



# Agenda

- Welcome - Secretary Wicks
- Introductions - Commissioner and Members
- DeIDOT Overview - Secretary Wicks
- DeIDOT Division Overviews - Directors
  - Technology & Support Services - Marti Dobson
  - Motor Vehicles - Jennifer Cohan
  - Planning - Ralph Reeb
  - Delaware Transit Corporation - Stephen Kingsberry
  - Transportation Solutions / Chief Engineer - Natalie Barnhart
  - Maintenance & Operations - Joe Wright
  - Finance - Kathy English
- Administrative Matters – Ted Williams

# Task Force Goals

As 145<sup>th</sup> General Assembly, House Bill 500, Section 112

- Thoroughly explore, examine and evaluate the resource needs for the comprehensive Capital Transportation Program (CTP);
- Study and report on the issues and potential effects of requiring DelDOT to determine the funding allocations and project prioritization for those projects traditionally funded in the Community Transportation Fund (CTF) category within the Grants and Allocations appropriation classification;
  - Provide analysis of overruns and/or deficits for the CTF program over the past three years on a district by district basis; and
- Provide a comprehensive report and recommendations to the Governor and General Assembly by March 31, 2011.

# Mission & Vision

- “DelDOT’s Mission: To provide a safe, efficient and environmentally sensitive transportation network that offers a variety of convenient and cost-effective choices for the movement of people and goods.”
- DelDOT’s vision is to deliver:
  - A well maintained transportation system
  - A program that integrates all modes statewide
  - More transit services
  - More bicycle and pedestrian facilities
  - Critical roadway and bridge projects to address safety & congestion issues
  - High quality motor vehicle services

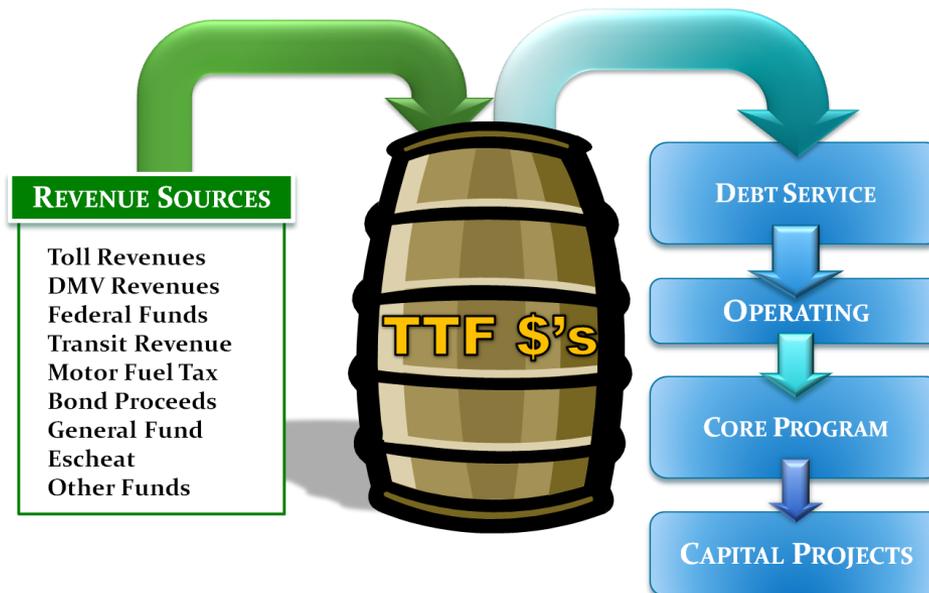


# Guiding Principles

- Provide transportation investments that enhance the safety of all travel modes
- Optimize, preserve and enhance the transportation system
- Maximize transportation choices for Delaware residents and visitors
- Provide cost effective solutions
- Continue to emphasize quality of life as our foundation
- Provide transportation opportunities that support economic development and growth
- Recognize the importance of providing excellent customer service in all aspects of fulfilling our mission and vision

# Transportation Trust Fund

- The Transportation Trust Fund (TTF) was created in 1988 as a dedicated fund to support DelDOT and statewide transportation needs.
- The TTF supports all DelDOT activities, which include Debt Service, Department and Transit Operations, and a Capital program.
- Revenues deposited into the TTF are not earmarked for specific programs.



# Transportation Trust Fund

- The disbursement of funds to programs and projects is made in consultation with local elected officials, Council on Transportation, WILMAPCO, Dover Kent MPO, Sussex County Council and the General Assembly.
- The TTF's flexibility provides for an integrated approach that:
  - Eliminates concern for the individual funding constraints because funds from all sources are available for all modes; and
  - Promotes planning of multi-modal solutions for transportation problems
- At the close of the fiscal year, unexpended funds remain in the TTF and do not revert to the State's General Fund.



# Challenges

- DelDOT is facing numerous challenges in our efforts to achieve our mission and move the First State forward
  - Increasing population statewide  
(exceed 1.1 million by 2040 – 25% increase from 2010)
  - Increasing percentages of older drivers  
(projected to increase from 27% to 35% by 2030)
  - Increasing traffic on roadways results in more congestion and new demands on older roadways
  - Need to increase the number of persons walking to work, school, transit stops and recreational activities.



# Challenges (con't)

- Need to increase transit ridership due to increasing desire for alternative modes, and growing population
- Increasing State transportation costs due to aging infrastructure and growing demands on the system
- Decreasing available revenues due to slow economy and revenues not inflation sensitive
- Reduction in Gas Tax Revenues due to alternative and efficient vehicles (electric, compressed natural gas, etc).



# TTF Revenue Sources

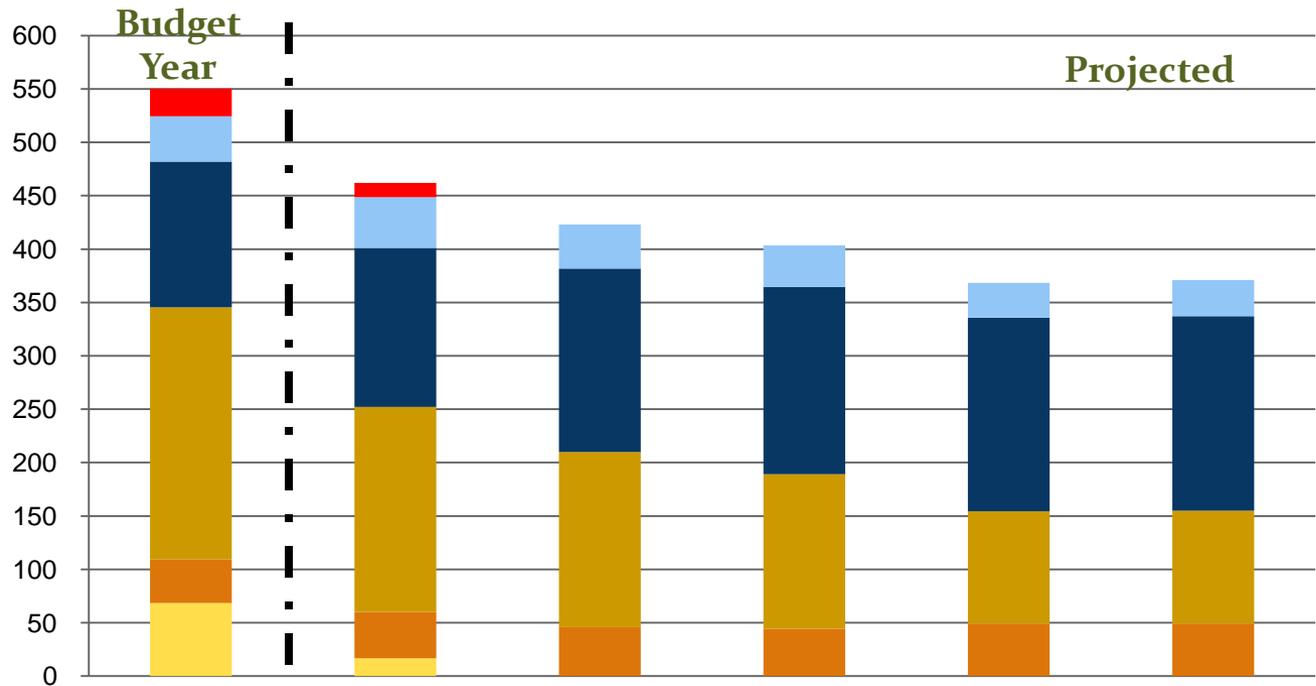
- TTF revenue sources include:

Tolls (I-95, SR1)	\$165
DMV Fees (License, Registration, Titles)	\$125
Motor Fuel Tax	\$116
Transit Farebox	\$17
Other	\$13
<b>Total</b>	<b>\$436</b>



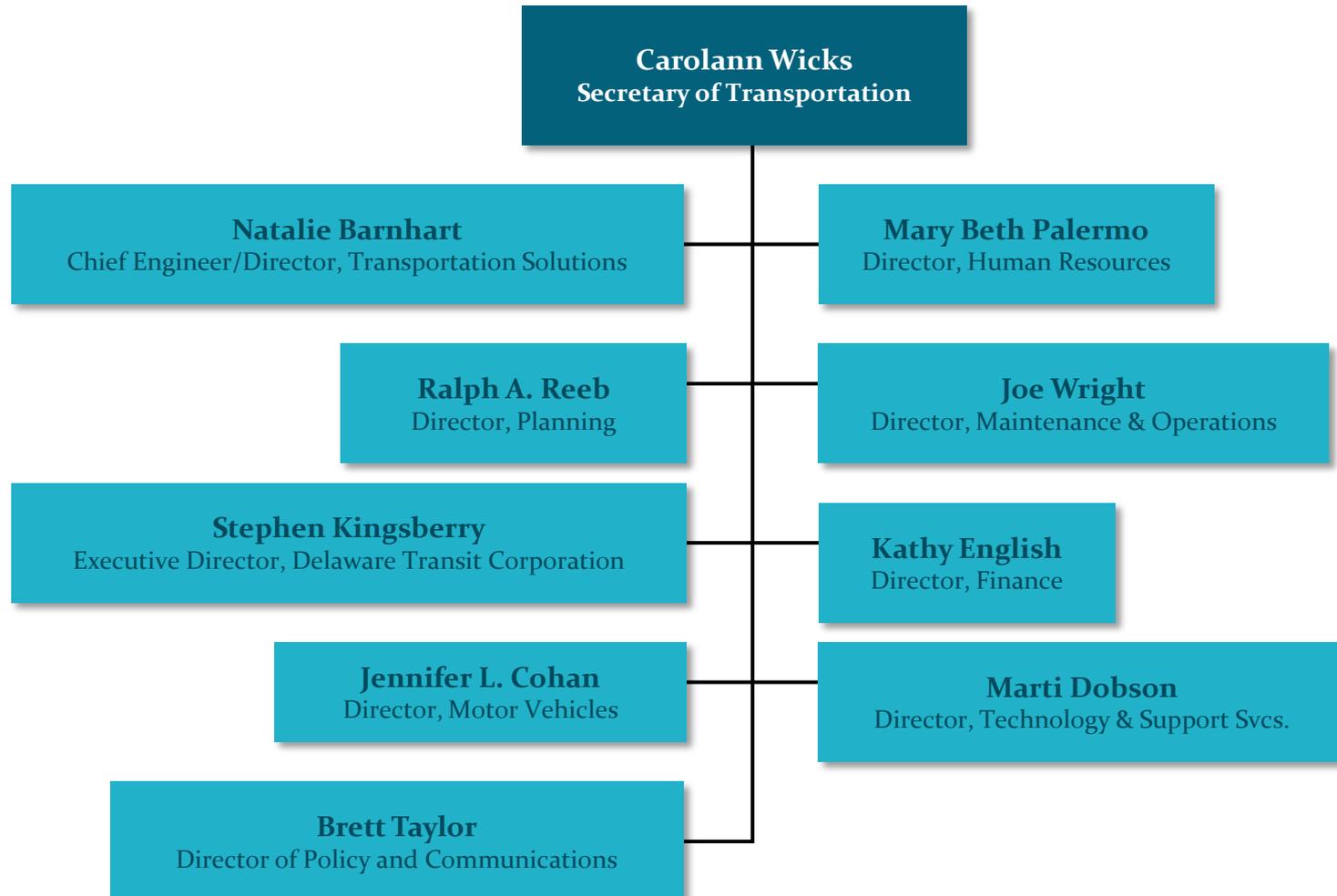
FY10 revenues in \$000  
Does not include bond funds

