State of Delaware Clean Air Act Implementation Plan will be maintained.

Department of Transportation and Federal Highway Administration STIP Modification Procedures

As of April 2021

Memorandum of Understanding

Delaware Department of Transportation (DelDOT), Wilmington Area Planning Council (WILMAPCO), Dover/Kent County MPO (DKCMPO), Salisbury/Wicomico MPO (SWMPO), Sussex County, FHWA and FTA
Revision Procedures for Federally Participating Projects for the Statewide Transportation Improvement Program (STIP}

and the Transportation Improvement Programs (TIP)

1. Purpose

As permitted by 23 CFR 450.216(n) and in accordance with Title 23, this agreement establishes procedures for processing Administrative Modifications and Amendments to the Statewide Transportation Improvement Program (STIP), and Metropolitan Planning Organization's Transportation Improvement Programs (TIPs).

2. Definitions

a. **Capital Transportation Program (CTP)-** DelDOT's 6-year statewide intermodal program of transportation projects.

b. **National Environmental Policy Act (NEPA)** - Established a national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment equally when compared to other factors before a federal decision is made. There are three classes of action that define the level of documentation required in the NEPA process: Categorical Exclusion, Environmental Assessment, and Environment Impact Statement.

c. **Obligation Plan** - A four-year listing of federally funded projects summarized from the first four years of the CTP showing the State project number, FHWA/FTA program code and name, project title, and FHWA/FTA funds to be obligated and the planned spend in each of the four years.

d. **Obligation Status Report** - A monthly report, prepared by DelDOT, showing the cumulative changes made to Year 1 of the Obligation Plan to maintain a financially constrained STIP.

e. **Regionally Significant- A** project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network regardless of Federal Funding dollars. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

As of April 2021

- **Special Circumstance Provision** -A provision that allows STIP/TIP revisions which meet one or more of the following criteria to be processed as administrative modifications:

1. Revisions necessitated by FHWA funds allocated during the fiscal year. Allocations are highway program fund categories that do not have a legislatively mandated distribution formula or funds subject to special limitations. Distributions of funds may be made at any time during the fiscal year. See current version of FHWA Funding Federal-aid Highways Publication for more information,

    a. Cost increase revisions above the Administrative Modification threshold necessitated by funding received as a result of the FHWA August Redistribution late in the fiscal year.[1] New projects as a result of August Redistribution will need to receive approval to be processed as an Administrative Modification by all planning partners (MPOs, FHWA/FTA, and DelDOT).

    b. Revisions necessitated by funding awarded to Delaware from Federal agencies, such as Federal Lands, U.S. Army Corps of Engineers, etc., that are received with little advanced notification and that must be obligated in the current federal fiscal year.

    c. Revisions necessitated by release of federal funding during the fiscal year which will lapse if not obligated in that fiscal year. Funds recorded as *'will expire or lapse'* by fiscal year on FHWA's W10A - Status of Funds Report. For example, DelDOT reviews inactive projects on a regular basis, and unexpended funds that were distributed in past years that are de-obligated may fall into the expired or lapse category. DelDOT will reprogram these funds for eligible work on eligible projects. These actions would not have been identified in the STIP/TIP.

2. **State Declared Emergency** - An emergency action/project declared by the Governor or DelDOT Secretary.

3. **Statewide Transportation Improvement Program (STIP)** - A federally required, staged, multi-year, statewide intermodal program of transportation projects which is consistent with the statewide long-range plan, metropolitan transportation plans, TIPs, and Metropolitan Planning Organizations (MPO) processes. The STIP is the first four years of DelDOT's CTP.

4. **Transportation Improvement Program (TIP)** - A four year, prioritized listing/program of transportation projects developed and formally adopted by a MPO, and is consistent with the metropolitan transportation plan.

III. Administrative Modifications

a. Administrative modifications are revisions that do not require public review and comments, re- demonstration of fiscal constraint, or a conformity determination as long as projects are not identified as 'regionally significant'. 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.

[1] The State must validate they have met all the requirements in the Notice for August Redistribution.

b. **Examples:** Administrative modifications include the following:
- Minor revision to a project description and scope[2] (e.g., adding a paving location, extending a turn lane, extending sidewalk, adding a guardrail or striping location not included in original project scope).
- Minor change to the source of funds (such that adding or changing CMAQ and/or NHFP funds no matter the minimum threshold)[3]
- Change in the project lead agency;
- Changing of a project or project phase from non-participating to participating, provided all Federal-aid requirements are met;
- Advancement of a project phase from year two, three, or four of the STIP/TIP as long as the project's completion year does not trigger the need for a new conformity analysis;
- Revisions as defined in 'Special Circumstance' definition in the previous section;
- Addition of projects due to a State Declared Emergency;
- Funding changes in the project or project phase meeting the criteria in Section V, Tables 1 and 2. The total project cost (and not the phase total) is the basis for determining if the cost change (increase) requires an administrative modification vs. amendment.
  - ***NOTE: There are different criteria for FHWA versus FTA projects;***
- A change in the name of the project (scope, funding years and amounts, etc. must remain the same).
- Adding Child projects to a Related Project.
- Adding an individually listed project on a group project page due to exceeding the $10
  - million threshold.

c. **Grouped Projects** - Administrative modifications are **required** for Grouped Projects **when** a Statewide Program's (see list in section 111-c-ii below) current year annual funding shown in the STIP/TIP has been fully utilized and additional funds are being advanced from year two, three, or four of the STIP;

- **Basic Requirements:**
  - Projects not considered to be of appropriate scale for individual identification in each program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. (per 23 CFR 450.216(j));
  - For air quality non-attainment/maintenance areas, only those projects that are exempt from the Environmental Protection Agency's transportation conformity requirements (40 CFR part 93) may be grouped;
  - Projects eligible for NEPA's Categorical Exclusion (CE) classification. If a project cannot qualify for a CE or be considered exempt from air quality conformity, per the Environmental Protection Agency's transportation conformity regulation (40 CFR part 93), then it must be individually listed;
  - DelDOT will produce an annual update to summarize grouped project changes. See Section VI-a-iii for more information.
  - Any project exceeding $10 million should be listed individually on the group page with an accompanying funding table (much like child/parent projects).

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[2] Revisions to a project description and/or scope may also require a NEPA reevaluation.

[3] DelDOT and MPOs must annually agree upon recommended use of federal funds for Surface Transportation Block Grant (STBG) Program Population over 200,000, STBG Population SK to 200K, STBG Transportation Alternative Program, CMAQ, FTA Urbanized Area (5307), and FTA Elderly and Persons with Disabilities (5310) for the upcoming fiscal year. DelDOT will notify MPOs of recommended use of funding through letter provided to MPOs prior to August 1 for approval by the MPOs. Documentation shall accompany the letter detailing elements of grouped projects.members and fatigue prone details, some concrete repairs, and minor rehabilitation as well.

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- **Eligible Group Categories (to be included under CTP's Statewide Programs):**

NOTE: 1) New activities within a grouped program can be added as part of a program agreement (e.g., Bridge Program Agreement) - separate from this MOU; and 2) New groups can be added with agreement from all parties of this MOU.

- Bike/Ped Program- Includes the following examples of eligible work: Planning, design, and construction of pedestrian and bicycle facilities, transit access, park and ride facilities, traffic calming, and other non-motorized transportation projects.
- Bridge Preservation/Management (Construction & Maintenance Program) - Group would include bridge projects such as: inspection, painting, bridge or drainage structure rehabilitation, reconstruction or replacement when said work is on or adjacent to the same alignment, seal/replace/reconstruction of joints, deck overlays, painting, cathodic protection, debris removal, retrofit of fracture critical members and fatigue prone details, some concrete repairs, and minor rehabilitation as well.
- Federal Lands Highway (Construction Program) - Group would include projects funded and/or administered by the Federal Lands Highway Division.
- Paving and Rehabilitation (Construction & Maintenance Program) - Includes the following examples of eligible work: Any corrective, restorative, resurfacing, or rehabilitative/reconstruction of highway pavement which extends the service life of the pavement; retrofitting of dowel bars; and shoulder pulling and wedging for pavement edge drop-off mitigation.
- Preventive Maintenance (Maintenance Program) - Includes the following examples of eligible work: preventative maintenance of fixed routes and paratransit vehicles.
- Rail {Construction Program} - Includes projects for rail/highway grade crossing improvements, regardless of funding source. Examples include: improvements to warning devices, crossing surfaces, construction of grade separation to replace existing at-grade railroad crossings at the same location.
- Recreational Trails {Construction Program) - Includes projects funded and advanced as part of the recreational trails program through the Delaware Department of Natural Resources and Environmental Control (DNREC).
- Safety/ITS/Operational Improvements (Construction Program) - Includes safety improvement projects such as: those qualifying for HEP/HSIP funding, shoulder improvements, increasing sight distance, traffic control devices, guardrails, median barriers, pavement resurfacing/rehabilitation, pavement marking, fencing, lighting improvements, intersection channelization/ signalization/reconfiguration projects, traffic calming, improvements to crossovers or clear zones, addition/extension of turn lanes, extension of acceleration/deceleration lanes, minor drainage improvements, etc. Group also includes improvements to and modernization of rest areas, toll facilities, and weigh stations; ITS activities; or traffic operations improvement projects; etc.
- Surface Transportation Block Grant (STBG) Transportation Alternatives, Scenic Byway, Other Non-Traditional Transportation (Construction Program) - Includes projects with scopes of work eligible_ for funding under the STBG Transportation Alternatives program, regardless of funding source. Examples include: construction of interpretive pull-offs and overlooks; rehabilitation/ restoration/reconstruction of historic buildings; tourist and welcome centers; transportation museums; pedestrian/bicycle facilities (separate from the roadway); parking facilities; wildflower plantings.
- Traffic and Safety Operations (Maintenance Program) - Includes the following eligible activities: signs, traffic signals, pavement markings and markers, guardrail, replacemenVpreventive maintenance of roadway lighting, maintenance/replacemenUupgrade of traffic calming devices, etc.

d. **Related Projects** - Child Projects are authorized under a separate state and federal project number, however are part of the overall project budget and authorization of the larger Parent Project.

- **Basic Requirements:** When it is in the best interest of the state to create a Child Project the Department will identify the Child Project on the project description page of the Parent Project and in the funding tables. This can be done during the during the normal CTP/STIP development cycle or as an Administrative Modification to the CTP/STIP.

IV. Amendments

a. An Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/ project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint. If an amendment involves "non-exempt" projects in nonattainment and maintenance areas, a conformity determination is required. **Amendments require Federal approval.**

b. Examples: Actions that require amendments Include:

i. Adding a new project to the TIP or STIP. *(Any changes to the STIP beyond the four-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).*

ii. Deleting an existing project from the current TIP or STIP. (Any changes to the STIP beyond the four-year period are considered for information purposes alone and do not require a Federal action);

iii. Adding or deleting a project phase for a regionally significant, non-exempt project that triggers a conformity analysis and determination;

iv. Funding changes greater than those allowable under administrative modifications outlined in Section V. The total project cost (and not the phase total) is the basis for determining if the cost change (increase) requires an administrative modification vs. amendment.

v. Significant revision to a project description or scope[4]. For example:

- Length of the project
- Number of through lanes,
- Change in project termini
- Change in access control

[4] Revisions to a project description and/or scope may also require a NEPA reevaluation.

As of April 2021

- 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.)

vi. A name change that reflects a scope change (changes to termini, purpose and need, etc. also trigger an amendment).

V. FHWA and FTA Administrative Modification and Amendments Cost Thresholds and Project Change Criteria

Table 1. FHWA (Highway Projects) Project Cost STIP/TIP Revision Criteria

STIP TOTAL PROJECT COST ESTIMATE	ADMINISTRATIVE MODIFICATION CRITERIA	AMENDMENT CRITERIA
$0 to $3M	**Increase is greater than or equal to $250,000 but less than $1.5M**	**Increase is greater than or equal to $1.5M**
$3M to $5M	**Increase is greater than or equal to $250,000 but less than $2M**	**Increase is greater than or equal to $2M**
$5M+	**Increase is greater than or equal to $250,000 but less than $3.5M**	**Increase is greater than or equal to $3.5M**

Note: *An administrative modification, or other documentation, is not needed for cost changes less than $250,000.*

Table 2. FTA (Transit Projects) Project Cost & Change STIP/TIP Revision Criteria

STIP PROJECT TYPE	ADMINISTRATIVE MODIFICATION CRITERIA	AMENDMENT CRITERIA
RURAL AREAS	**Increase is less than or equal to $1M**	**Increase is greater than $1M**
URBANIZED AREAS	**Increase is less than or equal to $2M**	**Increase is greater than $2M**

As of April 2021

VI. Procedures

a. For Administrative Modifications:

i. DelDOT will notify the MPO Executive Directors, Sussex County Administrator, FHWA, and FTA of the changes as defined below. The MPO Executive Directors and Sussex Co. Administrator shall have five (5) business days to respond (in writing via email 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 modification to the TIP may be referred to their MPO Committees.

ii. **DelDOT will e-mail a letter and the updated STIP page to the applicable MPO and/or Sussex County, FHWA, and FTA and attach it to the current STIP posted on DelDOT's website describing modification.** The letter will describe the project changes to show how it meets the administrative modification criteria.

iii. **For grouped projects,** DelDOT will send a biannual report to the MPOs, FHWA, and FTA **prior to August 1** listing the administrative modification changes. This will be done as part of the CTP development process.

iv. FHWA/FTA reserves the right to disallow an administrative modification action if it is found to be inconsistent with this procedure within 5 business days

v. If DelDOT requires an emergency Administrative Modification, the MPOs and FHWA/FTA must be consulted and approval shall be documented in writing.

b. For Amendments:

i. The amendment process follows the MPO's bylaws for Council action. DelDOT will send a completed MPO amendment form to the MPO a minimum of 10 business days prior to PAC and/or TAC committee meetings for their review and approval before the MPO's 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.

- The MPO will coordinate its public involvement process with the statewide public involvement process wherever possible.
- WILMAPCO and Dover/Kent MPO's TIP amendment process requires an advertisement, a public comment period (30 days for new projects), and a response. The Salisbury/Wicomico MPO requires a 15-day public comment period.
- DelDOT's Division of Finance will advise the Sussex County Administrator by letter of any amendments and place a notice in the appropriate newspaper(s).

ii. The MPO will forward each approved TIP amendment to DelDOT. DelDOT will forward the approved TIP amendment or STIP amendment to FHWA and FTA for Federal approval. DelDOT will include a statement describing the STIP's fiscal constraint status and if conformity requirements have been met.

iii. Once approved by FHWA and FTA, the amendment will be incorporated into DelDOT's STIP. DelDOT will assure that the amendment process and the public involvement procedures have been followed.

iv. If DelDOT requires an emergency Amendment approval (see State Declared Emergency above), the MPOs and FHWA/FTA must be consulted and approval shall be documented in writing.

vii. Dispute Resolution

If a question arises on the interpretation of the definition OR the proper execution/processing of an administrative modification or amendment, DelDOT, MPOs, FHWA and FTA will consult with each other to resolve the question. If after consultation, the parties still disagree on a particular item, 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 revise the STIP and the MPOs' TIP.

4/26/21

Nicole Majeski, Secretary Date
Delaware Department of Transportation

04/26/21

Tigist Zegeye, Executive Director Date
Date
WILMAPCO

4/27/21

Marilyn Smith, Executive Director
Dover/Kent County MPO

4.28.21

Keith Hall, Chief Date
Salisbury/Wicomico County MPO

5/7/2021

Todd Lawson, Administrator *Date*
Sussex County

Concurrence Line:

DOUGLAS S. ATKIN

Digitally signed by DOUGLAS S. ATKIN
Date: 2021.05.07 13:44:22 -04'00'

Douglas S. Atkin Date
Division Administrator, FHWA

Digitally signed by THERESA GARCIA CREWS
Date: 2021.05.10 15:52:55 -04'00'

Terry Garcia Crews Date
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

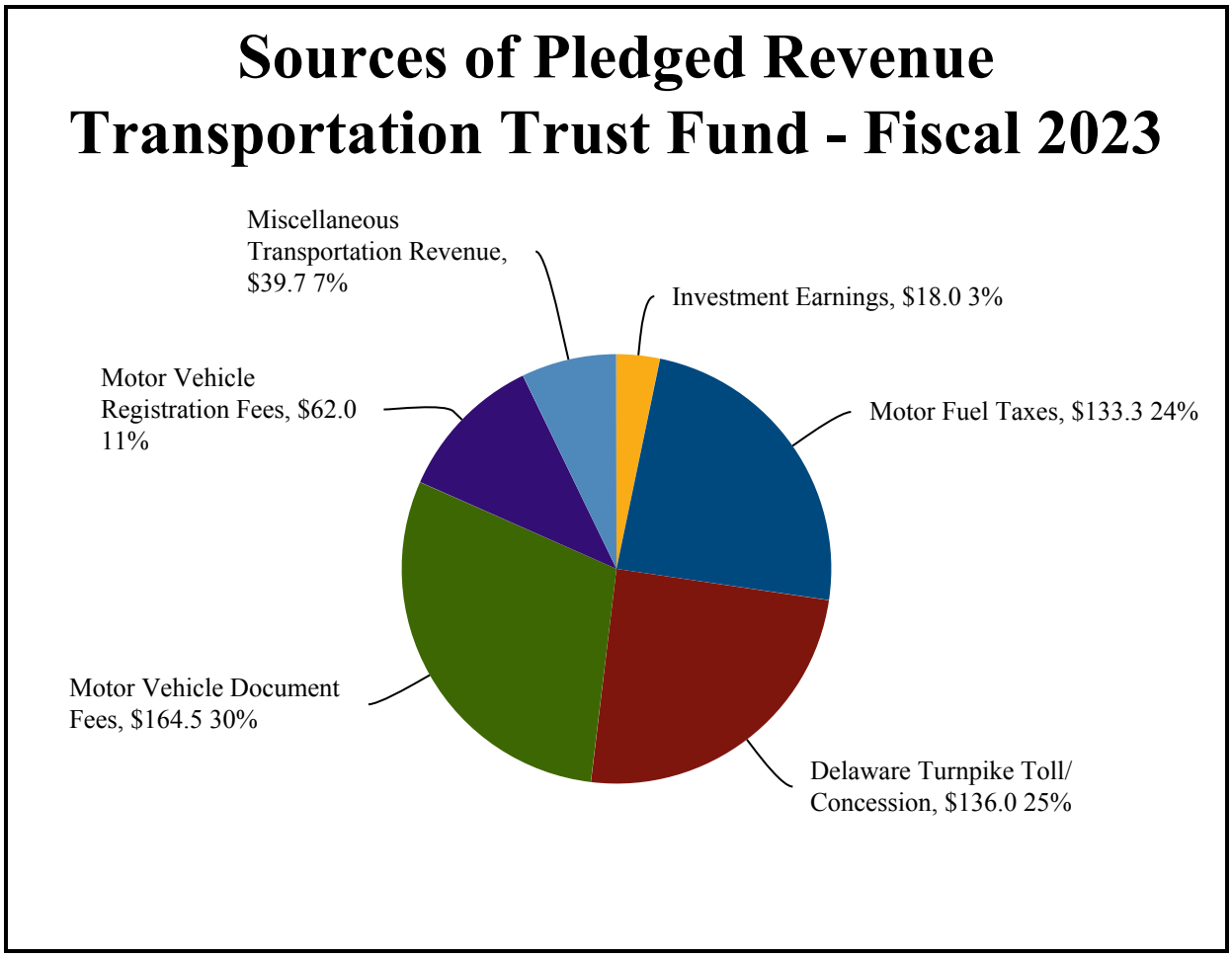
The Trust Fund was initially funded in fiscal 1988 with existing cash balances of $22.5 million, a special onetime appropriation from the General Fund of $27.8 million plus the dedication of revenue streams (including investment earnings) then aggregating approximately $76.2 million per year. Since establishing 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 $682.9 million in fiscal 2023.

Delaware Transportation Authority
Annual Continuing Disclosure - UNAUDITED
FY 2023, Year ended June 30, 2023

Summary of Revenue Dedicated to the Trust Fund

The following table summarizes the revenue which is currently dedicated to the Trust Fund and identifies that revenue which is pledged to secure the Bonds.

	Fiscal 2023 (in $ millions)	Percentage of Total Fiscal 2023 Pledged Revenue
Pledged to the Bonds:		
Motor Fuel Taxes	$ 133.3	24.1 %
Delaware Turnpike Toll/Concession	136.0	24.6 %
Motor Vehicle Document Fees	164.5	29.7 %
Motor Vehicle Registration Fees	62.0	11.2 %
Miscellaneous Transportation Revenue	39.7	7.2 %
Investment Earnings	18.0	3.3 %
Total Pledged Revenue	$ 553.5	100 %
Not Pledged to the Bonds:		
Route 1 Toll Road Revenue	59.7	
US301 Toll Revenue	27.3	
Non-pledged Miscellaneous Revenue	42.4	
Total Non-Pledged Revenue	129.4	
Total Trust Fund Revenue	$ 682.9	

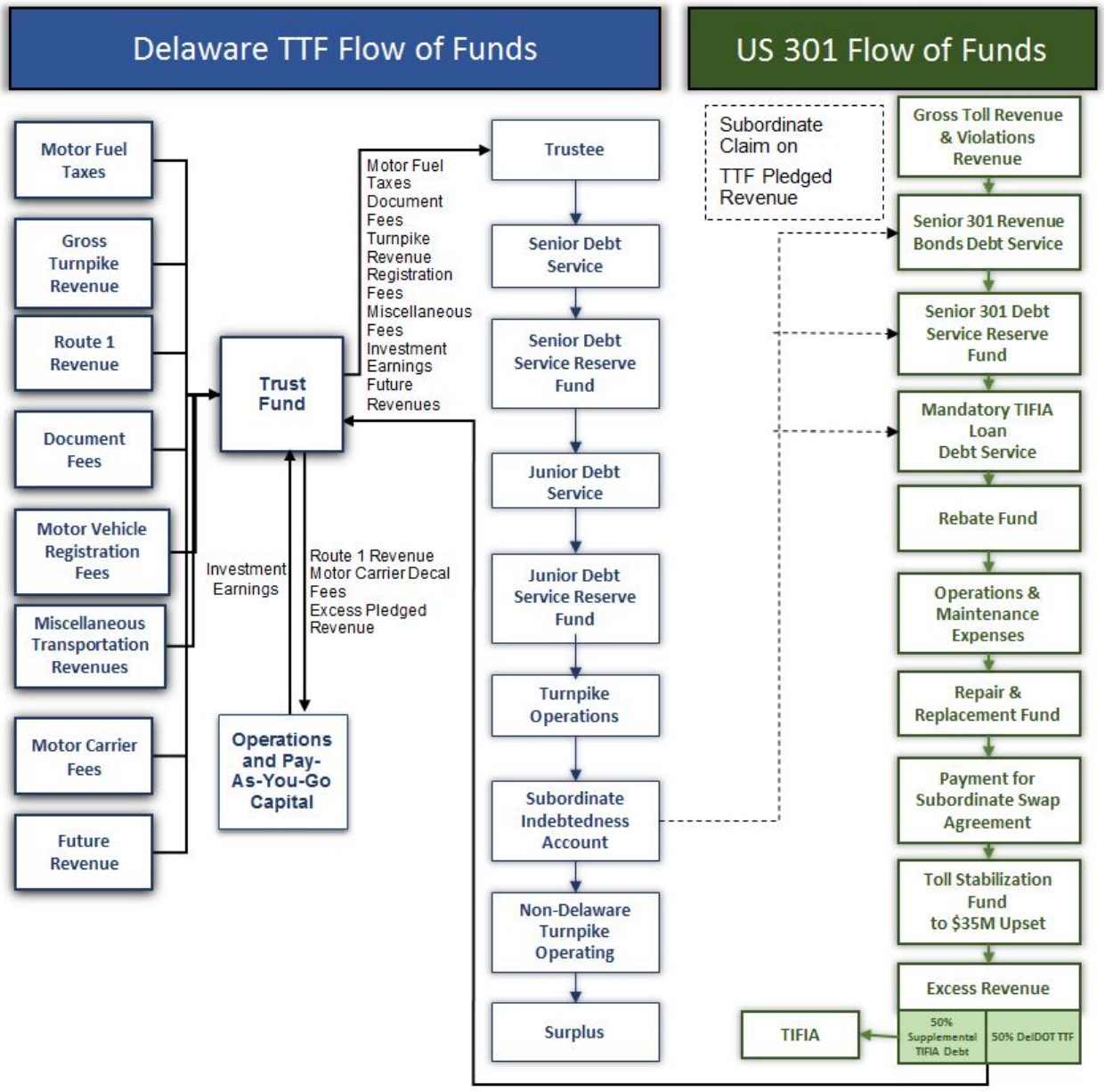


*Motor Fuel Taxes does not include Motor Carrier and IFTA revenues.

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) - UNAUDITED

Sources of Funds:	2019	2020	2021	2022	2023
Existing Pledged Revenue					
I-95 Tolls & Concessions	134,922	116,165	121,586	135,760	136,001
Motor Fuel Tax Admin.	144,682	138,743	127,196	133,480	136,154
DMV Fees	218,733	206,794	242,993	241,619	263,310
Interest Income	5,524	5,910	641	(4,258)	18,057
Total Pledged Revenue	**503,861**	**467,612**	**492,416**	**506,601**	**553,522**
Non-Pledged Revenues					
SR 1 Tolls	62,485	54,211	55,027	62,614	59,747
Special Fund Pass-thru	(7,014)	—	—	—	—
DE Transit (Farebox, FTA, & Other)	27,102	16,319	10,551	13,268	9,805
Port of Wilmington - Refinancing	—	—	—	—	—
Build America Bond Subsidy	1,199	581	879	—	—
Other Miscellaneous Revenue	13,660	24,840	35,790	33,168	48,177
Total Non-Pledged Revenue	**97,432**	**95,951**	**102,247**	**109,050**	**117,729**
Total Revenue	**601,293**	**563,563**	**594,663**	**615,651**	**671,251**
Reserve Transfers	16,139	21,978	—	—	—
Borrowing	—	160,000	225,000	—	200,000
TOTAL SOURCES	**617,432**	**745,541**	**819,663**	**615,651**	**871,251**
Uses of Funds:					
Debt Service					
DTA Bonds & Notes	94,489	94,038	93,609	89,391	89,325
Federal Grant Subsidy	—	—	—	(28,940)	(7,444)
Total Debt Service	**94,489**	**94,038**	**93,609**	**60,451**	**81,881**
Operations					
Department Operations	160,210	165,927	172,738	175,322	175,118
Delaware Transit Corp. Operations	120,284	111,123	57,149	121,963	130,743
Less: Federal Grant Subsidy	—	—	—	**(28,341)**	**(35,641)**
Total Operations	**280,494**	**277,050**	**229,887**	**268,944**	**270,220**
State Capital Spending	**312,206**	**390,209**	**370,222**	**300,098**	**323,400**
TOTAL USES	**687,189**	**761,297**	**693,718**	**629,493**	**675,501**
Additional Senior Bonds Test	5.27	4.91	5.25	8.66	6.56
US301 Revenues	**7,013**	**25,833**	**22,549**	**22,717**	**27,292**

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 Program. 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 a biannual basis and become part of the final 6-year Capital Transportation Program.

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
FY2025 - FY2030 September 2024 Proposed DEFAC
($ in 000s)

	2025	2026	2027	2028	2029	2030
Sources of Funds						
Existing Pledged Revenue						
I-95 Tolls & Concessions	149,100	150,500	152,000	153,500	155,000	156,500
Motor Fuel Tax Admin.	136,300	132,790	128,980	125,440	121,760	117,700
DMV Fees	243,500	247,100	250,900	254,700	258,521	262,398
Interest Income	5,000	5,000	5,000	5,000	5,000	5,000
Total Pledged Revenue	**533,900**	**535,390**	**536,880**	**538,640**	**540,281**	**541,598**
Non-Pledged Revenues						
SR 1 Tolls	68,400	69,400	70,400	71,500	72,500	73,600
DE Transit (Farebox)	20,700	21,163	21,638	22,203	22,647	22,919
Port of Wilmington - Refinancing	—	—	—	—	—	—
US301 Revenue Sharing	1,700	2,167	2,767	2,353	2,888	2,868
Other Transportation Revenue	9,200	9,300	9,300	9,300	9,300	9,300
Special Fund Transfers	(7,000)	(7,000)	(7,500)	(7,500)	(7,500)	(7,500)
Total Non-Pledged Revenue	**93,000**	**95,030**	**96,605**	**97,856**	**99,835**	**101,187**
Total Sources of Funds	**626,900**	**630,420**	**633,485**	**636,496**	**640,116**	**642,785**
Uses of Funds						
Debt Service						
DTA Bonds & Notes	85,678	81,891	77,838	73,395	68,669	63,784
New Debt Service	10,729	12,875	19,312	19,312	19,312	25,750
Total Debt Service	**96,407**	**94,766**	**97,150**	**92,707**	**87,981**	**89,534**
Operations						
Department Operations	**226,700**	**233,501**	**240,506**	**247,721**	**255,153**	**262,807**
Delaware Transit Corp. Operations	**127,680**	**131,871**	**136,187**	**140,633**	**145,212**	**149,928**
Total Operations	**354,380**	**365,372**	**376,693**	**388,354**	**400,365**	**412,735**
Total Uses of Funds Before Capital	**450,787**	**460,138**	**473,843**	**481,061**	**488,346**	**502,269**

Base Financial Plan - Capital

FY2025 - FY2030 September 2024 Proposed DEFAC

($ in 000s)

	2025	2026	2027	2028	2029	2030
State Resources Available for Capital	**176,113**	**170,282**	**159,641**	**155,435**	**151,770**	**140,516**
Beginning Capital Cash Balance	30,000	30,000	30,000	30,000	30,000	30,000
Carry-over cash balance	83,565	107,582	(2,850)	47,150	22,150	—
Federal Funds	337,000	325,000	325,000	220,000	220,000	220,000
Anticipated Bond Proceeds	**150,000**	**—**	**75,000**	**—**	**—**	**75,000**
Total Funds Available for Capital Expenditures	**776,678**	**632,864**	**586,791**	**452,585**	**423,920**	**465,516**
Less:						
State Capital Expenditures	309,596	191,394	159,641	155,435	136,270	115,516
Carry-over Encumbrance Spend	(7,500)	89,320	25,000	25,000	37,650	50,000
Federal Capital Expenditures	318,669	306,680	306,696	201,707	201,721	201,736
GARVEE Debt-Service (Federal)	18,331	18,320	18,304	18,293	18,279	18,264
Total Capital Spending	**639,096**	**605,714**	**509,641**	**400,435**	**393,920**	**385,516**
Sub-total	**137,582**	**27,150**	**77,150**	**52,150**	**30,000**	**80,000**
Carry Over Cash	107,582	(2,850)	47,150	22,150	—	50,000
Ending Capital Cash	**30,000**	**30,000**	**30,000**	**30,000**	**30,000**	**30,000**
Pay Go Revenue	176,113	170,282	159,641	155,435	151,770	140,516
State Capital	302,096	280,714	184,641	180,435	173,920	165,516
Pay Go Percentage	58.3 %	60.7 %	86.5 %	86.1 %	87.3 %	84.9 %
Additional Senior Bond Test	5.49	5.6	5.47	5.76	6.08	5.99
Total state Capital Spend	**302,096**	**280,714**	**184,641**	**180,435**	**173,920**	**165,516**

Certification of Planning Process

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

NICOLE MAJESKI
SECRETARY

Delaware Fiscal Year 2025-2030 Capital Transportation Program
Delaware Fiscal Year 2025 – 2028 State Transportation Improvement Program
Certification of the Planning Process

As the Delaware Department of Transportation (DelDOT) oversees its modal agencies, there is close coordination in all aspects of project delivery. DelDOT is in the possession of or is currently compiling the following Plans, Certifications and Assurances from all processes in relation to each federal requirement, including but not limited to the following:

- Title VI Plan
- EEO
- OJT
- DBE
- Self Evaluations
- ADA Transition Plan
- Public Involvement Policy
- Memorandums of Understanding with MPOs
- Reviews conducted by Federal oversight agencies
- MPO Public Involvement Plans

If you have any questions or need additional information, please do not hesitate to contact Pam Steinbach, Director of Planning, at 302-760-2165 or via email at Pamela.Steinebach@delaware.gov.

DelDOT

Fiscal Year 2025-2028 State Transportation Improvement Program
Certification of the Planning Process

The Delaware Department of Transportation hereby certifies that its statewide transportation planning process is addressing major issues facing the State and its non-urbanized areas, and is being carried out in accordance with the following requirements:

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;

2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

4. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

5. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

7. In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

9. Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Pamela G. Steinebach

Signature

Director of Planning

Title

Pamela G. Steinebach

Printed Name

6/27/24

Date

DELAWARE STIP FY25 - FY28
Federal Highway Administration
Fiscal Constraint Documentation

Advance Construction

Under the provisions of 23 USC part 115(a) and as further outlined in 23 CFR §630, the State may utilize Advance Construction (AC) on Federal-aid projects with the approval of Federal Highway Administration (FHWA). Advance construction is subject to approval from FHWA and will be tracked as normal Federal-aid projects in the federal Financial Management Information System (FMIS).

Delaware Department of Transportation Advance Construction (AC) Forecast (Dollars in Millions)				
	FY2025	FY2026	FY2027	FY2028
AC Beginning Balance	733.2	582.4	477.0	433.3
New AC	53.7	133.5	98.9	168.6
Less: AC Conversions - Planned	204.5	238.9	142.6	162.0
Ending AC Balance	582.4	477.0	433.3	439.9

Projects have been identified in the 2025-2028 STIP that are anticipated to utilize the flexibility of AC. Additionally, the conversion of the anticipated AC to normal Federal-aid has been listed for each project by fiscal year and is included in the financial constraint analysis. This is indicated for each project on the Project Authorization Schedule with an asterisk by the amount to indicate an advanced construction funding deferral and only the amount listed for that year will be converted to normal Federal-aid. DelDOT has assumed a conservative approach for AC with a standing goal to ensure that conversions to Federal-aid remain ahead of actual project expenditures. The STIP must remain financially constrained if there are any modifications to the anticipated AC conversion schedules of projects.

PROJECT AUTHORIZATION SCHEDULE (US 40, Salem Church Road to Walther Road)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201611902	PE	NHPP						
T201611902	PE	State	569.8					
T201611902	ROW	State	2,000.0					
T201611902	Construction	NHFP		4,000.0*	6,176.9*	3,125.4		13,302.3
T201611902	Construction	NHPP		*	*	2,900.0*	3,834.6	6,734.6
SubTotal		*State*	2,569.8					
		Federal		4,000.0	6,176.9	6,025.5	3,834.6	20,037.0
		Other						
TOTAL			2,569.8	4,000.0	6,176.9	6,025.5	3,834.6	20,037.0

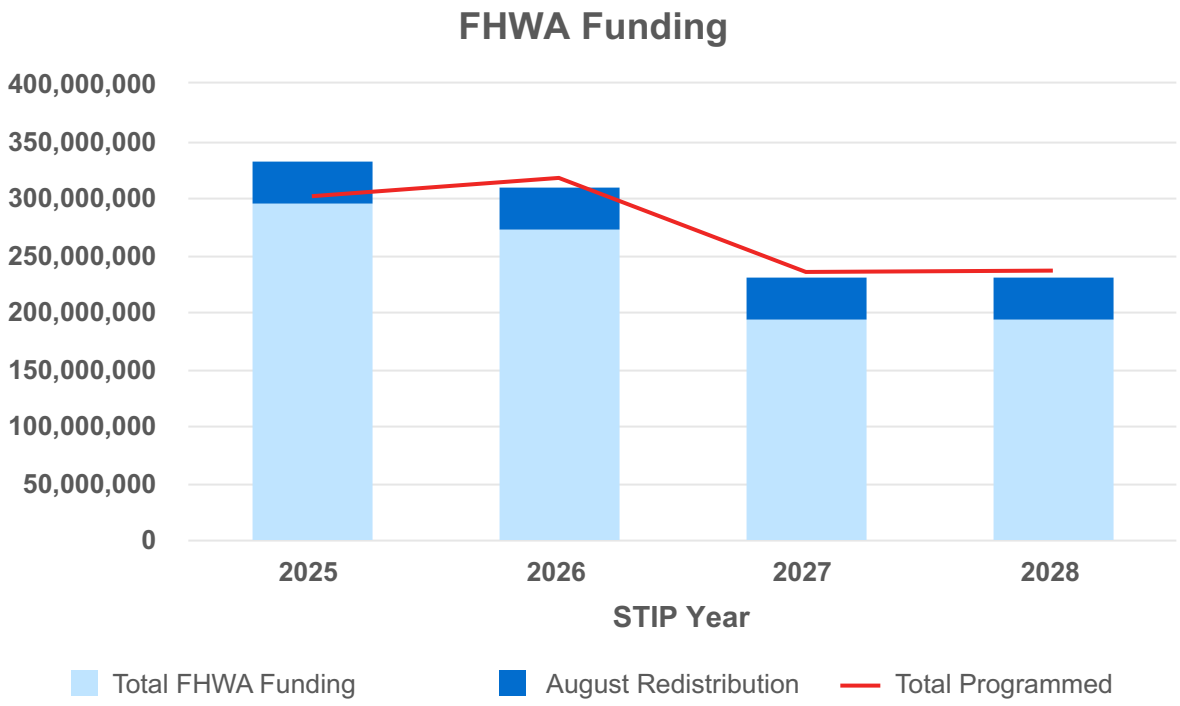
* Indicates an AC Deferral

all costs in $000s

Estimated Total Project Cost: **31,849.2**

Amounts or cells denoted with an asterisk indicates an Advanced Construction funding deferral. Only the amount listed will be obligated in that FY.

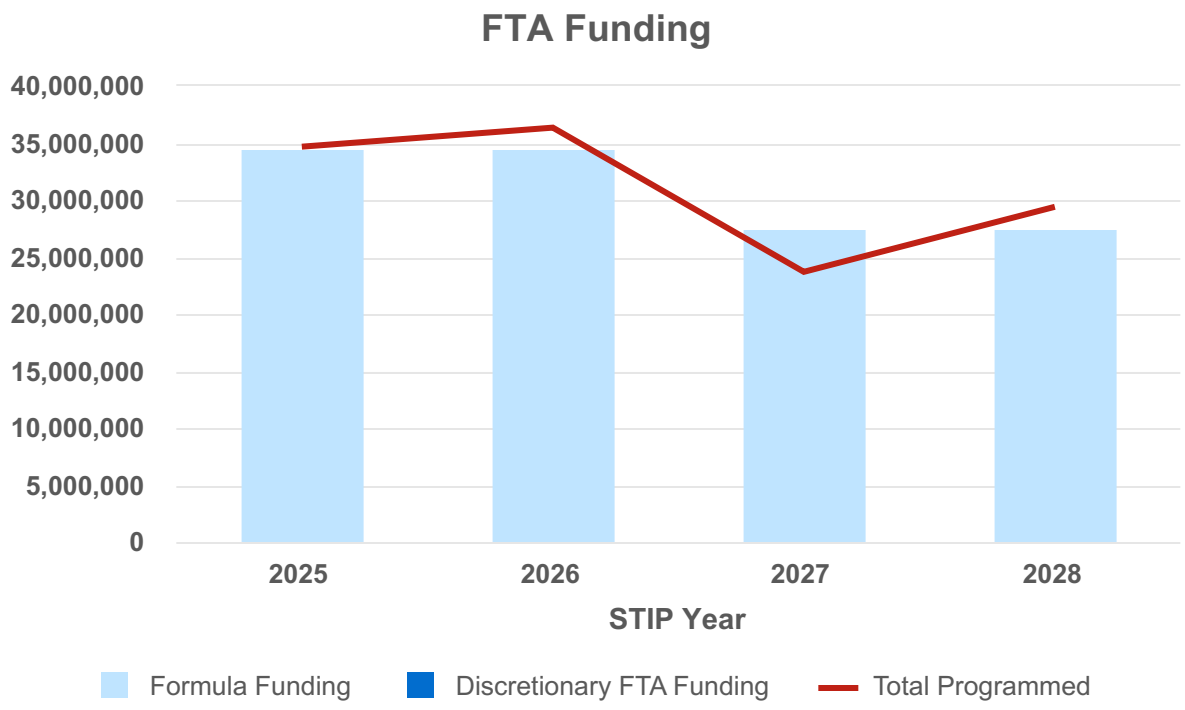
The STIP provides the estimated utilization of federal FHWA funding, by fund source, for each one of the four years of the STIP. The chart below shows an estimated obligation limit (92.0% of the apportionment) of FHWA formula funds. This STIP demonstrates fiscal constraint for the FHWA program.



If DelDOT receives more federal resources than what is currently proposed in this STIP, DelDOT will request STIP amendments to add new projects or pull forward current projects in the STIP document. If DelDOT receives fewer resources than proposed, DelDOT will delay or cancel projects. DelDOT has sufficient funds to match all anticipated resources from FHWA as shown in the Base Financial Plan.

DELAWARE STIP FY25 - FY28
Federal Transit Administration
Fiscal Constraint Documentation

The STIP provides the estimated utilization of federal FTA funding, by fund source, for each one of the four years of the STIP. The chart below shows the projected FTA funding over the next four years, utilizing the IIJA FTA formula funding tables, as well as, discretionary FTA funding. This STIP demonstrates fiscal constraint for the FTA program.



If DelDOT receives more federal resources than what is currently proposed in this STIP, DelDOT will request STIP amendments to add new projects or pull forward current projects in the STIP document. If DelDOT receives fewer resources than proposed, DelDOT will delay or cancel projects. DelDOT has sufficient funds to match all anticipated resources from FTA as shown in the Base Financial Plan.

DELAWARE STIP FY25 - FY28
Toll Credits Summary

Toll Credit Availability for Soft Match ($ in millions)				
	FY 2025	**FY 2026**	**FY 2027**	**FY 2028**
Toll Credit Starting Balance	1,176	1,122	1,048	998
New Toll Credits Earned	-	-	-	-
Toll Credits Programmed in STIP	54	74	50	41
Toll Credit Ending Balance*	1,122	1,048	998	957
*Toll Credit Ending Balance equals the Starting Balance + New Toll Credits Earned - Toll Credits Programmed in the STIP				

Toll Credits were created in the Transportation Equity Act for the 21st Century (TEA-21), and are to be used as credits toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief program) and for transit programs authorized by Chapter 53 of Title 49. States are awarded these credits through the Federal Highway Administration (FHWA) based on the amount of capital investments made in federally-approved toll facilities, such as toll roads.

DelDOT estimates that is will begin Federal FY 2025 with a balance of $1,176 million in available toll credits. The table above illustrates the toll credit availability for soft match for fiscal years 2025 through 2028.

Project Estimates

Project Estimates

New projects that are added into the CTP typically include initial cost estimates for Project Development and/or Preliminary Engineering based on the anticipated scope of the project. These planning-level estimates are usually based on the expected cost of the studies and initial design work needed to determine an initially preferred alternative and have a reasonably solid understanding of the right-of-way and construction needs.

For larger projects that have several major alternatives considered, each alternative will typically have an estimate developed based on a standard template called the CTP Estimate Form. The form includes quantity and unit cost information for major elements of the project and gives guidance for percentages to be added for items that are not yet quantified in detail. Smaller projects that do not have major alternatives considered may skip this step. Once an initially preferred alternative is selected, the CTP can be updated with more accurate Preliminary Engineering costs (if necessary), as well as right-of-way and construction costs.

After an initially preferred alternative is selected, detailed project design begins. Between Preliminary and Semi-Final plans, the first detailed project cost estimate is developed. This estimate will include project-specific items and quantities. Historical bid prices are a primary source of unit costs, using estimating software. Some items that are not as well defined may still be estimated based on percentages of the total construction cost at this point in the process. Right-of-way costs are based on assumed acquisition needs and costs per type of land and the area of the project.

Typically, Final Right-of-Way plans are approved after Semi-Final Construction plans. Based on the Final Right-of-Way plans, detailed parcel appraisals are conducted and are the primary source in the development of a final Right-of-Way cost estimate.

Final project construction cost estimates are developed shortly before the submission of the Plans, Specifications & Estimate (PS&E) package. All items are now included in the estimate. Unit prices, while based on historical bid prices, are often adjusted based on the specific project. Estimates are also refined and finalized for non-contractor items such as construction engineering, construction inspection, erosion and sediment control, and similar associated costs needed during construction. Contingency costs are also included, which are typically 5 to 10 percent of the total construction cost, depending on the complexity of the project.

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.

Indicates the phase of the project.

Indicates the funding source programmed for each phase. Please refer to the "Funding Abbreviations" section for more information.

Total funding programmed in the FY25-FY28 CTP/STIP.

PROJECT AUTHORIZATION SCHEDULE (US 40, Salem Church Road to Walther Road)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201611902	PE	NHPP						
T201611902	PE	State	569.8					
T201611902	ROW	State	2,000.0					
T201611902	Construction	NHFP		4,000.0*	6,176.9*	3,125.4		13,302.3
T201611902	Construction	NHPP		*	*	2,900.0*	3,834.6	6,734.6
SubTotal		***State***	2,569.8					
		Federal		4,000.0	6,176.9	6,025.5	3,834.6	20,037.0
		Other						
TOTAL			**2,569.8**	**4,000.0**	**6,176.9**	**6,025.5**	**3,834.6**	**20,037.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 31,849.2

Total State Authorization requested by phase for fiscal years prior to FY25.

Amounts or cells denoted with an asterisk indicates an Advanced Construction funding deferral. Only the amount listed will be obligated in that FY.

The estimated total project cost over the life of the project.

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.

Indicates the funding source programmed for each phase. Please refer to the "Funding Abbreviations" section for more information.

Total funding programmed in the FY25-FY30 CTP/STIP.

PROJECT FUNDING SCHEDULE (US 40, Salem Church Road to Walther Road)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201611902	PE	NHPP	36.8						36.8
T201611902	PE	State	9.2						9.2
T201611902	ROW	State	54.2						54.2
T201611902	Construction	NHFP	5,372.1	5,500.0	8,500.0	765.4			20,137.5
T201611902	Construction	NHPP				6,734.6			6,734.6
SubTotal		***State***	63.4						63.4
		Federal	5,408.9	5,500.0	8,500.0	7,500.0			26,908.9
		Other							
TOTAL			**5,472.3**	**5,500.0**	**8,500.0**	**7,500.0**			**26,972.3**

all costs in $000s

Indicates the phase of the project.

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

Legend of Abbreviations

AAA	American Automobile Association
AASHTO	American Association of State Highway and Transportation Officials
A/C	FHWA Advanced Construction FHWA
ADA	Americans with Disabilities Act
AVL	Automated Vehicle Locator
BIL	Bipartisan Infrastructure Law
BR	Bridge
C	Construction
CAW	Cut a Way
CCPP	Corridor Capacity Preservation Program
C&D	Chesapeake and Delaware
C&D Canal	Chesapeake and Delaware Canal
CMP	Corrugate Metal Pipe
CMPA	Corrugate Metal Pipe Arch
COT	Council on Transportation
CRP	Carbon Reduction Program
CTF	Community Transportation Fund
CTP	Capital Transportation Program
CVISN	Commercial Vehicle Information Systems Networks
DART	Delaware Administration for Regional Transit
DBE	Disadvantaged Business Enterprise
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 County 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
FAST	Fixing America's Surface Transportation Act
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
HTF	Highway Trust Fund
HVAC	Heating, Ventilation and Air Conditioning
IIJA	Infrastructure Investment and Jobs Act
INFRA	Infrastructure for Rebuilding America
ITMS	Integrated Transportation Management System
JARC	Job Access Reverse Commute
LO-NO	Low or no emissions FTA grants
LRTP	Long Range Transportation Plan
LTAP	Local Technical Assistance Program
MAP	Motorist Assistance Program
MAP - 21	Moving Ahead for Progress in the 21st Century
MIS	Major Investment Study
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NEC	Northeast Corridor
NEVI	National Electric Vehicle Infrastructure
NPDES	National Pollution Discharge and Elimination Survey
OIT	Office of Information Technology

OJT	On the Job Training
OTHER	Funding from other than State or Federal sources
OTR	Over-The-Road
PE	Preliminary Engineering (Design)
PRO	Procurement
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RCP	Reinforced Concrete Pipe
ROW	Acquisition of Right-of-Way and/or Relocation
RTP	Recreational Trails Program
S/W MPO	Salisbury/Wicomico Metropolitan Planning Organization (covering Salisbury, Maryland, Wicomico County and a portion of Sussex County, Delaware)
SEPTA	Southeastern Pennsylvania Transportation Authority
SSPMF	Subdivision Street Pavement Management Fund
STIP	State Transportation Improvement Plan
TA	Transportation Alternatives
TCSP	Transportation and Community System Preservation
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIIF	Transportation Infrastructure Investment Fund
TIP	Transportation Improvement Plan
TDM	Traffic Demand Management
TMA	Transportation Management Association
TMC	Transportation Management Center
TRB	Toll Revenue Bonds
TTF	Transportation Trust Fund
WILMAPCO	Wilmington Area Metropolitan Planning Organization (covering all of New Castle County, Delaware and Cecil County, Maryland)

Funding Abbreviations

Funding Abbreviation	Funding Description
BRR	Bridge Replacement and Rehabilitation Program
BFP	Bridge Formula Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CRP	Carbon Reduction Program
DBE	Disadvantaged Business Enterprise Program
FBD	Ferry Boat Discretionary Program
FTA-TR	FTA Transfer to FHWA
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
LCTM	Low Carbon Transportation Materials Grants Program
LTAP	Local Technical Assistance Program
MPP	Metropolitan Planning Program
NEVI	National Electric Vehicle Infrastructure Formula Program
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NRNP	National Road Network Pilot Program
OJT/SS	On-the-Job Training Supportive Services
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program
R&D	Research and Development
REDIST	Redistribution of Certain Authorized Funds
RHCP	Railway-Highway Crossings Program
RTP	Recreational Trails Program
SEC 154	Section 154 Penalty
SPR	State Planning and Research
STBG	Surface Transportation Block Grant Program
STIC	State Transportation Innovation Council (STIC) Incentive program
TA	Transportation Alternatives
VRU	Vulnerable Road Users (VRU) Safety Special Rule
5304	Statewide Transportation Planning

5307	Urbanized Area Formula Grants
5310	Enhanced Mobility of Seniors & Individuals with Disabilities
5311	Formula Grants for Rural Areas
5337	State of Good Repair Grants
5339	Bus and Bus Facilities
5339C	Low or No Emission Grant Program
5339D	Discretionary Grant Award
State	State
Other	Other
RAISE	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant
FAA	Federal Aviation Administration
TBD	To Be Determined
FRA	Federal Rail Administration
TIDP	Technology and Innovation Deployment Program
RPI	TIFIA Rural Project Initiative
5305D	Areas of Persistent Poverty
HI	Highway Infrastructure
DGP	Discretionary Grant Program
5309	Capital Investment Grants

Statewide - Grants & Allocations - Community Transportation

Project Title	Primavera #	Project #
Community Transportation Program	05-10050	05-10050

Project Description: Funding is designated by individual legislators for specific transportation-related projects.

Project Justification: This fund permits individual legislators to address small transportation projects that may not meet department priorities.

Senatorial District(s): Statewide

Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Community Transportation Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10050	Other	State	21,680.0	17,680.0	17,680.0	17,680.0	74,720.0
SubTotal		***State***	21,680.0	17,680.0	17,680.0	17,680.0	74,720.0
		Federal					
		Other					
TOTAL			**21,680.0**	**17,680.0**	**17,680.0**	**17,680.0**	**74,720.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Community Transportation Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-10050	Other	State	21,680.0	17,680.0	17,680.0	17,680.0	17,680.0	17,680.0	110,080.0
SubTotal		***State***	21,680.0	17,680.0	17,680.0	17,680.0	17,680.0	17,680.0	110,080.0
		Federal							
		Other							
TOTAL			**21,680.0**	**17,680.0**	**17,680.0**	**17,680.0**	**17,680.0**	**17,680.0**	**110,080.0**

all costs in $000s

Statewide - Grants & Allocations - Community Transportation

Project Title	Primavera #	Project #
Subdivision Street Pavement Management Fund	23-88811	23-88811

Project Description: This program will be used to fund a program to accelerate the improvement and quality of community streets using the existing road rating criteria as a basis to determine the priority of paving and rehabilitating community streets.

Project Justification: This program was included as part of FY23 Bond Bill as a means to improve community streets.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Subdivision Street Pavement Management Fund)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
23-88811	Other	Other	24,000.0				24,000.0
23-88811	Other	State	6,000.0	10,000.0	10,000.0	10,000.0	36,000.0
SubTotal		***State***	6,000.0	10,000.0	10,000.0	10,000.0	36,000.0
		Federal					
		Other	24,000.0				24,000.0
TOTAL			**30,000.0**	**10,000.0**	**10,000.0**	**10,000.0**	**60,000.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Subdivision Street Pavement Management Fund)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
23-88811	Other	Other	24,000.0						24,000.0
23-88811	Other	State	6,000.0	10,000.0	10,000.0	10,000.0	10,000.0	10,000.0	56,000.0
SubTotal		***State***	6,000.0	10,000.0	10,000.0	10,000.0	10,000.0	10,000.0	56,000.0
		Federal							
		Other	24,000.0						24,000.0
TOTAL			**30,000.0**	**10,000.0**	**10,000.0**	**10,000.0**	**10,000.0**	**10,000.0**	**80,000.0**

all costs in $000s

Statewide - Grants & Allocations - Municipal Streets

Project Title	Primavera #	Project #
Municipal Street Aid	10-12219	10-12219

Project Description: The Municipal Street Aid provides grants to municipalities to maintain municipal streets and assist in meeting other transportation-related needs. The amount of each grant is based on population and street mileage for the preceding fiscal year.

Project Justification: This project provides funding for publicly owned transportation assets (not owned or maintained by the Department).

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Municipal Street Aid)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
10-12219	Other	State	6,000.0	6,000.0	6,000.0	6,000.0	24,000.0
SubTotal		***State***	6,000.0	6,000.0	6,000.0	6,000.0	24,000.0
		Federal					
		Other					
TOTAL			**6,000.0**	**6,000.0**	**6,000.0**	**6,000.0**	**24,000.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Municipal Street Aid)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
10-12219	Other	State	6,000.0	6,000.0	6,000.0	6,000.0	6,000.0	6,000.0	36,000.0
SubTotal		***State***	6,000.0	6,000.0	6,000.0	6,000.0	6,000.0	6,000.0	36,000.0
		Federal							
		Other							
TOTAL			**6,000.0**	**6,000.0**	**6,000.0**	**6,000.0**	**6,000.0**	**6,000.0**	**36,000.0**

all costs in $000s

Statewide - Grants & Allocations - Other

Project Title	Primavera #	Project #
Transportation Infrastructure Investment Fund	19-88812	19-88812

Project Description: To provide economic assistance for renovation, construction or other improvements to the transportation network to attract new businesses or the expansion of existing Delaware businesses. This program would fund improvements occurring within the public right-of-way and would directly benefit the traveling public.

