Delaware Sustainable Transportation Funding Task Force

February 11, 2026

DELDOT
DELAWARE DEPARTMENT OF TRANSPORTATION

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.

Safety

2026 Delaware Total Fatalities

as of 2/10/2026

	2026	2025				2024			
		YTD			Totals	YTD			Totals
Fatalities	**7**	**5**	↑	**40%**	117	11	↓	**-36%**	130
Delaware Residents	**7**	**3**	↑	**133%**	90	10	↓	**-30%**	110
Person Types									
Vehicle Occupant	**4**	**3**	↑	**33%**	67	7	↓	**-43%**	65
Pedestrian	**2**	**2**		**0%**	27	4	↓	**-50%**	34
Bicyclist	**0**	**0**		**N/A**	4	0		**N/A**	5
Motorcyclist	**1**	**0**		**N/A**	17	0		**N/A**	21
Other Person Type	**0**	**0**		**N/A**	2	0		**N/A**	5
Crash Types									
Curve Related	**0**	**0**		**N/A**	15	2	↓	**-100%**	23
Roadway Departure	**1**	**0**		**N/A**	50	4	↓	**-75%**	42
Intersection Related	**4**	**1**	↑	**300%**	37	3	↑	**33%**	48
Median Crossover	**0**	**0**		**N/A**	2	0		**N/A**	0
Wrong Way	**0**	**0**		**N/A**	4	1	↓	**-100%**	4
Work Zone	**0**	**1**	↓	**-100%**	7	0		**N/A**	5

BE DELAWARE.
TOWARD ZERO DEATHS
BEDELAWARE.DELDOT.GOV


DEATH AND SERIOUS INJURIES ARE UNACCEPTABLE • HUMANS MAKE MISTAKES • HUMANS ARE VULNERABLE • RESPONSIBILITY IS SHARED • SAFETY IS PROACTIVE • REDUNDANCY IS CRUCIAL •
SAFE SYSTEM APPROACH
Safer People
Safer Vehicles
Safer Speeds
Safer Land Use
Safer Roads
Post-Crash Care

Agenda

- Welcome
- Review and Approve minutes from January 12, 2026
- National Asset Management Overview
- Capital Program Overview
- DelDOT Asset Management Overview
- Review Action Items
- Next Meeting: March 20th 11:00-12:30pm
- Public Comment

National Asset Management Overview

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State Transportation Asset Management and Funding

The Delaware Task Force on Sustainable Transportation Funding
February 11, 2026

David Draine, Principal Officer
State Fiscal Policy Project, The Pew Charitable Trusts

Pew

Overview

- Introduction to Pew's Long-Term Liabilities project
- Asset management planning for surface transportation
- Trends in highway funding
- State transportation resilience planning

The Pew Charitable Trusts

- Nonpartisan, not-for-profit philanthropic organization with more than 40 active, evidence-based research projects on public policy issues.

- Projects include a variety of state and local economic policy and government performance initiatives ranging from public safety, state tax incentives, rainy day funds, state-sponsored private retirement security initiatives, and state pension plans for the public sector workforce.

- All follow a common approach: data-driven, inclusive, and transparent.

Why Do We Care About Deferred Maintenance?

- **Fiscal Challenge—** Represents a claim on future budgets to pay down long-term liabilities. When states fail to adequately preserve infrastructure assets, long-term costs increase.

- **Government Performance—**States need tools to measure and manage deferred maintenance liabilities, which are essential for making informed decisions about prioritizing investments and how to stabilize costs.

- **Resilience—**Building a framework to assess needed investments based on current conditions will enable states to ensure future infrastructure investments are adapted to a changing climate or other risks.

Asset Management Planning for Surface Transportation

States Fall Short of Funding Needed to Keep Roads and Bridges in a State of Good Repair: Lessons from TAMPs

BEN HASTY / MEDIANEWS GROUP/READING EAGLE VIA GETTY IMAGES

What are TAMPs?

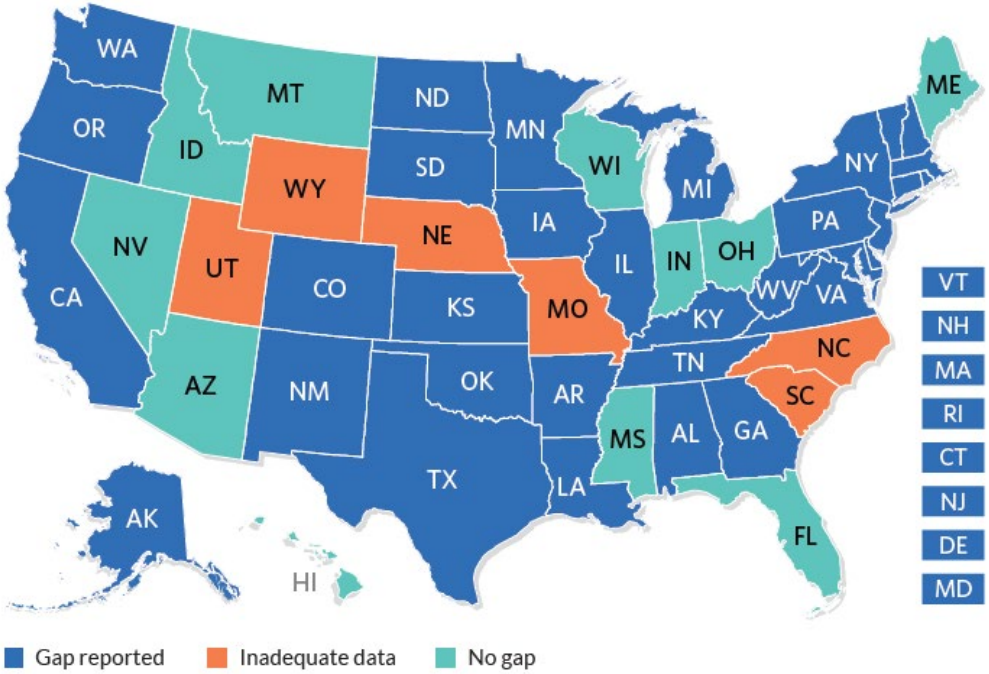
- Transportation Asset Management Plans (TAMPs) are federally mandated reports outlining how states assess and manage their transportation infrastructure.
- TAMPs primarily focus on roads and bridges in the National Highway System (NHS), although some states have included more for a more complete assessment.
- Most TAMPs include 10-year projections of conditions and funding.
- States vary in what they report in their TAMPs, how they forecast, and how they define a state of good repair for roads and bridges.

Key Findings

- **Based on their own goals and projections, most states do not expect to be able to keep key roads and bridges in a state of good repair.**
- 33 states expect to miss *at least some* of their benchmarks for roadway conditions, preservation and maintenance funding, or both over the next decade. Just 11 states are on track.
- 24 states reported a combined $86.3 billion funding gap over 10 years.
- Connecting TAMPs to state budgeting can guide decisions on how to adequately fund road and bridge preservation.

Most States Expect a Shortfall

States reporting a 10-year condition gap, funding gap, or both for TAMP roads and bridges.



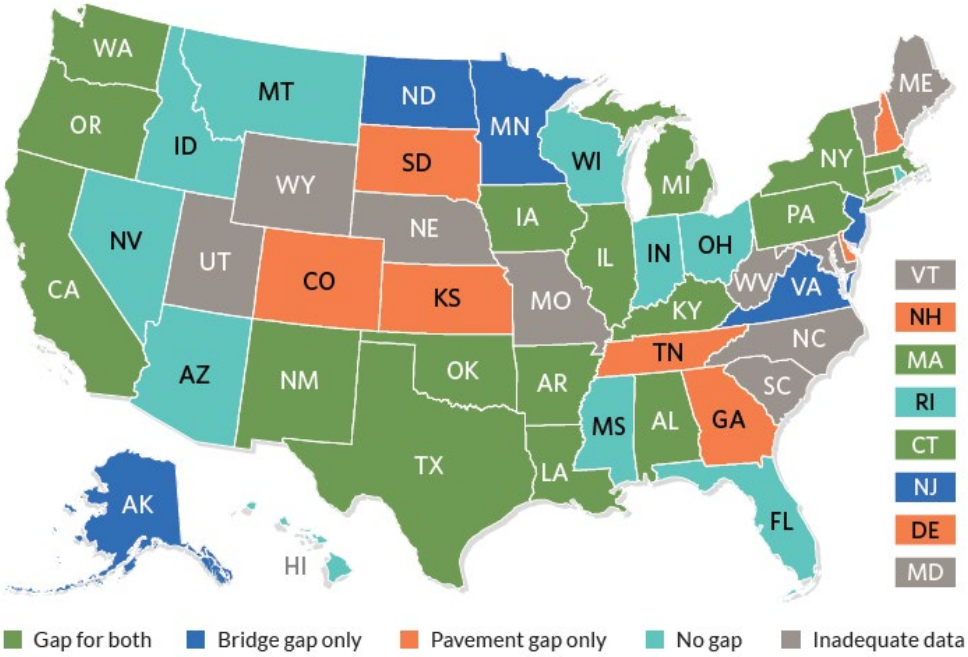
Note: The base year for 10-year projections varies by state.
Source: Pew analysis of state's most recent Transportation Asset Management Plans.

Funding Gaps

- 24 states reported a combined 10-year funding gap of $86.3 billion for NHS and other key roads and bridges.
- These states projected $194 billion in spending, meaning closing the gap would require a 44% increase in transportation funding.
- The shortfall was nearly evenly split between roads ($38.5 B) and bridges ($37.8 B).
- Only nine states reported adequate funding, while 17 provided insufficient data to assess whether spending would meet needs.
- Because TAMPs focus only on NHS assets—though some states voluntarily include all state roadways—the reported gap excludes shortfalls for roads and bridges outside the TAMP.