# Capital Program



	PROJECTED					
	2011	2012	2013	2014	2015	2016
<b>Federal Capital Expenditures</b>	<b>345.46</b>	<b>252.04</b>	<b>209.97</b>	<b>189.20</b>	<b>154.43</b>	<b>155.00</b>
ARRA Funds	68.40	16.80	0.00	0.00	0.00	0.00
Federal Funds - Core Business Needs	41.04	43.46	45.94	44.39	49.19	49.19
Federal Funds - Capital	236.02	191.79	164.03	144.81	105.24	105.81
<b>State Capital Expenditures</b>	<b>204.88</b>	<b>209.92</b>	<b>203.14</b>	<b>197.44</b>	<b>188.62</b>	<b>180.90</b>
State Capital Spend - Core Business Needs	136.54	149.13	171.76	175.36	181.28	182.19
State Required to Match Federal Funds	42.32	47.52	41.47	38.76	32.69	33.81
100% State Capital Program	26.03	13.27	0.00	0.00	0.00	0.00
<b>Total Capital Expenditures</b>	<b>550.35</b>	<b>461.96</b>	<b>413.11</b>	<b>386.64</b>	<b>343.05</b>	<b>335.90</b>

# Division Directors





# Division Overviews

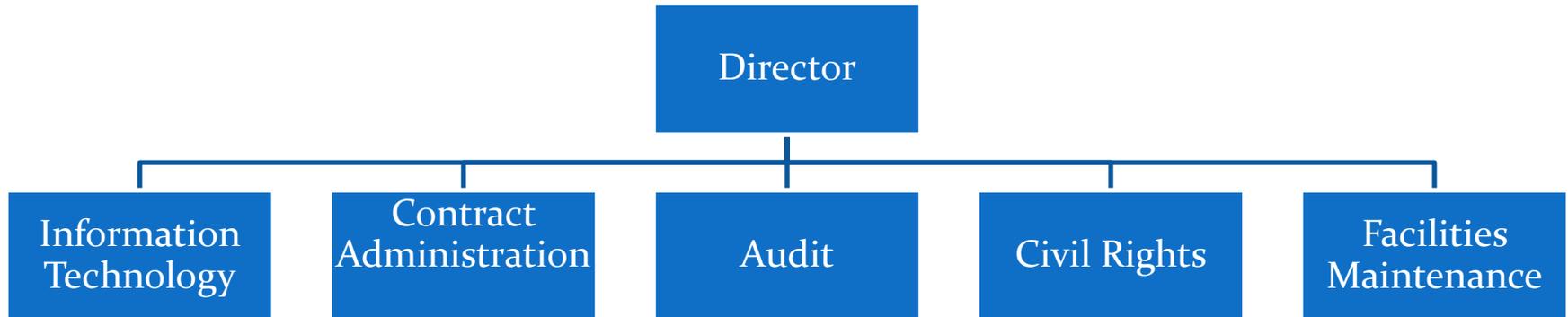
# Technology and Support Services



Marti Dobson, Director



# Organization Chart



# Core Responsibilities

- Audit
  - Review internal programs and external projects/agreements to ensure compliance with local, state, and federal regulations and accounting best practices
- Civil Rights
  - Certify firms under the federal Disadvantaged Business Enterprise (DBE) program
  - Set project (DBE) and On-the-Job Training goals
  - Monitor projects to ensure compliance with federal Civil Rights regulations
- Contract Administration
  - Ensure compliance with state and federal regulations when soliciting bids for and administering projects and professional services agreements

# Core Responsibilities (con't.)

- Facilities and Projects
  - DelDOT management for facilities projects (such as the Wilmington Train Station)
  - Manage building maintenance activities for the Danner Campus, DTC buildings and shelters, and DMV buildings
  - Manage inventory for the department – including office supplies and copiers
- Office of Information Technology
  - Implement e-government initiatives to support customer service
  - Develop and implement the technology required to support the department's business goals
  - Provide a secure and reliable telecommunications network

# Effects of Economic Recession

- American Recovery and Reinvestment Act (ARRA) has increased workload
  - Quarterly audits are required on every project
  - Monthly and quarterly reporting requires gathering data not previously available
  - Increased number of facilities projects
  - Increased need for IT support (fiber designs, Toll Plaza, cameras)

# Current Challenges

- Information Technology
  - Reduced consultant resources
  - Statewide consolidation vs. Department initiatives
  - Federal mandates
- Staff Resources
  - Replacements come with lower skills than previous employees
  - Technology enhancements and workload increases

# Accomplishments:

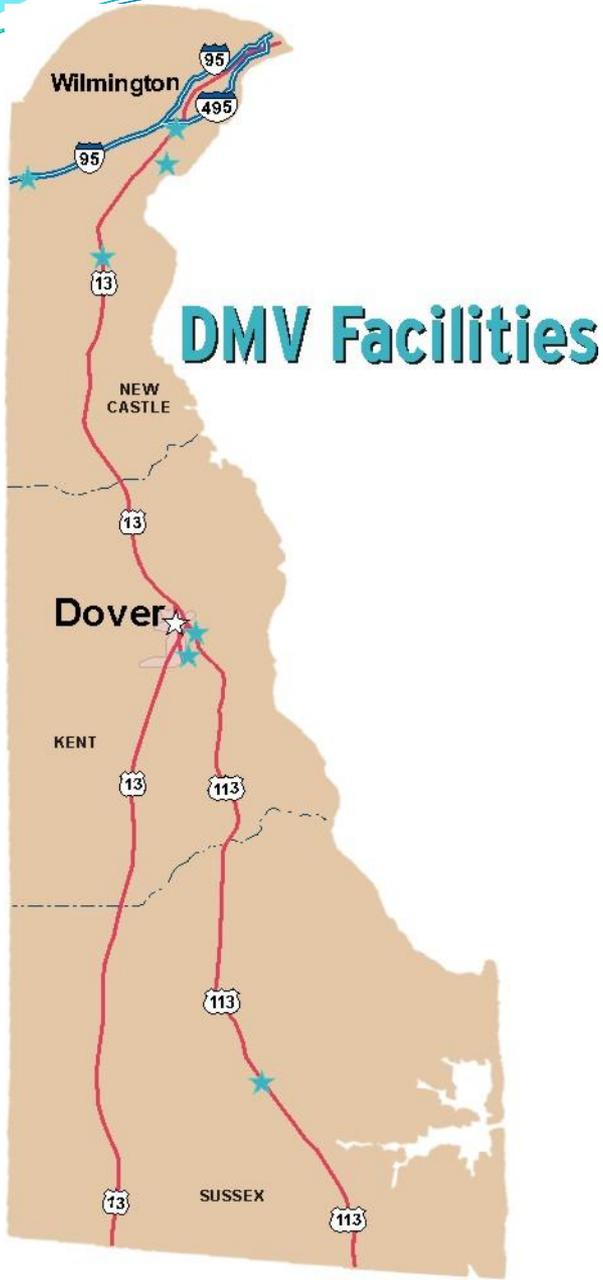
- Technology & Support Services
  - Certified 32 Disadvantaged Business Enterprise firms
  - Managed construction of the new Welcome Center
  - Added new features to department website
  - Merged technical Help Desk with DTI's service center
  - Audited capital program and maintained ARRA auditing requirements
  - Working with the Department of Election to develop an automated process to capture voter registration at DMV's statewide

# Accomplishments (cont)

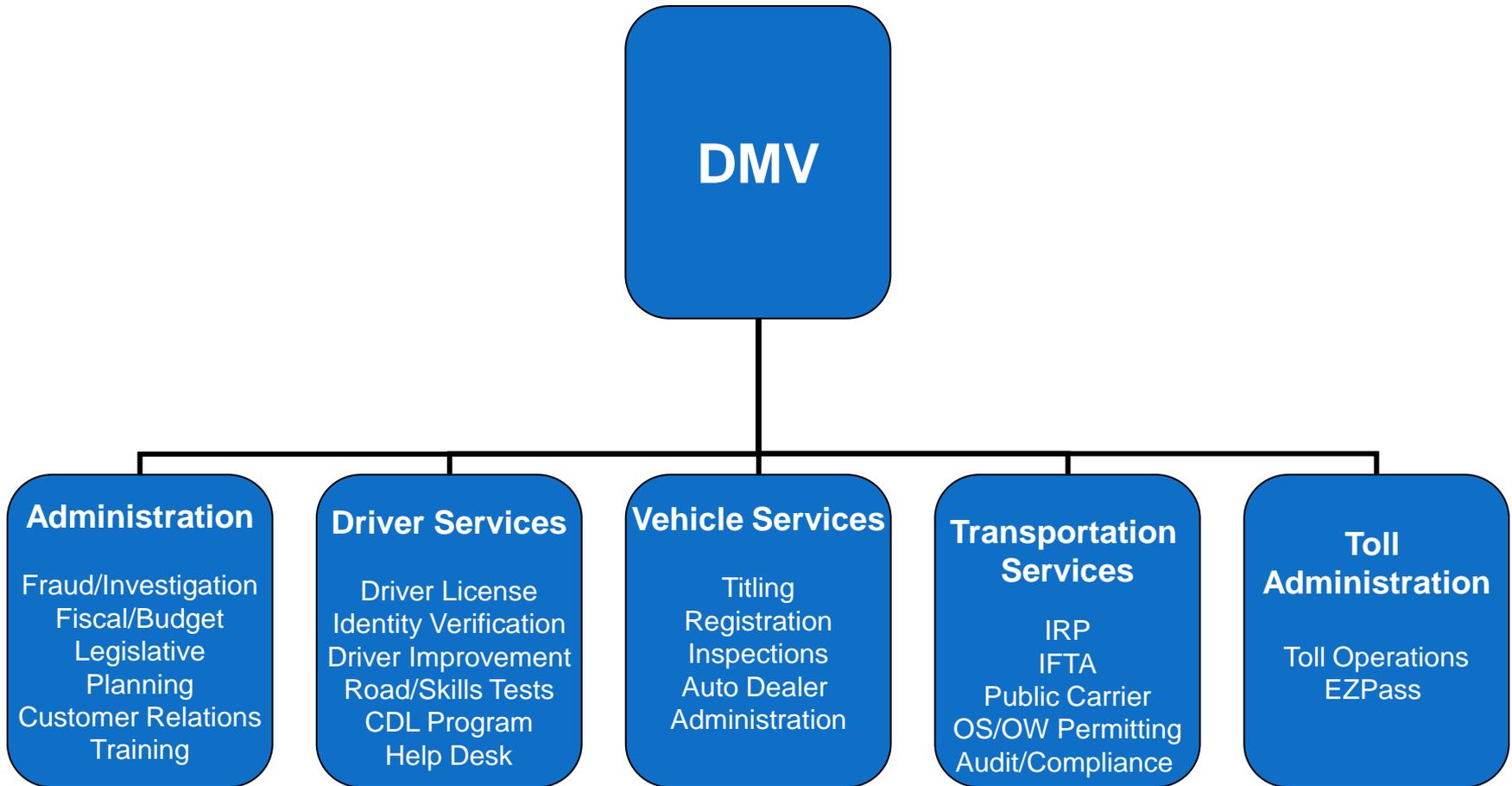
- Development of Virtual Public Workshops
- E-Notification of Vehicle Registrations
- Migrated to virtual servers to save on hardware and energy expenses
- Automation of 6-year Capital Transportation Plan
- Continue to support all Divisions and efforts to reduce cost and increase efficiencies

# Division of Motor Vehicles

Jennifer Cohan, Director



# Organization Chart



# Core Responsibilities

- Issue secure and accurate driver license and identification cards
- Ensure that those individuals obtaining Delaware credentials are:
  - Representing their identity accurately,
  - In the country legally,
  - Meet all the requirements for obtaining driving privileges
  - Have demonstrated their Delaware residency
- Ensure problem drivers are remediated according to state and federal guidelines
- Maintain a commercial driver license program that is compliant with federal law
- Inspect, title and register vehicles in accordance with state and federal regulations