Project Justification: To provide economic assistance for renovation, construction or other improvements to the transportation network to attract new businesses or the expansion of existing Delaware businesses. This program would fund improvements occurring within the public right-of-way and would directly benefit the traveling public.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transportation Infrastructure Investment Fund)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
19-88812	Other	Other	5,000.0	5,000.0	5,000.0	5,000.0	20,000.0
19-88812	Other	State	5,000.0	5,000.0	5,000.0	5,000.0	20,000.0
SubTotal		***State***	5,000.0	5,000.0	5,000.0	5,000.0	20,000.0
		Federal					
		Other	5,000.0	5,000.0	5,000.0	5,000.0	20,000.0
TOTAL			**10,000.0**	**10,000.0**	**10,000.0**	**10,000.0**	**40,000.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Transportation Infrastructure Investment Fund)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
19-88812	Other	Other	5,000.0	5,000.0	5,000.0	5,000.0	5,000.0	5,000.0	30,000.0
19-88812	Other	State	5,000.0	5,000.0	7,000.0	7,540.1	5,000.0	5,000.0	34,540.1
SubTotal		***State***	5,000.0	5,000.0	7,000.0	7,540.1	5,000.0	5,000.0	34,540.1
		Federal							
		Other	5,000.0	5,000.0	5,000.0	5,000.0	5,000.0	5,000.0	30,000.0
TOTAL			**10,000.0**	**10,000.0**	**12,000.0**	**12,540.1**	**10,000.0**	**10,000.0**	**64,540.1**

all costs in $000s

Statewide - Road Systems - Bicycle/Pedestrian

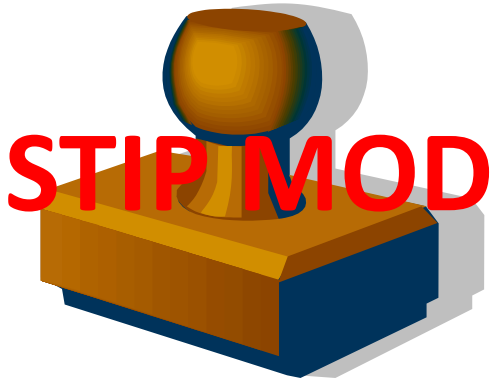
Project Title	Primavera #	Project #
Bicycle, Pedestrian and other Improvements	05-10007	05-10007

Project Description: These projects involve the design and construction of pedestrian and bicycle facilities, transit access, park and ride facilities, traffic calming, and other nonmotorized transportation projects.

Project Justification: These improvements enhance multi-modal transportation throughout the state and encourage movement of people and goods through other than single occupant vehicles.

Senatorial District(s): Statewide

Representative District(s): Statewide



PROJECT AUTHORIZATION SCHEDULE (Bicycle, Pedestrian and other Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10007	PE	CMAQ**					
05-10007	PE	State	700.0				700.0
05-10007	ROW	CMAQ					
05-10007	ROW	State					
05-10007	Construction	CMAQ	3,200.0				3,200.0
05-10007	Construction	CMAQ**		4,700.0	5,590.2	7,500.0	17,790.2
05-10007	Construction	State	800.0				800.0
SubTotal		***State***	1,500.0				1,500.0
		Federal	3,200.0	4,700.0	5,590.2	7,500.0	20,990.2
		Other					
TOTAL			**4,700.0**	**4,700.0**	**5,590.2**	**7,500.0**	**22,490.2**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

PROJECT FUNDING SCHEDULE (Bicycle, Pedestrian and other Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-10007	PE	CMAQ	1,804.3	1,000.0					2,804.3
05-10007	PE	State		700.0					700.0
05-10007	ROW	CMAQ	560.0						560.0
05-10007	ROW	State	140.0						140.0
05-10007	Construction	CMAQ	6,547.5	3,000.0	6,865.3	7,500.0	7,500.0	7,500.0	38,912.8
05-10007	Construction	State	1,093.0						1,093.0
SubTotal		***State***	1,233.0	700.0					1,933.0
		Federal	8,911.8	4,000.0	6,865.3	7,500.0	7,500.0	7,500.0	42,277.1
		Other							
TOTAL			**10,144.8**	**4,700.0**	**6,865.3**	**7,500.0**	**7,500.0**	**7,500.0**	**44,210.1**

all costs in $000s

Statewide - Road Systems - Bicycle/Pedestrian

Project Title	Primavera #	Project #
Pedestrian ADA Accessibility	14-22614	14-22614

Project Description: These funds are used by DelDOT to make improvements to the Pedestrian System (sidewalks, trails, etc.) as by the ADA Title II Transition Plan.

Project Justification: These activities are required per the Federal Americans with Disabilities Act.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Pedestrian ADA Accessibility)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
14-22614	Other	State	4,500.0	4,500.0	3,000.0	3,000.0	15,000.0
SubTotal		***State***	4,500.0	4,500.0	3,000.0	3,000.0	15,000.0
		Federal					
		Other					
TOTAL			**4,500.0**	**4,500.0**	**3,000.0**	**3,000.0**	**15,000.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Pedestrian ADA Accessibility)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
14-22614	Other	State	4,500.0	4,500.0	3,000.0	3,000.0	3,000.0	3,000.0	21,000.0
SubTotal		***State***	4,500.0	4,500.0	3,000.0	3,000.0	3,000.0	3,000.0	21,000.0
		Federal							
		Other							
TOTAL			**4,500.0**	**4,500.0**	**3,000.0**	**3,000.0**	**3,000.0**	**3,000.0**	**21,000.0**

all costs in $000s

Statewide - Road Systems - Bicycle/Pedestrian

Project Title	Primavera #	Project #
Pedestrian Issue (RPI) and Safe Routes to School (SRTS) Improvements	2023-00119	2023-00119

Project Description: These funds will be used to make improvements to the pedestrian network based on Report a Pedestrian Issue (RPI), and for students walking and bicycling to school under Safe Routes to School (SRTS).

Project Justification: Improve safety and mobility for pedestrians and bicyclists.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Pedestrian Issue (RPI) and Safe Routes to School (SRTS) Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2023-00119	Other	State	500.0	500.0	500.0		1,500.0
SubTotal		***State***	500.0	500.0	500.0		1,500.0
		Federal					
		Other					
TOTAL			**500.0**	**500.0**	**500.0**		**1,500.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Pedestrian Issue (RPI) and Safe Routes to School (SRTS) Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2023-00119	Other	State	500.0	500.0	500.0				1,500.0
SubTotal		***State***	500.0	500.0	500.0				1,500.0
		Federal							
		Other							
TOTAL			**500.0**	**500.0**	**500.0**				**1,500.0**

all costs in $000s

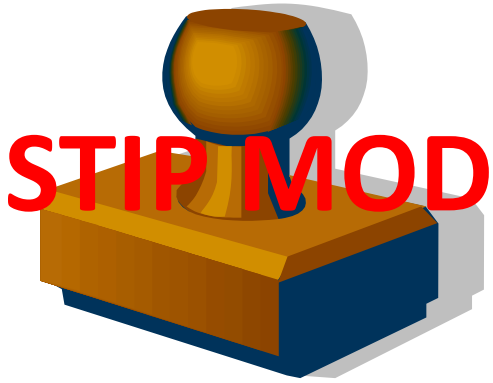
Statewide - Road Systems - Bridge

Project Title	Primavera #	Project #
Bridge Program	05-10006	05-10006

Project Description: The Bridge Management System is used to develop a prioritization ranking based on condition ratings and functional needs of the bridge; The rankings are updated annually based on the biennial bridge inspections from the previous calendar year. Funding is requested for bridges that are identified for replacement or rehabilitation including bridges in poor condition. As individual bridges are identified through the Bridge Management System, they are funded from this group and then listed as separate projects in the appropriate county.

Project Justification: Bridges identified for rehabilitation or replacement through the Bridge Management System will help the Department meets its performance measures related to bridge condition, specifically the percentage of bridges in poor or fair condition and the percentage of deck area in poor condition on the NHS.

Senatorial District(s): Statewide Representative District(s): Statewide



PROJECT AUTHORIZATION SCHEDULE (Bridge Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10006	PE	BFP					
05-10006	PE	BFP**	313.1				313.1
05-10006	PE	BRR**					
05-10006	PE	NHPP					
05-10006	PE	Other			12.0		12.0
05-10006	PE	State	650.0	500.0	500.0	600.0	2,250.0
05-10006	PE	STBG					
05-10006	PE	STBG**					
05-10006	ROW	BFP	16.0				16.0
05-10006	ROW	BFP**	330.0	150.0			480.0
05-10006	ROW	Other	4.0				4.0
05-10006	ROW	State	125.9				125.9
05-10006	ROW	STBG					
05-10006	ROW	STBG**	70.0				70.0
05-10006	Construction	BFP		3,200.0			3,200.0
05-10006	Construction	BFP**	11,153.3*	9,100.0*	22,100.0*	3,000.0	45,353.3
05-10006	Construction	CRP**					
05-10006	Construction	NHPP					
05-10006	Construction	NHPP**	4,355.1	*	2,000.0*	9,800.0*	16,155.1
05-10006	Construction	Other		800.0			800.0
05-10006	Construction	State	6,344.9	600.0	12,200.0	8,400.0	27,544.9
05-10006	Construction	STBG					

PROJECT AUTHORIZATION SCHEDULE (Bridge Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10006	Construction	STBG**	2,037.0				2,037.0
05-10006	Other	NHPP		3,356.7	3,658.7	3,618.6	10,634.0
05-10006	Other	Other					
05-10006	Other	State	805.1	4,393.0	1,288.5	1,278.4	7,765.0
T200707404	PE	NHPP					
T200707404	PE	State					
T200707404	ROW	State					
T200707404	Construction	BFP**	2,000.0*	14,376.9			16,376.9
T201207101	PE	State					
T201207101	PE	STBG					
T201207101	ROW	State					
T201207101	ROW	STBG					
T201207101	Construction	BFP					
T201207101	Construction	BFP**					
T201207101	Construction	NHPP					
T201207101	Construction	State					
T201207101	Construction	STBG					
T201507402	PE	NHPP					
T201507402	PE	State					
T201507402	Construction	BFP					
T201507402	Construction	NHPP					
T201507402	Construction	Other					

PROJECT AUTHORIZATION SCHEDULE (Bridge Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201507402	Construction	State					
T201607403	PE	BFP					
T201607403	PE	State					
T201607403	ROW	BFP	*	64.0			64.0
T201607403	ROW	State					
T201607403	Construction	BFP**		*	7,500.0		7,500.0
T201607403	Construction	State					
T201607403	Construction	STBG					
T201607403	Construction	STBG**		*	*	15,000.0*	15,000.0
T201607403	Other	State					
T201607403	Other	STBG					
T201807402	PE	State					
T201807402	ROW	State					
T201807402	Construction	BFP	*	268.6			268.6
T201807402	Construction	BFP**	*	3,000.0*	6,000.0*	7,094.6	16,094.6
T201807402	Construction	State					
T201907102	PE	State					
T201907102	ROW	State					
T201907102	Construction	BFP	*	3,374.3			3,374.3
T201907102	Construction	DGP	15,025.7				15,025.7
T201907102	Construction	State		4,600.0			4,600.0
T201907405	PE	State					

PROJECT AUTHORIZATION SCHEDULE (Bridge Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201907405	Construction	BFP**	10,000.0*	19,078.4			29,078.4
T201907405	Construction	NHPP**	*	*	7,503.6*	16,008.8	23,512.4
T202007301	PE	State					
T202007301	ROW	State					
T202007301	Construction	BFP					
T202007301	Construction	BFP**	10,000.0*	15,000.0*	12,288.1		37,288.1
T202007301	Construction	State					
T202007303	PE	State					
T202007303	ROW	State					
T202007303	Construction	BFP**		*	4,000.0*	10,000.0*	14,000.0
T202007503	PE	BFP					
T202007503	PE	State					
T202007503	Construction	STBG**					
SubTotal		***State***	7,925.9	10,093.0	13,988.5	10,278.4	42,285.8
		Federal	55,300.2	70,968.9	65,050.4	64,521.9	255,841.4
		Other	4.0	800.0	12.0		816.0
TOTAL			**63,230.1**	**81,861.9**	**79,050.9**	**74,800.3**	**298,943.2**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

PROJECT FUNDING SCHEDULE (Bridge Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-10006	PE	BFP	7,932.0	3,242.5					11,174.5
05-10006	PE	BRR	788.4	94.3					882.7
05-10006	PE	NHPP	249.4						249.4
05-10006	PE	Other	11.8		12.0				23.8
05-10006	PE	State	7,643.9	1,048.6	530.0	500.0	600.0		10,322.5
05-10006	PE	STBG	876.1						876.1
05-10006	ROW	BFP	211.0	349.0					560.0
05-10006	ROW	Other	4.0						4.0
05-10006	ROW	State	1,388.5	151.0					1,539.5
05-10006	ROW	STBG	37.1	40.0					77.1
05-10006	Construction	BFP	31,493.0	79,117.0	64,257.9	47,668.9	2,000.0	1,000.0	225,536.8
05-10006	Construction	CRP	1,187.4						1,187.4
05-10006	Construction	DGP		2,000.0	12,000.0	1,025.7			15,025.7
05-10006	Construction	NHPP	8,011.2	2,647.1	22,693.1	9,972.1	9,000.0	5,200.0	57,523.5
05-10006	Construction	Other	400.0	200.0	600.0				1,200.0
05-10006	Construction	State	13,307.2	7,343.6	12,213.5	7,600.0	4,800.0	2,400.0	47,664.3
05-10006	Construction	STBG	3,531.5	2,037.0		18,000.0	31,500.0	2,500.0	57,568.5
05-10006	Other	NHPP	4,800.0	2,716.9	1,620.1	3,013.7	3,464.7	3,624.7	19,240.1
05-10006	Other	Other							0.0
05-10006	Other	State	2,632.4	1,219.2	518.8	1,122.2	2,616.2	9,477.2	17,586.0
05-10006	Other	STBG							0.0
SubTotal		***State***	24,972.1	9,762.4	13,262.3	9,222.2	8,016.2	11,877.2	77,112.4

	Federal	59,117.0	92,243.9	100,571.1	79,680.4	45,964.7	12,324.7	389,901.8
	Other	415.8	200.0	612.0				1,227.8
TOTAL		**84,504.9**	**102,206.3**	**114,445.4**	**88,902.6**	**53,980.9**	**24,201.9**	**468,242.0**

all costs in $000s

Statewide - Road Systems - Bridge

Project Title	Primavera #	Project #
Non-Bridge Structures Program	14-99999	14-99999

Project Description: This program focuses on maintaining and rehabilitating state regulated dams in a joint partnership with DNREC. Current projects include work at Hearns Pond Dam, Records Pond Dam, Trussum Pond Dam, Burton Pond Dam, and Middletown Silver Lake Dam. Maintenance will occur at individual locations as the need arises throughout the year. New projects are initiated intermittently according to the dam prioritization rankings developed annually based on the previous year dam inspections.

Project Justification: Dam safety regulations require inspection, maintenance, and rehabilitation of state regulated dams. Selection of work is based on a data-driven prioritization process.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Non-Bridge Structures Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
14-99999	PE	BFP					
14-99999	PE	State					
14-99999	Construction	NHPP					
14-99999	Construction	State		2,500.0			2,500.0
14-99999	Other	State					
2024-00170	Other	NHPP			3,040.0	3,040.0	6,080.0
2024-00170	Other	State			760.0	760.0	1,520.0
T202107005	PE	NHPP					
T202107005	PE	State					
T202107005	Construction	BFP					
T202107005	Construction	NHPP					
T202107005	Construction	State					
T202207002	PE	NHPP					
T202207002	PE	State					
T202207002	PE	STBG					
T202207002	Other	NHPP	1,654.4	2,073.6	297.6		4,025.6
T202207002	Other	State	720.0	720.0			1,440.0
T202207002	Other	STBG	1,654.4	377.6	1,693.3		3,725.3
SubTotal		***State***	720.0	3,220.0	760.0	760.0	5,460.0
		Federal	3,308.8	2,451.2	5,030.9	3,040.0	13,830.9
		Other					
TOTAL			**4,028.8**	**5,671.2**	**5,790.9**	**3,800.0**	**19,290.9**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Non-Bridge Structures Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
14-99999	PE	BFP	400.0	600.0	600.0				1,600.0
14-99999	PE	NHPP	498.2						498.2
14-99999	PE	State	280.4	150.0	150.0				580.4
14-99999	PE	STBG							0.0
14-99999	Construction	BFP	517.9						517.9
14-99999	Construction	NHPP	1,581.6	1,404.0					2,985.6
14-99999	Construction	State	524.9	2,851.0					3,375.9
14-99999	Other	NHPP	629.0	1,724.5	2,278.9	3,607.6	3,760.0	3,256.0	15,256.0
14-99999	Other	State	877.8	862.3	1,013.5	917.8	1,640.5	7,210.0	12,521.9
14-99999	Other	STBG	2,882.2	1,724.5	1,774.9	63.6			6,445.2
SubTotal		***State***	1,683.1	3,863.3	1,163.5	917.8	1,640.5	7,210.0	16,478.2
		Federal	6,508.8	5,453.1	4,653.9	3,671.1	3,760.0	3,256.0	27,302.9
		Other							
TOTAL			**8,191.9**	**9,316.4**	**5,817.4**	**4,588.9**	**5,400.5**	**10,466.0**	**43,781.1**

all costs in $000s

Statewide - Road Systems - Engineering & Contingency

Project Title	Primavera #	Project #
Engineering and Contingency	05-10188	05-10188

Project Description: This program provides for engineering services and contingencies not covered under other capital program categories.

Project Justification: Engineering and Contingency provides for non-specific expenditures that are not included in other capital projects. Examples of these costs include, but are not limited to, administrative, environmental, and miscellaneous engineering expenses.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Engineering and Contingency)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10188	Other	State	51,893.2	41,714.3	41,764.3	44,404.3	179,776.1
SubTotal		***State***	51,893.2	41,714.3	41,764.3	44,404.3	179,776.1
		Federal					
		Other					
TOTAL			**51,893.2**	**41,714.3**	**41,764.3**	**44,404.3**	**179,776.1**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Engineering and Contingency)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-10188	Other	State	52,588.2	43,044.3	42,944.3	42,394.3	41,294.3	36,313.9	258,579.3
SubTotal		***State***	52,588.2	43,044.3	42,944.3	42,394.3	41,294.3	36,313.9	258,579.3
		Federal							
		Other							
TOTAL			**52,588.2**	**43,044.3**	**42,944.3**	**42,394.3**	**41,294.3**	**36,313.9**	**258,579.3**

all costs in $000s

Statewide - Road Systems - Engineering & Contingency

Project Title	Primavera #	Project #
Environmental Improvements	05-10029	05-10029

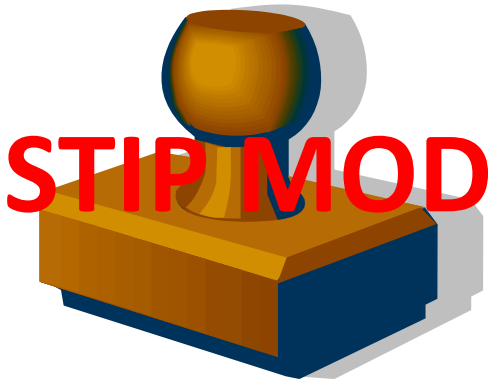
Project Description: Environmental impacts for the Department's projects or activities are reviewed for avoidance and minimization. If the impacts are above the thresholds of federal, state, and local regulations, mitigation, such as creation, enhancement, and/or preservation, is required to offset the impacts associated with the project. If mitigation is necessary for a project, monitoring is typically required by the federal or state agency and includes site management and assessment. These activities may be required beyond construction for 5-20 years, depending on the site type, and annual summary reports are often requested. A contingency for environmental requirements is also provided for any unforeseen circumstances that may arise, including but not limited to: endangered species monitoring, seeding, planting, site re-grading of wetland mitigation sites. Archeological data analyses and report preparation timeframes frequently extend beyond completion of the capital project for which the archeological compliance was mandated. This project element provides for: data analysis, report preparation, publication, public outreach, and curation of artifacts. A contingency for consultation, analysis, and disposition of human remains is also included. Research and innovation; Water Resources elements for runoff treatment and management; electronic data collection; geospatial environmental impact analysis; and mitigation site search identification is provided for to improve project delivery timeframes while ensuring compliance with federal and state regulations.

Project Justification: The Department must comply with environmental and cultural laws and regulations as projects are implemented.

Senatorial District(s): Statewide

Representative District(s): Statewide





PROJECT AUTHORIZATION SCHEDULE (Environmental Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10029	PE	STBG**					
05-10029	Construction	State			4.5	4.5	9.0
05-10029	Construction	STBG			18.0	18.0	36.0
05-10029	Construction	STBG**	2,300.0				2,300.0
05-10029	Other	State	945.5	645.5	645.5	645.5	2,882.0
SubTotal		***State***	945.5	645.5	650.0	650.0	2,891.0
		Federal	2,300.0		18.0	18.0	2,336.0
		Other					
TOTAL			**3,245.5**	**645.5**	**668.0**	**668.0**	**5,227.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

PROJECT FUNDING SCHEDULE (Environmental Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-10029	PE	STBG	820.0						820.0
05-10029	Construction	State			4.5	4.5	4.5	4.5	18.0
05-10029	Construction	STBG	1,000.0	1,300.0	18.0	18.0	18.0	18.0	2,372.0
05-10029	Other	State	569.7	645.5	645.5	645.5	645.5	645.5	3,797.2
SubTotal		***State***	569.7	645.5	650.0	650.0	650.0	650.0	3,815.2
		Federal	1,820.0	1,300.0	18.0	18.0	18.0	18.0	3,192.0
		Other							
TOTAL			**2,389.7**	**1,945.5**	**668.0**	**668.0**	**668.0**	**668.0**	**7,007.2**

all costs in $000s

Statewide - Road Systems - Intersection Improvements

Project Title	Primavera #	Project #
Intersection Improvements	05-10030	05-10030

Project Description: The Intersection Improvement Program includes the identification, evaluation, analysis, design, and construction of various eligible activities/improvements throughout the State of Delaware under 23 USC 133. Select activities within this program can qualify to be 100% federally eligible under 23 USC 120.

Project Justification: These improvements are identified by DelDOT's Traffic Section to improve the operation, mobility and safety of the traveling public.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Intersection Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10030	Construction	State	875.0	875.0	875.0	875.0	3,500.0
05-10030	Construction	STBG		3,500.0	3,500.0	3,500.0	10,500.0
05-10030	Other	Other	600.0	600.0	600.0	600.0	2,400.0
05-10030	Other	State	9,250.0	9,250.0	9,000.0	9,000.0	36,500.0
SubTotal		***State***	10,125.0	10,125.0	9,875.0	9,875.0	40,000.0
		Federal		3,500.0	3,500.0	3,500.0	10,500.0
		Other	600.0	600.0	600.0	600.0	2,400.0
TOTAL			**10,725.0**	**14,225.0**	**13,975.0**	**13,975.0**	**52,900.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Intersection Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-10030	Construction	State	1,187.5	1,050.0	1,050.0	1,050.0	875.0	875.0	6,087.5
05-10030	Construction	STBG	4,750.0	4,200.0	4,200.0	4,200.0	3,500.0	3,500.0	24,350.0
05-10030	Other	Other	600.0	600.0	600.0	600.0	600.0	600.0	3,600.0
05-10030	Other	State	9,312.5	9,250.0	9,000.0	9,000.0	9,000.0	9,000.0	54,562.5
SubTotal		***State***	10,500.0	10,300.0	10,050.0	10,050.0	9,875.0	9,875.0	60,650.0
		Federal	4,750.0	4,200.0	4,200.0	4,200.0	3,500.0	3,500.0	24,350.0
		Other	600.0	600.0	600.0	600.0	600.0	600.0	3,600.0
TOTAL			**15,850.0**	**15,100.0**	**14,850.0**	**14,850.0**	**13,975.0**	**13,975.0**	**88,600.0**

all costs in $000s

Statewide - Road Systems - Local

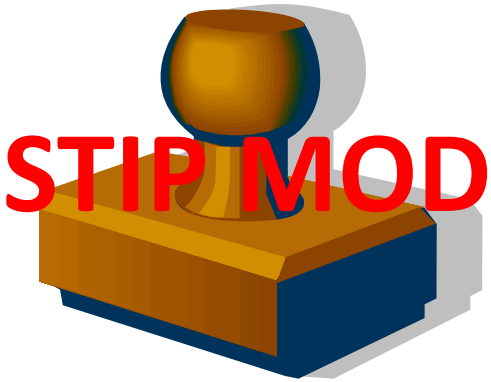
Project Title	Primavera #	Project #
Recreational Trails Program	21-22613	21-22613

Project Description: The Recreational Trails Program (RTP) is an assistance program of FHWA and funds benefit states to develop and maintain recreational trails and trail-related facilities for recreational trail uses. Each state administers its own program. This is a statewide program in Delaware administered by the Delaware Department of Natural Resources and Environmental Control (DNREC) with funding transferred through DelDOT. An annual Work Plan is developed by DNREC for DelDOT approval that includes a listing of RTP funded activities and programs to support DNREC's annual program.

Project Justification: This is a federally participating program.

Senatorial District(s): Statewide

Representative District(s): Statewide





PROJECT AUTHORIZATION SCHEDULE (Recreational Trails Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
21-22613	Construction	Other	226.4	226.4	226.4	226.4	905.6
21-22613	Construction	RTP	905.7	905.7	905.7	905.7	3,622.8
SubTotal		***State***					
		Federal	905.7	905.7	905.7	905.7	3,622.8
		Other	226.4	226.4	226.4	226.4	905.6
TOTAL			**1,132.1**	**1,132.1**	**1,132.1**	**1,132.1**	**4,528.4**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Recreational Trails Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
21-22613	Construction	Other	456.1	226.4	226.4	226.4	226.4	226.4	1,588.1
21-22613	Construction	RTP	1,824.4	905.7	905.7	905.7	905.7	905.7	6,352.9
SubTotal		***State***							
		Federal	1,824.4	905.7	905.7	905.7	905.7	905.7	6,352.9
		Other	456.1	226.4	226.4	226.4	226.4	226.4	1,588.1
TOTAL			**2,280.5**	**1,132.1**	**1,132.1**	**1,132.1**	**1,132.1**	**1,132.1**	**7,941.0**

all costs in $000s

Statewide - Road Systems - Local

Project Title	Primavera #	Project #
Slope Stabilization & Drainage Improvement Program	18-99999	18-99999

Project Description: This program will address roadway slopes and drainage systems that are in either current or potential failure. Slope stabilization improvements could include, but will not be limited to, walls, reinforced slopes, and/or guardrails. Drainage improvements could include, but not be limited to, open and closed drainage systems, pavement rehabilitation as a result of inadequate drainage, guardrail, tree removal, or other related tasks as needed to repair or install drainage elements.

Project Justification: Slope Stabilization: Many roads, especially in northern New Castle County that are adjacent to streams and rivers, experience concerns that if the roadway slopes fail, the safety of the roadway will be compromised, which may require either road restrictions or closures. This program dedicates funding to design and construction improvements to address slope issues in various locations throughout the State. Drainage Improvements: Drainage systems within residential subdivisions and along state-maintained roadways have either failed or are in danger of failing due to various factors. In some cases, there is no drainage conveyance at all. Proper and adequate drainage systems are vital to the stability of the road and roadside, as well as safety of the multi-modal traveling public. This program dedicates funding to the design and construction of drainage improvements in various locations throughout the state.

Senatorial District(s): District Wide Representative District(s): District Wide

PROJECT AUTHORIZATION SCHEDULE (Slope Stabilization & Drainage Improvement Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
18-99999	Other	State	3,000.0	3,000.0			6,000.0
SubTotal		***State***	3,000.0	3,000.0			6,000.0
		Federal					
		Other					
TOTAL			**3,000.0**	**3,000.0**			**6,000.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Slope Stabilization & Drainage Improvement Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
18-99999	Other	State	3,000.0	3,000.0					6,000.0
SubTotal		***State***	3,000.0	3,000.0					6,000.0
		Federal							
		Other							
TOTAL			**3,000.0**	**3,000.0**					**6,000.0**

all costs in $000s

Statewide - Road Systems - Materials & Minor Contracts

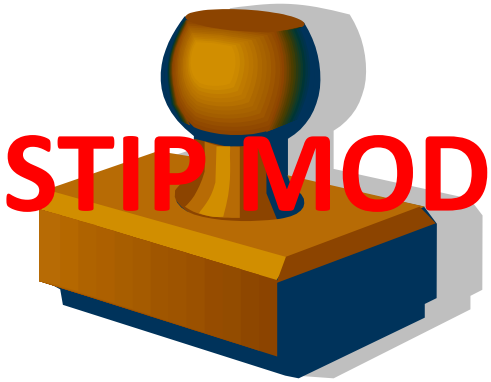
Project Title	Primavera #	Project #
Materials and Minor Contracts	05-10031	05-10031

Project Description: This request expands the capability of the operating districts to maintain the state's roadways through the development of unit price contracts for small to medium sized projects. Examples of capital repairs and minor improvements that would be funded by this program include: contracts for adding minor turn lanes at intersections; concrete pavement repairs; repair/replacement of curbs, gutters and sidewalks; traffic control devices (including those necessary for pedestrian, transit, and bicycle access); rotomilling; crossover modifications; guardrail installations; and drainage improvements. Annual unit price contracts are issued for various types of work to quickly address specific needs as they are identified. These are projects and programs which require no acquisition of right-of-way, minimal design, no location and/or environmental studies or permits, and are administered by the maintenance districts. As stand-alone projects are identified, they will then be listed as separate projects in the Capital Transportation Program.
In addition, necessary replacements of sign structures, high mast lighting and traffic signal replacements as identified by the Sign Structure Inspection Program are funded through these contracts.

Project Justification: Funding permits minor capital problems to be addressed throughout the year at the maintenance district level. In addition, the department must comply with environmental laws and regulations that mandate proper maintenance of storm water discharge systems.

Senatorial District(s): Statewide

Representative District(s): Statewide



PROJECT AUTHORIZATION SCHEDULE (Materials and Minor Contracts)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10031	Construction	NHPP	1,710.0		2,700.0		4,410.0
05-10031	Construction	State			300.0		300.0
05-10031	Other	State	10,875.0	16,875.0	14,400.0	14,400.0	56,550.0
SubTotal		***State***	10,875.0	16,875.0	14,700.0	14,400.0	56,850.0
		Federal	1,710.0		2,700.0		4,410.0
		Other					
TOTAL			**12,585.0**	**16,875.0**	**17,400.0**	**14,400.0**	**61,260.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Materials and Minor Contracts)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-10031	Construction	NHPP	900.0	900.0	900.0	900.0	900.0	900.0	5,400.0
05-10031	Construction	State	100.0	100.0	100.0	100.0	100.0	100.0	600.0
05-10031	Other	State	14,814.6	14,225.0	11,750.0	11,750.0	12,000.0	12,000.0	76,539.6
SubTotal		***State***	14,914.6	14,325.0	11,850.0	11,850.0	12,100.0	12,100.0	77,139.6
		Federal	900.0	900.0	900.0	900.0	900.0	900.0	5,400.0
		Other							
TOTAL			**15,814.6**	**15,225.0**	**12,750.0**	**12,750.0**	**13,000.0**	**13,000.0**	**82,539.6**

all costs in $000s

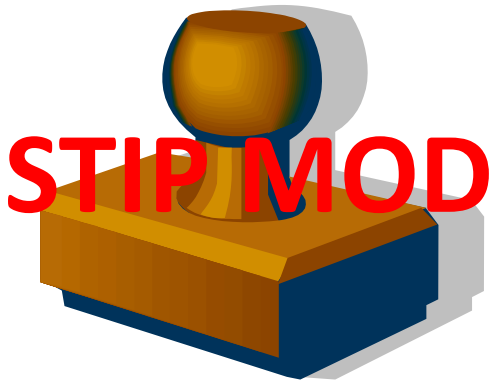
Statewide - Road Systems - Other

Project Title	Primavera #	Project #
Carbon Reduction Program	22-66300	22-66300

Project Description: This IIJA funded program is focused on the reduction of transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.

Project Justification: As outlined in DelDOT's Carbon Reduction Strategy approved on February 20, 2024, DelDOT is addressing Greenhouse Gas emissions to identify and implement projects, programs and strategies to decrease emissions from the transportation sector. These efforts involve coordination and collaboration with other state agencies, organizations (e.g. MPOs), local governments and are in line with the State's Climate Action Plan.

Senatorial District(s): Statewide Representative District(s): Statewide



PROJECT AUTHORIZATION SCHEDULE (Carbon Reduction Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
22-66300	PE	CRP**	700.0				700.0
22-66300	Construction	CRP**	4,700.0	5,400.0	5,400.0		15,500.0
22-66300	Other	State					
SubTotal		***State***					
		Federal	5,400.0	5,400.0	5,400.0		16,200.0
		Other					
TOTAL			**5,400.0**	**5,400.0**	**5,400.0**		**16,200.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

PROJECT FUNDING SCHEDULE (Carbon Reduction Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
22-66300	PE	CRP	550.0	300.0	200.0				1,050.0
22-66300	Construction	CRP	5,786.5	5,100.0	5,297.0	3,900.0			20,083.5
22-66300	Other	State	250.0						250.0
SubTotal		***State***	250.0						250.0
		Federal	6,336.5	5,400.0	5,497.0	3,900.0			21,133.5
		Other							
TOTAL			**6,586.5**	**5,400.0**	**5,497.0**	**3,900.0**			**21,383.5**

all costs in $000s

Statewide - Road Systems - Other

Project Title	Primavera #	Project #
Corridor Capacity Preservation	05-10001	T200512901

Project Description: The corridor capacity preservation program has four main goals: maintain a road's ability to handle traffic efficiently and safely; minimize the transportation impacts of increased economic growth; preserve the ability to make future transportation-related improvements as needed; and prevent the need to build an entirely new arterial highway.
In accordance with these goals, there are several techniques and methods used to preserve the capacity of a transportation corridor. As part of the planning review process, the department manages access for new development by requiring entrances onto secondary or frontage roads, as opposed to direct access on to a main highway. Where applicable, shared entrances are also encouraged. As part of the program, the department can purchase property access rights, development rights, or properties in whole, in order to make needed transportation improvements or preserve the corridor's capacity. The program may also include individual improvements such as frontage roads, intersection improvements and overpasses.
Four corridors have currently been approved: SR 48 from Hercules Road to SR 41; US 13 from the Maryland line to SR 10 in Camden and US113 from the Maryland line to Milford; and SR 1 from Nassau to the Dover Air Force Base.
In addition to preserving capacity on selected corridors, funds are also used for selected early property acquisitions for proposed projects (those under program development or design) where, under current procedures, it is determined to be in the best interest of the State to purchase (protect) property subject to development and/or when a property owner hardship is identified. This is done in cases where a project has a high probability of proceeding to construction, but has not yet proceeded to a point in design where final right-of-way plans have been developed or funds have been authorized for the right-of-way phase.
Lastly, in response to development demands in Sussex County, funding is requested on an annual basis to acquire right of way in advance of knowing the exact alignment for future improvements. This can include, but not be limited to: the US113 North/South Highway improvements, SR 1 / SR 16, SR 1 / US 9. Any excess lands will be sold that are not needed as required by the Delaware state code.

Project Justification: Capacity is maintained along transportation corridors and permits protective buying and hardship acquisitions involving projects under program development or design.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Corridor Capacity Preservation)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T200512901	ROW	State	20,826.0	1,000.0	1,000.0	1,000.0	1,000.0	4,000.0
SubTotal		***State***	20,826.0	1,000.0	1,000.0	1,000.0	1,000.0	4,000.0
		Federal						
		Other						
TOTAL			**20,826.0**	**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**	**4,000.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 26,826.0

PROJECT FUNDING SCHEDULE (Corridor Capacity Preservation)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T200512901	ROW	State	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	6,000.0
SubTotal		***State***	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	6,000.0
		Federal							
		Other							
TOTAL			**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**	**6,000.0**

all costs in $000s

Statewide - Road Systems - Other

Project Title	Primavera #	Project #
Delaware Climate Challenge	2023-00077	T202366302

Project Description: This project will involve working with federally recognized subject matter experts to establish a program to track greenhouse gas (GHG) emissions associated with pavement construction and learn from others how to establish future targets and thresholds to minimize our carbon footprint and ultimately minimize our climate impact.

Project Justification: As part of the US DOT's ongoing work to address climate change, FHWA is providing "Climate Challenge" funding to awarded states to qualify the impacts of sustainable pavements and to demonstrate ways to reduce greenhouse gas (GHG) emissions in highway projects using sustainable construction materials.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Delaware Climate Challenge)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202366302	Other	R&D						
T202366302	Other	State	78.0					
SubTotal		***State***	78.0					
		Federal						
		Other						
TOTAL			**78.0**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 390.0

PROJECT FUNDING SCHEDULE (Delaware Climate Challenge)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202366302	Other	R&D	312.0						312.0
T202366302	Other	State	78.0						78.0
SubTotal		***State***	78.0						78.0
		Federal	312.0						312.0
		Other							
TOTAL			**390.0**						**390.0**

all costs in $000s

Statewide - Road Systems - Other

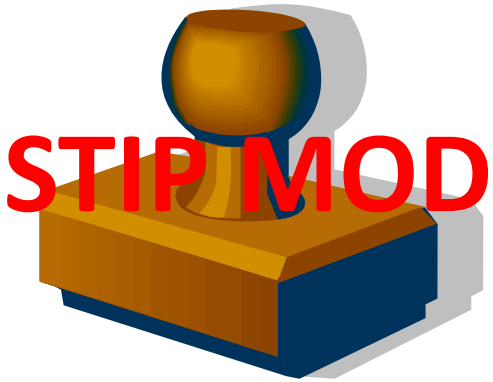
Project Title	Primavera #	Project #
Electric Vehicle Program	22-66400	22-66400

Project Description: This project will include a planning study to develop a statewide electronic vehicle (EV) infrastructure strategic plan to include research, data collection, modeling, public outreach, and final report. This project may also include the design and construction of the EV sites as identified in the plan.

Project Justification: DelDOT is partnering with DNREC on this project to reduce greenhouse gas (GHG) emissions as outlined in the Delaware Climate Action Plan by reducing emissions in the transportation sector by strengthening consumer adoption of electric vehicles, capitalize on the transition to zero-emission vehicles, and expand charging infrastructure for electric and plug-in hybrid electric vehicles.

Senatorial District(s): Statewide

Representative District(s): Statewide



PROJECT AUTHORIZATION SCHEDULE (Electric Vehicle Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
22-66400	Construction	NEVI**	49.9				49.9
22-66400	Construction	State	4,000.0				4,000.0
22-66400	Other	NEVI**	3,450.1	3,500.0	723.3		7,673.4
22-66400	Other	State					
SubTotal		***State***	4,000.0				4,000.0
		Federal	3,500.0	3,500.0	723.3		7,723.3
		Other					
TOTAL			**7,500.0**	**3,500.0**	**723.3**		**11,723.3**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

PROJECT FUNDING SCHEDULE (Electric Vehicle Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
22-66400	Construction	NEVI	9,700.0						9,700.0
22-66400	Construction	State		4,000.0					4,000.0
22-66400	Other	NEVI	359.9	3,500.0	3,300.0				7,159.9
22-66400	Other	State	64.4						64.4
SubTotal		***State***	64.4	4,000.0					4,064.4
		Federal	10,059.9	3,500.0	3,300.0				16,859.9
		Other							
TOTAL			**10,124.3**	**7,500.0**	**3,300.0**				**20,924.3**

all costs in $000s

Statewide - Road Systems - Other

Project Title	Primavera #	Project #
Low Carbon Transportation Materials Grant Program	2025-00099	T202566205

Project Description: This project will quantify and track greenhouse gas (GHG) emissions associated with construction materials and develop specifications and contract language as appropriate to promote low carbon materials for use on construction projects.

Project Justification: As part of the US DOT's ongoing work to address climate change, DelDOT was awarded funding to quantify the impacts of sustainable pavements and to demonstrate ways to reduce greenhouse gas emissions in highway projects using sustainable construction materials.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Low Carbon Transportation Materials Grant Program)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202566205	Other	LCTM		26,453.6				26,453.6
SubTotal		***State***						
		Federal		26,453.6				26,453.6
		Other						
TOTAL				**26,453.6**				**26,453.6**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 26,453.6

PROJECT FUNDING SCHEDULE (Low Carbon Transportation Materials Grant Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202566205	Other	LCTM	500.0	6,100.0	6,100.0	6,100.0	6,100.0	1,553.6	26,453.6
SubTotal		***State***							
		Federal	500.0	6,100.0	6,100.0	6,100.0	6,100.0	1,553.6	26,453.6
		Other							
TOTAL			**500.0**	**6,100.0**	**6,100.0**	**6,100.0**	**6,100.0**	**1,553.6**	**26,453.6**

all costs in $000s

Statewide - Road Systems - Other

Project Title	Primavera #	Project #
Ranked Project Funding	2024-00094	2024-00094

Project Description: The Ranked Projects Program provides Design, ROW, and Construction funding for projects of regional significance that are implemented through DelDOT's Prioritization Process and then programmed in the six-year Capital Transportation Program (CTP).

Project Justification: The Ranked Projects Program provides Design, ROW, and Construction funding for projects of regional significance that are implemented through DelDOT's Prioritization Process and then programmed in the six-year Capital Transportation Program (CTP).

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Ranked Project Funding)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00094	ROW	State				507.9	7.9	515.8
2024-00094	ROW	STBG**				400.0		400.0
2024-00094	Construction	State				183.3	335.8	519.1
2024-00094	Construction	STBG**				260.0	254.5	514.5
SubTotal		***State***				691.2	343.7	1,034.9
		Federal				660.0	254.5	914.5
		Other						
TOTAL						**1,351.2**	**598.2**	**1,949.4**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 38,943.4

PROJECT FUNDING SCHEDULE (Ranked Project Funding)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00094	ROW	State			1.3				1.3
2024-00094	ROW	STBG			400.0			280.0	680.0
2024-00094	Construction	State			53.3				53.3
2024-00094	Construction	STBG			260.0	254.5	7,112.2	12,560.0	20,186.7
SubTotal		***State***			54.6				54.6
		Federal			660.0	254.5	7,112.2	12,840.0	20,866.7
		Other							
TOTAL					**714.6**	**254.5**	**7,112.2**	**12,840.0**	**20,921.3**

all costs in $000s

Statewide - Road Systems - Other

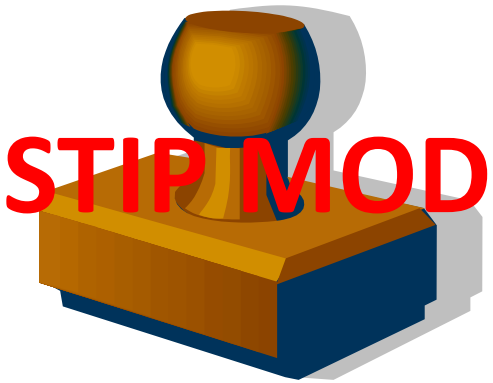
Project Title	Primavera #	Project #
Resiliency and Sustainability Program	22-66200	22-66200

Project Description: This IIJA funded program is focused on a variety of resilience and climate-related programs to address vulnerabilities within and/or impacting the transportation network.

Project Justification: Due to the low-lying topography of the state, creating resilient infrastructure in the face of roadway flooding becomes a challenge. DelDOT has been and continues to be challenged by the effects of sea-level rise (SLR) and frequently flooded roadways.This funding will be used to fund flooding mitigation efforts and the utilization of green infrastructure.

Senatorial District(s): Statewide

Representative District(s): Statewide



PROJECT AUTHORIZATION SCHEDULE (Resiliency and Sustainability Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
22-66200	Construction	PROTECT**	5,750.0	6,100.0	6,100.0		17,950.0
22-66200	Other	PROTECT**	350.0				350.0
22-66200	Other	State	6,000.0	6,000.0			12,000.0
SubTotal		***State***	6,000.0	6,000.0			12,000.0
		Federal	6,100.0	6,100.0	6,100.0		18,300.0
		Other					
TOTAL			**12,100.0**	**12,100.0**	**6,100.0**		**30,300.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

PROJECT FUNDING SCHEDULE (Resiliency and Sustainability Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
22-66200	Construction	PROTECT	10,284.2	5,925.0	6,100.0	3,100.0			25,409.2
22-66200	Other	PROTECT	175.0	175.0					350.0
22-66200	Other	State	6,000.0	6,000.0	4,330.1				16,330.1
SubTotal		***State***	6,000.0	6,000.0	4,330.1				16,330.1
		Federal	10,459.2	6,100.0	6,100.0	3,100.0			25,759.2
		Other							
TOTAL			**16,459.2**	**12,100.0**	**10,430.1**	**3,100.0**			**42,089.3**

all costs in $000s

Statewide - Road Systems - Other

Project Title	Primavera #	Project #
STIC Incentive Program	21-99999	21-99999

Project Description: State Transportation Innovation Council (STIC) Incentive Program provides funding to help foster a culture of innovation and make innovations standard practice in their states.

Project Justification: State Transportation Innovation Council (STIC) Incentive Program provides funding to help STICs foster a culture of innovation and make innovations standard practice in their states.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (STIC Incentive Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
21-99999	Other	State	25.0	31.3	31.3	31.3	118.9
21-99999	Other	STIC	125.0	125.0	125.0	125.0	500.0
SubTotal		***State***	25.0	31.3	31.3	31.3	118.9
		Federal	125.0	125.0	125.0	125.0	500.0
		Other					
TOTAL			**150.0**	**156.3**	**156.3**	**156.3**	**618.9**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (STIC Incentive Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
21-99999	Other	State	31.3	31.3	31.3	31.3	31.3	31.3	187.8
21-99999	Other	STIC	125.0	125.0	125.0	125.0	125.0	125.0	750.0
SubTotal		***State***	31.3	31.3	31.3	31.3	31.3	31.3	187.8
		Federal	125.0	125.0	125.0	125.0	125.0	125.0	750.0
		Other							
TOTAL			**156.3**	**156.3**	**156.3**	**156.3**	**156.3**	**156.3**	**937.8**

all costs in $000s

Statewide - Road Systems - Paving

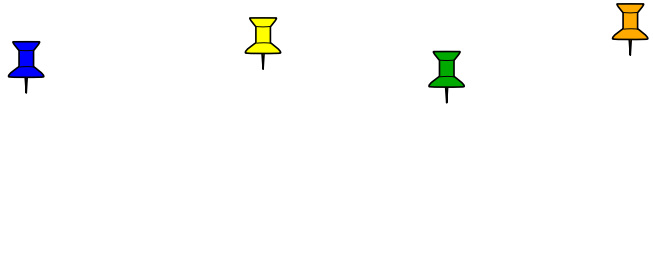
Project Title	Primavera #	Project #
Paving and Rehabilitation	05-10038	05-10038

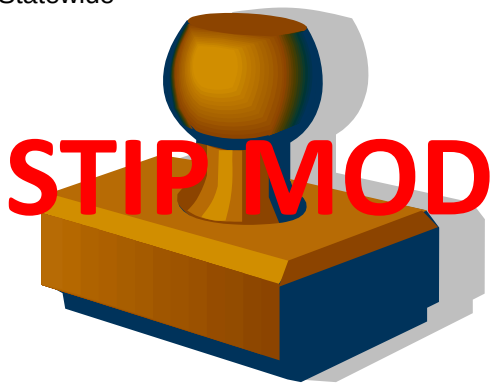
Project Description: This program consists of major pavement rehabilitation and pavement resurfacing of state maintained roadways (except for the Community Transportation Fund Program).
Other Paving and Patching - This ongoing annual program rehabilitates road surfaces to maintain structure integrity. Specific locations are identified annually after the spring inspection.
Surface Treatment - On less traveled roadways, mostly in Kent and Sussex Counties, the road structure is preserved by a coating of tar, and then overlaid with stone. This treatment, in general, lasts seven years. Specific locations are identified annually after the spring inspection.
Surface Treatment Conversion - As areas are developed or surface treated roads become more heavily traveled, they are converted to a two-inch hot-mix overlay surface. Specific locations are identified annually after the spring inspection.

Project Justification: These projects are necessary in order to maintain a road inventory that does not become deficient and to improve deteriorating pavement conditions throughout the state.

Senatorial District(s): Statewide

Representative District(s): Statewide





PROJECT AUTHORIZATION SCHEDULE (Paving and Rehabilitation)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10038	Construction	NHPP**	10,000.0	27,476.6	25,200.0	14,200.0	76,876.6
05-10038	Construction	STBG**	3,146.2	1,000.0	5,800.0	5,800.0	15,746.2
05-10038	Other	State	77,000.0	36,000.0	36,000.0	19,000.0	168,000.0
T202506101	Construction	NHPP**	*	5,223.4			5,223.4
T202506101	Construction	STBG**	1,853.8*	6,800.0			8,653.8
SubTotal		***State***	77,000.0	36,000.0	36,000.0	19,000.0	168,000.0
		Federal	15,000.0	40,500.0	31,000.0	20,000.0	106,500.0
		Other					
TOTAL			**92,000.0**	**76,500.0**	**67,000.0**	**39,000.0**	**274,500.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

PROJECT FUNDING SCHEDULE (Paving and Rehabilitation)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-10038	Construction	NHPP	14,006.3	32,700.0	25,200.0	14,200.0	21,200.0	21,000.0	128,306.3
05-10038	Construction	STBG	5,000.0	7,800.0	5,800.0	5,800.0	9,800.0	10,000.0	44,200.0
05-10038	Other	State	74,614.5	36,000.0	36,000.0	19,000.0	13,000.0	13,000.0	191,614.5
SubTotal		***State***	74,614.5	36,000.0	36,000.0	19,000.0	13,000.0	13,000.0	191,614.5
		Federal	19,006.3	40,500.0	31,000.0	20,000.0	31,000.0	31,000.0	172,506.3
		Other							
TOTAL			**93,620.8**	**76,500.0**	**67,000.0**	**39,000.0**	**44,000.0**	**44,000.0**	**364,120.8**

all costs in $000s

Statewide - Road Systems - Rail Crossing Safety

Project Title	Primavera #	Project #
Rail Crossing Safety	05-10040	05-10040

Project Description: Title 23 of the Code of Federal Regulations, Section 130, requires each state to develop a Highway-Rail Grade Crossing (HRGX) Safety Program. On an annual basis under this program, DelDOT will utilize the Federal Railroad Administration's (FRA) GradeDec.NET (system for HRGX investment analysis) software to calculate benefit/cost ratios for all of Delaware's public highway-rail grade crossings. The benefit/cost ratios take into account the most recent five years of crash data, train speeds, the number of trains per day and Average Annual Daily Traffic (AADT) volume, in addition to several other factors. All public grade crossings statewide are ranked according to their benefit/cost ratios to identify candidate locations for potential safety upgrades. Selected candidate locations are then studied to determine if improvements are warranted based on field conditions, traffic data, and crash data. The HRGX Committee then reviews the recommendations for each studied location and recommends those to move forward for implementation. Recommended improvements are then forwarded to the Railroad Program Manager for implementation using Section 130 and/or other available funding sources.

Project Justification: This program is a core requirement of the federal transportation legislation and the projects and improvements are federally participating. The programs, its Special Rule, and improvements provide for safer roadways and help to achieve the goals of the Delaware Strategic Highway Safety Plan.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Rail Crossing Safety)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10040	Construction	RHCP	1,225.0	1,225.0	1,225.0	1,225.0	4,900.0
05-10040	Construction	State	4,900.0	4,700.0	4,700.0	4,700.0	19,000.0
05-10040	Construction	STBG	1,600.0	1,756.0	800.0	800.0	4,956.0
SubTotal		***State***	4,900.0	4,700.0	4,700.0	4,700.0	19,000.0
		Federal	2,825.0	2,981.0	2,025.0	2,025.0	9,856.0
		Other					
TOTAL			**7,725.0**	**7,681.0**	**6,725.0**	**6,725.0**	**28,856.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Rail Crossing Safety)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-10040	Construction	RHCP	1,391.5	1,225.0	1,225.0	1,225.0	1,225.0	1,225.0	7,516.5
05-10040	Construction	State	4,968.5	4,700.0	4,700.0	4,700.0	4,700.0	4,700.0	28,468.5
05-10040	Construction	STBG	1,600.0	800.0	800.0	800.0	800.0	800.0	5,600.0
SubTotal		***State***	4,968.5	4,700.0	4,700.0	4,700.0	4,700.0	4,700.0	28,468.5
		Federal	2,991.5	2,025.0	2,025.0	2,025.0	2,025.0	2,025.0	13,116.5
		Other							
TOTAL			**7,960.0**	**6,725.0**	**6,725.0**	**6,725.0**	**6,725.0**	**6,725.0**	**41,585.0**

all costs in $000s

Statewide - Road Systems - Rail Crossing Safety

Project Title	Primavera #	Project #
Rail Preservation Maintenance Program	20-10040	20-10040

Project Description: These projects will conduct preventative maintenance to sustain and upgrade the condition of the statewide rail system.

Project Justification: These projects preserve Delaware's competitive position by maintaining its current industrial and agricultural base, thereby retaining employers in the state. Maintaining the rail system provides alternate transportation choices to help reduce the use of single passenger vehicles on roadways.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Rail Preservation Maintenance Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
20-10040	Other	State	250.0	250.0	250.0	250.0	1,000.0
SubTotal		***State***	250.0	250.0	250.0	250.0	1,000.0
		Federal					
		Other					
TOTAL			**250.0**	**250.0**	**250.0**	**250.0**	**1,000.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Rail Preservation Maintenance Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
20-10040	Other	State	250.0	250.0	250.0	250.0	250.0	250.0	1,500.0
SubTotal		***State***	250.0	250.0	250.0	250.0	250.0	250.0	1,500.0
		Federal							
		Other							
TOTAL			**250.0**	**250.0**	**250.0**	**250.0**	**250.0**	**250.0**	**1,500.0**

all costs in $000s

Statewide - Road Systems - Rail Crossing Safety

Project Title	Primavera #	Project #
Statewide Railroad Rideability Program	09-61922	09-61922

Project Description: This project will include repairs to highway/rail crossing surface(s) only. Repair in kind or upgrade to concrete.

Project Justification: This program will address poor ride and hazardous conditions.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Statewide Railroad Rideability Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
09-61922	Construction	State	100.0	100.0	100.0	100.0	400.0
SubTotal		***State***	100.0	100.0	100.0	100.0	400.0
		Federal					
		Other					
TOTAL			**100.0**	**100.0**	**100.0**	**100.0**	**400.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Statewide Railroad Rideability Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
09-61922	Construction	State	100.0	100.0	100.0	100.0	100.0	100.0	600.0
SubTotal		***State***	100.0	100.0	100.0	100.0	100.0	100.0	600.0
		Federal							
		Other							
TOTAL			**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**600.0**

all costs in $000s

Statewide - Road Systems - Safety

Project Title	Primavera #	Project #
Hazard Elimination Program	10-10006	10-10006

Project Description: This is a federally funded program to identify high crash locations and reduce the severity and frequency of crashes. This is done through identifying locations with statistically significant crash patterns or rates, conducting field studies, and developing potential solutions. After the Hazard Elimination Program Committee reviews the recommendations being made, , improvement alternatives are developed that include safety enhancements such as, but not limited to, traffic control device upgrades (signs, pavement markings, signalization, pedestrian related, etc.), guardrail installation or enhancements, maintenance activities, and other safety countermeasures that typically do not require full design or right-of-way acquisition for their completion. If deemed necessary, recommendations for more substantial, longer term safety improvements are also made. Those improvements are then moved through the project development process and require full design and occasionally right-of-way acquisition.

Additionally, 100% state-funded projects related to temporary traffic control and work zone safety are developed and implemented through this program. Such tasks include but are not limited to the annual work zone safety campaign, work zone inspection efforts, and temporary traffic control plan development.

