

# Delaware Department of Transportation Council on Transportation

October 26, 2022





# Agenda

- ▶ Review and Approval of Meeting Minutes (February 24, 2022)
- ▶ Secretary Update
- ▶ Planning Update
- ▶ Public Comment



# Meeting Minutes Review / Approval



# Secretary Update



## *Excellence in Transportation.*

### **Every Trip.**

We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

### **Every Mode.**

We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.

### **Every Dollar.**

We seek the best value for every dollar spent for the benefit of all.

### **Everyone.**

We engage our customers and employees with respect and courtesy as we deliver our services.



# Safety

## Delaware Traffic Fatalities as of 10/24/2022

	2022	2021		2020	
		Year-to-Date	Totals	Year-to-Date	Totals
<b>Fatalities</b>	<b>125</b>	112 ↑ 12%	139	97 ↑ 29%	117
Delaware Residents	92	93 ↓ -1%	93	75 ↑ 23%	96
<b>Person Types</b>					
Vehicle Occupant	75	67 ↑ 12%	83	62 ↑ 21%	75
Pedestrian	26	21 ↑ 24%	30	19 ↑ 37%	25
Bicyclist	5	2 ↑ 150%	2	2 ↑ 150%	3
Motorcyclist	19	22 ↓ -14%	24	14 ↑ 36%	14
<b>Crash Types</b>					
Curve Related	15	20 ↓ -25%	23	14 ↑ 7%	19
Roadway Departure	45	53 ↓ -15%	59	39 ↑ 15%	47
Intersection Related	38	39 ↓ -3%	53	29 ↑ 31%	32
Median Crossover	6	7 ↓ -14%	7	3 ↑ 100%	3
Wrong Way	3	0 ↑ N/A	0	1 ↑ 200%	1
Work Zone	2	4 ↓ -50%	8	3 ↓ -33%	3




**DELAWARE**  
2021-2025  
Strategic Highway  
Safety Plan:  
Toward Zero Deaths





# DEPARTMENT HIGHLIGHTS



Resiliency & Sustainability



KEEP  
DE  
LITTER  
FREE





# PROJECT HIGHLIGHTS





# DeIDOT Financial Update



*October 26, 2022*

# I. DTA Bond Issue

### **Fiscal 2021**

The Department issued \$225 million. (Increased from \$75 million)

- Response to COVID-19 Revenue Losses
- DeIDOT's commitment to keeping the Delaware construction economy going throughout the COVID-19 pandemic and into fiscal 2021.

### **Fiscal 2023**

The Department issued \$200 million.

- Department will receive an additional \$500 million over 5 years from the Bipartisan Infrastructure Law/IIJA.
- Additional borrowing will be used as matching funds for increased capital program.
- Acceleration of 2024's planned borrowing of \$75 million into 2023

### **Future Borrowing Plans**

The Department plans to issue \$75 million in fiscal years 2027, 2030, 2033. (Effectively \$25 million a year)

## Our Credit quality remains STRONG

The Department was reaffirmed by both rating agencies, with a stable outlook

- S&P – AA+
- Moody’s – Aa1

	Moody's	S&P	
	Aaa	AAA	Prime
State → DeIDOT →	Aa1	AA+	High grade
	Aa2	AA	
	Aa3	AA-	
US301 →	A1	A+	Upper medium grade
	A2	A	
	A3	A-	
	Baa1	BBB+	Lower medium grade
	Baa2	BBB	
	Baa3	BBB-	
	Ba1	BB+	Non-investment grade
	Ba2	BB	speculative
	Ba3	BB-	
	B1	B+	Highly speculative
	B2	B	
	B3	B-	