29 States Do Not Expect To Meet Condition Targets

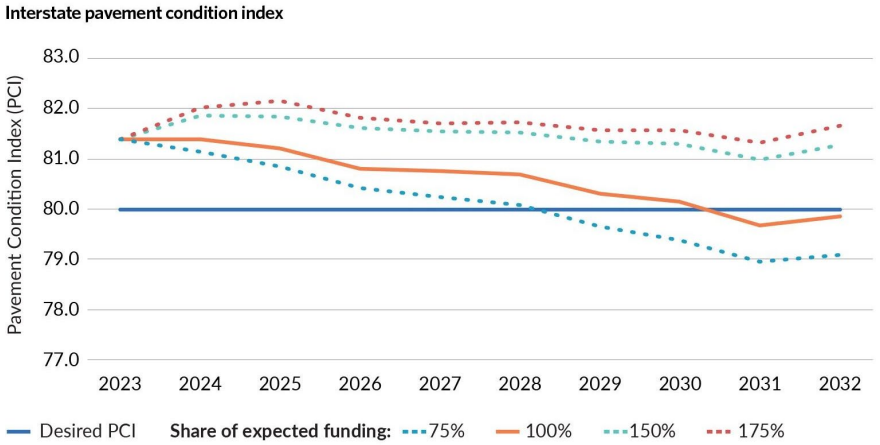
Reported 10-year state of good repair gaps by state.

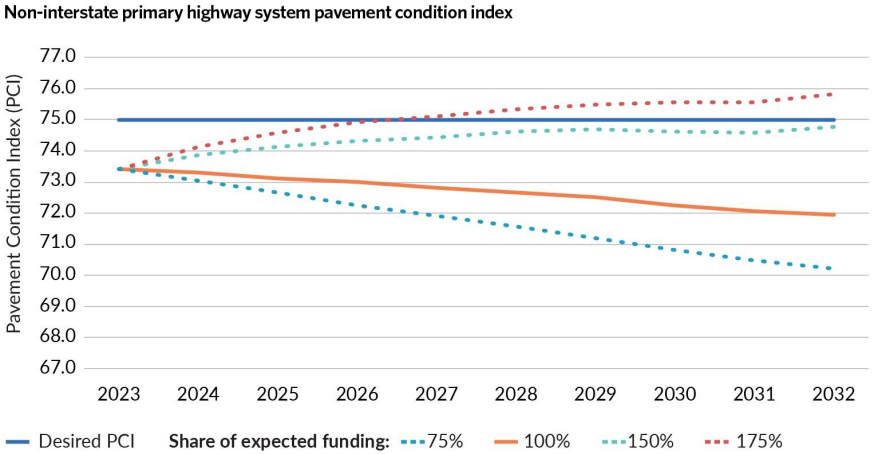


Note: The base year for 10-year projections varies by state.
Source: Pew analysis of state's most recent Transportation Asset Management Plans.

Iowa Projects Pavement Conditions

Condition forecasts by asset type and percentage of expected funding





Source: Iowa Department of Transportation, *Iowa DOT Transportation Asset Management Plan 2023*, 2023

Washington Projects Pavement Needs, Planned Investments

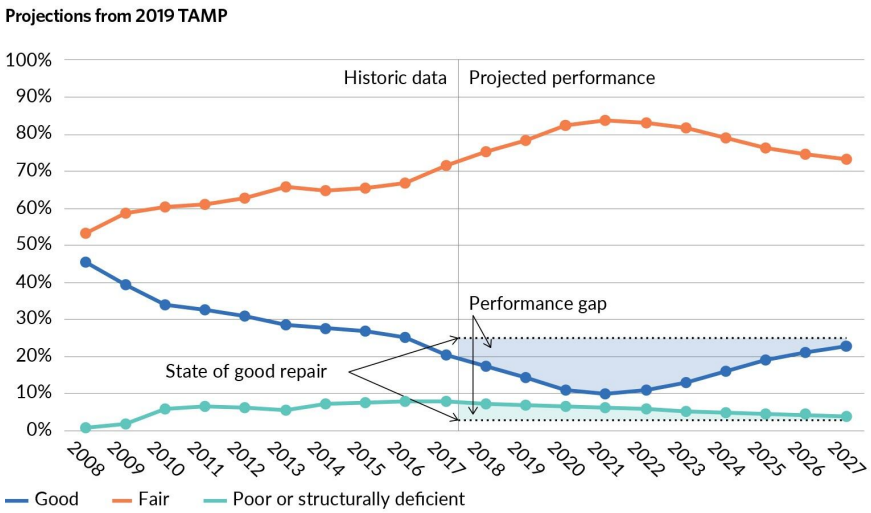
10-year expected and required spending for state-owned assets, in millions of 2021 dollars, 2022-2031

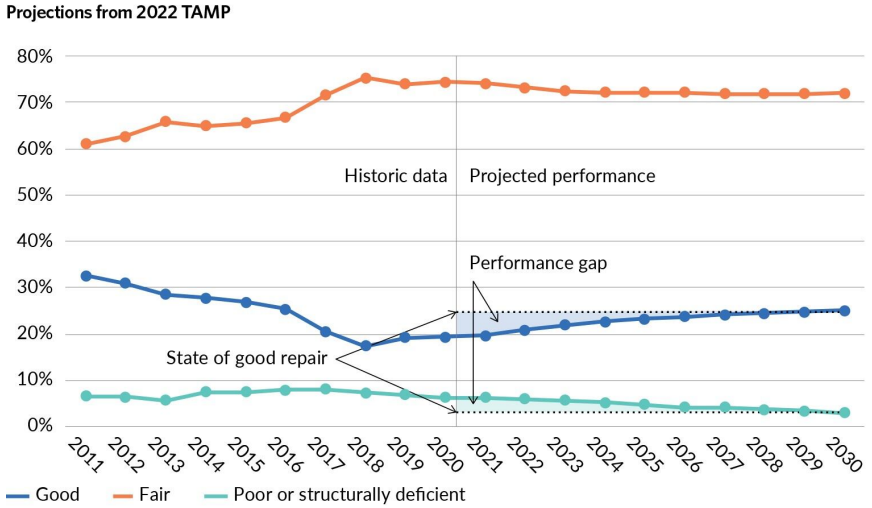
	2022	2023	2024	2025	2026	2027-31	Total
Pavement 10-year average need							
Capital preservation	$318	$318	$318	$318	$318	$1,590	$3,180
Operational maintenance	$38	$38	$39	$39	$39	$204	$397
Pavement 10-year planned spending							
Capital preservation	$186	$177	$177	$168	$168	$863	$1,739
Preservation	$30	$28	$28	$27	$27	$138	$278
Rehabilitation	$104	$99	$99	$94	$94	$483	$973
Replacement	$52	$50	$50	$47	$47	$242	$488
Operational maintenance	$38	$38	$39	$39	$39	$204	$397
Total need	**$356**	**$356**	**$357**	**$357**	**$357**	**$1,794**	**$3,577**
Total spending	**$224**	**$215**	**$216**	**$207**	**$207**	**$1,067**	**$2,136**
Investment gap	**-$132**	**-$141**	**-$141**	**-$150**	**-$150**	**-$727**	**-$1,441**

Note: Operational maintenance" refers to activities that affect the short-term conditions of the assets, while "preservation," "rehabilitation," and "replacement" align with FHWA activity types.
Source: Washington State Department of Transportation, *Washington State Transportation Asset Management Plan*, 2022

Montana Uses Performance Measures to Improve Bridge Condition

Bridge condition projections from 2019 and 2022 TAMPs

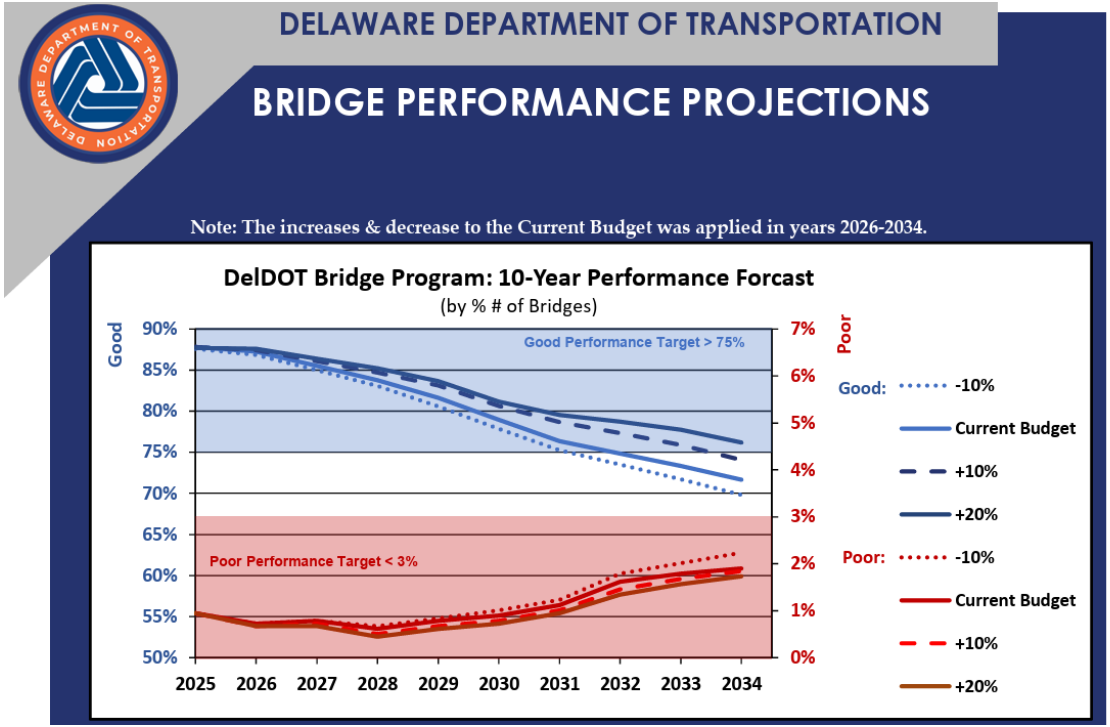




Source: Montana Department of Transportation, *Transportation Asset Management Plan*, 2019.
Montana Department of Transportation, *Transportation Asset Management Plan*, 2022

DelDOT Transportation Asset Management Reporting

"Another strategy is offered by the Delaware DOT, which not only includes condition gap analyses for pavement and bridges as part of the TAMP process but also releases annual summaries of SOGR progress for a broad set of assets. These yearly analyses provide inventory, funding, and condition data and allow annual assessments of the adequacy and sustainability of highway funding and asset management in Delaware."