Project Justification: This program is a core requirement of the federal transportation legislation and the projects and improvements are federally participating. The programs and improvements provide for safer roadways and intersections statewide and help to achieve the goals of the Delaware Strategic Highway Safety Plan.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Hazard Elimination Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
10-10006	PE	HSIP	454.5	454.5	454.5	454.5	1,818.0
10-10006	PE	State	85.5	85.5	85.5	85.5	342.0
10-10006	PE	STBG	140.0	140.0	140.0	140.0	560.0
10-10006	Construction	HSIP	4,795.0	1,795.0	1,795.0	1,795.0	10,180.0
10-10006	Construction	State	199.4	199.4	199.4	199.4	797.6
10-10006	Other	HSIP	877.5	877.5	877.5	877.5	3,510.0
10-10006	Other	State	747.5	747.5	747.5	747.5	2,990.0
SubTotal		***State***	1,032.4	1,032.4	1,032.4	1,032.4	4,129.6
		Federal	6,267.0	3,267.0	3,267.0	3,267.0	16,068.0
		Other					
TOTAL			**7,299.4**	**4,299.4**	**4,299.4**	**4,299.4**	**20,197.6**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Hazard Elimination Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
10-10006	PE	HSIP	454.5	454.5	454.5	454.5	454.5	454.5	2,727.0
10-10006	PE	State	85.5	85.5	85.5	85.5	85.5	85.5	513.0
10-10006	PE	STBG	140.0	140.0	140.0	140.0	140.0	140.0	840.0
10-10006	Construction	HSIP	6,045.0	1,795.0	1,795.0	1,795.0	1,795.0	1,795.0	15,020.0
10-10006	Construction	State	199.4	199.4	199.4	199.4	199.4	199.4	1,196.4
10-10006	Other	HSIP	877.5	877.5	877.5	877.5	877.5	877.5	5,265.0
10-10006	Other	State	747.5	747.5	747.5	747.5	747.5	747.5	4,485.0
SubTotal		***State***	1,032.4	1,032.4	1,032.4	1,032.4	1,032.4	1,032.4	6,194.4
		Federal	7,517.0	3,267.0	3,267.0	3,267.0	3,267.0	3,267.0	23,852.0
		Other							
TOTAL			**8,549.4**	**4,299.4**	**4,299.4**	**4,299.4**	**4,299.4**	**4,299.4**	**30,046.4**

all costs in $000s

Statewide - Road Systems - Safety

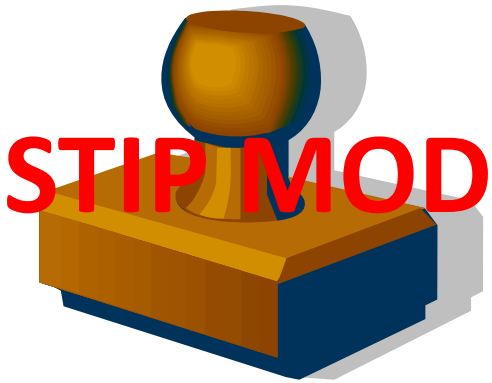
Project Title	Primavera #	Project #
Highway Safety Improvement Program	20-99999	20-99999

Project Description: The Highway Safety Improvement Program involves the implementation of safety initiatives and improvements to achieve a significant reduction in traffic fatalities and serious injuries on all public roadways under 23 USC 130 and 148. The program is a data-driven, strategic approach to identify locations, conduct studies and designs, and construct eligible activities/improvements. Select activities within this program can qualify to be federally eligible under 23 USC 120.

Project Justification: This federally mandated, statewide program identifies locations based on crash risk, severity, and frequency and implements strategies and countermeasures. As such, the program may also identify several locations annually that require design and capital construction efforts. The program also allows for existing infrastructure, especially existing safety countermeasures, to be brought up to current standards and compliance, network wide.

Senatorial District(s): Statewide

Representative District(s): Statewide



PROJECT AUTHORIZATION SCHEDULE (Highway Safety Improvement Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
20-99999	PE	HSIP**	500.0	3,750.0	1,000.0	500.0*	5,750.0
20-99999	PE	State	1,180.0	4,350.0		600.0	6,130.0
20-99999	PE	STBG**	500.0				500.0
20-99999	ROW	HSIP**	1,000.0	1,050.0	250.0*	3,250.0*	5,550.0
20-99999	ROW	State	1,075.0	1,650.0	2,160.0	2,900.0	7,785.0
20-99999	ROW	STBG**	1,000.0	500.0			1,500.0
20-99999	Construction	HSIP	651.4	*	3,600.0*	1,800.0	6,051.4
20-99999	Construction	HSIP**			2,000.0*	9,000.0*	11,000.0
20-99999	Construction	Other					
20-99999	Construction	State	9,895.3	3,000.0	16,000.0	12,100.0	40,995.3
20-99999	Construction	STBG**			500.0*	6,900.0*	7,400.0
20-99999	Other	State					
T200711201	PE	HSIP**					
T200711201	ROW	HSIP**					
T200711201	Construction	HSIP					
T200711201	Construction	Other					
T200711201	Construction	State					
T201200902	PE	State					
T201200902	ROW	State					
T201200902	ROW	STBG					
T201200902	Construction	HSIP	6,521.9				6,521.9
T201200902	Construction	Other					

PROJECT AUTHORIZATION SCHEDULE (Highway Safety Improvement Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201200902	Construction	State					
T201200902	Construction	STBG					
T201200903	PE	HSIP**					
T201200903	ROW	State					
T201200903	ROW	STBG					
T201200903	Construction	HSIP					
T201200903	Construction	Other					
T201200903	Construction	State					
T201212201	PE	State					
T201212201	PE	STBG					
T201212201	ROW	State					
T201212201	ROW	STBG					
T201212201	Construction	Other					
T201212201	Construction	State					
T201212201	Construction	STBG	635.7				635.7
T202204303	PE	State	797.5				797.5
T202204303	ROW	State	2,150.0				2,150.0
T202204303	Construction	STBG**			700.0*	3,500.0*	4,200.0
T202300802	PE	HSIP**					
T202300802	ROW	HSIP**	500.0*	2,000.0			2,500.0
T202300802	Construction	HSIP**			*	3,250.0*	3,250.0
T202400701	PE	HSIP**					

PROJECT AUTHORIZATION SCHEDULE (Highway Safety Improvement Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202400701	ROW	HSIP**		600.0			600.0
T202400701	Construction	HSIP**			1,000.0*	4,000.0*	5,000.0
SubTotal		***State***	15,097.8	9,000.0	18,160.0	15,600.0	57,857.8
		Federal	11,309.0	7,900.0	9,050.0	32,200.0	60,459.0
		Other					
TOTAL			**26,406.8**	**16,900.0**	**27,210.0**	**47,800.0**	**118,316.8**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

PROJECT FUNDING SCHEDULE (Highway Safety Improvement Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
20-99999	PE	HSIP	3,908.4	2,375.0	2,175.0	1,725.0	825.0	100.0	11,108.4
20-99999	PE	State	5,460.1	3,332.3	2,411.6	1,425.0	950.0	300.0	13,879.0
20-99999	PE	STBG	1,930.9	525.0	325.0				2,780.9
20-99999	ROW	HSIP	400.0	3,025.0	2,425.0	2,800.0	2,250.0	1,000.0	11,900.0
20-99999	ROW	State	4,089.8	3,300.0	3,060.0	2,150.0	1,250.0	300.0	14,149.8
20-99999	ROW	STBG	3.4	750.0	750.0				1,503.4
20-99999	Construction	HSIP	11,711.3		8,400.0	19,050.0	17,850.0	7,850.0	64,861.3
20-99999	Construction	Other	463.1						463.1
20-99999	Construction	State	9,349.0	4,000.0	11,400.0	15,000.0	5,850.0	8,750.0	54,349.0
20-99999	Construction	STBG	2,790.9		2,200.0	13,000.0	4,300.0		22,290.9
20-99999	Other	State	20.0						20.0
SubTotal		***State***	18,918.8	10,632.3	16,871.6	18,575.0	8,050.0	9,350.0	82,397.7
		Federal	20,745.0	6,675.0	16,275.0	36,575.0	25,225.0	8,950.0	114,445.0
		Other	463.1						463.1
TOTAL			**40,126.9**	**17,307.3**	**33,146.6**	**55,150.0**	**33,275.0**	**18,300.0**	**197,305.8**

all costs in $000s

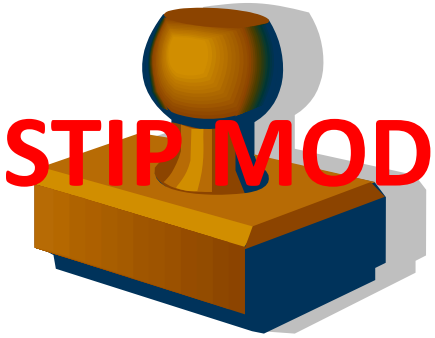
Statewide - Road Systems - Safety

Project Title	Primavera #	Project #
Section 154 Penalty Transfer (Sanction) Program	14-11002	14-11002

Project Description: Sanction (Section 154) funds are used to implement safety improvements that are consistent with the goals, objectives, and established Emphasis Areas of the Delaware Strategic Highway Safety Plan. Projects include, but are not limited to, traffic control device installations and upgrades, installation of median cable barrier and guardrail, pavement surface treatments, roadway lighting, RRFBs, roundabouts, and enhancements to auxiliary lanes. In addition, funds are eligible to be used to cover labor costs related to temporary traffic control for DUI checkpoints and for equipment purchases related to the improvement of safety data capabilities.

Project Justification: Annually, Federal Transportation Funds apportioned to the State of Delaware are sanctioned by the Federal Highway Administration because Delaware's Open-Container laws are not compliant with Federal requirements. The funds sanctioned from Delaware's overall apportionment are transferred to the Highway Safety Improvement Program (65%) and to the Office of Highway Safety (35%). This program utilizes the 65% of the funds for Delaware's Highway Safety Improvement Program. Funds are used to implement safety improvements that are consistent with the goals, objectives, and established Emphasis Areas of the Delaware Strategic Highway Safety Plan.

Senatorial District(s): Statewide Representative District(s): Statewide



PROJECT AUTHORIZATION SCHEDULE (Section 154 Penalty Transfer (Sanction) Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
14-11002	PE	SEC 154	320.0				320.0
14-11002	Construction	SEC 154	2,757.1	3,138.7	2,408.9	2,408.9	10,713.6
SubTotal		***State***					
		Federal	3,077.1	3,138.7	2,408.9	2,408.9	11,033.6
		Other					
TOTAL			**3,077.1**	**3,138.7**	**2,408.9**	**2,408.9**	**11,033.6**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Section 154 Penalty Transfer (Sanction) Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
14-11002	PE	SEC 154	288.0	32.0					320.0
14-11002	Construction	SEC 154	4,955.4	3,106.7	2,408.9	2,408.9	2,408.9	2,408.9	17,697.7
SubTotal		***State***							
		Federal	5,243.4	3,138.7	2,408.9	2,408.9	2,408.9	2,408.9	18,017.7
		Other							
TOTAL			**5,243.4**	**3,138.7**	**2,408.9**	**2,408.9**	**2,408.9**	**2,408.9**	**18,017.7**

all costs in $000s

Statewide - Road Systems - Signage & Pavement Markings

Project Title	Primavera #	Project #
Signage and Pavement Markings	05-10045	05-10045

Project Description: The signage projects involve the need for statewide improvements of signage, which is inclusive of, but are not limited to, new installations, maintenance of existing signs and sign upgrades based on a traffic study, federal nighttime reflectivity requirements, and Manual on Uniform Traffic Control Devices (MUTCD) compliance. The goal is to enhance safety via clear instructions to drivers and compliance with the MUTCD as well as to enable both residents and visitors to have a clear path with appropriate signage in order to enhance driver behavior by eliminating confusion. The pavement marking program is normally funded through the operating budget, but portions of these capital funds will be used to, but not are limited to, install new striping applications, maintaining existing striping, and implementing/maintaining RPM's statewide. Select activities within this program can also qualify to be 100% federally eligible under 23 USC 120(C).

Project Justification: These projects will help improve the safety and ease of negotiation of the road system for the traveling public.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Signage and Pavement Markings)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10045	Construction	State	587.5	587.5			1,175.0
05-10045	Construction	STBG	4,700.0	2,350.0			7,050.0
05-10045	Construction	STBG**			2,937.5	2,937.5	5,875.0
05-10045	Other	State	6,233.1	6,233.1	3,733.1	3,733.1	19,932.4
SubTotal		***State***	6,820.6	6,820.6	3,733.1	3,733.1	21,107.4
		Federal	4,700.0	2,350.0	2,937.5	2,937.5	12,925.0
		Other					
TOTAL			**11,520.6**	**9,170.6**	**6,670.6**	**6,670.6**	**34,032.4**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

PROJECT FUNDING SCHEDULE (Signage and Pavement Markings)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-10045	Construction	State	587.5	587.5					1,175.0
05-10045	Construction	STBG	2,350.0	2,350.0	2,937.5	2,937.5	2,937.5	2,937.5	16,450.0
05-10045	Other	State	5,733.1	6,233.1	3,733.1	3,733.1	3,733.1	3,733.1	26,898.6
SubTotal		***State***	6,320.6	6,820.6	3,733.1	3,733.1	3,733.1	3,733.1	28,073.6
		Federal	2,350.0	2,350.0	2,937.5	2,937.5	2,937.5	2,937.5	16,450.0
		Other							
TOTAL			**8,670.6**	**9,170.6**	**6,670.6**	**6,670.6**	**6,670.6**	**6,670.6**	**44,523.6**

all costs in $000s

Statewide - Road Systems - Traffic Calming

Project Title	Primavera #	Project #
Traffic Calming	05-10047	05-10047

Project Description: This program, initiated in FY 2000, involves the study, design, and construction of traffic calming and traffic study aspects. The Traffic Calming Manual was updated in 2012 to reflect lessons learned, and current practices. The program in general involves a collaboration approach to study, design, and construct traffic calming or traffic study projects that concern, but not limited to, traffic volumes, travel speeds and provide for increased safety to Delaware's roadways. These types of project include, but are not limited to, roundabout intersection designs, pedestrian and bicycle facilities, traffic calming devices, signal operations/phasing, traffic control device improvements, and other alternative solutions. The Department has been working with numerous parties to plan, develop, and construct traffic calming and traffic study projects. Study, design, and public outreach elements of these projects are funded through the Department via this funding category. Construction for small projects, such as speed humps and radar signs, is funded through the sponsoring Legislator's CTF allocation. Although the administration, coordination, design, and implementation of these small projects are still funded through the Department via this funding category. Larger projects can be funded with a combination of CTF and DelDOT capital construction funds.

Project Justification: These improvements enhance Delaware's roadways through strategies that maintain mobility and access while improving quality of life and preserving communities that may be related, but not limited to, traffic volumes, travel speeds, and increase safety.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Traffic Calming)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10047	Other	State	500.0	500.0	500.0	500.0	2,000.0
SubTotal		***State***	500.0	500.0	500.0	500.0	2,000.0
		Federal					
		Other					
TOTAL			**500.0**	**500.0**	**500.0**	**500.0**	**2,000.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Traffic Calming)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-10047	Other	State	541.1	500.0	500.0	500.0	500.0	500.0	3,041.1
SubTotal		***State***	541.1	500.0	500.0	500.0	500.0	500.0	3,041.1
		Federal							
		Other							
TOTAL			**541.1**	**500.0**	**500.0**	**500.0**	**500.0**	**500.0**	**3,041.1**

all costs in $000s

Statewide - Road Systems - Transportation Alternatives

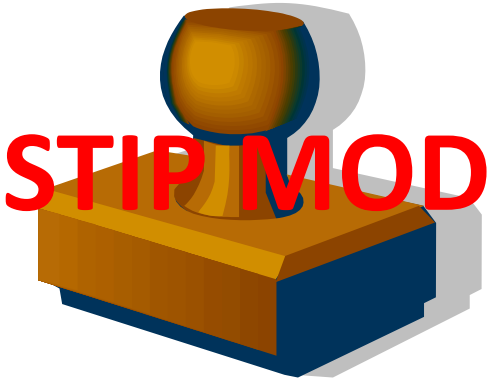
Project Title	Primavera #	Project #
Transportation Alternatives Program	05-10048	05-10048

Project Description: The goal of the Transportation Alternatives (TA) Program is to provide funding for non-motorized projects defined as transportation alternatives, including but not limited to on-road and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation. TA projects are first selected and reviewed thru a competitive process where projects must be submitted by eligible sponsors and provide match funding. WILMAPCO is suballocated a portion of TA funding for project selection.

Project Justification: These programs address a federally participating program for non-traditional enhancements to transportation infrastructure and services.

Senatorial District(s): Statewide

Representative District(s): Statewide



PROJECT AUTHORIZATION SCHEDULE (Transportation Alternatives Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10048	PE	State	325.0	350.0	175.0	175.0	1,025.0
05-10048	PE	TA	1,420.0	1,400.0	700.0	700.0	4,220.0
05-10048	Construction	5307	160.0	160.0	160.0	160.0	640.0
05-10048	Construction	Other					
05-10048	Construction	State	640.0	615.0	790.0	790.0	2,835.0
05-10048	Construction	TA	8,300.0	4,300.0	2,200.0	2,200.0	17,000.0
SubTotal		***State***	965.0	965.0	965.0	965.0	3,860.0
		Federal	9,880.0	5,860.0	3,060.0	3,060.0	21,860.0
		Other					
TOTAL			**10,845.0**	**6,825.0**	**4,025.0**	**4,025.0**	**25,720.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Transportation Alternatives Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-10048	PE	State	205.3	350.0	175.0	175.0	175.0	175.0	1,255.3
05-10048	PE	TA	821.1	1,400.0	700.0	700.0	700.0	700.0	5,021.1
05-10048	Construction	5307	160.0	160.0	160.0	160.0	160.0	160.0	960.0
05-10048	Construction	Other	1,050.0	1,075.0	550.0	550.0	550.0	550.0	4,325.0
05-10048	Construction	State	589.5	615.0	790.0	790.0	790.0	790.0	4,364.5
05-10048	Construction	TA	4,200.0	4,300.0	2,200.0	2,200.0	2,200.0	2,200.0	17,300.0
SubTotal		***State***	794.8	965.0	965.0	965.0	965.0	965.0	5,619.8
		Federal	5,181.1	5,860.0	3,060.0	3,060.0	3,060.0	3,060.0	23,281.1
		Other	1,050.0	1,075.0	550.0	550.0	550.0	550.0	4,325.0
TOTAL			**7,025.9**	**7,900.0**	**4,575.0**	**4,575.0**	**4,575.0**	**4,575.0**	**33,225.9**

all costs in $000s

Statewide - Support Systems - Aeronautics

Project Title	Primavera #	Project #
Aeronautics Planning	07-22611	07-22611

Project Description: These funds support the creation and implementation of the state's planning efforts with regard to the aviation system in the state.

Project Justification: The Department has been charged with maintaining aviation systems within the state by the legislature.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Aeronautics Planning)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
07-22611	Other	FAA	189.0	189.0	189.0	189.0	756.0
07-22611	Other	State	21.0	21.0	21.0	21.0	84.0
SubTotal		***State***	21.0	21.0	21.0	21.0	84.0
		Federal	189.0	189.0	189.0	189.0	756.0
		Other					
TOTAL			**210.0**	**210.0**	**210.0**	**210.0**	**840.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Aeronautics Planning)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
07-22611	Other	FAA	189.0	189.0	189.0	189.0	189.0	189.0	1,134.0
07-22611	Other	State	21.0	21.0	21.0	21.0	21.0	21.0	126.0
SubTotal		***State***	21.0	21.0	21.0	21.0	21.0	21.0	126.0
		Federal	189.0	189.0	189.0	189.0	189.0	189.0	1,134.0
		Other							
TOTAL			**210.0**	**210.0**	**210.0**	**210.0**	**210.0**	**210.0**	**1,260.0**

all costs in $000s

Statewide - Support Systems - Aeronautics

Project Title	Primavera #	Project #
Aeronautics Program Development	07-22610	07-22610

Project Description: These funds support the creation and implementation of the state's planning efforts with regard to the aviation system in the state.

Project Justification: The Department has been charged with maintaining aviation systems within the state by the legislature.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Aeronautics Program Development)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
07-22610	Other	State	1,000.0	1,000.0	1,000.0	1,000.0	4,000.0
SubTotal		***State***	1,000.0	1,000.0	1,000.0	1,000.0	4,000.0
		Federal					
		Other					
TOTAL			**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**	**4,000.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Aeronautics Program Development)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
07-22610	Other	State	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	6,000.0
SubTotal		***State***	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	6,000.0
		Federal							
		Other							
TOTAL			**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**	**1,000.0**	**6,000.0**

all costs in $000s

Statewide - Support Systems - Engineering & Contingency

Project Title	Primavera #	Project #
Education and Training	11-10304	11-10304

Project Description: Funding for workforce development, training seminars, workshops, conferences and education activities.

Project Justification: To further the knowledge of DelDOT employees to the benefit of the state and federal government. Section 504(e) of Title 23 USC provides for the use of core formula apportioned program funds to support workforce development, training, and education activities to support surface transportation workforce development.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Education and Training)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
11-10304	Other	STBG	400.0	300.0	300.0	300.0	1,300.0
SubTotal		***State***					
		Federal	400.0	300.0	300.0	300.0	1,300.0
		Other					
TOTAL			**400.0**	**300.0**	**300.0**	**300.0**	**1,300.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Education and Training)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
11-10304	Other	STBG	400.0	300.0	300.0	300.0	300.0	300.0	1,900.0
SubTotal		***State***							
		Federal	400.0	300.0	300.0	300.0	300.0	300.0	1,900.0
		Other							
TOTAL			**400.0**	**300.0**	**300.0**	**300.0**	**300.0**	**300.0**	**1,900.0**

all costs in $000s

Statewide - Support Systems - Heavy Equipment

Project Title	Primavera #	Project #
Heavy Equipment Program	05-10185	05-10185

Project Description: Purchase of equipment for the DelDOT Operations FY 2018. This is a systematic equipment replacement program for long-life light and heavy equipment used by the department to carry out maintenance and construction jobs. Graders, front-end loaders, rollers, dump trucks, street sweepers, four-wheel drive vehicles, pickup trucks and sewer flushers are typical pieces of equipment.

Project Justification: This project provides authority to purchase the necessary heavy and light equipment for all DelDOT Districts throughout the state. As equipment ages, the maintenance and operating costs tend to increase. As our equipment assets (heavy and light equipment) near the end of their expected useful life these maintenance and operating costs can become very prohibitive. In reality, given the concept of economic life of equipment, measured by miles and/or hours of operation, we perform an economic analysis where we determine whether the asset needs to be replaced or shall we continue to maintain it. The Department applies this simple concept to the management of our equipment replacement program, which includes a 5 to 15 year period depending if it is heavy or light equipment to attain the desired fleet reliability levels. In doing this it has established economic life benchmarks for every equipment class in our 2400+ major equipment inventory. We then schedule replacements accordingly. As the Department follows this model, it will manage the inventory, which taken as a whole will have a composite average age equal to half-life of its entire inventory. This phased type of program will allow us to replace only approximately one half of the majority of our assets at any given period.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Heavy Equipment Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10185	Other	State	16,900.0	7,000.0	7,000.0	7,000.0	37,900.0
SubTotal		***State***	16,900.0	7,000.0	7,000.0	7,000.0	37,900.0
		Federal					
		Other					
TOTAL			**16,900.0**	**7,000.0**	**7,000.0**	**7,000.0**	**37,900.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Heavy Equipment Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-10185	Other	State	17,708.0	7,000.0	7,000.0	7,000.0	7,000.0	7,000.0	52,708.0
SubTotal		***State***	17,708.0	7,000.0	7,000.0	7,000.0	7,000.0	7,000.0	52,708.0
		Federal							
		Other							
TOTAL			**17,708.0**	**7,000.0**	**7,000.0**	**7,000.0**	**7,000.0**	**7,000.0**	**52,708.0**

all costs in $000s

Statewide - Support Systems - Other

Project Title	Primavera #	Project #
ADCMS Grant - Connected Machinery	2024-00283	T202461002

Project Description: Project to process FHWA Advanced Digital Construction Management Grant funds for DelDOT and other Grant Partners.

Project Justification: Project is focused on connecting telematics from contractor equipment with a vendor provided portal, for the Departments of Transportation to utilize the collected data in implementing Smart Work Zones, additional quality control metrics, quantity verification, and Environmental Project Declaration Data.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (ADCMS Grant - Connected Machinery)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202461002	Other	Other						
T202461002	Other	State	388.0					
T202461002	Other	TIDP						
SubTotal		***State***	388.0					
		Federal						
		Other						
TOTAL			**388.0**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **4,940.0**

PROJECT FUNDING SCHEDULE (ADCMS Grant - Connected Machinery)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202461002	Other	Other	300.0	300.0					600.0
T202461002	Other	State	271.6	116.4					388.0
T202461002	Other	TIDP	2,766.4	1,185.6					3,952.0
SubTotal		***State***	271.6	116.4					388.0
		Federal	2,766.4	1,185.6					3,952.0
		Other	300.0	300.0					600.0
TOTAL			**3,338.0**	**1,602.0**					**4,940.0**

all costs in $000s

Statewide - Support Systems - Other

Project Title	Primavera #	Project #
Mileage-based User Fee Phase V	2023-00002	T202369004

Project Description: This project is Phase 5 of a program , on behalf of the Eastern Transportation Coalition. The proposed Phase 5 activities are notable enhancements to the work conducted in previous phases, such as geographic expansion, inclusion of the full range of vehicle types (from combustion-engine and electric passenger cars to all weight classes of commercial vehicles); and several functional enhancements.

Project Justification: To demonstrate a user-based alternative revenue mechanism to maintain the long- term solvency of the Federal Highway Trust Fund.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Mileage-based User Fee Phase V)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202369004	Other	R&D						
T202369004	Other	State	200.0					
T202369004	Other	STBG**						
SubTotal		***State***	200.0					
		Federal						
		Other						
TOTAL			**200.0**					

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 6,620.0

PROJECT FUNDING SCHEDULE (Mileage-based User Fee Phase V)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202369004	Other	R&D	4,485.5						4,485.5
T202369004	Other	State							0.0
T202369004	Other	STBG	1,614.8						1,614.8
SubTotal		***State***							
		Federal	6,100.3						6,100.3
		Other							
TOTAL			**6,100.3**						**6,100.3**

all costs in $000s

Statewide - Support Systems - Other

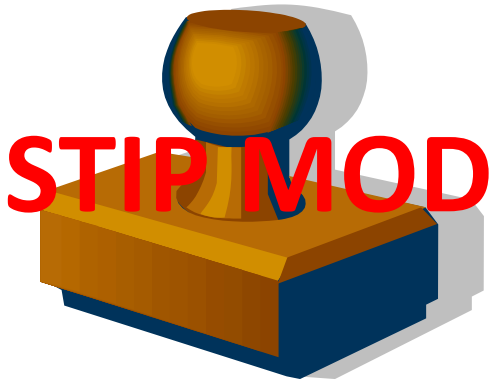
Project Title	Primavera #	Project #
Mileage-based User Fee Phase VI	2024-00298	T202469005

Project Description: This project is Phase 6 of a program , on behalf of the Eastern Transportation Coalition. The proposed Phase 6 activities will produce ready-to-use tools, checklists, and customized education material. Thereby expanding the nation's ability to assess and implement a user-based alternative funding approach.

Project Justification: To demonstrate a user-based alternative revenue mechanism to maintain the long- term solvency of the Federal Highway Trust Fund.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Mileage-based User Fee Phase VI)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202469005	Other	R&D						
T202469005	Other	State	200.0					
T202469005	Other	STBG**						
SubTotal		***State***	200.0					
		Federal						
		Other						
TOTAL			**200.0**					

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 6,193.5

PROJECT FUNDING SCHEDULE (Mileage-based User Fee Phase VI)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202469005	Other	R&D	1,501.2	1,501.2	1,501.2				4,503.6
T202469005	Other	State	66.7	66.7	66.7				200.1
T202469005	Other	STBG	496.7	496.7	496.7				1,490.1
SubTotal		***State***	66.7	66.7	66.7				200.1
		Federal	1,997.8	1,997.8	1,997.8				5,993.4
		Other							
TOTAL			**2,064.5**	**2,064.5**	**2,064.5**				**6,193.5**

all costs in $000s

Statewide - Support Systems - Planning

Project Title	Primavera #	Project #
Development Coordination Program	2023-00117	2023-00117

Project Description: This program will support the development of new planning projects.

Project Justification: This program will support the development of new planning projects.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Development Coordination Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2023-00117	Other	State	3,000.0	3,000.0	3,000.0	3,000.0	12,000.0
SubTotal		***State***	3,000.0	3,000.0	3,000.0	3,000.0	12,000.0
		Federal					
		Other					
TOTAL			**3,000.0**	**3,000.0**	**3,000.0**	**3,000.0**	**12,000.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Development Coordination Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2023-00117	Other	State	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	18,000.0
SubTotal		***State***	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	18,000.0
		Federal							
		Other							
TOTAL			**3,000.0**	**3,000.0**	**3,000.0**	**3,000.0**	**3,000.0**	**3,000.0**	**18,000.0**

all costs in $000s

Statewide - Support Systems - Planning

Project Title	Primavera #	Project #
Federal Land Access Program	15-99300	15-99300

Project Description: The Federal Lands Access Program (FLAP) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.
The program is designed to provide flexibility for a wide range of transportation projects in the 50 States, the District of Columbia, and Puerto Rico.
The Access Program is funded by contract authority from the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation. Funds will be allocated among the States using a new statutory formula based on road mileage, number of bridges, land area, and visitation.

Project Justification: Our primary purpose is to provide financial resources and technical assistance for a coordinated program of public roads that service the transportation needs of federal and indian lands.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Federal Land Access Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
15-99300	Construction	FLAP	24.0	24.0	24.0	24.0	96.0
15-99300	Construction	State	6.0	6.0	6.0	6.0	24.0
SubTotal		***State***	6.0	6.0	6.0	6.0	24.0
		Federal	24.0	24.0	24.0	24.0	96.0
		Other					
TOTAL			**30.0**	**30.0**	**30.0**	**30.0**	**120.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Federal Land Access Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
15-99300	Construction	FLAP	24.0	24.0	24.0	24.0	24.0	24.0	144.0
15-99300	Construction	State	6.0	6.0	6.0	6.0	6.0	6.0	36.0
SubTotal		***State***	6.0	6.0	6.0	6.0	6.0	6.0	36.0
		Federal	24.0	24.0	24.0	24.0	24.0	24.0	144.0
		Other							
TOTAL			**30.0**	**30.0**	**30.0**	**30.0**	**30.0**	**30.0**	**180.0**

all costs in $000s

Statewide - Support Systems - Planning

Project Title	Primavera #	Project #
Local Transportation Assistance Program	07-22605	07-22605

Project Description: This is the Local Transportation Assistance Program (LTAP) that provides monies for training and technology transfer for local governments with infrastructure responsibilities. This program is administered with and through the Center for Transportation at the University of Delaware.

Project Justification: This is a federally-mandated program.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Local Transportation Assistance Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
07-22605	Other	LTAP	210.0	210.0	150.0	150.0	720.0
07-22605	Other	State	210.0	210.0	150.0	150.0	720.0
SubTotal		***State***	210.0	210.0	150.0	150.0	720.0
		Federal	210.0	210.0	150.0	150.0	720.0
		Other					
TOTAL			**420.0**	**420.0**	**300.0**	**300.0**	**1,440.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Local Transportation Assistance Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
07-22605	Other	LTAP	210.0	210.0	150.0	150.0	150.0	150.0	1,020.0
07-22605	Other	State	210.0	210.0	150.0	150.0	150.0	150.0	1,020.0
SubTotal		***State***	210.0	210.0	150.0	150.0	150.0	150.0	1,020.0
		Federal	210.0	210.0	150.0	150.0	150.0	150.0	1,020.0
		Other							
TOTAL			**420.0**	**420.0**	**300.0**	**300.0**	**300.0**	**300.0**	**2,040.0**

all costs in $000s

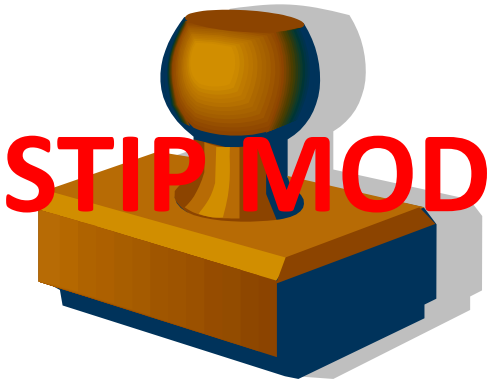
Statewide - Support Systems - Planning

Project Title	Primavera #	Project #
Metropolitan Planning Organization / FHWA/FTA	07-22603	07-22603

Project Description: This is an annual pass-through of planning funds to the Metropolitan Planning Organizations.

Project Justification: This project provides operating funds from FHWA and FTA to the Metropolitan Planning Organizations.

Senatorial District(s): Statewide Representative District(s): Statewide



PROJECT AUTHORIZATION SCHEDULE (Metropolitan Planning Organization / FHWA/FTA)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
07-22603	Other	FTA-TR	467.8	467.8	439.2	439.2	1,814.0
07-22603	Other	MPP	2,494.6	2,544.5	2,350.7	2,350.7	9,740.5
07-22603	Other	State	740.6	753.1	697.5	697.5	2,888.7
SubTotal		***State***	740.6	753.1	697.5	697.5	2,888.7
		Federal	2,962.4	3,012.3	2,789.9	2,789.9	11,554.5
		Other					
TOTAL			**3,703.0**	**3,765.4**	**3,487.4**	**3,487.4**	**14,443.2**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Metropolitan Planning Organization / FHWA/FTA)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
07-22603	Other	FTA-TR	467.8	467.8	439.2	439.2	439.2	439.2	2,692.4
07-22603	Other	MPP	2,494.6	2,544.5	2,350.7	2,350.7	2,350.7	2,350.7	14,441.9
07-22603	Other	State	780.6	753.1	697.5	697.5	697.5	697.5	4,323.7
SubTotal		***State***	780.6	753.1	697.5	697.5	697.5	697.5	4,323.7
		Federal	2,962.4	3,012.3	2,789.9	2,789.9	2,789.9	2,789.9	17,134.3
		Other							
TOTAL			**3,743.0**	**3,765.4**	**3,487.4**	**3,487.4**	**3,487.4**	**3,487.4**	**21,458.0**

all costs in $000s

Statewide - Support Systems - Planning

Project Title	Primavera #	Project #
Planning Program Development	07-22602	07-22602

Project Description: These funds are used by DelDOT's Planning Division to support the creation of transportation plans for regions and communities in the State of Delaware. The specific planning projects are selected with the concurrence of the Secretary through the year based on the demands placed on the Department by local needs.

Project Justification: These planning activities are required by reason of the Department's mission as found in the legislation that created the Department.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Planning Program Development)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
07-22602	Other	State	3,000.0	3,000.0	2,000.0	2,000.0	10,000.0
SubTotal		***State***	3,000.0	3,000.0	2,000.0	2,000.0	10,000.0
		Federal					
		Other					
TOTAL			**3,000.0**	**3,000.0**	**2,000.0**	**2,000.0**	**10,000.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Planning Program Development)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
07-22602	Other	State	3,000.0	3,000.0	2,000.0	2,000.0	2,000.0	2,000.0	14,000.0
SubTotal		***State***	3,000.0	3,000.0	2,000.0	2,000.0	2,000.0	2,000.0	14,000.0
		Federal							
		Other							
TOTAL			**3,000.0**	**3,000.0**	**2,000.0**	**2,000.0**	**2,000.0**	**2,000.0**	**14,000.0**

all costs in $000s

Statewide - Support Systems - Planning

Project Title	Primavera #	Project #
Rural Technical Assistance Program	07-22606	07-22606

Project Description: This is the Rural Technical Assistance Program (RTAP). The program is funded by the Federal Transit Administration (FTA) and provides monies for planning, developing, and implementing new programs as well as the on-going training of employees serving the rural areas of the state.

Project Justification: The program is funded 100 percent by Federal Transit Administration (FTA) and provides support for the rural areas of the State.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Rural Technical Assistance Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
07-22606	Other	5311	87.7	87.7	87.7	87.7	350.8
SubTotal		***State***					
		Federal	87.7	87.7	87.7	87.7	350.8
		Other					
TOTAL			**87.7**	**87.7**	**87.7**	**87.7**	**350.8**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Rural Technical Assistance Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
07-22606	Other	5311	87.7	87.7	87.7	87.7	87.7	87.7	526.2
SubTotal		***State***							
		Federal	87.7	87.7	87.7	87.7	87.7	87.7	526.2
		Other							
TOTAL			**87.7**	**87.7**	**87.7**	**87.7**	**87.7**	**87.7**	**526.2**

all costs in $000s

Statewide - Support Systems - Planning

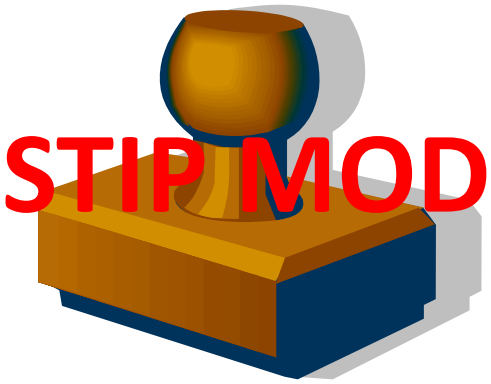
Project Title	Primavera #	Project #
Statewide Planning & Research Program / FHWA/FTA	07-22608	07-22608

Project Description: The Division of Planning uses these federal funds to support the creation of federally required products including the Long Range Transportation Plan(LRTP). The division generates an annual program for consideration and approval by FHWA in late spring for program year to begin July 1st and end June 30th of the following year. This program uses monies from the current federal fiscal year to fund the subsequent year's projects.

Project Justification: This is a federally participating program where the funding is established by formula and where the FHWA retains approval authority with regard to the specific projects.

Senatorial District(s): Statewide

Representative District(s): Statewide



PROJECT AUTHORIZATION SCHEDULE (Statewide Planning & Research Program / FHWA/FTA)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
07-22608	Other	FTA-TR					
07-22608	Other	FTA-TR**	276.7	114.7	140.8	140.8	673.0
07-22608	Other	SPR					
07-22608	Other	SPR**	4,283.8	4,535.2	4,211.1	4,211.1	17,241.2
07-22608	Other	State	1,140.1				1,140.1
SubTotal		***State***	1,140.1				1,140.1
		Federal	4,560.5	4,649.9	4,351.9	4,351.9	17,914.2
		Other					
TOTAL			**5,700.6**	**4,649.9**	**4,351.9**	**4,351.9**	**19,054.3**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

PROJECT FUNDING SCHEDULE (Statewide Planning & Research Program / FHWA/FTA)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
07-22608	Other	FTA-TR	114.7	140.8	114.7	140.8	140.8	140.8	792.6
07-22608	Other	SPR	4,358.2	4,419.7	4,535.2	4,211.1	4,211.1	4,211.1	25,946.4
07-22608	Other	State	1,118.2						1,118.2
SubTotal		***State***	1,118.2						1,118.2
		Federal	4,472.8	4,560.5	4,649.9	4,351.9	4,351.9	4,351.9	26,738.9
		Other							
TOTAL			**5,591.0**	**4,560.5**	**4,649.9**	**4,351.9**	**4,351.9**	**4,351.9**	**27,857.1**

all costs in $000s

Statewide - Support Systems - Planning

Project Title	Primavera #	Project #
Truck Weigh Enforcement	14-22615	14-22615

Project Description: These funds are used by DelDOT's Planning Division to support work associated with the Delaware State Police Truck Enforcement Unit and Commercial Vehicle Information Systems and Networks (CVISN) Federal Program.

Project Justification: Truck enforcement activities are required to stay in compliance with federal standards, ensuring we continue to receive federal funding.

Senatorial District(s): Statewide

Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Truck Weigh Enforcement)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
14-22615	Other	State	645.0	645.0	645.0	645.0	2,580.0
SubTotal		***State***	645.0	645.0	645.0	645.0	2,580.0
		Federal					
		Other					
TOTAL			**645.0**	**645.0**	**645.0**	**645.0**	**2,580.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Truck Weigh Enforcement)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
14-22615	Other	State	645.0	645.0	645.0	645.0	645.0	645.0	3,870.0
SubTotal		***State***	645.0	645.0	645.0	645.0	645.0	645.0	3,870.0
		Federal							
		Other							
TOTAL			**645.0**	**645.0**	**645.0**	**645.0**	**645.0**	**645.0**	**3,870.0**

all costs in $000s

Statewide - Support Systems - Planning

Project Title	Primavera #	Project #
University Research Program	14-22616	14-22616

Project Description: These funds are used by DelDOT's Planning Division to support the Technology Transfer, Research and Training activities undertaken by the Delaware Center for Transportation at the University of Delaware on behalf of DelDOT.

Project Justification: These funds will be used to match Federal SPR funding as directed by the epilogue language of the budget bill.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (University Research Program)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
14-22616	Other	State		250.0	250.0	250.0	250.0	1,000.0
SubTotal		***State***		250.0	250.0	250.0	250.0	1,000.0
		Federal						
		Other						
TOTAL				**250.0**	**250.0**	**250.0**	**250.0**	**1,000.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 1,500.0

PROJECT FUNDING SCHEDULE (University Research Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
14-22616	Other	State	250.0	250.0	250.0	250.0	250.0	250.0	1,500.0
SubTotal		***State***	250.0	250.0	250.0	250.0	250.0	250.0	1,500.0
		Federal							
		Other							
TOTAL			**250.0**	**250.0**	**250.0**	**250.0**	**250.0**	**250.0**	**1,500.0**

all costs in $000s

Statewide - Support Systems - Technology

Project Title	Primavera #	Project #
Disadvantaged Business Enterprise Supportive Services Program	09-22100	09-22100

Project Description: This program ensures that small businesses, especially minority and female owned small businesses, have the opportunity to participate on DelDOT projects. The Federal Highway Administration monitors DelDOT's compliance with federal regulations regarding making opportunities (including training) available to small businesses.

Project Justification: As a recipient of federal funds, DelDOT is required to comply with FHWA's regulations regarding support of DelDOT certified DBE firms. DBE Supportive Services offer our certified DBE firms the opportunity to advance their skills and knowledge by providing the support they need on an individual or group basis. Examples of previous supportive services that have been offered include financial coaching, business development plans, industry related training, and networking opportunities that allow interactions with primes and DBEs.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Disadvantaged Business Enterprise Supportive Services Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
09-22100	Other	DBE	44.6	44.6	44.6	44.6	178.4
SubTotal		***State***					
		Federal	44.6	44.6	44.6	44.6	178.4
		Other					
TOTAL			**44.6**	**44.6**	**44.6**	**44.6**	**178.4**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Disadvantaged Business Enterprise Supportive Services Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
09-22100	Other	DBE	44.6	44.6	44.6	44.6	44.6	44.6	267.6
SubTotal		***State***							
		Federal	44.6	44.6	44.6	44.6	44.6	44.6	267.6
		Other							
TOTAL			**44.6**	**44.6**	**44.6**	**44.6**	**44.6**	**44.6**	**267.6**

all costs in $000s

Statewide - Support Systems - Technology

Project Title	Primavera #	Project #
DMV Modernization Program	2023-00116	2023-00116

Project Description: The MVALS Modernization program will encompass a full replacement of the current legacy mainframe currently running the MVALS system. The new system will encompass both driver and vehicle data processing for the DMV. The new system will also need to accommodate a significant number of internal/external system interfaces which rely on driver and vehicle information for various purposes.

Project Justification: This program will provide the following benefits: 1. Replace antiquated technology 2. Provide real-time processing 3. Provides a customer centric system 4. Provide improved ad hoc and standard reporting 5. Improve security 6. Improve maintenance and support costs (labor)

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (DMV Modernization Program)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2023-00116	Other	State	1,000.0					
SubTotal		***State***	1,000.0					
		Federal						
		Other						
TOTAL			**1,000.0**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 1,000.0

PROJECT FUNDING SCHEDULE (DMV Modernization Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2023-00116	Other	State	250.0	750.0					1,000.0
SubTotal		***State***	250.0	750.0					1,000.0
		Federal							
		Other							
TOTAL			**250.0**	**750.0**					**1,000.0**

all costs in $000s

Statewide - Support Systems - Technology

Project Title	Primavera #	Project #
Information Technology Initiatives Program	09-12345	09-12345

Project Description: The Department of Technology and Innovation provides effective management tools for efficient computer operations throughout the department, including providing and maintaining internal network operations, telephone services, desktop workstations, and applications to support DelDOT's business functions. Typical expenditures add or enhance hardware and software that enable greater mobility and monitoring of roadways and bus and rail services, as well as ensuring functionality within business offices throughout the state.

Project Justification: These projects are proposed to upgrade applications and equipment to enhance all modes of transportation services statewide. As technology provides more sophisticated methods of addressing transportation concerns, hardware and software is enhanced, expanded, and/or replaced to provide the ability to better address business requirements, monitor movement, and ensure safe and convenient transportation throughout the state.

Senatorial District(s): 1,4 Representative District(s): 12

PROJECT AUTHORIZATION SCHEDULE (Information Technology Initiatives Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
09-12345	Other	State	14,000.0	12,000.0	10,000.0	10,000.0	46,000.0
SubTotal		***State***	14,000.0	12,000.0	10,000.0	10,000.0	46,000.0
		Federal					
		Other					
TOTAL			**14,000.0**	**12,000.0**	**10,000.0**	**10,000.0**	**46,000.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Information Technology Initiatives Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
09-12345	Other	State	15,000.0	16,000.0	10,000.0	10,000.0	10,000.0	10,000.0	71,000.0
SubTotal		***State***	15,000.0	16,000.0	10,000.0	10,000.0	10,000.0	10,000.0	71,000.0
		Federal							
		Other							
TOTAL			**15,000.0**	**16,000.0**	**10,000.0**	**10,000.0**	**10,000.0**	**10,000.0**	**71,000.0**

all costs in $000s

Statewide - Support Systems - Technology

Project Title	Primavera #	Project #
On the Job Training / Supportive Services	11-22190	11-22190

Project Description: The program goal is to increase the effectiveness of approved on-the-job (OJT) training programs, specially increase the effectiveness meaningful training opportunities for minority, women, and disadvantaged individuals on Federally funded projects as required by 23 CFR 230.113

Project Justification: This project will provide training and other supportive services to improve the employment and upward mobility of minorities and females in the transportation industry.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (On the Job Training / Supportive Services)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
11-22190	Other	OJT/SS	100.0	100.0	100.0	100.0	400.0
SubTotal		***State***					
		Federal	100.0	100.0	100.0	100.0	400.0
		Other					
TOTAL			**100.0**	**100.0**	**100.0**	**100.0**	**400.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (On the Job Training / Supportive Services)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
11-22190	Other	OJT/SS	100.0	100.0	100.0	100.0	100.0	100.0	600.0
SubTotal		***State***							
		Federal	100.0	100.0	100.0	100.0	100.0	100.0	600.0
		Other							
TOTAL			**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**600.0**

all costs in $000s

Statewide - Support Systems - Technology

Project Title	Primavera #	Project #
Summer Transportation Institute Program	10-11101	10-11101

Project Description: This four week, non-resident program, provided in cooperation with Delaware State University (DSU), provides high school students the opportunity to learn about transportation, in an effort to cultivate their interest in pursuing careers in transportation.

Project Justification: FHWA makes available funding for historically black colleges and universities to provide summer programs to generate interest in transportation careers. Working with DSU on this program to share information about transportation careers will generate more diverse applicants for DelDOT jobs, ultimately resulting in a more diverse workforce.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Summer Transportation Institute Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
10-11101	Other	OJT/SS	55.0	55.0	55.0	55.0	220.0
10-11101	Other	State	13.8	13.8	13.8	13.8	55.2
SubTotal		***State***	13.8	13.8	13.8	13.8	55.2
		Federal	55.0	55.0	55.0	55.0	220.0
		Other					
TOTAL			**68.8**	**68.8**	**68.8**	**68.8**	**275.2**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Summer Transportation Institute Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
10-11101	Other	OJT/SS	55.0	55.0	55.0	55.0	55.0	55.0	330.0
10-11101	Other	State	13.8	13.8	13.8	13.8	13.8	13.8	82.8
SubTotal		***State***	13.8	13.8	13.8	13.8	13.8	13.8	82.8
		Federal	55.0	55.0	55.0	55.0	55.0	55.0	330.0
		Other							
TOTAL			**68.8**	**68.8**	**68.8**	**68.8**	**68.8**	**68.8**	**412.8**

all costs in $000s

Statewide - Support Systems - Transportation Facilities

Project Title	Primavera #	Project #
DMV Toll Equipment Upgrade	16-99999	16-99999

Project Description: The DMV toll collection system has been in operation for approximately 24 years and parts of the system are becoming increasingly difficult to maintain. While the DelDOT Host and Plaza Servers were replaced approximately 12 years ago, the lane equipment has not yet been replaced and faces many issues including: Lane equipment has reached its end of life expectancy and maintenance is increasingly costly and extremely challenging.
Individual component upgrades are difficult, due to compatibility issues with the legacy equipment.
Overall performance is lower than could be achieved with the current technology.

Project Justification: This project will provide the following benefits: 1. Replace critical components with current state-of-art equipment (urgent need) 2. Provide improved system processing capabilities of current toll transactions 3. Improve system capabilities to deal with future tolling industry enhancements.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (DMV Toll Equipment Upgrade)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
16-99999	Other	State	1,000.0					
SubTotal		***State***	1,000.0					
		Federal						
		Other						
TOTAL			**1,000.0**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 1,000.0

PROJECT FUNDING SCHEDULE (DMV Toll Equipment Upgrade)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
16-99999	Other	State	500.0	500.0					1,000.0
SubTotal		***State***	500.0	500.0					1,000.0
		Federal							
		Other							
TOTAL			**500.0**	**500.0**					**1,000.0**

all costs in $000s

Statewide - Support Systems - Transportation Facilities

Project Title	Primavera #	Project #
Transportation Facilities - Administration	09-20145	09-20145

Project Description: Provide capital improvements to DelDOT Administrative Facilities, including the Danner Campus, Division of Motor Vehicles (DMV) Facilities, and the Transportation Management Center (TMC).

Project Justification: Life cycle improvements are required at all facilities. Additional efforts will be made to make buildings more energy efficient.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Transportation Facilities - Administration)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
09-20145	Other	State	6,500.0	3,000.0	1,500.0	1,000.0	12,000.0
SubTotal		***State***	6,500.0	3,000.0	1,500.0	1,000.0	12,000.0
		Federal					
		Other					
TOTAL			**6,500.0**	**3,000.0**	**1,500.0**	**1,000.0**	**12,000.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Transportation Facilities - Administration)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
09-20145	Other	State	6,500.0	3,000.0	1,500.0	1,000.0	1,000.0	800.0	13,800.0
SubTotal		***State***	6,500.0	3,000.0	1,500.0	1,000.0	1,000.0	800.0	13,800.0
		Federal							
		Other							
TOTAL			**6,500.0**	**3,000.0**	**1,500.0**	**1,000.0**	**1,000.0**	**800.0**	**13,800.0**

all costs in $000s

Statewide - Support Systems - Transportation Facilities

Project Title	Primavera #	Project #
Transportation Facilities - Operations	05-10067	05-10067

Project Description: Based upon the study of the facilities, a plan has been developed to improve each facilities maintenance yard. This would also create a more comparable operations setup, better energy efficiency, improved security, and better compliance with ADA requirements throughout the state. Other yard improvements may be identified in the Pollution Plan required for each yard.

Project Justification: Considerable effort over the next six years will begin to accomplish a goal to provide comparable facilities evenly across the state to meet the set criteria for employee needs as well as facilities to meet mission requirements, especially for emergencies. The primary focus in the beginning is on projects that have the most benefit for employees.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Transportation Facilities - Operations)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10067	Construction	Other					
05-10067	Other	State	10,075.0	9,975.0	9,575.0	2,000.0	31,625.0
SubTotal		***State***	10,075.0	9,975.0	9,575.0	2,000.0	31,625.0
		Federal					
		Other					
TOTAL			**10,075.0**	**9,975.0**	**9,575.0**	**2,000.0**	**31,625.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Transportation Facilities - Operations)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-10067	Construction	Other	4,961.9						4,961.9
05-10067	Other	State	13,794.6	5,171.0	6,125.0	2,000.0	2,000.0	2,000.0	31,090.6
SubTotal		***State***	13,794.6	5,171.0	6,125.0	2,000.0	2,000.0	2,000.0	31,090.6
		Federal							
		Other	4,961.9						4,961.9
TOTAL			**18,756.5**	**5,171.0**	**6,125.0**	**2,000.0**	**2,000.0**	**2,000.0**	**36,052.5**

all costs in $000s

Statewide - Support Systems - Transportation Mgmt Improvements

Project Title	Primavera #	Project #
MUTCD Compliance Program	13-10046	13-10046

Project Description: This project will address compliance date requirements and other general traffic control device compliance issues from the Manual on Uniform Traffic Control Devices (MUTCD). Select activities within this program can also qualify to be 100% Federally eligible under 23 USC 120(C).

Project Justification: This project is required due to requirements in the Federal Manual on Uniform Traffic Control Devices which requires agencies to upgrade certain existing, field installed traffic control devices to bring them into compliance with the manual by certain deadlines. The project will also address other important traffic control device upgrades that do not have a specific deadline.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (MUTCD Compliance Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
13-10046	Construction	NHPP	2,000.0	2,000.0	2,000.0	2,000.0	8,000.0
13-10046	Construction	State					
SubTotal		***State***					
		Federal	2,000.0	2,000.0	2,000.0	2,000.0	8,000.0
		Other					
TOTAL			**2,000.0**	**2,000.0**	**2,000.0**	**2,000.0**	**8,000.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (MUTCD Compliance Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
13-10046	Construction	NHPP	2,482.7	2,000.0	2,000.0	2,000.0	1,600.0	1,600.0	11,682.7
13-10046	Construction	State					400.0	400.0	800.0
SubTotal		***State***					400.0	400.0	800.0
		Federal	2,482.7	2,000.0	2,000.0	2,000.0	1,600.0	1,600.0	11,682.7
		Other							
TOTAL			**2,482.7**	**2,000.0**	**2,000.0**	**2,000.0**	**2,000.0**	**2,000.0**	**12,482.7**

all costs in $000s

Statewide - Support Systems - Transportation Mgmt Improvements

Project Title	Primavera #	Project #
Rideshare Program / Trip Mitigation	07-22612	07-22612

Project Description: The goal of the program is to reduce the number of single occupant vehicles, and increase use of shared ride modes, thus improving air quality and mitigating traffic congestion. The Congestion Mitigation and Air Quality (CMAQ) Improvement Program provides 80% funding for promotion of non-single occupancy vehicle travel via public education of programs and services available to commuters, employers and others. Specific services include: carpool and vanpool matching and formation; assisting Delaware Transit Corporation (DTC) in traffic mitigation efforts; access to jobs; employee transit benefit program promotion; and other related transportation demand management services.

Project Justification: The benefits of transportation management include better travel information, improved intermodal coordination, quicker emergency response, improved air quality, and less traffic congestion.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Rideshare Program / Trip Mitigation)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
07-22612	Other	CMAQ	384.0	384.0	384.0	384.0	1,536.0
07-22612	Other	Other	96.0	96.0	96.0	96.0	384.0
07-22612	Other	State	23.7	23.7	23.7	23.7	94.8
SubTotal		***State***	23.7	23.7	23.7	23.7	94.8
		Federal	384.0	384.0	384.0	384.0	1,536.0
		Other	96.0	96.0	96.0	96.0	384.0
TOTAL			**503.7**	**503.7**	**503.7**	**503.7**	**2,014.8**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Rideshare Program / Trip Mitigation)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
07-22612	Other	CMAQ	384.0	384.0	384.0	384.0	384.0	384.0	2,304.0
07-22612	Other	Other	96.0	96.0	96.0	96.0	96.0	96.0	576.0
07-22612	Other	State	23.7	23.7	23.7	23.7	23.7	23.7	142.2
SubTotal		***State***	23.7	23.7	23.7	23.7	23.7	23.7	142.2
		Federal	384.0	384.0	384.0	384.0	384.0	384.0	2,304.0
		Other	96.0	96.0	96.0	96.0	96.0	96.0	576.0
TOTAL			**503.7**	**503.7**	**503.7**	**503.7**	**503.7**	**503.7**	**3,022.2**

all costs in $000s

Statewide - Support Systems - Transportation Mgmt Improvements

Project Title	Primavera #	Project #
Traffic Signal Revolving Fund Program	11-19001	T201209302

Project Description: The purpose of the Traffic Signal Revolving Fund is to provide a ready source of funding for the installation of intersection controls, such as, but not limited to, traffic signals, all-way stops, roundabouts, necessitated wholly or in part by land development. Payments into and withdrawals from the fund will be strictly governed by the approved DelDOT Policy.

