

DELAWARE

TRANSPORTATION FACTS 2014



Delaware Department
of Transportation

Excellence in Transportation

Annual Report and Transportation Facts

A guide for Stakeholders, Transportation Professionals, Elected and Appointed Officials

IMPORTANT NUMBERS

DelDOT

Public Relations.....	(800) 652-5600 or (302) 760-2080
Finance.....	(302) 760-2700
Human Resources.....	(302) 760-2011
Planning.....	(302) 760-2111
Maintenance & Operations.....	(302) 760-2201
Technology & Support Services.....	(302) 760-2099
Traffic Management Center.....	(302) 659-4600
Transportation Solutions.....	(302) 760-2305
Delaware Transit Corporation.....	(302) 577-3278 or (302) 760-2800
Motor Fuel Tax Administration.....	(302) 744-2715
Hauling Permits.....	(302) 744-2700
Motor Vehicles	
Greater Wilmington.....	(302) 434-3200
Delaware City.....	(302) 326-5000
Dover.....	(302) 744-2500
Georgetown.....	(302) 853-1000
Website.....	deldot.gov

Delaware Transit Corporation - A Subsidiary of DelDOT

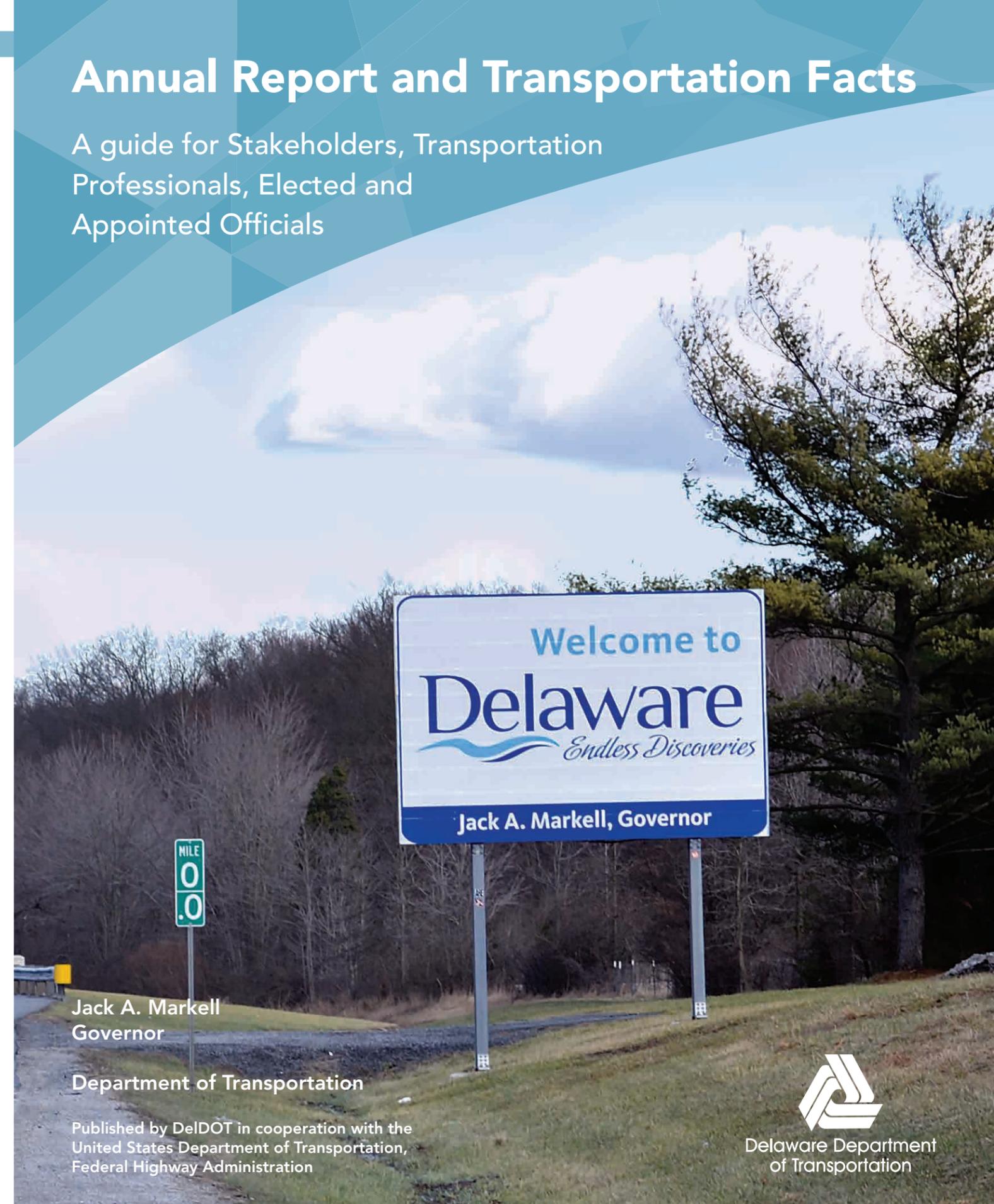
DART First State statewide Bus Route & Schedule Information.....	(800) 652-DART (3278)
Paratransit.....	(800) 553-DART (3278)
Specialized transportation for ADA-certified individuals	
Customer Relations.....	(800) 652-DART (3278)
TTY.....	(800) 252-1600
Hearing and Voice Impaired	
SEPTA R2 Train Service.....	(800) 652-DART or (215) 580-7800
Commuter train service connecting Newark, Churchmans Crossing, Wilmington, and Claymont to Philadelphia, PA	
RideShare Delaware & Home Free Guarantee.....	1-888-RIDE-MATCH (743-3628)
Carpool matching service and Guaranteed Ride Home Program	
Park & Rides / Park & Pools.....	(800) 652-DART (3278)
Designated parking lots available throughout the state to park your car and catch a bus or carpool	
Operation Lifesaver Delaware.....	(302) 576-6013
Railroad Crossing & Right-of-Way safety awareness	
Travel Training.....	(800) 652-DART (3278)
Learn how to ride public transit in one-on-one or group training sessions	
SCAT (Senior Citizens Affordable Taxi).....	(800) 355-8080
50% discount on taxi fares for seniors and persons with disabilities	
Website.....	DartFirstState.com

Other State Agencies

Delaware Economic Development Office	
Wilmington.....	(302) 577-8477
Dover.....	(302) 739-4271
Department of Safety and Homeland Security.....	(302) 744-2680
Delaware State Police.....	(302) 739-5901
Office of State Planning.....	(302) 739-3090
First State Online.....	delaware.gov

Other Organizations

Amtrak.....	(800) 872-7245
Delaware River & Bay Authority.....	(302) 571-6300
FHWA (Dover 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) 831-6028
US Bureau of the Census (Philadelphia Regional 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



Jack A. Markell
Governor

Department of Transportation

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Federal Highway Administration



Delaware Department
of Transportation

Our Mission

Excellence in Transportation

Every Trip • Every Mode • Every Dollar • Everyone

Every Trip — We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

Every Mode — We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails and walking paths.

Every Dollar — We seek the best value for every dollar spent for the benefit of all.

Everyone — We engage our customers and employees with respect and courtesy as we deliver our services.

Our Goals

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



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The Delaware Department of Transportation (DelDOT) Organization



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:

- 13,541 lane miles of highways
- 1,625 bridges and one ferry
- Over 1,200 signals
- Over 300,000 signs
- 256 miles of fiber optic cable, 148 cameras and 85 automatic traffic detectors
- 54 toll lanes
- 130 buildings
- 3,514 miles of ditches
- Over 1,376 miles of storm drains
- Over 85,000 drainage structures (inlets and manholes)
- Over 540 stormwater management facilities
- Over 8,000 vehicles inspected each week
- 39 SEPTA weekday trips in Delaware
- 244 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 Division of Motor Vehicles. DelDOT also takes an active role in implementing State, county and local plans. We 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:

- Mow 50,199 acres of grass
- Trim 126 miles of roadside vegetation
- Inspect 15,500 catch basins and storm drains
- Remove 4,748 illegal signs

Last year, DelDOT crews and many inmates from the Delaware Department of Corrections gathered over 31,040 bags of trash along more than 6,000 miles of Delaware's highways. Using inmate crews saves the State money that would otherwise come from the DelDOT operating 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 700,000 passenger trips move through Wilmington's Amtrak Station each year
- The Delaware Memorial Bridge carries nearly 34 million cars yearly on the twin spans that join Delaware and New Jersey
- The busiest segment of I-95 carries an average of nearly 180,000 vehicles per day
- I-295 carries a daily average of nearly 89,000 vehicles
- Segments of I-495 average in excess of 90,000 vehicles per day



Population

Delaware's population to exceed one million by 2025

In Delaware, the highest concentration of residents is in New Castle County; however Sussex County is experiencing the highest rate of growth. According to the 2010 Census, between 2010 and 2025, it is projected that the population in New Castle County will grow 10 percent, while Kent will grow 15 percent and Sussex will grow 26 percent.

Figure A.1
Delaware Population, 2014-2025

	New Castle	Kent	Sussex	Statewide
2014	552,778	171,987	210,849	935,614
2020 (Projected)	578,300	180,333	237,517	996,150
2025 (Projected)	595,007	187,074	250,365	1,032,446

Source: Center for Applied Demography & Survey Research, University of Delaware, U.S. Bureau of Census (Census 2010), Delaware Population Consortium
Note: Census figures are updated every 10 years



Delaware's Roadway System

DelDOT maintains 89 percent of all roads in Delaware

As the capacity of freeways, expressways and major and minor roads increases in Delaware, so must the budget to maintain or repair them. Only 30 percent 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 13,541 lane miles of roads. DelDOT is responsible for maintaining 87 percent of the roads in the State. The national average of state-maintained roads is approximately 20 percent.

Figure A.2
Lane Miles in Delaware, 2013-2014

	New Castle '13	New Castle '14	Kent '13	Kent '14	Sussex '13	Sussex '14
Interstate	256	273	0	0	0	0
Other Freeways & Expressways	50	140	85	112	0	0
Other Principal Arterial	624	555	148	120	490	487
Minor Arterial	419	404	290	289	112	111
Major Collector	553	519	371	371	738	733
Minor Collector	90	150	168	246	187	265
Local	3,779	3,534	2,180	1,986	3,372	3,246
Total Lane Miles	5,771	5,575	3,242	3,124	4,899	4,842

Source: DelDOT Planning



Performance Management

We strive every day to make DelDOT a world-class transportation agency that has the public's trust and is a careful steward of taxpayer dollars. A large part of our success is dependent upon improving services we deliver to meet our customers' needs and making the right investments in the transportation system at the right time. We work together as TEAM DelDOT, with a focus on being Transparent, Efficient and Accountable with Measurable performance. We are continuing to implement Performance Management, which is the on-going process of establishing, measuring and analyzing performance results in order to make policy decisions, allocate resources and make operational decisions which drive better performance. For additional information on our performance, visit the DelDOT Dashboard at deldot.gov/dashboard.