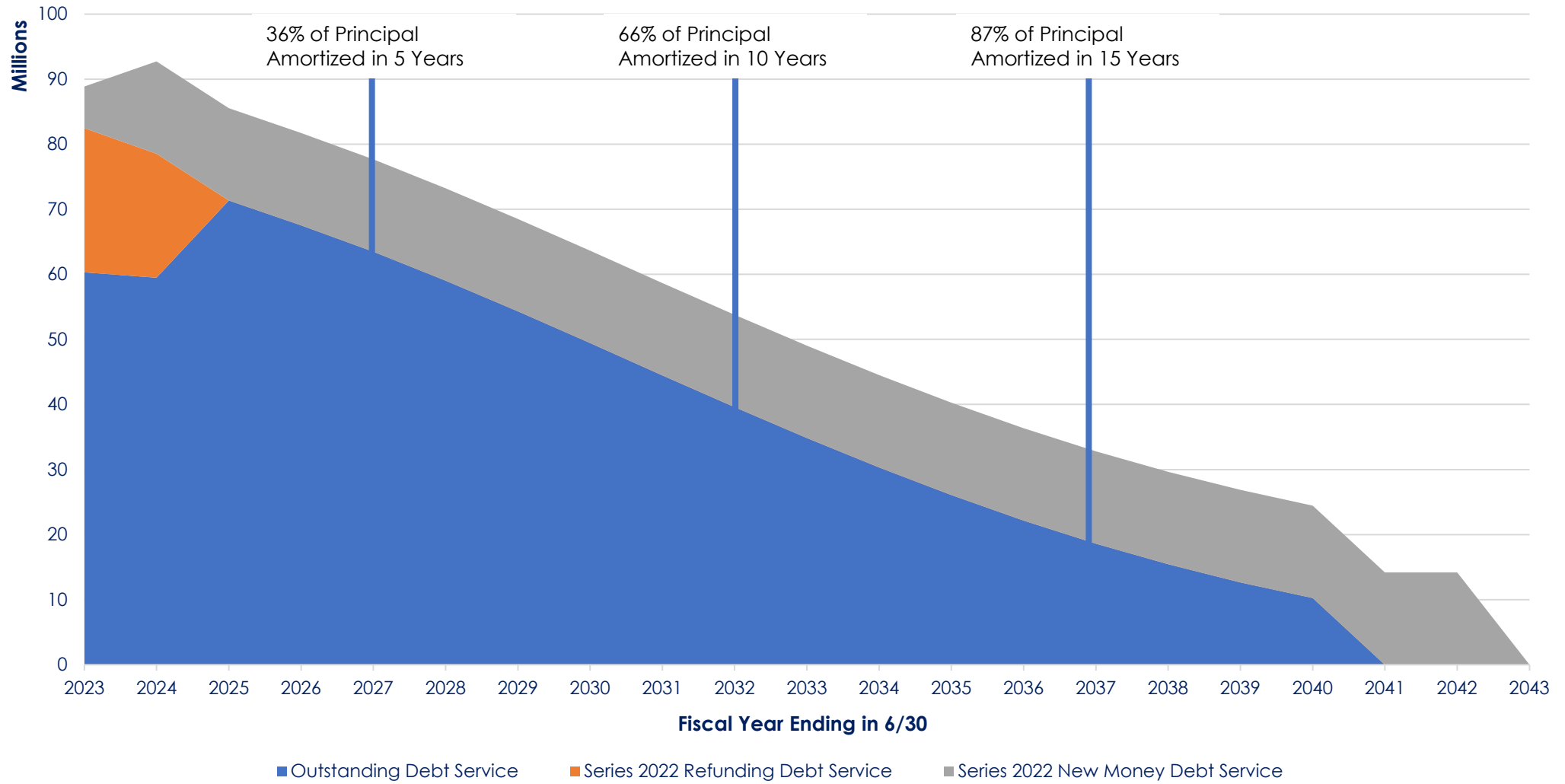
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Investment Grade

## Our Credit quality remains STRONG

### Factors:

- Diverse mix of pledged revenues that have proven resilient
- Strong Balance sheet, with a continual reduction in outstanding debit
- Strong debt service coverage and the Debt Service Reserve Fund
- Operating expenses well managed and growth limited
- Affordable capital program prioritizes core needs and maintaining state of good repair
- Commitment to the 50/50 PayGo Model
- DEFAC
- Proactive approach to infrastructure risks



	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
Pay Go Revenue (\$ 000)	274,764	237,857	227,236	215,372	216,388	220,733	220,420
State Capital (\$ 000)	300,098	320,089	285,842	281,978	282,993	285,544	245,420
Pay Go Percentage	91.6%	74.3%	79.5%	76.4%	76.5%	77.3%	89.8%
Additional Senior Bond Test	5.87	5.61	5.47	6.05	6.37	6.78	6.71

- Projected senior lien debt coverage has a minimum of 5.47X and maximum of 6.78X over the next six years
  - Debt coverage averages 6.17X over next six years
- DSRF Requirement – requirement is 50% maximum aggregate annual debt service (MAADS)
  - Reserve requirement increases to 100% MAADS if coverage falls below 2.0X
- Strong commitment to Pay Go averaging over 75% in the next 6 years