Project Justification: It is recognized that the system of agreements presently used to fund the installation of traffic signals, or other forms of intersection control improvements, associated with new developments is onerous for developers because it presents them with unknown costs that are outstanding for undetermined periods of time. Further, where applied to residential subdivision entrances, the agreements often remain outstanding after the developer has completed the project, in which case it can be difficult for the Department to collect on them. The Revolving Fund addresses those concerns and provides a vehicle that is consistent, predictable and fair.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Traffic Signal Revolving Fund Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201209302	Construction	State	125.0	125.0	125.0	125.0	500.0
SubTotal		***State***	125.0	125.0	125.0	125.0	500.0
		Federal					
		Other					
TOTAL			**125.0**	**125.0**	**125.0**	**125.0**	**500.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Traffic Signal Revolving Fund Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201209302	Construction	State	125.0	125.0	125.0	125.0	125.0	125.0	750.0
SubTotal		***State***	125.0	125.0	125.0	125.0	125.0	125.0	750.0
		Federal							
		Other							
TOTAL			**125.0**	**125.0**	**125.0**	**125.0**	**125.0**	**125.0**	**750.0**

all costs in $000s

Statewide - Support Systems - Transportation Mgmt Improvements

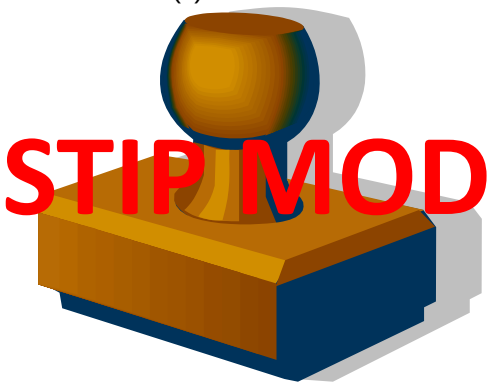
Project Title	Primavera #	Project #
Transportation Management Improvements	05-10186	05-10186

Project Description: The Integrated Transportation Management System (ITMS) enhances the movement of people and goods through a multi-modal approach utilizing technology managed by DelDOT's centralized Transportation Management Center (TMC). ITMS monitors travel conditions, provides real-time information, and manages signals and signage to reduce congestion and improve safety. The system promotes safer travel by reducing vehicle stops and congestion, which improves traffic flow and air quality. It ensures reliable travel through 24-hour real-time management and information dissemination. Travelers benefit from accurate, real-time updates on Delaware's transportation system. ITMS also plays a critical role in transportation regarding homeland security and emergency response by enabling quick detection and coordinated response to incidents, which improves safety and helps clear congestion more efficiently. Furthermore, ITMS supports statewide signal initiatives by centralizing traffic signals for more effective demand-response adjustments. It includes various initiatives such as enhancing Transportation Management Teams, implementing incident management software, operating the Motorist Assistance Program, and expanding detection systems and communication tools. The system enhances overall efficiency by automating functions and improving resource use, which supports better freight delivery and safety as well. Despite funding constraints and increasing demands, ITMS helps address transportation challenges by saving time, lives, and money through proven management strategies.

Project Justification: Benefits of transportation management include improved safety, reduced congestion, improved air quality, quicker emergency response, better travel information, and improved intermodal coordination.

Senatorial District(s): Statewide

Representative District(s): Statewide



PROJECT AUTHORIZATION SCHEDULE (Transportation Management Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-10186	Construction	CMAQ	2,176.0				2,176.0
05-10186	Construction	CMAQ**		2,720.0	2,720.0	2,720.0	8,160.0
05-10186	Construction	State	2,530.0	1,350.0	1,350.0	1,350.0	6,580.0
05-10186	Construction	STBG	2,544.0				2,544.0
05-10186	Construction	STBG**		3,180.0	3,180.0	3,180.0	9,540.0
SubTotal		***State***	2,530.0	1,350.0	1,350.0	1,350.0	6,580.0
		Federal	4,720.0	5,900.0	5,900.0	5,900.0	22,420.0
		Other					
TOTAL			**7,250.0**	**7,250.0**	**7,250.0**	**7,250.0**	**29,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

PROJECT FUNDING SCHEDULE (Transportation Management Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-10186	Construction	CMAQ	2,176.0	2,720.0	2,720.0	2,720.0	2,720.0	2,720.0	15,776.0
05-10186	Construction	State	2,928.1	1,785.0	1,565.0	1,350.0	1,350.0	1,350.0	10,328.1
05-10186	Construction	STBG	5,062.1	4,920.0	4,040.0	3,180.0	3,180.0	3,180.0	23,562.1
SubTotal		***State***	2,928.1	1,785.0	1,565.0	1,350.0	1,350.0	1,350.0	10,328.1
		Federal	7,238.1	7,640.0	6,760.0	5,900.0	5,900.0	5,900.0	39,338.1
		Other							
TOTAL			**10,166.2**	**9,425.0**	**8,325.0**	**7,250.0**	**7,250.0**	**7,250.0**	**49,666.2**

all costs in $000s

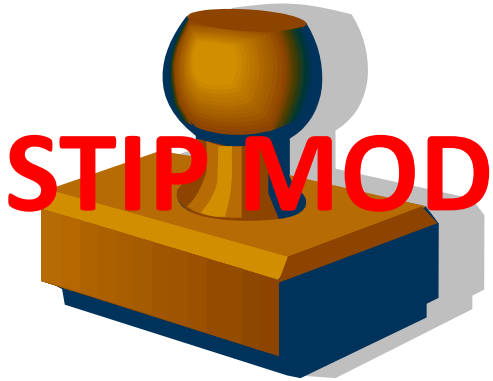
Statewide - Transit Systems - Transit Facilities

Project Title	Primavera #	Project #
Transit Facilities Minor Capital Program	18-90222	18-90222

Project Description: During the course of a year, small facility projects are required to replace equipment and/or make repairs.

Project Justification: Funds small facility projects that need to be completed during the year, but were not expected or planned.

Senatorial District(s): Statewide Representative District(s): Statewide



PROJECT AUTHORIZATION SCHEDULE (Transit Facilities Minor Capital Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
18-90222	Construction	5310					
18-90222	Construction	State					
18-90222	Other	State	1,850.0	1,850.0	850.0	850.0	5,400.0
SubTotal		***State***	1,850.0	1,850.0	850.0	850.0	5,400.0
		Federal					
		Other					
TOTAL			**1,850.0**	**1,850.0**	**850.0**	**850.0**	**5,400.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Transit Facilities Minor Capital Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
18-90222	Construction	5310	455.0						455.0
18-90222	Construction	State	113.7						113.7
18-90222	Other	State	3,018.5	1,850.0	850.0	850.0	850.0	850.0	8,268.5
SubTotal		***State***	3,132.3	1,850.0	850.0	850.0	850.0	850.0	8,382.3
		Federal	455.0						455.0
		Other							
TOTAL			**3,587.3**	**1,850.0**	**850.0**	**850.0**	**850.0**	**850.0**	**8,837.3**

all costs in $000s

Statewide - Transit Systems - Transit Facilities

Project Title	Primavera #	Project #
Transit Systems Equipment Program	18-70222	18-70222

Project Description: Integrated Transit Management Systems (ITMS) Equipment is needed to maintain, support, improve and purchase equipment for existing systems such as designation signs, Computer Aided Dispatch (CAD)/ Automated Vehicle Location (AVL), Audio/Video (AV) equipment, toughbook's/ laptops.

Project Justification: This project funds systems to help monitor, support and track bus operations throughout the state.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Transit Systems Equipment Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
18-70222	Procurement	State	200.0	200.0	200.0	200.0	800.0
SubTotal		***State***	200.0	200.0	200.0	200.0	800.0
		Federal					
		Other					
TOTAL			**200.0**	**200.0**	**200.0**	**200.0**	**800.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Transit Systems Equipment Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
18-70222	Procurement	State	754.0	400.0	450.0	406.0	200.0	200.0	2,410.0
SubTotal		***State***	754.0	400.0	450.0	406.0	200.0	200.0	2,410.0
		Federal							
		Other							
TOTAL			**754.0**	**400.0**	**450.0**	**406.0**	**200.0**	**200.0**	**2,410.0**

all costs in $000s

Statewide - Transit Systems - Transit Rail

Project Title	Primavera #	Project #
Diamond State Rail Line Study	2024-00106	T202451501

Project Description: The project will study the possible re-establishment of passenger rail service in the Delmarva Peninsula over 100 miles of existing tracks. Routes to be considered include service from Wilmington or Newark to Dover and Harrington with a termination site in Berlin, MD, or Salisbury, MD.

Project Justification: Changing demographics, mobility access needs, business development (current and future), and tourism are part of the justification for studying and reestablishing passenger rail service on the Peninsula.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Diamond State Rail Line Study)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202451501	Other	FRA						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 500.0

PROJECT FUNDING SCHEDULE (Diamond State Rail Line Study)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202451501	Other	FRA	166.7	166.7	166.7				500.1
SubTotal		***State***							
		Federal	166.7	166.7	166.7				500.1
		Other							
TOTAL			**166.7**	**166.7**	**166.7**				**500.1**

all costs in $000s

Statewide - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Automated/Dynamic Paratransit Scheduling	20-43315	T202150402

Project Description: Implementation of the Automated and Dynamic Scheduling tool will be used to schedule paratransit resources (vehicles and operators) in the most efficient manner to meet rider demand while maximizing key performance metrics.

Project Justification: More efficiency in scheduling trips.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Automated/Dynamic Paratransit Scheduling)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202150402	Other	5307**						
T202150402	Procurement	State	1,239.6					
SubTotal		***State***	1,239.6					
		Federal						
		Other						
TOTAL			**1,239.6**					

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 7,214.6

PROJECT FUNDING SCHEDULE (Automated/Dynamic Paratransit Scheduling)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202150402	Other	5307	1,290.5	2,603.7	1,409.5				5,303.7
T202150402	Procurement	State	559.8						559.8
SubTotal		***State***	559.8						559.8
		Federal	1,290.5	2,603.7	1,409.5				5,303.7
		Other							
TOTAL			**1,850.3**	**2,603.7**	**1,409.5**				**5,863.5**

all costs in $000s

Statewide - Transit Systems - Transit Vehicles

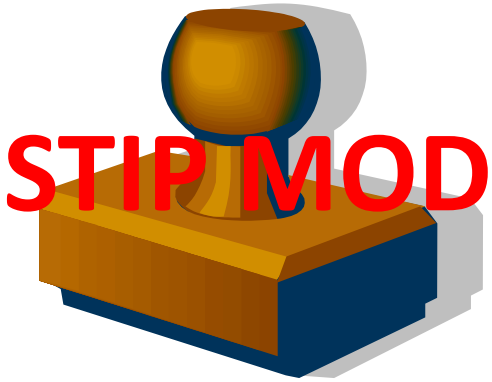
Project Title	Primavera #	Project #
Farebox Modernization	21-43413	T202250405

Project Description: This project will enable DTC to research and implement an updated and more efficient way of collecting fares.

Project Justification: The funding for this project will provide an updated and more efficient way of collecting fares.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Farebox Modernization)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202250405	Procurement	5337**						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 5,039.8

PROJECT FUNDING SCHEDULE (Farebox Modernization)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202250405	Procurement	5337	2,442.9	2,534.2					4,977.1
SubTotal		***State***							
		Federal	2,442.9	2,534.2					4,977.1
		Other							
TOTAL			**2,442.9**	**2,534.2**					**4,977.1**

all costs in $000s

Statewide - Transit Systems - Transit Vehicles

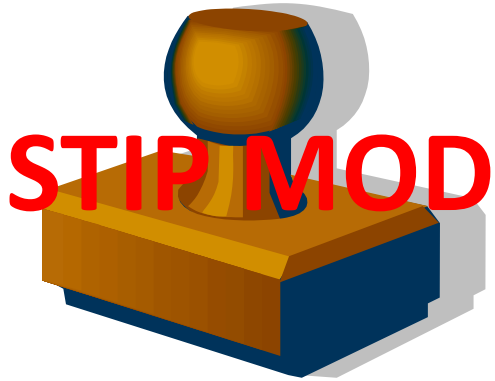
Project Title	Primavera #	Project #
Job Access Reverse Commute (JARC) Program	08-70008	08-70008

Project Description: The state utilizes these funds to continue to provide off-peak, late night, mid-day and reverse commute trips for entry level employees and transit dependent residents. The additional service enhances the transit system benefitting the public and choice rider as well.

Project Justification: The program focuses on providing access to jobs and social service providers. This grant also funds reverse commute trips allowing riders transit access between Dover and Wilmington serving education sites, the Amtrak train station, and major retail and employment sites.

Senatorial District(s): Statewide

Representative District(s): Statewide



PROJECT AUTHORIZATION SCHEDULE (Job Access Reverse Commute (JARC) Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
08-70008	Other	5307	262.5	262.5	262.5	262.5	1,050.0
08-70008	Other	5311	78.4	78.4	78.4	78.4	313.6
08-70008	Other	Other	340.9	340.9	340.9	340.9	1,363.6
SubTotal		***State***					
		Federal	340.9	340.9	340.9	340.9	1,363.6
		Other	340.9	340.9	340.9	340.9	1,363.6
TOTAL			**681.8**	**681.8**	**681.8**	**681.8**	**2,727.2**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Job Access Reverse Commute (JARC) Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
08-70008	Other	5307	262.5	262.5	262.5	262.5	262.5	262.5	1,575.0
08-70008	Other	5311	78.4	78.4	78.4	78.4	78.4	78.4	470.4
08-70008	Other	Other	340.9	340.9	340.9	340.9	340.9	340.9	2,045.4
SubTotal		***State***							
		Federal	340.9	340.9	340.9	340.9	340.9	340.9	2,045.4
		Other	340.9	340.9	340.9	340.9	340.9	340.9	2,045.4
TOTAL			**681.8**	**681.8**	**681.8**	**681.8**	**681.8**	**681.8**	**4,090.8**

all costs in $000s

Statewide - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Maintenance Equipment and Tools (Transit) Program	05-02043	05-02043

Project Description: This project includes the replacement of support and diagnostic equipment for fixed route and paratransit bus maintenance. Major equipment supported by this project includes engine and transmission diagnostic equipment, engine service kits, tire maintenance equipment, brake lathes, hydraulic dollies, transmission jack, jib crane, and specialized tools required to maintain vehicle systems.

Project Justification: Funding will ensure the timely replacement of high use support and diagnostic equipment for fixed route and demand response transit vehicle maintenance.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (Maintenance Equipment and Tools (Transit) Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
05-02043	Procurement	State	200.0	200.0	200.0	200.0	800.0
SubTotal		***State***	200.0	200.0	200.0	200.0	800.0
		Federal					
		Other					
TOTAL			**200.0**	**200.0**	**200.0**	**200.0**	**800.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Maintenance Equipment and Tools (Transit) Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
05-02043	Procurement	State	238.0	200.0	200.0	200.0	200.0	200.0	1,238.0
SubTotal		***State***	238.0	200.0	200.0	200.0	200.0	200.0	1,238.0
		Federal							
		Other							
TOTAL			**238.0**	**200.0**	**200.0**	**200.0**	**200.0**	**200.0**	**1,238.0**

all costs in $000s

Statewide - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
New Freedom Program Statewide 50/50	09-19005	09-19005

Project Description: Delaware's New Freedom grant provides transportation for persons with disabilities. Its services allow mobility options which will help individuals enter the workforce and participate in social, work and business activities.

Project Justification: Individuals with disabilities are at a transportation disadvantage and face different challenges in accessing services. Delaware's New Freedom grant helps fill a gap between work, social services and public transportation to allow persons with disabilities the ability to fully participate in the community.

Senatorial District(s): Statewide Representative District(s): Statewide

PROJECT AUTHORIZATION SCHEDULE (New Freedom Program Statewide 50/50)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
09-19005	Other	5310	369.3	369.3	369.3	369.3	1,477.2
09-19005	Other	Other	369.3	369.3	369.3	369.3	1,477.2
SubTotal		***State***					
		Federal	369.3	369.3	369.3	369.3	1,477.2
		Other	369.3	369.3	369.3	369.3	1,477.2
TOTAL			**738.6**	**738.6**	**738.6**	**738.6**	**2,954.4**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (New Freedom Program Statewide 50/50)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
09-19005	Other	5310	369.3	369.3	369.3	369.3	369.3	369.3	2,215.8
09-19005	Other	Other	369.3	369.3	369.3	369.3	369.3	369.3	2,215.8
SubTotal		***State***							
		Federal	369.3	369.3	369.3	369.3	369.3	369.3	2,215.8
		Other	369.3	369.3	369.3	369.3	369.3	369.3	2,215.8
TOTAL			**738.6**	**738.6**	**738.6**	**738.6**	**738.6**	**738.6**	**4,431.6**

all costs in $000s

Statewide - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Systems Statewide Support Vehicles	18-60222	18-60222

Project Description: This project will purchase support vehicles to enable staff to monitor and maintain DTC operations and facilities statewide.

Project Justification: The investment in support vehicles is necessary to meet the vehicle needs at the facilities statewide..

Senatorial District(s): Statewide Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Systems Statewide Support Vehicles)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
18-60222	Procurement	State	622.6				622.6
SubTotal		***State***	622.6				622.6
		Federal					
		Other					
TOTAL			**622.6**				**622.6**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Transit Systems Statewide Support Vehicles)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
18-60222	Procurement	State	943.5						943.5
SubTotal		***State***	943.5						943.5
		Federal							
		Other							
TOTAL			**943.5**						**943.5**

all costs in $000s

Statewide - Transit Systems - Transit Vehicles

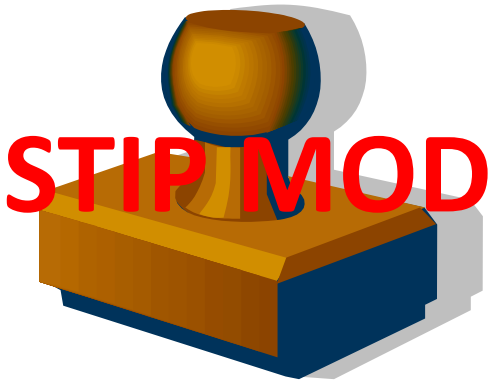
Project Title	Primavera #	Project #
Transit Vehicle Replacement 5310 Program - Statewide	11-53101	11-53101

Project Description: This program maximizes FTA funds for the purchase of vehicles for non-profit organizations, in order to provide transportation for the elderly and disabled.

Project Justification: This program enables non-profit organizations to provide transportation to passengers who would otherwise require paratransit service.

Senatorial District(s): Statewide

Representative District(s): Statewide



PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement 5310 Program - Statewide)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
11-53101	Procurement	5310	458.6				458.6
11-53101	Procurement	5310**		573.2	573.2	573.2	1,719.6
11-53101	Procurement	State	741.6				741.6
SubTotal		***State***	741.6				741.6
		Federal	458.6	573.2	573.2	573.2	2,178.2
		Other					
TOTAL			**1,200.2**	**573.2**	**573.2**	**573.2**	**2,919.8**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement 5310 Program - Statewide)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
11-53101	Procurement	5310	1,239.2	573.2	573.2	573.2	573.2	573.2	4,105.2
11-53101	Procurement	State	309.8						309.8
SubTotal		***State***	309.8						309.8
		Federal	1,239.2	573.2	573.2	573.2	573.2	573.2	4,105.2
		Other							
TOTAL			**1,549.0**	**573.2**	**573.2**	**573.2**	**573.2**	**573.2**	**4,415.0**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
4th Street, Walnut Street to Adams Street	04-00172	T202001103

Project Description: The 4th Street project includes improvements to the operation and safety aspects of the corridor to address needed improvements for pedestrians, bicyclists, and transit users.

Project Justification: This project was identified as part of Wilmington Initiatives to improve the multi-modal environment between city neighborhoods and employment centers, create a safer vehicular and pedestrian environment, and improve the visual appearance of the streets.

Senatorial District(s): 3 Representative District(s): 3

PROJECT AUTHORIZATION SCHEDULE (4th Street, Walnut Street to Adams Street)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202001103	PE	State	1,400.5					
T202001103	ROW	State	100.0					
T202001103	Construction	STBG**			*	2,500.0		2,500.0
SubTotal		***State***	1,500.5					
		Federal				2,500.0		2,500.0
		Other						
TOTAL			**1,500.5**			**2,500.0**		**2,500.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 4,000.5

PROJECT FUNDING SCHEDULE (4th Street, Walnut Street to Adams Street)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202001103	PE	State	532.8	132.2					665.0
T202001103	ROW	State		100.0					100.0
T202001103	Construction	STBG			2,500.0				2,500.0
SubTotal		***State***	532.8	232.2					765.0
		Federal			2,500.0				2,500.0
		Other							
TOTAL			**532.8**	**232.2**	**2,500.0**				**3,265.0**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.	2024-00124	2024-00124

Project Description:

Project Length = Est. 5.30 mi.
1. Lane width reduction northbound and southbound, reduce pavement section to provide 11' lanes in each direction
2. Buffered multi-use paths and sidewalks to be added in both directions
3. Implement Complete Streets Policy; provide transit, biking, and pedestrian

Project Justification:

1. Provide speed reduction for motor vehicles
2. Enhance Bike/Pedestrian amenities
3. Support Monitoring Committee established by WILMAPCO in FY 23 UPWP
Project Source(s): WILMAPCO Governor Printz Boulevard Corridor Study (2021): East Coast Greenway Designation

Senatorial District(s): 1 2 5 Representative District(s): 1 2 6 7

PROJECT AUTHORIZATION SCHEDULE (Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00124	Other	State					1,000.0	1,000.0
SubTotal		***State***					1,000.0	1,000.0
		Federal						
		Other						
TOTAL							**1,000.0**	**1,000.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 1,000.0

PROJECT FUNDING SCHEDULE (Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00124	Other	State				500.0	500.0		1,000.0
SubTotal		***State***				500.0	500.0		1,000.0
		Federal							
		Other							
TOTAL						**500.0**	**500.0**		**1,000.0**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
Hares Corner (US 13 and SR 273) Grade Separated Intersection	2024-00123	2024-00123

Project Description:

Project Length = 0.06 mi.
1. Provide grade separated intersection with approach improvements
2. Implement Complete Streets Policy
3. Fill in sidewalk gaps and provide transit, biking and pedestrian amenities, where appropriate

Project Justification:

1. Upgrade capacity to support current and future traffic levels
2. Enhance traffic flow, safety, and drainage
3. Ranked #3 safety program location

Project Source(s): DelDOT Feasibility Study (2020); WILMAPCO City of New Castle Transportation Plan Updated 2022); East Coast Greenway Designation

Senatorial District(s): 2 12 13 Representative District(s): 17

PROJECT AUTHORIZATION SCHEDULE (Hares Corner (US 13 and SR 273) Grade Separated Intersection)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00123	Other	STBG**				1,500.0*	1,500.0	3,000.0
SubTotal		***State***						
		Federal				1,500.0	1,500.0	3,000.0
		Other						
TOTAL						**1,500.0**	**1,500.0**	**3,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 3,000.0

PROJECT FUNDING SCHEDULE (Hares Corner (US 13 and SR 273) Grade Separated Intersection)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00123	Other	STBG			1,500.0	1,500.0			3,000.0
SubTotal		***State***							
		Federal			1,500.0	1,500.0			3,000.0
		Other							
TOTAL					**1,500.0**	**1,500.0**			**3,000.0**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
HSIP NCC, Old Baltimore Pike and Salem Church Road	11-26348	T201200105

Project Description: Proposed improvements will include expanding the single left-turns to double left-turns lanes from Old Baltimore Pike onto Salem Church Road.

Project Justification: The project goal will be to improve current and future traffic conditions (safety, capacity and pedestrian) at the Old Baltimore Pike and both legs of Salem Church Road intersections. The intersection is also on the Hazard Elimination Program (HEP) 2009 list, Site R.

Senatorial District(s): 11 Representative District(s): 26

PROJECT AUTHORIZATION SCHEDULE (HSIP NCC, Old Baltimore Pike and Salem Church Road)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201200105	PE	HSIP						
T201200105	PE	HSIP**			800.0			800.0
T201200105	PE	State	14.2					
T201200105	ROW	HSIP**						
SubTotal		***State***	14.2					
		Federal			800.0			800.0
		Other						
TOTAL			**14.2**		**800.0**			**800.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 947.7

PROJECT FUNDING SCHEDULE (HSIP NCC, Old Baltimore Pike and Salem Church Road)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201200105	PE	HSIP		200.0	400.0	200.0			800.0
T201200105	PE	State							0.0
T201200105	ROW	HSIP							0.0
SubTotal		***State***							
		Federal		200.0	400.0	200.0			800.0
		Other							
TOTAL				**200.0**	**400.0**	**200.0**			**800.0**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
S. College Ave. Gateway	21-20012	T202311501

Project Description: A modified roadway that focuses on improved mobility along the corridor for all modes, including full width bike lanes throughout the corridor and is intended to enhance the connection from the city's core to the train station area. From SR 4 to Main Street this project will include bike & pedestrian facilities, geometric improvements, lane configurations, signal coordination, etc.

Project Justification: Create a safe and multimodal gateway into the heart of the University of Delaware campus and downtown Newark based on Newark Transportation Plan.

Senatorial District(s): 8 Representative District(s): 25

PROJECT AUTHORIZATION SCHEDULE (S. College Ave. Gateway)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202311501	PE	State	900.0					
T202311501	ROW	STBG**						
T202311501	Construction	STBG**						
SubTotal		***State***	900.0					
		Federal						
		Other						
TOTAL			**900.0**					

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 8,500.0

PROJECT FUNDING SCHEDULE (S. College Ave. Gateway)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202311501	PE	State	502.4	41.1					543.5
T202311501	ROW	STBG					600.0		600.0
T202311501	Construction	STBG						3,500.0	3,500.0
SubTotal		***State***	502.4	41.1					543.5
		Federal					600.0	3,500.0	4,100.0
		Other							
TOTAL			**502.4**	**41.1**			**600.0**	**3,500.0**	**4,643.5**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
SR 299, SR 1 to Catherine Street	10-00011	T201012001

Project Description: SR 299 will be widened to two lanes in each direction from SR 1 to Cleaver Farm Road, and a two way center lane turn lane will be added from Cleaver Farm Road to Catherine Street, along with pedestrian and bicycle improvements.

Project Justification: This project is a result of the East Middletown Master Planning effort that was performed by DelDOT and was ultimately adopted by the Town of Middletown Council.

Senatorial District(s): 10 Representative District(s): 8

PROJECT AUTHORIZATION SCHEDULE (SR 299, SR 1 to Catherine Street)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201012001	PE	STBG**						
T201012001	ROW	State	820.0					
T201012001	ROW	STBG						
T201012001	Construction	Other						
T201012001	Construction	State	197.3					
T201012001	Construction	STBG						
T201012001	Construction	STBG**						
SubTotal		***State***	1,017.3					
		Federal						
		Other						
TOTAL			**1,017.3**					

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 39,942.9

PROJECT FUNDING SCHEDULE (SR 299, SR 1 to Catherine Street)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201012001	PE	STBG							0.0
T201012001	ROW	State							0.0
T201012001	ROW	STBG							0.0
T201012001	Construction	Other	48.1						48.1
T201012001	Construction	State	62.2						62.2
T201012001	Construction	STBG	3,484.1						3,484.1
SubTotal		***State***	62.2						62.2
		Federal	3,484.1						3,484.1
		Other	48.1						48.1
TOTAL			**3,594.4**						**3,594.4**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark	04-00186	T200410301

Project Description: This project will reconstruct the pavement and redesign the roadway to provide two eastbound lanes on SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue. Westbound SR 4, Christina Parkway's current configuration of one lane from Elkton Road to the former Chrysler plant will remain. Multi-modal improvements will be made as well, including upgrades to the multi-use path along the south side of SR 4, and minor bus stop improvements.

Project Justification: This project will provide needed pavement repairs to this section of SR 4, along with other improvements.

Senatorial District(s): 8 Representative District(s): 25

PROJECT AUTHORIZATION SCHEDULE (SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T200410301	PE	NHPP						
T200410301	PE	State	710.0					
T200410301	PE	STBG**		300.0				300.0
T200410301	ROW	STBG**						
T200410301	Other	State	195.8					
SubTotal		***State***	905.8					
		Federal		300.0				300.0
		Other						
TOTAL			**905.8**	**300.0**				**300.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 4,045.8

PROJECT FUNDING SCHEDULE (SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T200410301	PE	NHPP	455.4	165.0					620.4
T200410301	PE	State	113.9	41.2					155.1
T200410301	PE	STBG	25.0	275.0					300.0
T200410301	ROW	STBG							0.0
T200410301	Other	State							0.0
SubTotal		***State***	113.9	41.2					155.1
		Federal	480.4	440.0					920.4
		Other							
TOTAL			**594.3**	**481.2**					**1,075.5**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
SR 4, Ogletown Stanton Road/SR 7, Christiana Stanton Road Phase I, Stanton Split	04-00136	T200011101

Project Description: This project will address capacity issues at the SR4/SR7 Stanton split intersection by adding turn lanes and other geometric improvements. The project will also include pedestrian and transit facility improvements.

Project Justification: This project is part of the Churchman's Crossing Study recommendations, dated April 1, 1997. Also within area of the 2007 HSIP list, Site S. Churchmans Crossing continues to experience growth, especially non-residential land uses. Many of the intersections in the area experience congestion, either now or are expected to in the future. Improvements to other modes, including pedestrians, bicyclists, and transit riders, continue to need to be addressed to support a range of transportation choices.

Senatorial District(s): 7,9 Representative District(s): 19

PROJECT AUTHORIZATION SCHEDULE (SR 4, Ogletown Stanton Road/SR 7, Christiana Stanton Road Phase I, Stanton Split)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T200011101	PE	State	2,000.0	500.0				500.0
T200011101	ROW	STBG**		800.0				800.0
T200011101	Other	State	546.8					
SubTotal		***State***	2,546.8	500.0				500.0
		Federal		800.0				800.0
		Other						
TOTAL			**2,546.8**	**1,300.0**				**1,300.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 3,846.8

PROJECT FUNDING SCHEDULE (SR 4, Ogletown Stanton Road/SR 7, Christiana Stanton Road Phase I, Stanton Split)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T200011101	PE	State	215.1	500.0	200.0				915.1
T200011101	ROW	STBG	450.0	350.0					800.0
T200011101	Other	State							0.0
SubTotal		***State***	215.1	500.0	200.0				915.1
		Federal	450.0	350.0					800.0
		Other							
TOTAL			**665.1**	**850.0**	**200.0**				**1,715.1**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
SR 9, River Road Area Improvements, Flood Remediation	05-93939	T200503403

Project Description: Design will include raising the approaches of SR 9 on either side of the Army Creek bridge to prevent further settling and flooding. Retrofits of the tide gates will be pursued by DNREC.

Project Justification: Frequent flooding of SR 9 in the area of the Army Creek makes the road impassible.

Senatorial District(s): 12 Representative District(s): 17

PROJECT AUTHORIZATION SCHEDULE (SR 9, River Road Area Improvements, Flood Remediation)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T200503403	PE	State	1,379.8					
T200503403	ROW	STBG**						
T200503403	Other	State	138.4					
SubTotal		***State***	1,518.2					
		Federal						
		Other						
TOTAL			**1,518.2**					

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 2,018.2

PROJECT FUNDING SCHEDULE (SR 9, River Road Area Improvements, Flood Remediation)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T200503403	PE	State	497.2	160.0	250.0				907.2
T200503403	ROW	STBG					500.0		500.0
T200503403	Other	State							0.0
SubTotal		***State***	497.2	160.0	250.0				907.2
		Federal					500.0		500.0
		Other							
TOTAL			**497.2**	**160.0**	**250.0**		**500.0**		**1,407.2**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
SR2 Red Mill Rd Intersection Improvement	04-00137	T201611601

Project Description: The proposed improvements include additional turn and through lanes at the intersection, bike and pedestrian facilities and a new traffic signal.

Project Justification: The SR2/Red Mill Road Intersection experiences congestion frequently during the morning and evening peak hours and also has experienced crashes. It also lacks pedestrian and bicycle facilities. Improvements to the intersection were originally identified in the 1997 Churchmans Crossing Program.

Senatorial District(s): 9 Representative District(s): 21

PROJECT AUTHORIZATION SCHEDULE (SR2 Red Mill Rd Intersection Improvement)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201611601	PE	NHPP						
T201611601	PE	State	270.0					
T201611601	ROW	State	200.0					
T201611601	ROW	STBG						
T201611601	Construction	State	40.0					
T201611601	Construction	STBG						
T201611601	Construction	STBG**						
SubTotal		***State***	510.0					
		Federal						
		Other						
TOTAL			**510.0**					

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 8,577.8

PROJECT FUNDING SCHEDULE (SR2 Red Mill Rd Intersection Improvement)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201611601	PE	NHPP							0.0
T201611601	PE	State							0.0
T201611601	ROW	State							0.0
T201611601	ROW	STBG							0.0
T201611601	Construction	State	19.3						19.3
T201611601	Construction	STBG	711.2						711.2
SubTotal		***State***	19.3						19.3
		Federal	711.2						711.2
		Other							
TOTAL			**730.5**						**730.5**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
SR4/Harmony Road Intersection Improvements	18-04116	T202111601

Project Description: Improvements include adding turn lanes and geometric improvements; and pedestrian, bicycle, and transit improvements.

Project Justification: Improvements identified in the Churchmans Crossing Study. Intersection needs improvements to address congestion and safety.

Senatorial District(s): 9 Representative District(s): 18

PROJECT AUTHORIZATION SCHEDULE (SR4/Harmony Road Intersection Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202111601	PE	State	1,550.0					
T202111601	ROW	NHPP**		1,500.0				1,500.0
SubTotal		***State***	1,550.0					
		Federal		1,500.0				1,500.0
		Other						
TOTAL			**1,550.0**	**1,500.0**				**1,500.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 3,050.0

PROJECT FUNDING SCHEDULE (SR4/Harmony Road Intersection Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202111601	PE	State	386.2	349.6					735.8
T202111601	ROW	NHPP	1,000.0	500.0					1,500.0
SubTotal		***State***	386.2	349.6					735.8
		Federal	1,000.0	500.0					1,500.0
		Other							
TOTAL			**1,386.2**	**849.6**					**2,235.8**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
SR9, New Castle Ave, Landers Lane to A Street	19-10006	T202212903

Project Description: This planning project will accelerate plans to improve connectivity and quality of life for underserved communities on Delaware Route 9 by identifying priority projects that should be fast-tracked to final design. The project includes 12 transportation projects that will safely connect neighborhoods, improve/replace infrastructure, and add more transportation options for those with or without a car, with a focus on equity and removing physical barriers in communities that are currently separated by major highways such as I-295. The design will consider all users, including pedestrians, and add roundabouts for better, safer traffic flow. The project benefits the surrounding underserved, overburdened, disadvantaged communities, and the project has a data-driven approach in regards to safety.

Project Justification: The project is proposed to increase safety for both vehicles and pedestrians while better connecting neighborhoods and amenities.

Senatorial District(s): 2 Representative District(s): 16

PROJECT AUTHORIZATION SCHEDULE (SR9, New Castle Ave, Landers Lane to A Street)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202212903	PE	RAISE						
T202212903	PE	State	1,500.0					
T202212903	ROW	CMAQ**		1,500.0				1,500.0
T202212903	Construction	CMAQ**				500.0*	4,500.0	5,000.0
T202212903	Construction	STBG**				*	2,500.0*	2,500.0
SubTotal		***State***	1,500.0					
		Federal		1,500.0		500.0	7,000.0	9,000.0
		Other						
TOTAL			**1,500.0**	**1,500.0**		**500.0**	**7,000.0**	**9,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 24,000.0

PROJECT FUNDING SCHEDULE (SR9, New Castle Ave, Landers Lane to A Street)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202212903	PE	RAISE	1,627.8	1,200.0	800.0	800.0	1,175.8		5,603.6
T202212903	PE	State	407.0	300.0	200.0	200.0	293.9		1,400.9
T202212903	ROW	CMAQ	200.0	650.0	650.0				1,500.0
T202212903	Construction	CMAQ			1,000.0	4,000.0			5,000.0
T202212903	Construction	STBG				10,000.0			10,000.0
SubTotal		***State***	407.0	300.0	200.0	200.0	293.9		1,400.9
		Federal	1,827.8	1,850.0	2,450.0	14,800.0	1,175.8		22,103.6
		Other							
TOTAL			**2,234.8**	**2,150.0**	**2,650.0**	**15,000.0**	**1,469.7**		**23,504.5**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
St. Annes Church Road at SR 71 Intersection Improvements	2024-00125	2024-00125

Project Description:

Project Length: Est. 0.05 mi.
1. Upgrade approaches and provide single-lane roundabout
2. Implement Complete Streets Policy where appropriate

Project Justification:

1. Upgrade to support current and future traffic levels
2. Enhance traffic flow and safety

Project Source(s): Westown TID

Senatorial District(s): 10 Representative District(s): 8

PROJECT AUTHORIZATION SCHEDULE (St. Annes Church Road at SR 71 Intersection Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00125	PE	Other					1,000.0	1,000.0
SubTotal		***State***						
		Federal						
		Other					1,000.0	1,000.0
TOTAL							**1,000.0**	**1,000.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 1,000.0

PROJECT FUNDING SCHEDULE (St. Annes Church Road at SR 71 Intersection Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00125	PE	Other				500.0	500.0		1,000.0
SubTotal		***State***							
		Federal							
		Other				500.0	500.0		1,000.0
TOTAL						**500.0**	**500.0**		**1,000.0**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
US 13 from I-495 to PA Line	21-20015	21-20015

Project Description: Bike and pedestrian and streetscape improvements along US 13/Philadelphia Pike to complete Delaware portion of East Coast Greenway.

Project Justification: Continue East Coast Greenway connection from DE to PA.

Senatorial District(s): 5 Representative District(s): 7

PROJECT AUTHORIZATION SCHEDULE (US 13 from I-495 to PA Line)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
21-20015	PE	State		600.0				600.0
SubTotal		***State***		600.0				600.0
		Federal						
		Other						
TOTAL				**600.0**				**600.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 600.0

PROJECT FUNDING SCHEDULE (US 13 from I-495 to PA Line)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
21-20015	PE	State	300.0	300.0					600.0
SubTotal		***State***	300.0	300.0					600.0
		Federal							
		Other							
TOTAL			**300.0**	**300.0**					**600.0**

all costs in $000s

New Castle County - Road Systems - Arterials

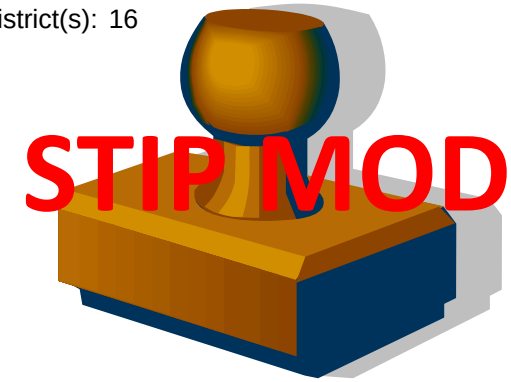
Project Title	Primavera #	Project #
US 13 Southbound BBRT Lane	22-22222	T202201102

Project Description: Implement a Bus-Bike-Right-Turn (BBRT) lane on southbound US 13 from I-495 to Bacon/Boulden Boulevard, including streetscape/pedestrian improvements, pedestrian traffic signal upgrades, and consolidation/adjustment of bus stops.

Project Justification: To reduce transit travel times, reduce transit delays, and increase transit reliability along this corridor.

Senatorial District(s): 13,2,3

Representative District(s): 16



PROJECT AUTHORIZATION SCHEDULE (US 13 Southbound BBRT Lane)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202201102	PE	5307**						
T202201102	ROW	5307**						
T202201102	Construction	5307**						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 2,252.0

PROJECT FUNDING SCHEDULE (US 13 Southbound BBRT Lane)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202201102	PE	5307	41.6						41.6
T202201102	ROW	5307	50.2						50.2
T202201102	Construction	5307	1,900.0						1,900.0
SubTotal		***State***							
		Federal	1,991.8						1,991.8
		Other							
TOTAL			**1,991.8**						**1,991.8**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
US 40 & SR 896 Improvements	10-10099	T201611901

Project Description: This project will construct a grade separated interchange at the intersection of US 40 and SR 896 in order to improve safety and traffic operations at the intersection.

Project Justification: This intersection is in need of both safety and operational improvements. The US 40 Corridor Monitoring Program shows large peak hour volumes and substantial congestion. Traffic conditions will likely deteriorate further with proposed development in the area. This location was also noted in the 2011 Hazard Elimination Program Report.

Senatorial District(s): 11,12 Representative District(s): 27



PROJECT AUTHORIZATION SCHEDULE (US 40 & SR 896 Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201611901	PE	NHPP						
T201611901	PE	State	1,769.9	100.0				100.0
T201611901	PE	STBG		400.0				400.0
T201611901	ROW	State	2,000.0					
T201611901	Construction	NHPP**					*	
SubTotal		***State***	3,769.9	100.0				100.0
		Federal		400.0				400.0
		Other						
TOTAL			**3,769.9**	**500.0**				**500.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 73,809.9

PROJECT FUNDING SCHEDULE (US 40 & SR 896 Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201611901	PE	NHPP	605.9	200.0	160.0				965.9
T201611901	PE	State	151.5	150.0	40.0				341.5
T201611901	PE	STBG		400.0					400.0
T201611901	ROW	State	1,175.3						1,175.3
T201611901	Construction	NHPP					5,000.0	25,000.0	30,000.0
SubTotal		***State***	1,326.7	150.0	40.0				1,516.7
		Federal	605.9	600.0	160.0		5,000.0	25,000.0	31,365.9
		Other							
TOTAL			**1,932.6**	**750.0**	**200.0**		**5,000.0**	**25,000.0**	**32,882.6**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
US 40 (Pulaski Hwy) and SR 7 (Bear Christiana Rd) Intersection Improvements	20-20003	T202304101

Project Description: The purpose of this project is to improve safety and operations at the intersection of US 40 and SR 7 through geometric improvements, with the potential for a grade separated interchange.

Project Justification: This intersection has been tracked as part of the US 40 Corridor Monitoring Program. It is in need of both safety and long term operational improvements.

Senatorial District(s): 13 Representative District(s): 5 18

PROJECT AUTHORIZATION SCHEDULE (US 40 (Pulaski Hwy) and SR 7 (Bear Christiana Rd) Intersection Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202304101	PE	NHPP**						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 5,000.0

PROJECT FUNDING SCHEDULE (US 40 (Pulaski Hwy) and SR 7 (Bear Christiana Rd) Intersection Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202304101	PE	NHPP	1,366.7	1,300.0	1,200.0	600.0	300.0		4,766.7
SubTotal		***State***							
		Federal	1,366.7	1,300.0	1,200.0	600.0	300.0		4,766.7
		Other							
TOTAL			**1,366.7**	**1,300.0**	**1,200.0**	**600.0**	**300.0**		**4,766.7**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
US 40 between US 13 and MD Line Multimodal Improvements	2024-00126	2024-00126

Project Description:

Project Length = Est. 9.9 mi.
1. Provide grade separated intersection with approach improvements
2. Implement Complete Streets Policy
3. Fill in sidewalk gaps and provide transit, biking and pedestrian amenities, where appropriate

Project Justification:

1. Upgrade bike and pedestrian amenities to support current and future non-motorized travel levels
2. Enhance safety

Project Source(s): WILMAPCO Route 40 Corridor 20-Year Transportation Plan (2000)

Senatorial District(s): 11 13

Representative District(s): 5 15 18 25 26 27

PROJECT AUTHORIZATION SCHEDULE (US 40 between US 13 and MD Line Multimodal Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00126	Other	State				1,000.0		1,000.0
SubTotal		***State***				1,000.0		1,000.0
		Federal						
		Other						
TOTAL						**1,000.0**		**1,000.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 1,000.0

PROJECT FUNDING SCHEDULE (US 40 between US 13 and MD Line Multimodal Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00126	Other	State			500.0	500.0			1,000.0
SubTotal		***State***			500.0	500.0			1,000.0
		Federal							
		Other							
TOTAL					**500.0**	**500.0**			**1,000.0**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
US 40, Salem Church Road to Walther Road	04-00144	T201611902

Project Description: This project is proposing to add an additional lane in each direction along US40 from Salem Church Road to Walther Road. There will also be pedestrian and bicycle improvements with the addition of a multiuse path for the length of the project.

Project Justification: This project was identified as part of the Route 40 Corridor 20-Year Transportation Plan. The Plan was adopted on June 19, 2000 to detail highway, transit, and bicycle and pedestrian improvements that are, or will be, needed to address already planned growth and development and to enhance the quality of life in the Route 40 Corridor.

Senatorial District(s): 11,13 Representative District(s): 5

PROJECT AUTHORIZATION SCHEDULE (US 40, Salem Church Road to Walther Road)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201611902	PE	NHPP						
T201611902	PE	State	569.8					
T201611902	ROW	State	4,534.5					
T201611902	Construction	NHFP**		4,000.0*	6,374.9*	*	*	10,374.9
T201611902	Construction	NHPP**		*	*	3,125.4*	3,834.6*	6,960.0
SubTotal		***State***	5,104.4					
		Federal		4,000.0	6,374.9	3,125.4	3,834.6	17,334.9
		Other						
TOTAL			**5,104.4**	**4,000.0**	**6,374.9**	**3,125.4**	**3,834.6**	**17,334.9**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 35,153.2

PROJECT FUNDING SCHEDULE (US 40, Salem Church Road to Walther Road)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201611902	PE	NHPP	20.0						20.0
T201611902	PE	State	5.0						5.0
T201611902	ROW	State	2,588.7						2,588.7
T201611902	Construction	NHFP	2,997.9	7,859.9	5,783.5	1,294.4			17,935.7
T201611902	Construction	NHPP			2,716.5	6,174.1	815.4		9,706.0
SubTotal		***State***	2,593.7						2,593.7
		Federal	3,017.9	7,859.9	8,500.0	7,468.5	815.4		27,661.7
		Other							
TOTAL			**5,611.6**	**7,859.9**	**8,500.0**	**7,468.5**	**815.4**		**30,255.4**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
US13, Duck Creek to SR1	16-13131	T202012401

Project Description: Implement improvements in accordance with the Town of Smyrna's land use and transportation master planning effort. Improvements include controlled access, sidewalk, bike access, and other amenities.

Project Justification: Create improvements on US13 that are consistent with the Town of Smyrna's land use and transportation master plan.

Senatorial District(s): 14 Representative District(s): 28

PROJECT AUTHORIZATION SCHEDULE (US13, Duck Creek to SR1)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202012401	PE	State	1,000.0					
T202012401	ROW	State	750.0					
SubTotal		***State***	1,750.0					
		Federal						
		Other						
TOTAL			**1,750.0**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 1,750.0

PROJECT FUNDING SCHEDULE (US13, Duck Creek to SR1)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202012401	PE	State	250.0	250.8	250.0				750.8
T202012401	ROW	State					425.0	325.0	750.0
SubTotal		***State***	250.0	250.8	250.0		425.0	325.0	1,500.8
		Federal							
		Other							
TOTAL			**250.0**	**250.8**	**250.0**		**425.0**	**325.0**	**1,500.8**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
US13, US40 to Memorial Drive Pedestrian Improvements	14-31313	T201601102

Project Description: This project includes improvements to address multi-modal needs in this highly traveled section of US 13 between US40 and I-495. The proposed improvements include ADA compliant sidewalks, improved crossings, median lighting, median barriers to discourage mid-block crossing and reduced lane widths along the road.
Related Projects are as follows:
T201901102 - US13 Paving and Pedestrian Improvements - Llangollen Blvd to Bacon/Boulden Blvd
T201901103 - US13 Median Lighting - Llangollen Blvd to I-495
T201901104 - US13 Median Treatments - US40 to I-495
T202501103 - US13 Paving and Pedestrian Improvements - Llangollen Blvd to Bacon-Boulden Blvd – CMAQ
T202501104 - US13 Paving and Pedestrian Improvements - Llangollen Blvd to Bacon-Boulden Blvd – Non-CMAQ

Project Justification: The US 13 corridor has incomplete accommodations for pedestrians and other non-motorized modes. The corridor has experienced accidents involving pedestrians and the need for improvements has been identified by various studies.

Senatorial District(s): 12,13,2,3 Representative District(s): 16,17,5

PROJECT AUTHORIZATION SCHEDULE (US13, US40 to Memorial Drive Pedestrian Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201601102	PE	State	1,022.0	50.6				50.6
T201601102	PE	STBG		202.4				202.4
T201601102	Construction	NHPP						
T201601102	Construction	Other						
T201601102	Construction	State	4.0					
T201901102	ROW	NHPP						
T201901102	ROW	State	230.0					
T201901103	Construction	NHPP						
T201901103	Construction	State	172.7					
T201901104	Construction	NHPP		975.0				975.0
T202501103	Construction	CMAQ**		6,037.9*	3,070.8			9,108.7
T202501104	Construction	NHPP**		60.4*	4,000.0*	2,602.5*	1,734.6*	8,397.5
SubTotal		***State***	1,428.7	50.6				50.6
		Federal		7,275.8	7,070.8	2,602.5	1,734.6	18,683.7
		Other						
TOTAL			**1,428.7**	**7,326.4**	**7,070.8**	**2,602.5**	**1,734.6**	**18,734.3**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 48,623.3

PROJECT FUNDING SCHEDULE (US13, US40 to Memorial Drive Pedestrian Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201601102	PE	State	78.7						78.7
T201601102	PE	STBG	314.9						314.9
T201601102	ROW	NHPP	69.2						69.2
T201601102	ROW	State	17.3						17.3
T201601102	Construction	CMAQ	2,000.0	8,000.0	8,000.0	3,108.8			21,108.8
T201601102	Construction	NHPP	3,532.5	4,000.0	4,000.0	2,197.6			13,730.1
T201601102	Construction	Other	17.9						17.9
T201601102	Construction	State	2.2						2.2
SubTotal		***State***	98.2						98.2
		Federal	5,916.6	12,000.0	12,000.0	5,306.3			35,222.9
		Other	17.9						17.9
TOTAL			**6,032.7**	**12,000.0**	**12,000.0**	**5,306.3**			**35,339.0**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
Walnut Street, 3rd Street to 16th Street	04-00166	T200401101

Project Description: Walnut Street is a major in-bound route to the central business district. This project includes improvements to the operation and safety aspects of the corridor to address needed improvements for pedestrians, bicyclists, and transit users.

Project Justification: This project was identified as part of the Wilmington Initiatives, to improve the multi-modal environment between city neighborhoods and employment centers, create a safer vehicular and pedestrian environment, and improve the visual appearance of the streets.

Senatorial District(s): 2,3 Representative District(s): 2

PROJECT AUTHORIZATION SCHEDULE (Walnut Street, 3rd Street to 16th Street)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T200401101	PE	State	2,119.5					
T200401101	ROW	State	100.0					
T200401101	Construction	STBG**		*	3,000.0*	3,000.0		6,000.0
SubTotal		***State***	2,219.5					
		Federal			3,000.0	3,000.0		6,000.0
		Other						
TOTAL			**2,219.5**		**3,000.0**	**3,000.0**		**6,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 8,219.5

PROJECT FUNDING SCHEDULE (Walnut Street, 3rd Street to 16th Street)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T200401101	PE	State	421.9						421.9
T200401101	ROW	State	100.0						100.0
T200401101	Construction	STBG		3,000.0	3,000.0				6,000.0
SubTotal		***State***	521.9						521.9
		Federal		3,000.0	3,000.0				6,000.0
		Other							
TOTAL			**521.9**	**3,000.0**	**3,000.0**				**6,521.9**

all costs in $000s

New Castle County - Road Systems - Arterials

Project Title	Primavera #	Project #
Wilmington Transit Corridors Improvement	17-00173	T201701901

Project Description: Install bus shelters with real time signs, construct sidewalk and crosswalk improvements for pedestrian safety on Orange Street and King Street between Martin Luther King Blvd and 10th Street, and 8th and 9th Streets between Adams and Church Streets. Reconfigure Orange street from 5th to 9th Street to provide traffic calming to enhance pedestrian safety for transit riders.

Project Justification: Transit Improvements

Senatorial District(s): 3 Representative District(s): 2

PROJECT AUTHORIZATION SCHEDULE (Wilmington Transit Corridors Improvement)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201701901	PE	5339D						
T201701901	PE	State	260.4					
T201701901	PE	STBG						
T201701901	Construction	5307						
T201701901	Construction	5339D						
T201701901	Construction	State	1,149.0					
T201701901	Procurement	5307						
T201701901	Procurement	State	184.4					
SubTotal		***State***	1,593.8					
		Federal						
		Other						
TOTAL			**1,593.8**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **5,031.8**

PROJECT FUNDING SCHEDULE (Wilmington Transit Corridors Improvement)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201701901	PE	5339D							0.0
T201701901	PE	State							0.0
T201701901	PE	STBG							0.0
T201701901	Construction	5307	213.9						213.9
T201701901	Construction	5339D	681.3						681.3
T201701901	Construction	State	383.7						383.7
T201701901	Procurement	5307	165.7						165.7
T201701901	Procurement	State	184.4						184.4
SubTotal		***State***	568.1						568.1
		Federal	1,060.9						1,060.9
		Other							
TOTAL			**1,629.0**						**1,629.0**

all costs in $000s

New Castle County - Road Systems - Bicycle/Pedestrian

Project Title	Primavera #	Project #
Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd	21-00220	T202201101

Project Description: Improvements will include reconstructing the existing deteriorating SUP and substandard barrier on the westbound side of Edgemoor Road to form a continuous reconstructed pathway from the intersection of Edgemoor Road at Hay Road to the east, and Edgemoor Road at Governor Printz Boulevard to the west.

Project Justification: The project will improve or construct bicycle and pedestrian improvement as identified in the Governor Printz Corridor Study.

Senatorial District(s): 1,2 Representative District(s): 6

PROJECT AUTHORIZATION SCHEDULE (Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202201101	PE	Other						
T202201101	ROW	Other						
T202201101	Construction	Other						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **3,980.0**

PROJECT FUNDING SCHEDULE (Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202201101	PE	Other	175.5						175.5
T202201101	ROW	Other	77.2						77.2
T202201101	Construction	Other	1,500.0	1,500.0					3,000.0
SubTotal		***State***							
		Federal							
		Other	1,752.6	1,500.0					3,252.6
TOTAL			**1,752.6**	**1,500.0**					**3,252.6**

all costs in $000s

New Castle County - Road Systems - Bridge

Project Title	Primavera #	Project #
Rehabilitation of I-95 From I-495 to North of Brandywine River	14-01056	T201407404

Project Description: This project involves the rehabilitation of I-95 from the I-495 southern interchange to north of the Brandywine River Bridge. Work includes the rehabilitation of 19 bridges involving painting of structural steel, substructure concrete repairs, bearing replacements, joint replacements, concrete deck patching, replacement of the deck overlay, replacement of the concrete bearings, and replacement of the concrete deck for the ramp bridges. Other major work items include replacing the median barriers, upgrading guardrail, rebuilding the Second Street Ramp onto Southbound I-95 and removing the South Jackson Street on ramp, patching and rehabilitating the pavement south of the viaduct, reconstructing the mainline and ramp pavement between the viaduct and Brandywine River Bridge, and upgrading all signage and lighting through the corridor, including installing new ancillary structures. Separate traffic mitigation projects have been identified and will be constructed in advance of the project to help alleviate impacts on residents and commuters during construction. This project allows the Department to utilize PM 2.5 Federal funding based on 3 specific category improvements in lowering diesel engine emissions through: 1. Idle Reduction 2. Traffic Flow Improvement 3. Freight Corridor improvements due to the high concentration of heavier vehicles.

