

# FINANCES



JAMES J. DEPUTY  
*Secretary*

Money is not the most important thing in the world, but the State Highway Department could not be run without it.

There are two important considerations: where does the money come from . . . and where does it go? As the average householder will testify, these are sometimes difficult questions to answer accurately.

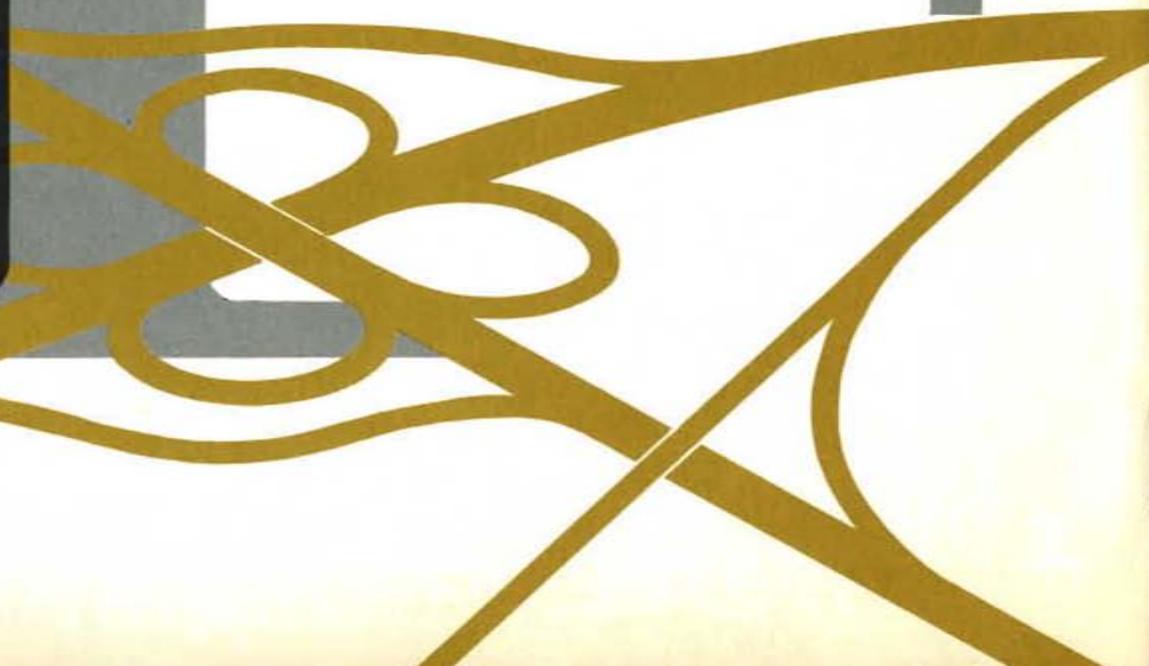
During the past fiscal year the Secretary's office has installed a new centralized data processing system to keep an accurate, day to day check on expenditures as a service to the engineering division. As a result of this new system, the first in the country for highway departments, the Secretary's office now has the same number of employees as it did three and one half years ago while it does more than three times as much business.

This system is adaptable to other state agencies which operate on a fiscal basis.

Without this system the reports of expenditures ran six to ten weeks behind. Now they are on a daily basis, and they are accurate.

The following pages show graphically the story of money and what it means to you.

*where  
the money  
came from . . .*





## Sources of 1958 Highway Funds

Total—\$41,901,691

57%—Authorized Bonds Sold  
\$23,925,000

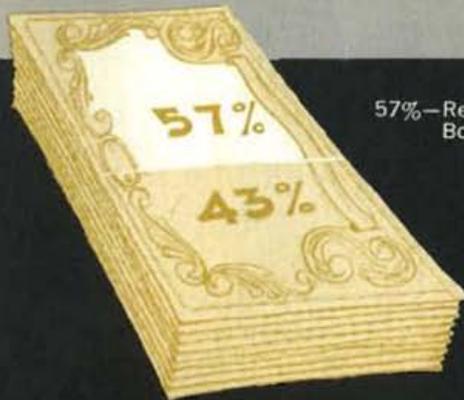


10%—Motor Vehicle Licenses  
and Fees \$4,183,790

12%—Federal Aid  
\$4,957,382

2%—State Police Fines and All  
Other Sources \$980,387

19%—Motor Fuel Tax  
\$7,855,132



57%—Receipts from  
Bond Sales

43%—Receipts from Current  
Highway Sources

1958 Income and how it was used. Highway taxes and fees furnished less than half the amount spent for 1958 highway needs.

