



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 #7 Minutes**

Monday, May 18, 2026, at 10:30 a.m.
250 Bear Christiana Rd, Bear, DE – Thousand Acre Marsh Conference Room and Zoom

MEMBERS	PRESENT	OTHER ATTENDEES
Shanté Hastings, Chair	Yes	Meaghan Barna, DelDOT*
Chris Baker	Yes	Anne Brown, DelDOT
Kendall Barbour	Yes*	Aaron Deutsch *
Paul Bauer	Yes	Amanda Guittari, DelDOT*
Ken Branner	Yes	Joey Jing*
Robin Christiansen	Yes*	Maureen Kelley, DelDOT
Rep. Rich Collins	Yes	George Lees, DOJ/DelDOT
Chris Duke	Yes	Mark Luszcz, DelDOT
John Gooden	Yes*	Matt Magarity, PFM*
Sean Matthews	Yes	Valerie McCartan
Brian Maxwell	Yes*	Todd Reavis, DelDOT*
Alex Meitzler	Yes	John Sisson, DTC*
Rep. Ed Osienski	Yes*	Marilyn Smith, Dover/Kent MPO*
Sen. Brian Pettyjohn	Yes*	Pam Steinebach, DelDOT
Nicole Pilchard	Yes	
Michael Smith	Yes*	
Sen. David Sokola	Yes	
Chris Ware	Yes*	
Ted Williams	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 #7.

- 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 5/15/26, there have been 42 fatalities on our roadways, and approximately 16% of those have been in the last two weeks. Of the 42 fatalities, 60% of the occupants were not wearing seatbelts. DelDOT continues our efforts to push out safety messaging, as well as many safety projects. In addition, we will be creating a short video for social media on seat belt awareness. As part of all our presentations, we highlight the Safe System Approach introduced by the Federal Highway Administration.

Qu B. Maxwell: Are the fatality increases happening across the country?

Ans Sec. Hastings: Delaware was trending down until late March, but there has been an uptick since then. *Can get info from others across the country.*

Qu K. Barbour: Know the causes?

Ans Sec. Hastings: There is no distinct pattern to attribute one type or cause. There have been more motorcycle fatalities, with various causes due to excessive speeding as well as running red lights. For pedestrians, some have been walking in a lane of traffic or at night. For vehicles, many have been roadway departures. There is no concentration in the type of crash or a specific location. That said, DelDOT conducts an analysis of each fatality to see if there is anything related to roadway features like signage, lighting, etc. that can be corrected or improved, as well as encouraging folks to slow down, buckle up, and pay attention. Over the last month, we have had a series of crashes where our equipment has been struck by motorists. We continue to highlight the Move Over law and work with our Delaware State Police (DSP) partners, so that everyone knows when a motorist sees a vehicle on the side of the road, whether it be with flashing lights or not, motorists should be moving over. If there is no way to move over, slow down to 20mph.

II. Overview of Agenda (slide 5) – Agenda items included approval of the last meeting minutes, finalizing the public involvement strategy, 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. The next meeting will be on 6/22/26, at 1:00 pm, Dover Administration Building.

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 discussed the business sentiment surveys, and that it could be sent to all the membership or just the Board of Governors for the DE State Chamber quite easily. Might be difficult to have an in-person meeting, as the board convenes in early June and there isn’t another meeting until the end of summer. In regard to the League of Local Governments,

P. Bauer noted the meetings are the last Thursday of each month, and a survey of the proposed recommendations can be sent to everyone. As for the general public, Sec. Hastings discussed both in-person and virtual sessions. Mayor Christensen asked if the two MPO's can be included in the public sessions as well. Would also need to do something with Sussex County since there is no MPO. C. Duke recommended sharing the business sentiment survey to the general public. S. Matthews recommended having statistics that are easily understood for the public. C. Baker offered if the Sussex Economic Development Advisory Council (SEDAC) would give a broader, more diverse perspective as well. All agreed the September timeframe for the public engagement would be ideal.

Sec. Hastings will frame out an email regarding stakeholder engagement and send to all members for their comment and approval.

- V. 2011 Recommendations Survey** (slide 8) – Sec. Hastings explained that the DelDOT team has been gathering and updating information on each recommendation to conduct further analysis, including evaluation of pros and cons, potential revenue impacts, cost savings, and related considerations. Reviewed approximately ten of them at this meeting. No voting at this time; voting is slated for end of summer to decide which recommendations to include in the draft report.

#3: Illegal sign fees increase (slides 9-10) – Currently fee is \$25, propose increasing to \$50. Current revenue of \$13.3k, collection rate of 29%.

Qu. C. Baker: How difficult is it to increase the collection rate?

Ans. Sec. Hastings: Would need to allocate staff resources and engage our collection agency.

#4: 10 yr incremental shift of paratransit from to Trust Fund to General Fund (slides 11-12) – For FY25, the cost of operating paratransit was over \$62M. Sec. Hastings commented that this may not be a realistic recommendation to shift this expense to the General Fund, since something from the fund would be affected. There are opportunities to address the operating cost, and they can be explored further as the recommendation is refined. On average, cost is approximately \$75 per trip to deliver this door-to-door service. As per the Federal Transit Administration (FTA), DelDOT/DART is required to provide paratransit service within ¾ mi of a fixed route (ADA Service Area). In Delaware, we haven't limited the ADA Service Area and provide service statewide, ever since its inception.

Qu Rep. Collins: Thoughts on piloting with Uber/Lyft companies?

Ans Sec. Hastings: Have been discussing with transportation network companies (TNC's) on opportunities to partner but need to be cognizant regarding ADA trips due to possible mobility challenges.

Qu. K. Barbour: Has there been any comparisons to what other states are doing with things like paratransit, or other ways to curb costs?

