

APPENDIX D

Financial Plan

Detailed funding sources

State Funding:

State funding comes from the Transportation Trust Fund (TTF). This receives revenues from motor fuel taxes, Delaware Turnpike revenues, Route 1 tolls, motor vehicle document fees and motor vehicle registration fees, and miscellaneous sources including include motor carrier registration fees, operator license fees, titling fees, Division of Motor Vehicles record sales, and vanity tag fees.

Local Funding:

Local funding comes from municipal and private contributions.

Federal Funding:

Federal funding comes from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) capital funds.

FHWA funds include:

- STP Metro is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchange, interchange reconstruction, and studies.
- STP Enhancement can fund bicycle / pedestrian projects, historic preservation projects, environmental mitigation projects, transportation museum projects, landscaping and beautification projects, and conversion of rails to trails projects. The projects must relate to surface transportation.
- Congestion Mitigation/Air Quality can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Discretionary funds are additional funds (not formula funds) that the federal government may decide to award to the region. Examples of discretionary funding sources include bridge, Transportation and Community and System Preservation, Congressional Allocation, and Jobs & Growth Tax Relief.
- Other Regional Priorities typically fund construction, widening, and reconstruction on roadways on the state highway system.
- Surface Treatment funds repaving and resurfacing projects on the State Highway System.
- Bridge can fund the replacement, rehabilitation, and widening of any public bridge.
- Safety funds typically fund projects that reduce the number and severity of crashes.
- STP Flexible can fund almost any type of roadway improvement project.

FTA funds include:

- Section 5309 can fund mass transit capital projects, regional rapid transit system construction, and studies to plan and implement the above.
- Section 5310 can fund capital equipment purchases for transportation of elderly and disabled persons within the urbanized area.
- Section 5311 can fund administrative, capital, and operating expenses for continuing public transportation service in the non-urbanized area of the state.
- Section 5307 can fund capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.

New Castle County Element								
	State		Federal		Other		TOTAL	301 Bond Proceeds
	Funds	Percent	Funds	Percent	Funds	Percent		
2009	82,965	40%	101,712	49%	22,130	11%	206,806	0
2010	84,347	41%	102,970	50%	19,183	9%	206,500	66,000
2011	78,374	41%	112,253	59%	-	0%	190,627	93,225
2012	66,938	49%	69,242	51%	-	0%	136,180	50,000
TOTAL	312,624	42%	386,177	52%	41,313	6%	740,113	209,225

Delaware Statewide Element							
	State		Federal		Other		TOTAL
	Funds	Percent	Funds	Percent	Funds	Percent	
2009	145,056	80%	36,032	20%	785	0.40%	181,873
2010	160,993	87%	23,615	13%	785	0.40%	185,393
2011	158,046	79%	41,848	21%	-	0%	199,894
2012	171,132	78%	47,162	22%	-	0%	218,294
TOTAL	635,227	81%	148,657	19%	1,570	0.20%	785,454

Combined Totals (New Castle County/Delaware Statewide)							
	State		Federal		Other		TOTAL
	Funds	Percent	Funds	Percent	Funds	Percent	
2009	228,021	59%	137,744	35%	22,915	6%	388,679
2010	245,340	63%	126,585	32%	19,968	5%	391,893
2011	236,420	61%	154,101	39%	-	0%	390,521
2012	238,070	67%	116,404	33%	-	0%	354,474
TOTAL	947,851	62%	534,834	35%	42,883	3%	1,525,567

DRAFT WILMAPCO RTP Current Funding & Estimates

Delaware

	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
State Revenues	\$506,737	\$542,661	\$554,792	\$567,330	\$579,974	\$592,525	\$606,696	\$619,995	\$633,629	\$647,607	\$662,939	\$677,884	\$692,951	\$708,401	\$724,243	\$741,488	\$758,397	\$775,480	\$793,000	\$809,349	\$828,776	\$848,175
US-301 Revenue									\$24,700	\$27,713	\$30,875	\$32,225	\$33,563	\$41,581	\$43,550	\$45,519	\$47,475	\$49,425	\$58,450	\$61,006	\$63,550	\$66,094
Bonds Proceeds	\$165,100	\$160,549	\$145,232	\$131,889	\$118,706	\$105,828	\$89,317	\$71,879	\$54,439	\$36,992	\$20,350	\$2,718	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
US-301 Revenue Bond*	\$279,867	\$12,444	\$9,433	\$7,650	\$287,082	\$3,432	\$3,835	\$357														
Operations	\$234,882	\$251,323	\$268,916	\$287,740	\$307,882	\$329,434	\$352,495	\$377,169	\$403,571	\$431,821	\$462,048	\$494,392	\$528,999	\$566,029	\$605,651	\$648,047	\$693,410	\$741,949	\$793,885	\$849,457	\$908,919	\$972,544
Maintenance	\$127,699	\$141,908	\$128,461	\$139,363	\$148,148	\$153,910	\$160,218	\$175,598	\$192,456	\$210,932	\$231,181	\$253,375	\$277,699	\$304,358	\$333,576	\$365,599	\$400,697	\$439,164	\$481,323	\$527,530	\$578,173	\$633,678
Bridge Rehab	\$9,372	\$10,503	\$3,103	\$3,600	\$3,600	\$3,600	\$4,600	\$4,600	\$4,600	\$4,600	\$5,600	\$5,600	\$5,600	\$5,600	\$6,600	\$6,600	\$6,600	\$6,600	\$7,600	\$7,600	\$7,600	\$7,600
	63.7%	12.1%	-70.5%	16.0%	0.0%	0.0%	27.8%	0.0%	0.0%	0.0%	21.7%	0.0%	0.0%	0.0%	17.9%	0.0%	0.0%	0.0%	15.2%	0.0%	0.0%	0.0%
Heavy Equipment	\$10,500	\$11,500	\$10,000	\$10,000	\$10,000	\$10,000	\$10,800	\$11,664	\$12,597	\$13,605	\$14,693	\$15,869	\$17,138	\$18,509	\$19,990	\$21,589	\$23,316	\$25,182	\$27,196	\$29,372	\$31,722	\$34,259
	25.2%	9.5%	-13.0%	0.0%	0.0%	0.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%
Paving and Rehab	\$47,710	\$55,237	\$55,943	\$68,574	\$74,500	\$76,300	\$82,557	\$89,326	\$96,651	\$104,576	\$113,152	\$122,430	\$132,469	\$143,332	\$155,085	\$167,802	\$181,562	\$196,450	\$212,559	\$229,989	\$248,848	\$269,253
	8.8%	15.8%	1.3%	22.6%	8.6%	2.4%	8.2%	8.2%	8.2%	8.2%	8.2%	8.2%	8.2%	8.2%	8.2%	8.2%	8.2%	8.2%	8.2%	8.2%	8.2%	8.2%
Transit Facilities	\$4,525	\$7,995	\$4,175	\$905	\$2,180	\$230	\$3,235	\$3,649	\$4,116	\$4,643	\$5,237	\$5,908	\$6,664	\$7,517	\$8,479	\$9,564	\$10,789	\$12,170	\$13,727	\$15,484	\$17,466	\$19,702
	71.7%	76.7%	-47.8%	-78.3%	140.9%	-89.4%	1306.5%	12.8%	12.8%	12.8%	12.8%	12.8%	12.8%	12.8%	12.8%	12.8%	12.8%	12.8%	12.8%	12.8%	12.8%	12.8%
Transit Vehicle Replacement	\$7,111	\$6,488	\$5,903	\$6,945	\$7,690	\$15,635	\$8,800	\$8,800	\$8,800	\$8,800	\$8,800	\$15,000	\$9,800	\$9,800	\$9,800	\$9,800	\$9,800	\$16,000	\$10,800	\$10,800	\$10,800	\$10,800
Transportation Facilities	\$8,300	\$9,100	\$5,800	\$5,900	\$5,900	\$5,900	\$5,994	\$6,090	\$6,188	\$6,287	\$6,387	\$6,490	\$6,593	\$6,699	\$6,806	\$6,915	\$7,026	\$7,138	\$7,252	\$7,368	\$7,486	\$7,606
	35.0%	9.6%	-36.3%	1.7%	0.0%	0.0%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%
Other																						
Comm. Transp. Program	\$18,600	\$20,100	\$20,100	\$20,100	\$20,100	\$20,100	\$20,100	\$21,728	\$21,728	\$21,728	\$21,728	\$21,728	\$21,728	\$23,488	\$23,488	\$23,488	\$23,488	\$23,488	\$23,488	\$25,391	\$25,391	\$25,391
	-42.9%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	8.1%	0.0%	0.0%	0.0%	0.0%	8.1%	0.0%	0.0%	0.0%
Materials & Minor Contracts	\$6,292	\$6,921	\$7,613	\$8,374	\$9,211	\$7,100	\$7,689	\$8,328	\$9,019	\$9,767	\$10,578	\$11,456	\$12,407	\$13,436	\$14,552	\$15,760	\$17,068	\$18,484	\$20,018	\$21,680	\$23,479	\$25,428
	20.5%	10.0%	10.0%	10.0%	10.0%	-22.9%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%
Municipal Street Aid	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$9,000	\$9,000	\$9,000	\$9,000
Planning	\$3,521	\$1,798	\$3,000	\$3,000	\$3,000	\$3,081	\$3,143	\$3,205	\$3,270	\$3,335	\$3,402	\$3,470	\$3,539	\$3,610	\$3,682	\$3,756	\$3,831	\$3,907	\$3,986	\$4,065	\$4,147	\$4,230
	62.3%	-48.9%	66.9%	0.0%	0.0%	2.7%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Technology	\$4,900	\$5,400	\$5,960	\$5,100	\$5,100	\$5,100	\$5,406	\$5,730	\$6,074	\$6,439	\$6,825	\$7,234	\$7,669	\$8,129	\$8,616	\$9,133	\$9,681	\$10,262	\$10,878	\$11,531	\$12,222	\$12,956
	11.4%	10.2%	10.4%	-14.4%	0.0%	0.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Transportation Enhancements	\$865	\$865	\$865	\$865	\$865	\$865	\$880	\$880	\$880	\$880	\$880	\$880	\$905	\$905	\$905	\$905	\$905	\$905	\$920	\$920	\$920	\$920
Core Business Needs*	\$362,581	\$393,231	\$397,377	\$427,103	\$456,030	\$483,344	\$512,713	\$552,767	\$596,027	\$642,753	\$693,229	\$747,767	\$806,698	\$870,387	\$939,227	\$1,013,646	\$1,094,107	\$1,181,113	\$1,275,208	\$1,376,987	\$1,487,092	\$1,606,222
Revenue Balance	\$589,124	\$322,423	\$312,080	\$279,766	\$529,733	\$218,441	\$187,135	\$139,463	\$116,741	\$69,559	\$20,935	(\$34,940)	(\$80,184)	(\$120,404)	(\$171,434)	(\$226,639)	(\$288,235)	(\$356,208)	(\$423,758)	(\$506,632)	(\$594,766)	(\$691,953)
Debt Service	\$132,171	\$130,788	\$140,644	\$147,701	\$153,386	\$157,263	\$164,884	\$170,946	\$175,619	\$178,794	\$180,540	\$180,774	\$180,774	\$180,774	\$180,774	\$180,774	\$180,774	\$180,774	\$180,774	\$180,774	\$180,774	\$180,774
US-301 Debt-Service									\$19,760	\$22,170	\$24,700	\$25,780	\$26,850	\$33,265	\$34,840	\$36,415	\$37,980	\$39,540	\$46,760	\$48,805	\$50,840	\$52,875
Revenue Balance	\$456,953	\$191,635	\$171,436	\$132,065	\$376,347	\$61,178	\$22,251	(\$31,483)	(\$78,638)	(\$131,405)	(\$184,305)	(\$241,494)	(\$287,808)	(\$334,443)	(\$387,048)	(\$443,828)	(\$506,989)	(\$576,522)	(\$651,292)	(\$736,211)	(\$826,380)	(\$925,602)
Federal Funds	\$249,240	\$223,044	\$248,379	\$175,820	\$121,912	\$109,418	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000
Remaining Capital Resources for Improvements	\$706,193	\$414,679	\$419,815	\$307,885	\$498,259	\$170,596	\$152,251	\$98,517	\$51,362	(\$1,405)	(\$54,305)	(\$111,494)	(\$157,808)	(\$204,443)	(\$257,048)	(\$313,828)	(\$376,989)	(\$446,522)	(\$521,292)	(\$606,211)	(\$696,380)	(\$795,602)

*301 Revenue Bond line includes project fund interest earnings

DRAFT 09-14 CTP (11/19/07 Draft CTP)