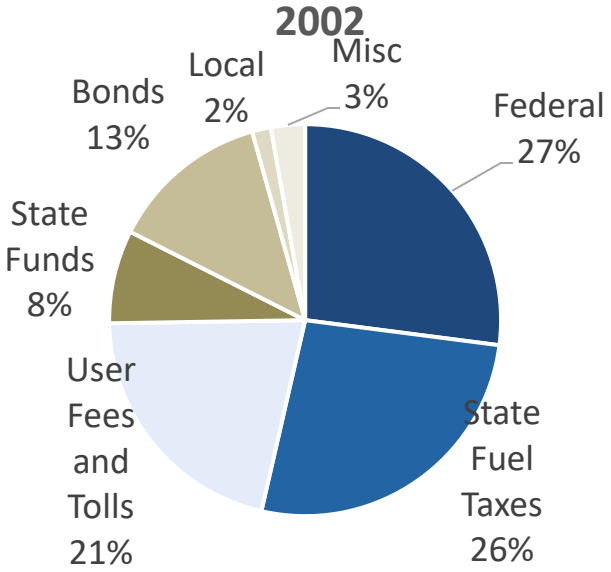


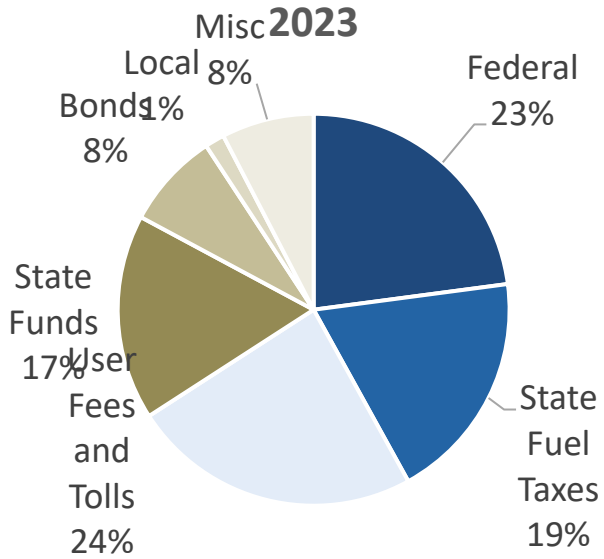
Source: Delaware Department of Transportation, 2025 Pavement SOGR Summary

Trends in Highway Funding

Where Does Money for Highways Come From?

Over the past 20 years, states have relied on gas taxes and federal, but the share of state general fund dollars has increased to offset declining federal contributions.

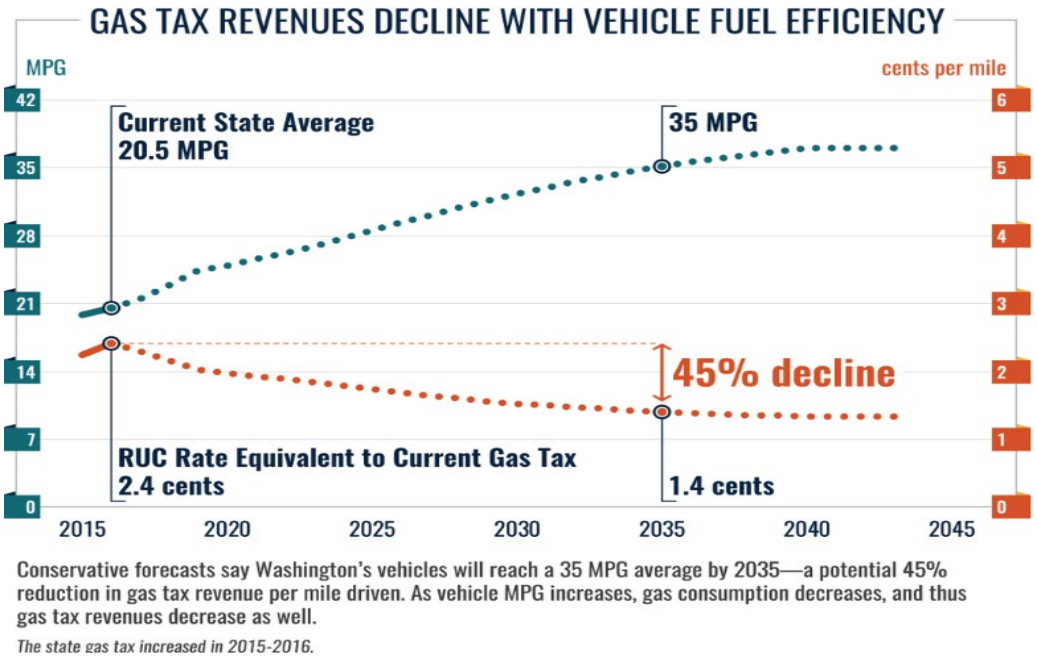




Source: Federal Highway Administration (FHWA)"s Highway Statistics Series, 2002 and 2023.

Fuel Efficiency Gains Threaten Future Gas Tax Revenue

A 2018 Washington State's analysis showed as vehicles use less fuel per mile, gas tax revenue could drop 45% by 2035.



Conservative forecasts say Washington's vehicles will reach a 35 MPG average by 2035—a potential 45% reduction in gas tax revenue per mile driven. As vehicle MPG increases, gas consumption decreases, and thus gas tax revenues decrease as well.

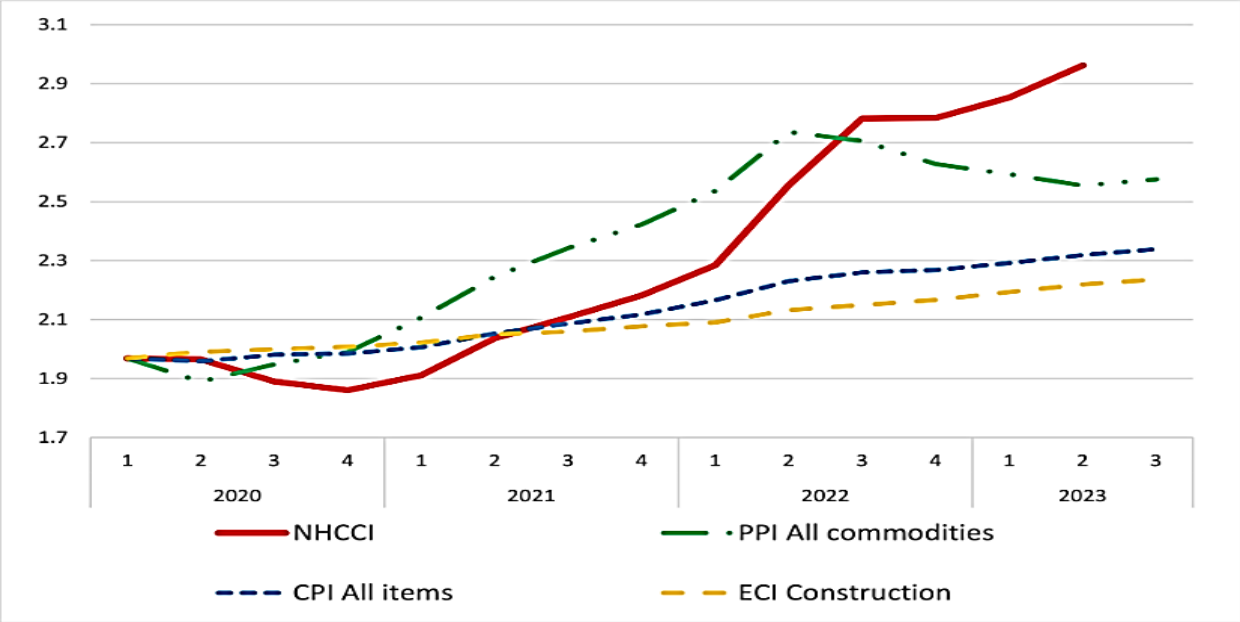
The state gas tax increased in 2015-2016.

Source: Washington Transportation Plan, Washington State Transportation Commission (2018).

National Highway Construction Cost Index Continues to Rise

Increases in highway construction costs have outpaced both Consumer and Producer Price Indices.

