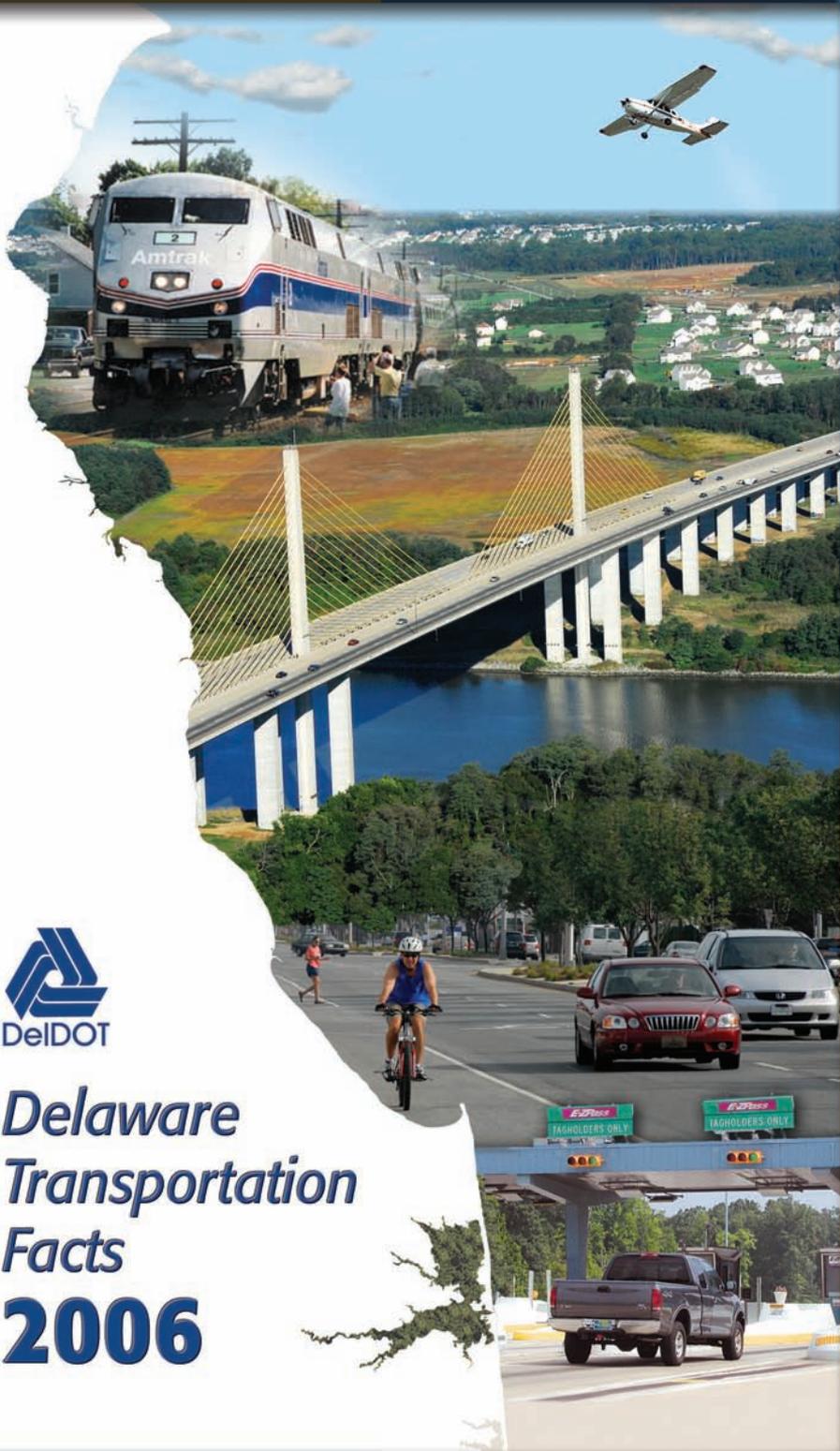




*Delaware
Transportation
Facts
2006*



Delaware Transportation Facts 2006

Ruth Ann Minner
Governor

Carolann Wicks
Secretary
Delaware Department of Transportation



Visit our Web site at:
www.deldot.gov



Letter from Governor Minner

A little over a year ago, I was pleased to preside over the swearing-in ceremony for Transportation Secretary Carolann Wicks. Her many years of experience in the Delaware Department of Transportation made her the perfect choice to become Delaware's eighth Secretary of Transportation, as has been proven by her dedicated efforts over the past year.

DelDOT is an agency that faces a number of challenges, many of which are a result of growth in our state. As more and more people decide Delaware is a wonderful place in which to live and raise families, we face additional transportation challenges that must be solved to help preserve our quality of life.

In New Castle County, we continue to plan for a new U.S. 301 from the Maryland/Delaware state line to State Route 1, while moving forward with the improvements on Interstate 95. Formerly rural roads across the state carry more vehicles and need to be upgraded to ensure safety. In Kent County, we are working to improve the traffic lights in Dover, and are moving forward to upgrade South Governors Avenue.

And farther south in Sussex County, the Indian River Inlet Bridge project is moving forward, along with improvements along the Route 1 corridor in the beach area.



Those projects and many more in all three counties will help ensure that my Livable Delaware initiative continues to work for this and future generations.

This new edition of the Delaware Transportation Fact Book is filled with fascinating information about all aspects of transportation in our state. I hope you will take the time to look through and learn about the Delaware Department of Transportation and its daily challenges to ensure safety on our roadways, while also anticipating future transportation needs in our state.

Sincerely,

A handwritten signature in blue ink that reads "Ruth Ann Minner". The signature is fluid and cursive, written in a professional style.

Ruth Ann Minner
Governor

Letter from Secretary Wicks

This seventh edition of the Delaware Transportation Fact Book arrives at an important time in the history of the Delaware Department of Transportation (DelDOT). The transportation needs of our state are growing at a rapid pace, and DelDOT is challenged to meet those needs to the best of our ability.

Our needs are well documented and Governor Minner has outlined bold ways to provide the necessary financial resources that will enable us to continue serving the citizens of our state as they expect. Success will be determined by teamwork, with elected officials, state metropolitan planning organizations, county officials and public involvement.

In last year's Transportation Fact Book, I noted the excellent team of professionals at DelDOT, who work hard to provide our customers with a safe and efficient transportation system. I have watched them continue those efforts and meet the challenges that arose during the past year. I am confident of their continuing commitment to provide important services and projects to our state, and maintain those valuable assets.

It is encouraging to know that many Delawareans have told us that the current transportation system meets many of their present needs. However, we also know of critical areas that are growing with congestion. As we look toward the future, the need for transportation improvements to complement the growth of Delaware is evident throughout the state. In the year 2000, Delaware's population topped the 750,000 mark. Projected figures put the state's population over the one-million mark for the first time in 2030. Today's transportation professionals not only address our current issues, but must also look long-term to meet the infrastructure and service needs of our state. That is why we gather and analyze the facts contained in this book, and why you may also find it interesting and useful.



The Transportation Fact Book has more than raw data. It contains useful information on the many programs and components that make up the Delaware Department of Transportation. It is a look at how we move people and goods through our state, how we plan for the future, and how we fund the necessary programs.

The collaborative and informative dialogue that DelDOT has with its customers becomes even more important in the months and years ahead. As we communicate the transportation priorities and needs, we will continue to listen to what people across the state tell us as we work on our six-year capital program.

My first year as Secretary of Transportation has been challenging and exciting. I am proud of our efforts and the people who serve the public every day, and stand with them as we face our future.

Sincerely,

A handwritten signature in blue ink that reads "Carolann Wicks". The signature is cursive and elegant, written in a professional style.

Carolann Wicks
Secretary
Delaware Department of Transportation

DeIDOT Organization & Mission

The Delaware Department of Transportation (DeIDOT)



DeIDOT Mission:

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

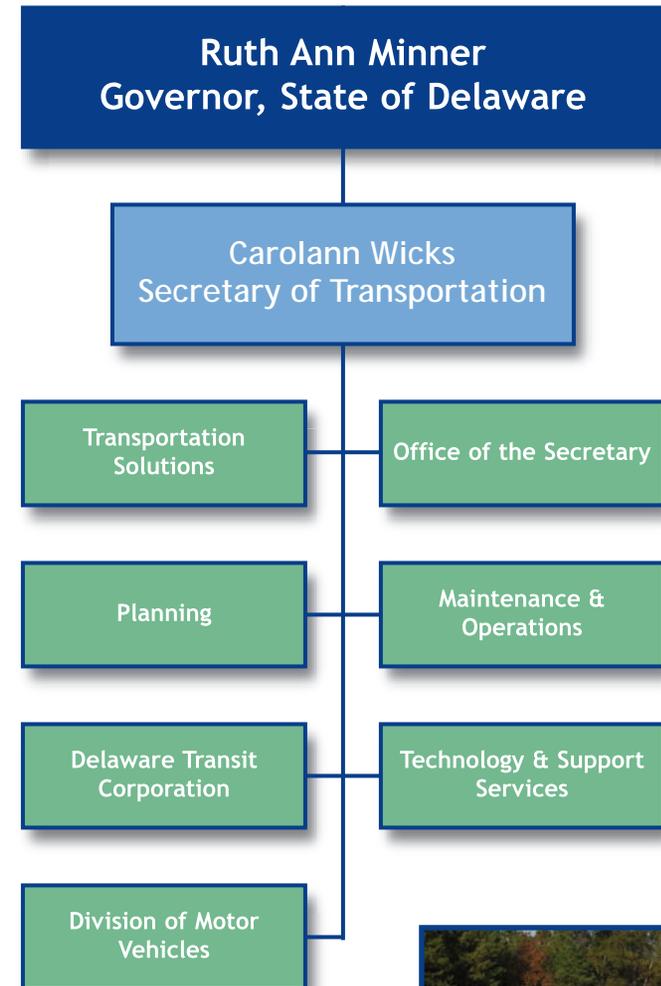


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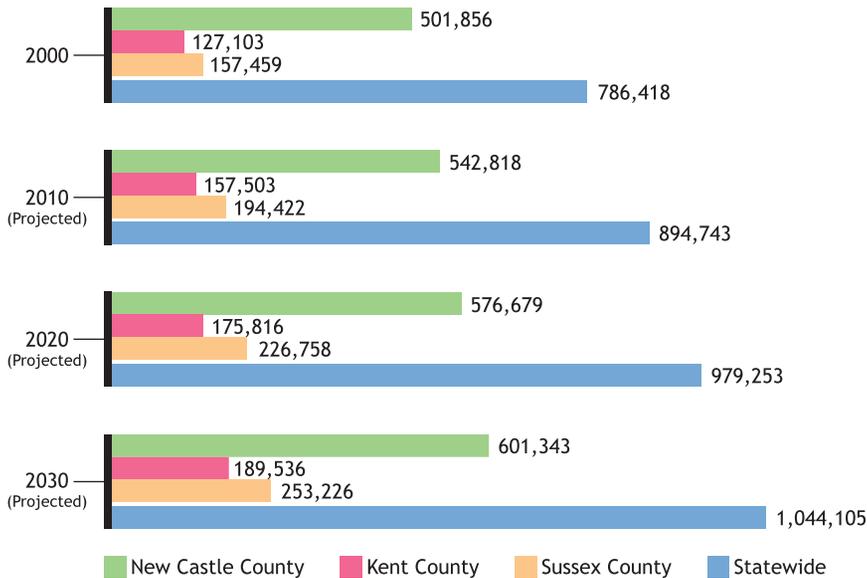
About Delaware

Our State's Population

Between 2000 and 2030, Delaware's population will have grown over 33%, and by 2030 it is projected our numbers will have exceeded the one million population benchmark. The charts below show the highest concentration of people reside in New Castle County; however, Sussex County is experiencing the highest growth rate. By 2020, many aging baby boomers are expected to have retired to Sussex, adding 69,299 more residents than in 2000.

Delaware Population, 2000-2030

Figure 1.1



Source: Center for Applied Demography & Survey Research, University of Delaware, U.S. Bureau of Census (Census 2000), Delaware Population Consortium

Note: Census figures are updated every 10 years.

How We Commute

The majority of Delawareans drive alone to work each day. A survey conducted by the University of Delaware showed an average of 78% of commuters in New Castle County, 66% in Kent County, and 72% in Sussex County drive alone on their journey to work. Though few use other modes to get to work, New Castle County has the highest number of people who take the bus to work. Sussex residents lead the way in car or van pooling at 25.7%. This survey represents a sampling of residents from each county, with survey percentages averaged for the 5-year period.