January 08 BFP (GRB) US- 301 Info

FY2009 FHWA OBLIGATIONAL PLAN									
2/13/2008									
STATE	PROGRAM							FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT		SUBMIT	AUTH	FED \$	OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE	REASON	DATE	DATE	AUTH	TO DATE	OBLIGATED
	1,200,000.00		BIKE PEDESTRIAN	PE,ROW,CONS		X	351,000.00		-
	861,775.00	LY20	BOMBAY HOOK ROAD (project not big enough)	CONS		X			-
	7,000,000.00	L050	US 13, SR896 BOYD'S CORNER INTERSECTION	CONS			6,560,000.00		6,560,000.00
	14,640,000.00	L1C0	BRIDGE PRESERVATION PROGRAM	PE,ROW,CONS		X	3,963,200.00		-
		L110	BRIDGE PRESERVATION PROGRAM	PE,ROW,CONS			2,430,400.00		2,430,400.00
	2,500,000.00	L1C0	BRIDGE MANAGEMENT	PE,ROW,CONS			2,900,400.00	-	2,900,400.00
		L110	BRIDGE MANAGEMENT	PE,ROW,CONS			429,600.00		429,600.00
	4,000,000.00	L1C0	BR 1-001 AND BR 1- 001A ON RISING SUN ROAD OVER BRANDWINE CREEK	CONS					4,000,000.00
	1,728,000.00	L110	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	CONS					1,728,000.00
	1,360,000.00	L1C0	BR1-665 & 1-665S ON US 13 OVER ABANDONED RAILROAD, FARNHURST	CONS					1,360,000.00
	256,641.90	HY20	BR 1-651 ON NEWPORT ROAD RAILROAD CROSSING WILMINGTON & MARSHALTON	CONS					256,641.90
	534,750.13	LY20	BR 1-651 ON NEWPORT ROAD RAILROAD CROSSING WILMINGTON & MARSHALTON	CONS				-	534,750.13
	1,700,000.00	L1C0	BR 1-651 ON NEWPORT ROAD RAILROAD CROSSING WILMINGTON & MARSHALTON	CONS					1,700,000.00
	928,000.00	L1C0	BR1- 211A ON KIRKWOOD HWY OVER PIKE CREEK	CONS		X		-	-
	1,280,000.00	L1C0	BR1 -234 ON KIRKWOOD HWY OVER MILL CREEK	CONS		X		-	-
	412,000.00	L110	BR 2-222A ON SANDY BEND ROAD OVER TAPPAHANNA DITCH	CONS					412,000.00
	9,600.00	L1C0	BR 2-254A ON MT. OLIVE CEMETERY ROAD OVER WILDCAT BRANCH	ROW					9,600.00
	400,000.00	L1C0	BR 2-254A ON MT. OLIVE CEMETERY ROAD OVER WILDCAT BRANCH	CONS					400,000.00
	9,600.00	L1C0	BR 2-277A ON FOX HUNTERS ROAD, WEST OF HARRINGTON	ROW					9,600.00
	720,000.00	L1C0	BR 2-277A ON FOX HUNTERS ROAD, WEST OF HARRINGTON	CONS					720,000.00
	6,400.00	L1C0	BR 2-296A ON K296 LAYTON CORNERS ROAD OVER GREEN BRANCH, WEST OF HARRINGTON	ROW					6,400.00
	327,200.00	L1C0	BR 2-296A ON K296 LAYTON CORNERS ROAD OVER GREEN BRANCH, WEST OF HARRINGTON	CONS		X			-
	4,800.00	L1C0	BR 3-408 ON PEPPER ROAD OVER POLLY BRANCH	ROW					4,800.00
	412,800.00	L1C0	BR 3-408 ON PEPPER ROAD OVER POLLY BRANCH	CONS					412,800.00
	6,400.00	L1C0	BR 3-462 ON BEARHOLE ROAD OVER BEARHOLE DITCH	ROW					6,400.00
	400,000.00	L1C0	BR 3-462 ON BEARHOLE ROAD OVER BEARHOLE DITCH	CONS					400,000.00
	320,000.00		BUSES 30' LOW FLOOR NC EXPANSION			X			-
	280,000.00		BUSES MISCELLANEOUS				600,000.00		600,000.00
	1,181,013.28	LY20	BUSES MISCELLANEOUS WOODLAND FERRY						1,181,013.28
	275,000.00	LY20	LAKE GERAR					-	275,000.00
	625,000.00	LY20	COMMUTER RAIL NEWARK TO WILMINGTON (NEWARK STATION)	ROW			500,000.00		500,000.00
	1,000,000.00	LY20	COMMUTER RAIL NEWARK TO WILMINGTON (NEWARK STATION)	ROW					1,000,000.00
	2,000,000.00	LY30	COMMUTER RAIL MIDDLETOWN TO NEWARK (THIRD RAIL)						2,000,000.00
27-037-01	624,000.00	L050	GLENVILLE WETLAND MITIGATION BANK	PE		X			-
	2,200,000.00	H210	SAFETY IMPROVEMENT PROGRAM	PE,ROW,CONS				-	2,200,000.00
	3,000,000.00	LS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM				2,494,000.00		2,494,000.00
28-090-01	720,000.00	L010	I-95, N213, CARR ROAD AND N3, MARSH ROAD INTERCHANGE IMPROVEMENTS	PE					720,000.00
	1,350,000.00	L010	INTERSTATE MAINTENANCE -ROADWAY LIGHTING REPLACEMENT, I-95						1,350,000.00
	900,000.00	L050	I- 95 RIVERFRONT INTERCHANGE	PE		X		-	-
	1,530,000.00	L010	I-95 SERVICE PLAZA	CONS		X			-
	1,800,000.00	L010	INTERSTATE MAINTENANCE - INTERSTATE RAMP, PAVING AND REPAIR						1,800,000.00
	2,800,000.00	L200	LOCKERMANN STREET / FOREST STREET, DOVER	CONS		X		-	-
	170,000.00	4380	PLANNING - LOCAL TRANSPORTATION ASSISTANCE PROGRAM						170,000.00
	1,472,635.00	L450	PLANNING - METROPOLITAN PLANNING ORGANIZATION /FHWA						1,472,635.00
	-	L220	NORTHERN DELAWARE GREENWAY			X		-	-
	1,800,000.00	L010	INTERSTATE MAINTENANCE - DRAINAGE REPAIR						1,800,000.00
	2,250,000.00	L010	INTERSTATE MAINTENANCE - STRUCTURE MAINTENANCE						2,250,000.00
	12,000,000.00	L050	PAVING & REHABILITATION	CONS			6,800,000.00	-	6,800,000.00

FY2009 FHWA OBLIGATIONAL PLAN									
2/13/2008									
STATE	PROGRAM							FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT		SUBMIT	AUTH	FED \$	OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE	REASON	DATE	DATE	AUTH	TO DATE	OBLIGATED
		L230	PAVING & REHABILITATION	CONS			6,000,000.00		6,000,000.00
	2,500,000.00	L550	PLANNING - STATEWIDE PLANNING PROGRAM - FHWA	PLAN			1,975,000.00	-	1,975,000.00
		L560	PLANNING - STATEWIDE RESEARCH PROGRAM - FHWA	PLAN			525,000.00		525,000.00
	1,503,558.00	LY30	POMEROY BIKE TRAIL						1,503,558.00
	720,000.00	LS40	RAIL CROSSING SAFETY	CONS			550,000.00	-	550,000.00
	720,000.00	LS50	RAIL CROSSING SAFETY	CONS			550,000.00	-	550,000.00
	854,068.00	L940	RECREATIONAL TRAILS					-	854,068.00
	3,455,769.51	LY30	REHOBOTH STREETScape PAY BACK						3,455,769.51
	(3,455,769.51)	L220	REHOBOTH STREETScape PAY BACK						(3,455,769.51)
	99,000.00	LU10	PLANNING - SAFE ROUTES TO SCHOOL	PLAN					99,000.00
	693,000.00	LU20	PLANNING - SAFE ROUTES TO SCHOOL	CONS					693,000.00
	198,000.00	LU30	PLANNING - SAFE ROUTES TO SCHOOL	CONS					198,000.00
	800,000.00	L050	SIGNAGE AND PAVEMENT MARKINGS	CONS				-	800,000.00
	400,000.00		SR 1/SR 1A AND SR1/SR 1B INTERSECTION IMPROVEMENTS	PE		X			-
	400,000.00		SR 1/SR 1A AND SR1/SR 1B INTERSECTION IMPROVEMENTS	ROW		X		-	-
	160,000.00	L050	SR 1, DEWEY BEACH PEDESTRIAN/BICYCLE IMPROVEMENTS	ROW		X		-	-
	160,000.00	L050	SR 1A, DEWEY BEACH PEDESTRIAN/BICYCLE IMPROVEMENTS	ROW		X			-
28-090-03	600,000.00	L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	PE		X	800,000.00		-
28-090-03	9,600,000.00	L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	ROW					9,600,000.00
28-090-03	5,000,000.00	L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	CONS			2,400,000.00		2,400,000.00
28-090-03		LY60	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	CONS		X	1,980,000.00		-
25-090-02	900,000.00	L010	I-95 TOLL PLAZA REHABILITATION AND HIGHWAY SPEED E-ZPASS IMPROVEMENTS	PE		X		-	-
	4,000,000.00	L050	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	ROW		X		-	-
21-112-04	-	L240	SR 26, LOCAL ROADS	CONS		X		-	-
	4,016,000.00	L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	ROW			8,000,000.00	-	8,000,000.00
		L250	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	ROW			10,336,000.00		10,336,000.00
	1,400,000.00	L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONS		X		-	-
	4,000,000.00	L220	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONS		X		-	-
24-112-01	1,360,000.00	L240	SR 54, MAINLINE IMPROVEMENTS	ROW			4,400,000.00		4,400,000.00
24-112-01	2,600,000.00	L240	SR 54, MAINLINE IMPROVEMENTS	CONS		X		-	-
	12,800,000.00		SR141 - SR273 TO SR48			X		-	-
	360,000.00	L400	RIDEShare - TRANSPORTATION MANAGEMENT IMPROVEMENTS	PLAN					360,000.00
	3,478,000.00	L220	TRANSPORTATION ENHANCEMENTS (FHWA)				3,400,000.00	-	3,400,000.00
	6,840,000.00	L400	TRANSPORTATION MANAGEMENT IMPROVEMENTS				4,240,000.00	-	4,240,000.00
	200,000.00	LY20	U OF DELAWARE BIKE & PEDESTRIAN PATH				472,405.31		472,405.31
		LY30	U OF DELAWARE FUEL CELL			X			
22-690-03	800,000.00	L230	US 13, PHILADELPHIA PIKE, CLAYMONT TRANSPORTATION PLAN IMPLEMENTATION	PE			1,200,000.00		1,200,000.00
	16,000.00	L050	US 13 ODESSA	PE		X		-	-
	800,000.00	L050	US 13 ODESSA	CONS		X			-
	3,040,000.00	L050	US 13 SEAFORD INTERSECTION IMPROVEMENTS	ROW				-	3,040,000.00
23-119-02	400,000.00	L050	US 40, BEAR-GLASGOW BUS STOP IMPROVEMENTS				320,000.00		320,000.00
24-119-01		L050	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)			X		-	-
25-113-01	2,000,000.00	L050	US 301, MARYLAND STATE LINE TO SR 1	PE		X			-
25-113-01	12,000,000.00	H050	US 301, MARYLAND STATE LINE TO SR 1	ROW		X		-	-
	220,000.00	L230	WASHINGTON STREET, NEW CASTLE	ROW					220,000.00
	3,600,000.00	L230	WASHINGTON STREET, NEW CASTLE	CONS		X	3,880,000.00		-
	200,000.00	L230	WILMINGTON ADA RAMPS	CONS		X			-

FY2009 FHWA OBLIGATIONAL PLAN									
2/13/2008									
STATE	PROGRAM							FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT		SUBMIT	AUTH	FED \$	OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE	REASON	DATE	DATE	AUTH	TO DATE	OBLIGATED
	200,000.00	L400	WILMINGTON SIGNAL IMPROVEMENTS			X			-
	2,245,000.00	LY20	WILMINGTON TRAIN STATION				4,478,023.00	-	4,478,023.00
	(5,000,000.00)		RELEASES					-	(5,000,000.00)
	960,000.00		SR 1, COASTAL HIGHWAY, SR 30, CEDAR CREEK ROAD, INTERCHANGE, SOUTH OF MILFORD	ROW		X		-	-
24-122-03	253,000.00	L050	SR 1, NORTH FREDERICA GRADE SEPARATED INTERSECTION	PE		X		-	-
24-122-03	8,000,000.00	L050	SR 1, NORTH FREDERICA GRADE SEPARATED INTERSECTION	CONS				-	8,000,000.00
	1,600,000.00	L050	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	PE					1,600,000.00
24-013-01	400,000.00	L050	SR 1, DEWEY BEACH PEDESTRIAN/BICYCLE IMPROVEMENTS	PE		X		-	-
25-008-01	450,000.00	H210	SR 8, FORREST AVENUE AND SR 15, SAULSBURY ROAD, DOVER	CONS		X		-	-
	-	L240	SR 9, NEW CASTLE AVE., 3RD & 6TH STREET INTERSECTION IMPROVEMENTS	PE		X		-	-
	4,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	PE				-	4,000,000.00
	8,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	ROW		X		-	-
24-044-01	1,000,000.00	L230	SR 2 ELKTON ROAD, CASHO MILL ROAD TO DELAWARE AVENUE	PE					1,000,000.00
27-044-01	400,000.00	L230	SR 2, ELKTON ROAD, MD LINE TO CASHO MILL RD	ROW		X	1,000,000.00		-
24-011-02	80,000.00	L230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	ROW					80,000.00
24-011-02	3,200,000.00	L230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	CONS		X			-
23-044-02	2,790,000.00	L010	SR141, I-95 TO BURNSIDE BOULEVARD	PD/PE		X		-	-
24-117-01	400,000.00	L200	WEST DOVER CONNECTOR	PE				-	400,000.00
24-117-01	4,000,000.00	L200	WEST DOVER CONNECTOR	ROW		X		-	-
25-106-02	10,000,000.00	L050	I- 95 & US202 INTERCHANGE	CONS		X		-	-
	2,000,000.00	L230	I- 95 & US202 INTERCHANGE	UNAC		X		-	-
20-045-02	3,000,000.00	H200	GOVERNOR'S AVENUE, WEBB'S LANE TO WATER STREET	UNAC		X		-	-
21-045-01	1,427,731.00	LY30	HARRINGTON TRUCK ROUTE	UNAC		X		-	-
21-112-04	6,600,000.00	L250	SR 26, LOCAL ROADS	UNAC		X			-
22-124-06	8,700,000.00	L050	US 13/DE404 INTERSECTION REALIGNMENT & BRIDGEVILLE SERVICE	UNAC		X			-
23-016-01	960,000.00	L200	CARTER ROAD (K137), SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD, SMYRNA	ROW					960,000.00
23-016-01	4,800,000.00	L200	CARTER ROAD (K137), SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD, SMYRNA	CONS		X		-	-
23-071-03	120,000.00		BR141 ON SR 48 OVER CHESTNUT RUN	CONS		X			-
24-119-01	5,200,000.00	L230	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)	ROW		X			-
24-122-01	2,240,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	ROW			6,280,000.00	-	6,280,000.00
24-122-01	11,200,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	CONS		X	4,000,000.00		-
24-122-02	1,600,000.00	L050	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	PE		X		-	-
24-122-02	1,280,000.00	L050	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	ROW		X		-	-
24-200-03	1,000,000.00	H220	MAIN STREET, NEWARK STREETScape, TRANSPORTATION ENHANCEMENT	FROM FY06		X		-	-
24-200-06	830,000.00	L220	SOUTHWEST CIVIC ASSOCIATION, PHASE I, ENHANCEMENT	FROM FY06		X		-	-
24-200-21	988,286.00	L220	NEWPORT SIDEWALKS AND STREETScape	FROM FY06		X		-	-
25-090-07	2,669,075.00	LY20	I-95 MARYLAND STATE LINE TO SR 141 (FIFTH LANE)	UN AC			9,061,503.30	-	9,061,503.30
25-090-06	2,888,822.00	LY10	I-95 MAINLINE WIDENING (FEDERAL DEMO # 3)			X			-
		L1C0	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UN AC			13,554,678.00		13,554,678.00
26-073-03		H100	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UN AC		X	12,040,000.00		-
		L1C0	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD			X			-
26-073-03	12,981,222.00	LY20	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN BUILD	UNAC					12,981,222.00

[illegible]