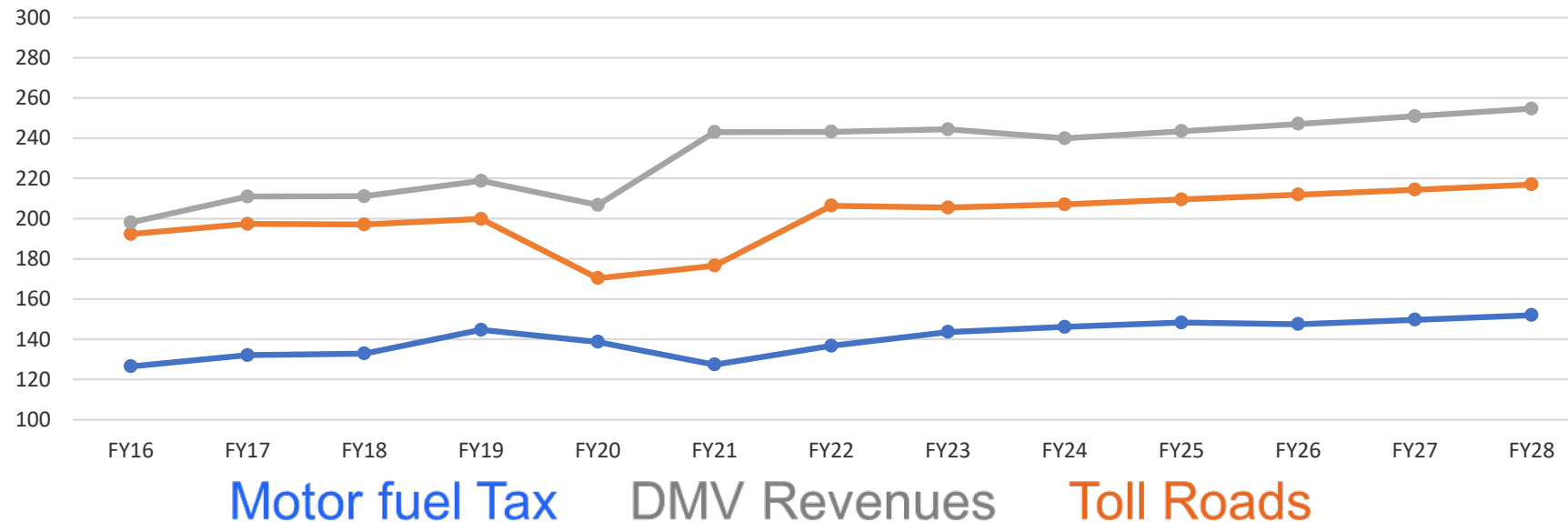
## II. FY2023 Projected Revenues and Expenditures





