



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 #8 Minutes**

Monday, June 22, 2026, at 1:00 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	Yes*	Janelle Cornwell*
Rep. Rich Collins	Yes	Jon Hermes, Kleinfelder*
Chris Duke	Yes	Malcom Jacob, Dover/Kent MPO*
John Gooden	Yes*	George Lees, DOJ/DelDOT
Sean Matthews	Yes*	Matt Magarity, PFM*
Brian Maxwell	No	Valerie McCartan*
Alex Meitzler	Yes	C.R. McLeod, DelDOT*
Rep. Ed Osienski	Yes*	Lilia Montoya, DTC
Sen. Brian Pettyjohn	Yes*	Todd Reavis, DelDOT*
Nicole Pilchard	Yes*	John Sisson, DTC
Michael Smith	No	Pam Steinebach, DelDOT
Sen. David Sokola	Yes	Geoff Stewart, PFM*
Chris Ware	No	G. Vorsheim*

* 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 #8.

- **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 6/22/26, there have been 54 fatalities on our roadways, and several incidents recently have involved bikes or e-bikes. Like the video done on seat belt awareness, we will be doing an e-bike/moped safety video in the next few weeks. 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 involvement strategy, continued discussion on the updated data for the 2011 recommendation list along with 2025/2026 ideas, action items, and public comment. For each of the recommendations moving forward, the DelDOT team will be providing information and analysis to assist the task force members.

III. Approval of Meeting #5 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 Kendall Barbour. All members in attendance were in favor. Minutes were approved.

IV. Stakeholder Engagement Discussion (slide 7) – J. Gooden assisted in coordinating a meeting the State Chamber of Commerce, and in September DelDOT will present to the Board of Governors. Will also be sharing information via the Chamber online to solicit virtual feedback. P. Bauer coordinated with the League of Local Governments and will be sharing information during the September monthly meeting (4th Thursday). Would be beneficial to also present at the American Council of Engineering Companies (ACEC), as well as the Delaware Contractors Association (DCA). C. Duke will mention a potential presentation at their meeting in July. A. Meitzler stated that the Committee of 100 is off until September, but he will contact them to discuss a presentation. C. Duke suggested reaching out to local Chambers of Commerce, and the idea would be to conduct that virtually since there are numerous chambers. Sec. Hastings also stated that, as discussed in previous meetings, we will be holding a public information session in each county, as well as provide a virtual meeting where participants can comment on draft recommendations. The goal would be to have the draft recommendations completed by the end of August. *C. Duke to pull together a list of the local chambers.*

V. 2011 Recommendations Survey (slide 8) – Sec. Hastings explained that Dep. Sec. Clymer and the DelDOT team has been gathering and updating information on the 2011 recommendations.

#3: Illegal sign fees increase (slide 9) – At present, the fee is \$25, with a \$15 fee if the entity wants their sign back. The current revenue of \$13.3k, collection rate of 29%. Delaware code change needed to increase fees. Violations are being mailed, and we could begin emailing. Currently do not send to collections due to their low value, but we could add these to our existing collections contract.

#4: 10 yr incremental shift of paratransit from Transportation Trust Fund to General Fund (slides 10-11) –Sec. Hastings commented that if this expense is moved from the Transportation Trust Fund (TTF) to the General Fund, things would need to be cut from the General Fund. This is not something that the Department recommends, but it was an idea from the 2011 report. There were also previous questions about transportation network companies (Ubers/Lyfts) assisting in paratransit trips. The Department has had initial discussions with Uber regarding a pilot program for dialysis transport (approximately 768 trips), and there could be an annual cost savings of up to \$500k. Would need to have oversight of the drivers, safety, and quality of service. J. Sisson noted that currently dialysis customers are not registered as a paratransit customer since they do not have an additional qualifying disability, which would be ideal for this pilot program since a mobility vehicle would not be required. J. Sisson also stated that DART is spending over \$70 each for these dialysis trips and estimating the cost of approximately \$25-\$30 for Uber.

Qu. S. Matthews: Does the state have an obligation to provide these trips? Is this income-based?

Ans. J. Sisson: DE Code states that DART is to provide dialysis trips if we have the capacity to do so, and we have never turned anyone away (cost of the paratransit trip).

Comment N. Pilchard & K. Barbour: Dialysis treatment is very draining on the patient so having a service to provide safe transport is more the focus, not so much if they can pay (income-based).

Qu. Rep. Collins: Any possibility to using private medical transport companies?

Ans. J. Sisson: Yes, could possibly use a private service if the trip is not paratransit (as per contract need to use union employees for paratransit trips).

Comment K. Barbour: Contractors were used in the past in Sussex County, but there was difficulty in scheduling for the incoming/outgoing trips, reliability on the contractors, performance, etc.

Sec. Hastings provided an overview of Medicaid paratransit trips. Approximately 38% of the paratransit trips are trips to/from Day Programs (330k trips annually), costing about \$25M per year. J. Sisson shared more details of the program, highlighting that DHSS has a contract through Modivcare to deliver Medicaid trips. Have been discussing with DHSS to look for ways to maximize the funding to provide quality on-time service for Medicaid trips. Holistically though, this is really a social service, not traditional public transportation.