# Core Responsibilities (con't.)

- Maintain a fraud/investigation unit to manage licensed vehicle dealer activities to ensure customer protection
- Manage commercial vehicles through the International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA) in accordance with federal requirements
- Regulate public carriers (taxis, limos, charter buses)
- Optimize fuel tax revenue collection from licensed fuel distributors and suppliers
- Operate the State's toll roads, and maximize toll revenue

# Effects of Economic Recession

- Inability to hire/increase staffing levels to meet customer demand
- Change in services – moved online
- Increase in attempted fraud
- Increase/Shift in customer volume
- Delay of major projects
  - New Castle Facility
  - Roof Repairs
  - Equipment upgrades



10.27.2010

# Current Challenges

- Customer demands
  - Increase in overall customer demand
- Responding to State legislation/Proposed Bills
  - 80-120 bills per session
- Support For Other Agencies
  - Child support enforcement
  - Immigration verification
  - Voter registration
  - Organ Donor program
- Facility limitations
- Job classification limitations
- Staffing
  - Heavily reliant on casual/seasonal employees



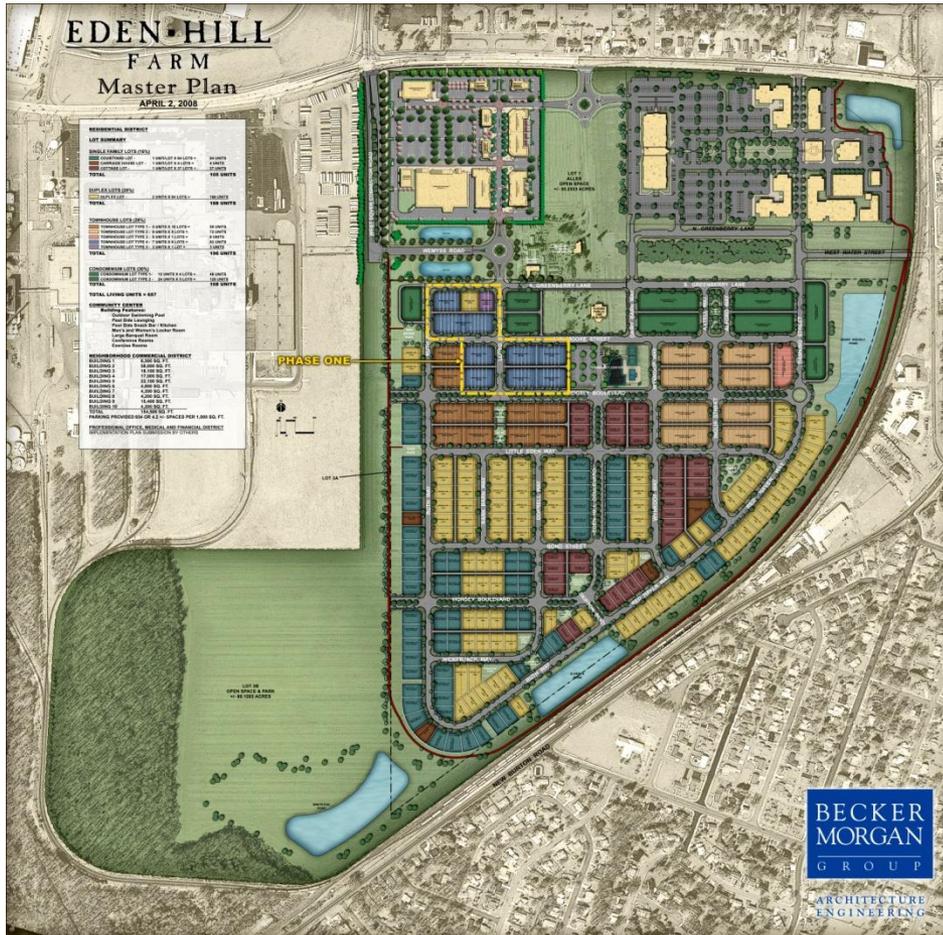
# Current Challenges (con't.)

- Unfunded/Underfunded Federal Mandates
  - Real ID Act
  - National Motor Vehicle Title Information System (NMVTIS)
  - Commercial Driver License Program
    - Modernization
    - Medical



# Accomplishments:

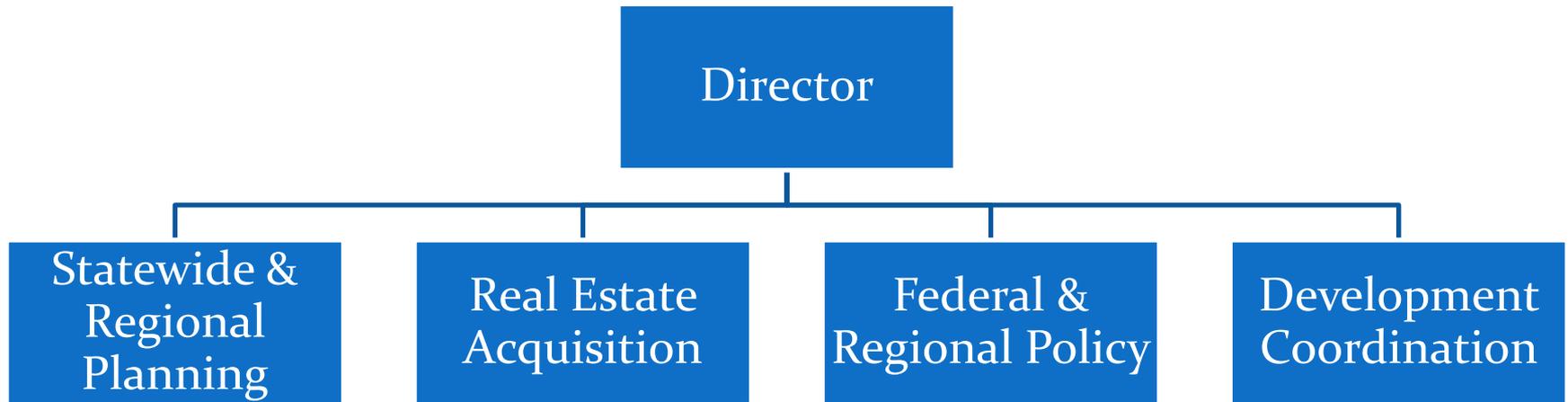
- Implemented Delaware's new secure drivers license and identification card
- Won two American Association of Motor Vehicle Administrators (AAMVA) awards for Customer Service Excellence
- Expanded on-line services for motoring public (15)
- Implemented the National Motor Vehicle Title Information System
- Implemented a heavy vehicle weight law
- Created a Fraud and Investigative Unit & Partnered with Immigration and Customs Enforcement (ICE)
- City of Wilmington Partnership
- "Delaware Does More for Teens" campaign
- "Delaware Does More for Senior Drivers" campaign



# Planning

Ralph Reeb, Director

# Organization Chart



FTE's = 88

# “Planning” is about:

- Tomorrow
- The big picture
- Integration with land use
- Helping our customers “see”
- Imagining and creating possibilities
- Identifying current and emerging problems
- Providing a sense of direction
- Strategic operations



Governor's Avenue



# Planning's Work Includes:

- Market Research
  - Identify customer needs and wants into the future
- Communicating
  - Current conditions
  - Desired futures
  - Optional courses of action
  - Costs and consequences
  - Adopted plans of action
- Coordinating
  - Local Governments, Metropolitan Planning Organizations (MPOs), individuals, and businesses to reach agreement on where we are and where we're trying to go
- Compliance
  - Collect, maintain, analyze, archive and report data to Federal and State agencies

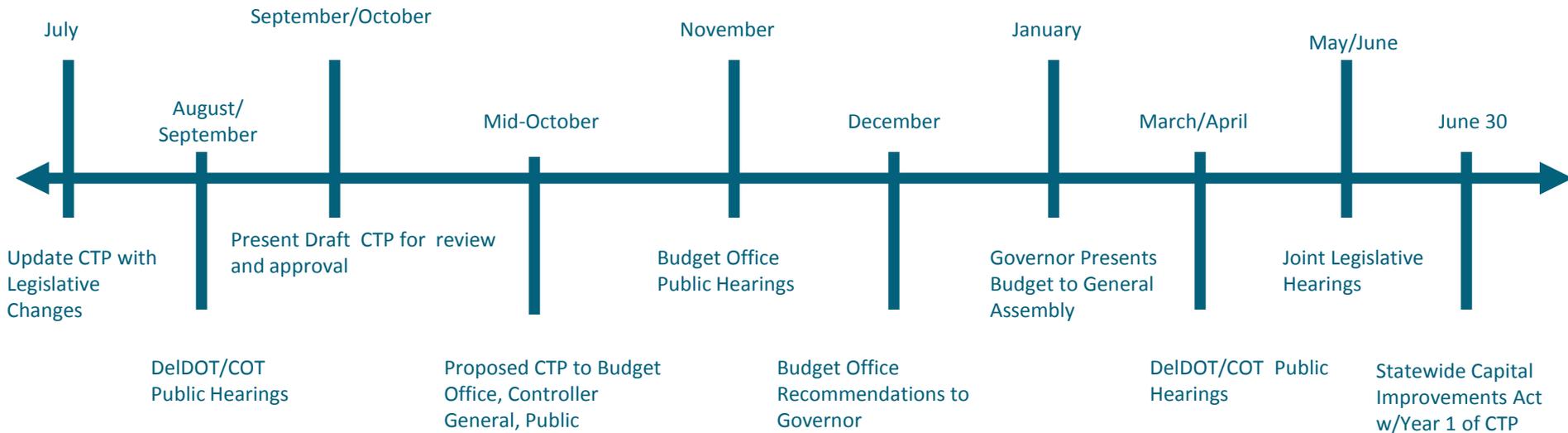
# Core Responsibilities

- Accident statistics
- Aeronautics program
- Air quality program
- Bicycle system planning and advocacy
- Byway program
- Community planning
- Corridor Capacity Preservation Program
- Federal and interstate coordination
- Freight Rail Program
- Geographic Information System applications
- Highway Performance Monitoring System
- MPO Liaison
- Municipal Street Aid
- Official State Maps
- Pedestrian system planning and advocacy
- Real Estate Services
- Research
- Road inventory
- Regional transportation plans
- Safe routes to school program
- State transportation plan
- System performance assessment
- Subdivision review
- Traffic count data
- Transportation Enhancement program
- Travel demand forecasting
- Traffic Impact Study review

# The Origin of Projects

- County Comprehensive Plans
  - Regional Transportation Plans (Mobility Element – w/MPO's)
  - Statewide Transportation Plan
- State Strategy for Policy and Spending
  - Transportation Improvement Plan (TIP)– A/Q Conformity and Fiscal Constraint
  - Statewide Transportation Improvement Plan (STIP) Also referred to as the Capital Transportation Plan – incorporates TIPs without modification
- System Performance Assessment
  - Identify additional needs for next round of funding

# DeIDOT & COT Capital Transportation Program 29 Del. C. 8409 (Requires Changes to Statute)



# Effects of Economic Recession

- We get breathing space to make process improvements
- Public planning can catch up with private action
- Attracting better qualified employees
- Developers are more cautious with expenses
- Land prices are “adjusted”

# Current Challenges

- Sidewalk maintenance
- Funding for non-motorized facilities
- Bench strength (staffing, training, experience level)
- Getting prepared for the next wave (development, etc.)
- Ever tightening environmental constraints
- Legal mechanisms for partnering with private sector