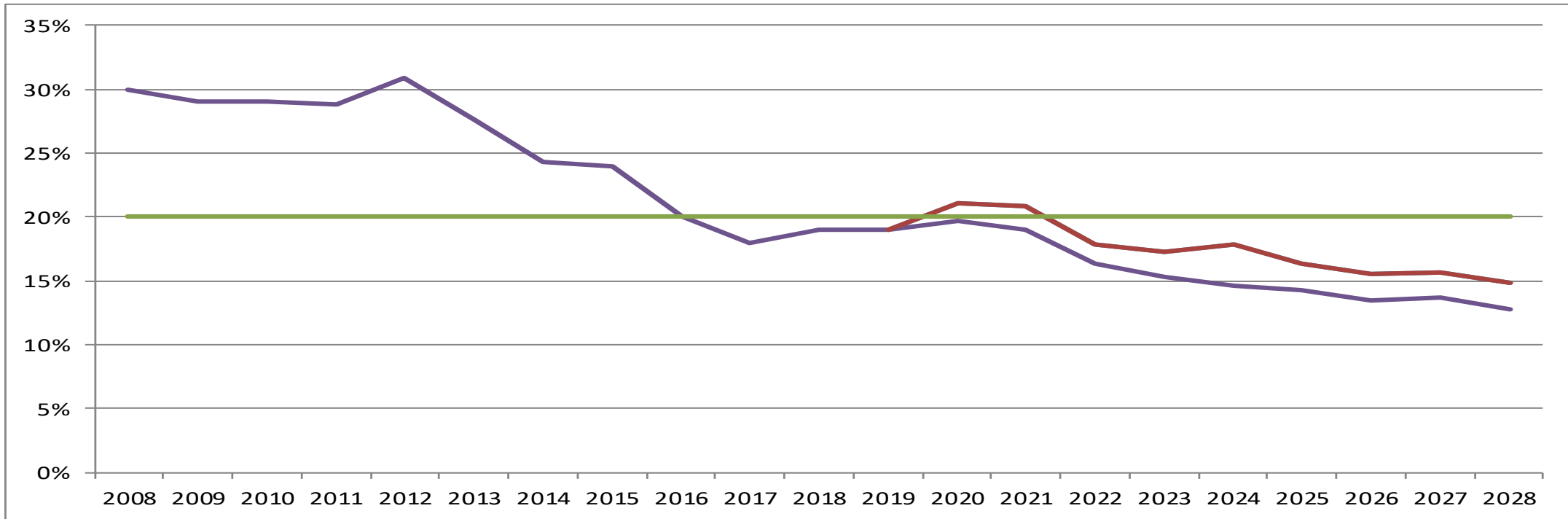
# TRUST FUND REVENUES

Revenues	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FORECASTED – October 2022 DEFAC					
								FY23	FY24	FY25	FY26	FY27	FY28
Motor Fuel Tax	126.5	132.1	132.9	144.7	138.7	127.4	136.7	143.6	146.1	148.3	147.5	149.7	152.0
Toll Roads	192.3	197.4	197.1	199.8	170.4	176.6	206.4	205.5	207.1	209.5	211.9	214.4	217.0
DMV Revenues	198.1	211	211.1	218.8	206.8	243	243.2	244.4	239.9	243.5	247.1	250.9	254.7
	516.9	540.5	541.1	563.3	515.9	547	586.3	593.5	593.1	601.3	606.5	615.0	623.7





# DEBT SERVICE AS A % OF REVENUE

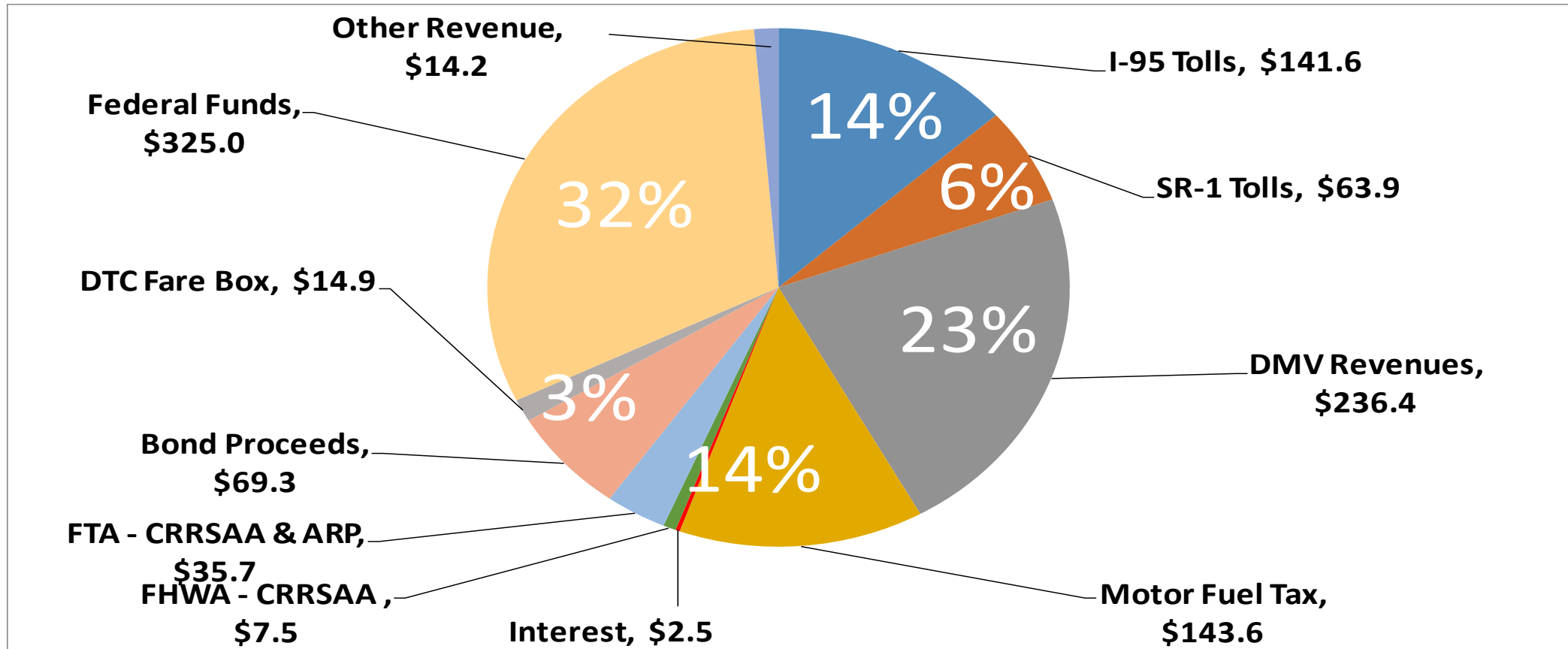


**Debt Service with US301**

**Debt Service without US301**

# FY23 - Sources of Funds - \$1,054.6M

(in millions)