Delaware Transit Corporation (DTC) operates DART First State, offering a statewide network of transportation options. Services provided include fixed route, intercounty, seasonal bus, paratransit for people with disabilities, commuter train service contracted through SEPTA and RideShare Delaware's ride matching program. DTC also manages revenue-generating parking properties in the City of Wilmington.

DART First State Statewide Bus Service

DART provides statewide local fixed route bus service, offering over 2,682 bus stops, 283 bus shelters and 86 benches. All DART fixed route buses are wheelchair accessible and bike rack equipped.

A "Greener" Bus Fleet

DART's fixed route bus fleet utilizes ultra-low sulfur diesel fuel. To further reduce emissions and fuel costs, DART's fleet includes 30 diesel/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. DTC recently added 5 propane-powered vehicles to their Paratransit fleet, which greatly reduces vehicle emissions. DART plans to add propane fueling stations at three facilities in 2016, and a fourth station by 2018.

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.

Helping to ensure better performance, an improved AVL System coming online in the next year will enable riders to get real-time information on their mobile devices.

Google Transit

DART offers online trip planning via Google Transit on its website, DartFirstState.com. Google Transit allows customers to enter their origin, destination, day and time of travel. The software then matches their itinerary with the nearest bus stop or train station, route(s) and schedule times.

New Castle County

DART provides weekday bus service on 44 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 nine routes. Key area transit hubs include the Wilmington Train Station, Rodney Square, Christiana Mall and Newark Transit Hub. DART also operates 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 six Park & Pool lots in New Castle County.*

Intercounty

DART Intercounty Route 301 provides service between Kent and New Castle Counties. This bus route gives riders the option of connecting to local buses in Dover or Wilmington, to the Wilmington Train Station, to major employment centers or to the Christiana Mall six days per week.* Intercounty Route 303 operates weekdays between Dover, Milford and Georgetown offering connections to fixed route services in both Kent and Sussex Counties.

Kent County

In the Dover area, DART bus service includes 13 weekday fixed routes, as well as connections to 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 two year-round routes in the areas of Georgetown, Lewes, Rehoboth, Bridgeville, Seaford, Laurel and Delmar. In addition, three new Flex Routes were introduced in November 2014, operating within Georgetown, between Georgetown and Millsboro, and within Seaford, offering off-route curbside pick-ups/drop-offs within one mile of the regular route by reservation. 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 seven days a week, the Resort service provided 287,215 passenger trips in the 2014 season. The ever-popular, best performing Route 201 serving the Rehoboth Boardwalk, provided 203,218 passenger trips. DART Route 305-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 3,565 passenger trips. Sussex County has one Park & Ride and four Park & Pool lots.*

*See Park & Ride/Park & Pool Map page 9.

Figure 1.1

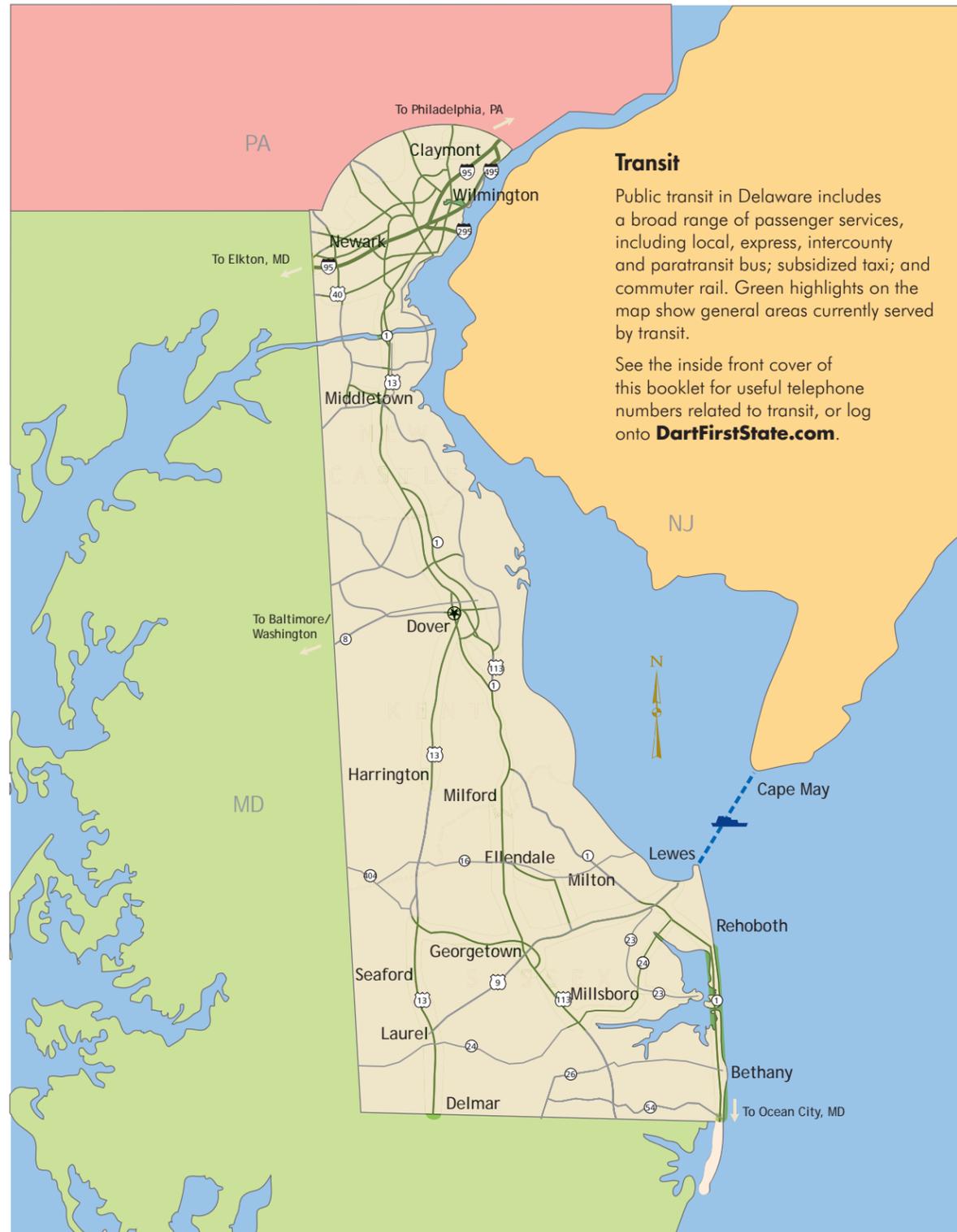
DART First State Bus and SEPTA Ridership, FY 2012-2014

	2012	2013	2014
Fixed Routes	10,601,325	10,188,565	9,933,869
Paratransit	992,937	1,006,698	1,018,249
SEPTA	1,207,644	1,232,814	1,225,507

Source: DelDOT Delaware Transit Corporation



Figure 1.2
DART First State Transit System Coverage Map



Source: DelDOT Delaware Transit Corporation

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.

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. 39 SEPTA trains each weekday, with 14 Saturday trains serve Wilmington and Claymont; 19 weekday trains serve Fairplay station at Churchman's Crossing and Newark, with connecting bus service to/from six additional trains in Wilmington.

Amtrak

Approximately 90 Amtrak trains, primarily Acela Express and Regional trains, serve the historic Wilmington Train Station each weekday, with slightly lower numbers on weekends. In 2011, the station was rededicated as the Joseph R. Biden Jr. Railroad

Station, recognizing Vice President Biden for his dedication to passenger rail services along the Northeast Corridor and nationwide. In addition to Wilmington, two Amtrak trains also serve the Newark Train Station daily with additional service on weekends. In FY 2013, there were 712,977 passenger trips to and from Delaware.

Amtrak provides SEPTA and the Delaware Transit Corporation with access to Northeast Corridor tracks for commuter operations.

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 percent of inbound shipments, while chemicals, transportation equipment and nonmetallic minerals make up 63 percent 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.

Figure 1.3
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.



Paratransit Services

Door-to-door service to qualified individuals is available with at least one day advanced reservation. Certification, as defined by the ADA, 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. Individuals must also be certified through an application process. For questions regarding the application processes, please call 1-800-652-DART (3278), Option 3. Call 1-800-553-DART (3278) to make a reservation. To access the automated phone system, please call 1-800-652-DART (3278), Option 3. It is available anytime, anywhere, 24 hours-a-day, seven days-a-week. You can book trips, cancel trips, or get confirmation of trips booked.

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. For more information regarding Travel Training, please call 1-800-652-DART (3278), Option 3.

Park & Ride/Park & Pool

49 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 49 of these lots statewide. Currently, seven of these facilities offer free access to secure bicycle lockers (see key on **Figure 1.4**). 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 **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 **ridesharedelaware.org** to learn more.

