

DELAWARE  
TRANSPORTATION  
**FACTS**  
FOR  
2011



Transparent Efficient Accountable Measured

**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
New Castle.....	(302) 326-5000
Dover.....	(302) 744-2500
Georgetown .....	(302) 853-1000
Website .....	www.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)
<i>Specialized transportation for ADA-certified individuals</i>	
Customer Relations.....	(800) 355-8080
TTY .....	(800) 252-1600
<i>Hearing and Voice Impaired</i>	
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<i>Carpool matching service and Guaranteed Ride Home Program</i>	
Park & Rides / Park & Pools.....	(800) 652-DART (3278)
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<i>Railroad Crossing &amp; Right-of-Way safety awareness</i>	
Travel Training.....	(302) 739-DART (3278)
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SCAT (Senior Citizens Affordable Taxi) .....	(800) 355-8080
<i>50% discount on taxi fares for seniors and persons with disabilities</i>	
Website .....	www.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) 739-3211
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

DELAWARE  
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**FACTS**  
FOR  
2011

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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States Department of Transportation,  
Federal Highway Administration



LETTER FROM

## Governor Jack Markell

Delaware is a fascinating and unique state in many ways. You'll find this reflected in detail in the pages of "Delaware Transportation Facts 2011."

In this year's issue, you'll learn:

- Detailed information about Delaware's statewide transportation system (Page 2). Did you know that DART First State provides nearly 300 paratransit buses to help transport people with disabilities? Did you know the Delaware Department of Transportation (DelDOT) maintains more than 13,000 miles of roadway and more than 250,000 signs around the state?
- DelDOT provides virtual workshops explaining important transportation projects impacting your community (Page 3). If your schedule prevents you from attending a workshop in person, you can still view the entire workshop from your computer.
- DelDOT is keeping up with top concerns of the motoring public. In its "Motorist Satisfaction" section (Page 5), you'll see the areas earning the highest marks and areas that need improvement.
- About the Ozone Challenge (Page 12) and how driving speed impacts clean air, affecting hydrocarbons and nitrogen oxides emitted from vehicles.

LETTER FROM

## Secretary Shailen Bhatt

Welcome to "Delaware Transportation Facts 2011."

In the pages to follow, you'll read informative and fascinating facts about Delaware's transportation network.

Where's the nearest Park & Ride? What are the biggest concerns for motorists in our state? What percentage of Delawareans bicycle to work?

The answers --- and many other informative facts --- are all at your fingertips in the "Delaware Transportation Facts 2011."

But the facts and statistics are only part of the success story for the Delaware Department of Transportation. Since becoming DelDOT Secretary in 2011, I've seen our agency complete many accomplishments that will help us better serve Delaware taxpayers and improve our transportation infrastructure for years to come:

- In early 2012, we opened the new Indian River Inlet Bridge, which connects Sussex County communities along the Delaware coastline through Route One, and serves as an impressive welcome to travelers visiting the southern beach resorts. The \$150 million bridge is 2,600 feet long, 108 feet wide and situated 45 feet above the inlet, thus eliminating many of the flooding hazards of the previous bridge.
- In late October of 2012, DelDOT employees proved once again that they can respond to the harshest transportation emergencies. When Hurricane Sandy rolled through, our DelDOT team members risked their own personal safety to ensure the safety of the public. Our team worked around the clock to remove debris from roadways and to reopen streets that had been flooded by the storm. We also received many kudos for providing Delaware Transit Corporation (DTC) buses that helped provide relief to our storm ravaged neighbors in New Jersey.

Delaware Transportation Facts 2011 is a helpful resource with a vivid illustration of how transportation is vital to our daily lives.

Whether we drive a car, take a train, or catch a bus, DelDOT has a role in our transportation lives. Traffic controls, safety features and maintenance of hundreds of bridges across the state, are part of DelDOT's daily mission.

In addition to helping you get to your destination, a strong transportation network is important for our Delaware economy. Commerce relies on transportation. Businesses depend on a strong transportation system for employees getting to work, and customers getting to stores. A robust transportation network helps Delaware attract and retain good employers.

Enjoy reading Delaware Transportation Facts 2011.

Sincerely,

Governor Jack Markell



- We have also taken steps to preserve the financial viability of our agency and strengthen our good stewardship of taxpayer dollars.

In Fiscal Year 2012, we refinanced \$250,695,000 in bonds, saving \$31.8 million in interest payments (debt service) to creditors. For Fiscal Year 2013, we project savings of \$5.8 million in debt service from refinancing, and in Fiscal Year 2014, we anticipate an additional \$5.7 million in savings. Debt service as a percentage of our overall budget has dropped from 36 percent to 33 percent, with a projected goal of reducing it to 20 percent within the next few years. DelDOT did not borrow any money to finance projects in Fiscal Year 2012 or Fiscal Year 2013, and that has helped us save up to \$10 million per year. We maintain an outstanding credit rating of AA+ and Aa2 from Standard and Poor's and Moody's bond rating agencies.

We have also worked to establish a new culture of service here at DelDOT, reflected in our mission, values and goals (Page 8).

We will continue to make improvements in the delivery of our services and we appreciate the opportunity to serve you in the years to come.

Sincerely,

Shailen Bhatt  
Secretary, Delaware Department of Transportation

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## 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.



*The Delaware Department of Transportation Administration Building on the Danner Campus in Dover, Delaware.*

## 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:

- 13,731 lane miles of highways
- 1,580 bridges and 1 ferry
- Maintain 1,200 signals
- Over 250,000 signs
- 210 miles of fiber optic cable, 123 cameras and 78 automatic traffic detectors
- 60 toll lanes
- 105 buildings
- 8,000 miles of ditches
- Over 8,000 miles of storm drains
- Over 8,000 vehicles inspected each week
- Over 200 stormwater ponds
- \$172 million in capital spending
- 108 subdivision/commercial entrance permits
- 34 SEPTA trips per day
- 224 fixed-route buses
- 301 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 \$167 million in tolls
- Mow 43,800 acres of grass
- Trim 86 miles of roadside vegetation
- Inspect 16,000 catch basens and storm drains
- Remove 1,550 illegal signs

Last year, DelDOT crews and many inmates from the Delaware Department of Corrections gathered over 53,000 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 737,000 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 176,900 vehicles
- Annual average daily traffic on I-495 is estimated at 78,980 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.

*Aerial view looking north from Frawley Stadium as I-95 winds through Wilmington, Delaware along the Wilmington viaduct.*



## 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 DeIDOT website at [www.deldot.gov](http://www.deldot.gov). 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 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 DeIDOT Public Relations (see contact information below).

## PUBLIC INFORMATION

### Newsletters, ads, traffic advisory radio and the DeIDOT 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](http://www.deldot.gov), or watch your mailbox or inbox for workshop dates, times and locations, and other transportation-related information.

Log onto [DartFirstState.com](http://DartFirstState.com) for the latest transit schedule information and be sure to check out DART Rider Alerts. On the [deldot.gov](http://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. 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 DeIDOT "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 DeIDOT's website ([www.deldot.gov](http://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 DeIDOT for details so they can duplicate the program.