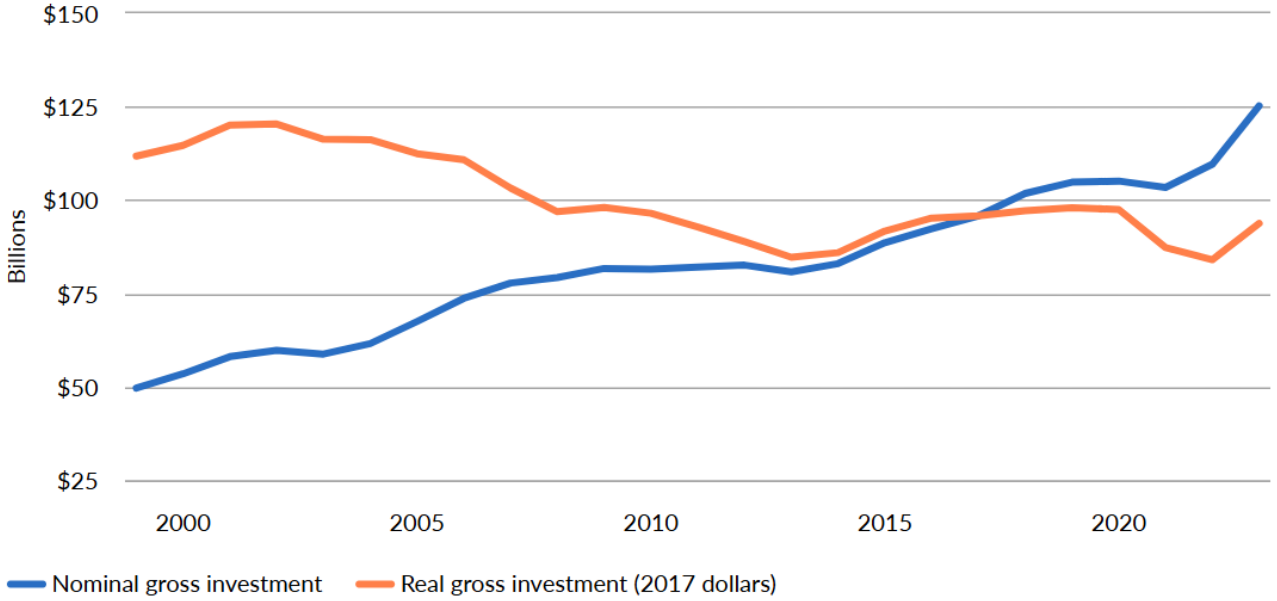
Figure 1. Comparison of NHCCI with PPI, CPI, and ECI (rebased to NHCCI 2020 Q1).



Source: Eno Center for Transportation analysis using FHWA and Bureau of Labor Statistics (BLS) data.

The Scale of the Challenge: Spending Hasn't Kept Pace with the True Costs of Maintaining Aging Infrastructure

Real investment in roads and bridges has remained flat, while backlogs continue to grow.



Source: Pew's calculations based on data from U.S. Bureau of Economic Analysis, *National Data*, *Fixed Assets Accounts Tables*.

Potential Responses to Fuel Tax Shortfalls

Strategy	Description	States Piloting Implemented Programs
Road user charges (RUCs)	• Car owners are charged for their use of a road system based on how many miles they travel. • Miles are tracked via GPS units in vehicles or annual reporting of miles.	Eight states have implemented or are piloting RUCs including: WA, CA, CO, DE, HI, OR, PA, and MN.
EV annual registration fee	• An annual charge to electric vehicle and other zero-emission vehicle owners. • Often, an additional fee on top of annual registration fees.	Thirty-two states have some form of annual EV additional fees.
Increase existing fuel tax	• States would increase the state-specific gasoline/gasohol/diesel fuel taxes on top of the federal fuel taxes.	• Illinois
Electricity sales tax	• Users of EV charging units would pay a tax on the electricity they use. • Measures road usage based on units of electricity used.	• Georgia • Iowa • Montana • Utah
Expand tolling	• Expand the number of miles of state highways and roads/bridges that charge tolls.	• Ohio • Pennsylvania

Source: Dynamic Sustainability Lab, "The Emerging Highway and Roads Revenue Gap" (2024)

Pennsylvania's Approach to Assessing Shortfalls and Replacing Fuel Taxes

Commission established in 2021 to assess state and local transportation funding shortfalls and recommend alternative funding solutions.

- Established in 2021, Pennsylvania's Transportation Revenue Options Commission (TROC) was tasked with assessing transportation revenue shortfalls and recommending solutions.
- Identified an annual funding gap of **$9.35 billion** for state infrastructure, plus an additional **$4 billion** in local needs.
- Proposed a phased, blended approach to replace fuel taxes and meet immediate funding needs, with diverse revenue options across three phases.

	PHASE 1 (Years 1 and 2)	PHASE 2 (Years 3 and 4)	PHASE 3 (Year 5+)
PROPOSED REVENUE TYPE	ESTIMATED ADDITIONAL REVENUE		
Road User Charges (MBUF)	$2,000,000	$2,122,000	$8,932,316,000
Tolling	$0	$2,705,040,000	$2,543,716,000
Funding Redirection	$673,000,000	$609,000,000	$545,000,000
Fees	$1,712,420,000	$1,991,864,000	$2,072,438,000
Taxes	$635,167,000	$786,798,000	$992,343,000
Other	$450,000,000	$468,180,000	$487,095,000
Eliminate Gas Tax	$0	$0	-$4,088,301,000
TOTAL	**$3,472,587,000**	**$6,563,004,000**	**$11,484,607,000**

Source: Pennsylvania Transportation Revenue Options Commission Report, *Final Report and Strategic Funding Proposal (2021).*

Key Findings

- **Most states are falling short of achieving a state of good repair for key roads and bridges:** Delaware is one of 33 states that report a condition or funding gap.
- **Real spending on public infrastructure has declined:** Fuel efficiency improvements and rising highway construction costs are eroding the resources available to fund surface transportation investments and adding pressure to state budgets.
- **The bill comes due:** Deferring needed repairs and shortchanging transportation investments will leave future generations paying the bills for crumbling infrastructure.
- **This is a team effort:** Policymakers, DOTs, and stakeholders will need to work together to ensure adequate funding for road and bridge preservation and to achieve transportation policy goals effectively and efficiently.
- **How can Pew's research help?**

For more information:
https://www.pewtrusts.org/en/projects/state-fiscal-policy

David Draine
Principal Officer
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Pew

Capital Program Overview

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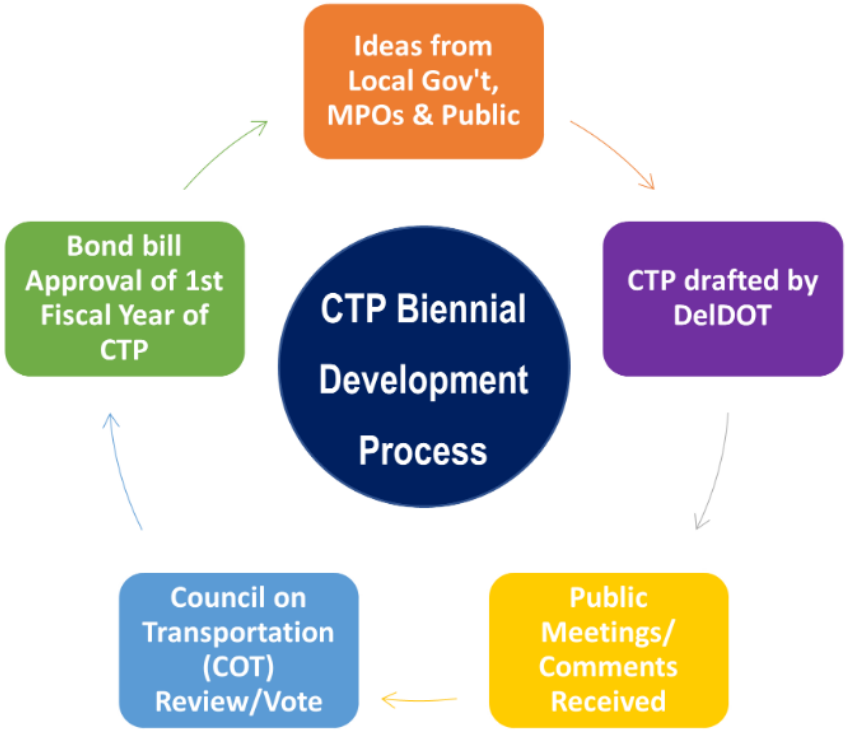
Capital Transportation Program



Project Info Online

DelDOT Projects Portal

Search to filter by Project Name, Project Number

- Studies
- Planning & Design
- Advertising / Bid / Award
- Under Construction
- Completed

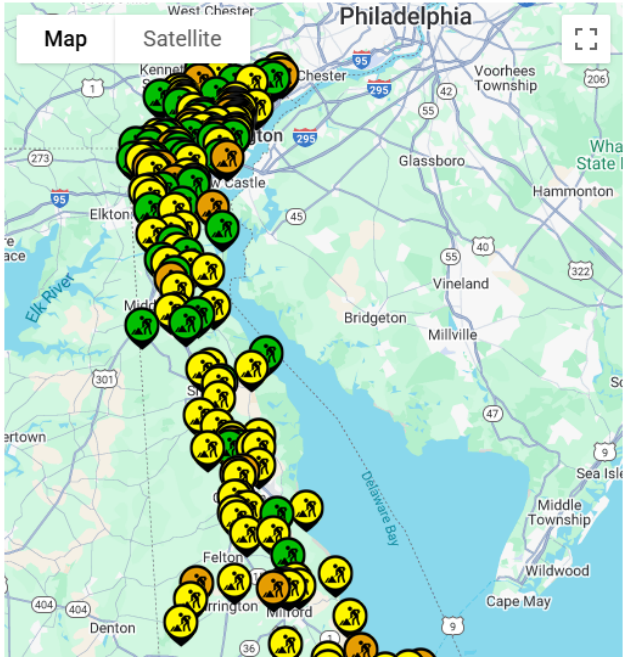
Participate in surveys for active studies

Newark Area Projects

I 95 Corridor

Legend:

Design Planning | Bid / Award / Adv | Under Construction | Completed



Project Types

Ranked Projects

- Ideas gathered from public, MPOs, Sussex County, and DelDOT staff
- Ranking Process
- Individual line items in CTP
- Approximately 26 percent of capital budget

