

**Transportation Trust Fund Task Force, Meeting #1**  
**Meeting Minutes**  
**November 9, 2010**

*Present:*       **Transportation Trust Fund Task Force Members:** Dave Athey, Carlton Carey, John Casey, Rick Deadwyler, Jim Ford, Ray Harbeson, Dennis Klima, Chad Moore, Karen Peterson, Terry Reilly, Danny Short, Bob Venables, Secretary Wicks, Ted Williams (presiding), Jim Wolfe and Helene Keeley via phone.

*Absent:*       Bill Carson, Rich Davis, Carol Everhart, Christina Favilla, Alan Levin, Paul Morrill, Barry Schoch and Gary Simpson

**Guests and Support Staff:** Erika Benner (Controller General's Office), Jim Craig (Dept. of Finance), Mike McCann, Brian Motyl and Arthur Wicks

*Absent:*       Cleon Cauley (Governor's Office) and Brian Maxwell (Office of Management and Budget)

**DeIDOT Division Presenters:** Natalie Barnhart, Jennifer Cohan, Marti Dobson, Kathy English, Stephen Kingsberry, Ralph Reeb and Brian Urbanek

*Next meeting:* November 30, 2010, 4:00 p.m., Felton-Farmington Conference Room, DeIDOT Administration Building 1<sup>st</sup> Floor, Dover

**I. Presentation**

Secretary Wicks and Department Division Directors provided an overview of the objectives of the Transportation Trust Fund Task Force and explained the current issues facing DeIDOT and its individual divisions. A copy of the complete presentation can be found online at [www.deldot.gov](http://www.deldot.gov) under Transportation Trust Fund Task Force

**II. Questions and Discussion**

**A. Technology and Support Services**

Karen Peterson inquired about the number of Full Time Employees (FTE's) that Technology and Support Services lost due to the recession. Marti Dobson responded that five positions have been lost since 2007 due to budget constraints and consolidation.

**Department of Motor Vehicles**

Rick Deadwyler asked about the number of license holders in the state and Jennifer Cohan responded that there are approximately 640,000 and 100,000 identification card holders.

Bob Venables discussed complaints from his constituents about the new process to receive/renew a license (under the REAL ID licensing system) due to the need to have documents that may be hard to locate (i.e. marriage certificate, social security card, proof of residency, etc). Mr. Venables also asked if we are ahead of others states in using these requirements. Ms. Cohan acknowledged that this issue is one of the DMV's most prominent complaints, but added that many of these forms of identification are "and/or" requirements. Ms. Cohan also mentioned that we

are one of only thirteen states in compliance with the current guidelines and that drivers could still acquire “non-compliant licenses” if necessary. Jim Wolfe stated the complaints of four to five hour long wait times at the DMV is unacceptable, to which Ms. Cohan responded that this is the DMV operating within its current limitations and that despite this difficulty, wait times have still been reduced.

**B. Planning**

Karen Peterson asked for the definition of a non-motorized facility. Mr. Ralph Reeb answered that these include such things as sidewalks, bike lanes and other pedestrian facilities.

Bob Venables commented on the increase in cooperation between DelDOT and the community during his time in state government and commended Reeb for his work with this division.

**C. Delaware Transit Corportation**

Jim Wolfe asked why Paratransit ridership is growing and Mr. Kingsberry responded that Delaware’s reputation for good paratransit services, people moving into the state, and a growth in the state’s elderly populations have been major factors in increased paratransit ridership.

Ted Williams asked Mr. Kingsberry to inform the task force of the actual cost of a paratransit trip (vs. what the rider actually pays) and Mr. Kingsberry responded that the actual cost is \$30 - \$35. Mr. Williams also asked if it was true that Delaware was providing more paratranist services than are required to which Mr. Kingsberry responded yes.

John Casey asked about the average length of a paratransit trip. Mr. Kingsberry indicated that the average length can vary widely. For example, in most other states, the average length is 5 miles. In Sussex County the average length is 25 miles.

Karen Peterson asked if Sunday Service had contributed to any of the ridership growth. Mr. Kingsberry explained that this service did contribute to ridership growth. Sunday service was introduced in 2008 and has been very successful. It is offered only in Wilmington at this time.

Bob Venables commented on the increasing revenue needs to match the increased costs of public transit.

Rick Deadwyler asked if DTC was doing anything to increase the use of RideShare. Kingsberry explained the current program and noted that RideShare had recently had its 15,000<sup>th</sup> customer and it is seeing good success in areas where there is not enough population density to justify a fixed route.

Jim Wolfe requested paratransit ridership numbers be separated by county. Mr. Kingsberry provided this verbally. This will be made available to the committee in writing as a follow up to this meeting.

**D. Transportation Solutions**

Bob Venables commented about Federal mandates that have made the department operate beyond its means and how it will be difficult to increase TTF revenues to meet ever-increasing Federal demands.

Ray Harbeson noted that DelDOT’s paratransit policy is an example of self-mandating beyond the department’s means.

**E. Finance**

Jim Wolfe asked if the Transportation Trust Fund receives 100 percent of the State motor fuel tax. Ms. English responded yes.

John Casey asked if the current Capital Transportation Plan reflected projects that were cut in the past. Ms. English answered that these projects are still in the CTP and that newer versions of the CTP represent a "flattening" of the project timelines to affordably fund these projects.

Casey also asked about how much the DTC subsidy is in comparison to the Operations Budget. Ms. English explained that \$90M is the approximate annual subsidy to DTC with anticipated revenues of \$16M.

Casey also asked Ms. English to confirm his assumption that many of these demand projections are conservative and that real demand could in fact be much higher. Secretary Wicks noted that the figures in this presentation represent a current snapshot of the department and that the following meetings will explore the projections further.

Bob Venables noted that the TTF was originally created exclusively for use in Capital Projects.

Terry Reilly asked if the department had a defined revenue increase figure that would make the TTF successful. Secretary Wicks explained that the Task Force will discuss this eventually, but that at this time it was important for the Task Force to recognize the current issues facing the department and the TTF. Future meetings will explore the financial stability of the trust fund.

#### **F. Administrative Matters**

Ted Williams discussed the following items:

1. The Task Force is open to the public and no individual member can speak on behalf of the Task Force. DeIDOT will act as the official spokesperson for the Transportation Trust Fund Task Force.
2. Meeting minutes would be reviewed by the chairperson, then posted to the DeIDOT web. At the following member meeting, minutes would be presented for comment.
3. Next meeting will be held on November 10, 2010, 4-6pm.

#### **ACTION ITEMS:**

Rick Deadwyler requested that the financial information presented at the next meeting be broken down by county when possible.

Ray Harbeson requested a 10-year historical review of revenues and expenditures for the trust fund.

Jim Wolfe requested a breakdown of paratransit ridership by county.

**Meeting adjourned at 6:20pm**