Note: \$200M in GARVEE Bonds were issued for I-95 Rehabilitation project in FY 2021 to be expended over three fiscal years

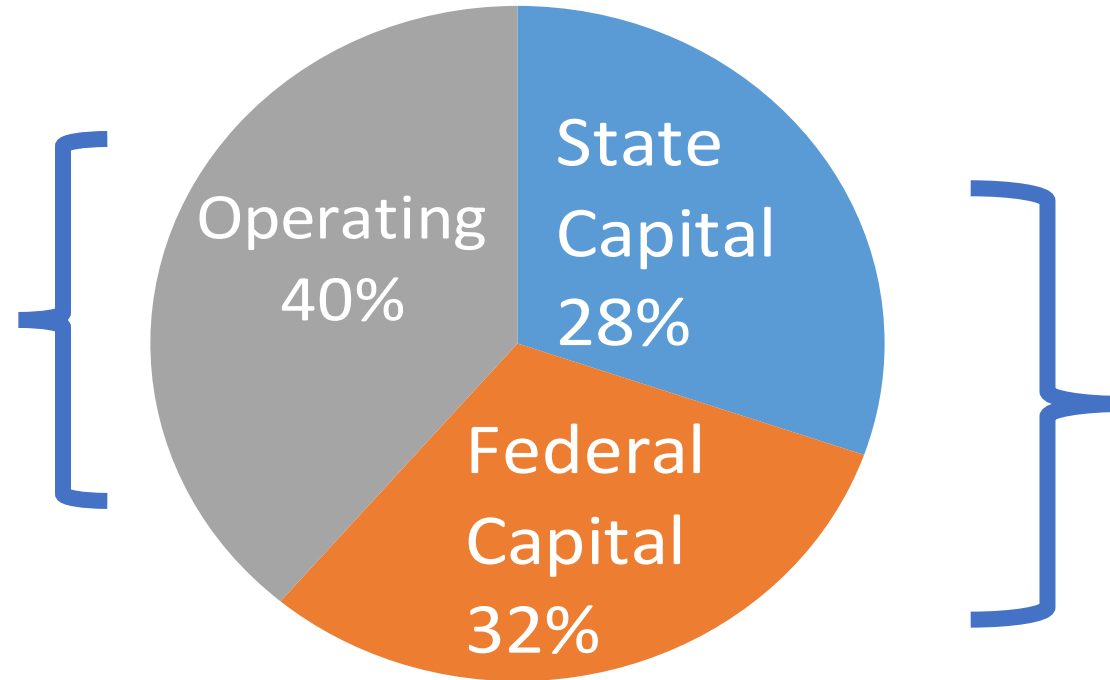


# FY23 – DeIDOT Budget- \$1,054.6M (in millions)

**\$87.9M  
Debt  
Service**

**\$188.6M  
DeIDOT  
Operating**

**\$133M DTC  
Operating**



**\$645.1M  
Capital  
Budget**

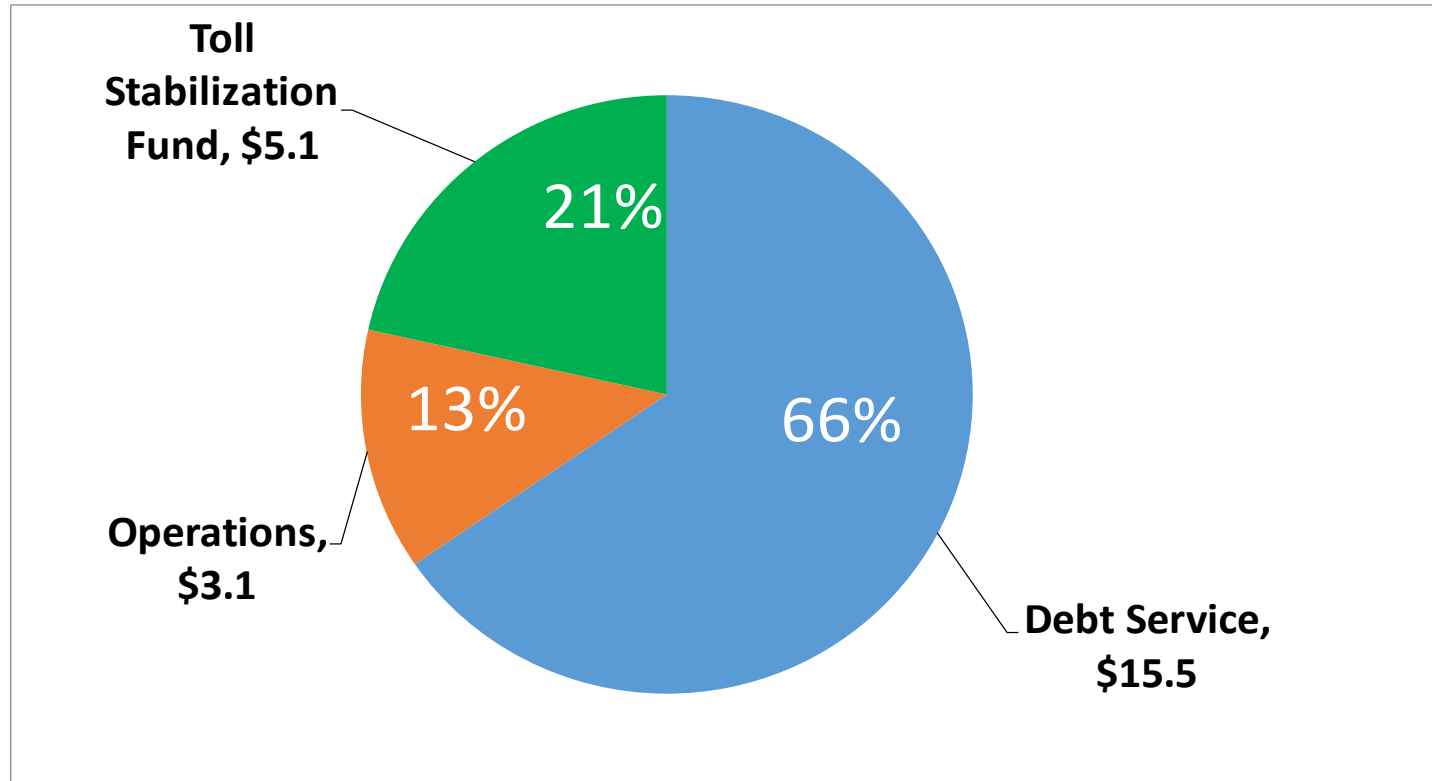
**\$320.1M  
State**

**\$325M  
Federal**



# FY23 – US 301 Sources and Uses of Funds (in millions)

SOURCES - US301 TOLL REVENUES \$23.7M



# III. Capital Program

State Capital Expenditures (\$ 000)						
FY17	FY18	FY19	FY20	FY21	FY22	Total
234,351	233,936	312,206	390,209	370,222	300,098	1,841,022

Federal Capital Expenditures (\$ 000)						
FY17	FY18	FY19	FY20	FY21	FY22	Total