Grouped Projects

- Majority Asset Management
- Identified and prioritized by DelDOT staff
- Approximately 74 percent of capital budget

Ranked Project Examples

I-95 & SR 896

Camden Bypass

SR 1 & SR 16

Grouped Project Examples

James St. Bridge

Cable Guardrail

Georgetown to Lewes Trail

Draft FY27-FY32 CTP – Implementation Plan

New Projects added to FY27 - FY32 CTP Fast Track Fund Program w/ Sussex County Not Funded in CTP Project Anticipated to be complete in FY26	PD = Project Development PE = Preliminary Engineering ROW = Right-of-Way Acquisition CON = Construction

Rank	Project Name	FY27	FY28	FY29	FY30	FY31	FY32	County	Score
1	US 40 Salem Church Road to Walther Road	C	C					New Castle	0.711
2	US 40 between US 13 and MD Line Multimodal Improvements	PD	PD					New Castle	0.711
3	S. College Ave. Gateway							New Castle	0.703
4	West Camden Bypass	C						Kent	0.701
5	US 13, US 40 to Memorial Drive Pedestrian Improvements	C	C					New Castle	0.697
6	US 9, Kings Highway, Dartmouth Dr to Freeman Highway	PE/ROW	PE/ROW	PE				Sussex	0.697
7	Hares Corner (US 13 and SR 273) Grade Separated Intersection	PD	PD					New Castle	0.696
8	SR 299, SR1 to Catherine Street							New Castle	0.681
9	US 9 Widening (Ward Ave. to Old Vine Blvd.)	ROW	PE/ROW	PE/ROW	PE	PE		Sussex	0.677
10	US 113 and US 9 Grade Separated Intersection	PE/ROW	PE/ROW	PE/ROW	PE			Sussex	0.626
11	**McKee Road/Saulsbury Road Corridor Improvements between US 13 North and US 13 South**			PD	PD	PD		Kent	**0.620**
12	Glasgow Avenue, SR 896 to US 40	PE/ROW	PE/ROW					New Castle	0.592
13	US 113 Widening, Dagsboro Road to Hardscrabble Road	PE/ROW	PE/ROW	PE/ROW	PE/ROW			Sussex	0.589
14	East Camden Bypass							Kent	0.588
15	SR 896 Widening, US 40 to I-95							New Castle	0.583
16	SR 4, Harmony Road Intersection Improvements	PE/ROW						New Castle	0.571
17	SR 9, New Castle Ave, Landers Lane to A Street	PE	PE/ROW	PE				New Castle	0.565
18	Walnut Shade Road, US 13 to Peachtree Run Road	PE						Kent	0.557
19	US 113 and Shortly Road/Bedford Road GSI		PE	PE	PE	PE	PE	Sussex	0.555
20	US 113 at SR18/SR404 (Georgetown) Grade Separated Intersection	C	C	C				Sussex	0.546
21	SR 2 and Red Mill Road Intersection Improvement							New Castle	0.539
22	Dewey Beach Pedestrian and ADA Improvements (Anchors Way to Bayard Ave.)							Sussex	0.533
23	HEP KC, US 13, Lochmeath Way to Puncheon Run Connector		C	C	C	C	C	Kent	0.527
24	HEP KC, US 13, Walnut Shade Road to Lochmeath Way	PE						Kent	0.526
25	SR 1 Fenwick Island Sidewalk (Lighthouse Rd. to Lewes St.)	PE/ROW						Sussex	0.522
26	NE Front Street, Rehoboth Blvd to SR1	PE						Kent	0.519
27	US 113 and Avenue of Honor/E. Piney Grove Road GSI						PE	Sussex	0.512

Challenges

- At project initiation, the overall scope of the project is often not well defined.
  - Purpose & Need not yet defined
  - Alternatives not yet reviewed
  - Impacts not yet determined
  - Public not yet engaged
- Many critical items that impact the budget and schedule are outside our control:
  - Environmental impacts, mitigation
  - Utilities
  - Right of Way

Result: frequent changes to budget and schedule

New Process

- Right-of-Way and Construction phases will not be scheduled or funded at the beginning stages of the project.
- Instead, they will be scheduled and funded after appropriate levels of project development, when we are far more confident in them.
- Funding is included in a line item titled “Ranked Project Funding” which can be drawn from to fund individual project phases when they are ready.
- An annual approval process has been developed and is being refined and finalized.

Ranked Projects: FY27 – FY 32 Estimate

Available Funding

- $240,000,000

Estimated Need

- $540,000,000

Six Year Deficit

- $300,000,000

Annual Deficit

- $50,000,000

DelDOT Asset Management Overview

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DelDOT Assets

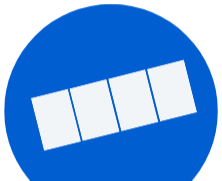

89% of Public Roadways


1,803 Bridges and One Ferry


Over 1,200 Traffic Signals


5,950+ Streetlights


400+ Miles of Guardrail


238 Miles of Sidewalk


37 Miles of Bike Paths


534 DART Buses


1,434 Fleet Vehicles


35 Dams


439 Sign Structures


130 Buildings


772 Stormwater Management Facilities

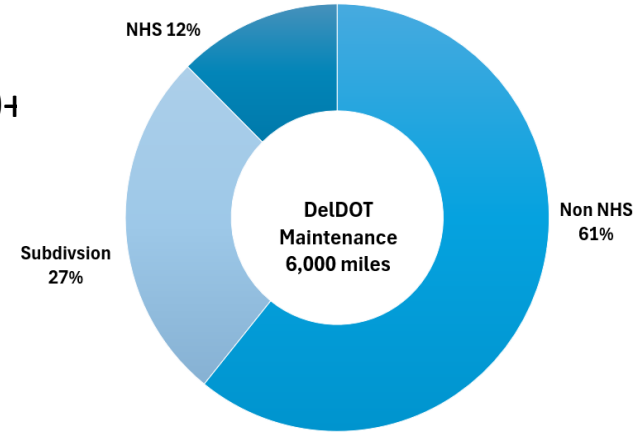

4,077 Miles of Drainage Swales


1,693 Miles of Storm Drains

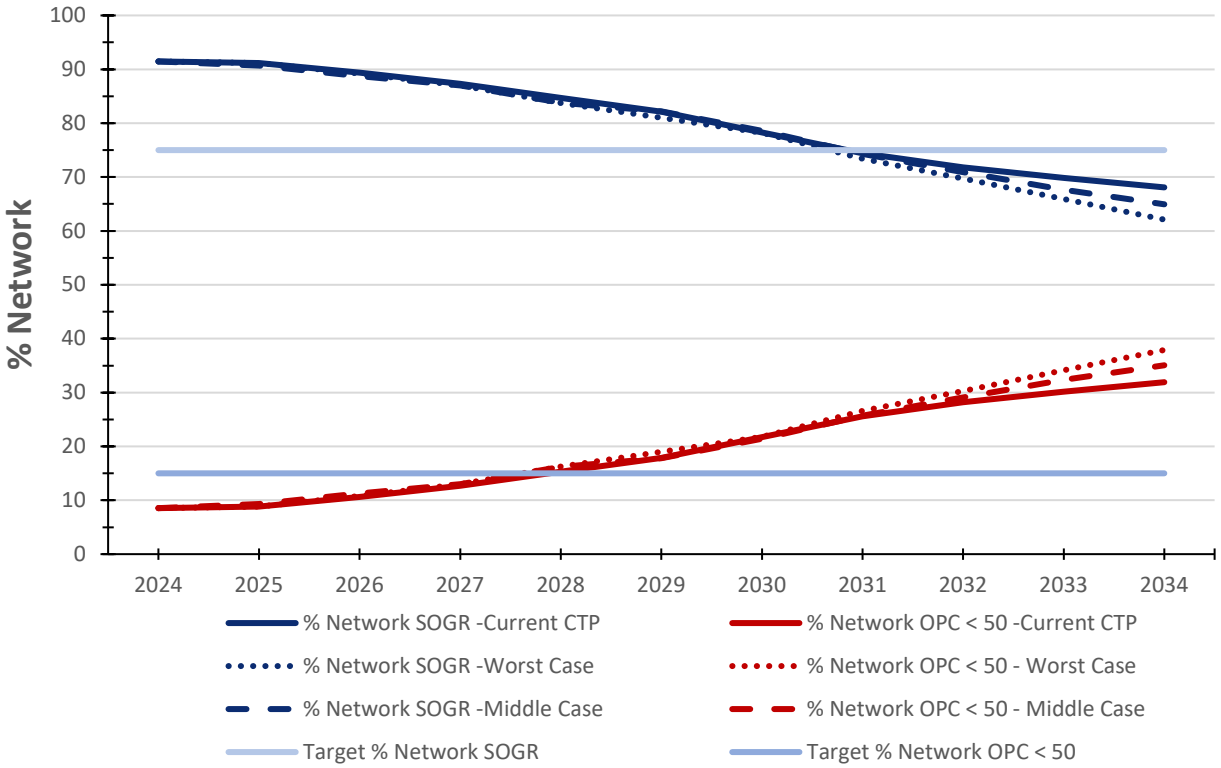

83,000 Drainage Structures

Pavement

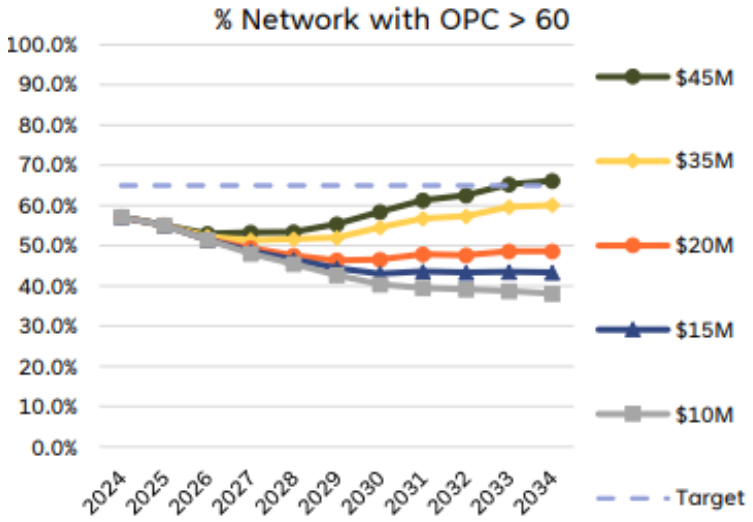
- Asset Valuation = $13,000,000,000
- Annual Budget
  - Non-Subdivision
    - Previous average = $80,000,000+
    - Current average = $53,000,000
  - Subdivision
    - $30,000,000