		FHWA STATUS OF FUNDS AND BALANCES FOR FY2009						
			39,491.64					
			Estimated	Estimated				
		CURRENT	FY2008	FY2009		PROJECTED	UNOBLIGATED	SUBJECT TO
FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES	LAPSE 9/30/06
INTERSTATE MAINT	04M0	-			-	-	-	
INTERSTATE MAINT	Q010	126,865.76			-	-	126,865.76	
INTERSTATE MAINT	H010	5,777,874.70			-	-	5,777,874.70	
INTERSTATE MAINT	L010	11,651,944.00	6,022,393.00	6,030,225.00	(7,832.00)	7,920,000.00	9,762,169.00	
INTERSTATE MAINT DISC	H020	-			-	-	-	
INTERSTATE 56	0420	-			-	-	-	
CONSOLIDATED PRIMARY	0100	-			-	-	-	
RURAL SECONDARY	0750	-			-	-	-	
URBAN SYSTEMS	W360	-			-	-	-	
BRIDGE R/R ON/OFF	1140	-			-	-	-	
BRIDGE R/R OFF	1170	-			-	-	-	
BRIDGE R/R ON	1180	-			-	-	-	
BRIDGE R/R ON	Q100	-			-	-	-	
BRIDGE R/R ON	H100	226,130.12			-	-	226,130.12	
BRIDGE R/R OFF	Q110	2,723,986.83			-	-	2,723,986.83	
BRIDGE R/R OFF	H110	2,681,328.80			-	-	2,681,328.80	
BRIDGE 15% OFF	L110	7,024,235.00	2,524,038.00	2,144,329.00	379,709.00	5,000,000.00	4,168,564.00	
BRIDGE R/R ON/OFF	Q120	-			-	-	-	
BRIDGE R/R ON/OFF	H120	94,757.05			-	-	94,757.05	
HWY BR PROG 85% ON/OFF	H1C0	205,370.00			-	-	205,370.00	
HWY BR PROG 85% ON/OFF	L1C0	22,462,309.21	14,302,883.00	12,151,198.00	2,151,685.00	25,484,678.00	9,128,829.21	
REDISTRIBE OF AUTH	Q030	-			-	-	-	
REDISTRIBE OF AUTH	H030	593,720.00			-	-	593,720.00	
REDISTIB CERTAIN AUTHOR	L030	2,746,288.00	838,470.00	-			2,746,288.00	
BRIDGE DISCRETIONARY	H060	0.33			-	-	0.33	
BRIDGE DISCRETIONARY	H070	-			-	-	-	
BRIDGE DISCRETIONARY	H070	-			-	-	-	
URBAN - 200,000	3AA0	-			-	-	-	
URBAN - 200,000	Q200	-			-	-	-	
URBAN - 200,000	H200	386,511.80			-	-	386,511.80	
URBAN - 200,000	L200	5,168,452.40	4,681,165.00	4,906,409.00	(225,244.00)	1,360,000.00	8,714,861.40	
OPT SAFETY	33A0	205,611.10			-	-	205,611.10	
OPT SAFETY	Q210	562,862.24			-	-	562,862.24	
OPT SAFETY	H210	742,726.44			-	2,200,000.00	(1,457,273.56)	
HSIP HIGH RISK RURAL ROAD	LS20	1,345,500.00	450,000.00	450,000.00	-	-	1,795,500.00	
HSIP	LS30	13,316,753.00	5,286,935.00	5,458,362.00	(171,427.00)	2,494,000.00	16,281,115.00	
TRANS ENHANCEMENTS	33B0	50,121.42			-	-	50,121.42	
TRANS ENHANCEMENTS	Q220	14,652.08			-	-	14,652.08	
TRANS ENHANCEMENTS	H220	1,527,187.50			-	-	1,527,187.50	
TRANS ENHANCEMENTS	L220	(736,255.80)	3,519,215.00	3,539,358.00	(20,143.00)	(55,769.51)	2,858,871.71	
URBAN 200,000+	33C0	583.91			-	-	583.91	
URBAN 200,000+	Q230	80,396.52			-	-	80,396.52	
URBAN 200,000+	H230	506,348.69			-	-	506,348.69	
URBAN 200,000+	L230	7,731,712.85	11,474,788.00	11,802,750.00	(327,962.00)	8,500,000.00	11,034,462.85	
STATE FLEXIBILITY	33D0	297,540.60			-	-	297,540.60	
STATE FLEXIBILITY	Q240	1,458,315.67			-	-	1,458,315.67	
STATE FLEXIBILITY	H240	295,948.40			-	-	295,948.40	
STATE FLEXIBILITY	L240	889,980.43	11,621,129.00	10,883,526.00	737,603.00	12,400,000.00	(626,493.57)	

		FHWA STATUS OF FUNDS AND BALANCES FOR FY2009						
			39,491.64					
			Estimated	Estimated				
		CURRENT	FY2008	FY2009		PROJECTED	UNOBLIGATED	SUBJECT TO
FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES	LAPSE 9/30/06
AREAS <5000	33E0	354,108.90			-	-	354,108.90	
AREAS <5000	Q250	27,186.50			-	-	27,186.50	
AREAS <5000	H250	956,797.70			-	-	956,797.70	
AREAS <5000	L250	9,591,686.63	3,199,730.00	3,199,730.00	-	10,336,000.00	2,455,416.63	
PROTECT DEVICES	33M0	-			-	-	-	
PROTECT DEVICES	Q260	-			-	-	-	
PROTECT DEVICES	H260	-			-	-	-	
RAIL/HWY PROTECT DEVICES	LS50	1,395,178.11	550,000.00	550,000.00	-	550,000.00	1,395,178.11	
ELIM OF HAZARDS	33N0	-			-	-	-	
ELIM OF HAZARDS	Q270	303,274.20			-	-	303,274.20	
ELIM OF HAZARDS	H270	295,368.66	-	-	-	-	295,368.66	
HAZARD ELIMINATION	L410	-			-	-	-	
HAZARD ELIMINATION	33P0	20,909.54			-	-	20,909.54	
HAZARD ELIMINATION	Q280	2,328,481.10			-	-	2,328,481.10	
HAZARD ELIMINATION	H280	1,656,650.00			-	-	1,656,650.00	
RAIL/HWY CROSS HAZA ELIM	LS40	694,900.00	550,000.00	550,000.00	-	550,000.00	694,900.00	
RAIL HIGHWAY CROSS	1390				-	-	-	
SPR - PLANNING	Q550	278,870.27			-	-	278,870.27	
SPR - PLANNING	H550	-			-	-	-	
SPR - PLANNING	L550	(54,942.80)	1,967,299.00	1,987,171.00	(19,872.00)	1,975,000.00	(42,771.80)	
SPR - RESEARCH	Q560	152,898.62			-	-	152,898.62	
SPR - RESEARCH	H560	-			-	-	-	
SPR - RESEARCH	L560	823,570.24	655,766.00	662,390.00	(6,624.00)	525,000.00	960,960.24	
SEAT BELT SAFETY	Q040	-			-	-	-	
SCENIC BYWAYS	Q970	-			-	-	-	
SCENIC BYWAYS	H970	-			-	-	-	
RESTORATION	3170	-			-	-	-	
NATIONAL HIGHWAY	3150	-			-	-	-	
NATIONAL HIGHWAY	Q050	2,145,316.40			-	-	2,145,316.40	
NATIONAL HIGHWAY	H050	1,292,551.43			-	-	1,292,551.43	
NATIONAL HIGHWAY	L050	(3,919,615.99)	50,770,637.00	50,362,789.00	407,848.00	49,400,000.00	(2,956,826.99)	
METRO PLAN/RD&TT	860	143,201.23					143,201.23	
METRO PLAN/RD&TT	81	178,191.09			-	-	178,191.09	
PLANNING	Q450	57,564.01			-	-	57,564.01	
PLANNING	H450	842,788.81			-	-	842,788.81	
METRO PLANNING	L450	35,215.00	1,472,634.00	1,496,045.00	(23,411.00)	1,472,635.00	58,625.00	
CONGEST MITIGATION	3200	-			-	-	-	
CONGEST MITIGATION	Q400	1,362,770.64			-	-	1,362,770.64	
CONGEST MITIGATION	H400	-			-	-	-	
CONGEST MITIGATION	L400	(469,702.00)	9,381,479.00	9,630,298.00	(248,819.00)	4,600,000.00	4,560,596.00	
COVERED BRIDGES (100%)	9BA0	91,000.00			-	-	91,000.00	
NATIONAL REC TRAILS	Q940	-			-	-	-	
NATIONAL REC TRAILS	H940	-			-	-	-	
NATIONAL REC TRAILS	L940	1,651,571.00	797,503.00	854,068.00	(56,565.00)	854,068.00	1,651,571.00	
LTAP	Q890	-			-	-	-	
LTAP	H890	-			-	-	-	
LTAP	37A0	-			-	-	-	

FHWA STATUS OF FUNDS AND BALANCES FOR FY2009								
			39,491.64					
			Estimated	Estimated				
			FY2008	FY2009				
FUND NAME	FUND	CURRENT BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	PROJECTED OBLIGATIONS	UNOBLIGATED BALANCES	SUBJECT TO LAPSE 9/30/06
LOCAL TECH ASSIST PGRM	4380	(120,000.00)	50,000.00	50,000.00			(70,000.00)	
OP MOT VEH/INTOX	H080	81,170.21			-	-	81,170.21	
SURF TRAN RSCH-STRUCTURES	HX80	-			-	-	-	
MINIMUM GUAR - LIMIT	Q780	-			-	-	-	
MINIMUM GUAR - LIMIT	H780	-			-	-	-	
NITTEC RESEARCH & TECH	3730	17,821.00			-	-	17,821.00	
IVHS	3900	39,029.61			-	-	39,029.61	
ITS	3260	-			-	-	-	
LITHIUM FIELD TREATMENT	QX50	-			-	-	-	
MIN BUSINESS ENTERPRISE	Q480	-			-	-	-	
MIN BUSINESS ENTERPRISE	H480	-			-	-	-	
SUPPORTIVE SERVICES	L490	84,762.00	42,381.00	42,381.00				
SUPPORTIVE SERVICES	Q490	384.01			-	-	384.01	
SUPPORTIVE SERVICES	H490	-			-	-	-	
SAFE RTS TO SCHOOL PROG	HU10	-			-	-	-	
SAFE RTS TO SCHOOL PROG	LU10	11,000.00	100,000.00	100,000.00	-	99,000.00	12,000.00	
SAFE RTS TO SCHOOL INFR	HU20	-			-	-	-	
SAFE RTS TO SCHOOL INFR	LU20	7,000.00	700,000.00	700,000.00	-	693,000.00	14,000.00	
SAFE RTS TO SCHOOL EITHER	HU30	-			-	-	-	
SAFE RTS TO SCHOOL EITHER	LU30	212,000.00	200,000.00	200,000.00	-	198,000.00	214,000.00	
TRANS RESEARCH PLAN	Q670	4,986.53			-	-	4,986.53	
					-	-	-	
TOTAL		112,733,701.70	131,158,445.00	127,751,029.00	2,568,946.00	136,555,611.49	103,801,976.21	
ALLOCATED FUNDS								
HIGHWAY USE TX EVASION	H960	-			-	-	-	
MOTOR FUEL TAX COMPL	Q960	-			-	-	-	
ITS STDs RESCH OP TEST	QT20	-			-	-	-	
LTAP	37PO							
ITS DEPLOYMENT - METL *	QT80							
ITS DEPLOYMENT - METL *	HT80	861,582.00			-	-	861,582.00	
TECH DEPLOY PRG-INNOV BR	QX20	-			-	-	-	
TECH DEPLOY PRG-INNOV BR	HX20	16,367.66			-	-	16,367.66	
TOTAL		877,949.66	-	-	-	-	877,949.66	
							-	
FUNDS SUBJECT SO SPECIAL LIMITATION					-	-	-	
SEC 115 UNOBL. BALANCE	H170	1,588,045.74			-	-	1,588,045.74	
GRANTS SUP PLAN HWY STP SEC	H660	-			-	-	-	
MINIMUM GUAR - SPEC	Q760	-			-	-	-	190,937.27
MINIMUM GUAR - SPEC	H760	-			-	-	-	
EQUITY BONUS LIMITATION	LZ20	504,549.00	4,019,339.00	4,827,268.00	(807,929.00)	-	5,331,817.00	
HIGH PRIORITY PROJECTS	Q920	770,879.00			-	-	770,879.00	

[illegible]