Average Modal Use to Work-by County, 2000-2004

Figure 1.2

	New Castle	Kent	Sussex
Drive Alone-Single-Occupant Vehicle	78%	66%	72%
Multi-Occupant Vehicle	13.2%	20.5%	25.7%
Bus	1.9%	<1.0%	<1.0%
Bike	<1.0%	<1.0%	<1.0%
Walk	2.4%	<1.0%	3.4%

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

Safe Routes to School



DeIDOT is helping schools and local communities implement their plans for participating in Delaware's Safe Routes to Schools program. Safe Routes to Schools enables and encourages children in grades K through eight, including those with disabilities, to walk and bicycle to school.

Today, fewer than 15 percent of all students walk or bike to school and over half of all children are driven to school in private automobiles.¹ Due to the increase in traffic, pedestrian and bicycle safety has been compromised and air quality around schools has declined. The Safe Routes to School Program hopes to implement actions 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.

Students who live within one mile of their school are encouraged to walk to and from school and those who live within two miles to bicycle. Using Federal funds, DeIDOT will assist program sponsors in creating a variety of different projects, from safer crosswalks to in-school programs that educate parents and children on the benefits of walking or bicycling to school.

¹ 2001 National Household Travel Survey conducted by Federal Highway Administration



The Safe Routes to School plan identifies safety hazards, current and potential walking and biking routes to school and activities that incorporate the five E's.

Engineering

Reduce speeds and potential conflicts with traffic. Establish safer and fully accessible crossings, walkways, trails, and bikeways.

Education

Teach lifelong bicycling and walking safety skills. Educate kids and their parents about Delaware's pedestrian and bicycle laws. Launch driver safety campaigns within one mile of schools.

Enforcement

Partner with local law enforcement to ensure traffic laws are obeyed. Initiate community enforcement such as crossing guard programs.

Encouragement

Use events and activities to promote walking and bicycling.

Evaluation

Monitor and document outcome and trends, including collecting before and after data.

For more information, or to receive Program Guidelines and an Application, contact the Safe Routes to Schools Program Coordinator at (302) 760-2121 or visit online at www.deldot.gov and click on "community programs and services."



Technology & Safety

DelTrac, Emergencies and Homeland Security



DelTrac Transportation Management Teams (TMTs) bring together personnel and resources from police, fire, rescue, emergency management, transportation, communications, environmental protection and other agencies to improve safety

and reduce delays during incidents, events and emergencies that impact the transportation system here in Delaware. The teams also work to prevent secondary incidents triggered by the original incident. They play an important role in the state's homeland security, and in plans for evacuation and transportation management during major emergencies. Satellites, sensors, cameras, fiber optics and the Internet are just some of the DelTrac tools that monitor and manage transportation in Delaware 24 hours-a-day, 365 days-a-year.



Red Light Running

DelDOT's red light running enforcement system is an example of a DelTrac technology that is helping to improve safety on our roads and saving lives. Cameras have been placed at many intersections statewide where past accident history or reports from police indicate that drivers have frequently been running red lights. In other jurisdictions, cameras have reduced red light running by up to 70%.



E-ZPass

E-ZPass 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. To learn more, visit www.EZPassDE.com.

Purchase your E-ZPass Transponder online or at any DMV office statewide. Also look for the Mobile E-ZPass Van at transportation fairs, malls, and corporate locations.



Division of Motor Vehicles

DeIDOT Division of Motor Vehicles



DMV Services

DeIDOT's Division of Motor Vehicles (DMV) inspects and registers vehicles; issues titles; tests for and issues regular and commercial driver licenses; offers driving

manuals and education courses on subjects such as defensive driving, aggressive driving, motorcycle and boater training, and conducts DUI alcohol programs. At the DMV, drivers can also purchase *E-ZPassSM* transponders, register to vote or sign up to become an organ donor.



DeIDOT Division of Motor Vehicles offices and inspection lanes are located in Greater Wilmington, New Castle, Dover and Georgetown. All are open weekdays from 8:00 AM to 4:30 PM, except Wednesdays, when they are open from noon until 8:00 PM.

See page 72 for branch phone numbers. For directions and other information, go to www.dmv.de.gov. This Web site offers a guide for new residents, a list of fees, forms you may wish to download, and answers to many of your questions.

Division News

Sussex County's new 38,500 square foot Georgetown DMV has been completed. The new administrative building features seven inspection lanes and drive-thru tellers. In Dover, construction has also been completed on two new DMV drive-thru lanes, six additional customer service stations and two more inspection bays.

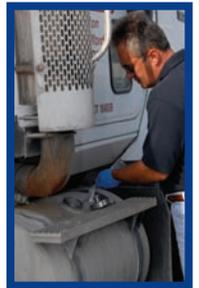


Emissions Testing

Air quality testing is also performed at DMV Inspection Lanes. Assuring that cars and trucks meet air quality standards is helping Delaware meet the Ozone Challenge.

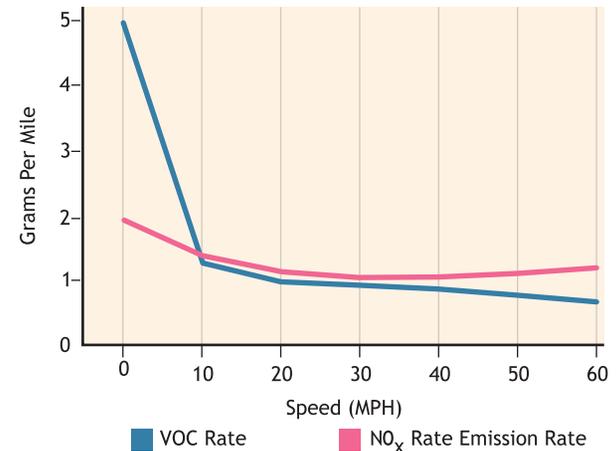


Solving traffic-related ozone pollution problems is something of a *Catch 22*. Slower moving traffic on congested local roads causes the release of volatile organic compounds (VOCs) such as hydrocarbons. Faster moving traffic on freeways and arterials causes release of nitrogen oxides. Peak and off-peak travel periods cause different types of emissions. Roadway improvements, which allow higher speeds and levels of service, decrease hydrocarbons but increase nitrogen. Delaware must meet mandated reductions, but hard decisions will have to be made to comply with EPA regulations.



The Ozone Challenge: Traffic-Related Pollution

Figure 4.1



Source: DeIDOT Planning

Moving People - Roadways

Highway Transportation

Vehicles

From 2001 to 2005, licensed drivers held steady at about 73% of the population. Over the same period, the number of registered motor vehicles increased by 91,144 vehicles and mileage increased by 883,000 miles.

Population / Licensed Drivers / Motor Vehicle Registrations & Mileage, 2001-2005

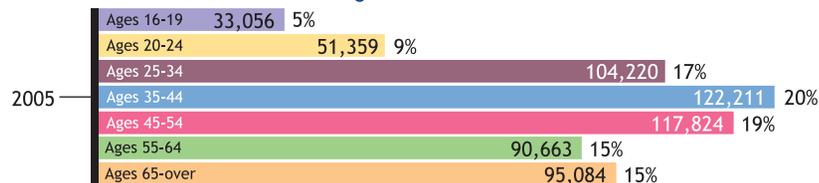
Figure 5.1

	Population	Licensed Drivers	Registered Motor Vehicles	Motor Vehicle Mileage (in Millions)
2001	796,479	569,143	733,207	8,565
2002	807,382	577,581	755,272	8,838
2003	818,010	591,713	778,016	9,010
2004	838,913	604,124	803,942	9,263
2005	840,692	614,417	824,351	9,448

Source: DeIDOT Division of Motor Vehicles

Licensed Drivers-by Age, 2005

Figure 5.2



Total Licensed Drivers = 614,417 (percent change from Year 2004: +2%)

Source: DeIDOT Division of Motor Vehicles

Licensed Drivers

In 2005, there were 614,417 licensed drivers in Delaware, representing an increase of approximately 2% from the 604,124 licensed drivers in 2004. The 35-44 year-old age group remains the largest at 20%, followed by ages 45-54 at 19%, and ages 25-34 at 17%.

Lane Mileage

The Delaware Department of Transportation is responsible for maintaining 89% of the 13,095 lane miles of roads in Delaware. Municipalities are responsible for the other 11%. Delaware is one of only a few states with this high percentage of public roads under Department of Transportation jurisdiction. The national average is approximately 20%. DeIDOT's jurisdiction includes everything from the I-95 interstate highway that runs through New Castle County, to residential streets and rural roads. As the number of lane miles increase, maintenance and repair budgets also increase, because an expanding system calls for expanded support services. Twenty-five percent of Delaware's roads qualify for federal funds for rehabilitation and reconstruction projects.

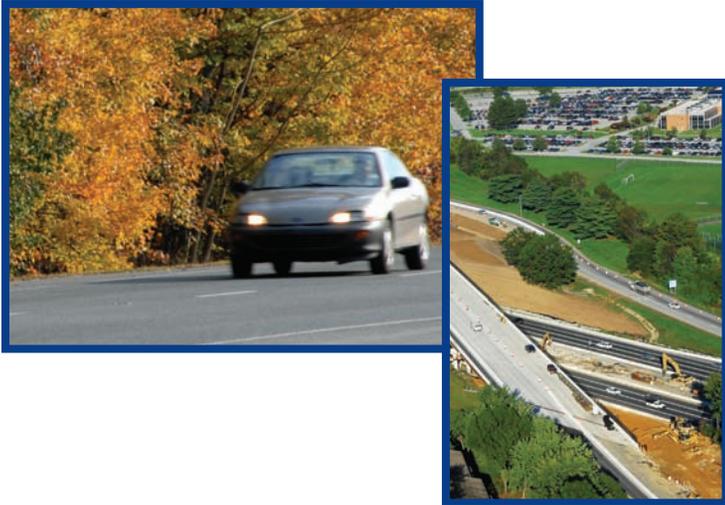
Lane Miles, as of 12/31/2005

Figure 5.3

	Interstate	Other Freeways & Expressways	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local	Total Lane Miles
New Castle	252.94	16.20	669.65	381.42	563.10	93.62	3,364.04	5,340.97
Kent	0	44.72	198.82	274.65	366.74	173.38	1,966.61	3,024.92
Sussex	0	0	494.69	107.96	732.82	181.15	3,212.96	4,729.58
Total	252.94	60.92	1,363.16	764.03	1,662.66	448.15	8,543.61	13,095.47

Source: DeIDOT Planning

Moving People - Roadways

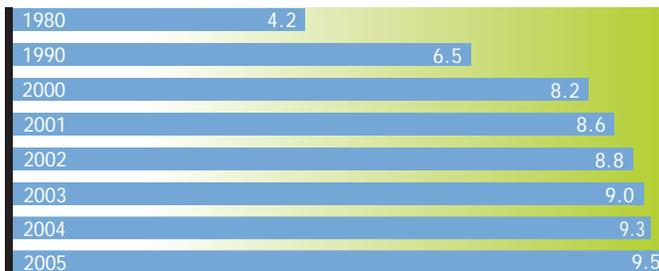


Vehicle Miles of Travel

Vehicle miles traveled (VMT) represents the total miles traveled by all vehicles for a section of roadway in a given amount of time. Ten cars per hour on one-mile of a one-lane road = a VMT of "10." If there were ten cars in each of four lanes on the one-mile, the VMT would be 10 x 4 or "40." Within the last 25 years, the annual average number of vehicle miles traveled (VMT) on all state roadways has more than doubled from 4.2 billion in 1980 to 9.5 billion in 2005.

