



DELAWARE TRANSPORTATION
FACTS
2010



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DeIDOT

DelDOT

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Department of Safety and Homeland Security.....	(302) 744-2680
Delaware State Police.....	(302) 739-3211
Office of State Planning.....	(302) 739-3090
First State Online.....	www.delaware.gov

Other Organizations

Amtrak.....	(800) 872-7245
Delaware River & Bay Authority.....	(302) 571-6300
FHWA (Dover Region Office).....	(302) 734-5323
Port of Wilmington, Delaware.....	(302) 472-7678
SEPTA.....	(215) 580-7800
University of Delaware, Center for Applied Demography and Survey Research.....	(302) 831-8406
US Bureau of the Census (Philadelphia Region Office).....	(215) 717-1800 or (800) 262-4236
US Army Corps of Engineers (Philadelphia District).....	(215) 656-6500
US Department of Transportation - Bureau of Transportation Statistics.....	(800) 853-1351



A Guide for the Public, Transportation Professionals, Elected Representatives and Public Officials

Jack Markell

Governor

Shailen Bhatt

Secretary

Delaware Department of Transportation

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in cooperation with the United
States Department of Transportation,
Federal Highway Administration





Letter from Governor Markell

I am always pleased to offer an introductory welcome to this Delaware Department of Transportation (DelDOT) Fact Book. Again this year, you are holding a fascinating and informative collection of data that highlights important information related to transportation in Delaware. The facts and figures collected here reinforces the vital role of transportation in our daily lives, as well as the strategic role that transportation plays in Delaware's economy.

The link between a healthy transportation infrastructure and a health state economy is easily recognized. Businesses require a transportation network that is in good condition and meets their needs. Delawareans who use that transportation network to go to and from work and conduct their daily lives have the same need. Without a strong transportation network, attracting and retaining companies and the jobs they provide presents a daunting challenge. Fortunately, our transportation challenges are being met.

The role that the Delaware Department of Transportation plays in our daily lives is incredibly large. Whether we drive a car, take a train or bus, or in the course of our employment, use another type of vehicle, DelDOT has some part in it. Traffic controls, safety features along roadways, maintenance of the hundreds of bridges across the state, are all part of DelDOT's daily mission. And while the department focuses on what is needed for highway safety today, DelDOT is also looking toward the future and new technologies that will benefit all of us in the coming years.

I welcome Secretary Shailen Bhatt to these pages. We have discussed DelDOT's mission and importance to our state on a number of occasions, and he has presented me with a plan for the future that recognizes ways the department can be an even better steward of the public trust. Secretary Bhatt has challenged DelDOT to be more Transparent, Efficient, Accountable and Measured. I urge you to read the "Focus On" article in this book for insights on his vision for accomplishing those goals.

Of course, the Secretary and I realize planning documents are only as good as the implementation that happens on the front line. In this regard, DelDOT workers come through for us every day, and their efforts are especially noted during events such as snow storms or other severe weather events. For the hard work they do each day and their willingness to put in long hours when they are required to do so, I extend my sincere appreciation to all of DelDOT's employees, on the road and off, who help keep Delaware moving.

I hope you will enjoy this year's Delaware Transportation Fact Book.

Jack Markell

Governor Jack Markell

Letter from Secretary Bhatt

I am happy to present, for the first time as Secretary of the Delaware Department of Transportation (DelDOT), the publication "Delaware Transportation Facts 2010." What you will find on the following pages are a collection of facts and statistics that help tell the story of transportation in all forms within our state. It is an assessment of assets, uses, and needs, shown in the form of charts and graphs, described with text. There are some amazing statistics that help explain our daily challenges, and some of the ways DelDOT meets those challenges.

I also direct your attention to the "Focus On" article (on pages 6-8). In the fall of 2011, I met with Governor Jack Markell to outline my vision and goals for DelDOT. There are three priorities in the plan I proposed to the Governor:

- Achieve organizational excellence and quality customer service to citizens, travelers, and other stakeholders;
- Develop and operate a multi-modal transportation system that considers all users – motorists, bus and rail users, bicyclists and pedestrians – while preserving environmental sustainability and economic development;
- Make DelDOT a national leader and a model that other states turn to for ideas and solutions in transportation.

These goals are necessary to achieve the cultural and operational transformation needed by our agency. They are also realistic. In order to make them achievable, we will turn to our customers for feedback, to our elected officials for the resources needed, and to the citizens of Delaware for their willingness to travel with us to new vistas in transportation. Economics and technology make change necessary and possible; people of vision will make change work for our state.

One asset you will not find listed in the pages of "Delaware Transportation Facts 2010" is that of people. Since I arrived at the department in mid-2011, I have had many opportunities to observe and hear from DelDOT employees, and I have come away from those encounters convinced we have a tremendous group of people.

I watched their response during a hurricane that affected the region, and observed dedication and professionalism in how DelDOT workers came together and assisted with the evacuation of low-lying areas prior to the storm, protected critical assets and infrastructure, and quickly repaired damage.

As special as this circumstance was, it is not unusual for me to learn on a regular basis of agency personnel going an extra step in performing their jobs. My vision for DelDOT, and transportation in Delaware, involves those dedicated workers, and our willingness to provide them with the training, incentive and opportunity to continue to serve, develop their skills, and become a standard of excellence in state government.

I hope you enjoy this publication and find it useful.



Shailen Bhatt

Shailen Bhatt
Secretary, Delaware Department of Transportation

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Our Mission

To provide a safe, efficient, and environmentally sensitive transportation network that offers a variety of convenient and cost-effective choices for the movement of people and goods.

The Delaware Department of Transportation (DelDOT) Organization

Office of the Secretary

Manages the state transportation system to accomplish the department's mission through executive leadership.

Delaware Transit Corporation

Designs and provides the highest quality public transportation services.

Division of Motor Vehicles

Promotes safety on the highways and cleaner air quality.

Finance

Identifies, acquires and manages the fiscal resources necessary to support the department in the accomplishment of its goals.

Human Resources

Recruits, develops and retains a diverse, highly qualified workforce and ensures equity and fairness in all aspects of employment.

Maintenance & Operations

Maintains and operates a convenient, safe, efficient, cost-effective, and environmentally-sensitive highway system.

Planning

Provides comprehensive transportation planning and development coordination services to address mobility needs.

Public Relations

Supports the department's programs and policies by planning, developing and executing a variety of programs and customer services.

Technology & Support Services

Provides a timely and accurate operating support network that assists the department in the pursuit of its goals.

Transportation Solutions

Develops and constructs safe, efficient and environmentally-sensitive engineering projects.



What We Do

The Delaware Department of Transportation (DelDOT) is responsible for planning, designing, building and managing Delaware's statewide transportation system. The work we do affects the lives of Delawareans every day. DelDOT is responsible for:

- 13,562 lane miles of highways
- 1,576 bridges and 1 ferry
- Maintain 1,200 signals
- Over 250,000 signs
- 180 miles of fiber optic cable, 123 cameras and 78 automatic traffic detectors
- 60 toll lanes
- 95 buildings
- 8,000 miles of ditches
- Over 8,000 miles of storm drains
- Over 200 stormwater ponds
- Over 500 active projects
- \$192 million in capital spending
- 135 subdivision/commercial entrance permits
- 35 SEPTA trips per day
- 224 fixed-route buses
- 290 paratransit buses

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

In an average year, we:

- Collect \$165 million in tolls
- Mow 47,177 acres of grass
- Trim 92 miles of roadside vegetation
- Inspect 16,000 catch basins and storm drains
- Remove 1,633 illegal signs

Last year, DelDOT crews and many inmates from the Delaware Department of Corrections gathered over 51,000 bags of trash along more than 13,000 miles of Delaware's highways. Using inmate crews saves the state money that would otherwise come from the Department of Transportation payroll budget.

Transportation in Delaware

A vital link in the regional transportation system

Delaware plays an important role in providing transportation connections to people and goods traveling in and through the busy Mid-Atlantic region. In addition to serving the transportation needs of the people of Delaware, our roads, bridges, water, rail and air connections carry passengers and freight through the Mid-Atlantic corridor and beyond to densely populated areas of New York, New Jersey, Pennsylvania, Maryland, Washington, D.C. and Virginia. No other state of similar size and population carries so much interstate travel on its roadways, to destinations that are critical to the welfare of millions.

- Over 717,772 passenger trips move through Wilmington's Amtrak Station each year
- The Delaware Memorial Bridge carries over 34 million cars yearly on the twin spans that join Delaware and New Jersey
- Annual average daily traffic on I-95 is estimated at 168,350 vehicles
- Annual average daily traffic on I-495 is estimated at 75,812 vehicles

Independent transportation agencies

The New Castle County Airport, the Port of Wilmington, the Delaware Memorial Bridge, Amtrak and the Cape May-Lewes Ferry are administered by separate Authorities. Information about these services is included in this booklet to present a complete overview of transportation in Delaware. DelDOT provides the roads and connections to air, rail, and port services needed by the public and commercial carriers.



Public Outreach

Want to get involved in shaping transportation decisions in your community?

Join us at public workshops and sign up for our project newsletters. You'll also find details about each project on the DelDOT Website at www.deldot.gov. The public, DelDOT staff, elected officials and public agencies all bring important viewpoints to transportation planning. Your insight into what might be best for the neighborhood where you live or work is helping us create transportation solutions that fit the unique character of each Delaware community.

Here are other ways you can participate:

- Serve on a project steering committee or working group
- Email or mail your comments about alternatives being considered
- Testify at a public hearing
- Encourage your neighbors to get involved

If you can't attend meetings or public hearings, you can email, fax or mail your ideas to DelDOT Public Relations (see contact information below).



Public Information

Newsletters, ads, traffic advisory radio and the DelDOT Website keep you informed

This annually updated Transportation Facts Book is a great place to start to learn about a variety of transportation initiatives. Also check your newspaper, tune to 1380 AM radio, log onto www.deldot.gov, or watch your mailbox or inbox for workshop dates, times and locations, and other transportation-related information.

Log onto DartFirstState.com for the latest transit schedule information and be sure to check out DART Rider Alerts. On the deldot.gov website, you can view real-time video of traffic conditions statewide, or find out answers to questions you may have about the Division of Motor

Vehicles, obtaining E-ZPassSM, or doing business with DelDOT. Visit the "Media Gallery" for photos that show progress on a variety of current projects and programs. Under "Community Programs & Services," you'll find news and information about subjects ranging from the Community Transportation Trust Fund, to Real Estate Acquisition, Scenic Highways and Snow Removal. These, and many other topics, are also discussed in the DelDOT "F.Y.I." brochure series.

New Virtual Workshops

"Virtual Workshops" are on-line versions of traditional Public Workshops. They are replacing the on-location sessions in which proposed improvements are minor and affect a relatively small number of residents and businesses. The video presentations, posted on DelDOT's Website (www.deldot.gov) contain the same information and opportunities for feedback and response as the traditional workshops, and save the department thousands of dollars in staff and contractor compensation, room rentals, and fuel. Major projects for which much community feedback is sought may also be included along with a traditional on-location workshop in order to expand awareness. Other states and organizations have contacted DelDOT for details so they can duplicate the program.



You are always welcome to call Public Relations at (302) 760-2080 or (800) 652-5600 (in state) or write us at dotpr@state.de.us or P.O. Box 778, Dover, DE 19903.

Customer Satisfaction

Feedback from you

Every business benefits from feedback from its customers. As part of the Statewide Long Range Transportation Plan's performance monitoring system, DelDOT conducts an annual Customer Satisfaction Survey. Two different groups are sampled to gauge customer opinions on the Department's performance.

The first group—1,216 General Transportation Users who drive, carpool, ride transit, walk or ride bicycles—is asked to rank how well the state's roads, transit and other transportation services meet their needs. The second group—100 Commercial Shippers and Carriers who transport goods in Delaware—is asked similar questions that relate to satisfaction with Delaware's roads, the Port of Wilmington, and existing air and rail freight facilities.

Most users reviewed Delaware's transportation system positively

Each of the 1,216 participants in the General Transportation User Satisfaction survey were asked to rate the overall performance of each mode he or she had used in the last week. Roads and highways received the highest satisfaction rating, with 91% saying their needs were met Very Well or Somewhat Well. The majority of survey participants who were asked to rate Delaware's transportation system overall responded that the system meets their needs either Very Well or Somewhat Well.