FY2010 FHWA OBLIGATIONAL PLAN										
2/13/2008										
STATE	PROGRAM								FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT		SUBMIT	AUTH	FED \$		OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE	REASON	DATE	DATE	AUTH		TO DATE	OBLIGATED
	1,200,000.00		BIKE PEDESTRIAN	PE,ROW,CONS		X	723,000.00			-
	861,775.00	LY20	BOMBAY HOOK ROAD	CONS		X				-
	24,000,000.00	L1C0	BRIDGE PRESERVATION PROGRAM	PE,ROW,CONS			819,600.00	-		819,600.00
		L110	BRIDGE PRESERVATION PROGRAM	PE,ROW,CONS			5,000,000.00			5,000,000.00
	4,020,000.00	L1C0	BRIDGE MANAGEMENT	PE,ROW,CONS			3,700,000.00	-		3,700,000.00
	8,000,000.00	L1C0	BR1-394N AND BR 1-394S ON US 13 OVER DRAWYERS CREEK	CONS						8,000,000.00
	720,000.00	L1C0	BR2-277A ON FOX HUNTERS ROAD, WEST OF HARRINGTON	CONS		X				-
	1,680,000.00	L1C0	BR3-237 ON OLD FURNACE ROAD OVER NANTICOKE RIVER	CONS						1,680,000.00
	2,800,000.00	LY20	BR 651 ON NEWPORT ROAD RAILROAD CROSSING	CONS			709,000.00	-		709,000.00
	205,849.15	LY20	WILMINGTON & MARSHALTON LAKE GERAR	CONS				-		205,849.15
			RAIL IMPROVEMENTS, NEWARK TO WILMINGTON							625,000.00
	625,000.00	LY20	PROGRAM							2,000,000.00
	2,000,000.00	LY30	COMMUTER RAIL MIDDLETOWN TO NEWARK							2,000,000.00
27-037-01	624,000.00	L050	GLENVILLE WETLAND MITIGATION BANK	PE		X				-
	2,200,000.00	H210	SAFETY IMPROVEMENT PROGRAM	PE,ROW,CONS				-		2,200,000.00
	3,000,000.00	LS30	HSIP	CONS			3,025,000.00			3,025,000.00
	1,800,000.00	L010	INTERSTATE MAINTENANCE -JOINT SEALING, I-495							1,800,000.00
	900,000.00	L010	INTERSTATE MAINTENANCE - ROADWAY LIGHTING							900,000.00
	900,000.00	L050	REPLACEMENT, I-95							-
	20,000,000.00	LY20	I- 95 RIVERFRONT INTERCHANGE	PE		X		-		-
	1,530,000.00	L010	I-95 RIVERFRONT INTERCHANGE	CONS		X				-
			I-95 SERVICE PLAZA	CONS		X				-
	2,700,000.00	L010	INTERSTATE MAINTENANCE -REPLACEMENT OF SIGN							2,700,000.00
	2,800,000.00	L200	STRUCTURES							-
			LOCKERMANN STREET / FOREST STREET, DOVER	CONS		X		-		-
	170,000.00	4380	PLANNING - LOCAL TRANSPORTATION ASSISTANCE							170,000.00
			PROGRAM	PLAN						1,472,635.00
	1,472,635.00	L450	PLANNING - METROPOLITAN PLANNING ORGANIZATION							1,472,635.00
			/FHWA	PLAN						-
	-	L220	NORTHERN DELAWARE GREENWAY			X		-		-
	1,800,000.00	L010	INTERSTATE MAINTENANCE - DRAINAGE REPAIR							1,800,000.00
	12,000,000.00	L050	PAVING & REHABILITATION	CONS		X				-
	2,500,000.00	L550	PLANNING - STATEWIDE PLANNING PROGRAM - FHWA	PLAN			1,975,000.00	-		1,975,000.00
		L560	PLANNING - STATEWIDE RESEARCH PROGRAM - FHWA	RESEARCH			596,900.00			596,900.00
	1,503,558.00	LY30	POMEROY BIKE TRAIL			X				-
	550,000.00	LS40	RAIL CROSSING SAFETY	CONS				-		550,000.00
	550,000.00	LS50	RAIL CROSSING SAFETY	CONS						550,000.00
	854,068.00	L940	RECREATIONAL TRAILS					-		854,068.00
		LY30	REHOBOTH STREETSCAPE PAY BACK			X				-
		L220	REHOBOTH STREETSCAPE PAY BACK			X				99,000.00
	99,000.00	LU10	PLANNING - SAFE ROUTES TO SCHOOL	PLAN						693,000.00
	693,000.00	LU20	PLANNING - SAFE ROUTES TO SCHOOL	CONS						198,000.00
	198,000.00	LU30	PLANNING - SAFE ROUTES TO SCHOOL	CONS						800,000.00
	800,000.00	L050	SIGNAGE AND PAVEMENT MARKINGS	CONS				-		-
	400,000.00		SR 1/SR 1A AND SR1/SR 1B INTERSECTION IMPROVEMENTS	PE		X				-
	400,000.00		SR 1/SR 1A AND SR1/SR 1B INTERSECTION IMPROVEMENTS	ROW		X		-		-
			SR 1, DEWEY BEACH PEDESTRIAN/BICYCLE							-
	4,640,000.00	L050	IMPROVEMENTS	CONS		X		-		-
			SR 1A, DEWEY BEACH PEDESTRIAN/BICYCLE							-
	2,480,000.00	L050	IMPROVEMENTS	CONS		X				-
28-090-03	600,000.00	L010	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95	PE		X		-		-
28-090-03	32,000,000.00	L050	INTERCHANGE	CONS		X		-		-
28-090-03		L230	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95	CONS		X				-
28-090-03	2,888,822.00	LY10	INTERCHANGE							2,888,822.00
28-090-03	13,131,004.00	L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95	CONS			3,131,004.00			3,131,004.00
			INTERCHANGE							

FY2010 FHWA OBLIGATIONAL PLAN									
2/13/2008									
STATE	PROGRAM							FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT		SUBMIT	AUTH	FED \$	OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE	REASON	DATE	DATE	AUTH	TO DATE	OBLIGATED
28-090-03		L230	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	CONS			10,000,000.00		10,000,000.00
25-090-02	900,000.00	L010	I-95 TOLL PLAZA REHABILITATION AND HIGHWAY SPEED E-ZPASS IMPROVEMENTS	CONS			5,000,000.00	-	5,000,000.00
25-090-02		L400	I-95 TOLL PLAZA REHABILITATION AND HIGHWAY SPEED E-ZPASS IMPROVEMENTS	CONS			5,000,000.00		5,000,000.00
	6,400,000.00	L050	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	CONS		X		-	-
	3,040,000.00	L050	SR1 TRUCK WEIGH STATION AND INSPECTION FACILITY			X			-
24-103-01	3,600,000.00	L230	SR 4, CHRISTIANA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	CONS					3,600,000.00
	-	L250	SR 26, LOCAL ROADS	CONS			7,100,000.00	-	7,100,000.00
		L240	SR 26, LOCAL ROADS	CONS			2,500,000.00		2,500,000.00
	4,016,000.00	L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	ROW		X		-	-
	5,400,000.00	L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONS		X		-	-
	4,000,000.00	LZ20	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONS		X			-
24-112-01	1,360,000.00	L240	SR 54, MAINLINE IMPROVEMENTS	ROW		X		-	-
24-112-01	6,200,000.00	L240	SR 54, MAINLINE IMPROVEMENTS	CONS			8,800,000.00	-	8,800,000.00
24-106-04	400,000.00	L230	SR 141, KIRKWOOD HIGHWAY TO FAULKLAND ROAD	LANDSCAPING		X			-
	2,000,000.00	L230	SR896 - N399 OVERPASS TO SR 71	CONS			1,200,000.00		1,200,000.00
	360,000.00	L400	RIDESHARE - TRANSPORTATION MANAGEMENT IMPROVEMENTS	PLAN					360,000.00
	3,400,000.00	L220	TRANSPORTATION ENHANCEMENTS (FHWA)					-	3,400,000.00
	6,240,000.00	L400	TRANSPORTATION MANAGEMENT IMPROVEMENTS				4,280,000.00	-	4,280,000.00
25-011-04	200,000.00	LY20	BICYCLE & PEDESTRIAN BRIDGE AT U OF DE, LAIRD CAMPUS (FEDERAL DEMO #2)			X			-
		LY30	U OF DELAWARE FUEL CELL			X			
22-690-03	6,400,000.00	L230	US 13, PHILADELPHIA PIKE, CLAYMONT TRANSPORTATION PLAN IMPLEMENTATION	CONS		X			-
	5,440,000.00	L050	US 13 SEAFORD INTERSECTION IMPROVEMENTS	CONS				-	5,440,000.00
	5,200,000.00	L050	US 40 & SR 72	ROW		X		-	-
25-113-01	2,000,000.00	L050	US 301, MARYLAND STATE LINE TO SR 1	PE		X		-	-
	140,000,000.00	H050	US 301, MARYLAND STATE LINE TO SR 1	CONS		X		-	-
	3,600,000.00	L230	WASHINGTON STREET, NEW CASTLE	CONS			3,880,000.00	-	3,880,000.00
	200,000.00		WILMINGTON SIGNAL IMPROVEMENTS					-	200,000.00
	1,545,600.00	LY20	WILMINGTON TRAIN STATION	CONS			1,600,000.00	-	1,600,000.00
	(5,000,000.00)		RELEASES					-	(5,000,000.00)
	960,000.00		SR 1, COASTAL HIGHWAY, SR 30, CEDAR CREEK ROAD, INTERCHANGE, SOUTH OF MILFORD	ROW		X		-	-
24-122-03	253,000.00	L050	SR 1, NORTH FREDERICA GRADE SEPARATED INTERSECTION	PE		X		-	-
	8,000,000.00	L050	SR 1, NORTH FREDERICA GRADE SEPARATED INTERSECTION	CONS		X		-	-
	4,000,000.00	L050	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	ROW		X		-	-
	-	L240	SR 9, NEW CASTLE AVE., 3RD & 6TH STREET INTERSECTION IMPROVEMENTS	PE		X		-	-
	4,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	PE				-	4,000,000.00
	8,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	ROW		X		-	-
27-044-01	10,000,000.00	L230	SR 2, ELKTON ROAD, MD LINE TO CASHO MILL RD	CONS		X		-	-
24-011-02	3,200,000.00	L230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	CONS					3,200,000.00
23-044-02	2,790,000.00	L010	SR141, I-95 TO BURNSIDE BOULEVARD	PE			3,000,000.00	-	3,000,000.00
24-117-01	400,000.00	H200	WEST DOVER CONNECTOR	PE		X		-	-
	4,960,000.00	L200	WEST DOVER CONNECTOR	ROW		X		-	-
25-106-02	10,000,000.00	L050	I- 95 & US202 INTERCHANGE	CONS				-	10,000,000.00
	2,000,000.00	L230	I- 95 & US202 INTERCHANGE	UNAC		X			-
20-045-02	3,000,000.00	H200	GOVERNOR'S AVENUE, WEBB'S LANE TO WATER STREET	UNAC		X		-	-
21-045-01	1,427,731.00	LY30	HARRINGTON TRUCK ROUTE	UNAC		X			-

			FY2010 FHWA OBLIGATIONAL PLAN							
			2/13/2008							
STATE	PROGRAM								FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT		SUBMIT	AUTH	FED \$		OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE	REASON	DATE	DATE	AUTH		TO DATE	OBLIGATED
21-112-04	6,600,000.00	L250	SR 26 LOCAL ROADS	UNAC		X				-
22-124-06	8,700,000.00	L050	US 13/DE 404 INTERSECTION REALIGNMENT & BRIDGEVILLE SERVICE ROAD	UNAC		X				-
23-016-01	4,800,000.00	L200	CARTER ROAD (K137), SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD, SMYRNA	CONS				-		4,800,000.00
23-071-03	120,000.00		BR141 ON SR 48 OVER CHESTNUT RUN	CONS		X				-
23-073-03	9,052,475.23	L1C0	BR 3-156, INDIAN RIVER INLET ROADWAYS & APPROACHES, PHASE I				7,052,475.23			7,052,475.23
24-119-01	5,200,000.00	L230	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)	ROW		X				-
24-119-01	6,900,000.00	L230	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)	CONS		X				-
24-122-01	2,480,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	ROW		X		-		-
24-122-01	11,200,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	CONS		X		-		-
24-122-02	9,200,000.00	L050	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION MAIN STREET, NEWARK STREETScape, TRANSPORTATION ENHANCEMENT	CONS		X				-
24-200-03	1,000,000.00	H220		FROM FY06		X		-		-
24-200-06	830,000.00	L220	SOUTHWEST CIVIC ASSOCIATION, PHASE I, ENHANCEMENT	FROM FY06		X		-		-
24-200-21	988,286.00	L220	NEWPORT SIDEWALKS AND STREETScape	FROM FY06		X		-		-
	800,000.00		BR 3-156, INDIAN RIVER INLET PARK ENHANCEMENTS	PE		X		-		-
	1,800,000.00		BR 3-156, INDIAN RIVER INLET PARK ENHANCEMENTS	CONS		X				-
26-073-03	5,973,446.86	L1C0	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UN AC		X				-
26-073-03		L050	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UN AC			23,746,700.00			23,746,700.00
26-073-03	12,981,222.00	LY20	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN BUILD	UNAC			6,665,957.00			6,665,957.00
	520,814,472.24									
							109,504,636.23		-	168,968,010.38
										14,694,628.15
	135,061,084.26		FY2010 OBLIGATIONAL AUTHORITY							
	14,694,628.15		FY2010 SPECIAL LIMITATION EARMARK OBLIGATIONAL AUTHORITY							
	520,814,472.24		FY2010 ORIGINAL PLANNED OBLIGATIONS							
	168,968,010.38		FY2010 BALANCE OF PLANNED OBLIGATIONS							
	0.00		FY2010 OBLIGATIONS TO DATE							
	(19,212,297.97)		FY2010 BALANCE OF OBLIGATIONAL AUTHORITY							
ADVANCED CONSTRUCTION PROJECTS REMAINING										
		LY20	LAKE GERAR BRIDGE	AC BALANCE			205,849.15			
		LY20	LAKE GERAR BRIDGE	CONVERT			205,849.15			
			BR1-651	AC BALANCE			3,000,000.00			
23-073-03		H240	BR 3-156, ON SR 1 OVER INDIAN RIVER INLET ROADWAYS & APPROA	AC BALANCE			7,052,475.23			
23-073-03		L1C0	BR 3-156, ON SR 1 OVER INDIAN RIVER INLET ROADWAYS & APPROA	CONVERT			7,052,475.23			
		L010	I-95 TURNPIKE TOLL PLAZA	AC BALANCE			18,800,000.00			
		L010	SR 1/I95 INTERCHANGE	AC BALANCE			80,000,000.00			
25-106-02		L050	I- 95/US202 INTERCHANGE	AC BALANCE			18,800,000.00			
26-073-03		L1C0	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT	AC BALANCE			5,973,446.86			
26-073-03		L1C0	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT	CONVERT			5,973,446.86			
		LY20	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT	AC BALANCE			6,665,957.60			
		LY20	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT	CONVERT			6,665,957.60			
	</									

