

# Delaware Department of Transportation

## FY 2027 Bond Bill Committee Presentation

April 29, 2026



*Excellence in Transportation*  
**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.**

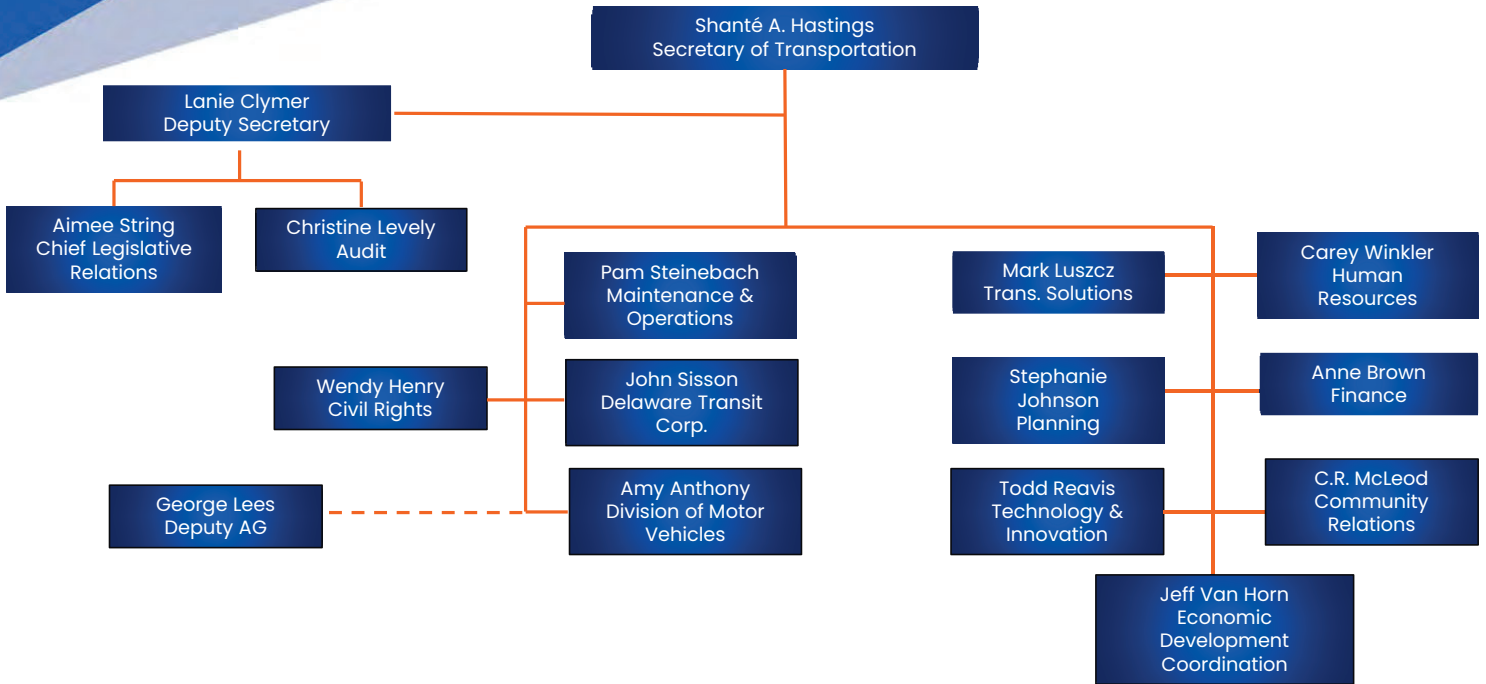
We seek the best value for every dollar spent for the benefit of all.

**Everyone.**

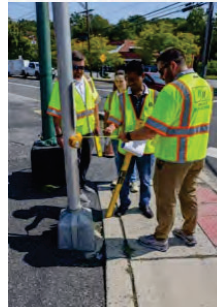
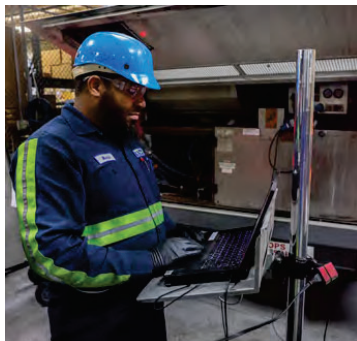
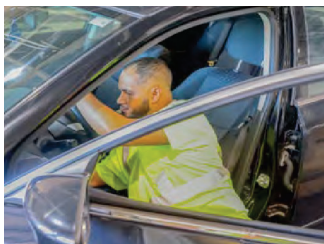
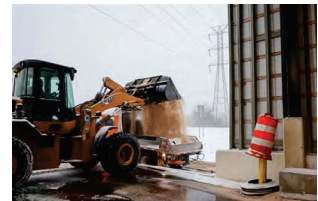
We engage our customers and employees with respect and courtesy as we deliver our services.



# Organizational Structure



## Thank You



# Vacancy Rates & Recruitment Efforts

Overall Vacancy Rate: 10%

- Equipment Operators: 12% vacancy (43 positions vacant)
- Mechanics: 14% vacancy (10 positions vacant)
- Engineering Positions: 17% vacancy (32 positions vacant)
- DMV Frontline: 7% vacancy (22 positions vacant)
- Bus Drivers: 3% vacancy (19 positions vacant)

**WHY WORK FOR DELDOT?**

DELDOT OFFERS A WIDE VARIETY OF JOBS AT ALL EXPERIENCE LEVELS

- See the impact of your work
- Attractive benefits package
- Flexible retirement options
- Advance and grow professionally, on the job and through strategic mentoring
- Invest in your community & make a difference

STATEJOBS.DELAWARE.GOV



**WE'RE HIRING!**

BE PART OF THE TEAM DELIVERING EXCELLENCE IN TRANSPORTATION!

statejobs.delaware.gov  
302-739-5458  
jobs@delaware.gov

EXPLORE.  
APPLY.  
SUCCEED.

# DeDOT Priorities



# SAFE ACTIONS

# SAVE LIVES

## Safety

### 2025 Delaware Fatal Crash Statistics as of 1/5/2026

Summary	
Total Fatalities	117
Total Fatal Crashes	114
# of Crashes > 1 Fatality	3
Fatalities per Fatal Crash	1.026

Person Types (Fatalities)	
Vehicle Occupants	67 59.0%
Pedestrians	27 23.1%
Bicyclists	4 3.4%
Motorcyclists	17 14.5%
Other Person Type	2 1.7%

Crash Types (Crashes only; does not equal 100%)	
Curve Related	15 13.2%
Road/Lane Departure	50 43.9%
Intersection Related	37 32.5%
Median Crossover	2 1.8%
Wrong Way	4 3.5%
Work Zone	7 6.1%

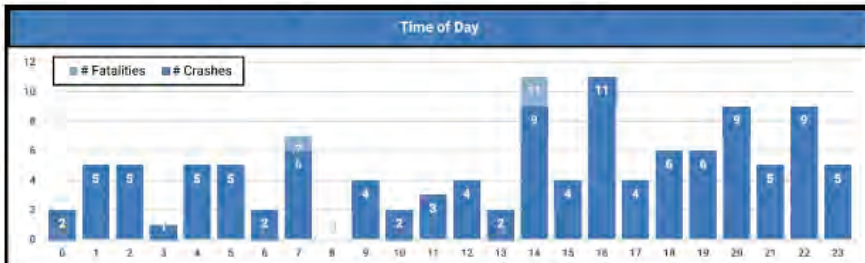
Vulnerable Road Users (VRU)	
VRU Fatalities	33 28.2%

Fatalities By County		
New Castle	49	41.9%
Kent	27	23.1%
Sussex	41	35.0%

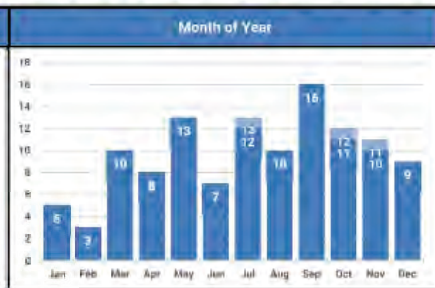
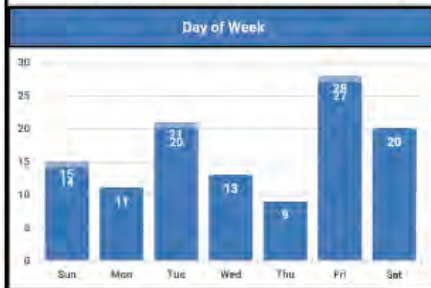
Pedestrian Fatalities By County		
New Castle	16	59.3%
Kent	8	29.6%
Sussex	3	11.1%

Bicycle Fatalities By County		
New Castle	1	25.0%
Kent	1	25.0%
Sussex	2	50.0%

Motorcycle Fatalities By County		
New Castle	5	29.4%
Kent	7	41.2%
Sussex	5	29.4%



Fatal Crashes By Manner of Impact		
Front to rear	9	7.9%
Front to front	18	15.8%
Angle	28	24.6%
Sideswipe, same	3	2.6%
Sideswipe, opp	1	0.9%
Rear to side	0	0.0%
Rear to rear	0	0.0%
Other	0	0.0%
Rd Dep/NACBTV	55	48.2%



Fatal Crashes By Functional Classification		
Interstate	6	5.3%
Expressway/Freeway	5	4.4%
Principal Arterial	44	38.6%
Minor Arterial	21	18.4%
Major Collector	19	16.7%
Minor Collector	10	8.8%
Local	9	7.9%

Delaware Resident Fatalities	
Yes	90 76.9%
No	27 23.1%

# Safety

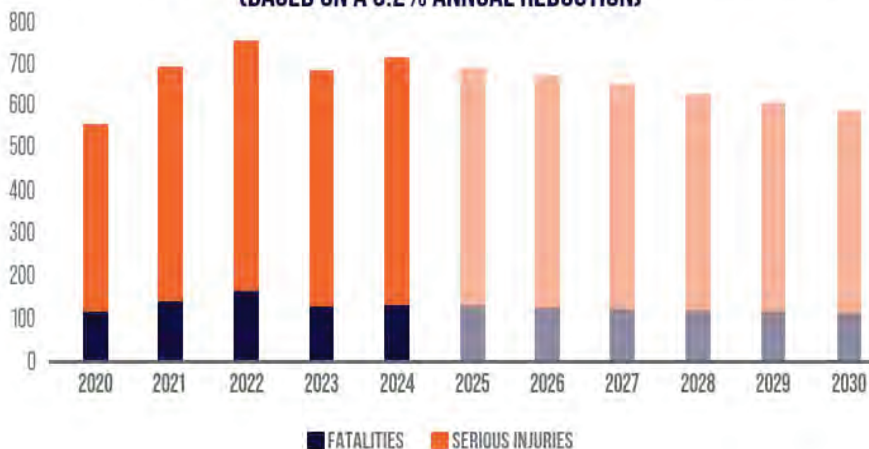
2026 Delaware Total Fatalities						
as of 4/23/2026						
	2026	2025			2024	
		YTD	Totals	YTD	Totals	
Fatalities	28	23	↑ 22%	117	35	↓ -20%
Delaware Residents	26	17	↑ 53%	90	31	↓ -16%
Person Types						
Vehicle Occupant	17	13	↑ 31%	67	21	↓ -19%
Pedestrian	7	8	↓ -13%	27	9	↓ -22%
Bicyclist	2	1	↑ 100%	4	2	↓ 0%
Motorcyclist	2	0	↑ 100%	17	2	↓ 0%
Other Person Type	0	1	↓ -100%	2	1	↓ -100%
Crash Types						
Curve Related	4	2	↑ 100%	15	4	↓ 0%
Roadway Departure	9	9	0%	50	12	↓ -25%
Intersection Related	6	5	↑ 20%	37	11	↓ -45%
Median Crossover	1	0	↑ 100%	2	0	↑ 100%
Wrong Way	0	2	↓ -100%	4	1	↓ -100%
Work Zone	1	1	0%	7	2	↓ -50%