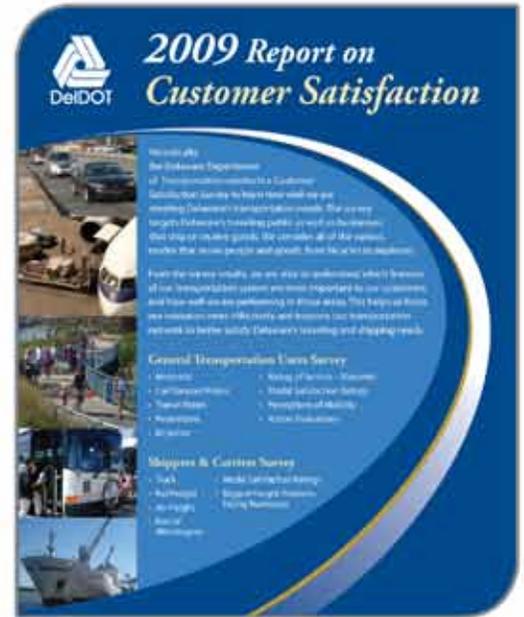


Figure 1.1
General Transportation User Satisfaction Ratings, 2006-2009

Question	Very Well	Somewhat Well	Not Too Well	Not At All	Don't Know	Survey Year
Overall, how well does the state's system of roads and highways meet your needs?	35%	56%	7%	2%	-0-	2009
	29%	54%	12%	3%	2%	2008
	28%	56%	10%	4%	2%	2006
Overall, how well does the state's transit system meet your needs?	24%	54%	15%	2%	5%	2009
	27%	32%	20%	5%	16%	2008
	26%	31%	22%	4%	17%	2006
Overall, how well does the state's transportation system meet your needs for bicycle trips?	17%	54%	16%	9%	3%	2009
	18%	44%	16%	12%	10%	2008
	21%	41%	12%	16%	10%	2006
Overall, how well does the state's transportation system meet your needs for walking trips?	23%	46%	25%	6%	-0-	2009
	28%	53%	10%	7%	2%	2008
	24%	49%	15%	12%	0%	2006
And as a whole, how well does Delaware's transportation system meet your travel needs?	29%	50%	10%	7%	4%	2009
	26%	47%	14%	9%	4%	2008
	27%	45%	13%	10%	5%	2006

Source: DelDOT Planning
Report on Customer Satisfaction - Year 2009 Survey Results
Note: No Survey in 2007

What's working for motorists and what needs improvement?

Motorists are asked to rate ten attributes of roadway service. Using a 1-7 scale (1=lowest, 7=highest), motorists rate both how well the service is being performed and how important that service is to them. The rating given to importance is then compared to the performance rating to see how satisfied motorists are.

2009 Survey results reveal highest satisfaction with:

- Highway signs that provide direction, mileage
- Keeping lands adjacent to highways landscaped and mowed
- Having many travel mode choices

The lowest levels of satisfaction were found for:

- Highways free from congestion
- Well-planned sequencing and timing of traffic lights

Figure 1.2
Motorist Satisfaction, 2009

Attribute	2009 Average Importance Rating	2009 Average Performance Rating	Satisfaction Index
Highway signs that provide direction and mileage	5.81	5.54	95.35
Keeping lands adjacent to highways landscaped and mowed	5.65	5.19	91.86
Having many travel mode choices	5.24	4.62	88.17
Having clearly marked and protected work zones	6.54	5.76	88.07
Information on when to expect delays, road closings	5.86	5.1	87.03
Timely snow plowing and salting	6.37	5.5	86.34
Highway signs visible both at day and night	6.52	5.57	85.43
Clear lane lines on highways	6.55	5.52	84.27
Keeping lands adjacent to highways litter free	6.11	5.12	83.80
Condition of pavement on highways	6.49	5.04	77.66
Well-planned sequencing and timing of traffic lights	6.5	4.76	73.23
Highways free from congestion	6.24	4.4	70.51

Source: DeIDOT Planning Report on Customer Satisfaction - Year 2009 Survey Results



Focus On

Vision for DelDOT's Future

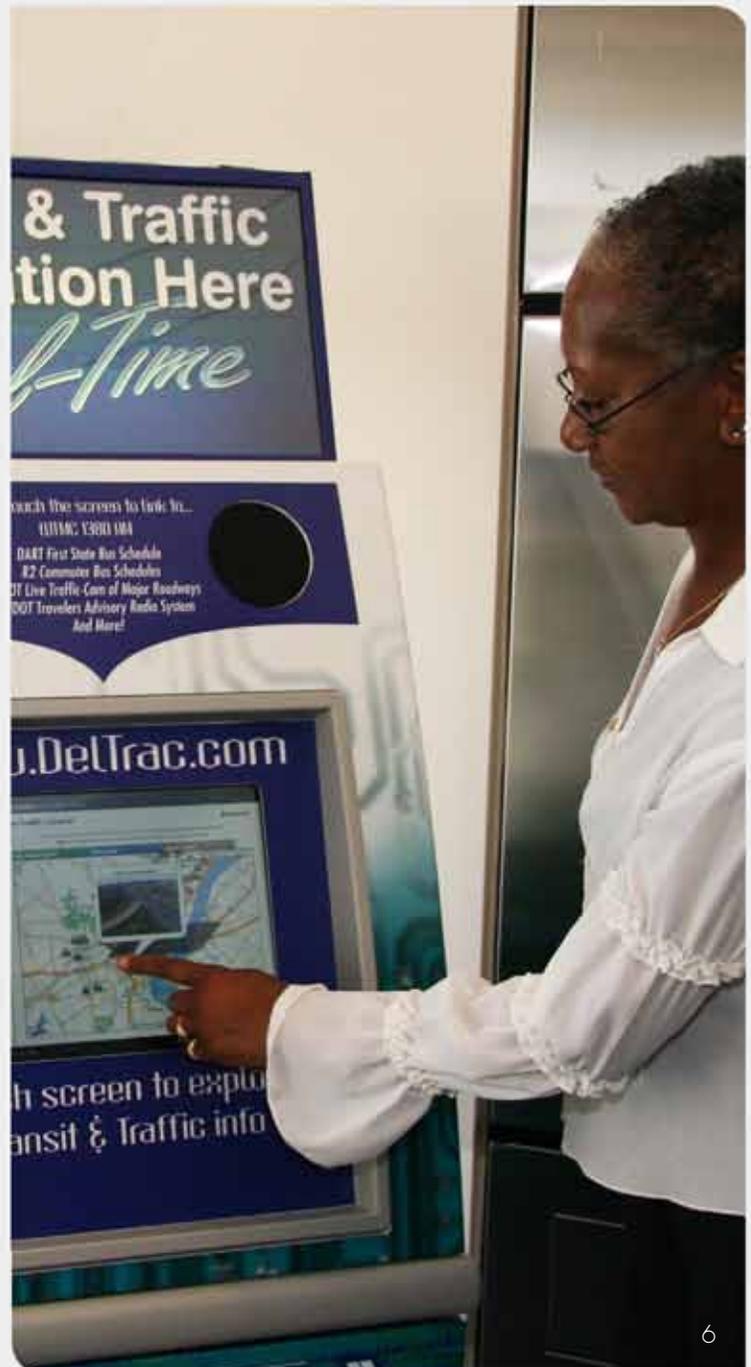
The Delaware Department of Transportation (DelDOT) entered a new era in mid-2011, when Governor Jack Markell appointed Shailen Bhatt to be the state's 9th Secretary of Transportation. During his first six months in office, Secretary Bhatt assembled his senior management team and reached out to key transportation stakeholders throughout the state—including lawmakers, business and consumer groups, employees and citizens—for ideas and opinions on how to make DelDOT a more effective agency. As a result, Secretary Bhatt outlined for Governor Markell a five-year plan for improving DelDOT. The plan has three main priorities:

- Achieve organizational excellence and quality customer service to citizens, travelers, and other stakeholders;
- Develop and operate a multi-modal transportation system that considers all users—motorists, bus and rail users, bicyclists and pedestrians—while preserving environmental sustainability and economic development;
- Make DelDOT a national leader and a model that other states turn to for ideas and solutions in transportation.

Of primary importance is achieving a change of culture within the agency that makes a commitment to customer service the central focus for all DelDOT employees. To accomplish this, DelDOT has set a goal of becoming a nationwide standard for organizational excellence and quality customer service, and is putting processes in place to measure its progress across a range of activities.

The agency's senior managers are also re-thinking the mission and operational practices of each division and suggesting areas for improvement. Baseline service measures and performance targets are being created, complemented by focused customer service training. The final performance measures will be shared publically via a dashboard on the agency web site that gauges both external and internal effectiveness, while providing feedback to employees. A management development process will also be instituted with the goal of creating DelDOT's future leaders, while providing employees with a career track.

Of special concern, is improving the agency's permitting process. This aspect of the agency's mission is being examined with the goal of streamlining it, resulting in clear deadlines, requirements and instructions for submitted plans. Clearer explanations from DelDOT in response to permit requests and improved coordination between department sections in the permitting area are key goals of these reforms.



Focus On

Under Secretary Bhatt, DelDOT is also taking a second look at the public involvement process with an intention to adopt a more customer-focused approach to design, engineering and construction, improving how projects are scheduled and executed while minimizing adverse impacts on businesses, homeowners and the driving public.

The Division of Motor Vehicles continues to meet customer needs while facing demands created by new federal and state regulations. Changes are being proposed for facilities, policies and programs that will improve customer service, while shifting the increased workload.

As our society continues to change in the way people move from location to location, DelDOT must also change. In recognition of this, DelDOT will be working with the Department of Natural Resources and Environmental Control (DNREC), for the creation of a blueprint that locates pathways and trails on and off current road alignments.

The agency is also taking another look at the state's rail and transit facilities. A plan is being developed that will call for the creation and improvement of transit-oriented hubs in key areas of the state, some of which are currently underserved. Discussions have started with the State of Maryland for commuter-service between Perryville and

Newark, providing alternate transportation to new military facilities in Maryland and the University of Delaware Science and Technology Campus.

Just as societal changes have created a need to refocus on how people move about, technological changes are impacting transportation funding sources. Electric cars, more fuel efficient vehicles and the use of alternate means of transit have an effect on the Transportation Trust Fund (TTF), which is funded in large part by the motor fuel tax. The Capital Transportation Plan (CTP), a five-year look-ahead at projects to be funded, is impacted by reduced revenues to the TTF. A number of high-profile projects currently in the CTP will be retained, but the CTP will be re-prioritized to better reflect current Trust Fund resources.

DelDOT also recognizes its role in environmental sustainability and economic development. Working cooperatively with DNREC, the department will address issues affecting the environment. The department's role in economic growth and the potential to bring jobs to Delaware is recognized, and improvements in the permitting process and knowledge of land use regulations will help ensure companies are able to access the state's transportation system. Changes in regulations for traffic impact studies (TIS) and transportation operations analysis (TOA) for developers are underway.



Finally, Secretary Bhatt wants DelDOT to become a national leader and model for transportation ideas and solutions. In order to do so, the department needs to provide opportunities for DelDOT employees to nationally demonstrate their transportation expertise. Past projects have gained attention from other transportation agencies in the nation. While DelDOT will continue to look to its counterparts for solutions, it will also seek opportunities to provide answers for others.

DelDOT is connected to a number of national organizations, such as the American Association of State Highway Transportation Officials (AASHTO), and governmental committees, and will continue its participation in those groups. The plan calls for the department to also continue its participation in regional initiatives for future transportation programs.

Elsewhere on this page, you see a new "TEAM DelDOT" logo, which is in use internally as a reminder of the department's new focus, and will be gradually introduced externally as the department makes headway in achieving its goals. By being Transparent, Efficient, Accountable, and Measured, DelDOT can ensure the needs of our many and varied customers are properly served, and agency employees can take pride in jobs well done.



Transparent Efficient Accountable Measured



The DelTrac Program

New technologies are increasing efficiency and safety

Satellites, sensors, fiber optics and the Internet are just some of the DelTrac Intelligent Transportation technologies that have been integrated into all phases of DelDOT Operations. Nestled in the fortress-like Delaware Emergency Management Agency building off Route 1 near Smyrna, DelDOT's Transportation Management Center (TMC) operates around the clock, every day of the year, managing the state's transportation systems and emergency responses to roadway incidents. Data is collected in real time and disseminated to DelDOT snowplow drivers, law enforcement and the motoring public through the media, the agency's website (www.deldot.gov), and its radio station – WTMC 1380 AM.

Weather emergencies, accidents and homeland security

Inside the TMC, a wall of flat screens flashes live video feeds. Technicians monitor road conditions by drawing from police and fire scanner traffic, 911 calls, video camera images and sensors built into the state's highways that detect traffic speed, volume and pavement temperatures. In the field, small Incident Management Teams work every day on the Interstate to aid travelers, keep traffic moving, and prevent secondary incidents triggered by the original accident.

Across the state, DelDOT has 11 weather stations built into roads that monitor surface and subsurface temperatures, as well as moisture as soon as it hits the pavement. This instant data helps the agency determine when and where to apply rock salt as temperatures drop or a storm builds or winds down. Transportation Management Teams also play an important role in planning emergency evacuations and in planning for transportation aspects of the state's homeland security.