## 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 DelDOT's performance.

The first group—1,002 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 1,002 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 90% 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, 2008-2012

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?	<b>41%</b>	<b>49%</b>	<b>7%</b>	<b>2%</b>	<b>1%</b>	<b>2012</b>
	35%	56%	7%	2%	0%	2009
	29%	54%	12%	3%	2%	2008
Overall, how well does the state's transit system meet your needs?	<b>19%</b>	<b>44%</b>	<b>22%</b>	<b>15%</b>	<b>0%</b>	<b>2012</b>
	24%	54%	15%	2%	5%	2009
	27%	32%	20%	5%	16%	2008
Overall, how well does the state's transportation system meet your needs for bicycle trips?	<b>25%</b>	<b>56%</b>	<b>17%</b>	<b>2%</b>	<b>0%</b>	<b>2012</b>
	17%	54%	16%	9%	3%	2009
	18%	44%	16%	12%	10%	2008
Overall, how well does the state's transportation system meet your needs for walking trips?	<b>24%</b>	<b>53%</b>	<b>19%</b>	<b>4%</b>	<b>0%</b>	<b>2012</b>
	23%	46%	25%	6%	0%	2009
	28%	53%	10%	7%	2%	2008
And as a whole, how well does Delaware's transportation system meet your travel needs?	<b>31%</b>	<b>45%</b>	<b>13%</b>	<b>9%</b>	<b>2%</b>	<b>2012</b>
	29%	50%	10%	7%	4%	2009
	26%	47%	14%	9%	4%	2008

Source: DelDOT Planning Report on Customer Satisfaction - Year 2012 Survey Results  
Note: No Survey in 2010-2011

2012 DelDOT Planning Report on Customer Satisfaction.



## 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.

### 2012 Survey results reveal highest satisfaction with:

- Keeping lands adjacent to highways landscaped, mowed
- Having many travel mode choices
- Having clearly marked and protected work zones

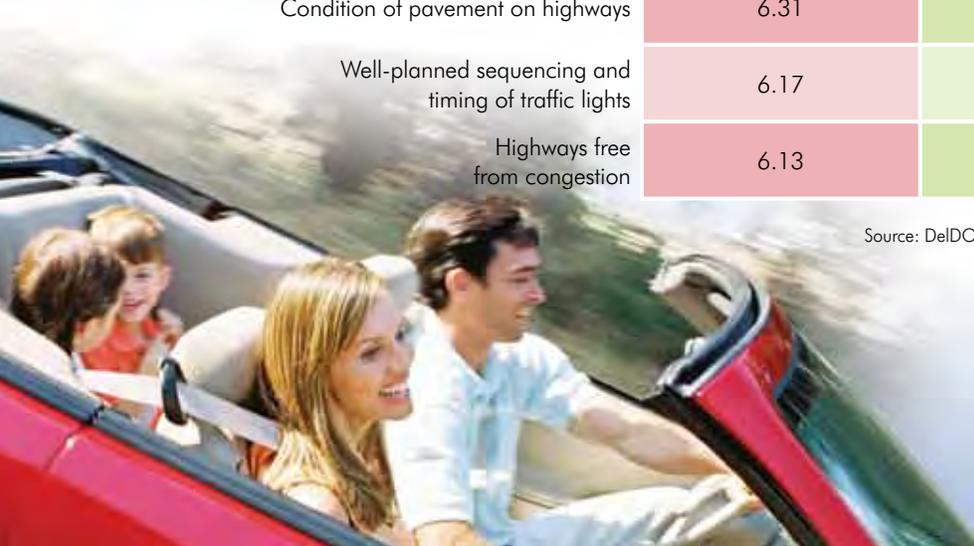
### The lowest levels of satisfaction were found for:

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

FIGURE 1.2  
Motorist Satisfaction, 2012

Attribute	2012 Mean Importance Rating	2012 Mean Performance Rating	Satisfaction Index
Highway signs that provide direction and mileage	5.72	5.25	91.78
Keeping lands adjacent to highways landscaped and mowed	5.14	5.16	100.39
Having many travel mode choices	4.76	4.48	94.12
Having clearly marked and protected work zones	6.34	5.83	91.96
Information on when to expect delays, road closings	5.72	4.87	85.14
Timely snow plowing and salting	6.30	5.00	79.37
Highway signs visible both at day and night	6.64	5.53	83.28
Clear lane lines on highways	6.37	5.01	78.65
Keeping lands adjacent to highways litter free	5.79	5.03	86.87
Condition of pavement on highways	6.31	4.95	78.45
Well-planned sequencing and timing of traffic lights	6.17	4.51	73.10
Highways free from congestion	6.13	4.42	72.10

Source: DelDOT Planning Report on Customer Satisfaction—Year 2012 Survey Results



# DeIDOT FOCUS

## N: THE TRANSPORTATION MANAGEMENT CENTER

### TMC Technology and Teamwork Make Traveling Safer, Easier In The First State

If you were taking a big trip in 1993, you might have unfolded your pocket map, written down the roads you were traveling—then crossed your fingers and hoped to get to your destination in time.

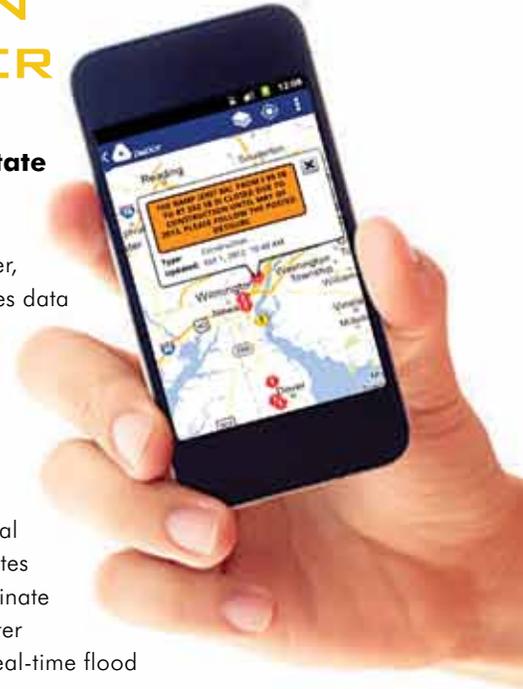
Today, pocket maps have gone the way of rotary phones and the milkman, with Delaware's Transportation Management Center (TMC) blazing the trail into lightning fast, state-of-the-art technology.

In 2013, "preparing" for a big trip is as simple as checking the DeIDOT mobile app on your smartphone, or sitting down at your computer and clicking on the DeIDOT website ([www.deldot.gov](http://www.deldot.gov)).

There, you'll be able to connect with more than 140 cameras streaming live video from key intersections around the state. You can find real-time information on traffic incidents and lane restrictions reported from the TMC's travel advisories. You can visualize those traffic issues by viewing interactive, color-coded online maps, which show delays, incidents and travel advisories throughout the First-State. You can also view the electronic message signs that are posted at key 'bottleneck' areas on Delaware's roadways.

If you're concerned about traveling during bad weather, the DeIDOT website provides data from its weather stations around the state, including air, road and subsurface temperatures. DeIDOT is teaming with the Delaware Department of Natural Resources and Environmental Control, and the United States Geological Survey to coordinate and expand Delaware's water sensor systems to provide real-time flood information.

In 2012, TMC also created a "travel time" feature that's available from your mobile app or computer. The travel times are based on more than 60 motion sensors set high atop poles overlooking Interstates 95 and 495, and along the northern section of Delaware Route 1.



*Above right: A smartphone displays real-time travel advisories utilizing the DeIDOT mobile app.*

*Right: TMC employees staff the TMC Command Center around the clock.*



# DeIDOT FOCUS ON: THE TRANSPORTATION MANAGEMENT CENTER

The sensors use microwave technology to collect data on roadway speeds, traffic volume and delays, then transmits the information to DeIDOT's TMC near Smyrna. The TMC's computers calculate the estimated time to travel between two points based on current traffic conditions, compared with the time it should take at the posted speed without delays. The TMC travel times are updated every five minutes and are available around the clock.

If you're a social media maven, you'll never have to leave your Facebook or Twitter page to get the latest traffic update. DeIDOT posts all of its TMC traffic updates on social media in real time. So far, more than 2,000 Facebook followers "Like" it, while more than 4,000 Twitter fans are "following the DeIDOT" tweets.

"Not only does our technology give motorists up-to-the-second travel conditions, it can actually help reduce traffic congestion. If people can see traffic backed up on one roadway, it might

make them think about taking alternate routes or even a different mode of transportation," said Gene Donaldson, operations manager at the TMC.

According to Donaldson, motorists who don't want to sit through three songs and 10 commercials to get to their traffic report, can tune to WTMC 1380 AM Radio, which streams and broadcasts commercial-free traffic reports 24 hours a day, seven days a week. WTMC can be streamed onto your computer, picked up on your mobile app or heard on your car radio.