Average Annual Vehicle Miles Traveled (in Billions) 1980-2005

Figure 5.4



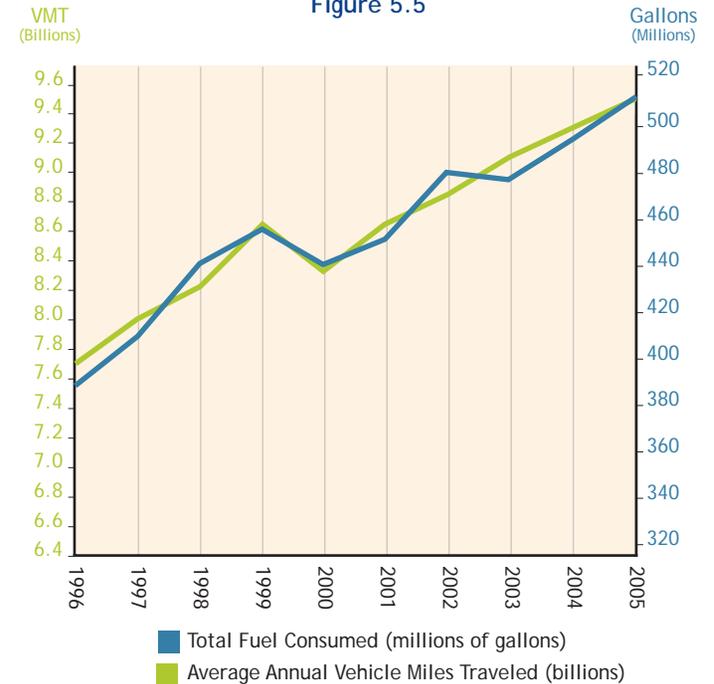
Source: DeIDOT Planning

Fuel Consumed

The amount of fuel consumed rose from 487 million gallons in 2004 to 510 million gallons in 2005. VMT increased from 9.3 billion miles in 2004 to 9.5 billion miles in 2005.

Fuel Consumed vs. Vehicle Miles Traveled 1996-2005

Figure 5.5

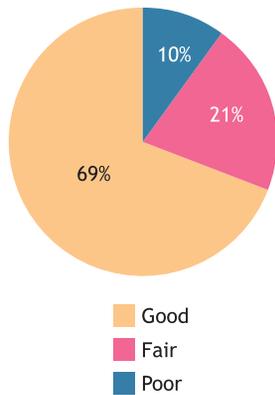


Source: DeIDOT Planning & DeIDOT Motor Fuel Tax Administration

Moving People - Roadways

Road Pavement Condition, 2006

Figure 5.6



Source: DeIDOT Pavement Management Section

Pavement Conditions

DeIDOT's Pavement Management Section collects data on the condition of state and federally funded highways to establish priorities for rehabilitation. Prioritization is based on overall pavement condition, road functional class, average annual daily traffic, coordination with other construction projects, and the presence of schools, hospitals, transit routes, and other crucial public services. With the implementation of DeIDOT's new Pavement Management System, an escalating share of road maintenance funds are devoted to preventive maintenance. As of 2006, approximately 69% of Delaware's roads are rated in good condition, with an additional 10% programmed for improvement (planned and funded).



Traffic Safety

In 2005, there were 18,681 crashes statewide, 961 fewer than in 2004 when there were 19,642 crashes. Although 22 more people were injured, there were 7 fewer deaths than in 2004.



Statewide Crash & Injury Data, 2003-2005

Figure 5.7

	Total Crashes	Fatal Crashes	Personal Injury Crashes	Property Damage Crashes	Persons Killed	Persons Injured
2003	21,020	138	5,644	15,238	148	8,898
2004	19,642	130	5,326	14,186	140	8,314
2005	18,681	118	5,348	13,215	133	8,367

Source: Delaware State Police Annual Traffic Statistical Report, 2005

Accidents by Type of Vehicle

While 8,340 (30%) of the 28,228 passenger car crashes resulted in personal injuries, in 2005, nearly 73%, or 205 of the 281 motorcycle crashes, resulted in personal injuries (Figure 5.8). Truck accidents increased significantly from 3,053 in 2004 to 5,242 in 2005, a 72% increase. However, only 1,453 (28%) of those accidents resulted in injuries.

Crashes by Age of Driver

As seen in Figure 5.9, over the three-year period from 2003-2005, the 25-34 age group lead in the number of crashes (20,149), but the 35-44 age group lead in the number of fatal crashes (119).

Moving People - Roadways

Accidents-by Type of Vehicle, 2005

Figure 5.8

	Number of Vehicles	Vehicles in Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
Passenger Car	28,228	134	8,340	19,754
Truck	5,242	40	1,453	3,749
Bus	117	2	46	69
School Bus	156	2	37	117
Motorcycle	281	22	205	54
Farm Tractor & Farm Equipment	14	0	3	11
Other or Not Stated	1,431	9	201	1,221
Total	35,469	209	10,285	24,975

Note: Truck=Pick-up Truck, Van/Panel Truck, Truck Tractor & Semi, 6-Wheel/10-Wheel Trucks; Passenger Car number includes Sport Utility Vehicles, Mini-vans and Passenger Vans.

Source: Delaware State Police Annual Traffic Statistical Report, 2005

Crashes-by Age of Driver, 2003-2005

Figure 5.9

	2003		2004		2005		3 Year Total	
	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes
19 & Under	4,642	28	3,973	32	4,119	27	12,734	87
20-24	5,427	39	4,692	24	4,913	28	15,032	91
25-34	7,100	36	6,383	37	6,666	33	20,149	106
35-44	6,928	47	6,034	35	6,530	37	19,492	119
45-54	5,112	46	4,619	25	5,144	35	14,875	106
55-64	3,006	16	2,766	15	3,071	19	8,843	50
65-74	1,574	16	1,445	20	1,430	12	4,449	48
75 & Older	1,019	10	1,066	17	1,199	12	3,284	39
Unknown	4,542	5	3,521	1	2,397	6	10,460	12
Total	39,350	243	34,499	206	35,469	209	109,318	658

Source: Delaware State Police Annual Traffic Statistical Report, 2005

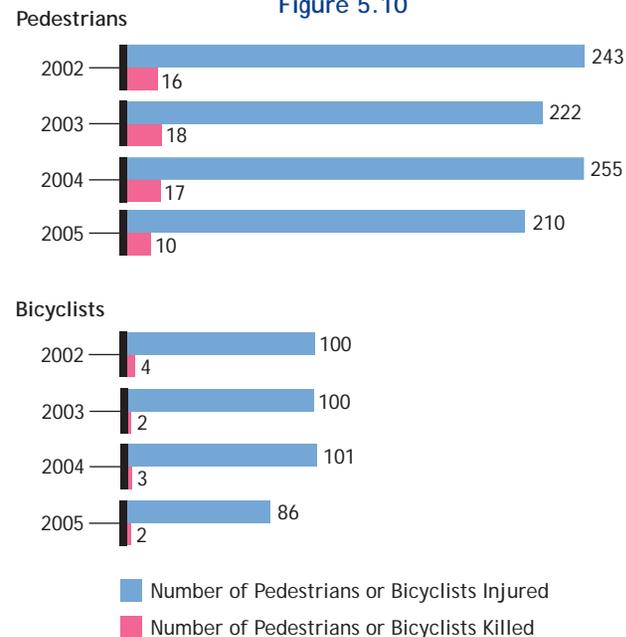
Pedestrians/Bicyclists Involved in Accidents

Pedestrian and bicycle accident figures over the last 4 years confirm that better marked intersections, bike lanes and other improvements are helping increase safety for Delaware walkers and bicyclists. Although the number of pedestrians injured in accidents rose to 255 in 2004, in 2005 injuries declined to 210, the lowest in the 4-year period. Pedestrian fatalities also set a new low at 10. Bicyclists deaths and injuries also decreased, 86 were injured and 2 were killed.



Pedestrian/Bicyclists Injured or Killed 2002-2005

Figure 5.10



Source: Delaware State Police Annual Traffic Statistical Report, 2005

Moving People - Roadways

Bridges



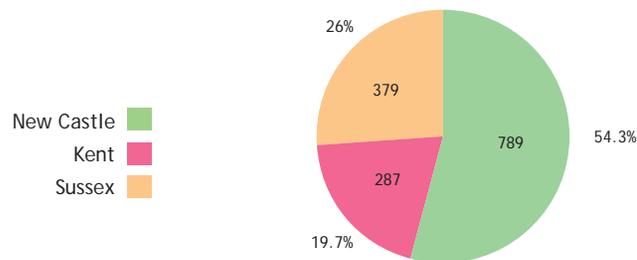
The Department of Transportation is responsible for maintaining 1,384 of Delaware's 1,455 bridges. Municipalities, railroads, the Delaware River & Bay Authority, private owners, and others are responsible for maintaining the other 71. Bridge construction has

occurred in cycles, with two especially active periods being the Depression era (1920-1934) and the interstate era (1950-1979).

Approximately a third of all bridges in the state were built before 1950. Of those bridges, many are small, narrow, and obsolete. However, many are historic community assets and won't be replaced, but will be maintained to retain their character. Aging, plus increasing traffic volume, is contributing to the deterioration of many of the large bridges built in the interstate era, increasing maintenance and rehabilitation costs. Any structure that is 20 feet or longer is included on the National Bridge Inventory (NBI). 846 of Delaware's 1,455 bridges are on the NBI list. This federal program requires inspection on a two-year cycle.

State Maintained Bridges, 2005

Figure 5.11



Source: DeIDOT Bridge Management Section

Moving People - Transit

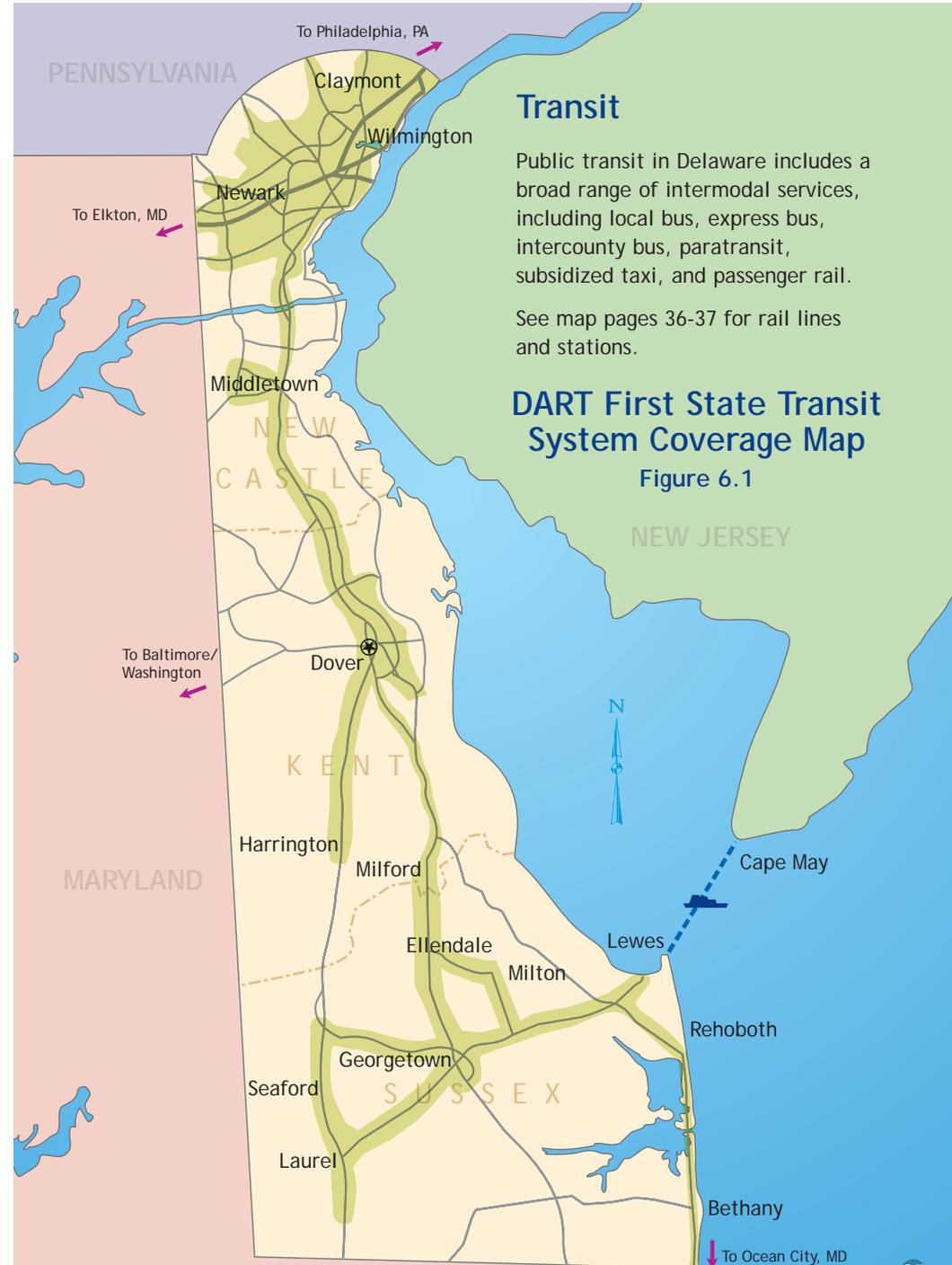
Transit

Public transit in Delaware includes a broad range of intermodal services, including local bus, express bus, intercounty bus, paratransit, subsidized taxi, and passenger rail.