RideShare's School Pool Program

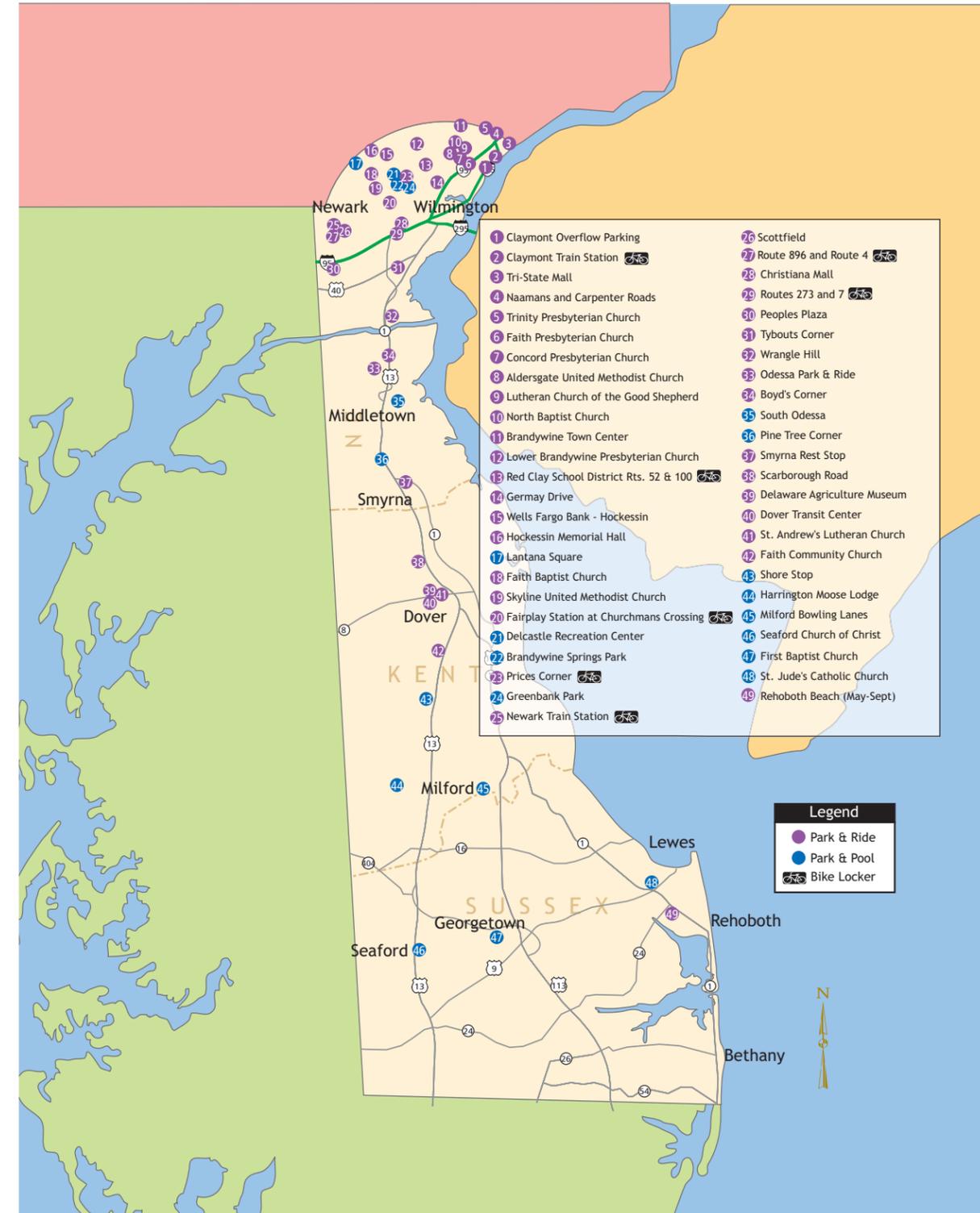
Join a parent pool for daily school trips or occasional rides

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 **ridesharedelaware.org** to learn more.



Figure 1.4

Delaware Park & Ride/Park & Pool Map



Source: DelDOT Delaware Transit Corporation



The Division of Motor Vehicles (DMV) continues to be one of the most visible agencies in State government. We serve a customer base of more than 880,000 registered vehicles and more than 812,000 driver license and identification card holders. Nearly 1.5 million customer transactions are conducted annually in our offices, as well as more than 64 million vehicle trips through our toll facilities. The Division's 625 employees are responsible for collecting over \$484 million annually for the Transportation Trust Fund.

The revenue generated by our services supports the DelDOT Transportation Trust Fund and is used for the operation of the State transportation system.

The DMV issues driver licenses and identification cards, which requires the division to screen applicants and ensure that they meet legal standards. The DMV also issues titles and registrations for motor vehicles and inspects vehicles for compliance with safety and emissions standards. We test the fuel and equipment at gas stations to ensure they comply with quality and environmental laws, oversee the collection of motor fuel taxes and license 785 automobile dealers across the State.

The DMV educates and licenses motorcyclists and registers taxi, bus and limousine services. We collect tolls, maintain the E-ZPass toll-collection system and oversee the operation of the Interstate 95 Welcome Center.

The DMV maintains offices in Wilmington, Delaware City, Dover and Georgetown. We also operate toll plazas in Newark, Dover and Biddles Corner.

Delaware City DMV

The new 45,000 square foot state-of-the-art facility opened in June 2014, replacing the former site at Airport & Churchman's Road which had been operating since 1965. It features 30 individual customer services windows, and 375 parking spaces all in a modern state-of-the-art setting that will serve the citizens of southern New Castle County for many years. The new site is expected to process over 550,000 customer transactions per year, and features a historically significant Art Deco-themed terracotta archway that was salvaged and frames the main entrance of the building.

Secure ID driver license or ID card

The DMV has been issuing more secure, federally-compliant driver licenses and identification cards for five years. 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:

- Identification (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).

DIVISION OF MOTOR VEHICLES LOCATIONS AND NUMBERS

Delaware City	302-326-5000
Just south of Rt.13 and Rt.72 intersections, with access from Rt.1 at Exit 152 north or southbound.	
Greater Wilmington	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	302-744-2500
On Transportation Circle, behind the DelDOT building on Rt.113, just south of the Rt.13 and 113 split.	
Georgetown	302-853-1000
West of Georgetown on South Bedford Street extended, and just before the Rt.113 intersection.	

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 dmv.de.gov or call any DMV division.

E-ZPass Customer Service Center

In March of 2014 the E-ZPass Delaware Customer Service Center (CSC) & DMV Call Center facility was relocated and opened on Loockerman Street in downtown Dover. The new operation provided 85 jobs and over 1,000 monthly E-ZPass customers to downtown Dover. This relocation was done in an effort to assist in the revitalization of the beautiful downtown area; the lease location had been vacant for many years and had no other prospects looking to occupy the space. DMV's E-ZPass partner, TransCore Inc., embraced the relocation to downtown Dover, which is not a traditional project for them. TransCore is an internationally renowned company and has transportation installations in more than 52 countries.

The E-ZPass CSC offices also house a new DMV Call Center. This is the first partnership of this nature in the Country and has already been lauded as a model for other tolling and motor vehicle agencies. This new call center handles over 600,000 annual DMV related phone calls. This will increase customer service levels at the four DMV sites statewide and provide prompt and courteous service to our customers seeking assistance via telephone. As part of the new call center a new "Live Chat" service was also launched that allows for real time customer service on our DMV website.



Delaware Driving Habits

Population, drivers, registered vehicles & miles traveled all increase

Population and licensed drivers in Delaware continued to rise. From 2012 to 2014 population has increased by over 15,000. In 2014, there were 674,869 licensed drivers, which is 7,204 more than in 2013 and 16,474 more than in 2012. There were 19,412 more vehicles registered in Delaware in 2014 versus 2013, and there were 9,450 million vehicle miles traveled whereas 2013 mileage was only 9,267 million miles.

Figure 2.1

Population, Drivers, Vehicles & Miles Traveled, 2012-2014

	Population	Licensed Drivers	Registered Motor Vehicles	Motor Vehicle Mileage (in millions)
2012	917,067	658,395	831,496	9,147
2013	925,956	667,665	848,026	9,267
2014	932,766	674,869	867,438	9,450

Source: Delaware State Police Statistical Report, 2014

How Delawareans commute to work, 2012-2014

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. Statewide, an average of four percent use alternative transportation to get to and from work.

Figure 2.2

Journey to Work Average, 2012-2014 Percent of Persons 16 Years and Older

	New Castle Percent	Kent Percent	Sussex Percent	Average Percent
Single occupancy vehicle	76.7	78.2	82.0	78.0
Multi occupancy vehicle	17.4	18.1	15.7	17.2
Public bus	2.8	1.0	0.9	2.1
Walked	2.3	2.3	1.4	2.1
Rode bike	0.8	0.3	< 0.1	0.6

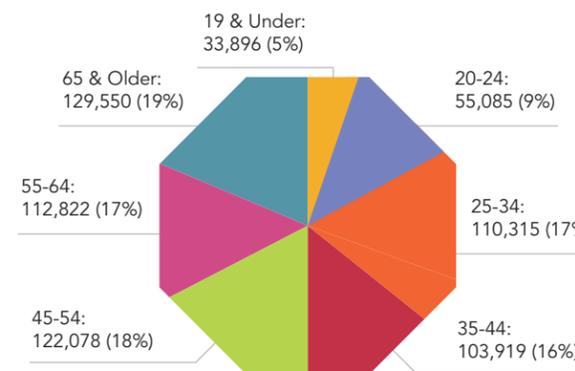
Source: Center for Applied Demography & Survey Research, University of Delaware

What age are drivers?

In 2013 and 2014, the proportionate age of licensed drivers in Delaware remains basically the same, however we saw a slight increase in 55 and older categories. Thirty-seven percent were in the 55 and older groups, as compared to 36 percent in 2013. Younger drivers, ages 16-24, represented 13 percent of all Delaware drivers.

Figure 2.3A

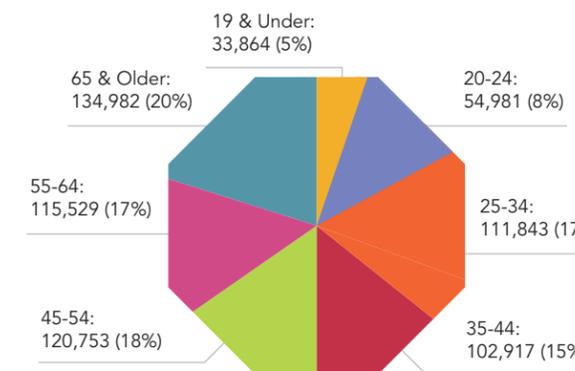
Age of License Drivers, 2013



Licensed Drivers
Total=667,665

Figure 2.3B

Age of License Drivers, 2014



Licensed Drivers
Total=674,869

Figure 2.4

Licensed Commercial Drivers, 2012-2014

Year	Drivers
2012	33,607
2013	33,132
2014	29,821

Source: Delaware State Police Statistical Report, 2014

Trucks play an important role in Delaware commerce

From 2012 to 2014, drivers holding commercial drivers licenses (CDL) decreased from 33,132 to 29,821, a decline of 3,311 CDL holders. Local commercial carriers serve automotive, agricultural, chemical and other industries, delivering an endless variety of goods, parcels and mail – both in and out of the State – to wholesalers, retailers and residents. Delaware’s sizeable 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.



Miles traveled increases to 9.5 billion in 2014 Up from 9.3 billion in 2013

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 has been increasing dramatically – from 4.2 billion miles traveled in 1980 to an all-time high of 9.4 billion in 2005 to 2007. The average annual miles has increased from 9.3 billion in 2013 to 9.5 billion in 2014.