*Above right: WTMC 1380 AM broadcasting 24/7 from DeIDOT's Transportation Management Center.*



*Various screen shots of the DeIDOT mobile app features.*

## 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.

## 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](http://www.deldot.gov)), and its radio station – WTCM 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. Thirty-two cameras at 20 locations were installed by the department in 2004. Another 21 cameras were placed at 10 locations in 2010. In 2011, 48,503 violations occurred across the state. This is a 12% decrease from calendar year 2010 (54,892). Of the 2011 violations, 34,668 occurred at the original camera locations, which is a 24% less than 2010. Cameras at the new locations saw an increase in violations, with 13,835 in 2011 versus 9,106 in 2010. The City of Wilmington runs its own independent Red Light Camera Safety Program, which is not included in these numbers.



Above: Traffic monitoring camera.  
Right: Planning for new transportation technologies.



## 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 [www.deldot.gov](http://www.deldot.gov) and click on "Community Programs and Services."

## E-ZPass®

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](http://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.

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](http://DartFirstState.com). Google Transit allows customers to enter their origin, destination, day and time of travel. The software matches their itinerary with the nearest bus stop or train station, route(s) and schedule times.

*Below left: Advanced data access, storage and backup systems enables reliable real-time information.*

*Below: Safe Routes to School Program helps to encourage and ensure the safety of children walking and biking to school.*



## 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](http://www.dmv.de.gov) or call the divisions listed here**

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 Intersections.

#### 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 DeIDOT 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.

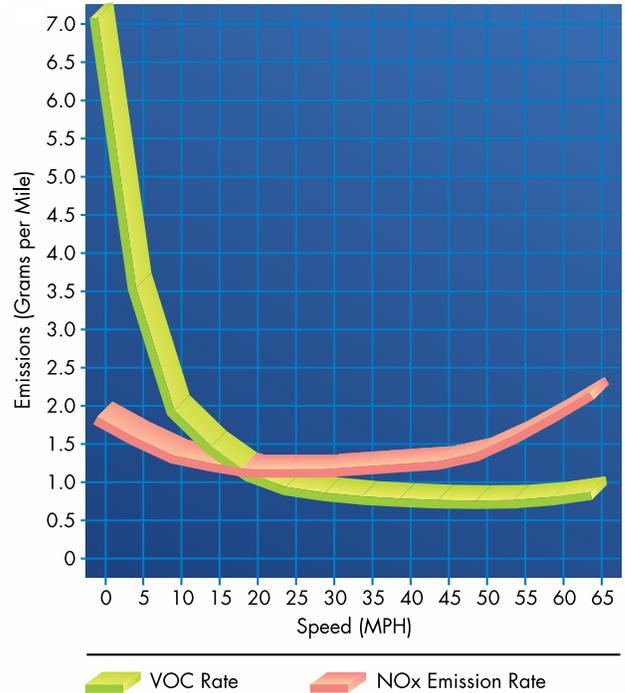
### Improving Air Quality

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

### 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 population in New Castle County will grow 10%, while Kent will grow 15% and Sussex will grow 26%. The 2010 Census also reports that Delaware's total population for 2010 was 901,208.

FIGURE 3.2

### Delaware Population, 2010-2025

	New Castle	Kent	Sussex	Statewide
2010	539,519	163,324	198,365	901,208
2015 (Projected)	558,408	172,323	220,960	951,691
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

Left: Emissions diagnostics at DMV inspection lanes.



## POPULATION, DRIVERS, REGISTERED VEHICLES & MILES TRAVELED ALL INCREASE

Population and licensed drivers in Delaware continued to rise. Since 2009, population numbers have increased over 10,000 people per year. In 2011, there were 653,141 licensed drivers, which is 5,016 more than 2010 and 13,789 more than 2009. After decreasing in 2010, the number of registered vehicles and millions of miles traveled both increased in 2011. There were 5,286 more vehicles registered in Delaware in 2011 versus 2010. In 2011, there were 9.028 million vehicle miles traveled whereas 2010 mileage was only 8.948 million miles.

FIGURE 3.3

### Population, Drivers, Vehicles & Miles Traveled, 2009-2011

	Population	Licensed Drivers	Registered Motor Vehicles	Motor Vehicle Mileage (in millions)
2009	881,532	639,362	823,590	9,041
2010	901,208	648,125	819,898	8,948
2011	905,276	653,141	825,184	9,028

Source: Federal Highway Performance Monitoring System, Delaware Population Consortium

## HOW DELAWAREANS COMMUTE TO WORK, 2009-2011

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, 2009-2011

Percent of persons 16 years and older

	New Castle Percent	Kent Percent	Sussex Percent	Average Percent
Single occupancy vehicle	84.9	84.7	80.2	83.3
Multi occupancy vehicle	11.7	12.2	19.0	14.3
Public bus	1.1	1.4	0.5	1.0
Walked	1.3	0.9	0.2	0.8
Rode bike	0.4	0.3	<0.1	0.3
Other (combination)	0.5	0.4	0.1	0.3

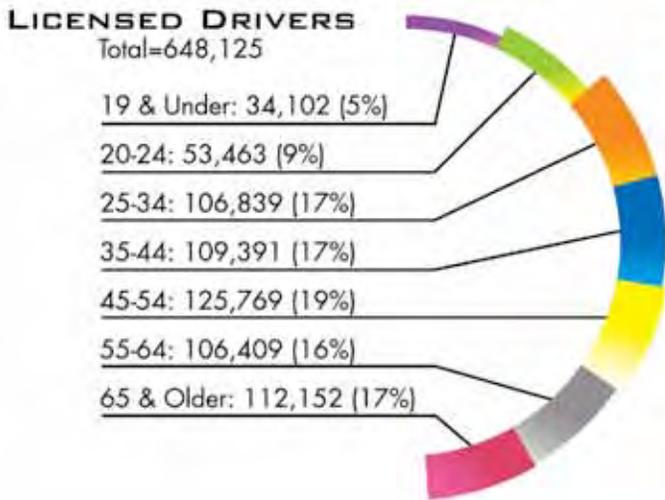
Source: Center for Applied Demography & Survey Research, University of Delaware



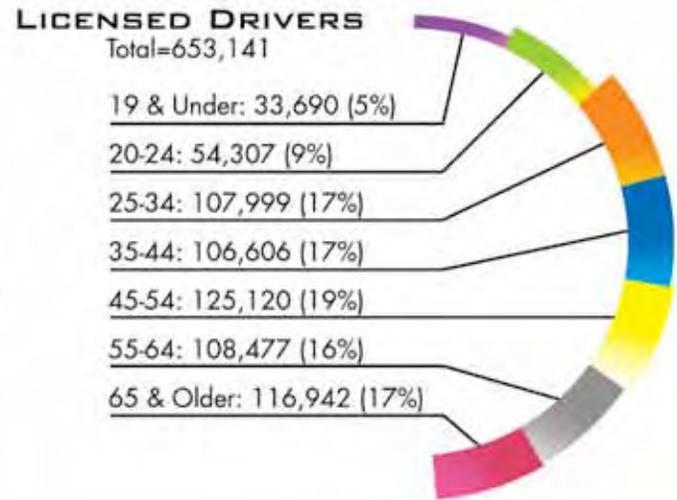
## WHAT AGE ARE DRIVERS?

In 2010 and 2011, ages of licensed drivers in Delaware stayed pretty much the same. 52% were in the 25-54 age group and 35% were in the 55 and older groups. Younger drivers, ages 16-24, represented 14% of all Delaware drivers.

**FIGURE 3.5A**  
Age of Licensed Drivers, 2010



**FIGURE 3.5B**  
Age of Licensed Drivers, 2011



Above: Georgetown DMV  
Right: Delaware Driver License and Under-age License/ID



## TRUCKS PLAY AN IMPORTANT ROLE IN DELAWARE COMMERCE

From 2010 to 2011, drivers holding commercial licenses increased from 33,468 to 33,518, a gain of 50 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 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.