**BE DELAWARE.**  
TOWARD **Z E R O** DEATHS  
BEDELAWARE.DELDOT.GOV



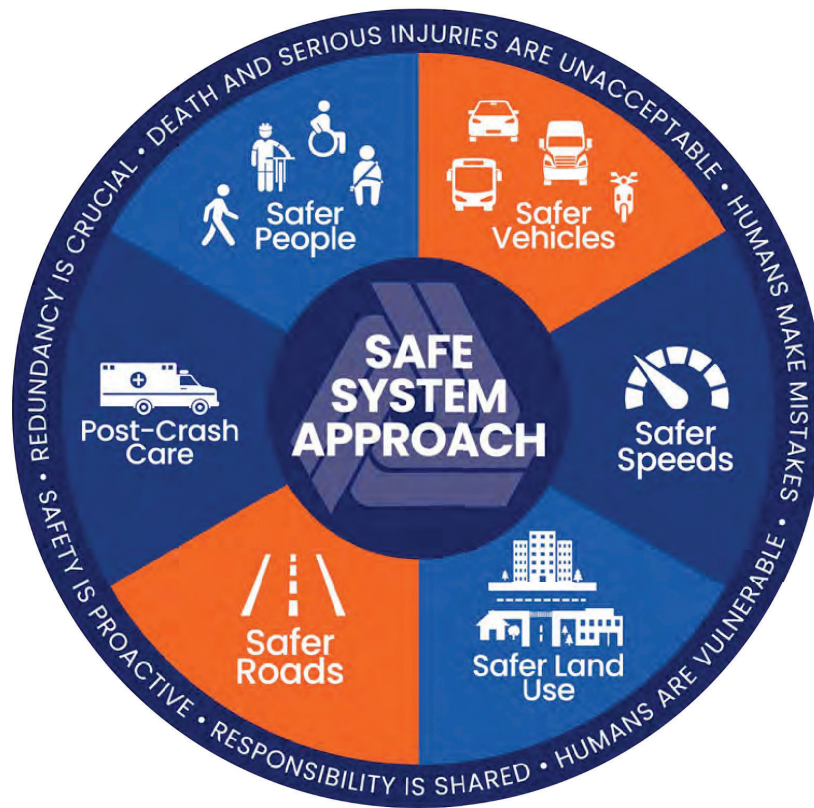
## SHSP: Goal and Objective

**2026 - 2030 FATALITIES & SERIOUS INJURIES OBJECTIVE**  
(BASED ON A 3.2% ANNUAL REDUCTION)



**2026-2030 SHSP Goal:**  
The Delaware Strategic Highway Safety Plan: Towards Zero Deaths aims to eliminate fatalities and serious injuries on Delaware's roadways through a multi-agency approach that utilizes the Safe System Approach.

**2026-2030 SHSP Objective:**  
Reduce fatalities and serious injuries by 15% over the next five years (3.2% annual reduction) to ultimately reach the goal of zero fatalities and serious injuries on Delaware's roadways.



## Electronic Speed Safety Program: I-95 at SR 896

NB	Daily 66+ MPH	Average Speed	SB	Daily 66+ MPH	Average Speed
Before Warning Period <i>July 2-7, 2024</i>	17,700	65.6 MPH	Before Warning Period <i>July 2-7, 2024</i>	14,500	60.5 MPH
Warning Period <i>July 8-29, 2024</i>	8,800 <b>-50%</b>	61.8 MPH <b>-5.8%</b>	Warning Period <i>July 8-29, 2024</i>	6,400 <b>-56%</b>	56.9 MPH <b>-6.0%</b>
Citation Period <i>July 30, 2024 – September 25, 2025</i>	3,500 <b>-80%</b>	58.2 MPH <b>-11.3%</b>	Citation Period <i>July 30, 2024 – April 12, 2026</i>	2,200 <b>-85%</b>	54.6 MPH <b>-9.8%</b>

### As of March 31, 2026:

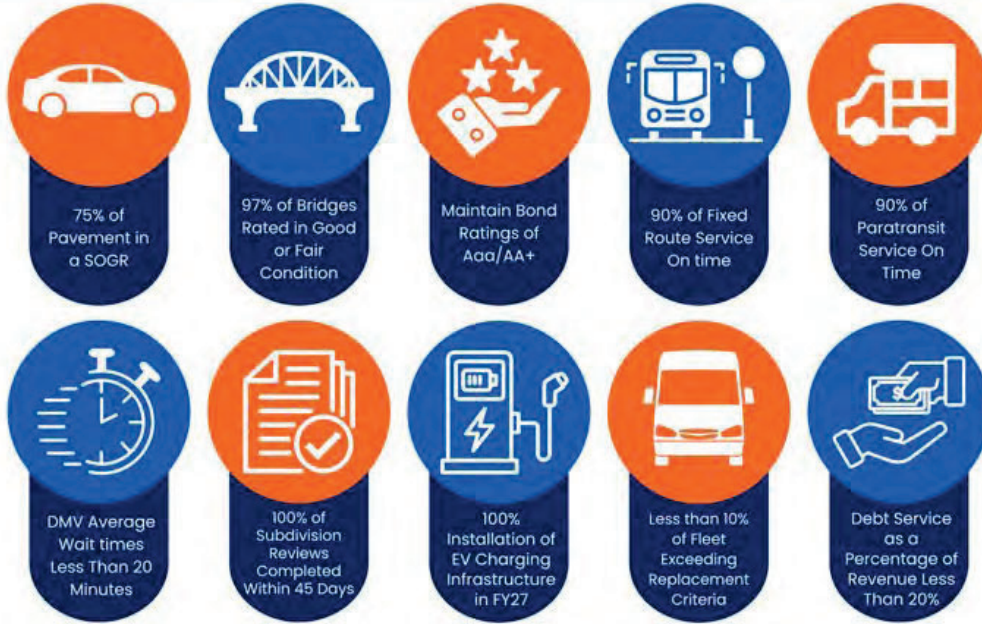
- 73,000+ warnings mailed
- 401,000+ violations mailed
- 266,000+ violations paid
- 928 court appeals received

### ESSP resulted in:

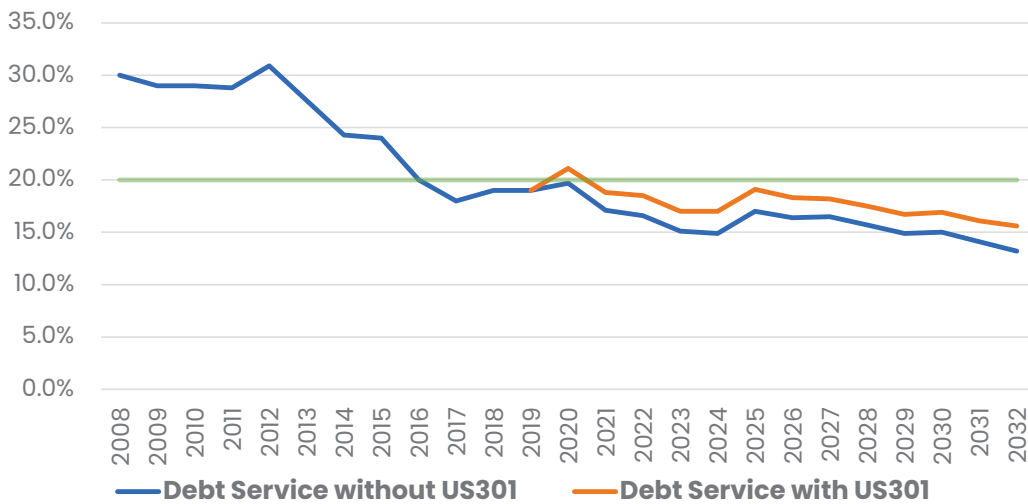
- 15% reduction in monthly crashes
- 9% reduction in injury crashes