Figure 2.5
Average Annual Vehicle Miles Traveled, 2012-2014

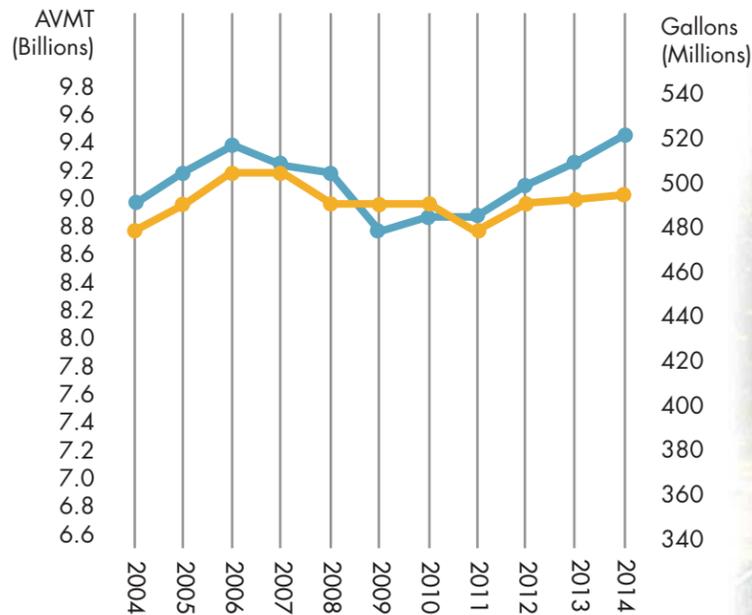
	2012	2013	2014
AVMT in billions	9.1	9.3	9.5

Source: DelDOT Planning

Fuel consumption increases

In 2014, Fuel Consumption vs. Average Vehicle Miles Traveled (AVMT) shows an increase in both gallons and miles. As Figure 2.6 illustrates, fuel consumption rose from 2013 to 2014, increasing from 494 million gallons to 497 million gallons. AVMT increased from 9.3 billion miles, to 9.5 billion miles.

Figure 2.6
Fuel Consumed vs. Average Vehicle Miles Traveled, 2004-2014



- Total Fuel Consumed (millions of gallons)
- Average Annual Vehicle Miles Traveled (billions)

Source: DelDOT Planning



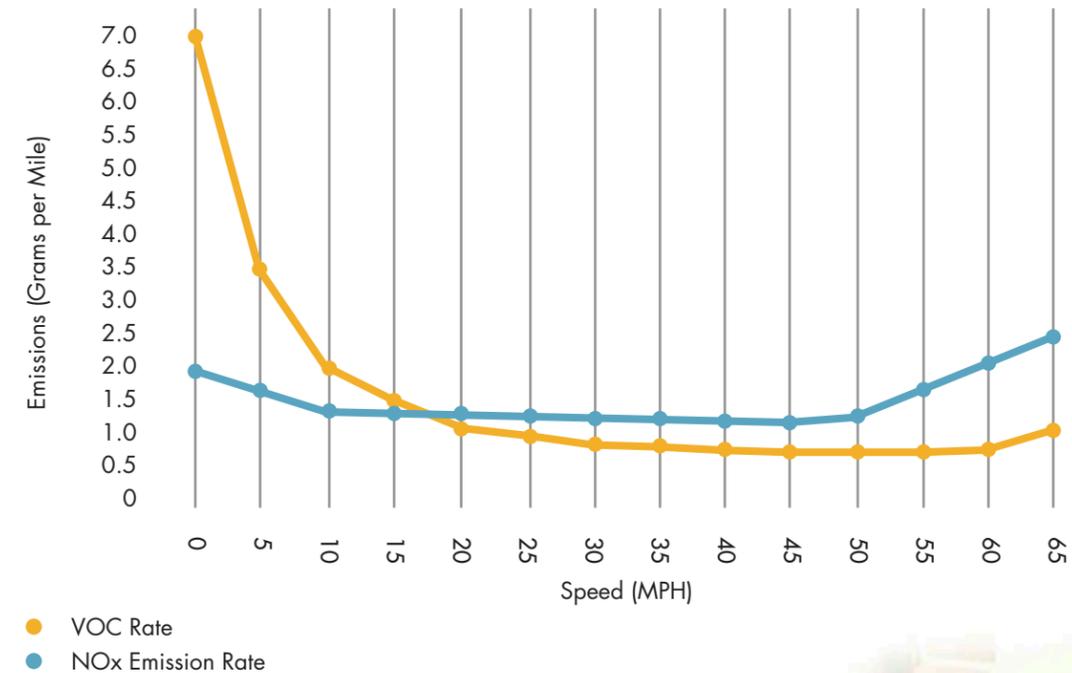
Meeting Clean Air Act Standards

Emissions testing

Delaware is one of 34 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.

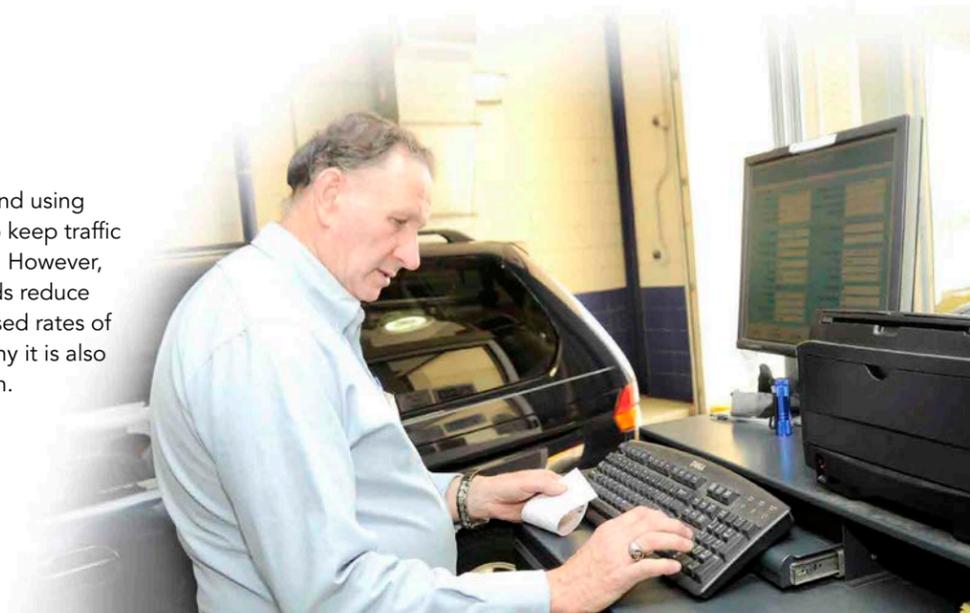
Figure 2.7
The Ozone Challenge
Speed reduces hydrocarbons, but elevates nitrogen oxides



Source: DelDOT Planning

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 above 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.





Key Services

Every decision has financial implications. To enable DeIDOT to achieve its mission, the Finance Division provides comprehensive financial management. We manage and account for the Department's cash, revenue, debt financing, appropriations, grants, capital projects and operating expenses. The primary goals for Finance are:

- Ensure proper control around receipt and disbursement of funds
- Ensure that the agency is adequately and efficiently funded
- Maintain the agency's investment grade credit rating
- Accurately account for and report the agency's activities and performance in timely and meaningful ways while meeting federal and state requirements
- Develop and manage the operating and capital budgets, including federal transportation appropriations and grants that support goals and other key departmental objectives
- Develop and maintain a financial accountability framework throughout the agency

Figure 3.1

Major Sources of Transportation Revenue in Delaware (in millions), FY 2012-2014

	Trust Funds	Federal Funds	Bond Proceeds
2012	435.2	213.2	0
2013	445.3	214.5	0
2014	461.1	201.3	0

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

To enable DeIDOT to achieve its mission, the Finance Division must provide sound and comprehensive financial management. Our services, such as decision analysis and accounting, affect every aspect of the Department. We manage revenue, capital projects, operating expenses, appropriations and grants.

Revenue sources

Funding for transportation programs and services comes primarily from the Transportation Trust Fund, The Federal Highway Trust Fund, The Federal Transit Administration, and on occasion and as circumstances warrant, Delaware Transportation Authority bond issues. In 2014, Transportation Trust Fund revenues increased \$15.8 million (3.4 percent) to \$461.1 million while federal funds decreased by \$13.2 million to \$201.3 million. No bonds were issued in this period.



Transportation Trust Fund

The Department has overall responsibility for coordinating and developing comprehensive, multi-modal transportation planning and policy for the State. In 1987, the Transportation Trust Fund (TTF) was established to provide a dedicated source of revenue to finance the construction and maintenance of Delaware's transportation system. The TTF is the recipient of revenue generated by DelDOT's operations: primarily tolls, motor vehicle and driver fees, and motor fuel taxes. These funds are prioritized toward the Department's debt service requirements followed by operating expenditures and capital project expenditures. As a policy, at least 50 percent of the State Capital Transportation Program (CTP) must be funded through resources available after expenses; the other 50 percent may be financed.

Transportation Trust Fund income sources

Motor fuel taxes, toll revenue and motor vehicle document fees are the primary sources of income to the TTF. Vehicle registrations, title fees and driver's license fees are also dedicated to the trust 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 \$0.22 per gallon on special fuels since 1997.

Figure 3.2
Transportation Trust Fund Revenue (in millions), FY 2013-2014

	FY 2013	Percent	FY 2014	Percent
Toll Revenue: I-95*, SR 1	\$166,313	37.3%	\$169,966	36.9%
Motor Fuel Tax	\$115,008	25.8%	\$116,928	25.4%
Motor Vehicle Document Fee	\$77,585	17.4%	\$84,830	18.4%
Motor Vehicle Registration Fee	\$47,560	10.6%	\$49,243	10.6%
Other DMV Fees	\$25,456	5.7%	\$26,260	5.7%
Miscellaneous Revenue	\$11,158	2.5%	\$11,577	2.5%
Interest Income	\$2,220	0.6%	\$2,257	0.5%
Total	\$445,300	100.0%	\$461,061	100.0%

* FY 2013 includes concession revenue of \$2.4 million.
Source: Trust Fund Administration, Audited Financial Statements

Federal Highway Administration funding

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike and pedestrian programs and policies established in 1991.

Federal Transit Administration funding

Federal Transit Administration (FTA) funds support urban and rural transit, clean fuels, MPO and State planning, fixed guideway (SEPTA in Delaware), elderly, disabled, New Freedom Funds and Welfare-to-Work programs.