**FIGURE 3.6**  
Licensed Commercial Drivers,  
2009-2011

Year	Drivers
2009	33,233
2010	33,468
2011	33,518

Source: Delaware State Police Statistical Report, 2011

## AN EXPANDING ROADWAY SYSTEM

### DelDOT maintains 89% 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 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 13,731 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, 2009-2011 (Percent of persons 16 years and older)

	New Castle '10	New Castle '11	Kent '10	Kent '11	Sussex '10	Sussex '11
Interstate	256	256	0	0	0	0
Other Freeways & Expressways	50	50	85	85	0	0
Other Principal Arterial	621	623	149	148	487	487
Minor Arterial	406	408	289	288	108	109
Major Collector	560	565	357	359	744	747
Minor Collector	88	86	180	179	182	182
<b>Local</b>	3,555	3,655	2,121	2,153	3,324	3,350
<b>Total Lane Miles</b>	5,536	5,644	3,181	3,214	4,845	4,875

Source: DelDOT Planning



## MILES TRAVELED INCREASES TO 9.0 MILLION IN 2011

### Up from 8.7 million in 2010

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 an all-time high of 9.4 million in 2005-2007. After decreasing to 8.7 million in 2010, the average annual miles has increased to 9.0 million again in 2011.

FIGURE 3.8

### Average Annual Vehicle Miles Traveled, 2009-2011

	2009	2010	2011
AVMT in millions	9.0	8.7	9.0

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.

*Below left: Developing new roadway plans.*

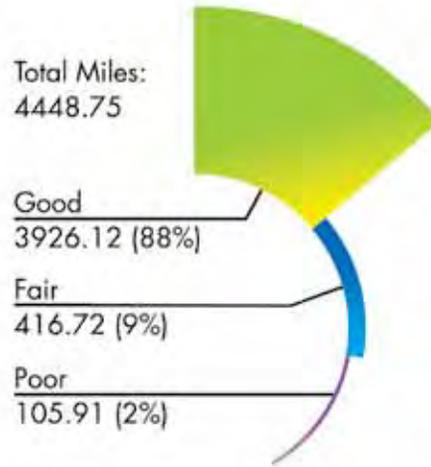
*Below: Environmentally sensitive roadway reconstruction.*

*Right: DelDOT surveyor takes transit readings.*



## FUEL CONSUMPTION DECREASES

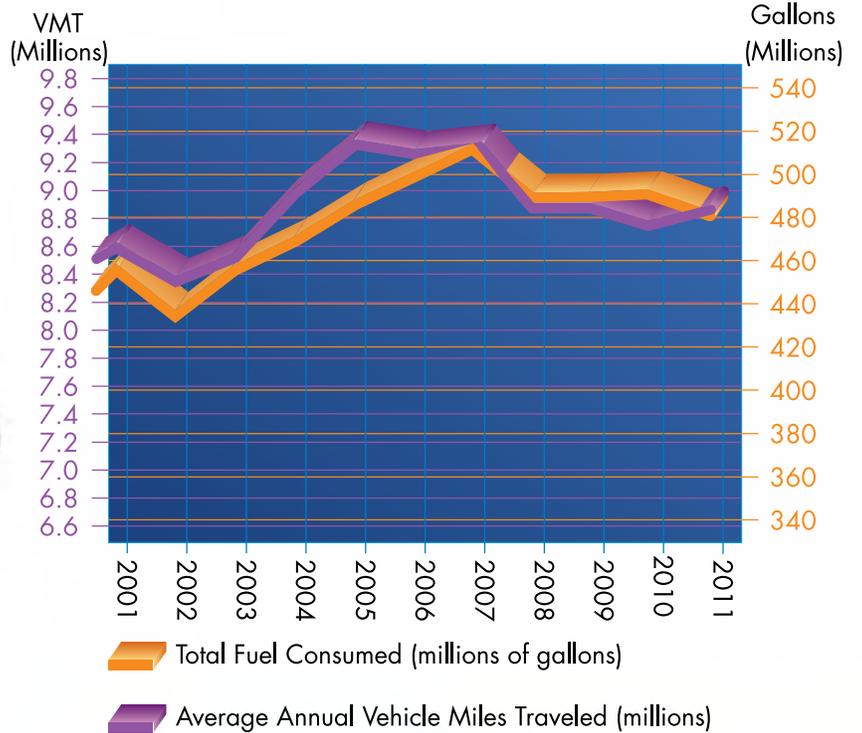
In 2011, Fuel Consumption vs. Vehicle Miles Traveled (VMT) shows a decrease in gallons with an increase in miles. As Figure 3.10 illustrates, fuel consumption was on the rise from 2008-2010, rising from 497 million gallons to 499.9 million gallons. In 2011, the number consumed decreased to 489.9 million gallons. VMT fell to 8.7 in 2010, but increased to 9.0 in 2011.



Source: DelDOT Planning

**FIGURE 3.9**  
Road Pavement Condition, 2011

**FIGURE 3.10**  
Fuel Consumed vs. Vehicle Miles Traveled, 2000-2011



Source: DelDOT Planning



## BRIDGES

### Monitoring safety on Delaware bridges

DelDOT maintains 1,580 of the 1,666 bridges in Delaware. The other 86 are the responsibility of the Delaware River & Bay Authority, municipalities, railroads and private owners. Since 863 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.



### 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.

**FIGURE 3.11**  
DelDOT Owned Bridges, 2011

New Castle	Kent	Sussex
773	356	451

**Total = 1,580 Bridges Statewide**

Source: DelDOT Bridge Management Section

### 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 car 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.

*Below left (opposite): New Delaware Welcome Center located on I-95 near Newark. Below: Bridge construction work. Above: Newly completed Indian River Inlet Bridge.*



## TRACKING HIGHWAY ACCIDENTS TO IMPROVE SAFETY

### Crashes, fatal crashes and property damage increase while injuries decrease in 2011

Statewide in 2011, all types of crashes were up by 175 (1%) from the previous year. Although 307 less people were injured, the same number of fatalities, 103, occurred. According to Delaware Police Statistics, alcohol was a factor in 37% of Delaware's 97 fatal crashes, and 52% of drivers killed in fatal crashes were under the influence of drugs or alcohol. Of those who died, 66 were automobile drivers or passengers. Only 29 were wearing their seat belts. There were 15,571 property damage crashes – 351 more than 2010. Driver inattention, distraction and/or fatigue were ranked as the #1 contributing circumstances in 4,927 of the 20,872 crashes of all types.

FIGURE 4.1

### Types of Crashes, 2009-2011

	2009	2010	2011
Total Crashes	18,927	20,697	20,872
Fatal crashes	102	94	97
Personal injury crashes	5,025	5,383	5,204
Property damage crashes	13,800	15,220	15,571
Persons killed	118	103	103
Persons injured	7,239	8,001	7,694

Source: Delaware State Police Statistical Report, 2011



FIGURE 4.2

## Types of Vehicles in Crashes, 2011

	Number of Vehicles	Vehicles in Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
Passenger car	21,814	71	5,557	16,186
Truck	5,164	26	1,209	3,929
Bus	195	0	58	137
School bus	108	0	35	73
Motorcycle	359	18	252	89
Farm tractor & farm equipment	11	0	0	11
Sport Utility Vehicle (SUV)	6,414	28	1,662	4,724
Minivan/Passenger van	2,206	10	589	1,607
Other or not stated	2,376	5	306	2,065
<b>Total</b>	<b>38,647</b>	<b>158</b>	<b>9,668</b>	<b>28,821</b>

Note: "Truck" represents pick-up trucks, heavy trucks, truck tractor & semi.  
Source: Delaware State Police Statistical Report, 2011

FIGURE 4.3

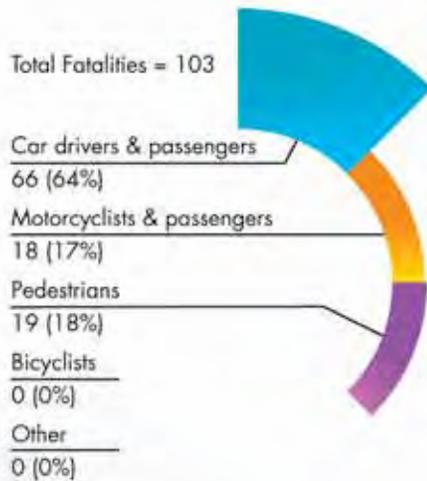
## Top 5 Causes of Crashes, 2011

Rank	Inattention, distraction or fatigue
#1	4,927
#2	Other or Unknown 3,931
#3	Careless or reckless driving 2,242
#4	Followed too closely 2,107
#5	Failed to yield right-of-way 1,858