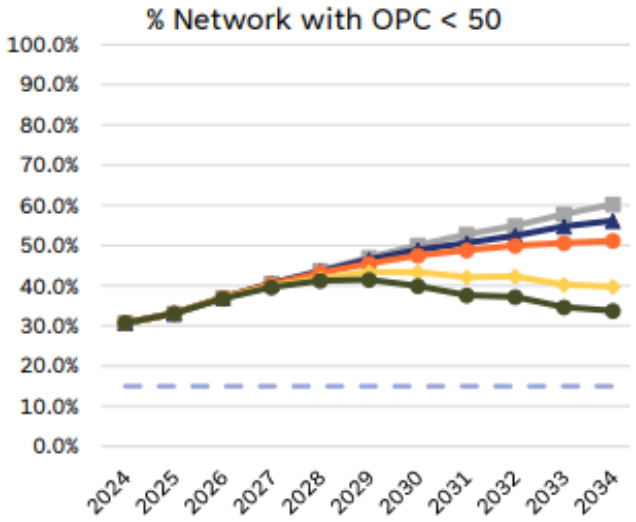


Pavement: Non-Subdivision



Pavement: Subdivisions





Pavement Summary

- Annual Budget Needs
  - Non-Subdivisions
    - $90,000,000 to $100,000,000 per year
    - Annual deficit = $37,000,000 to $47,000,000
  - Subdivisions
    - $35,000,000 to $45,000,000
    - Annual deficit = $5,000,000 to $15,000,000

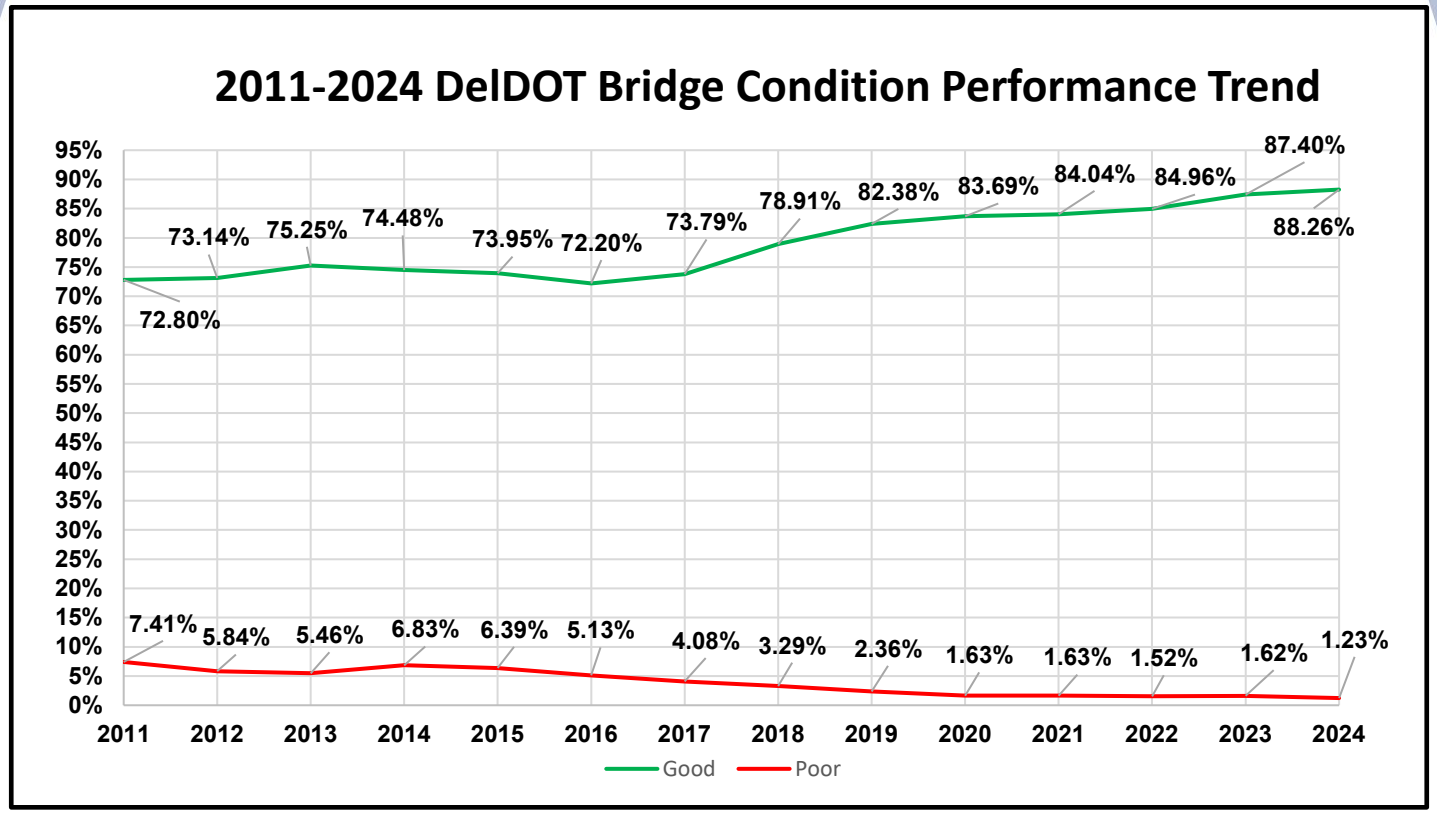
Bridges

- Asset Valuation = $3,400,000,000
- Annual Budget
  - Bridge, current average = $74,000,000
  - Non-bridge structures, current average = $6,000,000

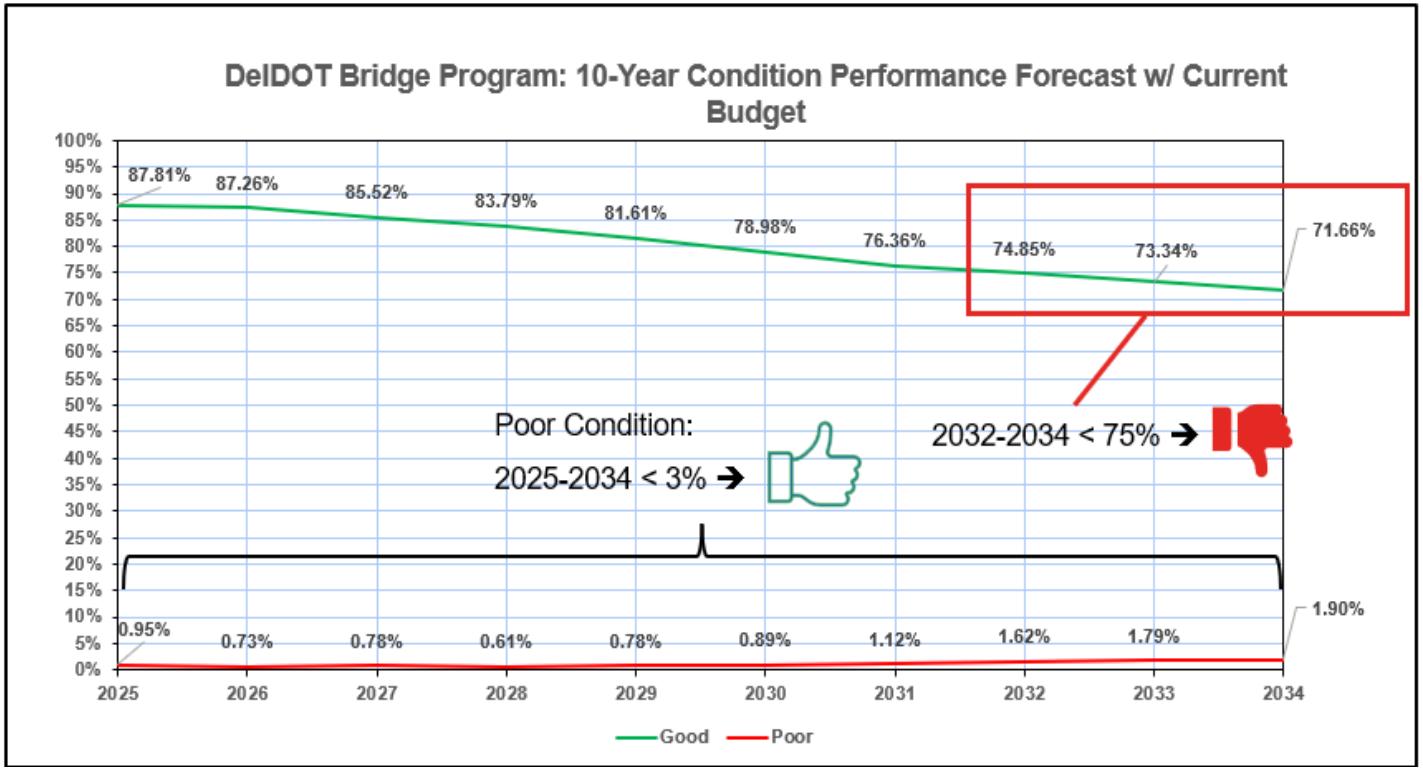
2024 DelDOT Bridge Condition Rating Summary