215,920	233,904	215,668	278,499	293,223	261,132	1,498,346

Total Capital Expenditures <sup>(2)</sup> (\$ 000)						
FY17	FY18	FY19	FY20	FY21	FY22	Total
470,444	478,829	608,902	715,609	666,740	588,028	3,528,552

State Capital Expenditures (\$ 000)						
FY23	FY24	FY25	FY26	FY27	FY28	Total
320,089	285,842	281,978	282,993	285,544	245,420	1,701,866

Federal Capital Expenditures (\$ 000)						
FY23	FY24	FY25	FY26	FY27	FY28	Total
325,000	325,000	325,000	325,000	325,000	250,000	1,875,000

Total Capital Expenditures <sup>(1)</sup> (\$ 000)						
FY23	FY24	FY25	FY26	FY27	FY28	Total
645,089	610,842	606,978	607,993	610,544	495,420	3,906,077

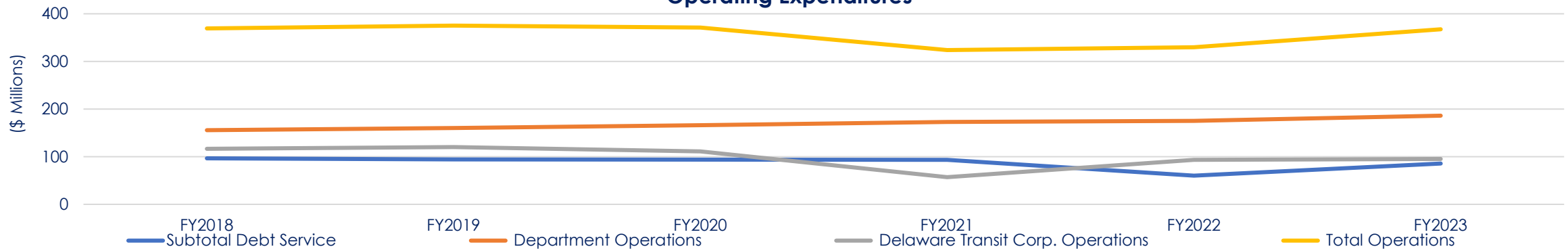
<sup>(1)</sup>Includes Carry-Over & GARVEE Debt Service