Electronic Red Light Safety Program

DelDOT's red light safety enforcement system is an example of a DelTrac technology that is helping to improve safety on our roads and saving lives. Cameras at 20 high accident risk intersections throughout the state have recorded over 324,000 red light running violations since the program began in 2004. Ten additional camera locations were operational by summer 2010. 54,176 violations occurred in 2010. This is a 31% increase from calendar year 2009 (41,249), due primarily to the addition of 21 cameras at the 10 new locations. Violations at the original locations have increased 11% over 2009, primarily in the Dover and Newark jurisdictions. The City of Wilmington runs its own independent Red Light Camera Safety Program, which is not included in these numbers.



Safe Routes to School

Safe Routes to School enables and encourages children in grades K through eight, including those with disabilities, to walk or ride a bicycle to school. The program works to improve safety and to reduce traffic, fuel consumption and air pollution in areas around schools. As an added benefit, children are encouraged from an early age to lead a healthy and active lifestyle. Using federal funds, DelDOT assists program sponsors in creating a variety of projects, from safer crosswalks to in-school programs that educate parents and children on the benefits of walking or bicycling to school.

For more information, or to receive program guidelines and an application, contact the Safe Routes to School Program Coordinator at (302) 760-2121, or visit online at www.deldot.gov and click on "Community Programs and Services."

E-ZPassSM

E-ZPass automated toll collection is helping reduce congestion on Delaware's highways. Drivers who have signed up for E-ZPass are using this timesaving technology to "keep movin' and pay tolls while they roll" in Delaware or anywhere E-ZPass is accepted. E-ZPass Delaware is the only state agency that offers local customer service 24 hours-a-day, seven days-a-week.

Purchase your E-ZPass transponder online, at toll plazas, or at any DMV office statewide. Also look for the Mobile E-ZPass Van at transportation fairs, malls and corporate offices. To learn more, visit www.EZPassDE.com.

Transit Technologies

Much like an air traffic control system monitors aircraft to assure safety and efficiency, DART fixed-route buses and Paratransit vehicles are tracked through Computer Aided Dispatch and Automated Vehicle Locator (CAD/AVL) monitoring technology. Using radio communications and Global Positioning System (GPS) technology, buses are tracked by ID and bus route, and dispatchers monitor them electronically to assist in keeping them on time and on route. Should a bus deviate from its designated route for more than the allotted amount of time, the tracking screen alerts the dispatcher.

Vehicle operators are equipped with a voice radio that allows communications with dispatchers. In addition to the radio, when an emergency occurs, the system allows the vehicle operator to automatically send out an emergency radio signal indicating immediate assistance is needed. In an instance in which the vehicle operator may not be able to communicate with the dispatcher, the actual location of the vehicle is identified by the system and the dispatchers can direct emergency assistance to that location.

A replacement for the aging CAD/AVL System is currently being designed for installation over the next two years. The enhanced state of the art system will allow for more efficient usage of the Paratransit fleet.



Division of Motor Vehicles (DMV)

Apply for a new Secure ID driver license or ID card, register your vehicle and much more

The Delaware Division of Motor Vehicles is now issuing more secure, federally compliant driver licenses and identification cards. When applying for a new driver license or ID card – or when you reapply (one time only), you will need to collect and bring a few important original source documents to provide proof of:

- Identity (Name* and Date of Birth)
- U.S. citizenship/legal presence
- Social Security number
- 2 proofs of Delaware residency

*Note: If your current name differs from your birth name, such as in the case of marriage, additional documentation may be required (e.g., marriage license, divorce decree or court order).

New “Next of Kin Registry”

Participation in Delaware’s Next of Kin Registry program is voluntary and free of charge to anyone with a state-issued ID or driver license. The information given during registration is available only to law enforcement officials and, if deemed necessary, other emergency personnel. Through this program, participants receive peace of mind and officials are able to retrieve vital contact information in a fast and effective manner.

For more information, log onto www.dmv.de.gov or call the divisions listed below

Offices and inspection lanes are open from 8:00 AM to 4:30 PM Monday, Tuesday, Thursday and Friday, and on Wednesdays from noon until 8:00 PM.

DIVISION OF MOTOR VEHICLES LOCATIONS AND NUMBERS

NEW CASTLE DIVISION (302) 326-5000

On Airport Road, west of the Wilmington Airport, just south of the Churchmans and Airport Road intersection.

GREATER WILMINGTON DIVISION (302) 434-3200

Immediately south of the Rt. 13 and I-495 Interchange. Turn from Rt. 13 onto Hessler Boulevard, which leads straight into the DMV.

DOVER DIVISION (302) 744-2500

On Transportation Circle, behind the DelDOT building on Rt. 113, just south of the Rt. 13 and 113 split.

GEORGETOWN DIVISION (302) 853-1000

West of Georgetown on South Bedford St. extended, and just before the Rt. 113 intersection.



Meeting Clean Air Act Standards

Emissions Testing

Delaware is one of 35 states with air pollution levels higher than federal health standards. Since motor vehicles create approximately one-third of the volatile organic compounds (VOCs) – mostly hydrocarbons – released into our atmosphere, emissions testing is done at the DMV during regularly scheduled vehicle inspections.

Vehicle testing assures that vehicle-generated emissions are within specified levels. Standards set by the Delaware Department of Natural Resources and Environmental Control (DNREC) must be met to receive vehicle registration. Vehicles in their first five model years are excluded, as are vehicles manufactured before 1968, diesel-fueled vehicles manufactured before 1997, and motorcycles. There is no charge for this test.

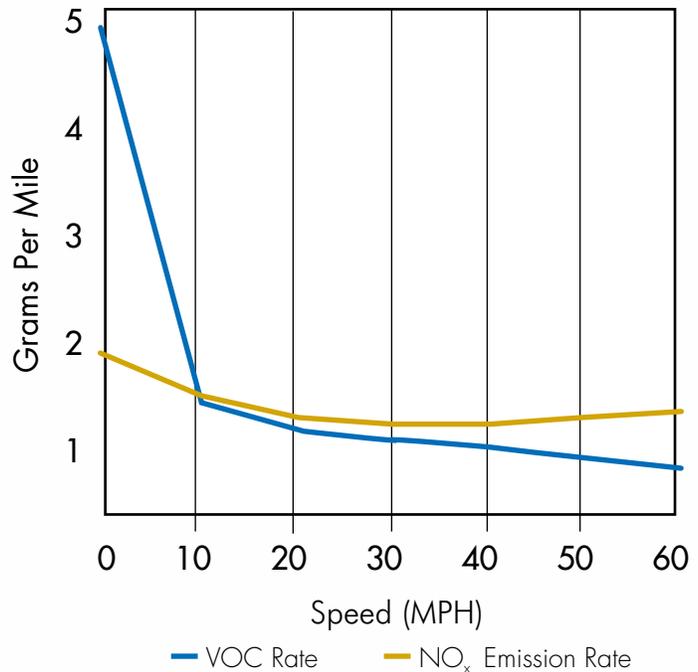
Improving Air Quality

Better timing of lights, eliminating bottlenecks, and using E-ZPass technology are tools DelDOT is using to keep traffic moving and reduce the release of hydrocarbons. However, as the chart at right illustrates, while higher speeds reduce hydrocarbon VOCs, they can also lead to increased rates of another kind of VOC – nitrogen oxides. That’s why it is also important to keep our vehicles in good condition.

Figure 3.1

The Ozone Challenge:

Speed reduces hydrocarbons, but elevates nitrogen oxides



Source: DelDOT Planning

Population

Statewide population was 821,543 in 2010

In Delaware, the highest concentration of residents is in New Castle County; however, Sussex County is experiencing the highest rate of growth. Between 2005 and 2020 it is projected that population in New Castle County will grow 5%, while Kent will grow 10% and Sussex will grow 15%. These figures reflect the 2000 Census. Total population has decreased since the 2009 report largely because of a major review of net migration and benchmarking to the Census Bureau’s 1999 estimates.

Figure 3.2

Delaware Population, 2005-2020

	New Castle	Kent	Sussex	Statewide
2005	506,778	132,964	153,459	793,201
2010	518,351	139,375	163,817	821,543
2015 (Projected)	526,112	143,074	170,313	839,499
2020 (Projected)	533,470	146,014	176,744	856,228

Source: Center for Applied Demography & Survey Research, University of Delaware, U.S. Bureau of Census (Census 2000), Delaware Population Consortium
 Note: Census figures are updated every 10 years

Population, Drivers in Delaware & Miles Traveled Increase

Population and licensed drivers in Delaware continued to rise. Since 2008, population numbers have increased close to or more than 10,000 people per year. In 2010, there were 648,125 licensed drivers, which is 8,773 more than 2009 and 13,767 more than 2008. The number of registered motor vehicles has decreased, while millions of miles traveled have increased. In 2010, there were 30,240 fewer vehicles registered than in 2008. Miles traveled increased by 82 million miles between 2008 and 2009 and another 136 million miles in 2010.

Figure 3.3

Population, Drivers, Vehicles & Miles Traveled, 2008-2010

	Population	Licensed Drivers	Registered Motor Vehicles	Motor Vehicle Mileage (in Millions)
2008	871,630	634,358	850,138	8,959
2009	881,532	639,352	823,590	9,041
2010	895,173	648,125	819,898	9,177

Source: DelDOT Division of Motor Vehicles

How Delawareans Commute to Work, 2000-2010

Most Delaware workers continue to commute alone in their vehicles. A survey by the University of Delaware shows carpooling is most popular in Sussex County. In all three counties, only a few people choose to ride buses, bicycle or walk.

Figure 3.4

Journey to Work Average 2000-2010

Percent of persons 16 years and older

	New Castle Percent	Kent Percent	Sussex Percent	Average Percent
Single occupancy vehicle	83.4	80.1	79	82.1
Multi occupancy vehicle	12.4	16.5	18.5	14.3
Public bus	2.0	0.4	0.1	1.4
Walked	1.4	0.9	1.5	1.3
Rode bike	0.2	0	0.2	0.2
Other (combination)	0.6	1.4	0.3	0.7

Source: Center for Applied Demography & Survey Research, University of Delaware

What Age Are Drivers?

In 2009 and 2010, ages of drivers licensed in Delaware stayed pretty much the same. 53% were in the 25-54 age group and 33% were in the 55 and older groups. Younger drivers, ages 16-24, represented 14% of all Delaware drivers.

Figure 3.5a
Ages of Licensed Drivers, 2009

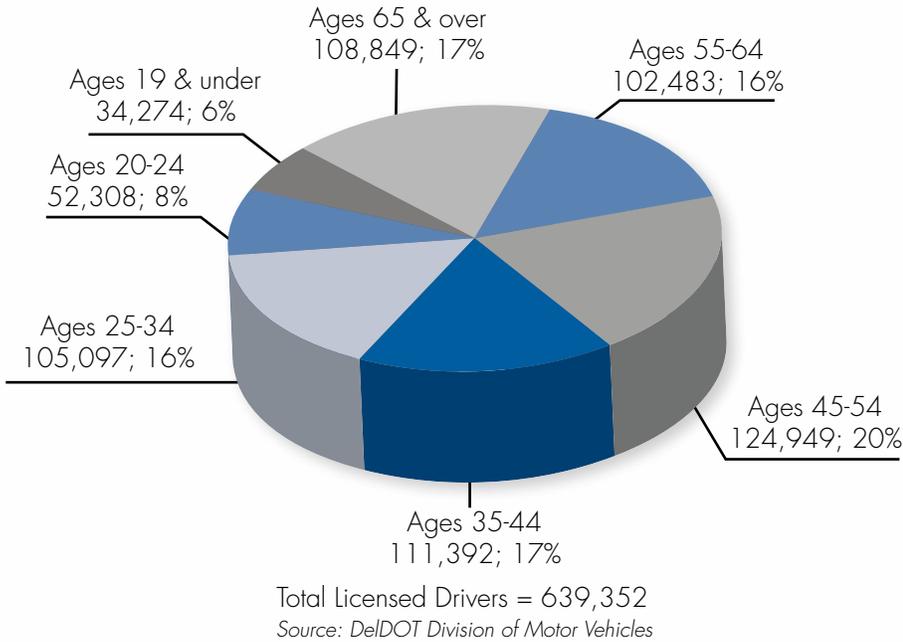
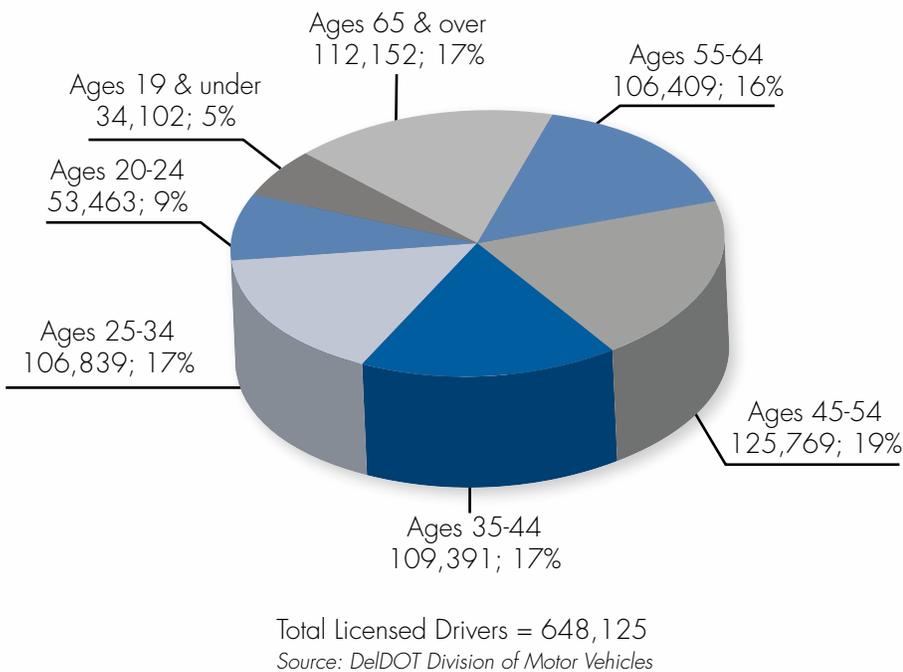