# Accomplishments:

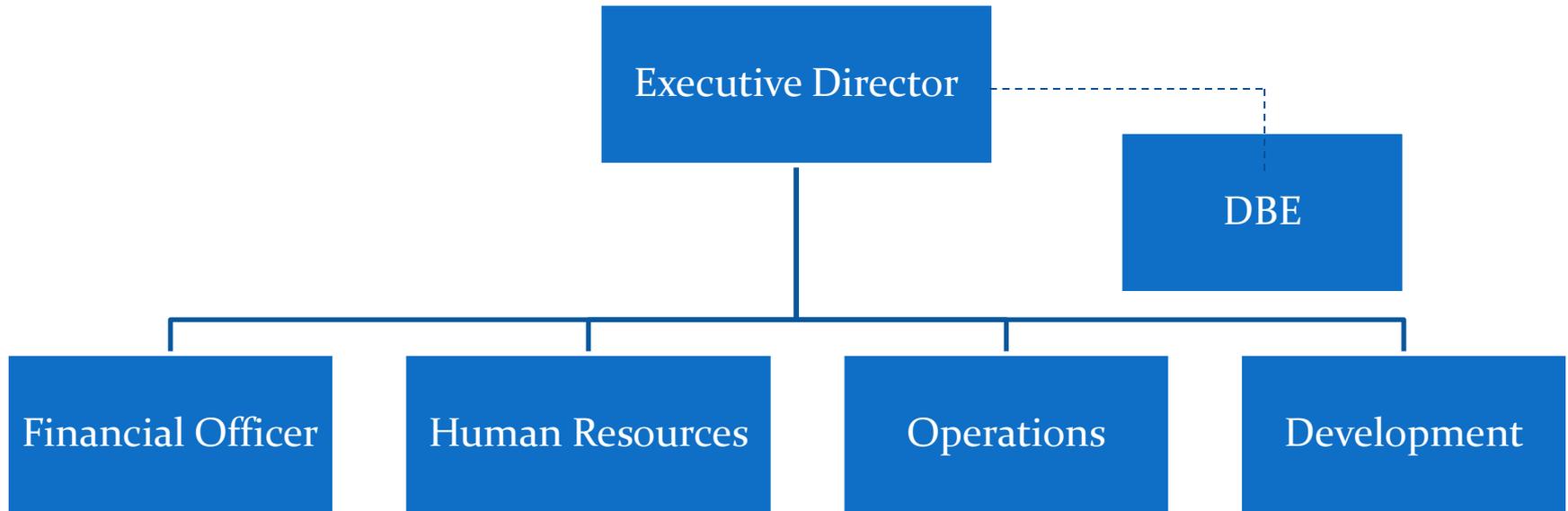
- Improved efficiency of sub-division review process
- Ensured conformity with Federal Air Quality regulations and standards
- Coordinated efforts with Delaware State Police (DSP) for new US301 Weigh Station
- Implemented Commercial Vehicle information systems to improve efficiency and operations
- Conducted safety inspections of all public use airports

# Delaware Transit Corporation

Stephen Kingsberry, Executive Director



# Organization Chart



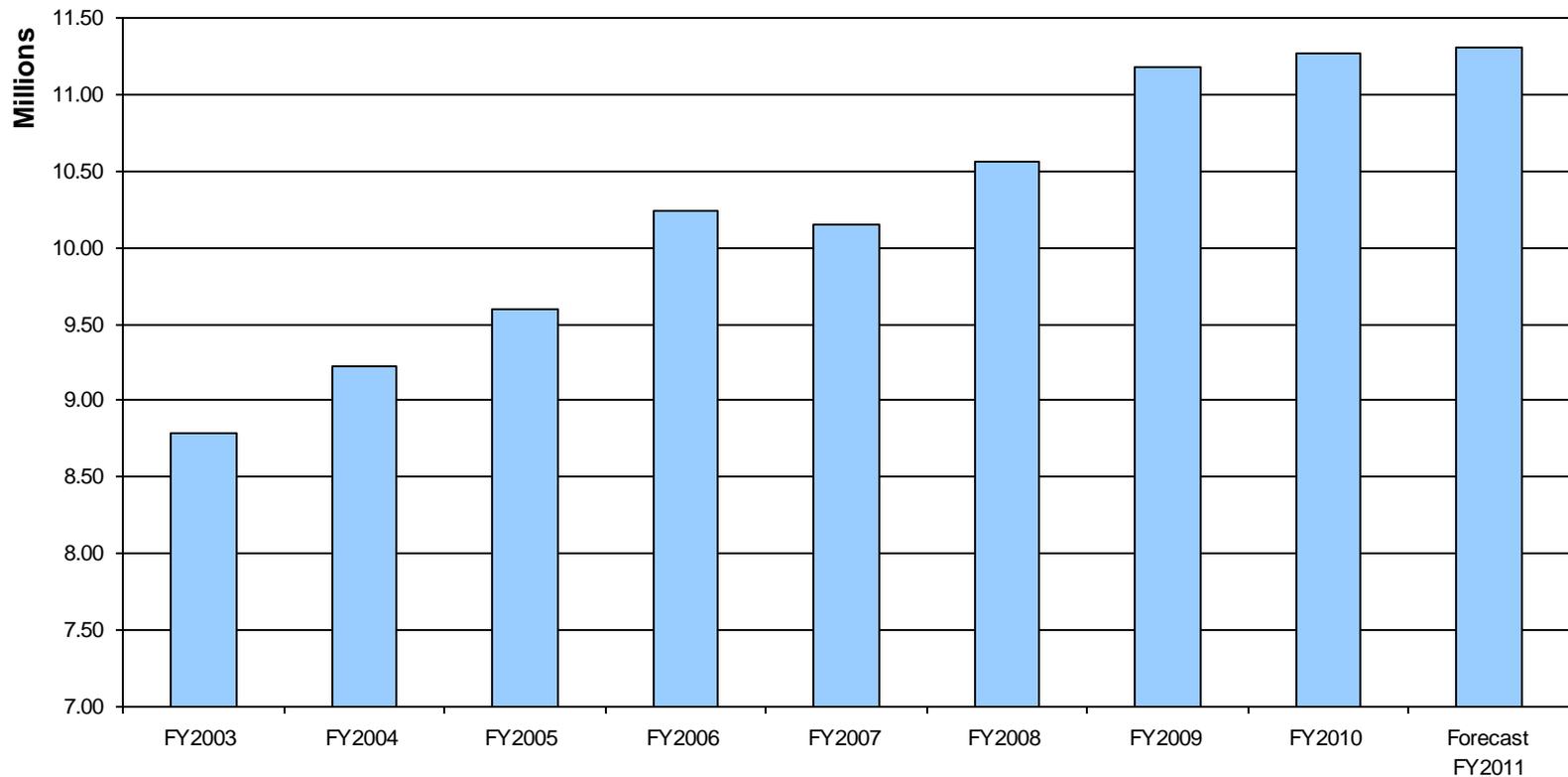
FTE's = 918

# Core Responsibilities

- Provide high quality public transportation that meets the needs of the customer and the community
  - Bus
    - 60 Routes Statewide
    - 224 Fixed-Route Buses
  - Rail
    - 35 Daily SEPTA Trains
  - Paratransit
    - 284 Paratransit Buses
  - RideShare

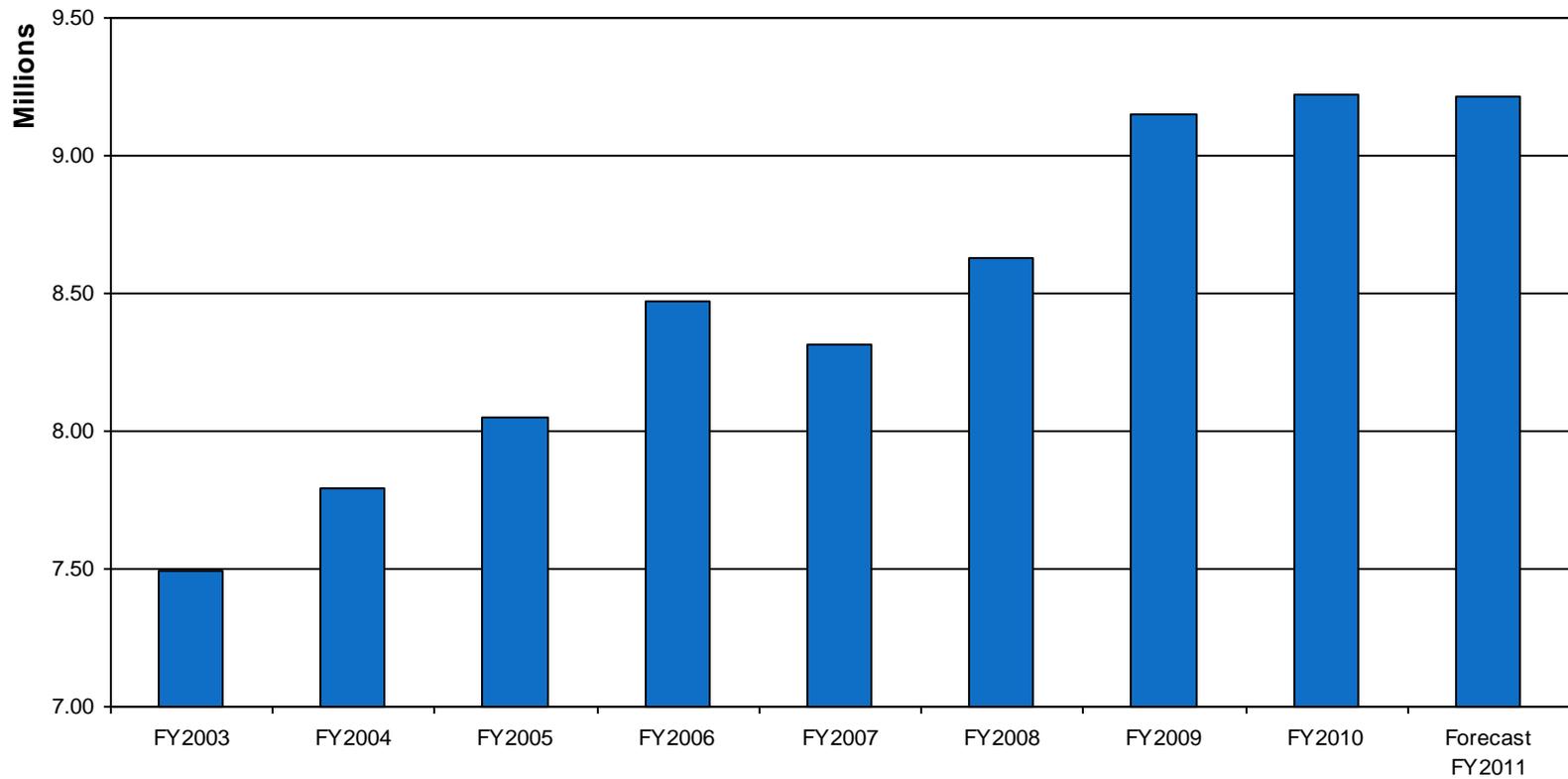


# Total Ridership Growth



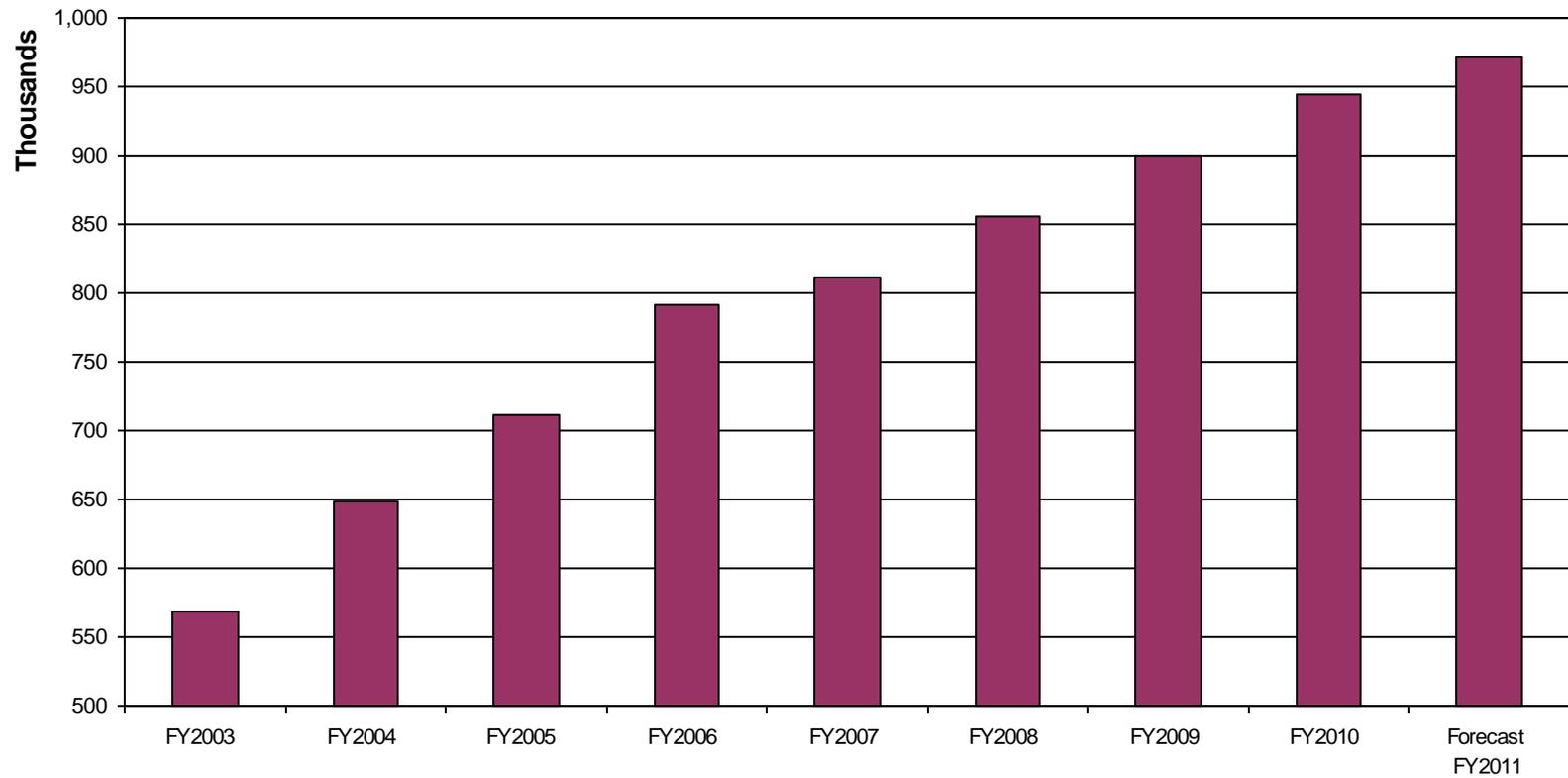
Ridership has increased by 2,517,285 trips (29%) since FY2003