Project Justification: The viaduct bridges (BR 1-748, 748N, and 748S) and the Brandywine River Bridge (BR 1-759) are in fair condition with a lot of repair needs to extend the lives of the bridges. The ramp bridges were all constructed at the same time as the mainline bridges and also have repair needs that can more easily be addressed under the Maintenance of Traffic schemes provided during this project. The mainline concrete pavement between the viaduct and Brandywine River Bridge is beyond its service life and in need of reconstruction. The signage and lighting along the corridor is substandard. The median barrier is severely deteriorated with several areas having been destroyed through vehicular impact, and the guardrail needs to be upgraded to current standards. The mainline bridges were identified as needing work through the Bridge Management System, and the remaining items are more easily achieved under the maintenance of traffic scheme provided under the needed repairs of the bridges. The highest priority bridges are ranked on the 2017 DelDOT Bridge Deficiency List (out of 1625 total bridges) as follows: Bridge 1 -748 is ranked 146th, Bridge 1 -748N is ranked 59th, Bridge 1 -748S is ranked 94th, and Bridge 1 -759 is ranked 99th. By rehabilitating these bridges, the Department will be improving its data associated with meeting the performance measures associated with bridge condition, specifically percentage of bridges in poor or fair condition and percentage of deck area in poor condition for bridges on the NHS.

Senatorial District(s): 1,3 Representative District(s): 1,16,2,3

PROJECT AUTHORIZATION SCHEDULE (Rehabilitation of I-95 From I-495 to North of Brandywine River)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201407404	PE	NHPP						
T201407404	PE	State	3,860.0					
T201407404	Construction	NHPP						
T201407404	Construction	State	197,001.2					
T201704105	Construction	CMAQ						
T201704105	Construction	NHPP						
T201704105	Construction	State	217.3					
T201907002	PE	State	96.7					
T201907002	Construction	NHPP						
T201907002	Construction	State	514.7					
T201907402	Construction	NHPP						
T201907402	Construction	State	1,907.8					
T201907403	PE	State	800.0					
T201907403	Construction	BFP**		1,061.0*	8,645.9*	3,159.7		12,866.6
T201907403	Construction	State	12,412.0					
T201907404	Construction	NHPP						
T201907404	Construction	State	542.3					
T202007404	Construction	NHPP						
T202007404	Construction	State	1,222.0					
T202007405	Construction	NHPP						
T202007405	Construction	State	597.0					
T202007406	Construction	NHPP						

PROJECT AUTHORIZATION SCHEDULE (Rehabilitation of I-95 From I-495 to North of Brandywine River)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202007406	Construction	State	431.5					
SubTotal		***State***	219,602.5					
		Federal		1,061.0	8,645.9	3,159.7		12,866.6
		Other						
TOTAL			**219,602.5**	**1,061.0**	**8,645.9**	**3,159.7**		**12,866.6**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 301,054.9

PROJECT FUNDING SCHEDULE (Rehabilitation of I-95 From I-495 to North of Brandywine River)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201407404	PE	NHPP							0.0
T201407404	PE	State	101.1						101.1
T201407404	Construction	BFP	6,300.0	6,566.5					12,866.5
T201407404	Construction	CMAQ							0.0
T201407404	Construction	NHPP	786.9						786.9
T201407404	Construction	State	20,627.3						20,627.3
SubTotal		***State***	20,728.4						20,728.4
		Federal	7,086.9	6,566.5					13,653.4
		Other							
TOTAL			**27,815.3**	**6,566.5**					**34,381.8**

all costs in $000s

New Castle County - Road Systems - Bridge

Project Title	Primavera #	Project #
Rehabilitation of I-95, GARVEE Debt Service	21-01056	T202107410

Project Description: In order to complete the Construction activities for the Rehabilitation of I-95, GARVEE bonds were sold to fund this work. The funds to repay the debt service on the bonds are included under this project.

Project Justification: The Rehabilitation of I-95 project will be using innovative financing to complete Construction. GARVEE bonds are being used to finance the effort.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Rehabilitation of I-95, GARVEE Debt Service)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202107410	Other	BRR**						
T202107410	Other	NHPP**		18,591.8*	18,593.3*	18,592.5*	18,593.3*	74,370.9
SubTotal		***State***						
		Federal		18,591.8	18,593.3	18,592.5	18,593.3	74,370.9
		Other						
TOTAL				**18,591.8**	**18,593.3**	**18,592.5**	**18,593.3**	**74,370.9**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 278,879.2

PROJECT FUNDING SCHEDULE (Rehabilitation of I-95, GARVEE Debt Service)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202107410	Other	BRR							0.0
T202107410	Other	NHPP	18,330.5	18,320.0	18,307.9	18,292.9	18,221.6	18,208.6	109,681.5
SubTotal		***State***							
		Federal	18,330.5	18,320.0	18,307.9	18,292.9	18,221.6	18,208.6	109,681.5
		Other							
TOTAL			**18,330.5**	**18,320.0**	**18,307.9**	**18,292.9**	**18,221.6**	**18,208.6**	**109,681.5**

all costs in $000s

New Castle County - Road Systems - Collectors

Project Title	Primavera #	Project #
Bunker Hill Road at Sand Hill Drive-Merrimac Avenue Intersection Improvements	2024-00122	2024-00122

Project Description: Project Length = Est. 0.05 mi.
1. Upgrade approaches & provide single-lane roundabout
2. Implement Complete Streets Policy where appropriate

Project Justification: 1. Upgrade to support current and future traffic levels
2. Enhance traffic flow and safety
Project Source(s): Westown TID

Senatorial District(s): 10 Representative District(s): 8

PROJECT AUTHORIZATION SCHEDULE (Bunker Hill Road at Sand Hill Drive-Merrimac Avenue Intersection Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00122	PE	Other				500.0		500.0
SubTotal		***State***						
		Federal						
		Other				500.0		500.0
TOTAL						**500.0**		**500.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 500.0

PROJECT FUNDING SCHEDULE (Bunker Hill Road at Sand Hill Drive-Merrimac Avenue Intersection Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00122	PE	Other				500.0			500.0
SubTotal		***State***							
		Federal							
		Other				500.0			500.0
TOTAL						**500.0**			**500.0**

all costs in $000s

New Castle County - Road Systems - Collectors

Project Title	Primavera #	Project #
Glasgow Avenue, SR 896 to US 40	20-20002	T202211901

Project Description: This project will implement a "Main Street" concept by reducing travel lane width, modifying shoulders, adding turn lanes and transit amenities, and providing bicycle and pedestrian accommodations. Safety improvements at Old County Road and Paxson Drive will also be included.

Project Justification: This project is based on WILMAPCO's Glasgow Avenue Main Street Study and will transform Glasgow Avenue to create a "Main Street" corridor, providing improved facilities for multimodal transportation.

Senatorial District(s): 10,11,12 Representative District(s): 27

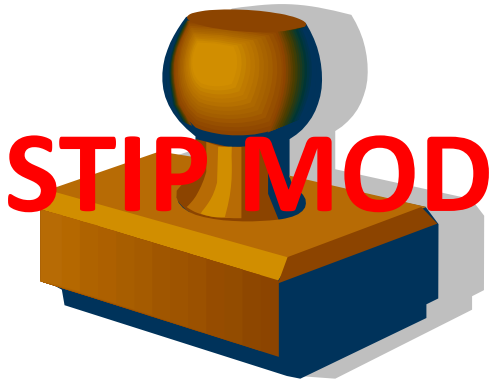
PROJECT AUTHORIZATION SCHEDULE (Glasgow Avenue, SR 896 to US 40)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202211901	PE	State	800.0	400.0				400.0
T202211901	ROW	STBG**				750.0*	750.0	1,500.0
T202211901	Construction	STBG**						
SubTotal		***State***	800.0	400.0				400.0
		Federal				750.0	750.0	1,500.0
		Other						
TOTAL			**800.0**	**400.0**		**750.0**	**750.0**	**1,900.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 8,700.0



PROJECT FUNDING SCHEDULE (Glasgow Avenue, SR 896 to US 40)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202211901	PE	State	475.7	200.0	100.0	100.0			875.7
T202211901	ROW	STBG			750.0	750.0			1,500.0
T202211901	Construction	STBG					6,000.0		6,000.0
SubTotal		***State***	475.7	200.0	100.0	100.0			875.7
		Federal			750.0	750.0	6,000.0		7,500.0
		Other							
TOTAL			**475.7**	**200.0**	**850.0**	**850.0**	**6,000.0**		**8,375.7**

all costs in $000s

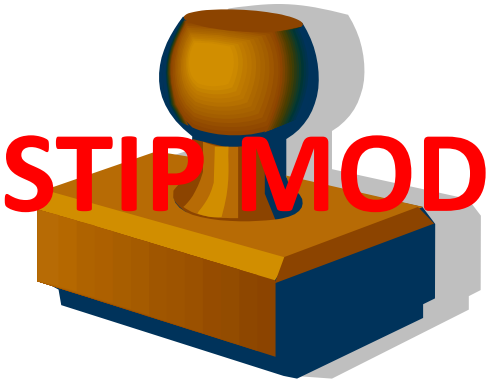
New Castle County - Road Systems - Collectors

Project Title	Primavera #	Project #
Old Capitol Trail, Newport Road to Stanton Road	18-02116	T202104102

Project Description: The project will provide intersection improvements at the Old Capitol Trail intersections with Newport Road and Stanton Road. Improvements will include accommodations for bicycles and pedestrians.

Project Justification: This project is a result of the Marshallton Circulation Study completed by WILMAPCO in 2014. The study and recommendations are intended to address concerns with high volume cut through traffic and to restore a more walkable connected community.

Senatorial District(s): 7 Representative District(s): 19



PROJECT AUTHORIZATION SCHEDULE (Old Capitol Trail, Newport Road to Stanton Road)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202104102	PE	State	2,262.0					
T202104102	ROW	CMAQ**		1,200.0				1,200.0
T202104102	Construction	CMAQ**				2,000.0*	4,000.0*	6,000.0
SubTotal		***State***	2,262.0					
		Federal		1,200.0		2,000.0	4,000.0	7,200.0
		Other						
TOTAL			**2,262.0**	**1,200.0**		**2,000.0**	**4,000.0**	**7,200.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 13,462.0

PROJECT FUNDING SCHEDULE (Old Capitol Trail, Newport Road to Stanton Road)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202104102	PE	State	852.1	12.0					864.1
T202104102	ROW	CMAQ	1,200.0						1,200.0
T202104102	Construction	CMAQ			2,000.0	4,000.0	4,000.0		10,000.0
SubTotal		***State***	852.1	12.0					864.1
		Federal	1,200.0		2,000.0	4,000.0	4,000.0		11,200.0
		Other							
TOTAL			**2,052.1**	**12.0**	**2,000.0**	**4,000.0**	**4,000.0**		**12,064.1**

all costs in $000s

New Castle County - Road Systems - Collectors

Project Title	Primavera #	Project #
Possum Park Road and Old Possum Park Road Intersection Improvements	09-00108	T200904109

Project Description: Proposed improvements include realigning Old Possum Park Road and installing a roundabout along Possum Park Road to create a new 4-legged intersection with St. Regis Drive.

Project Justification: A relocation of the Old Possum Park Road/Possum Park Road intersection is needed because it is too close to the existing Possum Park intersection with St. Regis Drive.

Senatorial District(s): 8 Representative District(s): 21

PROJECT AUTHORIZATION SCHEDULE (Possum Park Road and Old Possum Park Road Intersection Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T200904109	PE	State	482.0					
T200904109	ROW	State	100.0					
T200904109	Construction	State	3,500.0					
SubTotal		***State***	4,082.0					
		Federal						
		Other						
TOTAL			**4,082.0**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **4,082.0**

PROJECT FUNDING SCHEDULE (Possum Park Road and Old Possum Park Road Intersection Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T200904109	PE	State	50.0						50.0
T200904109	ROW	State	100.0						100.0
T200904109	Construction	State							0.0
SubTotal		***State***	150.0						150.0
		Federal							
		Other							
TOTAL			**150.0**						**150.0**

all costs in $000s

New Castle County - Road Systems - Collectors

Project Title	Primavera #	Project #
SR 72, McCoy Road To SR 71	04-00160	T200601102

Project Description: The proposed improvements include widening SR 72 from one lane in each direction to two lanes in each direction. The project will add a two-way left turn lane. The project will also include the addition of bike lanes and sidewalks.

Project Justification: These pedestrian improvements enhance multi-modal transportation along the SR 72 roadway by providing safety and operational improvements in the project area.

Senatorial District(s): 12 Representative District(s): 15

PROJECT AUTHORIZATION SCHEDULE (SR 72, McCoy Road To SR 71)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T200601102	PE	State	772.0					
T200601102	PE	STBG						
T200601102	ROW	State	89.7					
T200601102	ROW	STBG**						
T200601102	Construction	NHFP						
T200601102	Construction	State	4,852.6					
T200601102	Construction	STBG		400.0				400.0
SubTotal		***State***	5,714.2					
		Federal		400.0				400.0
		Other						
TOTAL			**5,714.2**	**400.0**				**400.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 31,021.8

PROJECT FUNDING SCHEDULE (SR 72, McCoy Road To SR 71)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T200601102	PE	State							0.0
T200601102	PE	STBG							0.0
T200601102	ROW	State							0.0
T200601102	ROW	STBG	52.1						52.1
T200601102	Construction	NHFP	6,125.2						6,125.2
T200601102	Construction	State	1,631.3						1,631.3
T200601102	Construction	STBG	400.0						400.0
SubTotal		***State***	1,631.3						1,631.3
		Federal	6,577.3						6,577.3
		Other							
TOTAL			**8,208.6**						**8,208.6**

all costs in $000s

New Castle County - Road Systems - Collectors

Project Title	Primavera #	Project #
SR 896 and Bethel Church Rd Interchange	08-03016	T200911305

Project Description: The purpose of this project is to improve the safety and operation of the intersection SR896 and Bethel Church Road.

Project Justification: This is a part of the approved US 301 Corridor Improvements Project. This will be implemented independently from the US 301 Mainline, which is currently under construction.

Senatorial District(s): 10 Representative District(s): 27

PROJECT AUTHORIZATION SCHEDULE (SR 896 and Bethel Church Rd Interchange)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T200911305	PE	NHPP**						
T200911305	ROW	State	2,000.0					
SubTotal		***State***	2,000.0					
		Federal						
		Other						
TOTAL			**2,000.0**					

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 7,000.0

PROJECT FUNDING SCHEDULE (SR 896 and Bethel Church Rd Interchange)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T200911305	PE	NHPP	2,479.1	2,200.0					4,679.1
T200911305	ROW	State	84.0						84.0
SubTotal		***State***	84.0						84.0
		Federal	2,479.1	2,200.0					4,679.1
		Other							
TOTAL			**2,563.1**	**2,200.0**					**4,763.1**

all costs in $000s

New Castle County - Road Systems - Expressways

Project Title	Primavera #	Project #
Bear Road and Reybold Drive Intersection Improvements	2024-00067	T202411001

Project Description: This project will upgrade the existing intersection of Bear Road, Reybold Drive and the On-Ramp to SR 1 Northbound from a stop condition along Reybold Drive to a single lane roundabout. Project includes new sidewalk connecting down to Route 13 intersection and updated bus stop.

Project Justification: There has been an increase in accidents at this intersection along with significant cut-through traffic through the neighborhood at increased speeds.

Senatorial District(s): 13 Representative District(s): 5

PROJECT AUTHORIZATION SCHEDULE (Bear Road and Reybold Drive Intersection Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202411001	PE	State	180.4					
T202411001	PE	STBG						
T202411001	ROW	STBG**			143.0			143.0
T202411001	Construction	STBG**				500.0*	1,945.0	2,445.0
SubTotal		***State***	180.4					
		Federal			143.0	500.0	1,945.0	2,588.0
		Other						
TOTAL			**180.4**		**143.0**	**500.0**	**1,945.0**	**2,588.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 3,490.0

PROJECT FUNDING SCHEDULE (Bear Road and Reybold Drive Intersection Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202411001	PE	State	115.3	65.1					180.4
T202411001	PE	STBG	461.1	260.4					721.5
T202411001	ROW	STBG		43.0	100.0				143.0
T202411001	Construction	STBG			1,445.0	1,000.0			2,445.0
SubTotal		***State***	115.3	65.1					180.4
		Federal	461.1	303.4	1,545.0	1,000.0			3,309.5
		Other							
TOTAL			**576.4**	**368.5**	**1,545.0**	**1,000.0**			**3,489.9**

all costs in $000s

New Castle County - Road Systems - Expressways

Project Title	Primavera #	Project #
I-295 Northbound, SR141 to US13	19-10001	T202109101

Project Description: This project will include additional capacity improvements for I-295 northbound from the I-95/SR141 interchange to US13.

Project Justification: The I-95 to I-295 interchange and ramps are critical to the I-95 corridor and interstate travel in the northeast. This project will help alleviate the congestion associated with the I-95 NB to I-295 NB ramps.

Senatorial District(s): 13,3 Representative District(s): 16

PROJECT AUTHORIZATION SCHEDULE (I-295 Northbound, SR141 to US13)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202109101	PE	State	2,975.0					
T202109101	Construction	NHPP**		10,000.0*	8,000.0*	6,809.1*	2,469.5	27,278.6
SubTotal		***State***	2,975.0					
		Federal		10,000.0	8,000.0	6,809.1	2,469.5	27,278.6
		Other						
TOTAL			**2,975.0**	**10,000.0**	**8,000.0**	**6,809.1**	**2,469.5**	**27,278.6**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 32,253.6

PROJECT FUNDING SCHEDULE (I-295 Northbound, SR141 to US13)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202109101	PE	State	72.9						72.9
T202109101	Construction	NHPP	13,706.1	14,200.0	1,278.6				29,184.7
SubTotal		***State***	72.9						72.9
		Federal	13,706.1	14,200.0	1,278.6				29,184.7
		Other							
TOTAL			**13,779.0**	**14,200.0**	**1,278.6**				**29,257.6**

all costs in $000s

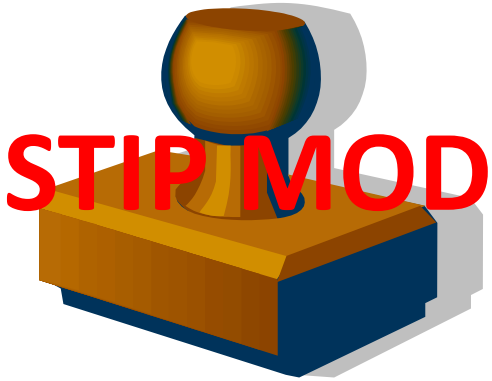
New Castle County - Road Systems - Expressways

Project Title	Primavera #	Project #
I-95 AND SR 896 INTERCHANGE	14-51515	T201609002

Project Description: The proposed improvements include ramp realignments and other geometric improvements to address congestion and safety on both I-95 and SR896.

Project Justification: The I-95/SR896 Interchange experiences congestion in the peak hours, along with accidents during different times of the day. Improvements at the interchange to address these and other related issues have been discussed for many years as traffic has increased.

Senatorial District(s): 11,8 Representative District(s): 25





PROJECT AUTHORIZATION SCHEDULE (I-95 AND SR 896 INTERCHANGE)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201609002	PE	NHPP						
T201609002	PE	State	6,493.5					
T201609002	ROW	State	880.0					
T201609002	Construction	DGP						
T201609002	Construction	NHPP						
T201609002	Construction	NHPP**		19,968.6*	32,224.4*	12,630.3		64,823.3
T201609002	Construction	State	71,825.0					
T201609002	Construction	STBG**						
SubTotal		***State***	79,198.5					
		Federal		19,968.6	32,224.4	12,630.3		64,823.3
		Other						
TOTAL			**79,198.5**	**19,968.6**	**32,224.4**	**12,630.3**		**64,823.3**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 303,834.4

PROJECT FUNDING SCHEDULE (I-95 AND SR 896 INTERCHANGE)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201609002	PE	NHPP							0.0
T201609002	PE	State	5.7						5.7
T201609002	ROW	State	555.4						555.4
T201609002	Construction	DGP	22,680.6	10,000.0					32,680.6
T201609002	Construction	NHPP	59,717.5	47,714.5					107,432.0
T201609002	Construction	State	22,680.6	10,000.0					32,680.6
T201609002	Construction	STBG	547.5						547.5
SubTotal		***State***	23,241.7	10,000.0					33,241.7
		Federal	82,945.7	57,714.5					140,660.2
		Other							
TOTAL			**106,187.4**	**67,714.5**					**173,901.9**

all costs in $000s

New Castle County - Road Systems - Expressways

Project Title	Primavera #	Project #
SR 1 and US 13 Southbound Merge	22-56789	T202311001

Project Description: The SR 1 and US 13 Southbound Merge project will reassign the four lanes (two from SR 1, two from US 13) approaching the merge. At the merge point, the heavier traffic volume from SR 1 will maintain two lanes, and US 13 will be reduced to one lane prior to the merge. Work will consist of a mill and overlay of the pavement, restriping, and installation of new signage.

Project Justification: This project is an interim improvement that will help alleviate operational issues at the US 13 and SR 1 southbound merge point.

Senatorial District(s): 12 Representative District(s): 15

PROJECT AUTHORIZATION SCHEDULE (SR 1 and US 13 Southbound Merge)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202311001	Construction	NHPP**						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 1,108.0

PROJECT FUNDING SCHEDULE (SR 1 and US 13 Southbound Merge)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202311001	Construction	NHPP	1,097.9						1,097.9
SubTotal		***State***							
		Federal	1,097.9						1,097.9
		Other							
TOTAL			**1,097.9**						**1,097.9**

all costs in $000s

New Castle County - Road Systems - Expressways

Project Title	Primavera #	Project #
SR 1 Widening, Road A to South of US40	20-03067	T202011001

Project Description: The purpose of this project is to identify and prioritize cost-effective short, mid and long-term transportation infrastructure improvements in the SR 1 corridor that will reduce congestion and travel times and improve safety, while minimizing environmental impacts in the SR 1 corridor between just south of I-95 to Tybouts Corner in New Castle County, Delaware, a distance of nine miles.

Project Justification: Existing and projected conditions in the project area have resulted in the development of five specific needs to be addressed by this project:
- Address congestion by satisfying existing and projected peak hour and seasonal traffic needs
- Improve the system connectivity
- Provide support and local access for existing and committed development in New Castle County
- Improve safety and address identified high crash locations
- Enhance emergency access and evacuation

Meeting these needs will retain an acceptable level of service on this key section of SR 1 that is compatible with other sections of SR 1 and I-95.

Senatorial District(s): 13,9 Representative District(s): 18

PROJECT AUTHORIZATION SCHEDULE (SR 1 Widening, Road A to South of US40)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202011001	PE	State	2,800.0					
T202011001	PE	STBG						
T202011001	ROW	STBG**		4,000.0				4,000.0
SubTotal		***State***	2,800.0					
		Federal		4,000.0				4,000.0
		Other						
TOTAL			**2,800.0**	**4,000.0**				**4,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 18,000.0

PROJECT FUNDING SCHEDULE (SR 1 Widening, Road A to South of US40)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202011001	PE	State	602.1	633.6	572.5	540.0			2,348.2
T202011001	PE	STBG	2,408.5	2,534.5	2,290.0	2,160.0			9,393.0
T202011001	ROW	STBG		2,000.0	2,000.0				4,000.0
SubTotal		***State***	602.1	633.6	572.5	540.0			2,348.2
		Federal	2,408.5	4,534.5	4,290.0	2,160.0			13,393.0
		Other							
TOTAL			**3,010.6**	**5,168.1**	**4,862.5**	**2,700.0**			**15,741.2**

all costs in $000s

New Castle County - Road Systems - Expressways

Project Title	Primavera #	Project #
SR1 at Tybouts Corner	20-67082	T202111001

Project Description: This is a breakout project from the SR 1 Widening Program. This project will focus on the reconstruction of the interchange at SR 1 at Tybouts Corner.

Project Justification: The SR 1/Tybouts Interchange area has been identified five times in DelDOT's Hazard Elimination Program (HEP) list since 2002. This project will address these safety and operational issues within the SR 1/Tybouts Interchange and along the SR 1 and US 13 approaches to the interchange.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (SR1 at Tybouts Corner)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202111001	PE	NHPP						
T202111001	PE	State	1,219.6					
T202111001	ROW	NHPP**				1,000.0		1,000.0
SubTotal		***State***	1,219.6					
		Federal				1,000.0		1,000.0
		Other						
TOTAL			**1,219.6**			**1,000.0**		**1,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 7,098.0

PROJECT FUNDING SCHEDULE (SR1 at Tybouts Corner)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202111001	PE	NHPP	575.1	1,587.6	1,520.0				3,682.7
T202111001	PE	State	143.8	396.9	380.0				920.7
T202111001	ROW	NHPP			1,000.0				1,000.0
SubTotal		***State***	143.8	396.9	380.0				920.7
		Federal	575.1	1,587.6	2,520.0				4,682.7
		Other							
TOTAL			**718.9**	**1,984.5**	**2,900.0**				**5,603.4**

all costs in $000s

New Castle County - Road Systems - Expressways

Project Title	Primavera #	Project #
US301, Maryland State Line to SR1	04-00934	T200511301

Project Description: The new US 301 mainline section extends north from the MD/DE state line, west of Middletown, to the vicinity of Armstrong Corner Road, where it continues northeast, crossing existing US 301 and Boyds Corner Road, before curving east and tying into SR 1, south of the C&D Canal. Access is provided to new US 301 via interchanges south of Middletown (Levels Road), in the vicinity of Armstrong Corner Road (existing US 301), and at Jamison Corner Road (north of Boyds Corner Road). The General Assembly has directed DelDOT to implement the US 301 project in phases, beginning with the US 301 mainline section. DelDOT has opened the US 301 mainline section. Construction continues on Hyett's Corner Road and alongside US 301.

Project Justification: Need for the project is founded in an existing roadway system that lacks capacity for current and future volumes. Existing US 301 from 2000 to 2010 had 1,150 crashes, of which 395 were injuries and 18 were fatalities. The fatality rate is 54% higher than the Delaware average and 56% higher than the national average. While studies to upgrade US 301 have been looked at off and on for the past forty years or so, the existing roadway no longer meets the needs of the corridor and a new limited access highway is being constructed. The Selected Alternative will reduce traffic congestion in the project area and improve highway safety by removing thru traffic, especially heavy truck traffic, from local roads, while minimizing environmental impacts and accommodating existing and planned development.

Senatorial District(s): 10, 12, 14

Representative District(s): 8, 9

PROJECT AUTHORIZATION SCHEDULE (US301, Maryland State Line to SR1)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T200511301	PE	NHPP					
T200511301	PE	State					
T200511301	ROW	NHPP					
T200511301	ROW	State					
T200511301	Construction	State					
T200511301	Other	NHPP**					
T200511301	Other	State					
SubTotal		***State***					
		Federal					
		Other					
TOTAL							

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 599,594.7

PROJECT FUNDING SCHEDULE (US301, Maryland State Line to SR1)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T200511301	PE	NHPP							0.0
T200511301	PE	State							0.0
T200511301	ROW	NHPP							0.0
T200511301	ROW	State							0.0
T200511301	Construction	State	16,873.2						16,873.2
T200511301	Other	NHPP							0.0
T200511301	Other	State							0.0
SubTotal		***State***	16,873.2						16,873.2
		Federal							
		Other							
TOTAL			**16,873.2**						**16,873.2**

all costs in $000s

New Castle County - Road Systems - Freight

Project Title	Primavera #	Project #
Port Area Truck Parking Facility Near Wilmington	23-20001	23-20001

Project Description: Facilities location have not be identified. Truck parking facilities and staging area to support expanded port activities.

Project Justification: From Delaware Statewide Truck Parking Study (http://www.wilmapco.org/truckparking/) Tech Memo 3 page 17: The Port of Wilmington is a large-freight generator in Northern Delaware. Currently, the Port of Wilmington experiences undesignated truck parking on nearby last-mile roads. While the nearby Christiana Truck Stop provides truck parking, utilization is typically high, with limited parking availability throughout the day and overnight. Undesignated truck parking on the road in front of the Christiana Truck Stop further demonstrates instances of full capacity at the location. Meanwhile, freight activities at the Port of Wilmington can be expected to increase in line with national freight and e-commerce trends, coupled with the Ports planned expansion into Edgemoor. Given the expected increase in truck activity, demand for truck parking near the Port can be expected to increase as well. Without additional capacity, existing undesignated truck parking issues at the Port of Wilmington will worsen.

Senatorial District(s): 2 Representative District(s): 2

PROJECT AUTHORIZATION SCHEDULE (Port Area Truck Parking Facility Near Wilmington)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
23-20001	PE	State				862.5		862.5
SubTotal		***State***				862.5		862.5
		Federal						
		Other						
TOTAL						**862.5**		**862.5**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 862.5

PROJECT FUNDING SCHEDULE (Port Area Truck Parking Facility Near Wilmington)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
23-20001	PE	State			431.3	431.3			862.6
SubTotal		***State***			431.3	431.3			862.6
		Federal							
		Other							
TOTAL					**431.3**	**431.3**			**862.6**

all costs in $000s

New Castle County - Road Systems - Local

Project Title	Primavera #	Project #
12th Street Connector Improvement	21-20011	T202401103

Project Description: Create a connection from 12th Street and North East Boulevard to 16th Street Bridge while restoring the street grid.

Project Justification: Provide neighborhood access to the new street and the Brandywine Riverfront with the potential for economic development in the neighborhood.

Senatorial District(s): 3 Representative District(s): 2

PROJECT AUTHORIZATION SCHEDULE (12th Street Connector Improvement)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202401103	PE	State	1,130.5	2,174.5				2,174.5
SubTotal		***State***	1,130.5	2,174.5				2,174.5
		Federal						
		Other						
TOTAL			**1,130.5**	**2,174.5**				**2,174.5**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 3,305.0

PROJECT FUNDING SCHEDULE (12th Street Connector Improvement)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202401103	PE	State	972.7						972.7
SubTotal		***State***	972.7						972.7
		Federal							
		Other							
TOTAL			**972.7**						**972.7**

all costs in $000s

New Castle County - Road Systems - Local

Project Title	Primavera #	Project #
Denny Road and Lexington Parkway Intersection Improvements	18-01119	T202004103

Project Description: The project will install a roundabout at the current intersection. It will accommodate vehicles, bikes, and pedestrians.

Project Justification: The purpose of this project is to improve traffic operation and pedestrian accessibility at the intersection.

Senatorial District(s): 10 Representative District(s): 27

PROJECT AUTHORIZATION SCHEDULE (Denny Road and Lexington Parkway Intersection Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202004103	PE	State	135.5					
T202004103	ROW	State	0.4					
T202004103	Construction	State	185.5					
T202004103	Construction	STBG						
SubTotal		***State***	321.3					
		Federal						
		Other						
TOTAL			**321.3**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **1,063.4**

PROJECT FUNDING SCHEDULE (Denny Road and Lexington Parkway Intersection Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202004103	PE	State							0.0
T202004103	ROW	State							0.0
T202004103	Construction	State	39.6						39.6
T202004103	Construction	STBG	158.2						158.2
SubTotal		***State***	39.6						39.6
		Federal	158.2						158.2
		Other							
TOTAL			**197.8**						**197.8**

all costs in $000s

New Castle County - Road Systems - Local

Project Title	Primavera #	Project #
Garasches Lane, Wilmington	11-00999	T201212101

Project Description: Create a multi-modal access between the Southbridge neighborhood and the Wilmington Riverfront.
Related Projects:
T201912101 - A Street Shared Use Path, Wilmington
T202212101 - Shared Use Path, S. Church St to S. Walnut St, Wilmington

Project Justification: DelDOT is responding to community concerns regarding safe and proper pedestrian and bike connections between the growing Riverfront district in Wilmington and the nearby community of Southbridge.

Senatorial District(s): 2 Representative District(s): 16

PROJECT AUTHORIZATION SCHEDULE (Garasches Lane, Wilmington)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201212101	PE	State	194.9					
T201212101	PE	STBG						
T201212101	Other	State	124.7					
T201212101	Other	STBG						
T201912101	ROW	State	15.0					
T201912101	Construction	State	248.8					
T201912101	Construction	STBG						
T202212101	ROW	State	100.0					
T202212101	Construction	State	500.5					
T202212101	Construction	STBG		2,002.1				2,002.1
SubTotal		***State***	1,183.9					
		Federal		2,002.1				2,002.1
		Other						
TOTAL			**1,183.9**	**2,002.1**				**2,002.1**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **5,459.4**

PROJECT FUNDING SCHEDULE (Garasches Lane, Wilmington)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201212101	PE	State	86.2						86.2
T201212101	PE	STBG	344.6						344.6
T201212101	ROW	State	100.0						100.0
T201212101	Construction	State		250.3	250.3				500.6
T201212101	Construction	STBG		1,001.0	1,001.0				2,002.0
T201212101	Other	State							0.0
T201212101	Other	STBG							0.0
SubTotal		***State***	186.2	250.3	250.3				686.8
		Federal	344.6	1,001.0	1,001.0				2,346.6
		Other							
TOTAL			**530.8**	**1,251.3**	**1,251.3**				**3,033.4**

all costs in $000s

New Castle County - Road Systems - Local

Project Title	Primavera #	Project #
Maryland Ave. and Monroe St. Maryland Ave., Monroe St., MLK Area	21-20013	21-20013

Project Description: Improve efficiency of the intersection at Maryland Avenue, Monroe Street, and MLK Street, including multimodal improvements and a road diet (Maryland Avenue).

Project Justification: Ease congestion and improve flow of traffic.

Senatorial District(s): 3 Representative District(s): 3

PROJECT AUTHORIZATION SCHEDULE (Maryland Ave. and Monroe St. Maryland Ave., Monroe St., MLK Area)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
21-20013	PE	State			800.0			800.0
SubTotal		***State***			800.0			800.0
		Federal						
		Other						
TOTAL					**800.0**			**800.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **800.0**

PROJECT FUNDING SCHEDULE (Maryland Ave. and Monroe St. Maryland Ave., Monroe St., MLK Area)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
21-20013	PE	State		400.0	400.0				800.0
SubTotal		***State***		400.0	400.0				800.0
		Federal							
		Other							
TOTAL				**400.0**	**400.0**				**800.0**

all costs in $000s

New Castle County - Road Systems - Local

Project Title	Primavera #	Project #
N15, Boyds Corner Road, Cedar Lane Road to US 13	07-00406	T200712002

Project Description: This project will improve Boyds Corner Road to four lanes with a median, shoulders and a multi-use path on each side of the roadway.

Project Justification: The area of New Castle County just below the C & D Canal is expected to experience added congestion and safety issues. This project is part of a Master Plan for improvements in this growing area.

Senatorial District(s): 10,12 Representative District(s): 9

PROJECT AUTHORIZATION SCHEDULE (N15, Boyds Corner Road, Cedar Lane Road to US 13)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T200712002	PE	NHPP**		750.0				750.0
T200712002	PE	State	4,600.0					
T200712002	ROW	NHPP**				2,800.0		2,800.0
T200712002	Construction	NHPP**					2,000.0*	2,000.0
T200712002	Construction	State	121.0					
SubTotal		***State***	4,721.0					
		Federal		750.0		2,800.0	2,000.0	5,550.0
		Other						
TOTAL			**4,721.0**	**750.0**		**2,800.0**	**2,000.0**	**5,550.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 26,271.0

PROJECT FUNDING SCHEDULE (N15, Boyds Corner Road, Cedar Lane Road to US 13)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T200712002	PE	NHPP	350.0	400.0					750.0
T200712002	PE	State	147.6						147.6
T200712002	ROW	NHPP			1,000.0	1,800.0			2,800.0
T200712002	Construction	NHPP				2,000.0	8,000.0	8,000.0	18,000.0
T200712002	Construction	State	79.0						79.0
SubTotal		***State***	226.6						226.6
		Federal	350.0	400.0	1,000.0	3,800.0	8,000.0	8,000.0	21,550.0
		Other							
TOTAL			**576.6**	**400.0**	**1,000.0**	**3,800.0**	**8,000.0**	**8,000.0**	**21,776.6**

all costs in $000s

New Castle County - Road Systems - Local

Project Title	Primavera #	Project #
N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	07-00403	T200712006

Project Description: This project will improve Lorewood Grove Road with multimodal improvements, including a multi-use path along the corridor and roundabouts at select intersections between Jamison Corner Rd and SR 1.

Project Justification: The area of New Castle County just below the C & D Canal is expected to experience added congestion and safety issues. This project is part of a Master Plan for improvements in this growing area.

Senatorial District(s): 12 Representative District(s): 9

PROJECT AUTHORIZATION SCHEDULE (N412, Lorewood Grove Road, Jamison Corner Rd to SR 1)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T200712006	PE	State	685.7					
T200712006	ROW	State	3,000.0					
T200712006	Construction	STBG**				500.0*	2,000.0*	2,500.0
SubTotal		***State***	3,685.7					
		Federal				500.0	2,000.0	2,500.0
		Other						
TOTAL			**3,685.7**			**500.0**	**2,000.0**	**2,500.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 8,185.7

PROJECT FUNDING SCHEDULE (N412, Lorewood Grove Road, Jamison Corner Rd to SR 1)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T200712006	PE	State	220.0	330.3					550.3
T200712006	ROW	State	500.0	2,486.5					2,986.5
T200712006	Construction	STBG			2,500.0	2,000.0			4,500.0
SubTotal		***State***	720.0	2,816.9					3,536.9
		Federal			2,500.0	2,000.0			4,500.0
		Other							
TOTAL			**720.0**	**2,816.9**	**2,500.0**	**2,000.0**			**8,036.9**

all costs in $000s

New Castle County - Road Systems - Local

Project Title	Primavera #	Project #
Sears Boulevard Extension	22-23456	T202209902

Project Description: The Sears Boulevard Extension project will provide a driveway connection from Sears Boulevard to the industrial properties along Crowell Road.

Project Justification: To significantly reduce the amount of truck traffic traveling through the Pleasant Hills Estates and Silview communities by providing an alternate connection to SR 4. The project was authorized by House Bill 310, Section 180, of the 151st Delaware General Assembly.

Senatorial District(s): 9 Representative District(s): 19

PROJECT AUTHORIZATION SCHEDULE (Sears Boulevard Extension)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202209902	ROW	Other						
T202209902	Other	Other						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 600.0

PROJECT FUNDING SCHEDULE (Sears Boulevard Extension)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202209902	ROW	Other	540.4						540.4
T202209902	Other	Other							0.0
SubTotal		***State***							
		Federal							
		Other	540.4						540.4
TOTAL			**540.4**						**540.4**

all costs in $000s

New Castle County - Road Systems - Local

Project Title	Primavera #	Project #
Southbridge Local Street Network	20-20006	T202400704

Project Description: Multi-modal and safety improvements in the Southbridge community to increase mobility between Southbridge and shopping, medical services, and other destinations.

Project Justification: Provide efficient access and safety for all modes of travel between the Southbridge neighborhood and desired destinations.

Senatorial District(s): 2 Representative District(s): 16

PROJECT AUTHORIZATION SCHEDULE (Southbridge Local Street Network)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202400704	PE	State	900.0	200.0				200.0
T202400704	ROW	State					100.0	100.0
T202400704	Construction	State						
SubTotal		***State***	900.0	200.0			100.0	300.0
		Federal						
		Other						
TOTAL			**900.0**	**200.0**			**100.0**	**300.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **6,200.0**

PROJECT FUNDING SCHEDULE (Southbridge Local Street Network)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202400704	PE	State	400.0	300.0	300.0	100.0			1,100.0
T202400704	ROW	State				100.0			100.0
T202400704	Construction	State					2,500.0	2,500.0	5,000.0
SubTotal		***State***	400.0	300.0	300.0	200.0	2,500.0	2,500.0	6,200.0
		Federal							
		Other							
TOTAL			**400.0**	**300.0**	**300.0**	**200.0**	**2,500.0**	**2,500.0**	**6,200.0**

all costs in $000s

New Castle County - Road Systems - Other

Project Title	Primavera #	Project #
FY25 NAE Grant - WILMAPCO	2025-00069	T202509903

Project Description: This project will identify a truck bypass route that reduces truck traffic in Southbridge while maintaining regional freight efficiency and minimizing human and environmental impacts. Public involvement will occur throughout the planning process in coordination with the Southbridge Civic Association.

See attached Grant Agreement for in-depth project description and phasing.

Project Justification: This project aims to relieve the daily burden of heavy truck traffic in an historic, low-income Black neighborhood. It will study the feasibility, impacts, benefits, and costs of alternative truck routes recommended in a recent community-driven transportation plan.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (FY25 NAE Grant - WILMAPCO)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202509903	Other	NAE		240.0				240.0
T202509903	Other	Other		30.0				30.0
T202509903	Other	State						
SubTotal		***State***						
		Federal		240.0				240.0
		Other		30.0				30.0
TOTAL				**270.0**				**270.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **300.0**

PROJECT FUNDING SCHEDULE (FY25 NAE Grant - WILMAPCO)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202509903	Other	NAE	240.0						240.0
T202509903	Other	Other	30.0						30.0
T202509903	Other	State	30.0						30.0
SubTotal		***State***	30.0						30.0
		Federal	240.0						240.0
		Other	30.0						30.0
TOTAL			**300.0**						**300.0**

all costs in $000s

New Castle County - Road Systems - Other

Project Title	Primavera #	Project #
Reconnecting Communities, I-95 Cap in Wilmington	2024-00250	T202409904

Project Description: The project will plan and design a cap structure over I-95 between North Jackson and North Adams Streets in Wilmington. The I-95 Cap will reconnect communities and provide green space, public amenities, and multimodal connectivity between downtown neighborhoods and Wilmington's west side. The project limits include I-95 between North Jackson and North Adams Streets and between Delaware Avenue and West 6th Street.

Project Justification: The project will reconnect the neighborhoods divided by the construction of I-95 through Wilmington in the 1960s. The project will improve uncomfortable and unsafe walking, biking, and traveling within the Jackson-Adams corridor by providing safe and connected access for pedestrians, cyclists, and other modes of transportation. The project will also create welcoming and vibrant public urban outdoor amenities for residents of the adjacent neighborhoods and the larger community.

Senatorial District(s): 1 3 Representative District(s): 2 3

PROJECT AUTHORIZATION SCHEDULE (Reconnecting Communities, I-95 Cap in Wilmington)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202409904	PE	NAE		2,000.0				2,000.0
T202409904	PE	State	500.0					
SubTotal		***State***	500.0					
		Federal		2,000.0				2,000.0
		Other						
TOTAL			**500.0**	**2,000.0**				**2,000.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 2,500.0

PROJECT FUNDING SCHEDULE (Reconnecting Communities, I-95 Cap in Wilmington)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202409904	PE	NAE	800.0	1,200.0					2,000.0
T202409904	PE	State	200.0	300.0					500.0
SubTotal		***State***	200.0	300.0					500.0
		Federal	800.0	1,200.0					2,000.0
		Other							
TOTAL			**1,000.0**	**1,500.0**					**2,500.0**

all costs in $000s

New Castle County - Road Systems - Other

Project Title	Primavera #	Project #
South Wilmington Infrastructure Improvements	20-00002	20-00002

Project Description: This project is for infrastructure improvements to facilitate economic growth and development and to allow for future transportation-related improvements.

Project Justification: This project is for infrastructure improvements to facilitate economic growth and development and to allow for future transportation-related improvements.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (South Wilmington Infrastructure Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
20-00002	Other	Other					
20-00002	Other	State					
SubTotal		***State***					
		Federal					
		Other					
TOTAL							

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (South Wilmington Infrastructure Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
20-00002	Other	Other	10,000.0						10,000.0
20-00002	Other	State							0.0
SubTotal		***State***							
		Federal							
		Other	10,000.0						10,000.0
TOTAL			**10,000.0**						**10,000.0**

all costs in $000s

New Castle County - Road Systems - Other

Project Title	Primavera #	Project #
Tweed's Mill Parking Garage	2024-00249	T202509901

Project Description: Transfer of Tweed's Mill Parking Structure to Hockessin Athletic Club.

Project Justification: Structure provides far greater number of parking spaces for HAC than public. Structure needs work but will not become a priority for DelDOT. HAC prefers to have control over the maintenance of the structure. Transfer of ownership and responsibility will save DelDOT greatly over the remaining service life of the structure by extinguishing maintenance agreements outlining requirements for DelDOT over the remaining 24 years.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Tweed's Mill Parking Garage)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202509901	ROW	Other						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 1,900.0

PROJECT FUNDING SCHEDULE (Tweed's Mill Parking Garage)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202509901	ROW	Other	1,900.0						1,900.0
SubTotal		***State***							
		Federal							
		Other	1,900.0						1,900.0
TOTAL			**1,900.0**						**1,900.0**

all costs in $000s

New Castle County - Transit Systems - Planning

Project Title	Primavera #	Project #
Connecting Route 9 Corridor Communities	2023-00145	T202350501

Project Description: The three-mile stretch of State Route 9 (SR 9) from Southbridge in the City of Wilmington south to I-295 is in significant need of reinvestment and revitalization. Connecting the Route 9 Corridor Communities, in an area of persistent poverty, will identify, prioritize, and plan for implementing improvements to transit and pedestrian access to transit. The project will consist of a transit planning study to evaluate fixed-route bus improvements, micro transit initiatives, and enhanced connections to transit for the area's communities. Additionally, the study will address relevant Complete Street enhancements by devising a sound strategy of multimodal corridor improvements to augment the recommended transit enhancements and creating better access to opportunity. The study will consist of extensive public outreach and engagement, informed by technical analysis data and results.

Project Justification: Route 9 Corridor Communities are in significant need of reinvestment and revitalization. Past planning efforts have focused on land use and transportation network improvements along this corridor – none of the plans addressed transit alone. The purpose of this project is to better identify ways to address the challenges and opportunities of transit service provision and pedestrian safety and access to transit in the Route 9 Corridor area. This project will improve the lives of the people living in communities experiencing long-term economic distress by improving transit and enhancing safety. It will build upon existing plans, such as the Route 9 Corridor Master Plan, and the forthcoming Route 9 Paths Plan, Southbridge Neighborhood Plan, and Impact/Benefit Analysis of Proposed Truck Access Improvements in the Port of Wilmington Area.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Connecting Route 9 Corridor Communities)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202350501	Other	5305D						
T202350501	Other	State	70.0					
SubTotal		***State***	70.0					
		Federal						
		Other						
TOTAL			**70.0**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 700.0

PROJECT FUNDING SCHEDULE (Connecting Route 9 Corridor Communities)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202350501	Other	5305D	629.4						629.4
T202350501	Other	State	69.9						69.9
SubTotal		***State***	69.9						69.9
		Federal	629.4						629.4
		Other							
TOTAL			**699.3**						**699.3**

all costs in $000s

New Castle County - Transit Systems - Transit Facilities

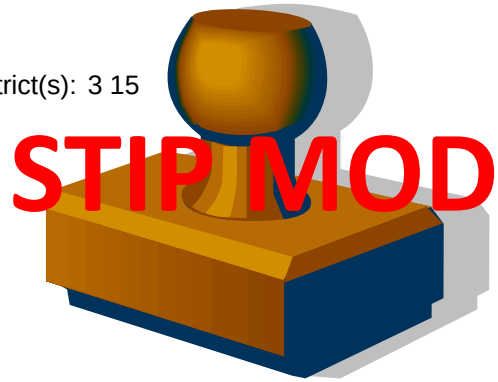
Project Title	Primavera #	Project #
Beech St Maintenance Building	16-51362	T201753108

Project Description: Project designs and constructs a new paratransit maintenance building at DTC's Beech Street facility.

Project Justification: DTC has moved paratransit operations to its Beech Street facility. The centralization of paratransit operations is an industry standard and cost savings for DTC. The maintenance building is last phase of this coordinated move of paratransit operations.

Senatorial District(s): 3 12

Representative District(s): 3 15



PROJECT AUTHORIZATION SCHEDULE (Beech St Maintenance Building)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201753108	PE	5307		105.7				105.7
T201753108	PE	State	165.7					
T201753108	Construction	5307		*	4,480.0*	4,652.7		9,132.7
T201753108	Construction	State	1,320.0	963.2				963.2
SubTotal		***State***	1,485.7	963.2				963.2
		Federal		105.7	4,480.0	4,652.7		9,238.4
		Other						
TOTAL			**1,485.7**	**1,068.9**	**4,480.0**	**4,652.7**		**10,201.6**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 12,244.6

PROJECT FUNDING SCHEDULE (Beech St Maintenance Building)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201753108	PE	5307	27.9						27.9
T201753108	PE	State	7.0						7.0
T201753108	Construction	5307		4,806.4	4,326.4				9,132.8
T201753108	Construction	State		1,201.6	1,081.6				2,283.2
SubTotal		***State***	7.0	1,201.6	1,081.6				2,290.2
		Federal	27.9	4,806.4	4,326.4				9,160.7
		Other							
TOTAL			**34.9**	**6,008.0**	**5,408.0**				**11,450.9**

all costs in $000s

New Castle County - Transit Systems - Transit Facilities

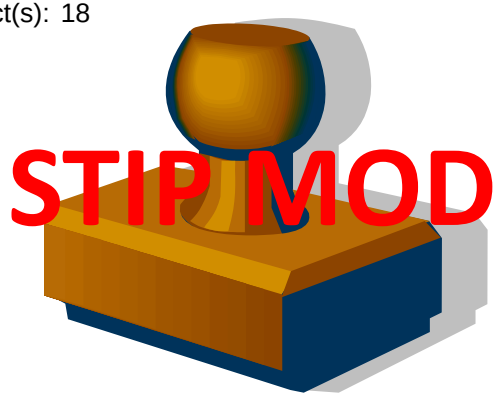
Project Title	Primavera #	Project #
Churchman's Crossing Fairplay Station Parking Expansion	09-12109	T202053101

Project Description: This project will include a parking garage to be shared with the office building adjacent to Fairplay Station at Delaware Park.

Project Justification: These improvements will provide a viable alternative for riders who would otherwise travel from this area by car on I-95, helping mitigate congestion along the I-95 corridor. This type of improvement will minimize land impacts and maximize open space.

Senatorial District(s): 9

Representative District(s): 18



PROJECT AUTHORIZATION SCHEDULE (Churchman's Crossing Fairplay Station Parking Expansion)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202053101	PE	5307						
T202053101	PE	5337		450.0				450.0
T202053101	PE	State	362.9					
T202053101	Construction	State	45.5					
SubTotal		***State***	408.4					
		Federal		450.0				450.0
		Other						
TOTAL			**408.4**	**450.0**				**450.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **1,860.0**

PROJECT FUNDING SCHEDULE (Churchman's Crossing Fairplay Station Parking Expansion)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202053101	PE	5307	80.0	135.0					215.0
T202053101	PE	5337		450.0					450.0
T202053101	PE	State	20.0	146.3					166.3
T202053101	Construction	State							0.0
SubTotal		***State***	20.0	146.3					166.3
		Federal	80.0	585.0					665.0
		Other							
TOTAL			**100.0**	**731.3**					**831.3**

all costs in $000s

New Castle County - Transit Systems - Transit Facilities

Project Title	Primavera #	Project #
Churchman's Crossing Temporary Parking Lot	2023-00187	T202453110

Project Description: Construct new surface parking lot on property adjacent to existing train station.

Project Justification: New parking garage will be built where existing surface parking lot sits. Temporary parking spaces are needed for customers during garage construction.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Churchman's Crossing Temporary Parking Lot)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202453110	Construction	5307						
T202453110	Construction	State	120.0					
SubTotal		***State***	120.0					
		Federal						
		Other						
TOTAL			**120.0**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 600.0

PROJECT FUNDING SCHEDULE (Churchman's Crossing Temporary Parking Lot)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202453110	Construction	5307	480.0						480.0
T202453110	Construction	State	120.0						120.0
SubTotal		***State***	120.0						120.0
		Federal	480.0						480.0
		Other							
TOTAL			**600.0**						**600.0**

all costs in $000s

New Castle County - Transit Systems - Transit Facilities

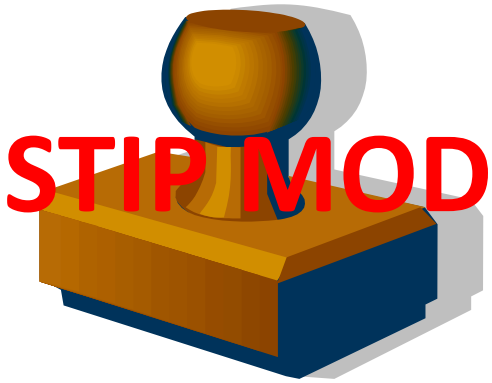
Project Title	Primavera #	Project #
Mid County Maintenance Facility Expansion	19-10518	T201953104

Project Description: DTC needs to expand its Mid-County Bus Maintenance Facility so that transit service in the Middletown, DE area can be increased to meet growing population and transportation needs.

Project Justification: Two maintenance bays of approximately 6,864 sq. ft. will be added allowing four more work spaces for buses. The facility is operating at capacity now; new bays are needed to support the growing fleet.

Senatorial District(s): District Wide

Representative District(s): District Wide



PROJECT AUTHORIZATION SCHEDULE (Mid County Maintenance Facility Expansion)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201953104	PE	5307						
T201953104	PE	State	100.2					
T201953104	Construction	5307		1,934.5				1,934.5
T201953104	Construction	State	1,304.0					
T201953104	Other	5307						
T201953104	Other	State	3.7					
SubTotal		***State***	1,407.9					
		Federal		1,934.5				1,934.5
		Other						
TOTAL			**1,407.9**	**1,934.5**				**1,934.5**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **7,039.3**

PROJECT FUNDING SCHEDULE (Mid County Maintenance Facility Expansion)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201953104	PE	5307							0.0
T201953104	PE	State							0.0
T201953104	Construction	5307	1,035.5	4,135.8					5,171.3
T201953104	Construction	State	258.9	1,034.0					1,292.9
T201953104	Other	5307		14.7					14.7
T201953104	Other	State		3.7					3.7
SubTotal		***State***	258.9	1,037.6					1,296.5
		Federal	1,035.5	4,150.6					5,186.1
		Other							
TOTAL			**1,294.4**	**5,188.2**					**6,482.6**

all costs in $000s

New Castle County - Transit Systems - Transit Facilities

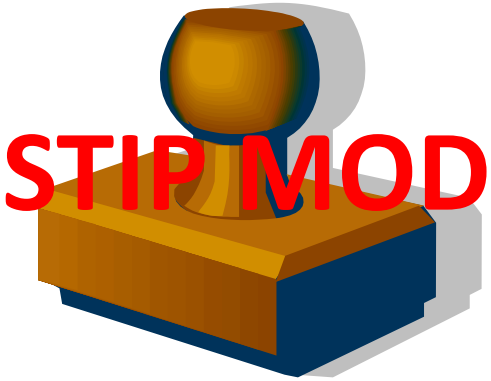
Project Title	Primavera #	Project #
Mid-County Driver Training Facility	2023-00191	T202453102

Project Description: Renovate operator training facility to include new offices and training classrooms.

