



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
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DOVER, DELAWARE 19903

SHANTÉ A. HASTINGS
SECRETARY

**Delaware Task Force on
Sustainable Transportation
Funding Meeting #9 Minutes**

Thursday, July 30, 2026, at 12:00 p.m.
800 Bay Rd, Dover, DE – Delaware Conference Room and Zoom

MEMBERS	PRESENT	OTHER ATTENDEES
Shanté Hastings, Chair	Yes	Amy Anthony, DelDOT
Chris Baker	Yes	Anne Brown, DelDOT
Kendall Barbour	Yes	Mark Buckalew, DelDOT
Paul Bauer	Yes	Anne Canby*
Ken Branner	Yes	Lanie Clymer, DelDOT
Robin Christiansen	No	Carl Davis, ITEP*
Rep. Rich Collins	Yes	Brad Eaby, DOJ/DelDOT
John Gooden	Yes*	Amanda Giuttari, DelDOT*
Sean Matthews	Yes	Stephanie Johnson, DelDOT*
Brian Maxwell	No	Mark Luszcz, DelDOT
Alex Meitzler	Yes	Matt Magarity, PFM*
Rep. Ed Osienski	No	Todd Reavis, DelDOT*
Sen. Brian Pettyjohn	No	Lisa Rice*
Nicole Pilchard	Yes	Anson Rolla*
Michael Smith	Yes*	Pam Steinebach, DelDOT
Sen. David Sokola	Yes*	Geoff Stewart, PFM*
Chris Ware	No	

* Attended Virtually
Action items are italicized

I. Introduction

Sec. Hastings opened the meeting with a welcome, confirmed quorum, and started off the presentation for Meeting #9.

- **Mission Statement** (slide 2) – Began meeting with DelDOT’s mission: to provide excellence in transportation for every trip, every mode, every dollar, and everyone.
- **Safety/Safe System Approach** (slides 3-4) – As of 7/23/26, there have been 64 fatalities on our roadways, and several incidents recently have involved bikes or e-bikes. An e-bike/moped safety video will be filmed mid-August. We always highlight the Safe System Approach introduced by the Federal Highway Administration. This approach is driving all safety decisions within DelDOT.

II. Overview of Agenda (slide 5) – Agenda items included approval of the last meeting minutes, finalizing the public outreach updates, continued discussion on the data for the 2011 recommendation list along with 2025/2026 ideas, review of action items, and public comment.

III. Approval of Meeting #8 Minutes (slide 6) – Introductions were made, and Sec. Hastings asked if everyone reviewed the minutes and solicited any corrections or questions; none were voiced. Sec. Hastings then asked for a motion to approve, provided by Paul Bauer, and seconded by Rep. Collins. All members in attendance were in favor. Minutes were approved.

IV. Stakeholder Engagement Discussion (slides 7-8) – Sec. Hastings outlined the various stakeholder engagement meetings, surveys, and information sessions that will be held in September/October 2026. These events will be attended by various DelDOT and Task Force members. *Sec. Hastings commented that Rep. Osienski shared a NCDOT website that educates the public on transportation funding and that will be shared with the Task Force.*

V. Presentation – The Gas Tax, in Decline (slides 11-35) – Carl Davis, Research Director for the Institute on Taxation and Economic Policy (ITEP) a tax-focused think tank, presented. Gas tax is levied at the wholesale level, and as of March 2026, 14% tax is charged (on average) for each gallon of gas. Historically, the gas tax has been used to charge motorists for their use of public roads and bridges. Currently, there are two issues impacting the gas tax, fuel efficiency and inflation. Fuel efficiency is up 19% nationally; fewer trips to gas stations equates to less gas tax revenue. In terms of inflation, the Federal Reserve targets about 2% inflation rate per year, but in recent years that rate has been higher. Transportation construction cost inflation is up almost 6 times, and the effects of fuel efficiency and inflation, which is occurring simultaneously, means that a DOT’s purchasing power is greatly impacted. This is not a hypothetical risk. Specifically for DelDOT, purchasing power has declined approximately 80% since 1995. More states have started indexing fuel tax, from two states in 2011 to 18 states in 2026. ITEP has a gas tax purchasing power calculator that can be used on their website.

VI. 2011 Recommendations Survey (slide 9) – Sec. Hastings explained that Dep. Sec. Clymer and the DelDOT team have been continuing to gather and update

information on the 2011 recommendations.

#19: Insurance penalties from \$100 to \$125 plus \$5/day (slides 36-37) – Currently there are 15,856 suspended registrations, with FY26 revenue of \$1,724,567.

Increasing the penalties could increase revenue between \$792,800-\$1,189,200.

Qu. Sen. Sokola: *Asked for what surrounding states charge.*

#23: Dealer reassignment from \$10 to \$20 (slides 38-39) – The average transaction count is 44,168, which would provide a revenue increase of \$441,680.

Qu. A. Meitzler: *Asked for what surrounding states charge.*

#39: Increase vehicular weight fee for SUV's (slides 40-41) – Currently, there are 68,187 passenger vehicles and trucks that weigh between 4001-5000 lbs registered (current cut off is 5000lbs). The estimated increase of fee of \$18 for each 1000 lbs over 4000lbs would be \$1,227,366.