# Fixed Route Ridership Trends



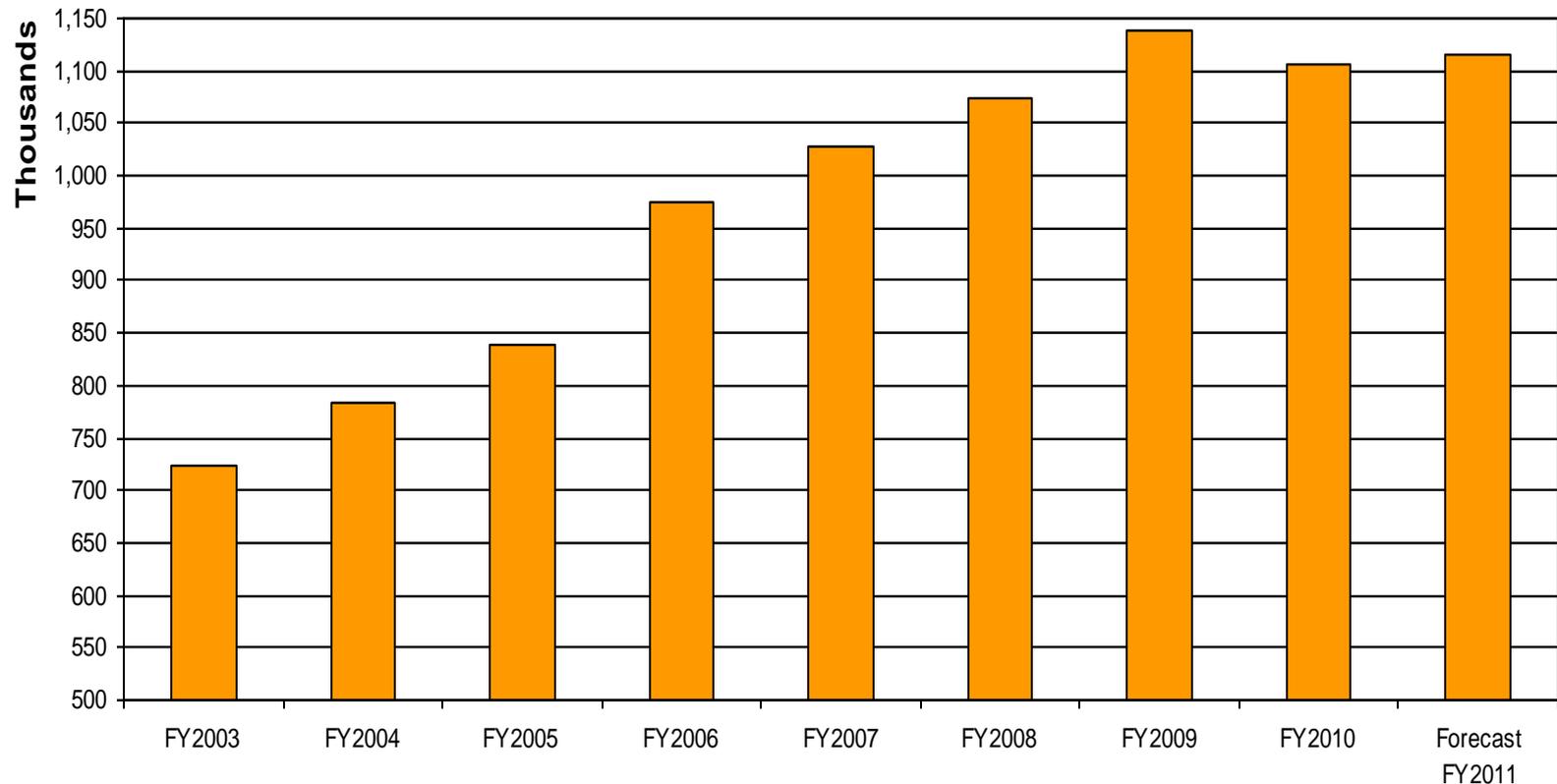
Ridership has increased by 1,722,414 trips (23%) since FY2003

# Paratransit Ridership Trends



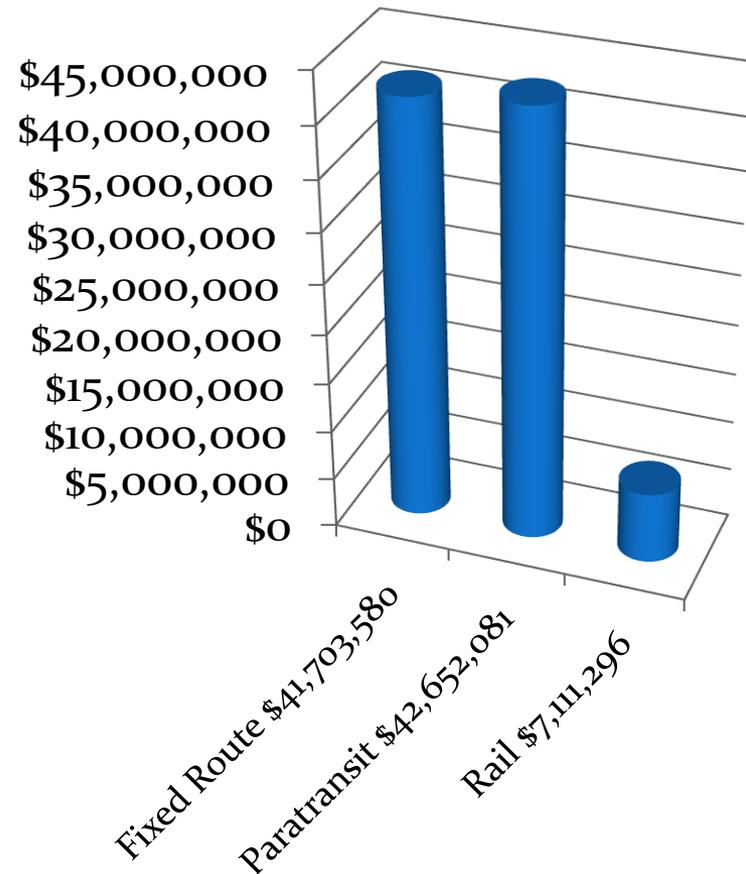
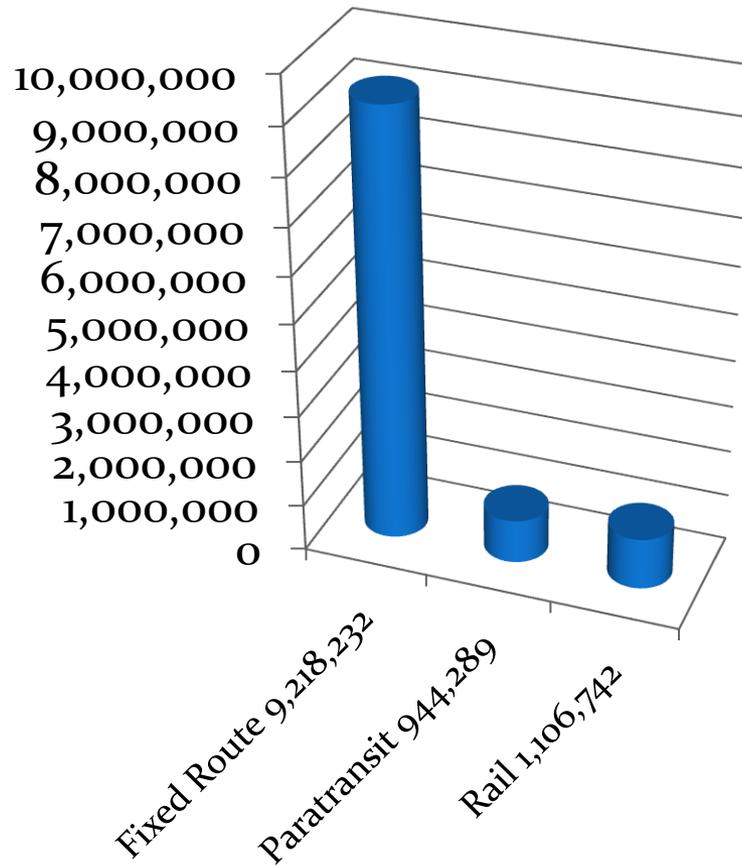
Ridership has increased by 401,854 trips (71%) since FY2003

# Rail Ridership Trends



Ridership has increased by 393,017 trips (54%) since FY2003

# FY10 Ridership vs. Expenses



# FY11 Revenue and Expense Estimates



**Total Passenger Revenue \$12,088,600\***



**Total Expense \$91,246,400**

\*Does not include FTA and Other funding sources as reflected in Base Financial Plan

# Effects of Economic Recession

- Slight Reduction in FY 10 Rail Ridership
  - Unemployment rate
- Increase in FY 10 Bus Ridership
  - Value Awareness
  - Record-breaking Resort Transit – local travel
- ARRA and Other Special funding



# Current Challenges

- Increased aging population– Attractiveness of Delaware
- Paratransit Growth – Demand Management
- Demand for more Fixed Route Service –  
Capital and Operating budget constraints
- Land Use – Transit Access
- Alternative Fuels –  
Vehicle Cost Escalation



# Accomplishments:

- Delaware Transit Authority
  - Completed  $\frac{3}{4}$  mile paratransit service separation per federal guidelines
  - Increased Resort ridership in FY11 – 20.7%.
  - Received OSHA compliance rating of 96% for all facilities
  - Received grant for solar panel installation
  - Completed 102 parking space expansion for SR299 Park & Ride
  - Relocated Georgetown transit hub to the train station and experienced record growth