FHWA STATUS OF FUNDS AND BALANCES FOR FY2010								
			39,491.64					
			Estimated	Estimated				
			FY2009	FY2010				
FUND NAME	FUND	CURRENT BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	PROJECTED OBLIGATIONS	UNOBLIGATED BALANCES	SUBJECT TO LAPSE 9/30/06
		UPDATED						
INTERSTATE MAINT	04M0	-			-	-	-	
INTERSTATE MAINT	Q010	126,865.76			-	-	126,865.76	
INTERSTATE MAINT	H010	5,777,874.70			-	-	5,777,874.70	
INTERSTATE MAINT	L010	9,762,169.00	6,022,393.00	6,030,225.00	(7,832.00)	15,200,000.00	592,394.00	
INTERSTATE MAINT DISC	H020	-			-	-	-	
INTERSTATE 56	0420	-			-	-	-	
CONSOLIDATED PRIMARY	0100	-			-	-	-	
RURAL SECONDARY	0750	-			-	-	-	
URBAN SYSTEMS	W360	-			-	-	-	
BRIDGE R/R ON/OFF	1140	-			-	-	-	
BRIDGE R/R OFF	1170	-			-	-	-	
BRIDGE R/R ON	1180	-			-	-	-	
BRIDGE R/R ON	Q100	-			-	-	-	
BRIDGE R/R ON	H100	226,130.12			-	-	226,130.12	
BRIDGE R/R OFF	Q110	2,723,986.83			-	-	2,723,986.83	
BRIDGE R/R OFF	H110	2,681,328.80			-	-	2,681,328.80	
BRIDGE 15% OFF	L110	4,168,564.00	2,524,038.00	2,144,329.00	379,709.00	5,000,000.00	1,312,893.00	
BRIDGE R/R ON/OFF	Q120	-			-	-	-	
BRIDGE R/R ON/OFF	H120	94,757.05			-	-	94,757.05	
HWY BR PROG 85% ON/OFF	H1C0	205,370.00			-	-	205,370.00	
HWY BR PROG 85% ON/OFF	L1C0	9,128,829.21	14,302,883.00	12,151,198.00	2,151,685.00	21,252,075.23	27,951.98	
REDISTRIBE OF AUTH	Q030	-			-	-	-	
REDISTRIBE OF AUTH	H030	593,720.00			-	-	593,720.00	
REDISTIB CERTAIN AUTHOR	L030	2,746,288.00	838,470.00	838,470.00			3,584,758.00	
BRIDGE DISCRETIONARY	H060	0.33			-	-	0.33	
BRIDGE DISCRETIONARY	H070	-			-	-	-	
BRIDGE DISCRETIONARY	H070	-			-	-	-	
URBAN - 200,000	3AA0	-			-	-	-	
URBAN - 200,000	Q200	-			-	-	-	
URBAN - 200,000	H200	386,511.80			-	-	386,511.80	
URBAN - 200,000	L200	8,714,861.40	4,691,607.00	4,906,409.00	(214,802.00)	4,800,000.00	8,821,270.40	
OPT SAFETY	33A0	205,611.10			-	-	205,611.10	
OPT SAFETY	Q210	562,862.24			-	-	562,862.24	
OPT SAFETY	H210	(1,457,273.56)			-	2,200,000.00	(3,657,273.56)	
HSIP HIGH RISK RURAL ROAD	LS20	1,795,500.00	450,000.00	450,000.00	-	-	2,245,500.00	
HSIP	LS30	16,281,115.00	5,286,935.00	5,458,362.00	(171,427.00)	3,025,000.00	18,714,477.00	
TRANS ENHANCEMENTS	33B0	50,121.42			-	-	50,121.42	
TRANS ENHANCEMENTS	Q220	14,652.08			-	-	14,652.08	
TRANS ENHANCEMENTS	H220	1,527,187.50			-	-	1,527,187.50	
TRANS ENHANCEMENTS	L220	2,858,871.71	3,478,182.00	3,539,358.00	(61,176.00)	3,400,000.00	2,998,229.71	
URBAN 200,000+	33C0	583.91			-	-	583.91	
URBAN 200,000+	Q230	80,396.52			-	-	80,396.52	
URBAN 200,000+	H230	506,348.69			-	-	506,348.69	
URBAN 200,000+	L230	11,034,462.85	11,489,991.00	11,802,750.00	(312,759.00)	21,880,000.00	957,212.85	
STATE FLEXIBILITY	33D0	297,540.60			-	-	297,540.60	
STATE FLEXIBILITY	Q240	1,458,315.67			-	-	1,458,315.67	
STATE FLEXIBILITY	H240	295,948.40			-	-	295,948.40	
STATE FLEXIBILITY	L240	(626,493.57)	11,636,517.00	10,883,526.00	752,991.00	11,300,000.00	(1,042,967.57)	

FHWA STATUS OF FUNDS AND BALANCES FOR FY2010								
			39,491.64					
			Estimated	Estimated				
			FY2009	FY2010				
FUND NAME	FUND	CURRENT BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	PROJECTED OBLIGATIONS	UNOBLIGATED BALANCES	SUBJECT TO LAPSE 9/30/06
		UPDATED						
AREAS <5000	33E0	354,108.90			-	-	354,108.90	
AREAS <5000	Q250	27,186.50			-	-	27,186.50	
AREAS <5000	H250	956,797.70			-	-	956,797.70	
AREAS <5000	L250	2,455,416.00	3,199,729.00	3,199,730.00	(1.00)	7,100,000.00	(1,444,854.00)	
PROTECT DEVICES	33M0	-			-	-	-	
PROTECT DEVICES	Q260	-			-	-	-	
PROTECT DEVICES	H260	-			-	-	-	
RAIL/HWY PROTECT DEVICES	LS50	1,395,178.11	550,000.00	550,000.00	-	550,000.00	1,395,178.11	
ELIM OF HAZARDS	33N0	-			-	-	-	
ELIM OF HAZARDS	Q270	303,274.20			-	-	303,274.20	
ELIM OF HAZARDS	H270	295,368.66			-	-	295,368.66	
HAZARD ELIMINATION	1410	-			-	-	-	
HAZARD ELIMINATION	33P0	20,909.54			-	-	20,909.54	
HAZARD ELIMINATION	Q280	2,328,481.10			-	-	2,328,481.10	
HAZARD ELIMINATION	H280	1,656,650.00			-	-	1,656,650.00	
RAIL/HWY CROSS HAZA ELIM	LS40	694,900.00	550,000.00	550,000.00	-	550,000.00	694,900.00	
RAIL HIGHWAY CROSS	1390	-			-	-	-	
SPR - PLANNING	Q550	278,870.27			-	-	278,870.27	
SPR - PLANNING	H550	-			-	-	-	
SPR - PLANNING	L550	(42,771.80)	1,967,299.00	1,987,171.00	(19,872.00)	1,975,000.00	(30,600.80)	
SPR - RESEARCH	Q560	152,898.62			-	-	152,898.62	
SPR - RESEARCH	H560	-			-	-	-	
SPR - RESEARCH	L560	960,960.24	655,766.00	662,390.00	(6,624.00)	596,900.00	1,026,450.24	
SEAT BELT SAFETY	Q040	-			-	-	-	
SCENIC BYWAYS	Q970	-			-	-	-	
SCENIC BYWAYS	H970	-			-	-	-	
RESTORATION	3170	-			-	-	-	
NATIONAL HIGHWAY	3150	-			-	-	-	
NATIONAL HIGHWAY	Q050	2,145,316.40			-	-	2,145,316.40	
NATIONAL HIGHWAY	H050	1,292,551.43			-	-	1,292,551.43	
NATIONAL HIGHWAY	L050	(2,956,826.99)	50,770,637.00	50,362,789.00	407,848.00	47,117,704.00	288,258.01	
METRO PLAN/RD&TT	860	143,201.23					143,201.23	
METRO PLAN/RD&TT	81	178,191.09			-	-	178,191.09	
PLANNING	Q450	57,564.01			-	-	57,564.01	
PLANNING	H450	842,788.81			-	-	842,788.81	
METRO PLANNING	L450	58,625.00	1,472,635.00	1,496,045.00	(23,410.00)	1,472,635.00	82,035.00	
CONGEST MITIGATION	3200	-			-	-	-	
CONGEST MITIGATION	Q400	1,362,770.64			-	-	1,362,770.64	
CONGEST MITIGATION	H400	-			-	-	-	
CONGEST MITIGATION	L400	4,560,596.00	9,381,479.00	9,630,298.00	(248,819.00)	9,640,000.00	4,550,894.00	
COVERED BRIDGES (100%)	9BA0	91,000.00			-	-	91,000.00	
NATIONAL REC TRAILS	Q940	-			-	-	-	
NATIONAL REC TRAILS	H940	-			-	-	-	
NATIONAL REC TRAILS	L940	1,651,571.00	797,520.00	854,068.00	(56,548.00)	854,068.00	1,651,571.00	
LTAP	Q890	-			-	-	-	

FHWA STATUS OF FUNDS AND BALANCES FOR FY2010								
			39,491.64					
			Estimated	Estimated				
			FY2009	FY2010				
FUND NAME	FUND	CURRENT BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	PROJECTED OBLIGATIONS	UNOBLIGATED BALANCES	SUBJECT TO LAPSE 9/30/06
		UPDATED						
LTAP	H890				-	-	-	
LTAP	37A0	-			-	-	-	
LOCAL TECH ASSIST PGRM	4380	(70,000.00)	50,000.00	50,000.00			(20,000.00)	
OP MOT VEH/INTOX	H080	81,170.21			-	-	81,170.21	
SURF TRAN RSCH-STRUCTURES	HX80	-			-	-	-	
MINIMUM GUAR - LIMIT	Q780	-			-	-	-	
MINIMUM GUAR - LIMIT	H780	-			-	-	-	
NITTEC RESEARCH & TECH	3730	17,821.00			-	-	17,821.00	
IVHS	3900	39,029.61			-	-	39,029.61	
ITS	3260	-			-	-	-	
LITHIUM FIELD TREATMENT	QX50				-	-	-	
MIN BUSINESS ENTERPRISE	Q480				-	-	-	
MIN BUSINESS ENTERPRISE	H480	-			-	-	-	
SUPPORTIVE SERVICES	Q490	384.01			-	-	384.01	
SUPPORTIVE SERVICES	H490	-			-	-	-	
SAFE RTS TO SCHOOL PROG	HU10	-			-	-	-	
SAFE RTS TO SCHOOL PROG	LU10	12,000.00	100,000.00	100,000.00	-	99,000.00	13,000.00	
SAFE RTS TO SCHOOL INFR	HU20	-			-	-	-	
SAFE RTS TO SCHOOL INFR	LU20	14,000.00	700,000.00	700,000.00	-	693,000.00	21,000.00	
SAFE RTS TO SCHOOL EITHER	HU30	-			-	-	-	
SAFE RTS TO SCHOOL EITHER	LU30	214,000.00	200,000.00	200,000.00	-	198,000.00	216,000.00	
TRANS RESEARCH PLAN	Q670	4,986.53			-	-	4,986.53	
					-			
TOTAL		103,801,975.58	131,116,081.00	128,547,118.00	2,568,963.00	158,903,382.23	73,445,711.35	
ALLOCATED FUNDS								
HIGHWAY USE TX EVASION	H960	-			-	-	-	
MOTOR FUEL TAX COMPL	Q960	-			-	-	-	
ITS STDS RESCH OP TEST	QT20	-			-	-	-	
LTAP	37P0	-			-	-	-	
ITS DEPLOYMENT - METL *	QT80	-			-	-	-	
ITS DEPLOYMENT - METL *	HT80	861,582.00			-	-	861,582.00	
TECH DEPLOY PRG-INNOV BR	QX20	-			-	-	-	
TECH DEPLOY PRG-INNOV BR	HX20	16,367.66			-	-	16,367.66	
TRAN COMM SYS PRES ST TEA21	Q680	-			-	-	-	
TOTAL		877,949.66	-	-	-	-	877,949.66	
FUNDS SUBJECT SO SPECIAL LIMITATION								
SEC 115 UNOBL. BALANCE	H170	1,588,045.74			-	-	1,588,045.74	
GRANTS SUP PLAN HWY STP SEC	H660	-			-	-	-	
MINIMUM GUAR - SPEC	Q760				-	-	-	190,937.27
MINIMUM GUAR - SPEC	H760	-			-	-	-	
EQUITY BONUS LIMITATION	LZ20	5,331,817.00	4,019,339.00	4,827,268.00	(807,929.00)	-	10,159,085.00	
HIGH PRIORITY PROJECTS	Q920	770,879.00			-	-	770,879.00	
SPECIAL LIMITATION TOTAL		7,690,741.74	4,019,339.00	4,827,268.00	(807,929.00)	-	12,518,009.74	
SPECIAL FUNDS								

FY2011 FHWA OBLIGATIONAL PLAN										
2/13/2008										
STATE	PROGRAM								FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT		SUBMIT	AUTH	FED \$		OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE	REASON	DATE	DATE	AUTH		TO DATE	OBLIGATED
	4,400,000.00	L200	BARRATTS CHAPEL ROAD	CONS		X				-
	1,200,000.00		BIKE PEDESTRIAN	PE,ROW,CONS		X	723,000.00			-
	861,775.00	LY20	BOMBAY HOOK ROAD	CONS		X				-
	16,000,000.00	L1C0	BRIDGE PRESERVATION PROGRAM	PE,ROW,CONS			6,000,000.00	-		6,000,000.00
		L110	BRIDGE PRESERVATION PROGRAM	PE,ROW,CONS			6,000,000.00			6,000,000.00
	4,020,000.00	L1C0	BRIDGE MANAGEMENT	PE,ROW,CONS			2,400,000.00	-		2,400,000.00
	3,000,000.00	L1C0	BR1-394N AND BR 1-394S ON US 13 OVER DRAWYERS CREEK	UNAC		X				-
	2,800,000.00	LY20	BR 651 ON NEWPORT ROAD RAILROAD CROSSING	CONS		X		-		-
	500,481.00	LY20	WILMINGTON & MARSHALTON			X		-		-
	625,000.00	LY20	LAKE GERAR			X		-		-
	2,000,000.00	LY30	COMMUTER RAIL NEWARK TO WILMINGTON			X		-		-
	2,000,000.00	LY30	COMMUTER RAIL MIDDLETOWN TO NEWARK			X		-		-
	2,200,000.00	H210	SAFETY IMPROVEMENT PROGRAM	PE,ROW,CONS				-		2,200,000.00
	3,000,000.00	LS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM	CONS			3,115,000.00			3,115,000.00
	1,800,000.00	L010	I-95, N213, CARR ROAD AND N3, MARSH ROAD INTERCHANGE	CONS			600,000.00			600,000.00
	900,000.00	L050	IMPROVEMENTS							
	20,000,000.00	LY20	I- 95 RIVERFRONT INTERCHANGE	PE		X		-		-
		LY20	I-95 RIVERFRONT INTERCHANGE	PD						20,000,000.00
	1,530,000.00	L010	I-95 SERVICE PLAZA	CONS		X				-
	1,800,000.00	L010	INTERSTATE MAINTENANCE -ROADWAY LIGHTING	PE						1,800,000.00
	800,000.00	L050	REPLACEMENT, I-495							
	2,800,000.00	L200	BR 3-156, INDIAN RIVER INLET BRIDGE DEMOLITION			X		-		800,000.00
		L200	LOCKERMANN STREET / FOREST STREET, DOVER	CONS		X				-
	170,000.00	4380	PLANNING - LOCAL TRANSPORTATION ASSISTANCE	PLAN						170,000.00
			PROGRAM							
	1,472,635.00	L450	PLANNING - METROPOLITAN PLANNING ORGANIZATION	PLAN			1,472,400.00			1,472,400.00
			/FHWA							
			NEWARK TRAIN STATION	CONS						
	1,800,000.00	L010	INTERSTATE MAINTENANCE - DRAINAGE REPAIR	CONS						1,800,000.00
	3,600,000.00	L010	INTERSTATE MAINTENANCE - STRUCTURE MAINTENANCE							3,600,000.00
	12,000,000.00	L230	PAVING & REHABILITATION				5,800,000.00	-		5,800,000.00
		L200	PAVING & REHABILITATION	CONS			3,000,000.00			3,000,000.00
		L240	PAVING & REHABILITATION	CONS			2,000,000.00			2,000,000.00
		L250	PAVING & REHABILITATION	CONS			2,000,000.00			2,000,000.00
		L550	PLANNING - STATEWIDE PLANNING PROGRAM - FHWA	PLAN			1,975,000.00	-		1,975,000.00
	596,900.00	L560	PLANNING - STATEWIDE RESEARCH PROGRAM - FHWA							596,900.00
	1,503,558.00	LY30	POMEROY BRANCH, PEDESTRAIN AND VICYCLE PATH			X				-
	720,000.00	LS40	RAIL CROSSING SAFETY	CONS			550,000.00	-		550,000.00
	720,000.00	LS50	RAIL CROSSING SAFETY	CONS			550,000.00			550,000.00
	854,068.00	I940	RECREATIONAL TRAILS					-		854,068.00
	99,000.00	LU10	PLANNING - SAFE ROUTES TO SCHOOL	PLAN						99,000.00
	693,000.00	LU20	PLANNING - SAFE ROUTES TO SCHOOL	CONS						693,000.00
	198,000.00	LU30	PLANNING - SAFE ROUTES TO SCHOOL	CONS						198,000.00
	800,000.00	L050	SIGNAGE AND PAVEMENT MARKINGS	CONS				-		800,000.00
	2,400,000.00	L050	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS,	CONS			4,000,000.00			4,000,000.00
			PEDESTRAIN IMPROVEMENTS SIDEWALKS							
	4,640,000.00	L050	SR 1, DEWEY BEACH PEDESTRIAN/BICYCLE	CONS		X		-		-
			IMPROVEMENTS							
	2,480,000.00	L050	SR 1A, DEWEY BEACH PEDESTRIAN/BICYCLE	CONS		X				-
			IMPROVEMENTS							
28-090-03	600,000.00	L010	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95	PE		X		-		-
			INTERCHANGE							
28-090-03	32,000,000.00	L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95	CONS			25,000,000.00	-		25,000,000.00
			INTERCHANGE							
28-090-03		L230	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95	CONS			7,000,000.00			7,000,000.00
			INTERCHANGE							
25-090-02	900,000.00	L010	I-95 TOLL PLAZA REHABILITATION AND HIGHWAY SPEED	UNAC			7,500,000.00			7,500,000.00
			E-ZPASS IMPROVEMENTS							
25-090-02		L400	I-95 TOLL PLAZA REHABILITATION AND HIGHWAY SPEED	UNAC			7,500,000.00			7,500,000.00
			E-ZPASS IMPROVEMENTS							
	1,640,000.00	L050	SR 1, DEWEY BEACH PEDESTRIAN/BICYCLE	UNAC		X				-
			IMPROVEMENTS							