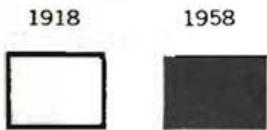
26%—Repayment of interest and of bonds  
(not directly a highway responsibility)

73%—Spent for Current  
Highway Needs

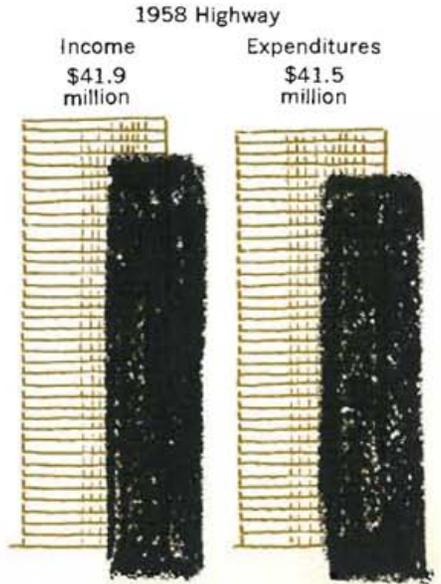
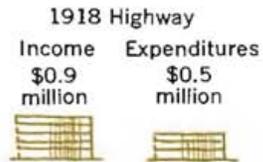
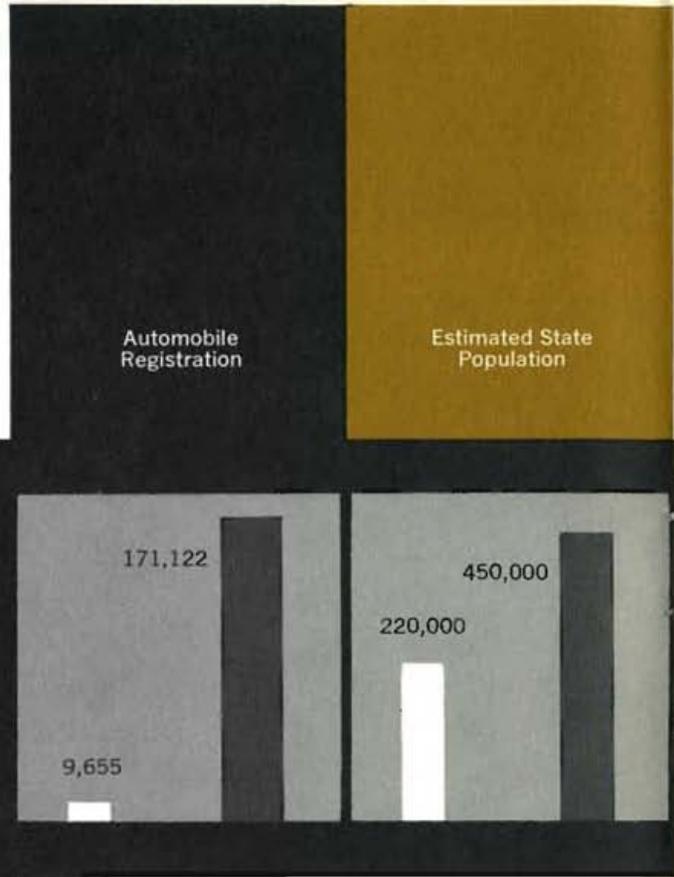
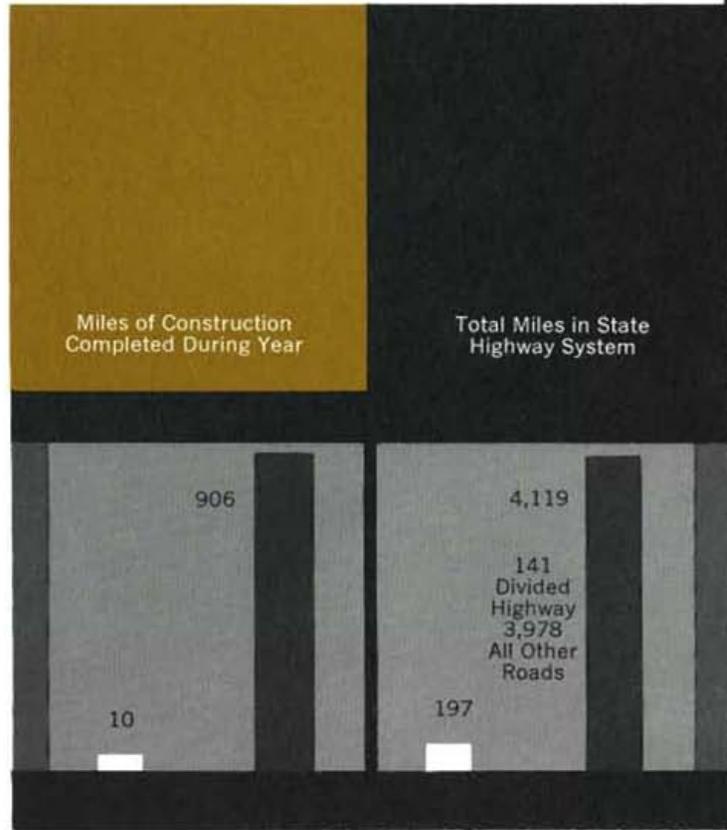
1%—Balance Unspent in 1958