# Accomplishments (cont)

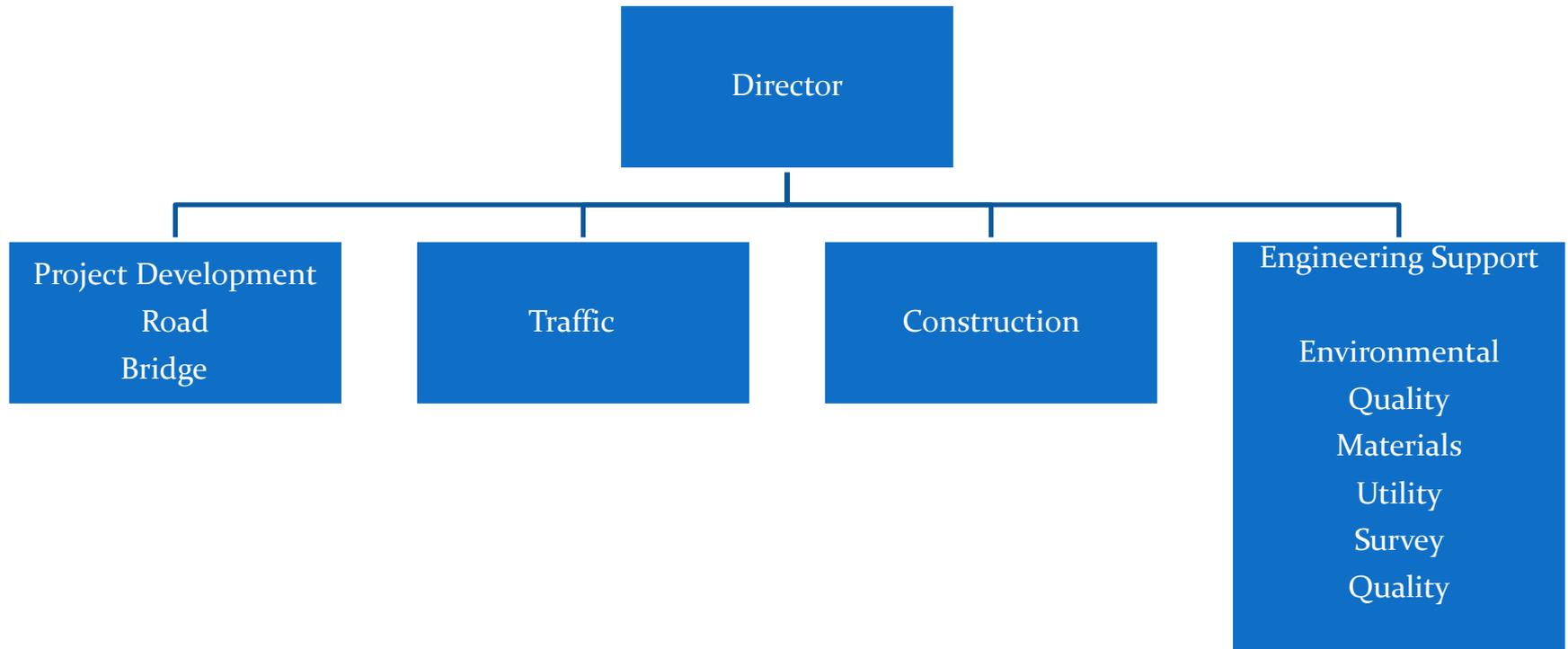
- Use of ARRA Funds:
  - Dover Transit Hub - opening December 2010
  - Expanded Mid County Maintenance Facility – completion December 2010
- Participated in renovation of Amtrak's Wilmington Train Station – opening February 2011
- Selected by National Transit Institute to provide a regional workshop on Advanced Mobility Device Securement - December 7-8<sup>th</sup>, 2010
- Selected by the United States Department of Transportation to provide a regional Bus Operator Training course in Delaware.

# Division of Transportation Solutions



Natalie Barnhart, Director  
Chief Engineer

# Organization Chart



FTE's = 424

# Core Responsibilities

- Statewide capital improvements
  - Project development and design for roadways, bridges, pedestrian and bicycle facilities, and signal systems
  - Capital construction administration and oversight
- Traffic Engineering Functions
  - Signal design, construction and maintenance
  - Monitor work zone traffic controls
  - Ensure compliance with federal requirements with regard to signing, striping, and work zone safety devices.

# Core Responsibilities (con't.)

- Traffic Engineering (con't.)
  - Perform traffic studies to determine speed limit, lighting needs, striping requirements
- Traffic Management
  - 24/7 traffic operations management and emergency response coordination through the Traffic Management Center (TMC)
  - Managing statewide Intelligent Traffic Management Systems (ITMS), including design and construction of new facilities, and maintenance of existing

# Core Responsibilities (cont.)

- Capital Project Engineering Support:
  - Environmental permitting
  - Historical and archaeological reviews
  - Utility coordination for relocation and new installation
  - Materials testing - soils, concrete, and hot-mix
  - Surveying
  - Real Estate boundary, storm water and drainage reviews
  - Railroad Safety Program
- Quality Assurance
  - Maintain Standard Specifications, Standard Details, Design Manuals, Special Contract Provisions
  - Ensure construction compliance with Standards

# Effects of Economic Recession

## Capital Project Cuts:

- ***New Castle County*** —**29 projects** cut from Capital Transportation Plan (CTP) since FY 2006 (ex. Walnut St., King and Orange Sts., SR 7 from PA line to Valley Road, US 40 corridor improvements, Elkton Rd. (Md. Line to Casho Mill Rd.)
- ***Kent County*** —**1 project** cut from CTP since FY 2005
- ***Sussex County*** —**16 projects** cut from CTP since FY 2005 (ex. Banks Rd., Angola Rd., Hudson Rd., Dewey Pedestrian Improvements)

# Effects of Economic Recession

## Capital Project Delays:

- **New Castle County**---Design or construction delays vary from 3 to 10 years. (ex. SR 9 New Castle delayed 9 years, SR 2, Union St. delayed 6 years, U.S. 40/ SR 72 Intersection delayed 9 years)
- **Kent County**---Design or construction delays vary from 3 to over 10 years (ex. SR 1/ Little Heaven Grade Separation construction delayed 9 years, SR 1/ Thompsonville delayed 10 years, West Dover Connector delayed 5 years, SR 8/Pearson's Corner delayed 6 years)
- **Sussex County**---Design or construction delays vary from 4 to 9 years ( ex. SR 1/SR 30 Grade Separation delayed 5 years, SR 26 Mainline delayed 6 years, SR 24 delayed over 8 years)

# Effects of Economic Recession

## Limited funds but Increased Demands:

- Need to install new signals, variable message boards, etc. that need regular maintenance (currently maintain over 1000 signals)
- 19 Signal and Lighting projects (value of \$3 million) are currently awaiting funding for design
- Delays to capital projects creates secondary increase in traffic studies and operational workload since evaluations have to be updated due to the delay or interim solutions evaluated
  - Highway Safety Improvement Program (HSIP) list includes 21 sites out of 30 that were previously identified for projects but not constructed to date

# Effects of Economic Recession

- Because of the decrease in revenues in the trust fund over the past several years, we are unable to take advantage of historically low bids by putting more work out
- Subsequently, we are missing an opportunity to stimulate job growth, particularly in the construction industry
- We are unable to take advantage of the current bid prices to get ahead of known transportation needs, and are instead continuing to fall behind

# Current Challenges

- Design and Construction Program:
  - Lack of reliable funding sources can result in delays in active design and construction
  - It is very difficult to suddenly stop active design/ construction activity. Conversely, it is very difficult to quickly start up design/construction activities after a stoppage
  - Lack of reliable funding sources can result in delays to right of way acquisition, or interruptions to the acquisition process
  - Projects have a “shelf-life”, making it difficult to justify completing a full design if right of way and/or construction funding is not available within a reasonable period after design completion

# Current Challenges (con't.)

- Construction costs generally increase over time, translating to more funding required the longer a project is delayed.
- Little preventative maintenance for traffic devices
- New federally mandated (but un-funded) requirements such as changes to signing requirements, storm water requirements, environmental permitting requirements, etc.
- The majority of the capital program utilizes federal funding; typically 80% federal and 20% state funds. When budget cuts need to be made due to revenue shortfalls, it takes delaying multiple projects to generate any significant savings on the state side.
- Lack of reliable revenue sources compromises our ability to design and construct safety improvements in a manner that keeps up with the increasing demands for these types of projects.

# Accomplishments:

- Awarded over \$216m for 111 construction contracts
- Obligated 100% of ARRA funds by 3/1/10
- Implemented Delaware's first High-intensity Activated Cross Walk (HAWK) system
- Utilized over 109,000 tons of recycled asphalt pavement (RAP)
- Completed design and started construction of I-95 Newark Toll Plaza Highway Speed EZ Pass lanes
- Held annual Winter Workshops for designers, construction inspectors, contractors and consultant personnel

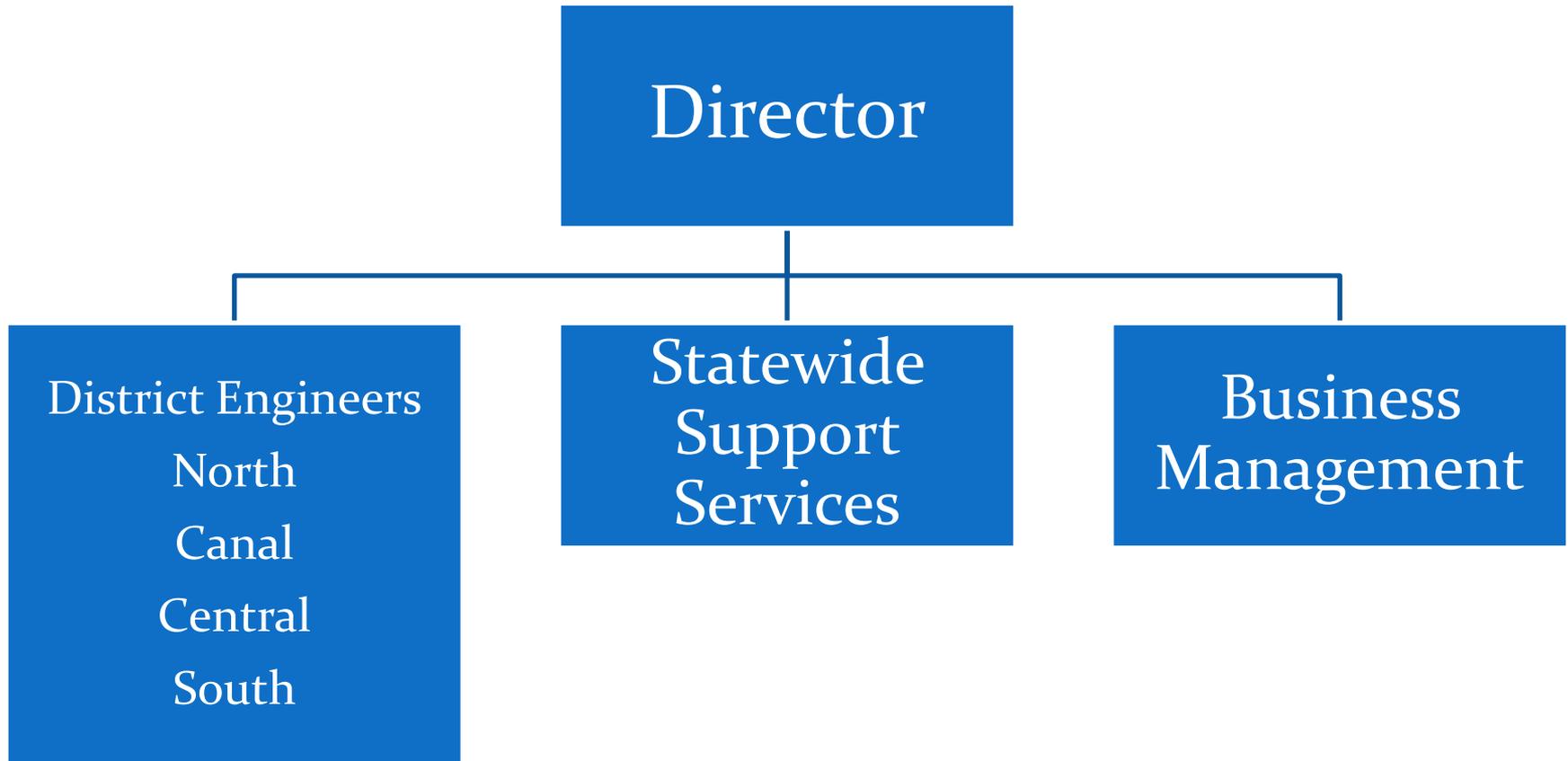
# Maintenance & Operations

Joe Wright, Director

Presenter: Brian Urbanek, Asst. Director



# Organization Chart



# Core Responsibilities



- Emergency Response
  - Seasonal/Storm Maintenance
  - Accidents and Emergencies
  - Guardrail Replacement
- Pavement Management
  - Inspection and Rating
  - Paving and Rehabilitation
- Bridge Management
  - Inventory and Inspection
  - Preventive Maintenance
- Roadside Management
  - Mowing and weed management
  - Tree/landscape maintenance
  - Maintaining line-of-sight
  - Trash and animal removal