Condition Rating	All DelDOT Bridges		DelDOT NBI Bridges		DelDOT State Bridges	
	# of Bridges	% of Bridges	# of Bridges	% of Bridges	# of Bridges	% of Bridges
Poor (≤4)	22	**1.23%**	8	**0.95%**	14	**1.48%**
Fair = 5	188	10.51%	103	12.23%	85	8.98%
Good (≥6)	1579	**88.26%**	731	**86.82%**	848	**89.55%**
Total =	1,789	100.0%	842	100.0%	947	100.0%

Bridges


2011-2024 DelDOT Bridge Condition Performance Trend
95%
90%
85%
80%
75%
70%
65%
60%
55%
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
72.80%
73.14%
75.25%
74.48%
73.95%
72.20%
73.79%
78.91%
82.38%
83.69%
84.04%
84.96%
87.40%
88.26%
7.41%
5.84%
5.46%
6.83%
6.39%
5.13%
4.08%
3.29%
2.36%
1.63%
1.63%
1.52%
1.62%
1.23%
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Good
Poor

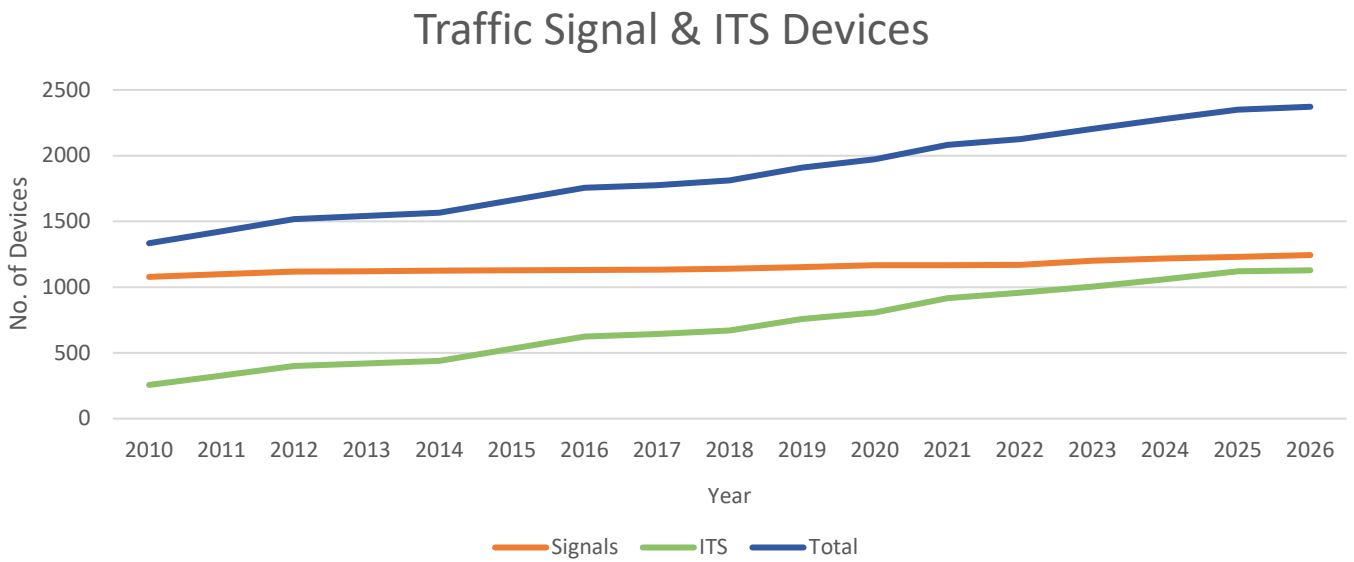
Bridges


DelDOT Bridge Program: 10-Year Condition Performance Forecast w/ Current Budget
100%
95%
90%
85%
80%
75%
70%
65%
60%
55%
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
87.81%
87.26%
85.52%
83.79%
81.61%
78.98%
76.36%
74.85%
73.34%
71.66%
Poor Condition:
2025-2034 < 3% ➔
2032-2034 < 75% ➔
0.95%
0.73%
0.78%
0.61%
0.78%
0.89%
1.12%
1.62%
1.79%
1.90%
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
Good
Poor

Bridge Summary

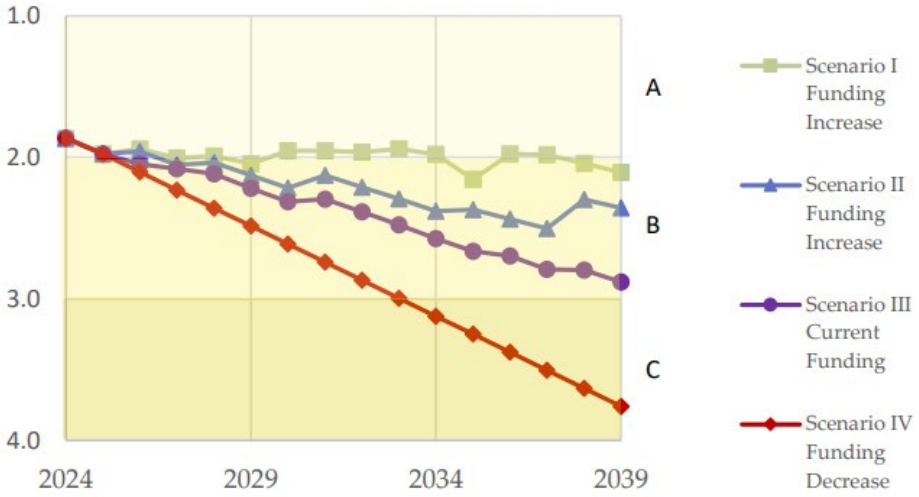
- Annual Budget Needs
  - Bridge, average = $95,000,000
  - Non-bridge structures, average = $10,000,000
  - Annual deficit = $25,000,000
- Major Unfunded Bridge Projects:
  - I-495 Bridges Rehab = $450,000,000
  - I-95 Bridges Rehab = $75,000,000
  - Bridge 1-686, S. Walnut St., Wilmington = $100,000,000
  - Wilmington Drawbridges = $100,000,000

Asset Example



Asset Example

Stormwater Management: Projected Condition



Other Grouped Projects – Annual Funding Needs

- Materials & Minor Contracts - $3M
- Signing/Markings - $2.5M
- Facilities - $11M
- Heavy Equipment - $5M
- Planning - $1M
- IT - $4M
- Safety Projects - $16M
- Transit vehicles - $1.5M
- ADA - $1.5M
- Miscellaneous - $4M

Major Unfunded Efforts

- DMV Mainframe
- Toll Infrastructure upgrade
- Downstate Rail
- I-95 Cap
- Transportation Improvement Districts
- Major Bridge Projects (see previous slide)
- US 113 Corridor Capacity Preservation
- SR 1 Corridor Capacity Preservation
- Tyler McConnell Bridge
- SR 1 Widening, I-95 to Milford

Project Cost Escalation

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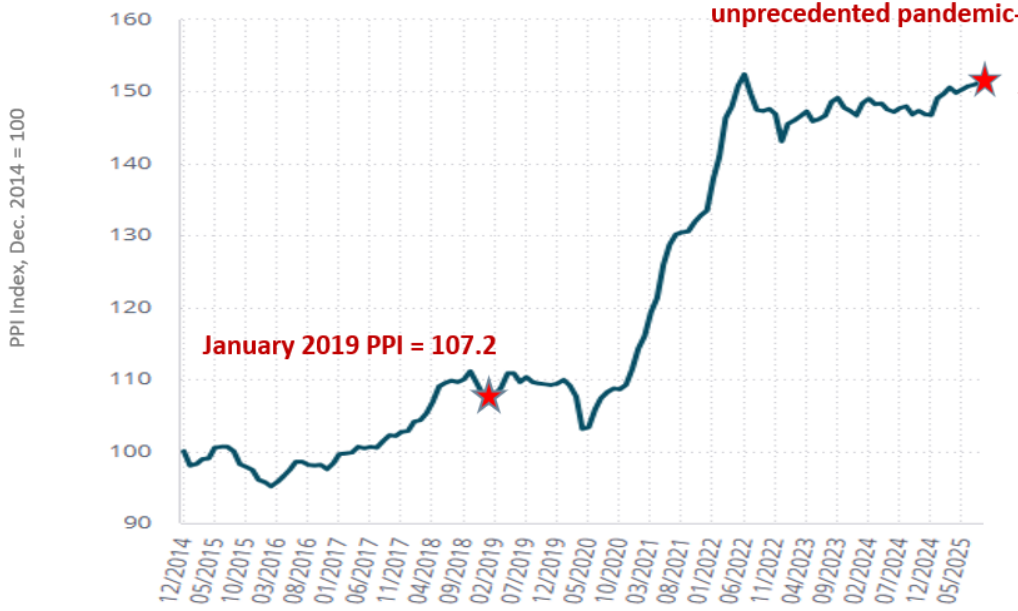
Highway Construction Inflation

The transportation construction industry has experienced unprecedented pandemic-related cost increases