Source: Delaware State Police Statistical Report, 2011

FIGURE 4.4

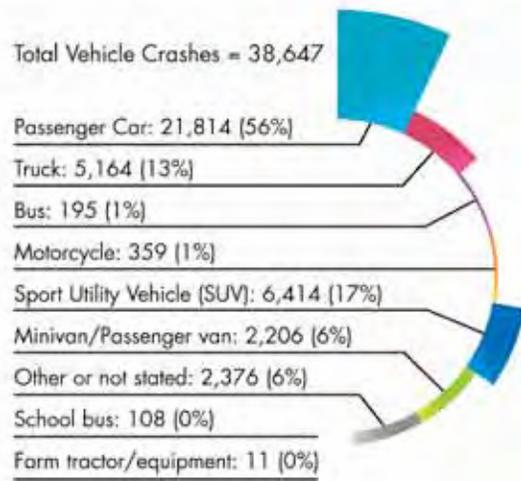
## Fatalities, 2011



Source: Delaware State Police Statistical Report, 2011

FIGURE 4.5

## Vehicle Crashes, 2011



Source: Delaware State Police Statistical Report, 2011

Left, Right and Below: Emergency Response Personnel including Police, Fire and DelDOT Traffic and Safety Teams in action.



FIGURE 4.6

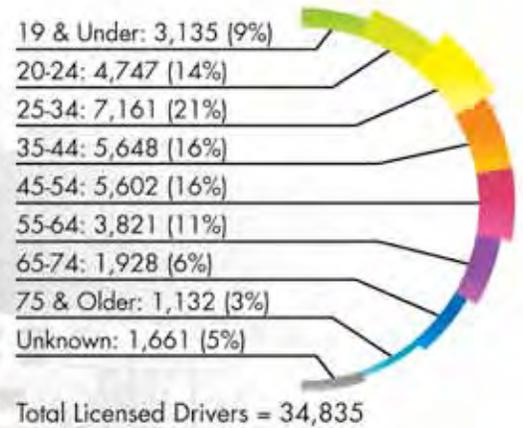
## Age of Driver in Crash, 2009-2011

	2009		2010		2011	
	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes
19 & Under	3,667	18	3,297	14	3,135	8
20-24	4,628	18	4,540	20	4,747	18
25-34	6,550	31	6,644	31	7,161	26
35-44	5,727	35	5,551	25	5,648	33
45-54	5,394	26	5,338	17	5,602	19
55-64	3,486	11	3,452	17	3,821	23
65-74	1,833	9	1,830	8	1,928	10
75 & older	1,092	10	1,055	5	1,132	12
Unknown	3,224	5	2,780	5	1,661	2
<b>Total</b>	<b>35,601</b>	<b>163</b>	<b>34,487</b>	<b>142</b>	<b>34,835</b>	<b>151</b>

Source: Delaware State Police Statistical Report, 2011

FIGURE 4.7

## Age of Driver in Crash, 2011



Source: Delaware State Police Statistical Report, 2011

## TRACKING ACCIDENTS TO IMPROVE TRUCK SAFETY

### Pick-up trucks were involved in 76% of all truck crashes in 2011

Statewide, the number of trucks involved in crashes and property damages rose again in 2011. There were 16 more crashes and 146 more property damage crashes than in 2010. Fatal crashes decreased from 28 in 2010 to 26 in 2011. Injuries also decreased from 1,337 in 2010 to 1,209 in 2011. Pick-up trucks accounted for 76% of all truck crashes in Delaware and 50% of the fatal crashes. Heavy trucks were in 12% of all truck crashes in the state, and 23% of the fatal crashes. Truck tractors and semis were involved in 12% of statewide truck crashes and 27% of the fatal crashes.



**FIGURE 4.8**  
Type of Truck in Crash, 2011

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
Pick-up truck	3,916	13	963	2,940
Truck tractor & semi	606	7	127	472
Heavy trucks	642	6	119	517
<b>Total</b>	<b>5,164</b>	<b>26</b>	<b>1,209</b>	<b>3,929</b>

Source: Delaware State Police Statistical Report, 2011

**FIGURE 4.9**  
Comparison of Truck Accidents, 2009-2011

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
2009	4,757	33	1,251	3,473
2010	5,148	28	1,337	3,783
2011	5,164	26	1,209	3,929

Source: Delaware State Police Statistical Report, 2011

## WALKING

### There were 427 traffic crashes involving pedestrians in 2011

Pedestrian traffic crashes increased from 408 in 2010 to 427 in 2011. Of those crashes, 361 involved pedestrian injuries and 19 resulted in pedestrian fatalities. New Castle County crashes accounted for 267, or 74%, of the 2011 injuries and 11, or 58%, of the deaths. Surveys show that approximately 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.

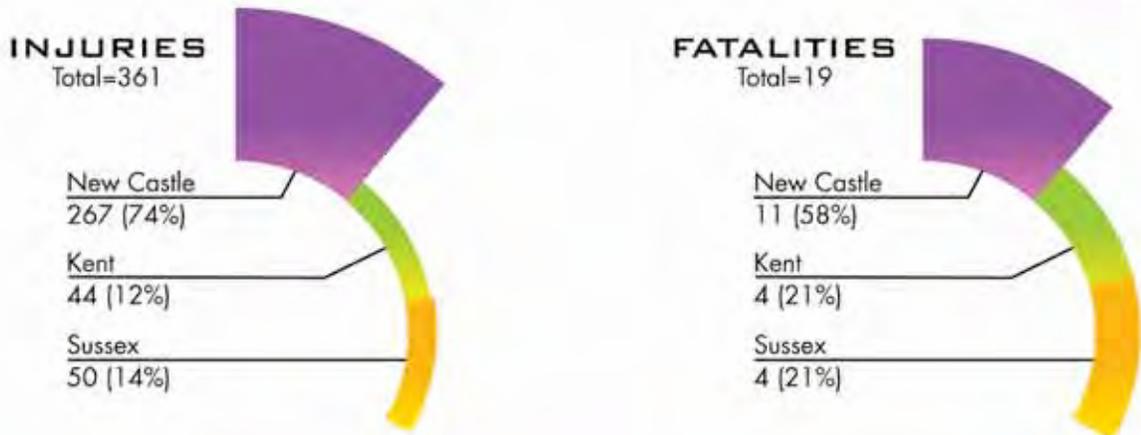
Walking to work may increase as Delaware communities become more pedestrian-friendly. Workplaces, colleges and schools are being integrated into communities and housing is being built within walking distance of transit stops or transit stations.

**FIGURE 5.1**  
Walking as a Primary Way to Commute, 2000 vs. 2010

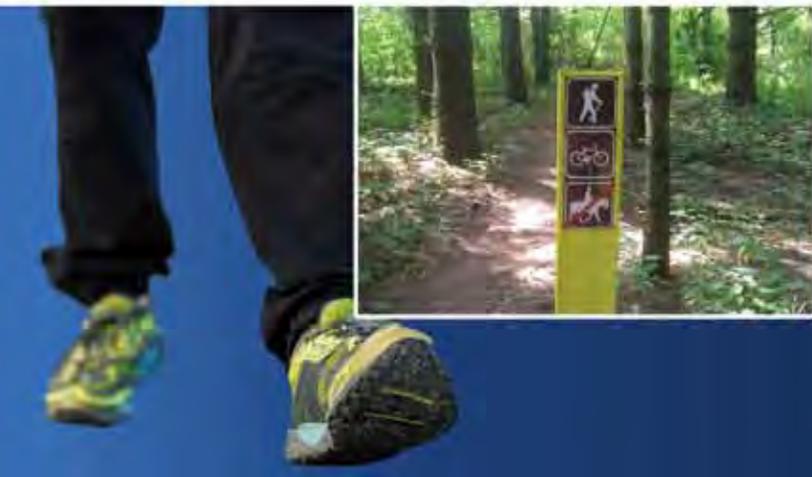
	New Castle	Kent	Sussex	Statewide
<b>2000</b>				
Total workers	245,134	59,813	68,123	373,070
Number who walk	6,748	1,361	1,528	9,637
<b>2010</b>				
Total workers	258,255	71,838	83,865	413,958
Number who walk	6,471	1,378	1,784	9,633

Source: Bureau of the Census, U.S. Department of Commerce (2000 & 2010 Census)  
Note: Census figures are updated every 10 years.