Figure 3.5b
Ages of Licensed Drivers, 2010



Trucks Play an Important Role in Delaware Commerce

From 2008 to 2010, drivers holding commercial licenses increased from 33,233 to 33,468, a gain of 235 drivers. Local commercial carriers serve automotive, agricultural, chemical, and other industries, delivering an endless variety of goods, parcels, and mail— both in and out of state—to wholesalers, retailers and residents. Delaware’s sizable poultry industry depends on trucks to get chickens to market quickly, and trucks provide needed inventory to local businesses. Light trucks (under 10,000 pounds gross vehicle weight) are used extensively in Delaware’s construction, agricultural, and service industries.

Figure 3.6
Licensed Commercial Drivers, 2008-2010

Year	Drivers
2008	32,925
2009	33,233
2010	33,468

Source: DeIDOT Division of Motor Vehicles

An Expanding Roadway System

DeIDOT maintains 89% of all roads in Delaware

As the capacity of freeways, expressways, major and minor roads increases in Delaware, so must the budget to maintain or repair them. Only 25% of Delaware’s roads qualify for federal funds for rehabilitation and reconstruction projects.

Roads are measured in “lane miles.” A one-lane road that runs for one mile equals one lane mile. If that same road has four lanes, it would occupy four lane miles. Currently, Delaware has 13,562 lane miles of roads, and the Delaware Department of Transportation is responsible for maintaining 89% of them. The national average of state-maintained roads is approximately 20%.

Figure 3.7
Lane Miles in Delaware, 2009-2010

	New Castle '09	New Castle '10	Kent '09	Kent '10	Sussex '09	Sussex '10
Interstate	261	256	0	0	0	0
Other Freeways & Expressways	48	50	85	85	0	0
Other Principal Arterial	636	621	150	149	497	487
Minor Arterial	380	406	286	289	107	108
Major Collector	573	560	361	357	733	744
Minor Collector	91	88	179	180	185	182
Local	3,582	3,555	2,101	2,121	3,283	3,324
Total Lane Miles	5,571	5,536	3,162	3,181	4,805	4,845

Source: DeIDOT Planning



Miles Traveled Is 8.7 Million in 2010

Down from high of 9.5 million in 2005

Vehicle Miles Traveled (VMT) measures the annual average miles traveled by all vehicles in an area for a specified time. Since 1980, VMT in Delaware had been increasing dramatically – from 4.2 million miles traveled in 1980 to around 9.5 million in 2005 and 9.4 million in 2006 and 2007. VMT have held fairly steady at 9.0 in 2008 and 2009 and 8.7 in 2010, perhaps reflecting recent higher fuel costs and a difficult economy.

Figure 3.8

Average Annual Vehicle Miles Traveled, 2008–2010

	2008	2009	2010
AVMT in millions	9.0	9.0	8.7

Source: DelDOT Planning

Road Maintenance is a Priority

Emphasis has shifted from building to maintaining roads

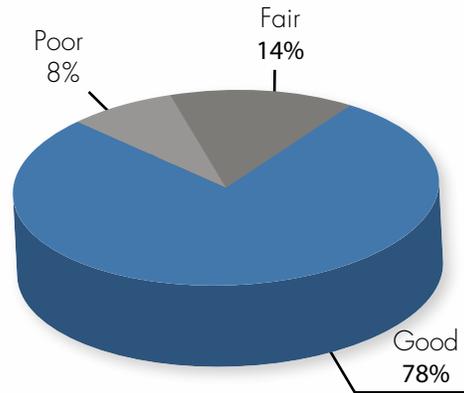
Our state’s roads and bridges are valued at over \$5 billion. When it comes to maintaining this valuable highway infrastructure, the old adage that “an ounce of prevention is worth a pound of cure” is definitely true. Timely maintenance extends the life of existing roads and bridges and saves as much as \$3-4 for every dollar of preventive maintenance we spend.

Comparison of maintenance costs

Preventive road maintenance extends the life of our roadways and alleviates the need for major repairs. Preventative maintenance costs are relatively inexpensive when compared to those of road reconstruction. Crack sealing is one example of practices used to extend the life of our transportation system.



Figure 3.9
Road Pavement Condition, 2009



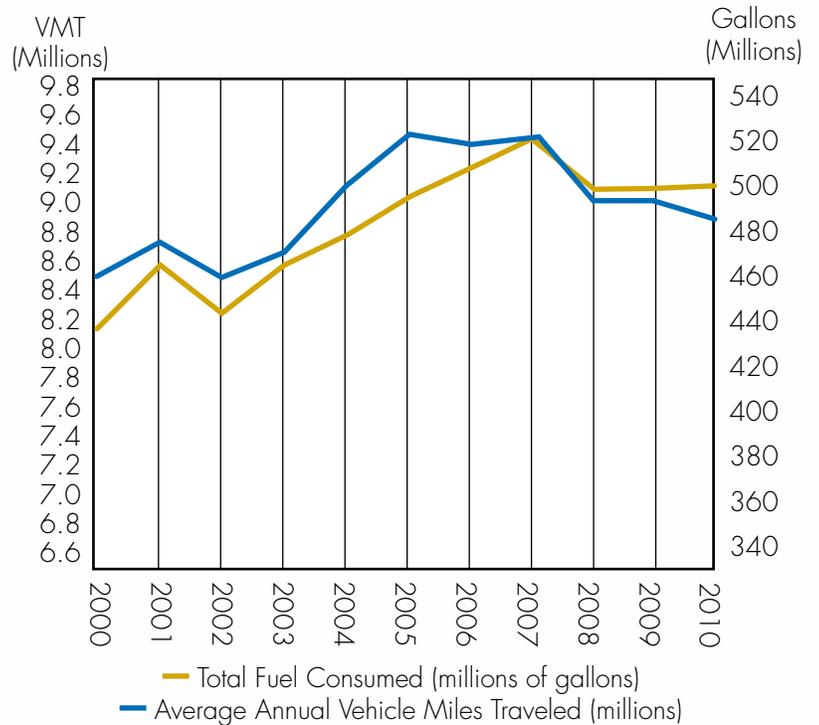
Source: DelDOT Pavement Management Section

Fuel Consumption Increases

In 2010, Fuel Consumed vs. Vehicle Miles Traveled (VMT) shows an increase in gallons with a decrease in miles. As this chart illustrates, fuel consumption remained steady from 2008 to 2009, with 497 million gallons and 497.3 million gallons respectively. In 2010, the number consumed increased slightly to 499.9 million gallons. VMTs remained consistent at 9.0 in 2008 and 2009, but fell to 8.9 in 2010.

Figure 3.10

Fuel Consumed vs. Vehicle Miles Traveled, 2000–2010



Source: DelDOT Planning

Bridges

Monitoring safety on Delaware bridges

DelDOT maintains 1,576 of the 1,660 bridges in Delaware. The other 84 are the responsibility of the Delaware River & Bay Authority, municipalities, railroads and private owners. Since 854 of those bridges are 20 feet or longer, they are listed in the federal National Bridge Inventory (NBI), which requires inspections biannually. These inspections ensure the bridge's integrity and the public's safety. Other bridges, and any that show deficiencies in the NBI inspections, are reviewed as often as necessary to ensure safety and to bring them up to current standards whenever possible. Many small bridges throughout the state are considered historic community assets and are maintained.

Figure 3.11
DelDOT Owned Bridges, 2010

New Castle	Kent	Sussex
775	354	447

Total = 1,576 Bridges Statewide

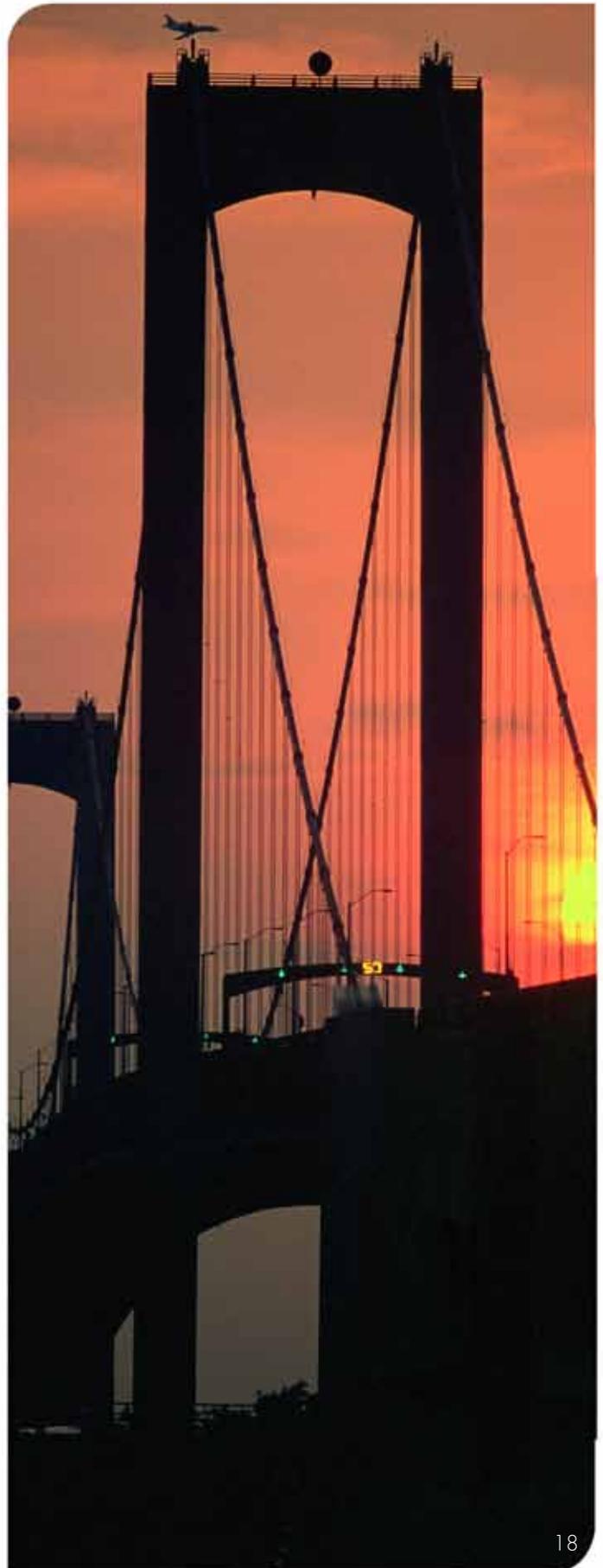
Source: DelDOT Bridge Management Section

US Senator William V. Roth, Jr. Bridge

In 2007, the former C & D Canal Bridge was dedicated to Senator William V. Roth, Jr., who worked to secure funding for the \$57.8 million dollar span. The concrete cable-stayed bridge across the Chesapeake & Delaware Canal is a vital link in the SR 1, a 46-mile controlled access north/south route through Delaware that was decades in the making. The road and bridge combined represent the largest public works project ever undertaken in the state. Today, the Roth Bridge has an annual average daily traffic count in excess of 70,000 vehicles.

