Department of Transportation

Council on Transportation

March 7, 2016
Agenda

- Approval of the Minutes
- Secretary’s Briefing
- FY17 – FY22 CTP Approval
- Public Comment
Secretary’s Update
Excellence in Transportation
Every Trip. Every Mode. Every Dollar. Everyone.

- **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 and communicate with our customers and employees openly and respectfully as we deliver our services.
Highlights for the Coming Year

- Implementing Innovative Contracting Methods
- Diverging Diamond
- Accelerated Bridge Construction
- Snow Plow Tracker
- DelDOT GATE-way
- DMV on the Go
- e-Construction
- Real-Time Bus Information
US 301 Project Overview

- Approved toll project by General Assembly July 2005
- Record of Decision in April 2008
- Phased implementation approved July 2009
- Provides an alternative to I-95, especially for heavy truck traffic due to:
  - I-95 Traffic Congestion
    - Northern Virginia
    - Washington D.C.
    - Baltimore
  - I-95 Toll Costs
    - Baltimore Harbor Crossings
    - John F. Kennedy Highway
- Financed from multiple sources:

<table>
<thead>
<tr>
<th>Amount</th>
<th>Source</th>
<th>FY Spend</th>
</tr>
</thead>
<tbody>
<tr>
<td>$11.82M</td>
<td>State TTF</td>
<td>2005 – 2015</td>
</tr>
<tr>
<td>$53.53M</td>
<td>Federal Aid (NHS)</td>
<td>2005 – 2015</td>
</tr>
<tr>
<td>$125.00M</td>
<td>GARVEE Funds (2010)</td>
<td>2010 – 2016</td>
</tr>
<tr>
<td>$234.31M</td>
<td>Toll Revenue Bonds</td>
<td>2016 – 2019</td>
</tr>
<tr>
<td>$211.24M</td>
<td>TIFIA Loan</td>
<td>2018 – 2019</td>
</tr>
</tbody>
</table>
Construction Contracts

Future Spur Road

Contract 1B:
LAB: Tutor Perini $35.4M

Contract 1A:
Tutor Perini $69.8M

Contract 1C:
Richard E. Pierson $21.3M

Contract 1D:
Bid Opening 3/8/16

Contract 2A:
Allen Meyers $93.7M

Contract 3:
Greggo & Ferrara $46.1M

Advertisement Date
Transportation Trust Fund
FY17 Sources By Category - $903.1M

- Federal Funds, $309.8
- Bond Proceeds, $31.9
- State Support, $5.0
- Revenue, $556.4
The FAST Act
Fixing America’s Surface Transportation Act

- Five year transportation legislation, includes provisions to ensure bill is fully paid for
- Provides every state a 5.1% increased in formula funding in FY 2016
  - Increase of 5.1% from our FY 2016 Annual apportionment increases on average $15 million per year ($163M FY16 to $187M FY20)
  - $75M over 5 year bill
The FAST Act
Fixing America’s Surface Transportation Act

- FAST Act continues the following programs:
  - National Highway Performance Program (NHPP)
    - Use of funding on non-NHS bridges
  - Surface Transportation
  - Congestion Mitigation & Air Quality (CMAQ)
  - Highway Safety Improvement Program (HSIP)

- FAST Act new initiatives:
  - National Freight Program
  - Nationally Significant Freight and Highway Projects Program
FY2017 – Sources of Funds – $903.1M (in millions)

- Federal Funds, $309.8M (34%)
- DMV Revenues, $209.0M (23%)
- Motor Fuel Tax, $121.3M (13%)
- I-95 Tolls, $126.4M (14%)
- SR-1 Tolls, $58.2M (6%)
- Bond Proceeds, $25.0M (2%)
- Fare Box, $24.5M (1%)
- Interest, $3.0M (1%)
- GARVEE, $6.9M (0.5%)
- GF Operating Support, $5.0M (0.5%)
- Misc. Revenue, $14.0M (0.5%)