FY2011 FHWA OBLIGATIONAL PLAN									
2/13/2008									
STATE	PROGRAM							FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT		SUBMIT	AUTH	FED \$	OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE	REASON	DATE	DATE	AUTH	TO DATE	OBLIGATED
	6,400,000.00	L050	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	CONS		X		-	-
	3,040,000.00	L050	SR1 TRUCK WEIGH STATION AND INSPECTION FACILITY	CONS				-	3,040,000.00
24-103-01	3,600,000.00	L230	SR 4, CHRISTIANA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	CONS		X			-
	5,500,000.00	L240	SR 24 - SR30 TO LOVE CREEK	CONS		X			-
	4,016,000.00	L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	ROW		X		-	-
	6,000,000.00	L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	UNAC		X		-	-
	4,000,000.00	L220	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONS			2,500,000.00		2,500,000.00
24-112-01	1,360,000.00	L240	SR 54, MAINLINE IMPROVEMENTS	ROW		X		-	-
24-112-01	6,200,000.00	L240	SR 54, MAINLINE IMPROVEMENTS	UNAC		X		-	-
24-106-04	400,000.00	L230	SR 141, KIRKWOOD HIGHWAY TO FAULKLAND ROAD	LANDSCAPING		X			-
	360,000.00	L400	RIDESHARE - TRANSPORTATION MANAGEMENT IMPROVEMENTS	PLAN					360,000.00
	3,400,000.00	L220	TRANSPORTATION ENHANCEMENTS (FHWA)					-	3,400,000.00
	6,240,000.00	L400	TRANSPORTATION MANAGEMENT IMPROVEMENTS				4,240,000.00	-	4,240,000.00
25-011-04	200,000.00	LY20	BICYCLE & PEDESTRIAN BRIDGE AT U OF DE, LAIRD CAMPUS (FEDERAL DEMO #2)			X			-
		LY30	U OF DELAWARE FUEL CELL			X			
22-690-03	7,000,000.00	L230	US 13, PHILADELPHIA PIKE, CLAYMONT TRANSPORTATION PLAN IMPLEMENTATION	CONS		X			-
	400,000.00	L200	US 13 FROM SOUTH COURT STREET TO LOOCKERMAN STREET	PE					400,000.00
	200,000.00	L200	US 13 AND ROOSEVELT AVENUE, PEDESTRIAN CROSSING IMPROVEMENTS, DOVER	PE					200,000.00
	5,440,000.00	L050	US 13 SEAFORD INTERSECTION IMPROVEMENTS	CONS		X		-	-
24-119-01		L050	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)			X		-	-
25-113-01	2,000,000.00	L050	US 301, MARYLAND STATE LINE TO SR 1	PE		X			-
	3,600,000.00	L230	WASHINGTON STREET, NEW CASTLE	UNAC		X			-
	1,545,600.00	LY20	WILMINGTON TRAIN STATION	CONS		X		-	-
	(5,000,000.00)		RELEASES					-	(5,000,000.00)
	4,800,000.00	L050	SR 1, COASTAL HIGHWAY, SR 30, CEDAR CREEK ROAD, INTERCHANGE, SOUTH OF MILFORD	CONS			5,000,000.00	-	5,000,000.00
	2,800,000.00	L050	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	ROW		X			-
	3,000,000.00	L050	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONS		X			-
	-	L240	SR 9, NEW CASTLE AVE., 3RD & 6TH STREET INTERSECTION IMPROVEMENTS	PE		X		-	-
	8,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	PE		X		-	-
	8,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	ROW				-	8,000,000.00
	12,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	CONS		X			-
24-117-01	8,000,000.00	L200	WEST DOVER CONNECTOR	ROW		X	8,960,000.00		-
24-044-01	424,000.00	L230	SR 2 ELKTON ROAD, CASHO MILL ROAD TO DELAWARE AVENUE	ROW					424,000.00
27-044-01	19,000,000.00	L230	SR 2, ELKTON ROAD, MD LINE TO CASHO MILL RD	UNAC		X		-	-
24-011-02	3,200,000.00	L230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	UNAC		X			-
23-044-02	2,790,000.00	L010	SR141, I-95 TO BURNSIDE BOULEVARD	PE			2,400,000.00		2,400,000.00
25-106-02	6,000,000.00	L050	I- 95 & US202 INTERCHANGE	UNAC			10,000,000.00	-	10,000,000.00
	2,000,000.00	L240	I- 95 & US202 INTERCHANGE	UNAC			2,000,000.00		2,000,000.00
23-016-01		L200	CARTER ROAD (K137), SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD, SMYRNA	UNAC		X			-
23-073-03	9,052,475.23	L1C0	BR 3-156, ON SR 1 OVER INDIAN RIVER INLET ROADWAYS & APPROACHES	CHES		X			-
24-119-01	6,900,000.00	L230	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)	CONS		X			-
24-122-01	2,240,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	ROW		X	2,480,000.00		-

[illegible]

FHWA STATUS OF FUNDS AND BALANCES FOR FY2011								
			39,491.64					
			Estimated	Estimated				
		CURRENT	FY2010	FY2011		PROJECTED	UNOBLIGATED	SUBJECT TO
FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES	LAPSE 9/30/06
		UPDATED						
INTERSTATE MAINT	04M0	-			-	-	-	
INTERSTATE MAINT	Q010	126,865.76			-	-	126,865.76	
INTERSTATE MAINT	H010	5,777,874.70			-	-	5,777,874.70	
INTERSTATE MAINT	L010	592,394.00	6,022,393.00	6,030,225.00	(7,832.00)	17,700,000.00	(11,077,381.00)	
INTERSTATE MAINT DISC	H020	-			-	-	-	
INTERSTATE 56	0420	-			-	-	-	
CONSOLIDATED PRIMARY	0100	-			-	-	-	
RURAL SECONDARY	0750	-			-	-	-	
URBAN SYSTEMS	W360	-			-	-	-	
BRIDGE R/R ON/OFF	1140	-			-	-	-	
BRIDGE R/R OFF	1170	-			-	-	-	
BRIDGE R/R ON	1180	-			-	-	-	
BRIDGE R/R ON	Q100	-			-	-	-	
BRIDGE R/R ON	H100	226,130.12			-	-	226,130.12	
BRIDGE R/R OFF	Q110	2,723,986.83			-	-	2,723,986.83	
BRIDGE R/R OFF	H110	2,681,328.80			-	-	2,681,328.80	
BRIDGE 15% OFF	L110	1,312,893.00	2,542,038.00	2,144,329.00	397,709.00	6,000,000.00	(2,542,778.00)	
BRIDGE R/R ON/OFF	Q120	-			-	-	-	
BRIDGE R/R ON/OFF	H120	94,757.05			-	-	94,757.05	
HWY BR PROG 85% ON/OFF	H1C0	205,370.00			-	-	205,370.00	
HWY BR PROG 85% ON/OFF	L1C0	27,951.98	14,302,883.00	12,151,198.00	2,151,685.00	11,400,000.00	779,149.98	
REDISTRIBE OF AUTH	Q030	-			-	-	-	
REDISTRIBE OF AUTH	H030	593,720.00			-	-	593,720.00	
REDISTIB CERTAIN AUTHOR	L030	3,584,758.00	838,470.00	838,470.00		2,400,000.00	2,023,228.00	
BRIDGE DISCRETIONARY	H060	0.33			-	-	0.33	
BRIDGE DISCRETIONARY	H070	-			-	-	-	
BRIDGE DISCRETIONARY	H070	-			-	-	-	
URBAN - 200,000	3AA0	-			-	-	-	
URBAN - 200,000	Q200	-			-	-	-	
URBAN - 200,000	H200	386,511.80			-	-	386,511.80	
URBAN - 200,000	L200	8,821,270.40	4,691,607.00	4,906,409.00	(214,802.00)	3,600,000.00	10,127,679.40	
OPT SAFETY	33A0	205,611.10			-	-	205,611.10	
OPT SAFETY	Q210	562,862.24			-	-	562,862.24	
OPT SAFETY	H210	(3,657,273.56)			-	2,200,000.00	(5,857,273.56)	
HSIP HIGH RISK RURAL ROAD	LS20	2,245,500.00	450,000.00	450,000.00	-	-	2,695,500.00	
HSIP	LS30	18,714,477.00	5,286,935.00	5,458,362.00	(171,427.00)	3,115,000.00	21,057,839.00	
TRANS ENHANCEMENTS	33B0	50,121.42			-	-	50,121.42	
TRANS ENHANCEMENTS	Q220	14,652.08			-	-	14,652.08	
TRANS ENHANCEMENTS	H220	1,527,187.50			-	-	1,527,187.50	
TRANS ENHANCEMENTS	L220	2,998,229.71	3,478,182.00	3,539,358.00	(61,176.00)	3,400,000.00	3,137,587.71	
URBAN 200,000+	33C0	583.91			-	-	583.91	
URBAN 200,000+	Q230	80,396.52			-	-	80,396.52	
URBAN 200,000+	H230	506,348.69			-	-	506,348.69	
URBAN 200,000+	L230	957,212.85	11,489,991.00	11,802,750.00	(312,759.00)	13,224,000.00	(464,037.15)	
STATE FLEXIBILITY	33D0	297,540.60			-	-	297,540.60	
STATE FLEXIBILITY	Q240	1,458,315.67			-	-	1,458,315.67	
STATE FLEXIBILITY	H240	295,948.40			-	-	295,948.40	

FHWA STATUS OF FUNDS AND BALANCES FOR FY2011								
			39,491.64					
			Estimated	Estimated				
			FY2010	FY2011				
FUND NAME	FUND	CURRENT BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	PROJECTED OBLIGATIONS	UNOBLIGATED BALANCES	SUBJECT TO LAPSE 9/30/06
		UPDATED						
STATE FLEXIBILITY	L240	(1,042,967.57)	11,636,517.00	10,883,526.00	752,991.00	9,000,000.00	840,558.43	
AREAS <5000	33E0	354,108.90			-	-	354,108.90	
AREAS <5000	Q250	27,186.50			-	-	27,186.50	
AREAS <5000	H250	956,797.70			-	-	956,797.70	
AREAS <5000	L250	(1,444,854.00)	3,199,729.00	3,199,730.00	(1.00)	2,000,000.00	(245,124.00)	
PROTECT DEVICES	33M0	-			-	-	-	
PROTECT DEVICES	Q260	-			-	-	-	
PROTECT DEVICES	H260	-			-	-	-	
RAIL/HWY PROTECT DEVICES	LS50	1,395,178.11	550,000.00	550,000.00	-	550,000.00	1,395,178.11	
ELIM OF HAZARDS	33N0	-			-	-	-	
ELIM OF HAZARDS	Q270	303,274.20			-	-	303,274.20	
ELIM OF HAZARDS	H270	295,368.66			-	-	295,368.66	
HAZARD ELIMINATION	1410	-			-	-	-	
HAZARD ELIMINATION	33P0	20,909.54			-	-	20,909.54	
HAZARD ELIMINATION	Q280	2,328,481.10			-	-	2,328,481.10	
HAZARD ELIMINATION	H280	1,656,650.00			-	-	1,656,650.00	
RAIL/HWY CROSS HAZA ELIM	LS40	694,900.00	550,000.00	550,000.00	-	550,000.00	694,900.00	
RAIL HIGHWAY CROSS	1390	-			-	-	-	
SPR - PLANNING	Q550	278,870.27			-	-	278,870.27	
SPR - PLANNING	H550	-			-	-	-	
SPR - PLANNING	L550	(30,600.80)	1,967,299.00	1,987,171.00	(19,872.00)	1,975,000.00	(18,429.80)	
SPR - RESEARCH	Q560	152,898.62			-	-	152,898.62	
SPR - RESEARCH	H560	-			-	-	-	
SPR - RESEARCH	L560	1,026,450.24	655,766.00	682,390.00	(26,624.00)	596,900.00	1,111,940.24	
SEAT BELT SAFETY	Q040	-			-	-	-	
SCENIC BYWAYS	Q970	-			-	-	-	
SCENIC BYWAYS	H970	-			-	-	-	
RESTORATION	3170	-			-	-	-	
NATIONAL HIGHWAY	3150	-			-	-	-	
NATIONAL HIGHWAY	Q050	2,145,316.40			-	-	2,145,316.40	
NATIONAL HIGHWAY	H050	1,292,551.43			-	-	1,292,551.43	
NATIONAL HIGHWAY	L050	288,258.01	50,770,637.00	50,362,789.00	407,848.00	62,840,000.00	(12,188,952.99)	
METRO PLAN/RD&TT	860	143,201.23					143,201.23	
METRO PLAN/RD&TT	81	178,191.09			-	-	178,191.09	
PLANNING	Q450	57,564.01			-	-	57,564.01	
PLANNING	H450	842,788.81			-	-	842,788.81	
METRO PLANNING	L450	82,035.00	1,472,635.00	1,496,045.00	(23,410.00)	1,472,400.00	105,680.00	
CONGEST MITIGATION	3200	-			-	-	-	
CONGEST MITIGATION	Q400	1,362,770.64			-	-	1,362,770.64	
CONGEST MITIGATION	H400	-			-	-	-	
CONGEST MITIGATION	L400	4,550,894.00	9,381,479.00	9,630,298.00	(248,819.00)	12,100,000.00	2,081,192.00	
COVERED BRIDGES (100%)	9BA0	91,000.00			-	-	91,000.00	