Figure 3.3
FHWA Apportionments, FY 2014 (in millions)

	2014
Congestion Mitigation/Air Quality Discretionary/Earmarks *	11.2
Bridge**	0.0
National Highway System (NHS) Interstate Maintenance**	1.8
Planning	87.8
High Priority Projects/Minimum Guarantee/RABA	0.0
Recreational Trails/Scenic Highways	4.7
Surface Transportation Program	11.7
Miscellaneous	3.6
Total	162.4

* Congressional earmarks will replace discretionary funds
** MAP-21 includes the apportionment in NHS
Source: DelDOT Finance

Figure 3.4
FTA Apportionments, FY 2014 (in millions)

	2014
Discretionary	2.3
Urban	16.3
Rural	1.8
Clean Fuels	0.0
Elderly, Disabled & New Freedom Funds	0.8
MPO & State Planning	0.5
Fixed Guideway (SEPTA)	1.5
Welfare-to-Work	0.0
Total	23.2

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.
- 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.
- 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.





The Division of Human Resources is responsible for the recruitment, training, retention and succession planning of a multi-generational workforce of over 2,500 employees. This division promotes inclusiveness and a workforce that reflects diversity and promotes such in all venues within its realm of responsibility.

Key Services

In 2014, Human Resources (HR) continued to reach out and partner with the Employer Support of the Guard and Reserve (ESGR) and attended four Active Duty Military Job Fairs as well as Veterans & Family Job Fairs. HR continued to create awareness of employment opportunities at DeLDOT through outreach to schools and universities, as well as increasing our participation in the professional Engineering Society and engineer diverse organization recruitment events. HR also established a partnership with the John S. Charlton Program through which DeLDOT will provide opportunities for young adults transitioning from school to work, the Delaware School for the Deaf to increase employment opportunities for people with disabilities and the Heartwood Association, an organization that helps individuals with special needs gain employment. In fact, DeLDOT hired two casual seasonal deck hands for the Woodland Ferry through the latter partnership. In conjunction with the Delaware Economic Development Office (DEDO) and the Delaware Hispanic Commission, HR presented a workshop, "Applying for State Jobs" specifically to address the challenges of the Hispanic population.

The Division of Human Resources continues to provide an extensive curriculum of training courses and had over 3,000 participants during 2014. In addition, HR manages the Department's Electrical Apprenticeship Program (one employee has already earned his journey person's certificate and paperwork) and continues to be vigilant in providing the mandated CPR/AED/First Aid training to those employees identified as "first responders." Equal Employment Opportunity and Affirmative Action (EEO/AA) Laws training was provided for 42 managers and supervisors while 150 employees attended the Discipline & Grievance Process training.





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 five times the cost of replacing the roads.

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 pavement.

Highlights

In 2014, M&O inspected 467 storm sewer structures, also known as Best Management Practices (BMPs), for condition, functionality and water pollution reduction. We also installed over 22,600 storm drain markers to increase public awareness and prevent the dumping of pollutants, such as oil, grease, pet waste and leaves, in to the storm sewer system.

Safety is priority one at DelDOT. Last year, we provided a broad range of safety training. We used a snow plow simulator to test equipment operators. We also provided new employee safety training, tractor mower operator safety training and distracted driver training. The Occupational Safety Team used incident data to calculate work-related injury rates and identified trends according to injury type and location as we continue to strive to reduce work related injuries.

One of DelDOT's goals is to minimize the environmental impact of the State's transportation system. In order to reduce our impact upon air quality, we continue to use biodiesel fuel in the hundreds of vehicles needed to maintain our transportation system.

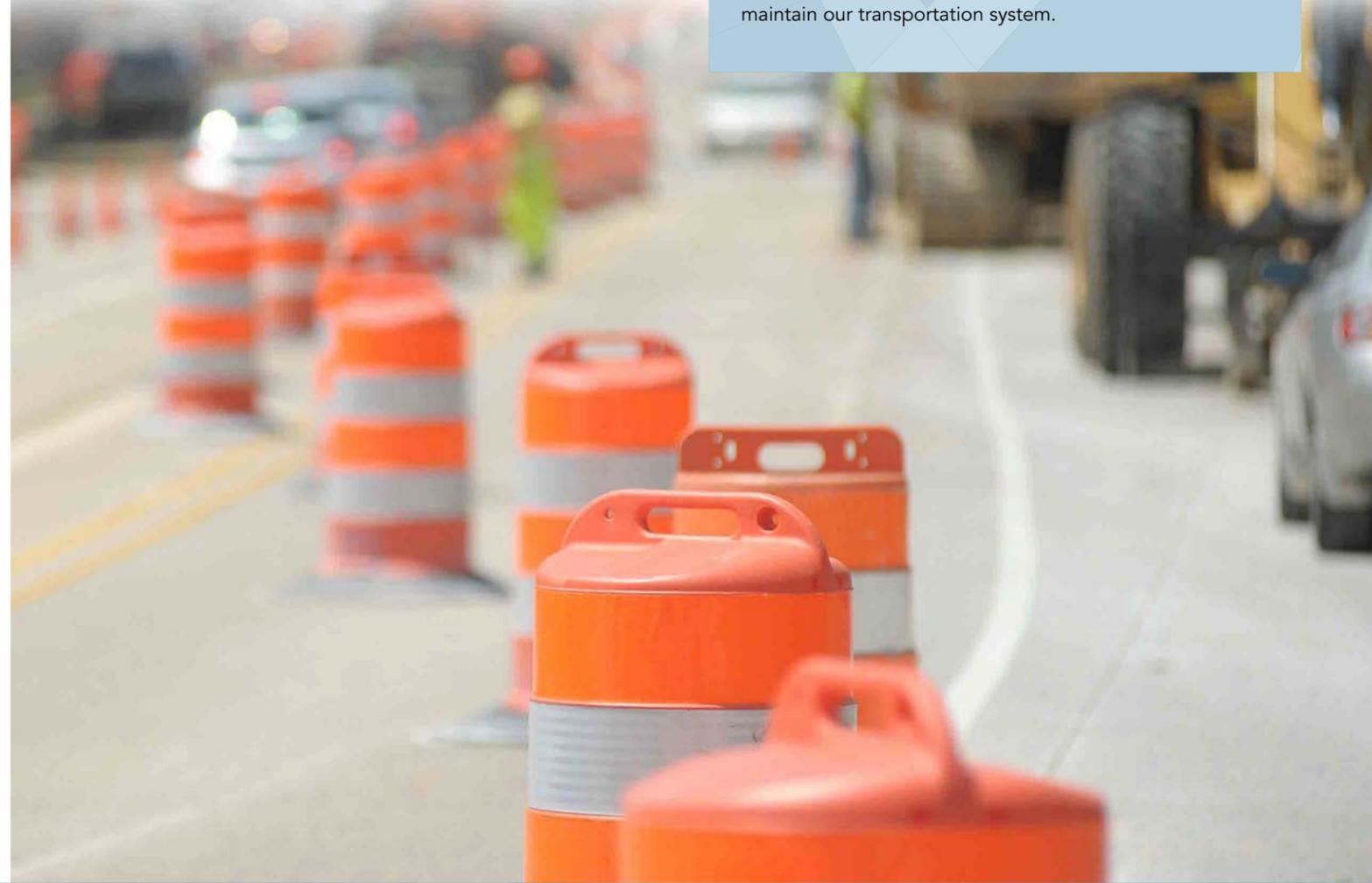
The Maintenance and Operations Division (M&O) is responsible for the daily operation and maintenance of Delaware's multi-modal transportation network. M&O is responsible for maintaining 89 percent of the state's roadways and the nearly 5,700 pieces of equipment required to complete its various tasks.

M&O manages the statewide Community Transportation Funds program which provides a fixed amount of funds annually to each State legislator to be used to meet the transportation needs of their constituents. M&O also manages the Snow Removal Reimbursement program, reimbursing civic associations for a portion of the cost of snow removal for snow events.

We take care of roadside vegetation, mowing, snow plowing and landscaping. In addition, we oversee guardrail and bridge repairs and maintain overhead highway lighting. M&O handles permits for advertising and roadside control, as well as utility and entrance permits. We also inspect newly constructed subdivisions that want to ultimately be accepted into the State maintenance system.

Each day, we help move the public along by:

- *Repairing potholes*
- *Cleaning drainage systems*
- *Sweeping roadways and shoulders*
- *Removing litter*
- *Sealing highway joints and cracks*
- *Fixing concrete and asphalt paving*
- *Removing bumps and road resurfacing*





The Division of Planning addresses the transportation needs of Delaware residents and visitors alike. We work with local governments and other stakeholders to identify and define transportation problems within our own State. When appropriate, we work with planners in neighboring states to identify and define transportation problems within our region. Within legal, financial and environmental limits, we strive to provide opportunities for our customers to travel by foot, by bicycle, by motor vehicles and by other means of travel.

The division works with local governments and other State agencies to make decisions about changes in land use. We provide technical advice about proposed policies and standards, comprehensive plans, zoning and re-zoning. We also review site plans and issue entrance permits.

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 *Statewide Strategies for Policies and Spending* report and also any policies initiated by Governor Markell.

Council on Transportation

Six-year list of projects

Each year at the end of July, the 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 six-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

One-year plan to implement approved projects

CTP 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 divisions.