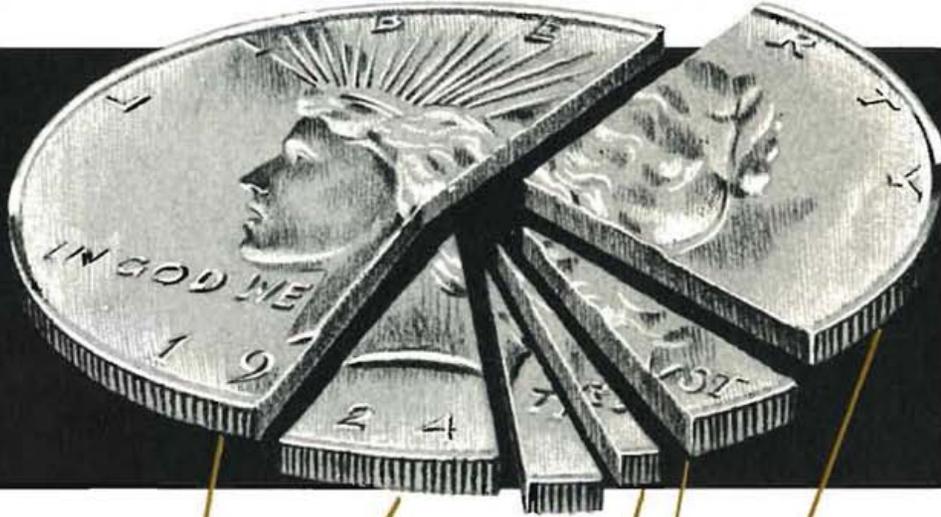
# Then and now—40 years of progress



Comparison of 1918—the first year of full operation for the State Highway Department—with the year just ended demonstrates Delaware's growing dependence on highway transportation and the State's progress in providing for it.



*How your highway dollar was spent*



54 cents went for construction of new roads.

10 cents was used to maintain present roads.

3.5 cents paid costs of the State Police.

26.5 cents was needed to pay interest on outstanding bonds, and to redeem those that matured.

5 cents was used for administration, pensions and other expenses.

1 cent provided for the mosquito control program.

1918

\$34,000

cost of 1 mile of first class road

1958

\$150,000

**YOUR HIGHWAY SYSTEM**  
*What 40 years have produced*

Like any private corporation, when the State Highway Department spends money it expects to get something in return or maintain something of value. Construction money, in each division, adds to the capital assets of the Department. Maintenance money keeps the value of the capital assets high and limits the amount of depreciation.

As of June 30, 1958, the following figures show the capital assets of the Delaware State Highway Department:

Improved Highways . . . . .	267,500,000.00
Lands and Buildings . . . . .	1,222,220.00
Public Lands . . . . .	5,000,000.00
Supplies . . . . .	300,000.00
Equipment . . . . .	<u>3,466,305.27</u>
Total . . . . .	\$ 277,488,525.27

# PERSONNEL

While there are no accurate records to show the exact number of employees of the Department in its first full year of operation, it is estimated that there were approximately 40 full time employees. In the drawings on this page, one figure equals ten workers.



Money, plans, ideas, projects—all are fine and all are needed, but it takes people to control, design, think and do the work. Highways mean people and with Delaware's huge program for the past fiscal year, plus the need for added maintenance and the increased public demand for service, the engineering forces were again increased to meet these needs.

Engineering forces totalled 1044 at the beginning of the fiscal year, and with the addition of 45 employees to the maintenance forces and 46 employees to the construction forces, ended the year with 1135 persons.

The organization of the engineering forces is under constant review, so that more efficient operation can be gained whenever possible.

During this past year, a change was made to speed the handling of the Department's business through the realignment of the responsibilities at the staff level. Two positions as Assistant Chief Engineer were established. Under this new plan, the Deputy Chief Engineer and the two new Assistant Chief Engineers were assigned definite areas of responsibility for the functions of specific divisions within the department.

As work on the Federal Aid Interstate System increased, a Freeway Division was planned during this past year. It began operation on July 1, 1958.

Personnel records and information are handled through the office of the Chief Administrative Assistant, Charles A. Stump.