See map pages 36-37 for rail lines and stations.

DART First State Transit System Coverage Map

Figure 6.1



Source: DeIDOT Delaware Transit Corporation

Moving People - Transit

Bus

The Delaware Transit Corporation, operating as DART First State, is a subsidiary of the Delaware Department of Transportation and, as such, provides a full range of fixed route bus, paratransit, commuter rail and related services. Incorporated in 1995, Delaware Transit has grown from five semi-autonomous agencies, operating a total of 47 bus routes in various areas of the state, to one provider operating 68 routes reaching almost all of the First State.

Statewide Bus Service

DART provides local fixed route bus service throughout the state. In addition, Intercounty Route 301 operates between New Castle and Kent Counties, connecting their local fixed route services and the Wilmington Train Station.



Intercounty Route 303 connects Kent and Sussex Counties and their fixed routes. On Friday evenings, Saturdays, Sundays and holidays, between Memorial Day and Labor Day weekends, DART Route 305, the Beach Connection, links New Castle and Kent

Counties with the Rehoboth Park & Ride and Resort Transit. All DART fixed route buses are wheelchair accessible and bike rack equipped.

DART First State Buses - New Castle County

DART First State provides weekday bus service on 42 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. Key hubs include the Wilmington Train Station, Rodney Square, and Christiana Mall. DART First State also operates the Wilmington Trolley - Route 32, an 1890s style rubber-



tired "trolley," serving the Wilmington Train Station, Rodney Square and the Wilmington Riverfront. DART's new Mid-County facility allows more efficient bus operations and future service expansion along and to the south of the Chesapeake & Delaware Canal. In addition, DART operates two shuttle

routes connecting Fairplay Station to employment, shopping, educational and medical destinations throughout the Churchmans Crossing area, and another shuttle connecting Middletown to the Odessa Park & Ride for easy transfers to the Intercounty Route 301, which travels north to Wilmington or south to Dover. DTC maintains 32 Park & Ride and 8 Park & Pool lots in New Castle County (see map, p. 35). The county has almost 2,000 bus stops, 215 passenger shelters and 67 benches.

DART First State Buses - Kent & Sussex Counties

Kent County bus service includes twelve weekday routes in the Dover area, plus connections with Intercounty Routes 301 and 303. DART also offers GoLink Night & Flex Service between 6:00 p.m. and 9:00 p.m. with advanced reservations. In Sussex County, DART operates three weekday routes, including Intercounty Route 303. There are two shuttles made available through the Welfare to Work program. One shuttle operates between Dover and Harrington, and another between Seaford and Delmar. Between Memorial Day and Labor Day weekends, DART's Resort Transit operates seven routes throughout the resort area, including Ocean City, Maryland. Most of these routes operate seven days a week. DART Route 305, the Beach Connection, links New Castle and Kent Counties with the Rehoboth Park & Ride and Resort Transit. DTC maintains 9 Park & Ride and 6 Park & Pool lots in Kent and Sussex Counties (see map, p. 35).

Paratransit Services

DART First State provides statewide door-to-door bus service for individuals who are unable to use fixed route bus service due to age or disability. Certification, as defined by the Americans with Disabilities Act, is required to utilize the paratransit service. This service is also available to individuals in need of transportation to and from renal care centers for dialysis treatment. Reservations for paratransit service must be made at least one day in advance.

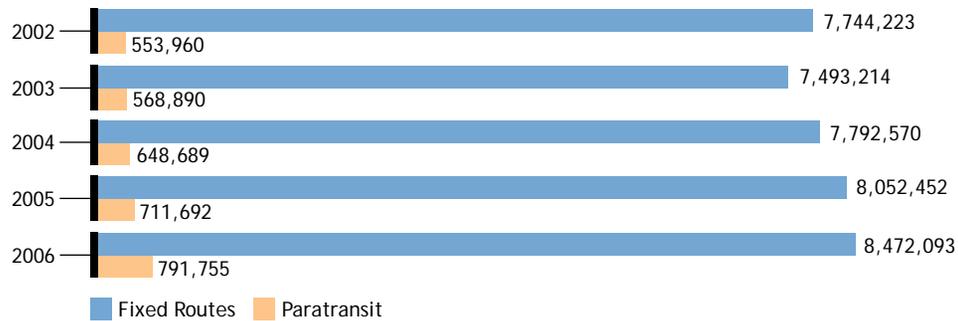


Moving People - Transit



DART First State Bus Ridership, FY 2002-2006

Figure 6.2



Source: DeIDOT Delaware Transit Corporation

Other Local Buses

Other bus services downstate include the Delaware River & Bay Authority shuttle between the Cape May-Lewes Ferry and Rehoboth Beach, and the Jolly Trolley between Rehoboth Beach and Dewey Beach. Upstate, two Newark shuttle services include one operated by the University of Delaware, and Unicity, which is operated by the City of Newark and funded by DeIDOT. Also upstate is "The Bus" which runs from downtown Elkton to U.S. 40 and Glasgow. New Jersey Transit's Rt. 423 serves Wilmington and South Jersey commuters via the Delaware Memorial Bridge.

Private Carriers

Interstate bus services from carriers such as Peter Pan, Greyhound and Carolina Trailways serve Wilmington, Dover, Georgetown and beach areas, providing connections to various points on the east coast and beyond.

Train

Passenger Rail Service

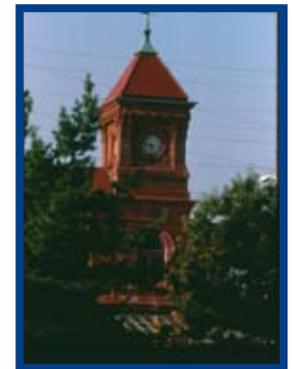
Intercity passenger rail service is provided by Amtrak, offering both high-speed Northeast Corridor and long-distance trains. Local and commuter services are provided by the Southeastern Pennsylvania Transportation Authority (SEPTA) under contract to the Delaware Transit Corporation.



Amtrak

On average, over 80 Amtrak trains serve the historic Wilmington Train Station each weekday, which includes up to 32 high-speed Acela Express trains. The number of weekend service trains is slightly lower. Two Amtrak trains serve the Newark Station daily. While most Amtrak trains serving Delaware make frequent direct connections to Richmond, Washington, New York and Boston, there is also direct service to the Carolinas, Atlanta, Miami, New Orleans and Chicago. In FY '06, Amtrak provided 712,219 passenger trips to/from Delaware.

The Wilmington Train Station was built for the Pennsylvania Railroad beginning in 1905 and is considered one of the nation's crown jewels of functional historic railroad rehabilitation. In 2007, the station will celebrate its 100th Anniversary. The station is the focal point of Wilmington's riverfront development. In addition to the Wilmington and Newark stations, other Amtrak facilities include the Wilmington and Bear Maintenance Shops, the Consolidated National Operations Center (CNOC) and the National Training Center.



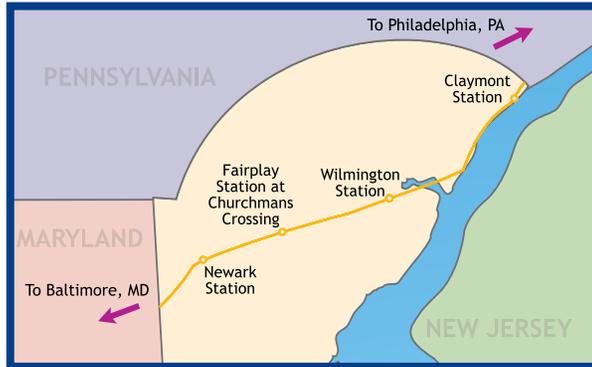
Moving People - Transit

SEPTA

The Wilmington and Claymont stations are served by 35 SEPTA trains each weekday. With the opening of Fairplay Station at Churchmans Crossing in 2000, Delaware increased its station facilities to four. Funded by the Delaware Transit Corporation, operating as DART First State, SEPTA provided 974,890 passenger trips in Delaware in FY'06. The Newark, Fairplay and Claymont stations feature free Park & Ride facilities. All of Delaware's rail stations, including Wilmington, offer fully intermodal transit connections and are wheelchair accessible.

Delaware Train Stations

Figure 6.3



Source: DeIDOT Delaware Transit Corporation

DART First State's SEPTA R2 Annual Ridership, FY 2002-2006

Figure 6.4



Source: DeIDOT Delaware Transit Corporation



Moving People - Nautical

Nautical

Cape May - Lewes Ferry

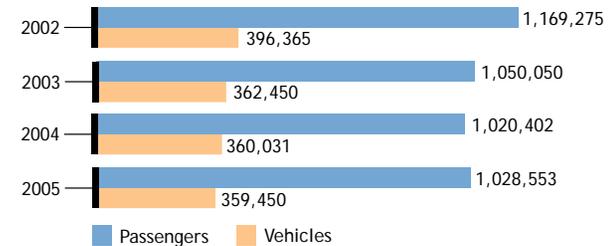
Delaware's largest ferry operates along a 17-mile route across the Delaware Bay between Lewes, Delaware and Cape May, New Jersey. Owned and operated by the Delaware River & Bay Authority, it serves as a tourist and recreational attraction, as well as an alternative to the Delaware Memorial Bridge for motorists traveling the Delmarva Peninsula.



Each ferry in the five-vessel fleet can carry up to 100 cars and 800 passengers. Ferries make 11 to 17 trips daily during the summer and 5 to 11 trips daily the rest of the year.

Cape May-Lewes Ferry Annual Ridership 2002-2005

Figure 6.5



Source: Delaware River & Bay Authority

Woodland Ferry

This ferry across the Nanticoke River, a few miles west of Seaford, Delaware, has been operating since 1793 and is one of the few cable-run ferries on the East Coast. Owned and operated by DeIDOT, the ferry holds three cars or one tractor trailer and provides free service for local and tourist traffic during daylight hours, conditions permitting.

Moving People - Walking

Walking

Since 1990, Delaware has added many pedestrian paths linking greenways throughout the state. These paths are popular with young families, walking enthusiasts, and anyone seeking a little exercise in a very pleasant setting. However, the number of people who walk to work is actually decreasing. Out of 373,070 workers in Delaware, only 2.6% (9,637) walked to work regularly in 2000. That's down from 3.8% in 1990.

Walking as Primary Way to Commute 1990 vs. 2000

Figure 6.6

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

Source: Bureau of the Census, U.S. Department of Commerce (1990 and Census 2000)

Note: Census figures are updated every 10 years.



Moving People - Biking

Biking

Additional bike lanes, paved shoulders, lockers, bike paths, trails, and greenways are making it increasingly easier to travel by bicycle in Delaware. The Department of Transportation has installed high-security clamp-type bike racks at many Park & Ride lots in the state. Some employers are beginning to do the same. However, there is still much to be done. Although bikes are popular among children and teens for recreation and transportation, as well as with adults as a form of exercise, the percentage of workers in Delaware who used bikes for commuting to work in 2000 was less than 1%.



Biking as Primary Way to Commute 1990 vs. 2000

Figure 6.7

	Total Workers	Number who Bike to Work	Percent who Bike to Work	Total Workers	Number who Bike to Work	Percent who Bike to Work
New Castle	227,644	852	0.4%	245,134	466	0.2%
Kent	54,697	137	0.3%	59,813	137	0.2%
Sussex	51,785	142	0.3%	68,123	248	0.4%
Total	334,126	1,131	0.3%	373,070	851	0.2%
	1990			2000		

■ New Castle
 ■ Kent
 ■ Sussex
 ■ Total

Source: Bureau of the Census, U.S. Department of Commerce (1990 and Census 2000)

Note: Census figures are updated every 10 years.