Total: $903.1M
## Trust Fund Revenues

<table>
<thead>
<tr>
<th>Revenue Sources</th>
<th>FY11</th>
<th>FY12</th>
<th>FY13</th>
<th>FY14</th>
<th>FY15</th>
<th>FY16</th>
<th>FY17</th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Fuel Tax</td>
<td>116.6</td>
<td>115.9</td>
<td>115.0</td>
<td>116.9</td>
<td>119.6</td>
<td>121.3</td>
<td>121.3</td>
<td>121.3</td>
<td>120.3</td>
<td>119.3</td>
<td>118.3</td>
<td>117.4</td>
</tr>
<tr>
<td>Toll Roads</td>
<td>160.3</td>
<td>162.0</td>
<td>166.3</td>
<td>170.0</td>
<td>176.1</td>
<td>183.1</td>
<td>184.6</td>
<td>186.1</td>
<td>187.6</td>
<td>189.2</td>
<td>190.7</td>
<td>192.3</td>
</tr>
<tr>
<td>DMV Revenues</td>
<td>140.1</td>
<td>142.7</td>
<td>150.5</td>
<td>160.3</td>
<td>171.0</td>
<td>196.5</td>
<td>209.0</td>
<td>215.3</td>
<td>221.7</td>
<td>228.3</td>
<td>235.2</td>
<td>242.2</td>
</tr>
<tr>
<td>Other Revenues</td>
<td>15.4</td>
<td>14.5</td>
<td>13.4</td>
<td>13.9</td>
<td>15.5</td>
<td>16.8</td>
<td>17.0</td>
<td>17.1</td>
<td>17.2</td>
<td>17.8</td>
<td>17.8</td>
<td>17.7</td>
</tr>
</tbody>
</table>

Total Forecasted Revenues: 432.4, 435.1, 445.2, 461.1, 483.6, 517.7, 531.9, 539.8, 546.8, 554.6, 562.0, 569.6
FY2017 – Uses of Funds – $903.1M (in millions)

- Debt Service, $95.9
- DelDOT Operations, $153.8
- State Capital, $219.4
- Federal Capital, $309.8
- GARVEE, $6.9
- DTC, $112.3
- DelDOT OP (GF), $5.0

Percentage breakdown:
- Federal Capital: 34%
- DelDOT Operations: 17%
- State Capital: 24%
- Debt Service: 11%
- DTC: 12%
Debt–Service as a % of Revenue

- Current Debt-Service
- Debt-Service with 301

Year: 2008 to 2021
Operating Budget
Uses of Operating Funds

FY17 Gov. Rec. – $342.5M

- Personnel: $89.4M (26%)
- OpEx: $59.4M (17%)
- Debt Service: $95.9M (28%)
- DTC Subsidy: $87.8M (26%)
- Snow/Storm: $10.0M (3%)
## Operating Budget History

<table>
<thead>
<tr>
<th>Budgeted</th>
<th>FY12</th>
<th>FY13</th>
<th>FY14</th>
<th>FY15</th>
<th>FY16</th>
<th>FY17</th>
<th>% Change</th>
<th>FY12</th>
<th>FY13</th>
<th>FY14</th>
<th>FY15</th>
<th>FY16</th>
<th>FY17</th>
<th>GRB</th>
</tr>
</thead>
<tbody>
<tr>
<td>OpEx</td>
<td>138,540.6</td>
<td>139,514.5</td>
<td>143,005.4</td>
<td>144,605.5</td>
<td>146,369.6</td>
<td>148,749.0</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.7%</td>
<td>2.5%</td>
<td>1.1%</td>
<td>1.2%</td>
<td>1.6%</td>
<td></td>
</tr>
<tr>
<td>DTC Subsidy</td>
<td>77,515.7</td>
<td>80,337.0</td>
<td>83,878.8</td>
<td>84,453.3</td>
<td>85,420.6</td>
<td>87,827.6</td>
<td>5.4%</td>
<td>3.6%</td>
<td>4.4%</td>
<td>0.7%</td>
<td>1.1%</td>
<td>1.1%</td>
<td>2.8%</td>
<td></td>
</tr>
<tr>
<td>Debt Service</td>
<td>134,647.0</td>
<td>123,476.4</td>
<td>112,297.9</td>
<td>109,433.1</td>
<td>103,111.6</td>
<td>95,918.0</td>
<td>3.9%</td>
<td>(8.3%)</td>
<td>(9.1%)</td>
<td>(2.6%)</td>
<td>(5.8%)</td>
<td>(7.0%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Storm Acct</td>
<td>3,277.4</td>
<td>3,277.4</td>
<td>3,277.4</td>
<td>10,000.0</td>
<td>10,000.0</td>
<td>10,000.0</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>205.1%</td>
<td>0.0%</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Budget:</strong></td>
<td><strong>353,980.7</strong></td>
<td><strong>346,605.3</strong></td>
<td><strong>342,459.5</strong></td>
<td><strong>348,491.9</strong></td>
<td><strong>344,901.8</strong></td>
<td><strong>342,494.6</strong></td>
<td><strong>2.6%</strong></td>
<td><strong>(2.1%)</strong></td>
<td><strong>(1.2%)</strong></td>
<td><strong>1.8%</strong></td>
<td><strong>(1.0%)</strong></td>
<td><strong>0.7%</strong></td>
<td>**</td>
<td></td>
</tr>
<tr>
<td>W/O Storm Acct:</td>
<td>350,703.3</td>
<td>343,327.9</td>
<td>339,182.1</td>
<td>338,491.9</td>
<td>334,901.8</td>
<td>332,494.6</td>
<td>2.7%</td>
<td><strong>(2.1%)</strong></td>
<td><strong>(1.2%)</strong></td>
<td><strong>(0.2%)</strong></td>
<td><strong>(1.1%)</strong></td>
<td><strong>(0.7%)</strong></td>
<td>**</td>
<td></td>
</tr>
</tbody>
</table>
Capital Budget
FY2017 - Capital USES - $219.4M
(all figures in millions)