# Core Responsibilities (cont'd)

- Drainage system
  - Open system maintenance (Ditches, etc.)
  - Closed system maintenance (Pipes, Manhole, Culvert, etc.)
- National Pollutant Discharge Elimination System (NPDES)
  - Drainage System – Inventory, Inspect, Maintenance
  - Street Sweeping
- Community Transportation Fund (CTF)
  - Legislative funding
  - Drainage funding
- Asset Management (Replacement & Maintenance)
  - Highway Equipment
  - Facilities Management



# Core Responsibilities (cont'd)

Location	Area (Square Miles)	Total Lane Miles	Sub Division Lane Miles	Close Drain (Miles)	Open Drain (Miles)
North	152	2,200	1,150	1,135	518
Canal	277	2,650	1,100	647	952
Central	594	2,700	350	617	2,326
South	972	4,350	350	289	3,592
State	1,994	11,900	2,950	2,689	7,388
Location	Mowing Acres	Acres Mowed	Miles Swept	Bridges	Signs (ooo's)
North	1,617	16,166	10,398	667	85
Canal	1,767	14,139	7,925	454	54
Central	3,559	22,014	4,616	325	56
South	7,008	28,032	1,744	392	88
State	14,061	54,717	18,982	1,841	284

# Effects of Economic Recession

- Limited Funds
  - Reduction in preventative maintenance accelerates need for future capital investments
  - Limited overtime creating backlog of work orders
- Reduced Capital – Equipment, Paving, & etc.
  - Delay or reduction in Capital Programs leads to increased Maintenance costs

# Current Challenges

- Increasing demands from public
  - Population growth
  - Sub-division growth
- System growth outpacing resource growth
  - SR-1 Expansion, I-95 5<sup>th</sup> Lane
  - Few new operators or equipment
  - Sidewalk maintenance
  - Bicycle and transit facility management
- Limited funding for preventative maintenance
- Aging Facilities



# Bridge Sufficiency

Bridges	Not Deficient		Structurally Deficient		Functionally Obsolete		Total
	#	%	#	%	#	%	
NBI	660	<b>79.9%</b>	47	5.7%	119	14.4%	826
State	658	<b>88.6%</b>	43	5.8%	42	5.7%	743
Total	1318	<b>84.0%</b>	90	5.7%	161	10.3%	1569

National Bridge Inventory (NBI) bridges are highway bridges that are greater than 20' in length. State bridges include all bridges less than 20' in length and pedestrian bridges

# Road Conditions

Maintain approximately 11,900 lane miles in the State  
Supporting over 9 billion vehicle miles traveled per year

	2002	2003	2004	2005	2006	2007	2008
<b>Poor</b>	10%	8%	9%	11%	11%	10%	11%
<b>Fair</b>	14%	15%	17%	20%	21%	21%	22%
<b>Good</b>	76%	77%	77%	69%	68%	69%	67%

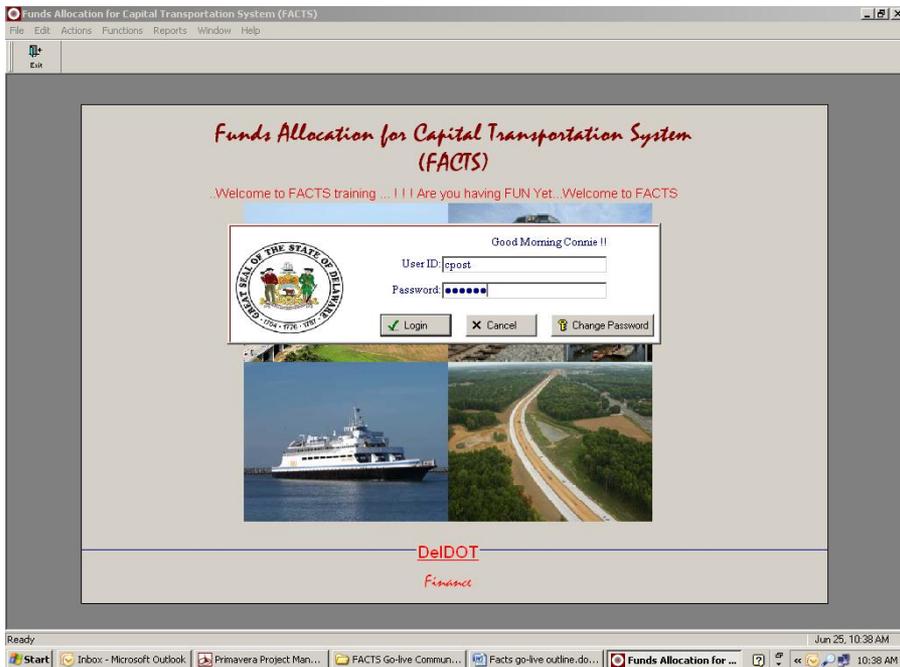
# Accomplishments:

- Resurfaced 321 lane miles and converted 41 lane miles to hot mix
- Maintain required sufficiency ratings for both bridge structures and roadway infrastructure
- Inspected over 16,000 storm sewer structures
- Equipped snow removal fleet with ground speed controls for consistent application of salt
- Completed preliminary testing of alternative guardrail vegetation management
- Conducted mower safety training for all equipment operators

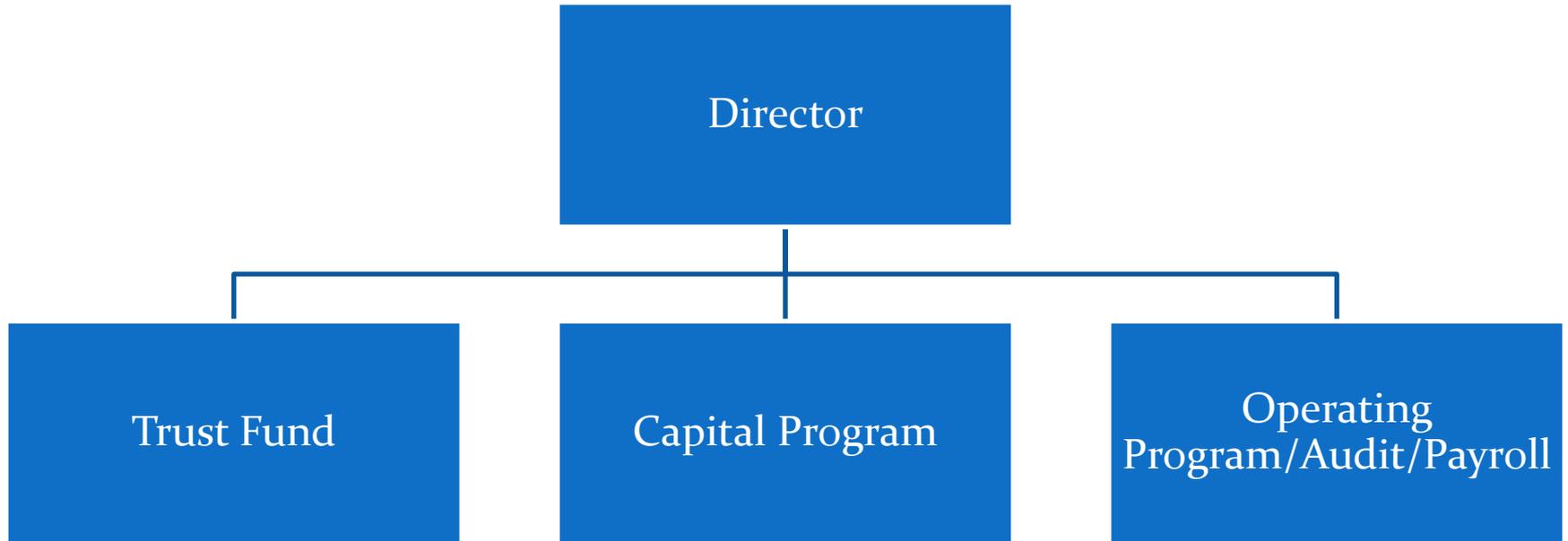


# Finance

Kathy S. English, Director



# Organization Chart

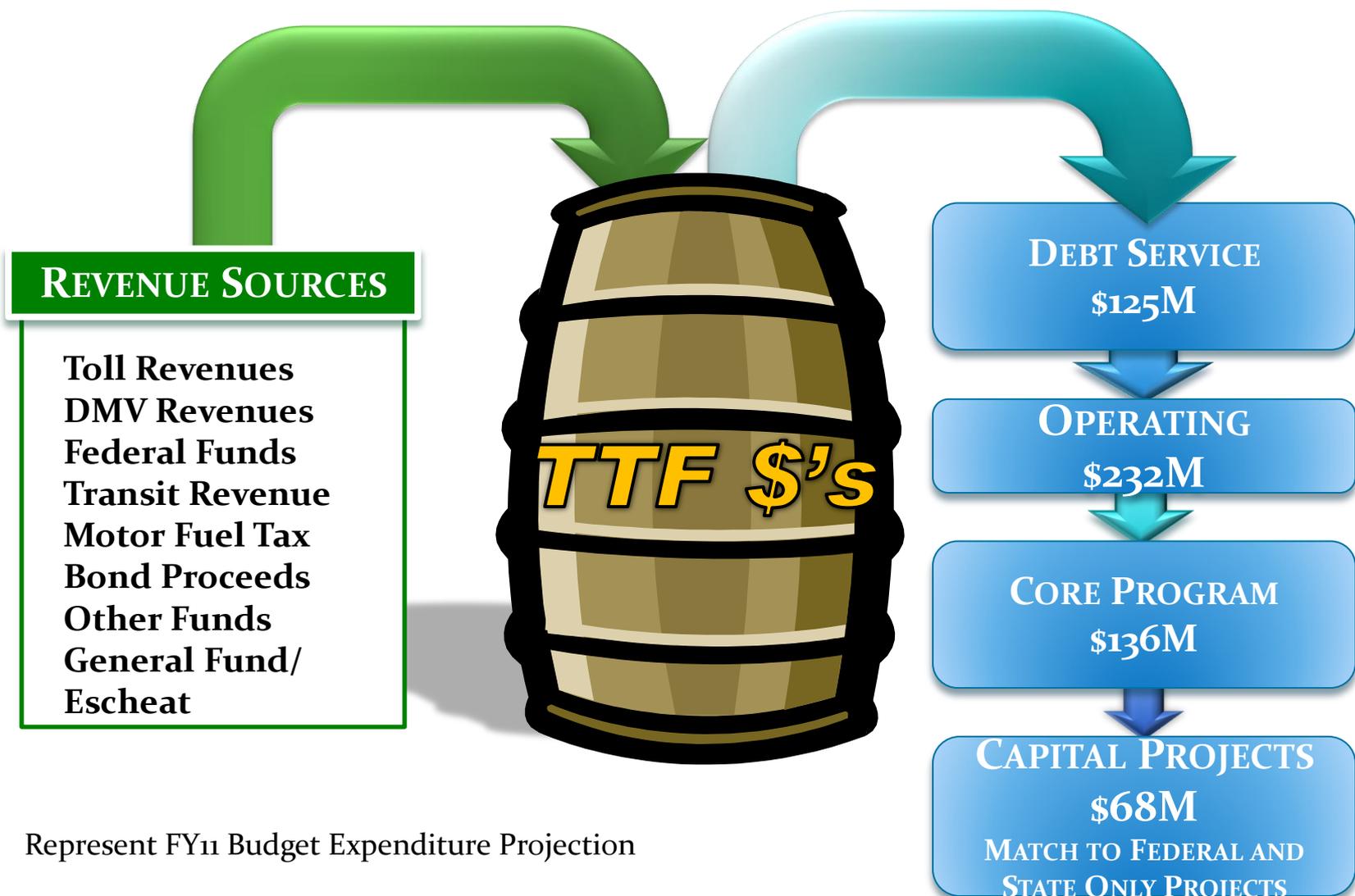


FTE's = 35

# Core Responsibilities

- Steward of the department's financial functions and systems
- Coordinator of independent audit processes, financial statement preparation and Comprehensive Annual Financial Report (CAFR)
- Development of annual Operating & Capital budgets
- Development of 6-year Capital Transportation Plan
- Collection of receivables
- Processing of payables – Procurement cards, Automated Clearinghouse (ACH) and checks
- Annual bond sale activities (rating agency reviews, sale)
- Implementation of Accounting Systems (Capital & Operating)

# Transportation Trust Fund Preview



Represent FY11 Budget Expenditure Projection

# Effects of Economic Recession

- The national economic recession has adversely affected our TTF revenues.