FHWA STATUS OF FUNDS AND BALANCES FOR FY2011								
			39,491.64					
			Estimated	Estimated				
		CURRENT	FY2010	FY2011		PROJECTED	UNOBLIGATED	SUBJECT TO
FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES	LAPSE 9/30/06
		UPDATED						
NATIONAL REC TRAILS	Q940	-			-	-	-	
NATIONAL REC TRAILS	H940				-	-	-	
NATIONAL REC TRAILS	L940	1,651,571.00	797,503.00	854,068.00	(56,565.00)	854,068.00	1,651,571.00	
LTAP	Q890	-			-	-	-	
LTAP	H890				-	-	-	
LTAP	37A0	-			-	-	-	
LOCAL TECH ASSIST PGRM	4380	(20,000.00)	50,000.00	50,000.00			30,000.00	
OP MOT VEH/INTOX	H080	81,170.21			-	-	81,170.21	
SURF TRAN RSCH-STRUCTURES	HX80	-			-	-	-	
MINIMUM GUAR - LIMIT	Q780	-			-	-	-	
MINIMUM GUAR - LIMIT	H780	-			-	-	-	
NITTEC RESEARCH & TECH	3730	17,821.00			-	-	17,821.00	
IVHS	3900	39,029.61			-	-	39,029.61	
ITS	3260	-			-	-	-	
LITHIUM FIELD TREATMENT	QX50				-	-	-	
MIN BUSINESS ENTERPRISE	Q480				-	-	-	
MIN BUSINESS ENTERPRISE	H480	-			-	-	-	
SUPPORTIVE SERVICES	Q490	384.01			-	-	384.01	
SUPPORTIVE SERVICES	H490	-			-	-	-	
SAFE RTS TO SCHOOL PROG	HU10	-			-	-	-	
SAFE RTS TO SCHOOL PROG	LU10	13,000.00	100,000.00	100,000.00	-	99,000.00	14,000.00	
SAFE RTS TO SCHOOL INFR	HU20	-			-	-	-	
SAFE RTS TO SCHOOL INFR	LU20	21,000.00	700,000.00	700,000.00	-	693,000.00	28,000.00	
SAFE RTS TO SCHOOL EITHER	HU30	-			-	-	-	
SAFE RTS TO SCHOOL EITHER	LU30	216,000.00	200,000.00	200,000.00	-	198,000.00	218,000.00	
TRANS RESEARCH PLAN	Q670	4,986.53			-	-	4,986.53	
					-			
TOTAL		73,445,711.35	131,134,064.00	128,567,118.00	2,566,946.00	155,967,368.00	46,045,461.35	
ALLOCATED FUNDS								
HIGHWAY USE TX EVASION	H960	-			-	-	-	
MOTOR FUEL TAX COMPL	Q960	-			-	-	-	
ITS STDs RESCH OP TEST	QT20	-			-	-	-	
LTAP	37P0	-			-	-	-	
ITS DEPLOYMENT - METL *	QT80	-			-	-	-	
ITS DEPLOYMENT - METL *	HT80	861,582.00			-	-	861,582.00	
TECH DEPLOY PRG-INNOV BR	QX20	-			-	-	-	
TECH DEPLOY PRG-INNOV BR	HX20	16,367.66			-	-	16,367.66	
TRAN COMM SYS PRES ST TEA21	Q680	-			-	-	-	
TOTAL		877,949.66	-	-	-	-	877,949.66	
FUNDS SUBJECT SO SPECIAL LIMITATION								
SEC 115 UNOBL. BALANCE	H170	1,588,045.74			-	-	-	
GRANTS SUP PLAN HWY STP SEC	H660	-			-	-	-	
MINIMUM GUAR - SPEC	Q760	-			-	-	-	190,937.27
MINIMUM GUAR - SPEC	H760	-			-	-	-	
EQUITY BONUS LIMITATION	LZ20	10,159,085.00	4,019,339.00	4,827,268.00	(807,929.00)	2,500,000.00	12,486,353.00	
HIGH PRIORITY PROJECTS	Q920	770,879.00			-	-	770,879.00	
SPECIAL LIMITATION TOTAL		12,518,009.74	4,019,339.00	4,827,268.00	(807,929.00)	2,500,000.00	14,845,277.74	
SPECIAL FUNDS								
DELAWARE MEMORIAL	D010	1,300,000.00			-	-	1,300,000.00	
BRIDGE DISCRETIONARY	Q060	-			-	-	-	



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

John D. Porcari
Secretary

Beverley K. Swaim-Staley
Deputy Secretary

February 15, 2008

Ms. Zegeye, Executive Director
Wilmington Area Planning Council
850 Library Avenue, Suite 100
Newark, DE 19711

Attn: Heather Dunigan

RE: Fiscal Reasonableness Statement

Dear Ms. Zegeye,

I am submitting the attached information for use by WILMAPCO in demonstrating the fiscal constraint of the FY 2009-2012 Transportation Improvement Program (TIP). The information is a portion of the introduction of the Maryland Department of Transportation's FY 2008-2013 Consolidated Transportation Program (CTP). The information provided is for the entire State including the Cecil County projects that are included in the WILMAPCO TIP.

The summary documents trends and assumptions that support the revenue projections on which the CTP is based. The information shows that the Department's capital and operating programs can be sustained and supported by projected revenues.

If additional information on the fiscal reasonableness of the MDOT CTP is needed, please do not hesitate to contact me at 410-865-1295.

Sincerely,

Michael W. Nixon
Manager
MDOT Regional Planning

Attachments: WILMAPCO Fiscal Constraint Documentation

cc: Heather Murphy, Acting Director, Office of Planning and Capital Programming,
Maryland Department of Transportation

Brian Martin, Assistant Director, Office of Planning and Capital Programming,
Maryland Department of Transportation

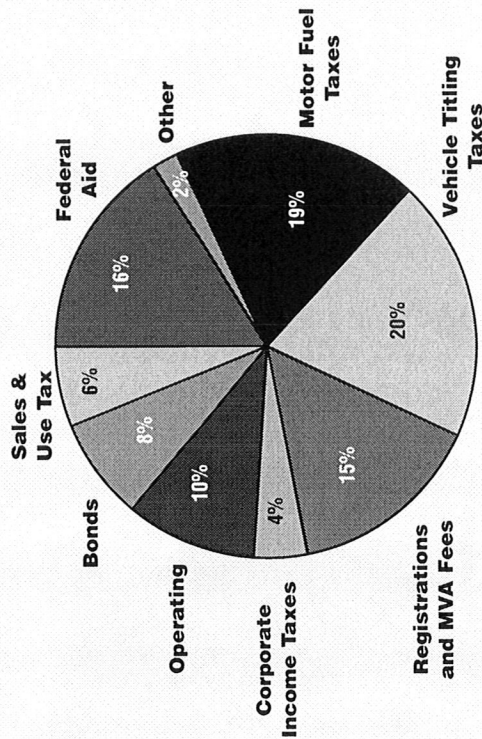
Ian Beam, Regional Planner, Office of Planning and Capital Programming,
Maryland Department of Transportation

Jim Thompson , Assistant Division Chief,
Regional and Intermodal Planning, SHA

WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund (TTF). This fund is separate from the State's General Fund, which pays for most other State government programs. Essentially, our customers pay user fees for transportation infrastructure and services, through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, sales and use taxes, and corporate income taxes. The motor fuel tax and vehicle titling tax are the two largest sources of State revenue. Operating revenues include transit fares and usage fees generated at the Helen Delich Bentley Port of Baltimore and BWI Thurgood-Marshall Airport. In addition, federal aid comprises a large portion of transportation revenues. These funds must be authorized by a congressional act. The United States Congress enacted a long-term federal surface transportation funding program, which will expire September 30, 2009. A detailed discussion of the Federal reauthorization process is presented in a later section of this summary. Total projected Trust Fund revenues amount to \$20.8 billion for the six-year period covered by this CTP. These amounts are based on the assumption the economy will continue along a moderate growth scenario for the next six years. (For more on revenue projections and economic assumptions, see pages 10 through 12.)

WHERE THE MONEY COMES FROM



CAPITAL EXPENDITURES FY 2008-2013 CTP SUMMARY (\$ MILLIONS)

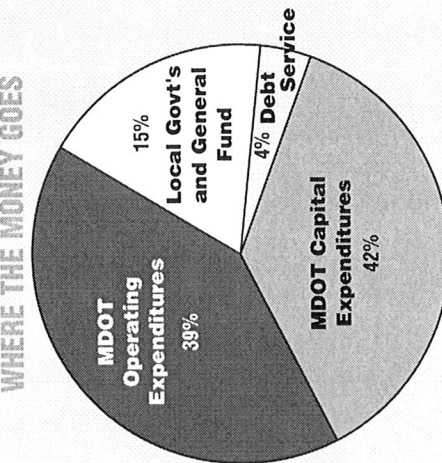
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSD	118.1	9.7	-	127.8	1.2
MVA	212.3	-	-	212.3	2.0
MAA **	306.3	36.3	242.8	585.4	5.5
MPA	622.3	4.2	8.8	635.3	6.0
MTA	1,475.1	827.5	30.5	2,333.1	22.0
WMATA	539.6	98.4	552.6	1,190.6	11.2
SHA	3,545.3	1,968.6	-	5,513.9	52.0
TOTAL	6,819.0	2,944.7	834.7	10,598.4	100.0

* Funds not received through the Trust Fund. Includes some funds from Maryland Transportation Authority (MDTA), Passenger Facility Charges (PFC), Customer Facility Charges (CFC) and federal funds received directly by WMATA.

** Projects using non-trust fund financing sources are included in the total.

TSD – The Secretary's Office
MVA – Motor Vehicle Administration
MAA – Maryland Aviation Administration
MPA – Maryland Port Administration
MTA – Maryland Transit Administration
WMATA – Washington Metropolitan Area Transit Authority
SHA – State Highway Administration

WHERE THE MONEY GOES



WHERE THE MONEY GOES...

The MDOT program is fiscally constrained. The TTF supports operation and maintenance of State transportation systems, administration, debt service and capital projects. A share of these funds is dispersed among Maryland's counties and Baltimore City for local transportation needs.

After operating costs, debt service, and local distributions, the remaining money goes towards capital projects. This document, Maryland's CTP, is the six-year capital budget for all State transportation projects.

This FY 2008-2013 CTP totals about \$10.6 billion; \$9.8 billion of which comes through the Trust Fund and \$0.8 billion from "Other" fund sources.

SHAPING MARYLAND'S TRANSPORTATION SYSTEM



The Public Role

When developing Maryland's transportation system, MDOT seeks public input while assembling the Maryland Transportation Plan, preparing the CTP, studying possible projects and designing facilities.

The Maryland Transportation Plan (MTP) reflects the concerns of our customers - the Maryland public - who use the transportation system on a daily basis. The current plan was created with inclusive public participation and input through such processes as telephone surveys, leadership interviews, workshops, and Capital Program Tour meetings. The public also comments on the draft plan before the Governor adopts the final version. The plan will be updated over the next year, to be finalized by January 2009. This update will include information from new public surveys and outreach.

The public and local governments also have an important role in shaping the CTP. Every fall, the Secretary tours the counties and Baltimore City to receive input on local priorities. Local jurisdictions in concert with state elected officials submit priority letter. Regional bodies also provide input. Projects are more likely to be funded if there is local consensus behind them.

Local input is considered when revising the program before it is submitted to the Governor. The Governor then includes the CTP with his budget submission to the General Assembly in January.

Additionally, the public has many other opportunities to review and comment on specific projects, such as during the many public meetings during planning, environmental review and design phases. State planners and engineers also work with the public to design projects that reflect sensitivity to the context of the surrounding community and environment.

The MDOT Role

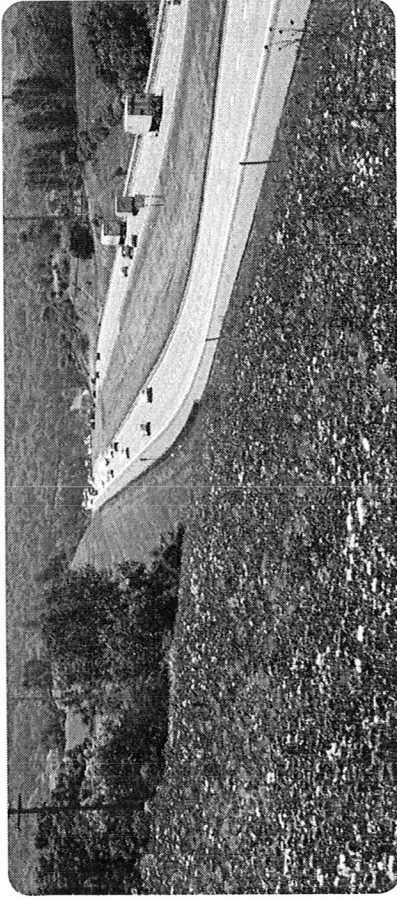
The MTP serves as the Department's guiding policy document. The current Plan, which was adopted in 2004, is updated every five years. MDOT is in the process of updating the MTP and it will be finalized by January 2009. Every year, the Secretary of MDOT works with the Department's modal administrators and the Authority to determine which projects to add to the CTP or to advance in project development through additional funding. MDOT looks at the need for individual projects based on such things as MDOT's MTP goals and objectives, level of service, safety, maintenance issues, how the projects may encourage economic development, availability of funding (including federal funds), and the input received from the public and local officials. The Governor and Secretary take this input into account when making the final decision of which projects will be funded.