August 2025 PPI = 151.3

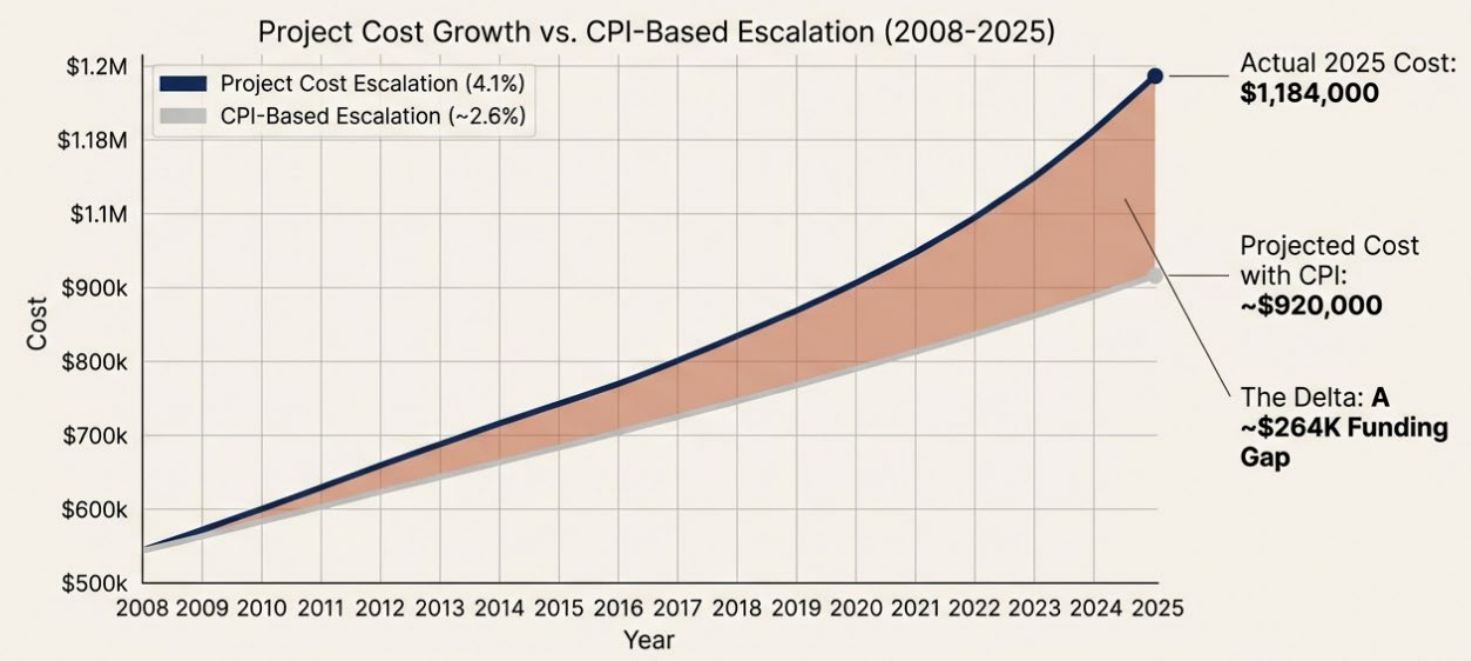
PPI Increase 2019 - 2025 National = 41.1%

ARTBA American Road & Transportation Builders Association

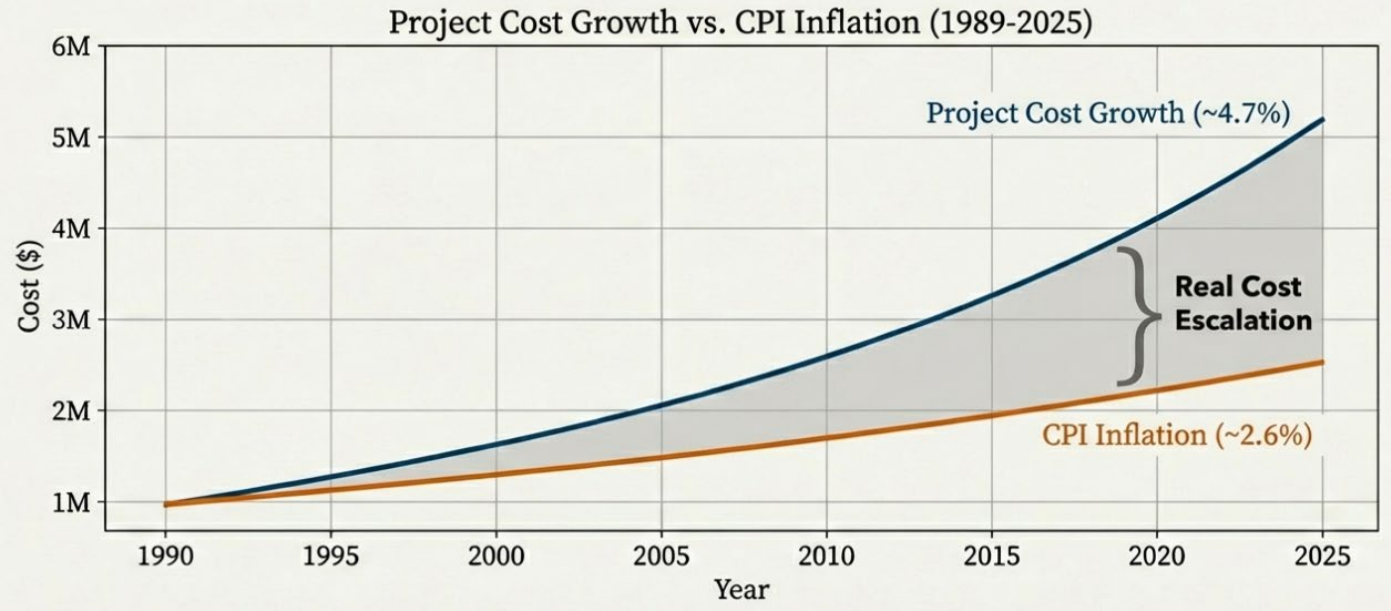
Source: U.S. Bureau of Labor Statistics, PPI for net inputs to highway and streets, excluding capital investment, labor and imports.

PPI (Producer Price Index) includes components used to deliver highway and bridge projects

Main St., Newark, Streetscape



Pave & Rehab Example



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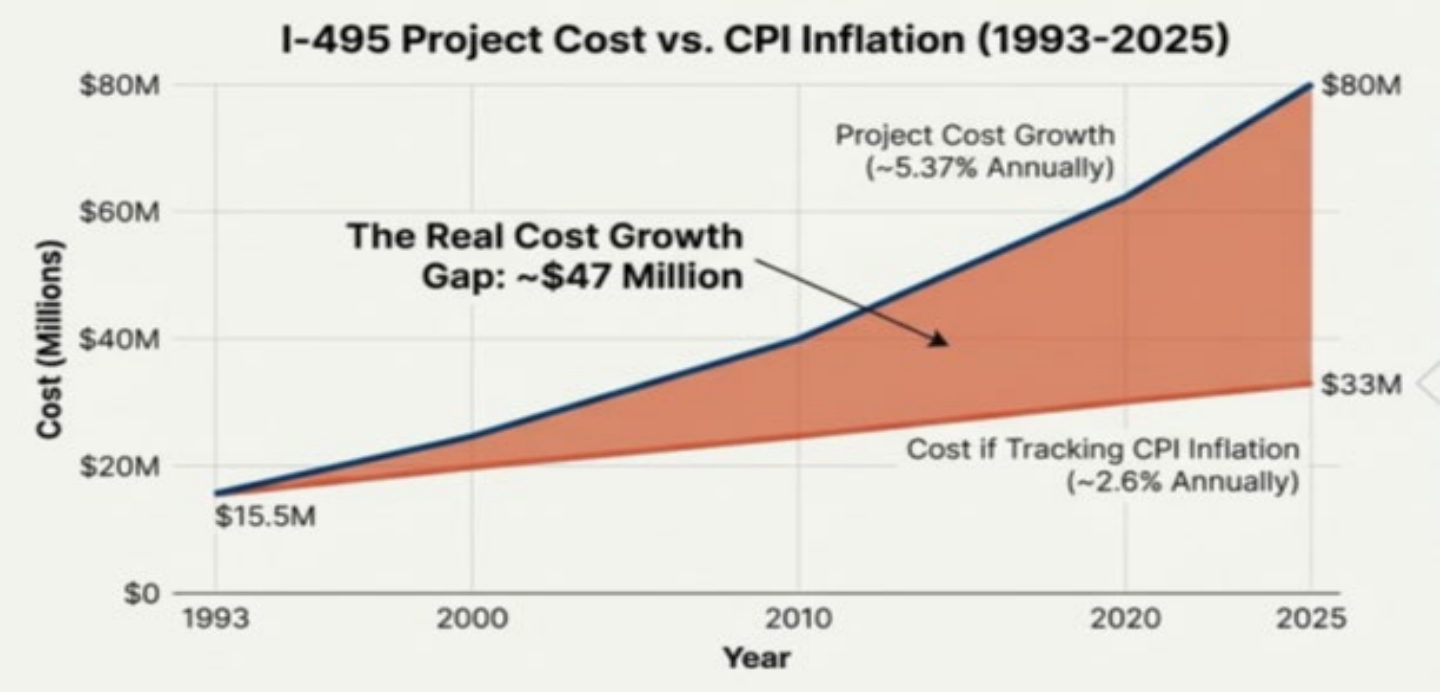
I-495 Widening



What is driving cost escalation?

Efficiency Efforts

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Efficiency Efforts

- FY26 Budget Reset
- Economic Development Coordination Division
- Right-of-Way Plan Preparation
- Project Inspection/Acceptance
- Project Development Manual
- IT/Process Integration Efforts
- Exploring use of AI
- Continuous Improvement / Process Reviews
- Alternative Project Delivery
- Workforce Development Initiatives


QUESTIONS &
COMMENTS

Action Items

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Action Items

- Develop ideas on how to engage stakeholders and the community
- Next Meeting: March 20th at 11:00-12:30pm

Public Comment

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THANK YOU!

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