#50: Sale of parking garages (slides 42-43) – DelDOT owns three parking garages: Riverfront in Wilmington, Christina Crescent, and Wilmington Transit Center (P3 model). The annual operating revenue and operating/capital costs were outlined for each. As a result of COVID (more people working from home) and people traveling differently (utilizing ride share apps), revenue has been decreasing over the years.

Comment K. Barbour: Since COVID, the Chase Center owns garages at the Riverfront and they rent them out to businesses like AAA.

Comment A. Meitzler: Personally, have seen many more people utilizing rideshare than driving and parking in Wilmington.

Qu. P. Bauer: Are lots full? *Will get information.*

#51: Leasing towers for antennas on IRIB or high mast lighting (slides 44-46) – Sec. Hastings stated that DelDOT does not endorse putting antennas on the Indian River Inlet Bridge (IRIB) due to lack of mounting locations, accessibility, and safety concerns. Other state DOTs operate wireless licensing programs for high mast lighting, such as California, Virginia, and Indiana. Could not find anything publicly on how much revenue this generates.

#55: Eliminate SR-1 commercial E-Zpass discount of 25% (slides 47-48) – DelDOT reduced the discount to 15% in August 2025 for vehicles with three or more axles, with an estimated revenue of \$300k per year.

Qu. Rep. Collins: **What are toll prices for different axles on US301?** Will pull up the information at the end of the meeting, as it is online.

#80/81: Implement \$0.50 toll on SB ramp at Odessa and tolls on free ramps south of C&D canal (slides 49-51) – Shared information for each toll and toll-free connections on SR 1. Would recommend an evaluation and analysis of the tolling along the entirety of SR 1.

#87: Base registration fee on miles traveled (slides 52-54) – Outlined current registration fees for various vehicles. Delawareans drive an average of 12,609

miles per year, and equating that to a per/mile fee, passenger car drivers pay approximately 1/3 of a cent per mile for their registration fee. Shared surrounding states' annual registration fees (not based on mileage). No state has fully replaced traditional vehicle registration fees with a mileage-based fee for all vehicles. (Virginia and Oregon have variations)

#91: Reduce trailer registration fees slides (55-57) – Sec. Hastings shared that there are many state of Maine trailer tags in Delaware. Currently the annual revenue for FY26 on trailer tags was over \$3.9 million. Reached out to Maine and they provided information that currently just under 16k Delawareans have registered trailers in Maine. Maine has lower registration costs, longer term registrations, and owners can register by mail or online since there is no inspection required. The estimated revenue loss to DelDOT is \$573k. A potential new recommendation could be to enforce that if someone moves to the state, they need to register their vehicles in the state. Maryland has just begun to notify their residents of this initiative.

Comment K. Branner: Noted that there is a potential to require major distribution centers to register their trailers in Delaware.

VII. New Ideas from Task Force (slides 58-69):

Sec. Hastings reviewed several new ideas that have been brought up during the task force monthly meetings as well as DelDOT staff. There will be additional discussions in upcoming meetings.

#6: Charge for special events (slides 63-65) – DelDOT currently does not recover costs from many major event organizers, such as nonprofits, state agencies, counties, municipalities, school districts, and accredited colleges/universities. The average personnel/supply/equipment costs for the special events team are approximately \$1.55M. The applications permitted in CY2025 were 889.

#12: Continue to explore innovative funding like TIFIA (slides 66-67) – DelDOT has successfully used and continues to pursue innovative financing and competitive federal funding avenues. Examples include GARVEE bonds (US301, I-95 Restore the Corridor), TIFIA financing (US301, Rural Projects loans), federal grants (INFRA, BUILD, RAISE, PROTECT, and buses/bus facilities). Future opportunities include low-cost federal financing, competitive grants, and emerging funding programs.

#13: Continue to explore Public/Private Partnership opportunities (slide 68) – DelDOT has statutory authority to pursue P3's and will continue to look for opportunities where they would provide value. Two examples of successful P3's are the Wilmington Transit Center and the I-95 Biden Welcome Center.

#13: Continue to explore alternative forms of contracting (slide 69) – DelDOT currently utilizes several alternative project delivery and contracting methods including Design-Build, Construction Manager/General Contractor, Indefinite Delivery/Indefinite Quantity, on-call and task order contracts, A+B bidding, and

incentive/disincentive contracting.

VIII. Action Items –

- For next meeting, plan to finish discussing the 2011 recommendations as well as remaining new ideas.
- A complete list of all recommendations will be put out for a survey to all Task Force members. This will include DelDOT's position/recommendation on select items, for information only.
- Rep. Collins inquired on roughly how much funding is spent on consulting firms verses designing projects with in-house staff. Group discussion on different factors, including in-house engineering vacancy rates (national issue), lack of construction inspectors, and salaries.
- Sec. Hastings shared with the Task Force conversations with the Federal Highway Administration regarding how projects could be administered faster with streamlining federal processes.

IX. Public Comment - None

X. Adjournment

Sec. Hastings adjourned the meeting at 1:30pm. The next meeting will be held at the DelDOT Dover Administration Building located at 800 Bay Rd, Dover, DE 19901, on August 24th from 2:30 p.m. – 4:00 p.m.

Task Force Members: Please try to attend in-person for the July and August meetings