

DELAWARE

Current Condition:

- 16% of state's major urban roads are in poor condition.¹
 - A total of 529 people died on Delaware's highways from 2009 through 2013²
 - \$274 million a year in costs to motorists from driving on roads in need of repair, which is \$381 per year for motorists³
- Vehicle travel on Delaware's highways increased by 42 percent from 1990 to 2013⁴
- Delaware's population grew by 38 percent between 1990 and 2013⁵
- 34 percent of Delaware's major urban highways are congested⁶
- Congestion costs motorists \$121B a year in wasted time and fuel costs

Commerce:

- 67% of the \$35 billion worth of commodities delivered annually from sites in Delaware is transported by trucks on the state's highways.⁷

Need for Federal Investment:

- 41% Federal Share of DE Highway Capital Program⁸
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.⁹
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

FAST Act **→** *What this does for Delaware*

Prioritize Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - DE's 48 structurally deficient bridges¹⁰

¹ ASCE

² FHWA

³ ASCE

⁴ TRIP

⁵ US Census

⁶ TRIP

⁷ Ibid.

⁸ ARTBA

⁹ AASHTO and FHWA

¹⁰ FHWA

Improving Commerce

- Over the life of the bill (FY2016-FY2020), DE will receive \$26,924,907 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, DE, through the Nationally Significant Freight and Highway Projects (NSFHP), a \$4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-term 5-Year Certainty:

- Total share over 5 years of the FAST Act: \$1,026,672,075 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
 - The Wilmington Viaduct: the viaduct which carries I-95 through Wilmington needs and estimated \$34 million worth of work due to concrete loss and corrosion, but has been delayed due to lack of funding¹¹
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on DE's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase DE's ability to efficiently finish projects.
- FAST gives DE the ability to prepare for the next 50 years. With a focus on innovation, DE can better deploy technology to improve the state transportation network.

¹¹ <http://www.delawareonline.com/story/news/traffic/2015/02/12/deldot-million-worth-projects-delayed/23330753/>