Project Justification: Current facility lacks adequate office and classroom space for new operator training.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Mid-County Driver Training Facility)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202453102	PE	5307		160.0				160.0
T202453102	PE	State	40.0					
SubTotal		***State***	40.0					
		Federal		160.0				160.0
		Other						
TOTAL			**40.0**	**160.0**				**160.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 200.0

PROJECT FUNDING SCHEDULE (Mid-County Driver Training Facility)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202453102	PE	5307	102.0						102.0
T202453102	PE	State	25.5						25.5
SubTotal		***State***	25.5						25.5
		Federal	102.0						102.0
		Other							
TOTAL			**127.5**						**127.5**

all costs in $000s

New Castle County - Transit Systems - Transit Facilities

Project Title	Primavera #	Project #
Wilmington DTC Maintenance Building	23-00001	T202453111

Project Description: Project will replace the existing maintenance facility with a new building, creating a safer and more accessible workplace for employees. Facility will accommodate a mixed fleet of battery electric and fuel cell electric buses which will contribute to the planned transition of 100% zero-emission by 2040. The design includes an on-site hydrogen fueling station and electric vehicle chargers.

Project Justification: As the facility approaches 50 years of age it is showing signs of wear and tear. Outdated shop equipment, mechanical, electrical, plumbing and fire protection systems are leading to costly repairs. Current maintenance bays are undersized and lack specialized equipment for the expanding ZEB fleet.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Wilmington DTC Maintenance Building)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202453111	PE	5307**		2,000.0	2,000.0			4,000.0
SubTotal		***State***						
		Federal		2,000.0	2,000.0			4,000.0
		Other						
TOTAL				**2,000.0**	**2,000.0**			**4,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 4,000.0

PROJECT FUNDING SCHEDULE (Wilmington DTC Maintenance Building)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202453111	PE	5307	2,000.0	2,000.0					4,000.0
SubTotal		***State***							
		Federal	2,000.0	2,000.0					4,000.0
		Other							
TOTAL			**2,000.0**	**2,000.0**					**4,000.0**

all costs in $000s

New Castle County - Transit Systems - Transit Rail

Project Title	Primavera #	Project #
Claymont Rail Station Decommissioning	2023-00192	T202453101

Project Description: Return station to original condition prior to opening in mid-1980s.

Project Justification: Claymont Transportation Center is slated to open in late 2023, replacing current facility. Provide shared use path between pedestrian overpass and new train station.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Claymont Rail Station Decommissioning)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202453101	PE	State	150.0					
T202453101	Construction	5307						
T202453101	Construction	State	300.0					
SubTotal		***State***	450.0					
		Federal						
		Other						
TOTAL			**450.0**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **1,650.0**

PROJECT FUNDING SCHEDULE (Claymont Rail Station Decommissioning)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202453101	PE	State	111.8						111.8
T202453101	Construction	5307							0.0
T202453101	Construction	State							0.0
SubTotal		***State***	111.8						111.8
		Federal							
		Other							
TOTAL			**111.8**						**111.8**

all costs in $000s

New Castle County - Transit Systems - Transit Rail

Project Title	Primavera #	Project #
Claymont Regional Transportation Center	10-12144	T201651201

Project Description: This project will be for the design of a new Claymont commuter rail station integrated with the redevelopment of a former industrial site into an office/commercial complex. The new station will provide full ADA compliance and enhanced passenger facilities.

Project Justification: The existing Claymont station is heavily used but is physically deficient and cannot be made fully compliant with the Americans with Disabilities Act. The redevelopment of an unused industrial site in Claymont offers an opportunity to construct a new station including ADA-compliant high-level platforms and improved passenger amenities.

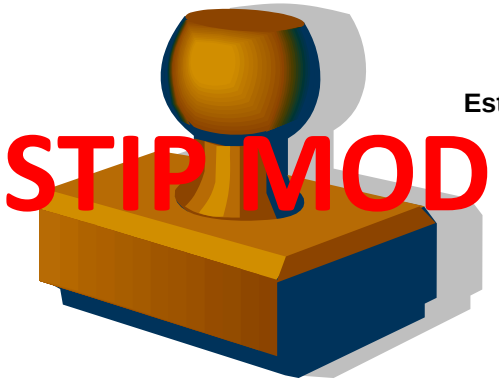
Senatorial District(s): 5 Representative District(s): 10

PROJECT AUTHORIZATION SCHEDULE (Claymont Regional Transportation Center)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201651201	PE	5337						
T201651201	PE	Other						
T201651201	PE	State	748.4					
T201651201	ROW	State	134.9					
T201651201	Construction	5307		4,150.0				4,150.0
T201651201	Construction	5337						
T201651201	Construction	5339D						
T201651201	Construction	Other		3,017.9				3,017.9
T201651201	Construction	State	35,640.4					
SubTotal		***State***	36,523.7					
		Federal		4,150.0				4,150.0
		Other		3,017.9				3,017.9
TOTAL			**36,523.7**	**7,167.9**				**7,167.9**

** Indicates an AC Deferral*

all costs in $000s



Estimated Total Project Cost: **89,337.8**

PROJECT FUNDING SCHEDULE (Claymont Regional Transportation Center)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201651201	PE	5337							0.0
T201651201	PE	Other							0.0
T201651201	PE	State							0.0
T201651201	ROW	State							0.0
T201651201	Construction	5307	73.5						73.5
T201651201	Construction	5337	4.0						4.0
T201651201	Construction	5339D							0.0
T201651201	Construction	Other	3,017.9						3,017.9
T201651201	Construction	State	68.8						68.8
SubTotal		***State***	68.8						68.8
		Federal	77.5						77.5
		Other	3,017.9						3,017.9
TOTAL			**3,164.2**						**3,164.2**

all costs in $000s

New Castle County - Transit Systems - Transit Rail

Project Title	Primavera #	Project #
Newark Regional Transportation Center, Parking Lot and Access Rd	13-98520	T201451603

Project Description: The construction of an enhanced and improved passenger rail station in Newark just west of the existing SEPTA rail station. The station will provide Americans with Disabilities Act (ADA)-compliant high-level platforms, expand parking, and provide significantly improved passenger amenities including a station building with bathrooms. Project will be built by two design-bid-build contracts. This construction project will build the surface parking lot, access road, and related improvements. The other construction project will build the station building, platform, and pedestrian overpass.
Planning, PE, and R/W is funded under T201251601

Project Justification: The existing Newark station has minimal passenger facilities, inadequate parking, and other deficiencies. It cannot accommodate high-level platforms required by the Federal Rail Administration (FRA) and ADA. Conflicts with freight trains preclude expansion of passenger service and detract from freight operations. Relocation and replacement of the station are included in DTC's Commuter Rail Improvement Project.

Senatorial District(s): 8 Representative District(s): 25

PROJECT AUTHORIZATION SCHEDULE (Newark Regional Transportation Center, Parking Lot and Access Rd)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201451603	ROW	5309						
T201451603	ROW	State	1,185.5					
T201451603	Construction	5309						
T201451603	Construction	Other						
T201451603	Construction	State	2,269.0					
SubTotal		***State***	3,454.5					
		Federal						
		Other						
TOTAL			**3,454.5**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 10,933.9

PROJECT FUNDING SCHEDULE (Newark Regional Transportation Center, Parking Lot and Access Rd)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201451603	ROW	5309							0.0
T201451603	ROW	State	1,167.2						1,167.2
T201451603	Construction	5309							0.0
T201451603	Construction	Other							0.0
T201451603	Construction	State							0.0
SubTotal		***State***	1,167.2						1,167.2
		Federal							
		Other							
TOTAL			**1,167.2**						**1,167.2**

all costs in $000s

New Castle County - Transit Systems - Transit Rail

Project Title	Primavera #	Project #
Newark Regional Transportation Center, Planning and Design	11-00272	T201251601

Project Description: The planning and final design of an enhanced and improved passenger rail station in Newark, in the general location of the existing SEPTA rail station. The station will provide Americans with Disabilities Act (ADA)-compliant high-level platforms, expand parking, and provide significantly improved passenger amenities including a station building with bathrooms.

Project Justification: The existing Newark station has minimal passenger facilities, inadequate parking, and other deficiencies. It cannot accommodate high-level platforms required by the Federal Rail Administration (FRA) and ADA. Conflicts with freight trains preclude expansion of passenger service and detract from freight operations. Relocation and replacement of the station are included in DTC's Commuter Rail Improvement Project.

Senatorial District(s): 8 Representative District(s): 25

PROJECT AUTHORIZATION SCHEDULE (Newark Regional Transportation Center, Planning and Design)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201251601	PE	5307						
T201251601	PE	State	16,397.0					
T201251601	Other	5307						
T201251601	Other	State	383.6					
SubTotal		***State***	16,780.6					
		Federal						
		Other						
TOTAL			**16,780.6**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **21,430.6**

PROJECT FUNDING SCHEDULE (Newark Regional Transportation Center, Planning and Design)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201251601	PE	5307							0.0
T201251601	PE	State	2,349.7	1,462.4					3,812.1
T201251601	Other	5307							0.0
T201251601	Other	State							0.0
SubTotal		***State***	2,349.7	1,462.4					3,812.1
		Federal							
		Other							
TOTAL			**2,349.7**	**1,462.4**					**3,812.1**

all costs in $000s

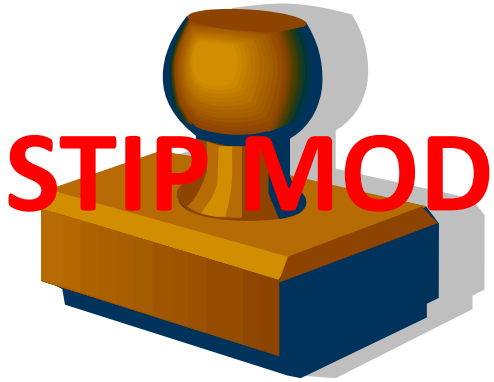
New Castle County - Transit Systems - Transit Rail

Project Title	Primavera #	Project #
Northeast Corridor Allocation Policy	15-16309	T201651601

Project Description: Funding for support of the Northeast Corridor required under the Cost Allocation policy mandated by the federal Passenger Rail Infrastructure Improvement Act (PRIIA). States and agencies using the NEC are required to participate in cost allocation. DTC uses the NEC for SEPTA Regional Rail service.

Project Justification: This funding for support of the Northeast Corridor is required under the Cost Allocation policy mandated by the federal Passenger Rail Infrastructure Improvement Act (PRIIA).

Senatorial District(s): 3 13 Representative District(s): 2 13



PROJECT AUTHORIZATION SCHEDULE (Northeast Corridor Allocation Policy)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201651601	Construction	State	21,604.9	4,128.4	4,028.4	4,028.4	4,028.4	16,213.6
SubTotal		***State***	21,604.9	4,128.4	4,028.4	4,028.4	4,028.4	16,213.6
		Federal						
		Other						
TOTAL			**21,604.9**	**4,128.4**	**4,028.4**	**4,028.4**	**4,028.4**	**16,213.6**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 45,875.3

PROJECT FUNDING SCHEDULE (Northeast Corridor Allocation Policy)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201651601	Construction	State	4,128.4	4,028.4	4,028.4	4,028.4	4,028.4	4,028.4	24,270.4
SubTotal		***State***	4,128.4	4,028.4	4,028.4	4,028.4	4,028.4	4,028.4	24,270.4
		Federal							
		Other							
TOTAL			**4,128.4**	**4,028.4**	**4,028.4**	**4,028.4**	**4,028.4**	**4,028.4**	**24,270.4**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

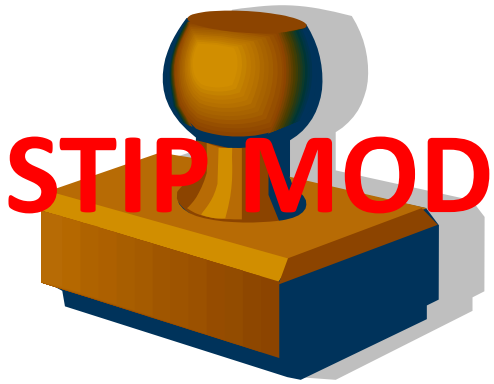
Project Title	Primavera #	Project #
Preventive Maintenance - New Castle County	07-30222	07-30222

Project Description: FTA permits the use of federal funds for vehicle preventative maintenance. Other funding (20% match) will be provided in Delaware Transit Corporation's Operating Budget, or via Toll Credits.

Project Justification: Funding will support preventative maintenance of fixed route and paratransit vehicles, ensuring the reliability of the service.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Preventive Maintenance - New Castle County)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
07-30222	Procurement	5307	8,950.0	8,950.0	8,950.0	8,950.0	35,800.0
07-30222	Procurement	Other	2,237.5	2,237.5	2,237.5	2,237.5	8,950.0
SubTotal		***State***					
		Federal	8,950.0	8,950.0	8,950.0	8,950.0	35,800.0
		Other	2,237.5	2,237.5	2,237.5	2,237.5	8,950.0
TOTAL			**11,187.5**	**11,187.5**	**11,187.5**	**11,187.5**	**44,750.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Preventive Maintenance - New Castle County)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
07-30222	Procurement	5307	14,150.0	8,950.0	8,950.0	8,950.0	8,950.0	8,950.0	58,900.0
07-30222	Procurement	Other	3,537.5	2,237.5	2,237.5	2,237.5	2,237.5	2,237.5	14,725.0
SubTotal		***State***							
		Federal	14,150.0	8,950.0	8,950.0	8,950.0	8,950.0	8,950.0	58,900.0
		Other	3,537.5	2,237.5	2,237.5	2,237.5	2,237.5	2,237.5	14,725.0
TOTAL			**17,687.5**	**11,187.5**	**11,187.5**	**11,187.5**	**11,187.5**	**11,187.5**	**73,625.0**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (1) 25' Fixed Route Cutaway Bus NCC FY29	2024-00115	2024-00115

Project Description: This project will replace one 25-foot cutaway bus providing fixed route service in New Castle County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (1) 25' Fixed Route Cutaway Bus NCC FY29)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00115	Procurement	5339**					317.1	317.1
SubTotal		***State***						
		Federal					317.1	317.1
		Other						
TOTAL							**317.1**	**317.1**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 317.1

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (1) 25' Fixed Route Cutaway Bus NCC FY29)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00115	Procurement	5339					317.1		317.1
SubTotal		***State***							
		Federal					317.1		317.1
		Other							
TOTAL							**317.1**		**317.1**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (1) 45' Fixed Route Bus NCC FY26	2024-00099	2024-00099

Project Description: This project will replace one 45-foot fixed route bus providing fixed route service in New Castle County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (1) 45' Fixed Route Bus NCC FY26)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00099	Procurement	5339**		887.4				887.4
SubTotal		***State***						
		Federal		887.4				887.4
		Other						
TOTAL				**887.4**				**887.4**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 887.4

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (1) 45' Fixed Route Bus NCC FY26)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00099	Procurement	5339		887.4					887.4
SubTotal		***State***							
		Federal		887.4					887.4
		Other							
TOTAL				**887.4**					**887.4**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

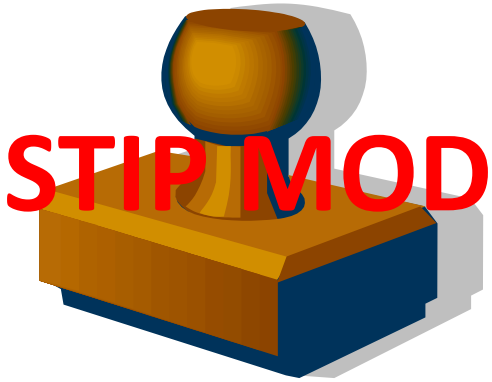
Project Title	Primavera #	Project #
Transit Vehicle Replacement (1) 45' Fixed Route Bus, NCC, FY25	2023-00178	T202450306

Project Description: This project will replace one 45-foot fixed route bus currently providing fixed route service in New Castle County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (1) 45' Fixed Route Bus, NCC, FY25)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202450306	Procurement	5339**						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 870.0

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (1) 45' Fixed Route Bus, NCC, FY25)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202450306	Procurement	5339	870.0						870.0
SubTotal		***State***							
		Federal	870.0						870.0
		Other							
TOTAL			**870.0**						**870.0**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (10) 40' Low Floor Buses NCC FY28	2024-00112	2024-00112

Project Description: This project will replace ten 40-foot low floor fixed route buses providing fixed route service in New Castle County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (10) 40' Low Floor Buses NCC FY28)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00112	Procurement	5339**				6,175.0		6,175.0
SubTotal		***State***						
		Federal				6,175.0		6,175.0
		Other						
TOTAL						**6,175.0**		**6,175.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 6,175.0

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (10) 40' Low Floor Buses NCC FY28)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00112	Procurement	5339				6,175.0			6,175.0
SubTotal		***State***							
		Federal				6,175.0			6,175.0
		Other							
TOTAL						**6,175.0**			**6,175.0**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (13) 40' Low Floor Buses NCC FY29	2024-00114	2024-00114

Project Description: This project will replace thirteen 40-foot low floor buses providing fixed route service in New Castle County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (13) 40' Low Floor Buses NCC FY29)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00114	Procurement	5337**					6,137.8	6,137.8
2024-00114	Procurement	5339**					2,051.3	2,051.3
SubTotal		***State***						
		Federal					8,189.1	8,189.1
		Other						
TOTAL							**8,189.1**	**8,189.1**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 8,189.1

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (13) 40' Low Floor Buses NCC FY29)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00114	Procurement	5337					6,137.8		6,137.8
2024-00114	Procurement	5339					2,051.3		2,051.3
SubTotal		***State***							
		Federal					8,189.1		8,189.1
		Other							
TOTAL							**8,189.1**		**8,189.1**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (2) 45' Fixed Route Buses NCC FY29	2024-00113	2024-00113

Project Description: This project will replace two 45-foot fixed route buses providing fixed route service in New Castle County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (2) 45' Fixed Route Buses NCC FY29)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00113	Procurement	5339**					1,814.0	1,814.0
SubTotal		***State***						
		Federal					1,814.0	1,814.0
		Other						
TOTAL							**1,814.0**	**1,814.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 1,814.0

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (2) 45' Fixed Route Buses NCC FY29)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00113	Procurement	5339					1,814.0		1,814.0
SubTotal		***State***							
		Federal					1,814.0		1,814.0
		Other							
TOTAL							**1,814.0**		**1,814.0**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (3) 25' Fixed Route Cutaway Buses, NCC, FY24	2023-00177	T202450304

Project Description: This project will replace three 25-foot low floor buses currently providing fixed route service in New Castle County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (3) 25' Fixed Route Cutaway Buses, NCC, FY24)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202450304	Procurement	5339**						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 848.1

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (3) 25' Fixed Route Cutaway Buses, NCC, FY24)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202450304	Procurement	5339	848.1						848.1
SubTotal		***State***							
		Federal	848.1						848.1
		Other							
TOTAL			**848.1**						**848.1**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22	14-11020	T202250304

Project Description: This project will replace three 25-foot cutaway buses currently providing fixed route service in New Castle County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s): 3 Representative District(s): 3

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202250304	Procurement	5307						
T202250304	Procurement	State	118.6					
SubTotal		***State***	118.6					
		Federal						
		Other						
TOTAL			**118.6**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 593.2

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202250304	Procurement	5307	474.5						474.5
T202250304	Procurement	State	118.6						118.6
SubTotal		***State***	118.6						118.6
		Federal	474.5						474.5
		Other							
TOTAL			**593.1**						**593.1**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (4) 25' Fixed Route Cutaway Buses, NCC, FY24	2023-00176	T202450305

Project Description: This project will replace four 25-foot low floor buses currently providing fixed route service in New Castle County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (4) 25' Fixed Route Cutaway Buses, NCC, FY24)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202450305	Procurement	5339**						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 1,130.8

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (4) 25' Fixed Route Cutaway Buses, NCC, FY24)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202450305	Procurement	5339	1,130.8						1,130.8
SubTotal		***State***							
		Federal	1,130.8						1,130.8
		Other							
TOTAL			**1,130.8**						**1,130.8**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (6) Electric Buses and Charging Infrastructure NCC (80/20) FY23	22-11022	T202250309

Project Description: This project funds the purchase of six zero emission Battery-Electric buses and charging infrastructure to provide clean, quiet expanded service in New Castle County.

Project Justification: The Battery-Electric bus purchase helps to reduce emissions, create a greener Delaware infrastructure and supports Executive Order (EO) #41. Preparing Delaware for Emerging Climate Impacts and Seizing Economic Opportunities from Reducing Emissions. These zero-emissions buses will be used to expand fixed route services for New Castle County in alignment with DTC's business plan.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (6) Electric Buses and Charging Infrastructure NCC (80/20) FY23)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202250309	Procurement	5307						
T202250309	Procurement	5339						
T202250309	Procurement	5339C						
T202250309	Procurement	State	797.7					
SubTotal		***State***	797.7					
		Federal						
		Other						
TOTAL			**797.7**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **3,988.3**

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (6) Electric Buses and Charging Infrastructure NCC (80/20) FY23)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202250309	Procurement	5307	1,297.9						1,297.9
T202250309	Procurement	5339	67.2						67.2
T202250309	Procurement	5339C	152.0						152.0
T202250309	Procurement	State	379.3						379.3
SubTotal		***State***	379.3						379.3
		Federal	1,517.1						1,517.1
		Other							
TOTAL			**1,896.4**						**1,896.4**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (7) 25' Fixed Route Cutaway Buses NCC FY27	2024-00098	2024-00098

Project Description: This project will replace seven 29-foot low floor fixed route buses providing fixed route service in New Castle County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (7) 25' Fixed Route Cutaway Buses NCC FY27)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00098	Procurement	5339**			4,235.0			4,235.0
SubTotal		***State***						
		Federal			4,235.0			4,235.0
		Other						
TOTAL					**4,235.0**			**4,235.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 4,235.0

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (7) 25' Fixed Route Cutaway Buses NCC FY27)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00098	Procurement	5339			4,235.0				4,235.0
SubTotal		***State***							
		Federal			4,235.0				4,235.0
		Other							
TOTAL					**4,235.0**				**4,235.0**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

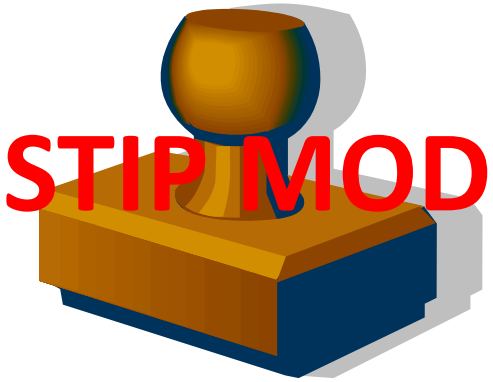
Project Title	Primavera #	Project #
Transit Vehicle Replacement Paratransit Buses NCC Program	07-22425	07-22425

Project Description: This project will replace buses for paratransit service in New Castle County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s): 3 12

Representative District(s): 3 15



PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement Paratransit Buses NCC Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
07-22425	Procurement	5307	6,031.1				6,031.1
07-22425	Procurement	5307**	6,411.5	1,441.2		2,844.0	10,696.7
07-22425	Procurement	5339**	1,270.1	1,880.6		477.7	3,628.4
07-22425	Procurement	State					
SubTotal		***State***					
		Federal	13,712.7	3,321.8		3,321.8	20,356.3
		Other					
TOTAL			**13,712.7**	**3,321.8**		**3,321.8**	**20,356.3**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement Paratransit Buses NCC Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
07-22425	Procurement	5307	3,872.0	6,411.5	1,441.2		2,844.0	2,698.9	17,267.6
07-22425	Procurement	5339		1,270.1	1,880.6		477.7		3,628.4
07-22425	Procurement	State	968.0						968.0
SubTotal		***State***	968.0						968.0
		Federal	3,872.0	7,681.6	3,321.8		3,321.8	2,698.9	20,896.1
		Other							
TOTAL			**4,840.0**	**7,681.6**	**3,321.8**		**3,321.8**	**2,698.9**	**21,864.1**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

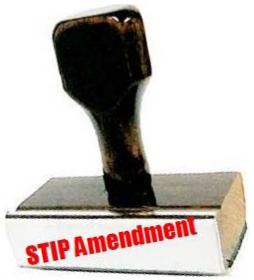
Project Title	Primavera #	Project #
Transit Vehicle Replacement, Hydrogen Buses (4) and Charging Infrastructure, NCC (80/20)	23-11022	T202350306

Project Description: This project funds the purchase of four Hydrogen buses and charging infrastructure to provide clean, quiet expanded service in New Castle County.

Project Justification: These heavy duty transit buses, use hydrogen and fuel-cell technology to create electricity and to charge batteries for zero emission extended range. The buses are refueled in six to twenty minutes depending on model and operating conditions.

Senatorial District(s):

Representative District(s):



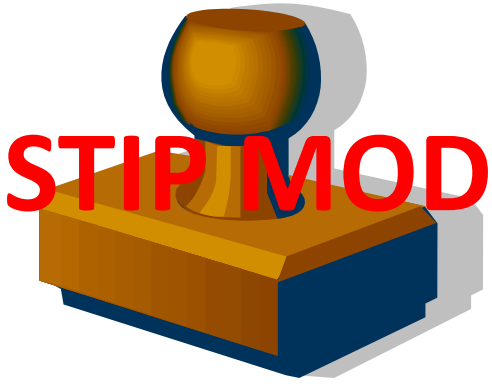
PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement, Hydrogen Buses (4) and Charging Infrastructure, NCC (80/20))

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202350306	Procurement	5339						
T202350306	Procurement	5339D**						
T202350306	Procurement	State	480.2					
SubTotal		***State***	480.2					
		Federal						
		Other						
TOTAL			**480.2**					

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: **4,090.6**



PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement, Hydrogen Buses (4) and Charging Infrastructure, NCC (80/20))

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202350306	Procurement	5339	651.8	1,120.9					1,772.7
T202350306	Procurement	5339D		1,689.4					1,689.4
T202350306	Procurement	State	163.0	280.2					443.2
SubTotal		***State***	163.0	280.2					443.2
		Federal	651.8	2,810.4					3,462.2
		Other							
TOTAL			**814.8**	**3,090.6**					**3,905.4**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement, Hydrogen Buses (4) and Charging Infrastructure, NCC (85/15)	23-11020	T202350304

Project Description: This project funds the purchase of four Hydrogen buses and charging infrastructure to provide clean, quiet expanded service in New Castle County.

Project Justification: These heavy-duty transit buses, use hydrogen and fuel-cell technology to create electricity and to charge batteries for zero-emission extended range. The buses are refueled in six to twenty minutes depending on model and operating conditions.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement, Hydrogen Buses (4) and Charging Infrastructure, NCC (85/15))

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202350304	Procurement	5339D**						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral* *all costs in $000s*

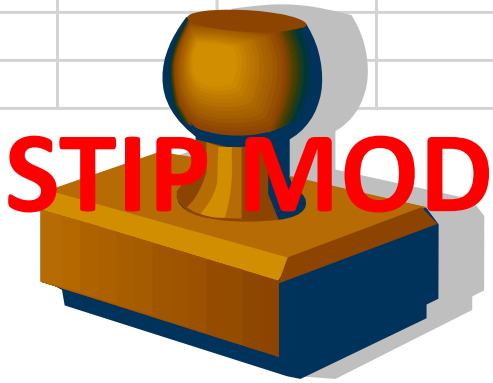
*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 2,709.1

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement, Hydrogen Buses (4) and Charging Infrastructure, NCC (85/15))

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202350304	Procurement	5339D		2,709.1					2,709.1
SubTotal		***State***							
		Federal		2,709.1					2,709.1
		Other							
TOTAL				**2,709.1**					**2,709.1**

all costs in $000s



New Castle County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement, Hydrogen Buses (4) and Charging Infrastructure, NCC (90/10)	23-11021	T202350305

Project Description: This project funds the purchase of four Hydrogen buses and charging infrastructure to provide clean, quiet expanded service in New Castle County.

Project Justification: These heavy duty transit buses, use hydrogen and fuel-cell technology to create electricity and to charge batteries for zero emission extended range. The buses are refueled in six to twenty minutes depending on model and operating conditions.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement, Hydrogen Buses (4) and Charging Infrastructure, NCC (90/10))

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202350305	Procurement	5339D**						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral* *all costs in $000s*

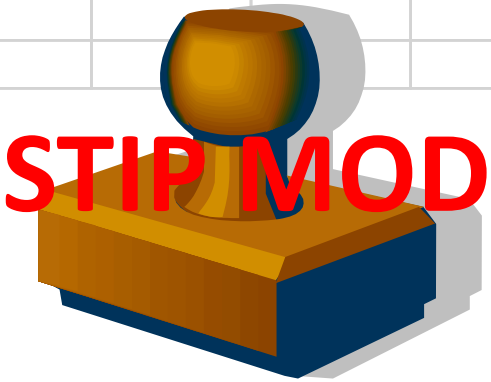
*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 4,335.0

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement, Hydrogen Buses (4) and Charging Infrastructure, NCC (90/10))

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202350305	Procurement	5339D	4,335.0						4,335.0
SubTotal		***State***							
		Federal	4,335.0						4,335.0
		Other							
TOTAL			**4,335.0**						**4,335.0**

all costs in $000s



New Castle County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement, Hydrogen Buses (4), NCC (80-20), FY23 Award	2024-00024	T202550304

Project Description: This project funds the purchase of four Hydrogen buses to provide clean, quiet expanded service in New Castle County.

Project Justification: These heavy-duty transit buses, use hydrogen and fuel-cell technology to create electricity and to charge batteries for zero-emission extended range. The buses are refueled in six to twenty minutes depending on model and operating conditions.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement, Hydrogen Buses (4), NCC (80-20), FY23 Award)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202550304	Procurement	5307						
T202550304	Procurement	State	13.8					
SubTotal		***State***	13.8					
		Federal						
		Other						
TOTAL			**13.8**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 69.1

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement, Hydrogen Buses (4), NCC (80-20), FY23 Award)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202550304	Procurement	5307	55.2						55.2
T202550304	Procurement	State	13.8						13.8
SubTotal		***State***	13.8						13.8
		Federal	55.2						55.2
		Other							
TOTAL			**69.0**						**69.0**

all costs in $000s

New Castle County - Transit Systems - Transit Vehicles

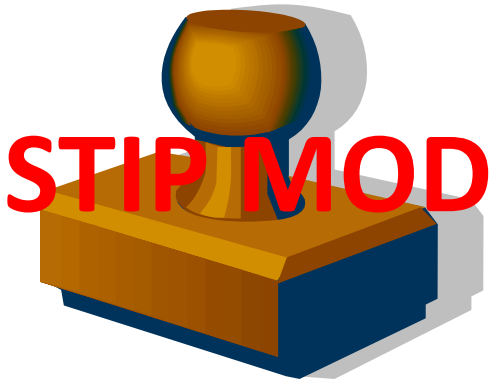
Project Title	Primavera #	Project #
Transit Vehicle Replacement, Hydrogen Buses (4), NCC (85-15), FY23 Award	2024-00022	T202550303

Project Description: This project funds the purchase of four Hydrogen buses to provide clean, quiet expanded service in New Castle County.

Project Justification: These heavy-duty transit buses, use hydrogen and fuel-cell technology to create electricity and to charge batteries for zero-emission extended range. The buses are refueled in six to twenty minutes depending on model and operating conditions.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement, Hydrogen Buses (4), NCC (85-15), FY23 Award)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202550303	Procurement	5339C						
T202550303	Procurement	State	1,164.2					
SubTotal		***State***	1,164.2					
		Federal						
		Other						
TOTAL			**1,164.2**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 7,761.3

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement, Hydrogen Buses (4), NCC (85-15), FY23 Award)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202550303	Procurement	5339C	6,597.1						6,597.1
T202550303	Procurement	State	1,164.2						1,164.2
SubTotal		***State***	1,164.2						1,164.2
		Federal	6,597.1						6,597.1
		Other							
TOTAL			**7,761.3**						**7,761.3**

all costs in $000s

Kent County - Road Systems - Arterials

Project Title	Primavera #	Project #
Canterbury Road - SR 12 to US 13	20-34033	T202004202

Project Description: This project will identify and address safety and operational concerns at all intersections throughout the project limits with potential addition of shoulders and multi-modal improvements. The ultimate project scope will be determined during the project development and public outreach efforts for the project.

Project Justification: These intersections have been identified as needing more safety elements.

Senatorial District(s): 15,16 Representative District(s): 30

PROJECT AUTHORIZATION SCHEDULE (Canterbury Road - SR 12 to US 13)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202004202	PE	State						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 900.0

PROJECT FUNDING SCHEDULE (Canterbury Road - SR 12 to US 13)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202004202	PE	State					450.0	450.0	900.0
SubTotal		***State***					450.0	450.0	900.0
		Federal							
		Other							
TOTAL							**450.0**	**450.0**	**900.0**

all costs in $000s

Kent County - Road Systems - Arterials

Project Title	Primavera #	Project #
HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	15-00013	T201800201

Project Description: This project involves the addition of a third lane in each direction on US13 from south of Walnut Shade Road to Lochmeath Way. This will require roadway widening, stormwater management facilities, multiple intersection redesigns, traffic signal reconfigurations and multi-modal improvements.

Project Justification: This project corridor has repeatedly been cited for safety improvements first under the Highway Safety Improvement Program and later under the Hazard Elimination Program.

Senatorial District(s): 16,17 Representative District(s): 34

PROJECT AUTHORIZATION SCHEDULE (HEP KC, US13 Walnut Shade Rd. to Lochmeath Way)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201800201	PE	State	4,170.4					
T201800201	ROW	NHPP						
T201800201	ROW	State	400.0					
T201800201	Construction	NHPP					*	
T201800201	Construction	RPI					14,700.0	14,700.0
T201800201	Construction	State					6,000.0	6,000.0
SubTotal		***State***	4,570.4				20,700.0	20,700.0
		Federal						
		Other						
TOTAL			**4,570.4**				**20,700.0**	**20,700.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **36,170.4**

PROJECT FUNDING SCHEDULE (HEP KC, US13 Walnut Shade Rd. to Lochmeath Way)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201800201	PE	State	577.1						577.1
T201800201	ROW	NHPP	1,550.1						1,550.1
T201800201	ROW	State	387.5						387.5
T201800201	Construction	NHPP					1,550.0	6,200.0	7,750.0
T201800201	Construction	RPI					2,450.0	9,800.0	12,250.0
T201800201	Construction	State					1,000.0	4,000.0	5,000.0
SubTotal		***State***	964.6				3,450.0	13,800.0	18,214.6
		Federal	1,550.1				1,550.0	6,200.0	9,300.1
		Other							
TOTAL			**2,514.7**				**5,000.0**	**20,000.0**	**27,514.7**

all costs in $000s

Kent County - Road Systems - Arterials

Project Title	Primavera #	Project #
HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	14-00013	T201500202

Project Description: This project involves the addition of a third lane in each direction on US13 from Lochmeath Way to the Puncheon Run Connector. This will include roadway widening, stormwater management facilities, multiple intersection redesigns, traffic signal reconfigurations and multi-modal improvements.

Project Justification: This project corridor has repeatedly been cited for safety improvements first under the Highway Safety Improvement Program and later under the Hazard Elimination Program. Proposed improvements will help remedy safety issues noted in the various report findings & recommendations.

Senatorial District(s): 16,17 Representative District(s): 34

PROJECT AUTHORIZATION SCHEDULE (HEP, KC, US13, Lochmeath Way to Puncheon Run Connector)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201500202	PE	State	1,669.3					
T201500202	PE	STBG						
T201500202	ROW	State	3,560.0					
T201500202	Construction	NHFP**					2,000.0*	2,000.0
T201500202	Construction	NHPP**					*	
SubTotal		***State***	5,229.3					
		Federal					2,000.0	2,000.0
		Other						
TOTAL			**5,229.3**				**2,000.0**	**2,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 77,906.5

PROJECT FUNDING SCHEDULE (HEP, KC, US13, Lochmeath Way to Puncheon Run Connector)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201500202	PE	State	90.7	58.4					149.1
T201500202	PE	STBG	362.7	233.6					596.3
T201500202	ROW	State	78.2						78.2
T201500202	Construction	NHFP				2,000.0	13,000.0	4,001.1	19,001.1
T201500202	Construction	NHPP					12,000.0	20,998.9	32,998.9
SubTotal		***State***	168.9	58.4					227.3
		Federal	362.7	233.6		2,000.0	25,000.0	25,000.0	52,596.3
		Other							
TOTAL			**531.6**	**292.0**		**2,000.0**	**25,000.0**	**25,000.0**	**52,823.6**

all costs in $000s

Kent County - Road Systems - Arterials

Project Title	Primavera #	Project #
US 13 at White Oak Road Intersection Improvements	2024-00128	2024-00128

Project Description: Project Length = Est. 0.02 mi.
Add two-stage pedestrian crossing system

Project Justification: 1. Provide significant safety enhancement to multi-modal facilities
2. Improve safety and multimodal connectivity in a growing/redeveloping area, with a high number of retail, restaurants, and commercial locations nearby
Project Source(s): Dover Kent MPO Regional Bike Plan (2017); City of Dover Transportation Priorities (2023); Dover/Kent MPO 2021 MTP

Senatorial District(s): 17 Representative District(s): 28 31

PROJECT AUTHORIZATION SCHEDULE (US 13 at White Oak Road Intersection Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00128	Other	State				250.0		250.0
SubTotal		***State***				250.0		250.0
		Federal						
		Other						
TOTAL						**250.0**		**250.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 250.0

PROJECT FUNDING SCHEDULE (US 13 at White Oak Road Intersection Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00128	Other	State			250.0				250.0
SubTotal		***State***			250.0				250.0
		Federal							
		Other							
TOTAL					**250.0**				**250.0**

all costs in $000s

Kent County - Road Systems - Collectors

Project Title	Primavera #	Project #
Brenford Road from SR13 to DE 42, Lynnbury Woods Road	23-20002	23-20002

Project Description: Improved two lane roadway to provide drainage improvement and multi-modal facilities.

Project Justification: Identified in the Dover Kent 2040 MTP; Roadway improvements to provide connection to other developer-built infrastructure along this corridor.

Senatorial District(s): 14,15 Representative District(s): 28,29

PROJECT AUTHORIZATION SCHEDULE (Brenford Road from SR13 to DE 42, Lynnbury Woods Road)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
23-20002	PE	STBG**					750.0*	750.0
SubTotal		***State***						
		Federal					750.0	750.0
		Other						
TOTAL							**750.0**	**750.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 1,500.0

PROJECT FUNDING SCHEDULE (Brenford Road from SR13 to DE 42, Lynnbury Woods Road)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
23-20002	PE	STBG				750.0	750.0		1,500.0
SubTotal		***State***							
		Federal				750.0	750.0		1,500.0
		Other							
TOTAL						**750.0**	**750.0**		**1,500.0**

all costs in $000s

Kent County - Road Systems - Collectors

Project Title	Primavera #	Project #
College Road, Kenton Road to McKee Road	19-10004	T202311701

Project Description: The proposed improvements of this project consist of widening for shoulders, sidewalk or multi-use path on one or both sides of College Road; intersection improvements to accommodate bicycles and drainage improvements. Utility relocations will be necessary, as well as acquisition of right-of-way and easements. Additionally, the entire roadway will be overlaid with new pavement.

Project Justification: This project was identified by the city of Dover as a priority need and supported by the Dover Kent Metropolitan Planning Organization. This roadway serves as a critical east/west connector and needs to address the transportation needs for all modes and users.

Senatorial District(s): 17 Representative District(s): 31

PROJECT AUTHORIZATION SCHEDULE (College Road, Kenton Road to McKee Road)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202311701	PE	State	750.0					
SubTotal		***State***	750.0					
		Federal						
		Other						
TOTAL			**750.0**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 750.0

PROJECT FUNDING SCHEDULE (College Road, Kenton Road to McKee Road)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202311701	PE	State	298.3						298.3
SubTotal		***State***	298.3						298.3
		Federal							
		Other							
TOTAL			**298.3**						**298.3**

all costs in $000s

Kent County - Road Systems - Collectors

Project Title	Primavera #	Project #
Duck Creek Parkway from Bassett St. To Main St.	21-20001	21-20001

Project Description: The project would complete share-use pathway from Smyrna High School to Main Street.

Project Justification: Project would build on an existing trail network to connect more potential uses and provides an additional route for bike/pedestrian users to access Smyrna High School and nearby park areas.

Senatorial District(s): 14 Representative District(s): 28

PROJECT AUTHORIZATION SCHEDULE (Duck Creek Parkway from Bassett St. To Main St.)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
21-20001	PE	State			500.0			500.0
SubTotal		***State***			500.0			500.0
		Federal						
		Other						
TOTAL					**500.0**			**500.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 500.0

PROJECT FUNDING SCHEDULE (Duck Creek Parkway from Bassett St. To Main St.)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
21-20001	PE	State		250.0	250.0				500.0
SubTotal		***State***		250.0	250.0				500.0
		Federal							
		Other							
TOTAL				**250.0**	**250.0**				**500.0**

all costs in $000s

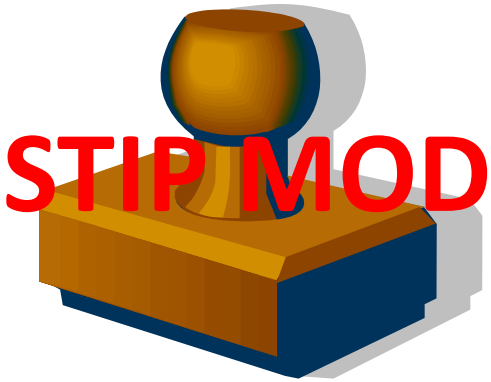
Kent County - Road Systems - Collectors

Project Title	Primavera #	Project #
East Camden Bypass	14-00193	T201709503

Project Description: This project provides a connection/extension of the proposed West Camden Bypass at the intersection with US13, it will then head northeast on a new alignment to a proposed roundabout on SR10. This proposed roundabout will provide access for the new roadway alignment, existing SR10 and existing Rising Sun Road. The new alignment will then continue northeast to the existing intersection of US13 & Old North Road. The new alignment will also provide connections to the local roadway network within the project limits, will meet local road design standards and will provide multi-modal accommodations.

Project Justification: This project is part of the Camden Bypass Study that was adopted into the Town of Camden's Comprehensive Plan. The purpose of the project is to increase safety and reduce traffic congestion along SR10 through the Town of Camden and improve traffic operations at the US13/SR10 and US13/Old North Road intersections. The roadway and intersections currently have a failing level of service. These intersections are used by vehicles to access schools located on Old North Road. This additional congestion adds to the capacity issues and the higher than average crash rate on this section of US13.

Senatorial District(s): 17 Representative District(s): 34



PROJECT AUTHORIZATION SCHEDULE (East Camden Bypass)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201709503	PE	State	3,022.4					
T201709503	ROW	State	8,820.0					
T201709503	Construction	Other						
T201709503	Construction	STBG**		7,991.7*	12,860.5			20,852.2
SubTotal		***State***	11,842.4					
		Federal		7,991.7	12,860.5			20,852.2
		Other						
TOTAL			**11,842.4**	**7,991.7**	**12,860.5**			**20,852.2**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 41,909.6

PROJECT FUNDING SCHEDULE (East Camden Bypass)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201709503	PE	State	125.5						125.5
T201709503	ROW	State	5,044.6						5,044.6
T201709503	Construction	Other		513.3					513.3
T201709503	Construction	STBG	19,099.6	10,181.3					29,280.9
SubTotal		***State***	5,170.1						5,170.1
		Federal	19,099.6	10,181.3					29,280.9
		Other		513.3					513.3
TOTAL			**24,269.7**	**10,694.6**					**34,964.3**

all costs in $000s

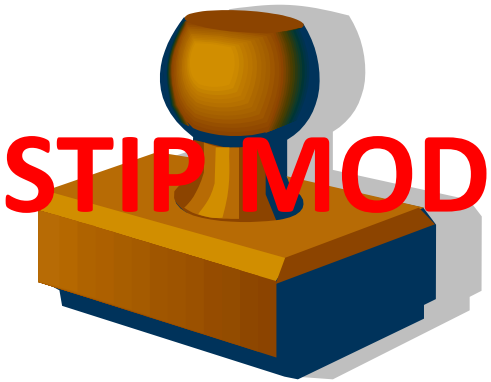
Kent County - Road Systems - Collectors

Project Title	Primavera #	Project #
Garrison Oak Connector from SR 1 via White Oak Road	23-20004	T202509502

Project Description: As per the Dover Air Cargo Freight Access Study - Planning and Environmental Linkage Report, this project proposes a new roadway connection from to North Little Creek Road extending along the eastern side of SR1 to White Oak Road at the entrance to the Garrison Oak Business and Technology Center.

Project Justification: As per the Dover Air Cargo Freight Access Study - Planning and Environmental Linkage Report, the purpose of this project is to provide improvements that would enhance connections and access to the Central Delaware Aviation Complex at the Dover Air Force Base and the Garrison Oak Business and Technology Center (Garrison Oak) to the north from the regional highway network, as well as improve connections between these two facilities. These improved connections could potentially draw in more businesses to CDAC and Garrison Oak. An additional benefit would be the reduction of traffic, particularly heavy-truck traffic, on the area's local roadway network.

Senatorial District(s): 16 Representative District(s): 28 32



PROJECT AUTHORIZATION SCHEDULE (Garrison Oak Connector from SR 1 via White Oak Road)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202509502	PE	STBG**		3,000.0				3,000.0
SubTotal		***State***						
		Federal		3,000.0				3,000.0
		Other						
TOTAL				**3,000.0**				**3,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 3,000.0

PROJECT FUNDING SCHEDULE (Garrison Oak Connector from SR 1 via White Oak Road)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202509502	PE	STBG		1,500.0	1,500.0				3,000.0
SubTotal		***State***							
		Federal		1,500.0	1,500.0				3,000.0
		Other							
TOTAL				**1,500.0**	**1,500.0**				**3,000.0**

all costs in $000s

Kent County - Road Systems - Collectors

Project Title	Primavera #	Project #
Irish Hill Road Upgrade from US 13 to Glen Forest Road	23-20003	23-20003

Project Description: The project would improve the current two lanes roadway with multi-modal improvement and provide connectivity to other recent projects.

Project Justification: Development area; two lanes roadway and multi-modal connectivity to other recent projects. List as Dover Kent 2040 MTP as Irish Hill Road from Magnolia to US 13; project break it down to small segments; related to Irish Hill Road, Fox Chase Road to McGinnis Pond Road project (Shown PE in FY23); it is identified as a growth area.

Senatorial District(s): 16 Representative District(s): 34

PROJECT AUTHORIZATION SCHEDULE (Irish Hill Road Upgrade from US 13 to Glen Forest Road)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
23-20003	PE	STBG**						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 2,250.0

PROJECT FUNDING SCHEDULE (Irish Hill Road Upgrade from US 13 to Glen Forest Road)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
23-20003	PE	STBG					1,125.0	1,125.0	2,250.0
SubTotal		***State***							
		Federal					1,125.0	1,125.0	2,250.0
		Other							
TOTAL							**1,125.0**	**1,125.0**	**2,250.0**

all costs in $000s

Kent County - Road Systems - Collectors

Project Title	Primavera #	Project #
Irish Hill Road, Fox Chase Road to McGinnis Pond Road	18-00031	T202004201

Project Description: This project proposes the addition of shoulders, bicycle lanes and/or multi-use paths within the project limits. The project will realign Woodlytown Road with McGinnis Pond Road and realign Peach Tree Run Road with Fox Chase Road. Roundabouts are proposed at both of the realigned intersections.

Project Justification: This project is currently included in the Dover/Kent MPO Metropolitan Transportation Plan (MTP). This project supports needed transportation improvements in this high growth corridor.

Senatorial District(s): 16 Representative District(s): 33,34

PROJECT AUTHORIZATION SCHEDULE (Irish Hill Road, Fox Chase Road to McGinnis Pond Road)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202004201	PE	State	1,946.2					
T202004201	ROW	State	1,500.0					
SubTotal		***State***	3,446.2					
		Federal						
		Other						
TOTAL			**3,446.2**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 3,446.2

PROJECT FUNDING SCHEDULE (Irish Hill Road, Fox Chase Road to McGinnis Pond Road)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202004201	PE	State	486.5						486.5
T202004201	ROW	State	999.0	500.0					1,499.0
SubTotal		***State***	1,485.5	500.0					1,985.5
		Federal							
		Other							
TOTAL			**1,485.5**	**500.0**					**1,985.5**

all costs in $000s

Kent County - Road Systems - Collectors

Project Title	Primavera #	Project #
K104, Kenton Rd. SR8 to Chestnut Grove Rd.	14-00106	T201604501

Project Description: This project includes upgrading the existing roadway to collector standards including shoulders and multi-modal facilities.
Related Projects: T202104501 Interim Improvements at Kenton Road and Greentree Drive

Project Justification: This project will improve roadway operations as well as provide facilities for bicyclists and pedestrians along this corridor. The proposed improvements are consistent with the recommendations of the Dover/Kent Metropolitan Planning Organization.

Senatorial District(s): 17 Representative District(s): 31

PROJECT AUTHORIZATION SCHEDULE (K104, Kenton Rd. SR8 to Chestnut Grove Rd.)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201604501	PE	State	850.6					
T201604501	PE	STBG						
T201604501	ROW	State	851.4					
T201604501	ROW	STBG						
T201604501	Construction	State	4,877.6					
T201604501	Construction	STBG		7,174.6				7,174.6
T202104501	Construction	HI						
T202104501	Construction	State	144.4					
SubTotal		***State***	6,724.1					
		Federal		7,174.6				7,174.6
		Other						
TOTAL			**6,724.1**	**7,174.6**				**7,174.6**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **33,620.3**

PROJECT FUNDING SCHEDULE (K104, Kenton Rd. SR8 to Chestnut Grove Rd.)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201604501	PE	State	14.3						14.3
T201604501	PE	STBG	57.1						57.1
T201604501	ROW	State							0.0
T201604501	ROW	STBG							0.0
T201604501	Construction	HI	146.9						146.9
T201604501	Construction	State	2,959.5	1,602.0					4,561.5
T201604501	Construction	STBG	11,691.3	6,407.9					18,099.2
SubTotal		***State***	2,973.8	1,602.0					4,575.8
		Federal	11,895.3	6,407.9					18,303.2
		Other							
TOTAL			**14,869.1**	**8,009.9**					**22,879.0**

all costs in $000s

Kent County - Road Systems - Collectors

Project Title	Primavera #	Project #
NE Front Street, Rehoboth Blvd. to SR1	18-00014	T202101201

Project Description: This project proposes the addition of shoulders, bike lanes and sidewalks and/or multi-use path along the corridor.

Project Justification: This project is currently in the Dover/Kent Metropolitan Planning Organization's Metropolitan Transportation Plan (MTP). The project would support the complete streets concept from the existing grade separated intersection with SR1 to Rehoboth Boulevard.

Senatorial District(s): 18 Representative District(s): 33

PROJECT AUTHORIZATION SCHEDULE (NE Front Street, Rehoboth Blvd. to SR1)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202101201	PE	State	1,457.3					
T202101201	ROW	State	900.0					
SubTotal		***State***	2,357.3					
		Federal						
		Other						
TOTAL			**2,357.3**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 2,357.3

PROJECT FUNDING SCHEDULE (NE Front Street, Rehoboth Blvd. to SR1)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202101201	PE	State	401.3						401.3
T202101201	ROW	State	900.0						900.0
SubTotal		***State***	1,301.3						1,301.3
		Federal							
		Other							
TOTAL			**1,301.3**						**1,301.3**

all costs in $000s

Kent County - Road Systems - Collectors

Project Title	Primavera #	Project #
North Main St. Smyrna - Shoulders from Duck Creek Parkway to Glenwood Ave.	21-20002	21-20002

Project Description: This project would add shoulders to North Main Street in Smyrna from W. Glenwood Avenue to Duck Creek Parkway, in the vicinity of Smyrna High School.

Project Justification: Shoulders would provide improved conditions for students biking and walking to school and improve bicycle level of stress. Improved biking/walking conditions would provide a connection from downtown Smyrna to trail network along Duck Creek and around Smyrna High School.

Senatorial District(s): 14 Representative District(s): 28

PROJECT AUTHORIZATION SCHEDULE (North Main St. Smyrna - Shoulders from Duck Creek Parkway to Glenwood Ave.)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
21-20002	PE	State			500.0			500.0
SubTotal		***State***			500.0			500.0
		Federal						
		Other						
TOTAL					**500.0**			**500.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 500.0

PROJECT FUNDING SCHEDULE (North Main St. Smyrna - Shoulders from Duck Creek Parkway to Glenwood Ave.)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
21-20002	PE	State		250.0	250.0				500.0
SubTotal		***State***		250.0	250.0				500.0
		Federal							
		Other							
TOTAL				**250.0**	**250.0**				**500.0**

all costs in $000s

Kent County - Road Systems - Collectors

Project Title	Primavera #	Project #
Peachtree Run Rd. from Voshells Mill Rd. to Irish Hill Rd.	21-20003	21-20003

Project Description: This project would improve intersections (turn lanes, roundabouts) and add shoulders on this major collector from Voshells Mill Road to Irish Hill Road.

Project Justification: Increasing in Annual Average Daily Traffic (AADT) as areas along this corridor develop, these road segments or portions thereof are candidates for safety and multimodal improvements.

Senatorial District(s): 16 Representative District(s): 34

PROJECT AUTHORIZATION SCHEDULE (Peachtree Run Rd. from Voshells Mill Rd. to Irish Hill Rd.)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
21-20003	PE	State						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 750.0

PROJECT FUNDING SCHEDULE (Peachtree Run Rd. from Voshells Mill Rd. to Irish Hill Rd.)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
21-20003	PE	State					375.0	375.0	750.0
SubTotal		***State***					375.0	375.0	750.0
		Federal							
		Other							
TOTAL							**375.0**	**375.0**	**750.0**

all costs in $000s

Kent County - Road Systems - Collectors

Project Title	Primavera #	Project #
Walnut Shade Road, US13 to Peachtree Run Road	14-00030	T201800801

Project Description: The project includes upgrading the existing roadway to collector standards including shoulders and a shared use path. The project also includes upgrading the intersection of Walnut Shade Road and Peachtree Run Road with the installation of a roundabout.

Project Justification: The project was identified in the 1999 HSIP program.

Senatorial District(s): 16 Representative District(s): 34

PROJECT AUTHORIZATION SCHEDULE (Walnut Shade Road, US13 to Peachtree Run Road)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201800801	PE	State	175.0					
T201800801	ROW	State	200.0					
T201800801	ROW	STBG						
T201800801	Construction	State	1,200.0					
T201800801	Construction	STBG						
SubTotal		***State***	1,575.0					
		Federal						
		Other						
TOTAL			**1,575.0**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 7,175.0

PROJECT FUNDING SCHEDULE (Walnut Shade Road, US13 to Peachtree Run Road)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201800801	PE	State	76.7						76.7
T201800801	ROW	State	66.2						66.2
T201800801	ROW	STBG	264.8						264.8
T201800801	Construction	State							0.0
T201800801	Construction	STBG							0.0
SubTotal		***State***	142.9						142.9
		Federal	264.8						264.8
		Other							
TOTAL			**407.7**						**407.7**

all costs in $000s

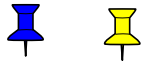
Kent County - Road Systems - Collectors

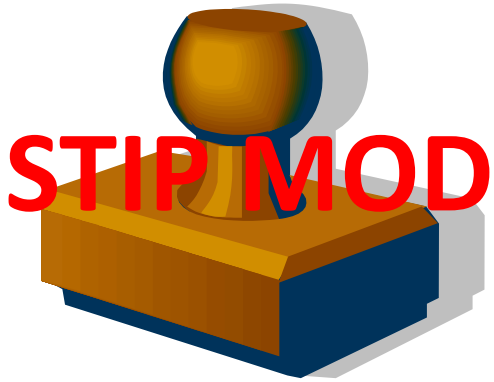
Project Title	Primavera #	Project #
West Camden Bypass	14-00029	T201709502

Project Description: This project provides a connection on new Alignment from SR10 east of the Railroad, traversing an open area behind the Eseco Industrial Park tying into a proposed roundabout on Upper King Road. The new alignment will then traverse the King property tying into the existing signal on US13 in the vicinity of the new Grottos Pizza & Wawa store. The new alignment will also provide connections to the local roadway network within the project limits. This new roadway will meet local road design standards and will provide multi-modal accommodations.

