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 2013\(^2\)
  - $274 million a year in costs to motorists from driving on roads in need of repair, which is $381 per year for motorists\(^3\)
- Vehicle travel on Delaware’s highways increased by 42 percent from 1990 to 2013\(^4\)
- Delaware’s population grew by 38 percent between 1990 and 2013\(^5\)
- 34 percent of Delaware’s major urban highways are congested\(^6\)
- 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 Program\(^8\)
- 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 bridges\(^10\)

\(^1\) 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 funding.\(^{11}\)
- 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.

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