Indian River Inlet Bridge

On January 20, 2012 the new Indian River Bridge opened one lane to traffic in each direction. In an event commemorating the historic opening of the cable-stayed structure, Governor Jack Markell, U. S. Senator Tom Carper (D-Del.) and DelDOT's Secretary Shailen Bhatt drove the first passenger vehicle across the bridge. The \$150 million bridge was erected by Skanska Southeast under a design-build contract with DelDOT. Sixty Delaware businesses have been suppliers to the project. The bridge is 2,600 feet long, 108 feet wide and situated 45 feet above the inlet.



Tracking Highway Accidents to Improve Safety

Crashes were up, but fatal crashes and deaths were down in 2010

Statewide in 2010, all types of crashes were up by 1,770 (9%) from the previous year. Although 762 more people were injured, 15 fewer people were killed. According to Delaware Police Statistics, alcohol was a factor in 39% of Delaware's 94 fatal crashes, and drugs or alcohol were factors in 41% of the 103 deaths. Of those who died, 68 were automobile drivers or passengers. Only 45 were wearing their seat belts. There were 15,220 property damage crashes – 1,420 (9%) more than in 2009. Driver inattention, distraction and/or fatigue were ranked the #1 contributing circumstances in 4,792 of the 20,697 crashes of all types.

Figure 4.1
Types of Crashes, 2008–2010

	2008	2009	2010
Total crashes	19,506	18,927	20,697
Fatal crashes	106	102	94
Personal injury crashes	5,045	5,025	5,383
Property damage crashes	14,355	13,800	15,220
Persons killed	122	118	103
Persons injured	7,200	7,239	8,001

Source: Delaware State Police Statistical Report, 2010



Figure 4.2
Types of Vehicles in Crashes, 2010

	Numbers of Vehicles	Vehicles in Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
Passenger car	23,771	70	6,267	17,434
Truck	5,148	28	1,337	3,783
Bus	250	1	84	165
School bus	27	1	8	18
Motorcycle	370	9	291	70
Farm tractor & farm equipment	14	0	2	12
Sport Utility Vehicle	4,145	21	1,096	3,028
Minivan/Passenger van	2,502	8	658	1,836
Other or not stated	2,282	10	293	1,979
Total	38,509	148	10,036	28,325

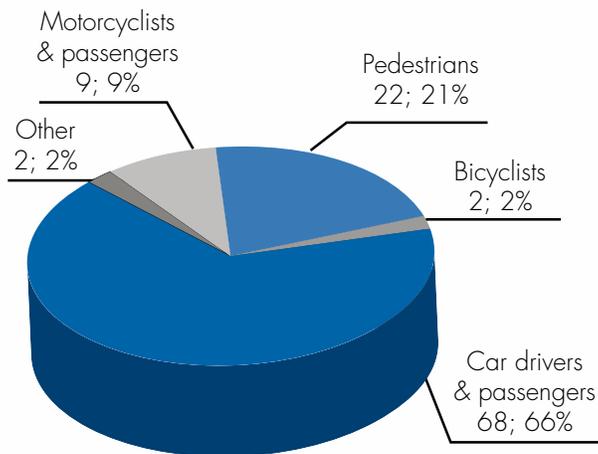
Note: "Truck" represents pick-up trucks, heavy trucks, truck tractor & semi.
Source: Delaware State Police Statistical Report, 2010

Figure 4.3
Top 5 Causes of Crashes 2010

Rank	Inattention, distraction, or fatigue
#1	4,792
#2	Other or unknown 3,924
#3	Careless or reckless driving 2,027
#4	Followed too closely 1,984
#5	Failed to yield right-of-way 1,835

Source: Delaware State Police Statistical Report, 2010

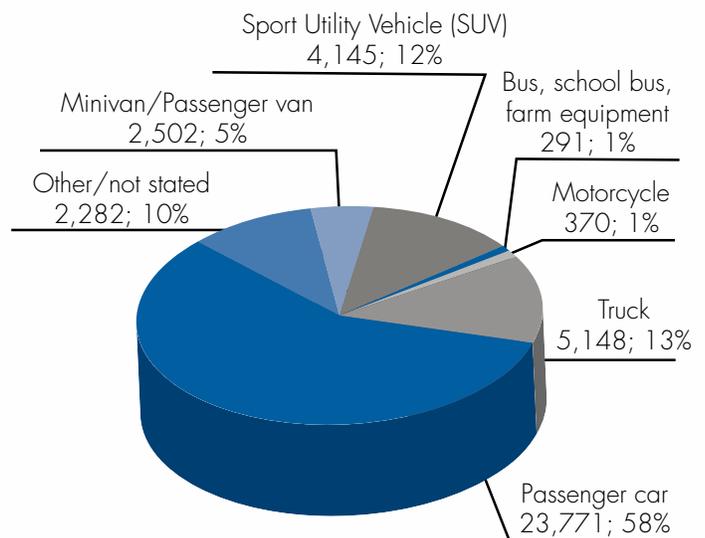
Figure 4.4
Fatalities, 2010



Total Fatalities = 103

Source: Delaware State Police Statistical Report, 2010

Figure 4.5
Vehicle Crashes, 2010



Total Vehicle Crashes = 38,509

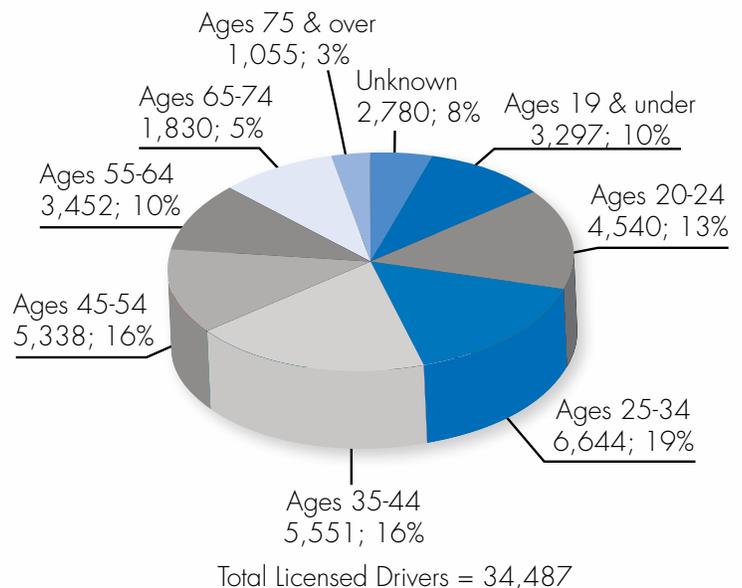
Source: Delaware State Police Statistical Report, 2010

Figure 4.6
Age of Driver in Crash, 2008–2010

	2008		2009		2010	
	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes
19 & under	3,767	11	3,667	18	3,297	14
20-24	4,894	23	4,628	18	4,540	20
25-34	6,796	33	6,550	31	6,644	31
35-44	6,158	31	5,727	35	5,551	25
45-54	5,654	26	5,394	26	5,338	17
55-64	3,476	13	3,486	11	3,452	17
65-74	1,747	8	1,833	9	1,830	8
75 & older	1,080	7	1,092	10	1,055	5
Unknown	3,520	8	3,224	5	2,780	5
Total	37,092	160	35,601	163	34,487	142

Source: Delaware State Police Statistical Report, 2010

Figure 4.7
Age of Driver in Crash, 2010



Source: Delaware State Police Statistical Report, 2010



Tracking Accidents to Improve Truck Safety

Pick-up trucks were involved in 79% of all truck crashes in 2010

Statewide, the number of trucks involved in crashes, injuries and property damages began rising again in 2010. There were 391 more crashes, 86 more personal injury crashes and 310 more property damage crashes than in 2009. Fatal crashes decreased from 33 in 2009 to 28 in 2010. As in 2009, pick-up trucks were in 79% of all truck crashes in Delaware and 71% of the fatal crashes. Heavy trucks accounted for 10% of all truck crashes in the state, and 14% of the fatal crashes. Truck tractors and semis were involved in 11% of statewide truck crashes and 14% of the fatal crashes.



Figure 4.8

Type of Truck in Crash, 2010

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Vehicles
Pick-up truck	4,056	20	1,076	2,960
Truck tractor & semi	556	4	130	422
6 or 10-wheel truck	536	4	131	401
Total	5,148	28	1,337	3,783

Source: Delaware State Police Statistical Report, 2010

Figure 4.9

Comparison of Truck Accidents, 2008–2010

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Vehicles
2008	5,113	33	1,310	3,770
2009	4,757	33	1,251	3,473
2010	5,148	28	1,337	3,783

Source: Delaware State Police Statistical Report, 2010

Walking

There were 408 pedestrian traffic crashes and 22 fatalities in 2010

Pedestrian traffic crashes increased from 277 in 2009 to 408 in 2010, and fatalities increased from 14 in 2009 to 22 in 2010. New Castle County crashes accounted for 295, or 72%, of the 2010 crashes and 14, or 64%, of the deaths. Surveys show that less than 2% of each county's workers walk to their jobs. Many more may use walking as a component of their commute, such as from their home to a bus stop or from a transit station to a local office.

Walking to work may increase as Delaware communities become more pedestrian-friendly. Workplaces, colleges and schools are being integrated into communities and housing is being built within walking distance of transit stops or transit stations.

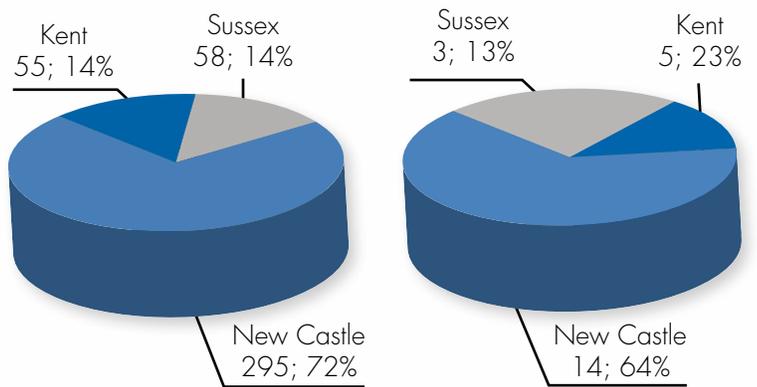
Figure 5.1
Walking as a Primary Way to Commute, 1990 vs. 2000

	1990	New Castle	Kent	Sussex	Statewide
Total workers		227,644	54,697	51,785	334,126
Number who walk		9,702	1,711	1,449	12,862
	2000	New Castle	Kent	Sussex	Statewide
Total workers		245,134	59,813	68,123	373,070
Number who walk		6,748	1,361	1,528	9,637

Source: Bureau of the Census, U.S. Department of Commerce (1990 & 2000 Census)
Note: Census figures are updated every 10 years.



Figure 5.2
Pedestrian Traffic Crashes by County, 2010



Total Injury Crashes = 408

Total Fatal Crashes = 22

Source: Delaware State Police Statistical Report, 2010

Bicycling

146 bicycle traffic crashes were reported in 2010; 3 riders died

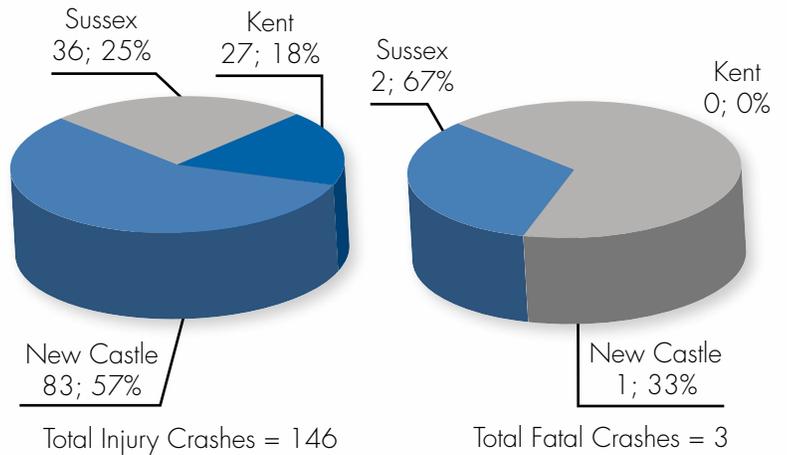
Statewide, there were 6 more bicycle traffic crashes in 2010 than in 2009, but the number of fatalities declined from 6 to 3. Of those who died in 2010, the 1 in New Castle County was under 9 years old and the 2 in Sussex County were in the 45-54 age group.

Steps are being taken to make it easier and safer to ride bicycles in Delaware. Many roads throughout the state have been marked with bicycle lanes. Bicycle racks and lockers have been installed at some Park & Ride facilities and bike racks have been added on all fixed-route buses. These efforts should make it easier to combine the use of bicycles with transit. Additionally, to better protect all cyclists, DelDOT has installed 11.5 miles of bicycle-friendly rumble strips throughout a 17-mile corridor from just south of Dewey Beach to just north of Fenwick Island in Sussex County. While the Department has installed rumble strips in other locations, these are the first "bicycle-friendly" rumble strips in Delaware.