	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenue Sources	478	495	451	450	436	460	481	491

2006 levels are projected to return in 2012

2007 levels are projected to return in 2013

## Revenues:

- Decreased in FYs 2008, 2009 & 2010
- At this same period, DelDOT operating responsibilities and infrastructure needs have continued to increase.
- FY 2007 implemented fee increases on I-95 tolls, SR 1 weekend tolls, and drivers' licenses & registrations
- No Escheat funds received in 2008-2011 – anticipating in 2012 and beyond

# Effects of Economic Recession

Conservative DEFAC Revenue Growth Rates:

	DEFAC FORECAST							
	FY 10	FY11	FY12	FY13	FY14	FY15	FY16	FY 17
	% Chg. FY 09	% Chg. FY 10	% Chg. FY 11	% Chg. FY 12	% Chg. FY 13	% Chg. FY 14	% Chg. FY 15	% Chg. FY 16
<b><u>TOLL ROAD REVENUES:</u></b>								
I95 Newark Plaza	-1.3%	-1.0%	0.9%	1.1%	1.1%	1.1%	1.1%	1.0%
Route 1 Toll Road	2.2%	0.4%	0.7%	1.3%	1.3%	1.3%	1.5%	1.6%
Concessions	-8.3%	5.3%	8.7%	4.0%	3.8%	3.7%	3.6%	3.4%
<b>Total Toll Road Revenues</b>	<b>-0.5%</b>	<b>-0.5%</b>	<b>1.0%</b>	<b>1.2%</b>	<b>1.2%</b>	<b>1.2%</b>	<b>1.2%</b>	<b>1.2%</b>
<b><u>MOTOR FUEL TAX ADMIN.</u></b>	<b>-3.2%</b>	<b>1.9%</b>	<b>2.0%</b>	<b>2.0%</b>	<b>2.0%</b>	<b>2.0%</b>	<b>2.0%</b>	<b>2.0%</b>
<b><u>DIVISION OF MOTOR VEHICLES</u></b>								
Motor Vehicle Document Fees	3.9%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Motor Vehicle Registration Fees	2.8%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Other DMV Revenues	1.3%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
<b>Total DMV Revenues</b>	<b>3.0%</b>							
<b><u>OTHER TRANSPORTATION REV.</u></b>								
Other Transportation Rev	32.5%	8.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Investment Income(Net)	-51.1%	28.3%	50.0%	16.7%	14.3%	0.0%	0.0%	0.0%
<b>Total Other Transp. Revenue</b>	<b>2.3%</b>	<b>13.5%</b>	<b>13.1%</b>	<b>6.1%</b>	<b>5.7%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.5%</b>
<b>GRAND TOTAL</b>	<b>-0.1%</b>	<b>1.5%</b>	<b>2.3%</b>	<b>2.2%</b>	<b>2.2%</b>	<b>1.9%</b>	<b>2.0%</b>	<b>2.0%</b>

# Current Challenges

	Fy12	FY13	FY14	FY15	FY16
Total State Revenues Available for Capital Expenditures	\$209,915	\$203,142	\$197,443	\$188,624	\$180,901
Current Capital Transportation Plan	\$254,649	\$255,758	\$248,563	\$253,619	\$225,016
<b>Funding Shortfall:</b>	<b>(\$44,734)</b>	<b>(\$52,616)</b>	<b>(\$51,120)</b>	<b>(\$64,995)</b>	<b>(\$44,115)</b>

Results in additional project delays/cuts  
 Slows project development and construction activities

# Federal Funding Challenges

Existing Transportation Bill extended to 12/10

Trust Fund becomes insolvent by 2012 without new revenues

## Rescissions:

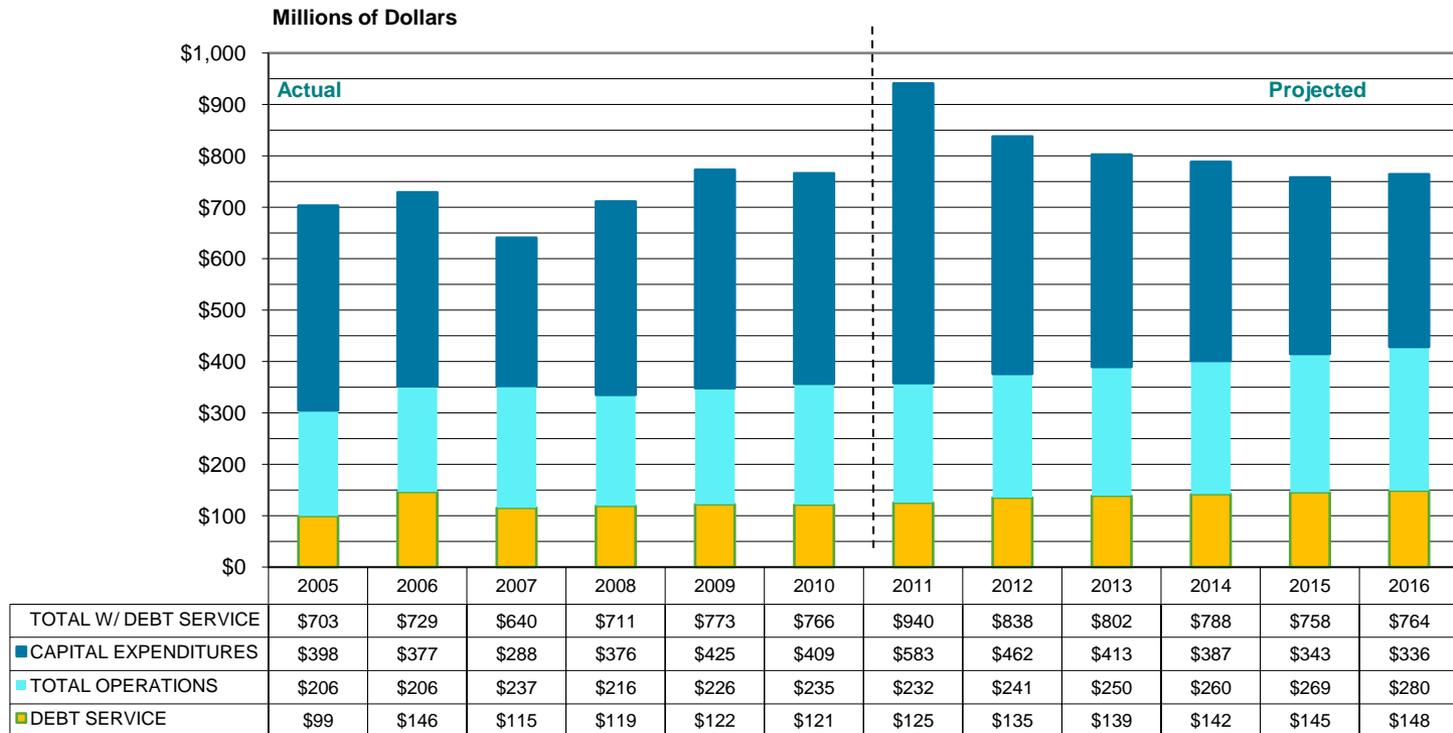
2005	\$14,064,166.78
2006	\$ 7,584,841.91
2007	\$10,730,541.17
2008	\$17,882,474.00
2009	\$47,002,767.00
2010	\$ 8,592,589.00
2011	<i>\$10,000,000.00*</i>

Annual Apportionment \$140M

Difficult to manage a multi-year program when funding allocations continue to change

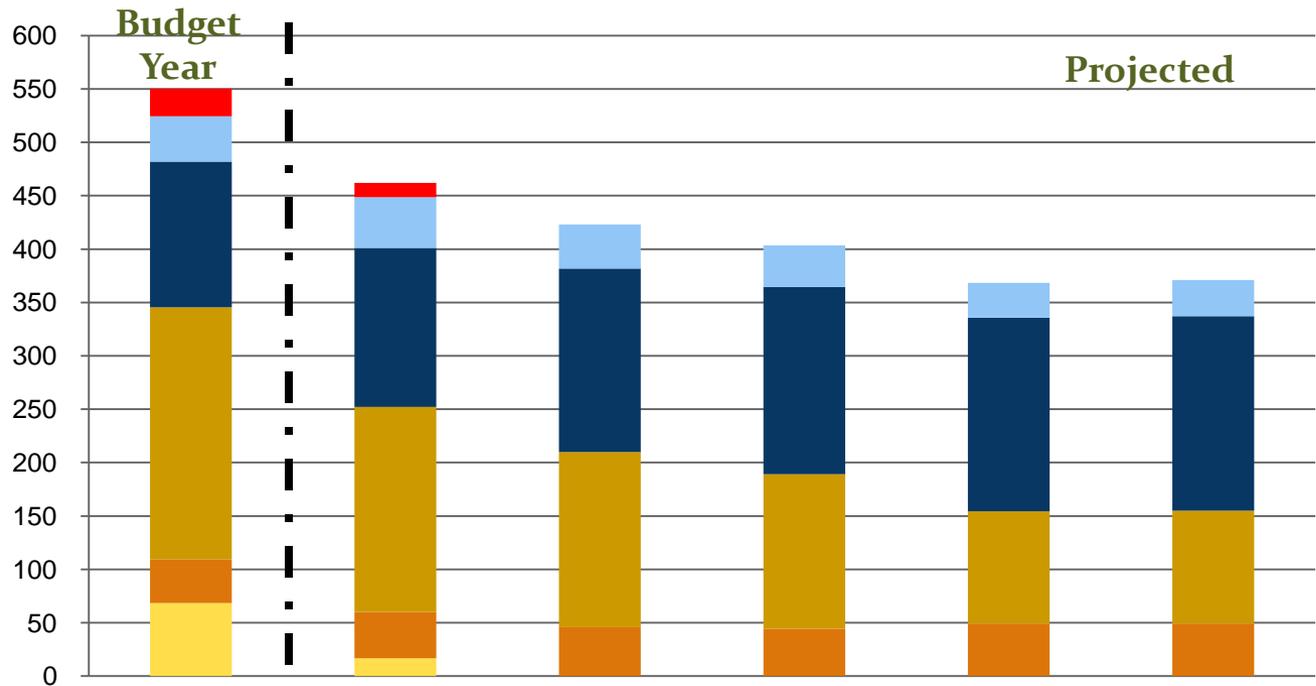
# Transportation Trust Fund Preview

## Uses of Funds



Represents 3% Department and 5% DTC annual growth rate  
Includes Federal Funding – ARRA impacts in 2009-2012

# Capital Program



	PROJECTED					
	2011	2012	2013	2014	2015	2016
<b>Federal Capital Expenditures</b>	<b>345.46</b>	<b>252.04</b>	<b>209.97</b>	<b>189.20</b>	<b>154.43</b>	<b>155.00</b>
ARRA Funds	68.40	16.80	0.00	0.00	0.00	0.00
Federal Funds - Core Business Needs	41.04	43.46	45.94	44.39	49.19	49.19
Federal Funds - Capital	236.02	191.79	164.03	144.81	105.24	105.81
<b>State Capital Expenditures</b>	<b>204.88</b>	<b>209.92</b>	<b>203.14</b>	<b>197.44</b>	<b>188.62</b>	<b>180.90</b>
State Capital Spend - Core Business Needs	136.54	149.13	171.76	175.36	181.28	182.19
State Required to Match Federal Funds	42.32	47.52	41.47	38.76	32.69	33.81
100% State Capital Program	26.03	13.27	0.00	0.00	0.00	0.00
<b>Total Capital Expenditures</b>	<b>550.35</b>	<b>461.96</b>	<b>413.11</b>	<b>386.64</b>	<b>343.05</b>	<b>335.90</b>



# Questions/Discussion