## IV. Operating Budget

	Actual					Budget
<b>Debt Service and Operating Costs</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>
Total Debt Service	96,795	94,489	94,038	93,609	89,391	93,307
CRRSSA Funding	-	-	-	-	(28,940)	(7,444)
<b><i>Subtotal Debt Service</i></b>	<b><u>96,795</u></b>	<b><u>94,489</u></b>	<b><u>94,038</u></b>	<b><u>93,609</u></b>	<b><u>60,451</u></b>	<b><u>85,863</u></b>
Department Operations	155,700	160,210	165,927	172,738	175,322	186,218
Delaware Transit Corp. Operations	116,600	120,284	111,123	118,321	121,963	130,743
Federal Funding	-	-	-	(61,172)	(28,341)	(35,641)
<b><i>Subtotal Operations</i></b>	<b><u>272,300</u></b>	<b><u>280,494</u></b>	<b><u>277,050</u></b>	<b><u>229,887</u></b>	<b><u>268,944</u></b>	<b><u>281,320</u></b>
<b>Total Operations</b>	<b><u>369,095</u></b>	<b><u>374,983</u></b>	<b><u>371,088</u></b>	<b><u>323,496</u></b>	<b><u>329,395</u></b>	<b><u>367,183</u></b>

### Operating Expenditures



<b>FY22 Base Budget</b>	<b>\$342,196.1</b>
<b>FY23 Door Openers</b>	<b>\$16,483.3</b>
<b>FY23 GRB Items</b>	<b>\$3,342.7</b>
<b>FY23 Mark Up</b>	<b><u>\$7,512.0</u></b>
<b>Total FY23 Operating Budget</b>	<b>\$369,534.0</b>

**Breakdown of \$27.3M YOY Increase:**

- \$14.0M CBA's/Pay Policy/27<sup>th</sup> pay/Additional BP's
- \$13.6M Debt Service Adjustments
- \$5.7M Increased costs (Fuel, Credit Cards, Insurance)
- \$8.3M Credit – DTC Subsidy Adjustment
- \$2.3M Department Initiatives



# Planning Update



# CTP Project Prioritization Criteria

DelDOT is considering refinements to the criteria adopted by COT on February 24, 2020

- ▶ Purpose:
  - ▶ Updating to better reflect current state & federal priorities & policies (Justice 40)
  - ▶ Incorporate some of the trends, directions, and themes other states have been researching & pursuing



# CTP Project Prioritization Criteria

- Roadway Responsibility, DelDOT 85%, 13.1–85%
- 4 States use ROI as criteria, 10–25%
- DelDOT has highest safety percentage (35%), 5–35%
- 4 States don't use multi-modal connectivity
- New TR&S Division is creating own prioritization



# CTP Project Prioritization Criteria

Enhancements shown in Red

Current

- ▶ Safety 35.0%
- ▶ Congestion 19.1%
- ▶ Multi-Modal Connectivity & Equity 11.9%



# CTP Project Prioritization Criteria

Enhancements shown in Red

	Current
▶ Economic Enhancement	13.1%
▶ Livability/Community Impact/Environmental Justice	8.3%
▶ Environmental Impact/Sustainability	6.6%
▶ State & Local Priority	6.1%





# CTP Project Prioritization Criteria

- ▶ October 2022: Introduction of Updates & Refinements  
“Tweaks” – updates to factor names, scoring & weights, no changes to data sources currently
- ▶ December 2022: Discussion
- ▶ February 2023: Adoption
- ▶ March 2023: FY 25 – FY 30 CTP Development



**APPROVED**

**Thank you!**

to all of our residents and stakeholders who provided feedback and ideas, attended workshops, and participated in the comprehensive planning process