Park & Ride/Rideshare

Park & Ride/Pool Locations

Park & Ride lots (which are served by transit) and Park & Pool lots provide convenient parking and a place where commuters may meet carpools or vanpools, or use a variety of modes of transportation such as trains, buses, or shuttles. The Delaware Transit Corporation (DTC) administers 55 of these lots statewide and also offers free access to secured bicycle lockers at various Park & Rides throughout New Castle County (see keys on map). Commuters can call 1-800-652-DART or visit www.DartFirstState.com for Park & Ride/Pool locations near them and for information on bicycle lockers.

Ridesharing

RideShare Delaware, a free public service of DART First State, offers free and confidential carpool matching services for individuals who work in the State of Delaware. For commuters wanting a different option, RideShare offers a vanpool program and other various shuttle services.

Delaware employees who share the ride to work via carpooling, vanpooling, riding public transit, walking or biking are eligible for RideShare Delaware's "Guaranteed Ride Home" benefit. The 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 or visit www.ridesharedelaware.org to learn more.



Park & Ride and Park & Pool Locations

Figure 6.8



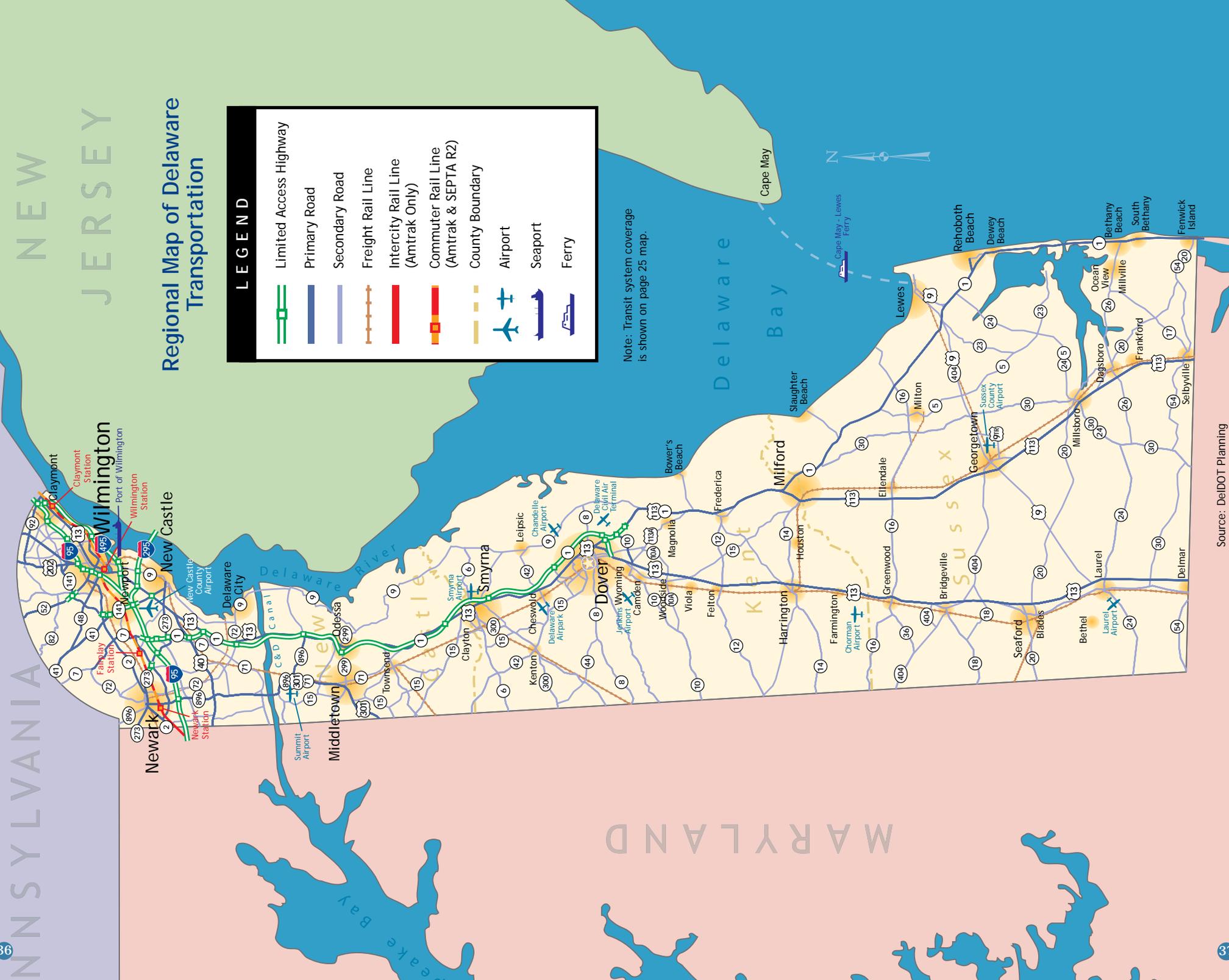
Source: DeIDOT Delaware Transit Corporation

Regional Map of Delaware Transportation

LEGEND

- Limited Access Highway
- Primary Road
- Secondary Road
- Freight Rail Line
- Intercity Rail Line (Amtrak Only)
- Commuter Rail Line (Amtrak & SEPTA R2)
- County Boundary
- Airport
- Seaport
- Ferry

Note: Transit system coverage is shown on page 25 map.



Moving People & Goods - Aviation

Aviation

Public aviation facilities in Delaware are primarily focused on private business and recreational flights. Although most commercial airline passengers fly out of nearby Philadelphia International Airport or Baltimore-Washington International (BWI) airport, Delta Airlines began flying commercial service from New Castle County Airport to Atlanta (a major hub) in 2006.

As the chart on page 39 shows, all of our public airports are operating at well below capacity and therefore have room to grow. Of the ten public-use airports in our state, four are publicly owned: Delaware Airpark, New Castle County Airport, Sussex County Airport and the Civil Air Terminal at Dover Air Force Base. Three of the four publically owned airports are operated and managed by the Delaware River & Bay Authority.



Flight Activity at Public Airports 2005 vs. 2015 (Projected)

Figure 7.1

	2005		Capacity	2015	
	Flights	Percent of Capacity		Projected Flights	Percent of Capacity
New Castle County Airport	123,500	53.6%	230,400	142,800	62.0%
Summit Airport	65,300	37.8%	172,900	75,500	43.7%
Smyrna Airport	2,300	3.1%	74,000	2,600	3.5%
Chandelle Airport	6,800	15.0%	45,200	7,300	16.2%
Delaware Airpark	36,000	24.7%	145,500	41,600	28.6%
Jenkins Airport	2,500	3.8%	65,200	2,900	4.4%
Civil Air Terminal, Dover AFB	660	4.9%	13,500	1,000	7.4%
Chorman Airport	14,600	32.4%	45,000	26,900	59.8%
Western Sussex Airport	7,750	14.4%	54,000	10,000	18.5%
Sussex County Airport	44,400	26.0%	171,000	57,200	33.5%
	303,810			367,800	

Source: DeIDOT Planning, Office of Aeronautics

New Castle County Airport

The New Castle County Airport is the largest civilian airport in the state, with two runways over 7,000 feet long and facilities that cover 1,100 acres. The airport includes significant hangar and aviation-related business rental space, as well as a flight school, aircraft rentals, and repair services.

A new tower was recently completed and new corporate hangars are being built to meet the demands of corporate aviation. Flight Safety International has a large facility here, and flight crews from all over the world come here for recurring flight school training.



Moving People & Goods - Aviation

Dover Air Force Base

This U.S. military base is the largest aerial port facility on the East Coast, and it is an important part of the economy of Kent County. The base houses C-5 and C-17 transport planes that play a major role in overseas military and humanitarian support operations.

Dover AFB Civil Air Terminal

A joint use agreement between the base and the Department of Transportation allows private aircraft to use an adjacent civil air terminal, taking advantage of the 13,000 foot runway and all-weather capability of the air base. There are currently plans to expand the parking apron adjacent to the CAT to accommodate large jet planes that serve both the airbase (incoming flight) and private/chartered passenger flights (such as NASCAR race teams). Flights into the base require 72-hour notice.

Sussex County Airport

Sussex County Airport, in Georgetown, is owned and operated by the county government. The airport services general aviation, corporate aviation, military, and the state police. Final plans are being prepared for the extension of Runway 4-22, along with preliminary land acquisition activities. The extended runway will also be equipped for instrument operations, which allows for flights under conditions that currently would ground flights. Also as a part of the multi-year improvement program, runway 10-28 is currently being reconstructed. The airport is home to DeCrane, Inc., a firm which designs, manufactures, and installs auxiliary fuel tanks, flight deck instrumentation, and other equipment for the commercial, VIP, and corporate aircraft markets.

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. The environmental assessment for runway expansion at the airport is near completion and land acquisition activities are expected to be complete by 2008. Construction on the relocated runway will begin in 2009.

Moving Goods

Introduction

The 2002 Commodity Flow Survey by the US Department of Transportation measured Delaware goods shipments valuing over \$20 billion and weighing nearly 31 million tons. Approximately 33% of goods by value of all shipments were between places less than 50

miles apart. Proximity to Pennsylvania, New Jersey, Maryland, New York, and Virginia make these states important destinations for Delaware goods.

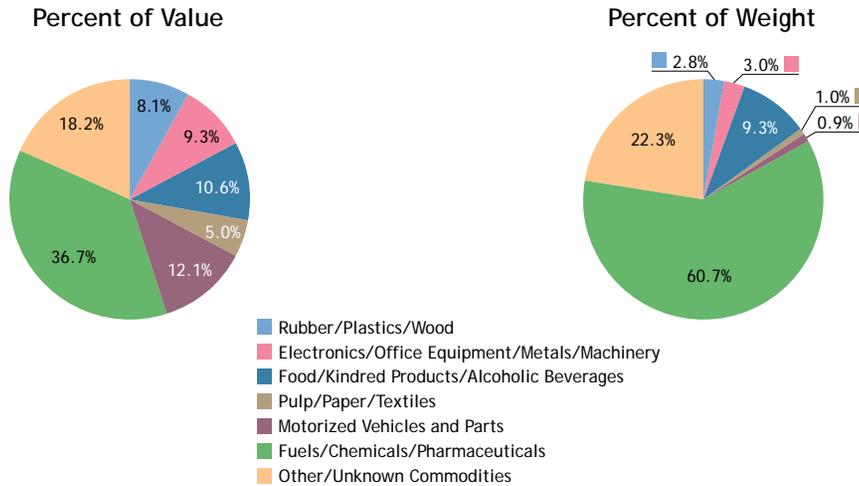
A majority of shipments were moved by truck (71.2% by value and 69.0% by weight). Another 16.5% of the value of shipments was moved by an intermodal combination of truck, rail, air, and/or water.



Moving Goods

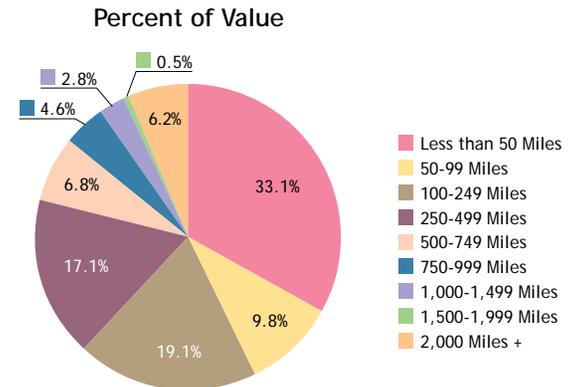
Shipments Originating in Delaware-by Commodity, 2002

Figure 8.1



Shipments Originating in Delaware-by Distance, 2002

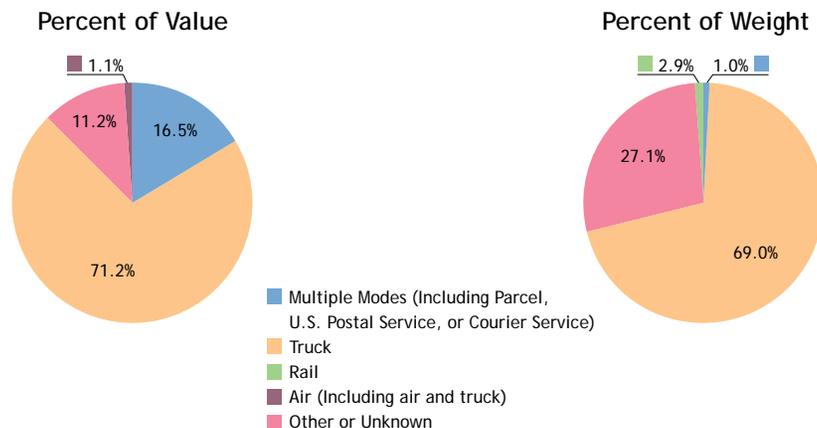
Figure 8.3



Source: US Census Bureau, 2002 Commodity Flow Survey (The Commodity Flow Survey was last taken in 2002.)