**FIGURE 5.2**  
Pedestrian Traffic Crashes by County, 2011



Source: Delaware State Police Statistical Report, 2011



## BICYCLING

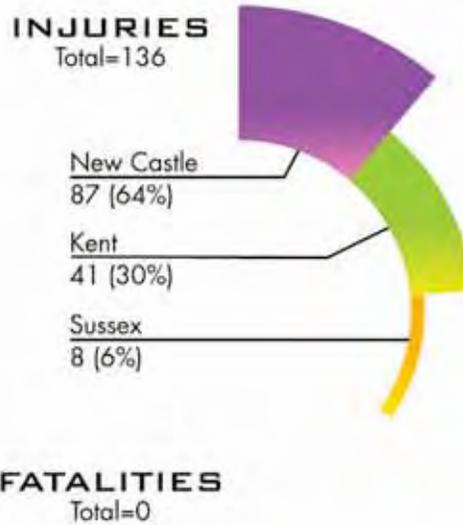
### 142 bicycle traffic crashes were reported in 2011; Zero riders were killed

Statewide, the number of total bicycle crashes decreased, with 16 fewer crashes in 2011 than 2010. The number of injuries declined from 146 in 2010 to 136 in 2011. Fatalities also declined from 3 in 2010 to zero in 2011.

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, 2011**



Source: Delaware State Police Statistical Report, 2011

**FIGURE 5.4**  
**Biking as a Primary Way to Commute, 2000 vs. 2010**

	New Castle	Kent	Sussex	Statewide
<b>2000</b>				
Total workers	245,134	59,813	68,123	373,070
Number who bike	466	137	248	851
<b>2010</b>				
Total workers	258,255	71,838	83,865	413,958
Number who bike	724	199	245	1,168

Source: Bureau of the Census, U.S. Department of Commerce (2000 Census); University of Delaware, Annual Journey to Work Survey 2006-2010. Note: Census figures are updated every 10 years.



## PARK & RIDE/PARK & POOL

### 50 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 50 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](http://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](http://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](http://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 almost 70 fixed bus routes, paratransit, commuter rail and related transit services throughout Delaware.

FIGURE 7.1

### DART First State Bus Ridership, FY 2009-2011

	2009	2010	2011
Fixed Routes	9,146,869	9,219,391	9,920,213
Paratransit	900,128	944,289	968,323

Source: DelDOT Delaware Transit Corporation

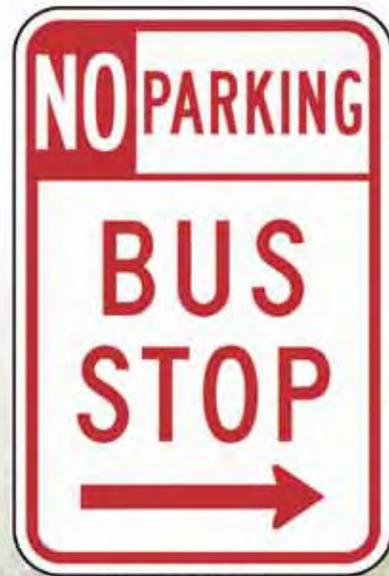
### DART First State statewide bus service

DART provides statewide local fixed-route bus service, offering over 2,700 bus stops, 270 bus shelters and 81 benches. All DART fixed-route buses are wheelchair accessible and bike rack equipped.

### A "greener" and newer bus fleet

Average age of DART's current fleet of 224 fixed-route buses is only 6.8 years old. The 301 cutaway buses used for Paratransit demand service are even newer, with an average age of 2.9 years.

To further reduce emissions and fuel costs, DART has phased into the fleet 30 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 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 eight routes. Key area transit hubs include the Wilmington Train Station, Rodney Square, and Christiana Mall. DART also operates a trolley in downtown Wilmington, 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 six 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.

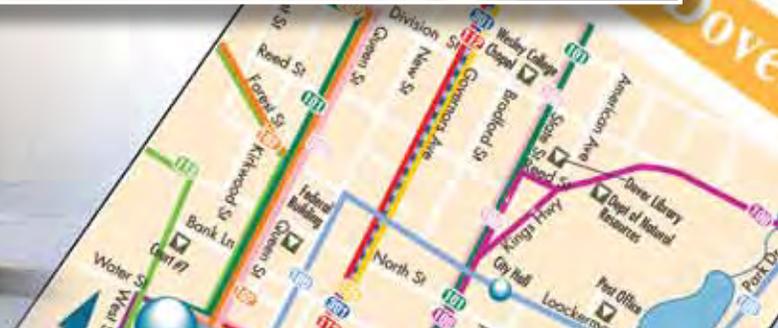
## Kent County

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 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 373,106 passenger trips in the 2011 season. The ever-popular, best performing Route 201 serving the Rehoboth Boardwalk, carried 254,724 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 4,688 passenger trips. Sussex County has one 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. 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 800-553-DART (3278) to make a reservation. You can also call 1-800-652-DART (3278), Option 4 to access the automated phone system. It is available anytime, anywhere 24 hours a day, 7 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, Option 3.

## 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 2009-2011

	Ridership
2009	1,137,709
2010	1,106,742
2011	1,158,650

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 34 SEPTA trains each weekday, with limited weekend service; 20 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 104-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 2010, there were 706,279 passenger trips to and from Delaware and in FY 2011, there were 728,413 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

DeIDOT 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, 2010 vs. 2030

	2010			2030	
	Capacity	Flights	Percent of Capacity	Projected Flights	Percent of Capacity
New Castle County Airport	194,000	78,840	41%	101,000	52%
Summit Airport	170,800	41,500	24%	55,100	32%
Smyrna Airport	30,000	2,300	8%	3,000	10%
Chandelle Airport	46,400	3,200	7%	4,200	9%
Delaware Airpark	171,300	22,650	13%	29,900	17%
Jenkins Airport	24,800	1,400	6%	1,800	7%
Civil Air Terminal, Dover AFB	13,500	660	4.9%	1,000	7.4%
Chorman Airport	53,100	13,200	25%	17,300	33%
Laurel Airport	32,200	8,950	28%	11,600	36%
Sussex County Airport	174,500	34,000	19%	44,900	26%
<b>Total</b>		<b>206,040</b>		<b>268,800</b>	

Source: DelDOT Planning, Office of Aeronautics

Left: An airfreight plane on the tarmac at New Castle County Airport.

Above: At Delaware Airpark in Cheswold, a DSU aircraft sports the signature "Red Tail" in honor of the Tuskegee Airmen.

Right: DelDOT TMC Operations Manager, Gene Donaldson and ??? of Civil Air Patrol?



## 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 2010, the fleet carried 831,694 passengers and 286,465 vehicles. In 2011, ridership fell for the third consecutive year to 779,451 and vehicle use decreased to 268,605.

### 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.

FIGURE 8.2

### Cape May-Lewes Ferry Annual Ridership, 2009-2011

	Passengers	Vehicles
2009	845,362	291,368
2010	831,694	286,465
2011	779,451	268,605

Source: Delaware River & Bay Authority



Left: Cape May-Lewes Ferry and "Tall Ship" Kalmar Nyckel docked at Lewes Terminal.

Above: Tugboat pushing a barge down the Nanticoke River.

**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 the largest on-dock cold storage complex in North America. Recently, the Port was certified as a 360 Quality marine terminal, one of three in the nation, underscoring its high-quality handling standards for perishable cargo. The Port’s cargo portfolio: perishables, automobiles, breakbulk, dry and liquid bulk commodities, livestock, windpower and project cargoes. An economic engine for the State of Delaware and the region, it is responsible for over 4,300 jobs, \$363 million in business revenue, \$340 million in personal income and \$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:**

- Busiest terminal on the Delaware River
- Facilitates trade with more than 30 countries
- Receives 3 billion glasses of orange and apple juice annually
- Supplies road salt for tri-state municipalities

FIGURE 8.3

**Waterborne Shipments Received Port of Wilmington, DE, 2008-2010**

	Short Tons
2008	3,959,000
2009	4,149,000
2010	4,023,703

Source: Port of Wilmington, DE

FIGURE 8.4

**Cargo Mix Port of Wilmington, DE 2009-2010**

	2009 (short tons)	2010 (short tons)
Non-containerized cargo	503,000	388,102
Containerized cargo	1,571,000	1,659,209
Dry bulk cargo	666,000	703,439
Liquid bulk petroleum cargo	1,409,000	1,272,953
Total cargo mix	4,149,000	4,023,703

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.

