

## Spending on Transportation Projects in

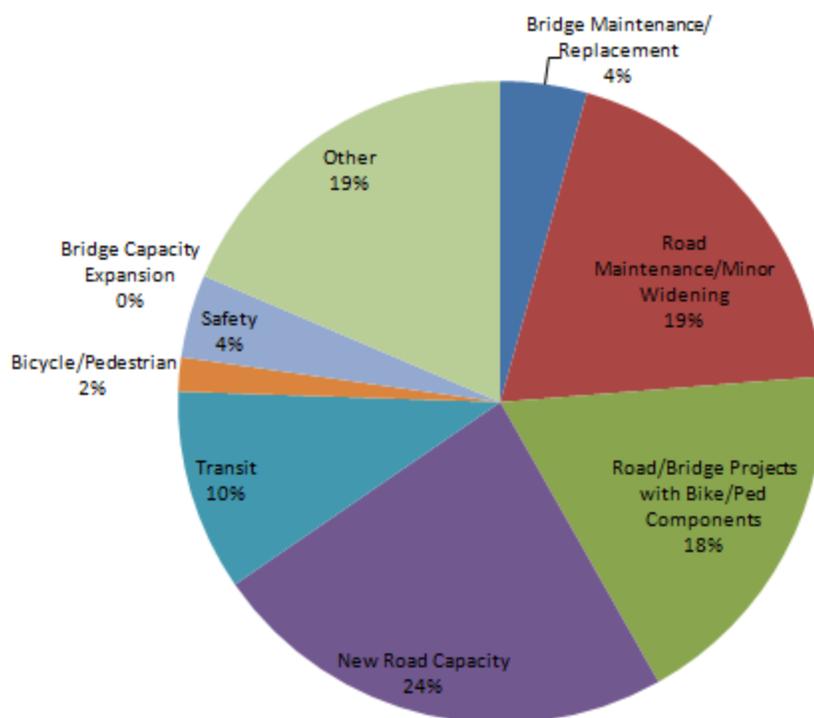
# Delaware

An examination of Delaware's 2009-2012 Statewide Transportation Improvement Program reveals that new road capacity projects account for the largest chunk of planned spending (24 percent). Road maintenance/minor widening projects follow, comprising 19 percent of the STIP. Projects classified as "other," which include studies for unspecified improvements and information technology are also 19 percent of the STIP. Road or bridge projects that have bicycle/pedestrian components (such as adding sidewalks when reconstructing a roadway) account for 18 percent. Transit projects make up 10 percent. Safety projects and bridge maintenance/replacement projects each account for 4 percent of the STIP. Bicycle/pedestrian projects are 2 percent of the planned spending and no bridge capacity expansion projects were identified.



## Proposed Spending, FY 2009-2012

Project Type	Cost (\$millions)
Bridge Maintenance/Replacement	104.75
Road Maintenance/Minor Widening	466.94
Road/Bridge Projects with Bike/Ped Components	435.87
New Road Capacity	568.46
Transit	243.68
Bicycle/Pedestrian	41.11
Safety	100.91
Bridge Capacity Expansion	0
Other	447.61
<b>Total</b>	<b>\$2,409.33</b>



These summary sheets were produced by the Tri-State Transportation Campaign, a non-profit organization working toward more balanced, transit-friendly and equitable transportation policies in Connecticut, New York and New Jersey. The full report is available at [Trackstatedollars.org](http://Trackstatedollars.org). The analysis was conducted using the Statewide Transportation Improvement Plan (STIP). TSTC staff analyzed each individual project listing in the STIP, categorizing projects by either an assigned project type where available, or by the project description and supporting documentation. States are required to list all transportation projects that receive federal aid in the STIP, though many states also include projects that only receive state dollars as well. However, there may be certain projects not included in the STIP, such as those undertaken by toll road authorities of state infrastructure banks. All percentages have been rounded. For more information on the methodology utilized, please contact TSTC. Image of Delaware from 50states.com. This project was made possible by support from the Rockefeller Foundation.