Also in Sussex County, DelDOT offers a brochure called "Bicycle Riders...Know the Law Before You Ride." The brochure is published in English, as well as Russian, Spanish and Polish for those cyclists who speak little English.



Figure 5.3
Bicycle Traffic Crashes by County, 2010



Source: Delaware State Police Statistical Report, 2010

Figure 5.4
Biking as a Primary Way to Commute, 1990 vs. 2000

	1990	New Castle	Kent	Sussex	Statewide
Total workers		227,644	54,697	51,785	334,126
Number who bike		852	137	142	1,131
	2000	New Castle	Kent	Sussex	Statewide
Total workers		245,134	59,813	68,123	373,070
Number who bike		466	137	248	851

Source: Bureau of the Census, U.S. Department of Commerce (1990 & 2000 Census)
Note: Census figures are updated every 10 years.

Park & Ride/Park & Pool

51 locations make it easy to take transit or share the ride

Park & Ride and Park & Pool lots allow commuters and travelers to connect with trains, buses, shuttles and car or van pools. DART First State administers 51 of these lots statewide. Currently seven of those facilities offer free access to secure bicycle lockers (see key on map). This makes it easier for people to ride bikes to and from transit stops/stations and then transfer to buses or trains. Commuters can call 1-800-652-DART or visit www.DartFirstState.com to learn more.

Share the Ride!

Save on gas and other commuting expenses

RideShare Delaware, a free public service of DART First State, offers rideshare services for individuals who live or work in the state of Delaware, as well as business support and transportation benefit assistance to employers interested in implementing commuter programs. Commuter services include carpool and vanpool matching assistance; transit information; and resources for bicyclists, as well as a Guaranteed Ride Home benefit for all ridesharing commuters. This benefit ensures program participants a free ride home from work, via taxi or rental car, in the event of an emergency during the workday. Call 1-888-RIDE-MATCH (1-888-743-3628) or visit www.ridesharedelaware.org to learn more.

RideShare's School Pool Program

Join a parent pool for daily school trips or occasional rides

We assist parents by identifying other parents who are looking to share the duties of driving their children to and from school. Whether you are looking for an every school day rideshare arrangement or a list of parents you can call for occasional, emergency or extracurricular situations, RideShare's School Pool program is for you! This is a voluntary program provided free of charge to parents of Delaware school students. Call 1-888-RIDE-MATCH (1-888-743-3628) or visit www.ridesharedelaware.org to learn more.

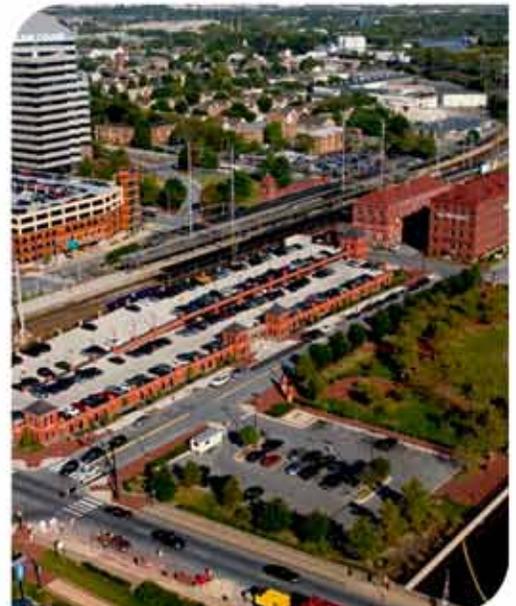


Figure 6.1
 Delaware Park & Ride/Park & Pool Map



Source: DelDOT Delaware Transit Corporation

Delaware Transit Corporation

Transit services in Delaware operate under the banner of DART First State and are administered by the Delaware Transit Corporation (DTC). Incorporated in 1995, DTC is a DelDOT subsidiary. DTC was formed to consolidate five former semi-autonomous agencies that operated a total of 47 bus routes in various areas of the state into one comprehensive service provider. Today, DART First State provides over 60 fixed bus routes, paratransit, commuter rail and related transit services throughout Delaware.

DART First State statewide bus service

DART provides statewide local fixed-route bus service, offering over 2,700 bus stops, over 270 bus shelters and 83 benches. All DART fixed-route buses are wheelchair accessible and bike rack equipped.

Figure 7.1
DART First State Bus Ridership,
FY 2008–2010

	2008	2009	2010
Fixed Routes	8,628,149	9,146,869	9,219,391
Paratransit	855,164	900,128	944,289

Source: DelDOT Delaware Transit Corporation

A “greener” and newer bus fleet

Average age of DART’s current fleet of 224 fixed-route buses is only 4¹/₂ years old. The 284 cutaway buses used for Paratransit demand service are even newer, with an average age of 2¹/₂ years.

To further reduce emissions and fuel costs, DART is phasing into the fleet 22 new electric hybrid buses that operate in electric mode at speeds of up to 25 mph. At higher speeds, their diesel engine provides power, or it works in combination with the electric motor, as needed. Electric hybrid buses should increase fuel economy an estimated 60% and also should reduce particulates, hydrocarbon and carbon emissions by up to 90%.



Figure 7.2
DART First State Transit System Coverage Map



Source: DelDOT Delaware Transit Corporation

New Castle County

DART provides weekday bus service on 45 fixed routes throughout northern New Castle County, with the majority serving downtown Wilmington and its thousands of workers. Evening and Saturday service is available on many routes, and DART offers Sunday bus service on eight routes. Key area transit hubs include the Wilmington Train Station, Rodney Square, and Christiana Mall. DART also operates trolleys in downtown Wilmington and downtown Newark, as well as a bus between Middletown and Odessa for easy connections to the Intercounty Route 301 bus, which travels north to Wilmington and south to Dover. There are 31 Park & Ride lots and seven Park & Pool lots in New Castle County.*

Intercounty

DART First State Intercounty Route 301 buses provide service between New Castle and Kent Counties. The Intercounty 301 gives riders the option of connecting to local buses in Wilmington and Dover, to the Wilmington train station, to major employment centers, or to area rideshare locations.

Kent County

In the Dover area, DART bus service includes 14 weekday fixed routes, as well as connections to the Intercounty Route 301 with service to Wilmington, and Route 303 with service to Sussex County. DART offers Saturday bus service on five routes. There are five Park & Ride and three Park & Pool lots in Kent County.*

Sussex County

DART operates three weekday year-round bus routes, including the Route 303, as well as a free Welfare to Work shuttle operating between Seaford, Laurel and Delmar. From mid-May to mid-September, DART's Resort Transit operates seven routes throughout the resort area, including to Ocean City, Maryland. Operating from the Rehoboth Park & Ride hub seven days a week, between 12 and 19.5 hours a day, the Resort service provided 389,260 passenger trips in the 2010 season. The ever-popular, best performing Route 201 serving the Rehoboth Boardwalk, carried 258,243 passenger trips. DART Route 305 – the Beach Connection – links New Castle and Kent Counties with the Rehoboth Park & Ride and Resort Transit on Friday evenings, Saturdays, Sundays and holidays during the resort season. Route 305 provided 4,716 passenger trips; one Park & Ride. Sussex County has two Park & Ride and four Park & Pool lots.*

**See Park & Ride/Park & Pool map p.26.*





Paratransit Services

Door-to-door service to qualified individuals is available with at least one day advanced reservation. Certification, as defined by the Americans with Disabilities Act, is required to use the door-to-door services. Individuals in need of transportation to or from renal care centers for dialysis treatment also qualify for paratransit door-to-door services. Call 800-553-DART (3278) to make a reservation.

All of DART's regular fixed route buses are wheelchair accessible. Customers are encouraged, and in some cases required, to use the regular fixed-route service whenever and wherever possible. Features such as voice announcements, wheelchair lifts, kneeling buses, and low floor buses make using regular buses much easier for the elderly and individuals with disabilities. DART offers free Travel Training services that help customers learn to use the regular fixed route system, enhancing mobility and increasing travel choices.

Passenger Rail Service

Intercity passenger rail service is provided by Amtrak, offering both high-speed Northeast Corridor and long-distance trains. Commuter train services are provided by the Southeastern Pennsylvania Transportation Authority (SEPTA) under a contract to the Delaware Transit Corporation.

Figure 7.3

Delaware Train Stations



Source: DelDOT Delaware Transit Corporation

Note: All four stations in northern Delaware are served by SEPTA. Newark and Wilmington are also served by Amtrak.

Figure 7.4

DART First State's SEPTA Annual Ridership, FY 2008–2010

	Ridership
2008	1,073,296
2009	1,137,709
2010	1,106,742

Source: DelDOT Delaware Transit Corporation

SEPTA

Fully funded by the Delaware Transit Corporation, operating as DART First State, SEPTA's Wilmington/Newark line provides commuter train service to four Delaware Stations – Claymont, Wilmington, Fairplay at Churchmans Crossing, and Newark, offering fully intermodal transit connections and wheelchair accessibility. All stations except Wilmington feature free Park & Ride facilities. Wilmington and Claymont are served by 35 SEPTA trains each weekday, with limited Saturday service; 19 weekday trains serve Fairplay and Newark.

Amtrak

Northern Delaware's intercity passenger rail service is provided by Amtrak, offering Acela Express, Northeast Regional and long-distance trains. On average, over 82 Amtrak trains, including up to 32 high-speed Acela Express trains, serve the historic Wilmington Train Station each weekday, with slightly lower numbers on weekends. The 103-year-old Wilmington station is the 12th busiest of Amtrak's over 500 stations nationwide. The station recently went through a complete restoration to upgrade its customer service amenities while enhancing its historic architecture. In 2011, the Wilmington Station was named in honor of Vice President Joseph R. Biden, Jr., recognizing his dedication to passenger rail services along the Northeast Corridor and nationwide. In addition to Wilmington, as many as two Amtrak trains also serve the Newark Train Station daily. In FY 2009, there were 673,908 passenger trips to and from Delaware and in FY 2010, there were 706,279 passenger trips.

Rail freight

CSX, Norfolk Southern, short-lines

Delaware has 282 total miles of rail lines, over which five companies provide rail freight service. CSX, Norfolk Southern, and three short-line railroads carry shipments originating in, or terminating in, the state. Coal, nonmetallic minerals and chemicals account for 67% of inbound shipments, while chemicals, transportation equipment, and nonmetallic minerals make up 63% of outbound rail shipments. Much of the rail traffic that travels through Delaware is pass-through, or bridge traffic, that neither begins nor ends in Delaware.

Aviation

Airports have the capacity to grow

Public airports in Delaware are focused primarily on private business and recreational flights. Most commercial airline passengers fly out of nearby Philadelphia International Airport or Baltimore/Washington Thurgood Marshall International Airport (BWI). As the Flight Activity chart shows, Delaware's public airports offer ample capacity for the near future for both passenger and freight movement.

New Castle County Airport

The New Castle County Airport is operated by the Delaware River & Bay Authority. It is the largest civilian airport in the state, with three major runways, ten taxiways, and facilities that cover 1,250 acres. The airport includes significant hangar and aviation-related business rental space, as well as a flight school, aircraft rentals, and repair services. Approximately 68 business jets and 220 propeller aircraft are based there. The airport provides 24-hour-a-day, 7-day services for aircraft up to and including DC-8s, plus complete ground transportation and handling services.

Dover Air Force Base

This U.S. military base is the largest aerial port facility on the East Coast and is an important contributor to the economy of Kent County. The Dover base serves as a key support facility for overseas military and humanitarian operations. A joint use agreement between the base and the Department of Transportation allows private aircraft to use the adjacent DAF Civil Air Terminal, a 13,000 foot runway. Flights into the base require 72-hour notice.



Sussex County Airport

Located in Georgetown, the Sussex County Airport is owned and operated by the county government. This airport serves general aviation, corporate aviation, the military, and the state police.

Delaware Airpark

DelDOT purchased this Cheswold facility in 2000 and it is operated by the Delaware River & Bay Authority under a long-term agreement. The airport serves general and corporate aviation in Kent County, as well as the Delaware State University aviation flight training program.