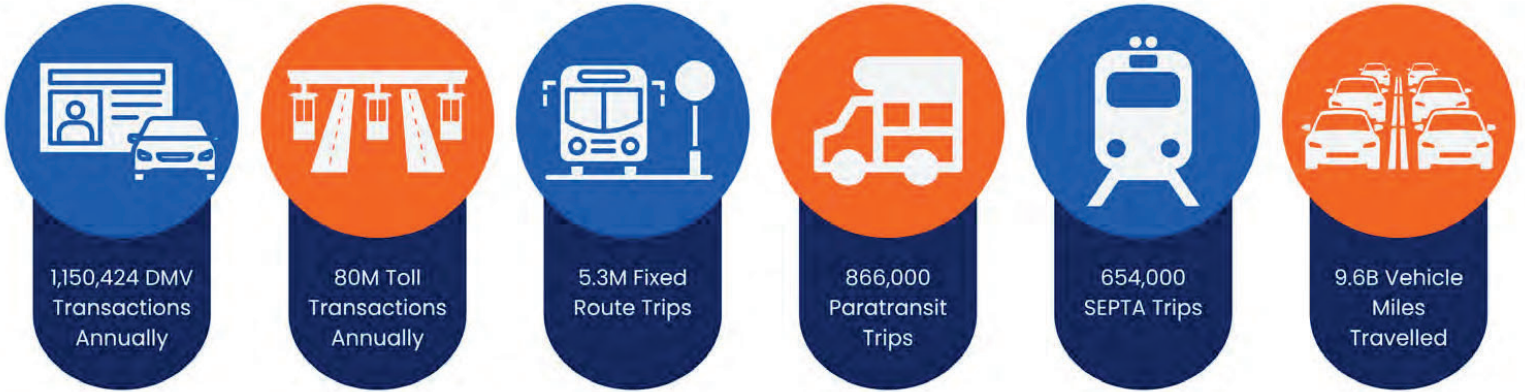
## DelDOT Key Performance Measures



## Debt Service as a % of Revenue



## DeIDOT Annual Customers Served



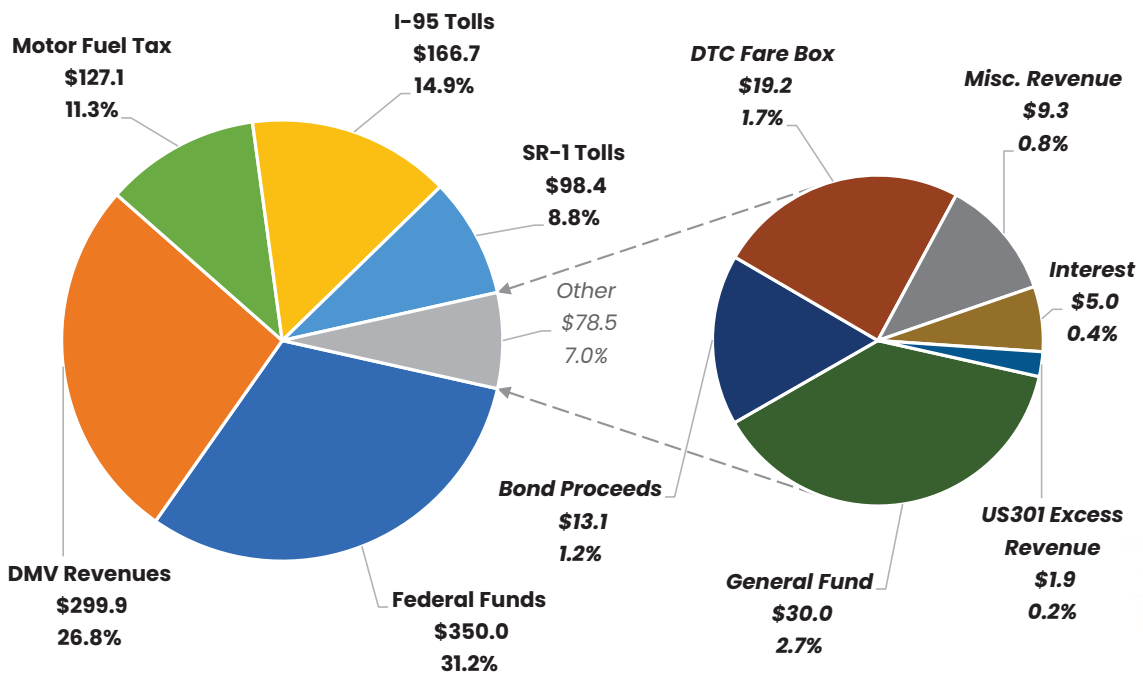
## DeIDOT Assets



# TRANSPORTATION TRUST FUND

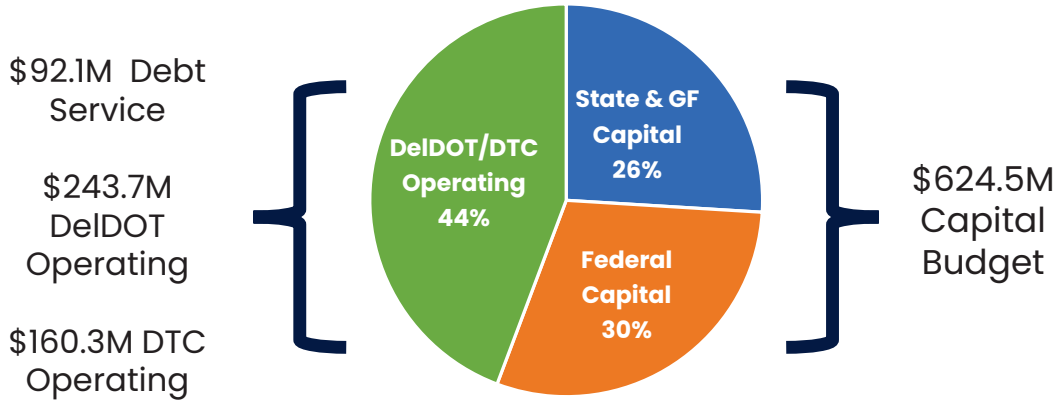


## FY27 – Sources of Funds – \$1,120.6M (in millions)



# FY27 – DeIDOT Budget- \$1,120.6M

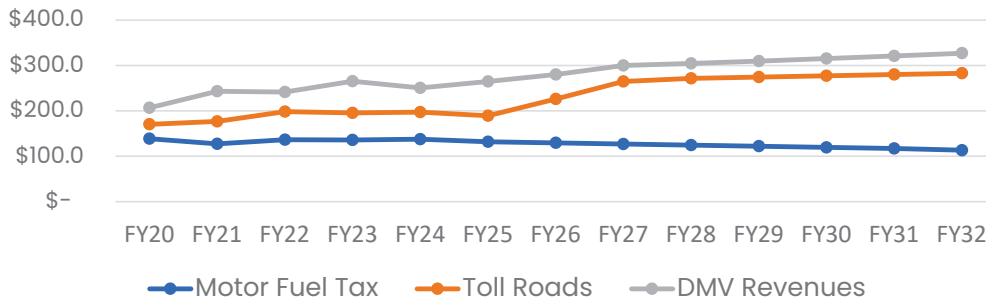
(in millions)

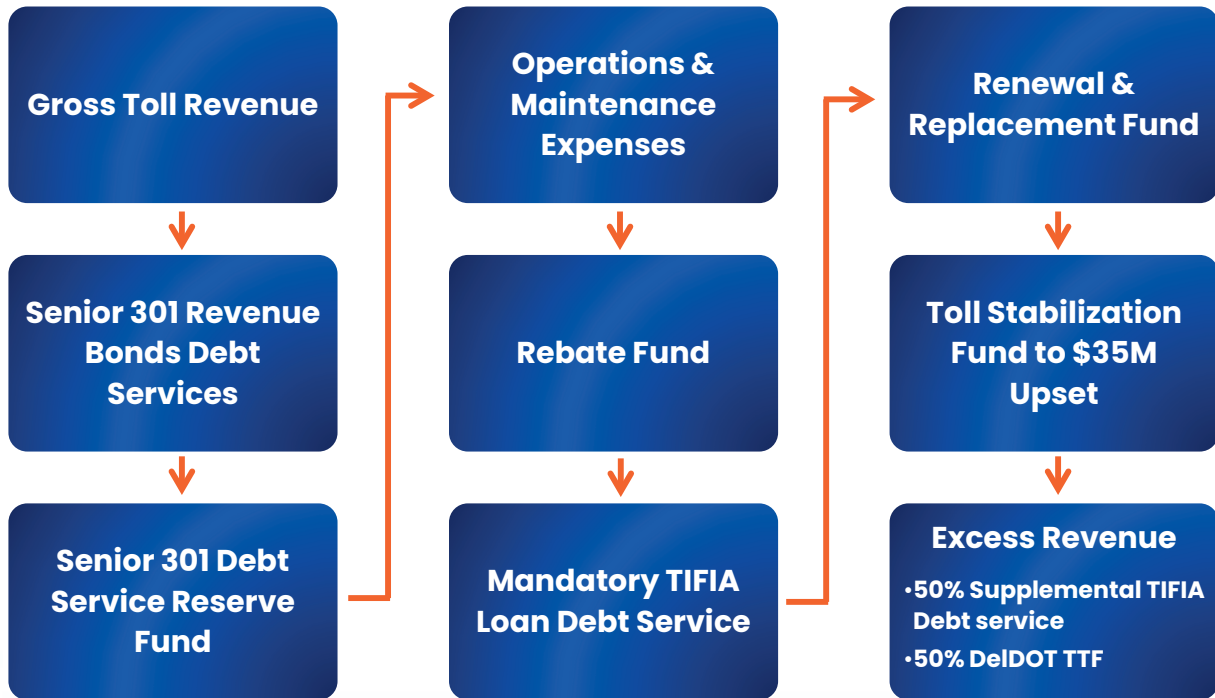


## Revenue History/Forecast FY20–FY32

(In Millions)

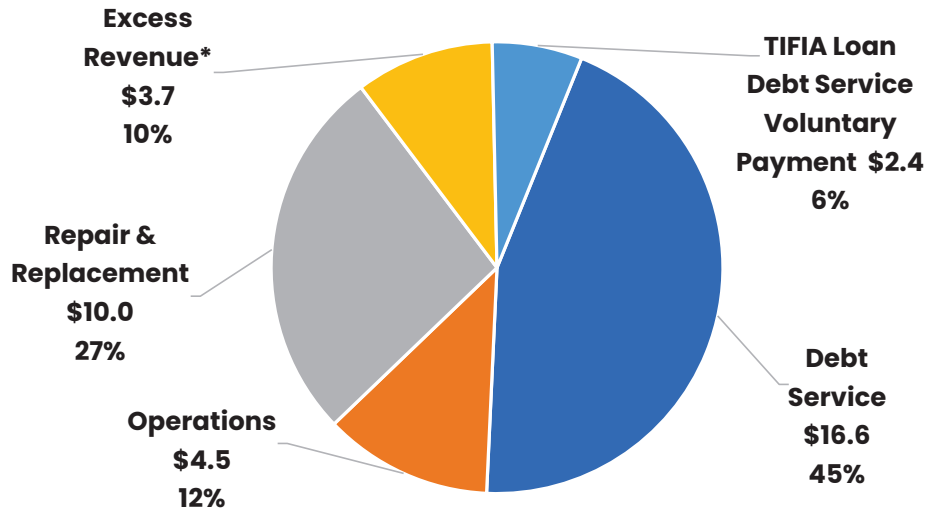
Revenues								FORECASTED as of March 2026					
	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Motor Fuel Tax	138.7	127.4	136.4	136.1	137.4	135.0	129.7	127.1	124.6	122.1	119.7	117.3	113.5
Toll Roads	170.4	176.6	198.4	195.4	197.1	182.9	226.0	265.1	271.7	274.5	277.2	280.0	282.8
DMV Revenues	206.8	243.0	241.6	265.2	250.4	267.9	280.0	299.9	304.8	309.9	315.4	321.2	327.0
<b>Total</b>	<b>515.9</b>	<b>547.0</b>	<b>576.4</b>	<b>596.7</b>	<b>584.9</b>	<b>585.8</b>	<b>635.7</b>	<b>692.1</b>	<b>701.1</b>	<b>706.5</b>	<b>712.3</b>	<b>718.5</b>	<b>723.0</b>