Project Justification: This project is part of the Camden Bypass Study that was adopted into the Town of Camden's Comprehensive Plan. The purpose of the project is to increase safety and reduce traffic congestion along SR10 through the Town of Camden and improve traffic operations at the US13/SR10 intersection. Failing intersection and roadway level of service along SR10 from US13 to the west is not solved by making improvements to US13. SR10 is used by vehicles as a through movement with no stops within Town adding to the number of vehicles using the roadway. This additional congestion adds to the crashes that occur along this roadway.

Senatorial District(s): 16 Representative District(s): 34





PROJECT AUTHORIZATION SCHEDULE (West Camden Bypass)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201709502	PE	State	1,169.1					
T201709502	PE	STBG		19.9				19.9
T201709502	ROW	State	7,957.6					
T201709502	Construction	STBG**		12,000.0*	12,735.8*	4,295.3		29,031.1
SubTotal		***State***	9,126.7					
		Federal		12,019.9	12,735.8	4,295.3		29,051.0
		Other						
TOTAL			**9,126.7**	**12,019.9**	**12,735.8**	**4,295.3**		**29,051.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 42,213.6

PROJECT FUNDING SCHEDULE (West Camden Bypass)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201709502	PE	State	9.2						9.2
T201709502	PE	STBG	36.9						36.9
T201709502	ROW	State	3,090.8						3,090.8
T201709502	Construction	STBG		18,517.5	11,313.5				29,831.0
SubTotal		***State***	3,100.1						3,100.1
		Federal	36.9	18,517.5	11,313.5				29,867.9
		Other							
TOTAL			**3,137.0**	**18,517.5**	**11,313.5**				**32,968.0**

all costs in $000s

Kent County - Road Systems - Collectors

Project Title	Primavera #	Project #
West Street, New Burton Road to North Street	14-00190	14-00190

Project Description: This project widens West Street to urban collector standards. Included in the project are bike lanes and sidewalks to connect to the Dover Transit Hub.

Project Justification: This project was identified by the Dover/Kent County MPO as part of their pedestrian studies.

Senatorial District(s): 17 Representative District(s): 31

PROJECT AUTHORIZATION SCHEDULE (West Street, New Burton Road to North Street)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
14-00190	PE	State				400.0		400.0
SubTotal		***State***				400.0		400.0
		Federal						
		Other						
TOTAL						**400.0**		**400.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 400.0

PROJECT FUNDING SCHEDULE (West Street, New Burton Road to North Street)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
14-00190	PE	State			400.0				400.0
SubTotal		***State***			400.0				400.0
		Federal							
		Other							
TOTAL					**400.0**				**400.0**

all costs in $000s

Kent County - Road Systems - Local

Project Title	Primavera #	Project #
Banning Street and Clarence Street between Forrest Street and W. North St. Improvements	2024-00127	2024-00127

Project Description:

Project Length: Est. 0.23 mi:
1. Design and construct new two-lane street connection with sidewalks (between Slaughter Street and Forrest Street)
2. Upgrade existing segment to match (between West North Street and Slaughter Street)

Project Justification:

1. Connect 600 proposed housing units near South Greenberry Lane to Forrest Street (without using West North Street or POW-MIA Parkway) by directly connecting to the future extension of South Greenberry Lane
2. Provides alternate connection to reduce cut-through traffic
in the local residential communities between West North Street and Forrest Street
3. Provide a direct connection between the “Eden Hill Development” and Forest Street
4. Provide a parallel roadway to South Saulsbury Road to act as a relief route to additional traffic otherwise using South Saulsbury Road
Project Source(s): Dover Kent MPO 2021 MTP; City of Dover 2023 Transportation Priorities; Dover Kent MPO Study (November 2021)

Senatorial District(s): 17 Representative District(s): 31

PROJECT AUTHORIZATION SCHEDULE (Banning Street and Clarence Street between Forrest Street and W. North St. Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00127	Other	State				500.0		500.0
SubTotal		***State***				500.0		500.0
		Federal						
		Other						
TOTAL						**500.0**		**500.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 500.0

PROJECT FUNDING SCHEDULE (Banning Street and Clarence Street between Forrest Street and W. North St. Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00127	Other	State			500.0				500.0
SubTotal		***State***			500.0				500.0
		Federal							
		Other							
TOTAL					**500.0**				**500.0**

all costs in $000s

Kent County - Transit Systems - Transit Facilities

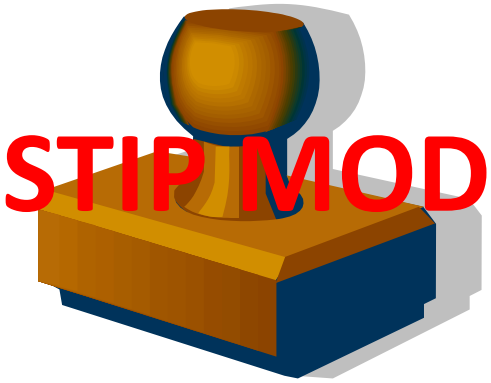
Project Title	Primavera #	Project #
Dover Bus Canopy Solar Panels	21-90820	T202153104

Project Description: DTC received a $2.5 million discretionary grant (80/20) from FTA to install solar panels on canopies over the bus parking lot at the Dover Operations and Administration Facility. The solar panels will help offset the energy needed to power DTC's six all electric buses in Kent County. In addition, the canopies will protect the buses from the elements, including eliminating the need to clear snow from the roofs of buses in the winter.

Project Justification: DTC received a $2.5 million discretionary grant (80/20) from FTA to install solar panels on canopies over the bus parking lot in Dover. The solar panels will help offset the energy needed to power DTC's six all electric buses in Kent County and protect the buses from the elements of winter.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Dover Bus Canopy Solar Panels)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202153104	PE	5339						
T202153104	PE	State	58.3					
T202153104	Construction	5307						
T202153104	Construction	5339						
T202153104	Construction	State	1,484.2					
SubTotal		***State***	1,542.5					
		Federal						
		Other						
TOTAL			**1,542.5**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **7,712.4**

PROJECT FUNDING SCHEDULE (Dover Bus Canopy Solar Panels)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202153104	PE	5339	27.9						27.9
T202153104	PE	State	7.0						7.0
T202153104	Construction	5307	5,236.9						5,236.9
T202153104	Construction	5339	700.0						700.0
T202153104	Construction	State	1,484.2						1,484.2
SubTotal		***State***	1,491.2						1,491.2
		Federal	5,964.8						5,964.8
		Other							
TOTAL			**7,456.0**						**7,456.0**

all costs in $000s

Kent County - Transit Systems - Transit Facilities

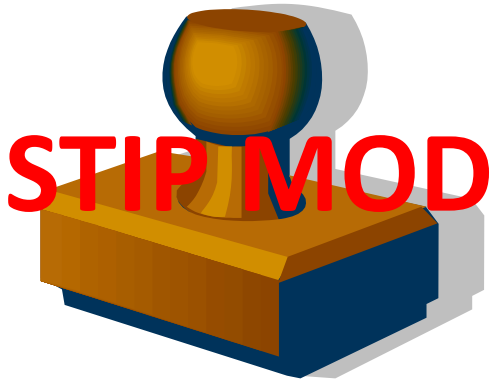
Project Title	Primavera #	Project #
Dover Transit Center Solar Panels	2025-00024	T202553103

Project Description: This project includes a new solar array at the Dover Transit Center that will feed the overhead pantograph charging station. The allows our KC electric bus fleet to charge while out providing service to the community

Project Justification: The solar panels are needed to ensure the power that is used is coming from a renewable energy source. The pantograph charger is needed to ensure electric buses are able to operate in the most efficient way possible and do not need down time in order to recharge.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Dover Transit Center Solar Panels)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202553103	PE	5339C		188.8				188.8
T202553103	PE	State	47.2					
T202553103	Construction	5339C		4,516.9				4,516.9
T202553103	Construction	State	501.9					
T202553103	Procurement	5339C		248.0				248.0
T202553103	Procurement	State	62.0					
SubTotal		***State***	611.1					
		Federal		4,953.7				4,953.7
		Other						
TOTAL			**611.1**	**4,953.7**				**4,953.7**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **5,564.8**

PROJECT FUNDING SCHEDULE (Dover Transit Center Solar Panels)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202553103	PE	5339C	37.8	151.0					188.8
T202553103	PE	State	9.4	37.8					47.2
T202553103	Construction	5339C			2,258.5	2,258.5			4,517.0
T202553103	Construction	State			250.9	250.9			501.8
T202553103	Procurement	5339C			124.0	124.0			248.0
T202553103	Procurement	State			31.0	31.0			62.0
SubTotal		***State***	9.4	37.8	281.9	281.9			611.0
		Federal	37.8	151.0	2,382.5	2,382.5			4,953.8
		Other							
TOTAL			**47.2**	**188.8**	**2,664.4**	**2,664.4**			**5,564.8**

all costs in $000s

Kent County - Transit Systems - Transit Vehicles

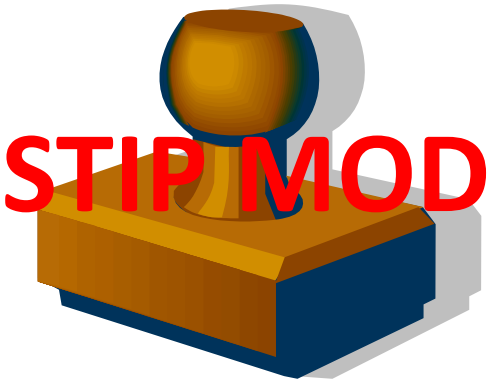
Project Title	Primavera #	Project #
Kent County Operating Assistance, FY25	2025-00034	T202550602

Project Description: This project will provide operating assistance to DTC for operations in Kent County. Expenses eligible per FTA guidelines are Kent County operator salaries and benefits as well as fuel costs in Kent County.

Project Justification: Operating assistance supports DTC's Kent County Operations. This FTA funding will help offset some of the rising costs in economy.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Kent County Operating Assistance, FY25)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202550602	Other	5307						
T202550602	Other	Other						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **5,868.1**

PROJECT FUNDING SCHEDULE (Kent County Operating Assistance, FY25)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202550602	Other	5307	2,934.0						2,934.0
T202550602	Other	Other	2,934.0						2,934.0
SubTotal		***State***							
		Federal	2,934.0						2,934.0
		Other	2,934.0						2,934.0
TOTAL			**5,868.0**						**5,868.0**

all costs in $000s

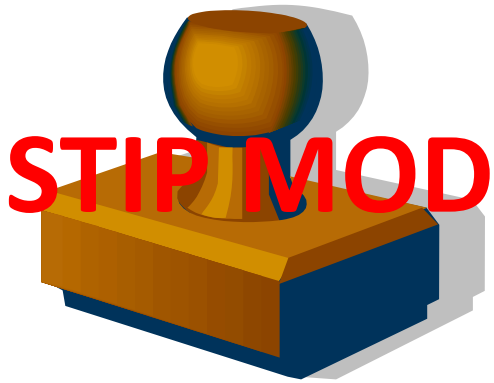
Kent County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Preventive Maintenance - Kent County	07-30223	07-30223

Project Description: Federal Transit Administration permits the use of federal funds for vehicle preventive maintenance.

Project Justification: Funding will support preventive maintenance of fixed route and paratransit vehicles, ensuring the reliability of the service.

Senatorial District(s): 17 Representative District(s): 32



PROJECT AUTHORIZATION SCHEDULE (Preventive Maintenance - Kent County)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
07-30223	Procurement	5307	1,345.4	1,345.4	1,345.4	1,345.4	5,381.6
07-30223	Procurement	Other	336.4	336.4	336.4	336.4	1,345.6
SubTotal		***State***					
		Federal	1,345.4	1,345.4	1,345.4	1,345.4	5,381.6
		Other	336.4	336.4	336.4	336.4	1,345.6
TOTAL			**1,681.8**	**1,681.8**	**1,681.8**	**1,681.8**	**6,727.2**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Preventive Maintenance - Kent County)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
07-30223	Procurement	5307	1,345.4	1,345.4	1,345.4	1,345.4	1,345.4	1,345.4	8,072.4
07-30223	Procurement	Other	336.4	336.4	336.4	336.4	336.4	336.4	2,018.4
SubTotal		***State***							
		Federal	1,345.4	1,345.4	1,345.4	1,345.4	1,345.4	1,345.4	8,072.4
		Other	336.4	336.4	336.4	336.4	336.4	336.4	2,018.4
TOTAL			**1,681.8**	**1,681.8**	**1,681.8**	**1,681.8**	**1,681.8**	**1,681.8**	**10,090.8**

all costs in $000s

Kent County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (1) 45' Fixed Route Bus KC FY26	2024-00097	2024-00097

Project Description: This project will replace one 45-foot fixed route bus providing fixed route service in Kent County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (1) 45' Fixed Route Bus KC FY26)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00097	Procurement	5307**		887.4				887.4
SubTotal		***State***						
		Federal		887.4				887.4
		Other						
TOTAL				**887.4**				**887.4**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 887.4

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (1) 45' Fixed Route Bus KC FY26)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00097	Procurement	5307		887.4					887.4
SubTotal		***State***							
		Federal		887.4					887.4
		Other							
TOTAL				**887.4**					**887.4**

all costs in $000s

Kent County - Transit Systems - Transit Vehicles

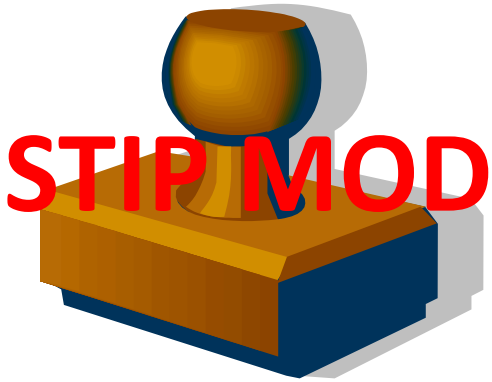
Project Title	Primavera #	Project #
Transit Vehicle Replacement (1) 45' Fixed Route Bus, KC, FY25	2023-00179	T202450307

Project Description: This project will replace one 45-fixed route bus currently providing fixed route service in Kent County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (1) 45' Fixed Route Bus, KC, FY25)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202450307	Procurement	5307**		870.0				870.0
SubTotal		***State***						
		Federal		870.0				870.0
		Other						
TOTAL				**870.0**				**870.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 870.0

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (1) 45' Fixed Route Bus, KC, FY25)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202450307	Procurement	5307		870.0					870.0
SubTotal		***State***							
		Federal		870.0					870.0
		Other							
TOTAL				**870.0**					**870.0**

all costs in $000s

Kent County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (2) 45' Fixed Route Buses KC FY29	2024-00118	2024-00118

Project Description: This project will replace two 45-foot fixed route buses providing fixed route service in Kent County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (2) 45' Fixed Route Buses KC FY29)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00118	Procurement	5307**					1,814.0	1,814.0
SubTotal		***State***						
		Federal					1,814.0	1,814.0
		Other						
TOTAL							**1,814.0**	**1,814.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 1,814.0

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (2) 45' Fixed Route Buses KC FY29)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00118	Procurement	5307					1,814.0		1,814.0
SubTotal		***State***							
		Federal					1,814.0		1,814.0
		Other							
TOTAL							**1,814.0**		**1,814.0**

all costs in $000s

Kent County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (3) 25' Fixed Route Cutaway Buses KC FY29	2024-00117	2024-00117

Project Description: This project will replace three 25-foot fixed route cutaway buses providing fixed route service in Kent County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (3) 25' Fixed Route Cutaway Buses KC FY29)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00117	Procurement	5307**					951.2	951.2
SubTotal		***State***						
		Federal					951.2	951.2
		Other						
TOTAL							**951.2**	**951.2**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 951.2

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (3) 25' Fixed Route Cutaway Buses KC FY29)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00117	Procurement	5307					951.2		951.2
SubTotal		***State***							
		Federal					951.2		951.2
		Other							
TOTAL							**951.2**		**951.2**

all costs in $000s

Kent County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (4) 25' Fixed Route Cutaway Buses KC FY27	2024-00096	2024-00096

Project Description: This project will replace four 25-foot fixed route cutaway buses providing fixed route service in Kent County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (4) 25' Fixed Route Cutaway Buses KC FY27)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00096	Procurement	5307**			1,219.1			1,219.1
SubTotal		***State***						
		Federal			1,219.1			1,219.1
		Other						
TOTAL					**1,219.1**			**1,219.1**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 1,219.1

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (4) 25' Fixed Route Cutaway Buses KC FY27)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00096	Procurement	5307			1,219.1				1,219.1
SubTotal		***State***							
		Federal			1,219.1				1,219.1
		Other							
TOTAL					**1,219.1**				**1,219.1**

all costs in $000s

Kent County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (4) 25' Fixed Route Cutaway Buses KC FY28	2024-00116	2024-00116

Project Description: This project will replace four 25-foot low floor cutaway buses providing fixed route service in Kent County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (4) 25' Fixed Route Cutaway Buses KC FY28)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00116	Procurement	5307**				619.4		619.4
2024-00116	Procurement	5339**				624.0		624.0
SubTotal		***State***						
		Federal				1,243.5		1,243.5
		Other						
TOTAL						**1,243.5**		**1,243.5**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 1,243.5

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (4) 25' Fixed Route Cutaway Buses KC FY28)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00116	Procurement	5307				619.4			619.4
2024-00116	Procurement	5339				624.0			624.0
SubTotal		***State***							
		Federal				1,243.5			1,243.5
		Other							
TOTAL						**1,243.5**			**1,243.5**

all costs in $000s

Kent County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement Paratransit Buses KC Program	07-22405	07-22405

Project Description: This project will replace buses for paratransit service in Kent County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s): 17 Representative District(s): 32

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement Paratransit Buses KC Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
07-22405	Procurement	5307					
07-22405	Procurement	5307**	622.8	2,283.7	3,114.2		6,020.7
07-22405	Procurement	State					
SubTotal		***State***					
		Federal	622.8	2,283.7	3,114.2		6,020.7
		Other					
TOTAL			**622.8**	**2,283.7**	**3,114.2**		**6,020.7**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement Paratransit Buses KC Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
07-22405	Procurement	5307	2,159.1	622.8	2,283.7	3,114.2		2,698.9	10,878.7
07-22405	Procurement	State	539.8						539.8
SubTotal		***State***	539.8						539.8
		Federal	2,159.1	622.8	2,283.7	3,114.2		2,698.9	10,878.7
		Other							
TOTAL			**2,698.9**	**622.8**	**2,283.7**	**3,114.2**		**2,698.9**	**11,418.5**

all costs in $000s

Sussex County - Road Systems - Arterials

Project Title	Primavera #	Project #
Dewey Beach Pedestrian and ADA Improvements, SR 1 from Anchors Way to Bayard Ave.	**21-20006**	**T202401301**

Project Description: Pedestrian improvements in the town of Dewey Beach based on Americans with Disabilities Act (ADA) assessment in 2019.

Related Project is as follows:
T202401303 - Dewey Beach Pedestrian Improvements (SR 1 from Anchors Way to Bayard Ave.)

Project Justification: This project would increase pedestrian connectivity by filling in sidewalk gaps and making safety improvements.

Senatorial District(s): 6 Representative District(s): 14

PROJECT AUTHORIZATION SCHEDULE (Dewey Beach Pedestrian and ADA Improvements, SR 1 from Anchors Way to Bayard Ave.)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202401301	PE	State	255.3					
T202401303	Construction	VRU		817.0				817.0
SubTotal		***State***	255.3					
		Federal		817.0				817.0
		Other						
TOTAL			**255.3**	**817.0**				**817.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 3,012.8

PROJECT FUNDING SCHEDULE (Dewey Beach Pedestrian and ADA Improvements, SR 1 from Anchors Way to Bayard Ave.)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202401301	PE	State	142.2						142.2
T202401301	Construction	VRU	2,757.5						2,757.5
SubTotal		***State***	142.2						142.2
		Federal	2,757.5						2,757.5
		Other							
TOTAL			**2,899.7**						**2,899.7**

all costs in $000s

Sussex County - Road Systems - Arterials

Project Title	Primavera #	Project #
Fenwick Island Sidewalk Improvements, Lighthouse Road to James Street	21-20007	T202401302

Project Description: The project pertains to designing a sidewalk and ADA improvements to the pedestrian facilities within the Town of Fenwick Island.

Project Justification: The project is needed to improve safety and mobility for non-motorized use within the Town of Fenwick.

Senatorial District(s): 20 Representative District(s): 38

PROJECT AUTHORIZATION SCHEDULE (Fenwick Island Sidewalk Improvements, Lighthouse Road to James Street)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202401302	PE	State	1,400.0					
T202401302	ROW	State			1,000.0			1,000.0
T202401302	Construction	CMAQ**						
SubTotal		***State***	1,400.0		1,000.0			1,000.0
		Federal						
		Other						
TOTAL			**1,400.0**		**1,000.0**			**1,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 12,200.0

PROJECT FUNDING SCHEDULE (Fenwick Island Sidewalk Improvements, Lighthouse Road to James Street)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202401302	PE	State	1,083.7	190.0					1,273.7
T202401302	ROW	State		500.0	500.0				1,000.0
T202401302	Construction	CMAQ					4,900.0	4,900.0	9,800.0
SubTotal		***State***	1,083.7	690.0	500.0				2,273.7
		Federal					4,900.0	4,900.0	9,800.0
		Other							
TOTAL			**1,083.7**	**690.0**	**500.0**		**4,900.0**	**4,900.0**	**12,073.7**

all costs in $000s

Sussex County - Road Systems - Arterials

Project Title	Primavera #	Project #
HEP Sussex County, SR 1 and SR 16 Grade Separated Intersection	14-00044	T201500301

Project Description: The project will construct a grade separation (bridge and entrance/exit ramps) at the intersection of SR 1 and SR 16 near Milton, DE.

Project Justification: This project was nominated as part of the 2013 Hazard Elimination Program. A grade separation is necessary to improve safety and reduce the number of crashes at the intersection.

Senatorial District(s): 6 Representative District(s): 36

PROJECT AUTHORIZATION SCHEDULE (HEP Sussex County, SR 1 and SR 16 Grade Separated Intersection)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201500301	PE	NHPP**						
T201500301	ROW	State	9,175.0					
T201500301	Construction	NHPP**		1,166.2				1,166.2
SubTotal		***State***	9,175.0					
		Federal		1,166.2				1,166.2
		Other						
TOTAL			**9,175.0**	**1,166.2**				**1,166.2**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 46,343.0

PROJECT FUNDING SCHEDULE (HEP Sussex County, SR 1 and SR 16 Grade Separated Intersection)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201500301	PE	NHPP							0.0
T201500301	ROW	State	182.1						182.1
T201500301	Construction	NHPP	17,397.8						17,397.8
SubTotal		***State***	182.1						182.1
		Federal	17,397.8						17,397.8
		Other							
TOTAL			**17,579.9**						**17,579.9**

all costs in $000s

Sussex County - Road Systems - Arterials

Project Title	Primavera #	Project #
North Millsboro Bypass, US 113 to SR24	14-00503	T201912701

Project Description: This project includes a 2 lane connector road between US 113 and SR 24 north of Millsboro. The new alignment will start at US 113 and extend eastward bridging over Fox Run Road, the Norfolk Southern Railroad, the Millsboro pond, and Gravel Hill Road. The new road will connect to SR 24 west of Mountaire Farms. The project will also consist of a grade separated intersection at the US 113/SR 20 intersection.

Related Projects:
T202112701 - CM/GC, North Millsboro Bypass, US 113 to SR24
T202112702 - US 113 at SR 20 Grade Separated Intersection

Project Justification: This project will improve safety, and reduce congestion through the Town of Millsboro. The project's location was identified in the 2017 Millsboro-South Area Final Environmental Impact Statement through the US 113 North/South Study. More information on the US 113 North/ South Study can be found under the following link: https://deldot.gov/projects/Studies/us113/

Senatorial District(s): 19,20 Representative District(s): 37

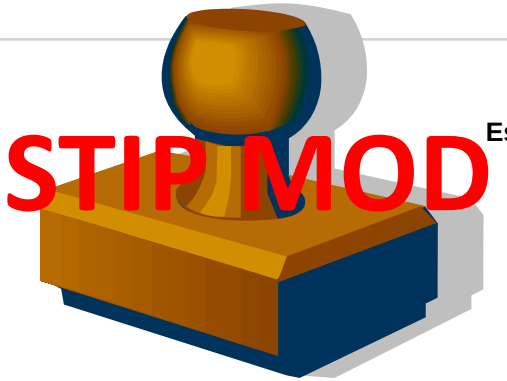
PROJECT AUTHORIZATION SCHEDULE (North Millsboro Bypass, US 113 to SR24)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201912701	PE	State	2,683.7					
T201912701	PE	STBG						
T201912701	ROW	State	600.0					
T201912701	ROW	STBG**						
T202112701	Construction	NHPP**		27,427.1*	22,004.0			49,431.1
T202112701	Construction	State	30.0					
T202112701	Construction	STBG**						
T202112702	Construction	NHPP**		4,737.8				4,737.8
SubTotal		***State***	3,313.7					
		Federal		32,164.8	22,004.0			54,168.8
		Other						
TOTAL			**3,313.7**	**32,164.8**	**22,004.0**			**54,168.8**

** Indicates an AC Deferral*

all costs in $000s

*** Indicates usage of Toll Credits as match*



Estimated Total Project Cost: **166,566.5**

PROJECT FUNDING SCHEDULE (North Millsboro Bypass, US 113 to SR24)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201912701	PE	State	64.9						64.9
T201912701	PE	STBG	259.6						259.6
T201912701	ROW	State							0.0
T201912701	ROW	STBG	82.9						82.9
T201912701	Construction	NHPP	84,013.0	24.3					84,037.3
T201912701	Construction	State							0.0
T201912701	Construction	STBG	12,448.6						12,448.6
SubTotal		***State***	64.9						64.9
		Federal	96,804.1	24.3					96,828.4
		Other							
TOTAL			**96,869.0**	**24.3**					**96,893.3**

all costs in $000s

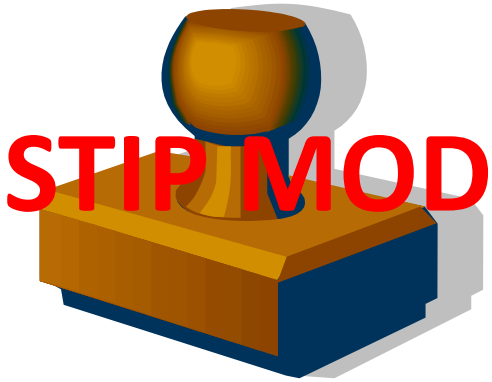
Sussex County - Road Systems - Arterials

Project Title	Primavera #	Project #
SR 1, Minos Conaway Grade Separated Intersection	14-00501	T201612501

Project Description: Construct two way service roads on both sides of SR1 and utilize the existing SR1 bride over the Delaware Coast Line Railroad to provide access across SR1 for the service roads. This is made possible by the decommissioning of the railroad. Local access will be provided via the service roads with connections to SR1 via ramps at both the north and south ends.

Project Justification: Maintain capacity of the SR 1 corridor and improve safety at the unsignalized intersection of SR 1 and Minos Conaway while improving mobility and access for local traffic.

Senatorial District(s): 6 Representative District(s): 14 20



PROJECT AUTHORIZATION SCHEDULE (SR 1, Minos Conaway Grade Separated Intersection)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201612501	PE	NHPP**						
T201612501	ROW	NHPP						
T201612501	ROW	State	2,102.6					
T201612501	Construction	NHPP**		10,000.0*	10,000.0*	8,000.0*	7,295.3	35,295.3
T201612501	Construction	Other						
SubTotal		***State***	2,102.6					
		Federal		10,000.0	10,000.0	8,000.0	7,295.3	35,295.3
		Other						
TOTAL			**2,102.6**	**10,000.0**	**10,000.0**	**8,000.0**	**7,295.3**	**35,295.3**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 59,680.7

PROJECT FUNDING SCHEDULE (SR 1, Minos Conaway Grade Separated Intersection)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201612501	PE	NHPP							0.0
T201612501	ROW	NHPP	182.3						182.3
T201612501	ROW	State	45.6						45.6
T201612501	Construction	NHPP	18,500.0	18,000.0	11,743.3				48,243.3
T201612501	Construction	Other		400.0	524.0				924.0
SubTotal		***State***	45.6						45.6
		Federal	18,682.3	18,000.0	11,743.3				48,425.6
		Other		400.0	524.0				924.0
TOTAL			**18,727.9**	**18,400.0**	**12,267.3**				**49,395.2**

all costs in $000s

Sussex County - Road Systems - Arterials

Project Title	Primavera #	Project #
SR1 and Cave Neck Road Grade Separated Intersection	16-99026	T201912201

Project Description: This project proposes the construction of a grade separated intersection at SR1 and Cave Neck Road. The proposed improvements will enhance the capacity and safety of the SR1 corridor and the local roadway network.

Project Justification: The project will preserve traffic capacity and safety along the SR1 corridor in accordance with the Corridor Capacity Preservation Program and provide safe access to the local roadway network.

Senatorial District(s): 6 Representative District(s): 20

PROJECT AUTHORIZATION SCHEDULE (SR1 and Cave Neck Road Grade Separated Intersection)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201912201	PE	State	6,171.0					
T201912201	ROW	NHPP**						
T201912201	ROW	State	5,203.4					
T201912201	Construction	NHPP			744.0*	4,000.0*	4,000.0*	8,744.0
T201912201	Construction	RPI			19,600.0			19,600.0
T201912201	Construction	State			8,000.0			8,000.0
SubTotal		***State***	11,374.4		27,600.0			27,600.0
		Federal			744.0	4,000.0	4,000.0	8,744.0
		Other						
TOTAL			**11,374.4**		**28,344.0**	**4,000.0**	**4,000.0**	**36,344.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 62,321.0

PROJECT FUNDING SCHEDULE (SR1 and Cave Neck Road Grade Separated Intersection)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201912201	PE	State	461.3						461.3
T201912201	ROW	NHPP	9,393.7						9,393.7
T201912201	ROW	State							0.0
T201912201	Construction	NHPP		744.0	6,355.0	5,301.0			12,400.0
T201912201	Construction	RPI		1,176.0	10,045.0	8,379.0			19,600.0
T201912201	Construction	State		480.0	4,100.0	3,420.0			8,000.0
SubTotal		***State***	461.3	1,656.0	14,145.0	11,799.0			28,061.3
		Federal	9,393.7	744.0	6,355.0	5,301.0			21,793.7
		Other							
TOTAL			**9,855.0**	**2,400.0**	**20,500.0**	**17,100.0**			**49,855.0**

all costs in $000s

Sussex County - Road Systems - Arterials

Project Title	Primavera #	Project #
US 113 at Avenue of Honor and E. Piney Grove Road GSI	23-20010	23-20010

Project Description: New Grade Separated Intersection (GSI) at Avenue of Honor crossing US 113 to E. Piney Grove Road south of Georgetown, DE. Project will accommodate current and projected traffic and improve safety through long-term corridor access programs.

Project Justification: Improvement to and realignment of intersection will address current and future transportation needs, increase mobility for local residents and businesses, improve traffic safety and emergency evacuations.

Senatorial District(s): 19 Representative District(s): 37

PROJECT AUTHORIZATION SCHEDULE (US 113 at Avenue of Honor and E. Piney Grove Road GSI)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
23-20010	PE	NHPP**				500.0*	3,500.0	4,000.0
SubTotal		***State***						
		Federal				500.0	3,500.0	4,000.0
		Other						
TOTAL						**500.0**	**3,500.0**	**4,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 4,000.0

PROJECT FUNDING SCHEDULE (US 113 at Avenue of Honor and E. Piney Grove Road GSI)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
23-20010	PE	NHPP			2,000.0	2,000.0			4,000.0
SubTotal		***State***							
		Federal			2,000.0	2,000.0			4,000.0
		Other							
TOTAL					**2,000.0**	**2,000.0**			**4,000.0**

all costs in $000s

Sussex County - Road Systems - Arterials

Project Title	Primavera #	Project #
US 113 at Shortly Road and Bedford Road GSI	23-20012	23-20012

Project Description: New Grade Separated Intersection (GSI) crossing over US 113 at Shortly Road and Bedford Road in the southern part of Georgetown. This project will accommodate current as well as projected traffic and improve safety long-term by limiting corridor access.

Project Justification: Address current and future transportation needs which includes increasing mobility for local residents and businesses, improving traffic safety as well as emergency response and evacuations. Sussex County requested for the reasons provided and taken from the US 113 North/South Study findings.

Senatorial District(s): 19 Representative District(s): 37

PROJECT AUTHORIZATION SCHEDULE (US 113 at Shortly Road and Bedford Road GSI)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
23-20012	PE	NHPP**				1,000.0*	4,000.0*	5,000.0
SubTotal		***State***						
		Federal				1,000.0	4,000.0	5,000.0
		Other						
TOTAL						**1,000.0**	**4,000.0**	**5,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 9,000.0

PROJECT FUNDING SCHEDULE (US 113 at Shortly Road and Bedford Road GSI)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
23-20012	PE	NHPP			1,000.0	4,000.0	4,000.0		9,000.0
SubTotal		***State***							
		Federal			1,000.0	4,000.0	4,000.0		9,000.0
		Other							
TOTAL					**1,000.0**	**4,000.0**	**4,000.0**		**9,000.0**

all costs in $000s

Sussex County - Road Systems - Arterials

Project Title	Primavera #	Project #
US 113 at SR 16 (Ellendale) Grade Separated Intersection	12-10023	T201212701

Project Description: This project consists of a grade separated intersection at US 113 and SR 16 in Ellendale DE. The project will accommodate long-term transportation capacity needs as well as improve safety and maintain consistency with state/local plans for the transportation system along the US 113 corridor.

Project Justification: The project need is a result of the forecasted increase in daily traffic volumes on US 113 in the Ellendale Area. This is due to Sussex County's expected future land development and economic growth. The traffic within this area consists of a mix of local and regional travelers. In the future, the increased traffic will generate conflicts/safety concerns. The project's location was identified in the Ellendale Environmental Assessment through the US 113 North/South Study. More information on the US 113 North/ South Study can be found under the following link: https://deldot.gov/projects/Studies/us113/

Senatorial District(s): 18 Representative District(s): 36

PROJECT AUTHORIZATION SCHEDULE (US 113 at SR 16 (Ellendale) Grade Separated Intersection)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201212701	PE	NHPP				2,296.4		2,296.4
T201212701	PE	State	25.9			574.1		574.1
SubTotal		***State***	25.9			574.1		574.1
		Federal				2,296.4		2,296.4
		Other						
TOTAL			**25.9**			**2,870.5**		**2,870.5**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 3,000.0

PROJECT FUNDING SCHEDULE (US 113 at SR 16 (Ellendale) Grade Separated Intersection)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201212701	PE	NHPP			800.0	800.0	696.4		2,296.4
T201212701	PE	State			200.0	200.0	174.1		574.1
SubTotal		***State***			200.0	200.0	174.1		574.1
		Federal			800.0	800.0	696.4		2,296.4
		Other							
TOTAL					**1,000.0**	**1,000.0**	**870.5**		**2,870.5**

all costs in $000s

Sussex County - Road Systems - Arterials

Project Title	Primavera #	Project #
US 113 at US 9 Grade Separated Intersection	18-09113	T201912702

Project Description: The proposed improvements will enhance the capacity and safety of the US 113 corridor. This project in considered one of the high priority projects within the US 113 Corridor Improvement Plan. It will involve constructing an overpass located at the US 113/ US 9 intersection in the Georgetown area. The purpose of this project is to preserve and protect the US 113 corridor that will accommodate long-term transportation capacity needs as well as improve safety, accommodate future land development and economic growth, and maintain consistency with state/local plans for transportation system.

Project Justification: The proposed improvements were recommended as part of the Georgetown area environmental assessment in the US 113 North/South Study. The purpose of the project is to preserve mobility for local residents and businesses while providing highway improvements that would reduce congestion, decrease accidents, and accommodate anticipated growth in local, seasonal, and through traffic. This intersection is one of the two most congested intersections in the study area and has the third highest number of crashes. These improvements will support continued development for the center of Georgetown.

Senatorial District(s): 19 Representative District(s): 37

PROJECT AUTHORIZATION SCHEDULE (US 113 at US 9 Grade Separated Intersection)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201912702	PE	NHPP**						
T201912702	ROW	NHPP**				500.0*	3,500.0*	4,000.0
T201912702	ROW	State	9,300.0					
T201912702	Construction	NHPP						
T201912702	Construction	RPI						
T201912702	Construction	State					8,720.0	8,720.0
SubTotal		***State***	9,300.0				8,720.0	8,720.0
		Federal				500.0	3,500.0	4,000.0
		Other						
TOTAL			**9,300.0**			**500.0**	**12,220.0**	**12,720.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 62,900.0

PROJECT FUNDING SCHEDULE (US 113 at US 9 Grade Separated Intersection)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201912702	PE	NHPP	1,696.0	800.0	150.0	118.4	118.3		2,882.7
T201912702	ROW	NHPP			2,000.0	2,000.0	2,000.0		6,000.0
T201912702	ROW	State							0.0
T201912702	Construction	NHPP					620.0	6,200.0	6,820.0
T201912702	Construction	RPI					980.0	9,800.0	10,780.0
T201912702	Construction	State					400.0	4,000.0	4,400.0
SubTotal		***State***					1,380.0	13,800.0	15,180.0
		Federal	1,696.0	800.0	2,150.0	2,118.4	2,738.3	6,200.0	15,702.7
		Other							
TOTAL			**1,696.0**	**800.0**	**2,150.0**	**2,118.4**	**4,118.3**	**20,000.0**	**30,882.7**

all costs in $000s

Sussex County - Road Systems - Arterials

Project Title	Primavera #	Project #
US 113 Widening, Dagsboro Road to Hardscrabble Road	20-20015	T202312701

Project Description: This project will add an additional through lane both northbound and southbound through the Town of Millsboro from Hardscrabble Road to Dagsboro Road. Crossover modifications along US 113 will be made throughout the project limits. Multimodal facilities will also be incorporated.

Project Justification: This project will improve safety, and reduce congestion through the Town of Millsboro. The project's location and improvements were identified in the 2017 Millsboro-South Area Final Environmental Impact Statement through the US 113 North/South Study. More information on the US 113 North/ South Study can be found under the following link: https://deldot.gov/information/projects/us113/index.shtml

Senatorial District(s): 20 Representative District(s): 41

PROJECT AUTHORIZATION SCHEDULE (US 113 Widening, Dagsboro Road to Hardscrabble Road)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202312701	PE	NHPP**						
T202312701	ROW	NHPP**			2,500.0*	2,500.0		5,000.0
T202312701	Construction	NHPP						
T202312701	Construction	RPI						
T202312701	Construction	State						
SubTotal		***State***						
		Federal			2,500.0	2,500.0		5,000.0
		Other						
TOTAL					**2,500.0**	**2,500.0**		**5,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 44,800.0

PROJECT FUNDING SCHEDULE (US 113 Widening, Dagsboro Road to Hardscrabble Road)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202312701	PE	NHPP	2,025.6	400.0	125.0	112.5	212.5		2,875.6
T202312701	ROW	NHPP		1,000.0	2,000.0	1,500.0	500.0		5,000.0
T202312701	Construction	NHPP					4,650.0	4,650.0	9,300.0
T202312701	Construction	RPI					7,350.0	7,350.0	14,700.0
T202312701	Construction	State					3,000.0	3,000.0	6,000.0
SubTotal		***State***					10,350.0	10,350.0	20,700.0
		Federal	2,025.6	1,400.0	2,125.0	1,612.5	5,362.5	4,650.0	17,175.6
		Other							
TOTAL			**2,025.6**	**1,400.0**	**2,125.0**	**1,612.5**	**15,712.5**	**15,000.0**	**37,875.6**

all costs in $000s

Sussex County - Road Systems - Arterials

Project Title	Primavera #	Project #
US 113, North / South Improvements	04-00020	T200212701

Project Description: This project will continue to work on viable alternatives for a limited access highway throughout Sussex County to address existing and future transportation needs along US 113 while preserving environmental and historic resources and accommodating planned economic growth. The expectation is that Ellendale area will be an Environmental Assessment (EA) project, the Georgetown area will be an EA project, and the Millsboro through Selbyville area will be an Environmental Impact Statement (EIS) project. Milford will be an EIS Project as well.

Project Justification: An initial feasibility study for a north/south limited access highway through Sussex County to ease traffic congestion was completed in FY 2002. This additional funding will continue this study in more depth. Funds programmed for potential future Right of Way (ROW) acquisition when, and if, solutions are identified.

Senatorial District(s): 18,19,20,21 Representative District(s): 36

PROJECT AUTHORIZATION SCHEDULE (US 113, North / South Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T200212701	ROW	State	21,079.0					
T200212701	Other	State	16,065.6					
SubTotal		***State***	37,144.6					
		Federal						
		Other						
TOTAL			**37,144.6**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 37,144.6

PROJECT FUNDING SCHEDULE (US 113, North / South Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T200212701	ROW	State	122.9						122.9
T200212701	Other	State	89.7						89.7
SubTotal		***State***	212.5						212.5
		Federal							
		Other							
TOTAL			**212.5**						**212.5**

all costs in $000s

Sussex County - Road Systems - Arterials

Project Title	Primavera #	Project #
US 9 between Old Vine Boulevard and Dairy Farm Road Improvements	2024-00134	2024-00134

Project Description:

Project Length = Est. 1.74 mi:
1. Upgrade pavement section to four 11' lanes, shoulders and turn lanes.
2. Implement Complete Streets Policy; provide transit, biking, pedestrian amenities and drainage, where appropriate
3. Provide shared use paths

Project Justification:

1. Coordinate with and extend US 9 improvements east of this section, from Old Vine Boulevard to SR 1
2. Provide transportation infrastructure to serve recent and proposed development activity
3. Upgrade pavement and cross-section to support current and future traffic levels
4. Provide turn lanes to enhance traffic flow and safety

Project Source(s): Henlopen TID; Five Points Study, Recommendation C-1; Coastal Corridors Study (Corridors Committee Recommendation 3/13/2023

Senatorial District(s): 6 Representative District(s): 20

PROJECT AUTHORIZATION SCHEDULE (US 9 between Old Vine Boulevard and Dairy Farm Road Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00134	Other	Other						
2024-00134	Other	State				900.0		900.0
SubTotal		***State***				900.0		900.0
		Federal						
		Other						
TOTAL						**900.0**		**900.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 1,000.0

PROJECT FUNDING SCHEDULE (US 9 between Old Vine Boulevard and Dairy Farm Road Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00134	Other	Other			50.0	50.0			100.0
2024-00134	Other	State			450.0	450.0			900.0
SubTotal		***State***			450.0	450.0			900.0
		Federal							
		Other			50.0	50.0			100.0
TOTAL					**500.0**	**500.0**			**1,000.0**

all costs in $000s

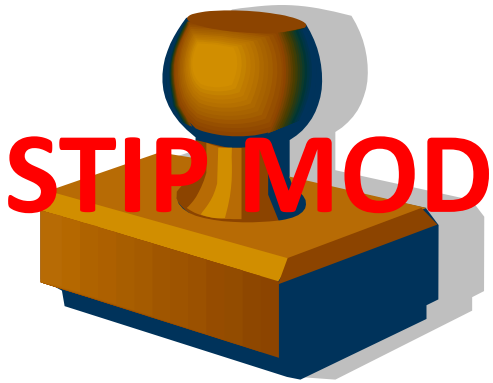
Sussex County - Road Systems - Arterials

Project Title	Primavera #	Project #
US 9 Widening (Old Vine Rd. to SR 1)	21-20009	T202212902

Project Description: This project consists of widening US 9, from SR 1 to Old Vine Road, to provide two travel lanes in each direction and complete associated intersection improvements.

Project Justification: Purpose of the project is to provide additional capacity to accommodate the design year traffic volumes and improve the safety of the US9 corridor from Old Vine Road to SR1. In addition, improvements along this road are a Henlopen TID technical analysis and study recommendations as well as a Five Points Working Group recommendation.

Senatorial District(s): 6 Representative District(s): 20



PROJECT AUTHORIZATION SCHEDULE (US 9 Widening (Old Vine Rd. to SR 1))

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202212902	PE	State	1,800.0					
T202212902	ROW	NHPP**		4,000.0				4,000.0
T202212902	Construction	NHPP				500.0*	1,860.0*	2,360.0
T202212902	Construction	RPI				8,820.0		8,820.0
T202212902	Construction	State				3,600.0		3,600.0
SubTotal		***State***	1,800.0			12,420.0		12,420.0
		Federal		4,000.0		500.0	1,860.0	6,360.0
		Other						
TOTAL			**1,800.0**	**4,000.0**		**12,920.0**	**1,860.0**	**18,780.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 23,800.0

PROJECT FUNDING SCHEDULE (US 9 Widening (Old Vine Rd. to SR 1))

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202212902	PE	State	590.2	353.4					943.6
T202212902	ROW	NHPP	2,000.0	2,000.0					4,000.0
T202212902	Construction	NHPP			1,860.0	1,860.0	1,860.0		5,580.0
T202212902	Construction	RPI			2,940.0	2,940.0	2,940.0		8,820.0
T202212902	Construction	State			1,200.0	1,200.0	1,200.0		3,600.0
SubTotal		***State***	590.2	353.4	4,140.0	4,140.0	4,140.0		13,363.6
		Federal	2,000.0	2,000.0	1,860.0	1,860.0	1,860.0		9,580.0
		Other							
TOTAL			**2,590.2**	**2,353.4**	**6,000.0**	**6,000.0**	**6,000.0**		**22,943.6**

all costs in $000s

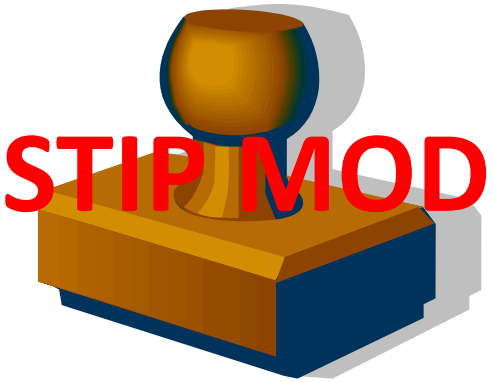
Sussex County - Road Systems - Arterials

Project Title	Primavera #	Project #
US113 @ SR18/SR404 (Georgetown) Grade Separated Intersection	13-11111	T201412701

Project Description: This project consists of a grade separated intersection at US 113 and SR18/SR404 in Georgetown DE. This grade separation will include SR18/SR404 bridging over US 113 with loop ramps in the northeast and southwest quadrants. The project's improvements will also include widening US 113 to provide three lanes in each direction from Bedford St to Ennis St.

Project Justification: The purpose of the project is to preserve mobility for local residents and businesses while providing highway improvements that would reduce congestion, decrease accidents, and accommodate anticipated growth in local, seasonal, and through traffic. The proposed interchange will provide safer and more efficient access at US 113 and SR 18/SR 404 for local and regional travelers. This existing signalized intersection currently operates at a failing level of service and has one of the highest number of annual reported crashes in the US 113 Georgetown Area. The project's location was identified in the Georgetown Environmental Assessment through the US 113 North/ South Study. More information on the US 113 North/ South Study can be found under the following link: https://deldot.gov/projects/Studies/us113/

Senatorial District(s): 19 Representative District(s): 37



PROJECT AUTHORIZATION SCHEDULE (US113 @ SR18/SR404 (Georgetown) Grade Separated Intersection)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201412701	PE	NHPP						
T201412701	PE	State	632.8					
T201412701	ROW	NHPP						
T201412701	ROW	State	16,032.0					
T201412701	Construction	NHPP						
T201412701	Construction	NHPP**		7,000.0*	6,000.0*	3,000.0*	25,000.0*	41,000.0
T201412701	Construction	State	31.1					
SubTotal		***State***	16,695.9					
		Federal		7,000.0	6,000.0	3,000.0	25,000.0	41,000.0
		Other						
TOTAL			**16,695.9**	**7,000.0**	**6,000.0**	**3,000.0**	**25,000.0**	**41,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 110,017.4

PROJECT FUNDING SCHEDULE (US113 @ SR18/SR404 (Georgetown) Grade Separated Intersection)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201412701	PE	NHPP	10.4						10.4
T201412701	PE	State	2.6						2.6
T201412701	ROW	NHPP	9,685.8						9,685.8
T201412701	ROW	State	2,421.4						2,421.4
T201412701	Construction	NHPP	574.3	13,062.8	23,732.1	14,328.9			51,698.1
T201412701	Construction	State	0.1						0.1
SubTotal		***State***	2,424.1						2,424.1
		Federal	10,270.4	13,062.8	23,732.1	14,328.9			61,394.2
		Other							
TOTAL			**12,694.5**	**13,062.8**	**23,732.1**	**14,328.9**			**63,818.3**

all costs in $000s

Sussex County - Road Systems - Bicycle/Pedestrian

Project Title	Primavera #	Project #
Georgetown to Lewes Trail, Fisher Road to Airport Road	22-45678	T202230001

Project Description: This is the final phase of the Georgetown to Lewes Trail. The project will include the construction of a multi-use trail along and adjacent to the state owned railroad as well as road intersection improvements where the rail line crosses a road.

Project Justification: This project is the final phase of the Georgetown to Lewes trail. It will improve mobility, connectivity and safety for bikes and pedestrians.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Georgetown to Lewes Trail, Fisher Road to Airport Road)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202230001	PE	CMAQ**						
T202230001	ROW	CMAQ**						
T202230001	Construction	CMAQ**		3,993.4				3,993.4
T202230001	Construction	RAISE						
SubTotal		***State***						
		Federal		3,993.4				3,993.4
		Other						
TOTAL				**3,993.4**				**3,993.4**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 32,068.2

PROJECT FUNDING SCHEDULE (Georgetown to Lewes Trail, Fisher Road to Airport Road)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202230001	PE	CMAQ	828.7						828.7
T202230001	ROW	CMAQ	200.0						200.0
T202230001	Construction	CMAQ		75.0	6,793.2				6,868.2
T202230001	Construction	RAISE		16,776.8	4,223.2				21,000.0
SubTotal		***State***							
		Federal	1,028.7	16,851.8	11,016.4				28,896.9
		Other							
TOTAL			**1,028.7**	**16,851.8**	**11,016.4**				**28,896.9**

all costs in $000s

Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
Airport Rd Extension, Old Landing Rd to SR 24	20-20013	T202204307

Project Description: Intersection improvements and extension of Airport Road to Route 24. Provides additional connectivity through a crowded segment.

Project Justification: Provides additional connectivity through a crowded segment. Will provide another North/South connection from SR24.

Senatorial District(s): 6 Representative District(s): 14

PROJECT AUTHORIZATION SCHEDULE (Airport Rd Extension, Old Landing Rd to SR 24)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202204307	PE	State	1,782.4					
T202204307	ROW	State		3,000.0				3,000.0
SubTotal		***State***	1,782.4	3,000.0				3,000.0
		Federal						
		Other						
TOTAL			**1,782.4**	**3,000.0**				**3,000.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 4,782.4

PROJECT FUNDING SCHEDULE (Airport Rd Extension, Old Landing Rd to SR 24)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202204307	PE	State	569.3	359.2					928.5
T202204307	ROW	State							0.0
SubTotal		***State***	569.3	359.2					928.5
		Federal							
		Other							
TOTAL			**569.3**	**359.2**					**928.5**

all costs in $000s

Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
Beaver Dam Rd. Widening from SR 1 to Dairy Farm Rd.	21-20005	21-20005

Project Description: This project will identify and address safety and operational improvements along Beaver Dam Road from Fisher Road to Plantation Road.

Project Justification: This is the future growth area as identified in the Henlopen Transportation Improvement District technical analysis.

Senatorial District(s): 6 Representative District(s): 14

PROJECT AUTHORIZATION SCHEDULE (Beaver Dam Rd. Widening from SR 1 to Dairy Farm Rd.)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
21-20005	PE	STBG**			2,200.0			2,200.0
SubTotal		***State***						
		Federal			2,200.0			2,200.0
		Other						
TOTAL					**2,200.0**			**2,200.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 2,200.0

PROJECT FUNDING SCHEDULE (Beaver Dam Rd. Widening from SR 1 to Dairy Farm Rd.)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
21-20005	PE	STBG		500.0	1,000.0	100.0	100.0	500.0	2,200.0
SubTotal		***State***							
		Federal		500.0	1,000.0	100.0	100.0	500.0	2,200.0
		Other							
TOTAL				**500.0**	**1,000.0**	**100.0**	**100.0**	**500.0**	**2,200.0**

all costs in $000s

Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvement	20-20014	T202104304

Project Description: Project will incorporate geometric changes to the Cave Neck Road intersections at Sweetbriar Road and Hudson Road to help alleviate safety concerns. The modified 5-legged roundabout alternative has been selected to move forward in design.

Project Justification: Traffic studies have shown a substantial amount of reported crashes at the Cave Neck Road /Hudson Road intersection and the Cave Neck Road/ Sweetbriar Road intersection. To help alleviate future and current safety concerns, this project will propose significant geometric changes to both of the Cave Neck Road intersections.

Senatorial District(s): 6 Representative District(s): 20

PROJECT AUTHORIZATION SCHEDULE (Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvement)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202104304	PE	Other						
T202104304	PE	State		1,627.5				1,627.5
T202104304	ROW	Other						
T202104304	ROW	State				3,800.0		3,800.0
T202104304	Construction	Other						
T202104304	Construction	State						
SubTotal		***State***		1,627.5		3,800.0		5,427.5
		Federal						
		Other						
TOTAL				**1,627.5**		**3,800.0**		**5,427.5**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **24,255.0**

PROJECT FUNDING SCHEDULE (Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvement)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202104304	PE	Other	287.6	107.5					395.1
T202104304	PE	State			1,627.5				1,627.5
T202104304	ROW	Other	2,396.9	222.0					2,618.9
T202104304	ROW	State			3,800.0				3,800.0
T202104304	Construction	Other			6,700.0				6,700.0
T202104304	Construction	State					6,700.0		6,700.0
SubTotal		***State***			5,427.5		6,700.0		12,127.5
		Federal							
		Other	2,684.5	329.5	6,700.0				9,714.0
TOTAL			**2,684.5**	**329.5**	**12,127.5**		**6,700.0**		**21,841.5**

all costs in $000s

Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
Hudson Road between Route 9 and Route 1 Improvements	2024-00129	2024-00129

Project Description: Project Length = Est. 2 mi:
1. Upgrade pavement section to two 11' lanes, shoulders, and turn lanes, where analysis supports need
2. Implement Complete Streets Policy; provide transit, biking, and pedestrian amenities and drainage, where appropriate

Project Justification:
1. Provide transportation infrastructure to serve recent and proposed development activity
2. Upgrade pavement and cross-section to support current and future traffic level
3. Provide full or partial shoulders, where appropriate
4. Provide turn lanes to enhance traffic flow and safety

Project Source(s): Sussex County Request

Senatorial District(s): 6 Representative District(s): 20

PROJECT AUTHORIZATION SCHEDULE (Hudson Road between Route 9 and Route 1 Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00129	Other	State				1,000.0		1,000.0
SubTotal		***State***				1,000.0		1,000.0
		Federal						
		Other						
TOTAL						**1,000.0**		**1,000.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 1,000.0

PROJECT FUNDING SCHEDULE (Hudson Road between Route 9 and Route 1 Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00129	Other	State			500.0	500.0			1,000.0
SubTotal		***State***			500.0	500.0			1,000.0
		Federal							
		Other							
TOTAL					**500.0**	**500.0**			**1,000.0**

all costs in $000s

Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
Mulberry Knoll Road Extension from Cedar Grove Road to US 9 at Old Vine Road	23-20006	23-20006

Project Description: New two (2) lane roadway to connect communities and alleviate congestion on parallel routes. Provides improved mobility for local traffic.