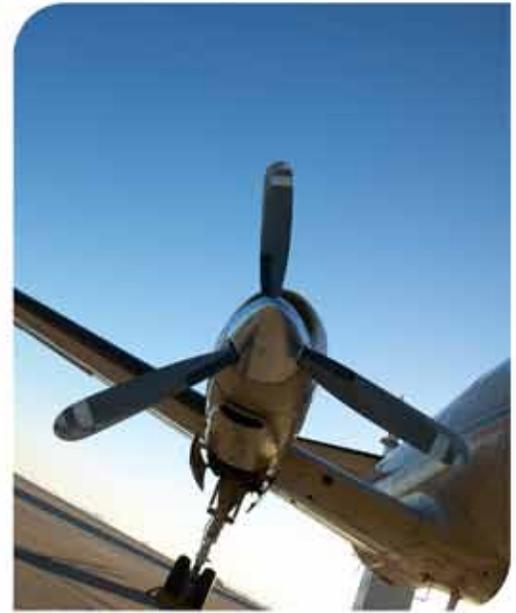


Figure 8.1
Flight Activity at Public Airports, 2009 vs. 2025

	2009			2025	
	Capacity	Flights	Percent of Capacity	Projected Flights	Percent of Capacity
New Castle County Airport	230,400	56,929	24.7%	72,176	31.3%
Summit Airport	172,900	41,466	24.0%	47,943	27.7%
Smyrna Airport	74,000	3,803	5.1%	4,299	5.8%
Chandelle Airport	45,200	3,456	7.7%	3,710	8.2%
Delaware Airpark	145,500	13,847	9.5%	41,973	28.9%
Jenkins Airport	65,200	2,362	3.6%	2,740	4.2%
Civil Air Terminal, Dover AFB	13,500	660	4.9%	1,000	7.4%
Chorman Airport	45,000	12,780	28.4%	23,547	52.3%
Laurel Airport	54,000	10,377	19.2%	13,390	24.8%
Sussex County Airport	171,000	25,988	15.2%	33,480	19.6%
Total		171,668		244,258	

Source: DelDOT Planning, Office of Aeronautics

Nautical

Cape May-Lewes Ferry

Owned and operated by the Delaware River & Bay Authority, the Cape May-Lewes Ferry offers a 17-mile, 80-minute mini-cruise across the Delaware Bay between Lewes, Delaware and Cape May, New Jersey. Each ferry in the three-vessel fleet can carry up to 100 cars and 1000 passengers. During the summer, the service averages from 11 to 17 trips daily, and from 5 to 11 trips daily the rest of the year. The ferry is a tourist attraction, as well as an alternative to the Delaware Memorial Bridge for motorists traveling the Delmarva Peninsula. In 2009, the fleet carried 845,362 passengers and 291,368 vehicles. In 2010, ridership fell for the second consecutive year to 831,694 and vehicle use decreased to 286,465.

Figure 8.2

Cape May - Lewes Ferry Annual Ridership, 2008-2010

	Passengers	Vehicles
2008	921,809	318,000
2009	845,362	291,368
2010	831,694	286,465

Source: Delaware River & Bay Authority

Woodland Ferry

Continuing the tradition begun in 1703, Delaware's historic Woodland Ferry has resumed service with the launch of a new ferryboat, the Tina Fallon, on October 29, 2008. The ferry was named after State Representative Tina Fallon who served in the Delaware General Assembly from 1978 to 2006. Built in Salisbury, Maryland, the new ferry carries up to six vehicles and decreases the wait time for those who wish to cross the river. Improvements were also made to the wharves and slips. The Delaware Department of Transportation took over operation of the ferry in 1935.

Nanticoke Barge Traffic

Commercial navigation in Delaware also includes barge traffic on Sussex County's Nanticoke River. Tugboats move up to 400 barges per year near Seaford, carrying approximately 1.3 tons of grain, aggregate and fuel. The U.S. Coast Guard and Army Corps of Engineers oversee this traffic.

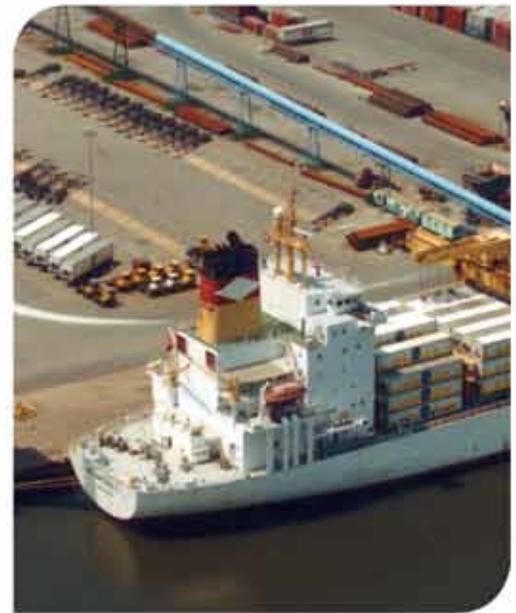


Port of Wilmington, DE

A full-service deepwater port and marine terminal

The Port of Wilmington is owned by the State of Delaware and operated by the Diamond State Port Corporation (DSPC). It is the #1 port in North America for imports of fresh fruit, bananas and juice concentrate. The 308-acre deepwater port, marine terminal and dock-side cold storage facility handles over 400 vessels per year. In 2009, over 4.1 million tons of goods were shipped through this facility.

The port is located at the confluence of the Delaware and Christina Rivers, 65 miles from the Atlantic Ocean. Port facilities include 7 deepwater general cargo berths, a tanker berth, a floating berth for RoRo (Roll-on/Roll-off) vessels on the Christina River and an auto and RoRo berth on the Delaware River. Nearly 50 acres of open space is used for storage of automobiles, containers, steel and lumber. Temperature controlled facilities include 6 separate warehouses with over 11 million cubic feet of chilled and frozen storage capacity.



Port news

In January 2009, Höegh Autoliners, Inc. and AutoPort, Inc. signed 10-year land leases with DSPC, and in September 2008 Chiquita Fresh North American signed an 11-year lease contract for their tropical fruit weekly service.

Figure 8.3
Waterborne Shipments Received
Port of Wilmington, DE
2007-2009

	Short Tons
2007	3,856,000
2008	3,959,000
2009	4,149,000

Source: Port of Wilmington, DE

Figure 8.4
Cargo Mix Port of Wilmington, DE
2008-2009

	2008 (short tons)	2009 (short tons)
Non-containerized cargo	701,000	503,000
Containerized cargo	1,579,000	1,571,000
Dry bulk cargo	637,000	666,000
Liquid bulk petroleum cargo	942,000	1,409,000
Total cargo mix	3,959,000	4,149,000

Source: Port of Wilmington, DE

Statewide Long Range Transportation Plan

20-year planning overview

Delaware's Statewide Long Range Transportation Plan is updated every five years. It takes a 20-year view of the principles, policies, actions and performance measures that will shape future transportation investments in the state. It envisions a statewide transportation network that reflects the ideas and strategies of the state government's *Statewide Strategies for Policies and Spending* report and also any policies initiated by Governor Markell.

Figure 9.1

Statewide Plans



Source: DelDOT Planning



Capital Transportation Plan (CTP)

6-year list of projects

Each year at the end of July, the Governor’s Council on Transportation (COT) presents an updated Capital Transportation Plan (CTP) to the Delaware legislature for funding in the Bond Bill. The CTP is a 6-year list of specific transportation projects, time frames and costs. Before presenting the CTP to the legislature, the list of projects DelDOT has proposed passes through several qualifying reviews. Review by the COT assures state policies and strategies are being followed. Local Metropolitan Planning Organizations (MPOs) look at the proposed projects in terms of their ability to meet federal long range plans and requirements. The public has the opportunity to weigh in at public workshops and public hearings on whether the projects fit well into the character and growth plans of their communities.



CTP Fiscal Year Work Program

1-year plan to implement approved projects

Capital Transportation Plan projects that are approved and funded in the Bond Bill are entered into a fiscal year work program. The purpose of this work program is to prioritize projects and list immediate actions that need to be taken to move the projects toward completion. Actions include confirming costs, setting schedules (often done in phases) and assigning accountability to various DelDOT departments.

Figure 9.2
Policy Principles

<p>1. System Preservation/Optimization <i>Maintenance First</i></p>	<p>Focus on maintenance and operations and optimization of the Transportation System.</p>
<p>2. Development <i>Direct programs, services and facilities to support smart growth and smart transportation initiatives.</i></p>	<p>Coordinate land use and transportation in a manner that promotes long-term transportation efficiency.</p>
<p>3. Travel Opportunities and Choices <i>Maximize transportation choices for residents and visitors.</i></p>	<p>Promote expansion of a variety of travel opportunities with connections to work, places, services, residences and recreation for those with limited mobility options and the general public.</p>
<p>4. Cost Effectiveness <i>Use cost-effectiveness as the fundamental principle.</i></p>	<p>Use cost-effectiveness indicators when prioritizing projects. Maintain and use existing resources and equipment. Use technology to improve service.</p>

Source: DelDOT Planning

Transportation Planning Organizations

The Council on Transportation and the Capital Transportation Plan

The Delaware Council on Transportation (COT) is a nine-member panel of business and community leaders appointed by the Governor to advise on issues relating to transportation. The COT reviews and seeks public comment on the Capital Transportation Plan (CTP).

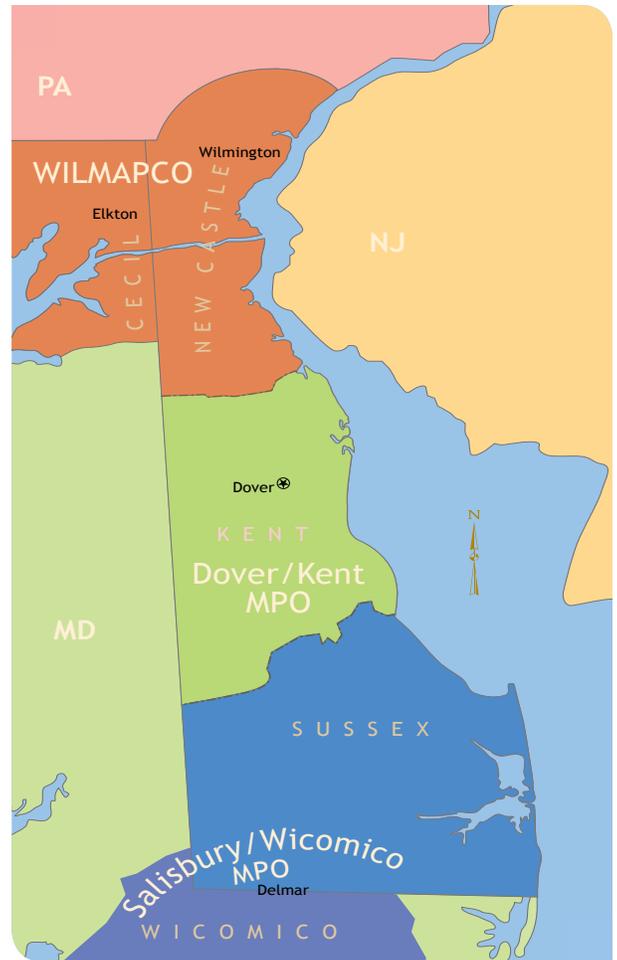
Metropolitan Planning Organizations (MPOs)

The federal government's Surface Transportation Laws and Regulations require metropolitan areas with populations of 50,000 or more to organize Metropolitan Planning Organizations (MPOs). Delaware's MPOs work with DelDOT to develop region-wide coordinated programs, projects and long range plans. The MPOs develop a prioritized Transportation Improvement Plan (TIP) that aligns with the first three years of Delaware's Capital Transportation Plan. MPOs monitor efforts on all projects within their region that use federal funding.

Transportation Planning Areas

The Wilmington Area Planning Council, known as WILMAPCO, guides transportation planning in New Castle County, Delaware and in Cecil County, Maryland, while the Dover/Kent MPO serves Kent County. The Salisbury Wicomico MPO serves Wicomico County in Maryland and the town of Delmar, which spans both states. Each MPO has a Technical Advisory Committee made up of civic, business, environmental and private transportation provider interest groups. Though Sussex County does not have an MPO at this time, it is expected that the next census may show an MPO qualifying population of 50,000 full-time residents. Currently, the Sussex County Council is responsible for transportation planning in Sussex County.