Shipments Originating in Delaware-by Mode, 2002

Figure 8.2



Source for Figures 6.1 and 6.2: US Census Bureau, 2002 Commodity Flow Survey (The Commodity Flow Survey was last taken in 2002.)

Truck Freight

Trucks play an important role in commerce in Delaware. 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.

(continued on next page)



Moving Goods

get chickens to the market quickly and trucks are important in providing just-in-time parts inventory to automobile manufacturing plants. Light trucks (under 10,000 pounds gross vehicle weight) are used extensively in Delaware's construction, agricultural, and service industries.

The number of drivers holding commercial licenses increased by 913 drivers, or 3.12% from 2003 to 2004. Over the five years from 2000 to 2004, the increase was 2,981 drivers, up 10.98%.

Licensed Commercial Drivers, 2001-2005

Figure 8.4



Source: DeIDOT Division of Motor Vehicles



Estimated Trucks Registered in Delaware-by Size, 2002

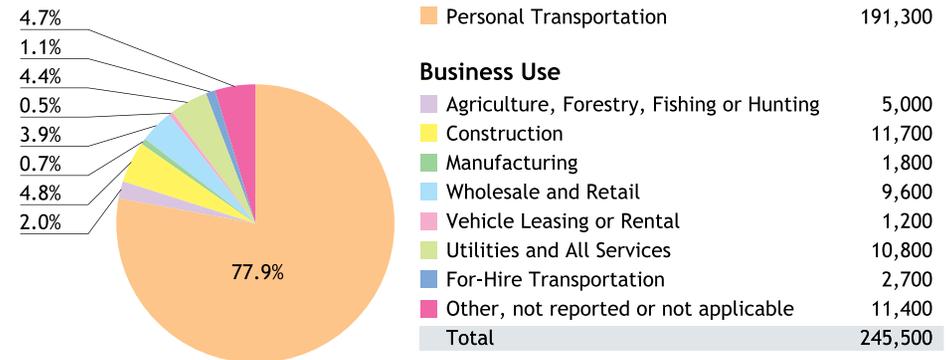
Figure 8.5



Source: US Census Bureau, 2002 Economic Census, Vehicle Inventory and Use Survey. (The Vehicle Inventory and Use Survey was last taken in 2002.)

Estimated Trucks Registered in Delaware-by Business, 2002

Figure 8.6



Source: US Census Bureau, 2002 Economic Census, Vehicle Inventory and Use Survey. (The Vehicle Inventory and Use Survey was last taken in 2002.)

Moving Goods

Truck Accident Rates

In 2005, pick-up trucks were involved in 76% of all truck crashes in Delaware (up from 65% in 2004) and pick-ups were in 80% of the fatal crashes (up from 61% in 2004).

Six or ten wheel trucks accounted for 11% of all truck crashes in the state and 13% of the fatal crashes, while truck tractor and semis were in 9% of statewide truck crashes and 8% of the fatalities.

Type of Truck in Crash, 2005

Figure 8.7

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Vehicles
Pick-Up Truck	4,002	32	1122	2,848
Van/Panel Truck	187	0	49	138
Truck Tractor & Semi	468	3	135	330
6 or 10-Wheel Truck	585	5	147	433
Total	5,242	40	1,453	3,749

3-Year Comparison of Truck Accidents

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
2003	5,489	40	1,460	3,989
2004	3,053	38	808	2,207
2005	5,242	40	1,453	3,749

Source (Both charts): Delaware State Police Annual Traffic Statistical Report, 2005



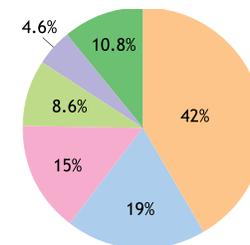
Rail Freight

Rail Shipments To and From Delaware, 2003

Figure 8.8

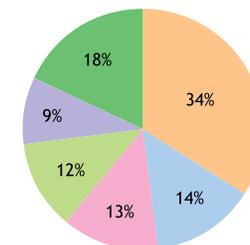
Tons Originated in DE 2003

	Tons	%
Chemicals	484,680	42%
Transportation Equipment	223,348	19%
Nonmetallic Minerals	173,240	15%
Metal, Glass & Stone Products	99,400	8.6%
Waste & Scrap	53,720	4.6%
All Other	124,788	10.8%
Total	1,159,176	100%



Tons Terminated in DE 2003

	Tons	%
Coal	1,947,551	34%
Nonmetallic Minerals	796,236	14%
Farm Products	742,516	13%
Chemicals	673,720	12%
Food Products	494,196	9%
All Other	1,050,704	18%
Total	5,704,923	100%



Source: Association of American Railroads
(2003 statistics are the most recent available at this time.)

Delaware has 292 total miles of rail lines, over which seven companies provide rail freight service. These include CSX, Norfolk Southern, and five short-line railroads. Traffic is of two types: local traffic that either originates or terminates in the state, and bridge traffic, which is through traffic that neither originates in nor terminates in Delaware.

The chemical and automobile industries are major customers of rail freight in Delaware. Coal, chemicals and nonmetallic minerals accounted for 60% of inbound shipments, while chemicals, transportation equipment, nonmetallic minerals, metal, glass and stone products made up about 85% of outbound rail shipments in 2003. Most coal traffic goes to coal-fired electric power plants.

Moving Goods

Bridge, or pass-through traffic, includes freight shipped on CSX, Norfolk Southern, Amtrak, and Brandywine Valley Railroad connections. The two Class 1 railroads, Norfolk Southern and CSX, operate about 85% of the rail lines in Delaware, with Norfolk Southern operating 203 of their combined total of 247 miles. Overall, total rail freight traffic increased in 2003 over the 2002 totals. Total carloads of freight carried went from 409,553 in 2002 to 439,870 in 2003 (over a 7% increase). Total tons of freight carried went from 20,579,099 to 22,469,974 (an increase of over 9%).



Shipping

The Delaware Bay extends from the Atlantic Ocean to a point near Augustine Beach, Delaware, where the Delaware River begins. Considered as a whole, the Bay/River is the world's largest freshwater port. It is part of the Intracoastal Waterway which runs along the entire eastern seaboard. It carries about 2,700 ships per year to and from several port facilities and private industries, particularly oil refineries.

About 87% of the 18,421,283 tons of waterborne freight shipped from Delaware in 2004 was destined for Mid-Atlantic states, including 3,022,529 tons shipped intrastate. Pennsylvania ports received the greatest share (46.52%), followed by New Jersey (21.18%). Other shipments originating from Delaware included 1,491,300 tons to New England states and 670,643 tons to Canada and other foreign and domestic ports.

Waterborne Shipments Originating in DE, 2004

Figure 8.9

	Destination	Weight in Tons	Percent
Mid-Atlantic States	Delaware	3,022,529	16.26
	Maryland	325,576	1.75
	New Jersey	3,936,305	21.18
	New York	283,628	1.53
	Pennsylvania	8,646,217	46.52
	Virginia	45,085	.24
	Subtotal	16,259,340	87.48
New England	Connecticut	977,218	5.26
	Massachusetts	83,039	.45
	New Hampshire	15,194	.08
	Rhode Island	415,849	2.24
	Subtotal	1,491,300	8.03
Other	Foreign	636,014	3.42
	Canada	34,629	.19
	Maine/Texas/Louisiana	163,020	.88
	Subtotal	670,643	4.49
	Total	18,421,283	100

Source: US Army Corps of Engineers, Waterborne Commerce Statistics Center (2004 statistics are the most recent available at this time.)

Moving Goods

Port of Wilmington, DE

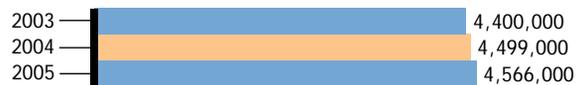
The 308-acre Port of Wilmington is owned by the State of Delaware and operated by the Diamond State Port Corporation. The Port is a full service deepwater port and marine terminal, handling over 410 vessels per year. In 2005, over 4.5 million tons of goods were shipped through along with 1.5 million tons of liquid bulk petroleum.

The Port of Wilmington is the #1 port in North America for imports of fresh fruit, bananas, juice concentrate and palletized frozen beef. It is also the largest dock-side cold storage facility.

Located at the confluence of the Delaware and Christina Rivers, 65 miles from the Atlantic Ocean, Port facilities include 7 deepwater general cargo berths, a tanker berth, a floating berth for RoRo (Roll-on/Roll-off) vessels on the Christina River and an auto and RoRo berth on the Delaware River. Nearly 50 acres of open space is used for storage of automobiles, containers, steel and lumber. Temperature controlled facilities include 5 separate warehouses with 11 million cubic feet of chilled and frozen storage capacity.

Waterborne Shipments Received (short tons), Port of Wilmington, DE 2003-2005

Figure 8.10



Source: Port of Wilmington, DE, Port Statistics

Leading Import/Export Commodities, Port of Wilmington, DE (Tonnage in Thousands) 2004-2005

Figure 8.11

	2004	2005	
Imports	Total containerized tonnage	1,499	1,601
	Bananas and tropical fruit	1,284	1,331
	Chilean deciduous fruit	192	164
	Other fruit cargo	33	33
	Apple and orange juice concentrates	110	153
	Frozen beef and seafood	120	92
	Automobiles	150	152
	Steel	119	108
	Forest products	135	204
	Dry bulk	695	628
	Other general cargo	161	196
	Grand Total	4,498	4,662
Liquid bulk cargo	1,500	1,505	
Total annual vessel calls	395	410	

Source: Port of Wilmington, DE, Port Statistics - CY 2005



Moving Goods



Chesapeake & Delaware Canal

Owned by the federal government, the Chesapeake & Delaware Canal runs 13.6 miles and connects the Delaware Bay near Delaware City with the Chesapeake Bay in Maryland. Constructed in 1829, and dredged to a depth of 35 feet in 1981, it saves an estimated 285 miles from the trip from Baltimore to Philadelphia around the Delmarva Peninsula to the Delaware Bay. Though the canal carries about 1,400 ships and 4,000 barges/tugboats annually, Delaware's main interest is in maintaining the movement of roadway and rail freight traffic over the canal. Four roadways and one rail bridge now cross the canal in Delaware.

It was announced recently that the Chesapeake & Delaware Canal Bridge carrying the new Delaware Route 1 has been renamed the Senator William V. Roth, Jr. Bridge. Roth helped secure funding for the landmark cable-stayed bridge.

Air Freight

Air freight has the smallest market share of goods movement in Delaware (less than 1%), but its potential is great, since air freight is well-suited for carrying high-value, low-volume goods. With the exception of Dover Air Force Base, most airports in the state service corporate and pleasure-related aircraft. However, the New Castle County Airport averages 1.92 freight flights per day.

The airport provides 24-hour-a-day, 7-day services for aircraft up to and including DC-8s, plus complete ground transportation services, loading/off-loading, fueling and ground handling. (See pages 36-37 of this booklet for a map of airports.)

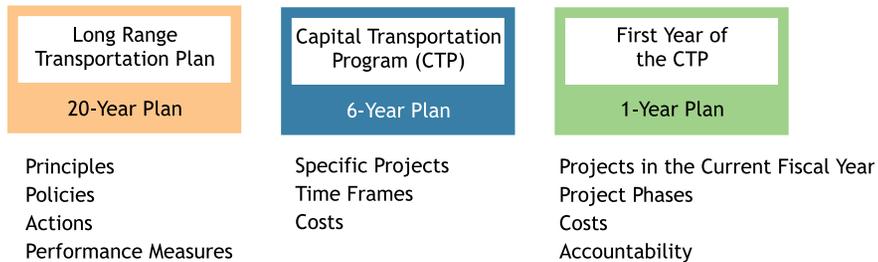


Transportation Planning

Statewide Planning

Statewide Planning

Figure 9.1



Source: DeIDOT Planning

Statewide Long Range Transportation Plan *Planning Together, Moving Ahead*

Delaware’s Long Range Plan was updated in 2002 to address and plan for changes that have occurred since it was originally adopted in 1997. *Planning Together, Moving Ahead* uses six guiding principles to guide DeIDOT’s decisions on the construction and operation of the state’s transportation network and to support statewide policy initiatives such as the *Statewide Strategies for Policies and Spending* and Governor Minner’s *Livable Delaware initiative*.

