

DELAWARE (Sen. Carper and Coons)

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.

DRIVE Act → *What this does for Delaware*

Prioritize Bridge Reconstruction and Safety:

- Increased bridge set aside funding for:
 - DE's 48 structurally deficient bridges¹⁰

Improving Commerce

- In the first 3 years of the DRIVE Act, DE will receive \$19,018,388 in addition to growth of the existing programs for freight.
- Prioritizing federal spending on interstate for projects in the national economic interest

¹ ASCE

² FHWA

³ ASCE

⁴ TRIP

⁵ US Census

⁶ TRIP

⁷ Ibid.

⁸ ARTBA

⁹ AASHTO and FHWA

¹⁰ FHWA

Long-term Need:

- Total share for first 3 years of DRIVE Act: \$529,041,669 that the state would not get otherwise.
- Major Project in jeopardy without federal investment:
 - 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
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase DE's ability to efficiently finish projects.
- DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on DE's ability to properly plan and budget for transportation projects.
- DRIVE 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/>