Project Justification: This new road segment was recommended by the Five Points Working Group and was studied as an alternative to widening Plantation Road from Robinsonville to Cedar Grove because of the high cost of the widening project. Based on the findings of the Henlopen Transportation Improvement District (TID), if Mulberry Knoll Road was extended to US 9, the Plantation widening would not be necessary prior to 2050.

Senatorial District(s): 6 Representative District(s): 14

PROJECT AUTHORIZATION SCHEDULE (Mulberry Knoll Road Extension from Cedar Grove Road to US 9 at Old Vine Road)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
23-20006	PE	State					1,100.0	1,100.0
SubTotal		***State***					1,100.0	1,100.0
		Federal						
		Other						
TOTAL							**1,100.0**	**1,100.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 1,100.0

PROJECT FUNDING SCHEDULE (Mulberry Knoll Road Extension from Cedar Grove Road to US 9 at Old Vine Road)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
23-20006	PE	State				550.0	550.0		1,100.0
SubTotal		***State***				550.0	550.0		1,100.0
		Federal							
		Other							
TOTAL						**550.0**	**550.0**		**1,100.0**

all costs in $000s

Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
Old Landing Road and Warrington Road Intersection Improvement	20-20012	T202204306

Project Description: This project proposes a roundabout be installed at the intersection of Old Landing Road and Warrington Road.

Project Justification: Previous studies called for a signal. No concept has been developed and study should be brought to date.

Senatorial District(s): 6 Representative District(s): 14

PROJECT AUTHORIZATION SCHEDULE (Old Landing Road and Warrington Road Intersection Improvement)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202204306	PE	State	800.0					
SubTotal		***State***	800.0					
		Federal						
		Other						
TOTAL			**800.0**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 800.0

PROJECT FUNDING SCHEDULE (Old Landing Road and Warrington Road Intersection Improvement)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202204306	PE	State	656.9						656.9
SubTotal		***State***	656.9						656.9
		Federal							
		Other							
TOTAL			**656.9**						**656.9**

all costs in $000s

Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
Park Avenue Relocation	13-00003	T201304601

Project Description: The project is located south of Georgetown, beginning at US 113 and travels along existing Arrow Safety Road. At the intersection of South Bedford Street and Arrow Safety Road, a fourth leg will be added that will carry a new Park Avenue alignment to tie back into existing Park Avenue east of the Delmarva Central Railroad tracks, south of the Delaware Coastal Airport. The proposed improvements include a roundabout at the Arrow Safety/South Bedford/Park Avenue intersection, a railroad crossing, and an acceleration lane on northbound US 113 from the Arrow Safety Road intersection.

Project Justification: The project provides a continuous US Route 9 Truck Bypass from US Route 113 to US 9 East of Georgetown. The project improves the traffic operations over the existing conditions and removes the US Route 9 Truck Bypass route from existing residential areas of Park Avenue and South Bedford Street.

Senatorial District(s): 19 Representative District(s): 37

PROJECT AUTHORIZATION SCHEDULE (Park Avenue Relocation)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201304601	PE	State	1,320.2					
T201304601	PE	STBG						
SubTotal		***State***	1,320.2					
		Federal						
		Other						
TOTAL			**1,320.2**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 6,601.1

PROJECT FUNDING SCHEDULE (Park Avenue Relocation)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201304601	PE	State	83.3						83.3
T201304601	PE	STBG	333.2						333.2
SubTotal		***State***	83.3						83.3
		Federal	333.2						333.2
		Other							
TOTAL			**416.5**						**416.5**

all costs in $000s

Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
Park Avenue Relocation, Phase 1	20-00400	T202004601

Project Description: The project is located south of Georgetown, beginning at US 113 and travels along existing Arrow Safety Road. At the intersection of South Bedford Street and Arrow Safety Road, a fourth leg will be added that will carry a new Park Avenue alignment to tie back into existing Park Avenue east of the Delmarva Central Railroad tracks, south of the Delaware Coastal Airport. The proposed improvements include a roundabout at the Arrow Safety/South Bedford/Park Avenue intersection, a railroad crossing, and an acceleration lane on northbound US 113 from the Arrow Safety Road intersection. An estimated 25 parcels will be impacted by this phase of the project.

Project Justification: The project provides a continuous US Route 9 Truck Bypass from US Route 113 to US 9 East of Georgetown. The project improves the traffic operations over the existing conditions and removes the US Route 9 Truck Bypass route from existing residential areas of Park Avenue and South Bedford Street.

Senatorial District(s): 19 Representative District(s): 37

PROJECT AUTHORIZATION SCHEDULE (Park Avenue Relocation, Phase 1)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202004601	ROW	State	5,390.0					
T202004601	Construction	State	4,628.4					
T202004601	Construction	STBG						
SubTotal		***State***	10,018.4					
		Federal						
		Other						
TOTAL			**10,018.4**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **28,532.0**

PROJECT FUNDING SCHEDULE (Park Avenue Relocation, Phase 1)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202004601	ROW	State							0.0
T202004601	Construction	State	721.1						721.1
T202004601	Construction	STBG	2,884.5						2,884.5
SubTotal		***State***	721.1						721.1
		Federal	2,884.5						2,884.5
		Other							
TOTAL			**3,605.6**						**3,605.6**

all costs in $000s

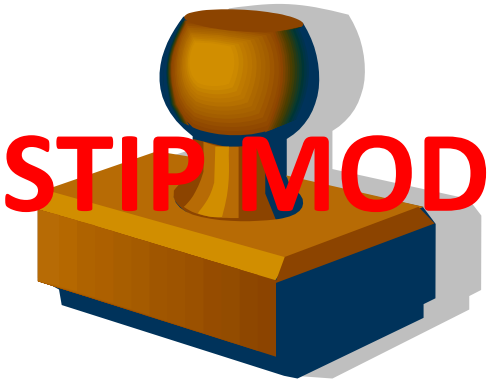
Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
Park Avenue Relocation, Phase 2	19-00400	T201904601

Project Description: The project consists of making improvements to existing Park Avenue from Park Avenue Relocation - Phase 1 to the intersection with Route 9. Project includes the reconstruction of Park Avenue and Route 9 to provide appropriate turn lanes and signals, and railroad crossing improvements. An estimated 65 parcels will be impacted by this phase of the project.

Project Justification: The project provides a continuous US Route 9 Truck Bypass from US Route 113 to US 9 East of Georgetown. The project improves the traffic operations over the existing conditions and removes the US Route 9 Truck Bypass route from existing residential areas of Park Avenue and South Bedford Street.

Senatorial District(s): 19 Representative District(s): 37



PROJECT AUTHORIZATION SCHEDULE (Park Avenue Relocation, Phase 2)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201904601	ROW	State	900.6					
T201904601	ROW	STBG						
T201904601	Construction	STBG**		4,933.3*	5,810.0*	6,690.0*	5,325.1*	22,758.4
SubTotal		***State***	900.6					
		Federal		4,933.3	5,810.0	6,690.0	5,325.1	22,758.4
		Other						
TOTAL			**900.6**	**4,933.3**	**5,810.0**	**6,690.0**	**5,325.1**	**22,758.4**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 34,758.4

PROJECT FUNDING SCHEDULE (Park Avenue Relocation, Phase 2)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201904601	ROW	State	168.5						168.5
T201904601	ROW	STBG	673.9						673.9
T201904601	Construction	STBG	5,033.3	11,600.0	11,600.0	2,025.1			30,258.4
SubTotal		***State***	168.5						168.5
		Federal	5,707.2	11,600.0	11,600.0	2,025.1			30,932.3
		Other							
TOTAL			**5,875.7**	**11,600.0**	**11,600.0**	**2,025.1**			**31,100.8**

all costs in $000s

Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
Plantation Road Improvements, SR24 to US 9	04-92847	T201111201

Project Description: The project consists of operational improvements including turn lanes and other intersection modifications, median turn lanes for residential entrances, and bicycle and pedestrian facilities throughout the corridor.
This project has been split into 2 phases and consists of 3 project numbers, as described below:
"T201111201_Plantation Rd Improvements, SR24 to US0" - Is the "parent" project number, that will track PE costs for both phases of the project. "T202011201_Plantation Rd Improvements, Robinsonville Rd to US9"- Is the project number for Phase 1 of the project, that will track RW and Construction costs only.
"T201911201_Plantation Rd Improvements, SR24 to Robinsonville Rd"- Is the project number for Phase 2 of the project, that will track RW and Construction costs only.

Project Justification: This area was identified as a high priority by Sussex County Council due to high development growth in the corridor over the last several years. The purpose is to preserve mobility for local residents and businesses while providing roadway improvements along Plantation Road to reduce congestion, improve safety, and accommodate anticipated growth in local and seasonal traffic.

Senatorial District(s): 6 Representative District(s): 14

PROJECT AUTHORIZATION SCHEDULE (Plantation Road Improvements, SR24 to US 9)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201111201	PE	State	800.0					
T201111201	PE	STBG						
T201911201	ROW	STBG**						
T202011201	ROW	State	4,500.0					
T202011201	Construction	Other						
T202011201	Construction	STBG**						
SubTotal		***State***	5,300.0					
		Federal						
		Other						
TOTAL			**5,300.0**					

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 27,683.0

PROJECT FUNDING SCHEDULE (Plantation Road Improvements, SR24 to US 9)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201111201	PE	State	55.7	20.0	20.0	20.0			115.7
T201111201	PE	STBG	222.8	80.0	80.0	80.0			462.8
T201111201	ROW	State							0.0
T201111201	ROW	STBG					1,500.0	1,500.0	3,000.0
T201111201	Construction	Other	84.3						84.3
T201111201	Construction	STBG	4,955.2						4,955.2
SubTotal		***State***	55.7	20.0	20.0	20.0			115.7
		Federal	5,178.0	80.0	80.0	80.0	1,500.0	1,500.0	8,418.0
		Other	84.3						84.3
TOTAL			**5,318.0**	**100.0**	**100.0**	**100.0**	**1,500.0**	**1,500.0**	**8,618.0**

all costs in $000s

Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
Redden Road Corridor Improvement	2024-00132	2024-00132

Project Description: Project Length = Est. 9.31; Amend FY 23 – FY 28 CTP "Redden Road Project"
1) FY 23 – FY 28 Redden Road Segment Upgrade Oak Road to Kings Crossroads
2) Upgrade remaining segments between US 13 and US 113
3) Upgrade pavement section to two 11' lanes, with shoulders and turn lanes
4) Evaluate travel patterns of potential GSI at US 13/SR 404

Project Justification: 1. Provide transportation infrastructure to serve recent and proposed development activity
2. Upgrade pavement and cross-section to support current and future traffic levels
3. Provide full or partial shoulders, where appropriate
4. Provide turn lanes to enhance traffic flow and safety
Project Source(s): Sussex County Request

Senatorial District(s): 18 Representative District(s): 35

PROJECT AUTHORIZATION SCHEDULE (Redden Road Corridor Improvement)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00132	Other	STBG**					1,000.0*	1,000.0
SubTotal		***State***						
		Federal					1,000.0	1,000.0
		Other						
TOTAL							**1,000.0**	**1,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 2,000.0

PROJECT FUNDING SCHEDULE (Redden Road Corridor Improvement)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00132	Other	STBG				1,000.0	1,000.0		2,000.0
SubTotal		***State***							
		Federal				1,000.0	1,000.0		2,000.0
		Other							
TOTAL						**1,000.0**	**1,000.0**		**2,000.0**

all costs in $000s

Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
Route 24 between Love Creek Bridge and Indian Mission Road Improvements	2024-00133	2024-00133

Project Description:

Project Length = Est. 5.16 mi.
1. Upgrade pavement section to four 11' lanes, shoulders, and turn lanes, where analysis supports need
2. Implement Complete Streets Policy;
3. Provide transit, biking, and pedestrian amenities, where appropriate

Project Justification:

1. Provide transportation infrastructure to serve recent and proposed development activity
2. Upgrade pavement and cross-section to support current and future traffic levels
3. Provide turn lanes to enhance traffic flow and safety

Project Source(s): Sussex County Request

Senatorial District(s): 6 19 Representative District(s): 4

PROJECT AUTHORIZATION SCHEDULE (Route 24 between Love Creek Bridge and Indian Mission Road Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00133	Other	STBG**					1,500.0*	1,500.0
SubTotal		***State***						
		Federal					1,500.0	1,500.0
		Other						
TOTAL							**1,500.0**	**1,500.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 3,000.0

PROJECT FUNDING SCHEDULE (Route 24 between Love Creek Bridge and Indian Mission Road Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00133	Other	STBG				1,500.0	1,500.0		3,000.0
SubTotal		***State***							
		Federal				1,500.0	1,500.0		3,000.0
		Other							
TOTAL						**1,500.0**	**1,500.0**		**3,000.0**

all costs in $000s

Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
SR 24, Mulberry Knoll to SR 1	06-00909	T200411209

Project Description: This project will involve roadway widening to facilitate the continuation of the existing four lane section with center turn lane from SR 1 to west of Plantations Road. The improvements will then reduce back to the existing roadway section. Stormwater management and multi-modal facilities will be installed throughout the project limits. Related Projects are as follows: T201900901 HSIP SR 24 Corridor Projects Coordination

Project Justification: The SR 24 Corridor is one of the few major east/west connector roads for local and beach traffic moving across the state. There are multiple Highway Safety Improvement Program (HSIP) sites throughout the corridor, as is with the section included in this project. The massive growth in permanent residents and beach goers alike has degraded the level of service to unacceptable levels and as such the Department is committed to improving the roadway facilities.

Senatorial District(s): 6 Representative District(s): 14

PROJECT AUTHORIZATION SCHEDULE (SR 24, Mulberry Knoll to SR 1)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T200411209	PE	State	312.8					
T200411209	PE	STBG						
T200411209	ROW	State	3,284.9					
T200411209	Construction	Other						
T200411209	Construction	State	2,166.8					
T200411209	Construction	STBG						
SubTotal		***State***	5,764.5					
		Federal						
		Other						
TOTAL			**5,764.5**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: **16,090.1**

PROJECT FUNDING SCHEDULE (SR 24, Mulberry Knoll to SR 1)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T200411209	PE	State	3.8						3.8
T200411209	PE	STBG	15.2						15.2
T200411209	ROW	State	125.1						125.1
T200411209	Construction	Other	159.9						159.9
T200411209	Construction	State	137.9						137.9
T200411209	Construction	STBG	550.9						550.9
SubTotal		***State***	266.7						266.7
		Federal	566.2						566.2
		Other	159.9						159.9
TOTAL			**992.8**						**992.8**

all costs in $000s

Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
SR 54 Multi-modal Improvements from Blue Beard Trail to Monroe Ave.	21-20008	21-20008

Project Description: This project will install continuous sidewalks and shared-use paths along SR 54 between SR 20 and SR 1.

Project Justification: A 2021 study of the SR 54 corridor highlights the need for pedestrian accommodation and recommends closing existing gaps in sidewalks/sidepaths to improve pedestrian safety and minimize the likelihood of pedestrian related crashes in conjunction of emphasis area five of 2021-2025 Delaware Strategic Highway Safety Plan.

Senatorial District(s): 20 Representative District(s): 38

PROJECT AUTHORIZATION SCHEDULE (SR 54 Multi-modal Improvements from Blue Beard Trail to Monroe Ave.)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
21-20008	PE	State		750.0				750.0
SubTotal		***State***		750.0				750.0
		Federal						
		Other						
TOTAL				**750.0**				**750.0**

** Indicates an AC Deferral*

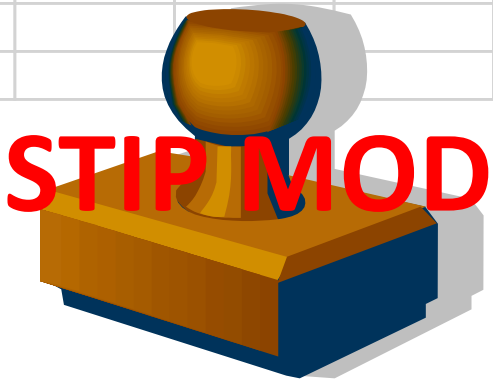
all costs in $000s

Estimated Total Project Cost: 750.0

PROJECT FUNDING SCHEDULE (SR 54 Multi-modal Improvements from Blue Beard Trail to Monroe Ave.)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
21-20008	PE	State	375.0	375.0					750.0
SubTotal		***State***	375.0	375.0					750.0
		Federal							
		Other							
TOTAL			**375.0**	**375.0**					**750.0**

all costs in $000s



Sussex County - Road Systems - Collectors

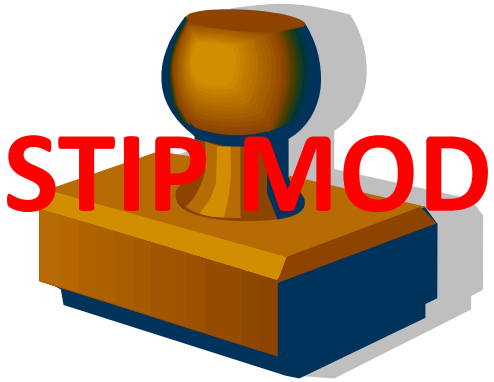
Project Title	Primavera #	Project #
US 9, Kings Highway, Dartmouth Drive to Freeman Highway	19-10005	T202212901

Project Description: This project consists of widening Kings Highway from Dartmouth Drive to the split with Freeman Highway. The project includes intersection reconstruction, multimodal upgrades (shared use path and sidewalks) throughout the project limits, and integration of the Kings Highway and Gills Neck Road Master Plan.

Project Justification: This project was identified by Sussex County and through the Lewes Byway Committee. The project is needed to provide additional capacity to improve traffic operations and support residential and commercial development, improve multimodal transportation options throughout the corridor, and integrate the recommendations of local initiatives such as the Kings Highway and Gills Neck Road Master Plan.

Senatorial District(s): 6 Representative District(s): 14





PROJECT AUTHORIZATION SCHEDULE (US 9, Kings Highway, Dartmouth Drive to Freeman Highway)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202212901	PE	State	3,071.0					
T202212901	ROW	NHPP**		2,000.0*	3,500.0*	2,000.0		7,500.0
SubTotal		***State***	3,071.0					
		Federal		2,000.0	3,500.0	2,000.0		7,500.0
		Other						
TOTAL			**3,071.0**	**2,000.0**	**3,500.0**	**2,000.0**		**7,500.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 10,571.0

PROJECT FUNDING SCHEDULE (US 9, Kings Highway, Dartmouth Drive to Freeman Highway)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202212901	PE	State	1,040.0	430.3	183.5				1,653.8
T202212901	ROW	NHPP	2,000.0	3,500.0	2,000.0				7,500.0
SubTotal		***State***	1,040.0	430.3	183.5				1,653.8
		Federal	2,000.0	3,500.0	2,000.0				7,500.0
		Other							
TOTAL			**3,040.0**	**3,930.3**	**2,183.5**				**9,153.8**

all costs in $000s

Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
W. Line Road and SR 54, Lighthouse Road, Intersection Improvement	23-20013	23-20013

Project Description: Intersection improvements to better align three intersecting roads and entrance of shopping area at this location. Project is ideal candidate for a roundabout.

Project Justification: To address safety, congestion, development and traffic growth, as well as seasonal traffic. Requested by citizen in Sussex County.

Senatorial District(s): 20 Representative District(s): 38

PROJECT AUTHORIZATION SCHEDULE (W. Line Road and SR 54, Lighthouse Road, Intersection Improvement)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
23-20013	PE	State					500.0	500.0
SubTotal		***State***					500.0	500.0
		Federal						
		Other						
TOTAL							**500.0**	**500.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 500.0

PROJECT FUNDING SCHEDULE (W. Line Road and SR 54, Lighthouse Road, Intersection Improvement)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
23-20013	PE	State				250.0	250.0		500.0
SubTotal		***State***				250.0	250.0		500.0
		Federal							
		Other							
TOTAL						**250.0**	**250.0**		**500.0**

all costs in $000s

Sussex County - Road Systems - Collectors

Project Title	Primavera #	Project #
Zoar Road at South Bedford Street Intersection Improvements	2024-00135	2024-00135

Project Description: Project Length = Est. 0.05 mi.
1. Upgrade turning lanes and consider signalization and/or roundabout
2. Implement Complete Streets Policy;
3. Provide transit, biking, and pedestrian amenities, where appropriate

Project Justification: Existing geometry has acute angles, challenging turning movements
Project Source(s): Sussex County Public Submission

Senatorial District(s): 19 Representative District(s): 37

PROJECT AUTHORIZATION SCHEDULE (Zoar Road at South Bedford Street Intersection Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00135	Other	State						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 500.0

PROJECT FUNDING SCHEDULE (Zoar Road at South Bedford Street Intersection Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00135	Other	State						500.0	500.0
SubTotal		***State***						500.0	500.0
		Federal							
		Other							
TOTAL								**500.0**	**500.0**

all costs in $000s

Sussex County - Road Systems - Local

Project Title	Primavera #	Project #
Discount Land Road, US 13A to US 13	18-00468	T201801301

Project Description: Improvements include roadway widening, bicycle lanes and the construction of a sidewalk or multi-use path adjacent to the roadway.

Project Justification: Sussex County and the town of Laurel identified an issue of lack of multi-modal facilities along Discount Land Road. There is a need to connect the local housing areas with the nearby retail centers.

Senatorial District(s): 21 Representative District(s): 40

PROJECT AUTHORIZATION SCHEDULE (Discount Land Road, US 13A to US 13)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201801301	PE	State	681.8					
T201801301	ROW	State	500.0					
T201801301	Construction	State	6,300.0	500.0				500.0
SubTotal		***State***	7,481.8	500.0				500.0
		Federal						
		Other						
TOTAL			**7,481.8**	**500.0**				**500.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 7,981.8

PROJECT FUNDING SCHEDULE (Discount Land Road, US 13A to US 13)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201801301	PE	State	243.2						243.2
T201801301	ROW	State	500.0						500.0
T201801301	Construction	State		1,000.0	5,800.0				6,800.0
SubTotal		***State***	743.2	1,000.0	5,800.0				7,543.2
		Federal							
		Other							
TOTAL			**743.2**	**1,000.0**	**5,800.0**				**7,543.2**

all costs in $000s

Sussex County - Road Systems - Local

Project Title	Primavera #	Project #
Falling Point Road and Vines Creek Road, SR 26 Intersection Improvements	23-20005	23-20005

Project Description: Intersection improvement to be designed to realign sharp turning movements and eliminate unnamed connecting road in order to improve safety and movements through the intersection.

Project Justification: Intersection improvements will improve safety, correct alignment and adjust sight lines for proper traffic flow. Sussex County identified this location as safety hazard especially during seasonal peak travel.

Senatorial District(s): 20 Representative District(s): 41

PROJECT AUTHORIZATION SCHEDULE (Falling Point Road and Vines Creek Road, SR 26 Intersection Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
23-20005	PE	State					500.0	500.0
SubTotal		***State***					500.0	500.0
		Federal						
		Other						
TOTAL							**500.0**	**500.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 500.0

PROJECT FUNDING SCHEDULE (Falling Point Road and Vines Creek Road, SR 26 Intersection Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
23-20005	PE	State				250.0	250.0		500.0
SubTotal		***State***				250.0	250.0		500.0
		Federal							
		Other							
TOTAL						**250.0**	**250.0**		**500.0**

all costs in $000s

Sussex County - Road Systems - Local

Project Title	Primavera #	Project #
Phillips Landing Road between Mt. Pleasant Road and Phillips Landing Improvements	2024-00131	2024-00131

Project Description:

Project Length = Est. 3.73 mi.
1. Upgrade pavement section to provide two 11' lanes, partial shoulders and turn lanes
2. Implement Complete Streets Policy;
3. Provide transit, biking, and pedestrian amenities, where appropriate

Project Justification:

1. Provide transportation infrastructure to serve recent boat ramp & boat trailer parking expansions
2. Upgrade pavement and cross-section to support current and future traffic levels
3. Provide full or partial shoulders, where appropriate
4. Provide turn lanes to enhance traffic flow and safety

Project Source(s): Sussex County Legislative Request

Senatorial District(s): 21 Representative District(s): 40

PROJECT AUTHORIZATION SCHEDULE (Phillips Landing Road between Mt. Pleasant Road and Phillips Landing Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00131	Other	State						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 500.0

PROJECT FUNDING SCHEDULE (Phillips Landing Road between Mt. Pleasant Road and Phillips Landing Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00131	Other	State						500.0	500.0
SubTotal		***State***						500.0	500.0
		Federal							
		Other							
TOTAL								**500.0**	**500.0**

all costs in $000s

Sussex County - Road Systems - Local

Project Title	Primavera #	Project #
Postal Lane from Linden Lane to SR 1 Improvements	23-20007	23-20007

Project Description: Roadway improvements to include shoulders, sidewalk, and a bicycle lane.

Project Justification: This project will continue improvements along Postal Lane due to the limited road widths and mailboxes in the State's Right Of Way. These improvements were recommendations of the Five Points Working Group and Henlopen Transportation Improvement District due to high growth in the area and the need for multi-modal travel.

Senatorial District(s): 6 Representative District(s): 14

PROJECT AUTHORIZATION SCHEDULE (Postal Lane from Linden Lane to SR 1 Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
23-20007	PE	State					500.0	500.0
SubTotal		***State***					500.0	500.0
		Federal						
		Other						
TOTAL							**500.0**	**500.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 500.0

PROJECT FUNDING SCHEDULE (Postal Lane from Linden Lane to SR 1 Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
23-20007	PE	State				250.0	250.0		500.0
SubTotal		***State***				250.0	250.0		500.0
		Federal							
		Other							
TOTAL						**250.0**	**250.0**		**500.0**

all costs in $000s

Sussex County - Road Systems - Local

Project Title	Primavera #	Project #
Realignment of Old Orchard Road at Wescoats Corner	14-00502	T201609601

Project Description: This project includes realigning S269A (Old Orchard Road) to intersect Savannah Road opposite S268A (Wescoats Road). Pedestrian and bicycle facilities will be incorporated.

Project Justification: This project improves safety by removing the existing unsignalized T-intersection. It will also improve safety for pedestrians and cyclists.

Senatorial District(s): 6 Representative District(s): 14

PROJECT AUTHORIZATION SCHEDULE (Realignment of Old Orchard Road at Wescoats Corner)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201609601	PE	State	2,681.3					
T201609601	ROW	State	6,000.0					
T201609601	ROW	STBG**						
T201609601	Construction	Other						
T201609601	Construction	STBG**		4,805.0*	3,000.0*	3,000.0*	4,695.0	15,500.0
SubTotal		***State***	8,681.3					
		Federal		4,805.0	3,000.0	3,000.0	4,695.0	15,500.0
		Other						
TOTAL			**8,681.3**	**4,805.0**	**3,000.0**	**3,000.0**	**4,695.0**	**15,500.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 28,514.0

PROJECT FUNDING SCHEDULE (Realignment of Old Orchard Road at Wescoats Corner)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201609601	PE	State	212.1	178.8					390.9
T201609601	ROW	State	990.8						990.8
T201609601	ROW	STBG	600.0						600.0
T201609601	Construction	Other	701.7						701.7
T201609601	Construction	STBG	2,969.6	5,200.0	5,200.0	5,100.0			18,469.6
SubTotal		***State***	1,202.9	178.8					1,381.7
		Federal	3,569.6	5,200.0	5,200.0	5,100.0			19,069.6
		Other	701.7						701.7
TOTAL			**5,474.2**	**5,378.8**	**5,200.0**	**5,100.0**			**21,153.0**

all costs in $000s

Sussex County - Road Systems - Local

Project Title	Primavera #	Project #
Shady Road from Plantation Road to SR 1 Improvements	23-20009	23-20009

Project Description: Roadway Improvements include turn lanes, sidewalk, and shoulders to provide for safe movement of all types of travel.

Project Justification: Five Points Study and Henlopen TID.

Senatorial District(s): 6 Representative District(s): 14

PROJECT AUTHORIZATION SCHEDULE (Shady Road from Plantation Road to SR 1 Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
23-20009	PE	State					300.0	300.0
SubTotal		***State***					300.0	300.0
		Federal						
		Other						
TOTAL							**300.0**	**300.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 300.0

PROJECT FUNDING SCHEDULE (Shady Road from Plantation Road to SR 1 Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
23-20009	PE	State				150.0	150.0		300.0
SubTotal		***State***				150.0	150.0		300.0
		Federal							
		Other							
TOTAL						**150.0**	**150.0**		**300.0**

all costs in $000s

Sussex County - Road Systems - Materials & Minor Contracts

Project Title	Primavera #	Project #
Woodland Ferry Renovations Program	21-10031	21-10031

Project Description: This program is to fund the five year repairs to the Woodland Ferry.

Project Justification: Work includes engine replacement, deck resurfacing, painting, reconstruction, rehabilitation and preventative maintenance items.

Senatorial District(s): District Wide Representative District(s): District Wide

PROJECT AUTHORIZATION SCHEDULE (Woodland Ferry Renovations Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
21-10031	Other	FBD	100.0	100.0	100.0	100.0	400.0
21-10031	Other	State	25.0	25.0	25.0	25.0	100.0
SubTotal		***State***	25.0	25.0	25.0	25.0	100.0
		Federal	100.0	100.0	100.0	100.0	400.0
		Other					
TOTAL			**125.0**	**125.0**	**125.0**	**125.0**	**500.0**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Woodland Ferry Renovations Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
21-10031	Other	FBD	100.0	100.0	100.0	100.0	100.0	100.0	600.0
21-10031	Other	State	135.2	25.0	25.0	25.0	25.0	25.0	260.2
SubTotal		***State***	135.2	25.0	25.0	25.0	25.0	25.0	260.2
		Federal	100.0	100.0	100.0	100.0	100.0	100.0	600.0
		Other							
TOTAL			**235.2**	**125.0**	**125.0**	**125.0**	**125.0**	**125.0**	**860.2**

all costs in $000s

Sussex County - Road Systems - Other

Project Title	Primavera #	Project #
Town of Georgetown - Reconnecting Communities Neighborhood Access and Equity (NAE) Grant	2025-00059	T202569005

Project Description: The Town of Georgetown is pursuing a Community Planning Grant through the Reconnecting Communities and Neighborhoods Program to plan, design, and engineer pedestrian safety improvements at 8 rail intersections along the Norfolk Southern rail line. Existing conditions create a barrier to community connectivity for Georgetown's disadvantaged Hispanic community (census tract 10005050503) and the historically-Black Harlemtown community by inhibiting access to key local businesses, nonprofits, cultural resources, and recreational amenities.

Project Justification: The primary intent of this project is to complete detailed designs to prepare Georgetown for future construction. Specifically, the Town seeks funding to identify community priorities through community engagement around pedestrian access, develop concepts for improvements at the at-grade crossings, and progress the concepts through the Norfolk Southern Railway Company At-Grade Crossing Roadway Project Schedule for Review. The review process, which is outlined in the Norfolk Southern Railway Company Public Improvement Projects Manual, includes concept approval from Norfolk Southern, followed by submission of 30%, 60%, 90%, and 100% engineering and design plan packages.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Town of Georgetown - Reconnecting Communities Neighborhood Access and Equity (NAE) Grant)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202569005	Other	NAE		100.0				100.0
SubTotal		***State***						
		Federal		100.0				100.0
		Other						
TOTAL				**100.0**				**100.0**

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 100.0

PROJECT FUNDING SCHEDULE (Town of Georgetown - Reconnecting Communities Neighborhood Access and Equity (NAE) Grant)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202569005	Other	NAE	50.0	50.0					100.0
SubTotal		***State***							
		Federal	50.0	50.0					100.0
		Other							
TOTAL			**50.0**	**50.0**					**100.0**

all costs in $000s

Sussex County - Transit Systems - Transit Facilities

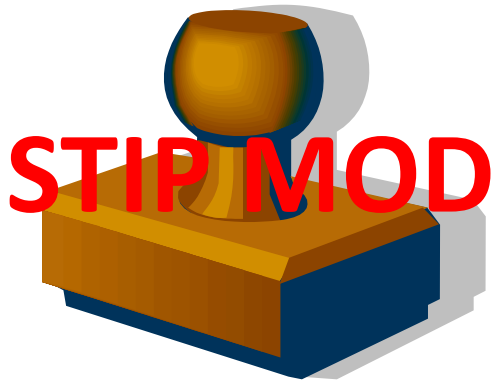
Project Title	Primavera #	Project #
Georgetown Bus Wash Replacement and NPDES Improvements	2023-00164	T202453106

Project Description: This project will replace the current bus wash system.

Project Justification: Existing equipment is outdated and approaching end of its useful life, requiring more frequent and costly maintenance. Improvements will be designed to prevent runoff to adjacent stormwater management area.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Georgetown Bus Wash Replacement and NPDES Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202453106	PE	5339						
T202453106	PE	State	40.0					
T202453106	Construction	5339**			2,000.0			2,000.0
SubTotal		***State***	40.0					
		Federal			2,000.0			2,000.0
		Other						
TOTAL			**40.0**		**2,000.0**			**2,000.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 2,200.0

PROJECT FUNDING SCHEDULE (Georgetown Bus Wash Replacement and NPDES Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202453106	PE	5339	120.0	40.0					160.0
T202453106	PE	State	30.0	10.0					40.0
T202453106	Construction	5339		2,000.0					2,000.0
SubTotal		***State***	30.0	10.0					40.0
		Federal	120.0	2,040.0					2,160.0
		Other							
TOTAL			**150.0**	**2,050.0**					**2,200.0**

all costs in $000s

Sussex County - Transit Systems - Transit Facilities

Project Title	Primavera #	Project #
Georgetown Hub	18-71802	T201953105

Project Description: The Georgetown Hub will support the increasing transit needs of Sussex County. As Sussex County has grown, so have the transit needs to support the growing population.

Project Justification: Georgetown has been existing with a temporary transit solution. The transit needs of Sussex County require a more permanent solution to provide the needed service throughout Sussex County.

Senatorial District(s): 19 Representative District(s): 40 37

PROJECT AUTHORIZATION SCHEDULE (Georgetown Hub)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T201953105	PE	State	172.2					
SubTotal		***State***	172.2					
		Federal						
		Other						
TOTAL			**172.2**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 172.2

PROJECT FUNDING SCHEDULE (Georgetown Hub)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T201953105	PE	State	77.1						77.1
SubTotal		***State***	77.1						77.1
		Federal							
		Other							
TOTAL			**77.1**						**77.1**

all costs in $000s

Sussex County - Transit Systems - Transit Facilities

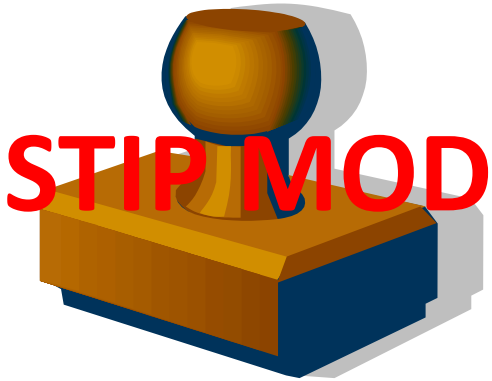
Project Title	Primavera #	Project #
Resorts Park & Ride Improvements	18-71801	T202253106

Project Description: Resorts Park & Ride improvements include replacing the service center trailer, restroom improvements and American With Disabilities Act (ADA) upgrades.

Project Justification: The Resorts Park & Ride was built in 1990 and requires upgrades to the service center trailer and bathrooms. Since the site was built prior to ADA legislation; ADA upgrades are needed.

Senatorial District(s): 6

Representative District(s): 14



PROJECT AUTHORIZATION SCHEDULE (Resorts Park & Ride Improvements)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202253106	PE	5311**						
T202253106	Construction	5311**		960.0				960.0
T202253106	Construction	5339**			390.0			390.0
T202253106	Construction	5339D**		5,400.0				5,400.0
SubTotal		***State***						
		Federal		6,360.0	390.0			6,750.0
		Other						
TOTAL				**6,360.0**	**390.0**			**6,750.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 7,375.4

PROJECT FUNDING SCHEDULE (Resorts Park & Ride Improvements)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202253106	PE	5311	200.0	239.3					439.3
T202253106	Construction	5311			960.0				960.0
T202253106	Construction	5339			390.0				390.0
T202253106	Construction	5339D		3,375.0	2,025.0				5,400.0
SubTotal		***State***							
		Federal	200.0	3,614.3	3,375.0				7,189.3
		Other							
TOTAL			**200.0**	**3,614.3**	**3,375.0**				**7,189.3**

all costs in $000s

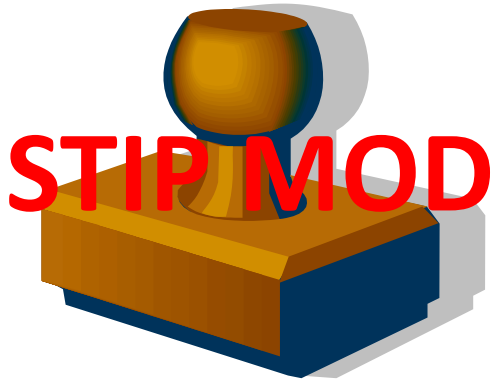
Sussex County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Inter City Operating	07-30122	07-30122

Project Description: This project will provide year round fixed route bus service in Sussex County between various municipalities. In addition, an expanded seasonal service operates within the beach corridor during the summer. Other funding (50% match) will be provided in Delaware Transit Corporation's Operating Budget.

Project Justification: Bus service is needed to meet the growing demands for transit in Sussex County.

Senatorial District(s): 18 19 20 Representative District(s): 14 37



PROJECT AUTHORIZATION SCHEDULE (Inter City Operating)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
07-30122	Procurement	5311	1,339.1	1,339.1	1,339.1	1,339.1	5,356.4
07-30122	Procurement	Other	1,339.1	1,339.1	1,339.1	1,339.1	5,356.4
SubTotal		***State***					
		Federal	1,339.1	1,339.1	1,339.1	1,339.1	5,356.4
		Other	1,339.1	1,339.1	1,339.1	1,339.1	5,356.4
TOTAL			**2,678.2**	**2,678.2**	**2,678.2**	**2,678.2**	**10,712.8**

** Indicates an AC Deferral*

all costs in $000s

PROJECT FUNDING SCHEDULE (Inter City Operating)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
07-30122	Procurement	5311	1,339.1	1,339.1	1,339.1	1,339.1	189.1	189.1	5,734.6
07-30122	Procurement	Other	1,339.1	1,339.1	1,339.1	1,339.1	189.1	189.1	5,734.6
SubTotal		***State***							
		Federal	1,339.1	1,339.1	1,339.1	1,339.1	189.1	189.1	5,734.6
		Other	1,339.1	1,339.1	1,339.1	1,339.1	189.1	189.1	5,734.6
TOTAL			**2,678.2**	**2,678.2**	**2,678.2**	**2,678.2**	**378.2**	**378.2**	**11,469.2**

all costs in $000s

Sussex County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (1) 25' Fixed Route Cutaway Buses SC FY27	2024-00095	2024-00095

Project Description: This project will replace one 25-foot fixed route cutaway bus providing fixed route service in Sussex County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (1) 25' Fixed Route Cutaway Buses SC FY27)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00095	Procurement	5339**			304.8			304.8
SubTotal		***State***						
		Federal			304.8			304.8
		Other						
TOTAL					**304.8**			**304.8**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 304.8

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (1) 25' Fixed Route Cutaway Buses SC FY27)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00095	Procurement	5339			304.8				304.8
SubTotal		***State***							
		Federal			304.8				304.8
		Other							
TOTAL					**304.8**				**304.8**

all costs in $000s

Sussex County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (1) 29' Low Floor Buses SC FY27	2024-00119	2024-00119

Project Description: This project will replace three 29-foot low floor buses providing fixed route service in Sussex County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (1) 29' Low Floor Buses SC FY27)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00119	Procurement	5339**			1,815.0			1,815.0
SubTotal		***State***						
		Federal			1,815.0			1,815.0
		Other						
TOTAL					**1,815.0**			**1,815.0**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 1,815.0

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (1) 29' Low Floor Buses SC FY27)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00119	Procurement	5339			1,815.0				1,815.0
SubTotal		***State***							
		Federal			1,815.0				1,815.0
		Other							
TOTAL					**1,815.0**				**1,815.0**

all costs in $000s

Sussex County - Transit Systems - Transit Vehicles

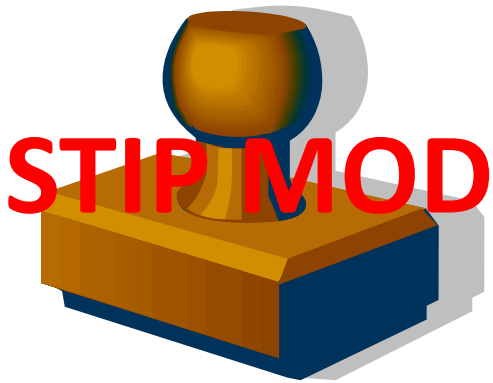
Project Title	Primavera #	Project #
Transit Vehicle Replacement (2) Electric Buses SC (85-15), FY23 Award	2024-00023	T202550305

Project Description: This project funds the purchase of two zero emission Battery-Electric buses and charging infrastructure to provide clean, quiet expanded service in Sussex County.

Project Justification: The Battery-Electric bus purchase helps to reduce emissions, create a greener Delaware infrastructure and supports Executive Order (EO) #41. Preparing Delaware for Emerging Climate Impacts and Seizing Economic Opportunities from Reducing Emissions. These zero-emissions buses will be used to expand fixed route services for Sussex County in alignment with DTC's business plan.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (2) Electric Buses SC (85-15), FY23 Award)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202550305	Procurement	5339C						
T202550305	Procurement	State	378.3					
SubTotal		***State***	378.3					
		Federal						
		Other						
TOTAL			**378.3**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 2,522.0

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (2) Electric Buses SC (85-15), FY23 Award)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202550305	Procurement	5339C	2,143.7						2,143.7
T202550305	Procurement	State	378.3						378.3
SubTotal		***State***	378.3						378.3
		Federal	2,143.7						2,143.7
		Other							
TOTAL			**2,522.0**						**2,522.0**

all costs in $000s

Sussex County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (4) 25' Fixed Route Cutaway Buses, SC, FY24	2023-00180	T202450302

Project Description: This project will replace four25-foot cutaway buses currently providing fixed route service in Sussex County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (4) 25' Fixed Route Cutaway Buses, SC, FY24)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202450302	Procurement	5339**						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 1,130.8

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (4) 25' Fixed Route Cutaway Buses, SC, FY24)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202450302	Procurement	5339	1,130.8						1,130.8
SubTotal		***State***							
		Federal	1,130.8						1,130.8
		Other							
TOTAL			**1,130.8**						**1,130.8**

all costs in $000s

Sussex County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (4) 29' Low Floor Buses SC FY23	14-11010	T202250303

Project Description: This project replaces four (4) low floor buses for Sussex County. This project is needed to keep current transit levels in Sussex County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s): 18 Representative District(s): 14

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (4) 29' Low Floor Buses SC FY23)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202250303	Procurement	5339						
T202250303	Procurement	State	519.7					
SubTotal		***State***	519.7					
		Federal						
		Other						
TOTAL			**519.7**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 2,598.4

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (4) 29' Low Floor Buses SC FY23)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202250303	Procurement	5339	2,078.7						2,078.7
T202250303	Procurement	State	519.7						519.7
SubTotal		***State***	519.7						519.7
		Federal	2,078.7						2,078.7
		Other							
TOTAL			**2,598.4**						**2,598.4**

all costs in $000s

Sussex County - Transit Systems - Transit Vehicles

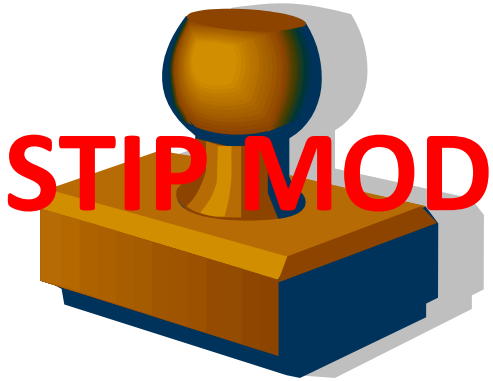
Project Title	Primavera #	Project #
Transit Vehicle Replacement (5) 25' Cutaway Buses, SC, FY25	2023-00182	T202450308

Project Description: This project will replace five 25-foot CAW buses currently providing fixed route service in Sussex County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (5) 25' Cutaway Buses, SC, FY25)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202450308	Procurement	5339**						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 1,470.0

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (5) 25' Cutaway Buses, SC, FY25)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202450308	Procurement	5339		1,470.0					1,470.0
SubTotal		***State***							
		Federal		1,470.0					1,470.0
		Other							
TOTAL				**1,470.0**					**1,470.0**

all costs in $000s

Sussex County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (6) 25' Fixed Route Cutaway Buses SC FY23	21-11002	T202250302

Project Description: This project will replace six 30-foot low floor buses currently providing fixed route service in Sussex County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (6) 25' Fixed Route Cutaway Buses SC FY23)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202250302	Procurement	5339						
T202250302	Procurement	State	272.0					
SubTotal		***State***	272.0					
		Federal						
		Other						
TOTAL			**272.0**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 1,360.0

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (6) 25' Fixed Route Cutaway Buses SC FY23)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202250302	Procurement	5339	1,088.0						1,088.0
T202250302	Procurement	State	272.0						272.0
SubTotal		***State***	272.0						272.0
		Federal	1,088.0						1,088.0
		Other							
TOTAL			**1,360.0**						**1,360.0**

all costs in $000s

Sussex County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement (9) 25' Fixed Route Cutaway Buses SC FY29	2024-00120	2024-00120

Project Description: This project will replace nine 25-foot fixed route cutaway buses providing fixed route service in Sussex County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s):

Representative District(s):

PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement (9) 25' Fixed Route Cutaway Buses SC FY29)

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
2024-00120	Procurement	5339**					2,853.7	2,853.7
SubTotal		***State***						
		Federal					2,853.7	2,853.7
		Other						
TOTAL							**2,853.7**	**2,853.7**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 2,853.7

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement (9) 25' Fixed Route Cutaway Buses SC FY29)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
2024-00120	Procurement	5339					2,853.7		2,853.7
SubTotal		***State***							
		Federal					2,853.7		2,853.7
		Other							
TOTAL							**2,853.7**		**2,853.7**

all costs in $000s

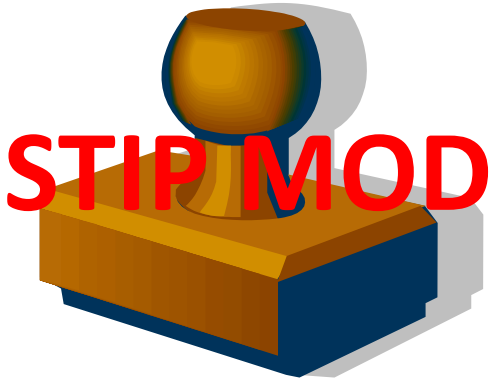
Sussex County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement Paratransit Buses SC Program	07-22440	07-22440

Project Description: This project will replace buses for paratransit service in Sussex County.

Project Justification: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

Senatorial District(s): 18 19 Representative District(s): 14 37



PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement Paratransit Buses SC Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
07-22440	Procurement	5311					
07-22440	Procurement	5311**	3,944.6			3,114.2	7,058.8
07-22440	Procurement	State					
SubTotal		***State***					
		Federal	3,944.6			3,114.2	7,058.8
		Other					
TOTAL			**3,944.6**			**3,114.2**	**7,058.8**

** Indicates an AC Deferral* *all costs in $000s*

*** Indicates usage of Toll Credits as match*

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement Paratransit Buses SC Program)

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
07-22440	Procurement	5311	3,155.7	3,944.6			3,114.2	3,737.0	13,951.5
07-22440	Procurement	State	788.9						788.9
SubTotal		***State***	788.9						788.9
		Federal	3,155.7	3,944.6			3,114.2	3,737.0	13,951.5
		Other							
TOTAL			**3,944.6**	**3,944.6**			**3,114.2**	**3,737.0**	**14,740.4**

all costs in $000s

Sussex County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement, ZEB Buses (2) and Charging Infrastructure SC (85/15)	23-11023	T202350307

Project Description: This project funds the purchase of two zero emission Battery-Electric buses and charging infrastructure to provide clean, quiet expanded service in Sussex County.

Project Justification: The Battery-Electric bus purchase helps to reduce emissions, create a greener Delaware infrastructure and supports Executive Order (EO) #41. Preparing Delaware for Emerging Climate Impacts and Seizing Economic Opportunities from Reducing Emissions. These zero-emissions buses will be used to expand fixed route services for Sussex County in alignment with DTC's business plan.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement, ZEB Buses (2) and Charging Infrastructure SC (85/15))

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202350307	Procurement	5339D**						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral* *all costs in $000s*

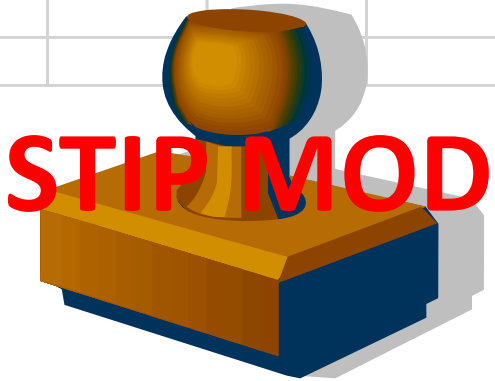
*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 2,321.9

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement, ZEB Buses (2) and Charging Infrastructure SC (85/15))

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202350307	Procurement	5339D		2,321.9					2,321.9
SubTotal		***State***							
		Federal		2,321.9					2,321.9
		Other							
TOTAL				**2,321.9**					**2,321.9**

all costs in $000s



Sussex County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement, ZEB Buses (2) and Charging Infrastructure, SC (80/20)	23-11025	T202350309

Project Description: This project funds the purchase of two zero emission Battery-Electric buses and charging infrastructure to provide clean, quiet expanded service in Sussex County.

Project Justification: The Battery-Electric bus purchase helps to reduce emissions, create a greener Delaware infrastructure and supports Executive Order (EO) #41. Preparing Delaware for Emerging Climate Impacts and Seizing Economic Opportunities from Reducing Emissions. These zero-emissions buses will be used to expand fixed route services for Sussex County in alignment with DTC's business plan.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement, ZEB Buses (2) and Charging Infrastructure, SC (80/20))

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202350309	Procurement	5311						
T202350309	Procurement	State	321.8					
SubTotal		***State***	321.8					
		Federal						
		Other						
TOTAL			**321.8**					

** Indicates an AC Deferral*

all costs in $000s

Estimated Total Project Cost: 1,609.0

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement, ZEB Buses (2) and Charging Infrastructure, SC (80/20))

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202350309	Procurement	5311		1,287.2					1,287.2
T202350309	Procurement	State		321.8					321.8
SubTotal		***State***		321.8					321.8
		Federal		1,287.2					1,287.2
		Other							
TOTAL				**1,609.0**					**1,609.0**

all costs in $000s

Sussex County - Transit Systems - Transit Vehicles

Project Title	Primavera #	Project #
Transit Vehicle Replacement, ZEB Buses (2) and Charging Infrastructure, SC (90/10)	23-11024	T202350308

Project Description: This project funds the purchase of two zero emission Battery-Electric buses and charging infrastructure to provide clean, quiet expanded service in Sussex County.

Project Justification: The Battery-Electric bus purchase helps to reduce emissions, create a greener Delaware infrastructure and supports Executive Order (EO) #41. Preparing Delaware for Emerging Climate Impacts and Seizing Economic Opportunities from Reducing Emissions. These zero-emissions buses will be used to expand fixed route services for Sussex County in alignment with DTC's business plan.

Senatorial District(s):

Representative District(s):



PROJECT AUTHORIZATION SCHEDULE (Transit Vehicle Replacement, ZEB Buses (2) and Charging Infrastructure, SC (90/10))

PROJECT ID	PHASE	FUNDING	Previous FY State Auth	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - FY 2028 STIP Total
T202350308	Procurement	5339D**						
SubTotal		***State***						
		Federal						
		Other						
TOTAL								

** Indicates an AC Deferral* *all costs in $000s*

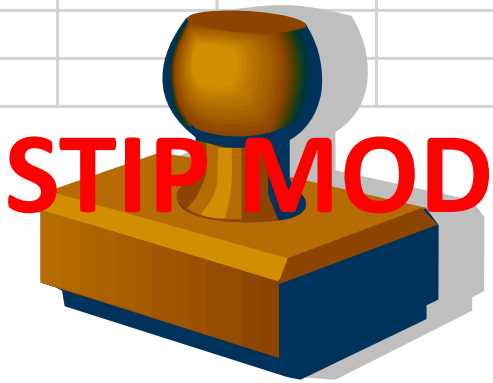
*** Indicates usage of Toll Credits as match*

Estimated Total Project Cost: 1,634.0

PROJECT FUNDING SCHEDULE (Transit Vehicle Replacement, ZEB Buses (2) and Charging Infrastructure, SC (90/10))

PROJECT ID	PHASE	FUNDING	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 STIP Total
T202350308	Procurement	5339D		1,634.0					1,634.0
SubTotal		***State***							
		Federal		1,634.0					1,634.0
		Other							
TOTAL				**1,634.0**					**1,634.0**

all costs in $000s



FY2025-FY2028 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 11/21/2024

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Delaware													
DE FLAP 03	2025	DE	New Castle, Kent	First State National Park	First State National Park Study Accessibility Study	3R	FLAP - EFL	$75,000.00	Title 23	State	Construction	DE-AL	NPS-NER

Approval signature is shown on first page packet only. The listing reflects all newly identified and programmed and/or modified projects as of November 21, 2024.

Modification Date	Project ID	Description	Version	Attachment #
7/17/2025	T202250407	Paratransit Validators - Statewide	A	1
7/17/2025	T202250501	DART Reimagined	A	2
8/13/2025	T202669001	Prioritization Process Pilot Program (PPPP) Grant	A	3
10/21/2025	T202150307	TVR (4) 40' Buses KC FY22	A	4
12/10/2025	T202450403	Transit Vehicle Air Filtration System	A	5
1/26/2026	T202650601	Kent County Operating Assistance, FY26	A	6
3/24/2026	Multiple	Transit Vehicle Replacement-Combined-Statewide	A	7
2/26/2026	T202650404	Midlife Transit Vehicle Refurbishment (2) 2017 - 45' MCI Revenue Buses NCC	A	8
2/26/2026	T202650405	Midlife Transit Vehicle Refurbishment (2) 2017 - 45' MCI Revenue Buses KC	A	9
2/26/2026	T202650307	Transit Vehicle Expansion (4) 25' Fixed Route Cutaway DART Connect Buses NCC FY	A	10
2/26/2026	T202650308	Transit Vehicle Expansion (2) 25' Fixed Route Cutaway DART Connect Buses KC FY27	A	11
5/6/2026	T202651601	Northeast Corridor Allocation Policy FY27 (T202651601)	A	12

Attachment #	STIP Modification/Amendment	Attachment
1	Modification	
2	Modification	
3	Modification	
4	Modification	
5	Modification	
6	Amendment	
7	Amendment	
8	Modification	
9	Modification	
10	Modification	
11	Modification	
12	Modification	
13		
14		
15		
16		
17		
18		