# FY27 – US 301 Sources and Uses of Funds (in millions)

SOURCES - US301 TOLL REVENUES \$34.8M + 2.4M TIFIA Prepayment



\* Excess Revenue allocation: 50% TIFIA Loan and 50% TTF Revenue

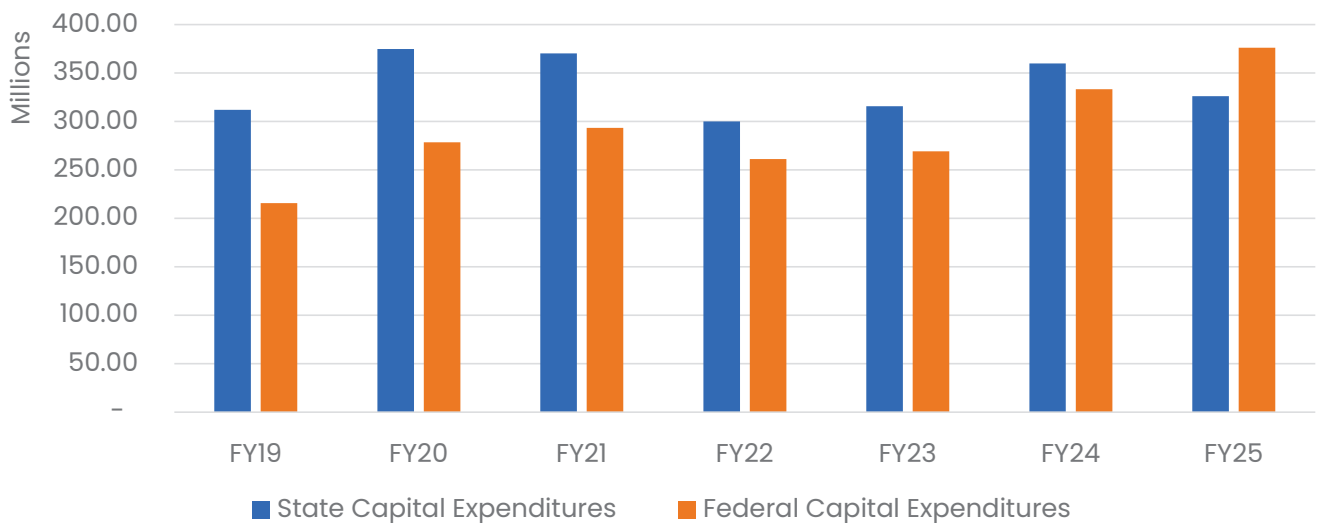


## CAPITAL BUDGET

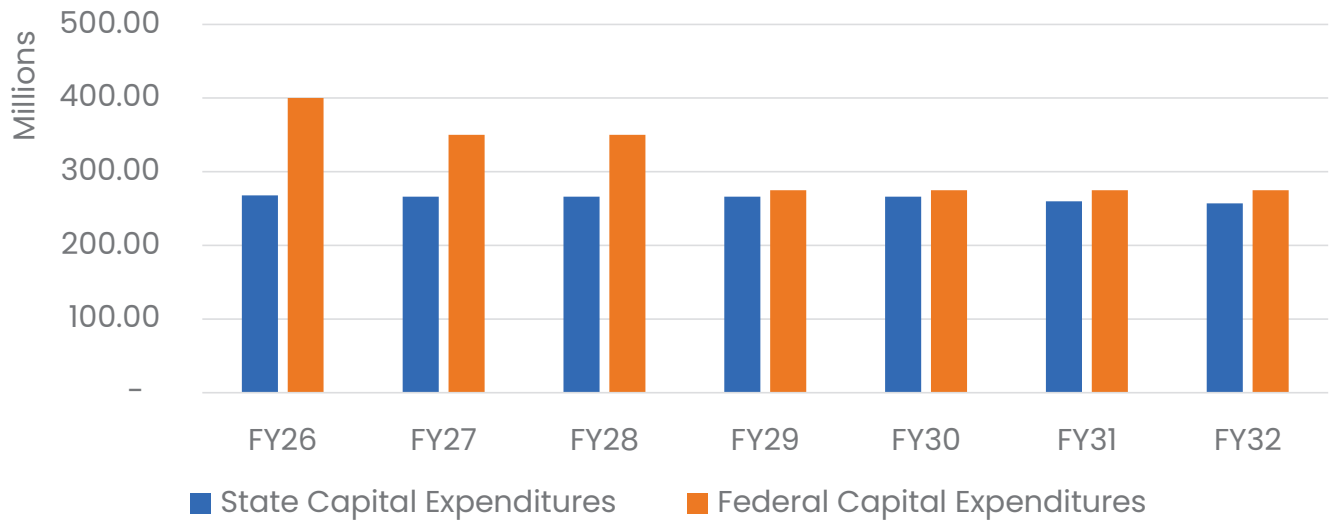
## Subdivision Street Paving Program

FY	Allocation	# Locations	Total Mileage
2019-2021	\$ 15,000,000	96	21.55
2022	\$ 30,000,000	207	47.31
2023	\$ 30,000,000	197	36.27
2024	\$ 30,000,000	109	18.18
2025	\$ 30,000,000	174	26.66
2026	\$ 30,000,000	304	50.4
2027	\$ 30,000,000	300	52.5
<b>Total</b>	<b>\$ 195,000,000</b>	<b>1,387</b>	<b>252.87</b>

## State and Federal Capital Expenditures by FY



## State and Federal Anticipated Expenditures by FY



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## Highlights of the FY27 Capital Program

- ▶ Investment in Highway and Pedestrian Safety
- ▶ Continued Investment in State of Good Repair
- ▶ Connecting Communities
- ▶ Resiliency and Sustainability

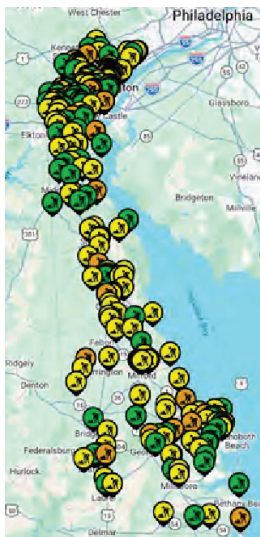


# Major Project Updates

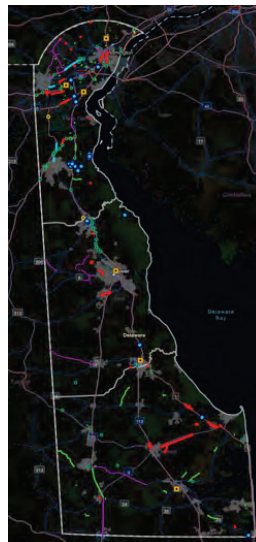


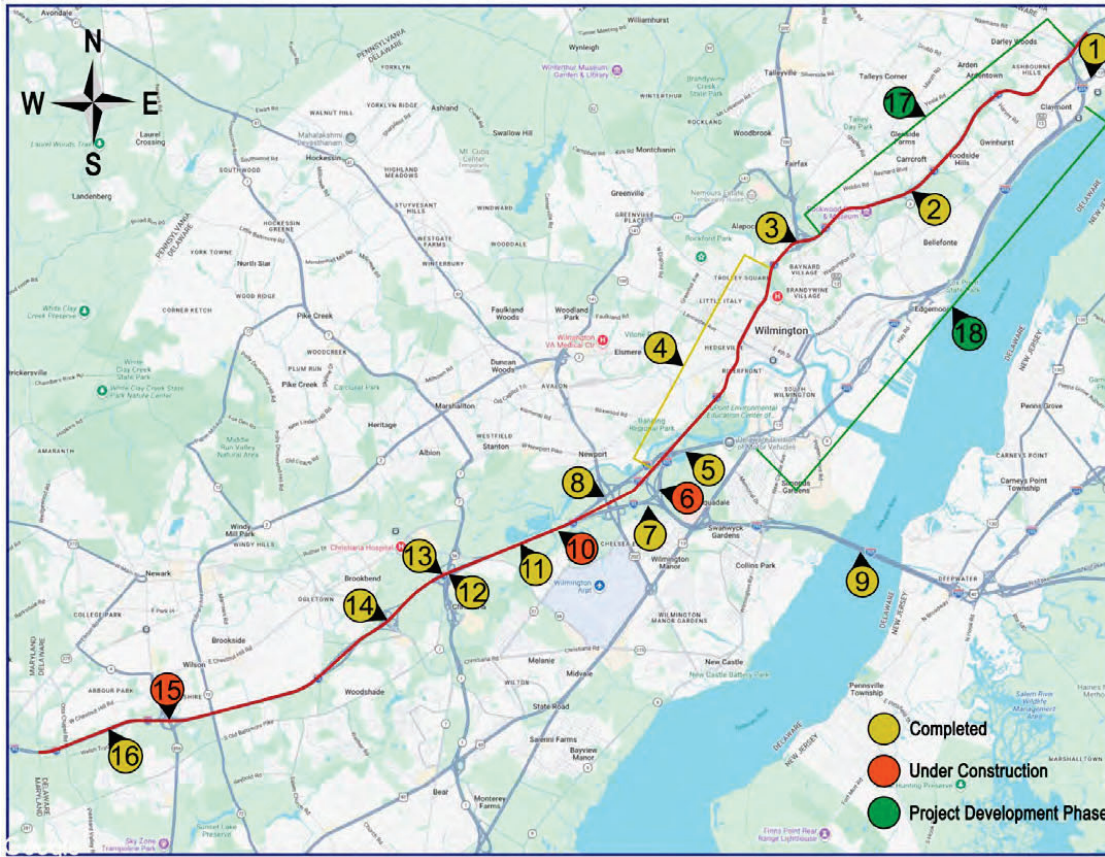
## Online Project Information

[DeIDOT Project Portal](#)



[2026 Construction Map](#)