## 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 9.1**  
**Statewide Plans**

<b>Long Range Transportation Plan 20-Year Plan</b>
Principles Policies Recommendations
<b>Capital Transportation Plan (CTP) 6-Year Plan</b>
Specific Projects Time Frames Costs
<b>First Year of the CTP 1-Year Plan</b>
Projects in the Current Fiscal Year Project Phases Costs Accountability



Source: DelDOT Planning, Office of Aeronautics

**FIGURE 9.2**  
**Policy Principles**

1. System Preservation/Optimization <i>Maintenance First</i>	Focus on maintenance and operations and optimization of the Transportation System.
2. Development <i>Direct programs, services and facilities to support smart growth and smart transportation initiatives.</i>	Coordinate land use and transportation in a manner that promotes long-term transportation efficiency.
3. Travel Opportunities and Choices <i>Maximize transportation choices for residents and visitors.</i>	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.
4. Cost-Effectiveness <i>Use costeffectiveness as the fundamental principle.</i>	Use cost-effectiveness indicators when prioritizing projects. Maintain and use existing resources and equipment. Use technology to improve service.

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)

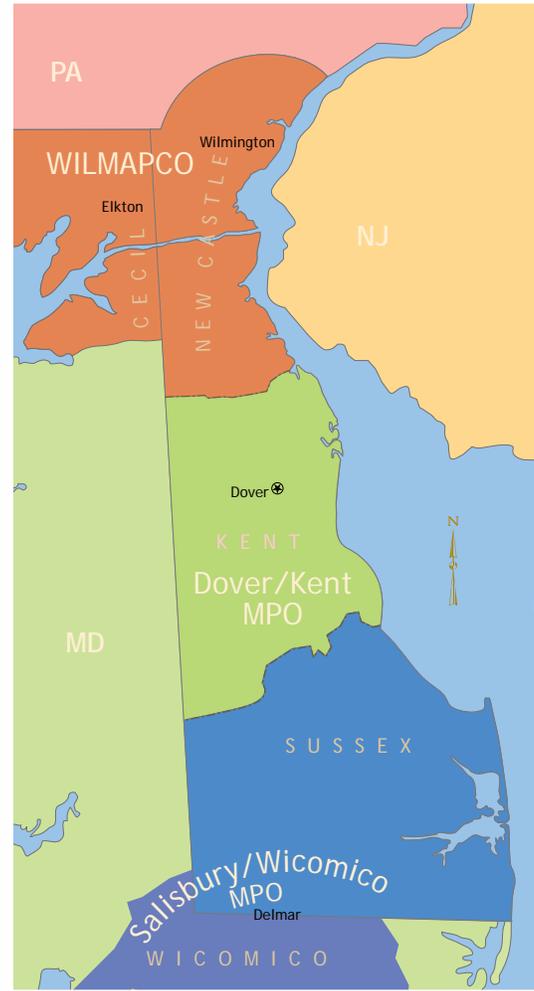
The federal government’s Surface Transportation Laws and Regulations require metropolitan areas with populations of 50,000 or more to organize Metropolitan Planning Organizations (MPOs). Delaware’s MPOs work with DelDOT to develop region-wide coordinated programs, projects and long range plans. The MPOs 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

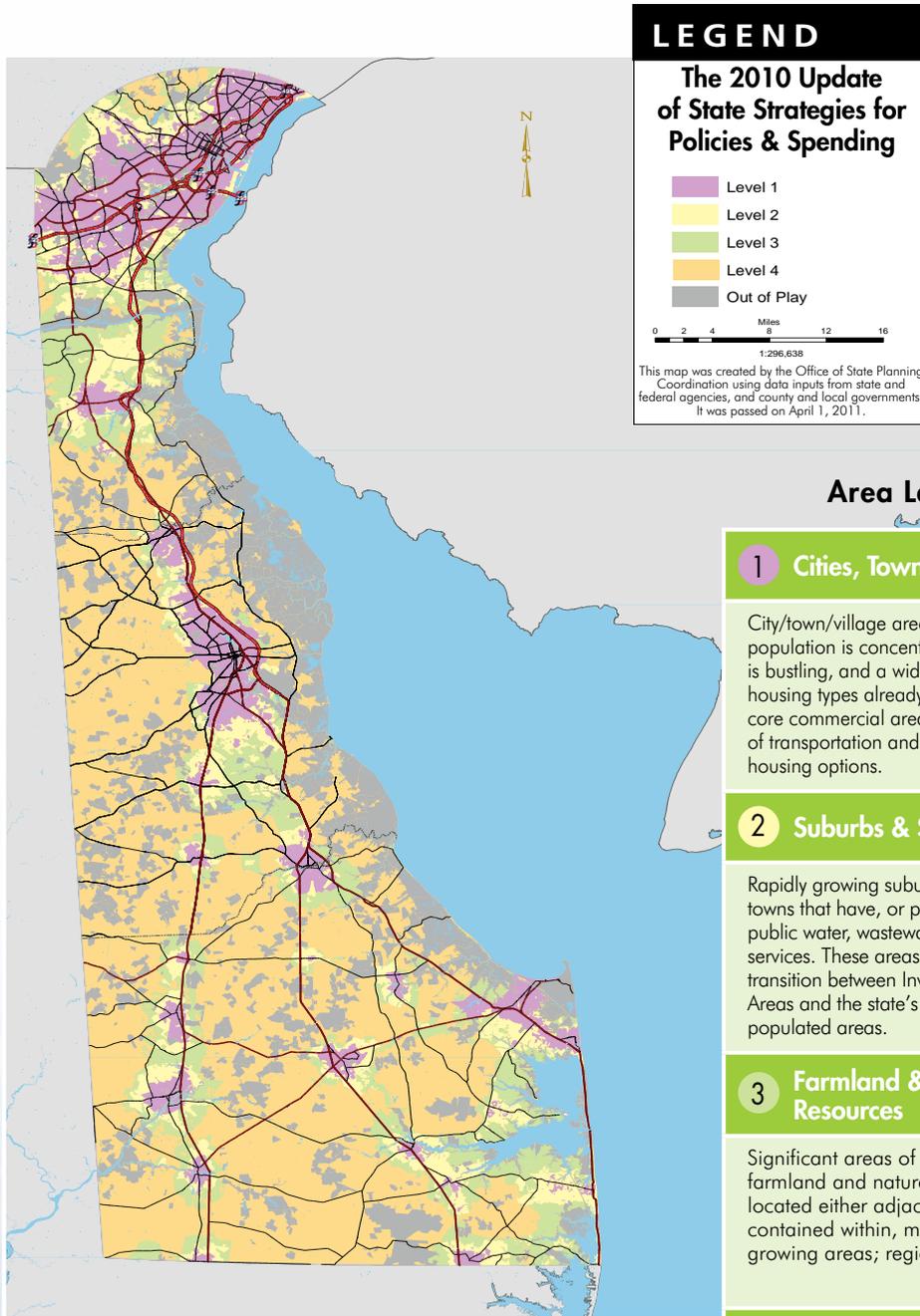
Wilmington Area Planning Council (WILMAPCO)	Dover/Kent MPO	Salisbury/Wicomico MPO
Tigist Zegeye Executive Director 850 Library Avenue, Suite 100 Newark, DE 19711	Rich Vetter Executive Director P.O. Box 383 Dover, DE 19903-0383	Keith D. Hall Long Range Transportation Planner P.O. Box 870 Salisbury, MD 21803-0870
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

Area Level	Investment Strategy
<p><b>1 Cities, Towns &amp; Villages</b></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><b>Redevelop and Reinvest</b></p> <p>State policies will encourage redevelopment and reinvestment.</p>
<p><b>2 Suburbs &amp; Small Towns</b></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><b>Well-Designed Development</b></p> <p>Promote well-designed development, including a variety of housing types, user-friendly transportation systems, recreation and other public facilities.</p>
<p><b>3 Farmland &amp; Natural Resources</b></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><b>Maintain Existing + Phased Growth</b></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><b>4 Rural &amp; Undeveloped Areas</b></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><b>Discourage Additional Development</b></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 2011, Bond Proceeds increased to \$102.9 million dollars, up from zero in 2010. Transportation Trust Fund revenues rose \$12.7 million to \$432.4 million in 2011 and Federal Funds decreased by \$38.5 million to \$200.6 million in 2011.