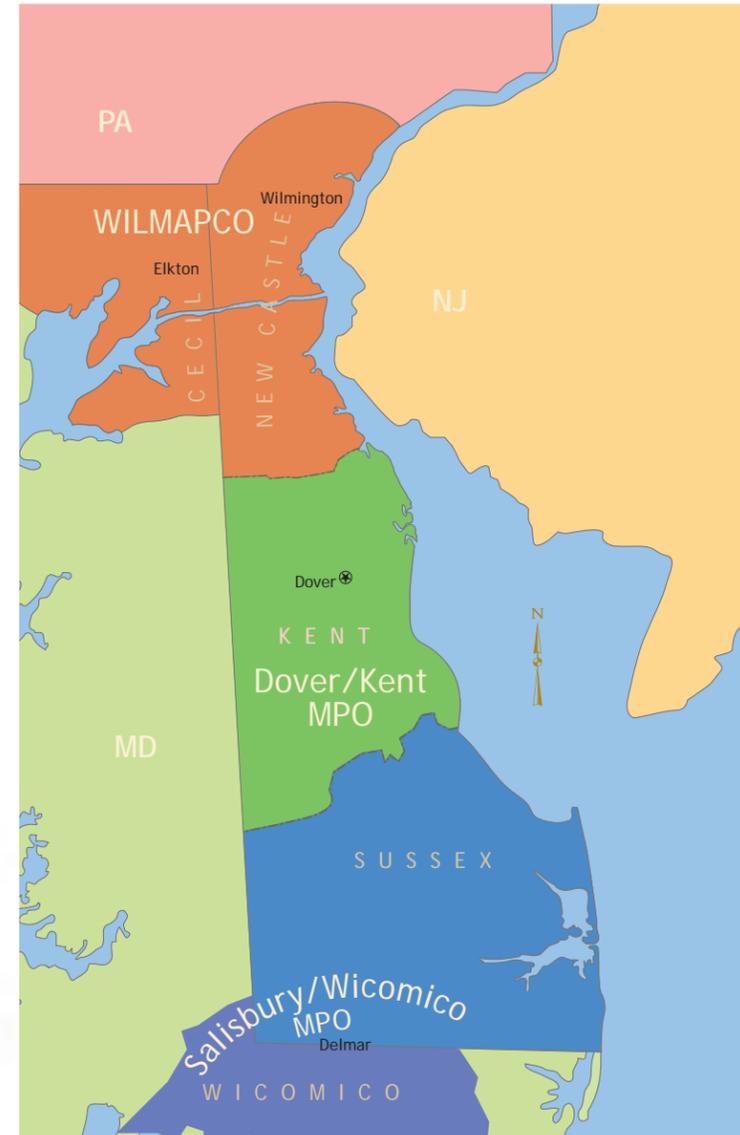


Figure 6.1
Statewide Plans

Long Range Transportation Plan 20-Year Plan
<ul style="list-style-type: none"> Principles Policies Recommendations
Capital Transportation Plan (CTP) 6-Year Plan
<ul style="list-style-type: none"> Specific Projects Time Frames Costs
First Year of the CTP 1-Year Plan
Projects in the Current Fiscal Year <ul style="list-style-type: none"> Project Phases Costs Accountability

Source: DelDOT Planning

Figure 6.2
Metropolitan Planning Organization (MPOs)



Source: DelDOT Planning

Transportation Planning Organizations

The COT and the CTP

The 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 CTP.

MPO

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

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, Delaware. The Salisbury Wicomico MPO serves Wicomico County in Maryland and Sussex County, Delaware along US 13 from Delmar to Seaford. 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, and the Salisbury Wicomico MPO will guide transportation planning from Delmar to Seaford along the US 13 corridor.

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 1-302-760-2121, or visit deldot.gov and click on "Community Programs and Services."



Figure 6.3
Long Range Transportation Plan Guiding Principles

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

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	Keith D. Hall Long Range Transportation Planner P.O. Box 870 Salisbury, MD 21803-0870
Delaware (302) 737-6206 Cecil County (888) 808-7088 (Toll Free)	(302) 387-6030	(410) 548-4860

Figure 6.4
Walking as a Primary Way to Commute, 2010 vs. 2014

	2010	New Castle	Kent	Sussex	Statewide
Total workers		258,255	71,865	83,865	413,958
Number who walk		6,471	1,378	1,784	9,633
	2014	New Castle	Kent	Sussex	Statewide
Total workers		261,796	72,748	87,590	422,134
Number who walk		6,021	1,673	1,226	8,920

Source: University of Delaware, Annual Journey to Work Survey 2012-2014 and Delaware Population Consortium.
Note: Census figures are updated every 10 years.

Walking

There were 366 traffic crashes involving pedestrians in 2014

Pedestrian traffic crashes decreased from 398 in 2013 to 366 in 2014. Of those crashes, 283 involved pedestrian injuries and 27 resulted in pedestrian fatalities. New Castle County crashes accounted for 224, or 71 percent, of the 2014 injuries and 16, or 59 percent, of the deaths. Surveys show that approximately one to two percent 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 6.5
Biking as a Primary Way to Commute, 2010 vs. 2014

	2010	New Castle	Kent	Sussex	Statewide
Total workers		258,255	71,838	83,865	413,958
Number who bike		724	199	245	1,168
	2014	New Castle	Kent	Sussex	Statewide
Total workers		261,796	72,748	87,590	422,134
Number who bike		2,094	218	88	2,400

Source: University of Delaware, Annual Journey to Work Survey 2012-2014 and Delaware Population Consortium.

Bicycling

163 bicycle traffic crashes were reported in 2014

Statewide, the number of total bicycle crashes increased, with 19 more crashes in 2014 than 2013. The number of injuries remained at 128 in 2014. There were three cyclist fatalities in 2014, with two occurring in New Castle County and one in Sussex County.

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.

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.



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 Philadelphia International Airport or Baltimore/Washington Thurgood Marshall International Airport (BWI). As the flight activity chart on the opposite page shows, Delaware's public airports offer ample capacity for the near future for both passenger and freight movement.

New Castle Airport

The New Castle Airport is operated by the Delaware River & Bay Authority. It is the largest civilian airport in the state, with three major runways, 10 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-days-a-week 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 part 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 DelDOT allows private aircraft to use the adjacent DAF Civil Air Terminal, a 13,000 foot runway. Flights into the base require 72-hour notice.

Delaware Coastal Airport

Located in Georgetown, the Delaware Coastal 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 6.6

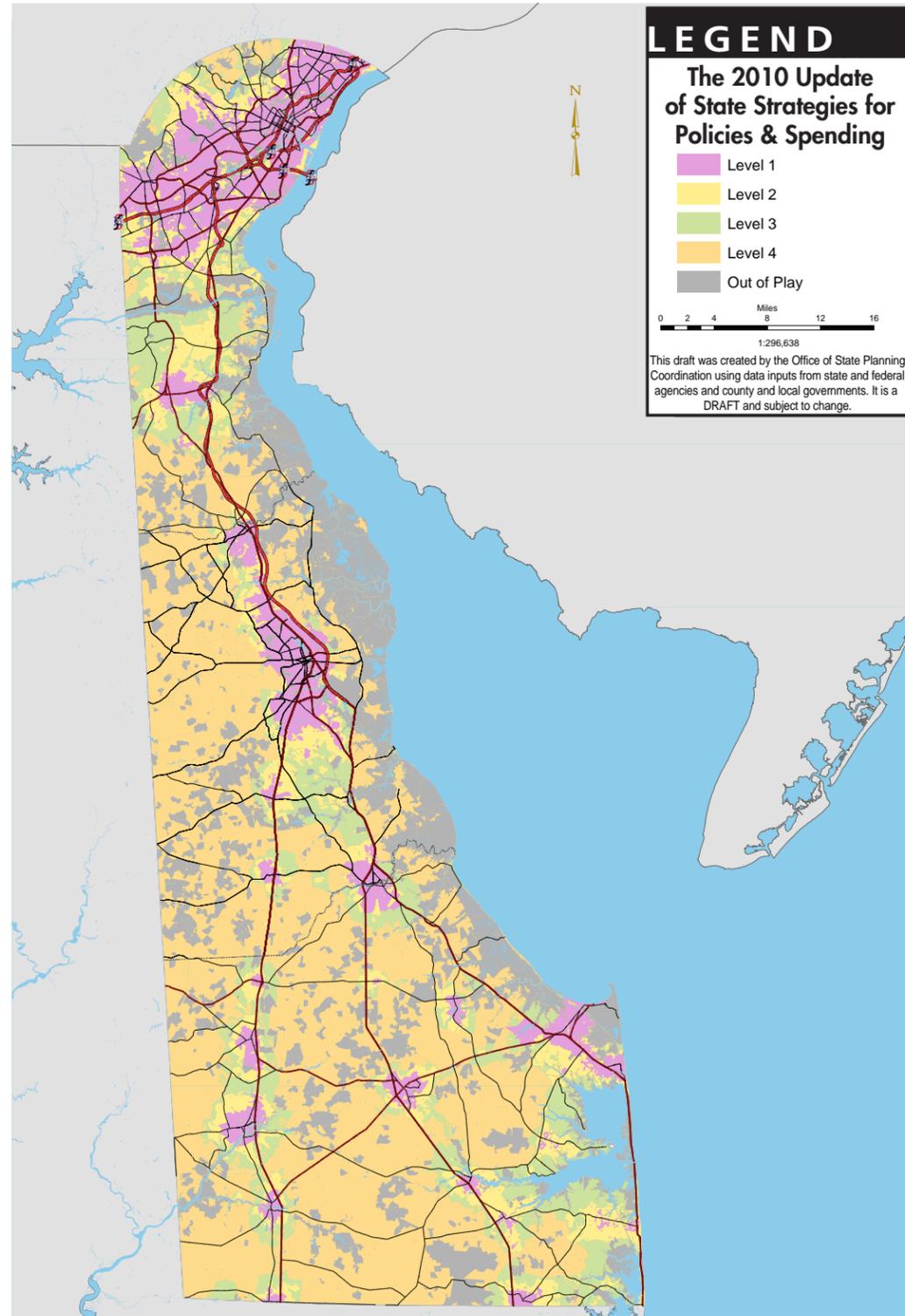
Flight Activity of Public Airports, 2014 vs. 2034

	2014			2034	
	Capacity	Flights*	Percent of Capacity	Projected Flights	Percent of Capacity
New Castle Airport	194,000	57,336	30%	67,428	35%
Summit Airport	170,800	31,500	18%	41,192	24%
Smyrna Airport	30,000	2,300	8%	3,000	10%
Chandelle Estates Airport	46,400	1,350	3%	1,750	4%
Delaware Airpark	171,300	24,500	14%	30,000	18%
Jenkins Airport	24,800	1,100	4%	1,518	6%
Civil Air Terminal, Dover AFB	13,500	650	5%	1,000	7%
Chorman Airport	53,100	10,050	19%	17,462	33%
Laurel Airport	32,200	9,000	28%	11,850	37%
Delaware Coastal Airport	174,500	34,000	19%	46,216	26%
Total		171,786		221,416	

Source: DelDOT Planning, Office of Aeronautics
 * These figures can be found in the "Economic Impact Assessment of Delaware Airports," dated October 2015.



Figure 6.7
The 2010 Update of State Strategies for Policies & Spending



Source: DelDOT Planning

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 6.7**, show where various levels in 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 & 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





DeIDOT Community Relations (CR) helps keep the public informed about important transportation issues that impact all of us. The CR team works closely with reporters and editors through personal contact, media releases, press conferences and media events to highlight issues and projects which affect the public. Community members are encouraged to stay up to date on transportation issues by attending the workshops and public hearings coordinated by CR, or visiting our agency website: **deldot.gov**. Another way the public can stay up to date on events affecting the transportation system is by following us on DeIDOT's social media outlets – Facebook and Twitter.

Community Relations also plays a key role in keeping members of the General Assembly informed. Our Legislative Liaison helps state legislators stay updated on DeIDOT's programs and policies, while also keeping a finger on the pulse of legislation that impacts our state transportation system.