# I-95 Corridor Capital Projects

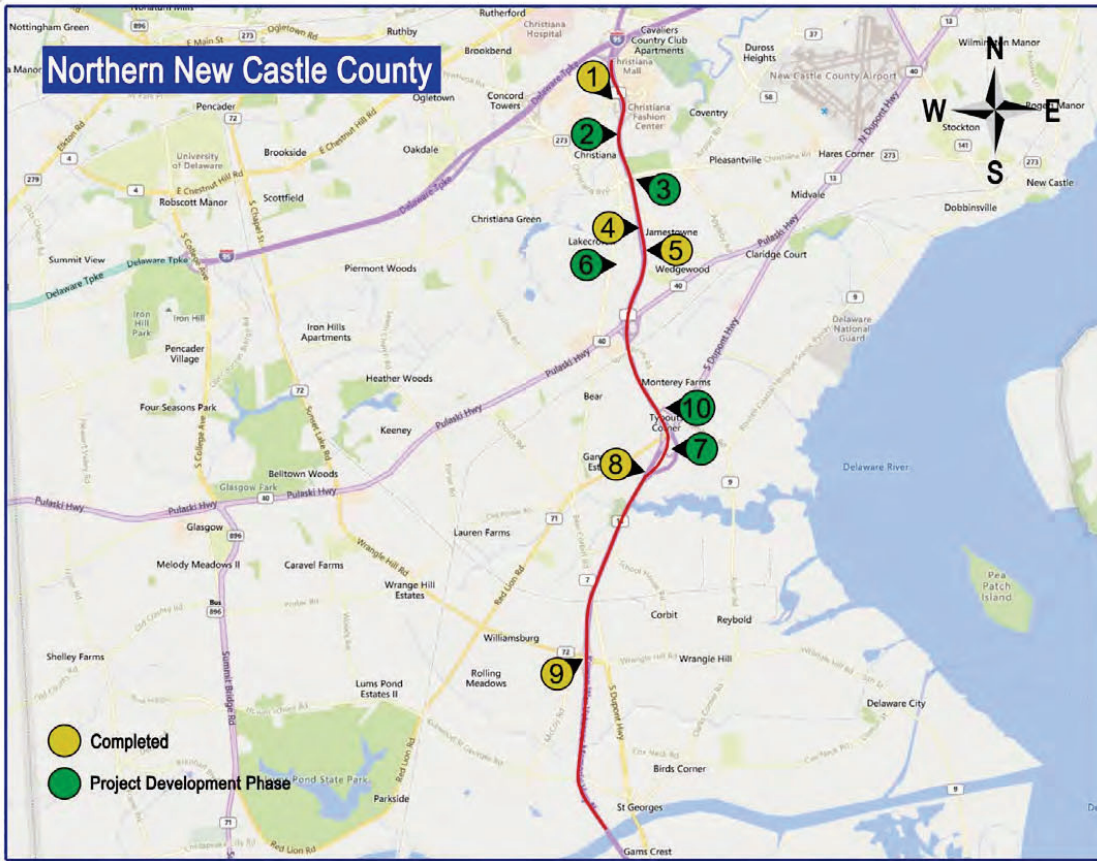


- 1 Claymont Regional Transportation Center
- 2 Carr and Marsh Rds Interchange
- 3 US 202 Interchange
- 4 I-95 from I-495 to North of Brandywine River Bridge (Restore the Corridor)
- 5 I-495 SB Merge
- 6 BR 1-738 / BR 1-739
- 7 I-295, SR 141 to US 13
- 8 SR 141 Interchange
- 9 Delaware Memorial Bridge Re-Decking (By DRBA)
- 10 BR 1-719 / 1-720
- 11 5th Lane Widening
- 12 SR 1 Interchange
- 13 BR 1-717
- 14 SR 273 Interchange
- 15 SR 896 Interchange
- 16 High Speed E-ZPass Lanes
- 17 Rehabilitation of I-95 Bridges, US 202 to Naamans Rd
- 18 Rehabilitation of I-495 Bridges

● Completed  
● Under Construction  
● Project Development Phase



I-95/SR 896



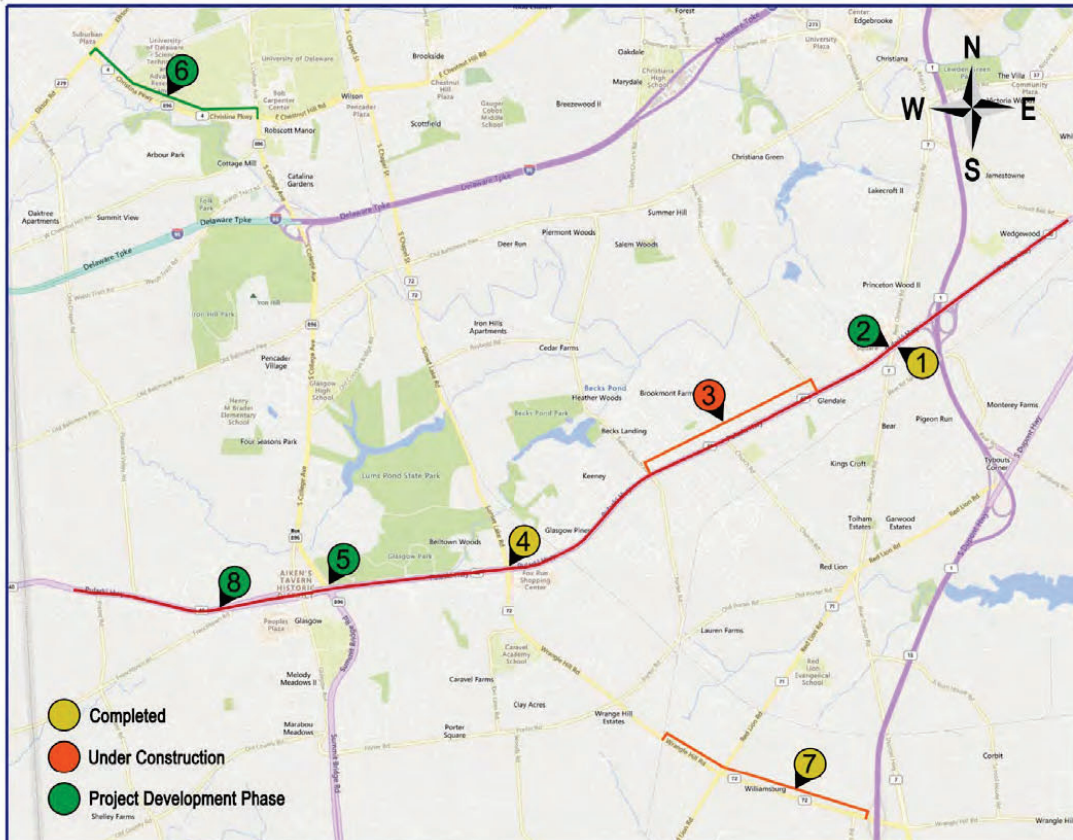
# Northern New Castle County

## SR 1 Corridor Capital Projects



- 1 Road A / SR 7 Improvements
- 2 SR 1 Widening 2 to 3 Lanes
- 3 SR 1 & SR 273 Interchange
- 4 SR1 SB Auxiliary Lane
- 5 SR 1 NB Auxiliary Lane
- 6 SR 1 Newtown Ramps
- 7 SR 1 @ Tybouts Interchange
- 8 SR 1 & US 13 SB Merge
- 9 SR 1 / SR 72 Diverging Diamond Interchange
- 10 Bear RD / Reybold DR Intersection Improvements

- Completed
- Under Construction
- Project Development Phase



## US 40 Corridor Capital Projects



- 1 US 40 & SR 7 Intersection
- 2 US 40 & SR 7 Interchange
- 3 US 40 Widening, Salem Church Rd to Walther Rd
- 4 US 40 & SR 72 Intersection
- 5 US 40 & SR 896 Interchange
- 6 SR 4 Widening, SR 896 to Elkton Rd
- 7 SR 72 Widening, McCoy Rd to SR 71
- 8 BR 1-352 East & West Replacement

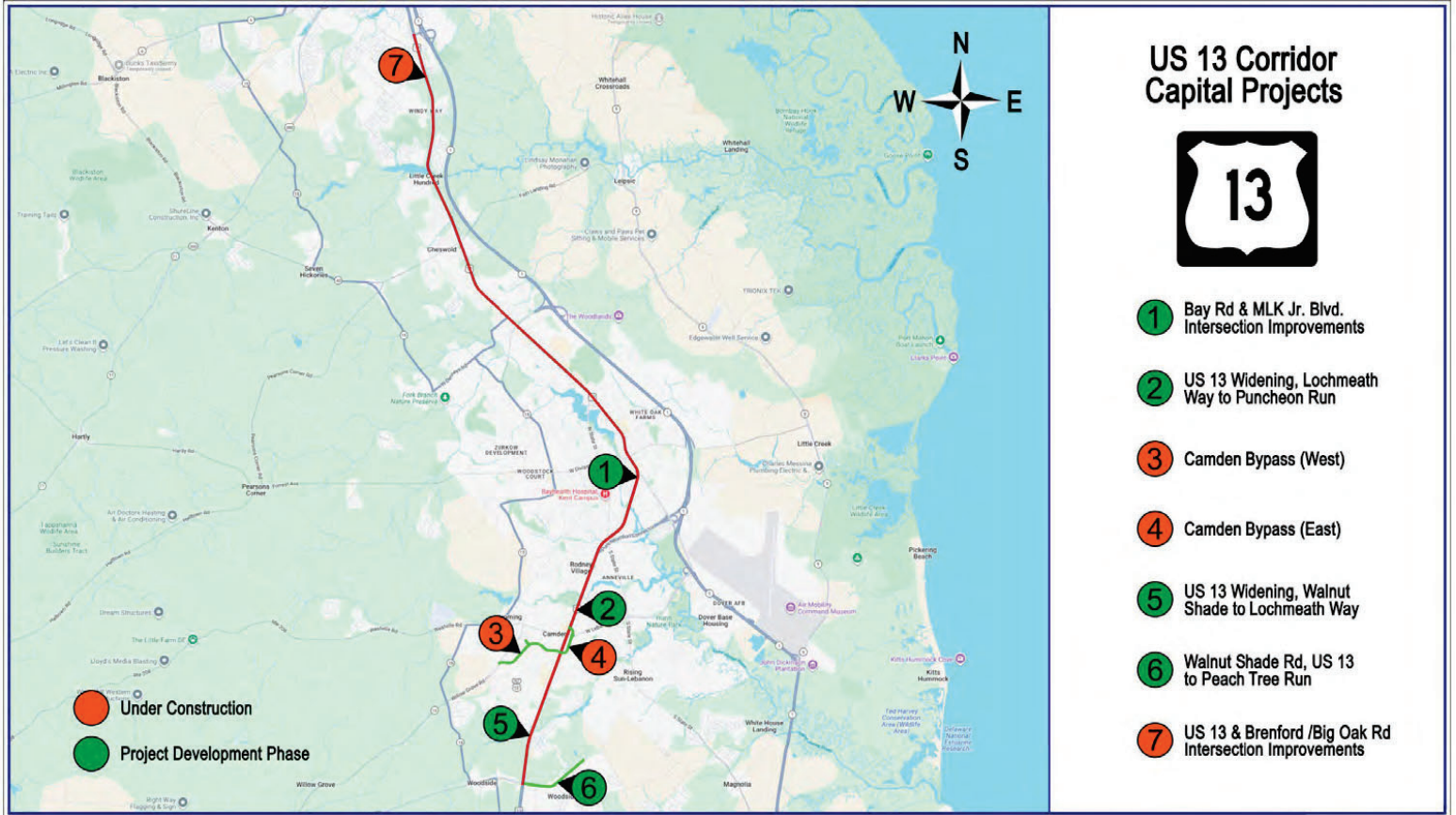
- Completed
- Under Construction
- Project Development Phase