The Federal Role

Transportation planning and programming in Maryland is influenced by Federal laws including SAFETEA-LU and the Clean Air Act Amendments of 1990. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) authorized the Federal highway and transit programs through Federal Fiscal Year 2009, and expires on September 30, 2009. This authorization guaranteed Federal spending of \$286.4 billion nationwide over six years (2004-2009), a 38 percent increase over the previous authorization period. Congress is expected to begin consideration of a new authorization bill in 2008. The next federal authorization legislation represents an opportunity for the creation of new programs and possible new revenue sources. This latter point is critical as the Highway Trust Fund is expected to experience a significant shortfall in the coming years, beginning in 2009. MDOT is committed to being a part of this discussion to ensure that federal transportation funding for the State will continue uninterrupted.

In 1990, the Federal government passed sweeping revisions to the Clean Air Act designed to better address air pollution. In particular, the Clean Air Act of 1990 established tighter pollution standards for emissions from automobiles and trucks. Non-attainment area classi-

cations were established and ranked according to severity of the area's air pollution problem. These non-attainment categories trigger varying requirements the area must comply with in order to meet federal standards. MDOT continues to work to ensure that the State's transportation program for Maryland will be consistent with Federal Clean Air Act requirements.



PROGRAM HIGHLIGHTS

The FY 2008-2013 CTP totals about \$10.6 billion. About 28 percent of this capital program will be supported by federal funds, predominately for highway and transit projects.

Economic Trends and Assumptions

The Department's revenue and operating cost projections are based on a long-term "moderate growth" scenario for the nation's economy. The major trends and assumptions are as follows:

The long-term (6-year) trend in bond interest rates is projected to fluctuate within a range from 4.1 percent to 4.9 percent during the program period with inflation between 1.8 to 2.9 percent annually.

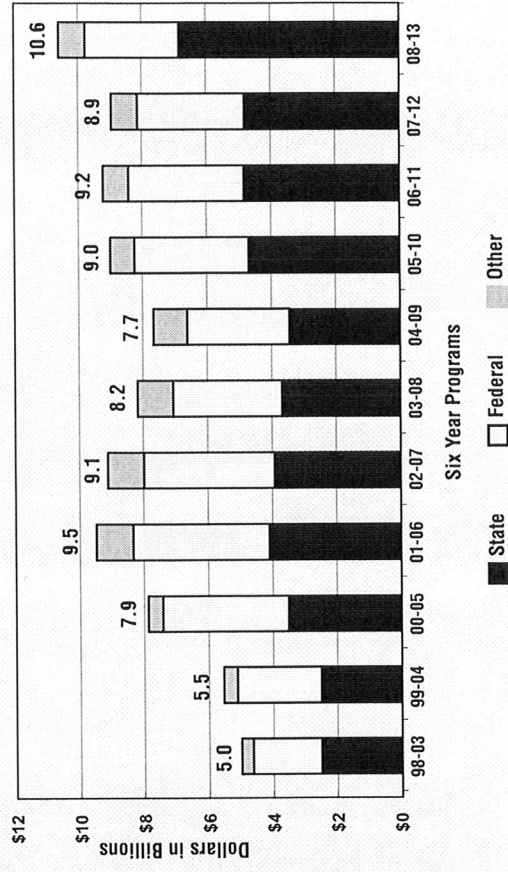
The nation began an economic recovery in FY 2004. It is now believed to be entering a period of below-trend growth. As it moves through this period, the economy is projected to continue to have "business cycles" with:

- No major external events,
- No major changes in the law or operating responsibilities of the Department;
- Historical relationship between national economic activity and the level of Department tax revenues continuing through the forecast period.

Gasoline prices will continue to be monitored for any impacts on revenue and material cost.

Auto sales had been increasing consistently due to the combination of good economic conditions, customer incentives, and increased consumer confidence. For FY 2008 and beyond, sales are expected to moderate and follow their normal cyclical pattern throughout the forecast period.

Maryland Department of Transportation TOTAL PROGRAM LEVELS



REVENUE PROJECTIONS

Total projected revenues amount to \$20.8 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds. The projection does not assume any future State tax or fee increases beyond those changes enacted in the 2007 Special Session. Pertinent details are as follows:

- **Opening Balance:** It is the goal of the Department to maintain a \$100 million fund balance over the program period to accommodate the Department's working cash flow requirements throughout the year.
- **Motor Vehicle Fuel Tax:** This revenue is projected to be \$3.3 billion over the six-year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$4.1 billion. This projection incorporates recently enacted changes from the 2007 Special Session, which increased the tax rate from 5 percent to 6 percent and reduced the amount subject to tax by the value of a trade-in vehicle. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in, is applied to new and used car sales and vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. It is projected

that this six-year planning period will follow a normal business cycle around an underlying upward trend.

- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$2.9 billion. This forecast assumes revenues will increase an average of 3.0 percent every two-year cycle.
- **Sales and Use Tax:** Beginning in fiscal year 2009, the Department will receive a portion (6.5 percent) of the 6 percent sales and use tax. The transportation share of this revenue is estimated to be \$1.6 billion.
- **Corporate Income Tax:** During the 2007 Special Session, the corporate income tax rate was increased from 7 percent to 8.25 percent, and the revenue distribution was adjusted. The transportation share of corporate income tax revenues is estimated to be \$796 million. The Department receives a portion (21 percent) of the 8.25 percent corporate income tax.
- **Federal Aid:** This source is projected to contribute \$3.4 billion for operating and capital programs. This amount does not include \$552.6 million received directly by Washington Metropolitan Area Transit Authority. The majority of federal aid is capital; only \$480 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.6 billion, with \$754 million from MTA; \$634 million from MPA; and \$1.2 billion from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations, the World Trade Center, and other port-related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees. These projections are forecast to include additional revenues from the garage and terminal expansion.
- **Bond Proceeds:** It is projected that \$2 billion of bonds will be sold in the six-year period. The level of bonds that can be issued is dependent on the net revenues of the Department. This level of bonds is affordable within the financial parameters used by the Department. Bond sales during the six-year period reflect the change made during the 2007 Special Session, which increased the aggregate principal amount of bonds that may be outstanding from \$2.0 billion to \$2.6 billion effective July 1, 2008.
- **Other Sources:** The remaining sources are projected to provide \$180 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

Federal Aid Assumptions

The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) authorized highway, transit, rail and safety programs through Federal Fiscal Year 2009, to expire on September 30, 2009. Nationwide, SAFETEA-LU provides \$286.5 billion in spending over six years. Since FY 2004, Maryland has received approximately \$583 million annually for highways and \$140 million annually for transit formula programs (including MD/WMATA).

It is important to note that not all of the funding authorized is necessarily "new money" for Maryland. Our Consolidated Transportation Program (CTP) has already allocated expected federal funds to projects in the program, based on conservative assumptions for future funding. The majority of funds authorized by SAFETEA-LU will be used for projects already committed in our capital program and for unfunded system preservation needs.

As Congress prepares the next reauthorization bill, they must also address the projected shortfall in the Highway Trust Fund. The Office of Management and Budget (OMB) recently released the FY 2008 mid-session budget review, which forecasts a \$4.3 billion shortfall during FY 2009. If Congress is unable to find the revenue to account for the deficit, they will be forced to reduce the amount of federal aid provided to states. This would have a dramatic impact on highway and transit programs that are critical to Maryland's transportation system.

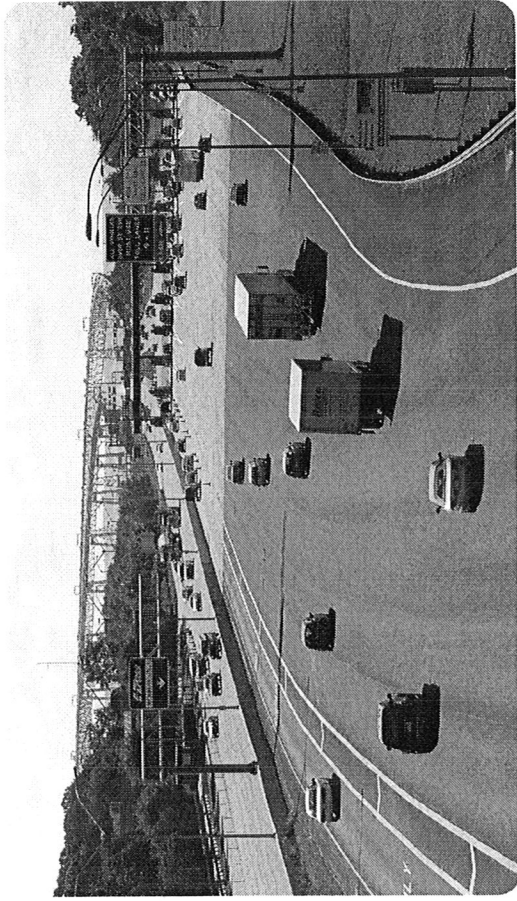
Highways

Federal highway programs are authorized by multiple year legislation. The funds authorized and apportioned to the states are subject to annual ceilings which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as the Obligation Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Under SAFETEA-LU, OA ranged from 85 percent to 91 percent. This CTP assumes an average level of OA from SAFETEA-LU (87 percent).

Transit

Between fifty and seventy percent of Maryland's federal transit funds are distributed by formula, depending on the amount of discretionary earmarks for Maryland buses, bus facilities and New Start projects. Assuming the amounts in the FFY 2008 conference report are passed into law, FTA Urbanized Area capital assistance for Baltimore, MARC, D.C. area and Small Urban Systems will be approximately \$76.6 million. An annual estimated amount of \$81.9 million is assumed for FFY 2009.

Rail modernization funding for Maryland increased from \$32.4 million in FFY 2007 to \$34.7 million in FFY 2008.



SAFETEA-LU authorized \$41 million to complete the Baltimore-Central Light Rail Double Tracking project and \$75 million to complete the Washington DC/MD - Largo Metrorail Extension. SAFETEA-LU also authorized \$105 million for the Baltimore Red Line and Green Line Transit projects. Additional New Start projects authorized in SAFETEA-LU include the Corridor Cities Transitway, the Purple Line and the Silver Spring Transit Center.

Once authorized and approved, New Start transit projects also require an earmark in the annual appropriations act in order to obtain discretionary federal funding. New Starts funding for Maryland in FY 2008 is yet to be determined. Congress did not earmark bus discretionary funds in FY 2007. Discretionary funding for New Starts and Bus and Bus Facility projects is awarded by the Federal Transit Administration through a grant application process.

WMATA

WMATA receives federal formula funds (80 percent federal share) for bus and rail preservation activities. Federal funding for construction of the Addison Road to Largo Extension of the Washington Metro was completed in FFY 2005. Funding for rail cars related to the extension totaling \$104 million is expected to be completed in FY 2009. The FY 2008 conference committee report included the Addison Road WMATA extension railcars and MARC Commuter Rail improvements.

In addition to federal funds received directly by WMATA, MDOT has budgeted additional Congestion Mitigation and Air Quality federal funds to be used by WMATA for critical system preservation activities.

Congress is presently considering legislation that would amend the National Capital Transportation Act of 1969 to authorize additional federal contributions for rehabilitation and replacement of capital for the Washington Metropolitan Area Transit Authority system. This legislation would authorize up to \$1.5 billion of federal money over ten years. These federal funds would have to be equally matched by Maryland, Virginia and the District of Columbia. MDOT has been fully supportive of this effort to secure additional financial resources for the Nation's transit system. To this end, this CTP includes a total of \$150 million (\$50 million each year in fiscal years 2011, 2012 and 2013) as Maryland's initial matching contribution required by pending federal legislation.

Aviation

The Federal Aviation Administration (FAA) through the Airport Improvement Program (AIP) currently provides federal entitlement and discretionary funding for airport projects. It is assumed that entitlement funding calculated using enplanement and cargo-based formulas for BWI will total \$3.5-4.0 million per year for the six-year program period. This level of entitlement is the net amount after reductions made due to BWI's ability to collect a \$4.50 Passenger Facility Charge (PFC).

The MAA anticipates receipt of additional discretionary AIP funding for BWI and Martin State Airports during the six-year program period. FAA plans to financially support funding needs for the Runway Safety Areas. Following an environmental assessment to determine the viable options, these improvements could be completed by 2015. If anticipated discretionary funds are not forthcoming, the schedule of impacted projects will be adjusted accordingly.

Congress is currently working on the reauthorization of FAA programs, including the AIP program. Under consideration is the likely increase in overall AIP program funding, and a possible increase in the PFC to \$7.00. The MAA and MDOT support these proposals and will continue to work with Congress to meet Maryland's needs.

DEPARTMENT OF TRANSPORTATION OF MARYLAND
CONSOLIDATED TRANSPORTATION PROGRAM
CAPITAL PROGRAM ALLOCATIONS

Fiscal Years 2008-2013
(in millions)

December 2007

<u>Expenditures</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>TOTAL</u>
State Highway Administration	\$ 1,012.2	\$ 1,057.6	\$ 1,032.1	\$ 896.0	\$ 800.7	\$ 715.4	\$ 5,514.0
Maryland Transit Administration	169.9	358.7	469.4	525.9	452.9	356.2	2,333.0
Washington Metro Area Transit	169.2	173.2	177.6	221.2	224.2	225.2	1,190.6
Maryland Port Administration	140.0	128.6	92.8	92.7	73.6	107.5	635.2
Maryland Aviation Administration	122.6	104.1	106.9	91.0	86.6	74.3	585.5
Motor Vehicle Administration	30.8	40.7	42.2	35.6	31.5	31.5	212.3
The Secretary's Office	39.2	24.7	23.8	15.3	15.3	9.6	127.9
Total	<u>\$ 1,683.9</u>	<u>\$ 1,887.6</u>	<u>\$ 1,944.8</u>	<u>\$ 1,877.7</u>	<u>\$ 1,684.8</u>	<u>\$ 1,519.7</u>	<u>\$10,598.5</u>

Sources

Available Trust Fund Revenues	\$ 609.8	\$ 815.5	\$ 819.0	\$ 856.6	\$ 854.3	\$ 878.8	\$ 4,834.0
Federal Funds	636.9	560.0	553.1	481.9	375.9	337.0	2,944.8
Bonds	285.0	370.0	415.0	405.0	325.0	185.0	1,985.0
Other/BWI	67.8	49.4	59.3	43.2	36.6	25.9	282.2
WMATA Federal	84.5	92.5	98.5	91.0	93.0	93.0	552.5
Total	<u>\$ 1,684.0</u>	<u>\$ 1,887.4</u>	<u>\$ 1,944.9</u>	<u>\$ 1,877.7</u>	<u>\$ 1,684.8</u>	<u>\$ 1,519.7</u>	<u>\$10,598.5</u>