Public Information

This annually updated 2014 Annual Report and Transportation Facts book is a great place to start to learn about a variety of transportation initiatives. You can also check your newspaper, tune to 1380 AM radio, log onto **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-ZPass or doing business with DeIDOT. 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.

Virtual Workshops

"Virtual Workshops" are online 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.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 DeIDOT for details so they can duplicate our Virtual Workshops.

Get involved in shaping transportation decisions

Join us at public workshops and sign up for our project newsletters. You'll also find details about each project on the DeIDOT website at **deldot.gov/information/projects**. The public, DeIDOT 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 project 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 call, email, fax or mail your ideas to DeIDOT Community Relations below.

Contact Information

Email: dotpr@state.de.us
Phone: 302-760-2080 **Fax:** 302-739-2092
Mail: DeIDOT Community Relations
 P.O. Box 778
 Dover, DE 19903

Customer Satisfaction

Feedback from you

Every business benefits from feedback given by its customers. As part of the statewide Long Range Transportation Plan's performance monitoring system, DeIDOT conducts a Customer Satisfaction Survey. Two different groups are sampled to gauge customer opinions on DeIDOT's performance. The first group – 1,208 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 1,208 participants in the 2014 General Transportation User Satisfaction Survey were asked to rate the overall performance of each mode he or she had used in the week prior to the survey. Roads and highways received the highest satisfaction rating, with 90 percent 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 7.1
General Transportation User Satisfaction Ratings, 2013-2014

Questions	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%	55%	7%	2%	1%	2014
	34%	55%	8%	2%	1%	2013
Overall, how well does the state's transit system meet your needs?	29%	47%	18%	6%	0%	2014
	29%	47%	18%	6%	0%	2013
Overall, how well does the state's transportation system meet your needs for bicycle trips?	41%	34%	22%	3%	0%	2014
	41%	35%	22%	3%	0%	2013
Overall, how well does the state's transportation system meet your needs for walking trips?	16%	57%	19%	8%	0%	2014
	16%	57%	19%	8%	0%	2013

Source: DeIDOT Planning Report on Customer Satisfaction - Year 2013 Survey Results



Highlights

- Implemented a modernized technology platform and application for the DMV servicing of the State car dealerships with enhanced credentialing and license management processing. Transitioned the processing and management of temporary tag processing to State managed resources.
- Enhanced the DelDOT mobile application to provide additional features for citizens and other users that includes: selecting 'favorite' traffic cameras, snow accumulations and potential water on roadway reporting functions.
- Implemented technology upgrades and improvements for several key business support systems including the following:
 - » DelDOT Fleet Management (M5) upgrades that service the DelDOT maintenance and public transportation operations
 - » Upgraded the TRNS*PORT AASHTOWare product suite that manages contract bid and pre-construction activities
 - » Upgraded the PeopleSoft financials processing application that supports the Delaware Transit Corporation (DTC). This was required to maintain support services from the vendor and sustain consistent / stable business operations
 - » Hardware and software transformation for the DMV OPUS application that manages the vehicle inspections
 - » Completed the roll-out of the statewide upgraded vehicle location and dispatch application for numerous transit system vehicle units in all counties
- Completed several underlying technology infrastructure improvements that enhanced the connectivity between sites, improved the safety and surveillance operations and mitigated risks on several out of support infrastructure technology components.

The Division of Technology and Innovation is tasked with providing technology services to all divisions of the Department of Transportation. This results in a wide variety of initiatives across the spectrum of technical skills and functions.

Key Services

The emphasis of this plan over the next two years will be on deploying technology to improve productivity and performance and to address aging legacy systems and infrastructure, optimize process and governance and improve the organization's information technology maturity. Among other activities, there is focus on enterprise services, such as Centralized Reporting Environment, Enterprise Content Management, collaboration enabling tools such as SharePoint, and increasing innovation across the enterprise like: application mobilization, and DMV and Highway systems modernization.





Transportation Solutions coordinates all activities required to prepare plans, provide right-of-way services (appraisal, acquisition, relocation, management and disposal), and construct transportation projects involving the roadway network, bridges, transportation facilities, railroad crossings, traffic markings, traffic control devices and toll roads, including the quality assurance and control responsibilities for both development and construction.



Integrated Transportation Management Systems Program

New technologies are increasing efficiency and safety

Satellites, sensors, fiber optics and the Internet are just some of the Integrated Transportation Management Systems (ITMS) 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 snow plow drivers, law enforcement and the motoring public through the media, the agency's website (deldot.gov), and its radio station – WTMC 1380 AM.

Percentage of bridges in good and fair condition

DelDOT maintains 1,625 bridges statewide. Bridges are inspected every two years to ensure the bridge's integrity and the public safety. Deficiencies found during inspections are assessed and monitored while the department programs the bridge for rehabilitation or replacement. DelDOT was just shy of their 95 percent goal of bridges in good and fair condition, with a 2014 total of 93.2 percent.

Figure 9.1
2014 Bridge Condition



Bridges

Monitoring safety on Delaware bridges

DelDOT maintains 1,625 of the 1,666 bridges in Delaware. The other 41 are the responsibility of the Delaware River & Bay Authority, municipalities, railroads and private owners. Since 865 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 9.2
DelDOT Owned Bridges, 2014

New Castle	Kent	Sussex
793	367	465

Total=1,625 Bridges Statewide

Source: DelDOT Bridge Management Section

Figure 9.3
Types of Crashes, 2012-2014

	2012	2013	2014
Total crashes	21,197	22,453	22,986
Fatal crashes	110	96	111
Personal injury crashes	5,507	5,038	4,958
Property damage crashes	15,580	17,319	17,917
Persons killed	116	101	125
Persons injured	7,704	7,825	7,540

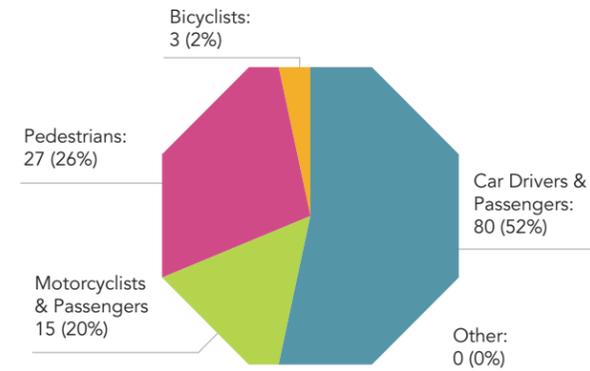
Source: Delaware State Police Statistical Report, 2014

Figure 9.4
Top 5 Causes of Crashes, 2014

Rank	Cause	Count
#1	Inattention, distraction or fatigue	5,324
#2	Other or Unknown	4,091
#3	Followed too closely	2,539
#4	Careless or reckless driving	2,440
#5	Failed to yield right-of-way	1,903

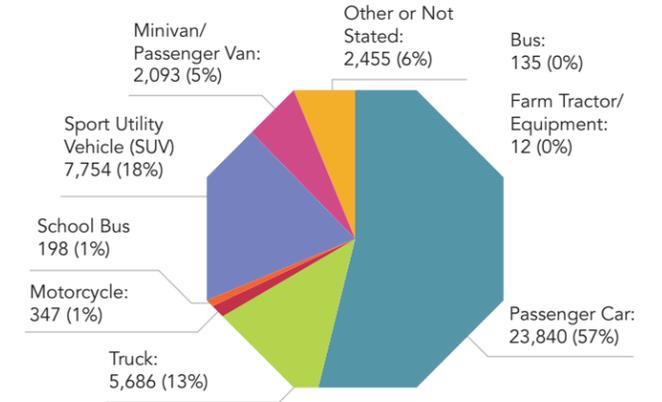
Source: Delaware State Police Statistical Report, 2014

Figure 9.6
Fatalities, 2014



Total Fatalities
Total=125

Figure 9.7
Vehicle Crashes, 2014



Total Vehicle Crashes
Total=42,520

Tracking Highway Accidents to Improve Safety

Crashes, property damage crashes and fatalities increase while persons injured decrease in 2014

Statewide in 2014, all total crashes were up by 533 (2.4 percent) from the previous year. Although there were 24 more fatalities, persons injured decreased for the first year since 2012. According to Delaware Police Statistics, alcohol was a factor in 46 percent of Delaware's 111 fatal crashes and 55 percent of drivers killed in fatal crashes were under the influence of drugs or alcohol. Of those who died, 80 were automobile drivers or passengers. Only 45 were wearing their seat belts. There were 17,917 property damage crashes – 598 more than 2013. Driver inattention, distractions and/or fatigue were ranked as the number one contributing circumstances in 5,324 of the 22,986 crashes of all types.

Figure 9.5
Types of Vehicles in Crashes, 2014

	Number of Vehicles	Vehicles in Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
Passenger car	23,840	86	5,419	18,335
Truck	5,686	36	1,109	4,541
Bus	135	1	39	95
School bus	198	0	41	157
Motorcycle	347	12	245	90
Farm tractor & farm equipment	12	0	2	10
Sport Utility Vehicle (SUV)	7,754	27	1,749	5,978
Minivan/Passenger van	2,093	11	560	1,522
Other or not stated	2,455	3	254	2,198
Total	42,520	176	9,418	32,926

Source: Delaware State Police Statistical Report, 2014

Figure 9.8
Age of Driver in Crash, 2012-2014

	2012		2013		2014	
	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes
19 & Under	3,189	11	3,190	10	3,126	9
20-24	4,785	14	5,148	23	5,083	22
25-34	7,400	39	7,849	21	8,062	44
35-44	5,646	25	6,050	22	6,182	23
45-54	5,622	29	5,931	34	5,984	23
55-64	3,977	11	4,289	26	4,522	22
65-74	2,006	14	2,331	8	2,473	12
75 & Older	1,113	10	1,181	8	1,267	17
Unknown	1,679	1	1,894	2	2,223	0
Total	35,417	151	37,863	154	38,922	172

Source: Delaware State Police Statistical Report, 2014



Tracking Accidents to Improve Truck Safety

Pick-up trucks were involved in 71 percent of all truck crashes in 2014

Statewide, the number of trucks involved in crashes and property damages rose in 2014. There were 287 more crashes and 261 more property damage crashes than in 2013. Fatal crashes increased from 30 in 2013 to 36 in 2014. Personal injury crashes also increased from 1,089 in 2013 to 1,109 in 2014. Pick-up trucks accounted for 71 percent of all truck crashes in Delaware and 67 percent of truck fatal crashes. Other trucks or commercial vans were in 18 percent of all truck crashes in the State, and 22 percent of the fatal crashes. Truck tractors and semis were involved in 12 percent of statewide truck crashes and 11 percent of the fatal crashes.