**US 40 Widening**

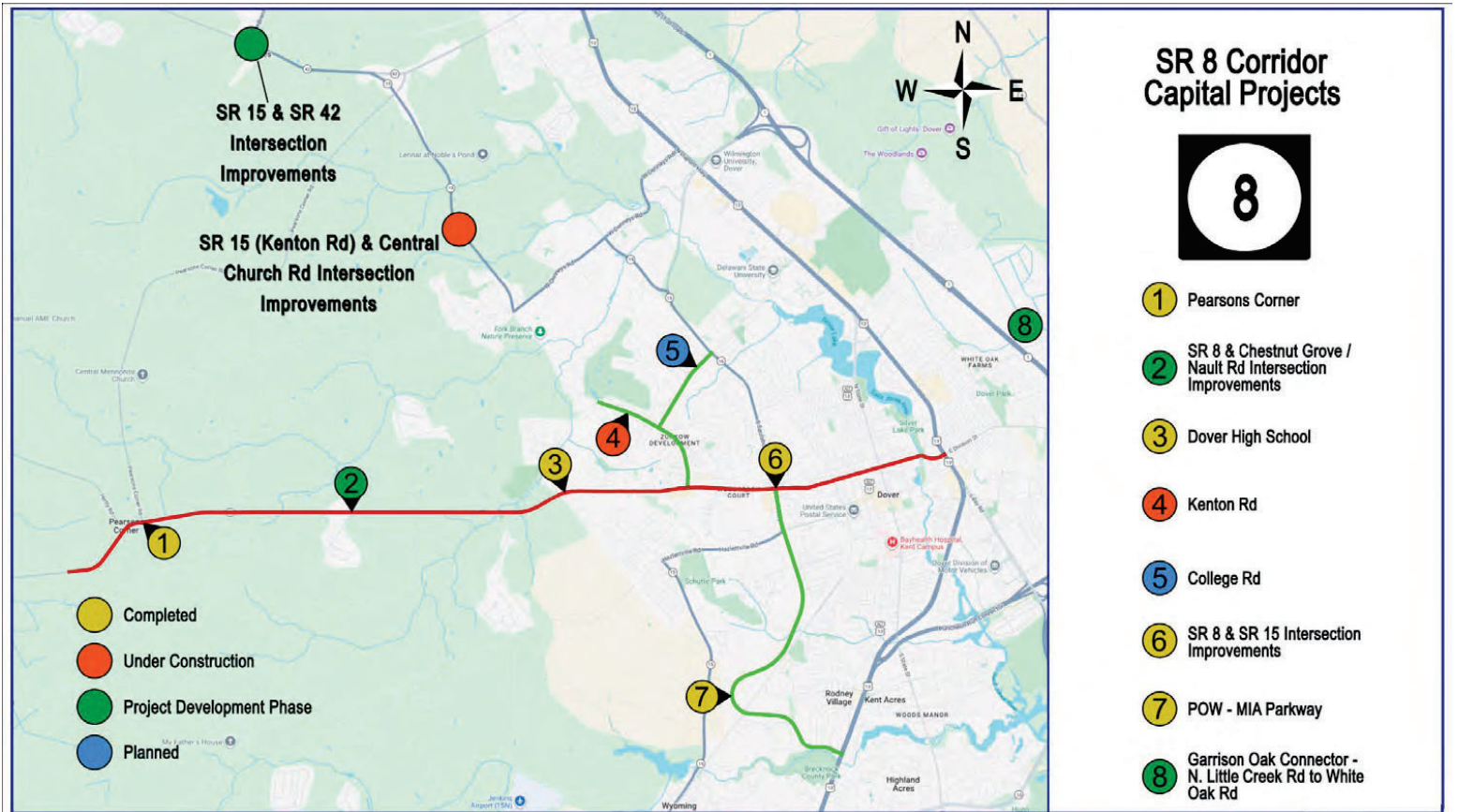


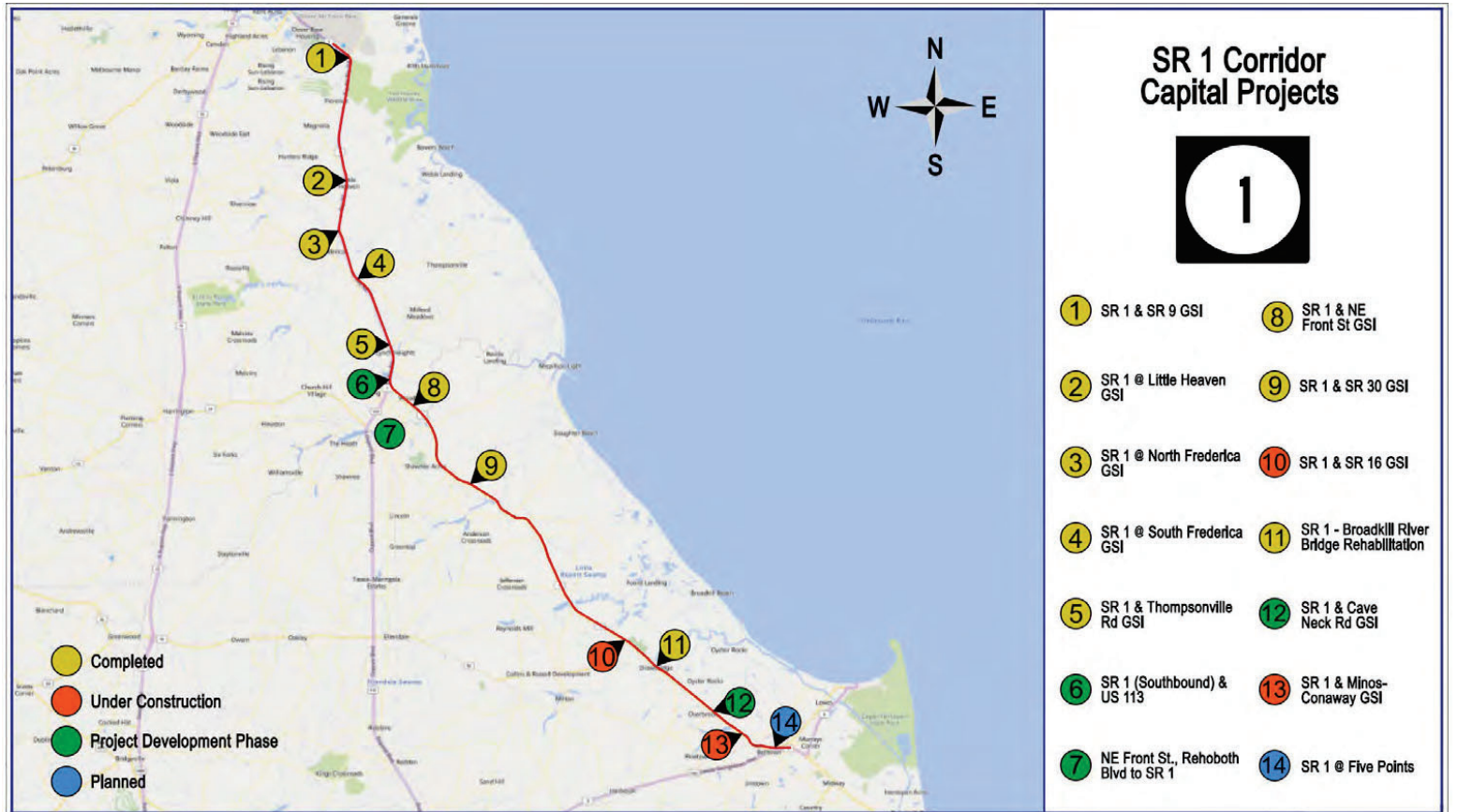
**US 13 Pedestrian Improvements**





**West Camden Bypass**



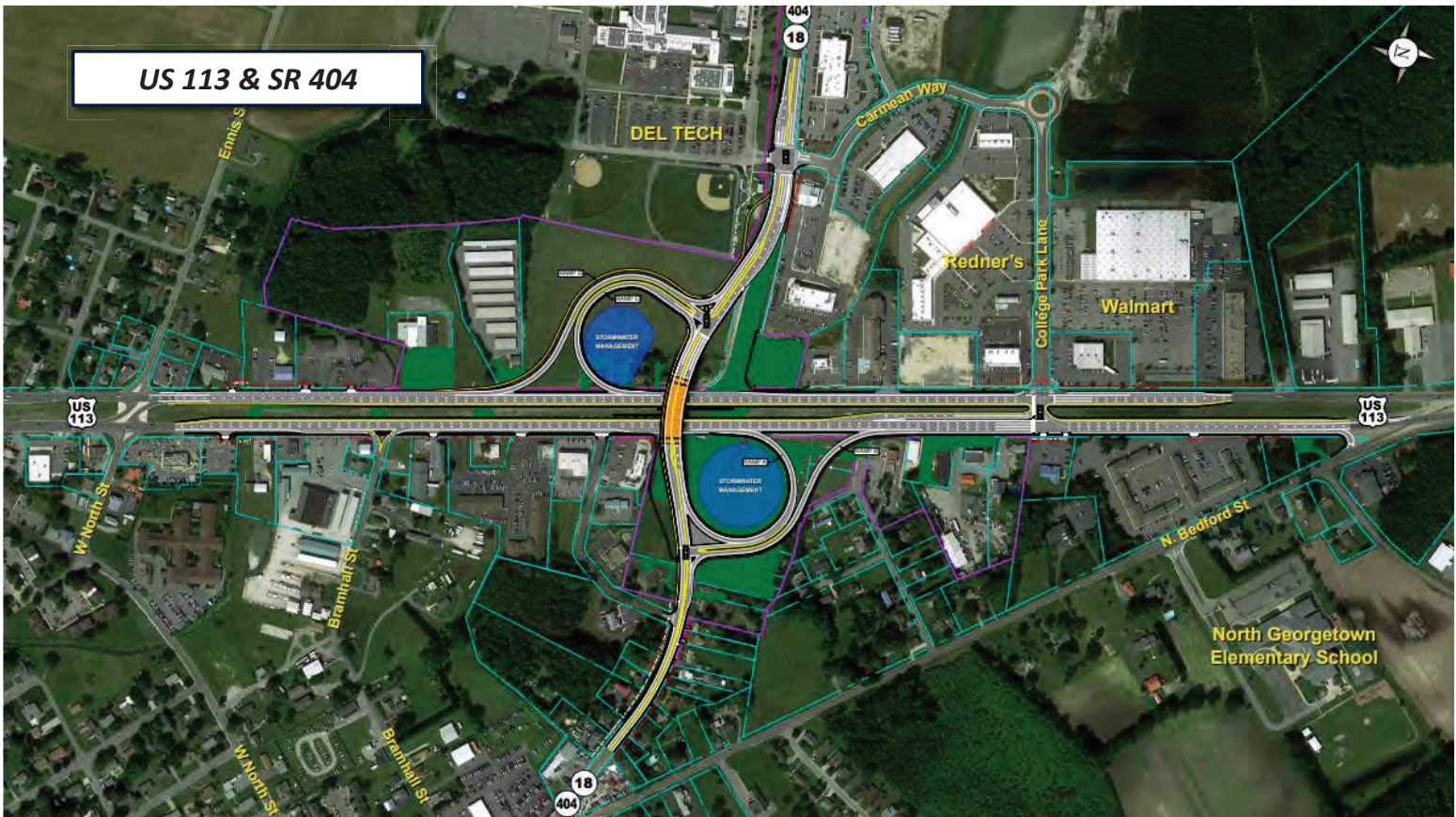
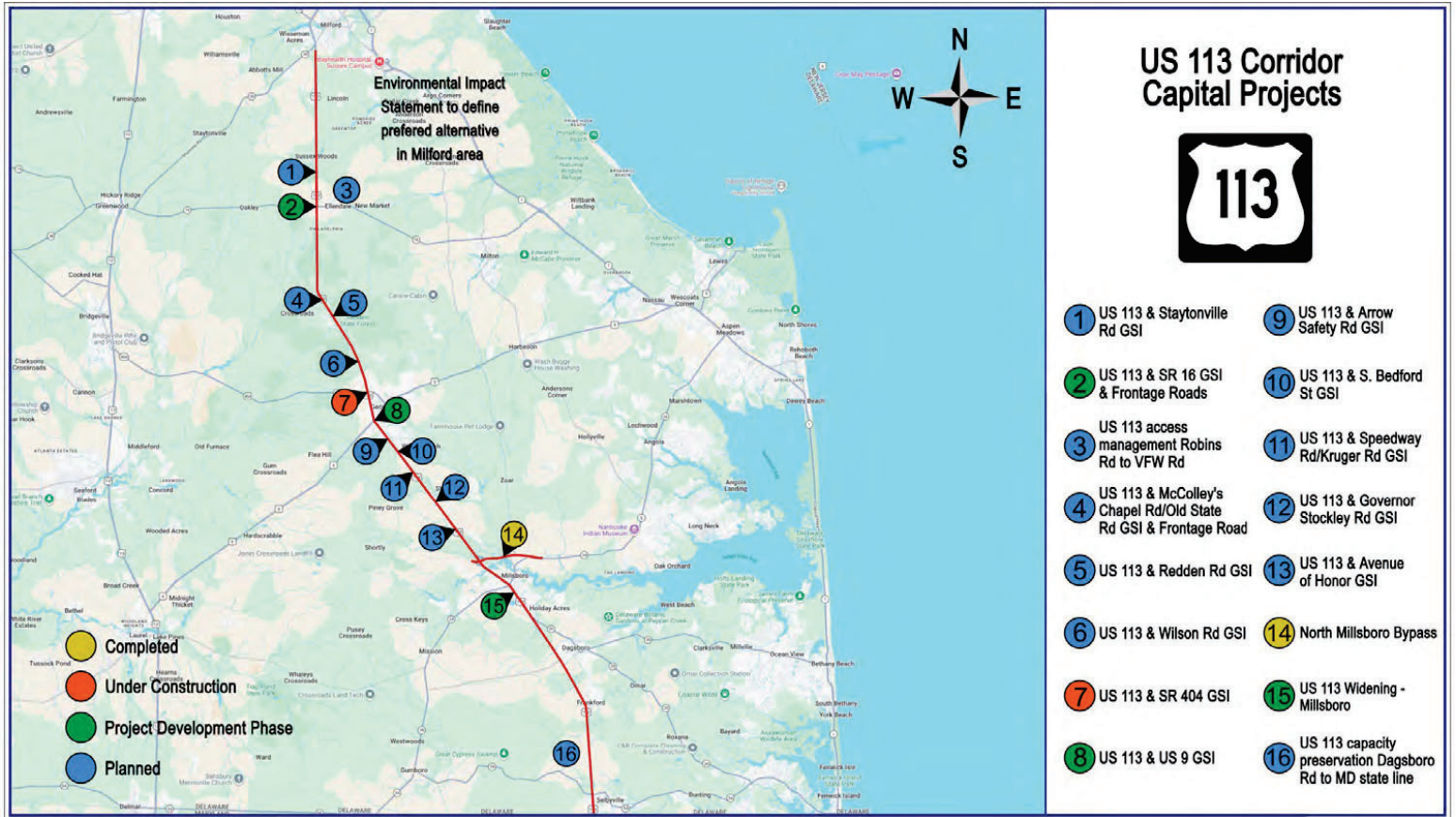