**STAY TUNED!  
NEXT STEPS ON THE WAY**



DEPARTMENT OF  
**LAND USE**



**2050**

REGIONAL

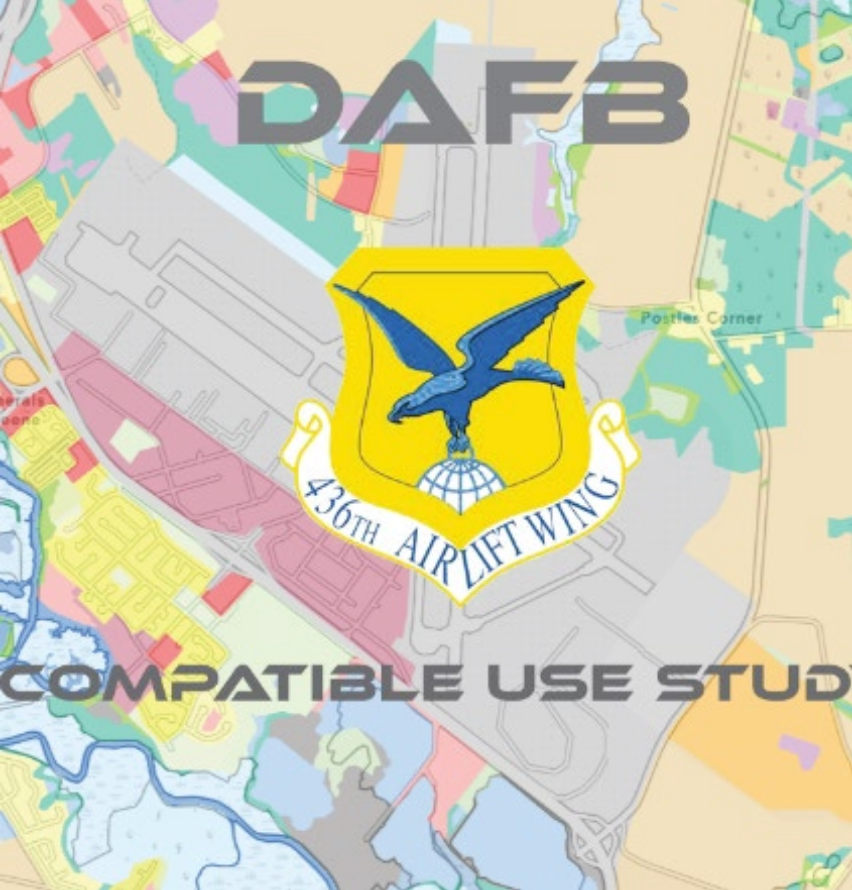


**CONNECTING WITH  
THE ARDEN**

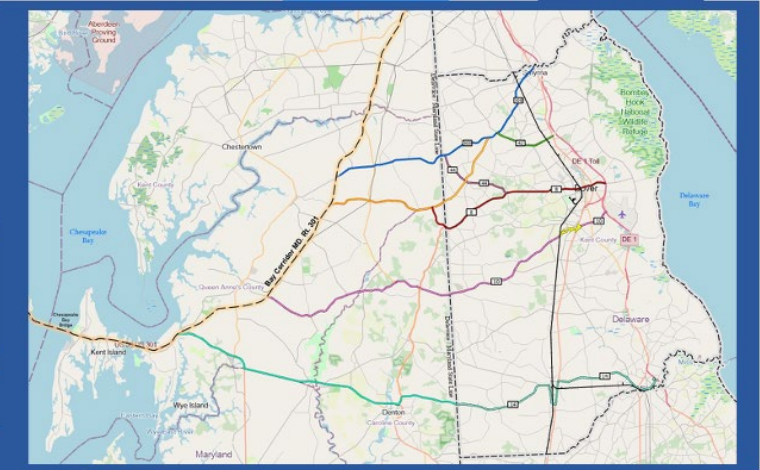
# City of New Castle Transportation Plan

2022 Transportation Plan Update and Planning and Environmental Linkage (PEL) Report  
DRAFT August 23, 2022





**September 2022  
Final Draft**



**KENT COUNTY EAST-WEST  
TRUCK FREIGHT ROUTE  
FEASIBILITY ANALYSIS  
PHASE I**

# Kent County

# SOUTHEAST SUSSEX STUDY



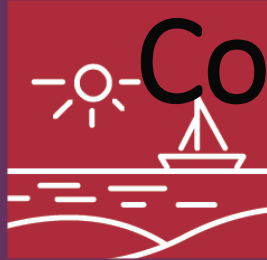
## SR 1 Low-Stress Bikeways Study



AECOM

Public Workshop  
June 14, 2022

Sussex  
County



# Coastal Corridors Study

404 & Beyond



## FOLLOWING FIVE POINTS

### Five Points Transportation Study Updates

- Working Group #7 Meeting Recap
- Next Working Group Meeting Information
- Sussex County Transportation Funding
- Active DeIDOT Projects In and Around Five Points
- Recent Improvements and 2021 Upcoming Activities in the Study Area



# INNOVATION IN MOTION

THE DELAWARE LONG RANGE TRANSPORTATION PLAN



# 2022 Delaware State Freight Plan

EXECUTIVE SUMMARY

August 6, 2022



# Statewide



# HELLO, AVELO!

BOOK NOW

# 2022 Annual Report on State Planning Issues

Prepared for Governor Carney and the 151st Delaware General Assembly  
Prepared by the Cabinet Committee on State Planning Issues





# Public Comment