Figure 9.9
Type of Truck in Crash, 2014

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
Pick-up Truck	4,064	24	824	3,216
Truck Tractor & Semi	664	4	118	542
Other Truck Combo, or Commercial Van	958	8	167	783
Total	5,686	36	1,109	4,541

Source: Delaware State Police Statistical Report, 2014

Figure 9.10
Comparison of Truck Accidents, 2012-2014

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
2012	5,118	35	1,274	3,809
2013	5,399	30	1,089	4,280
2014	5,686	36	1,109	4,541

Source: Delaware State Police Statistical Report, 2014

Highlights

- Awarded over \$106 million in new contracts
- Prepared construction plans, specifications and estimates for 79 contracts
- Used 161,370 tons of recycled asphalt pavement in the hot-mix tonnage produced, saving on material costs
- Used 57,196 tons of warm-mix asphalt, lowering the energy costs associated with the production of pavement materials
- Completed improvements to 153 railroad crossings, including installation of cantilevered flashing lights, new crossing gates, new crossing surfaces and ADA compliant pedestrian accesses
- Continued construction of the I-95 and U.S. 202 interchange, SR 1 at Thompsonville Grade Separated Intersection, West Dover Connector and Plantations Road/Cedar Grove Road/Postal Lane Intersection Improvements, U.S. 113 Intersection Improvements, Bridge 2-100A on Denneys Road, Bridge 2-371A on Barratts Chapel Road and Bridge 2-213 on Hollering Hill Road
- Completed construction of the I-95 and SR 1 interchange project; Carter Road; Washington Street Sidewalks; a missing link of the Northern Delaware Greenway along Talley Road north of Wilmington; SR 2 Union Street; SR7 From Newtown Road to SR 273; Governor Printz reconstruction; and safety intersection improvements at SR 52/SR 82, SR 896/Old Chestnut Hill Road, SR 7/ Skyline Drive, Salem Church Rd at Christiana Hospital, SR 896/Porter Road, Bridge 3-140 on S 597 Tuckers Road. over Toms Dam Branch, Bride 3-587 on SR 26 Nine Foot Road. over Wharton Branch, Town of Ocean View Streetscape Improvements Phase II, and SR 8 Forrest Avenue Improvements.
- Continued final design, right-of-way acquisition, and early action relocation of utilities on the U.S. 301 Mainline project
- Completed the design of the SR 1 at Little Heaven Grade Separated Intersection project
- Continued final design for the reconstruction and enhancement of the Newark Regional Transportation Center (NRTC)
- Continued final design of improvements of the U.S40/ SR72 Intersection, Christina River Bridge, and ramp and bridge improvements at the I-95 and SR 141 Interchange
- Identified immediate improvements that could be made to the SR 1 Corridor, from SR 273 to the Roth Bridge. Based upon these recommendations, completed design and advertised for construction of an auxiliary lane on SR 1 North Bound, from U.S. 40 to SR 273, and submitted a RFQ for Design Build Services for the SR 1/SR 72 Diverging Diamond Interchange (DDI).
- Designed 57 standalone traffic signal lighting and Intelligent Transportation System (ITS) projects, including pedestrian upgrades, asset management improvements, safety upgrades, fire signals, fiber optic telecommunications lines and WTMC radio repeater sites
- Constructed and installed 90 traffic signal and ITS devices and over 12 miles of fiber optic communications cable
- Fabricated 25,610 signs and 26,293 decals
- Processed and successfully resolved 63 High Priority Road Condition alerts
- Successfully planned and managed transportation elements of major events including the Firefly Music Festival, NASCAR Races, Delaware State Fair, and Big Barrel
- Completed 886 scheduled bridge inspections, 154 sign structure inspections and 37 dam inspections



SECTION 10 Independent Transportation Agencies



The New Castle 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 report 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.



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 1,000 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 2013, the fleet carried 743,151 passengers and 256,326 vehicles. In 2014, ridership fell to 743,145 but vehicle use increased to 262,006.

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

Founded in 1923, the Port of Wilmington is a full service mid-Atlantic seaport on the Delaware River strategically located to provide overnight access to 200 million North American consumers. Wilmington ranks as North America's top banana port and the nation's leading gateway for imports of fresh fruit and juice concentrates. It also owns and operates one of the largest on-dock cold storage complex in North America. The Port was certified as a 360 Quality marine terminal, underscoring its high-quality handling standards for perishable cargo. The Port's cargo portfolio: perishables, automobiles, steel, dry and liquid bulk commodities, livestock, forestpower, windpower and project cargoes. An economic engine for the State of Delaware and the region, it is responsible for over 5,600 jobs, \$417 million in business revenue, \$391 million in personal income and over \$34 million in annual local taxes. The Port is owned and operated by the Diamond State Port Corporation, a corporation of the State of Delaware.

"Cool" facts about the Port:

- Receives 400 ship-calls each year, carrying over 6 million tons of cargo
- Facilitates trade with more than 30 countries
- Received three billion glasses of orange and apple juice annually
- Supplies road salt for tri-state municipalities

Figure 10.1

Cape May-Lewes Ferry Annual Ridership, 2012-2014

	Passengers	Vehicles
2012	795,541	272,358
2013	743,151	256,326
2014	743,143	262,006

Source: Delaware River & Bay Authority

Figure 10.2

Cargo Mix Port of Wilmington, DE 2013-2014

	2013 (short tons)	2014 (short tons)
Non-containerized cargo	629,000	462,000
Containerized cargo	2,002,000	216,000
Dry bulk cargo	1,272,000	1,820,000
Liquid bulk petroleum cargo	1,302,000	1,665,000
Total cargo mix	5,205,000	6,125,000

Source: Delaware River & Bay Authority

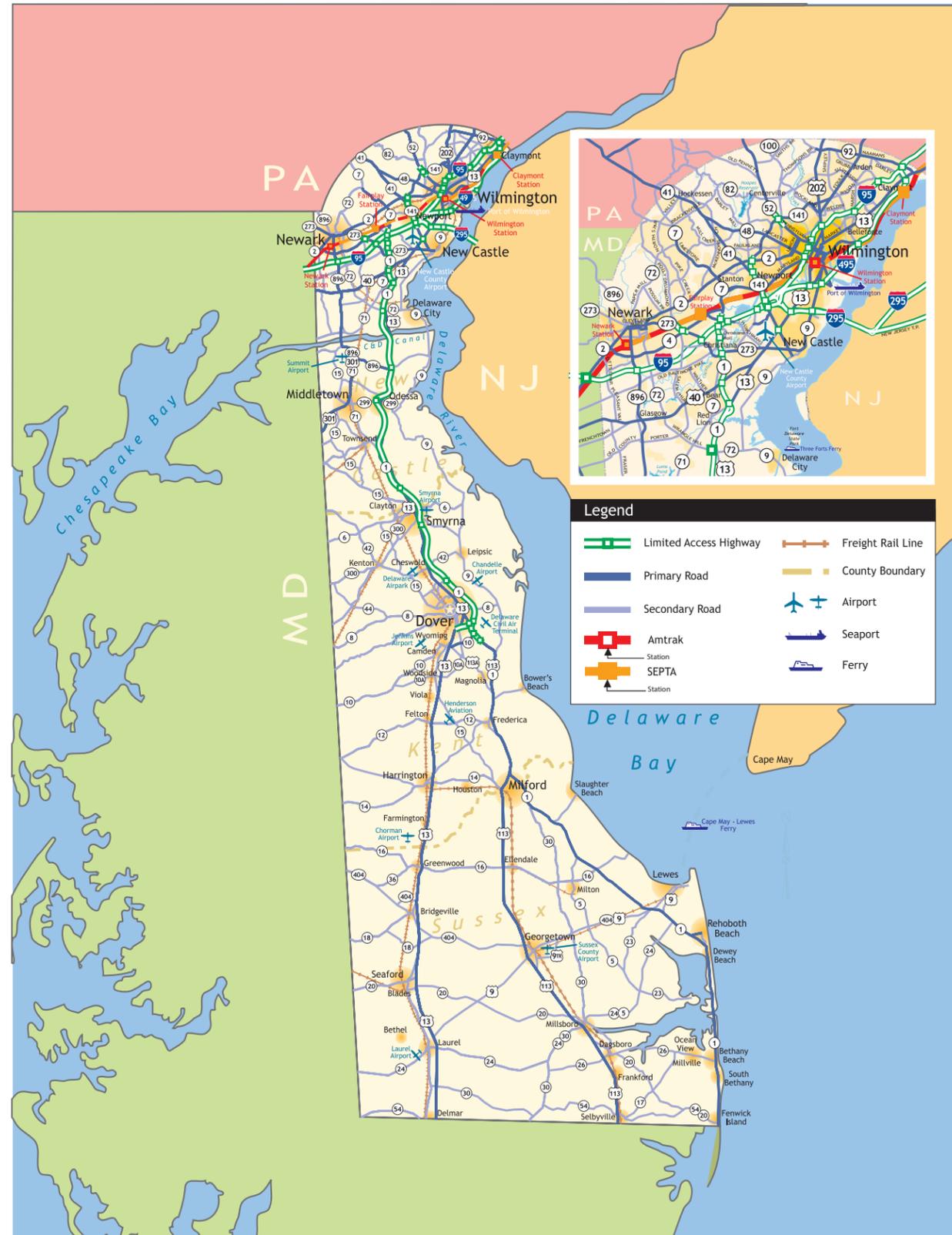
Figure 10.3

Waterborne Shipments Received Port of Wilmington, DE 2012-2014

	Short Tons
2012	5,100,000
2013	5,179,000
2014	6,109,000

Source: Delaware River & Bay Authority

Figure 10.4
Map of Delaware Transportation





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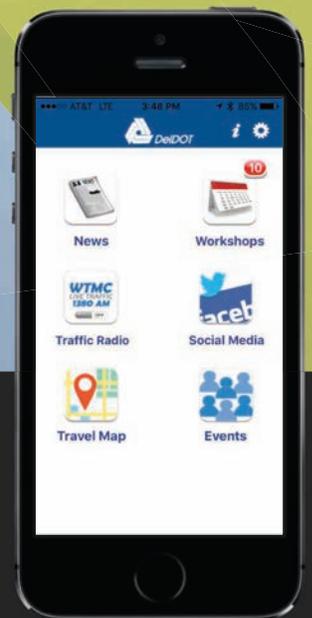
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