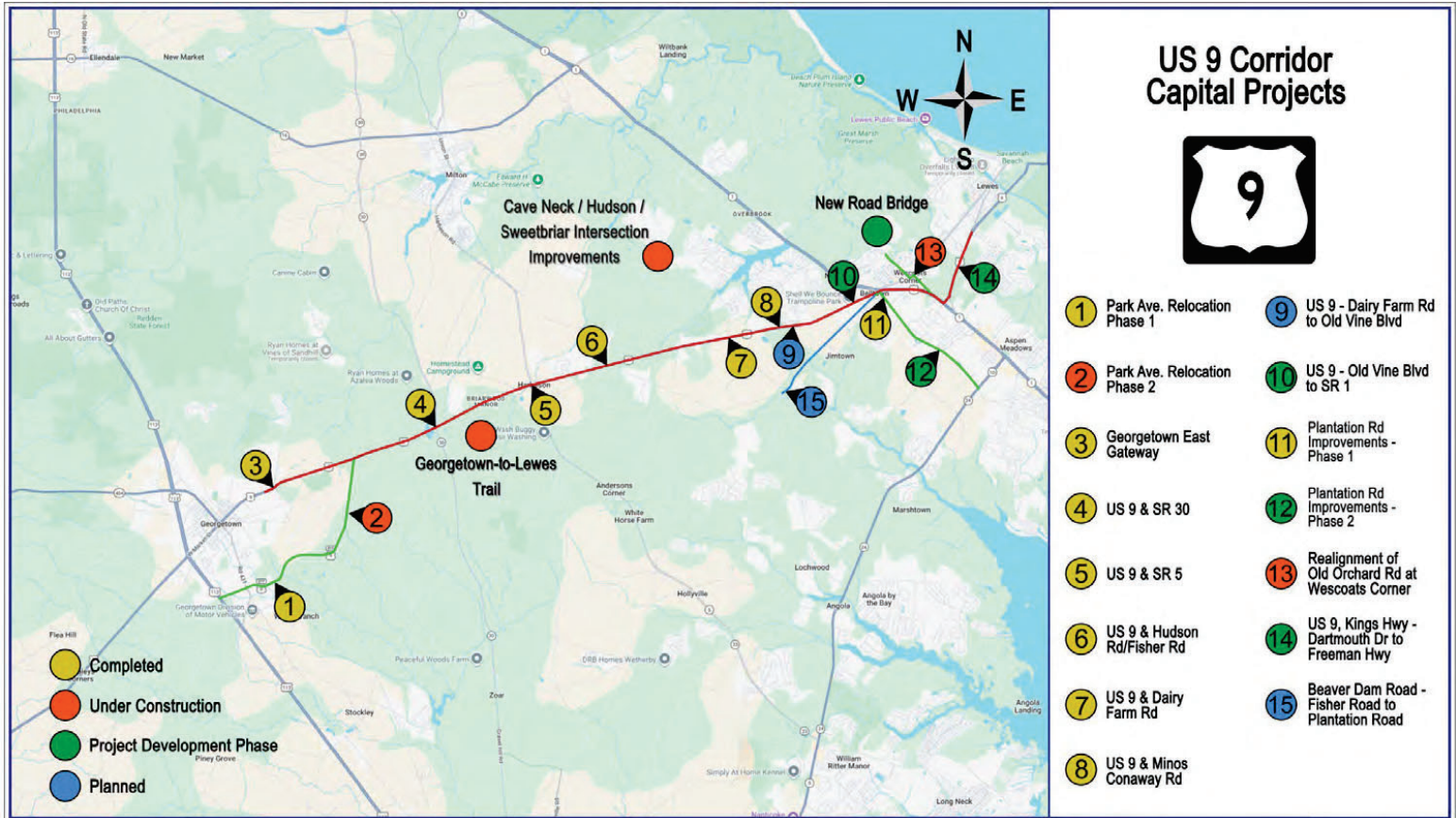
**SR 1/SR 16**

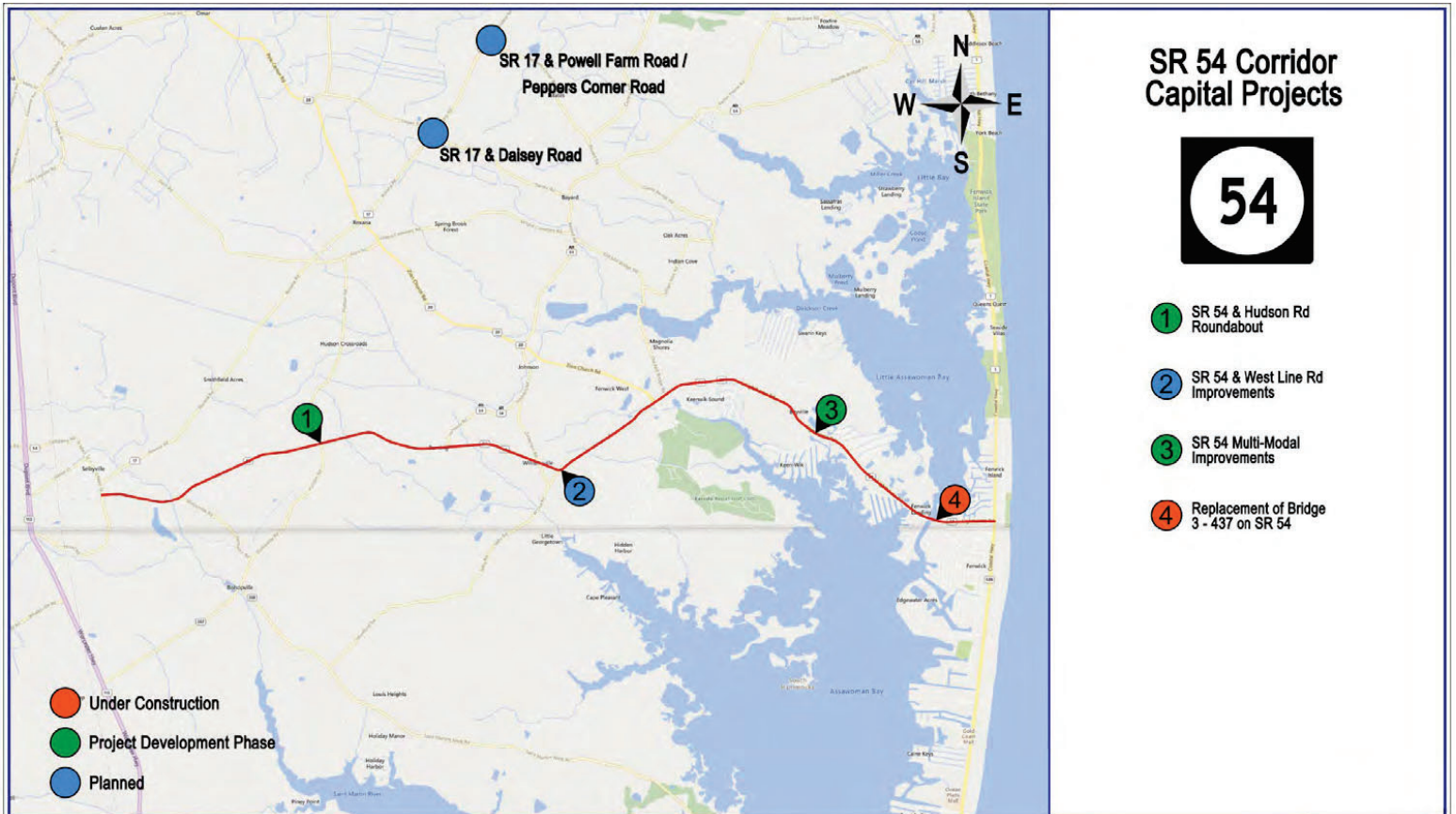


**SR 1 & Minos Conoway**











# Major Transit Project Updates

# Facility Project Updates

## New Castle County

- Mid-County Maintenance Expansion
  - Construction to be Completed: May 2026
- Newport Train Station Study
  - Final Report: Winter 2026/2027
- Fairplay Station Parking Relocation
  - Construction: Fall 2027 – Spring 2028