Ans. Sec. Hastings: Very hard to compare ourselves to other states because of the way we currently provide this service. There could be opportunities to provide this service differently. We have been gathering more information on Medicaid trips that are provided through Delaware Health and Social Services (DHSS), to assist in paratransit trip funding.

Qu. A. Meitzler: Thoughts on charging based on length of trip?

Ans. Sec. Hastings: ADA paratransit fares cannot cost more than twice a fixed fare.

Qu. S. Matthews: Idea on community living settings, like long-term care facilities/group homes, offering a tax incentive to do their own trips?

Ans. Sec. Hastings: *Can look into this topic.*

- #10: Oversize/overweight permits fee increase (slides 13-15)** – When transporting large or heavy loads, haulers need a permit. Each state treats vehicles differently. The DelDOT team researched Pennsylvania, Maryland, and New Jersey and compared their fee structure to Delaware. Current revenue is \$2.4M, and with proposed changes could increase from \$660k-\$1.4M annually.

Qu. A. Meitzler: Do fees include police escort?

Ans. Sec. Hastings/M. Luszcz: Escort is required, when necessary, but DelDOT revenue does not include it as applicant obtains that directly with law enforcement.

Qu. Rep. Collins: How many permits are for DelDOT projects?

Ans. M. Luszcz: *Can query but will be low.*

- #12: Outdoor advertising fees (slides 16-18)** – Fees vary by the size of the sign. DelDOT fees are much lower than the 21 states who answered a recent AASHTO survey. No issues with collecting fees. If the 2011 recommended fee structure is adopted, it would bring in approximately \$1M of revenue.

- #29: Increase gas tax at the Welcome Center (slides 19-20)** - Currently have a public/private partnership (P3) with Applegreen. For FY26 at a 1 cent increase (2011 recommendation), increased revenue would be approximately \$159k. For Delaware, the projection for motor fuel consumption is expected to decrease. Group discussion that any fuel tax would need to be legislatively approved. Tracking and accounting for the extra penny will require additional staffing for implementation. Most people fueling up at the Biden Welcome Center are from out-of-state. Flex pricing depending on the months could be explored. (*Can capture this flex pricing as a new idea*). Do other states have different taxes in varying parts of their state? (*Can research*). Support anything that can be done for state employees. Need to be cognizant of the dormant commerce clause.

- #31: Index motor fuel tax per 0.5% increase (slides 21-23)** – None of our fees are currently indexed. There are 26 states, along with Washington D.C., that have variable rate gas taxes that adjust without legislative action. The gas tax rate has not changed since 1995. The projected revenues show a decline for FY26 & FY27. Indexing by 0.5% is projected in FY26 to bring in \$635k.

- #52: Increasing gas tax by 1 cent (slides 24-25)** - For gasoline only, additional FY26 revenue would be \$4.8M.

- #53: Increase diesel by 1 cent (slide 26)** - For diesel only, additional FY26 revenue would be \$900k.

VI. New Ideas from Task Force (slides 30-31)

Sec. Hastings shared some of the new ideas that have been brought up at the task force monthly meetings as well as DelDOT staff.

- #1: Fee for New State Maintained Development Roads** - Currently, when a new road is built to state standards by a developer and turned over to DelDOT, there is

no additional revenue collected to maintain these roads. *(Will provide the mileage/timeframe on these roadways)*. Should there be some kind of fee per mile to take care of continued maintenance?

- #2: Evaluate Woodland Ferry Costs and Lack of Fare** - There is no fare to use the ferry currently. Should there be a fare, or is there another entity that could operate it? *(Can share the specific information regarding the ferry costs.)*

Qu. Rep. Collins: Is there an overall revenue figure that is needed?

Ans. Sec. Hastings: There are currently about \$6B in unfunded needs, or approximately \$150M per year.

- #3: Mileage Based Alternative Fuel Vehicle Fee Option** – Implemented an alternative fuel vehicle registration fee in October 2025, done through legislative code change. This affected electric, plug-in hybrids, and regular hybrid vehicles. There are different states that have varying fee structures.
- #4: Index Alternative Fuel Vehicle Fee** – Similar to indexing the gas tax.
- #5: Charge for Special Events** – In 2016/2017 DelDOT stopped charging non-profits to support traffic control for their events (equipment, vehicles, staff). Thoughts are to look into ways to recoup those costs. *(Share information on the special events: events, size/duration, costs)*.
- #6: E-bike Registration Fees** – Possibly registering bikes to make sure the bikes are safe. Challenge is that these bikes are not technically a motor vehicle. *(Can share available information)*.
- #7: Concession Agreement for Smyrna Rest Area** – This type of agreement would be similar to the Biden Welcome Center.
- #8: Redirect a portion of Marijuana Tax Revenues to the TTF** – Regarding safety, is there an opportunity for safety funding?
- #9: Modifying Existing DMV Fees** – Look at adjustments to other DMV fees.

Other potential ideas that the members brought up include:

- #10** S. Matthews - Raising gas tax during higher consumption months and lowering during lower consumption months. If a Delaware resident, tax could be net-neutral. Discussion on indenturing the bond based on a set revenue; more discussion needed.
- #11** Sen. Pettyjohn - Tax for the public charging stations that are owned by private entities.
- #12** C. Duke - Statewide Transportation Improvement District (TID)

VII. Public Comment - None

VIII. Adjournment

Sec. Hastings adjourned the meeting with a motion from Paul Bauer and a second from Nicole Pilchard.

The next meeting will be held at the DelDOT Dover Administration Building located at 800 Bay Rd, Dover, DE 19901, on June 22nd from 1:00 p.m. – 2:30 p.m.