- Road Systems, $121.7 (55%)
- Transit Systems, $32.4 (15%)
- Support Systems, $43.6 (20%)
- Grants & Allocations, $21.8 (10%)
Proposed FY 17 Capital Program

- Increase in State of Good Repair
  - Paving Program
  - Bridge Preservation
    - I-95 Bridge Deck
    - Corrugated Metal Pipes
- Increase in ADA Improvements
- Community Transportation Funds
- Municipal Street Aid
Project Update
Regional Perspective
Project Update
New Castle County
SR 273 & Red Mill Rd Connector
SR 273 & Harmony Rd
SR 273 & Chapman Rd
SR 1 @ SR 273 Interchange
SR 273, Appleby Rd to Airport Rd
SR 1 Widening 3 to 4 lanes
SR 1 & SR 273 Interchange
SR 1 Auxiliary Lane
SR 1 & 40 Interchange
SR 1 @ Tybouts Interchange
SR 1 Widening 2 to 3 Lanes
SR 1 Widening 3 to 4 lanes
Diverging Diamond Interchange

New Castle county
Project Update
Kent County
Project Update
Sussex County
SR 24, Mulberry Knoll to SR 1
SR 24, Love Creek to Mulberry Knoll
SR 24 @ Camp Arrow Head Rd
FY17 – 22 CTP Approval
CTP Modifications

- **2 - Elkton Road, MD State Line to Casho Mill Road**
  - Extended PE phase into FY17
  - Extended ROW phase into FY19
  - Extended C phase into FY21

- **12 - US113 at SR18/SR404 (Georgetown) Grade Separated Intersection**
  - Moved ROW phase out one year to FY20 and FY21
  - Moved C phase out one year to begin in FY22

- **23 - SR 24, Mulberry Knoll to SR 1**
  - Add PE phase funding to FY17 to made minor plan changes

- **28 - HSIP SR 24 at SR 5 / SR 23 Intersection Improvements**
  - Moved ROW phase out one year to FY18 and FY19
  - Moved C phase out three years to FY20 and FY21
CTP Modifications

- 34 - SR 1 Widening, SR 273 to the Roth Bridge
  - Extended ROW phase into FY17
- 45 - HSIP NCC, N282, Mill Creek Road and Stoney Batter Road Intersection
  - Extended ROW phase into FY17
- 49 - HSIP SR 24 at Camp Arrow Head Road and SR 24 at Robinsonville Rd/Angola Rd Intersection Improvements
  - Moved ROW phase out one year to FY19 and FY20
  - Moved C phase out one year to FY21
- 55 - HEP NCC, I-495 at Philadelphia Pike
  - Project complete in FY16, Deleted C phase in FY17
- 68 – Christina River Bridge and Approaches
  - Added PE phase to FY17
CTP Modifications

- **70 - Lewes Park and Ride and Maintenance Facility**
  - Phase III C begins in FY20

- **77 - SR 1, NE Front Street Grade Separated Intersection**
  - Extended C phase into FY20

- **78 - HSIP SC, Iron Branch Road / State Street**
  - Extended ROW phase into FY17

- **79 - Road A / SR 7 Improvements**
  - Moved C phase out one year to FY19

- **81 - HEP KC, SR 8 & SR 15 Intersection Improvements**
  - Extended PE phase into FY18

- **94 - Dover Facility Bus Parking Reconfiguration**
  - Project complete in FY16, Deleted C phase in FY17
CTP Path Forward

- Plan Adoption by COT by March 7, 2016
- Forward Adopted plan to General Assembly by March 15, 2016
- State Approval contained in Bond Bill, June 30, 2016
- Federal Approval After October 1, 2016
Public Comment