# Facility Project Updates

## Kent County

- Dover Bus Canopy Solar Panels
  - Construction: Fall 2026 – Spring 2028
- Dover Transit Center Solar Panels
  - Design: Spring 2026 – Spring 2027



# Facility Project Updates

## Sussex County

- Rehoboth Park & Ride Improvements
  - Final Design: Winter 2026/2027
  - Construction: Fall 2027 – Spring 2029
- Georgetown Bus Wash
  - Construction: Spring 2026 – Winter 2026



## Fleet

### Next Steps

- Federal Discretionary Grants
  - Purchasing 22 battery-electric hybrid buses
  - Rehabilitation of 51 fixed route buses
- Replacement Buses in FY27
  - Fixed Route – 8
  - Paratransit – 74
  - DART Connect – 6
- Fareboxes



# Diamond State Line Study

- Evaluating the feasibility of extending passenger rail service from Newark (or Wilmington) south through Kent and Sussex Counties in Delaware to Salisbury (or Berlin) in Maryland.
- Awaiting approval from FRA Approval to move to Step 2A that will include:
  - Beginning Preliminary Engineering
    - Analyzing Alignment Alternatives and Locations
  - Ridership Forecasting
  - Cost Estimating



## Federal Grant Funding

# Federal Funding Summary

- \$16.5M of Federal Funding is used annually for DTC Operating Budget
- Infrastructure Investment and Jobs Act (IIJA)
  - Federal Fiscal Year 2022 through 2026 (September 30, 2026)
- Surface Transportation Legislation Reauthorization Update



## Grant Funding on Hold from Last Year (\$111.5M)

- ✓ PROTECT Grant: Bridge I-447 on Taylor's Bridge Road
- ✓ RAISE Grant: SR 9 Bridge Replacement
- ✓ National Scenic Byways: Expanding and Broadening Use of Delaware Bayshore Byway
- ✓ PPPP Grant: Revamp Delaware's Project Prioritization Process
- ✓ Low or No Emissions Grant Program: Hydrogen, EV and ZEB Buses – **switched to Hybrid buses**
- ✓ Bus and Facilities Program: Rehoboth Park & Ride Improvements
- X RAISE Grant: MLK Boulevard – South Little Creek Road Bike/Ped Connector
- X LCTM Grant: Low Carbon Transportation Materials Grant Program
- X NEVI: FY26 Apportionment Partial Reduction

# Federal Discretionary Grant Awards

- **Georgetown to Lewes Trail – US 9 Pedestrian Bridge and Approaches**
  - Planning funding \$2,250,000
- **Washington Street Separated Bike Lane**
  - Partial Award for Construction funding of \$2,000,000
- **Wilmington Riverwalk Extension**
  - Partial preliminary engineering award of \$250,000

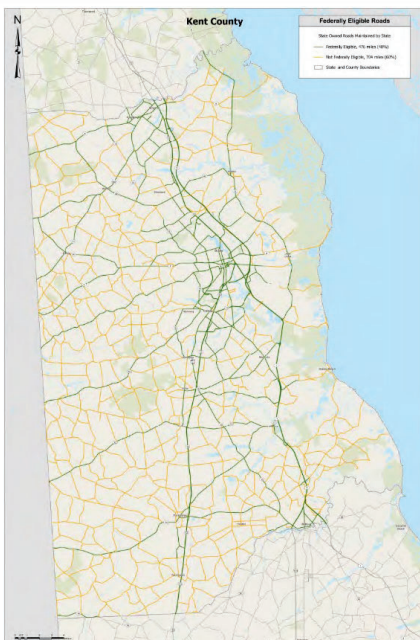


# Capital Transportation Funding



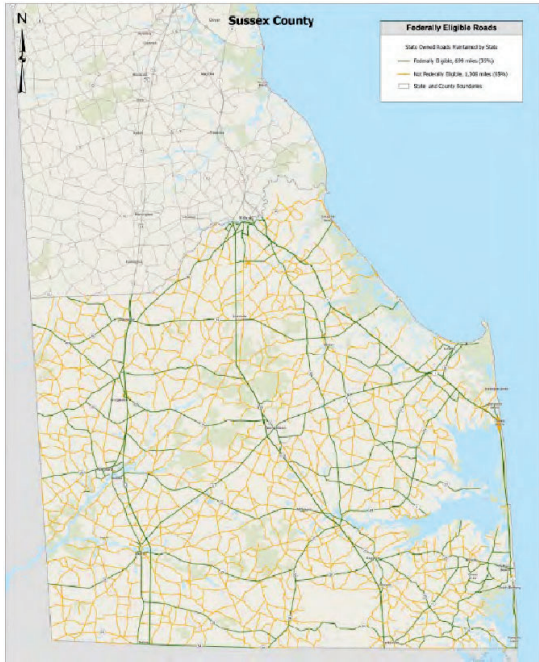
## New Castle County

Federally Eligible = 907 miles (75%)  
Non-Federally Eligible = 309 miles (25%)



## Kent County

Federally Eligible = 476 miles (40%)  
Non-Federally Eligible = 704 miles (60%)



## Sussex County

Federally Eligible = 699 miles (35%)

Non-Federally Eligible = 1,306 miles (65%)

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# Executive Order #14 Sustainable Transportation Funding Task Force

## EO#14 – Duties of Task Force

- Review current and projected financial condition of Transportation Trust Fund (TTF)
- Analyze trends in transportation revenues, expenditures, and capital needs over the next 20 years
- Evaluate innovative, equitable, and sustainable funding mechanisms, including but not limited to user fees, public-private partnerships, and efficiency measures
- Engage stakeholders and the public to gather input on priorities, values, and funding options
- Prepare and submit a written report to the Governor and the General Assembly with findings and recommendations for long-term funding strategies by December 2026



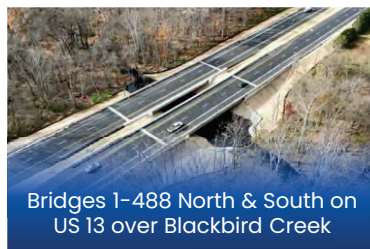
# DeIDOT 2025 Accomplishments



# Department Accomplishments

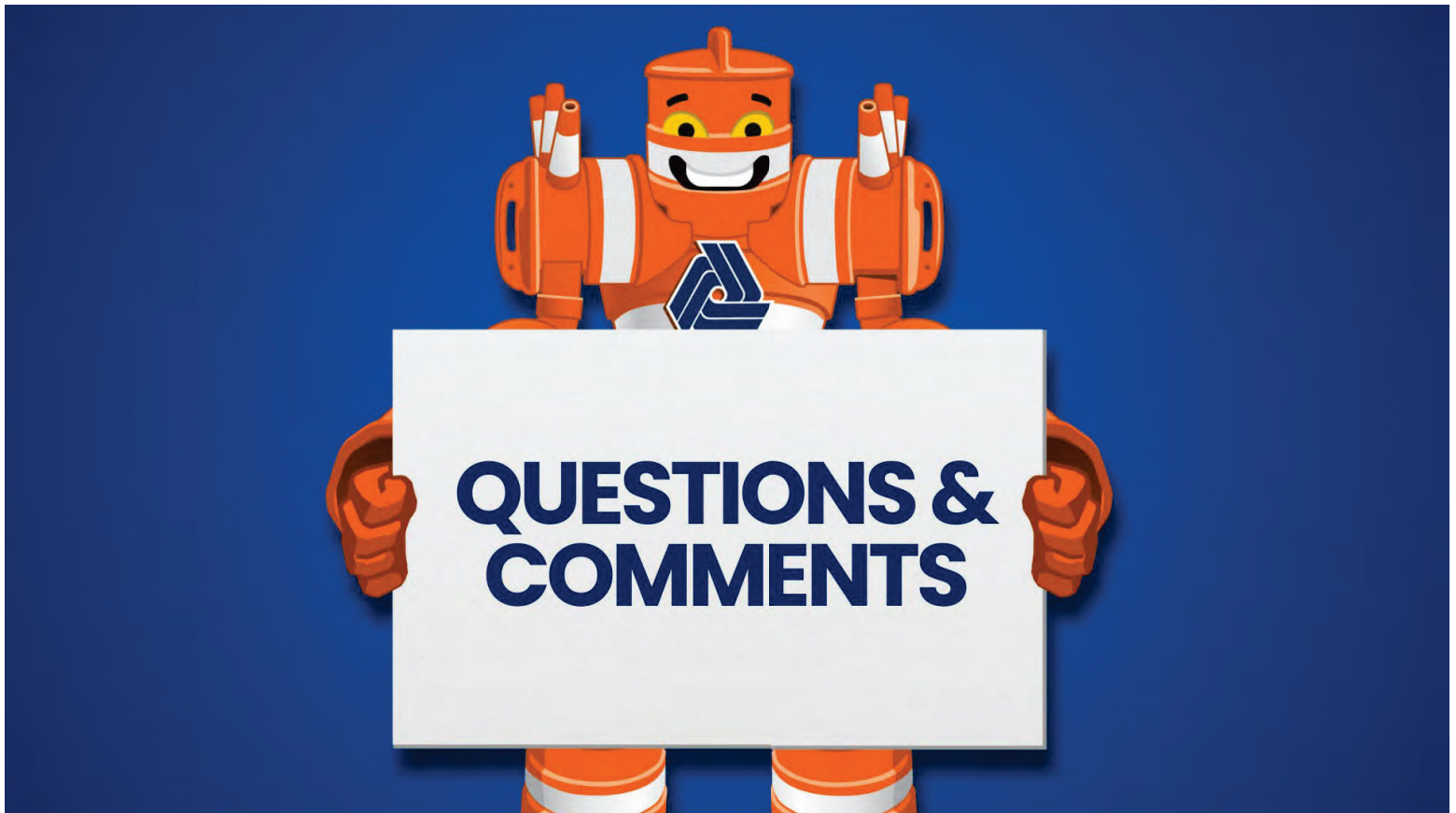


## Project Highlights



Construction began on the following major projects: SR 1/Minos Conaway Grade Separated Intersection, US 40 Widening, West Camden Bypass, Old Orchard/Wescoats Corner Intersection Realignment, and Bridge 3-437 on SR 54 Lighthouse Road







**THANK YOU!**



<https://linktr.ee/delawaredot>