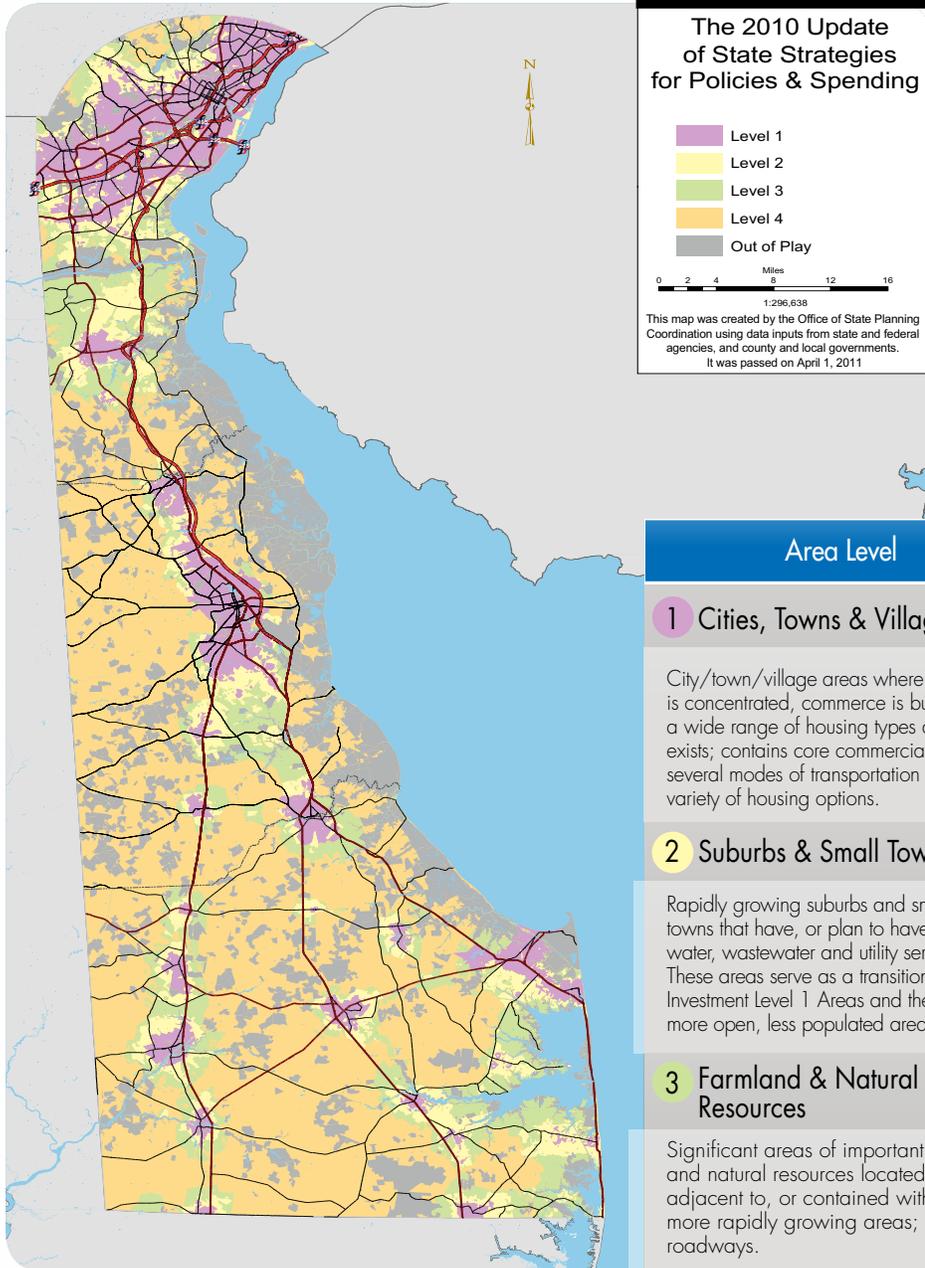
Figure 9.3
Metropolitan Planning Organizations (MPOs)



Source: DelDOT Planning

Wilmington Area Planning Council (WILMAPCO)	Dover/Kent MPO	Salisbury/Wicomico MPO
Tigist Zegeye Executive Director 850 Library Avenue, Suite 100 Newark, DE 19711	Rich Vetter Executive Director P.O. Box 383 Dover, DE 19903-0383	Gary R. Pusey Long Range Transportation Planner P.O. Box 870 Salisbury, MD 21803
Delaware (302) 737-6206 Cecil County Toll Free (888) 808-7088	(302) 387-6030	(410) 548-4860

Figure 9.4
The 2010 Update of
Strategies for State Policies and
Spending Map



Levels of Transportation Investment

Levels of investment and strategies are based on land-use policies

The 2010 Update of Strategies for State Policies and Spending, and the map in Figure 9.4, show where various levels of transportation investments are planned throughout the state. The four levels of investment and accompanying strategies are based on an analysis of state, county and local land-use policies. The levels are not meant as ascending levels of importance, but rather as a way to distinguish the different types of funding priorities within each area.

Area Level	Investment Strategy
<p>1 Cities, Towns & Villages</p> <p>City/town/village areas where population is concentrated, commerce is bustling, and a wide range of housing types already exists; contains core commercial area, several modes of transportation and a variety of housing options.</p>	<p>Redevelop and Reinvest</p> <p>State policies will encourage redevelopment and reinvestment.</p>
<p>2 Suburbs & Small Towns</p> <p>Rapidly growing suburbs and smaller towns that have, or plan to have, public water, wastewater and utility services. These areas serve as a transition between Investment Level 1 Areas and the state's more open, less populated areas.</p>	<p>Well-Designed Development</p> <p>Promote well-designed development, including a variety of housing types, user-friendly transportation systems, recreation and other public facilities.</p>
<p>3 Farmland & Natural Resources</p> <p>Significant areas of important farmland and natural resources located either adjacent to, or contained within, more rapidly growing areas; regional roadways.</p>	<p>Maintain Existing + Phased Growth</p> <p>Maintain existing infrastructure. Invest in phased, guided future growth only after Levels 1 and 2 are substantially built out, or when the infrastructure or facilities are logical extensions of existing systems.</p>
<p>4 Rural & Undeveloped Areas</p> <p>Rural areas with agribusiness, farms and settlements, typically located at historic crossroads. Also undeveloped natural areas such as forestlands; state and county parks; fish and wildlife preserves.</p>	<p>Discourage Additional Development</p> <p>Retain the rural landscape and preserve open spaces and farmlands. Discourage additional development.</p>

Source: Delaware Office of State Planning Coordination

Sources of Revenue

Funding is from three primary sources

Funding for Delaware transportation programs and services comes from three major sources: the Transportation Trust Fund, Bond Proceeds and Federal Funds. In 2010, Bond Proceeds fell to \$0.0 million dollars, down from \$223.2 million in 2009. Transportation Trust Fund revenues fell by \$0.4 million to \$419.7 in 2010 and Federal Funds increased by \$48.4 million to \$239.1 million in 2010.

Transportation Trust Fund

Transportation Trust Fund (TTF) revenues are the largest and most stable source of income for the Delaware Department of Transportation. The TTF was established in 1987 to provide a predictable source of revenue to finance the construction and maintenance of Delaware's transportation system. It provides financing for the state share of all transportation capital and operating expenditures, including transit. Bonds are sold against this revenue stream. At least 50% of the Capital Transportation Program (CTP) must be financed from annual revenues; the other 50% may be bonded. Dollar amounts shown in the TTF Revenue table below (Figure 10.2) do not include the \$10 million state general fund transfer of escheat tax revenue or any other general fund transfers.

Figure 10.1

Major Sources of Transportation Revenue in Delaware (in millions), FY 2008-2010

	Bond Proceeds	Trust Funds	Federal Funds
2008	84.7	434.2	146.3
2009	223.2	420.1	190.7
2010	0.0	419.7	239.1

Source: Trust Fund Administration, Audited Financial Statements & Accounting Federal Fund Receivables

Figure 10.2

Transportation Trust Fund Revenue (in millions), FY 2009-2010

	FY 2009	Percent	FY 2010	Percent
Toll revenue: I-95*, SR 1	165,722	39.4%	164,901	39.3%
Motor fuel tax	119,466	28.4%	115,740	27.6%
Motor vehicle document fee	56,200	13.4%	58,353	13.9%
Motor vehicle registration fee	43,349	10.3%	44,524	10.5%
Misc. transportation revenue	22,486	5.4%	22,816	5.4%
Misc. revenue	8,215	2.0%	11,032	2.6%
Investment income	4,672	1.1%	2,302	0.5%
Total	420,110	100%	419,668	100%

* Includes concession revenue of \$2.2 million

Source: Trust Fund Administration, Audited Financial Statements

Transportation Trust Fund income sources

Motor fuel taxes, toll revenue, and motor vehicle document fees are the primary sources of income to the Transportation Trust Fund. Vehicle registrations, title fees, and driver's license fees are also dedicated to the fund. Motor fuel tax revenue is derived from state taxes imposed on gasoline and special fuels. Fuel distributors and dealers collect these taxes and pay them to the state. Taxes have held steady at \$0.23 per gallon on gasoline and \$.22 per gallon on special fuels for the last decade.

Figure 10.3
**State Motor Fuel Tax History
1987, 1997, 2010 (per gallon)**

	1987	1997	2010
Gasoline	0.13	0.23	0.23
Special fuels	0.13	0.22	0.22

No change since 1997.
Source: Trust Fund Administration

Federal Highway Administration funding

On August 10, 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users. Known as SAFETEA-LU, the act guarantees funding for highways, highway safety, and public transportation investments. SAFETEA-LU focuses on transportation issues of national significance, while giving the state and local transportation decision-makers more flexibility for solving transportation problems in their communities. The Federal Highway Administration (FHWA) apportions the funding to the states.

Federal Transit Administration (FTA) funding

Federal Transit Administration funds support Urban and Rural Transit, Clean Fuels, MPO and State Planning, Fixed Guideway (SEPTA in Delaware), Elderly, Disabled, New Freedoms and Welfare-to-Work programs.



Figure 10.4
**FHWA Apportionments,
FY 2009 (in millions)**

	FY 2009
Congestion mitigation/Air quality	10.0
Discretionary/Earmarks *	3.7
Bridge	12.3
National Highway System	54.7
Interstate maintenance	6.0
Planning	5.1
High priority projects/Minimum guarantee/RABA	42.5
Recreational trails/Scenic highways	0.9
Surface Transportation Program	44.2
Miscellaneous	0.1
American Renewal & Recovery Act (ARRA)	121.8
	301.3

*Congressional earmarks will replace discretionary funds
Source: DelDOT Finance

Figure 10.5
**FTA Apportionments,
FY 2009 (in millions)**

	FY 2009
Discretionary	0.0
Urban	12.8
Rural	1.3
Clean fuels	2.2
Elderly, disabled, & new freedoms	0.7
MPO & state planning	0.5
Fixed guideway (SEPTA)	0.7
Welfare-to-Work	0.4
	18.6

Source: DelDOT Finance

Federally Funded Transportation Programs

Federal funding is provided through a number of programs:

- Highway Safety Improvement Program**
 Identifies accident patterns and creates solutions to reduce the number and severity of accidents on our highways.
- National Highway System**
 In Delaware, 338.19 miles of roadways are designated as part of the National Highway System, targeted for Federal funds.
- Interstate**
 Separate funding is available for completion and maintenance of 261 lane-miles of non-tolled interstate.
- Surface Transportation Program**
 These funds may be used for a variety of projects, both highway and transit, on any roads not classified as local or rural minor collectors.
- Transportation Enhancements Program**
 Typical projects include bicycle and pedestrian facilities, preservation of historic transportation structures, and beautification of transportation-related projects. Part of the Surface Transportation Program.
- Congestion Mitigation and Air Quality Improvement Program**
 Since the entire State has been designated as a non-attainment area, Delaware is eligible for these funds. Money may be used for a variety of programs to improve air quality.
- Bridge Replacement and Rehabilitation**
 This program provides funds to states for the replacement or rehabilitation of unsafe bridges due to structural deficiencies, physical deterioration, or functional obsolescence.
- State Planning and Research Program**
 These funds are used by the Department to undertake community based transportation plans and studies, data collection and analysis activities, and to support a variety of transportation-related research efforts.

Figure 10.6

Delaware Department of Transportation Capital Transportation Program FY 2009 (in thousands)

I. Road System	
Expressways	\$31,630.50
Arterials	\$118,183.20
Collectors	\$8,722.00
Locals	\$12,814.40
Bridges	\$27,025.90
Other	\$153,486.50
Total road system	\$351,862.50
II. Grants and Allocations	
Community Transportation Fund	\$18,600.00
Municipal street aid	\$6,000.00
Total grants & allocations	\$24,600.00
III. Transit	\$69,181.20
IV. Support System	
Rail (crossings, commuter, preservation, Wilmington Station)	—
Planning	\$8,798.80
Transportation facilities	\$11,500.00
Transit facilities	—
Technology	\$8,070.00
Equipment	\$4,500.00
Transportation management improvements	\$5,740.00
Engineering & contingencies	\$21,600.00
Hydrogen storage, Fuel Cell Program, misc.	—
Woodland Ferry	—
Aeronautics	\$19,925.00
Contingency	\$5,000.00
Advanced Acquisition	\$2,000.00
Total support system	\$87,133.80
Total Program	\$532,777.50

Source: Capital Transportation Program

Figure 10.7



Source: DelDOT Planning

2010 DELAWARE TRANSPORTATION FACTS

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