1. Development	Direct our programs, services and facilities to support Livable Delaware.
2. Travel Opportunities and Choices	Maximize transportation choices for Delaware residents and visitors.
3. Cost-Effectiveness	Use cost-effectiveness as one of our fundamental principles.
4. Quality of Life	Continue to emphasize quality of life as our foundation.
5. Economic Development and Growth	Provide transportation opportunities that support economic development and growth.
6. Planning and Coordination	Maintain planning and coordination as an integral part of our activities.

Capital Transportation Program: 6-Year List of Projects

Currently, at the end of July each year, DeIDOT submits to the Governor’s Council on Transportation (COT) a proposed update to Delaware’s 6-year Capital Transportation Program (CTP). The COT reviews the proposed projects, works with Metropolitan Planning Organizations (MPOs) to prioritize new projects, holds public meetings and hearings, and submits the CTP to the Governor and Budget Office by March 15 of each year. Expenditure of CTP funds is authorized when the General Assembly passes the Bond Bill.

Fiscal Year Work Program: Immediate Actions

This one-year list of upcoming transportation projects is drawn from the approved 6-year CTP. Its purpose is to prioritize projects and take immediate actions toward moving them toward completion, including confirming costs, setting schedules (often done in phases), and assigning accountability to various DeIDOT departments.



Example of a current project: Childrens Drive—a part of the Blue Ball Project.

Transportation Planning

Transportation Planning Organizations

Council on Transportation and The Capital Transportation Program

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, and to review and seek public comment on the Department of Transportation's Capital Transportation Program (CTP) mandated by Delaware Code.

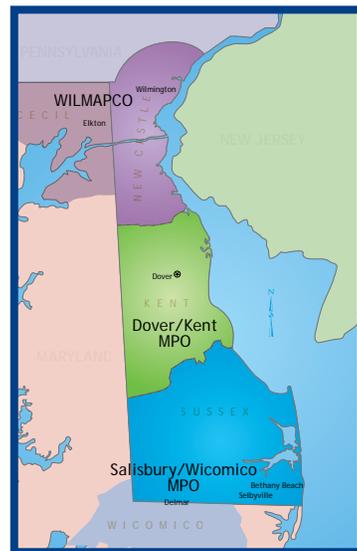
The CTP is a six-year program of transportation investments that is updated yearly and presented for approval and funding by the General Assembly. It also serves as the federally required three-year Transportation Improvement Program (TIP). For more information please contact: Delaware Department of Transportation Finance at (302) 760-2700.

Metropolitan Planning Organizations (MPOs)

As a part of its surface transportation laws and regulations, the Federal Government requires metropolitan areas with populations of 50,000 or more to organize Metropolitan Planning Organizations (MPOs). MPOs develop long range transportation plans, including a prioritized Transportation Improvement Plan (TIP), plus programs, projects, and monitoring efforts that involve Federal funding within their jurisdiction. DeIDOT coordinates closely with the MPOs to assure that their long range plans complement DeIDOT's long range plans, and that MPO transportation improvement plans align with the first three years of Delaware's Capital Transportation Program (CTP).

Metropolitan Planning Organizations (MPOs)

Figure 9.2



Source: DeIDOT Planning

Delaware has three MPOs:

Delaware's MPOs include the Dover/Kent County MPO and the Wilmington Area Planning Council (WILMAPCO). The Dover/Kent County MPO covers all of Kent County, while WILMAPCO represents New Castle County and Cecil County, Maryland. In addition, each has a Technical Advisory Committee of staff-level local government and agency representatives and a Public Advisory Committee consisting of citizens representing civic, business, environmental, and private transportation provider interest groups.

Recently, urbanized areas of Salisbury, Maryland reached the 50,000 population threshold that requires establishment of an MPO. This new Salisbury/Wicomico MPO includes Delmar. It is expected that other areas of Sussex County will meet the 50,000 population threshold after the next census.

Salisbury/Wicomico Metropolitan Planning Organization (including Delmar, DE)

Gary R. Pusey, Long Range/Transportation Planner
Ph: (410) 548-4860

P.O. Box 870
Salisbury, MD 21803

Dover/Kent County Metropolitan Planning Organization - Staff Office

Juanita S. Wieczoreck, Executive Director
Ph: (302) 760-2713
P.O. Box 383
Dover, DE 19903-0383

Wilmington Area Planning Council (WILMAPCO) - Staff Office

Tigist Zegeye, Executive Director
Ph: (302) 737-6205

Transportation Planning

Strategies for State Policies and Spending Update - 2005

The 2005 Update of Strategies for State Policies and Spending, and the map on page 59, spotlight areas slated for various levels of investment. These 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.

Figure 9.3

LEVEL 1	Strategy
City/town/village areas where population is concentrated, commerce is bustling, and a wide range of housing types already exist; contains core commercial area, several modes of transportation and a variety of housing options.	State policies will encourage redevelopment and reinvestment.
LEVEL 2	Strategy
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.	Promote well-designed development, including a variety of housing types, user-friendly transportation systems, recreation and other public facilities.
LEVEL 3	Strategy
Significant areas of important farmland and natural resources located either adjacent to, or contained within, more rapidly growing areas; regional roadways.	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.
LEVEL 4	Strategy
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.	Retain the rural landscape and preserve open spaces and farmlands. Discourage additional development.

Source: DeIDOT Planning

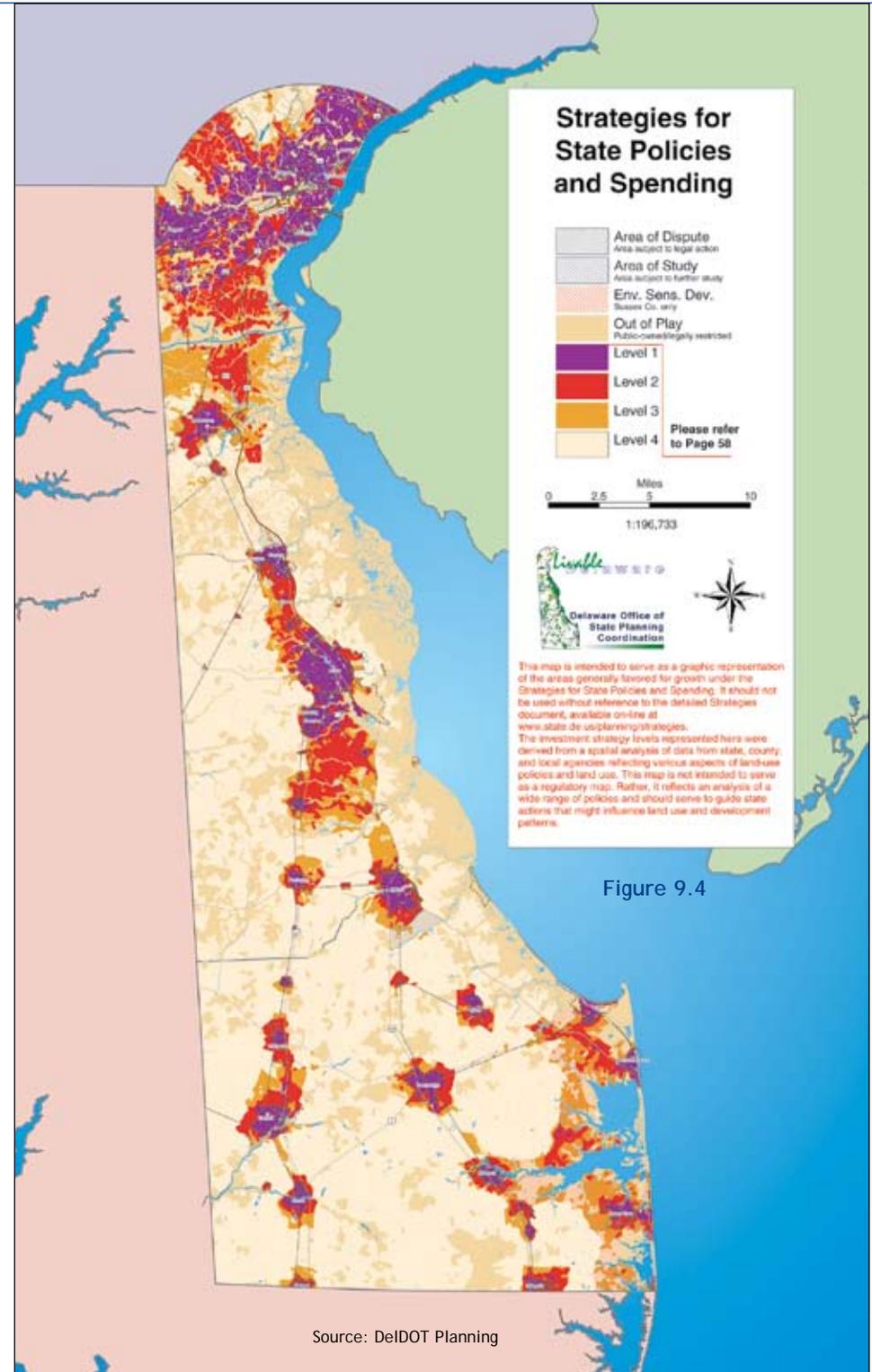


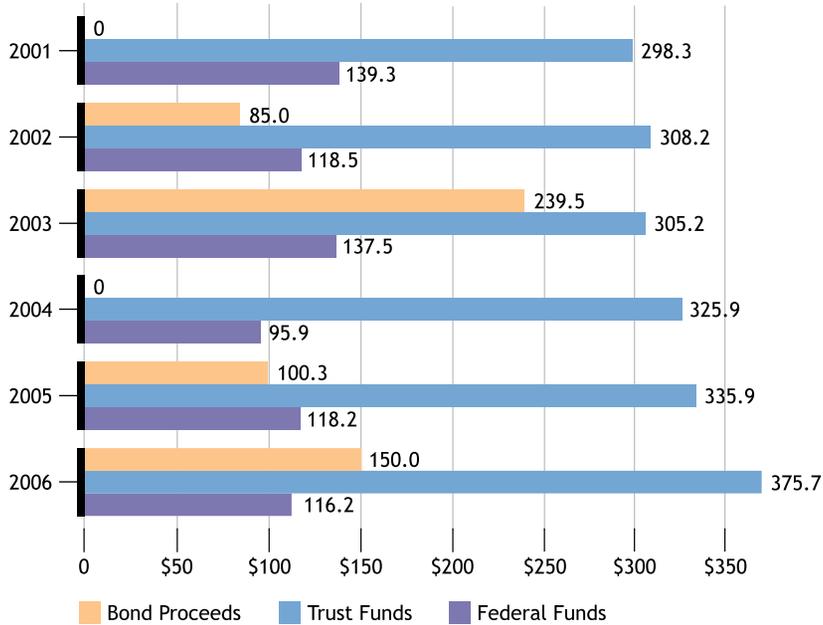
Figure 9.4

Source: DeIDOT Planning

Transportation Funding

Major Sources of Transportation Revenue in Delaware (in Millions) FY 2001-2006

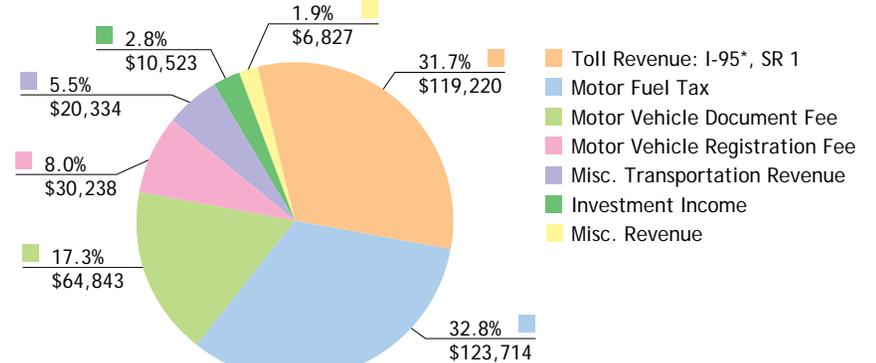
Figure 10.1



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

Transportation Trust Fund Revenue (in Millions) FY 2006

Figure 10.2



* Includes concession revenue of \$2.7 million
Source: Trust Fund Administration, Audited Financial Statements

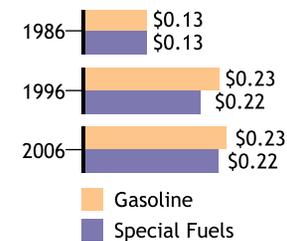
Primary sources of income for the Transportation Trust Fund are motor fuel taxes, toll revenue, and motor vehicle document fees. Vehicle registrations, titling, and driver's license fees are also dedicated to the fund. Motor fuel tax revenue is derived from taxes imposed by the State on gasoline and special fuels. Gasoline and special fuel taxes are payable by distributors and dealers.