### 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 2009-2011

	Bond Proceeds	Trust Funds	Federal Funds
2009	223.2	420.1	190.7
2010	0	419.7	239.1
2011	102.9	432.4	200.6

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



FIGURE 10.2

### Transportation Trust Fund Revenue (in millions), FY 2010-2011

	FY 2010	Percent	FY 2011	Percent
Toll Revenue: I-95 *, SR 1	164,901	39.3%	160,324	37.1%
Motor Fuel Tax	115,740	27.6%	116,612	27.0%
Motor Vehicle Document Fee	58,353	13.9%	68,347	15.8%
Motor Vehicle Registration Fee	44,524	10.5%	47,172	10.8%
Misc. Transportation Revenue	22,816	5.4%	24,587	5.7%
Misc. Revenue	11,032	2.6%	11,794	2.7%
Investment Income	2,302	0.5%	3,573	0.8%
<b>Total</b>	<b>419,668</b>	<b>100.0%</b>	<b>432,409</b>	<b>100.0%</b>

\* Includes concession revenue of \$2.4 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, 2007 (per gallon)**

	1987	1997	2007
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 2010 (in millions)**

	FY 2010
Congestion Mitigation/Air Quality	8.7
Discretionary/Earmarks *	2.0
Bridge	17.5
National Highway System	74.9
Interstate Maintenance	8.6
Planning	4.9
High Priority Projects/Minimum Guarantee/RABA	32.6
Recreational Trails/Scenic Highways	0.9
Surface Transportation Program	51.4
Miscellaneous	4.4
ARRA	0.0
	<b>205.9</b>

\*Congressional earmarks will replace discretionary funds

Source: DelDOT Finance

**FIGURE 10.5**

**FTA Apportionments, FY 2010 (in millions)**

	FY 2010
Discretionary	3.9
Urban	11.8
Rural	1.3
Clean Fuels	0.0
Elderly, Disabled, & New Freedoms	0.7
MPO & State Planning	0.5
Fixed Guideway (Septa)	0.7
Welfare-to-Work	0.3
	<b>19.2</b>

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.



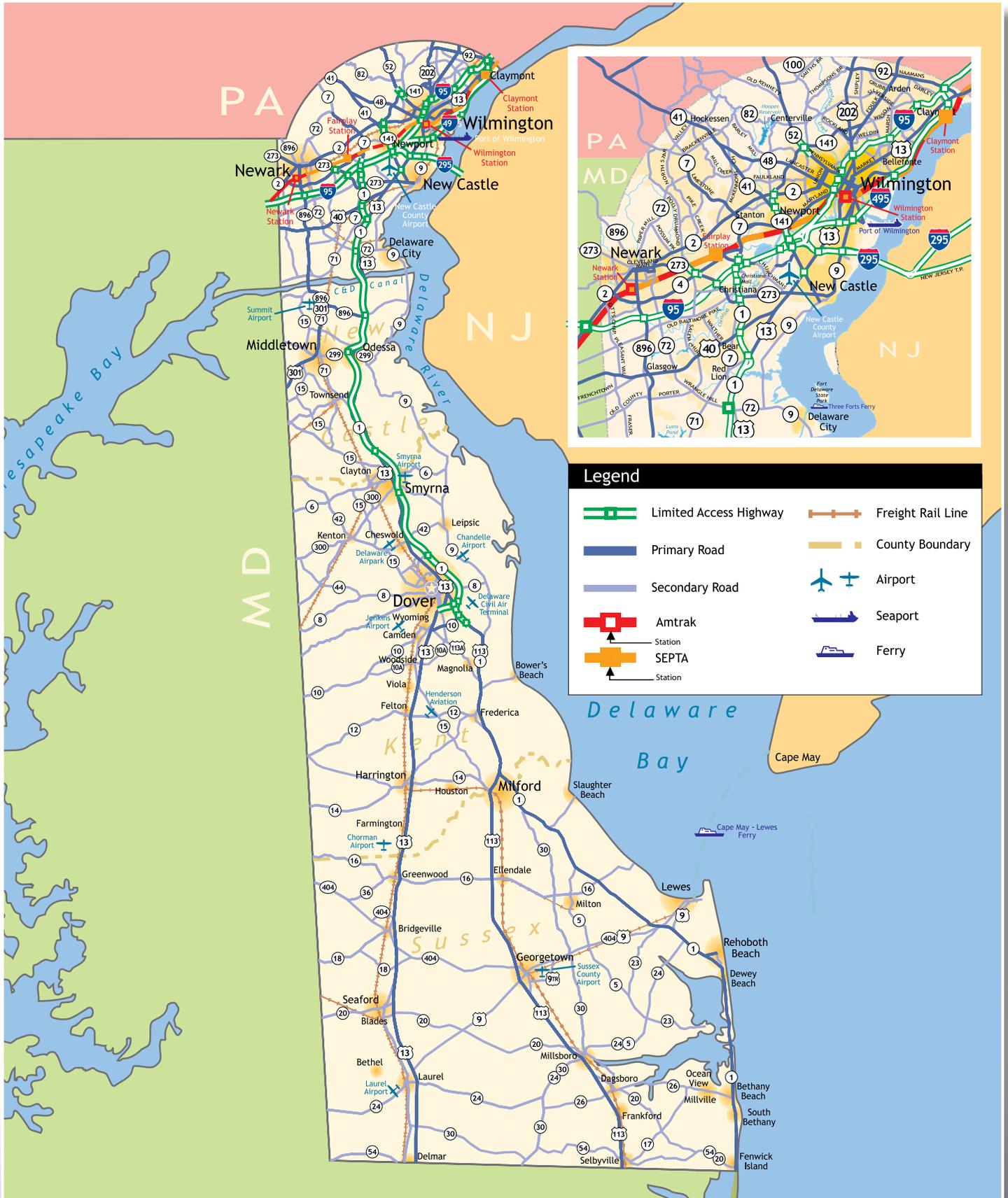
FIGURE 10.6

### Delaware Department of Transportation Capital Transportation Program FY 2010 (in thousands)

<b>I. Road System</b>	
Expressways	\$73,403.00
Arterials	\$98,130.40
Collectors	\$7,730.00
Locals	\$20,481.60
Bridges	\$19,763.90
Other	\$22,617.00
Total road system	\$242,125.90
<b>II. Grants and Allocations</b>	
Community Transportation Fund	\$8,375.00
Municipal street aid	—
Total grants & allocations	\$8,375.00
<b>III. Transit</b>	
<b>\$18,427.90</b>	
<b>IV. Support System</b>	
Rail (Crossings, Commuter, Preservation, Wilm. Station)	\$1,697.00
Planning	\$4,874.40
Transportation Facilities	\$6,150.00
Transit Facilities	—
Technology	\$7,970.00
Equipment	\$1,000.00
Transportation Management Improvements	\$9,840.00
Engineering & Contingencies	\$22,900.00
Hydrogen Storage, Fuel Cell Program, Misc.	—
Woodland Ferry	—
Aeronautics	\$4,561.30
Advanced Acquisition	\$1,500.00
Contingency	—
Advanced Acquisition	—
Total support system	\$60,492.70
<b>Total Program</b>	<b>\$329,421.50</b>

Source: Capital Transportation Program

FIGURE 10.7



Source: DelDOT Planning

# DELAWARE TRANSPORTATION FACTS FOR 2011

The Transportation Facts Book is published by DeIDOT Planning, in cooperation with the United States Department of Transportation and the Federal Highway Administration.

Comments or questions regarding this document may be directed to:  
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