#10: Oversize/overweight permits fee increase (slide 12) – Sec. Hastings noted that Rep. Collins had a question regarding how many permits are for DelDOT construction projects annually. While there is no definitive number, we estimate between 15-20% of these permits are for DelDOT-related projects.

Rep. Collins inquired as to the percentage of individual/small businesses vs.

larger businesses, and Sec. Hastings confirmed that we can provide that.

- #2: 10% Fee on sales price of DE tags sold** slides (13-14) – Sec. Hastings noted that the Department does not feel this recommendation should move forward. Currently, DMV processes ownership transfers, but is not privy to if the tag came from a private sale, auction, gift, etc. With only 7-10 current vendors in the state, the Department believes this would be difficult to implement and not be a large revenue source.
- #25: Motorcycle endorsement from \$8 to \$20 (currently \$12)** slides (15-16) – Sec. Hastings stated the fee is now \$12, last changed in 2017, paid every time a license is renewed. With 9,158 endorsements in FY25, the increase in revenue would be about \$58k.
- #32: Same day service fee for dealer title work** slides (17-18) – Sec. Hastings noted that the Department does not feel this recommendation should move forward, as it is not as applicable as in 2011. Several years ago, DMV began e-submissions for dealers, and while not quite same-day, it is much more expedited.
- #34: Title service fee from \$15 to \$25** slides (19-20) – Sec. Hastings shared that with this increase to \$25, the income would be about \$42k annually. Dep. Sec. Clymer explained that we researched surrounding states and their fees are upwards of \$100.
- #35: Dealer tags and registration card from \$8 to \$20 (currently \$10)** slides (21-22) – Delaware has about 4k active dealer plates, so it is estimated that about \$40k more income would be generated with this increase. Dep. Sec. Clymer shared that other states charge fees range from \$20 (lowest), and \$50 (highest).
- #54: Develop new numbering system for tags/auction tags** slides (23-24) – Sec. Hastings explained that this recommendation refers to expanding the system to something like a tag “A1” to generate additional income. Currently, people cannot request a custom vanity tag as the program has been suspended. Dir. Anthony noted that this would need legislation.
- #56: Surcharge for violation by drivers with points** slides (25-26) – Sec. Hastings shared that at least 82k people have at least one point on their license in Delaware. She shared information from New Jersey, who charges a points surcharge administrative fee. If Delaware were to implement something similar, income could be approximately \$2-3M. This recommendation would also align with addressing poor driving behaviors. Several members expressed positive interest.
- #57: Dealer license fee from \$100 to \$200 (currently \$100 for new and \$50 for renewal – Oct 2025)** slides (27-28) – As of June 2026, there are 597 active dealers. This increase would generate about \$89k annually.
- #73: Implement \$20 vehicle inspection fee** slides (29-30) – Currently there is no fee for vehicle inspections. For passing vehicles, this would generate about \$6.7M.

Dir. Anthony shared that most (if not all) states use private auto inspection companies, whereas DelDOT performs all vehicle inspections. DAG Lees elaborated on that Delaware also doesn't charge for auto theft VIN checks. There was a group discussion on charging for re-checks or not.

- #84: Move all traffic violation revenue to Trust Fund** slides (31-32) – Sec. Hastings explained that currently a portion of every traffic violation comes to the Trust Fund, and a portion goes elsewhere. This recommendation contemplated having 100% of this revenue go to the Trust Fund. Fines that are not received by the Trust Fund are about \$4M per year. \$1M of red-light running revenue is sent to the municipalities and over \$19M was transferred to the Office of Highway Safety (OHS) in FY25 from electronic speed enforcement fines.

VI. New Ideas from Task Force (slides 33-34):

Sec. Hastings shared a brief overview on each of new ideas that have been brought up during the task force monthly meetings as well as DelDOT staff. There will be discussions on each of these in upcoming meetings.

- #2: Evaluate Woodland Ferry Costs and Lack of Fare** – Located in Woodland (near Seaford) 450 feet across, average of 87 vehicles per day, carries up to six vehicles. There is no fare to use the ferry currently. Approximately \$755k per year in operating/maintenance costs, which equates to about \$33 per trip.

Qu. C. Baker: Service life of the ferry?

Ans. Sec. Hastings: The new ferry was purchased in 2008, with a 40-yr service life.

Comment Rep. Collins: Brought up the potential solution of funding transportation with the General Fund.

The group discussed potential for privatization, making it a tourist attraction, etc.

VII. Action Items –

- *Stephanie Johnson from Planning to provide information on the Delaware Civil Air Terminal and share potential short/medium/long-term plans.*
DAG Lees shared information on the Joint Use Agreement (JUA) and partnership with DelDOT/DAFB/Dover/Kent MPO.
- Sec. Hastings shared that we will create a chart with all color-coded recommendations, with an online voting survey in August.
- Dep. Sec. Clymer noted that we will begin drafting the report template in July.

VIII. Public Comment - None

IX. Adjournment

Sec. Hastings adjourned the meeting at 2:24pm. The next meeting will be held at the DelDOT Dover Administration Building located at 800 Bay Rd, Dover, DE 19901, on July 30th from 12:00 p.m. – 1:30 p.m.

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