The Transportation Trust Fund

Transportation Trust Fund (TTF) revenues are the largest and most stable source of income for the Department. Established in 1987 to provide a predictable source of revenue to finance the construction and maintenance of Delaware's integrated transportation system, the TTF is the state's financing vehicle for all transportation capital and operating expenditures, including transit. Bonds are sold against the revenue stream. At least 50% of the Capital Program must be financed from the annual revenues; the other 50% may be bonded. These figures do not include \$10 million general fund transfer of escheat tax revenue nor any other general fund transfers.

State Motor Fuel Tax History (Per Gallon) 1986, 1996, 2006

Figure 10.3



Source: Trust Fund Administration

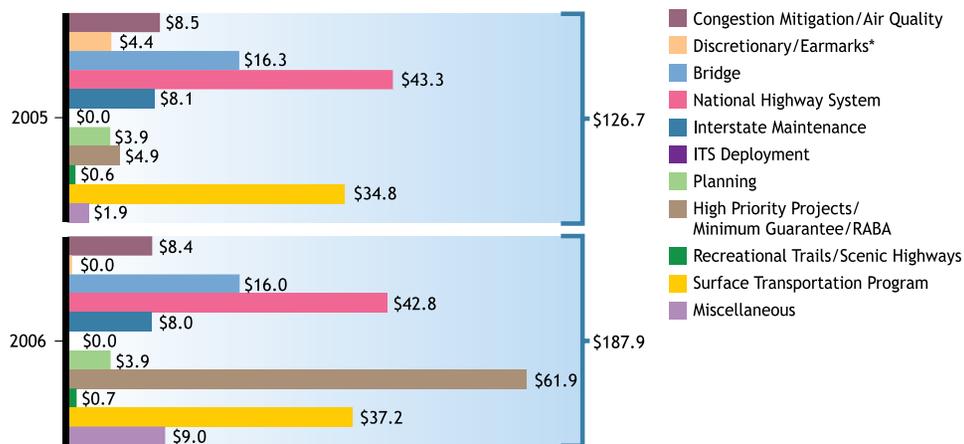
Transportation Funding

Federal Highway Administration (FHWA)

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation investment in our American history. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving the State and local transportation decision makers more flexibility for solving transportation problems in their communities.

FHWA Apportionments (in Millions) FY 2005-2006

Figure 10.4



*Congressional earmarks will replace discretionary funds
Source: DeIDOT Finance

Federal Transit Administration (FTA) Apportionments

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

FTA Apportionments (in Millions) FY 2005-2006

Figure 10.5



Source: DeIDOT Finance

Transportation Funding

Federally Funded 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 26 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.

Delaware Department of Transportation Capital Budget (in Thousands) FY 2006

Figure 10.6

Road Systems

Expressways	\$293,400.00
Arterials	\$40,300.00
Locals	\$4,900.00
Bridges	\$21,100.00
Other	\$65,800.00
Total Road Systems	\$425,500.00

Grants and Allocations

Community Transportation Fund	\$16,600.00
Municipal Street Aid	\$5,000.00
Total Grants & Allocations	\$21,600.00

Transit

Vehicles	\$500.00
Rail	\$300.00
Total Transit	\$800.00

Support Systems

Planning	\$5,300.00
Transportation Facilities	\$4,000.00
Transit Facilities	\$6,300.00
Technology	\$5,000.00
Equipment	\$4,000.00
Transportation Management Improvements	\$3,400.00
Engineering & Contingencies	\$1,300.00
E-ZPass	\$4,000.00
Aeronautics	\$3,900.00
Total Support Systems	\$37,200.00
TOTAL PROGRAM	\$485,100.00

Source: Capital Transportation Program

Information & Outreach



Customer Satisfaction

Customer Satisfaction Surveys are conducted annually as part of the Statewide Long Range Transportation Plan's performance monitoring system. Two different types of transportation users are sampled. One surveys 1200 General Transportation Users who drive, carpool, ride transit, walk or ride bicycles. The other surveys 100 Shippers and Carriers who ship, carry, or transport goods in Delaware.

Eighty-eight percent of Delaware Shippers and Carriers rated Delaware's transportation system as doing well or somewhat well in meeting their company's goods movement needs in 2005. The most frequently mentioned freight issue or problem facing their businesses was "roadway congestion" (18%).

General Transportation User Survey Overall Satisfaction Ratings-by Year, 2003-2005

Figure 11.1

	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?	32%	53%	9%	4%	2%	2005
	28%	57%	10%	3%	2%	2004
	36%	55%	7%	2%	0%	2003
Overall, how well does the state's transit system meet your needs?	57%	21%	17%	3%	2%	2005
	27%	45%	17%	4%	7%	2004
	32%	38%	7%	10%	13%	2003
Overall, how well does the state's transportation system meet your needs for bicycle trips?	28%	32%	23%	12%	5%	2005
	10%	36%	28%	23%	3%	2004
	15%	51%	19%	13%	2%	2003
Overall, how well does the state's transportation system meet your needs for walking trips?	27%	46%	14%	9%	4%	2005
	13%	50%	22%	9%	6%	2004
	24%	53%	10%	8%	5%	2003
Overall, how well does Delaware's transportation system meet your travel needs?	25%	44%	11%	12%	8%	2005
	22%	51%	13%	7%	7%	2004
	25%	47%	8%	9%	11%	2003

Source: DelDOT Planning
Report on Customer Satisfaction - Year 2005 Survey Results

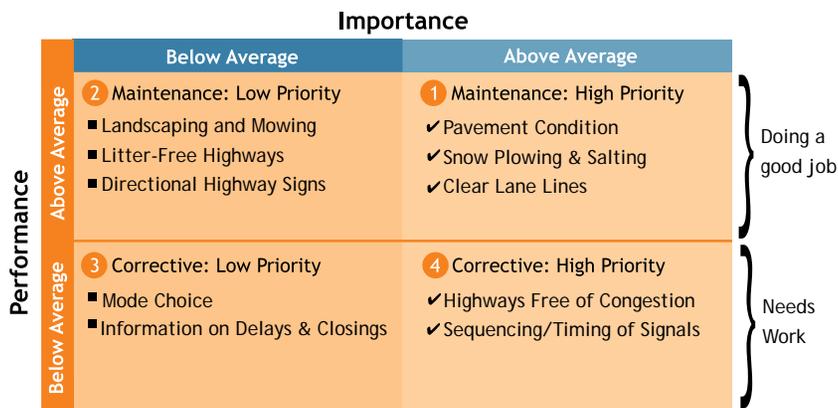
General transportation respondents in the year 2005 survey rated the road and highway system, the transit system, and Delaware's transportation system as a whole rather well in terms of meeting their travel needs compared to other modes.

Information & Outreach

In 2005, General Transportation Users survey respondents in the "All Motorists" category were asked questions about how well they feel Delaware's transportation system meets their needs and how important different transportation-related attributes are to them. The survey revealed motorists' priorities and showed where service should be maintained and where DeIDOT should focus on corrective actions that will further increase satisfaction for Delaware residents.

Rating of Service: Performance vs. Importance All Motorists, 2005

Figure 11.2



Source: DeIDOT Planning
Report on Customer Satisfaction - Year 2005 Survey Results

Compared to 2004, in 2005 information on delays and closings, landscaping and mowing, and litter-free highways remained at above average performance. Highways free of congestion and sequencing of timing of signals continue to be high priorities that need corrective action. Snow plowing and salting, and pavement condition are high priorities performed well.

DeIDOT Web Site

Log onto www.deldot.gov whenever you want information about traffic conditions in the state or about the projects, programs and publications available through the Delaware Department of Transportation.

Click on the "Travel Advisory" section for real-time video of traffic conditions statewide or to listen to a live broadcast on traffic conditions on WTMC, DeIDOT's Traveler's Advisory Radio System at radio station 1380 AM. You can also learn more about DeITrac, DeIDOT's comprehensive technology program for managing our state's transportation system.

In the "Projects" section, you can submit a project idea, or review current and past projects and studies. Visit the "Media Gallery" for photos that show progress on a variety of current projects and programs. Under "Community Programs & Services," you'll find a schedule of upcoming Public Hearings and Workshops, plus news on topics such as Delaware Beaches and Resort Areas, E-ZPass,



Motor Vehicles and more! Go to "Publications & Forms" for budget, freight and goods movement, Livable Delaware and other reports. Also look for a list of FYI brochures on subjects ranging from the Community Transportation Fund to Real Estate, Scenic Highways and Snow Removal - all available through DeIDOT Public Relations.



Information & Outreach

Public Involvement

The public plays an active role in the transportation decision-making process in Delaware. That process includes proposing and narrowing down a series of alternatives until the best, most appropriate and fiscally responsible solution is chosen.

Newsletters on major local projects, Public Notices, newspaper and radio ads and the DeIDOT Web site keep all who are interested up-to-date and informed. Delawareans have responded by turning out to our Public Workshops by the hundreds and by answering surveys, contributing to workshop discussions and e-mailing or writing their opinions on best alternatives. Right now, the public is actively assisting the Department in finding solutions to relieve congestion on roadways such as US 301 and US 113.



A Public Involvement Success: US Route 301 Improvements

The US 301 Improvements Project is a good example of a project that is using public involvement to direct the outcome. Throughout the planning, DeIDOT has held a series of public workshops, and numerous meetings with communities, businesses, organizations and individuals. These efforts have provided project information to the public and generated comments and concerns, which the Project Team was able to address.



A Project Office was opened in July 2005 and has been visited by nearly 600 people. In addition, the Project Team has used the project office for meetings with individual property owners, families and communities. By being "customer convenient" the office has proven to be beneficial for the public and the Project Team.

A comprehensive, user friendly, Project Web site has been active since April 2005. The site's value is demonstrated by its use. By the end of December 2006, the site had over 1,200,000 hits.

Over 3,300 people attended one or more Public Workshops during June, September, December 2005 and February and April 2006. Additionally, the Project Team has held approximately 50 community meetings at the request of the individual communities. Each community meeting attracted between 30 and 200 people.



Important Phone Numbers

DeIDOT

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
Traffic Management Center	(302) 659-2400
Delaware Transit Corporation (also see next page)	(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
Web site Address	www.deldot.gov

Other State Agencies

Delaware Economic Development Office	(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
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 Transit Corporation - A Subsidiary of DeIDOT

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
TDD	(800) 252-1600
<i>Hearing and Voice Impaired</i>	
SEPTA R2 Train Service	(800) 652-DART or (215) 580-7800
<i>Commuter train service connecting Newark, Churchmans Crossing, Wilmington, and Claymont to Philadelphia, PA</i>	
RideShare Delaware & Home Free Guarantee	1-888-RIDE-MATCh
<i>Carpool matching service and Guaranteed Ride Home Program</i>	
Park & Rides / Park & Pools	(800) 652-DART
<i>Designated parking lots available throughout the state to park your car and catch a bus or carpool</i>	
Transit-Related Programs	
Job Works! & Get A Job • Get A Ride	(302) 760-2803
<i>Free rides for interviewees and new hires</i>	
Operation Lifesaver Delaware	(302) 576-6013
<i>Railroad Crossing & Right-of-Way safety awareness</i>	
Travel Training	(302) 760-2858
<i>Learn how to ride public transit in one-on-one or group training sessions</i>	
SCAT (Senior Citizens Affordable Taxi)	(800) 355-8080
<i>50% discount on taxi fares for seniors and persons with disabilities</i>	
Web Site Address	www.DartFirstState.com

This Delaware Transportation Facts Book is published by DeIDOT Planning, in cooperation with the United States Department of Transportation, Federal Highway Administration. Developed by Remline Corp, Newark, DE.

Delaware Transportation Facts 2006

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Comments or questions regarding this document may be directed to:

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